

..Title

Conduct a Public Hearing to Consider/Discuss/Act on a Request to Zone the Subject Property to "I1" - Light Industrial District, Located Approximately 265 Feet North of Old Mill Road and on the East Side of FM 546 and Located on the East and West Side of Future Spur 399

..Summary

COUNCIL GOAL: Direction for Strategic and Economic Growth
(1C: Provide a strong city economy by facilitating a balance between industrial, commercial, residential and open space)

MEETING DATE: October 28, 2025

DEPARTMENT: Development Services - Planning Department

CONTACT: Araceli Botello, CNU-A, Planner II
Caitlyn Strickland, AICP, Planning Manager
Lucas Riley, AICP, Director of Planning

APPROVAL PROCESS: The recommendation of the Planning and Zoning Commission will be forwarded to the City Council for final action at the November 18, 2025 meeting.

STAFF RECOMMENDATION: Staff recommends approval of the proposed rezoning request.

APPLICATION SUBMITTAL DATE: June 22, 2025 (Original Application)
August 22, 2025 (Revised Submittal)
August 29, 2025 (Revised Submittal)

ITEM SUMMARY: The applicant is requesting to zone approximately 39 acres of land, this includes approximately 7 acres of right-of-way (future Spurr 399), generally for light industrial uses.

An associated voluntary annexation request (25-0009A) will be considered by the City Council at the November 18, 2025 meeting.

EXISTING ZONING AND LAND USES:

Location	Zoning District (Permitted Land Uses)	Existing Land Use
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Subject Property	City of McKinney ETJ	Vacant Land
North	“LI” – Light Industrial (Industrial Uses)	Warehouse and Vacant Land
South	“PD” - Planned Development, Ordinance 2021-10-0109 (Industrial Uses)	Gravel Plant (Stone Crushers) and Vacant Land
East	“AG” – Agricultural District (Agricultural Uses) and McKinney ETJ	Vacant Land
West	“AP” Airport District (Industrial and Airport Uses)	Airport and Vacant Land (owned by City of McKinney)

PROPOSED ZONING: The applicant is requesting to Zone the subject property to “I1” – Light Industrial District.

The property is directly southeast of McKinney National Airport and is in an area that is intended to support the Business and Aviation District. Staff feels that the proposed Light Industrial rezoning request should be compatible with furthering the overarching goals of the Business and Aviation District by providing additional employment opportunities with the future industrial businesses. Additionally, the location of this property will have access to a major highway and arterial roadways along Spurr 399 and FM 546 (Harry McKillop Boulevard) to help support future industrial uses.

Due to its conformance with the Comprehensive Plan and its compatibility with surrounding developments in a primarily industrial area, staff recommends approval of the proposed zoning request.

CONFORMANCE TO THE ONE MCKINNEY 2040 COMPREHENSIVE PLAN: A key aspect of the ONE McKinney 2040 Comprehensive Plan is to provide direction related to desired development patterns in the city and to inform decisions related to the timing and phasing of future infrastructure investments. To assist in guiding these decisions, the plan includes a set of Guiding Principles that provide overall guidance and a Preferred Scenario and Land Use Diagram that illustrates the desired development patterns in the city. The Preferred Scenario and Land Use Diagram are built upon a series of distinctive districts, each with a specific purpose, focus and market. Each district consists of a mix of placetypes that identify the predominate land uses and desired pattern of development for the district.

- Guiding Principles:

The proposed rezoning request is generally in conformance with the Guiding Principle of “Diversity (Supporting our Economy and People)” established by the Comprehensive Plan. In particular, the proposed request has the potential to provide new businesses and developments that support economic engines, broaden the tax base, and make the city’s economy more adaptable and resilient.”

- Preferred Scenario and Land Use Diagram Characteristics:

Per the Preferred Scenario and Land Use Diagram, the subject property is located in the Business and Aviation District and is designated as the Aviation, Manufacturing & Warehouse, and Employment Mix placetype.

Aviation emphasizes employment types and uses that are related to aviation.

Proximity to airports is essential for the purpose of transportation needs and logistics. Aviation uses can range in scale and intensity and provide a variety of employment types. Large low-profile buildings and hangars may be seen in Aviation areas, but also small shops and aviation office services.

Manufacturing and Warehouse areas provide basic jobs and keep people in the city during different working hours. The employee per square foot of building space is usually low in these areas due to the large buildings that are needed for storage and logistics. They are well distanced from any nearby residential and are typically located near major transportation corridors like highways and railways.

