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CLOSED

LATHAM
AUTOMOTIVE
1405-2721
MUSKOGEE, TX

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APPENDIX

THE APPENDIX

OVERVIEW

The Dallas-Fort Worth metropolitan area is one of the fastest growing regions in the United States. Collin County is expected to absorb a large portion of this growth, with some population projections showing the County adding as many as one million new residents by 2030. In response, regional planning efforts have recognized the need for new transportation infrastructure to support this growth, particularly the need for new highway routes to absorb increased vehicular traffic and mitigate current and future congestion.

In the summer of 2017, TxDOT initiated a study to analyze various roadway alternatives for US Highway 380 through Collin County and the City of McKinney. The goal of the study is to identify routes and preserve land and right of way for a new highway before development pressures limit roadway design options and increase potential future impacts to adjacent residential and commercial development. To date, the study includes 5 alignment alternatives, which can be broadly grouped into two categories based upon their impact to the city of McKinney; 3 bypass options (Red, Blue, and Yellow Alignments) and 2 options that use the existing US 380 Right of Way (Pink and Green Alignments). Each of these alignments will have differing impacts on regional traffic patterns and land development, the implications of which must be considered as part of the McKinney 2040 Plan.

A PROACTIVE APPROACH

When TxDOT initiated the US 380 feasibility study, the City of McKinney immediately recognized that regardless of which specific alignment was eventually selected, the new highway would have significant impacts on land use patterns and development pressures within the community. The City wanted to ensure that the McKinney 2040 plan would remain current and responsive to community needs once a final route was determined, necessitating a future land use plan that could respond appropriately to whichever alignment was ultimately chosen. To realize this goal, the City took a proactive approach to the planning process by reaching out to the community to gather public input on how the Future Land Use Plan might change under each of the alignment options. The feedback that was received was then used to create alternate future land use maps for each option, which have been included in this appendix. This ensures that no matter which alignment is ultimately selected, the city will have a map and a plan in place that respond appropriately, without the need for a new comprehensive plan or significant plan update.

COMMUNITY FEEDBACK

Public input and community feedback was an essential part of the development process for the Future Land Use Map alternatives for each roadway alignment option. An open house was held on June 14, 2018 to present the various alignments under consideration to the public, as well as provide an opportunity for the public to give input regarding potential highway configuration styles, the effects each alignment might have on neighborhood character, and how they felt the preferred future land use plan should respond to each of the roadway alignment options. The feedback received indicated that the community recognized the potential opportunities for new mixed use or commercial development nodes at interchanges created by the various alignment options and major thoroughfares. However, the broad consensus that was ultimately conveyed to the planning team was a desire by the community to maintain a future land use plan for each of the alignment options as similar as possible to the Preferred Future Land Use Map that had already been developed.

BYPASS ALIGNMENTS

APPENDIX USE

The City Council has adopted this appendix to ensure that the City of McKinney has a land use direction set that corresponds to whichever alignment is ultimately chosen for the roadway expansion. The specifics of each alignment will influence the community's Master Thoroughfare Plan, district boundaries, and place type distribution, and the changes that have been made to these elements as part of each Future Land Use Map Alternative reflect the will and vision of the community as it stands today. This does not, however, preclude the community from reevaluating the Land Use Map in the future once a final road alignment has been selected and various other feasibility and environmental studies have been completed; as with all long-range planning documents, the map should be reviewed regularly to ensure that it remains in alignment with the community's needs and vision.

ALIGNMENT OPTIONS

As of the summer of 2018, TxDOT is considering 5 alternative roadway alignments for the future expansion of US Highway 380. The differences between the Preferred Future Land Use Plan and the land use map alternatives, consisting of 3 bypass alignment options and two alignments using the current US 380 route, are outlined below:

RED ALIGNMENT

- The Commercial Center place type at the intersection of Bloomdale Rd and Ridge Rd is shifted to follow the interchange of Ridge Rd and the Red Alignment
- A Mixed-Use Center place type occurs on the southeastern corner of the interchange created by the Red Alignment and Lake Forest Dr in the Medical Center District
- An Urban Living node moves north from the intersection of Wilmeth Rd and Lake Forest Dr so it is adjacent to the Mixed-Use Center next to the Red Alignment
- The boundary of the Medical District is expanded northwest to include everything south and east of the Red Alignment and Stover Creek
- The southern edge of the boundary between the Scenic District and the Honey Creek District shifts westward to follow the Red Alignment
- The district boundary between Honey Creek and Oak Hollow shifts slightly southward to follow the altered alignment of Bloomdale Rd
- Community Commercial along Wilmeth Rd in the East Fork District shifts slightly westward to encompass the interchange between Wilmeth Rd and the Red Alignment
- The portions of the Urban Living place type south of Wilmeth and east of the Red Alignment changes to the Suburban Living place type
- The southeasternmost node of Commercial Center in the Business & Aviation District moves to the east side of the interchange between FM546 and the Red Alignment
- The westernmost portion of the district boundary between the Business & Aviation District and the Homestead District shifts south to follow the Red Alignment
- The boundaries of the Employment Mix place type in the Business & Aviation District and the Estate Residential place type in the Homestead District shifts to follow the adjusted district boundaries

BLUE ALIGNMENT

- A Mixed-Use Center place type occurs on the southeastern corner of the interchange created by the Blue Alignment and Lake Forest Dr in the Medical Center District
- An Urban Living node moves north from the intersection of Wilmeth Rd and Lake Forest Dr to be adjacent to the Mixed-Use Center next to the Blue Alignment
- The boundary between the Honey Creek District and the Collin Crossing and Oak Hollow districts shifts slightly south to follow the Blue Alignment
- The boundary between the Professional Campus and Commercial Center place types in the Honey Creek and Collin Crossing Districts shifts to follow the revised district boundaries
- The boundary between the Suburban Living and Urban Living place types in Honey Creek and Oak Hollow shifts to align with the new district boundary along the Blue Alignment
- The Urban Living place type on the southwest corner of Bloomdale Rd and Tennessee St is extended north and east to the interchange of Tennessee St and the Blue Alignment
- The Commercial Center place type at the intersection of FM546 and Airport Drive shifts northwest along FM546 to the southeastern side of the interchange with the Blue Alignment

