

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, AMENDING THE ALLEN LAND DEVELOPMENT CODE AND ZONING MAP, AS PREVIOUSLY AMENDED, BY AMENDING ORDINANCE NO. 3452-2-17 GRANTING SPECIFIC USE PERMIT NO. 152 TO EXPAND THE PORTION OF THE BUILDING LOCATED ON LOT 1, BLOCK A, ALLEN BUSINESS CENTER II (ALSO KNOWN AS 718 S. GREENVILLE AVENUE, SUITE 150) WHICH MAY BE USED FOR A GYMNASTICS AND SPORTS TRAINING FACILITY USE IN AN APPROXIMATELY 20,866± SQUARE FOOT PORTION OF THE BUILDING; PROVIDING A CONFLICTS RESOLUTION CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS (\$2,000) FOR EACH OFFENSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission and the governing body of the City of Allen, Texas, in compliance with the laws of the State of Texas and the ordinances of the City of Allen, Texas, have given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally and to all persons interested and situated in the affected area, and in the vicinity thereof, and in the exercise of its legislative discretion, have concluded that Allen Land Development Code Zoning Regulations and Zoning Map of the City of Allen, Texas, as previously amended, should be amended.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, THAT:

SECTION 1. The Allen Land Development Code Zoning Regulations and Zoning Map of the City of Allen, Collin County, Texas, shall be amended by amending Ordinance No. 3452-2-17, which originally authorized Specific Use Permit No. 152, as follows:

A. Section 1 is amended as follows:

- (1) The phrase “13,095 square foot portion” shall be changed to read “20,866 square foot portion.”
- (2) The address “718 S. Greenville Avenue” shall be changed to read “718 S. Greenville Avenue, Suite 150.”

B. Exhibit “A” of Ordinance No. 3452-2-17 is amended in its entirety to read as set forth in Exhibit “A-1” attached to this Ordinance and incorporated herein by reference (the “SUP Site Plan”).

C. Exhibit “B” of Ordinance No. 3452-2-17 is amended in its entirety to read as set forth in Exhibit “B-1” attached to this Ordinance and incorporated herein by reference (the “Amended Parking Study”).

SECTION 2. The Property, as defined in Ordinance No. 3452-2-17 and as amended by this Ordinance, shall be subject to the development and use regulations of Specific Use Permit No. 152 as originally granted by Ordinance No. 3452-2-17, it being the express intent of the City Council to merely expand the area of the Property encompassed within Specific Use Permit No. 152 without further amendment to Section 2 of Ordinance No. 3452-2-17.

SECTION 3. To the extent of any irreconcilable conflict with the provisions of this ordinance and other ordinances of the City of Allen governing the use and development of the Property and which are not expressly amended by this ordinance, the provisions of this ordinance shall be controlling.

SECTION 4. Should any word, sentence, paragraph, subdivision, clause, phrase or section of this ordinance, or of the Allen Land Development Code Zoning Regulations, as amended hereby, be adjudged or held to be void or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinance or the Allen Land Development Code Zoning Regulations, as amended hereby, which shall remain in full force and effect.

SECTION 5. An offense committed before the effective date of this ordinance is governed by prior law and the provisions of the Allen Land Development Code Zoning Regulations, as amended, in effect when the offense was committed, and the former law is continued in effect for this purpose.

SECTION 6. Any person, firm or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in Allen Land Development Code Zoning Regulations of the City of Allen, as previously amended, and upon conviction shall be punished by a fine not to exceed the sum of Two Thousand Dollars (\$2,000) for each offense.

SECTION 7. This ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Allen, and it is accordingly so ordained.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, ON THIS 11TH DAY OF JUNE 2019.

APPROVED:

Stephen Terrell, MAYOR

APPROVED AS TO FORM:

ATTEST:

Peter G. Smith, CITY ATTORNEY
(kbl:5/31/19:108432)

