

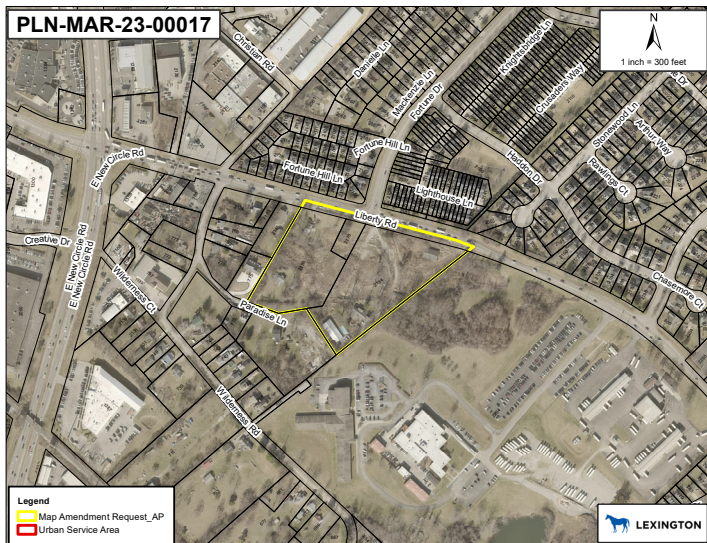
STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-23-00017: RED DRAW DEVELOPMENT, LLC.

DESCRIPTION OF ZONE CHANGE

Zone Change: From a Planned Neighborhood Residential (R-3) and a Single Family Residential (R-1B) zone To a Medium Density Residential (R-4) zone

Acreage: 7.556 net (8.197 gross) acres

Location: 2156, 2176, 2184 Liberty Road



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	R-1B/ R-3	Single Family
To North	R-1B	Single-Family
To East	R-1B	School
To South	R-1B	Single Family
To West	R-1B	Single Family

URBAN SERVICE REPORT

Roads - The subject property primarily fronts on Liberty Road (KY 1927), which is a three lane arterial roadway. This roadway is slated for future expansion in 2025, per the 2040 Metropolitan Transit Plan. The subject property also has a small amount of road frontage on Paradise Lane, a substandard local roadway that serves residential properties to the rear of the site.

Curb/Gutter/Sidewalks -Curb and gutter is present for a small portion of the subject property’s Liberty Road frontage, but the majority of the frontage lacks all three facilities. All of these urban improvements are planned as part of the improvements to this section of Liberty Road in the 2040 Metropolitan Transportation Plan. Paradise Lane lacks sidewalk, curb, and gutter facilities.

Storm Sewers - The subject property is located within the North Elkhorn Creek watershed. Stormwater improvements may be required to address both water quantity and water quality. Any such improvements shall be designed and constructed in accordance with the LFUCG Engineering Manuals. While there appear to be FEMA Special Flood Hazard Areas on the adjoining property at 2264 Liberty Road, there are no known flooding issues on the subject properties.

Sanitary Sewers - The subject property is located in the North Elkhorn sewershed, which is served by the West Hickman Wastewater Treatment Plant in northern Jessamine County. Sanitary sewer capacity will need to be verified prior to certification of a final development plan for the proposed change of land use at this location.

Utilities - All utilities, including natural gas, electric, water, phone, and cable television are available in the area, and are available to serve the proposed development.

Refuse - The Urban County Government serves residences in this portion of the Urban Service Area with collection on Tuesdays.

Police - The nearest police station is located near the Eastland Shopping Center at the Central Sector Roll Call Center, on Goodwin Drive just off Winchester Road, about 1½ miles northwest of the subject property.

Fire/Ambulance - The nearest fire station (#9) is located approximately one mile southwest of the subject property on Richmond Road, near the Kentucky American Water company offices.

Transit- Lextran services the area with the #10 Route, with stops approximately 400 feet from the subject properties, at the intersection of Liberty Road and Wilderness Road, as well as along Fortune Drive.

Parks - The subject properties are located approximately 1/2 of a mile northeast of Idle Hour Park.

SUMMARY OF REQUEST

The petitioner has requested a zone change from a Single Family Residential (R-1B) zone and Planned Neighborhood Residential (R-3) zone to a Medium Density Residential (R-4) zone order to establish a three story multi-family residential development.

PLACE-TYPE

ENHANCED NEIGHBORHOOD
The Enhanced Neighborhood Place-Type is an existing residential area to be enhanced with additional amenities, housing types, and neighborhood serving retail, services, and employment options. Development should be context sensitive to surrounding areas and should add to the sense of place. Incorporating multi-modal connections is crucial to neighborhood success and viability.

DEVELOPMENT TYPE

MEDIUM DENSITY RESIDENTIAL
Primary Land Use, Building Form, & Design
Primarily attached and multi-family units. Multi-family units should complement and enhance existing development through quality design and connections.
Transit Infrastructure & Connectivity
Nearby commercial/employment uses and greenspaces should be easily accessible, and bicycle and pedestrian modes should be maximized to connect residents to destinations.
Quality of Life Components
These developments should include intentional open space designed to fit the needs of area residents, and a variety of neighborhood-serving commercial/ employment uses.

