

ONE MCKINNEY 2040

Process & Progress

(Policy Direction, Preferred Scenario,
Land Use Diagram, and Mobility)



- MONEY MAGAZINE 2014 -

ONE McKinney 2040

What will be discussed tonight?

1. **Vision Statement & Guiding Principles** [consensus at June 20 Work Session]

describes future that is desired by community in terms of physical, social and economic conditions; provides overall guidance across all plan components

2. **Preferred Scenario & Land Use Diagram** [consensus at July 25 Work Session]

graphic depiction of the desired future for McKinney as described by its stakeholders; overall guidance for investors and decision-makers related to the geographic development pattern the community hopes to achieve;

3. **Mobility & Transportation** [consensus at August 15 Work Session]

preliminary thoroughfare plan identifying arterial roadways and their classifications; modifications to existing classifications and one new classification

ONE McKinney 2040: Policy Direction

Final VISION STATEMENT:

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

ONE McKinney 2040: Policy Direction

Defining Elements of the **GUIDING PRINCIPLES**:

DIVERSITY [supporting our economy and people]

ASSETS [celebrating our culture and landscape]

PLACES [to live, work, play, and visit]

INVESTMENTS [creating lasting value]

specifically tie back to critical components of the vision statement...

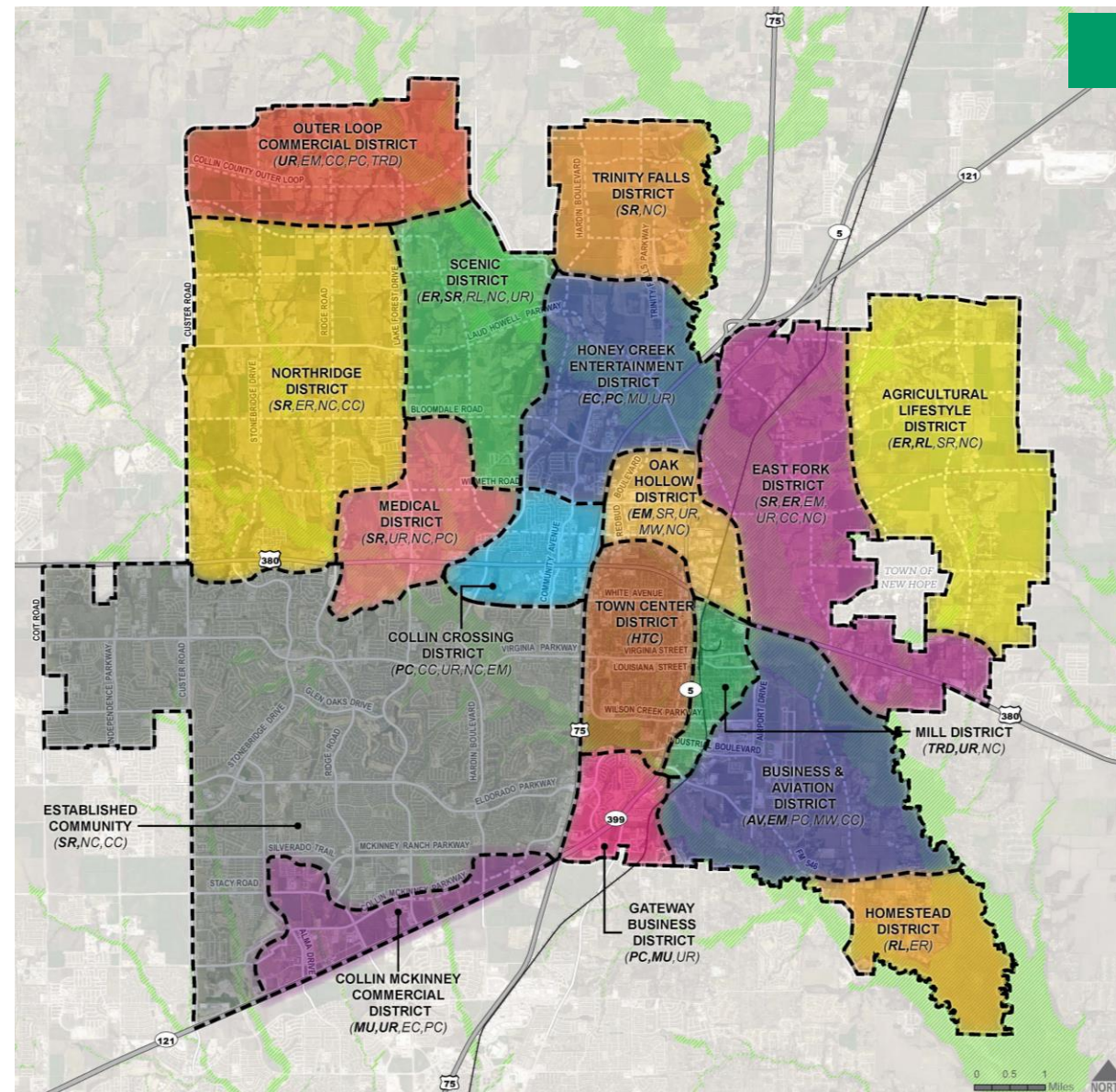
We are **ONE McKinney** – a united community that supports the *diversity* of its economy and people. We celebrate our natural and cultural *assets*, and invite private developments that create *places* of lasting value. Smart public and private *investments* ensure that McKinney remains a top choice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

Preferred Scenario

ONE McKinney 2040: Preferred Scenario

How it works

- Focuses on distinctive districts, each with a clear intent and market focus.
- Character-defining placetypes create or reinforce the desired identity of each district.
- Each district has a unique mix of placetypes
- Transition or buffer zones between districts



Place Types – the Scenario ‘Palette’



Rural Living
(RL)



Urban Residential
(UR)



Neighborhood
Commercial
(NC)



Estate Residential
(ER)



Entertainment
Center
(EC)



Commercial Center
(CC)



Suburban
Residential
(SR)



Transit Ready
Development
(TRD)



Mixed-Use Center
(MU)



Historic Town Center
(HTC)



Employment Mix
(EM)



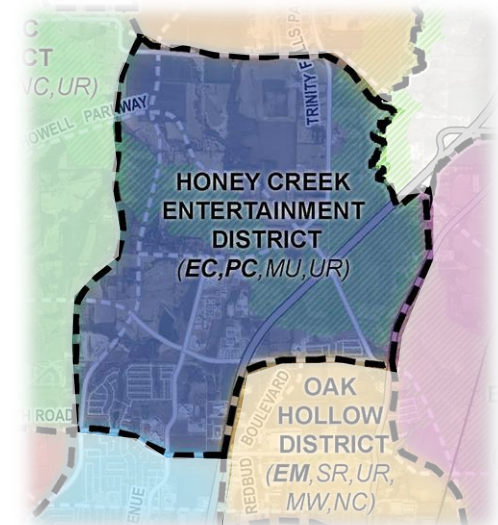
Professional
Campus
(PC)



Manufacturing &
Warehouse
(MW)



Aviation
(AV)



