

State Highway 5 Small Area Plan

Administrative Costs Request

December 16, 2025

Summary

- Request overview
- History and context
- Potential scope and outcomes
- Connection to TIRZ No. 1

Scope and Goal

- Scope of Work:
 - Small area plan along State Highway 5
- Goal of Plan:
 - Create a cohesive, community driven vision for redevelopment
 - Identify development challenges and opportunities
 - Guide implementation efforts
 - Provide additional information for TIRZ project requests outside of the Town Center area
- Staff requesting up to \$300,000

Previous Plans & Studies



Town Center Study

- Adopted March 2008
- Lead to the creation of the MTC
- Informs TIRZ No. 1 Project Plan



SH5 Corridor Context Sensitive Master Plan

- Adopted June 2014
- Primarily addresses design in the right-of-way

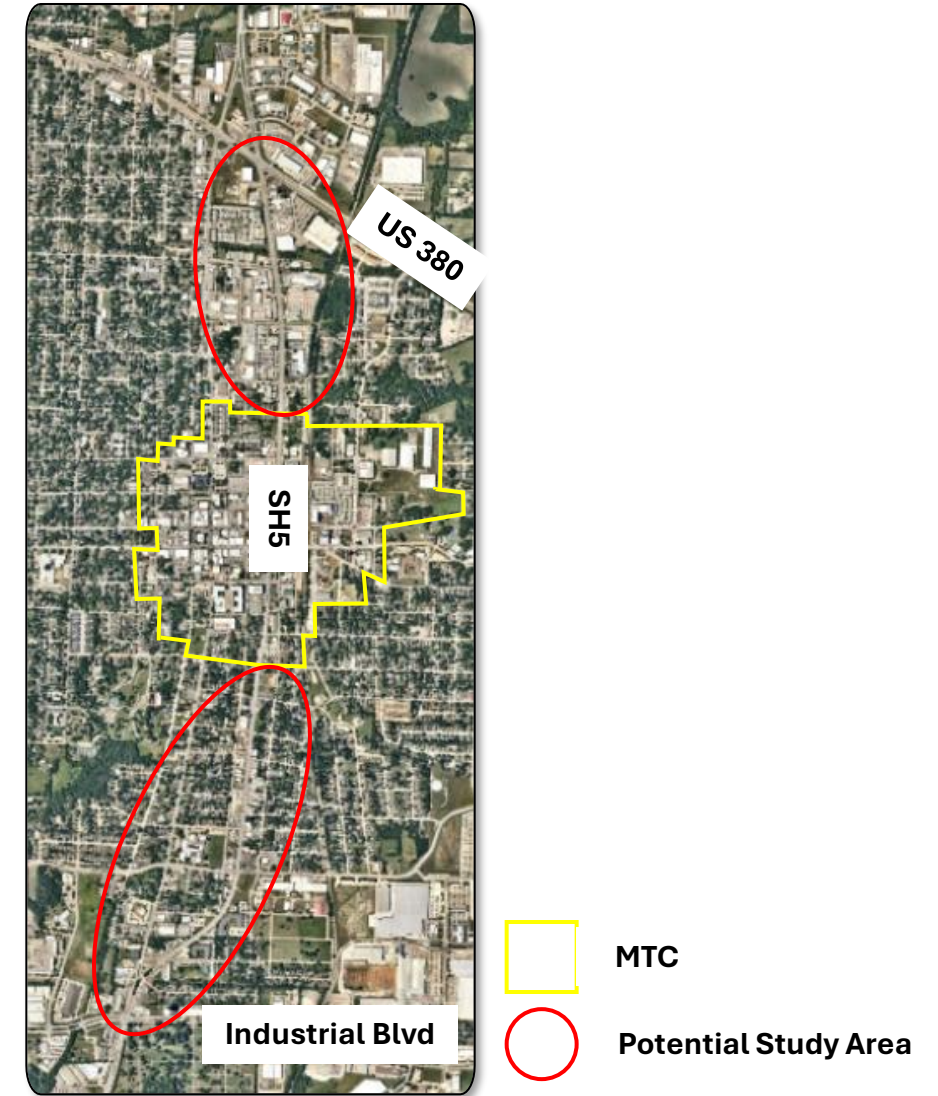


ONE McKinney 2040 Comprehensive Plan

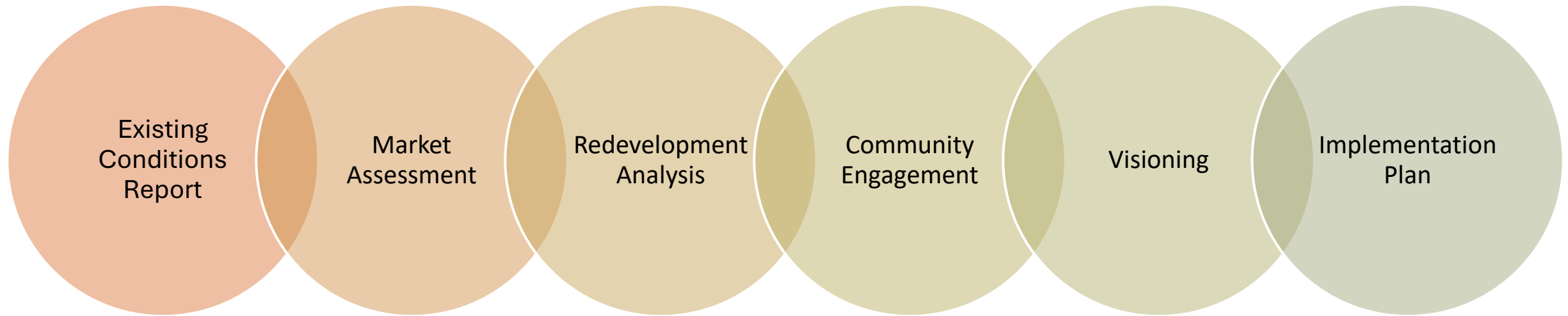
- Adopted October 2018
- Incorporates aspects of the Town Center Study into respective districts
- Recommends consideration of a specific development code on SH 5 Corridor

