

ONE | COMMUNITY VISION

MCKINNEY 2040

City Council Work Session #1

August 20, 2018

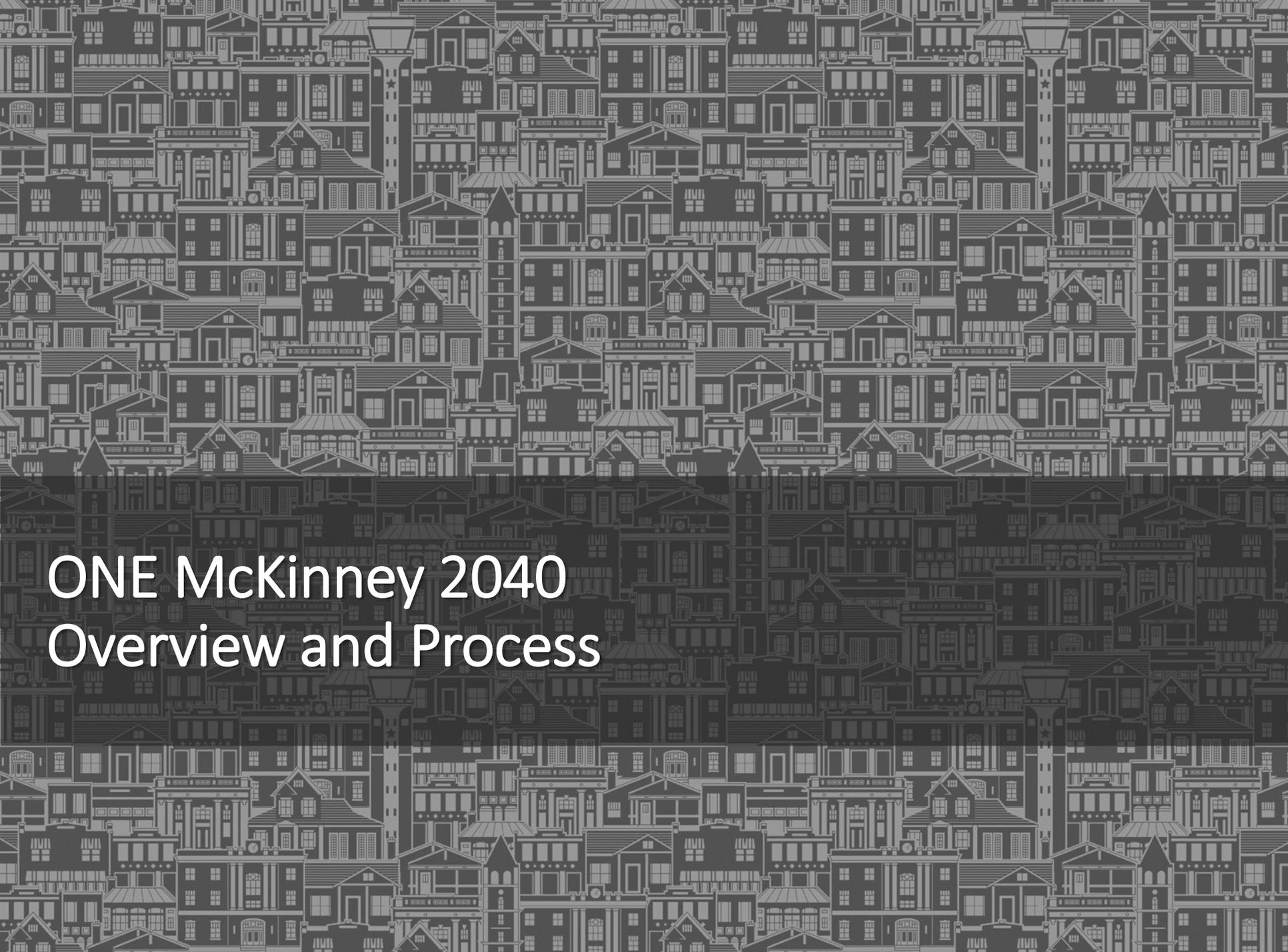


Objective

Build, present, and receive feedback on the draft ONE McKinney 2040 Plan recommendations

Agenda

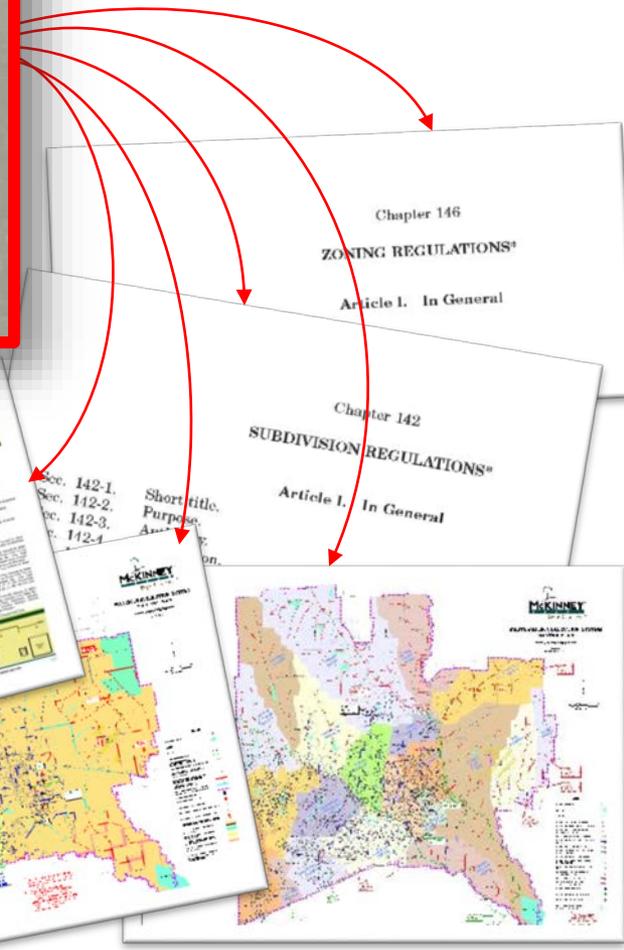
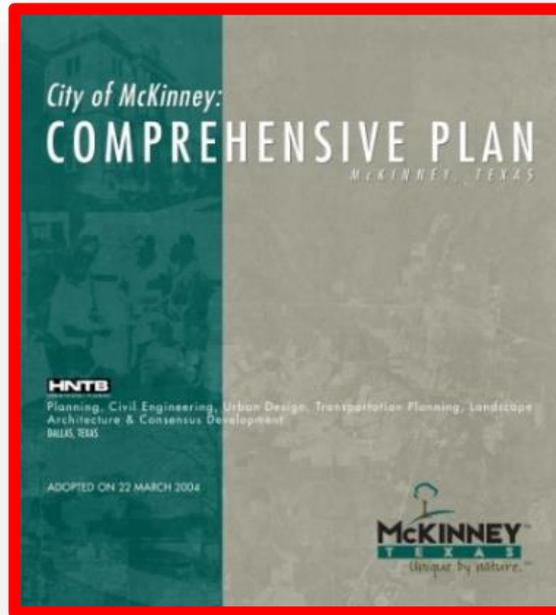
- ONE McKinney 2040 Overview and Process
- Highlights from the February 2018 Council Work Session
- Highlights from the June and August Community Open Houses
- ONE McKinney 2040 Plan Recommendations
- Discussion
- Next Steps



ONE McKinney 2040 Overview and Process

How We Use the Comprehensive Plan

- Used to coordinate and guide the establishment of development regulations
- Used to provide a basis for future zoning decisions
- Guides public investments in transportation and other infrastructure improvements



Why Is This Important?