ONE McKinney 2040: Preferred Scenario

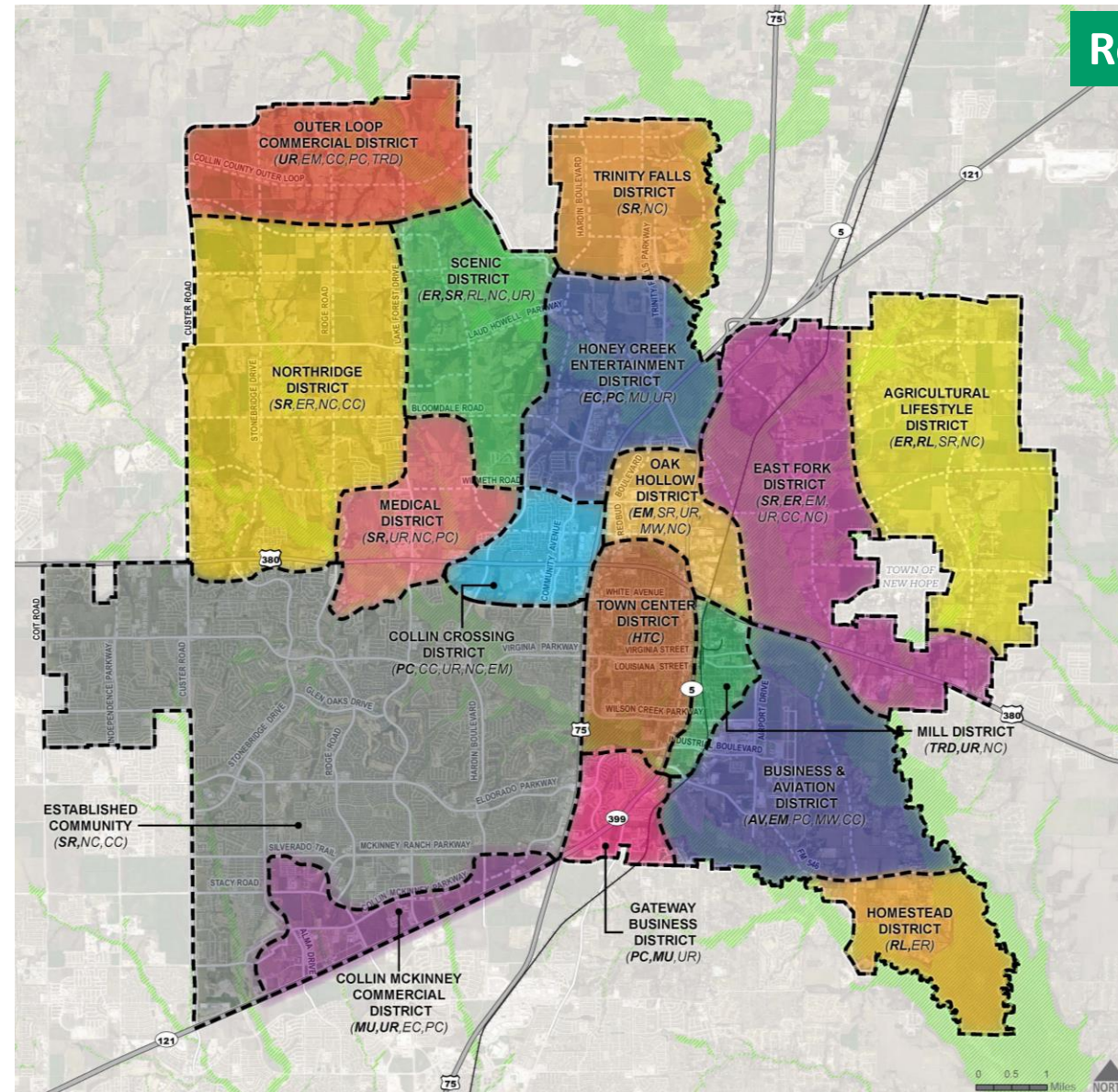
Results In...

2040 Population: **284,000**

2040 Total Employment: **139,000**

2040 Added Non-Res: **21.7MM sqft**

Employment Type	Added SQFT	% Market Share
Retail	7.2 MM	51%
Office	9 MM	42%
Industrial	5.5 MM	10%



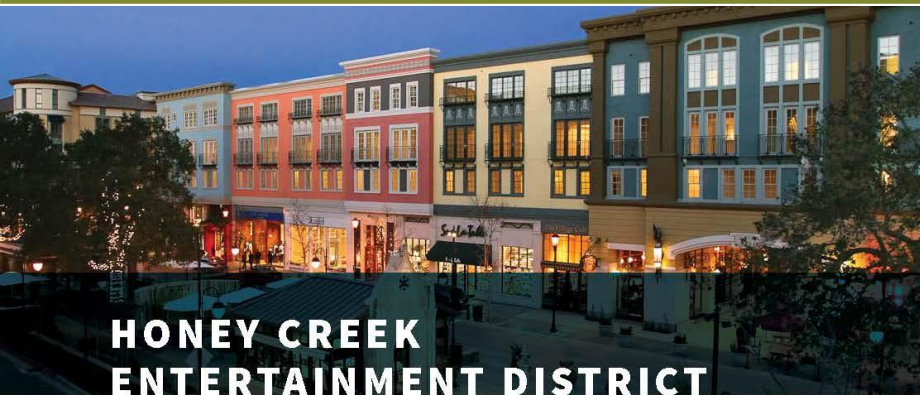
Preferred Scenario: Performance

How does the Preferred Scenario compare to NCTCOG projections?

	NCTCOG Projection	Preferred Scenario Results	Percent Difference
Population	278,000	284,000	2%
Employment	136,000	139,000	2%

Land Use Diagram

Land Use Diagrams as a Decision Making Tool



STRATEGY COMPONENTS:

- Intent Statement

This area is designated to become a major new center for activity, including shopping, entertainment, recreation, restaurants, and other regional attractions that are programmed together in a mixed-use environment.

