

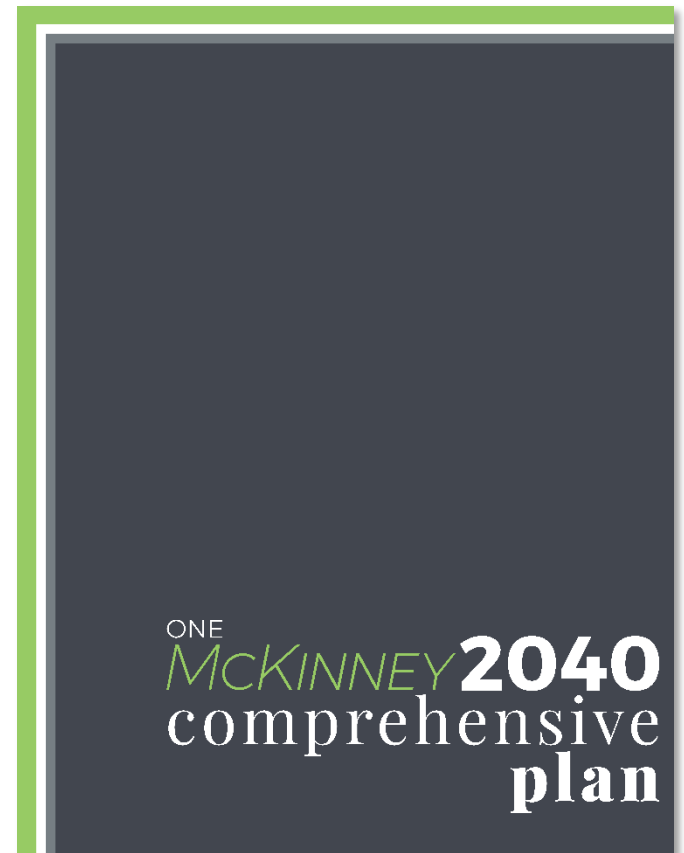
# 2020 Comprehensive Plan Minor Amendments

19-0007M7

September 22, 2020

## Introduction

- The purpose of today's presentation
  - Present the proposed amendments
  - Provide a recommendation to Council
- General outline of the presentation
  - Overview of amendments
  - Updates to Chapter 3
  - Future Land Use Diagram amendments
  - Master Thoroughfare Plan amendments
  - Summary & Discussion



## Overview of Amendments

- **Typographical/Grammar Change**
  - Corrected typographical and formatting errors that have been discovered throughout the Comprehensive Plan.
  
- **Clarifying Changes**
  - Refined the Future Land Use Diagram to align with existing conditions and current market demands more closely.
  - Updated the Master Thoroughfare Plan to reflect changes in engineered projects/plans and/or roadway construction.
  
- **Organizational Changes**
  - Redesigned the Placetype Definition section of Chapter 3 (Land Use & Development Strategy) to be more user friendly.
  - Added Specific Uses & Location Criteria and Future Land Use Diagram to Chapter 3.
  - Digital optimization of the document.



**LAND USE &  
DEVELOPMENT  
STRATEGY**

**3**

# Updates to Chapter 3 – Land Use & Development Strategy

## PROFESSIONAL CAMPUS

The Professional Campus Place Type generally provides office jobs and keeps people in the city during normal work hours. A Professional Campus is typically well-landscaped and provides opportunities for a number of employment uses such as corporate headquarters, institutional facilities and medical campuses. They typically locate near major transportation corridors and may include office parks or technology centers.



## AVIATION

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



## 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 typically locate near major transportation corridors (e.g., highways and railways) and may include manufacturing centers, warehousing, or logistic hubs.



## EMPLOYMENT MIX

Employment Mix includes professional and service uses typically on smaller sized parcels with lower intensities than business campuses. This type of development may support a variety of occupations including offices, research and development facilities, medical clinics, and business incubators. These uses are typically located with access to arterial thoroughfares, and street frontage of the businesses are appealing and have an increased level of aesthetics and landscaping.