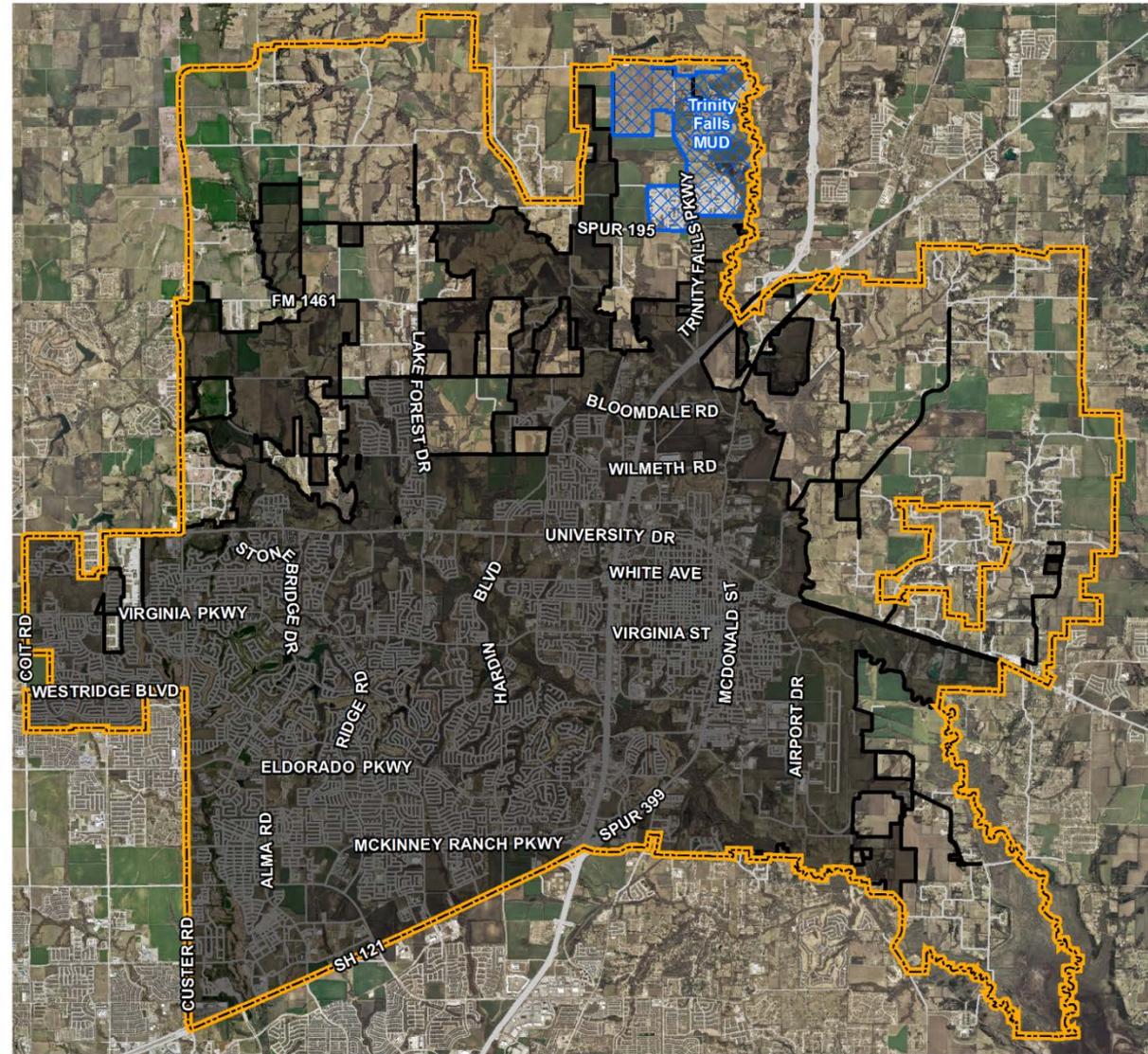
Current City Limits

68 square miles

Ultimate City Limits

116 square miles

~40% of McKinney
is unincorporated



ONE McKinney 2040: Approach





Highlights from the June and August Community Open Houses

June 2018 Community Open House Highlights

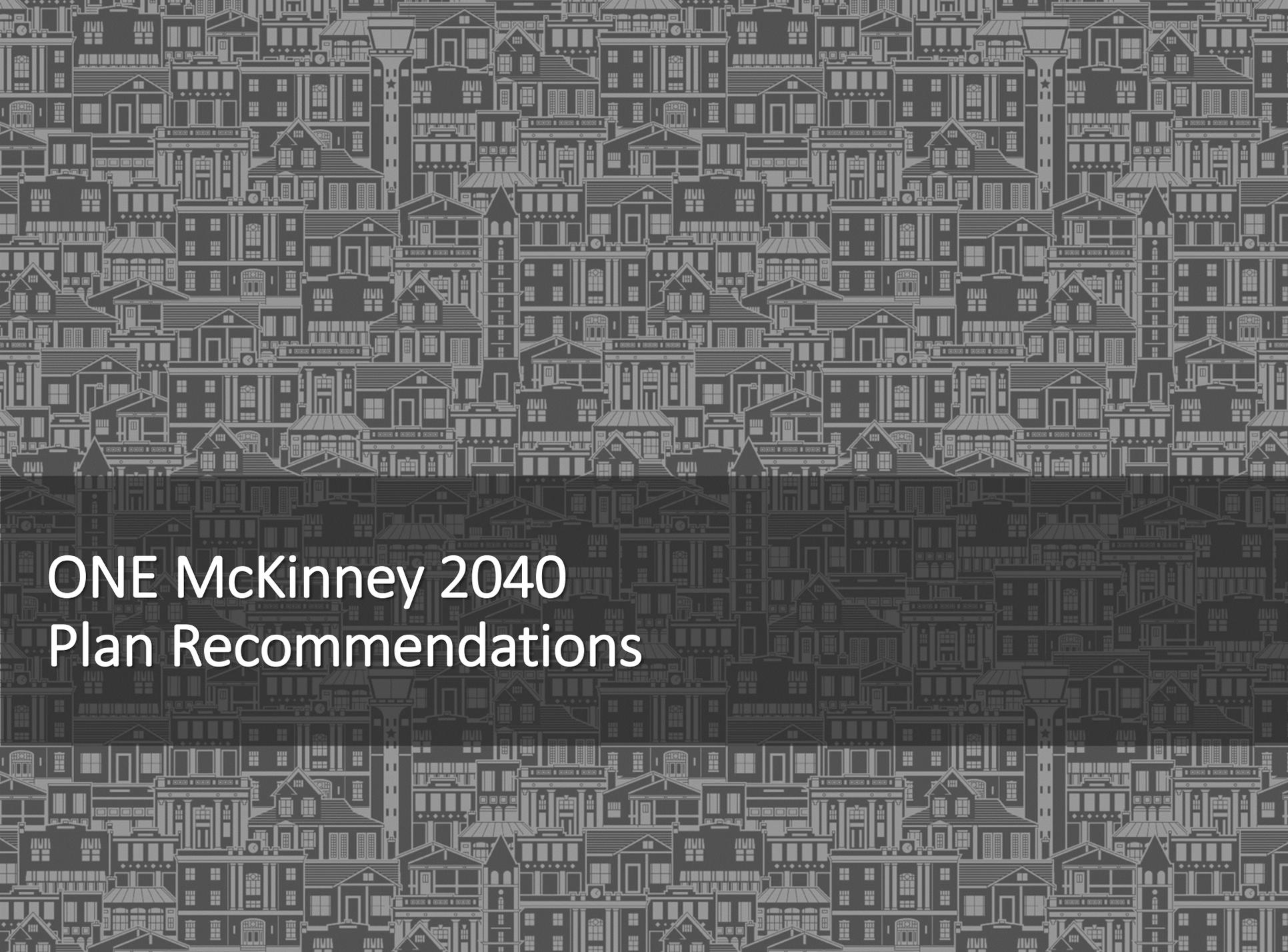
- June 14, 2018 at Collin College Conference Center
- Approximately 50 participants
- Objectives:
 - Update community on status of process
 - Share approach to TXDOT's 380 alternatives
 - Receive input about policy direction & implications of 380 alternatives for the preferred development pattern
- Group input using keypad polling
- Discussion and input at 10 stations



August 2018 Community Open House Highlights

- August 9, 2018 at MPAC
- Approximately 40 participants
- Objectives:
 - Share key concepts of draft ONE McKinney 2040 Plan
 - Receive input about recommendations
- Discussion and input at 7 stations
 - Overall Policy Direction
 - Land Use & Development
 - Mobility
 - Economic Development & Fiscal Health
 - Public Investments
 - Implementation
 - Other Topics





ONE McKinney 2040 Plan Recommendations

Chapters of the ONE McKinney 2040 Plan

- The ONE McKinney 2040 Plan (Overview)
- Developing the ONE McKinney 2040 Plan (Process)
- City-wide Land Use and Development Strategy
- City-wide Mobility Strategy
- City-wide Economic Development Strategy
- City-wide Fiscal Health Strategy
- City-wide Public Investment Strategy
- Land Use and Development District Strategies
- Implementation
- Appendices



INTRODUCTION

PLAN FOUNDATION

The foundation of the overall policy direction for the ONE McKinney 2040 Comprehensive Plan is built upon two important components:

[VISION STATEMENT]

[A SET OF GUIDING PRINCIPLES]

VISION STATEMENT

We are **ONE MCKINNEY** – a united community that supports the **DIVERSITY** of its economy and people. We celebrate our natural & cultural **ASSETS** & invite private developments that create **PLACES** of lasting value. Smart public & private **INVESTMENTS** ensure that McKinney remains a top choice for people to live, work, play & visit through 2040 & beyond.

GUIDING PRINCIPLES

DIVERSITY

[SUPPORTING OUR ECONOMY AND PEOPLE]

1| Diverse economic engines, such as the McKinney National Airport, McKinney Corporate Center, Southgate District, and business/entertainment corridors form the foundation of McKinney's strong economy. As such, the City encourages new businesses and developments that support these economic engines, broaden the tax base, and make the city's economy more adaptable and resilient.

2| Private development, public investments, and community engagement support the people of McKinney by making available housing options and neighborhood choices that are accessible, attainable and appealing to people at all stages of their lives.

3| City leaders and decision-makers focus attention and investment in each of the distinctive Districts throughout the city, so each one can appeal to its targeted market and achieve the vision described in this plan.

ASSETS

[CELEBRATING OUR CULTURE AND LANDSCAPE]

4| McKinney's cultural and historical heritage is retained and emphasized in the historic Town Center, and is included in the identity of other places in McKinney so it can be shared with future generations.

5| McKinney's natural landscape (its trees, open spaces, topography, streams, and natural areas) continues to enhance the character of the city and the daily experience of residents, employees and visitors throughout McKinney.

PLACES

[TO LIVE, WORK, PLAY, AND VISIT]

6| Private sector development and redevelopment meet McKinney's expectations for excellence in design and create places with market support and long-term economic viability.

7| McKinney's public spaces, including its streets, support and enhance the distinctive character of individual neighborhoods and business Districts while strengthening the connections throughout the city in order to unify the entire McKinney community.

8| Today's neighborhoods remain vibrant and desirable places that meet the needs of existing residents and appeal to future residents.

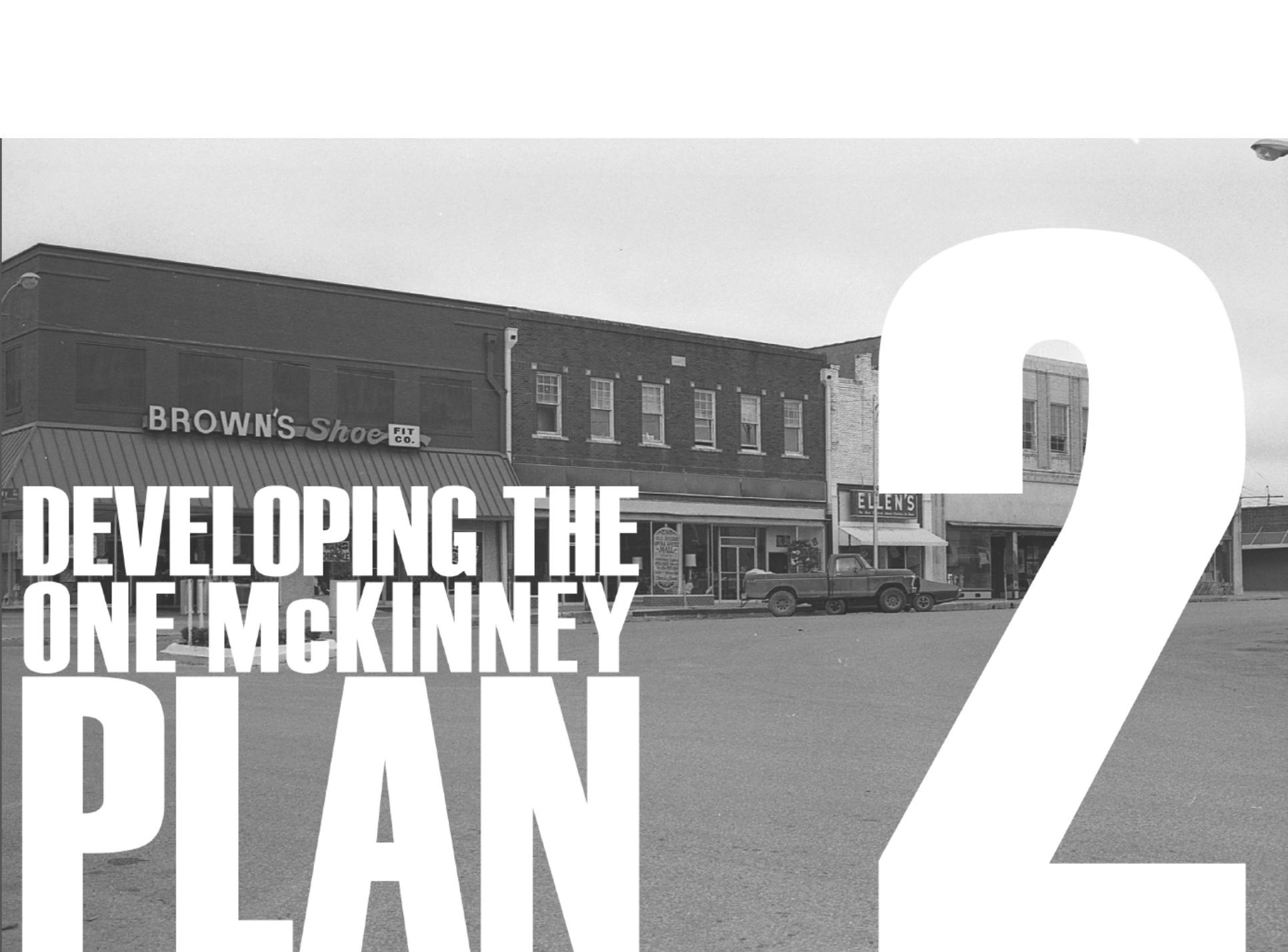
INVESTMENTS

[CREATING LASTING VALUE]

9| McKinney invests in public facilities, services and infrastructure that are located, timed and sized to meet the expected needs of current and future residents and businesses within the city.