Shelley B. George, TRMC, CITY SECRETARY

**EXHIBIT “A-1”
SUP SITE PLAN**

**TECH CENTER ONE at
THE TECH CENTER on GREENVILLE**

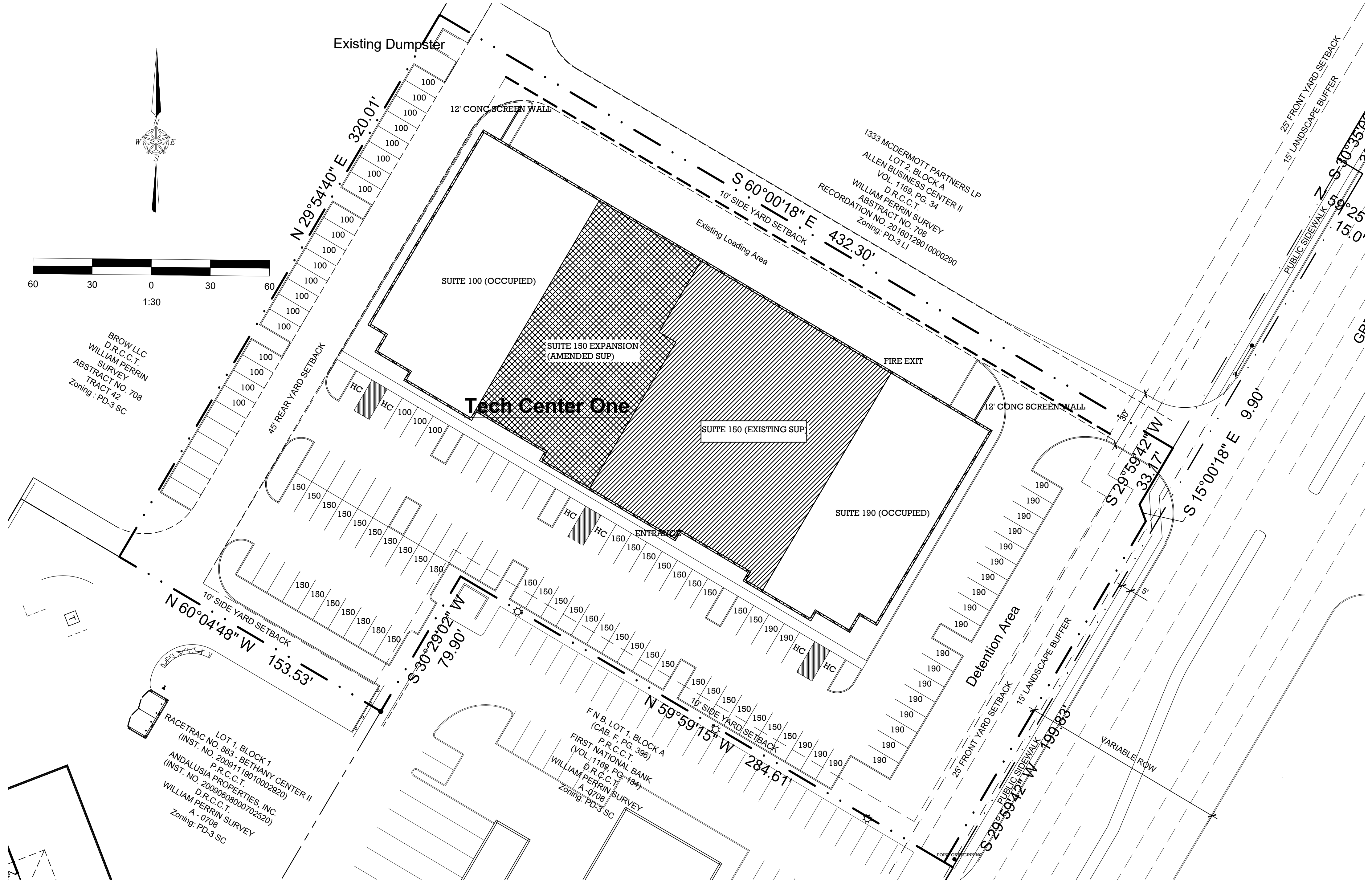
Zoning: PD 3 Light Industrial

Lot Size: 2.696 Ac (117,420 sf)
Building Area: 37,127 SF
Lot Coverage: 31.6%
FAR: 0.316:1
Building Height: 27' - one story
Parking Req'd: 72
Parking Prov'd: 119
Accessible Parking Provided: As per TAS requirements

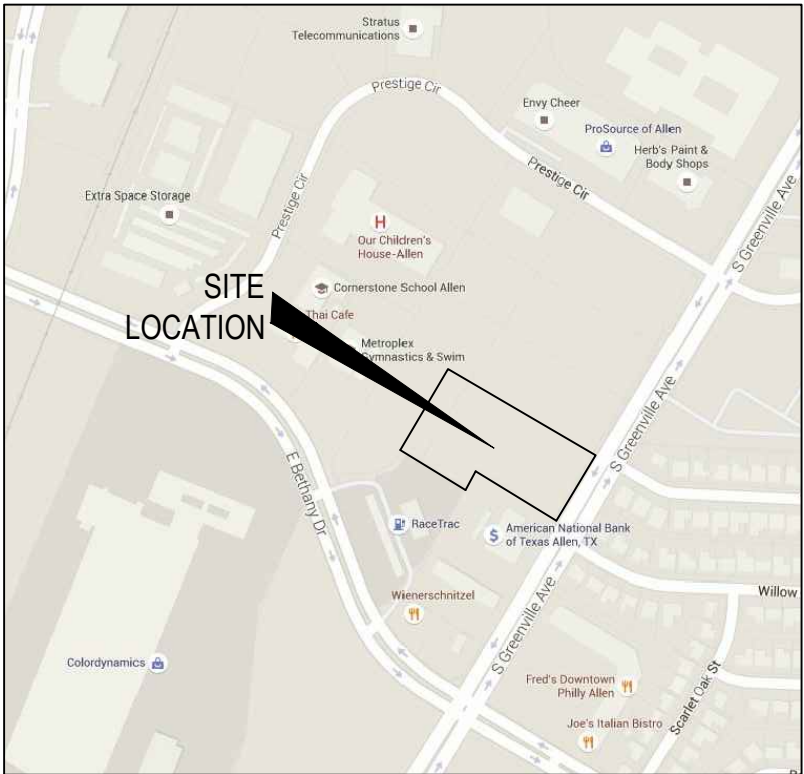
**SUP REQUEST FOR
ALLIANCE CHEER LLC EXPANSION**

Use: Gymnastics and Sports Training Facility
Tenant Space: 20,866 SF
Parking Ratio: Varies, see parking analysis
Parking Req'd per Code: 123
Parking Req'd per Actual Usage: 52
Parking Prov'd (pro-rata): 67

Guidelines for parking, circulation and pickup/drop-off will be provided by Tenant to their clients upon enrollment and enforced by Tenant as part of normal operations.



SUP SITE PLAN, revised 4/10/19



LEGAL: Lot 1, Block A of Lots 1 & 2, Allen Business Center II
City of Allen, Instrument No. 20160129010000290, Plat
Records, Collin County, Texas, 718 S. Greenville Avenue,
Allen, TX 75002

OWNERSHIP: GreenTech One LP
780 N. Watters Road, Suite 120
Allen, TX 75013
214-495-8581

ARCHITECT: Bruce R. Heller, Architect
780 N. Watters Road, Suite 120
Allen, TX 75013
214-495-8581

SITE SIZE: 2.696 Acres

EXHIBIT "B-1"
AMENDED PARKING STUDY

February 7, 2017

PK NO: 1829-15.144

PARKING DEMAND ANALYSIS

Project:

Alliance Cheer at Tech Center One

In Allen, Texas

Prepared for:

City of Allen

On behalf of:

GreenTech One LP



Steve E. Stoner

2/7/17

Prepared by:



7557 Rambler Road, Suite 1400

Dallas, Texas 75231-2388

(972) 235-3031 www.pkce.com

TX. REG: ENGINEERING FIRM F-14439

TX. REG. SURVEYING FIRM LS-10193805-00

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 7, 2017



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APPENDIX

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 7, 2017



INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **GreenTech One LP**, to conduct a Parking Demand Analysis (PDA) for the proposed *Alliance Cheer* (tenant) within the development known as *Tech Center One* (the “Project”) located at 718 S. Greenville Avenue in Allen, Texas. A proposed site plan (provided by the Owner) is provided at the end of this report.

