

Duck Creek Sub-district

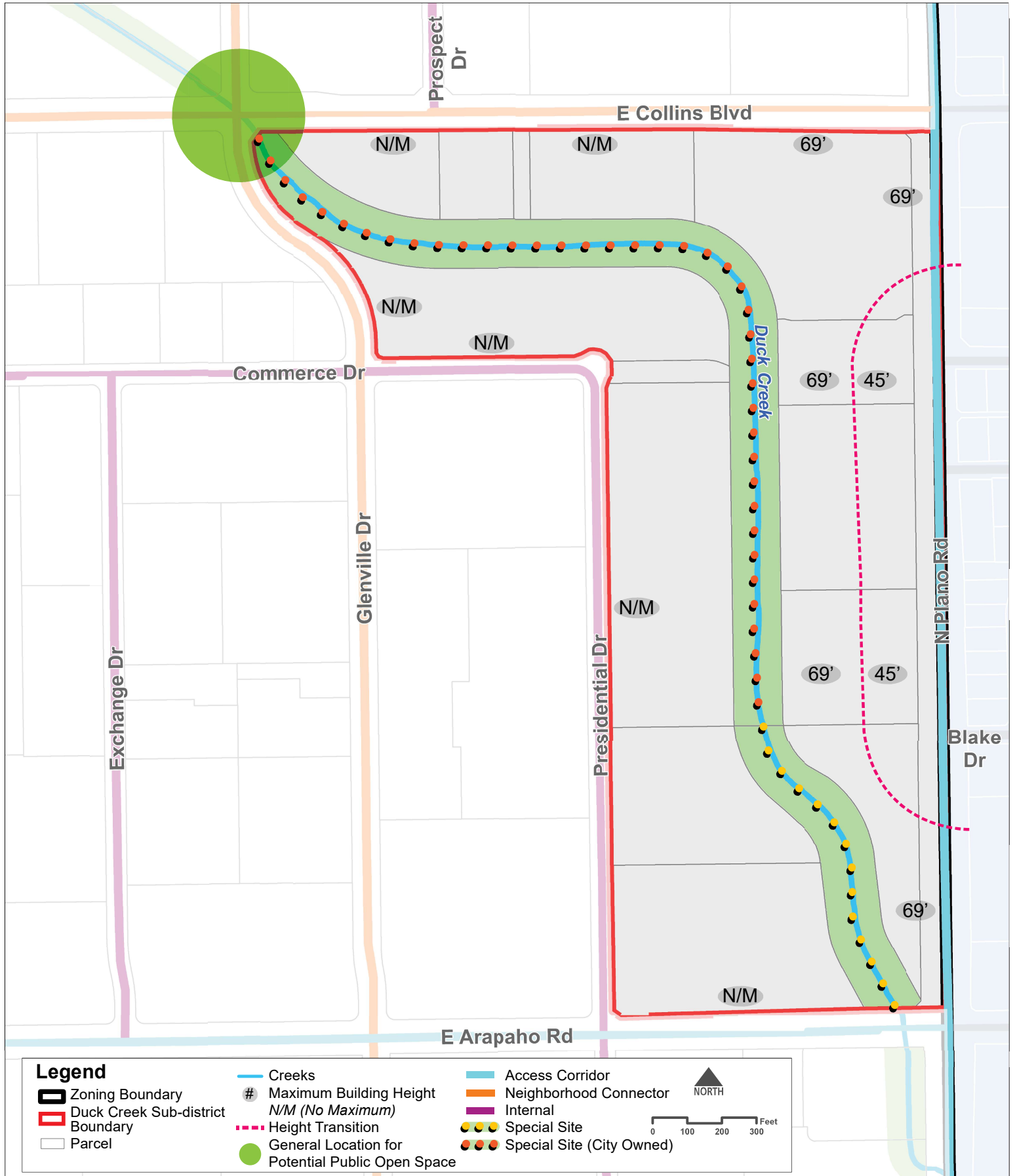


Collins / Arapaho TOD & Innovation District
Rezoning Initiative



- Regulating Plans
- Building Heights
- Street Cross-Sections
- Proposed Uses

Regulating Plan-Duck Creek Sub-district



Street Types-Duck Creek Sub-district

Access Corridor

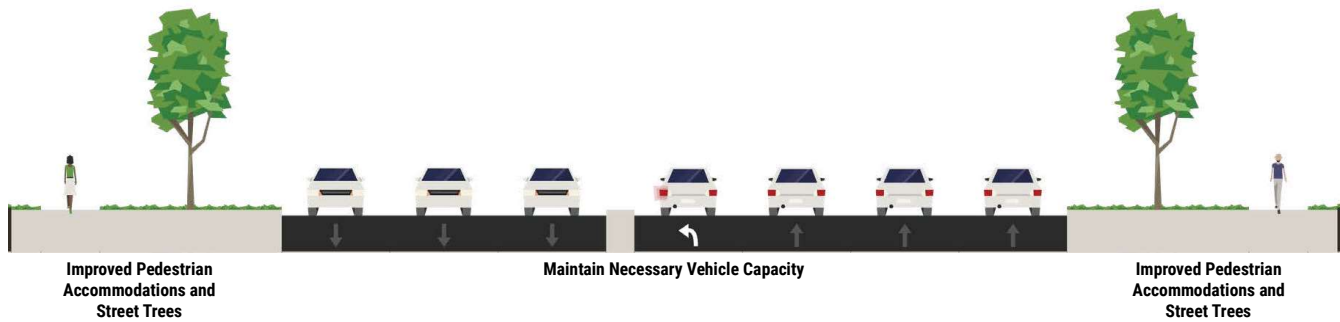
Typical Characteristics

- Vehicle capacity priority
- Limited pedestrian accommodations
- Limited right-of-way on most corridors

Design Options

- Wider sidewalks and pedestrian amenities
- Increased street trees and streetscaping where possible