10| Public capital investments are made strategically, using finite funds in order to build the facilities needed to support new development, respond to market opportunities and create the desired community envisioned in this plan.

11| Investments in infrastructure systems, public facilities, economic incentives and community programs are made when the life-cycle benefits to the public outweigh the life-cycle costs, and when the areas that these investments support are expected to remain vital and desirable until 2040 or longer.



DEVELOPING THE
ONE MCKINNEY

PLAN

2

ONE MCKINNEY 2040

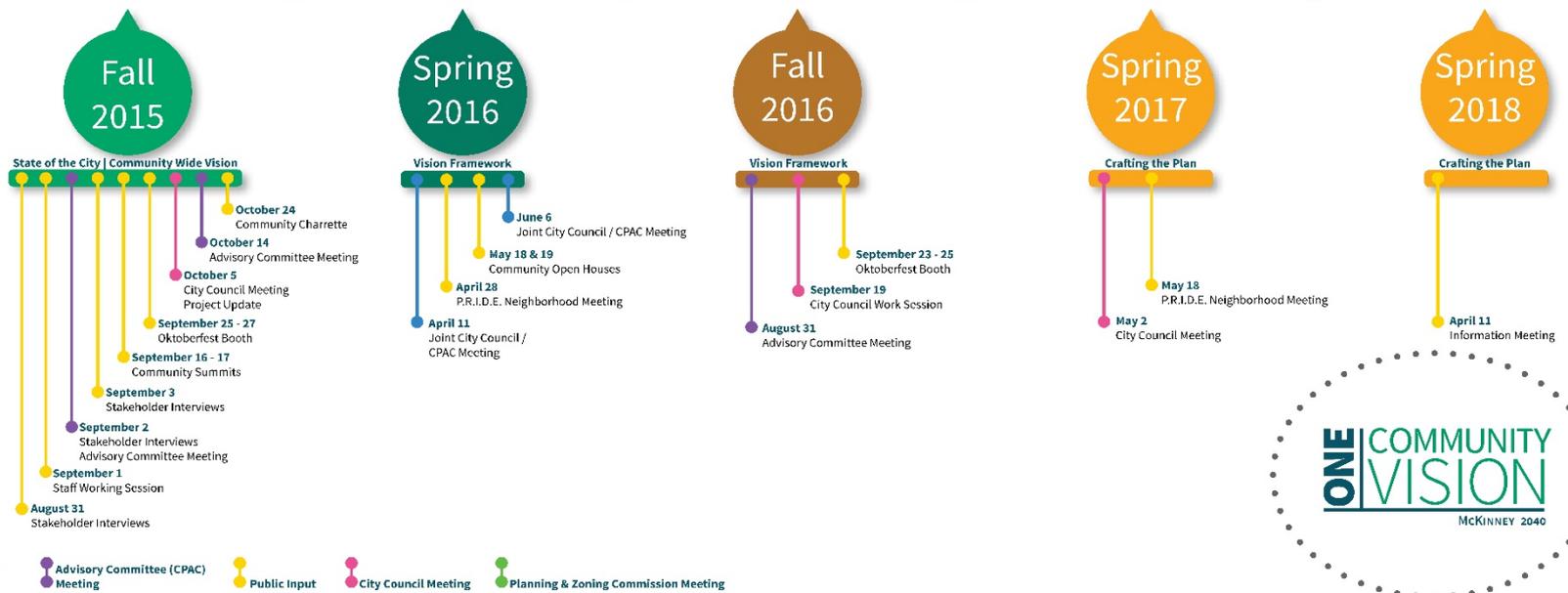
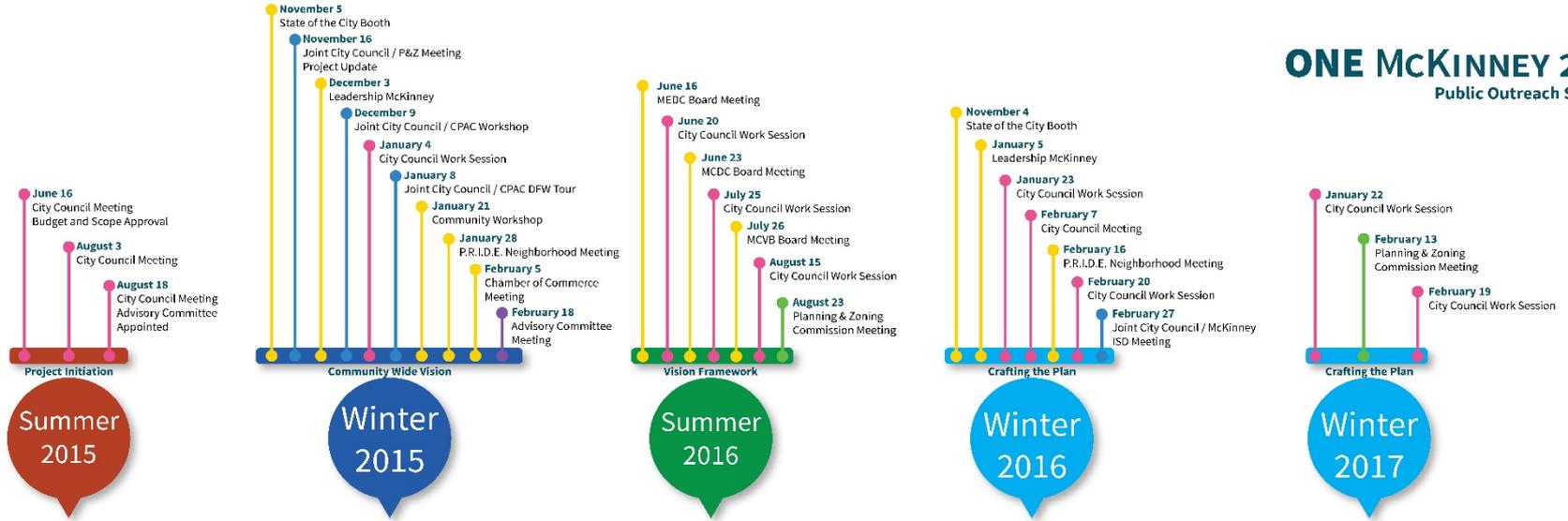
Overall Scope and Process Timeline



ONE COMMUNITY. ONE VISION. ONE MCKINNEY 2040

ONE MCKINNEY 2040

Public Outreach Summary

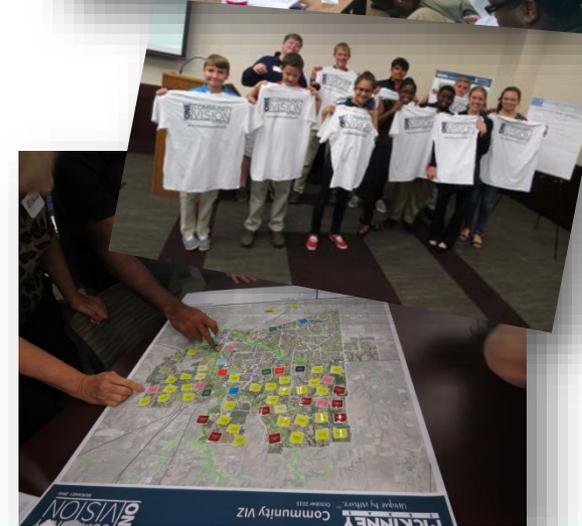


- Joint City Council / Other Body Meeting
- Advisory Committee (CPAC) Meeting
- Public Input
- City Council Meeting
- Planning & Zoning Commission Meeting



Engagement in Detail

- Individual and Small Group Interviews (Fall 2015)
- Staff Working Session (Fall 2015)
- Comprehensive Plan Advisory Committee (ongoing)
- CC/CPAC DFW Tour (Winter 2015)
- Community Summits (Fall 2015)
- Community Charrette (Fall 2015)
- Community Workshop (Winter 2015)
- Community Open Houses (ongoing)
- Oktoberfest (Fall 2015 & Fall 2016)
- Online Surveys (ongoing)
- www.onemckinney2040.com