# Updates to Chapter 3 – Land Use & Development Strategy

## 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.



### 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 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 within well-landscaped environments. 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

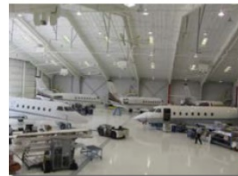


### AVIATION PLACETYPE

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



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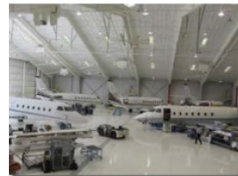


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# Updates to Chapter 3 – Land Use & Development Strategy



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### IDENTIFYING FEATURES

1. General Office Facilities
2. Corporate, Institutional & Medical Uses
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Addition of “Identifying Features”



# Updates to Chapter 3 – Land Use & Development Strategy



## PROFESSIONAL CENTER

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### IDENTIFYING FEATURES

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



Renamed “Professional Campus” to “Professional Center”

# Future Land Use Diagram

# Existing Future Land Use Diagram

## LAND USE DIAGRAM

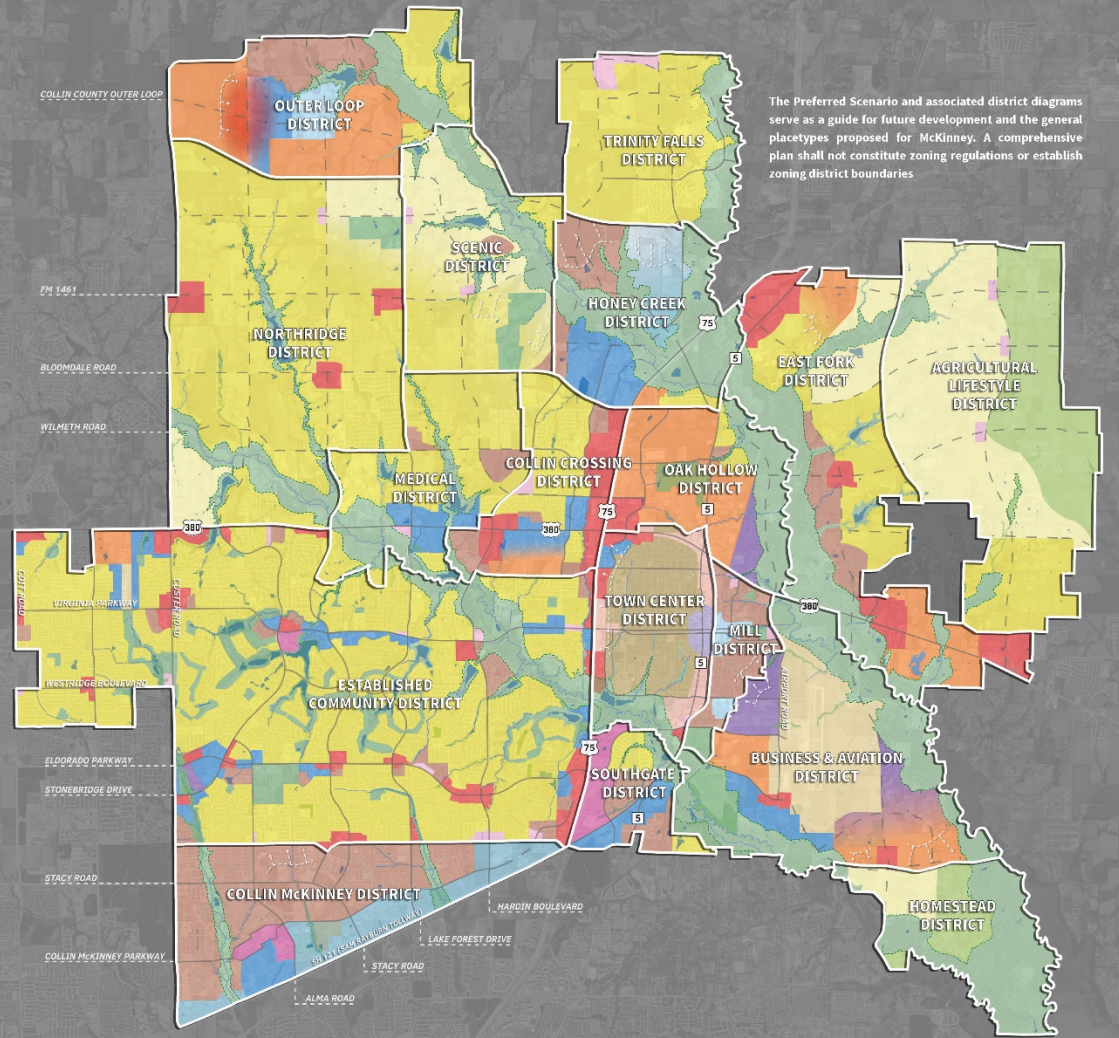
### LEGEND

#### 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



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.