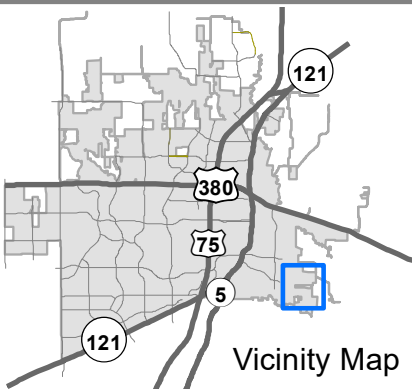
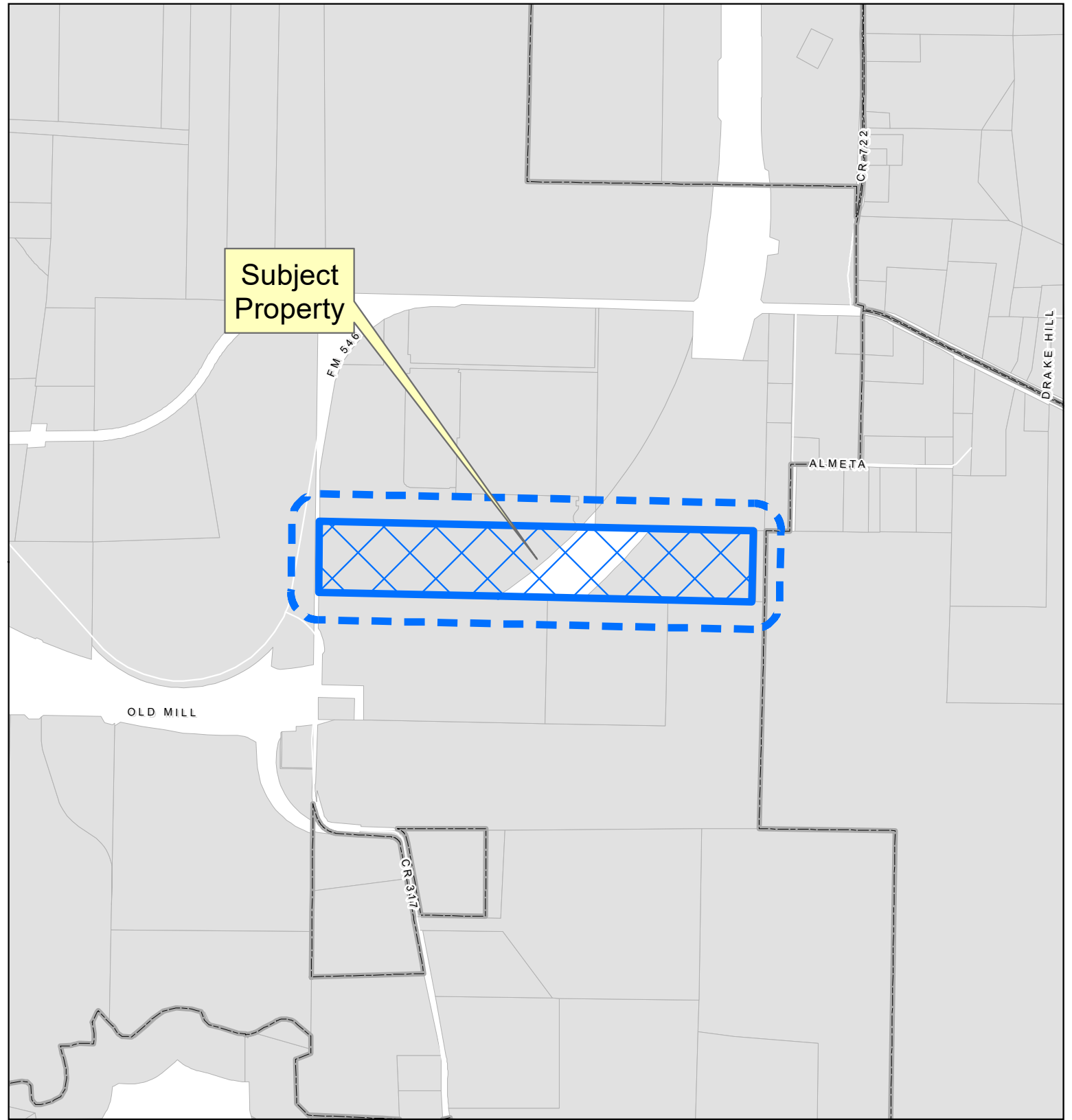
Employment Mix includes professional, and service uses typically on smaller sized parcels with lower intensities than a traditional business campus. This type of development may support a variety of occupations including general office, research and development facilities, medical clinics, light industrial, and business incubators. These uses are typically located with nearby access to arterial thoroughfares. These businesses have appealing street frontages with an increased level of aesthetics and landscaping.

- Land Use Diagram Compatibility:

When considering land use decisions, the City should determine that a project aligns with the Land Use Diagram and/or meets a majority of the established criteria (below) to be considered compatible with the Land Use Diagram. The proposed zoning request **aligns** with the Aviation, Manufacturing & Warehouse, and Employment Mix placetype of the Business and Aviation District, is in conformance with the Land Use Diagram and should be compatible with the surrounding properties.

- Fiscal Model Analysis: The attached fiscal analysis shows a positive fiscal benefit of \$391,500 for the 39-acre property, which should contribute to achieving an overall fiscal balance in the city.

OPPOSITION TO OR SUPPORT OF REQUEST: Staff have received no letters of support or letters of opposition to this request. This does not include emails or letters that may have been sent directly to members of the Council. Staff have not received any citizen comments through the online citizen portal.