Area & Context

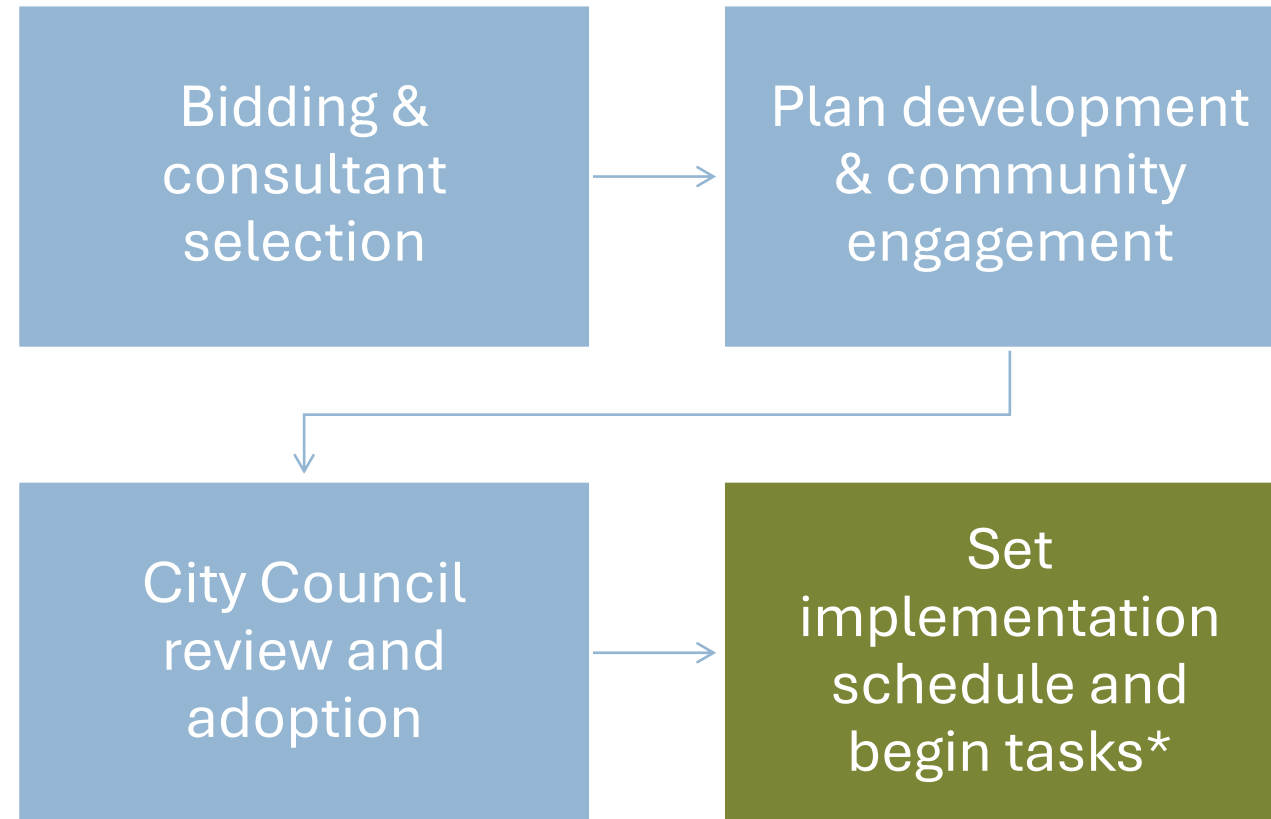
- Geographic area*
 - Commercial properties & transition
 - Exclusive of the MTC
- In the area
 - Public investment
 - Development constraints
 - Stakeholders
- Across the city
 - State law changes to land use & annexation



Potential Plan Components



Plan Process



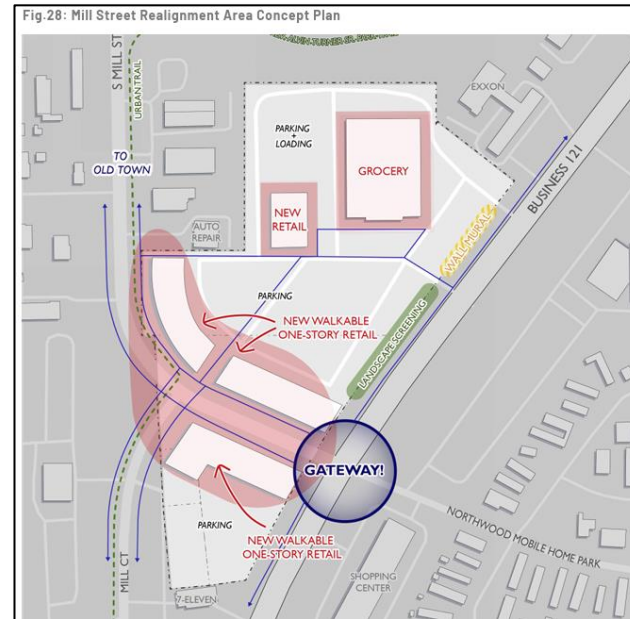
** Indicates actions led by staff after consultant engagement has ended*