- Description

- Identity and Brand

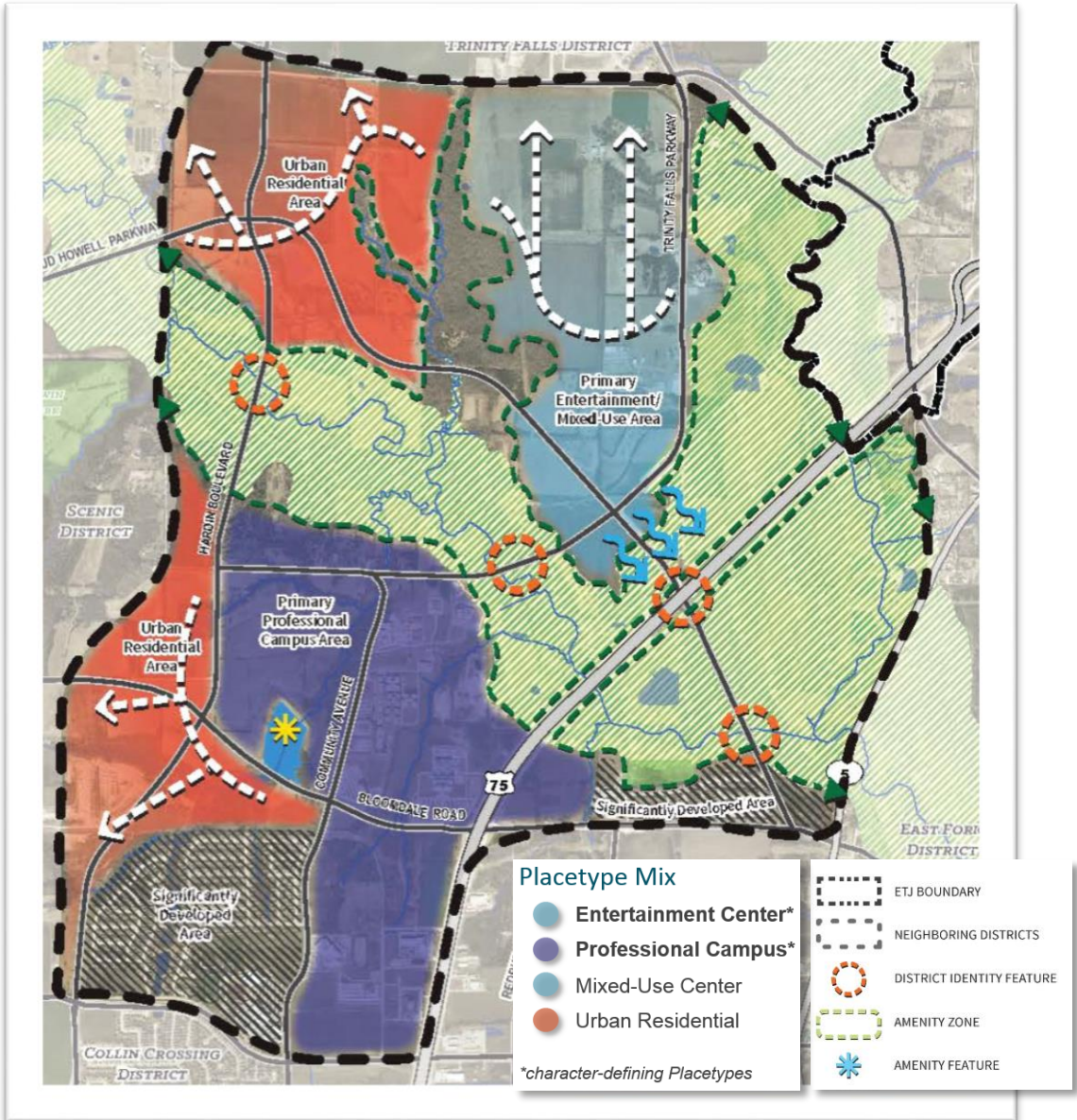
- Economic & Market Support

- *Psychographics*
- *Market Analysis*

- Strategic Direction

- *Development Pattern*
- *Identity, Amenities and Infrastructure*
- *Anticipated Public Investments & Initiatives*
- *Decision Making Criteria*

ONE McKinney 2040: Strategic Direction



ONE McKinney 2040: Strategic Direction

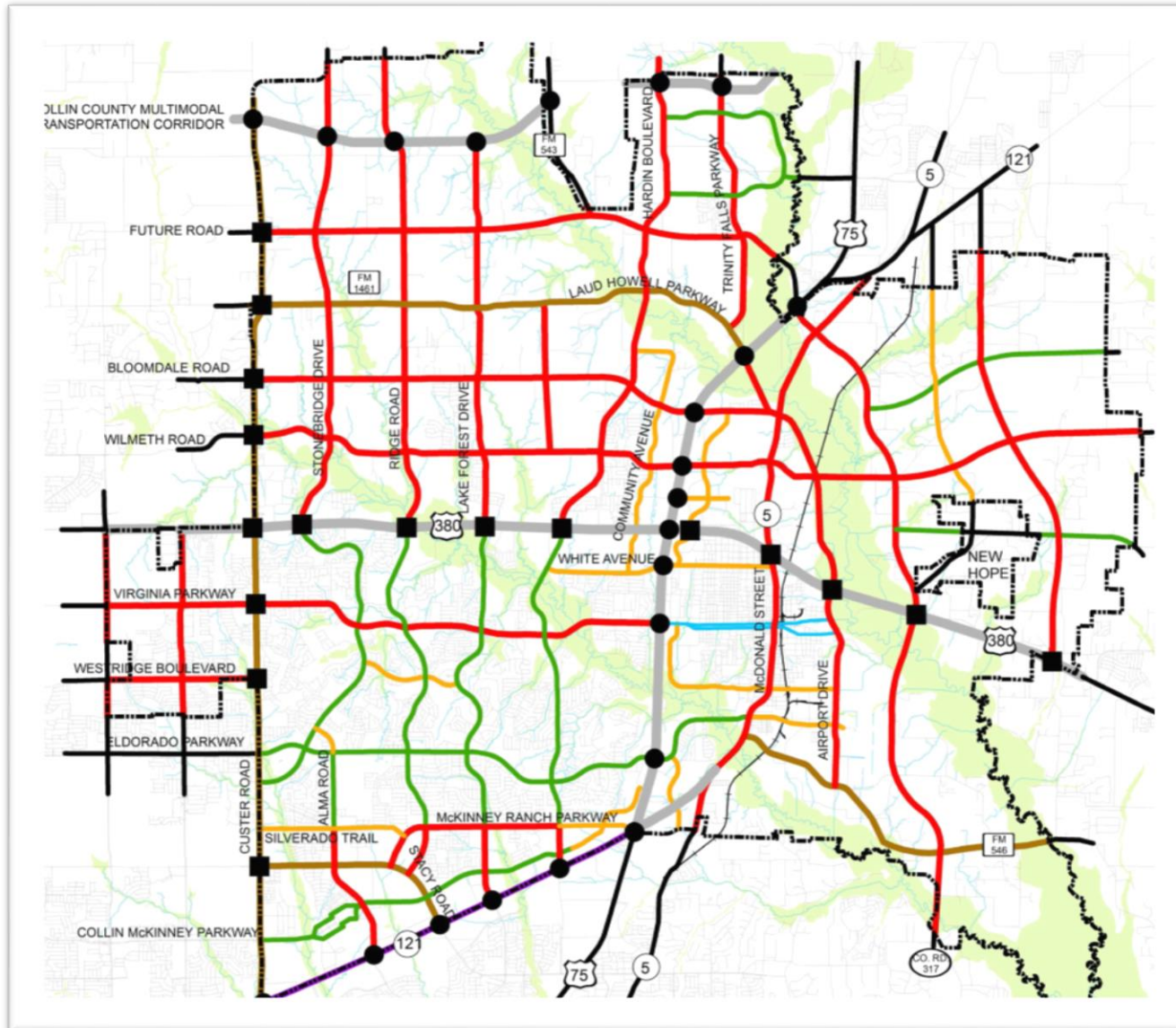
Decision Making Criteria

In evaluating development proposals, capital investments and requests for financial participation in projects, the City should determine that projects:

1. Advance the District's intent;
2. Demonstrate compatibility with the District's identity and brand;
3. Include uses compatible with the Land Use Diagram;
4. Leverage and protect natural and built amenities;
5. Strengthen or create connections to activity centers within and beyond the District;
6. Create a positive fiscal impact for the City through the timeframe of the Plan (2040);
7. Demonstrate that the project's travel demand estimates can be accommodated by the planned transportation network;
8. Demonstrate that the project's demand on other public infrastructure can be accommodated by planned facilities;
9. 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.