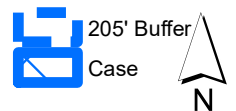


Vicinity Map

Location Map

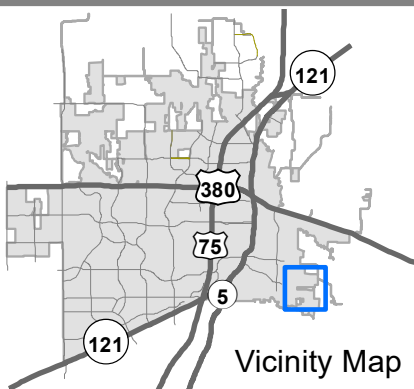
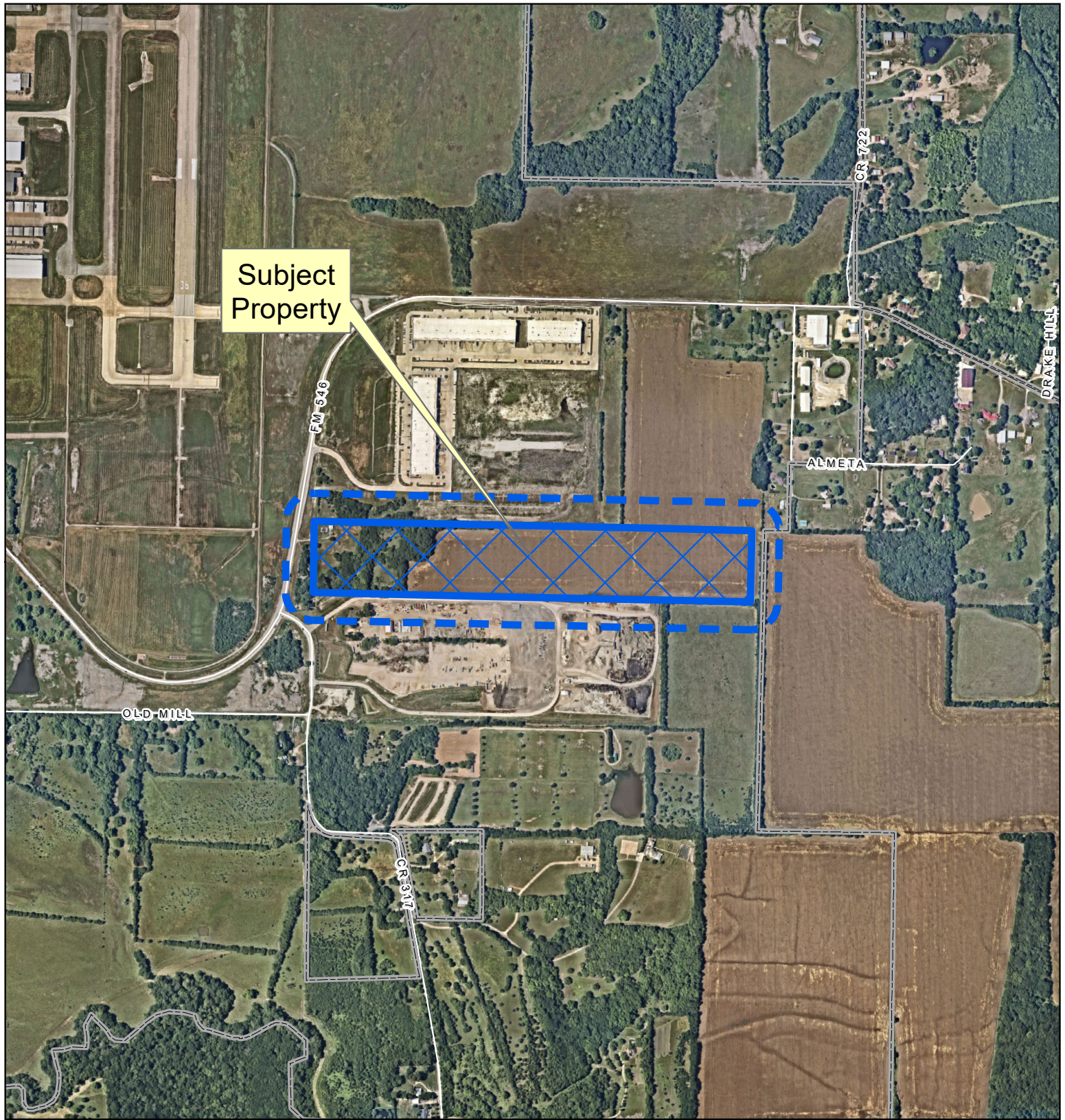
ZONE2025-0102

0 490 980 Feet



DISCLAIMER: This map and information contained in it were developed exclusively for use by the City of McKinney. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of McKinney, its officials or employees for any discrepancies, errors, or variances which may exist.





Aerial Map ZONE2025-0102

0 490 980 Feet



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August 22, 2025

Planning Department
City of McKinney
221 N Tennessee
McKinney, TX 75069

RE: *Letter of Intent; Application for Voluntary Annexation & Zoning*

Dear Mrs. Sheffield,

On behalf of Martin Marietta Texas Ready-Mix, LLC (formerly TXI Operations, LP), the current owner and applicant for this request (the "Owner"), who intends to sell the property to Committed Industrial, the developer that will undertake the proposed project separately from Martin Marietta (the "Buyer"), please accept the enclosed applications for voluntary annexation and zoning of certain tracts of land consisting of approximately 32.26 acres generally located south of FM 546 and approximately 200 feet north of the intersection of FM546 and CR317 (the "Property"). The Property is currently located within the extraterritorial jurisdiction of the City and is subject to that certain Development Agreement between Owner and the City dated January 11, 2016, and recorded as Instrument No. 20160311000293560 in the Deed Records of Collin County, Texas. The property is proposed to be zoned as "I1 Light Industrial" base zoning.

