

November 25, 2019

City of McKinney
Kaitlin Gibbon
Planning Department
222 N. Tennessee Street
McKinney, TX 75070

Subject: Letter of Intent, entitlements for proposed Floor & Décor business at the northeast corner of W. University Dr (Hwy 380) and Skyline. Approximately 5.25 acre lot proposed (to be subdivided from existing 6.71 acre parcel) of Lot 1, Block A, Skyline University Addition, McKinney, TX.

Dear Ms. Gibbon:

Please accept this Letter of Intent for the proposed development of a Floor & Décor located approximately Hwy 380 and Skyline in the City of McKinney. Floor & Décor is a seller of high-quality hard surface flooring materials.

At present, the site is vacant raw land. The proposed development of the approximately 5.25 acre site consists of a new ~78,500 SF building and associated parking lot, drive aisles and landscape areas. Several public improvements will also be required along with the development of this site including turn lanes from W. University Drive, widening of Skyline Drive, as well as installation of sidewalks along the length of the property frontage. The site is zoned PD-1997-06-35 which allows for the proposed use.

Given existing site conditions and applicable zoning requirements, Floor & Décor requests variance relief from the following code requirements as part of the site plan approval process:

- 1) **Loading docks within 200' of residential property**
- 2) **Loading docks oriented towards street frontage**
- 3) **Loading docks to be screened with living screen(in addition to masonry wall):**
 - The subject property is constrained by several factors outside of the applicants control which precludes strict adherence to the zoning requirements and necessitates the proposed loading dock configuration. Primary factors include the shape of the parcel, the multi-family residential property abutting the property to the north, and the public streets to the west and south of the property.
 - The issue arises from the code requirement that loading docks are not allowed within 200' of residential properties. Given the shape of the property, the building can only be located towards the rear of the property and oriented lengthwise east-west. With the building placed towards the rear of the property, a majority of the building itself sits within the 200'

loading dock setback area, meaning any loading docks would need to be in the front of the building in order to be outside of the 200' setback. However, if the loading zones were to be placed at the front of the building, they would then be oriented towards W. University Drive (Hwy 380) thus violating the section of code saying loading docks may not face public streets. Given the location of the building in combination with the residential adjacency in the rear and multiple public street frontages, there is simply no location that the loading docks can be located that would satisfy both requirements.

- Knowing that the applicant could not comply with code requirements, the location and orientation of the loading zone was carefully selected to be the least impactful to the multi-family residential neighbors as possible. Loading docks were purposefully oriented facing away from the residential properties to limit their view of the bays and direct noise away from them. The docks were placed on the west side of the building due to limitations in grading further complicated by the requirement for cross access to the eastern commercial property. Furthermore, locating the loading docks on the west side of the building makes the truck route through the site as short as possible, rather than sending trucks along the length of the backside of the building (adjacent to the multi-family residential) in order to access a loading dock on the east side of the building. In addition to these considerations, the applicant has gone above and beyond to screen the area from residential and public view. Screening includes:
 - An 8' 4" masonry (to match the building) screening wall along the outside (western) edge of the loading dock area. This wall will span approximately 90' along the length of the loading dock area and screen trucks from view as then unload. (see note #6 on submitted site plan)
 - In addition to the masonry screening wall, a living plant screen is proposed along both the property lines directly west and north of the loading dock area. Along the western property line the landscape buffer will include 9 canopy trees and a row of 6' tall evergreen shrubs along the length of the frontage. Along the northern property line the landscape buffer will include a row of large shrubs (see submitted landscape plan for more detail) which will provide screening in addition to a 6' masonry wall which already exists along the shared property line with the multi-family residential property. The living screen combined with the existing 6' masonry wall will provide adequate screening for the northern multifamily property.
- As you can see, the applicant has gone above and beyond to limit impacts to the residential property to the north and visibility from the public ROW to the west in keeping with the spirit and intent of the code. In doing so, the applicant has insured that approval of these variances will have no adverse impact on current or future development nor public health, safety, and general welfare.

4) 10% reduction to the amount of parking spaces required

- Due to the characteristics of Floor & Decor's products, the sizes of the stores are very large in comparison to other retail stores, up to 100,000 square feet. The stores are sized to accommodate the large amount of flooring product inventory that is stored and displayed for sale throughout the store. Historically, in order to determine the trip generation and required parking for a proposed Floor & Decor store, municipalities have used parking and trip generation rates that are based on studies for more traditional commercial retail stores. These traditional retail rates tend to vastly overestimate the parking spaces needed even during weekend "peak hours" which will result in Floor & Décor constructing wasteful expanses of impervious surface with will be greatly under-utilized.
- Included with our submittal is a "Parking and Trip Generation Study", which was conducted by licensed transportation engineers Kimley Horn & Associates, which analyzes seven existing F&D stores and their parking needs. These seven sites represent the best performing stores in each of their respective markets and were selected for study to collect data at the stores anticipated to have the highest parking and trip generation rates, representing a "worst-case" scenario. The study found that the busiest times for Floor & Décor stores were Saturdays, and that the highest recorded "Saturday peak" parking rate was 1.07 spaces / 1000 square foot of building area and the average "Saturday peak" parking rate was 0.89 spaces per 1000 square feet. **Using the highest parking rate found in the Kimley Horn study (1.07 spaces/1,000 SF) and calculating it for the size of the proposed McKinney store, the amount of parking necessary would be approximately 84 spaces.**
- Per code requirements, 185 parking spaces are required for this development. Floor & Décor has gone through every effort to maximize the amount of parking available on this site but is unable to meet the 185 space requirement and, as such, is requesting a 10% reduction to the required parking total (18 spaces) for a total of 167 spaces, which is double that deemed necessary by the Kimley Horn study based on real-world data collected at existing Floor & Décor stores.

Sincerely,



John Thatcher