



09/24/2021

Re: McKinney Highway 5
Project Number: 2019026

To the City of McKinney,

This letter of intent is to describe the developer's plans to construct a mixed-use development along the east side of McDonald Street/Highway 5 between Virginia Street and E. Lamar Street, located in the Transit Village Core zoning character district. Similarly, to what this design team executed at the Davis on McKinney, we hope to enhance the already incredible Downtown with a development that both compliments what is so engaging about this great town, while also creating a unique sense of place all its own.

If you have any questions or concerns, I am at your disposal,

JHP Architecture / Urban Design

A handwritten signature in blue ink, appearing to read 'Sheila Kleinpeter'.

Sheila Kleinpeter, AIA
Principal



Site Plan Description:

The project is intended to be a 4-story construction consisting of retail space and Live/Work units, and residential amenities along the Pedestrian Priority A Street portions of Hwy 5 & Virginia, and with residential at-grade units along the Pedestrian Priority B portions of Hwy 5 and the future E. Lamar extensions. There are also 4 individual townhomes planned for the North side of the future E. Lamar St extension, which do not front Hwy 5. Parking for the project will be achieved with structured parking for the commercial space and multi-family units, while the Townhomes will self-park with in-line, enclosed garages. The site plan consists of three courtyards, one which is wholly enclosed, and two of which opens to the street, one at the Pedestrian Priority B portion of Hwy 5 ("Pool Courtyard") and one to the eastern alleyway ("Dog Park"). The Pool Courtyard will have a minimum 4'-0" tall privacy screen along the open side facing the Pedestrian Priority B portion of Hwy 5 in accordance with the Transit Village Core zoning.

Requested List of Minor Variances:

1. Requesting vehicular access from Virginia St. (Pedestrian Priority "A" Street).
 - a. Due to the need for both fire access to circumnavigate the building, as well as reduce the vehicular demand on a single point of access, the current design allows for secondary access of vehicles and fire equipment off Virginia Street.



2. Requesting exception for Build to Zone along Hwy 5 (Pedestrian Priority "A") and the requirement of corner building street facades to be built to the build-to zone for 25' along each street.
 - a. Corner Retail Space
 - i. At the corner of Hwy 5 and Virginia Street, a noticeably acute angle where the streets meet, the design goal was to fill out the area as much as possible with an efficient, rectilinear building, and allow the small remaining portion of the site inside of the build-to zone to be a public plaza where the corner retail would have the ability to activate it with people (tables, seating, etc.) to augment the retail use. The edge of the build-to zone would be defined by a 2'-4' screening device to help reinforce the pedestrian street edge per zoning.
 - b. Property Leasing & Resident Fitness Center
 - i. Also owing to the rectilinear nature of the building type, as Hwy 5 curves to a more regular angle, there is a remainder space in front of the resident amenities. This would be used as a publicly accessible pedestrian plaza with seating and landscaping. The edge of the build-to zone would be defined by a 2'-4' screening device to help reinforce the pedestrian street edge per zoning.
 - c. N. McDonald St, (Hwy 5) improvements, utility and TXDOT coordination requires utilities to be placed outside of TXDOT ROW. This limits the ability to hold the buildings Pedestrian Zones along the entire Hwy 5 for Priority A and B streets with the varied easements:
 - i. In general it is as follows:
 1. South of the garage entrance- 14' water easement and 5' oncor easement adjacent.
 2. North of the garage entrance: 22' water and sanitary sewer easement and 5' oncor easement adjacent



3. Requesting exception for Build to Zone along the assumed future extension of E. Lamar Street (assumed in the future to be a Pedestrian Priority B street).
 - a. The Multifamily parcel contemplates pulling the units back from the proposed build-to zone and activating the street with outdoor residential spaces. The edge of the build-to zone would be defined by a 2'-4' screening device to help reinforce the pedestrian street edge, per zoning.

4. Requesting exception from the minimum ground floor finished floor requirement to be 18" above sidewalk along Pedestrian Priority "B" streets.
 - a. The design anticipates an activation of the street edge with direct access from units to the pedestrian streetscape and the relatively flat grading in this area does not lend itself to elevating the slab which would be entirely artificial in nature, and pose significant accessibility concerns between the street and the building ingress points.

5. Requesting exception from the minimum floor to floor height requirement of 12' along Pedestrian Priority "A" streets (on Virginia only).
 - a. The design program suggests a variety of live-work units would be well received by the market. The more 'loft' style units which comply with the 12' minimum floor to floor heights would be located on the more commercial Highway 5 side, while more traditional live-work units with two separate floor levels, would be located on the less commercial Virginia Street. Owing to the nature of multi-family construction, it is a significant cost burden to vary these first floor heights much from the standard 10'-8 ½" floor to floor dimensions. Taking this into account, architectural façade attempts to create the 'feel' of a larger shopfront glazing along these building faces in order to preserve the commercial intent and feel.

6. Requesting exception from the Facades shall maintaining the traditionally prevalent facade rhythm of 20-30ft. This may be expressed by changing materials, colors, or with design elements.
 - a. The typical unit module is 12'-0 wide Living Rooms and 12'-0 wide Bedroom which is 24'-0 to 36'-0 for one- & two-bedroom units.