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November 13, 2023

Mr. Larry Forester, Chairman
and Members of the Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, Kentucky 40507

Re: Additional information regarding proposed zone change for
2200 Old Paris Road and 2324 Paris Pike

Dear Chairman Forester and Members of the Planning Commission:

This letter is written to supplement my letter dated October 2, 2023. This is to supply the additional information requested by the staff in its staff report.

1. The staff asked us to provide information regarding public outreach efforts. Representatives of the applicant have been in contact with officers of the Joyland Neighborhood Association and the Old Paris Place Association. Representatives of both associations attended the subcommittee meetings of the Planning Commission. In addition, an informational meeting was held November 8, 2023 at Bryan Station High School. Eighteen or more people attended the meeting. Concerns raised by residents included traffic generation, buffering, whether there would be additional parking in the streets of the Old Paris Place Association, whether there would be a traffic signal on Paris Pike at the access point to the development (opposite Rogers Road), whether the applicant would contribute to the cost of a traffic signal, height of the buildings, and whether the Fayette County Schools could accommodate any children living in the development.

2. Staff asked the applicant to address particular goals and objectives of the 2045 Comprehensive Plan.

a and b. The staff asked us to address Theme B, Goal 2.d. and Theme D, Goal 1.b. These objectives relate to multi-modal options to de-emphasize single-occupancy vehicle dependence and expanding the network of accessible transportation options for residents and commuters. The subject property is located on a Lex Tran route. The applicant understands that the Division of Traffic Engineering has reached out to Lex Tran about the possibility of a bus stop/shelter along the frontage of this property. Lex Tran has declined at the present time. However,

at the neighborhood meeting, it was noted by residents that property to the north of the subject property has recently been sold for a price which indicates an attempt to develop. Applicant feels that additional development to the north of the property may, in the future, prompt Lex Tran to extend its routes, making a bus stop more likely. The applicant is agreeable to contributing funds toward a bus stop/shelter. In addition, the development will have on-site management. The on-site manager will coordinate ride-sharing activities to connect residents who may, for instance, work in downtown Lexington, in Paris or at Toyota, to share rides.

c. Theme A, Goal 3.b. relates to safe social interactions in neighborhoods. This development has a central lawn area, swimming pool, clubhouse and recreation center which will provide spaces for positive and social interactions among residents. Although connections to surrounding properties are limited because of barriers on all three sides of the property (Paris Pike, the railroad, and private large lot and farm development to the northeast). Our development plan looks to the future by providing interior sidewalks and also a new sidewalk along the entire frontage of Paris Pike. As other properties develop along Paris Pike and as the city and state refine plans for pedestrian crossings, our development will provide for interactions with residents of other neighborhoods as well. By eliminating a vehicular access point to Old Paris Road and providing a continuous sidewalk from Old Paris Road to our northern boundary along Paris Pike, this development is improving pedestrian safety and circulation in the area and will hopefully connect with future improvements by the city and state and by private developers.

3. The staff has asked for information on compliance with the Multi-Family Design Standards. Our buildings are located parallel to Paris Pike to define the street edge and reinforce street frontages (SP.1) Parking is utilized underneath the building to minimize surface parking lots. Private, ground level entries are utilized for accessible residential units (SP.2). The development utilizes internal pedestrian connections and a continuous sidewalk from Old Paris Road to our northern boundary on Paris Pike (SP.5). Our management office, swimming pool, community room and central lawn are centrally located and linked by sidewalk to common outdoor space. Our internal sidewalks link to the sidewalk along Paris Pike (SP.6). Parking lots are placed underneath the buildings and at the rear of buildings (SP.7). Parking lots are placed underneath individual buildings and to the rear of the properties facing Paris Pike and the second tier of buildings along the railroad tracks (SP.8). The open space will be easily accessible from all units (SP.9). The property is located on a bus line. A continuous sidewalk will be provided along Paris Pike, providing multi-modal connections to future development in the area. Emergency vehicle access is provided at our main entrance, and at an emergency gate on Old Paris Road. (SP.10). The development is walkable with interior and exterior sidewalk connections (SP.11). As mentioned above, all pedestrian and other connections are being made given the impediments to access around this property. All vehicular access will come from one access point, opposite Rogers Road. Pedestrian connections will be made to the north and the south by the new sidewalk. Interior pedestrian connections are good. Management will encourage ride-sharing. Interior lighting will be at proper scale and illumination (SP.13, 14 and 15). Accessible units are provided with ground level entries (SP.16).

As to open space and landscaping policies, common open space is centralized and defined by our buildings (OS.2). Balconies and patios are provided for many units (OS.3). Landscaping will be provided along Paris Pike and along our northeastern border. In addition, more trees will

be provided along the railroad (OS.4 and OS.5). Buffers and plantings shall be provided along the northeast boundary (OS.6 and OS.7). The stormwater detention area at the western side of the property will be linked to the rest of the property through the sidewalk system (OS.8). The internal sidewalk system will be paved for all ability of users (OS.9). Appropriate pedestrian-scale lighting will be incorporated in the final plans. The development is architect designed and the lighting will be included in the design. Light spillage and glare on adjacent properties will be avoided (OS.12 and OS.13).

As to the architectural design guidelines, building mass will be broken by façade articulation, differing materials and/or color on different stories, differing exterior wall planes, and landscaping (AD.3). Each unit will have adequate windows and natural light (AD.4). The design avoids large areas of blank walls facing the street (AD.5). Differing colors and façade treatment will articulate areas where horizontal and vertical surfaces meet (AD.6 and AD.7). Side and rear facades will be articulated similar to the front facades (AD.8). Continuation of architectural shapes and lines from structure to structure, differing orientations of buildings, and different bulks of buildings will provide transitions between buildings (AD.9).

4. The staff has asked for further discussion of particular PlaceBuilder criteria.

a. A-DS3-1. Prior to filing this application, the applicant met with the Design Team of the Division of Planning to go over the Multi-Family Design Standards. Please see the discussion above.

b and c. A-DS5-4 and A-DS7-3: The ground level of the buildings will be activated by ground level accessible units. In addition, there will be parking on the ground level. The parking level will be activated by sidewalks and openings which will be the same size and orientation as windows in the upper stories. Stairwells will also activate the ground floor. The ground floor will likely be a different material or color from upper floors.

d. and e. A-DS1-1 and A-DS1-2. The Kentucky American Water line easement which runs parallel to Paris Pike will create the opportunity for a landscape zone which will employ gradually larger plantings from Paris Pike toward the development side. These will create a “soft wall” that will somewhat conceal the lowest level of the buildings and create a greater sense of enclosure for the residents while simultaneously softening the street edge of Paris Pike. This zone may be strictly linear in places (along the building edges), but it can meander a bit at the western edge along the detention area. Also, this property is located on a Lex Tran route, presenting the opportunity for enhanced ridership on Lex Tran. As mentioned above, the Division of Traffic Engineering reported that Lex Tran was not currently interested in an additional bus stop shelter on the frontage of this property. However, as additional property develops to the north, it may become more likely that a stop is needed on this side of Paris Pike. The applicant has expressed willingness to contribute to the cost of a new bus shelter. We have direct pedestrian linkages to Paris Pike and are providing a sidewalk along Paris Pike along which a bus stop and shelter could be located.

f. B-PR7-3. This property is largely open land and numerous trees are shown on the development plan which will greatly increase the tree canopy on this property.

Thank you for your consideration of this zone change request.

Sincerely,

Richard V. Murphy,
Attorney for Joyland Crossing, LLC

RVM/prb