YELLOW ALIGNMENT

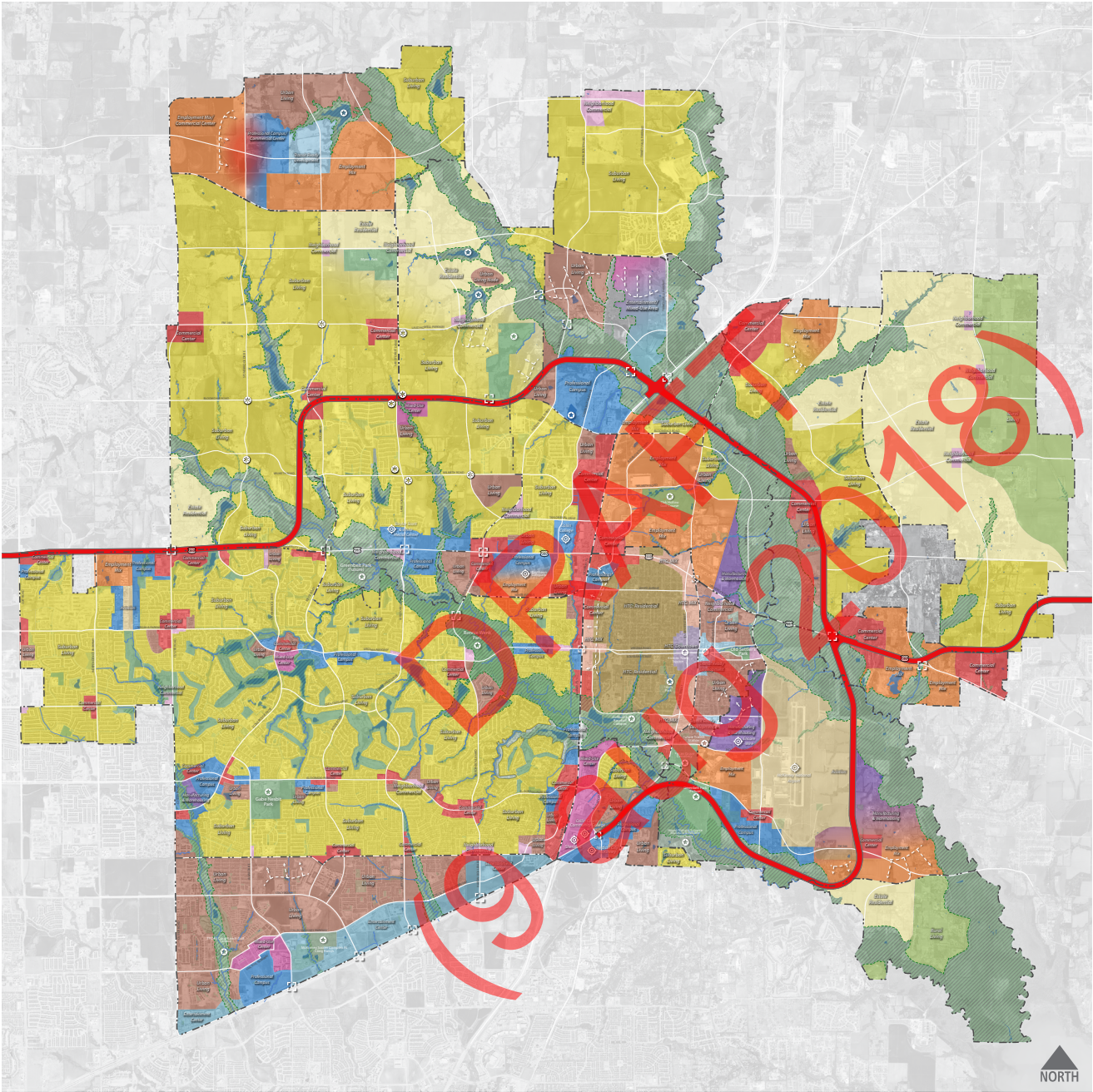
- A Mixed-Use Center place type occurs on the southeastern corner of the interchange created by the Yellow Alignment and Lake Forest Dr in the Medical Center District
- An Urban Living node moves north from the intersection of Wilmeth Rd and Lake Forest Drive so it is adjacent to the Mixed-Use Center next to the Yellow Alignment
- The southern edge of the boundary between the Scenic District and the Honey Creek District shifts westward to follow the Yellow Alignment
- Community Commercial along Wilmeth Rd in the East Fork District shifts westward to encompass the interchange between Wilmeth Rd and the Yellow Alignment
- The Commercial Center place type at the intersection of FM546 and Airport Dr shifts northwest along FM546 to the southeastern side of the interchange with the Yellow Alignment