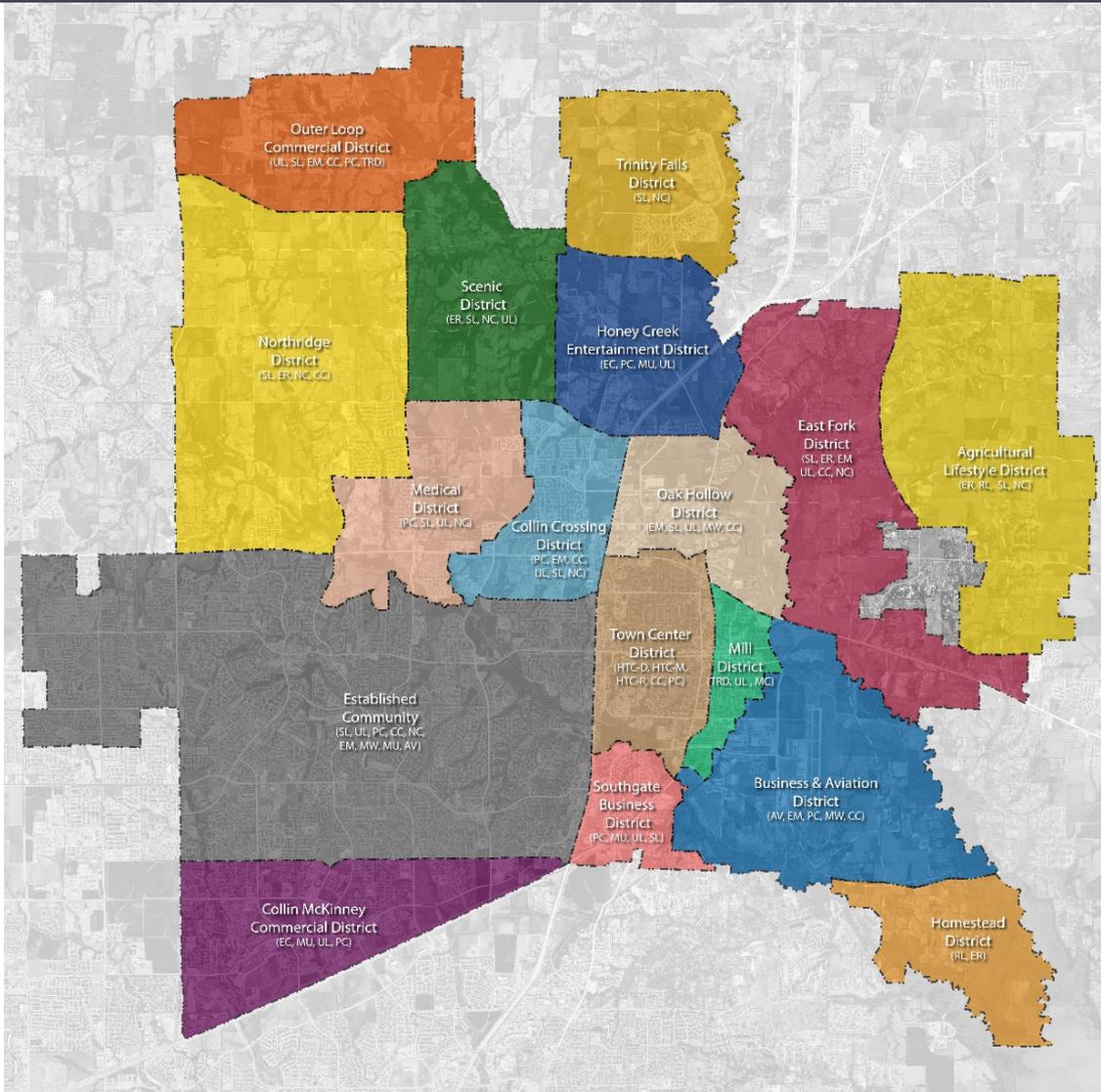


A black and white photograph of a city street scene. On the left, there is a classical building with columns and a pediment, with the words "FEDERAL BANK" visible. In the center, there is a modern-looking building with a flat roof and a small awning. On the right, there is another multi-story building. A large, white, stylized number "3" is overlaid on the right side of the image. The text "CITYWIDE LAND USE & DEVELOPMENT STRATEGY" is overlaid in large, white, bold, sans-serif capital letters on the left side of the image.

**CITYWIDE
LAND USE &
DEVELOPMENT
STRATEGY**

3

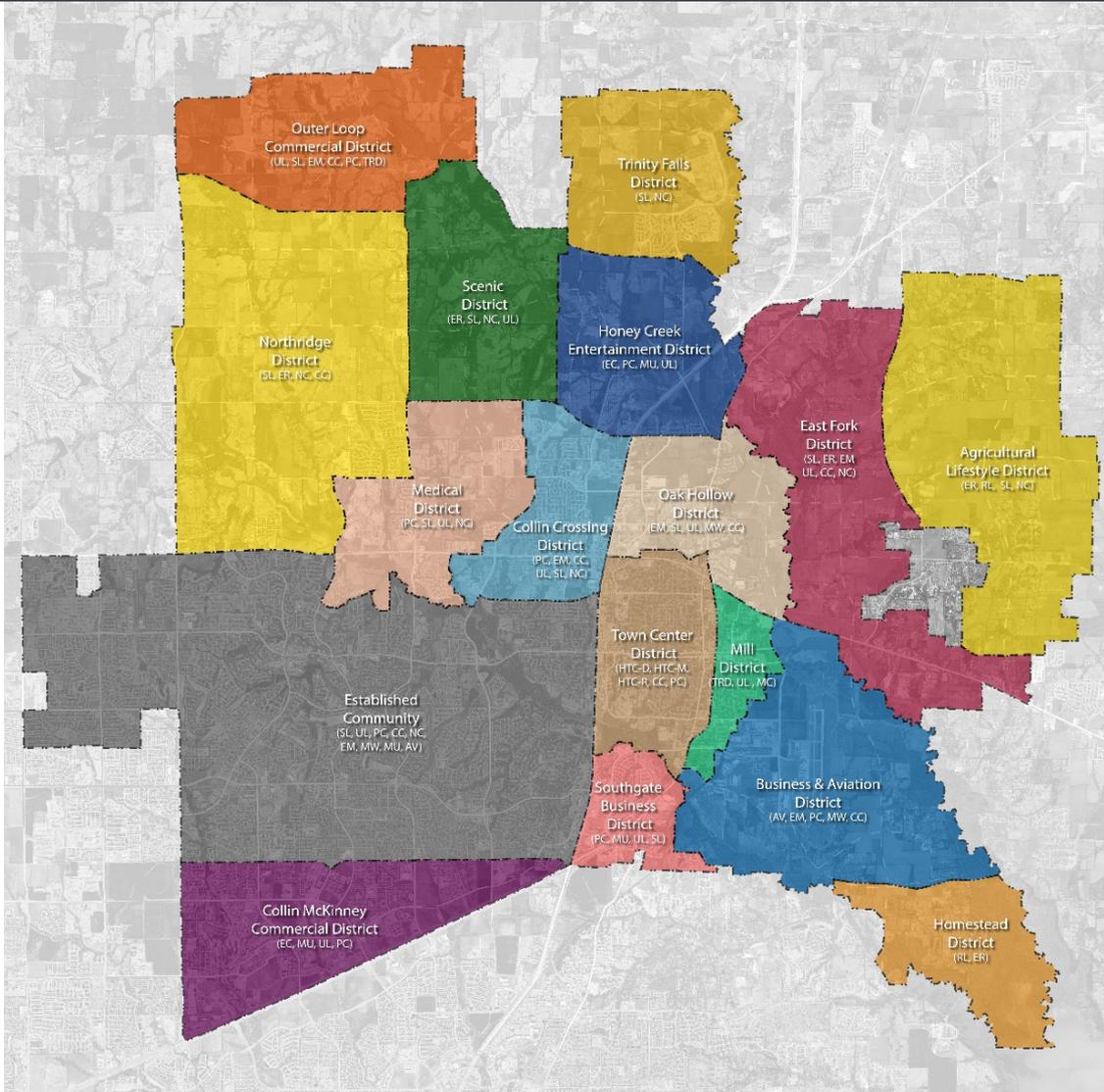
PREFERRED SCENARIO



How it works: *the Districts*

- The plan focuses on **distinctive districts**, each with a clear intent and market focus.
- Character-defining **place types** create and reinforce the desired identity of each district.
- Each district has a **unique mix** of place types.

PREFERRED SCENARIO



How it works: *the Placetypes*



Rural Residential (RL)



Urban Living (UL)



Estate Residential (ER)



Entertainment Center (EC)



Suburban Living (SL)



Transit Ready Development (TRD)



Neighborhood Commercial (NC)



Historic Town Center (HTC)



Commercial Center (CC)



Professional Campus (PC)



Mixed-Use Center (MU)



Aviation (AV)

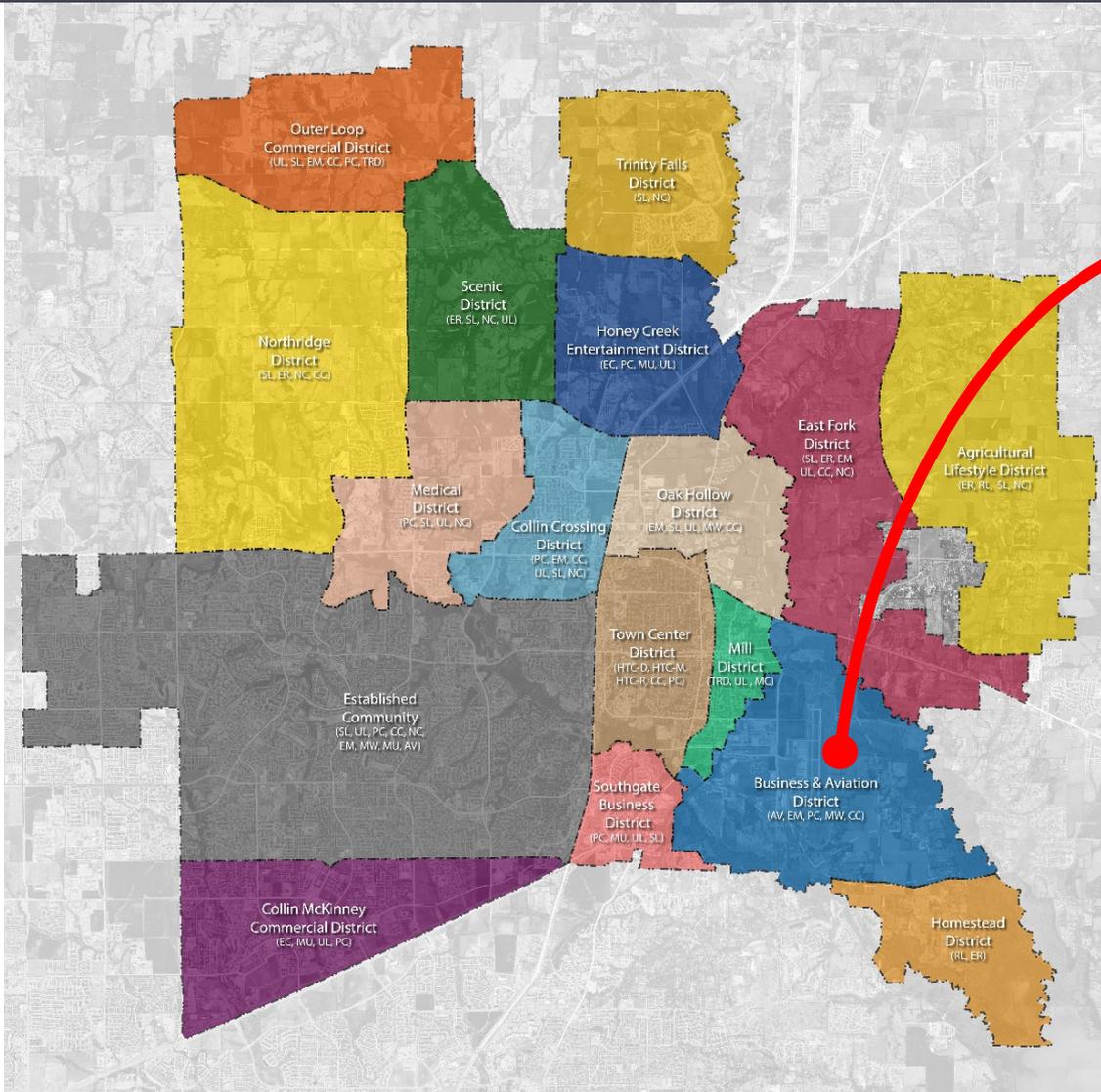


Employment Mix (EM)



Manufacturing & Warehouse (MW)