Specifically, the proposed development will promote economic development through the conversion of the Property from raw land to improved property, which will generate tax revenue for the City. The project will also promote the long range planning of the City because it is consistent with the City's comprehensive plan, which designates this area as Business and Aviation district. The annexation and zoning of the Property will protect the future development of the City from inadequate design and construction standards through the extension of the City's land use regulations and building codes to the Property. Because the Property is largely surrounded by the City limits, the annexation of the Property will facilitate the logical extension of City regulations, building codes, and infrastructure.

Buyer requests that the proposed annexation and zoning be heard by the Planning and Zoning Commission Agenda and City Council, as applicable, as soon as possible.

Please let me know if you have any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

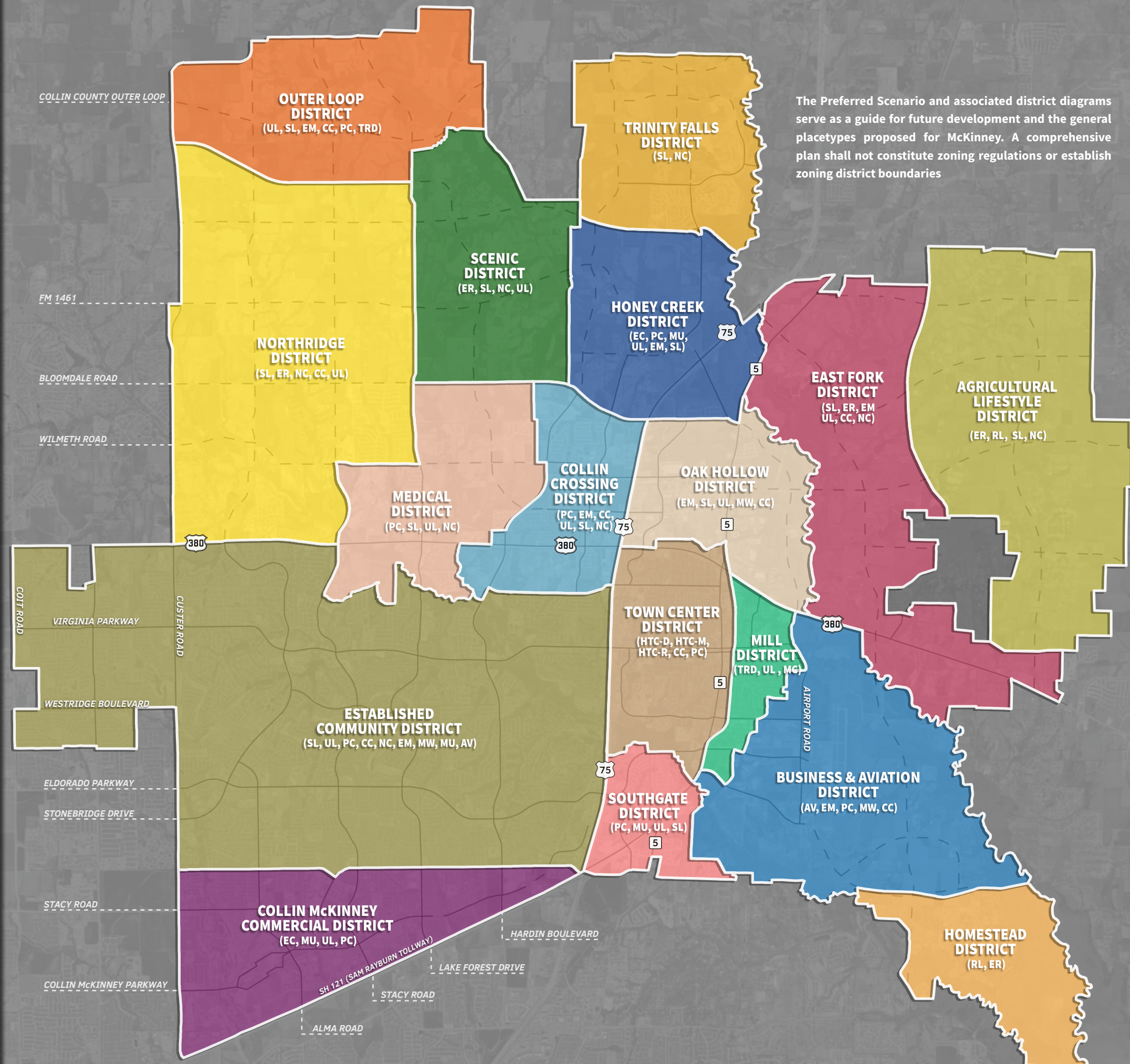
A handwritten signature in black ink, appearing to read "Jose Gonzalez", written over a horizontal line.

Applicant
Jose Gonzalez, P.E.

