

**Plan Commission Meeting – December 11, 2019
Agenda Item 4**

**McKinley Road Redevelopment – Phase 3
East of McKinley Road, South of Westminster
Site Plan and Plat of Consolidation**

Staff Report and Recommendation

Vicinity Map

Master Plan as Approved by the City Council

Redevelopment Recommendations as Approved by the City Council

Materials Submitted by Petitioner

Revised Site Plans

- Overall Development with Phase 3 as Currently Proposed
- With Distances from *Street*
- With Distances from North *Property Lines*
- With Distances from Homes to the East
- With Air Conditioner Locations

Building Elevations

- With Building Heights

Renderings from Various Perspectives

- Black and White/Color Renderings

Landscape Plan

Floor Plans

Previous Plans and Elevations

- November Meeting
- September Meeting

*The complete Plan Commission packet is available for review in the Community Development Department
and on the City's website, www.cityoflakeforest.com*



**STAFF REPORT AND RECOMMENDATION
McKinley Road Redevelopment – Phase 3**

TO:	Chairman Kehr and Members of the Plan Commission
DATE:	December 11, 2019
FROM:	Catherine Czerniak, Director of Community Development
SUBJECT:	McKinley Road Redevelopment – Phase 3

OWNER

City of Lake Forest

PROPERTY LOCATION

715 McKinley Road
East of McKinley Road,
South of Westminster

ZONING

GR-3 General Residence
District

**CONTRACT PURCHASER/
APPLICANT**

361 Westminster LLC
Todd Altounian 50%
Peter Witmer 50%
1000 Western Avenue
Lake Forest, IL 60045

REPRESENTATIVE

Peter Witmer, architect/owner

New Information Since Last Staff Report

Modifications to the Plan Since the November Meeting

As a follow up to comments, questions and suggestions from the Plan Commission and members of the public at the November 14th meeting, the developer submitted revised plans. The plans reflect the following changes.

1. The overall height of the building was lowered by 1'8" by dropping the **southwest** corner of the building into the ground, reducing the height at this corner from 38'8" to 37'.
2. The height of the third floor was reduced. This, in combination with dropping the overall building as noted above, results in a reduction of the height of the third floor mass, at the **northeast** corner of the building, from 42'8" as presented at the November meeting, to 39'3".
3. Dropping the southwest corner of the building allows the accessible ramp at the building entrance at that corner to be eliminated providing more green space for planting at the east terminus of the east/west road, the area visible from McKinley Road.

4. The third floor component of the building was stepped back further from the Westminster streetscape, from 96' as presented in the November plans, to 125'. This shift also provide a greater separation distance between the third floor mass and the neighboring garage.
5. The northeast corner of the third floor mass is further from the corner of the garage on the neighboring property to the east. In the November plan, the separation distance was 32', in the plan now presented, the separation distance is 40'. The separation of the first floor mass from the corner of the garage remains at 28', consistent with the previous plan.
6. The architecture of the north end of the building was modified to create a lighter appearance at the porch with the removal of the brick piers and the addition of light colored and visually lighter columns consistent with the detailing around the building.
7. The architecture of the north end of the building was also modified by wrapping a mansard roof around the screened porch for the first floor unit and around the terraces for the units on the second and third floor. Together with the modifications detailed in #5 above, these changes respond to requests to create a more residentially scaled and detailed street facing elevation and greater privacy for the outdoor spaces for the benefit of the neighboring property owners and the residents of the new building.
8. The intent to establish landscaping in the "front yard" along Westminster to create an appearance consistent with the landscaped front yards of homes along Westminster was clarified.
9. The location of the air conditioner units was modified. The units for the second and third floor units are now located on the roof and fully screened from view by the taller building elements. The air conditioner units for the two first floor units are located in an indentation in the building, on the east elevation, more than 15 feet from the property line, and behind a five foot tall brick screen wall.
10. The petitioner has indicated a willingness to work with the owners of the two adjoining properties to the east and has had preliminary discussions about landscape enhancements on those adjoining properties.

Review of Plan Commission Activity on this Petition in November

November 14, 2019

The Commission last considered this petition at the November 14th meeting. At that time, a revised plan was presented in response to comments raised at the September meeting. At that November meeting, the Commission commented that the elimination of the duplex building and increased setback from Westminster were responsive to some of the earlier concerns. The Commission raised some continuing concerns about the building mass, height and compatibility with the neighboring homes to the east and the Westminster streetscape. The Commission provided direction particularly with respect to modifying the design of the north elevation and the building elements in that area to more closely resemble the homes along the street in scale and detailing. The Commission did not forward the petition to the Historic Preservation Commission but instead, continued the matter requesting further study and refinement of the plan.

A notice was mailed out shortly after the November 14th meeting advising residents within the required notice area and those beyond the required area who have requested notices of meetings. The notice informed residents that the Historic Preservation Commission consideration of the petitioner would not be proceeding as scheduled and that the petition would be back before the Plan Commission on December 11th for further review.

Since that meeting, staff is aware that the developer has reached out directly to some of the residents in the area to provide updated information and offered the opportunity to discuss the plans and hear comments.

Responses to Questions Raised at the November and September Meetings

Should the Traffic Study that was completed at the outset of the redevelopment project be updated to reflect new standards?

Staff consulted the City Engineer and after re-reviewing the study that was previously conducted, he stated that an update of the study is not necessary based on the following factors: there have been no significant changes in conditions in the area, the proposed development is lower in density than the density factored into the study, and the change in use from office to residential represents a substantial reduction for traffic volumes in the area and that factor has not changed. The City Engineer advised staff that it was not necessary to request an update to the study.

Should the entrance to the underground garage be located mid-building?

Staff consulted the City Engineer on this question. The City Engineer confirmed that locating the garage entrance will pose a number of challenges and would be an inefficient use of space. He confirmed that locating the entrance to the garage at one end of the building or the other is the recommended approach and presents the optimum functionality.

Is the proposed development consistent with the Comprehensive Plan?

The Comprehensive Plan adopted in 1998 designates the City owned parcel now being considered for development with the third phase of the McKinley Road Redevelopment as Public Facilities. The Plan specifically states that that Masonic Lodge, which existed on the site at the time the Comprehensive Plan was adopted, “should be restored and renovated to accommodate the Historical Society’s activities through private funding.” Recent City Council decisions and decisions made by the Historical Society make this direction no longer applicable to the site. Instead, through the adoption of a Master Plan for this area, the City Council has designated the City owned parcel for incorporation into the residential redevelopment of the area.

The Comprehensive Plan is a guiding document and does not constitute zoning. As the Plan Commission is aware, an overall update of the Comprehensive Plan is currently in progress.

Has an Ordinance approving the development and granting a Special Use Permit been approved by the City Council?

No, an Ordinance approving the overall development will be considered by the Council as a final step in the process. The Final Development Plan Ordinance, if approved by the Council, will approve recommendations forwarded by the Plan Commission and the Historic Preservation Commission, with or without modifications, pertaining to the overall site plan, setbacks, building massing, building design, grading, drainage, landscaping, hardscaping and all other aspects of the development. At the same time, the Council will consider an Ordinance vacating the alley.

Advancing any of the approvals separately, would be inconsistent with past Council practices in which the Council requires all aspects of a project to be presented for final approval as a single package before adoption of an Ordinance granting approvals of any particular aspect. However, the City Council, through previous actions has approved the overall Master Plan, Redevelopment Parameters and a Purchase Sale Agreement all of which provide direction generally on how the development is expected to proceed.

Why is the Plat of Consolidation presented?

Similar to the consolidation of lots that occurred in the first phase of the project, the tentative Plat of Consolidation was presented for the purpose of eliminating the two parcels and two Property Identification Numbers. No greater development potential is gained by the proposed consolidation. Adjacent parcels, in common ownership can be considered a single zoning lot for development purposes.

Given the concerns and confusion raised by the plat, the request for consideration of a plat of consolidation has been rescinded. Consolidation of the lots is not necessary for the review process to continue or even for the development to proceed. An overall plat for the planned development will be presented for Commission review and action if or when the footprint of the third building is finalized. The overall plat of the planned development will identify building footprints in all three phases, document the vacation of the alley, identify areas within the development for which public access and utility easements are or will be put in place and identify common and limited common areas for the purpose of defining areas of responsibility for the Master Association and the individual condominium buildings.

Why does the plan continue to change?

The plans for the third phase of the McKinley Road Redevelopment have evolved over the course of many meetings in response to input, questions, suggestions and concerns expressed by members of the public, interested buyers and the Plan Commission. Revisions to plans during the public hearing process are part of the process and experience shows that projects are improved through this process despite the fact that in the end, all parties may not be completely satisfied. The changes made to date on the proposed third phase have resulted in an improved plan.

Does the City still own the Phase 3 property?

Yes, the entire phase three site remains in the ownership of the City. The property is under contract to the developers, Peter Witmer and Todd Altounian as a result of a Purchase/Sale Agreement that was entered into at the direction of the City Council. Once it became clear that the Historical Society would relocate from this site, the Council determined that given the narrow configuration of the parcel and the limited access, the greatest community benefit could result from integrating the City owned parcel into the development being planned on the three office parcels located immediately to the west, along McKinley Road. The sale of the property is contingent upon approval of a development plan that is determined to be consistent with the intent of the Master Plan. The City has the ability to approve developments on City owned property as recently occurred with the redevelopment of the former Municipal Services site on Laurel Avenue.