Plano Road



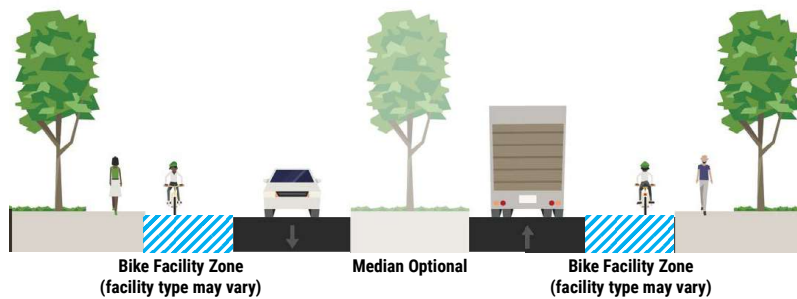
Neighborhood Connector

Typical Characteristics

- Lower vehicle capacity priority
- Balance between cross-district mobility and local access

Design Options

- Increased bicycle and pedestrian separation from traffic
- Street trees where possible; could include landscaped median or midblock center islands
- Curb radii and intersection design to accommodate turning trucks



Street Types-Duck Creek Sub-district

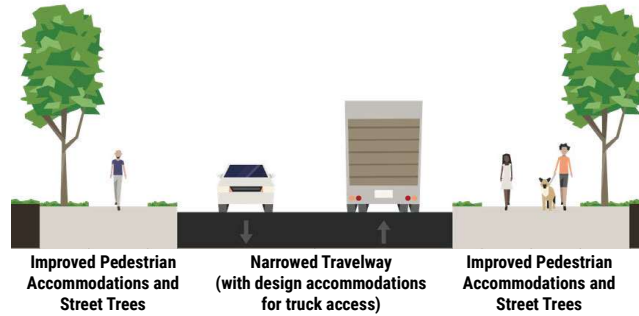
Internal

Typical Characteristics

- Wide travel lanes
- Limited pedestrian accommodations with some gaps

Design Options

- Wider sidewalks or shared-use paths
- Narrow travelway to increase street trees or other amenities to improve pedestrian comfort



Flexible Street Zones and Widths



	Frontage		Pedestrian Zone		Greenscape/ Furnishing Zone		Bike Zone (If identified on the Bike Network Plan)		Travelway Zone		Median	
	Pref.	Min.	Preferred	Minimum	Pref.	Min.	Preferred	Minimum	Travel Lanes	Preferred	Minimum	
Access Corridor	2'	0'	8'	5'	5'	0'	10'-12' Shared-use Sidepath	N/A	10'-11' (4-6 lanes)	16'	14'	
Neighborhood Connector	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2-4 lanes)	10'-16'	N/A	
Internal	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-12' (2 lanes) *wider travel lanes may be preferred for heavy truck use	N/A	N/A	
Transitional	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	
Parkway (Greenville Ave)	2'	0'	6'-12'	5'	5'	0'	10'-12' Cycle Track	N/A	10'-11' (4 lanes)	14'-16'	14'	
Urban Mixed Use	2'	0'	8'	5'	6'	4'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	
Urban Neighborhood	2'	0'	8'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	

Proposed Uses-Duck Creek Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Residential		
Adaptive Reuse	P	
Live/Work	S	
Non-Residential		
Antenna, Accessory	P	
Antenna, Commercial	P	
Antenna, Commercial, in Excess of Three Antennas	S	
Antenna, Freestanding	P	
Antenna, Mounted	P	
Art Gallery	P	
Assisted Living Facility	S	
Bakery	P	
Bank or Financial Institution	P	
Barber or Beauty Salon	P	
Beer and Wine Package Sales - 75% or more Revenue from Sales of Beer and/or Wine	S	
Beer and Wine Package Sales - Less than 75% Revenue from Sales of Beer and/or Wine	P	
Boarding Kennel	S	
Catering Service	P	
Child Care Center	S	
Church	P	
Commercial Entertainment, Indoor	S	
Commercial Entertainment, Outdoor	S	
Construction Field Office	P	
Contracting Operation	P	
Cultural/Community Center	P	
Data Center	P	
Distribution Center	P	
Electrical Substation	S	
Event Center	S	
Fine Arts Studio	P	
Food Truck Park	S	
Fraternal Organization	P	
Health Club	P	
Helipad	S	
Home Occupation	P	
Hospital	S	
Hotel, Full Service	P	
Hotel, Other	S	
Independent Living Facility	S	
Large Scale Retail/Service Store	S	

“P” = means a **Permitted Use** that may be lawfully established in a particular zoning district as long as it meets all requirements, regulations and standards of the applicable district.

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Collins / Arapaho TOD & Innovation District Rezoning Initiative



Proposed Uses-Duck Creek Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Laundry or Dry Cleaning Service	P	
Laundry Pick Up Station	P	
Mailing Service	P	
Manufacturing Facility	P	
Manufacturing Facility, Artisanal	P	
Manufacturing High-Tech	P	
Martial Arts School	P	
Massage Establishment	S	
Microbrewery	P	
Mortuary or Funeral Home	S	
Motor Vehicle Parts and Accessory Sales	P	
Nursing or Convalescent Home	S	
Office	P	
Parking Garage	P	
Parking Surface Lot	P/S	
Parking Surface Lot or Garage - Municipal	P	
Performing Arts Center	S	
Pet Sales and Grooming	P	
Photography or Art Studio	P	
Print Shop, Major	P	
Print Shop, Minor	P	
Private Club	S	
Private Recreational Club	S	
Public Building	P	
Radio, Recording or Television Studio	P	
Radio or Television Station	P	
Repair Shop, Household Items	P	
Repair Shop, Personal Items	P	
Research Laboratories and Facilities	P	
Restaurant Without Drive-Through or Curb Service	P	
Retail Sales	P	
School, Parochial (Not Located on Same Lot as Religious Institution)	S	
School, Parochial (Located on Same Lot as Religious Institution)	P	
School, Private	S	
Technical Training School	P	
Temporary open air market	S	
University or College	P	
Veterinary Office	P	
Warehouse	P	
Wholesale Establishment	P	
Winery/Distillery	P	

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Collins / Arapaho TOD & Innovation District Rezoning Initiative



