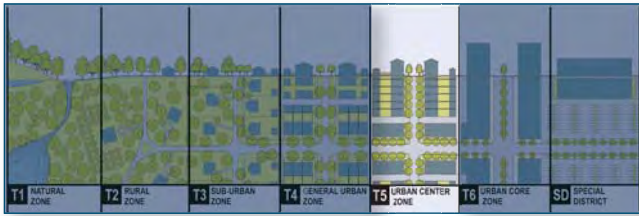




### Old Coppel Mixed-Use (T-5 Urban Center Zone)



#### Purpose:

To provide areas for neighborhood serving retail, restaurant, office and service uses, as well as upper story residential units above commercial uses and medium density attached and detached residential uses (typically 8-10 dwelling units per acre). Such areas are compatible with and serve the daily shopping, dining and service needs of nearby lower density residential neighborhoods.

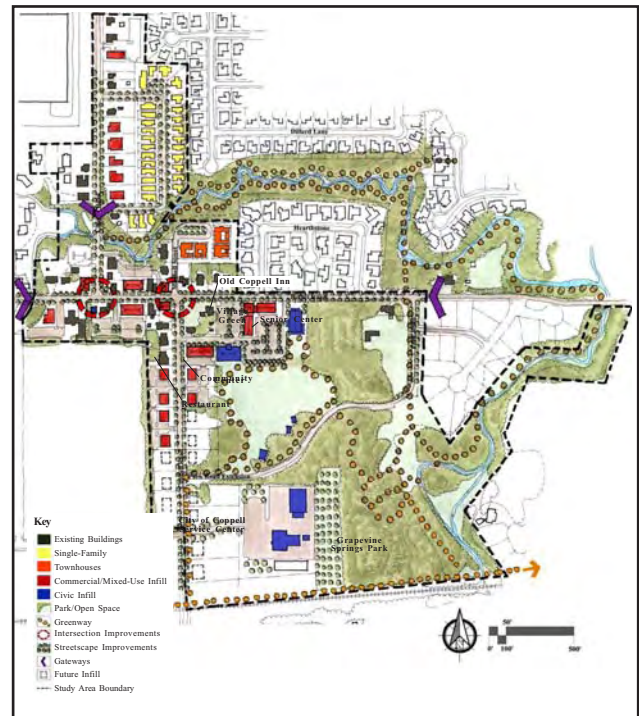
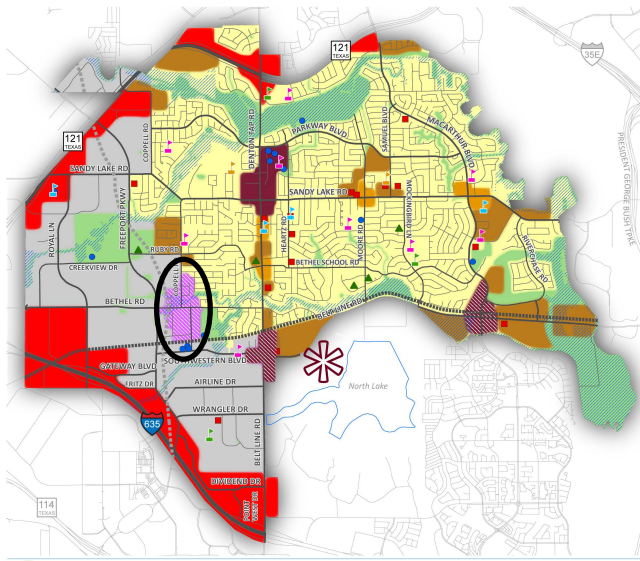
#### Uses:

The Old Coppel Master Plan adopted in May 2002 identifies specific physical improvements and design guidelines that due to the historic nature of the area may differ somewhat from other mixed use centers in Coppell. The Old Coppel area may also integrate small-lot single-family detached dwellings and have exterior building materials and architectural design intended to capture the rural style representative of North Texas in the first half of the twentieth century. The Master Plan serves as the guiding document for the district. Additional detail is also provided in Chapter 4.

#### Compatible Zoning Districts:

(H)\*, PD

\*Modifications to these districts are required to incorporate appropriate site design standards as described in the guidelines section.



## Old Coppel Mixed-Use Guidelines

Old Coppel has a unique character and “sense of place” with an identifiable center and defined “people places” for residents, shoppers, workers and visitors to gather and interact. These areas provide opportunities for medium density attached housing options.