Mobility & Transportation

2004 Master Thoroughfare Plan (MTP)

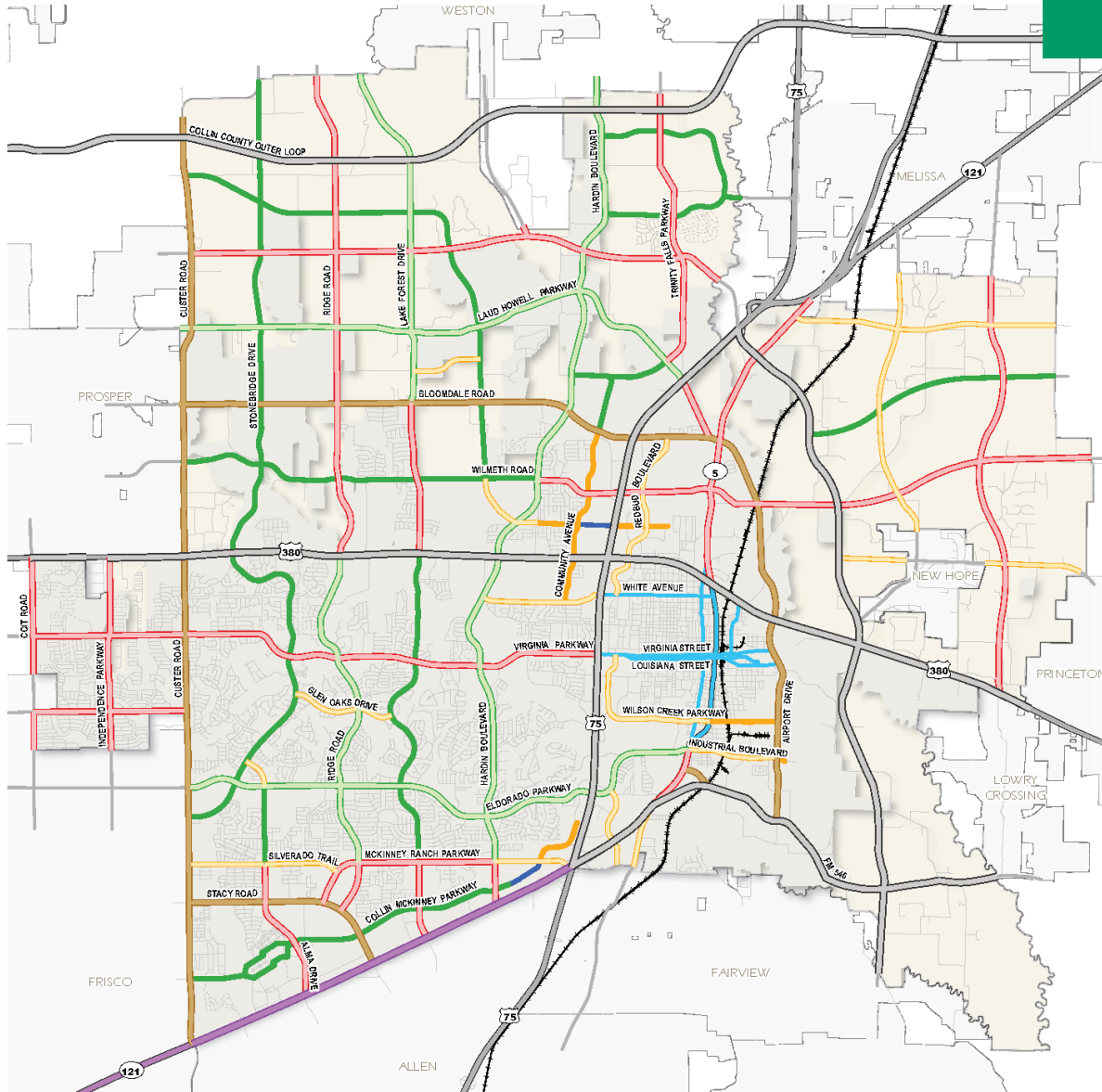


Roadway Classifications

- Major Regional Highway / Multi-Modal
- Tollway
- Principal Arterial (6-lane)
- Major Arterial (6-lane)
- Minor Arterial (4-lane)
- Greenway Arterial (4-lane)
- Town Thoroughfare
- Road By Others