Do buildings need to be located exactly as reflected on the Master Plan dated December, 2016.

The Master Plan is intended to guide redevelopment of the site. The Master Plan, along with the development parameters, established a vision for the site: that it would be developed for residential use, as a unified development occurring in phases, be walkable, provide publicly accessible sidewalks and green space, offer access to the Library and provide an appropriate transition between the larger and more intense uses to the west and the single family homes to the east. The plan has evolved.

At the City's urging, the developers negotiated with the Church of the Covenants to acquire a small property on McKinley Road to allow for a more consistent streetscape. As a result of that further investment by the petitioners, the phase two building was somewhat larger than originally

envisioned in part to present consistent building widths along the streetscape. After the Master Plan was adopted, the City determined that the parcel on Westminster, which was designated for a single family home or a duplex, should be integrated with the larger development, rather than developed as a standalone project.

Do the City's building scale provisions apply to this project?

The building scale provisions in the Code do not apply to multi-family buildings, commercial development, multi-building projects or planned developments. These types of developments are approved through a public hearing process which considers the unique aspects of each project on an individual basis.

How does the north/south alley factor into the project?

The alley is currently owned by the City. The ownership and responsibility for the alley will be transferred to the developer, and ultimately to the condominium association, as phase three of the project is approved. The alley will become a private street and will likely be named. Historically, the alley has served as a cut through from Westminster to the Library, winding through the former parking lot behind the Historical Society. As part of the development, the alley will be widened, improved and landscaped. A public access easement will be put in place over the private roads, both the east/west and north/south roads, to ensure public access.

Will the remaining overhead utility wires be buried under ground?

The overhead wires that formerly extended through the development site have been relocated underground. The remaining overhead wires are located on the 333 Westminster property. Efforts will continue to bring parties together in an effort to address the remaining overhead wires.

Why has the phase three building shifted north, toward Westminster?

The condominium building in the third phase shifted north to accommodate green space at the south end of the site as a result of changes that occurred in the second phase. The building in the second phase became wider and slightly longer once the additional property was acquired from the Church to the south. As a result, the green space, at the urging of the Plan Commission, was extended to the east to provide a level, open foreground for the Library, a public space. The Master Plan does not preclude these types of shifts so long as the overall intent is achieved.

At the November meeting there was discussion about possibly of reducing the size of the green space located at the south end of the third phase. Based on approvals to date, commitments have been made to buyers of units in the first and second building about the green space. In addition, the open space is important as a foreground to the Library. Discussions are currently underway about upgrades to the Library site and the green space provides an opportunity to think about the north façade of the Library in a different way. It is also important to note that the green space is currently proposed at 49' in a north/south direction, reducing the size of the green space would create more of a side yard rather than a space that could in the future be inviting to pedestrians and potentially Library users.

When and how will drainage from the site be addressed?

As with all developments, preliminary drainage and grading plans will be required. Once the Plan Commission approves a site plan, the developer will be directed to prepare engineering plans. The City Engineer will review the plans for consistency with all applicable regulations including the Lake County Watershed Development Ordinance. The City Engineer will direct changes to the plans as

appropriate and request any additional documentation that is needed to verify compliance. The engineering plans will be referenced in the approving Ordinance. Final grading and drainage plans will be subject to review and approval by the City Engineer prior to the issuance of permits authorizing construction activity to begin.

Staff Evaluation of the Phase 3 Plan

Alignment of Phase 3 Plan with Previously Approved Master Plan

The Phase 3 plan as presented is consistent with the framework established by the approved Master Plan. The earlier approvals anticipated up to two buildings as part of the third and final phase of the development, but did not mandate two buildings, and permitted up to 14 units. A total of seven units are proposed, in a single building. As directed by the Redevelopment Recommendations as approved by the Plan Commission in August 2016:

- Underground parking is provided for all units.
- Shared guest parking is provided on the overall site.
- Meaningful open spaces are provided both on the south and north ends of the development. One space between phases two and three, north of the Library. A second green space is provided along the Westminster streetscape frontage.
- The City property, the properties on which the former Historical Society was located, is not left to develop in an isolated manner but instead, becomes part of a larger development.

Zoning

Unlike Phases 1 and 2 of the development, the Phase 3 property is zoned GR-3, General Residence, not O-1, Office. The GR-3 District is intended for one and two family dwellings and planned multi-family developments. At the direction of the City Council, and as permitted by the Code, the Phase 3 property, through the approved Master Plan and through a Purchase, Sale Agreement, as part of the larger overall planned multi-family development with the intent of achieving a well integrated development.

All of the properties between the Phase 3 property and McKinley Road are zoned O-1, Office, which allows for both office and multi-family residential use. Properties to the east of the Phase 3 property are zoned R-1 which permits single family residences with a 9,375 minimum lot size.

Zoning Setbacks

The required zoning setbacks that are applicable to the Phase 3 property are:

- 40 feet – front yard setback
- 6 feet – side yard setback
- 35 feet – rear yard setback

The building as now proposed exceeds all of the required setbacks. No zoning setbacks are requested.

Parking and Traffic

Underground parking exceeding the required number of spaces is provided for all of the tenants, in all three phases. Shared guest parking spaces are provided on the street. The property is close to public parking lots along the west side of McKinley which can provide additional parking for special occasions.

Importantly, the intent of locating residential units near the train station, the Library, Gorton Community Center, the Central Business District and even the beach is that people have the opportunity to walk, rather than drive, every time they go out. People who have purchased the units in the first phase were attracted to the development in part due to its walkability. The development provides a unique housing opportunity, a bit more urban in character than found in other locations in Lake Forest. And, the development to date has been successful in attracting people who want to live near the City center.

Early in the process, a traffic study was completed by the petitioner's consultant based on build out of the entire site with 30 units. The study concluded that the traffic generated by a residential development of 30 units would be significantly less than the traffic potential from the three office buildings that existed at the time the study was completed or from any redevelopment of the site with office uses. The study determined that streets in the area can accommodate traffic from a multi-family residential development located in this area. A copy of the study was previously included in the Commission's packet and provided to the new members of the Commission.

Visual Feature – East End of the Road

Earlier Commission discussions supported establishing a visual terminus at the east end of the road that enters the development from McKinley Road. The plans presented propose a building element centered on the roadway. The element is articulated with columns, balcony features and a roof element as well as a grouping of trees made possible with the lowering of the building into the group at this point.

Building Massing and Height

The design aspects of the building will require review and approval by the Historic Preservation Commission since the property is located within the boundaries of the Original Lake Forest Historic District. The Historic Preservation has not yet weighed in on the building massing, height, architectural design, detailing or exterior materials. A request for a variance for the tallest portion of the building will need to be considered by the Commission. The buildings in the two earlier phases were reviewed and approved by the Building Review Board, those buildings are not located in the historic district.

The massing and height of the buildings has been a discussion point in the past. The transitional nature of the site, the narrow configuration of the lot, the interest in achieving greater density near the Central Business District and the need to allow the project to be economically viable must all be balanced with how the buildings and any associated screening relates to the adjacent and nearby residential homes.

Public Notice

Public notice of this hearing was published in a newspaper of local circulation multiple times and was mailed by the City to residents and property owners in the surrounding area prior to each meeting. The agenda for this meeting was posted at five public locations and on the City's website.

Staff Recommendation

1. Recommend approval of the site plan as now presented for Phase 3 of the McKinley Road Redevelopment based on the finding that the site plan and overall development is in substantial conformance with the previously approved Master Plan and Development Parameters.

2. Forward the development to the Historic Preservation Commission for review of the design aspects of the building, landscape and hardscape. Request particular focus on the following aspects of the project and others as may be added by the Plan Commission.
 - a. Appropriate articulation of the portion of the building that will serve as a visual terminus to the east/west road.
 - b. The overall massing, roof forms and articulation to assure an appropriate transition from the larger, more intense uses to the west, to the single family homes to the north and east, is provided.
 - c. The driveway entrance ramp to assure that it is properly screened through positioning, masonry walls and landscaping.
 - d. The landscape plan to assure green space and landscaping along the Westminster streetscape to provide a landscaped entry into the single family neighbor to the north and east. Assure appropriate landscaping along the east side of the building and encourage cooperation with the two neighboring properties immediately to the east around removals of lower quality trees and vegetation if appropriate on the adjacent property and replanting with materials that will provide seasonal and year round screening.
 - e. The location and screening of the air conditioners and any other outdoor mechanical equipment to assure they are visually and acoustically screened.
 - f. The exterior lighting plan to assure that any exterior lighting is limited to that necessary for safety and security and that all exterior lighting is directed downward and the source of the light screened from view.
3. Direct continued cooperative efforts to underground the remaining overhead utility wires located off of, but near, the development site.
4. Direct the petitioners, based on the Plan Commission's indication of support for the site plan, to proceed with detailed engineering plans with specific attention to the drainage and grading plan to direct stormwater runoff away from neighboring properties to the east.
5. Direct the petitioners to proceed with the preparation of the Planned Development Plat for the overall site which will ultimately become an exhibit to the final approving Ordinance, the plat of vacation for the alley, and easement documents as needed to establish public access to the roadways, sidewalk and green space at the south end of Phase 3.
6. Direct staff, after the Historic Preservation Commission has completed its review, to return the petition to the Plan Commission for final review and a comprehensive recommendation to the City Council on the overall development including a recommendation on the Planned Development plat.