PREFERRED SCENARIO

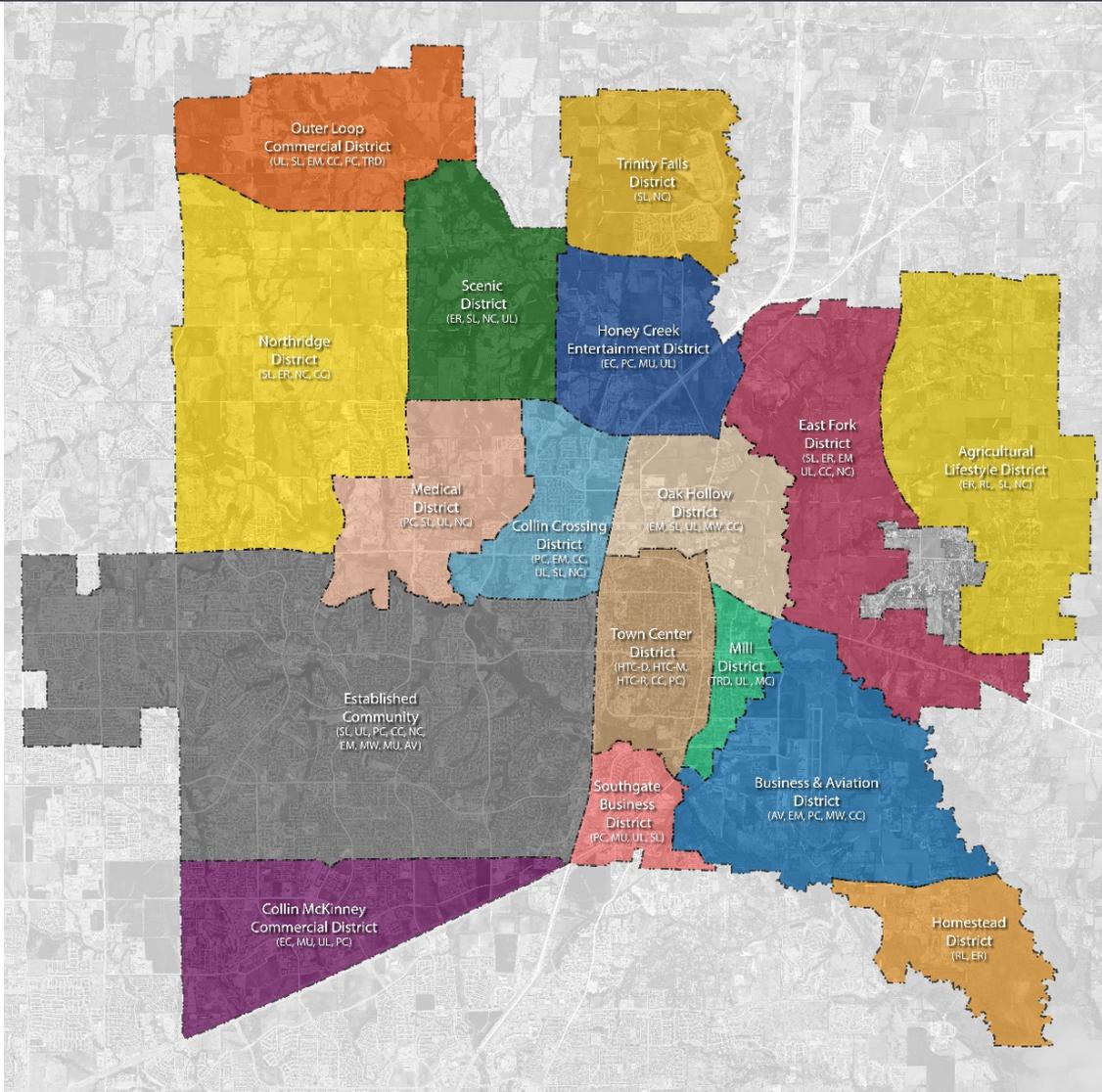


How it works: *Individual Districts*



- Intent statement
- Description
- Economic and market support
- Strategic direction
 - Development pattern
 - Identity, amenities and infrastructure
 - Public investments and initiatives
 - Decision-making criteria

PREFERRED SCENARIO



How it works: *the Results*

2040 Population: 301,129

2040 New Residential Units: 44,589

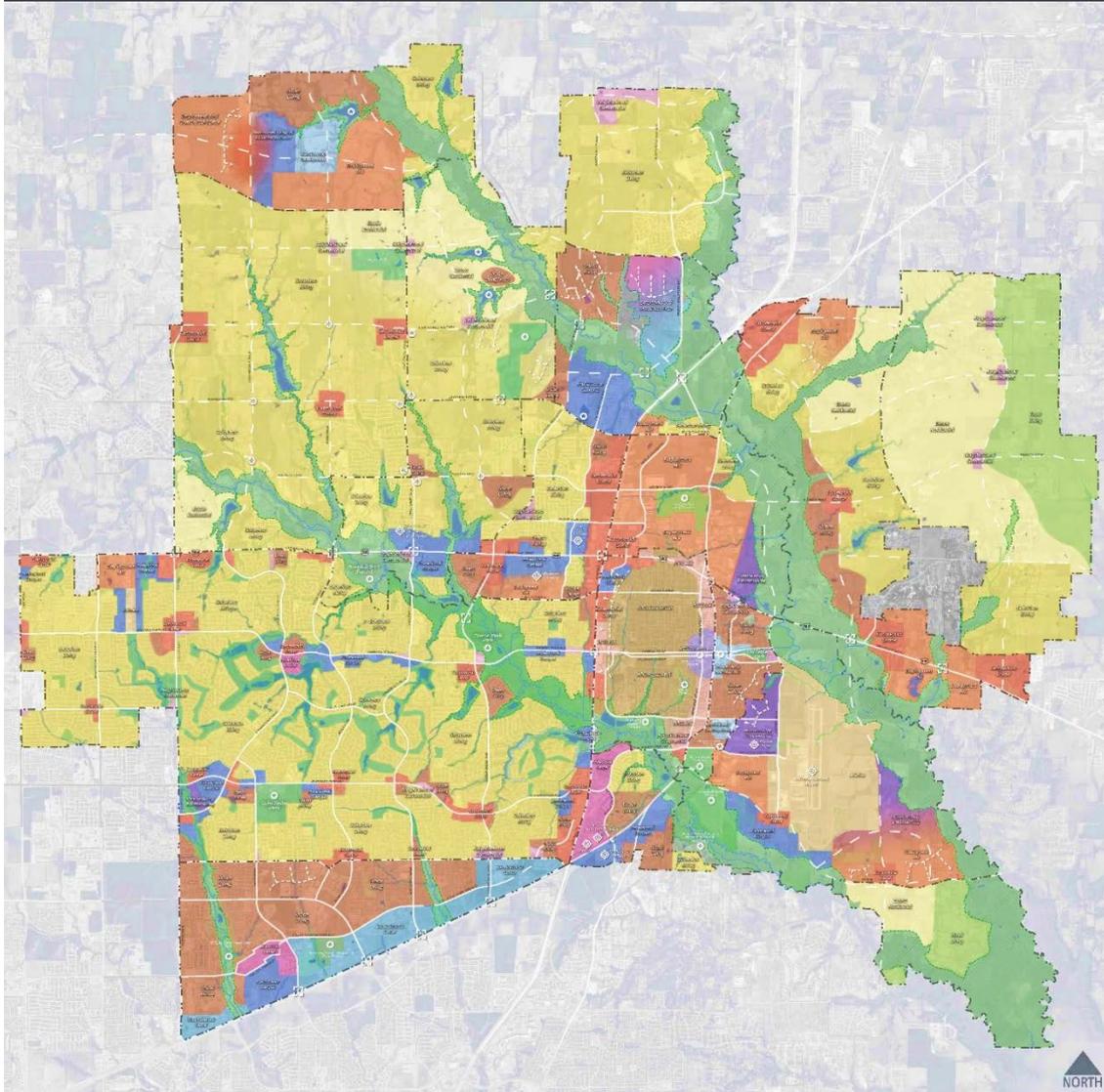
Housing Type	Added Housing Units	Percent Market Share
Low-density	25,350	22%
Medium-density	9,652	25%
High-density	9,587	20%

2040 Total Employment: 120,554

2040 Added Non-Res: 22.1 MM sqft

Employment Type	Added Square Feet	Percent Market Share
Retail	6,900,000	52%
Office	7,200,000	33%
Industrial	8,000,000	23%

FUTURE LAND USE



How it works: *citywide*

- Shows relationships between place types and districts at a **City-wide level**
- Confirms appropriate **transitions** between place types
- Provides snapshot of intended City-wide development **trends**



**CITYWIDE
MOBILITY**

4

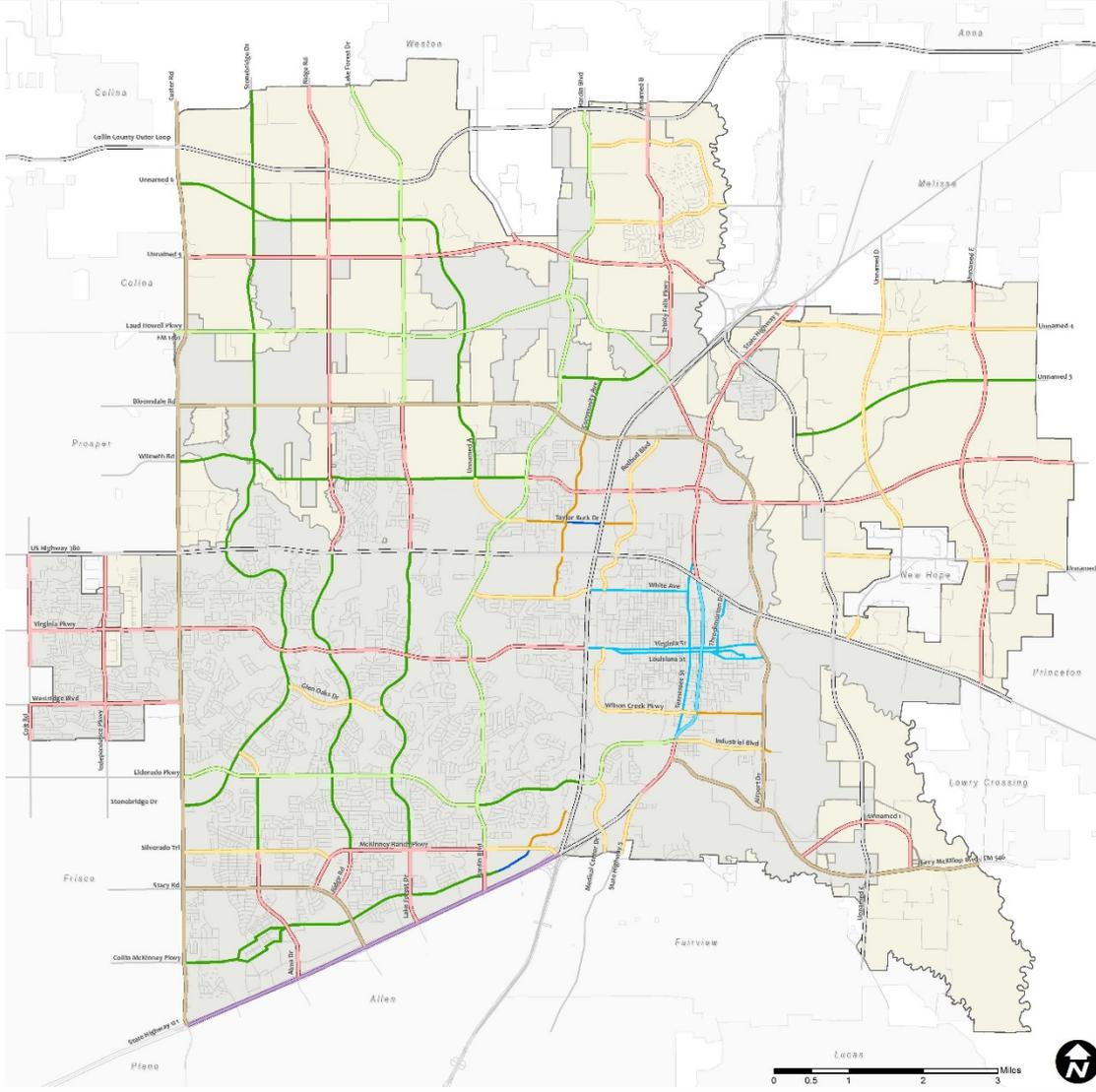
identifies the long-range planning vision and tools necessary to provide the City with guidance for making smart, strategic transportation investments in alignment with the development goals of the community.