Greenville Avenue Sub-district

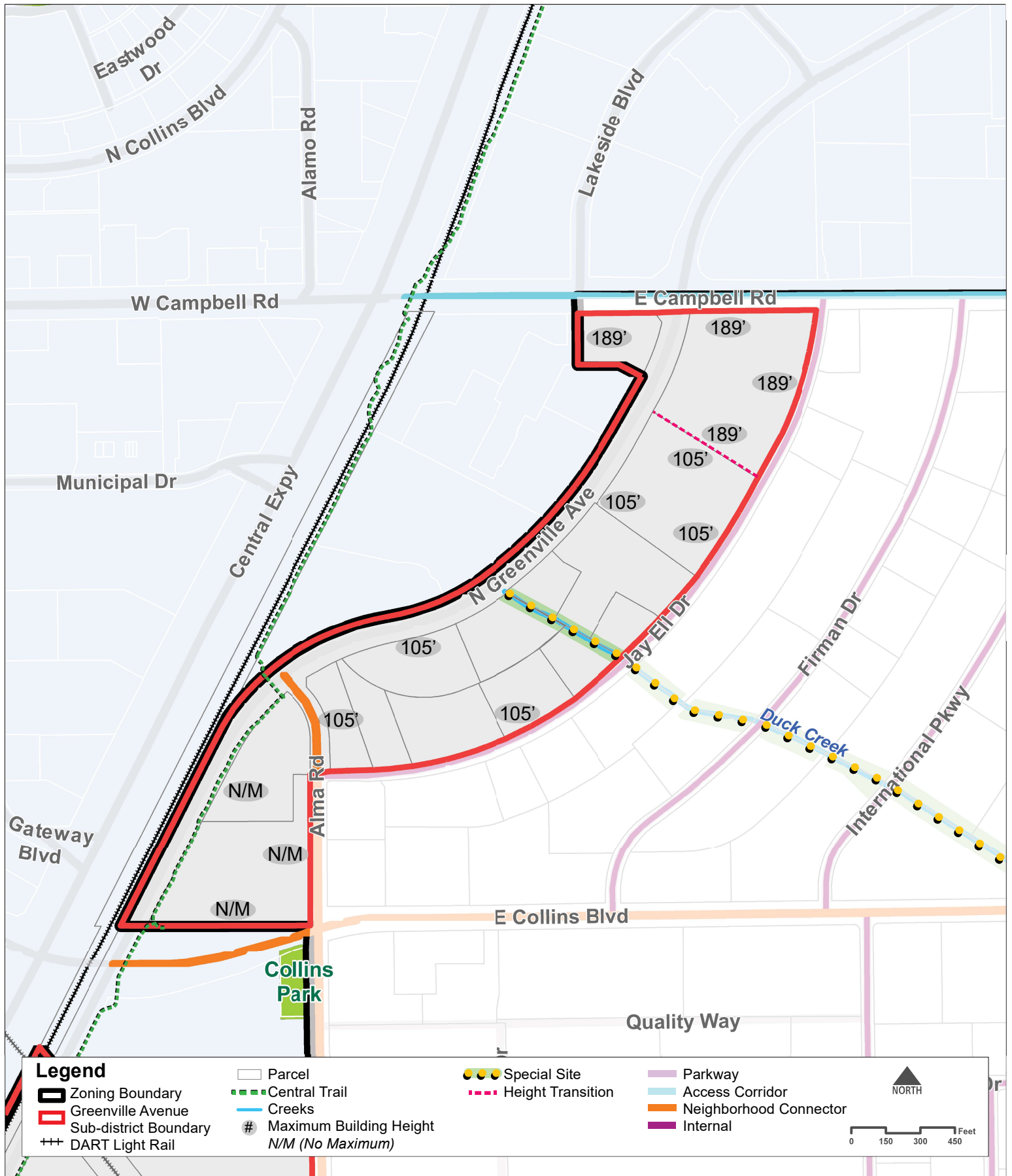


Collins / Arapaho TOD & Innovation District
Rezoning Initiative



- Regulating Plans
- Building Heights
- Street Cross-Sections
- Proposed Uses

Regulating Plan-Greenville Avenue Sub-district



Street Types-Greenville Avenue Sub-district

Access Corridor

Typical Characteristics

- Vehicle capacity priority
- Limited pedestrian accommodations
- Limited right-of-way on most corridors

Design Options

- Wider sidewalks and pedestrian amenities
- Increased street trees and streetscaping where possible

Campbell Road



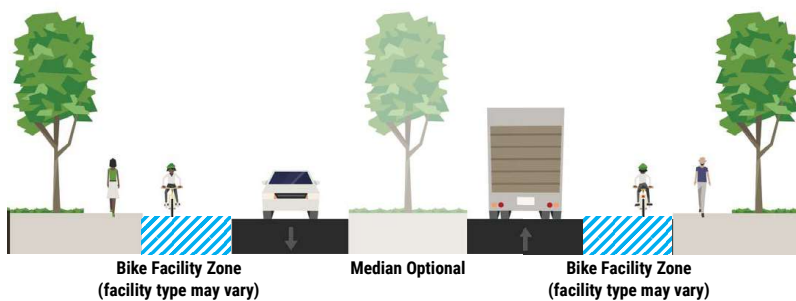
Neighborhood Connector

Typical Characteristics

- Lower vehicle capacity priority
- Balance between cross-district mobility and local access

Design Options

- Increased bicycle and pedestrian separation from traffic
- Street trees where possible; could include landscaped median or midblock center islands
- Curb radii and intersection design to accommodate turning trucks



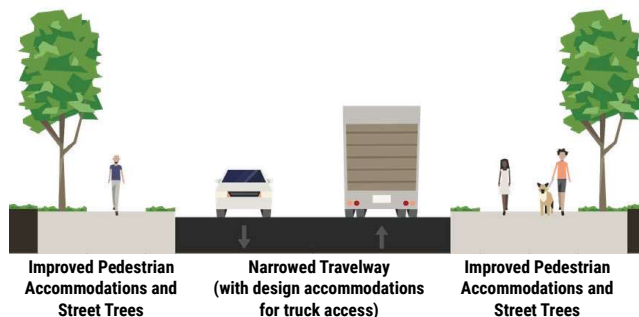
Internal

Typical Characteristics

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Design Options

- Wider sidewalks or shared-use paths
- Narrow travelway to increase street trees or other amenities to improve pedestrian comfort