PREFERRED SCENARIO

PLACETYPES

- Aviation (AV)
- Commercial Center (CC)
- Employment Mix (EM)
- Entertainment Center (EC)
- Estate Residential (ER)
- Historic Town Center - Downtown (HTC-D)
- Historic Town Center - Mix (HTC-M)
- Historic Town Center - Residential (HTC-R)
- Manufacturing & Warehousing (MW)
- Mixed Use Center (MU)
- Neighborhood Commercial (NC)
- Professional Campus (PC)
- Rural Residential (RR)
- Suburban Living (SL)
- Transit-Ready Development (TRD)
- Urban Living (UL)



The Preferred Scenario and associated district diagrams serve as a guide for future development and the general placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries

LAND USE DIAGRAM

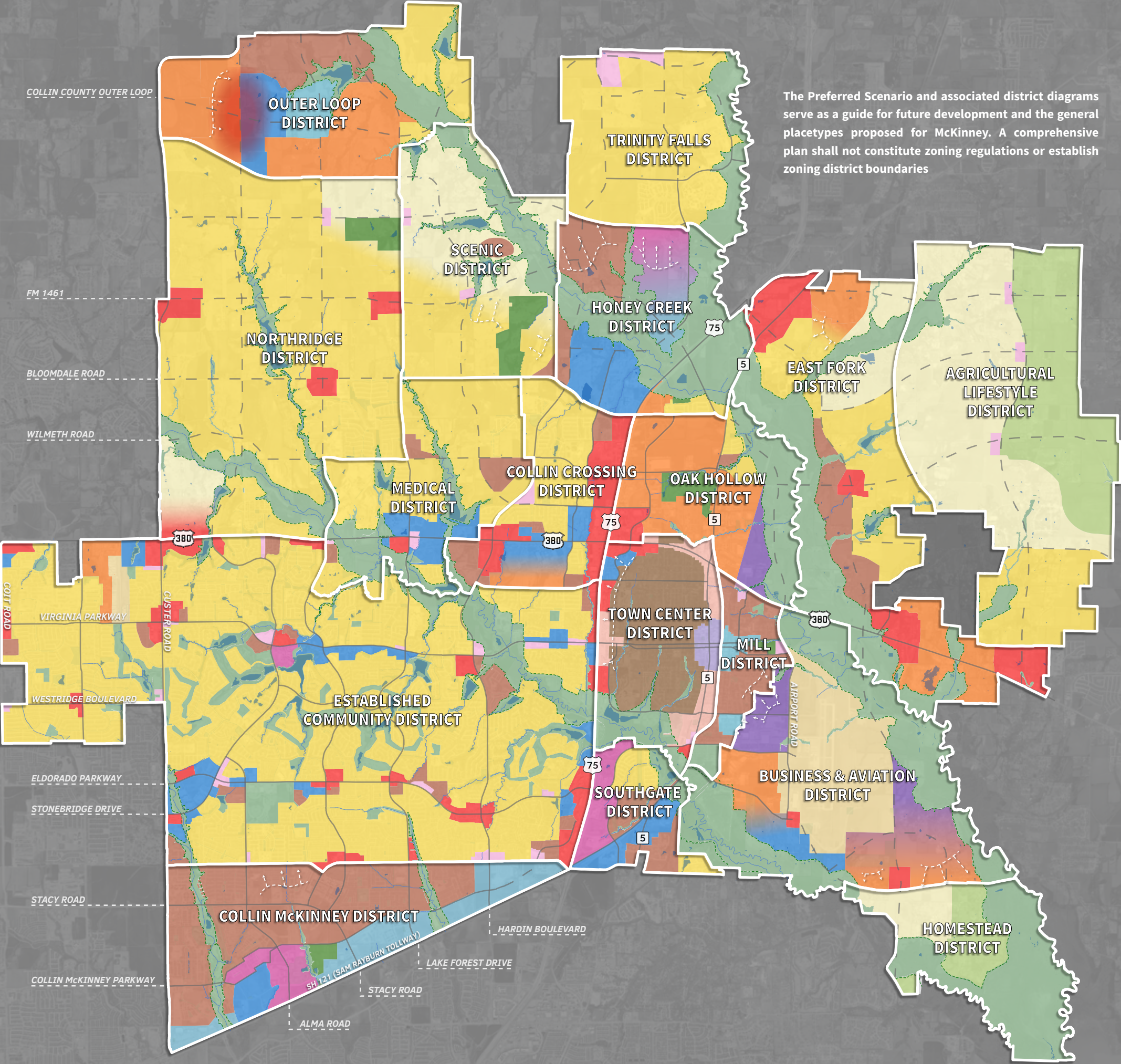
LEGEND

Placetypes

- Aviation
- Commercial Center
- Employment Mix
- Entertainment Center
- Estate Residential
- Historic Town Center - Downtown
- Historic Town Center - Mix
- Historic Town Center - Residential
- Manufacturing & Warehousing
- Mixed Use Center
- Neighborhood Commercial
- Professional Campus
- Rural Residential
- Suburban Living
- Transit-Ready Development
- Urban Living