EXISTING 380 CORRIDOR ALIGNMENT

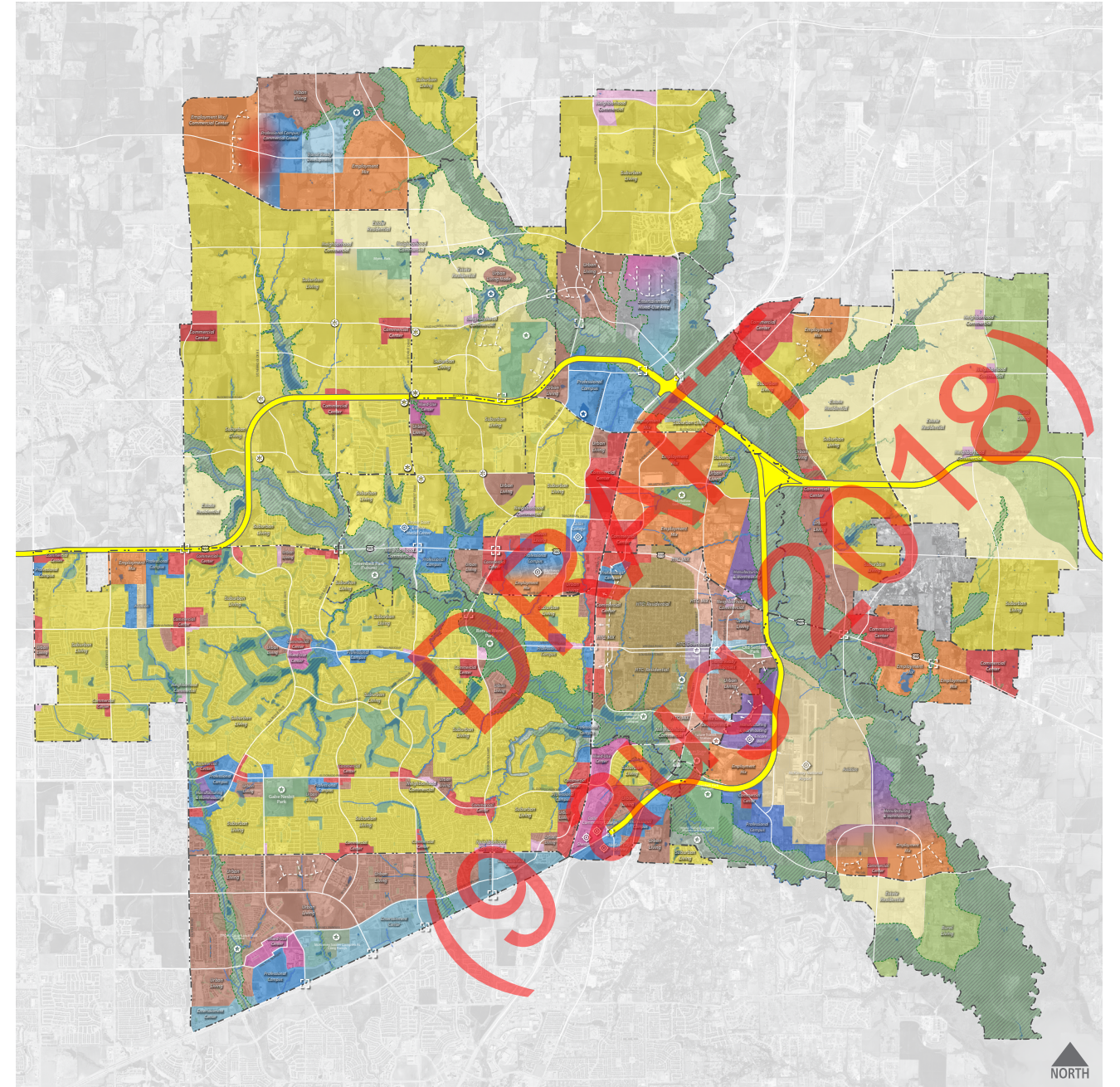
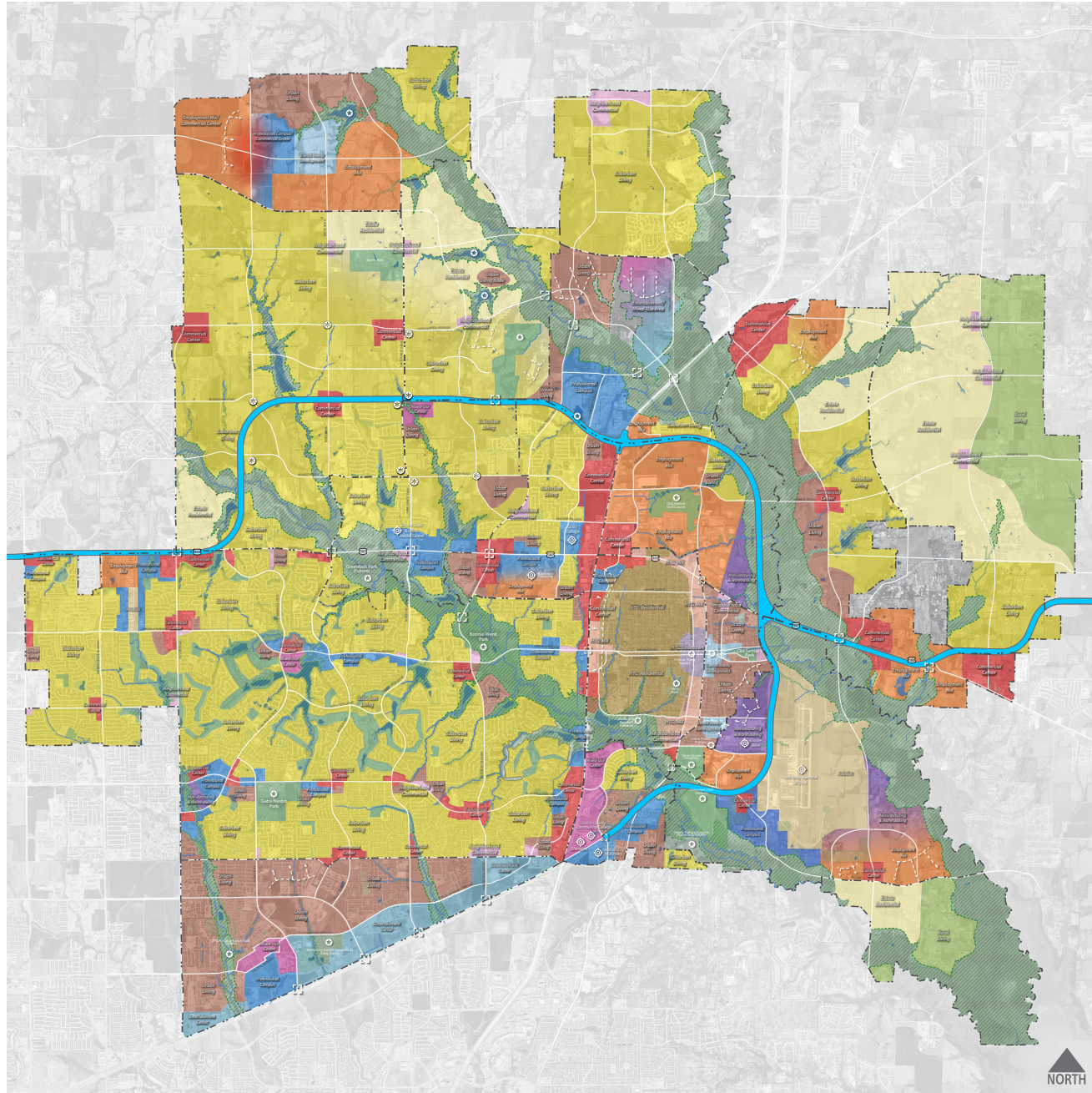
* The Pink and Green corridor alignments are identical along the portions that pass through the McKinney City Limits and EJTB, and are thus shown here as a single future land use map alternative.