Street Types-Greenville Avenue Sub-district

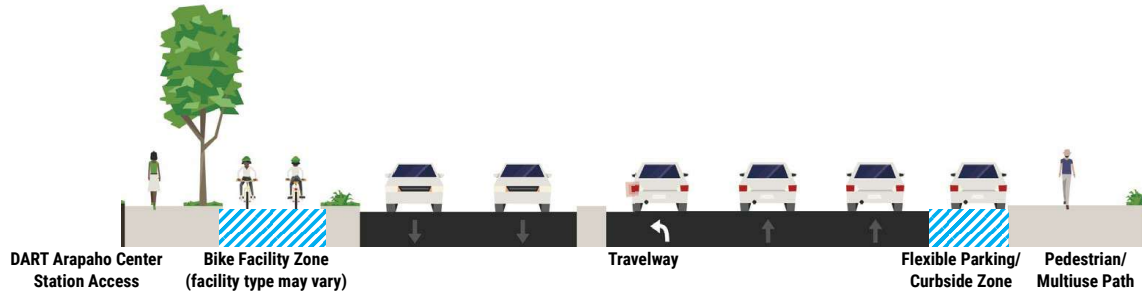
Parkway (Greenville Ave)

Typical Characteristics

- Excess travel lane capacity
- Transit-oriented context opportunities

Design Options

- Repurpose travelway space for bikeway and pedestrian crossing options
- Greater physical separation for bikeway from adjacent travel volume and speed



Flexible Street Zones and Widths



	Frontage		Pedestrian Zone		Greenscape/ Furnishing Zone		Bike Zone (If identified on the Bike Network Plan)		Travelway Zone		Median	
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Proposed Uses-Greenville Avenue Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Residential		
Adaptive Reuse	P	
Live/Work	P	
Multi-Family	P	
Tiny House Park	S	
Townhome	P	
Non-Residential		
Antenna, Accessory	P	
Antenna, Commercial	P	
Antenna, Commercial, in Excess of Three Antennas	S	
Antenna, Freestanding	P	
Antenna, Mounted	P	
Art Gallery	P	
Assisted Living Facility	S	
Bakery	P	
Bank or Financial Institution	P	
Barber or Beauty Salon	P	
Beer and Wine Package Sales - 75% or more Revenue from Sales of Beer and/or Wine	S	
Beer and Wine Package Sales - Less than 75% Revenue from Sales of Beer and/or Wine	P	
Boarding Kennel	S	
Catering Service	P	
Child Care Center	S	
Church	P	
Commercial Entertainment, Indoor	S	
Commercial Entertainment, Outdoor	S	
Construction Field Office	P	
Contracting Operation	P	
Cultural/Community Center	P	
Data Center	P	
Distribution Center	P	
Electrical Substation	S	
Event Center	S	
Fine Arts Studio	P	
Food Truck Park	S	
Fraternal Organization	P	
Health Club	P	
Helipad	S	
Home Occupation	P	
Hospital	S	
Hotel, Full Service	P	
Hotel, Other	S	

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August 2019

Proposed Uses-Greenville Avenue Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Independent Living Facility	S	
Large Scale Retail/Service Store	S	
Laundry or Dry Cleaning Service	P	
Laundry Pick Up Station	P	
Mailing Service	P	
Manufacturing Facility	P	
Manufacturing Facility, Artisanal	P	
Manufacturing High-Tech	P	
Martial Arts School	P	
Massage Establishment	S	
Microbrewery	P	
Mortuary or Funeral Home	S	
Motor Vehicle Parts and Accessory Sales	P	
Nursing or Convalescent Home	S	
Office	P	
Outdoor Storage (Accessory Use Only)	P	
Parking Garage	P	
Parking Surface Lot	P/S	
Parking Surface Lot or Garage - Municipal	P	
Performing Arts Center	S	
Pet Sales and Grooming	P	
Photography or Art Studio	P	
Print Shop, Major	P	
Print Shop, Minor	P	
Private Club	S	
Private Recreational Club	S	
Public Building	P	
Radio, Recording or Television Studio	P	
Radio or Television Station	P	
Repair Shop, Household Items	P	
Repair Shop, Personal Items	P	
Research Laboratories and Facilities	P	
Restaurant Without Drive-Through or Curb Service	P	
Retail Sales	P	
School, Parochial (Not Located on Same Lot as Religious Institution)	S	
School, Parochial (Located on Same Lot as Religious Institution)	P	
School, Private	S	
Technical Training School	P	
Temporary open air market	S	
University or College	P	
Veterinary Office	P	
Warehouse and Wholesale Establishment	P	
Winery/Distillery	P	

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Collins / Arapaho TOD & Innovation District Rezoning Initiative