GreenTech One LP is seeking a Specific Use Permit from the City to facilitate development of the Project. Submittal of a PDA, prepared by a skilled professional was requested by the City as part of the review process. This PDA was prepared in accordance with industry and local standards by registered professional engineers employed by Pacheco Koch. Pacheco Koch is a licensed engineering firm based in Dallas, Texas, that provides professional services in traffic engineering, transportation planning, parking analysis, and related fields.

Purpose

A PDA is an investigation of actual and/or published parking demand characteristics for a specific site with specific land use(s). The analysis is designed to take into consideration any site-specific factors that may affect parking demand. Therefore, the results presented in this analysis may not apply to other examples of the same land use.

Parking demand is theoretically represented by local zoning ordinances. However, in many cases, these ordinances are overly-simplified and/or do not sufficiently reflect actual parking needs. The purpose of this PDA is to project the site parking demand at full occupancy and determine if the available parking supply is sufficient. Approval of any reduction is a subject to the approval process of the City of Allen.

Project Description

The Project consists of a single building containing approximately 36,636 gross square feet of building area. The building has two existing tenants representing 43% occupancy. The proposed tenant, Alliance Cheer, is an athletics facility for cheerleading and tumbling with three separate studios. The use would occupy 13,095 square feet. The remainder of the building, including an existing 7,771-SF vacancy, would be occupied by Office Showroom/Warehouse uses. A summary of the building occupancy and the associated base code parking requirements is provided in **Table 1**.

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 7, 2017



Table 1. Development Program Summary

USE	AMOUNT
Suite 100	Office – 6,749 SF Warehouse – 1,806 SF Total – 8,555 SF
Suite TBD	Office – 5,828 SF Warehouse – 1,943 SF Total – 7,771 SF
Suite 150	13,095 SF
Suite 190	Office – 5,802 SF Warehouse – 1,413 SF Total – 7,215 SF
TOTAL	36,636 SF

NOTE: The development program provided above is based upon the most current and complete information available at the time of this study publication.

The site provides an off-street parking supply of 119 spaces.

Code Parking Requirement

The study site is currently zoned PD 3 - Light Industrial. The standard parking requirements are outlined in Article VII of the Land Development Code. A summary of the parking requirement per standard code rates is summarized in **Table 2**.

Table 2. Base Code Parking Requirement

LAND USE	AMOUNT	RATE	DIRECT REQUIREMENT
Office	18,379 SF	1 space per 300 GSF	61.3
Warehouse	5,162 SF	1 space per 2,000 GSF	2.6
Athletic Facility	13,095 SF	See summary*	86.0*
Total	36,636 SF	--	149.8

* A parking calculation—prepared by Owner, and approved by City—was based upon detailed use and occupancy data. A prior parking study for a similar athletic facility prepared by C&P Engineering, Ltd. and a letter explaining the operational characteristics of the proposed use were also provided by the Owner and are included in the Appendix. Pacheco Koch reviewed all information provided and concludes that the parking requirement of 86 parking spaces is reasonable and is consistent with the findings of the previous study.

NOTE: The cumulative parking requirement of 150 parking spaces for all uses exceeds the on-site parking supply of 119 spaces. However, the basis for the parking calculation is that the site will utilize shared parking as illustrated in the following section.

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 7, 2017



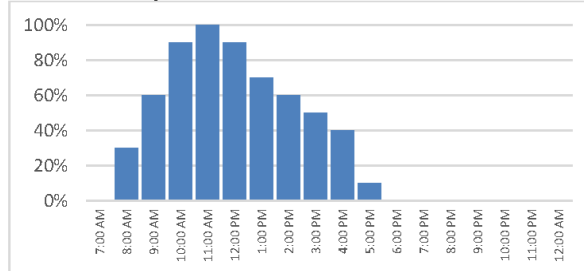
PARKING DEMAND ANALYSIS

The parking demand for the two primary uses – office showroom/warehouse and athletic facility – are complementary in nature due to hours of operation and general operational characteristics. In other words, the peak parking demand for both primary uses do not coincide, so parking spaces can be used by both uses at different times of day. The following analysis summarizes the respective parking demand characteristics.

Office Showroom/Warehouse

The typical office showroom/warehouse use, including the existing tenants at the subject site, has business hours from 8:00 AM to 5:00 PM on weekdays (closed on weekends). Based upon hourly occupancy data obtained from visitation statistics at similar businesses¹, the parking demand profile on a typical business day is graphically illustrated in Exhibit 1.

Exhibit 1. Hourly Profile – Office Showroom/Warehouse Use



As summarized in the graph, the peak parking demand for the office showroom/warehouse use occurs during the 11:00 AM hour.

Cheerleading/Tumbling Athletic Facility

The typical cheerleading/tumbling facility conducts group instruction from 4:30 PM-10:00 PM on weekdays. Office hours and private instruction may begin as early as 8:00 AM. Most facilities also have additional business hours on weekends; however, the weekend analysis is not included in this study since the office showroom/warehouse businesses are typically closed during this time, and available parking is abundant. Based upon hourly occupancy data obtained from visitation statistics of similar businesses¹, the parking demand profile on a typical business day is graphically illustrated in Exhibit 2.

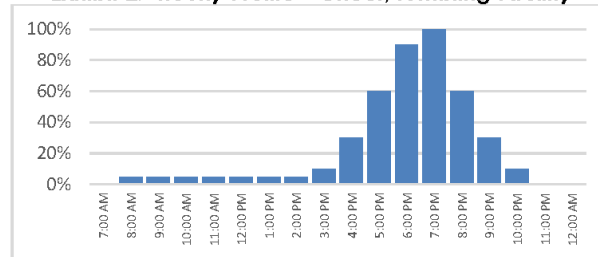
¹ Based upon hourly visitation data of individual businesses obtained by Google from aggregated and anonymized visitation data. Data available in Google Maps.