# Changes to Future Land Use Diagram

## LAND USE DIAGRAM

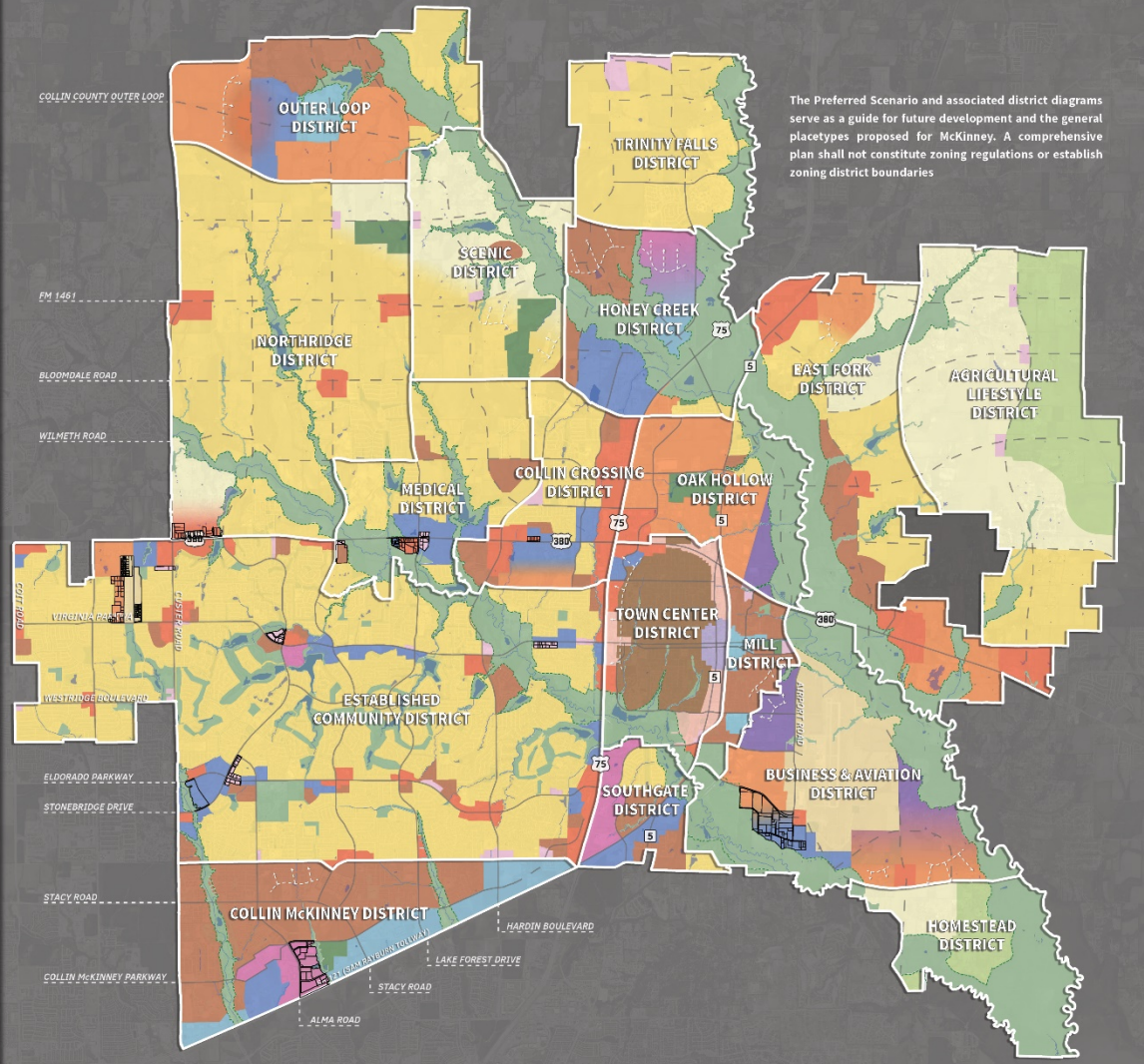
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# Proposed Future Land Use Diagram