The following ideas are addressed:

- Assessing the **function and foundation** of the City's thoroughfare system
- Examining the state of **safety** on McKinney roadways
- Considering expansions and improvements to the **bicycle and pedestrian network**
- Crafting a **Master Thoroughfare Plan** for the City and its ETJ
- Improving design and encouraging **complete streets** where feasible

STRATEGIC DIRECTION

MASTER THOROUGHFARE PLAN



Legend

Draft Thoroughfare Plan 2016

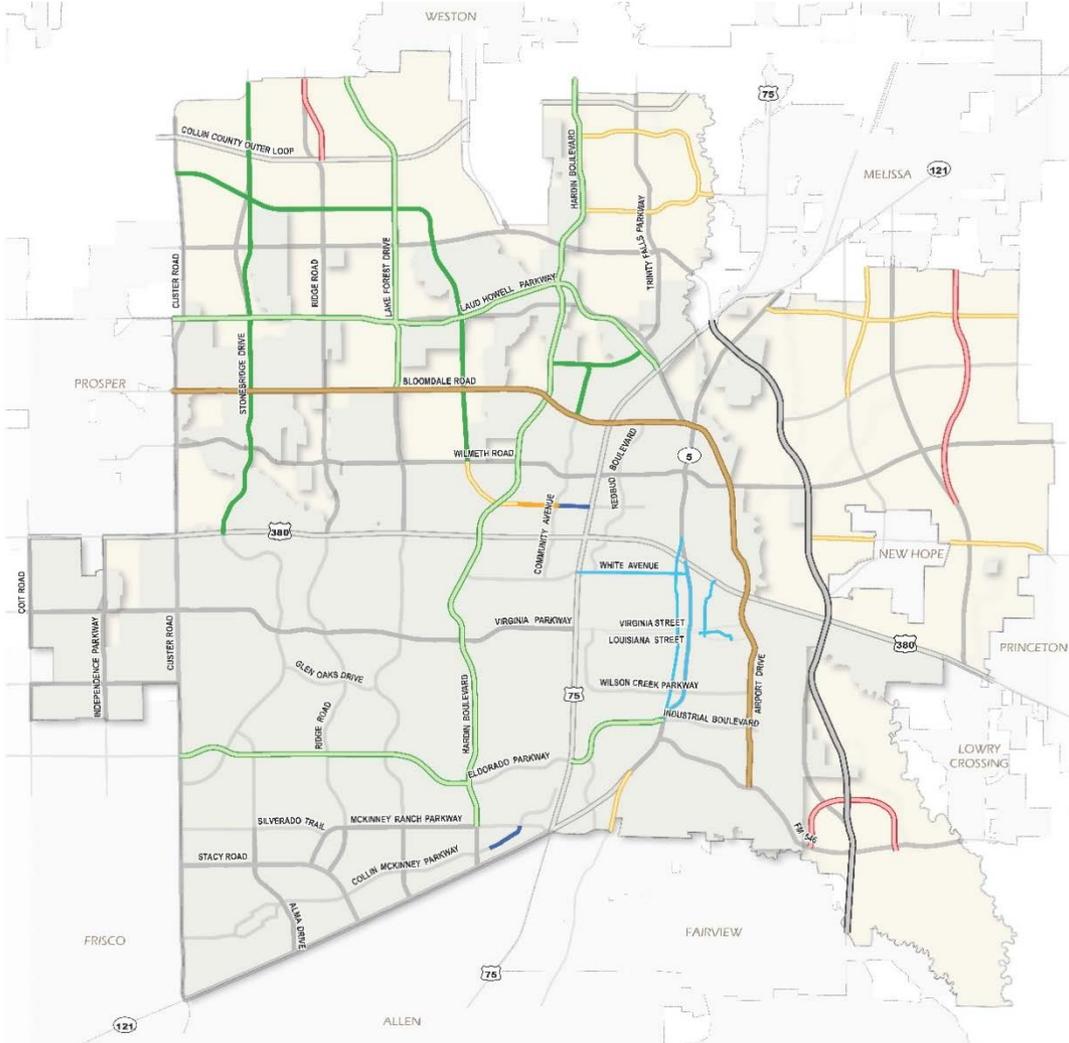
- Major Regional Highway / Multi-Modal
- Tollway
- Principal Arterial - 130' ROW (6 Lanes)
- Major Arterial (6 Lanes)
- Greenway Arterial (6 Lanes)
- Greenway Arterial (4 Lanes)
- Minor Arterial (4 Lanes Divided)
- Minor Arterial (4 Lanes Undivided)
- Minor Arterial (3 Lanes)
- Town Thoroughfare
- Road By Others
- McKinney City Limits
- McKinney ETJ
- Other Cities
- Railroads

Master Thoroughfare Plan Changes

Legend

Draft Thoroughfare Plan 2016

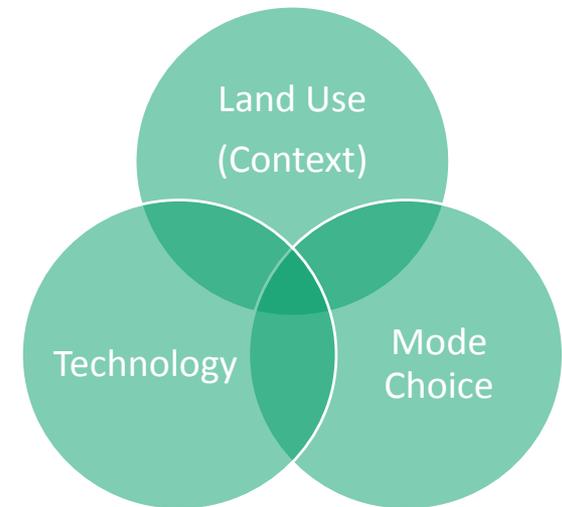
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-  Road By Others
-  McKinney City Limits
-  McKinney ETJ
-  Other Cities
-  Railroads



Recommendations

Future transportation investment decisions should take a **balanced approach** that considers the **relationship between transportation and land use**, incorporates new transportation trends and technology, and meets the desires of the community, including changing preferences for transportation **mode choices**

- Develop a safety program emphasizing **intersection safety** for vehicles and walkability for pedestrians
- Use **context-sensitive design** when designing new roadways in each district
- Develop and implement a **capital improvements program** that reflects both mobility metrics and community values
- Support and balance **accessibility and connectivity** within the region



A black and white photograph of an industrial or commercial building. On the left, a brick building has a window with curtains. The main building is a large, light-colored structure with a corrugated metal section. A white water tower with a logo is on top. Utility poles and wires are visible against the sky. Large white text is overlaid on the bottom half of the image.

**CITYWIDE
ECONOMIC
DEVELOPMENT
STRATEGY**

50

ECONOMIC DEVELOPMENT

Strategy

An economic development strategy should be the bridge between the intentions of a community (as expressed in their comprehensive plan) and their efforts to inform and guide growth and investment. As such, it should be used as a guidepost for municipal expenditures.



ECONOMIC DEVELOPMENT

Priority Initiatives

1. Design and development standards which emphasize **quality** over use or product type
2. Protect the vision through **policies** and codes
3. Allow for **flexibility** in use designations—particularly among office and industrial uses
4. Assist with infrastructure cost **financing**
5. Develop consistent messaging and collateral materials that communicate **vision**
6. Prepare a program to encourage a greater delivery of **housing** product types
7. Establish **incentive** protocols in advance of imminent investment
8. Annually recommit to long-term vision for **strategic investment areas** within community
9. **Partner** with local, regional, and state governmental, institutional, and private entities
10. **Master plan** public improvements, infrastructure, streets, etc.
11. Continually **monitor** product and use mix to ensure consistency with intended development patterns
12. Elevate role of **fiscal analysis** in land use requests
13. Regularly evaluate meaning of **sustainability** in the context of ongoing planning and development in the city and related impacts

ECONOMIC DEVELOPMENT

Market Forecast

The figures presented in the table below represent potential demand for certain land uses within the larger McKinney market (trade area) over the next 20 years, along with an attainable share (or capture rate) for the city among certain land uses and product types.

Land Use Type	Trade Area Demand (2018 to 2040)	Market Share		Absorption (Units/Sq. Ft.)	
		Low	High	Low	High
Residential (Units)					
Low-Density	116,100	20%	25%	23,220	29,025
Medium-Density	38,700	20%	25%	7,740	9,675
High-Density	48,500	20%	25%	9,700	12,125
Residential Subtotal	203,300	--	--	40,660	50,825
Non-Residential (Sq. Ft.)					
Retail/Service/Restaurant	13,300,000	40%	50%	5,320,000	6,650,000
Office	21,800,000	40%	50%	8,720,000	10,900,000
Industrial	35,200,000	15%	25%	5,280,000	8,800,000
Non-Residential Subtotal	70,300,000	--	--	19,320,000	26,350,000



0

FISCAL
HEALTH
STRATEGY

FISCAL HEALTH STRATEGY

Components of Fiscal Environment

A community's fiscal environment can be described as a “three-legged” stool that requires balance between the following components:

- Non-residential development
- Municipal services and amenities
- Residential development

Factors of Fiscal Resiliency

- Allocation and assignment of land uses
- Response to zoning requests
- Product types among land uses
- Manner in which land uses are organized (clustered)
- Preservation of public spaces



FISCAL HEALTH STRATEGY

Preferred Scenario: Potential Annual Fiscal Revenues

Product Type	Added Taxable Value in 2040	Added Property Tax Revenue
Residential (Units)		
Low-Density	\$10,200,000,000	\$55,100,298
Medium-Density	\$2,910,000,000	\$15,719,791
High-Density	\$1,455,000,000	\$7,859,895
Non-Residential (Sq. Ft.)		
Retail/Service	\$1,330,000,000	\$7,184,647
Employment (Office/Industrial)	\$3,491,250,000	\$18,859,698
	Property Tax*	\$104,724,329
	Sales Tax**	\$16,625,000
	Total Tax Revenues	\$121,349,329
	Other Revenues***	\$14,714,648
	Total Revenues	\$136,063,977

