

LETTER OF INTENT



27 February 2017

TO: Matt Robinson, AICP, City of McKinney Planning Department

FROM: Maxwell Fisher, AICP on behalf of Jarrod Yates of Public Storage

RE: Application for Specific Use Permit – Public Storage on US75, north of Bois D' Arc Road

Public Storage requests approval of a Specific Use Permit for a 3-story climate controlled self storage facility. The 3.07-acre site is located on the west side of US Highway 75, approximately 325 feet north of Bois D' Arc, and approximately 1,000 feet south of White Avenue. The site is located in the C- Planned Center District within the CC-Low Rise Overlay. The C-Planned Center District allows self-storage with approval of a Specific Use Permit.

Storage demand. DFW grows by approximately 150,000 people year. This equates to a jumbo jet of 400 passengers arriving every single day of the year. McKinney has approximately doubled in size to over 150,000 residents in the past ten years. As widely publicized, a number of companies are re-locating to this region. Consequently, housing demand is exceptionally high. Several housing developments are underway including over 230 units at White Avenue and US75. Housing development and greater affluence are driving forces in storage demand. This facility would attempt to meet that demand.

Facility. The facility would be fully climate controlled with all units accessed exclusively from an interior corridor. This arrangement allows for continuous exterior masonry materials without the interruption and visual impact of exterior garage doors. The architectural design includes both wall and roof articulation to provide visual interest and character appropriate in the US75 corridor. The loading/unloading area is tucked to the rear of the facility, completely out of view from the highway. General office hours would be from 9AM to 6PM while customer access to storage units would be limited from 6AM to 9PM.

Operations. Self storage facilities have a low impact to city infrastructure. Property tax generation is high while traffic generation and utility usage is exceptionally low. This facility would generate 5 to 15 trips per day.

Vehicular Access. Access to the site is sub-optimal, particularly for many retailers. The nearest exit ramp for US75 southbound traffic is immediately in front of the property but it spills traffic past the site. Motorists are forced to access the property by performing a U-turn at Virginia Parkway and another U-turn at White Avenue, adding 1.7 miles to a trip. Another option for SB exiting motorists is turning right/west at Bois D' Arc and take a circuitous path through the Care Now facility to the planned cross access point at the southern end of site. The next exit ramp is north 1.5 miles away at Exit 41, south of Wilmeth Road. Northbound motorists must exit 0.5-mile to the south at Exit 40B near Virginia Parkway, or are forced to pass the site to exit and U-turn at Exit 41 University Drive, a 1.5-mile distance. These challenges to access the property eliminate many potential retailers that rely on convenient access. The property is suited for only certain destination uses.

Unique physical characteristics. Although the property is located along US Highway 75, it is plagued by challenges that make most types of development particularly unattractive or infeasible. The irregular shaped parcel has limited depth at the southern end. Moreover, the rear or western perimeter contains a creek, and as such, development is limited to the center and eastern portions of the site. Development must also adhere to the erosion hazard setback, which only further confines the developable area.

Many retailers depend upon a certain number of parking spaces in the front yard. The particular physical characteristics of this property force building placement toward the highway thereby limiting the space needed for adequate parking. Besides access issues, any retail would be limited in size given only the northern portion of the site is deep enough for a retail building and an appreciable parking field, and required landscape buffer. This would be less than ideal and would under-utilize the larger property.

Mid-block location. The property is located mid-block absent of street frontage besides the highway. Moreover, there is only one direct access point to US75. The single access point is a deterrent to attracting conventional retailers who depend upon better access expected by their customers.

Mid-market retail location. The property is awkwardly separated from the two larger retail markets north and south. The subject property, isolated from a larger retail center, doesn't have the exposure offered by those properties located amid and near the community retail center anchored by Home Depot to the north and the Westgate retail to the southeast. This mid-market position only further compounds problems with retail suitability.

SUP conditions for self-storage. The self-storage development would comply with the two applicable SUP self-storage requirements:

1. There would be no exterior garage doors (i.e. "drive-up units") as all units will be strictly accessible via interior corridors.
2. The exterior of the building elevations will be comprised of 100% masonry materials of primarily brick

Note: Our understanding is the request includes variances to the other two mini-warehouse SUP conditions regarding maximum number of stories and pitched roof.

Variance:

Perimeter buffer plantings, western property line. The proposal includes a 10-foot landscape buffer along with one tree per 40 lineal feet; however, there are physical characteristics that warrant waiver of the required solid screening wall. There is a required erosion control setback easement and a 30' sanitary sewer easement adjacent to the western property line that prohibit placement of a screening wall. The site also slopes down considerably from the planned finish floor to the western property line. As such, the grade is such that placing a wall at the property line would serve minimal to purpose, given the development is at a higher elevation. There is a natural treed area that would remain in combination with the 10' buffer yard and erosion setback and proposed trees that will provide an adequate buffer from residential property to the west.

The test for warranting a variance is met per the following:

1. There is unique topography, drainage/easement restrictions, and shape to the site that make compliance with tree plantings unduly burdensome.

2. The variance will have no adverse impact on current or future development given the preserved tree line and lack of public view of the rear yard.
3. The perpetual buffer yard provided by the easement area and natural tree line to remain plus the sheer distance between adjacent development is in keeping with the spirit of the ordinance and will have no impact on adjacent development.
4. The proposal will have no adverse impact on the public health, safety and welfare.

Our team looks forward to working with the city on this endeavor. Should you have any questions, or need additional information, don't hesitate to email at maxwell@masterplanconsultants.com or contact us at 214.761.9197

Regards,

A handwritten signature in dark ink, appearing to read "Maxwell Fisher". The signature is fluid and cursive, with the first name "Maxwell" written in a larger, more prominent script than the last name "Fisher".

Maxwell Fisher, AICP