DART Station Sub-district

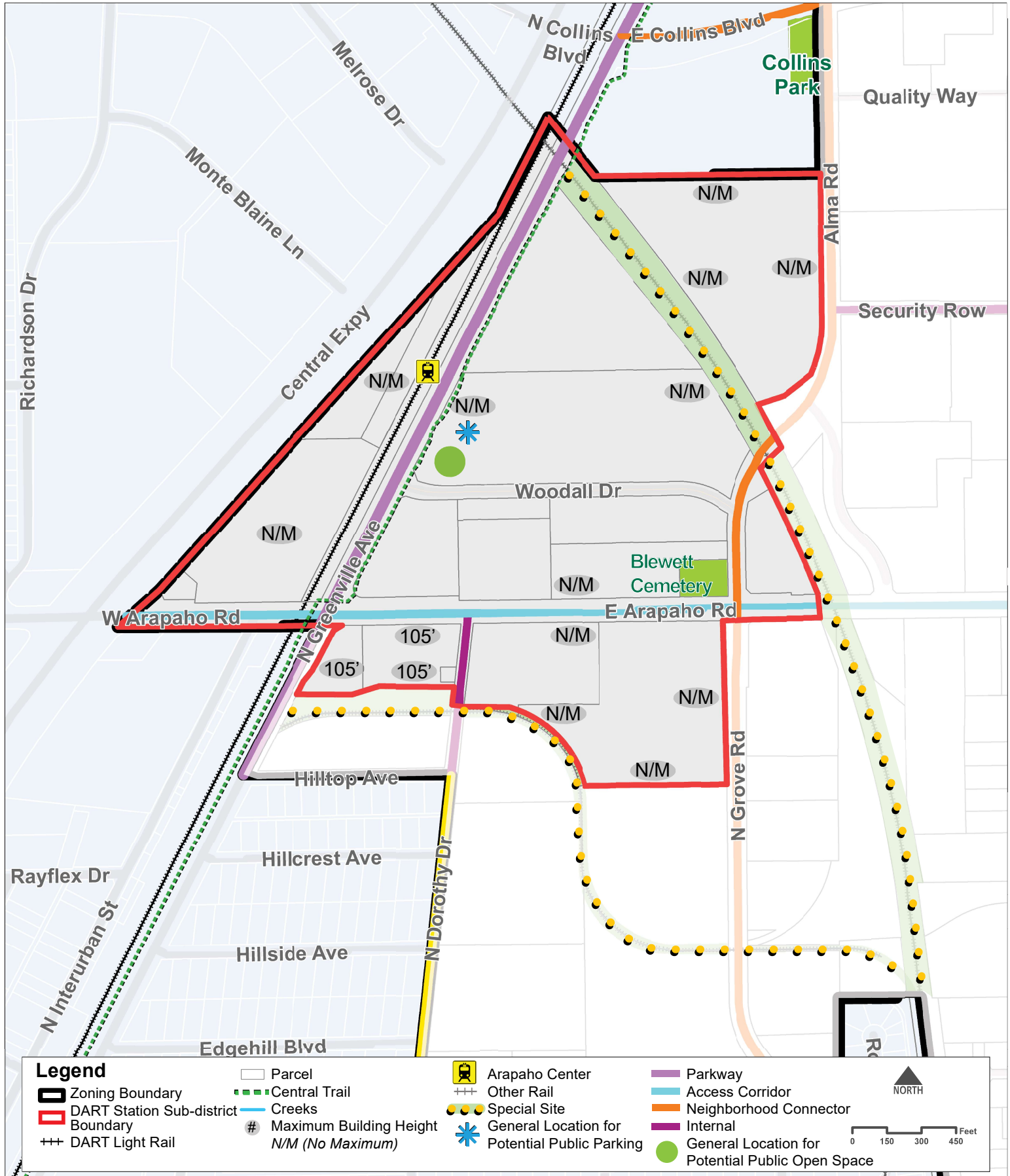


Collins / Arapaho TOD & Innovation District
Rezoning Initiative



- Regulating Plans
- Building Heights
- Street Cross-Sections
- Proposed Uses

Regulating Plan-DART Station Sub-district



Street Types-DART Station Sub-district

Access Corridor

Typical Characteristics

- Vehicle capacity priority
- Limited pedestrian accommodations
- Limited right-of-way on most corridors

Design Options

- Wider sidewalks and pedestrian amenities
- Increased street trees and streetscaping where possible

Arapaho Road



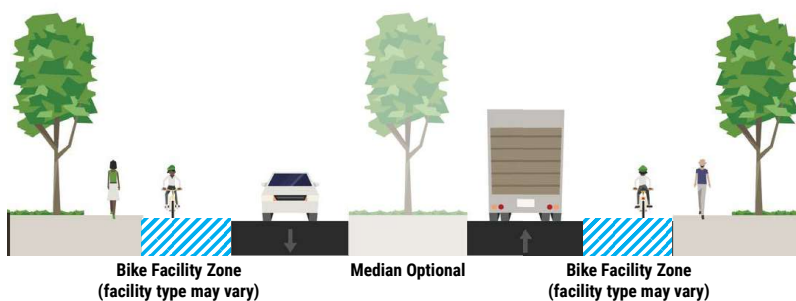
Neighborhood Connector

Typical Characteristics

- Lower vehicle capacity priority
- Balance between cross-district mobility and local access

Design Options

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- Street trees where possible; could include landscaped median or midblock center islands
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Street Types-DART Station Sub-district

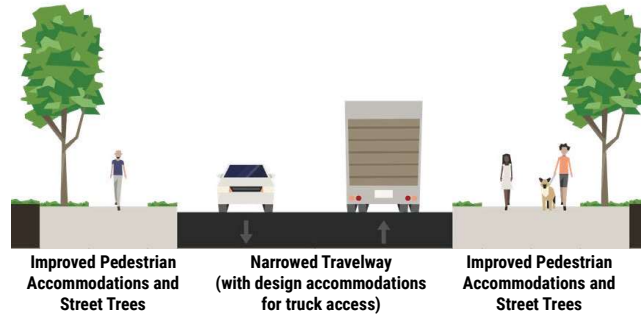
Internal

Typical Characteristics

- Wide travel lanes
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Design Options

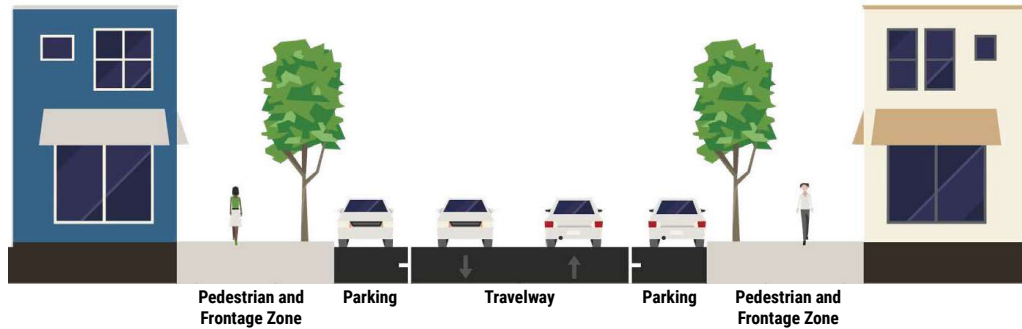
- Wider sidewalks or shared-use paths
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New Streets (Redevelopment Areas)

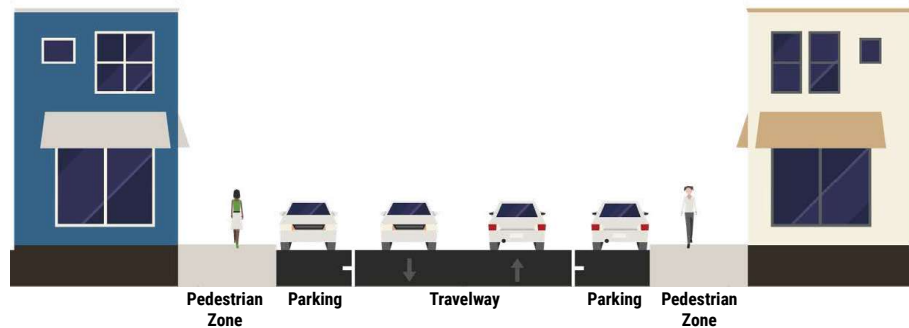
Urban Mixed Use

- Pedestrian-oriented streets with wider parkways and frontage areas for mixed-use activity



