



Agenda Item #: 7

Project Title: 6853 McKee Road - Planned Development (PD), Three-Story Mixed-Use Residential Building and a One to Two-Story Commercial Building. 7th Ald. Dist.

Legistar File ID #: 73955

Members Present: Cliff Goodhart, Chair; Lois Braun-Oddo, Shane Bernau, Jessica Klehr, Christian Harper, Rafeeq Asad* and Amanda Arnold

Prepared By: Jessica Vaughn, AICP, UDC Secretary

*Asad was recused on this item

Summary

At its meeting of October 12, 2022, the Urban Design Commission received an **INFORMATIONAL PRESENTATION** for a Planned Development located at 6853 McKee Road. Registered and speaking in support were Robert Zdanowski, representing JLA Architects; Joseph Lee, representing Livesey Company; Angie Black and Alex Weis, both representing Mad Grove, LLC; and Kyle Jones, representing Livesey Company/Mad Grove, LLC. Registered in support and available to answer questions was Bruce Hollar, representing D’Onofrio Kottke & Associates.

The proposal located at the southwest corner of McKee Road and Maple Grove Drive is in the early stages of concept design on currently vacant land that was part of a now-defunct GDP. The site has steep topography with drops off considerably as you go southwest. Site access will come off of Mader Drive or Golden Copper Lane, and ultimately this will be divided into two parcels, with the east parcel designated for mixed-use multi-family residential in Buildings A1 and A2. Three levels of apartments will rise above a lower level parking area, with common amenity space to serve the interior program elements between the two buildings. The commercial element is located on southeast end of the building. Two surface parking lots are proposed to avoid a large field of parking, and to differentiate between the commercial retail parking and the residential parking. Primary entries for the multi-family are located in the courtyard parking lot and along Maple Grove Drive, and they are exploring some direct entry units. Access to the underground parking is at the southwest corner of the A2 wing where the topography drops off quite a bit. They are incorporating a new bus stop on Maple Grove Drive. The west side of the site will be a one- to two-story, single-use commercial retail building.

The Commission discussed the following:

- Does the commercial building have a drive-thru component?
 - It certainly could, it’s left flexible at this point.
- You would want the GDP to permit a drive-thru?
 - That is yet to be determined.
- Since you are restricted on access to the site, you have no capability to bring vehicular access to the commercial building off of Golden Copper Lane?
 - I think we could, it’s physically possible. The grade change there isn’t as great as it is on Maple Grove Drive, it depends on what the ultimate use ends up being. Parcel B is much more undefined at this point than Parcel A.
- The staff report talked about maintaining an edge, the apartment buildings to the west are also oriented to McKee Road. Personally your plan could do it if the space between A1 and A2 had some kind of an edge, a garden wall, something that tied the two buildings together and helped enclose that outdoor space to make it

appear as one building from McKee. The residents would want to be screened somehow from the noise of McKee anyway, and you could still have pedestrian access. The corner and edge could be held if the two buildings were at least on the first floor designed to appear as one nice edge to holds that corner of the building all the way down to the commercial by Mader Drive, one nice urban edge there.

- We agree, perhaps landscape walls, an open air pergola structure, something that doesn't take away from the outdoor space but still creates that edge and connects the two buildings.
- The stand-alone commercial building could be taller, it is being dwarfed by the other buildings around it. Give it some presence, make it an L-shaped building and give it more street presence.
- I second that and reiterate that it would be nice to see an alternative site plan where some of these buildings are oriented more east-west and facing McKee Road, L-shaped or however. It does seem a little odd, understanding the constraints, to have this linear building-parking-lot configuration. I would think you'd want some of that solar exposure of an east-west orientation on A2 and the commercial building as well.
- Could the commercial parking be minimized for more landscaping?
 - That would really depend on what that use ends up being. We will look to the code to meet what that demand has to be per Zoning and per the market.
- This being a PD you're writing your own zoning.
- The report says no minimum is parking required.
 - But it's not looked at in a vacuum. Underlying zoning or similar zoning requirements for similar uses are used as reference when PDs are evaluated. Sometimes market demands trump everything.
- Is all your drainage going to the southwest corner?
 - Yes, there's more of a regional stormwater management plan for this as well, going off-site to the parcel across Golden Copper Lane.
- Is the plan for the underground parking just one entrance and one exit?
 - Correct.
- You could drive all the way through to find no spot and turn around and come back out just one entrance?
 - Theoretically yes.
- That seems like a long distance to find that maybe there isn't a spot, just curious about that and if you might consider a second entrance.
- You could assign parking.
- The commercial building feels like it wants to be in the northwest corner of the lot and turned ninety-degrees so it's facing McKee, similar to the building right across Golden Copper Lane. Is it oriented and pushed away for a reason?
 - Not necessarily, that could be done.
- If it were aligned with the setback on McKee, that would simplify your parking too. I also agree that you may have exceeded the amount of parking you need so more greenspace would be nice.
- Stormwater management will be important to understand since it is such a steep site with so much parking. Also how you treat the base of A1 and A2 because it seems there will be a lot of exposed foundation wall because of the drop.
- You have nice wide landscape strips, unify those with some kind of landscaping scheme or concept that runs around or through the site. It's a great opportunity to use those extra landscape islands to your advantage as a real amenity for a really nice, soft space where big trees can be planted and differentiate it from a lot of single story commercial developments with a parking lot.

Action

Since this was an **INFORMATIONAL PRESENTATION** no formal action was taken by the Commission.