## LAND USE DIAGRAM

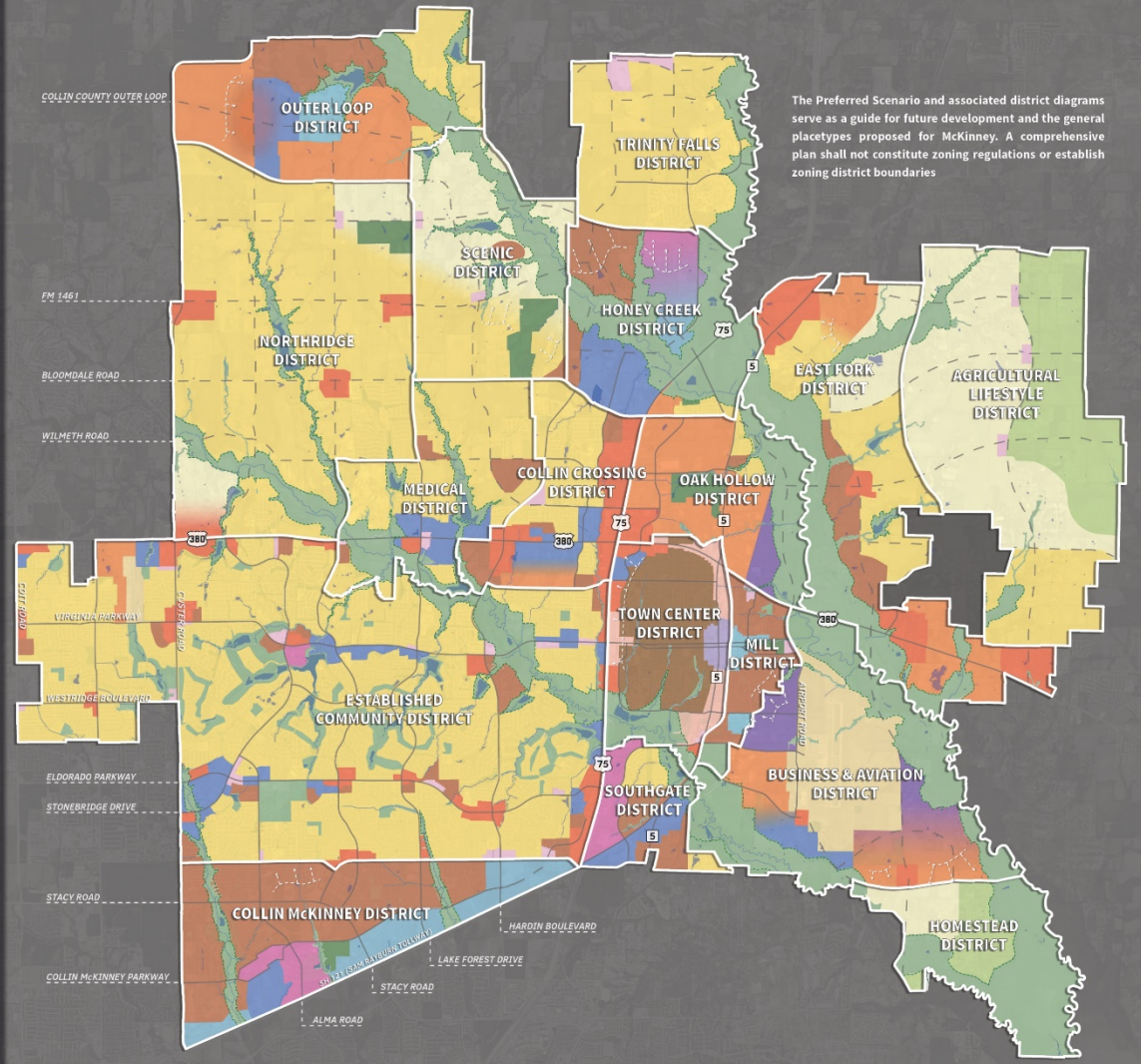
### LEGEND

#### Placetypes

- Aviation
- Commercial Center
- Employment Mix
- Entertainment Center
- Estate Residential
- Historic Town Center - Downtown
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#### Other Features