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 7, 2017



Exhibit 2. Hourly Profile – Cheer/Tumbling Facility



As summarized in the graph, the peak parking demand for the cheerleading/tumbling facility use occurs during the 7:00 PM hour.

Projected Site Parking Demand

Using the respective City code requirements as the peak parking demand, the hourly parking demand for both land uses at full occupancy (i.e., no vacancies) were tabulated. As summarized graphically in Exhibit 3, the peak parking demands for the two uses are offset. The overall peak parking demands are anticipated to occur during the 11:00 AM hour and the 7:00 PM hour on weekdays. The parking demand during the overlapping hours of operation (generally 3:00-5:00 PM) are during the off-peak times for both uses and, therefore, do not cumulatively result in a peak condition. For all hours of a typical day, the parking supply of 119 spaces provided on site is anticipated to provide sufficient parking for the proposed land uses.

Exhibit 3. Project Hourly Profile – Tech Center One

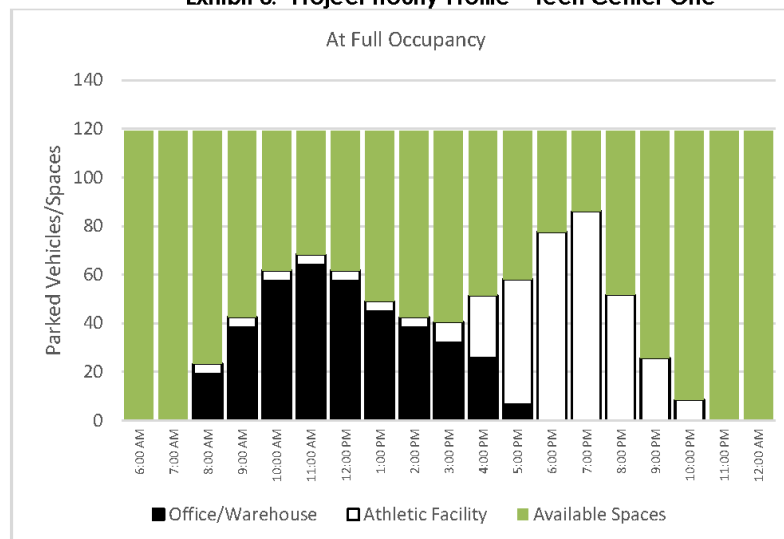


EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 7, 2017



SUMMARY OF FINDINGS

The following findings and recommendations are based upon buildout of the subject property in accordance with the development scenario outlined in the *Project Description* section of this report.

FINDING: The office showroom/warehouse uses on site generally operate during the hours of 8:00 AM to 5:00 PM on weekdays. The peak parking demand for the uses typically occur during the late morning-noon period on weekdays.

FINDING: The proposed cheerleading/tumbling athletic facility is expected to conduct group activity from 4:30 PM to 10:00 PM on weekdays. Office hours and private instruction may begin as early as 8:00 AM on weekdays. Additional hours of operation may also be provided on weekends; however, the office showroom/warehouse uses are expected to be closed on the weekends. The peak weekday parking demand for the athletic facility is expected to occur during the early evening hours, which does not coincide with the other uses on site.

FINDING: Due to the complementary nature of the parking demands for the uses on the subject site, the parking supply of 119 spaces is expected to provide sufficient parking to accommodate the site at full occupancy.