ONE McKinney 2040: Draft MTP

Roadway Classifications



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

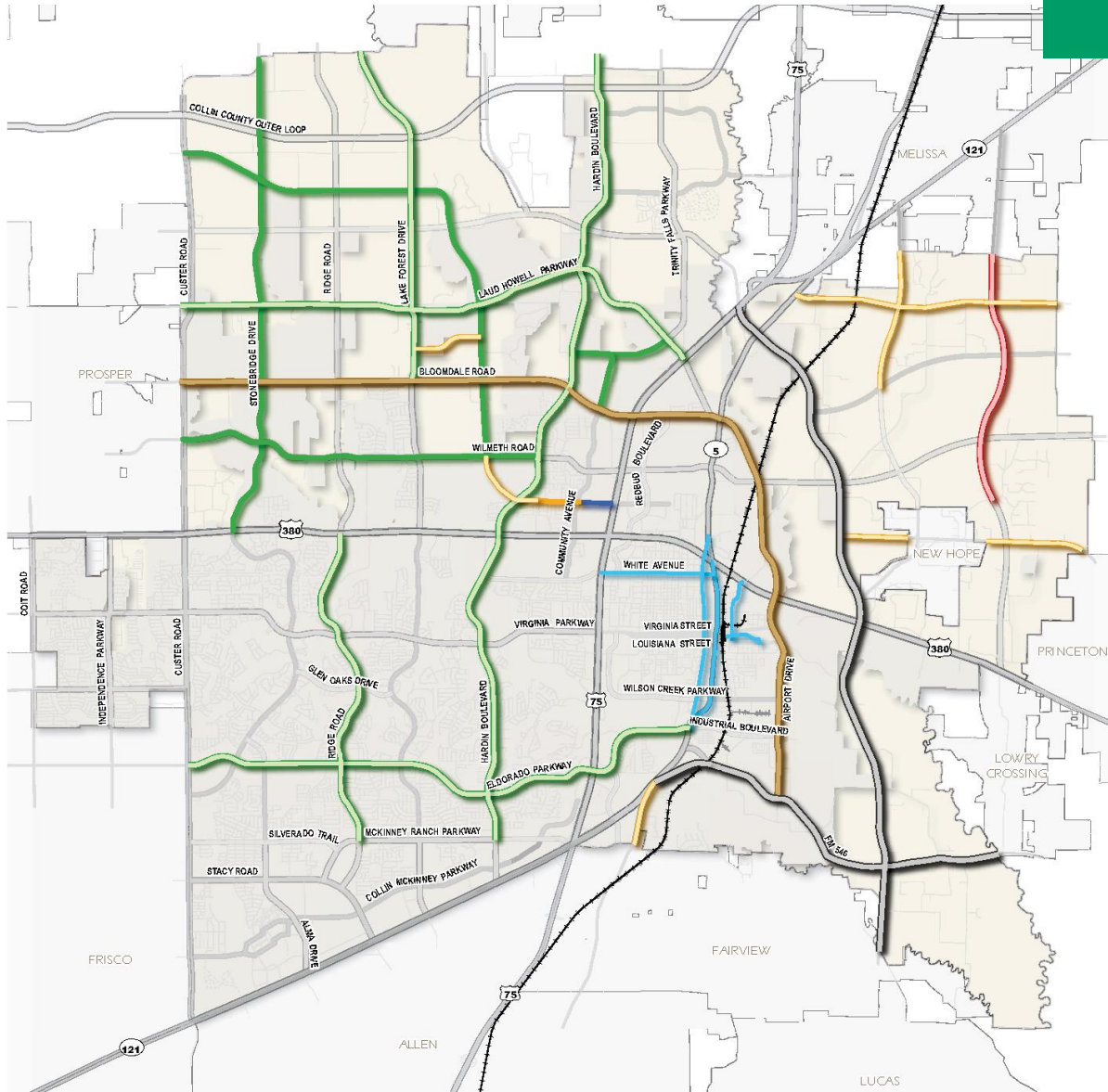
ONE McKinney 2040: Draft MTP

Key Changes

Classifications

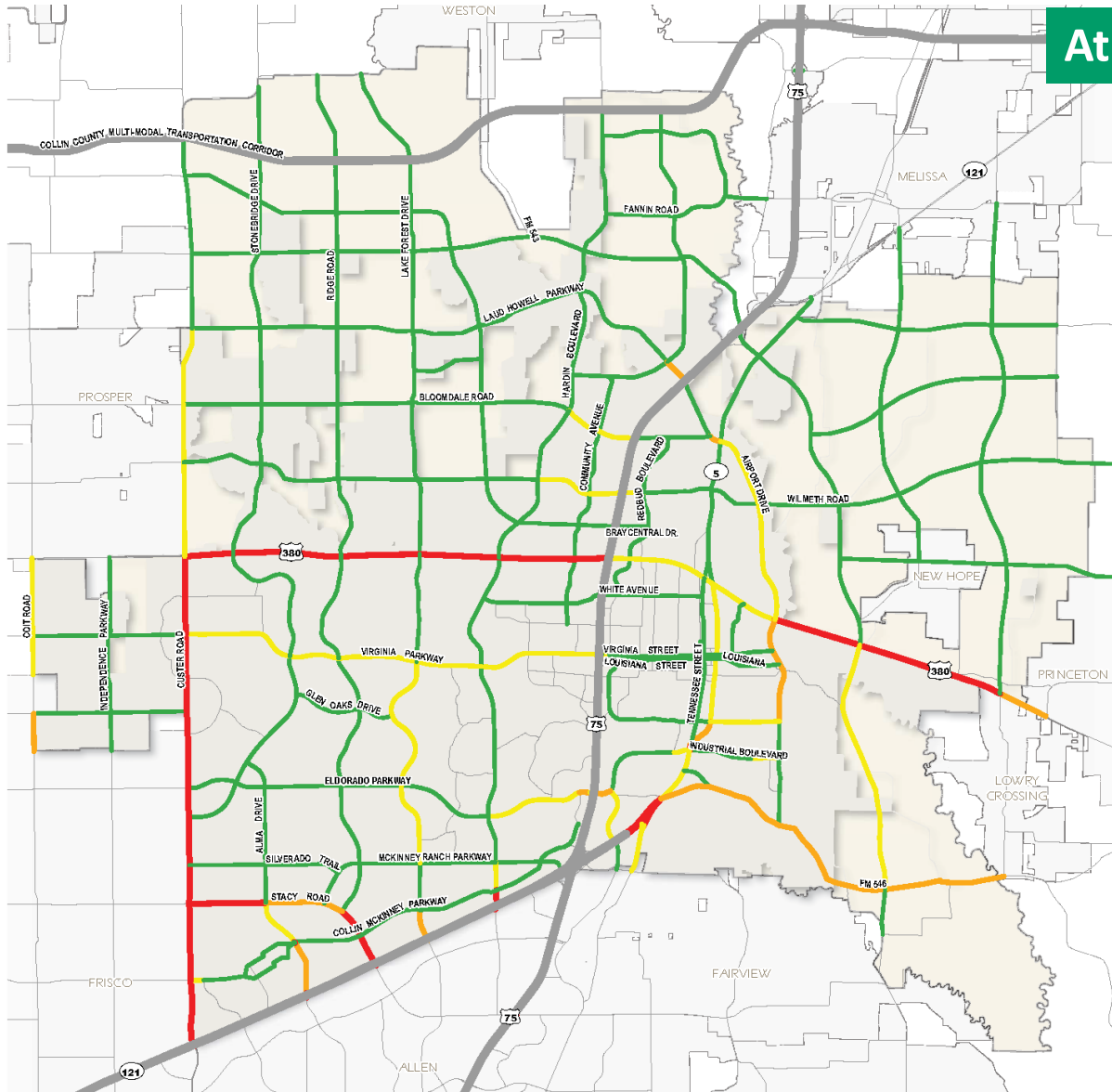
Updated Alignments

New Alignments



Master Thoroughfare Plan: TDM Results

At 2040



Level of Service

Acceptable Under
Current Comprehensive Plan

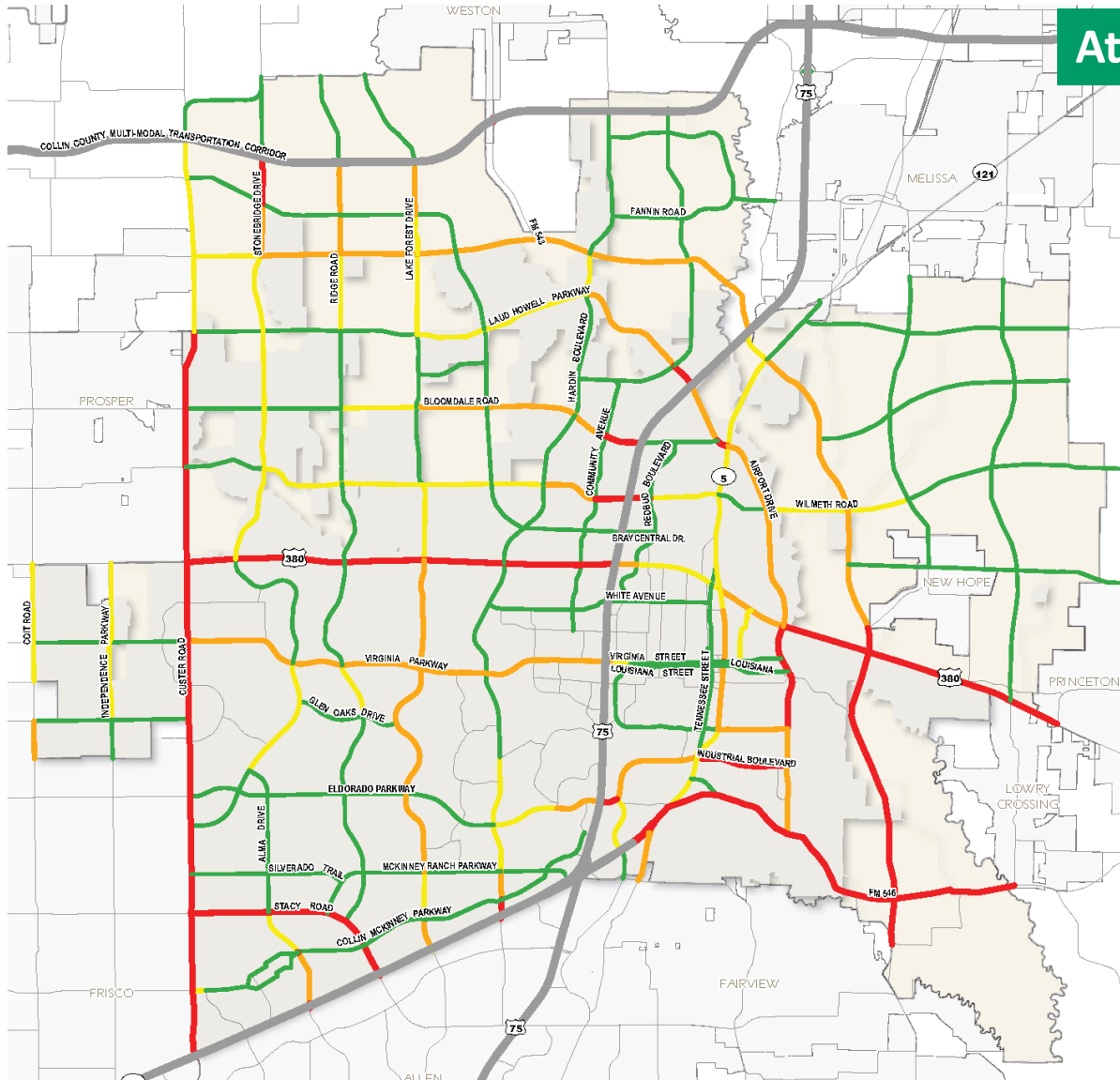
- LOS A/B/C Free Flow/Acceptable (<.65)
- LOS D Tolerable Delay (.65 - .80)

Not Acceptable Under
Current Comprehensive Plan

- LOS E Significant Delay (.80 - 1.0)
- LOS F Excessive Delay (> 1.0)

Master Thoroughfare Plan: TDM Results

At Buildout



Level of Service

Acceptable Under
Current Comprehensive Plan

- LOS A/B/C Free Flow/Acceptable (<.65)
- LOS D Tolerable Delay (.65 - .80)

Not Acceptable Under
Current Comprehensive Plan

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- LOS F Excessive Delay (> 1.0)

Illustrative Cross-Sections: Key Criteria