Information Repeated from Previous Staff Reports

Prior Commission Activity on this Petition

Over the course of several meetings in 2016, the Plan Commission considered concepts for redevelopment of various properties located east of McKinley Road, in the immediate vicinity of the train station. After much deliberation, the Plan Commission developed a set of "Redevelopment Recommendations", to guide future discussions. A copy of the recommendations as approved by the Plan Commission in August, 2016 are included in the attached to this staff report as background information.

Guided by the recommendations, the Commission considered and deliberated on an overall Master Redevelopment Plan (“the Plan”) for the McKinley Road area during fall, 2016. In December, 2016, the Commission forwarded a recommendation in support of an overall Master Redevelopment Plan (“the Plan”) for the McKinley Road area which was approved by the City Council in January, 2017. A copy of the approved Plan is included in the Commission’s packet.

Overview of the Master Plan

The Master Redevelopment Plan envisions a unified development, occurring in phases over time, as properties become available for redevelopment. Although the Plan was not intended to dictate the specific footprint of buildings or details of the site, the Plan identifies some high level concepts to be implemented: three development sites providing for redevelopment over time in response to community needs and the market, a private road to provide access into and through the development (over which a public access easement has in part already been recorded), an open green space area, additional parking for the Library through a land swap, underground parking and pedestrian sidewalks through the development with connections to public streets and the Library. Phase 1 of the Plan is nearly complete with the built out of the remaining units nearing completion. Two office buildings were demolished and a new three story condominium building was constructed. Most of the units in the first building are occupied. Construction of the Phase 2 building is underway. The Phase 2 very closely replicates the first building in architectural style, detailing and exterior materials. The second building is smaller than the first and the massing of the building is modified to reflect the narrowing of the building as it moves to the east providing some interest when viewed from the south. The first building has 13 units, including two affordable units. The second building will have up to six units.

Phase 3 Review

March, 2019

At the March 13, 2019 meeting, the Commission held a public hearing to consider the plat of subdivision for Phase 2 of the McKinley Road Redevelopment. During that discussion, the Commission directed that prior to submittal of a plan for the third phase of the development for Plan Commission consideration, the petitioner should develop concept studies and return to the Commission for preliminary discussion and input. The Commission encouraged the petitioner to return to the Commission sooner, rather than later.

June, 2019

On June 20, 2019, the Plan Commission opened a public hearing and heard a presentation on conceptual plans for the third and final phase of the McKinley Road Redevelopment. The developer reviewed several concepts that were studied in response to input and requests from neighbors. Some of the concepts explored expanding the boundaries of the development beyond those reflected in the approved Master Plan. The petitioner explained that after studying various concepts, it was concluded that the best approach was to present a plan in which the boundary of the area aligns with the approved Master Plan for the overall planned development.

September, 2019

On September 11, 2019, more detailed plans were presented to the Commission for input. At that time, it was noted that the construction and staging area for Phase 2 was been relocated to the south half of the Phase 3 property in an effort to reduce impacts on the neighbors. In recognition of the ongoing construction activity and impacts on the surrounding neighbors, the standard construction fencing around the construction area was replaced with solid fencing and a gate was installed. The

City Engineer requested, reviewed and approved an interim grading plan for the construction staging area and the area was graded, a temporary swale was installed, and a portion of the area was seeded and blanketed. The City engineering inspectors regularly are on site to verify that the interim drainage measures are working as intended. The City Engineer confirmed that the steps taken to mitigate off site impacts of the construction staging area exceed those normally required. However, given the length of time construction is ongoing on this property, the enhanced measures are appropriate.

At the September 11th meeting, general information on the terms of the Purchase, Sale Agreement that was entered into by the City and the developer for the sale of the north portion of the Phase 3 area was provided at the request of the Commission. In summary, the Purchase, Sale Agreement provides for the following:

- Transfer of a portion of the Phase 2 development area to the City to provide additional parking for the Library. (The recently approved and recorded plat for the Phase 2 area satisfied this requirement.)
- Requires the developer to bear the cost and responsibility of removing the building on the site, the former location of the Historical Society. (This work is complete.)
- Allows use of the City property by the developer as a staging area during construction of Phases 1 and 2.
- Acknowledges that the final plans may vary somewhat from the Master Plan for the overall development as originally approved.
- Limits the overall development, all phases, to no more than four, multi-family buildings.
- Anticipates the overall development occurring in at least three phases.
- Permits the Phase 3 area to be developed with up to 14 units, in no more than two buildings, with the northerly building, the building fronting on Westminster, limited to no more than six units.
- Requires compliance with the City's Inclusionary Housing Ordinance.
- Requires the establishment of one or more Homeowners' Associations.
- Requires easements to be put in place to allow public access on the east/west private road, the north/south alley and on the green space.
- Requires maintenance, repair and replacement of the alley, on an ongoing basis by the developer, and later, the Homeowners' Association(s), at no cost to the City.
- Requires the developer, and later the Homeowners' Association(s) to maintain the open space areas.

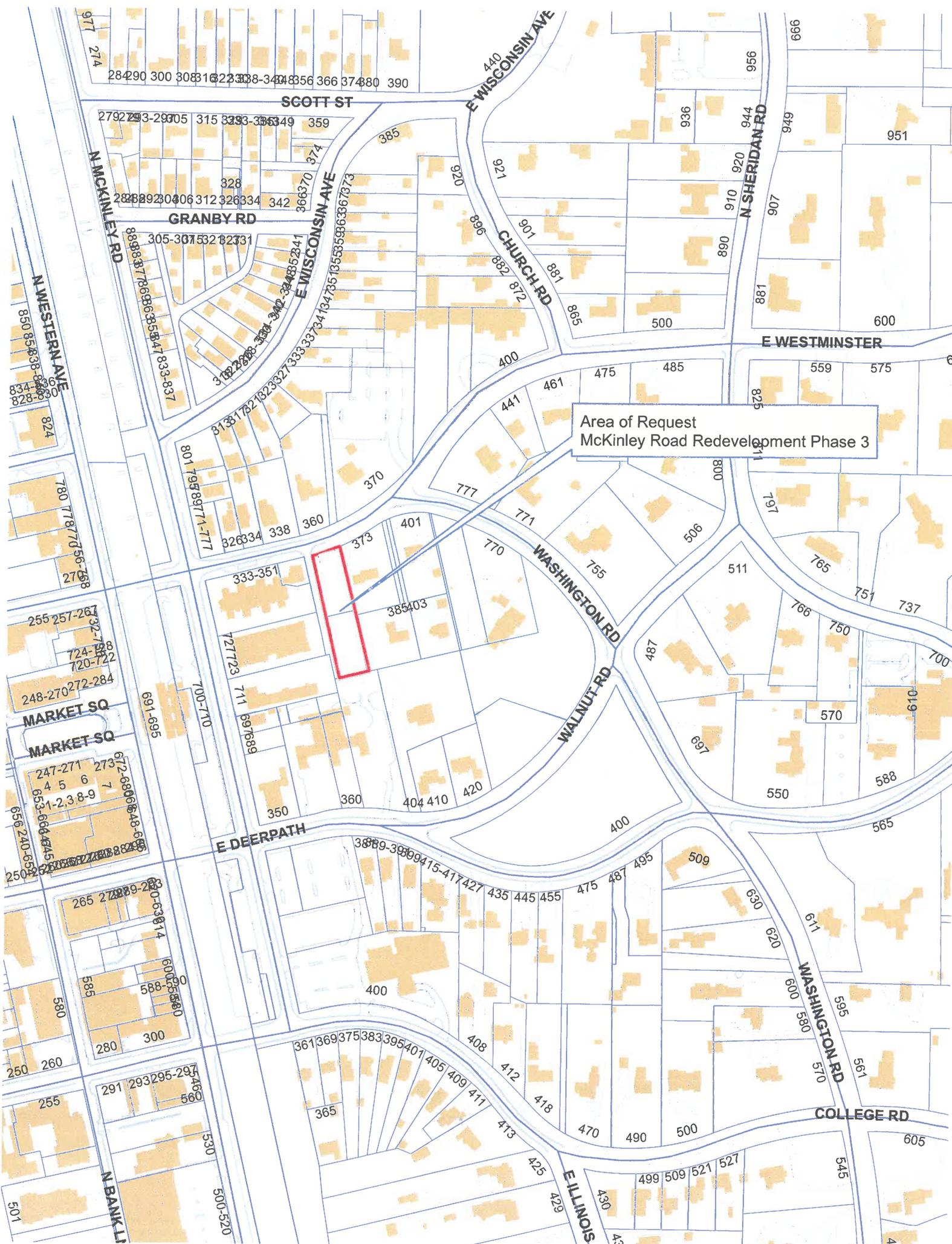
At the end of the September meeting, the Commission voted to continue the petition and endorsed the site plan as generally conforming to the previously approved Master Plan with some exceptions. The Commission questioned whether the overall massing and height of the two buildings as proposed creates an appropriate transition between the larger buildings to the west, and the single family homes to the east as envisioned by the Master Plan. The Commission in particular raised concerns about the mass of the duplex building, the location of the driveway entrance to the underground garage off of Westminster and the front facing garage.

At the September 11th meeting, the Plan Commission, with hesitation on the part of some members, requested review by the Historic Preservation Commission and asked that the Commission

particularly focus on the building massing, roof forms, height, architectural elements and details on the south end of the west elevation of the third condominium building, minimizing the impact of the driveway to the underground garage from the streetscape and the landscape plan particularly with respect to screening and softening views of the phase three development from the Westminster streetscape and the neighboring homes to the east. However, based on input received from residents at an informal drop-in session that was held, the petition did not proceed to the Historic Preservation Commission to allow further review by the Plan Commission of revisions made to the site plan.