- Floodplain / Amenity Zone
- District Boundary



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# Master Thoroughfare Plan

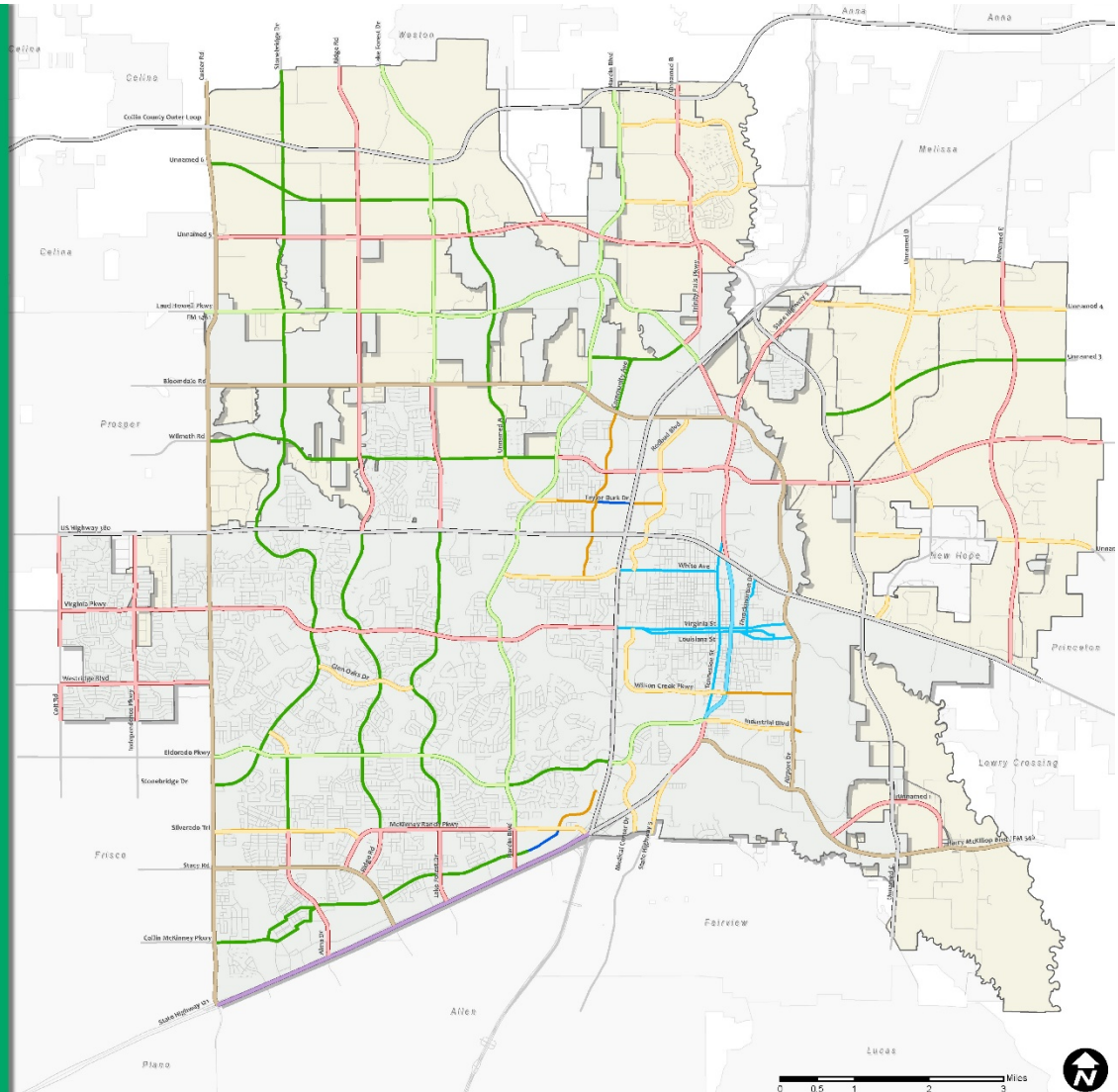
# Existing Master Thoroughfare Plan

## MASTER THOROUGHFARE PLAN

### LEGEND

-  Major Regional Highway/Multi-Modal
-  Tollway
-  Principle Arterial
-  Major Arterial (6 lanes)
-  Greenway Arterial (6 lanes)
-  Greenway Arterial (4 lanes)
-  Minor Arterial (4 lanes divided)
-  Minor Arterial (4 lanes undivided)
-  Minor Arterial (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.