Urban Neighborhood

- Pedestrian-oriented streets primarily intended for local access



Street Types-DART Station Sub-district

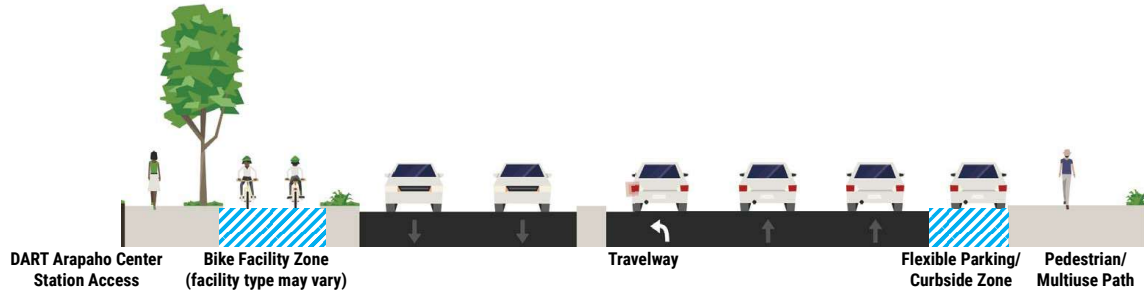
Parkway (Greenville Ave)

Typical Characteristics

- Excess travel lane capacity
- Transit-oriented context opportunities

Design Options

- Repurpose travelway space for bikeway and pedestrian crossing options
- Greater physical separation for bikeway from adjacent travel volume and speed



Flexible Street Zones and Widths



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Proposed Uses-DART Station Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Residential		
Adaptive Reuse	P	
Live/Work	P	
Multi-Family	P	
Townhome	P	
Non-Residential		
Antenna, Accessory	P	
Antenna, Commercial	P	
Antenna, Commercial, in Excess of Three Antennas	S	
Antenna, Freestanding	P	
Antenna, Mounted	P	
Art Gallery	P	
Assisted Living Facility	S	
Bakery	P	
Bank or Financial Institution	P	
Barber or Beauty Salon	P	
Beer and Wine Package Sales - 75% or more Revenue from Sales of Beer and/or Wine	S	
Beer and Wine Package Sales - Less than 75% Revenue from Sales of Beer and/or Wine	P	
Boarding Kennel	S	
Catering Service	P	
Child Care Center	S	
Church	P	
Commercial Entertainment, Indoor	S	
Commercial Entertainment, Outdoor	S	
Construction Field Office	P	
Contracting Operation	P	
Cultural/Community Center	P	
Data Center	P	
Distribution Center	P	
Electrical Substation	S	
Event Center	S	
Fine Arts Studio	P	
Food Truck Park	S	
Fraternal Organization	P	
Health Club	P	
Helipad	S	
Home Occupation	P	
Hospital	S	
Hotel, Full Service	P	
Hotel, Other	S	
Independent Living Facility	S	
Large Scale Retail/Service Store	S	
Laundry or Dry Cleaning Service	P	
Laundry Pick Up Station	P	

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Proposed Uses-DART Station Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Mailing Service	P	
Manufacturing Facility	P	
Manufacturing Facility, Artisanal	P	
Manufacturing High-Tech	P	
Martial Arts School	P	
Massage Establishment	S	
Microbrewery	P	
Mortuary or Funeral Home	S	
Motor Vehicle Parts and Accessory Sales	P	
Motor Vehicle Service Station, No Repair (Use shall be permitted south of Arapaho Road only and with a Special Use Permit)	S	
Nursery or Greenhouse	S	
Nursing or Convalescent Home	S	
Office	P	
Outdoor Storage (Accessory Use Only)	P	
Parking Garage	P	
Parking Surface Lot	P/S	
Parking Surface Lot or Garage - Municipal	P	
Performing Arts Center	P	
Pet Sales and Grooming	P	
Photography or Art Studio	P	
Print Shop, Major	P	
Print Shop, Minor	P	
Private Club	S	
Private Recreational Club	S	
Public Building	P	
Radio, Recording or Television Studio	P	
Radio or Television Station	P	
Repair Shop, Household Items	P	
Repair Shop, Personal Items	P	
Research Laboratories and Facilities	P	
Restaurant Without Drive-Through or Curb Service	P	
Retail Sales	P	
School, Parochial (Not Located on Same Lot as Religious Institution)	S	
School, Parochial (Located on Same Lot as Religious Institution)	P	
School, Private	S	
Technical Training School	P	
Temporary open air market	S	
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Collins / Arapaho TOD & Innovation District Rezoning Initiative