*Based on a City property tax rate of 0.540199

**Based on estimated retail sales of \$250 per square foot and a sales tax rate of 1%

***Based on 2017-2018 general fund revenues from permits, fees, licenses, fines, etc.—per capita of \$168

FISCAL HEALTH STRATEGY

Preferred Scenario: Potential Annual Fiscal Expenditures

Category	Added Residents/Employees	Added Annual Service Costs*
Residents	120,150	\$105,597,101
Retail Employees	4,117	\$3,618,045
Office/Industrial Employees	8,645	\$7,597,894
Total Service Costs		\$116,813,039
Total Revenues		\$136,063,977
Total Surplus/Deficit		+\$19,250,937
Percent Surplus/Deficit		+16%

*Based on 2017-2018 general fund expenditures per capita of \$879 (includes debt service)

Note: Service cost impacts of employees estimated at one-third of residents



DRERWIN

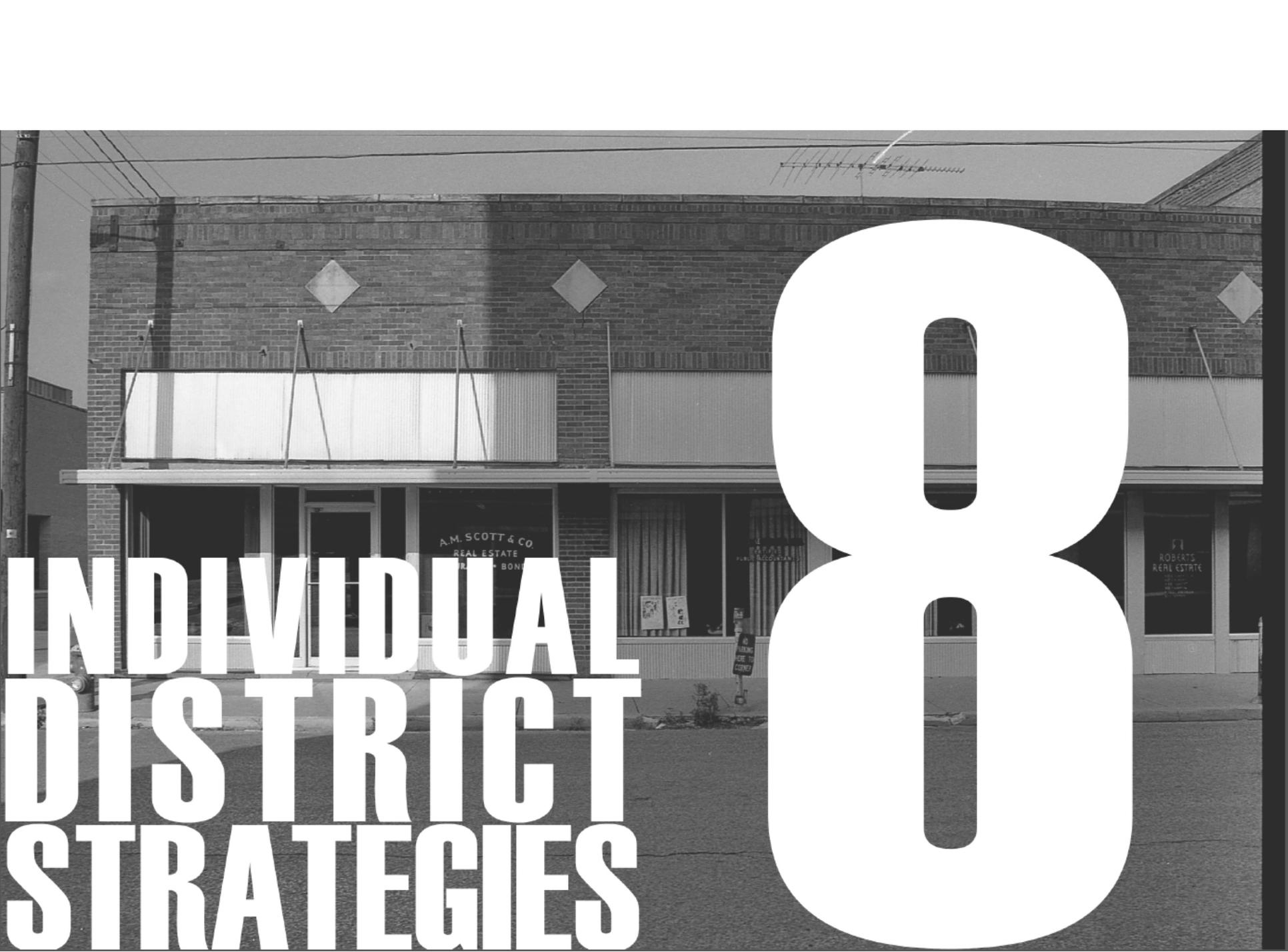
CITYWIDE PUBLIC INVESTMENT STRATEGY

PUBLIC INVESTMENTS

Overview

In 2040, McKinney will be leading the way in smart public investment in the DFW area. These investments will be integral in the creation of one-of-a-kind public assets that significantly enhance the quality of life in McKinney. The following topics are some of the key ideas about public investment that the **ONE McKinney 2040** plan addresses:

- **Coordinating** this plan with the facilities plans of other departments
- Fostering the formation and maintenance of a series of **destination assets** located throughout the community
- Providing appropriate, compatible **service levels** and facility design for residents and property in individual Districts
- Appropriately **expanding** municipal services when prudent
- **Reinvesting** in existing neighborhoods, districts, and systems



**INDIVIDUAL
DISTRICT
STRATEGIES**

8

CITYWIDE DECISION MAKING CRITERIA

In evaluating development proposals, capital investments and requests for financial participation in projects, the City should determine that a project meets the majority of the following criteria in order for it to be considered compatible with this Land Use Diagram.

The project should:

1. Help McKinney achieve the Comprehensive Plan's Vision and Guiding Principles;
2. Advance the District's intent;
3. Demonstrate compatibility with the District's identity and brand;
4. Include uses compatible with the Land Use Diagram;
5. Leverage and protect natural and built amenities and infrastructure;
6. Strengthen or create connections to activity centers within and beyond the District;
7. Create a positive fiscal impact for the City through the timeframe of the Plan (2040);
8. Demonstrate that the project's travel demand estimates can be accommodated by the planned transportation network;
9. Demonstrate that the project's demand on other public infrastructure can be accommodated by planned facilities;
10. Demonstrate that the life-cycle costs to the public of constructing, maintaining and operating infrastructure included in the project is consistent with this plan's fiscal responsibility policies.

Projects proposing placetypes other than those shown in the Land Use Diagram may be deemed consistent with this plan if they meet a majority of the decision-making criteria identified above.

STRATEGIC DIRECTION

Development Pattern

- Aviation** is the first of two character-defining placetypes and is located immediately to the east and west of McKinney National Airport. The area developed with this placetype should be at least as large as that shown on the Land Use Diagram. On the east side of the existing airport, the aviation placetype should extend from the airport boundary to a new roadway that will provide the transition between this placetype and the Manufacturing & Warehousing placetype to the east. On the west side of the existing airport, the Aviation placetype should generally be located between the airport and Airport Drive to the west.
- Employment Mix** is the second character-defining placetype in this District. It is intended to provide locations for businesses that provide aviation supporting services that desire a location with close proximity to the airport. On the west side of the airport, this placetype should infill undeveloped parcels west of Airport Drive and to the south of Industrial Boulevard. Employment Mix should also occur in the far southeast corner of the District adjacent to the floodplain associated with the East Fork of the Trinity River. This location of Employment Mix will serve as a much needed transition in scale and intensity from the Manufacturing & Warehousing land uses to the north to the residential uses south in the Homestead District.
- Like the manufacturing and warehouse area, the **Professional Campus** locations are focused on meeting the needs of a particular segment of business and of these

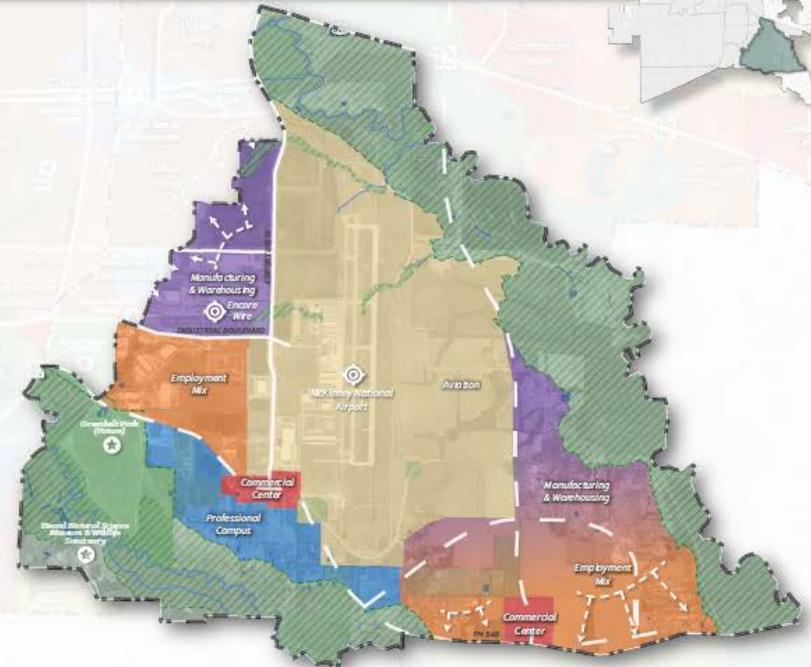
companies' employees. This part of the District should include a mix of supportive activities for the higher employment intensity found in a professional campus setting. These include additional restaurants, gyms and consumer-oriented services, so employees working here find it a convenient and attractive location. Visibility along FM 546 should help these areas become very desirable for new and existing McKinney companies. The Professional Campus placetype should be located and oriented towards Wilson Creek to take advantage of the amenity that this resource offers.

4. The area east of the Airport offers locations geared toward **Manufacturing & Warehousing** businesses. It has excellent transportation access (both to regional roadways and to the airport) and includes a development pattern that supports companies' manufacturing, distribution and logistics activities.

5. **Commercial Centers** should be located at major intersections in the District and are intended to provide supporting retail services and restaurants for the significant employment base that will develop in this District.

6. Any infill development that occurs within these areas should be consistent and/or compatible with the existing built conditions and/or should demonstrate compatibility with the placetypes and priorities shown in the Land Use Diagram.

LAND USE DIAGRAM



Placetypes



LEGEND

- Floodplain / Amenity Zone
- District Boundary
- District Identity Feature
- Amenity Feature
- Community Asset
- Intensity Transition

PYSCHOGRAPHICS

Since the focus of the district is exclusively non-residential and the discussion of psychographic groups is largely related to residential product preferences, no groups have been identified.