Classification	ROW Width	# of Lanes	Width of Travel Lane	Bike/Ped Accommodations*
Principal Arterial (P6D)	130'	6 lanes	12'	Designated pedestrian zone
Major Arterial (M6D)	124'	6 lanes	12'	Designated pedestrian zone
Greenway Arterial (6-Lane) (G6D)	140'	6 lanes	11'	Designated pedestrian zone
Greenway Arterial (4-Lane) (G4D)	120'	4 lanes	11'	Designated pedestrian zone + buffered on-street bike lane
Minor Arterial Divided (M4D)	100'	4 lanes	11'	Designated pedestrian zone
Minor Arterial Undivided (M4U)**	80'	4 lanes	11'	Designated pedestrian zone
Minor Arterial Standard (M3U-S)	70'	2 lanes of travel 1 center turn lane	11'	Designated pedestrian zone
Minor Arterial Frontage (M3U-F)	70'	3 lanes (one-way)	12'	Designated pedestrian zone

*Per State Law, bicyclists are permitted to use the full lane of travel on all roadways.

** M4U Classification and cross-section are identified for existing environments only.

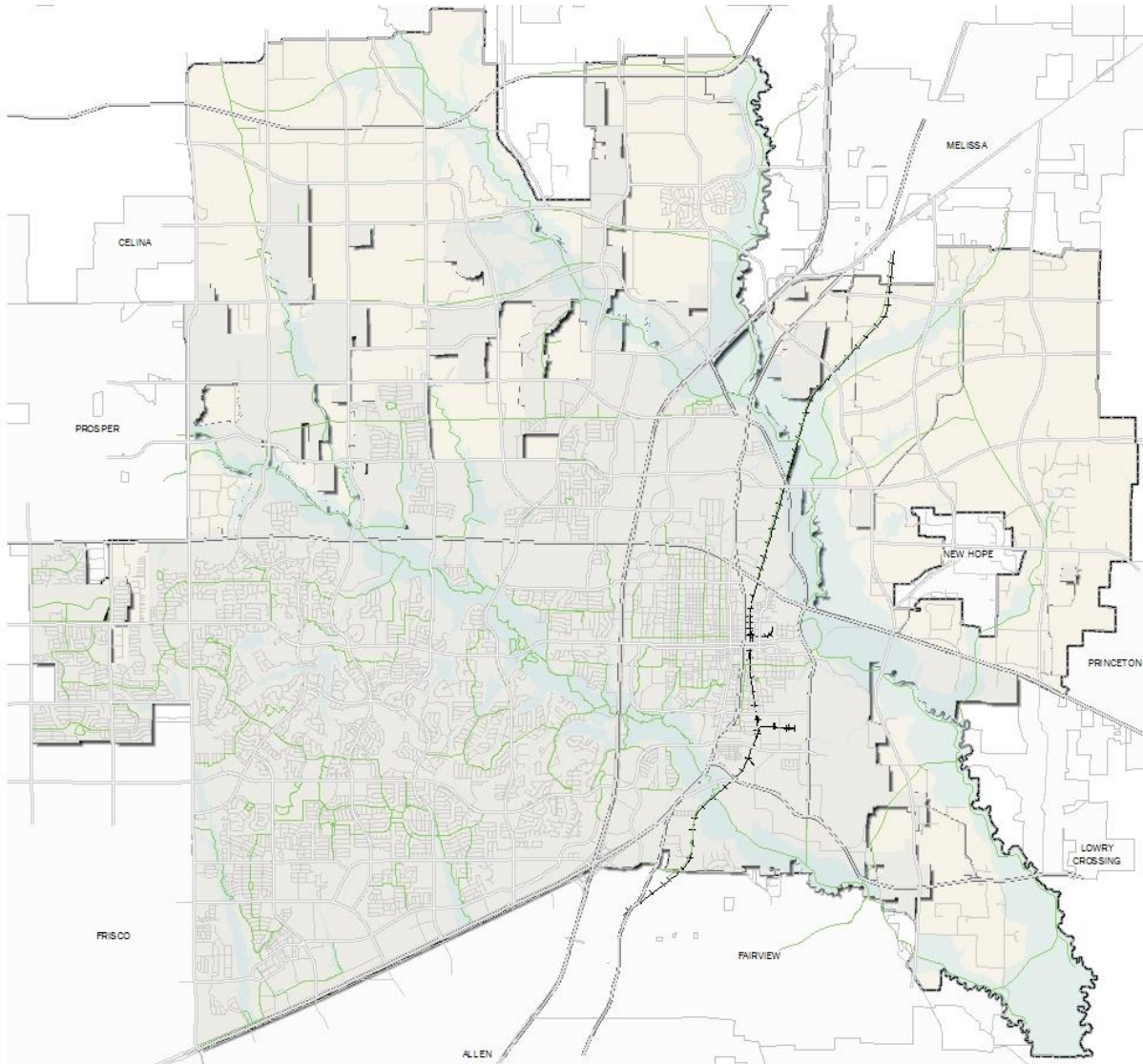
Illustrative Cross-Sections: Key Changes