Background

This is a request for approvals associated with the third phase of the previously approved McKinley Road Redevelopment. The concept of redevelopment of the area on the east side of McKinley Road, within walking distance to the train station and Central Business District, evolved initially from the work of the Cultural Corridor Task Force, an adhoc group formed in 2011 to study the area. The study concluded that as redevelopment opportunities became available in the area, uses should transition from office, to multi-family residential, to provide new housing opportunities adjacent to the Central Business District and near cultural uses such as the Library, Gorton Community Center and the History Center. The Task Force supported the consolidation of office, retail, restaurant and service businesses on the west side of the railroad tracks to encourage synergy among the uses in the business district. The City's Comprehensive Plan supports multi-family use along the east side of McKinley Road and the Office District zoning is intended to accommodate multi-family residential, office and institutional uses in a mutually advantageous setting. This area is identified as a transitional area, the area between the more intense uses to the west; the business district and railroad tracks, and the single family homes to the east.



Area of Request
McKinley Road Redevelopment Phase 3

284290 300 308 1622338-34048356 366 374880 390

2792293-29705 315 3293-336349 359

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305-307532 82331

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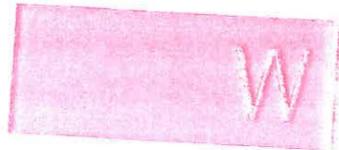
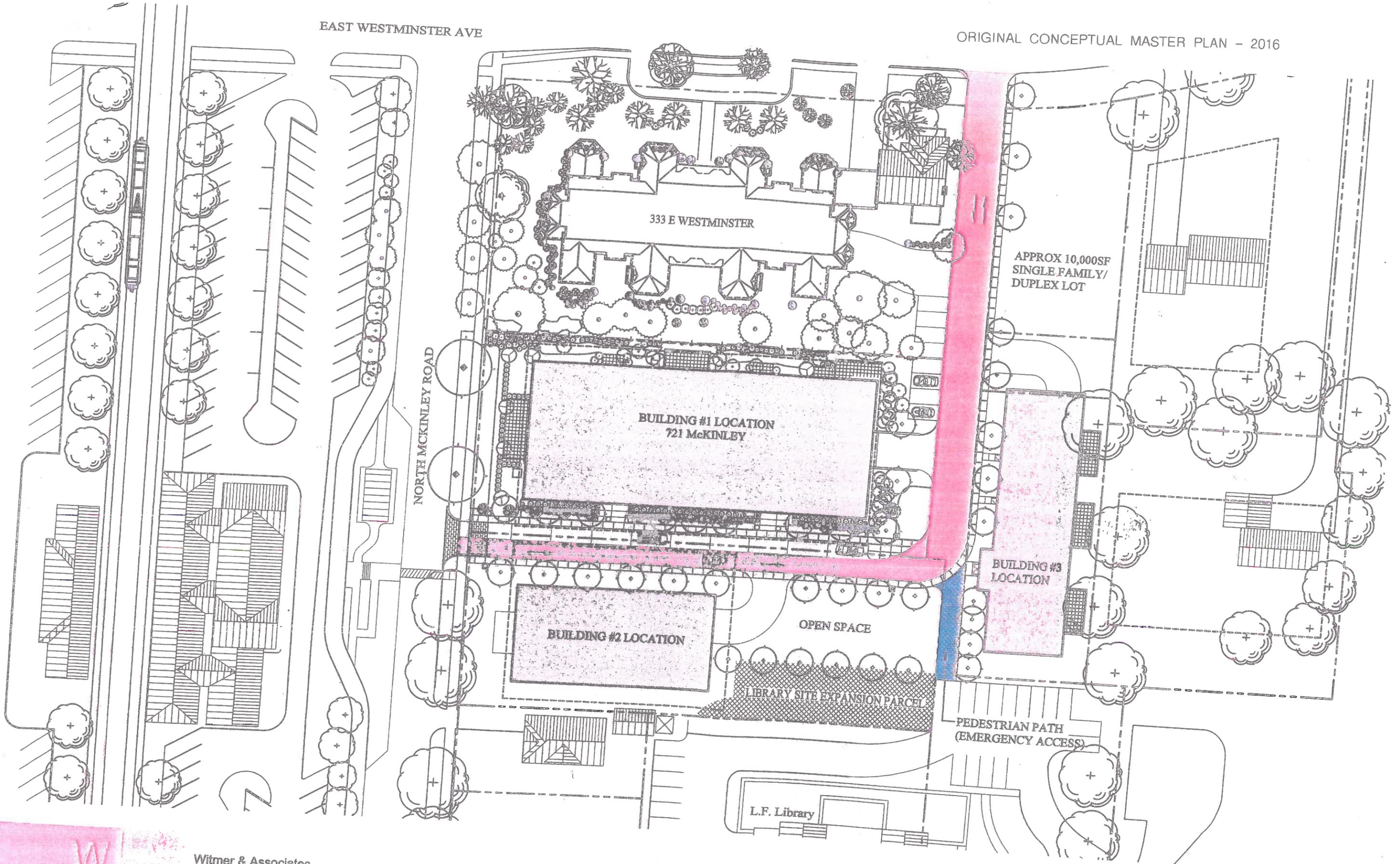
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EAST WESTMINSTER AVE

ORIGINAL CONCEPTUAL MASTER PLAN - 2016



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721 N MCKINLEY ROAD
 Master Redevelopment Plan

McKinley Road - Redevelopment Recommendations

As Modified by the Plan Commission on August 17, 2016

Overall Redevelopment Site

Access/Connectivity (walking, biking, vehicular)

- Promote walkability.
- Provide safe and welcoming pedestrian linkages to the site – make walking and biking safe and inviting for residents of the new development.
- Provide for safe access through the site to the Library.
- Minimize potential conflict points for vehicles and pedestrians/bicycles.
- Limit curb cuts on to McKinley Road.
- Consider a road system that benefits the larger area and serves the new development and existing development in a coordinated manner.
- Consider hardscape materials that slow traffic, add aesthetic value, and create a distinctive neighborhood.
- Consider variances from street standards (width, materials, curbs) if necessary to create a unique development.

Open Space/Public Realm

- Incorporate meaningful open spaces that relate to and serve as an amenity to the new buildings and to surrounding existing development.
- Enhance the streetscapes – limit curb cuts, provide inviting sidewalks, lighting consistent with the Central Business District and landscaping consistent with the landscape dominated streetscapes throughout the community.
- Streetscape character should be of high quality and consistent with the overall character of the Central Business District and surrounding neighborhoods.
- Require underground parking.
- Avoid use of the area for large surface parking lots.
- Incorporate opportunities for some shared parking throughout the redevelopment area.

Aesthetics/Visibility

- Encourage building massing that is respectful and secondary to historic Market Square, the Church on the corner of Deerpath and McKinley Road and the Library.
- Buildings should not exceed three stories. Consider a mix of two-story, two and a half story and three story buildings.
- Recognize that due to the topography change on the property from west to east, some leeway in building height may be necessary.
- Organize buildings along the streetscape to achieve a coordinated, intentional manner, avoid a fragmented streetscape appearance.
- Recognize the prominence of the McKinley Road streetscape as a counterpart to Market Square and as the buffer between the Central Business District and the single family neighborhoods to the east.
- Take advantage of view corridors: to the towers at Market Square, to the train depot, to the Library dome, to the Howard Van Doren Shaw Church.
- Require high quality architectural designs in a manner consistent with the significant historic buildings in this area.

- Require high quality exterior building materials, consistent with the City's adopted Design Guidelines.