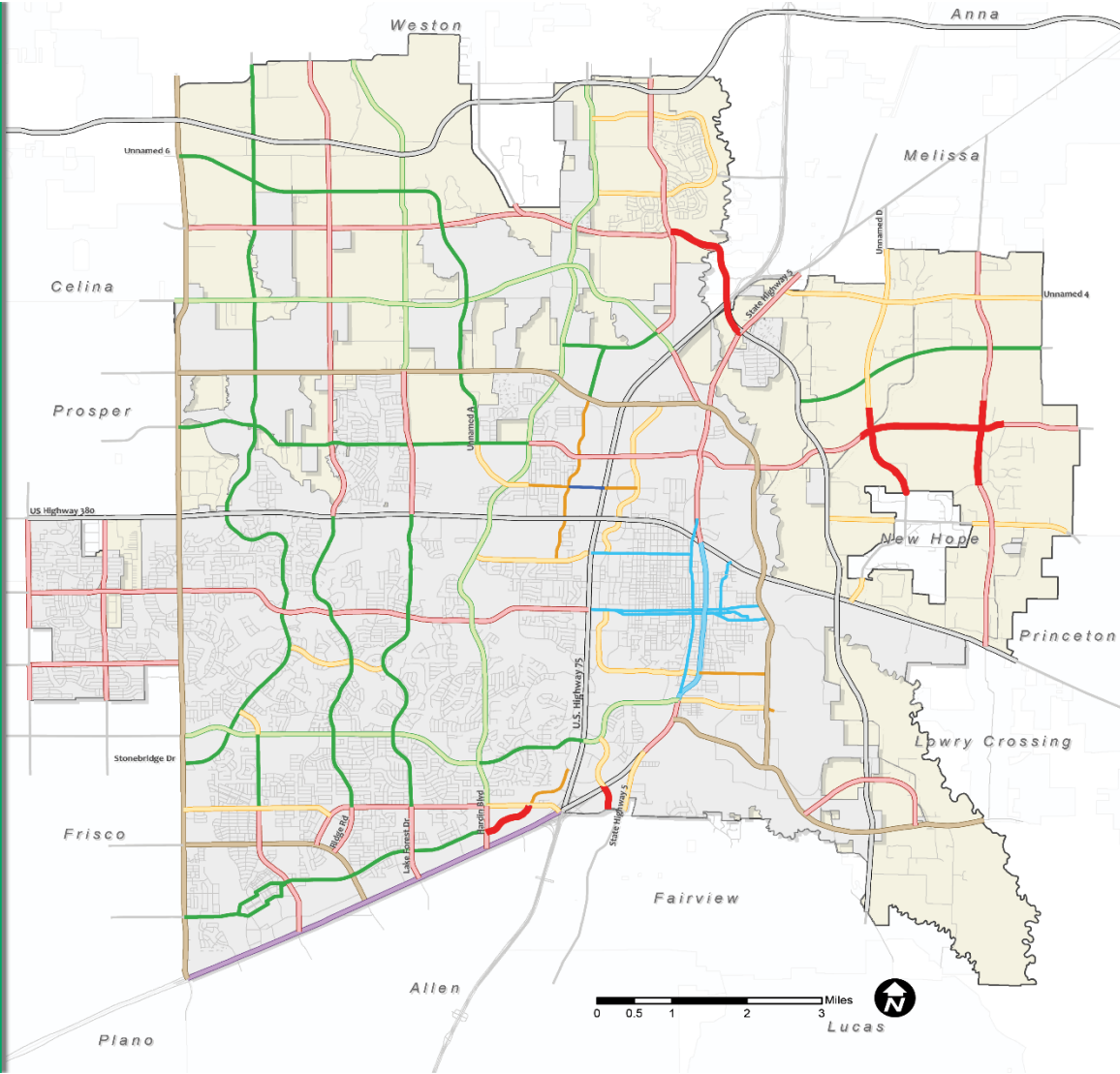
# Changes to Master Thoroughfare Plan

## MASTER THOROUGHFARE PLAN

### LEGEND

-  Major Regional Highway/Multi-Modal
-  Tollway
-  Principal Arterial (130' - 6 lanes)
-  Major Arterial (124' - 6 lanes)
-  **Greenway Arterial (120' - 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