Employment Sub-district

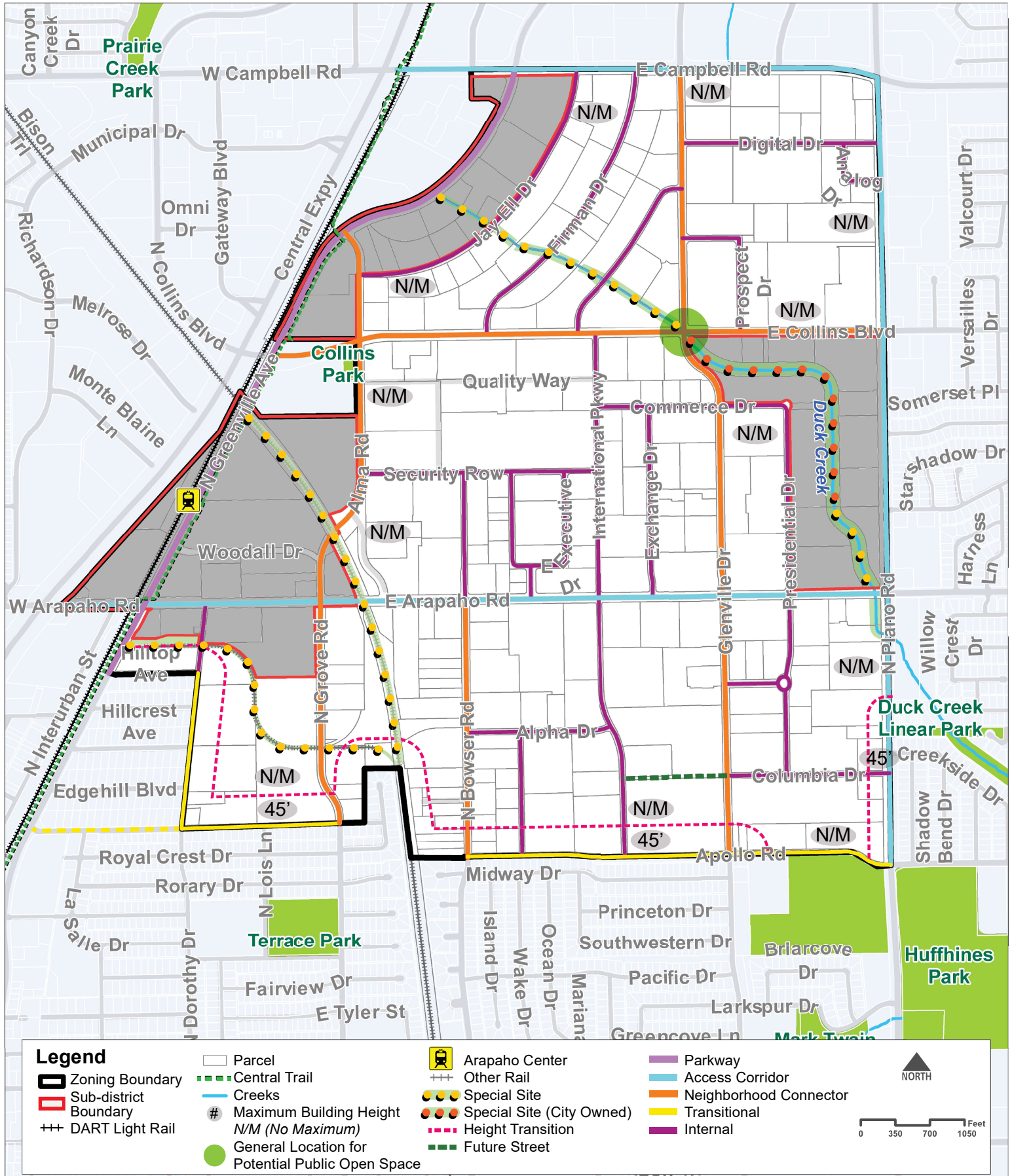


Collins / Arapaho TOD & Innovation District
Rezoning Initiative



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- Proposed Uses

Regulating Plan-Employment Sub-district



Street Types-Employment Sub-district

Access Corridor

Typical Characteristics

- Vehicle capacity priority
- Limited pedestrian accommodations
- Limited right-of-way on most corridors

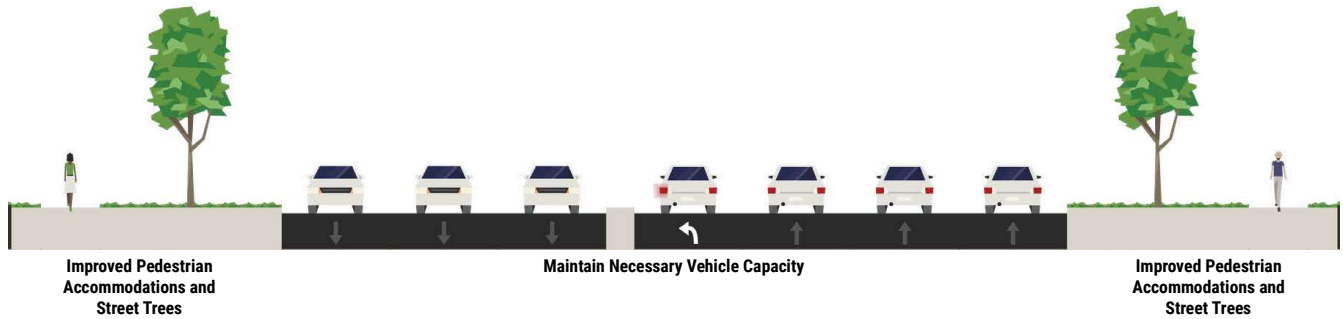
Design Options

- Wider sidewalks and pedestrian amenities
- Increased street trees and streetscaping where possible

Campbell Road



Plano Road



Arapaho Road



Street Types-Employment Sub-district

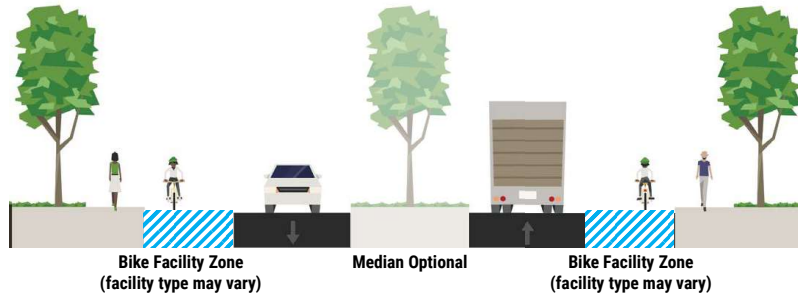
Neighborhood Connector

Typical Characteristics

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Design Options

- Increased bicycle and pedestrian separation from traffic
- Street trees where possible; could include landscaped median or midblock center islands
- Curb radii and intersection design to accommodate turning trucks



Internal

Typical Characteristics

- Wide travel lanes
- Limited pedestrian accommodations with some gaps

Design Options

- Wider sidewalks or shared-use paths
- Narrow travelway to increase street trees or other amenities to improve pedestrian comfort



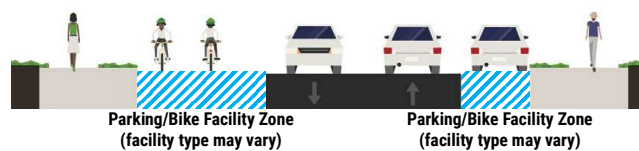
Transitional

Typical Characteristics

- Transitional land use contexts between non-residential and residential
- Excess travelway width on some corridors

Design Options

- Repurpose travelway space for bikeway facilities or on-street parking, where appropriate