END OF MEMO

EXHIBIT "B-1" **AMENDED PARKING STUDY cont.**

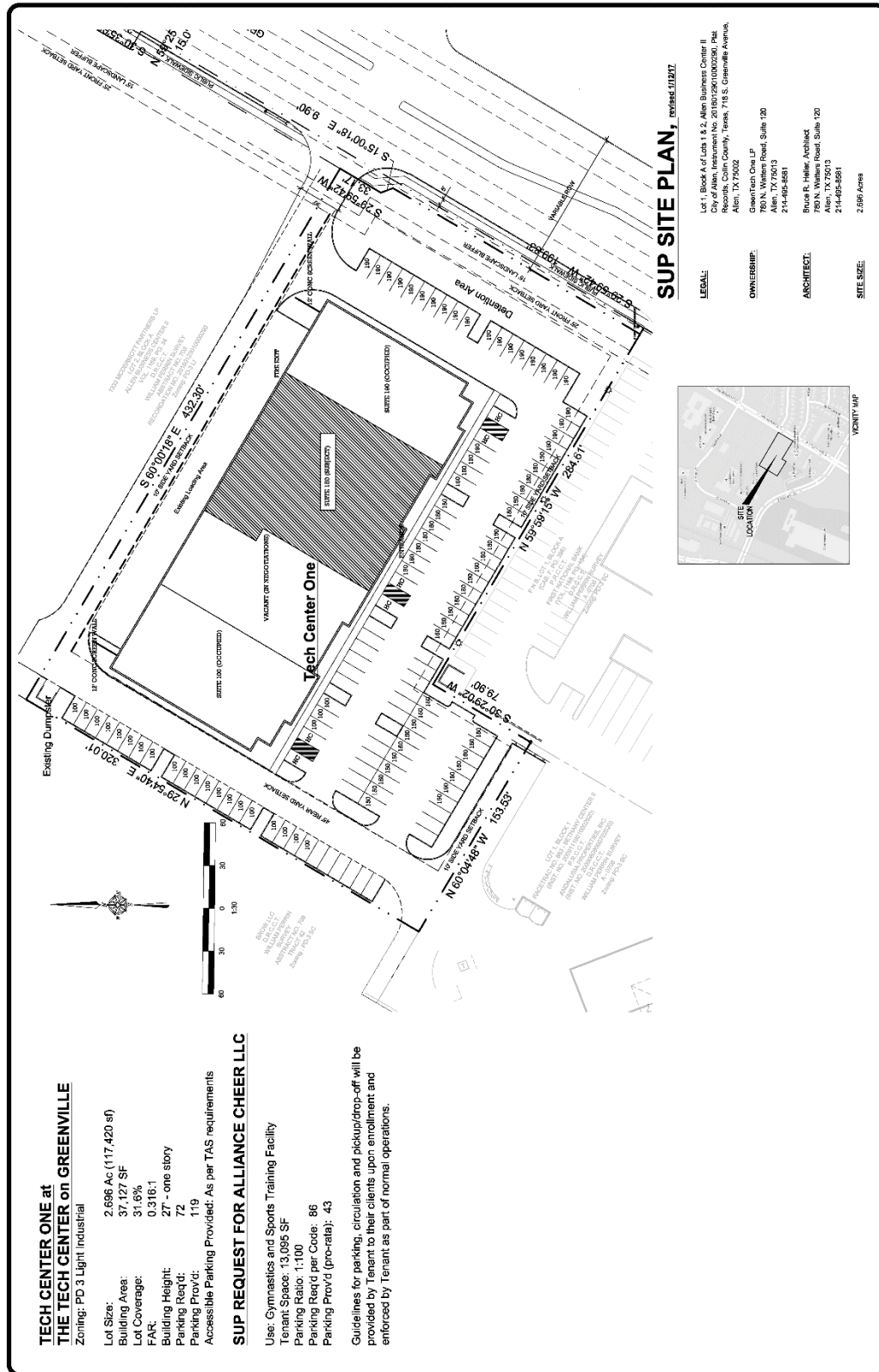


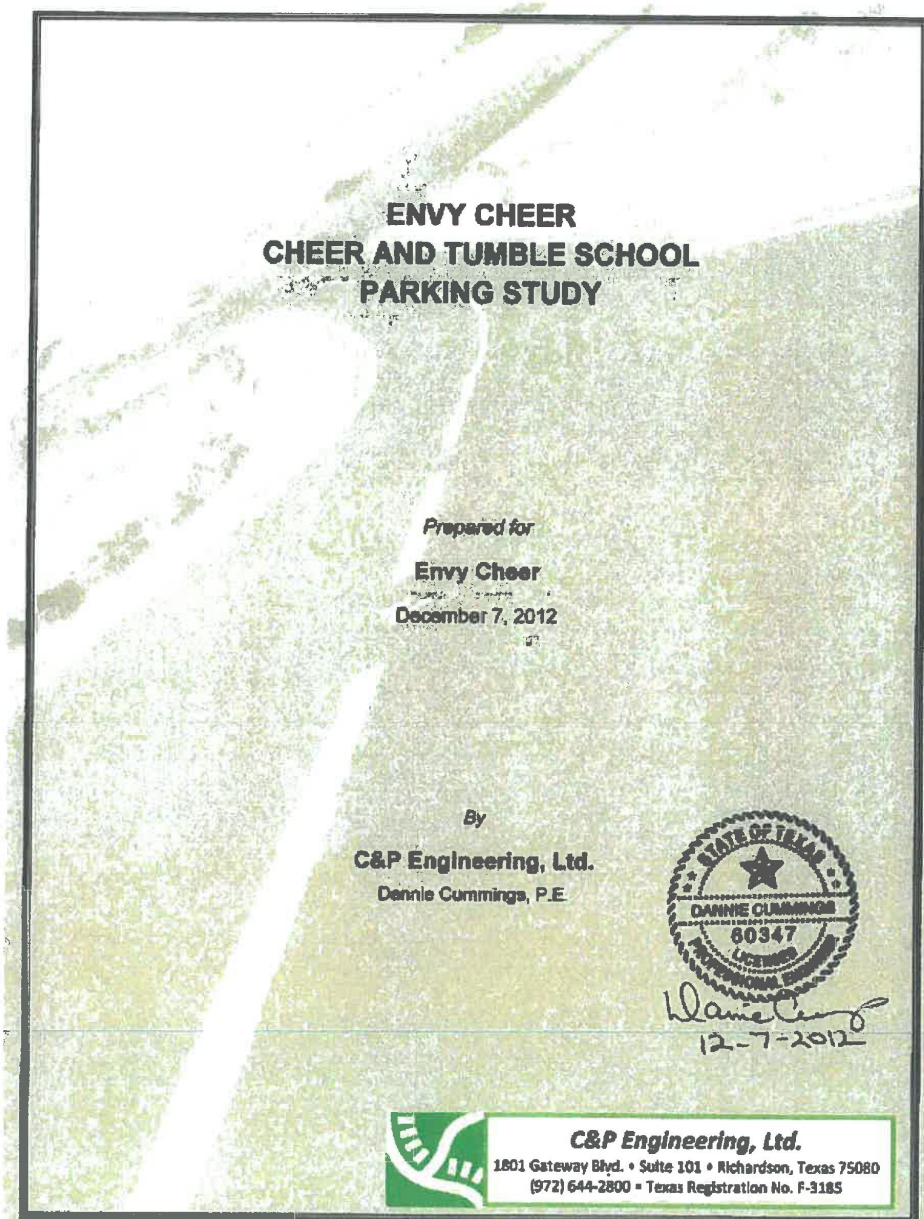
EXHIBIT “B-1”
AMENDED PARKING STUDY cont.



APPENDIX

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY



Ordinance No. 3143-2-13, Page 4

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

**ENVY CHEER
PARKING STUDY
CITY OF ALLEN**

BACKGROUND DATA

Envy Cheer is a cheer and tumble school located in the City of Plano at 961 Avenue N, Suite 200. They currently lease a total of approximately 5,000 s.f. in adjacent suites (#200 and #300) and use only 15 parking spaces for staff and students.

They offer classes primarily after school and conduct a few morning classes on Saturday and from 1:00 to 7:30 on Sundays. Their peak class schedule occurs between 4:00 and 10:00 Monday through Thursday. On Saturday and Sunday the viewing area is closed so students are dropped off and off-street parking does not occur. Envy Cheer's class schedule for 2012 - 2013 has been attached to this report.