### Connectivity

Such areas have a system of interconnected streets with pedestrian (sidewalks) and bicycle facilities and streetscape amenities. Thoroughfares are typically boulevards, avenues, and residential streets with wide sidewalks and an urban character.

### Civic and Gathering Spaces

Formal and informal areas for outdoor gatherings such as pocket parks and plazas. The sidewalk width is increased when adjacent to on-street parking to create a “transition zone” of pedestrian amenities including street trees, pedestrian lighting, and outdoor seating.

### Setbacks

Continuous, defined street edge is maintained, with building frontages placed at or in close proximity to the sidewalk.

### Building Form

Most buildings are attached, with their front facades aligned, and generally 1-3 stories in height. Buildings may be taller in close proximity to major street intersections, or when upper floors include a “stepback” from the ground plane of lower floors. Prominent intersections serve as focal points with buildings distinguished from others by enhanced architectural design features. Building heights, intensity of use and densities decrease as development moves closer to adjacent established residential neighborhoods.

### Compatibility with Surrounding Development

Architectural character is compatible with the style, scale, proportions, materials, and colors of surrounding neighborhoods, but may vary to a greater degree when in proximity area of a different form or style.

### Street Edge Orientation

Building walls and entries are oriented towards the primary street. The street level has a transparent quality, with passing pedestrians and vehicles able to see activity within the building.

### Parking

Public parking is provided on-street. Off-street parking is provided in shared parking facilities to the rear of buildings in surface lots or in parking structures. Surface parking is typically enclosed on at least three sides. Residential garages are accessed from a rear alley.



*Outdoor gathering places may include a Green, Square, or Plaza.*



*The street facade and sidewalks are comfortable for pedestrians.*



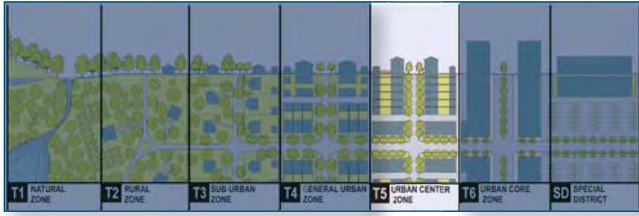
*Building setbacks define the street edge and allow for wide sidewalks with pedestrian amenities. Parking is provided both on-street and in shared parking facilities to the rear of buildings.*



*Detached residential dwellings allow residents nearby access to retail and employment. Buildings are compatible with surrounding neighborhoods. Garages are accessed from a rear alley.*



## Neighborhood Center Retail (T-5 Urban Center Zone)



### Purpose:

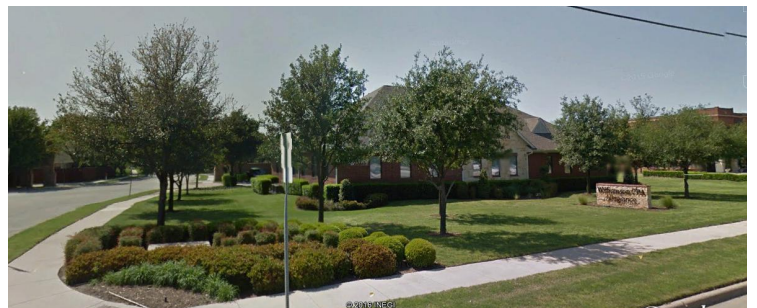
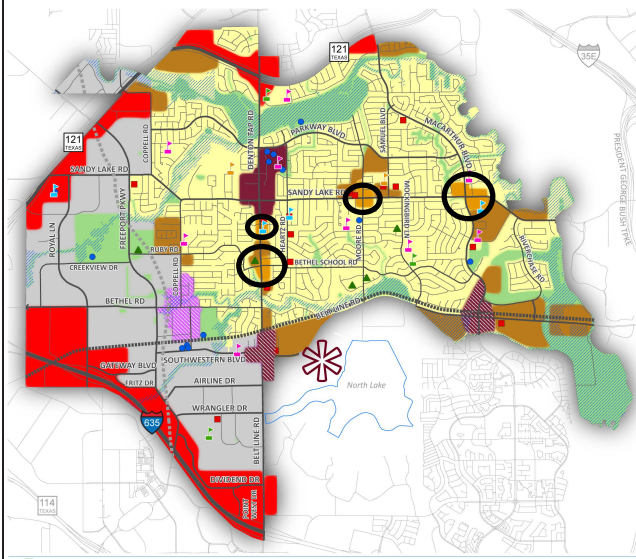
To provide opportunities for neighborhood serving retail, restaurant and service uses. Such areas are compatible with and serve the daily shopping, dining and service needs of nearby lower density residential neighborhoods.