Possible Outcomes



Community vision

Town Center Study Phase 1
McKinney, TX – 2008



Catalyst sites

Business 121 Corridor Plan
Lewisville, TX – 2025



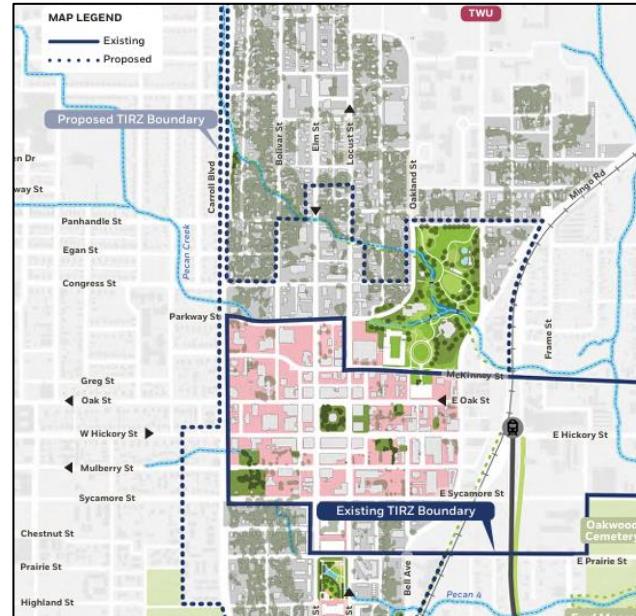
Table 2.1 Suggested Development Standards contains example development standards to implement the vision of the plan. These development standards should be used to assist in future ordinance amendments.

Table 2.1 Suggested Development Standards		
Area	Urban Center	Mixed Residential
Maximum Height	5 stories / 60-ft (above 5 stories with density/height bonus)	35-ft
Average Number of Stories	4	2
Vertical Mixed-Use	Encouraged	Not permitted.
Minimum Front Setback	20-ft minimum setback from the curb.	5-ft minimum setback.
Maximum Front Setback	If no parking is provided: maximum 15-ft. If a one-way drive aisle and single-loaded 45-degree angled parking are provided: maximum 50-ft. If a two-way drive aisle and double-loaded perpendicular parking is provided in front of the structure: maximum 100-ft.	25-ft maximum setback. Setbacks below 15-ft encouraged.

Suggested Development Standards

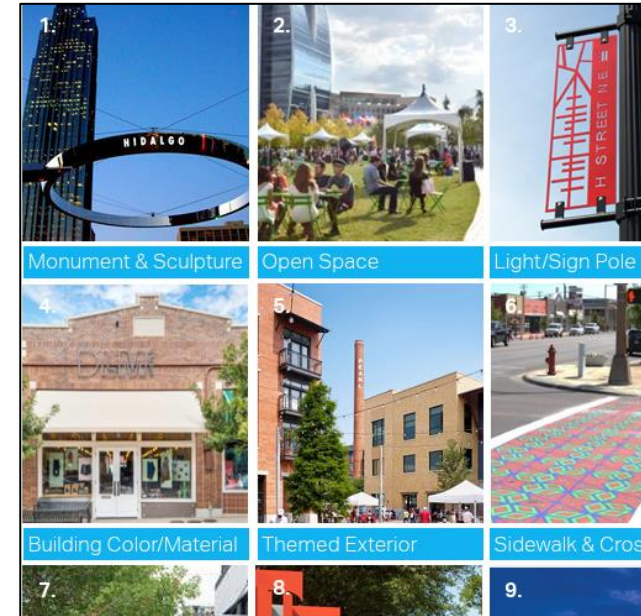
Northeast Gateway Redevelopment Plan
College Station, TX - 2023

Possible Outcomes



Expanded funding mechanisms

*Design Downtown Denton
Denton, TX – 2024*



Placemaking efforts

*South Cooper Street Corridor Strategy
Arlington, TX – 2021*

Connection to TIRZ

- Redevelopment can increase taxable property value
- Outcomes help support the Project Plan
 - Community vision
 - Catalyst sites
 - Placemaking efforts
- Identification of additional funding mechanisms can supplement TIRZ projects

Staff Request

- Staff request is up to \$300,000 and would generally include:
 - Research & analysis
 - Public engagement
 - Implementation plan and schedule