Envy Cheer does not host competition meets or show cases. When they are involved in such special events, they occur at remote locations such as the Dallas Convention Center, the Garland Events Center, or the UNT Super Pit.

The other suites within the Plano building are occupied by the following businesses:

Let's Party with 2:00 p.m. - 8:00 p.m. hours of operation;
Track Studio Music Lessons with 3:00 p.m. to 9:00 p.m. hours of operation;
Recording Sessions with 8:00 a.m. to 12:00 a.m. hours of operation;
the Flooring Center with 8:00 a.m. to 8:00 p.m. hours of operation;
the Pool Stick Company with 8:00 a.m. to 6:00 p.m. hours of operation; and
the Semi-Conductor Company with 8:00 a.m. to 6:00 p.m. hours of operation.

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

PURPOSE OF STUDY

Envy Cheer is moving their facility from their present location in Plano to a new location in Allen with approximately 7,700 s.f. of space. The City of Allen's parking standards do not have a specific "cheer and tumble school" category. As a result the land use that the City subsequently applied to Envy Cheer resulted in their need to provide over 70 parking spaces for their facility. This is almost five times the number of spaces that Envy Cheer currently uses for their operation in Plano.

The City of Allen's Land Development Code in Section 7.04.1 "Vehicle Parking" provides for the following.

The Director and Director of Engineering may jointly grant a modification to off-street parking requirements when necessary for the efficient operation of the subject use. Such a modification in parking spaces shall be justified through the development of a parking study prepared by a professional engineer or transportation planner which demonstrates need, reviews industry standards, and proposes a modification that will not result in a parking deficiency.

C&P was engaged to conduct a parking study to determine and quantify the actual number of off-street parking spaces currently required by its facility in Plano.

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

STUDY METHODOLOGY

To determine the actual number of off-street parking spaces currently required by Envy Cheer's Plano facility, we developed the following five step process.

1. Engage a qualified traffic data collection company.
2. Identify the time period during which to collect parking data.
3. Determine the data to collect.
4. Analyze and evaluate the collected data to determine the peak number of parking spaces used by Envy Cheer and research industry standards for possible parking rates for this type of facility.
5. Prepare a report to summarize the overall parking study process and present the off-street parking findings.

CONDUCTING THE PARKING STUDY

The following paragraphs summarize and describe the five steps listed in the Study Methodology in the previous section of this report.

TRAFFIC DATA COLLECTION COMPANY

Metrocount, located in Plano, was engaged to collect the parking data. They have been collecting traffic data in the DFW area for over 30 years.

IDENTIFY TIME PERIOD

Based on the hours of operation during which classes were offered we chose the following time period for our data collection: 4:00 - 7:00 p.m. during a Monday through Thursday weekday.

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

DETERMINE THE DATA TO COLLECT

Data collectors were positioned both in the front of the building and in the back of the building to observe vehicles with passengers that entered and exited the Envy Cheer site.

Data was collected relating to "parked" vehicles. We collected data pertaining to the number of vehicles that parked in parking spaces at Envy Cheer's site and the number of vehicles that left parking spaces at Envy Cheer's sites. We defined these vehicles as those whose occupants all left their vehicles and entered the Envy Cheer site and those whose occupants all exited from the Envy Cheer site and entered their vehicles.

The "parked" vehicles data was recorded by the exact time that a vehicle either parked in a parking space or exited from a parking space between 4:00 and 7:00 on Tuesday August 21.

We also collected data relating to "drop off" students. We defined these vehicles as those vehicles that pulled up to the Envy Cheer facility and either dropped off or picked up a student. They did not park. This data was collected in five minute intervals between 4:00 and 7:00 p.m. on Tuesday August 21.

The field data sheets showing the actual data collected have been attached to this report.

ANALYZE AND EVALUATE THE PARKING DATA

Table 1 summarizes the parking data that was collected by Metrocount.

TABLE 1
PARKING DATA

TIME PERIOD	PARKED VEHICLES		DROP OFF VEHICLES	
	ARRIVE	DEPART	DROP OFF	PICK UP
4:00 - 4:30	4	5	1	0
4:30 - 5:00	10	0	4	0
5:00 - 5:30	2	1	1	1
5:30 - 6:00	2	7	1	0
6:00 - 6:30	1	2	1	0
6:30 - 7:00	6	13	5	0
TOTAL	25	28	13	1

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

During any one 30 minute period of the parking data the maximum number of customer parking spaces needed was 10 which occurred during the 4:30 - 5:00 time period. During all other 30 minute time periods, more vehicles unparked than parked.

During that same time period of 4:30 - 5:00, four vehicles were recorded dropping off students. Potentially these four vehicles could have chosen to park. If we combine the parked and drop off vehicles during this 30 minute peak period, we get a potential maximum customer parking need at the existing Plano site of 14 spaces. The Owner indicated a need for two staff parking spaces which results in a maximum parking need at the existing Plano site of 16 spaces. This correlates well with the Owner's original statement of using 15 spaces for his current operations.

The new site in Allen will increase the available space by approximately 50%. By applying this factor to the Plano maximum parking need quantified in the preceding paragraph we obtain a maximum parking need for the new Allen site of 24 spaces.

We researched available parking data as collected and documented by the Institute of Transportation Engineers, the Eno Foundation, and the Urban Land Institute. Data for businesses such as a cheer and tumble school or other gymnastics type facilities were not available. The closest possibly similar land uses were health and athletic clubs.

PREPARE REPORT

C&P has prepared this report to document the process that we used to determine the actual number of off-street parking spaces that the Envy Cheer facility in Plano actually needs for its customers.

Our study has determined that during a typical peak period the potential number of off-street spaces actually needed in Plano was 16. With an approximate 50% increase in the square footage at the new site in Allen we recommend that 24 parking spaces be used as the number of off-street spaces that the new Envy Cheer facility in Allen be required to provide.

CLOSING

We have appreciated the opportunity to assist the owners of the Envy Cheer facility in the preparation of this parking study for your new site in Allen. Please do not hesitate to contact our office should you have any questions or comments concerning this report.