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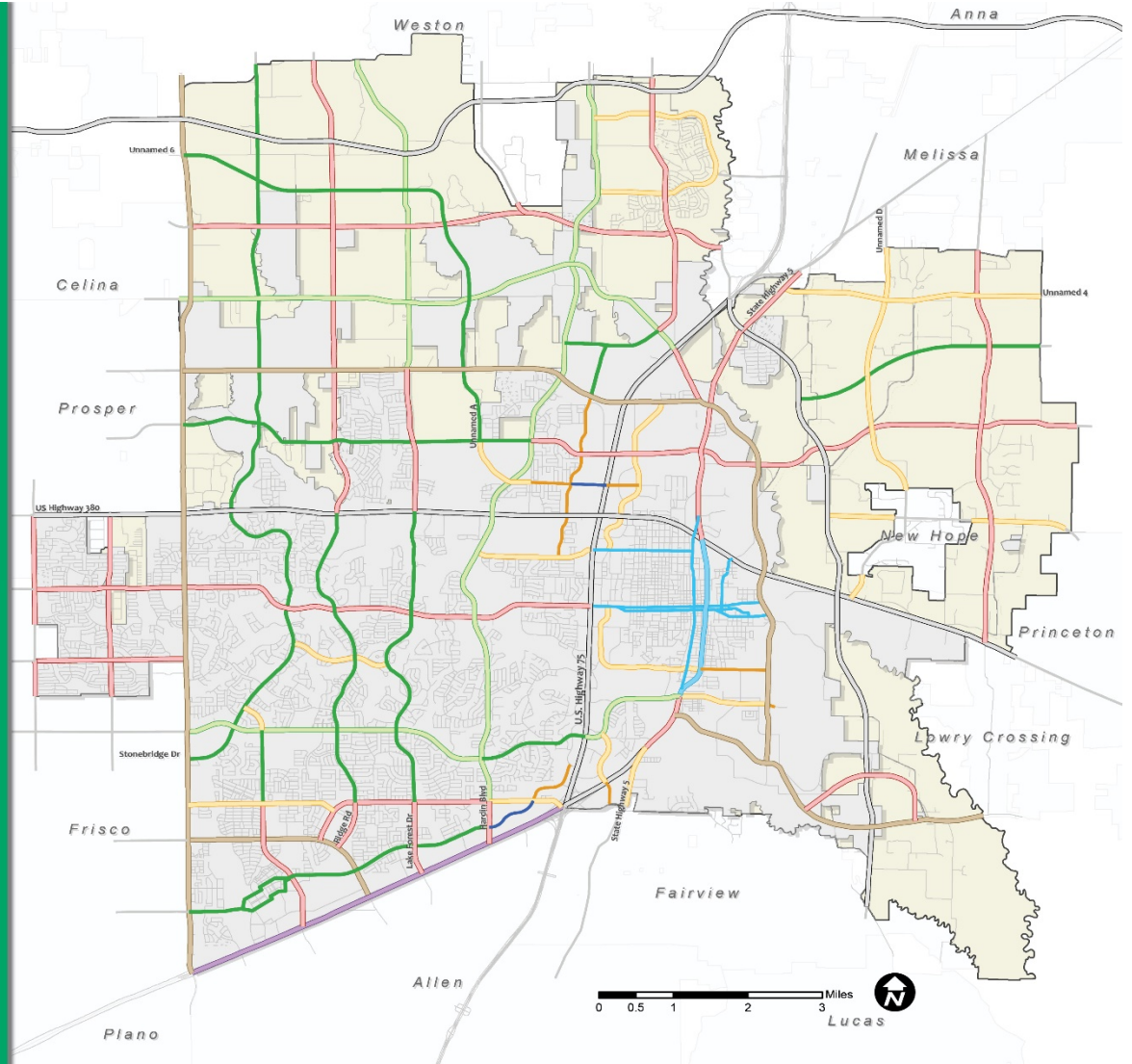
# Proposed Master Thoroughfare Plan

## MASTER THOROUGHFARE PLAN

### LEGEND

-  Major Regional Highway/Multi-Modal
-  Tollway
-  Principal Arterial (130' - 6 lanes)
-  Major Arterial (124' - 6 lanes)
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# Question & Comments