Street Types-Employment Sub-district

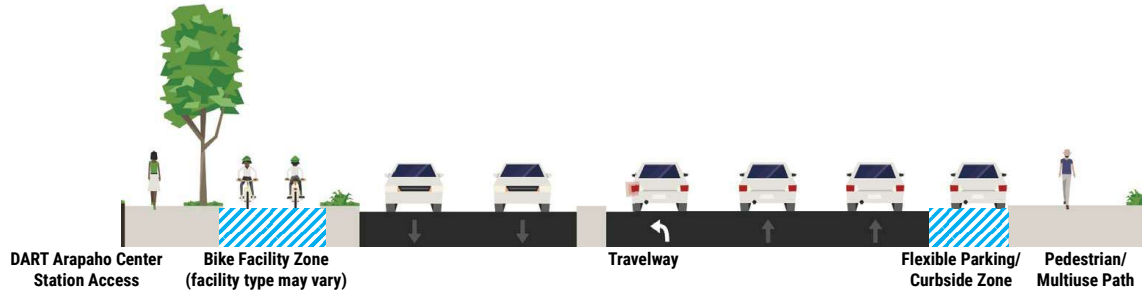
Parkway (Greenville Ave)

Typical Characteristics

- Excess travel lane capacity
- Transit-oriented context opportunities

Design Options

- Repurpose travelway space for bikeway and pedestrian crossing options
- Greater physical separation for bikeway from adjacent travel volume and speed



Flexible Street Zones and Widths



	Frontage		Pedestrian Zone		Greenscape/ Furnishing Zone		Bike Zone (If Identified on the Bike Network Plan)		Travelway Zone		Median	
	Pref.	Min.	Preferred	Minimum	Pref.	Min.	Preferred	Minimum	Travel Lanes	Preferred	Minimum	
Access Corridor	2'	0'	8'	5'	5'	0'	10'-12' Shared-use Sidewalk	N/A	10'-11' (4-6 lanes)	16'	14'	
Neighborhood Connector	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2-4 lanes)	10'-16'	N/A	
Internal	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-12' (2 lanes) <i>*wider travel lanes may be preferred for heavy truck use</i>	N/A	N/A	
Transitional	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	
Parkway (Greenville Ave)	2'	0'	6'-12'	5'	5'	0'	10'-12' Cycle Track	N/A	10'-11' (4 lanes)	14'-16'	14'	
Urban Mixed Use	2'	0'	8'	5'	6'	4'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	
Urban Neighborhood	2'	0'	8'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	

Proposed Uses-Employment Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Residential		
Adaptive Reuse	S	
Non-Residential		
Ambulance Service	S	
Antenna, Accessory	P	
Antenna, Commercial	P	
Antenna, Commercial, in Excess of Three Antennas	S	
Antenna, Freestanding	P	
Antenna, Mounted	P	
Art Gallery	P	
Assisted Living Facility	S	
Bakery	P	
Bank or Financial Institution	P	
Barber or Beauty Salon	P	
Beer and Wine Package Sales - 75% or more Revenue from Sales of Beer and/or Wine	S	
Beer and Wine Package Sales - Less than 75% Revenue from Sales of Beer and/or Wine	P	
Boarding Kennel	S	
Catering Service	P	
Child Care Center	S	
Church	P	
Commercial Entertainment, Indoor	S	
Commercial Entertainment, Outdoor	S	
Construction Field Office	P	
Contracting Operation	P	
Cultural/Community Center	P	
Data Center	P	
Distribution Center	P	
Drive-Through Facility (All Uses)	S	
Electrical Substation	P	
Event Center	S	
Fine Arts Studio	P	
Food Truck Park	S	
Fraternal Organization	P	
Health Club	P	
Helipad	S	
Hospital	S	
Hotel, Full Service	P	
Hotel, Other	S	
Independent Living Facility	S	
Large Scale Retail/Service Store	S	
Laundromat	S	
Laundry or Dry Cleaning Service	P	
Laundry Pick Up Station	P	
Mailing Service	P	
Manufacturing Facility	P	
Manufacturing Facility, Artisanal	P	

“P” = means a **Permitted Use** that may be lawfully established in a particular zoning district as long as it meets all requirements, regulations and standards of the applicable district.

“S” = means a **Special Permit** is required for this use. A Special Permit allows the City Plan Commission and City Council to review and place conditions on development standards such as location, design, size, density, operation, intensity of use, generation of traffic and traffic movement, processes and equipment employed, and the amount and kinds of public facilities and services required. The City Council may, after public hearing and proper notice to all parties affected, and after recommendation from the City Plan Commission containing such requirements and safeguards as are necessary to protect adjoining property, as well as the public health, safety, morals and general welfare, authorize the location of special permit uses.



Collins / Arapaho TOD & Innovation District Rezoning Initiative



Proposed Uses-Employment Sub-district

District	Proposed P-Permitted S-Special Use	Comments
Use		
Manufacturing Facility, Heavy	S	
Manufacturing High-Tech	P	
Martial Arts School	P	
Massage Establishment	S	
Microbrewery	P	
Mortuary or Funeral Home	S	
Motor Vehicle Body Shop	S	
Motor Vehicle Parts and Accessory Sales	P	
Motor Vehicle Repair Shop—Major	S	
Motor Vehicle Repair Shop—Minor	S	
Motor Vehicle Service Station, No Repair	S	
Motor Vehicle Storage Lot	S	
Nursery or Greenhouse	S	
Nursing or Convalescent Home	S	
Office	P	
Outdoor Storage (Accessory Use Only)	P	
Parking Garage	P	
Parking Surface Lot	P/S	
Parking Surface Lot or Garage - Municipal	P	
Performing Arts Center	S	
Pet Sales and Grooming	P	
Photography or Art Studio	P	
Print Shop, Major	P	
Print Shop, Minor	P	
Private Club	S	
Private Recreational Club	S	
Public Building	P	
Radio, Recording or Television Studio	P	
Radio or Television Station	P	
Repair Shop, Household Items	P	
Repair Shop, Personal Items	P	
Research Laboratories and Facilities	P	
Restaurant with Curb Service	S	
Restaurant with Drive-Through Service	S	
Restaurant Without Drive-Through or Curb Service	P	
Retail Sales	P	
School, Parochial (Not Located on Same Lot as Religious Institution)	S	
School, Parochial (Located on Same Lot as Religious Institution)	P	
School, Private	S	
Self Service Warehouse	S	
Technical Training School	P	
Temporary open air market	S	
University or College	P	
Veterinary Office	P	
Warehouse	P	
Wholesale Establishment	P	
Winery/Distillery	P	
Wrecker service	S	

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