Land Use

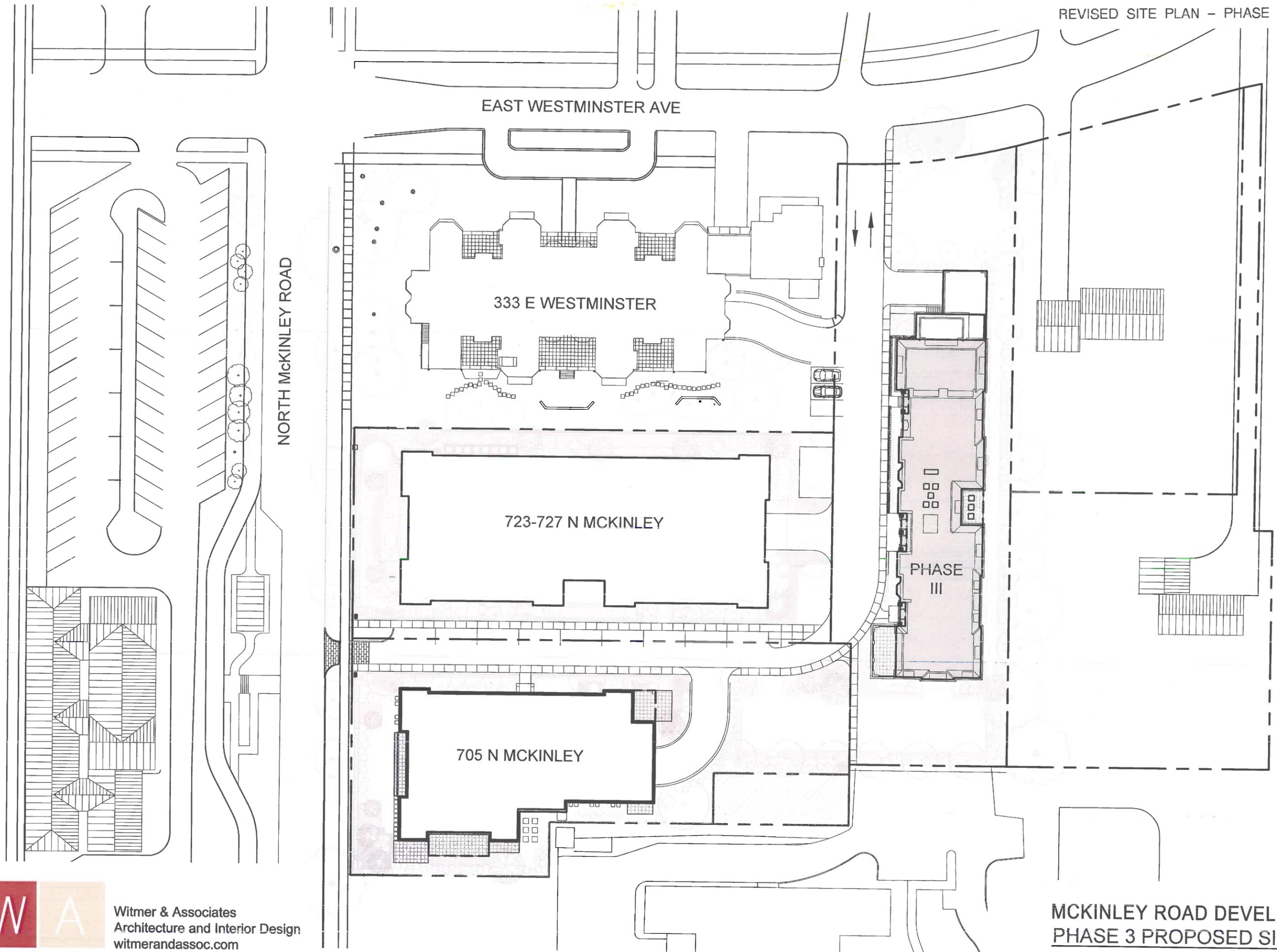
- Support residential uses and community uses in the area.
- Discourage commercial and office uses east of the railroad tracks.
- Encourage some variety in housing types and housing types that have the potential to attract residents of various ages.

Transition/Buffers

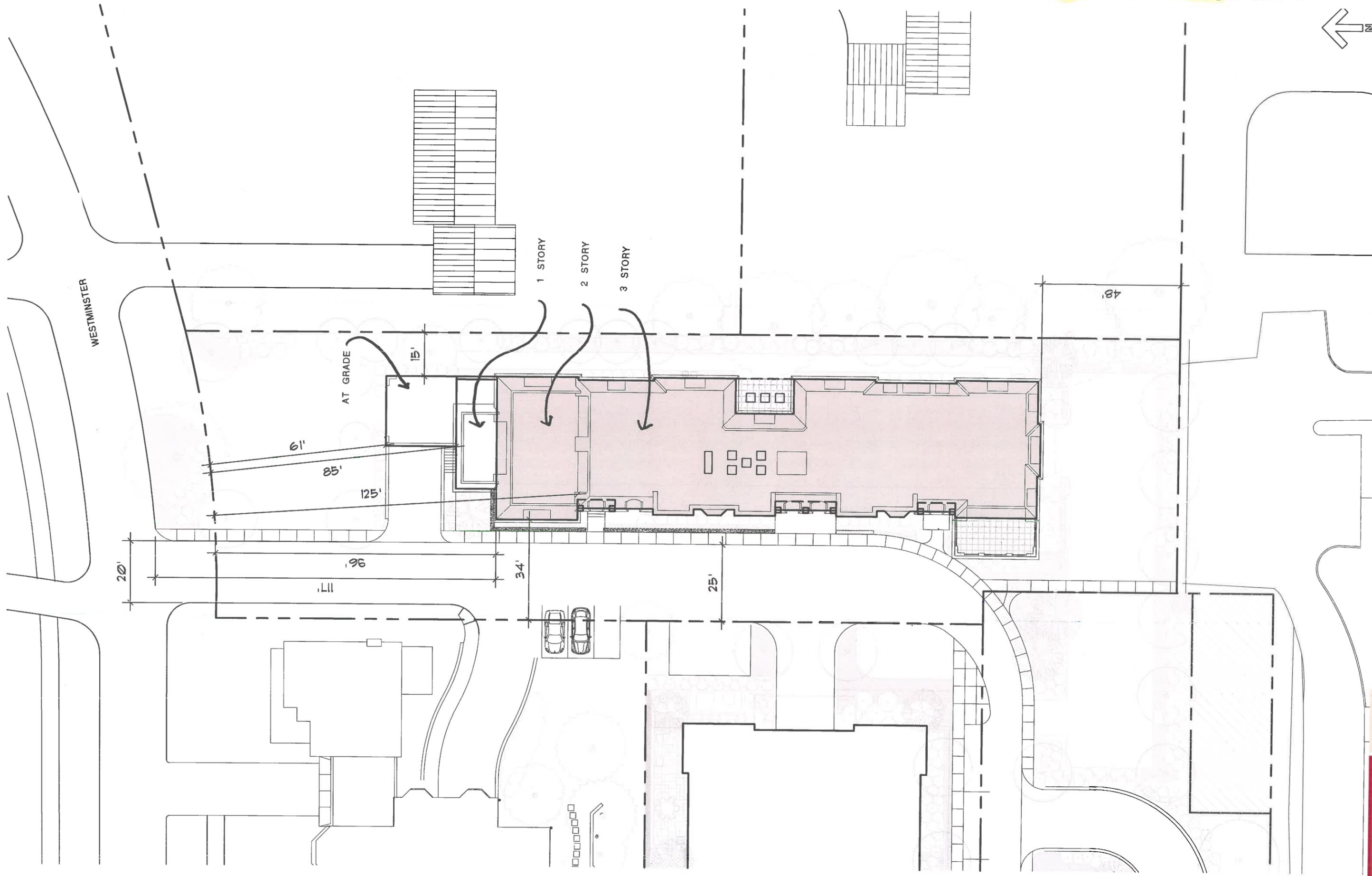
- Assure that the design provides appropriate buffers between the new buildings and existing uses.
- Consider operational and logistical needs of the Library, the Church and the existing condominium building in the design of the overall site plan.

City Property

- Encourage incorporation of the City site in the larger redevelopment area.
- Avoid isolating the City owned parcel for future, incremental development.
- Recognize that the City parcel and/or the adjacent City right-of-way, the alley, are critical to provide for well-designed circulation through the redevelopment area.
- Consider the use of the City property, or some portion of it, to improve circulation on the Library site, to provide for overflow parking and to provide green space to soften and buffer the north side of the Library.



ENLARGED SITE PLAN - SETBACK DISTANCES FROM PROPERTY LINES & ALLEY WIDTH



WESTMINSTER

20'

11'

96'

34'

25'

15'

61'

85'

125'