INDUSTRY TRENDS

- Employment Trends**
- Mobile Workforce
 - Office Space Contraction
 - Encore Careers
- Business Trends**
- Logistics Sector Growth
 - Texas Economic Growth
 - Return to Manufacturing
 - Flexible Use Space
 - High-Growth High-Tech



IMPLEMENTATION

9

Overview

- Implementation recommendations relate to:
 - City-wide strategy elements
 - District strategies
 - Monitoring and reporting on progress in carrying out the plan
- Initial input on selected action items was obtained in three ways:
 - Via an iPad survey at the June 14th Open House
 - Via an online survey available from June 28th through July 24th
 - Via a “dot exercise” station at the August 9th Open House
- Plan will establish priorities among action items

Action Items: Ranking of Priority

Action Items Ranked in the Top 5 Twice	June Open House	Online	August Open House
Provide regular and engaging updates on ONE McKinney 2040 progress to the community	1	4	12
Identify places with greatest biking and walking potential and invest in bike and pedestrian networks for these places	2	8	3
Make transportation improvements to reduce congestion in the established community	12	2	5
Partner with MISD, Collin College and others on educational programs so McKinney residents have the skills future McKinney employers need	3	3	11
Seek grant opportunities to support plan implementation	5	5	16

Action Items: Ranking of Priority

Action Items Ranked in the Top 5 Once	June Open House	Online	August Open House
Investments in public infrastructure such as roads, water, and sewer in existing neighborhoods so their level of service is the same as in newly-developing areas	11	1	7
Invest in park and recreational improvements along the East Fork of the Trinity River	13	14	1
Develop design guidelines or standards for areas that retain rural character in the future	10	6	2
Develop design guidelines or standards for new mixed use and urban development areas	4	9	13
City collaboration with private developers/investors via Public/Private Partnerships	16	13	4

Action Items: Ranking of Priority

Action Items Never Ranked in the Top 5	June Open House	Online	August Open House
Update economic development incentives to support the development described by the ONE McKinney 2040 Plan	9	11	6
Update development regulations (e.g. zoning ordinance, subdivision ordinance) to reflect the vision described by the ONE McKinney 2040 Plan	6	10	18
Foster better relationships across jurisdictions and agencies for coordinated regional planning	8	7	17
Establish Greenway Arterial design standards for use on Laud Howell Parkway and similar greenways	7	16	9
Create a Major Gateway into McKinney at US 75 and US 380	19	15	8
Add new regional cultural and cultural amenities and venues	17	17	10
Create design guidelines and economic incentives for 'transit-ready' development	14	12	14
Conduct small area studies in key parts of McKinney	18	19	15
Investigate use of innovative financing solutions (such as Tax Increment Financing Districts and Public Improvement Districts)	15	18	19



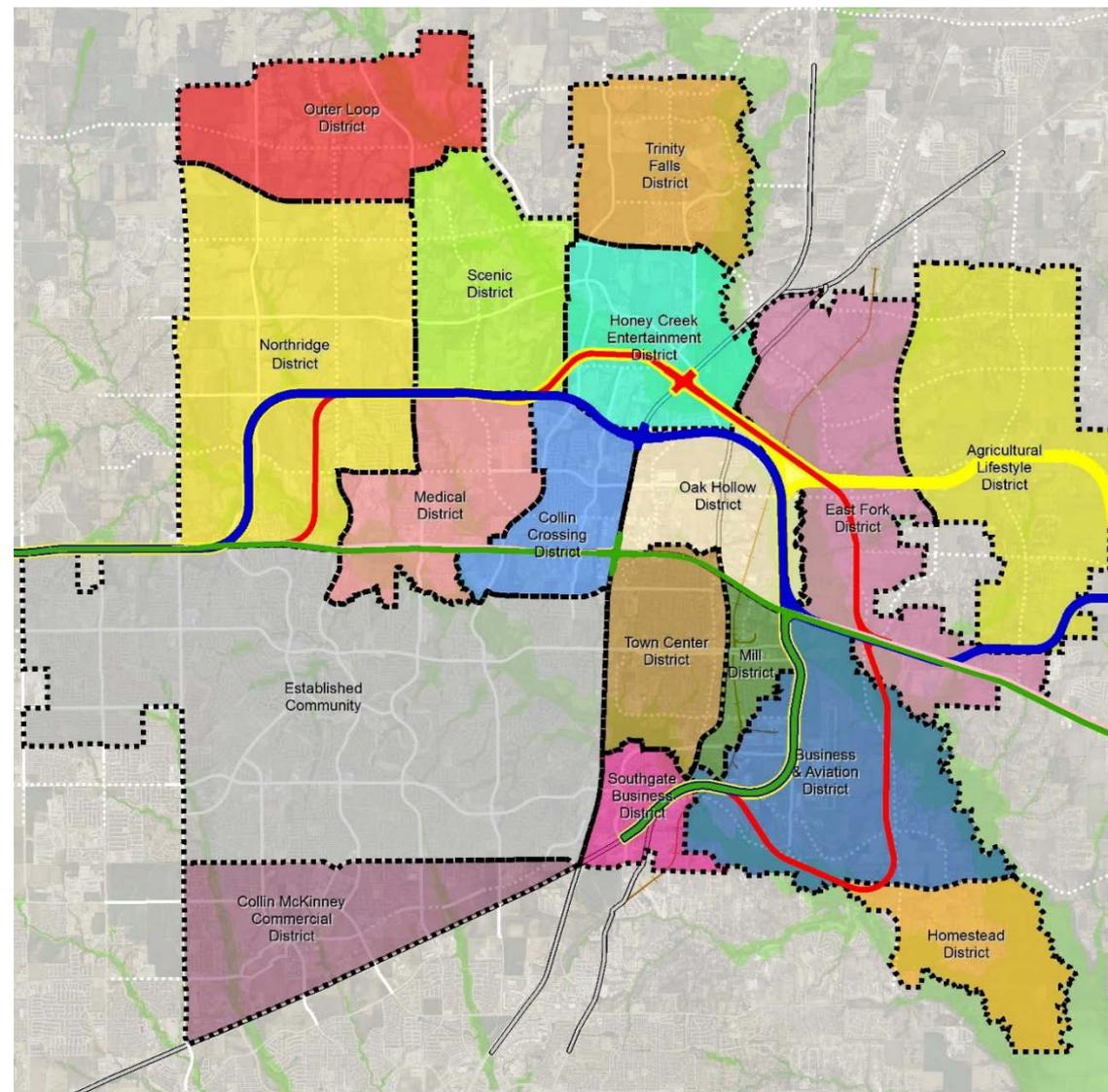
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LATHAM
AUTOMATIC
REFRIGERATORS

LATHAM
AUTOMATIC
REFRIGERATORS

APPENDIX

Alternative Alignment Scenarios



Scenarios Overview

- With the identification of alternative alignments for the US 380 Corridor, the question arose of how the Preferred Scenario and City-wide Place Type Diagram should change under each alignment.
- The community was asked for feedback related to needed changes under each alignment at an open house on June 14, 2018.
- Based upon community feedback, alternative scenarios and diagrams were prepared for each alignment.
- Those alternatives will be included as an appendix to the ONE McKinney 2040 final report.

Alternative Alignment Scenarios

Blue Alignment

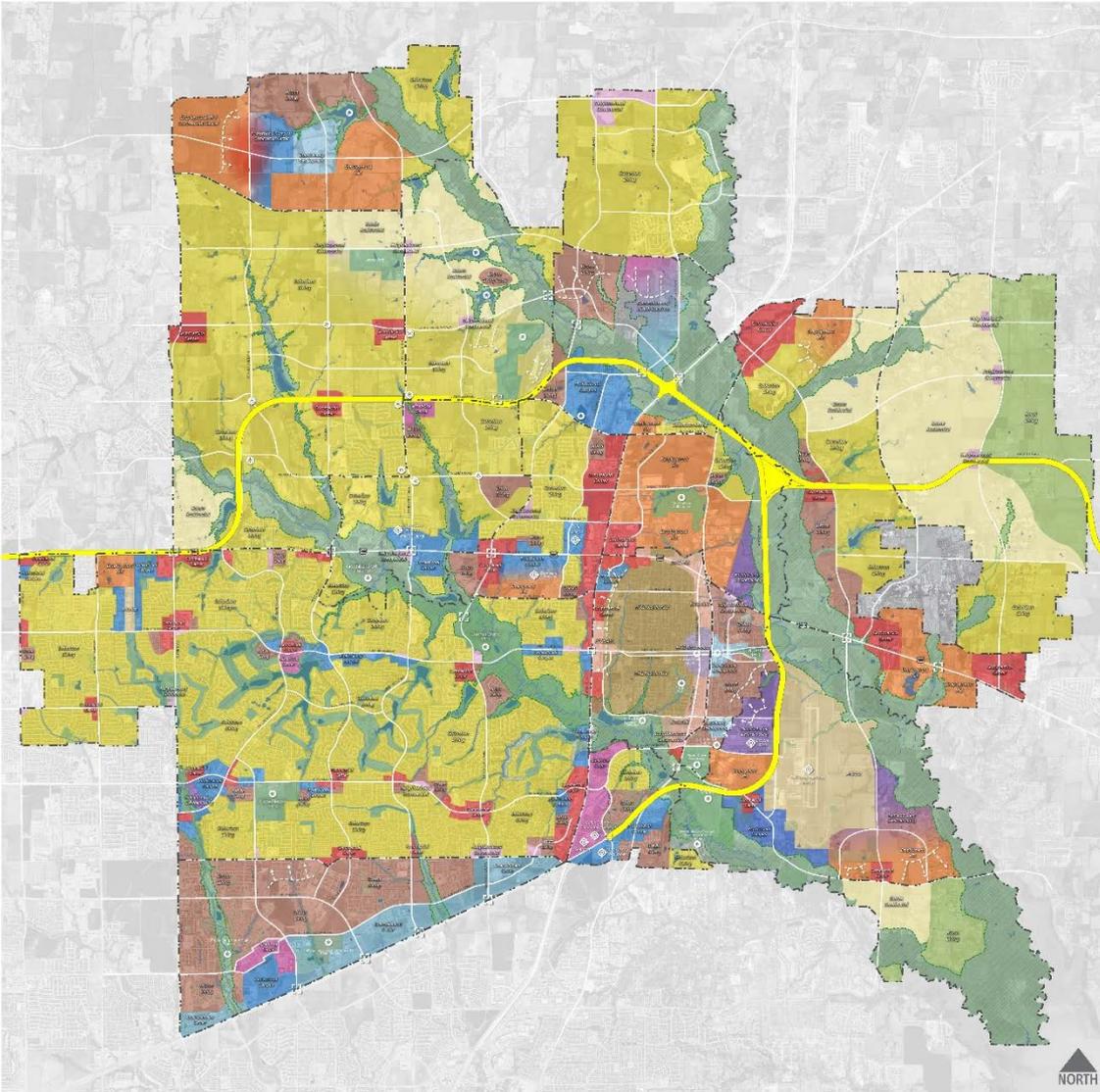
- A Mixed-Use Center place type occurs on the southeastern corner of the interchange created by the Blue Alignment and Lake Forest Dr in the Medical Center District
- An Urban Living node moves north from the intersection of Wilmeth Rd and Lake Forest Dr to be adjacent to the Mixed-Use Center next to 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

Alternative Alignment Scenarios

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

Alternative Alignment Scenarios



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

Alternative Alignment Scenarios

Yellow 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



Next Steps

Next Steps

Public Hearing Process

Sept 11: Planning and Zoning

Oct 2: City Council Public Hearing + Action