

**ORDINANCE NO. 2012-11-XXX**

**AN ORDINANCE AMENDING THE 2004 CITY OF MCKINNEY COMPREHENSIVE PLAN; PROVIDING FOR AN AMENDMENT TO THE MASTER THOROUGHFARE PLAN REGARDING THE PROPOSED LOCATION FOR THE FUTURE INTERSECTION OF CUSTER ROAD (F.M. 2478) AND WILMETH ROAD AS WELL AS THE ALIGNMENT OF FUTURE WILMETH ROAD FROM CUSTER ROAD TO FUTURE STONEBRIDGE DRIVE; PROVIDING FOR AN EFFECTIVE DATE THEREOF**

**WHEREAS**, the City of McKinney, Texas has adopted a Comprehensive Plan in 2004 to encourage and coordinate future physical development within its Ultimate Planning Area; and

**WHEREAS**, an integral part of a successful Comprehensive Plan program is the ability to make periodic refinements in order to keep the Comprehensive Plan up-to-date and calibrated to community changes; and

**WHEREAS**, the City of McKinney, Texas has amended the 2004 Comprehensive Plan in 2005, 2006, 2008 and 2010; and

**WHEREAS**, State of Texas law mandates that all zoning be conducted in conjunction with a Comprehensive Plan; and

**WHEREAS**, now in 2012, the City of McKinney desires to amend the 2004 Comprehensive Plan to provide for an amendment to the Master Thoroughfare Plan regarding the proposed location for the future intersection of Custer Road (F.M. 2478) and Wilmeth Road as well as the alignment of future Wilmeth Road from Custer Road to future Stonebridge Drive.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS:**

Section 1. The Master Thoroughfare Plan regarding the proposed location for the future intersection of Custer Road (F.M. 2478) and Wilmeth Road as well as the alignment of future Wilmeth Road from Custer Road to future Stonebridge Drive has been amended as shown in Exhibit A.

Section 2. If any section, subsection, paragraph, sentence, phrase or clause of this Ordinance shall be declared invalid for any reason whatsoever, such decision shall not affect the remaining portions of this Ordinance, which shall remain in full force and effect; and to this end the provisions of this Ordinance are hereby declared to be severable.

Section 3. The caption of this Ordinance is to be published one (1) time in a newspaper having general circulation in the City of McKinney and is to become effective immediately upon its passage and publication.

**DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THIS 6TH DAY OF NOVEMBER, 2012.**

CITY OF MCKINNEY, TEXAS

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BRIAN LOUGHMILLER  
Mayor

CORRECTLY ENROLLED:

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SANDY HART, TRMC, MMC  
City Secretary  
BLANCA I. GARCIA  
Assistant City Secretary

DATE: \_\_\_\_\_

APPROVED AS TO FORM:

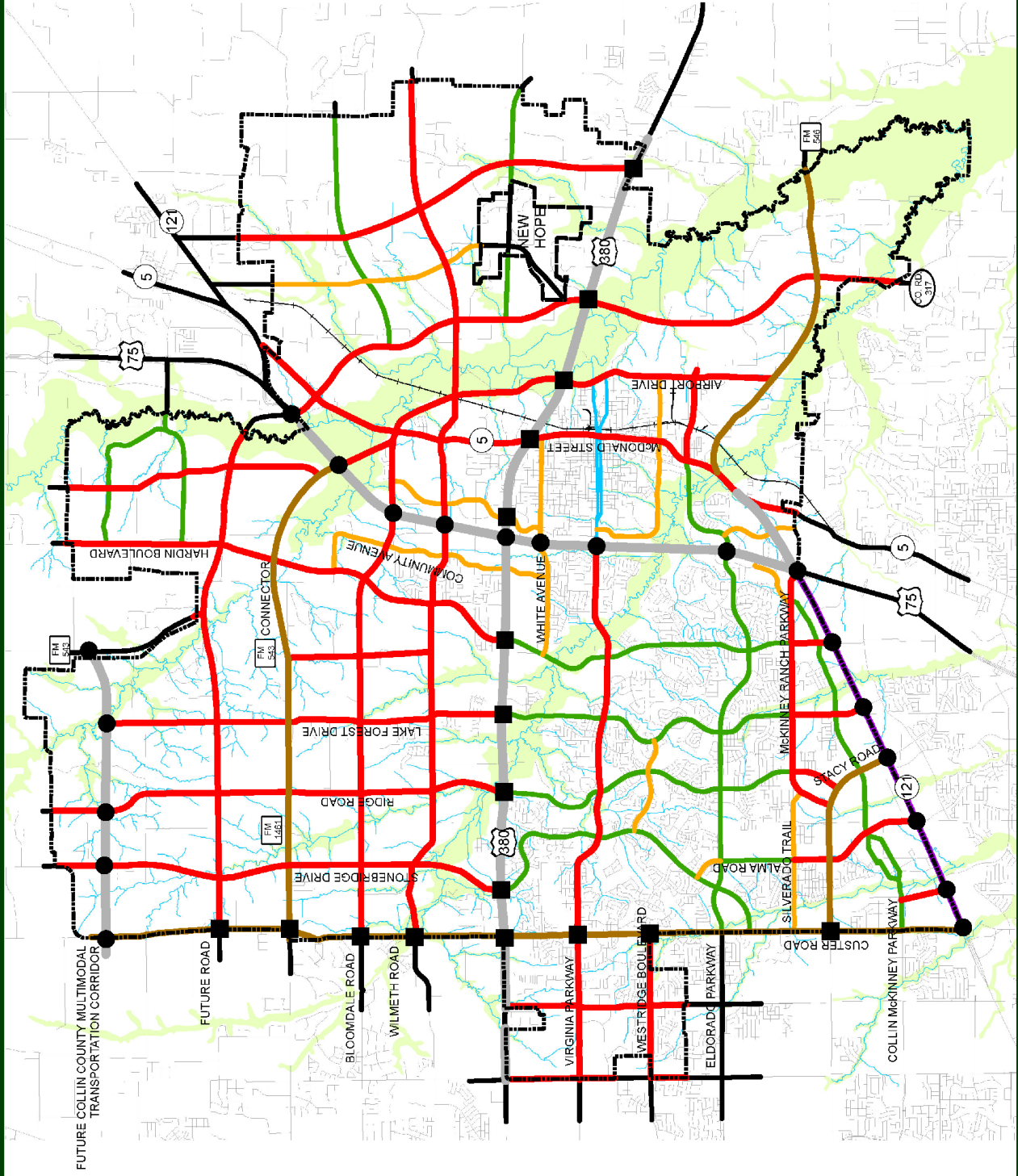
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MARK S. HOUSER  
City Attorney

# EXHIBIT A



## CITY OF MCKINNEY COMPREHENSIVE PLAN MASTER THOROUGHFARE PLAN



- High Capacity at Grade Intersections
  - Grade Separated Intersections
  - Extraterritorial Jurisdiction
  - Rail Lines
  - Floodplain
- ### Thoroughfare Categories
- Major Regional Highway / Multi-Modal
  - Tollway
  - Principal Arterial - 130' ROW (6 lanes)
  - Major Arterial (6 lanes)
  - Minor Arterial (4 lanes)
  - Greenway Arterial (4 lanes)
  - Town Thoroughfare
  - Road By Others
- \* Original Adoption 03-22-2004 (Ordinance No. 200403-035)  
 \* Amendment #1: 10-18-2005 (Ordinance No. 2005-10-133)  
 Revised to reflect changes to Ridge Road and Stonebridge Drive north of Bloomdale Road.  
 \* Amendment #2: 01-05-2010 (Ordinance No. 2010-01-001)  
 Revised to reflect actual alignments of recently built roads, the Future Collin County Multimodal Transportation Corridor alignment, the Trinity Falls Municipal Utility District, assorted thoroughfare category changes, and boundary changes between McKinney, Fairview and Princeton.  
 \* Amendment #3: 11-6-2012 (Ordinance No. 2012-11-XXX)  
 Revised to reflect new Custer Rd./Wilmetth Rd. Alignment

6 November 2012  
**FIGURE 8.3**

Source: City of McKinney GIS Department Data

Section 8: Transportation Element

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.

EXHIBIT "A"