AT GRADE

1 STORY

2 STORY

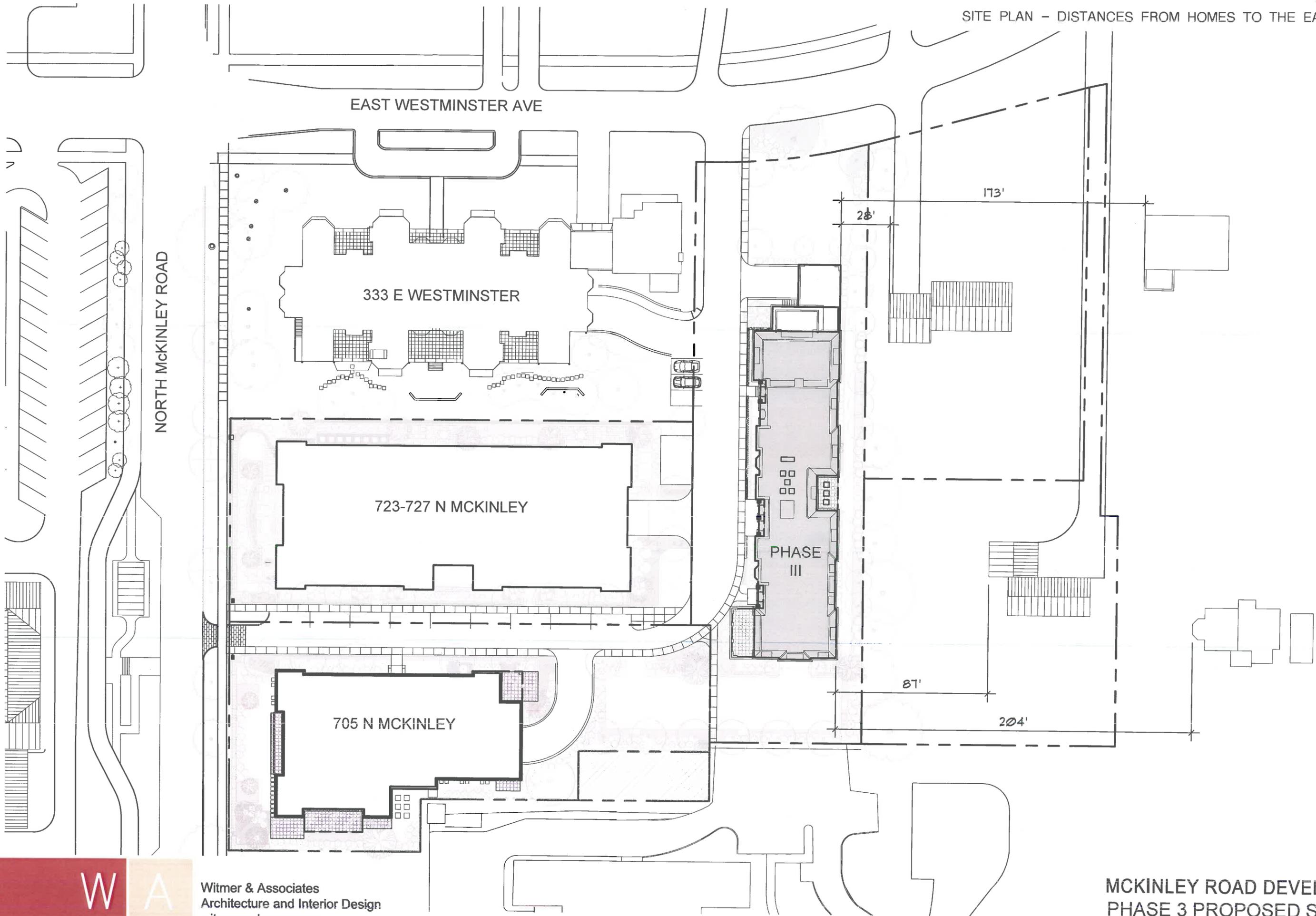
3 STORY

48'



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MCKINLEY ROAD DEVELOPMENT
PHASE 3 PROPOSED SITE PLAN
November 26, 2019
SCALE: 1"= 30'



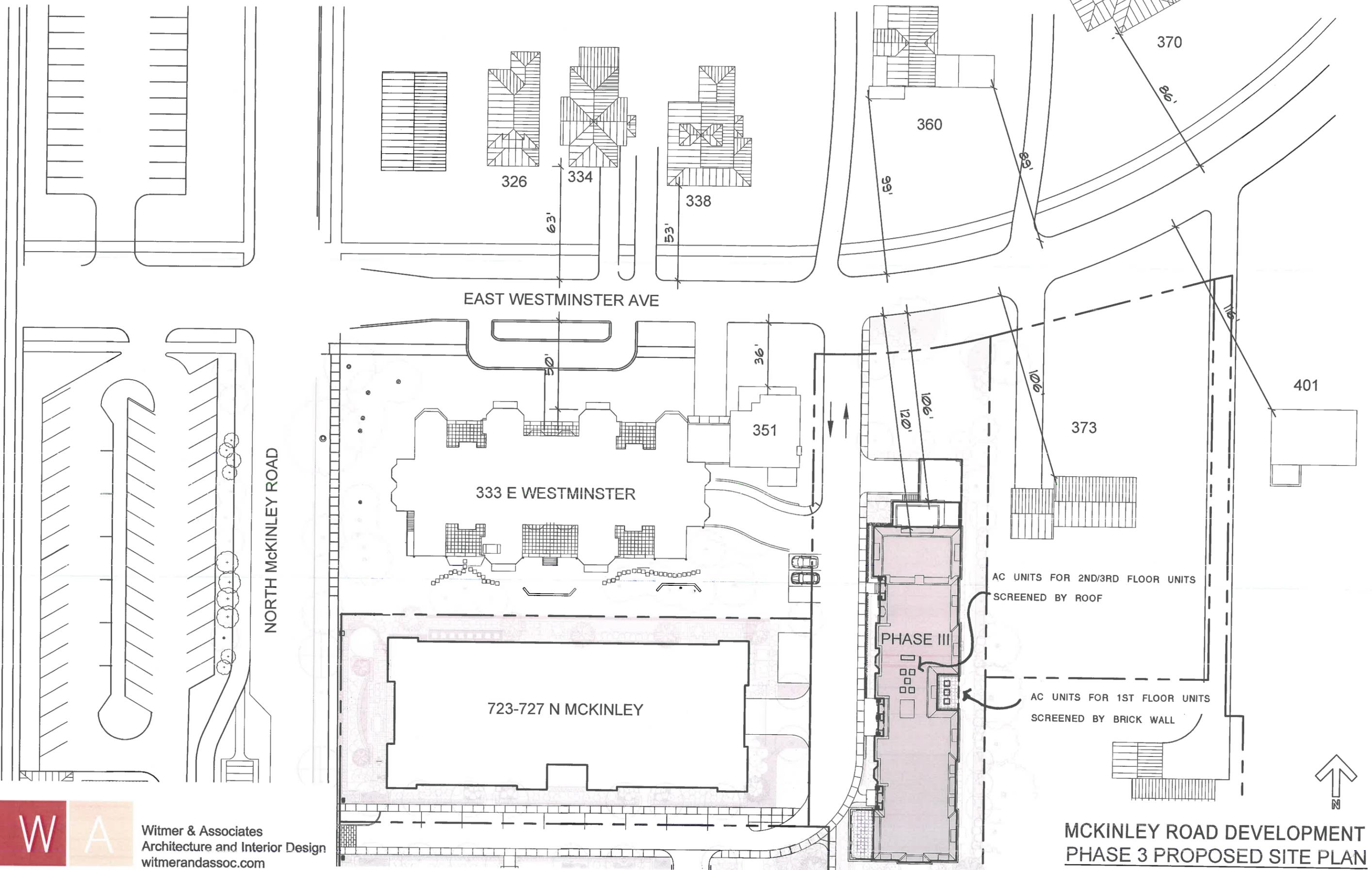
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**MCKINLEY ROAD DEVELOPMENT
 PHASE 3 PROPOSED SITE PLAN**

November 26, 2019

SCALE: 1"= 50'







WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



- T/ ROOF
+136'-6"
- T/ THIRD FLOOR
+124'-0"
- T/ SECOND FLOOR
+112'-0"
- T/ FIRST FLOOR
+100'-0"
- T/ BASEMENT FLOOR
+90'-6"



NORTH ELEVATION

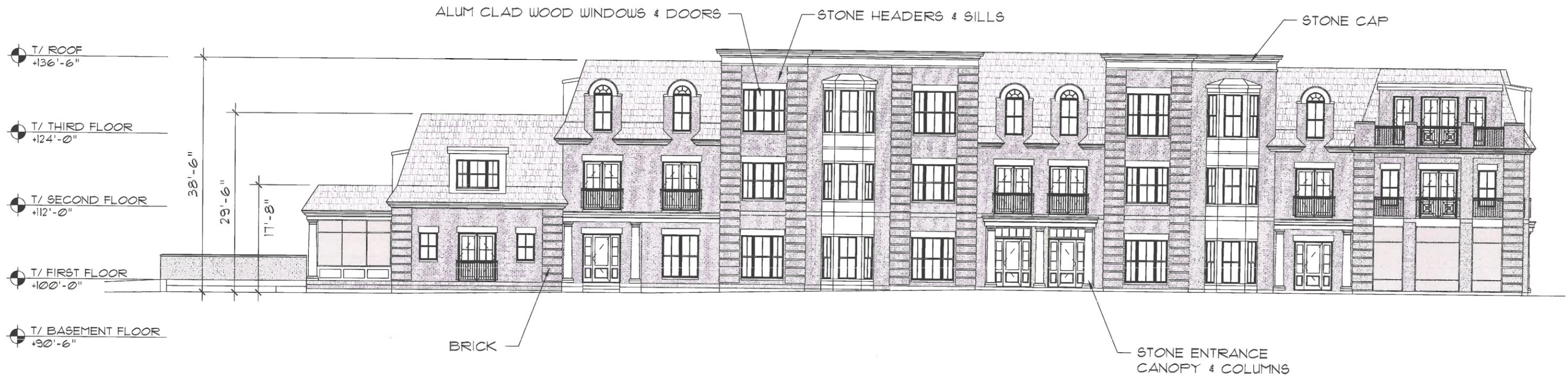


SOUTH ELEVATION





EAST ELEVATION



WEST ELEVATION



NORTHWEST CORNER



NORTH ELEVATION





NORTHWEST CORNER



NORTH ELEVATION

W

A

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715 MCKINLEY ROAD
RENDERINGS

December 2, 2010 SCALE 1/8" = 1'-0"



SOUTHWEST CORNER



SOUTH ELEVATION



WEST ELEVATION





SOUTHWEST CORNER



SOUTH ELEVATION



WEST ELEVATION



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715 MCKINLEY ROAD
RENDERINGS

December 2, 2019 SCALE 1/8"



