

Definitions

Access Management: A combination of physical techniques and transportation policies used to control the flow of traffic between roads and the surrounding lands.

Alternative City Form Scenarios: The options or alternatives that were developed during the planning process to solicit input from the community/citizens regarding choices that McKinney could select. The choices are defined as city form alternatives for the more dense patterns of development.

Arterial Streets: The primary function is to provide for continuity and high traffic volume movement between major activity centers. Property access is a medium level priority with an emphasis on the limiting the location of driveways and groups of curb cuts that access this roadway type.

Average Daily Traffic Demand (ADT): The actual number or projected number of cars that pass a point in a 24-hour period.

Calibration and Validation: The process that is used to determine that the transportation model (or any model) is accurate. This process includes a great deal of testing and retesting with existing and forecasted sets of data.

Capital Improvement Plan (CIP): Public dollars earmarked for improvement and extension of infrastructure in the City.

City: The City of McKinney, Texas.

City Council: The governing body of the City of McKinney, Texas.

Collector Streets: The street's primary function is to collect and distribute traffic from local access streets to the arterial or major streets. Collector streets move moderate amounts of traffic volumes and provide limited access to adjacent properties.

McKinney National Airport (formerly known as Collin County Regional Airport): City of McKinney owned airport where aircraft can land and take off, equipped with hangars, facilities for refueling and repair and various accommodations for passengers. Located in the southeast quadrant of the city of McKinney.

Community Park: A community park serves multiple neighborhoods and provides many of the same facilities as neighborhood parks and may include additional fields and facilities.

Community Vision: The comprehensive aspects of the community's desires.

Comprehensive Plan: A document with graphics, text, and tables that forms policies governing the future development of the City and consisting of various components governing specific geographic areas and functions and services of the City. This document is established with the input of citizens, property owners, city staff, and elected / appointed city officials.

Comprehensive Plan Elements: The specific components of the comprehensive plan. These elements combine to create the overall plan. Includes items such as; land use, thoroughfares, parks and recreation, urban design, water, wastewater and other elements.

DART: Dallas Area Rapid Transit

Design Guidelines: Formal set of guidelines for use by developers. Guidelines address character and quality levels.

Design Standards: Formal set of standards for development which require certain development character and quality levels for the built and natural environment.

DU: A single dwelling unit for habitation.

Extraterritorial Jurisdiction (ETJ): An area of unincorporated County land immediately adjacent to an incorporated city. In Texas, the city may exercise certain development powers (subdivision regulations) but not zoning.

Floodplain: An area of land subject to inundation by a 100-year frequency flood, as shown on the floodplain map from the Federal Emergency Management Agency (FEMA).

Functional Classification System: A hierarchical system that recognizes that most vehicular travel involves movement through a network of roads. This road network can be divided into four general classifications for both existing and future roadways by the character of service these roadways provide, from a property access function at one end of the model to maximum mobility and movement function at the opposite end. The four classifications are local streets, collectors, arterials, and highways with local streets providing the greatest levels of property access and minimum levels of movement and highways providing the greatest levels of mobility and limited access to properties.

Future Land Use Plan: The graphic document that illustrates the generalized location of future land uses. This graphic document is supported by a complete section of text in the comprehensive plan that defines and highlights in detail the graphic document. This plan covers land in the city limits and land within the city's ETJ.

Future Land Use Plan Module: In McKinney, the future land use plan is divided into units of land called modules. Each module has a primary land use category that is the majority of the use. The primary land use establishes the desired relationship between other "supporting" land uses in each specific module.

Future Land Use Plan Module Diagram: In McKinney, this is the graphic document that illustrates the generalized location of future land use modules. This diagram communicates intended relationships with other modules and thoroughfares.

Gateway / Portal: An entry design at major and minor entrances to the city usually located along roadways. In McKinney, these city gateways are adjacent to major/regional thoroughfares.

Highways: Major roadways carrying large volumes of traffic usually on controlled access roadways. They are intended to convey vehicles for longer distances (city to city, regionally, and beyond). Highways are the jurisdiction of regional, State, and Federal agencies.

Industrial: Industrial uses include assembly, distribution, manufacturing, outdoor storage, warehousing and other similar uses.

Infill Development: Development of new homes, commercial and/or retail buildings, and public facilities on unused or underused lands in existing communities.

Joint Committee: Committee comprised of the all members of the McKinney City Council and the McKinney Planning and Zoning Commission that was established to advise and assist in the development of the City of McKinney's 2004 Comprehensive Plan.

Level of Service: Describes a range of operating conditions measured for a particular activity. For example, roads within the community are designed to meet specified goals regarding mobility, connectivity, and regional planning and land use development. Level of Service is a measure used to describe street standards necessary to address the role of the street. It also acts as an indicator of the relative level of traffic congestion on a roadway, ranked from "A" (best) to "F" (worst).

Light Rail Transit: A form of railroad that utilizes electrically powered rail cars, as opposed to self contained diesel engines.

Local Streets: Intended for low volume and low speed traffic movement, local streets provide access to residential lots and building sites.

Mixed Use: A compatible mix of residential and non-residential uses allowed on the same property, or within the same structure. Horizontally mixed-use developments may include any combination of office, retail and residential uses sited adjacent to one another within the same structure or within adjacent structures, on the same property. Vertically mixed use developments may include any combination of office, retail and residential uses sited above or below one another within the same structure.

Multi-Family Residential: Attached dwelling units designed to be occupied by three or more families living independently of one another, exclusive of boarding houses, hotels, or motels.

NCTCOG: North Central Texas Council of Governments

Neighborhood Retail: Local retail serves populations within a 2 mile radius and usually comprised of a major anchor tenant (such as a grocery store) and multiple inline lease spaces.