### Uses:

Retail, restaurants, office, civic and institutional primarily intended to serve nearby neighborhoods. While many of the areas are surrounded by low density single family residences and currently developed with conventional strip centers and free standing office and commercial uses, when these properties are redeveloped, key elements should include neighborhood integration in terms of architectural compatibility and pedestrian accessibility. The neighborhood center should have a unique character and “sense of place” with an identifiable center and defined “people places” for residents, shoppers, workers and visitors to gather and interact, such as common open space, street furniture, public art areas, etc.

### Compatible Zoning Districts:

R, C, O, PD



## Neighborhood Center Guidelines

The neighborhood center has a unique character and “sense of place” with an identifiable center and defined “people places” for residents, shoppers, workers and visitors to gather and interact.

### Connectivity

Neighborhood serving retail uses are accessible to residents within a short walking distance, typically  $\frac{1}{4}$  mile but no more than  $\frac{1}{2}$  mile. Such areas have a system of interconnected streets with pedestrian and bicycle facilities and streetscape amenities.

Thoroughfares are typically boulevards, avenues and residential streets with wide sidewalks and a suburban/urban character.

### Civic and Gathering Spaces

Formal and informal areas for outdoor gatherings such as pocket parks and plazas. The sidewalk width is increased when adjacent to on-street parking to create a “transition zone” of pedestrian amenities including street trees, pedestrian lighting, and outdoor seating.

### Setbacks

It is intended that the buildings are in close proximity to the street, where no more than 50% of the parking are in front of the building, unless appropriate provisions are incorporated to provide a safe, landscaped pedestrian pathway from the sidewalk to the buildings.

### Building Form

Most buildings are attached, with the front facades aligned, and generally 1-3 stories in height. Buildings may be taller in close proximity to a major street intersection or when upper floors include a “step back” from the ground plane of upper floors. Prominent intersections serve as focal points with buildings distinguished from one another by intensity of uses and densities decrease as development moves closer to adjacent established residential neighborhoods.

### Compatibility with Surrounding Development

Architectural character is compatible with the style, scale, proportions, materials, and colors of surrounding neighborhoods, but may vary to a greater degree in proximity to major intersections.

### Street Edge Orientation

Building walls and entries are oriented towards the primary street. The street level has a transparent quality, with passing pedestrians and vehicles able to see activity within the building.

### Parking

Public parking is generally provided off-street. Off-street parking may be provided in shared parking facilities, generally no more than two rows of parking shall be provided in the front of the building.



*Neighborhood serving retail uses are accessible to residents within a short walking distance, typically  $\frac{1}{4}$  mile but no more than  $\frac{1}{2}$  mile.*

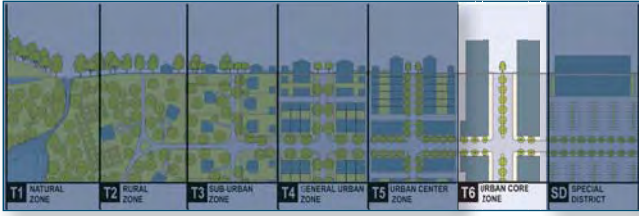


*Building setbacks define the street edge and allow for wide sidewalks with pedestrian amenities. Parking is provided both on-street and in shared parking facilities to the rear of buildings.*