ENTRANCE DRIVE



WESTMINSTER RD ENTRANCE



WESTMINSTER RD





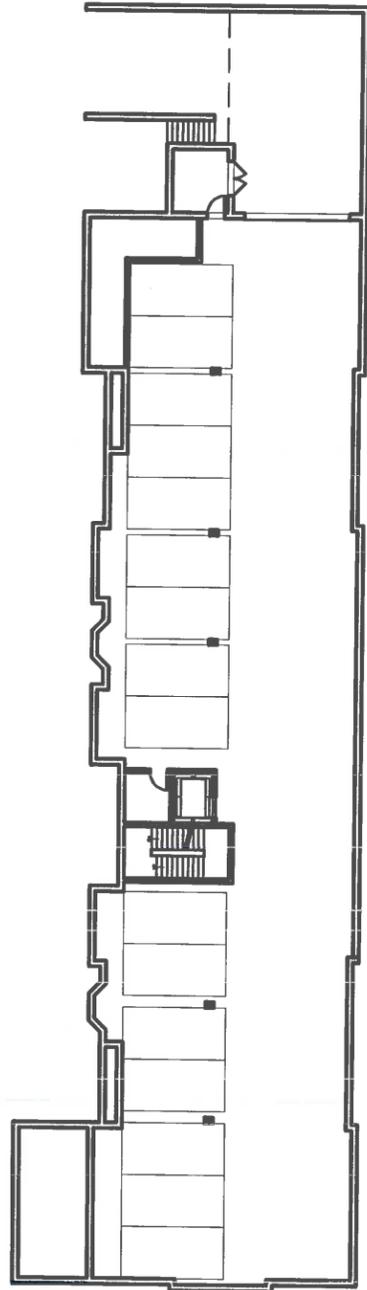
ENTRANCE DRIVE



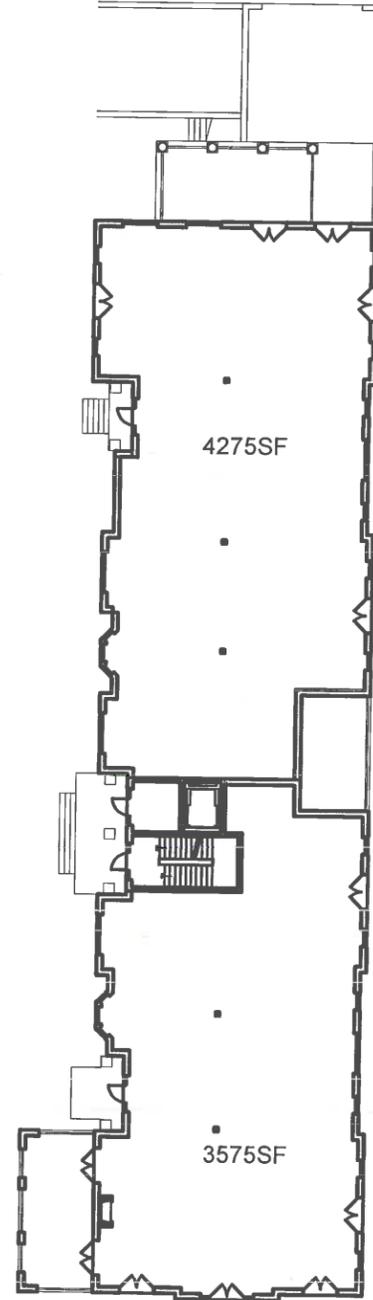
WESTMINSTER RD ENTRANCE



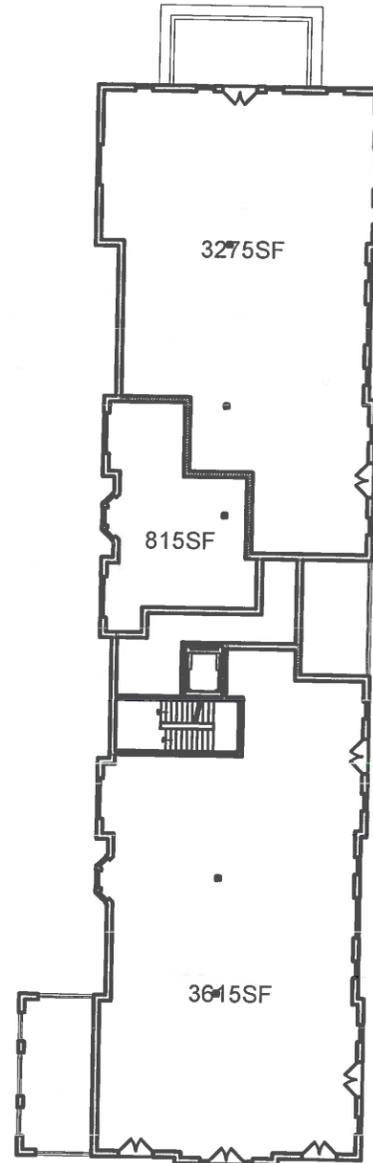
WESTMINSTER RD



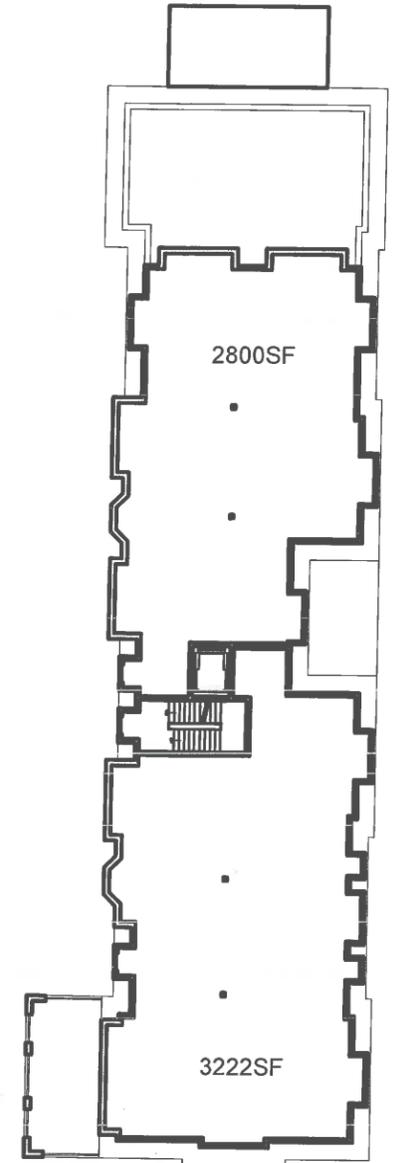
LOWER LEVEL



FIRST FLOOR



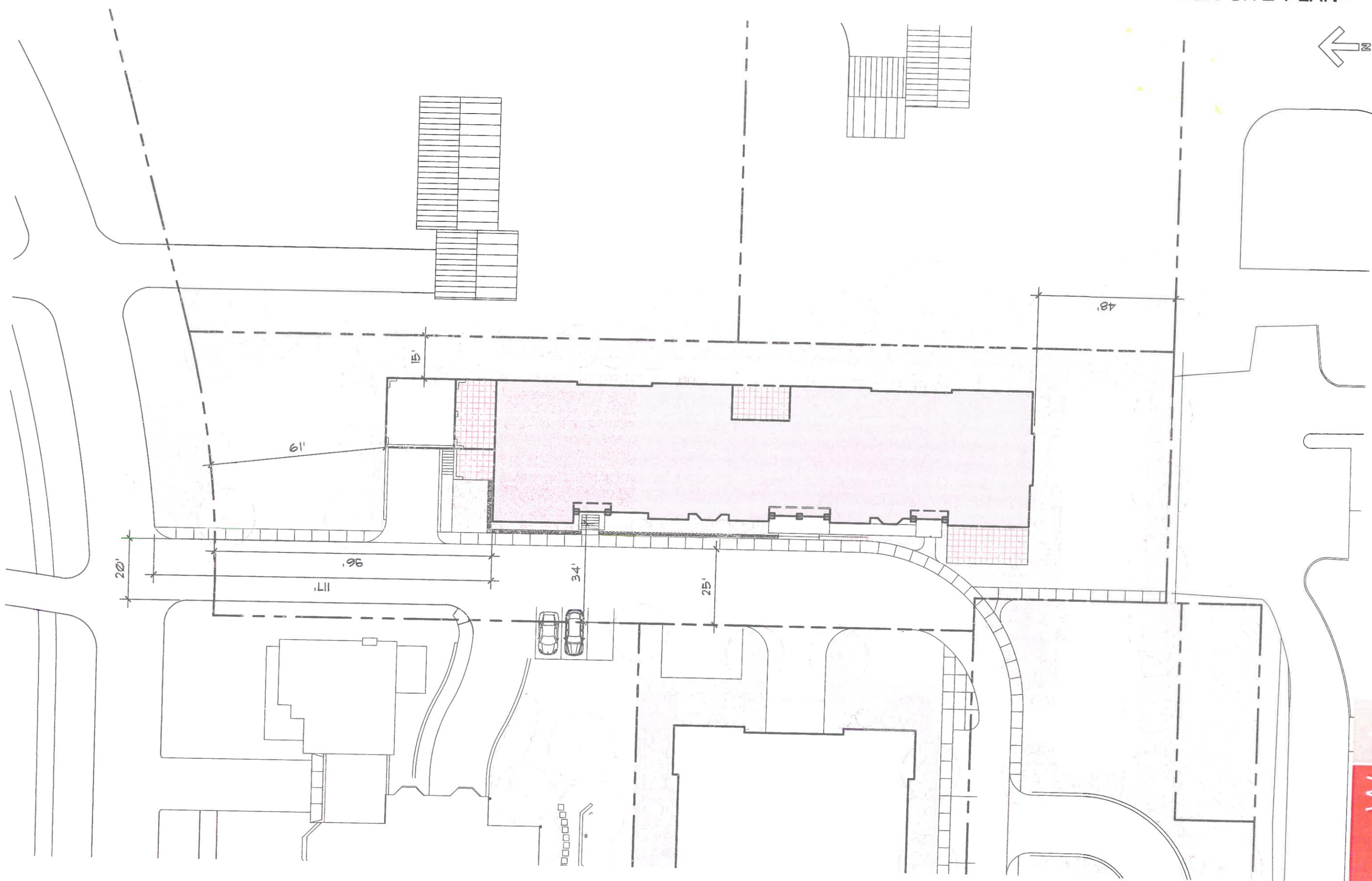
SECOND FLOOR



THIRD FLOOR

Presented at November Plan Commission Meeting

NOVEMBER SITE PLAN



MCKINLEY ROAD DEVELOPMENT
PHASE 3 PROPOSED SITE PLAN
October 24, 2019
SCALE: 1"= 30'