Other Features

- Floodplain / Amenity Zone
- District Boundary



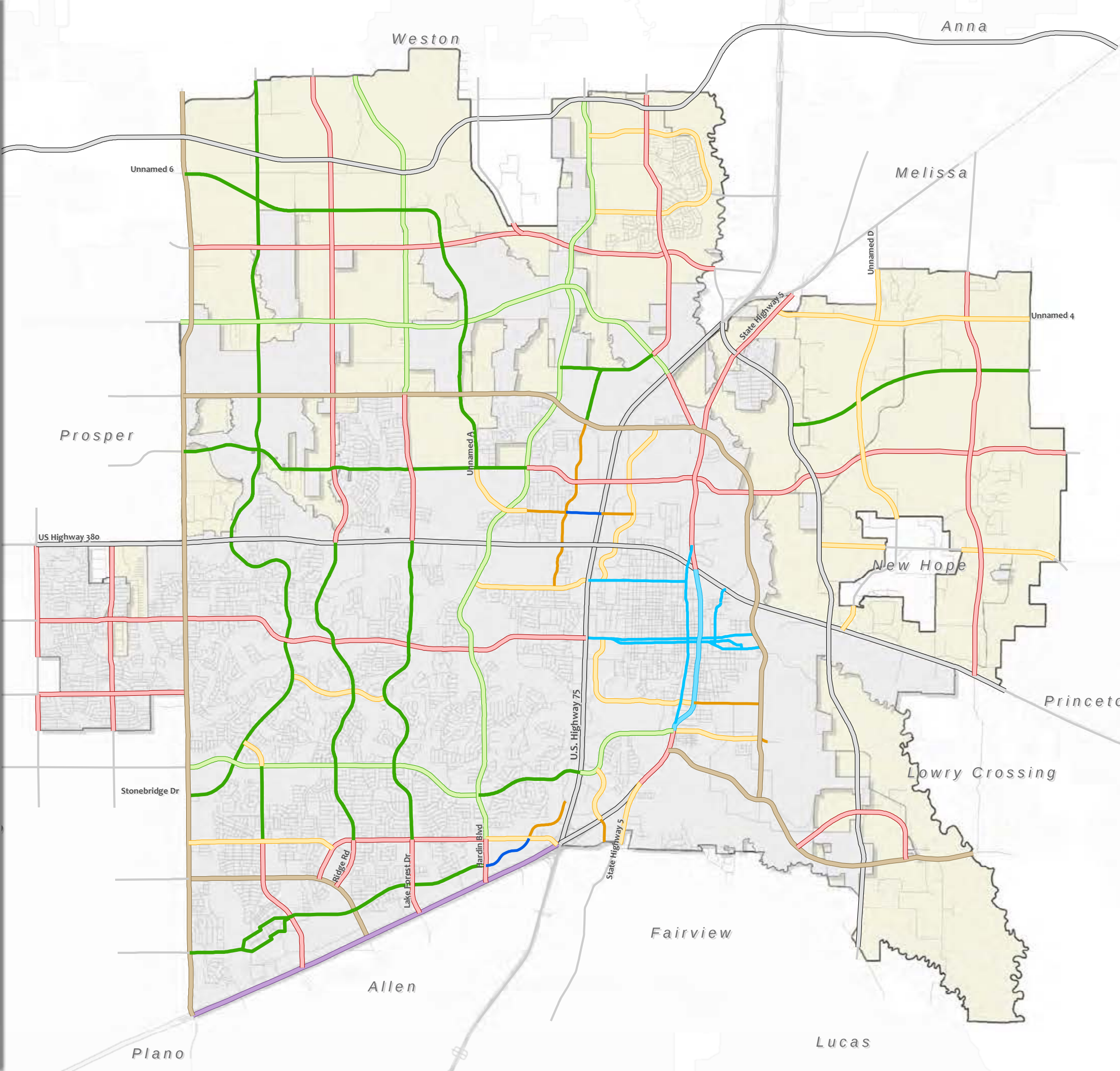
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MASTER THOROUGHFARE PLAN

LEGEND

- Major Regional Highway/Multi-Modal
- Tollway
- Principal Arterial (130' - 6 lanes)
- Major Arterial (124' - 6 lanes)
- Greenway Arterial (140' - 6 lanes)
- Greenway Arterial (120' - 4 lanes)
- Minor Arterial (100' - 4 lanes divided)
- Minor Arterial (80' - 4 lanes undivided)
- Minor Arterial (70' - 3 lanes)
- Town Thoroughfare (2 lanes)
- Town Thoroughfare (2 lanes one way pairing)
- McKinney City Limits
- McKinney ETJ
- Other Cities

Disclaimer: The Master Thoroughfare Plan provides generalized locations for future thoroughfares. Alignmnets may shift as roads are engineered and designed to accomodate 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.





BUSINESS & AVIATION DISTRICT

Intent - This area is a major employment center based on the distinctive asset of the McKinney National Airport. It provides business locations and job opportunities related to aviation support and services as well as a range of other businesses.



DESCRIPTION

The Business & Aviation District is anchored by McKinney National Airport, an asset that makes McKinney unique. The character of this District is defined by large areas for aviation-related uses in the central part of the District. This is the only area in McKinney, and indeed in Collin County, where such economic development can be attracted. For this reason, encroachment by incompatible uses (such as suburban-style residential) is strongly discouraged. The future development pattern takes advantage of the airport's current level of operations, which will be even more important if the City chooses to expand its aviation services.

