

**From:** [Jim Mason](#)  
**To:** [Alek Miller](#); [Nicholas Ataie](#); [Robyn Root](#)  
**Subject:** Re: McKinney Downtown Parking Action Plan  
**Date:** Tuesday, March 9, 2021 9:08:46 AM

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Alek, thank you for sharing this with me. I'd like to suggest a few ideas that I did not notice in the plan, unless I missed them, which is possible because I tend to skim more than scrub. I've also copied Nick and Robin because they've been helpful with me on past issues, and some of these seem to be related to their area, maybe. Please see below:

1. Is there any commentary on how to provide parking for alternative vehicles, such as golf carts or motorcycles? For example, many who live in downtown would drive a golf cart if there were some parking for them. Otherwise, an entire parking space is taken up with a smaller vehicle.
2. When the city rebuilds neighborhood streets downtown, some streets may have the width to allow for a few parallel spaces to be added. This should be pursued, when that option is available. How Virginia/Louisiana are west of downtown is great, and I know most streets wouldn't be big enough to allow for this, but some might be able to fit a space or three, here or there. Every drop helps fill the bucket.
3. I want to mention that downtown is not connected by trail to other areas, yet Finch Park and Towne Lake area are merely missing a tiny link. If you walk that ditch between Finch southward, you'll observe that there's already a heavily used foot and bicycle path in the dirt that connects to that neighborhood trail. This crosses private property. It may be worth discussing with the owner purchasing an easement to build a real trail, as the foot traffic (and associated trash problems) already exist. With a trail connection, it might provide an alternative option for people to park and use the trail to access downtown.
4. I noticed that in McKinney there are countless small, private lots. Why doesn't the city pursue a program where private lots, if they agree to allow for public parking during evening or weekend hours (or whatever hours can be agreed to), can have the city pay for the reconstruction of their parking lot in exchange? These city and property owner arrangements exist elsewhere, and it also ends up beautifying those older lots. I know there are many private lots that are hardly ever used, especially the churches. If they could be added to inventory (with prescribed or agreed to hours), that might be another idea to add to the capacity.
5. I didn't notice much commentary on employee parking. Much of the prime surface parking is occupied by merchant employees. There should be a policy that prevents this or at least discourages it. Not addressing this is both a missed opportunity and failing to be intellectually honest, in my humble opinion. Obviously identifying an area for merchant employee parking would be required.

Thanks for letting me share my thoughts. And if the plan already addresses some of these issues, I apologize in advance. Thanks!

On Mon, 8 Mar 2021 at 12:43, Alek Miller <[amiller@mckinneytexas.org](mailto:amiller@mckinneytexas.org)> wrote:

| Good afternoon,

In fall of 2020, you responded to a survey related to parking in Downtown McKinney, which informed the work of the City's parking consultant team. Now the City is eager to share the results of that study: The recommendations ("Parking Action Plan") are now available and will be presented to the City Council on March 16. The recommendations will be presented to the City Council at their Work Session meeting at 3:00 on March 16<sup>th</sup>. If you'd like to review the document, it is available here: [Downtown Parking Studies | McKinney, TX - Official Website \(mckinneytexas.org\)](#). To view, click on the button that says "Parking Action Plan."

If you'd like to submit a comment for consideration by City Council or if you have any questions, please respond to this email or contact me at the phone number or email address below.

Alek Miller, AICP

*Planner II* | City of McKinney

221 N. Tennessee Street

McKinney, Texas 75069

Phone: 972.547.7380

Email: [amiller@mckinneytexas.org](mailto:amiller@mckinneytexas.org)

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**From:** [Dean Phillips](#)  
**To:** [Alek Miller](#)  
**Subject:** Re: McKinney Downtown Parking Action Plan  
**Date:** Monday, March 8, 2021 5:39:14 PM

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Mr Miller,

Thank you for providing the detailed package from the 3rd party analysis.

To provide clear feedback for City Staff and Council from a long term McKinney resident, Option B-10, the paid parking option, is completely and totally unacceptable.

I believe this can potentially be mitigated by providing city residents permanent parking passes as suggested in option B-15. But only if it's for each and every resident's vehicles. However, without that mitigation my expectation is that Council will have a huge, huge fight on its hands.

Again, thank you for providing the detailed feedback and for your consideration in this matter.

Dean Phillips  
McKinney, TX  
DeanPhillips1902@gmail.com

On Monday, March 8, 2021, 12:44:14 PM CST, Alek Miller <amiller@mckinneytexas.org> wrote:

Good afternoon,

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Alek Miller, AICP

*Planner II* | City of McKinney

221 N. Tennessee Street

McKinney, Texas 75069

Phone: 972.547.7380

Email: [amiller@mckinneytexas.org](mailto:amiller@mckinneytexas.org)

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**From:** [Catherine Mooney](#)  
**To:** [Alek Miller](#)  
**Subject:** Re: McKinney Downtown Parking Action Plan  
**Date:** Monday, March 8, 2021 5:32:53 PM

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Hi Alek,

Thank you for sending this update to the parking issue in downtown McKinney. My reaction to the plan is as follows:

- 1) For the sake of all employees, there should be one dedicated parking area on the North side and one dedicated parking area on the South side on the outskirts of the parking lots which are serviced from 9 am to 6 pm with a shuttle for each. Employees who are unable or fearful of walking to their vehicles would have the option of waiting for the shuttle to pick them up and take them to their cars. Employees should not have to pay to park there, but should be required to park there by use of a permit which is displayed on the rearview mirror.
- 2) No valet parking should be allowed on the square itself. Valet should be the furthest lot away as it is valet. One pick up point on the North and one on the South to correspond to the customer drop off needs.
- 3) Reparking is not against the law. Get over that idea. Where are we living? Communist China?
- 4) The more complicated the parking situation becomes, the less attractive a trip to downtown becomes. Businesses are already struggling. Don't make it worse by implementing draconian measures which just irritate everyone and discourage shopping there.

Thanks very much,

Catherine Mooney-Burton

On Mon, Mar 8, 2021 at 12:43 PM Alek Miller <[amiller@mckinneytexas.org](mailto:amiller@mckinneytexas.org)> wrote:

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221 N. Tennessee Street

McKinney, Texas 75069

Phone: 972.547.7380

Email: [amiller@mckinneytexas.org](mailto:amiller@mckinneytexas.org)

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