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

ENVY CHEER 2012-2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Saturday
12:45-2:45 Jr 2	4:00-5:00 ASA Cheer	4:00-5:00 ASA Leopards	4:15-5:00 Standing BHS Class	4:30-5:30 Tumble 1-2 Tumble 3-4	9:30-12:30 SR 4
2:30-4:45 Jr 3	4:45-5:45 Tumble 1-2 Tumble 2-3	4:45-5:45 Tumble 1-2	4:30-5:30 Tumble 2-3	5:30-6:30 Tumble 2-3	9:30-10:30 Tumble 1-2
4:45-7:45 Sr 5	5:00-7:00 Rec	5:00-7:00 Rec	5:00-6:00 ASA Cowboys	5:30-7:30 JR2	
	5:45-6:45 Flight Class	5:45-6:45 Tumble 2-3	5:30-7:30 JR 3	6:30-7:30 Tumble 3-4	
	6:45-9:00 SR 4	6:45-7:45 Tumble 3-4 Flight Class	7:30-9:30 SR 5	7:30-8:30 Flight Class Tumble 4-5	
		7:45-8:45 Tumble 4-5			
		8:00-8:45 Standing Tucks Class			

**Last week of the month is BRING A FRIEND TO TUMBLE

**2nd FRIDAY of every month is FLIPPIN FRIDAY NIGHT 6:30-8:30 \$10.00

1-2 Tumbling: A lot of focus is put on the basic of tumbling: ie Round-offs, hand stands, and introduction into back handspring.
 2-3 Tumbling: Round off back handspring series, front walk over through, back handspring step-outs, and standing back handspring series.
 3-4 Tumbling: Round off back handspring tuck, specialty passes through a tuck, standing back handspring tuck, and standing tucks are the focal point of this class. As well as introducing the students into proper layout techniques.
 4-5 Tumbling: Layouts, standing to layout, fulls, standing fulls, and standing to fulls are the main skills worked on in this class.
 **Students with a standing tuck are recommended for this class only. **

Registration Fee: \$45.00
 Flight Class: \$20.00
 Tumbling Classes: \$65.00
 Standing BHS Classes: \$45.00
 Standing Tuck Classes: \$45.00

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

East Side (Main Entrance)					961 Ave N - Plano, TX Suite 200 8-21-12	
	DATA-OFF (CARS)	PICK-UP (CARS)	L R	CARS MARKED (TIME)	CARS LEAVES (TIME)	
4:00 - 4:10	1	1		4:16	4:18	
4:10 - 4:20				4:20	4:21	
4:20 - 4:30				4:20	4:23	
4:30 - 4:40	1	1		4:23	4:24	
4:40 - 4:50	1	1		4:27	4:25	
4:50 - 5:00	11	2		4:28	5:02	
5:00 - 5:10		1	1	4:43	5:42	
5:10 - 5:20	1	1		4:45	5:43	
5:20 - 5:30				4:45	5:44	
5:30 - 5:40	1	1		4:54	5:49	
5:40 - 5:50				4:55	5:50	
5:50 - 6:00				4:57	5:51	
6:00 - 6:10				4:58	5:51	
6:10 - 6:20				5:00	6:07	
6:20 - 6:30	1	1		5:05	6:09	
6:30 - 6:40	1	1		5:13	6:44	
6:40 - 6:50	11/11	4		5:45	6:47	
6:50 - 7:00				5:48	6:54	
				6:06	6:56	
				6:31	6:57	
				6:37	6:58	
				6:41	6:58	
				6:45	6:58	
				6:47	6:58	
				6:57	6:59	
					6:59	
					6:59	
					7:00	
RETRO COUNT						
9128 Cooper Drive, Plano, TX						
Near Highway 75						

EXHIBIT "B-1"
AMENDED PARKING STUDY cont.

EXHIBIT "B"
PARKING STUDY (Continued)

West Side (Rear Entrance)				961 Allen - Plano, TX	
				Sub 300	8-21-12
	Drop-off (CARS)	Pick-up (CARS)		Car Parked (TIME)	Car Leaves (TIME)
4:00 - 4:10	0	0		0	0
4:10 - 4:20					
4:20 - 4:30					
4:30 - 4:40					
4:40 - 4:50					
4:50 - 5:00					
5:00 - 5:10					
5:10 - 5:20					
5:20 - 5:30					
5:30 - 5:40					
5:40 - 5:50					
5:50 - 6:00					
6:00 - 6:10					
6:10 - 6:20					
6:20 - 6:30					
6:30 - 6:40					
6:40 - 6:50					
6:50 - 7:00	10	0			
MISCELLANEOUS					
9138 Campbell Drive, Plano, TX					
Hwy 75 / Highway 75					
				0	0

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.



JaRyCo Development, LLC
780 N. Watters Rd., Suite 120
Allen, TX 75013
Tel: (214) 495-8581
www.jaryco.com

VIA E-MAIL/HAND DELIVERY

February 1, 2017

Bo Bass
Madhuri Mohan
City of Allen
305 Century Parkway
Allen, TX 75013

RE: Alliance Cheer SUP

Dear Bo and Madhuri:

I know we are meeting in the morning but thought it might be helpful to provide the information below for review prior to our meeting.

We are always as concerned, possibly more so, than the city, with any potential parking issues created by a tenant. These types of problems only create challenges with our other tenants and ultimately lower the value of our asset. Sixteen years ago on our first Allen project, The Atrium at 1333 McDermott, we had a tenant that grew very quickly and created a parking problem. We resolved the problem but the time and effort required to do so made Cindy and I realize that we never wanted to re-live that experience. We modified our leases whereby any creation of such problems is a default under the lease that is required to be corrected. The default does not terminate the lease, it simply required the tenant change their processes to avoid causing the problem while they continue to pay rent. Our lease with Alliance Cheer contains these default provisions. In addition, we maintain a parking spreadsheet on all JaRyCo properties that tracks code required, lease required and anticipated actual parking use by each tenant so that we make sure we do not create a problem during the leasing of a project.