*Buildings are compatible with surrounding neighborhoods.*

## Mixed-Use Community Center - Without Residential (T-6 Urban Core Zone)



### Purpose:

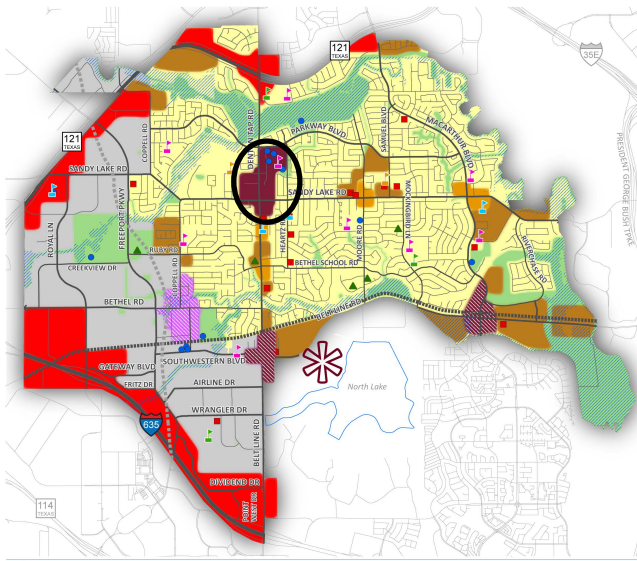
To provide areas for mixed-use non-residential development consisting of both neighborhood and community serving commercial, retail, and office uses. Such areas are typically located in close proximity to major transportation corridors and transit stops. These areas provide opportunities for regional destinations offering unique retail, restaurant and culture designation with more urban lifestyle than available in other areas of the community.

### Uses:

Retail, restaurant, office, entertainment, civic and institutional uses, non-residential multi-story buildings may include large office and workplace components. Due to the nature of development within this category as a community or regional destination, high volumes of pedestrians, transit riders, and vehicles must be accommodated. This zone is not intended for single-story conventional commercial strip centers, freestanding pad sites, and intensive uses requiring outdoor display or sales yards.

### Compatible Zoning Districts:

TC, C, R, O, PD



## Mixed-Use Community Center Without Residential Guidelines

The development area is larger and denser than a Neighborhood Center and serves as a focal point of activity and energy, benefiting from substantial traffic – pedestrian, automobile, and transit.

### Connectivity

Commercial uses are accessible to residents within a short walking distance, typically ¼-mile, but no more than ½-mile. Circulation is provided by a system of interconnected streets with pedestrian and bicycle facilities and streetscape amenities. Thoroughfares are typically boulevards, avenues, and residential streets with an urban character. Sidewalks are wide, generally 6 to 20 feet (the more urban the environment, the wider the sidewalk).

### Civic and Gathering Spaces

Open space takes the form of Squares and Plazas, providing a variety of places for outdoor gatherings. Wide sidewalks provide for outdoor seating, lighting, trees and other pedestrian facilities.

### Setbacks

A continuous, defined street edge is maintained with building frontages placed close to the sidewalk.

### Building Form

Most buildings are attached, with their front facades aligned, and generally 1-3 stories in height but may be taller at major activity centers when compatible with surrounding neighborhoods. Buildings may be taller in close proximity to major street intersections, or when upper floors include a “stepback” from the ground plane of lower floors. Building heights, intensity of use and densities decrease as development moves closer to adjacent established residential neighborhoods.

### Compatibility with Surrounding Development

Architectural character may be diverse, but when adjacent to established neighborhoods should be compatible with the style, scale, proportions, materials, and colors.

### Street edge orientation

Building walls and entries are oriented towards the primary street. The street level has a transparent quality, with passing pedestrians and vehicles able to see activity within the building.

### Parking

Off-street parking is provided in shared parking facilities a majority of which to the rear of buildings. Parking structures are also appropriate. Surface parking areas are well landscaped with visual buffers from the street.



*The street level of buildings have a transparent quality for pedestrians and vehicles. Parking is provided both on-street and to the rear of buildings.*



*Institutional buildings are appropriate to be in close proximity to the citizens.*



*Buildings at prominent intersections may be taller, and also are distinguished with enhance architectural design.*



*Building setbacks define the street edge and allow for wide sidewalks with pedestrian amenities.*



### Mixed-Use Community Center or Residential (T-6 Urban Core Zone)



#### Purpose:

To provide areas for mixed-use development consisting of both neighborhood and community serving commercial, retail, and office uses, or medium density single family urban residential dwellings (no greater than 10 dwelling units per acre). Such areas are typically located in close proximity to major transportation corridors and transit stops. These areas provide opportunities for regional destinations offering unique retail, restaurant and culture designation with more urban lifestyle than available in other areas of the community.

