



PREPARED FOR THE URBAN DESIGN COMMISSION

**Project Address:** 603 S Whitney Way  
**Application Type:** Major Amendment to a Planned Development for a New Mixed-Use Building  
**UDC is an Advisory Body**  
**Legistar File ID #:** [82926](#)  
**Prepared By:** Jessica Vaughn, AICP, UDC Secretary

## Background Information

**Applicant | Contact:** Jacob Klein, JT Klein | Kevin Burow, Knothe & Bruce Architects

**Project Description:** The applicant is proposing the construction of a four-story mixed-use building in an existing Planned Development. Both surface and underground parking are proposed.

**Approval Standards:** The UDC is an **advisory body** on the Planned Development request. For Planned Developments the UDC is required to provide a recommendation to the Plan Commission with specific findings on the design objectives listed in Zoning Code sections 28.098(1), Statement of Purpose, and (2), Standards for Approval (PD Standards Attached), including, more specifically PD Standard (e), which generally speaks to coordinating “...architectural styles and building forms to achieve greater compatibility with surrounding land uses and create an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose of the PD District.”

**Approved Planned Development:** As noted in the Westgate Redevelopment Planned Development Zoning Text (Legistar File IDs [60919](#) (Planning), and [60411](#) (UDC)), the zoning district was “...established to allow the construction of residential multi-family housing, office, medical/clinic, private north-south street, and a community green space.” Building heights of up to eight stories are permitted and building setbacks are per the approved plan. Originally, the general development plan for the subject site was to be comprised of a 3-8-story, office/medical/clinic with structured parking. The proposed plan would represent a change to this underlying GDP.

**Adopted Plan Recommendations:** The City’s Comprehensive Plan recommends Regional Mixed-Use (RMU) development for the project site. As noted in the Plan, “*The RMU land use category includes existing and planned high-intensity centers supporting a variety of multi-family housing options and commercial activity serving the needs of the region*” that are mapped along major transportation corridors at prominent intersections or interchanges. These areas will typically include larger scale, transit-oriented developments with multi-story buildings of up to 12 stories. As noted in the City’s Comprehensive Plan, these areas should provide an urban environment that exhibits an enhanced pedestrian environment with pedestrian amenities, including decorative paving, benches, landscape, etc., with buildings being positively oriented towards the street, and parking being located behind or underground buildings. On-street parking is desirable.

## Summary of Design Considerations

Staff requests that the UDC review the proposed development and provide feedback and findings regarding the aforementioned standards related to the items noted below.

- **Site Planning Considerations – Parking.** The site plan shows a parking area located between the previously approved development on Lot 2 and the proposed mixed-use building (Lot 3), both of which will be lined by residential units. While the building orientation to the street has improved with the addition of active

unit entries being orientated towards and connected to the street, staff continues to note that consideration should be given to enhancing this area beyond a conventional parking lot to better complement the adjoining residential uses and overall GDP, which is reflective of urban environment. As such, consideration should be given to the design of the parking area taking on more of a “complete street” design character, including utilizing an alternate parking configuration (i.e., parallel parking or angled parking) to limit head light glare into residential units and reduce vehicle overhangs into the pedestrian environment, detached sidewalks with terraces or wider sidewalks to accommodate both pedestrian circulation and vehicle overhang, aligning underground parking access points to limit pedestrian/vehicle conflicts, and/or providing enhanced pedestrian amenities (striped mid-block crossings or alternative paving, benches, wider sidewalks, etc.).

As noted by the UDC in their Informational Presentation comments, in summary and generally, the parking area should be designed to reflect more of a street character, the proposed tree islands should be increased in size to accommodate street trees, as well as better building connectivity to the street and with the pedestrian environment should be provided (i.e., crosswalks, limiting pedestrian conflicts, etc.).

Staff requests the UDC provide feedback and findings related to the proposed surface parking area, especially as it relates to providing adequate screening from the street, as well as it relates to incorporating other design elements or alternative parking configurations that would reflect a more urban environment.

- **Building Design and Materials.** As noted in the application materials, the material palette is primarily comprised of masonry and composite siding. Staff notes that while the overall material palette is relatively simple and consistent with surrounding context, consideration should be given to the materials and detailing. Staff requests the UDC provide feedback and findings on the overall building design and materials.
- **Landscape.** As noted on the plans, there are large utility banks located on the east elevation. In addition, as noted on the landscape plan, while bark mulch is proposed in individual tree and shrub groups in lawn areas, it is unclear what mulch (stone or bark) will be used in the planted beds. Staff requests the UDC’s feedback and findings related to providing adequate year-round screening for utilities, as well as the specified mulch type.

## Summary of Informational Presentation Comments

As a reference, the Commission’s discussion and comments from the April 17, 2024, Informational Presentation are provided below.

The Commission discussed the following:

- Commissioner Bernau inquired about rotating the building 90 degrees for solar gain, especially in the courtyard to improve the relationship with adjacent developments.
- Generally, the Commission felt that the public nature and design of the existing “streets” lends to an urban streetscape. At the very least the islands should be increased in size to get street trees, but that the parking area should be designed to reflect more of a street character.
- The street corner should be more of a main entrance, an urban streetscape entry with more hardscape that reflects a more urban environment, versus a suburban environment, as proposed.
- Show crosswalks on future plans.
- The existing buildings are not well connected to the streets when they could be. The landscape seems very minimal and there is lots of stone mulch. The building designs themselves do not have a strong

residential character. They tend to reflect more of an Epic/office feel. Pedestrian connectivity can be improved, especially on the drive aisle, with parallel parking, which would be urban, but also provide more green space. There could be better connectivity of the patio spaces to the street. A landscape wall is needed to buffer the patios from S Whitney Way to define public and private zones.

- There should be something special on the east side as well, something for non-residents to benefit from/look at. And better landscape throughout.
- I would like to see a building that is more residential in character, similar to something that you did on the far west side (Elderberry/Bear Claw), with a much more residential appeal. The wood tone bays in the middle would go a long way to appear as residential forms versus a long building.
- The commission encouraged relooking at the color palette, maybe a navy blue versus dark gray.
- The stone base popups, there is an usual saw tooth aesthetic, maybe it wants to be all at one level. And in the dark gray area, there is not as much differentiation at the top of the building. Looking at that as differentiation in material or color.
- With use of traditional residential forms the building would not seem so large and long as it appears now.