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NOVEMBER ELEVATIONS

- T/ ROOF
+137'-6"
- T/ THIRD FLOOR
+124'-0"
- T/ SECOND FLOOR
+112'-0"
- T/ FIRST FLOOR
+100'-0"
- T/ BASEMENT FLOOR
+90'-6"



NORTH ELEVATION



SOUTH ELEVATION



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715 MCKINLEY ROAD
ELEVATIONS

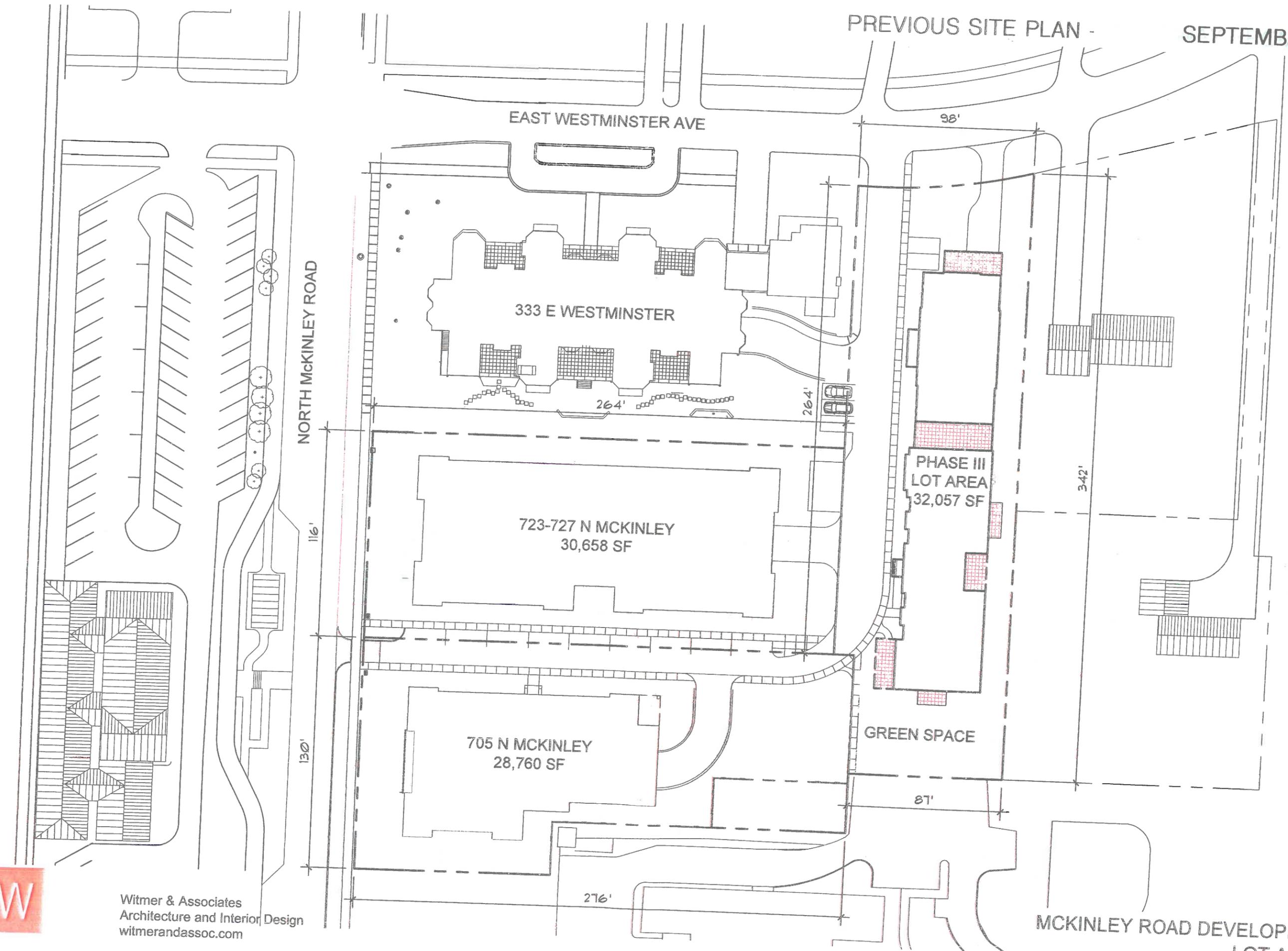
Oct 24, 2019 SCALE: 1/16" = 1'-0"





Presented at September Plan Commission Meeting

PREVIOUS SITE PLAN - SEPTEMBER

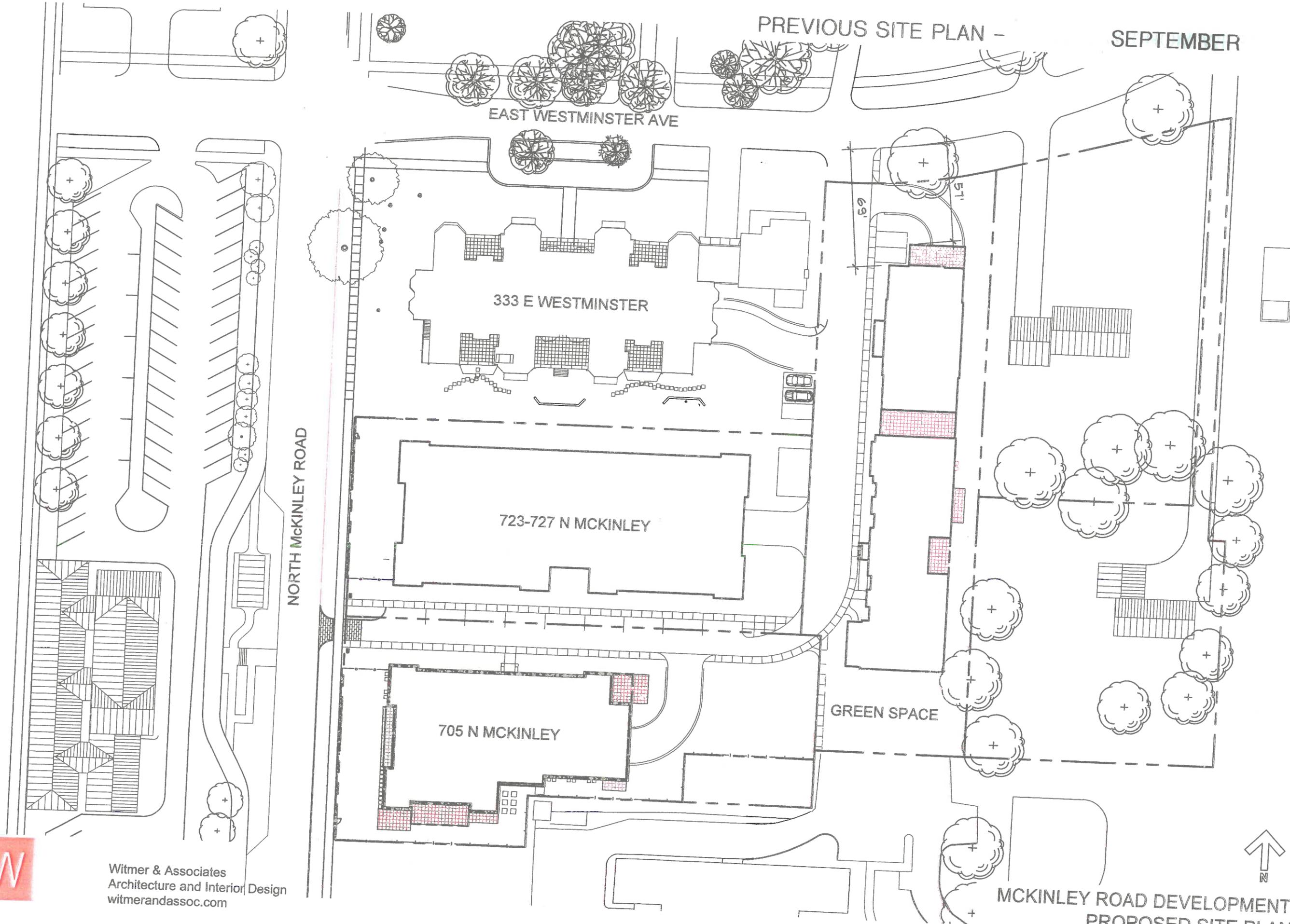


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MCKINLEY ROAD DEVELOPMENT
 LOT AREAS
 September 9, 2019
 SCALE: 1" = 50'



PREVIOUS SITE PLAN - SEPTEMBER



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MCKINLEY ROAD DEVELOPMENT
 PROPOSED SITE PLAN
 August 27, 2010

SEPTEMBER

PREVIOUS ELEVATIONS



DUPLEX

WEST ELEVATION



DUPLEX

NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION

DUPLEX



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715 MCKINLEY ROAD
ELEVATIONS

August 27, 2019

SCALE: 1/16" = 1'-0"