Special type uses always need to be analyzed carefully. We shared the same concern as the city staff when we were first approached by Alliance Cheer. Given the limited use types in the typical ordinance for parking counts, a detailed review of the actual tenant operations is the best way to determine tenant demand and usage requirements. We did that with Alliance Cheer and became very comfortable with the anticipated parking needs. Per the parking breakdown previously provided to staff and attached, using the ordinance requirements, a need of 86 spaces would be required. In reviewing the actual business model for Alliance Cheer, the anticipated parking demand will be much less.

Our primary concern was the peak activity times (worst case scenario) for the facility. There are no competitions at this facility, only training and practice activities. Nearly all of Alliance Cheer's clients will be school age children and most do not drive, therefore they are brought to the facility by their parents. Historically, less than half of the parents stay to watch practice (especially the cheer practices which last 2-1/2 hours) and simply drop off the children, go run errands or go back home and return an hour later to pick up their child. The maximum size cheer team is 20 individuals. With three training floors, that would result in a total of 60 clients at any one time. With half of the parents staying, that would create a need for 30 parking spaces, well less than the 43 allotted to this facility even during daytime hours.

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

February 1, 2017

Page 2 of 2

The anticipated weeknight scheduling for the facility is as follows:

Tumbling Floor:	Class Times of 4:30 pm – 5:20 pm, 5:30 pm – 6:20 pm, 6:30 pm – 7:20 pm, 7:30 pm – 8:20 pm and 8:30 pm – 9:20 pm.
Cheer Floor A:	Cheer Team Practice at 6:00 pm – 8:30 pm
Cheer Floor B:	Cheer Team Practice at 7:00 pm – 9:30 pm

The Saturday and Sunday schedules are only cheer team practices that will only be using two of the floors at any one time. As you can see, the session times are staggered to avoid a huge “shift change” parking requirement. In addition, typically only one floor will be in use while our other typical 8:00 am – 5:00 pm tenants are at the property. With a total of 119 parking spaces at this property, we will have more than enough parking for the peak periods of use.


The second concern was the off-peak usage during the day when our other tenants are present. Based on a pro-rata distribution of parking based on tenant square footage, 36% of the parking, or 43 spaces would be allocated to Alliance Cheer during the day. There would be no public scheduled activities at the facility on a regular basis during the non-peak times. The activities during these times would be staff activities, individual and small group extra training with a coach or perhaps a cheer team (but only the ones that are old enough to drive during the day) that would practice. The maximum use if a cheer team did practice would be 20 clients and even if each of them drove separately, that team and a few staff people would only use slightly over half of the allocated parking. Again, none of these activities are open to the public.

Thank you for sending the parking study prepared in 2012 by C&P Engineering for Envy Cheer. I reviewed and found that the basis of that study matches nearly identically the proposed operations of Alliance Cheer. That study recommended a total parking need for the 7,700 sf facility (two training floors) to be 24 spaces. In comparing those recommendations with the size of Alliance Cheer, 41 parking spaces are needed if calculated on a square footage basis or 36 parking spaces are needed if calculated on the number of training floors. These parking space requirements can be met even in our daytime conditions (we are providing 43 spaces) and are less than one third of our 119 total parking spaces at the property.

As we have discussed, there have been no parking issues at Envy Cheer that the City is aware of. This likely validates the parking study prepared. When comparing the properties, the 21 Prestige Circle location has a total parking count on site of 62 spaces or a 1.2 per thousand parking ratio to the total building size. Tech Center One provides a 3.2 per thousand parking ratio. The parking provided for Envy Cheer ranges from 2.78 – 3.2 per thousand depending if you use the space square footage on their website or in their SUP. We are providing parking for Alliance Cheer at a ratio of 3.3 per thousand.

If we ever have a parking problem due to Alliance Cheer, I will be first to get the Landlord call from an angry tenant. I don't want that call and I certainly will never let the situation escalate to where the city needs to get involved. I look forward to finding a way to present this project to the City Council and obtaining approval of our SUP so that we can proceed with bringing this tenant and their services to the citizens of Allen.

Sincerely,



Bruce R. Heller
President

EXHIBIT “B-1”
AMENDED PARKING STUDY cont.

Tech Center One

Alliance Cheer LLC

<u>Use</u>	<u>Size (sf)</u>	<u>Code Parking Ratio</u>	<u>Code Parking Required</u>
Training	7644	100	77
Office/Restrooms/Storage	1014	300	4
Reception/Pro-Shop	843	200	5
Parent Waiting	496		Parking already covered with participant in training area above
Circulation	3098		Open space between training floors and other areas, no occupants to drive parking count
Total Parking Required based on space breakdown			86

Notes:

1. Full usage of each training floor consists of a team of 20 participants. Based on three training floors, a total of 60 parking spaces would be required instead of the 77 noted above.
2. Historical operating data indicates that less than half of the parents remaining to watch practice which would indicate a total of 30 parking spaces needed per session for participant parking.

EXHIBIT "B-1" **AMENDED PARKING STUDY cont.**

Tech Center One

Alliance Cheer LLC Expansion

<u>Use</u>	<u>Size (sf)</u>	<u>Code Parking Ratio</u>	<u>Code Parking Required</u>	<u>Anticipated Parking Required</u>
Training	11350	100	114	44
Office/Restrooms	1474	300	5	5
Storage	190	2000	1	0
Reception/Pro-Shop	585	200	3	3
Parent Waiting	1932		Parking already covered with participant in training area above	Parking already covered with participant in training area above
Circulation	5335		Open space between training floors and other areas, no occupants to drive parking count	Open space between training floors and other areas, no occupants to drive parking count
Total	20866			
Total Parking Required based on space breakdown			123	52

Notes:

1. With the five training floors, three will be dedicated to teams (16 people per team) and two will be designated for training (20 people per floor).
2. Historical operating data indicates that less than half of the parents remaining to watch practice which would indicate a total of 44 parking spaces needed per session for participant parking.
3. Tenant operational hours are limited per the lease to evening and weekend hours which does not interfere with the normal business hours of other tenants.