#### Uses:

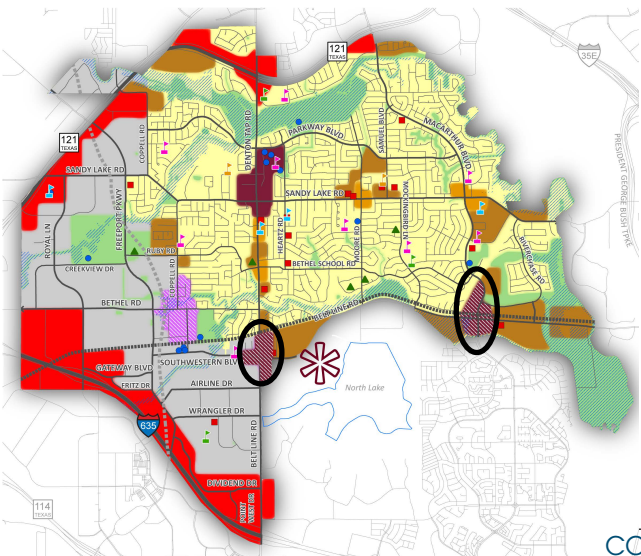
Medium density, single family residential dwellings typically in multi-story structures, with a maximum density of 10 dwelling units per acre.

#### OR

Retail, restaurant, office, entertainment, civic and institutional uses. Non-residential multi-story buildings may include large office and workplace components. Due to the nature of development within this category as a community or regional destination, high volumes of pedestrians, transit riders, and vehicles must be accommodated. This zone is not intended for single-story conventional commercial strip centers, freestanding pad sites, and intensive uses requiring outdoor display or sales yards.

#### Compatible Zoning Districts:

C, R, O, TH, RBN, PD



## Mixed-Use Community Center or Residential Guidelines

The development area is larger and denser than a Neighborhood Center and serves as a focal point of activity and energy, benefiting from substantial traffic – pedestrian, automobile, and transit.

### Connectivity

Commercial uses and transit services are accessible to residents within a short walking distance, typically ¼-mile, but no more than ½-mile. Circulation is provided by a system of interconnected streets with pedestrian and bicycle facilities and streetscape amenities. Thoroughfares are typically boulevards, avenues, and residential streets with an urban character. Sidewalks are wide, generally 6 to 20 feet (the more urban the environment, the wider the sidewalk).

### Civic and Gathering Spaces

Open space takes the form of Squares and Plazas, providing a variety of places for outdoor gatherings. Wide sidewalks provide for outdoor seating, lighting, trees and other pedestrian facilities.

### Setbacks

A continuous, defined street edge is maintained with building frontages placed close to the sidewalk.

### Building Form

Most non-residential buildings are attached, with their front facades aligned, and generally 2-4 stories in height but may be taller at major activity centers when compatible with surrounding neighborhoods. Buildings may be taller in close proximity to major street intersections, or when upper floors include a “stepback” from the ground plane of lower floors. Building heights, intensity of use and densities decrease as development moves closer to adjacent established residential neighborhoods.

### Compatibility with Surrounding Development

Architectural character may be diverse, but when adjacent to established neighborhoods should be compatible with the style, scale, proportions, materials, and colors.

### Street edge orientation

Building walls and entries are oriented towards the primary street. The street level has a transparent quality, with passing pedestrians and vehicles able to see activity within the building.

### Parking

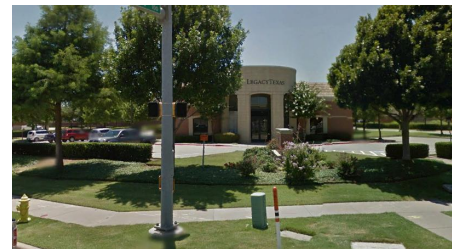
Off-street parking is provided in shared parking facilities a majority of which is provided to the rear of buildings. Parking structures are appropriate in this area. Surface parking areas will be well screened with landscape buffers along streets. Residential parking is typically provided in garages.



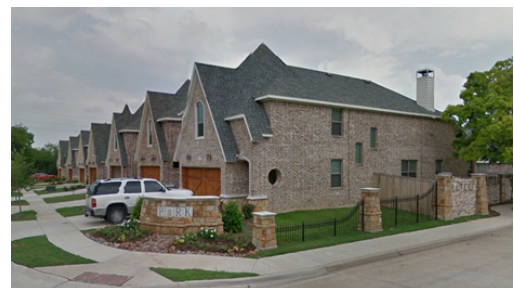
*Building setbacks define the street edge and allow for wide sidewalks with pedestrian amenities.*



*Due to the urban character of this district, outdoor gathering places typically consist of Squares and Plazas.*



*Buildings at prominent intersections may be taller, and also are distinguished with enhance architectural design.*



*Medium density single family urban residential dwellings (no greater than 10 dwelling units per acre)*