Given the community's desire to pursue a more diverse economic base and a stronger jobs-housing balance, this District also includes opportunities for businesses that may not need the airport proximity, but will be attracted to it because of the District's business focus and region-

serving roadways including SH 5, SH 121, US 75, and FM 546. For these businesses, the Business & Aviation District offers areas where the infrastructure and character will appeal to targeted business and industry sectors. The area west of the Airport includes some existing businesses, such as Encore Wire, as well as undeveloped areas. The area also benefits from an amenity feature – the location of a future transit stop. This part of the District is expected to be desirable to a wide range of businesses. It should offer locations for companies that include both an office and a manufacturing or distribution component. The buildings here should be designed with flexibility so the mix of these employment types can change over time in response to the market. Since existing neighborhoods are located west of this area, development must provide an appropriate buffer and travel patterns that do not reduce the livability of these neighborhoods.

“Locations for companies that include both an office and a manufacturing or distribution component”

Despite potential development of a transit station near Industrial Boulevard, the Business & Aviation District is the only one within the planning area where additional residential units are neither programmed nor encouraged. Rather, housing associated with future rail is being promoted in adjacent Districts while uses in this District are primarily manufacturing and warehouse facilities, along with light industrial and flex products - many of which will be able to leverage their proximity to McKinney National Airport. At an annual average rate of growth ranging from 3.5% to 4.0%, the Business & Aviation District is anticipated to be host to the city's largest concentration of businesses and industries. By 2040, this District's employment base is expected to grow by 9,700, or approximately 16% of all net new employees in the planning area.

As reflected in the associated Diagram, lower density employment uses are programmed closest to the airport, whereas these are often the least affected by potential adverse impacts, and most likely to capitalize on their proximity. Conversely, higher profile products are envisioned within one of the District's numerous employment centers or Professional Centers. Future commercial centers are planned at the intersection of region-serving roadways, primarily serving the area's employment population; and to a lesser degree, the residents of established neighborhoods.

MARKET ANALYSIS

STRATEGIC DIRECTION

DEVELOPMENT PATTERN

1. **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.

2. **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.

3. Like the manufacturing and warehouse area, the **Professional Center** location is focused on meeting the needs of a particular segment of business and of these

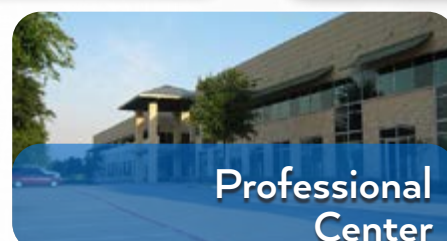
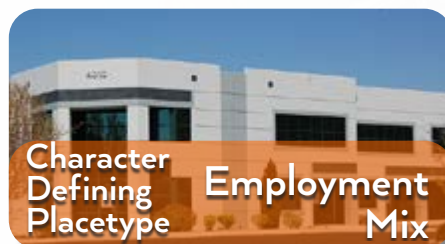
companies' employees. This part of the District should include a mix of supportive activities for the higher employment intensity found in a Professional Center setting. These include additional restaurants, gyms and consumer-oriented services, so employees working here find it a convenient and attractive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

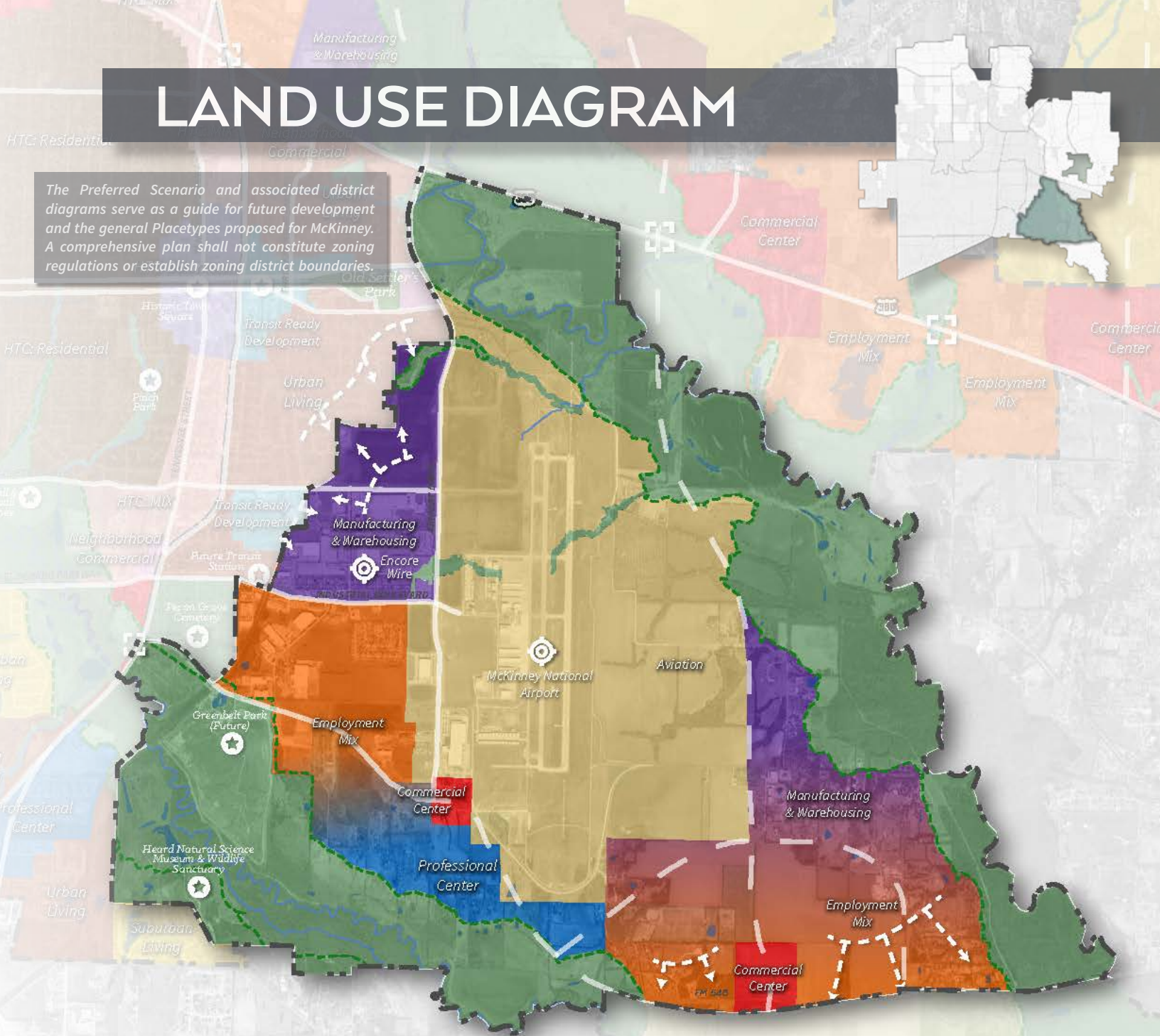
6. Any infill development that occurs within these areas should be consistent and/or compatible with the existing built conditions and/or should demonstrate compatibility with the Placetypes and priorities shown in the Land Use Diagram.