PINK/GREEN ALIGNMENT

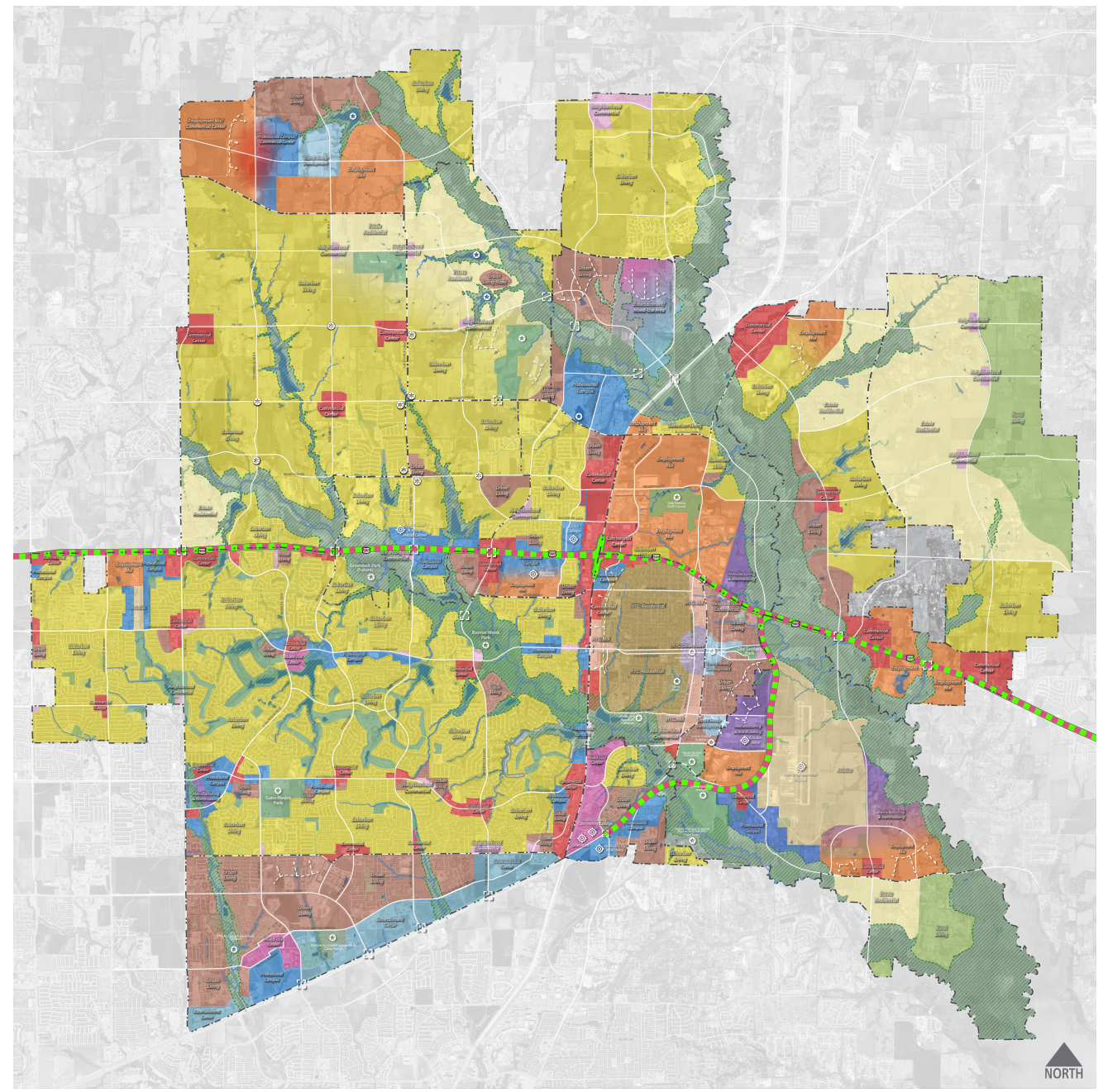
- The boundary between the Historic Town Center District and the Oak Hollow District shifts south to follow the Pink and Green Alignments
- The portion of the Historic Town Center place type north of the Pink and Green alignments is replaced with a combination of Suburban Living and Employment Mix place types
- The Commercial Center place type at the intersection of FM546 and Airport Dr shifts northwest along FM546 to the southeastern side of the interchange with the Pink and Green Alignments



Place Types		Other Features		Draft US 380 Alignment Options	
Aviation	Estate Residential	Professional Campus	Amenity Zone	PINK	
Commercial Center	Historic Town Center	Rural Residential	Park	GREEN	
Employment Mix	Manufacturing & Warehousing	Suburban Living	District Boundary	BLUE	
Entertainment Center	Mixed Use Center	Transit-Ready Development	McKinney Thoroughfares	RED	
	Neighborhood Commercial	Urban Living	Floodplain	YELLOW	



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Employment Mix	Manufacturing & Warehousing	Suburban Living	District Boundary	BLUE		Employment Mix	Manufacturing & Warehousing	Suburban Living	District Boundary	BLUE	
Entertainment Center	Mixed Use Center	Transit-Ready Development	McKinney Thoroughfares	RED		Entertainment Center	Mixed Use Center	Transit-Ready Development	McKinney Thoroughfares	RED	
	Neighborhood Commercial	Urban Living	Floodplain	YELLOW			Neighborhood Commercial	Urban Living	Floodplain	YELLOW	



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(9 aug 2018)

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