

STRUCTURED PARKING – SITE 2 MTC CODE ANALYSIS

Topic	Perceived Issue with Topic	Current Ordinance Requirement	Intent of Current Ordinance Requirement	Possible Solutions to Issue
Character District	The location of Site 2 is split along two MTC Character Districts (Historic Core and Downtown Core). These two districts have varying requirements related to building height, build-to-zone and building materials.	<p>Historic Core Character District Site Development Standards:</p> <ul style="list-style-type: none"> • Build-to-Zone along Ped. “A” and “B” streets: 0’-5’ max • Building Frontage required along Ped. “A” street: 95% min • Building Frontage required along Ped. “B” street: 25% min • Building Height: 4-story max. <p>Downtown Core Character District Site Development Standards:</p> <ul style="list-style-type: none"> • Build-to-Zone along Ped. “A” and “B” streets: 0’-10’ max • Building Frontage required along Ped. “A” street: 90% min • Building Frontage required along Ped. “B” street: 50% min • Building Height: 5-story max. 	The intent of the differing character district requirements is to encourage the preservation and redevelopment around the Square Proper, while emphasizing redevelopment of a greater mix of commercial and residential uses surrounding the Historic Core.	<p>The McKinney Town Center Development Coordinator has the ability to increase/decrease the area of any character district (aggregate or per block) up to 15%</p> <p>PROS:</p> <ul style="list-style-type: none"> • Allows for some flexibility in the arrangement of the character district to potentially accommodate a parking structure. <p>CONS:</p> <ul style="list-style-type: none"> • May not provide for enough change to have one unified character district for the parking structure, creating two sets of requirements. <p>A design exception may be requested and forwarded on to the Planning & Zoning Commission for action to allow for reduced/increased standards for the elements that differ between the two character districts. Appeals to the Planning & Zoning Commission will be heard by the City Council.</p> <p>PROS:</p> <ul style="list-style-type: none"> • Does not require a rezoning/revision of the MTC Regulating Plan. <p>CONS:</p> <ul style="list-style-type: none"> • May not provide for enough change to have one unified character district for the parking structure, creating two sets of requirements.
Architectural Standards	A proposed parking structure will need to be designed and constructed with a higher level of design/architecture, thus increasing the overall cost of the project.	Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’-30’) and horizontal (aligning with horizontal elements in the block) articulation.	The ordinance was meant to break up the monotony of flat facades and introduce facades that give the appearance of multiple smaller buildings, which would keep with the character of the Town Center.	<p>A design exception may be requested and forwarded on to the Planning & Zoning Commission for action to allow for modified building design standards. Appeals to the Planning & Zoning Commission will be heard by the City Council</p> <p>PROS:</p> <ul style="list-style-type: none"> • Allows for some variation for a parking structure that will have a considerable amount of façade area. <p>CONS:</p> <ul style="list-style-type: none"> • Potential design may not keep with the established vision from the Town Center Master Plan
Setbacks	If creating parking structure with no ground floor commercial lease space, the required setback would reduce the parking capacity and create wasted space along the street frontage.	Along Pedestrian “A” streets, which includes Kentucky Street, the minimum setback is 30’ from the property line for structured parking facilities.	The intent is to have commercial lease space line parking structures along primary pedestrian streets.	<p>McKinney Town Center Development Coordinator has the ability to reduce the required setback up to 10%</p> <p>PROS:</p> <ul style="list-style-type: none"> • Reduces the minimum setback by at least 3’, allowing for some flexibility. <p>CONS:</p> <ul style="list-style-type: none"> • Does not achieve a setback that would allow for ground floor parking in a parking structure to take place closer to the street, thus reducing the parking capacity of the structure. <p>A design exception may be requested and forwarded on to the Planning & Zoning Commission for action to allow for modified site development standards. Appeals to the Planning & Zoning Commission will be heard by the City Council.</p> <p>PROS:</p> <ul style="list-style-type: none"> • Would increase the parking capacity of the structured parking facility beyond what would be allowed under the MTC Code. • Would eliminate wasted space if the structured parking facility did not incorporate commercial lease space. <p>CONS:</p> <ul style="list-style-type: none"> • Not in line with the vision established in the Town Center Master Plan and MTC Code establishing ground floor commercial space in structured parking facilities.

<p>Location of Recommended Streets</p>	<p>A Recommended Service Street (extension of Cloyd Street) is designated between Kentucky Street and Wood Street.</p>	<p>The MTC Regulating Plan designates locations for new streets that are to be built upon development/redevelopment.</p>	<p>The Recommended Street designations in the Regulating Plan indicate the location and level of pedestrian priority for recommended new streets intended to implement the Town Center Master Plan. Service streets are intended to provide service and auto-related functions such as loading/unloading and trash pick-up. They are designed based on utility and functionality over pedestrian orientation.</p>	<p><i>McKinney Town Center Development Coordinator has the ability to move the location of the street up to 25' in any direction.</i></p> <p><i>PROS:</i></p> <ul style="list-style-type: none"> • Allows for some level of flexibility and is approved at the staff level. <p><i>CONS:</i></p> <ul style="list-style-type: none"> • Does not allow removal of relocation that would likely accommodate a proposed parking structure on the property. <p><i>Revise the Regulating Plan to remove or relocate the recommended service street to a different location.</i></p> <p><i>PROS:</i></p> <ul style="list-style-type: none"> • Would allow for the development of a structured parking facility utilizing the land designated for a service street. <p><i>CONS:</i></p> <ul style="list-style-type: none"> • Changes the potential traffic flow in the area. • Removes a street intended to help serve auto-related functions such as loading/unloading and trash pick-up.
<p>Driveways and Service Access</p>	<p>Driveways and service access are not permitted along pedestrian oriented streets. Two of the three streets that surround Site 2 are designated as pedestrian oriented streets.</p>	<p>The MTC Code requires that all driveways and off-street loading and unloading be located with access from a service street. In special circumstances, driveways and off-street loading and unloading may occur on a Pedestrian "A" or "B". Drives and access are limited to the lowest street designation and are only permitted on the next higher street designation when the property does not have access or frontage to a lower designated street.</p>	<p>The intent is to maintain and enhance a pedestrian friendly environment along streets that have high levels of pedestrian activity.</p>	<p><i>A design exception may be requested and forwarded on to the Planning & Zoning Commission for action to allow for additional access. Appeals to the Planning & Zoning Commission will be heard by the City Council.</i></p> <p><i>PROS:</i></p> <ul style="list-style-type: none"> • Allows for access from more heavily traveled streets and provides better functionality (ingress/egress) to a potential parking structure. • Provides more options for <p><i>CONS:</i></p> <ul style="list-style-type: none"> • Allowing primary drives/access from pedestrian priority streets reduces how pedestrian friendly the street is. • Does not keep with the vision established in the Town Center Master Plan and MTC Code.