Office: Office uses include multi-tenant lease spaces and single occupant buildings that house professional businesses.

Overlay Zone (i.e. historic, parking): Designated area superimposed on one or more existing zoning districts; designed to protect or enhance an area's special qualities; governmental review of all developments, with the power to approve design according to standards contained in the ordinance or in a district plan or design guidelines.

Parks and Open Space: Areas reserved for active and/or passive recreation, provided either by the City or by private development.

Pedestrian Environment: Commercial and/or neighborhood environment designed to accommodate needs of pedestrians, as well as through and destination traffic, by incorporating select infrastructure improvements, design elements, and traffic management mechanisms. Methods to achieve include: separating traffic through use of parallel streets; limiting access points; linking parking lots; coordinating traffic signals; adding alternative transportation lanes; widening sidewalks; providing crosswalks; providing street lights and furniture; preventing "deadening" uses without building front; and incorporating transit stops.

Planned Development (PD): Planned associations of uses developed as integral land use units such as industrial parks or industrial districts, offices, commercial or service centers, shopping centers, residential developments of multiple or mixed housing, including attached single family dwellings or any appropriate combination of uses which may be planned, developed or operated or integral land use units either by a single owner or a combination of owners.

Planning Process: The process used to develop a document, plan or policy.

Planning and Zoning Commission: An appointed group of individuals that work together to review proposals and act on items for the city. Decisions by the commission move ahead to City Council.

Redevelopment: Restoration of existing buildings and properties blighted and/or which diminish the character and function of a neighborhood including adaptive use and historic preservation properties.

Regional Retail: Regional Retail serves a larger population radius - generally about 5 miles. These developments may have multiple anchor tenants along with many pad sites developed on the fringe of the center.

Retail: Retail uses include stores, restaurants, service businesses (banks, salons, etc.), and business-to-business companies.

Right-of-Way (ROW): Land provided for the purpose of vehicular access.

Single-Family Residential: A detached dwelling unit designed to be occupied by not more than one family.

Slope: The percentage of rise or fall of land in its natural undisturbed state.

Smart Growth: Growth management program which combines incentives, disincentives, and traditional planning techniques to promote a pattern of growth that achieves economic, environmental, and quality-of-life objectives.

Strategic Regional Arterial (SRA): A roadway with the operational characteristics between those of a freeway and those of other arterials. These roadways have characteristics associated with freeways, including grade separations at intersections and speeds limits of 50 miles-per-hour, but require less right-of-way. These roadways should not penetrate residential neighborhoods and are recommended in corridors characterized by high through traffic volumes or those which service land use of regional significance.

Street: Any dedicated public thoroughfare which affords the principal means of access to abutting property for automobiles.

Street Intersection: Any street which joins another street at an angle, whether or not it crosses the other.

Street Median: The non-pavement or pavement area between the moving traffic lanes of a street, typically the area for landscaping.

Technology: Businesses which specialize in the research, development, and/or production of technically advanced products (usually electronically or digitally based).

Thoroughfare, Major: Major Thoroughfares are the largest local roadways and car-

ry vehicles within and through the City. They are intended to funnel traffic from Minor Thoroughfares and Collector Streets to Highways, or to other Major Thoroughfares, and generally serve long trip lengths.

Thoroughfare, Minor: Minor Thoroughfares are slightly smaller than Major Thoroughfares and are intended to convey traffic from neighborhoods and Collector Streets to Major Thoroughfares, and generally serve moderate trip-lengths.

Traffic Impact Analysis (TIA): A process that helps the community understand the demands and impacts placed on the City’s transportation network from development. There are two types of TIA. The first assesses the effects that a particular development’s traffic will have on the transportation network resulting from a change in land use different from the future land use plan, while the second type assesses the specific site and roadway improvements needed resulting from a proposed development.

Traffic Survey Zone (TSZ): The land use analysis units of the travel demand forecasting model, TSZ’s can vary in size from a city block in highly urbanized downtown areas to several miles in the rural periphery. The zone structure consist of combinations of either census blocks or block groups, while the land use structure within each zone maintains a homogeneity in terms of type, intensity, and location. The data is used to estimate the number of trips that a typical household or business employee will produce and attract from / to each TSZ.

Transportation System Management (TSM): Strategies used to help alleviate traffic congestion by increasing the efficiency, safety, or flow of traffic on the City’s existing transportation facilities.

Travel Demand-Forecasting Model: A method for considering changes in future travel patterns based on the projected changes in employment and population in the comprehensive plan. The model requires subdividing the entire area into traffic survey zones and then allocating population and employment projections to these zones. The allocation produces traffic volume forecast on roadway segments.

Travel Demand Management (TDM): Strategies to help alleviate automobile traffic demand through ridesharing, peak-period spreading, enhanced transit and Para transit use, and parking management programs. Travel demand management strategies are complementary to transportation system management strategies.

TxDOT: Texas Department of Transportation

Utilities: Services provided by public and private agencies that support development. Utility services include water, sanitary sewer, storm drainage, electrical, natural gas, telephone and telecommunications, and other similar services.

Wetlands: Areas identified by the National Wetland Inventory (NWI) with a high potential for wetland habitats. The NWI is not an exact location but a guide to areas that may exhibit wetland conditions.

Work Plans: Commonly called action plans. These are the documents in which direction is established to act on an issue or topic. Work plans help to provide the solution to an issue.

Zoning Districts: The districts established in the Zoning Ordinance of the City.

Zoning District Map: An integral part of the Zoning Ordinance, the Zoning District Map serves as the official map upon which the boundaries of the various Zoning

Districts are drawn.