Classification	ROW Width	# of Lanes	Width of Travel Lane	Bike/Ped Accommodations*
Principal Arterial (P6D)	130'	6 lanes	12'	Designated pedestrian zone
Major Arterial (M6D)	proposed: 124' was: 120'	6 lanes	12'	Designated pedestrian zone
NEW Greenway Arterial (6-Lane) (G6D)	140'	6 lanes	11'	Designated pedestrian zone
Greenway Arterial (4-Lane) (G4D)	120'	4 lanes	11'	Proposed: on-street bike lanes was: 6' sidewalk (typical)
Minor Arterial Divided (M4D)	100'	4 lanes	11'	Designated pedestrian zone
Minor Arterial Undivided (M4U)**	80'	4 lanes	11'	Designated pedestrian zone
Minor Arterial Standard (M3U-S)	70'	2 lanes of travel 1 center turn lane	11'	Designated pedestrian zone
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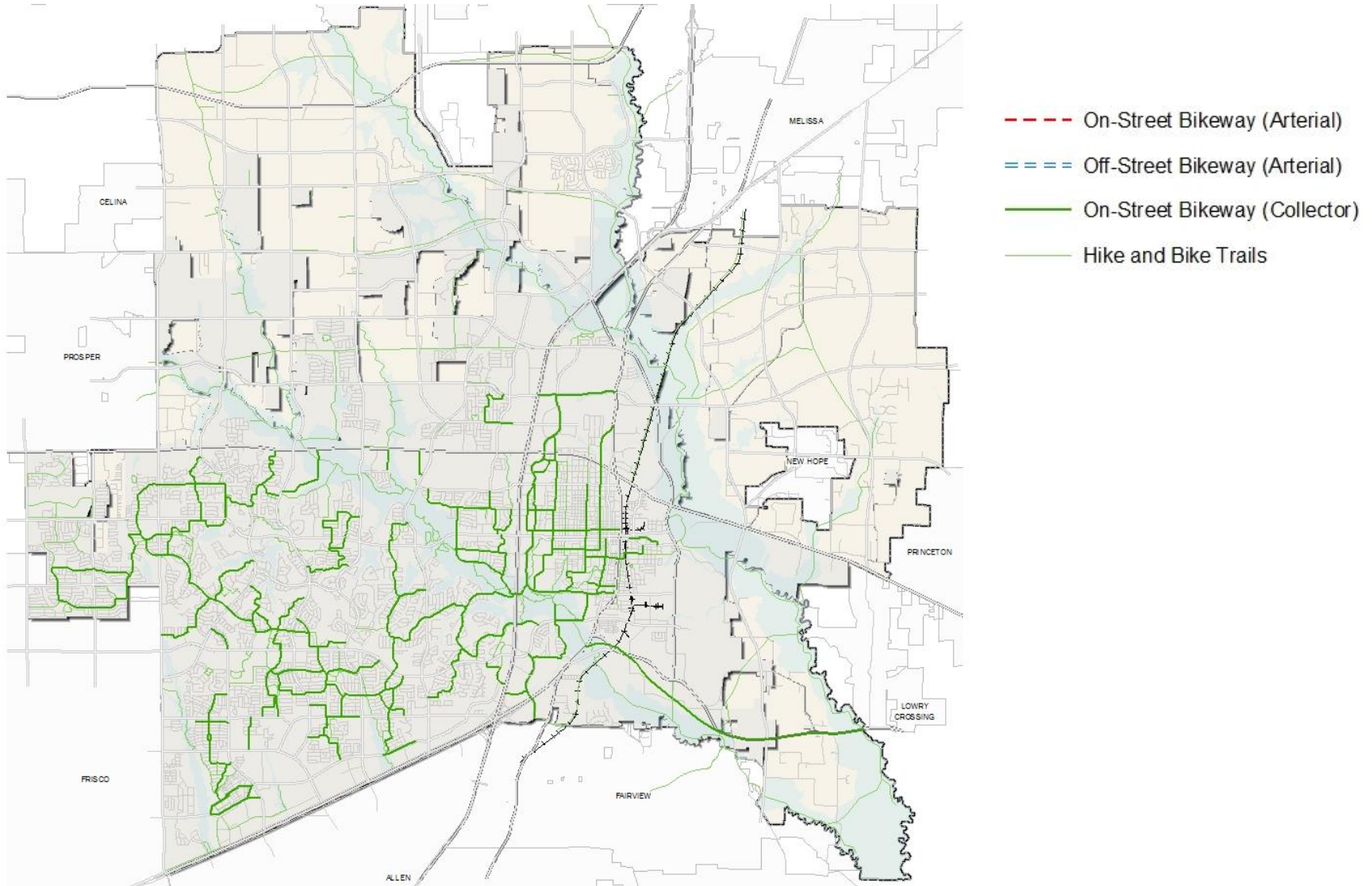
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Key Mobility Considerations: Bike/Ped