PLACETYPES



LAND USE DIAGRAM

The Preferred Scenario and associated district diagrams serve as a guide for future development and the general Placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



PSYCHOGRAPHICS

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

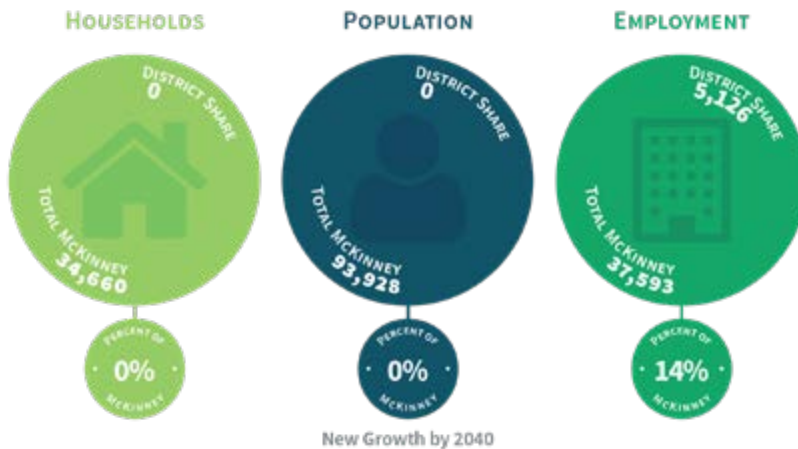
- Logistics Sector Growth
- Texas Economic Growth
- Return to Manufacturing
- Flexible Use Space
- High-Growth High-Tech

IDENTITY, AMENITIES, & INFRASTRUCTURE

Key identity and amenity features such as gateways, trails and parks are described in detail in the City of McKinney Parks and Recreation Master Plan. Additionally, the following considerations are key to reinforcing the vision for and intent of this District.

1. Key Amenity Features in this District include a future greenbelt park on the southwestern edge of the District. Future development in the District should take full advantage of the unique opportunities created by this and other amenities.
2. Key Community Assets in this District include McKinney National Airport and the Encore Wire campus. Future development in the District should take full advantage of these unique economic engines by creating a compatible business and employment environment that provides support and ancillary services for aviation and related uses and industries.
3. The District is bounded on the east and southwest by future open space areas along the East Fork of the Trinity River and Wilson Creek. These natural areas should buffer the District's employment uses from less intense uses to the east and south. They also create amenities for the employees of businesses located in the District.

The graphic that follows provides a profile of the Business & Aviation District if the District develops as outlined above. These graphics relate to new development only.



ANTICIPATED PUBLIC INVESTMENTS & INITIATIVES

The City of McKinney intends to consider the following major public investments to support the success of the Business & Aviation District.

1. Maintenance and enhancement of McKinney National Airport infrastructure to meet current and future customer demand.
2. Targeted economic development incentives for aviation-related businesses and those that benefit from Airport proximity.
3. Active participation in regional dialogue about funding and location of transit service in Collin County.
4. Active participation in regional dialogue about funding and location of limited access roadways along the FM 546 alignment and major north-south alignment as shown on the Master Thoroughfare Plan.
5. Zoning, design guidelines, infrastructure planning and economic development programs geared to the distinct needs of aviation, manufacturing, warehouse, and professional businesses in their respective parts of this District.
6. Design and alignment studies for the regional roadway connecting FM 546 and SH 5
7. Trail connections from business areas to the open spaces bordering this District.
8. Partnerships with MISD, Collin College and others to ensure that McKinney residents have the skills and expertise to offer the District's businesses a trained labor force.