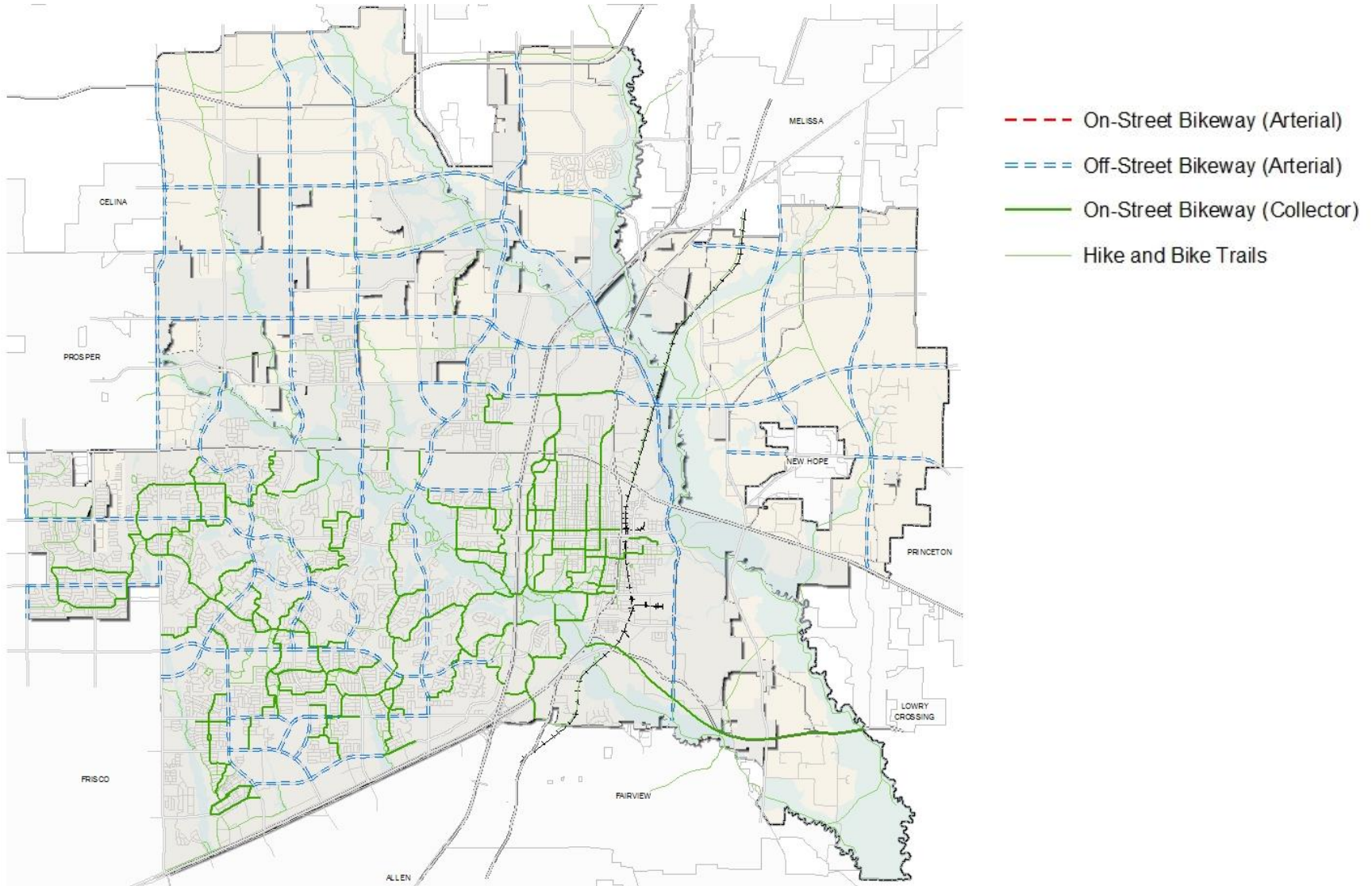


- On-Street Bikeway (Arterial)
- Off-Street Bikeway (Arterial)
- On-Street Bikeway (Collector)
- Hike and Bike Trails

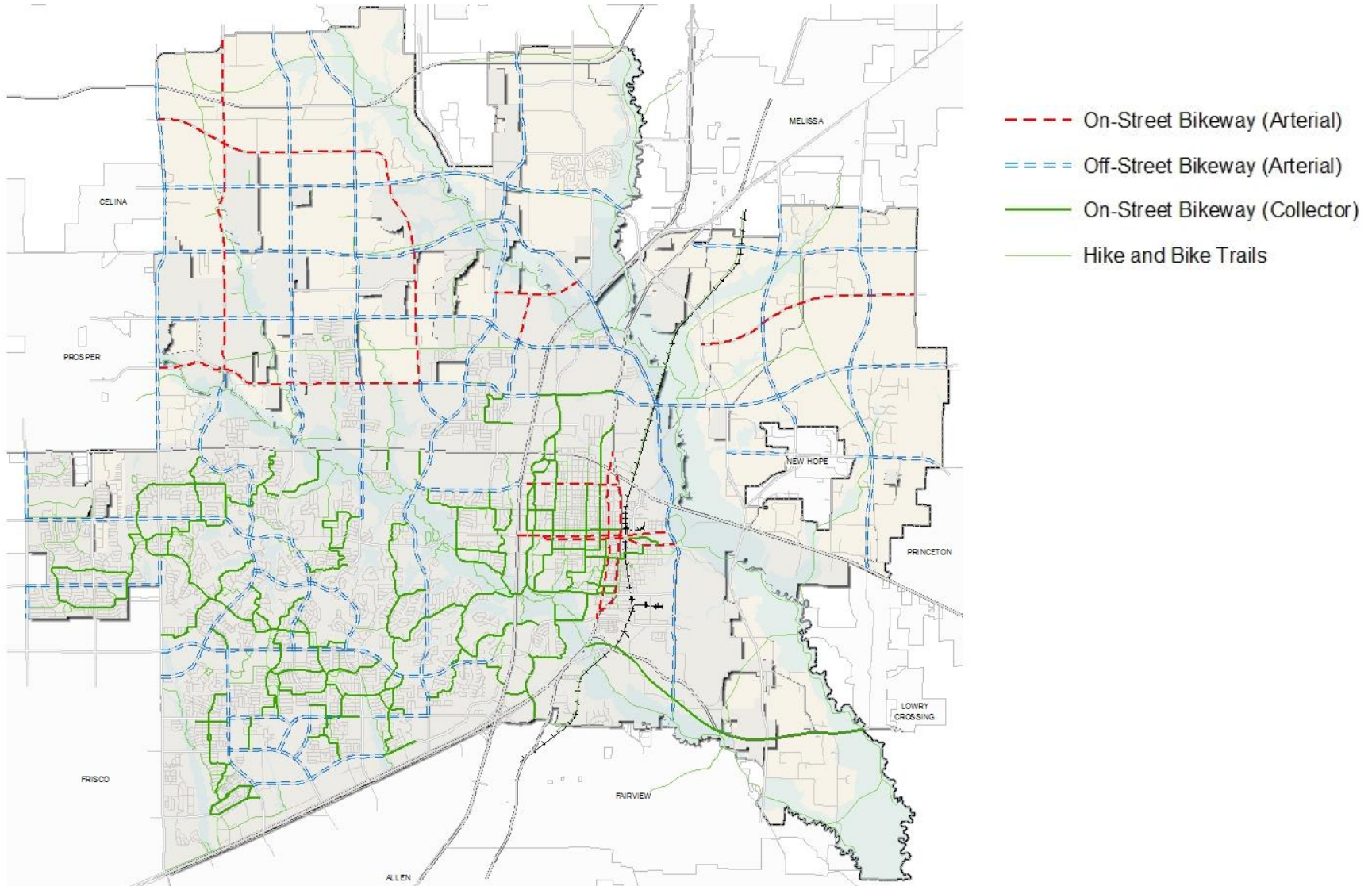
Key Mobility Considerations: Bike/Ped



Key Mobility Considerations: Bike/Ped



Key Mobility Considerations: Bike/Ped



Next Steps

- ❑ Comprehensive Plan Advisory Committee Meeting (August 31)
- ❑ City Council Work Session – Land Use Diagrams (September 19)
- ❑ Oktoberfest – Public Outreach (September 23-25)
- ❑ Comprehensive Plan Advisory Committee Meeting (September 28)

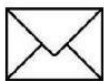
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