PROPOSED ZONING



The intent of this zone is to provide for medium to medium-high density multi-family dwellings and supporting uses. This zone should be located in areas of the community where services and facilities are/will be adequate to serve the anticipated population. The medium to medium-high density residential uses should be located along collector and arterial streets. Where lower density development occurs in this zone, it should be located along local streets. Adequate multi-modal connections should be available to all residents. Development should be in areas of the community where necessary services and facilities will be adequate to serve the anticipated population. Medium to medium-high density multi-family dwellings should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE



The petitioner is proposing a multi-family residential development consisting of seven three-story apartment buildings, with a club house, pool, and associated parking areas. The applicant is proposing a total of 168 units, for a total residential density of 22.3 units per net acre.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant has not indicated that any public outreach or engagement has occurred at this time. The applicant should provide further information on how they plan to engage with the surrounding area.

PROPERTY & ZONING HISTORY



The subject properties were zoned Single Family Residential (R-1B) prior to the 1969 Comprehensive Rezoning of the city and county, and contained single-family residential uses. In 1990, the property at 2184 Liberty Road was rezoned to a restricted Planned Neighborhood Residential (R-3) zone in order to accommodate a townhome development (MAR-90-28). The Urban County Council approved the zone change, but placed a conditional zoning restriction on the property that limited the parcel to a total of 22 units. The proposed townhome uses were never developed. The single family residence at 2176 Liberty Road was demolished around 2016 and has remained vacant since that time.

COMPREHENSIVE PLAN COMPLIANCE



GOALS, OBJECTIVES, AND POLICIES

The 2018 Comprehensive Plan, Imagine Lexington, seeks to provide flexible yet focused planning guidance to ensure equitable development of our community's resources and infrastructure that enhances our quality of life, and fosters regional planning and economic development. This will be accomplished while protecting the environment, promoting successful, accessible neighborhoods, and preserving the unique Bluegrass landscape that has made Lexington-Fayette County the Horse Capital of the World.

The applicant opines that they are in compliance with the adopted Goals and Objectives of the 2045 Comprehensive Plan. They state that the proposed rezoning encourages the expansion of housing choices by prioritizing a higher density residential development (Theme A, Goal #1.b and c). The applicant opines that the site is meeting goals relating to the intensification of underutilized properties (Theme A, Goal #1.a). The applicant further states that the development will provide for safe social interactions by providing a new connection to Paradise Lane, as well as providing connectivity to transit stops and the surrounding neighborhoods (Theme A, Goal#3.b). Staff agrees that these Goals and Objectives can be met with this request.

The applicant opines that their request also meets several policies of the 2018 Comprehensive Plan, primarily discussing policies relating to encouraging pedestrian mobility and providing connections to transit (Design Policies #1, #2 and #5). While staff agrees that these policies are being met with this request, there are several policies that require further discussion:

Multi-family residential development must comply with the Multi-Family Design Standards (Theme A, Design Policy #3).

The applicant does not provide sufficient information or justification to demonstrate compliance with the Multi-Family Design Standards.

Design car parking areas so as not to be the primary visual component of the neighborhood (Theme A, Design Policy #7)

While the majority of the parking areas are located to the interior and rear of the site, there is a small parking area for building #1 that is located immediately adjacent to both Liberty Road and the entrance to the development. As such, it is the primary visual component when entering the site. The applicant should explore relocating this area to a less conspicuous location, or removing this parking area entirely.

PLACE TYPE, DEVELOPMENT TYPE, AND ZONE

In an effort to allow for the greatest contextual development of Lexington's Urban Service Area, applicants are asked to identify a Place-Type based on the location of the subject properties. Within each Place-Type there are recommended Development Types based on the form and function of the proposed development. Based on the Place-Type and Development Type there are also several recommended zones that are most appropriate based on the Goals, Objectives, and Policies of the Comprehensive Plan. While these zones are the ideal zoning categories to develop within a specified area, other zones may be considered, provided there is an appropriate justification addressing the unique situation and provided the development is able to adequately meet the associated Development Criteria.

The applicant indicates that the project is located within the Enhanced Neighborhood Place-Type and is a Medium Density Residential Development Type. The Enhanced Neighborhood Place-Type is an existing residential area to be enhanced with additional amenities, housing types, and neighborhood serving retail, services, and employment options. The Medium Density Residential Development Type should avoid homogeneous neighborhoods and should be supplemented by a variety of uses and housing options to create sustainable places.

Based on the property's location in an existing residential area, staff finds the applicant's choice in Place Type appropriate. The applicant's chosen Medium Density Residential Development Type is a recommended Development Type within the Enhanced Neighborhood Place-Type, and can be appropriate at this location. The applicant's choice in zone, the Medium Density Residential (R-4) zone is a recommended zone for the chosen Place-Type and Development Type.



DEVELOPMENT CRITERIA

The criteria for a zone change are the distillation of the adopted Goals and Objectives, as well as the policies put forth in the 2018 Comprehensive Plan. The criteria for development represent the needs and desires of the members of the Lexington-Fayette Urban County community in hopes of developing a better built environment. The criteria are refined by the applicant based on the proposed place-type and development type.

1. Site Design, Building Form and Location

While staff agrees with some of the justification provided by the applicant, there are several areas of concern as to how the applicant has applied or not applied the criteria.

A-DS7-1: Parking should be oriented to the interior or rear of the property for nonresidential or multi-family developments.

The parking area for building #1 is located immediately adjacent to Liberty Road and the entrance to the development. The applicant should explore relocating this parking area to the interior or rear of the site.

A-DS3-1: Multi-family residential developments should comply with the Multi-family Design Standards in Appendix 1.

While architectural renderings are not required to be provided at the time of the preliminary development Plan, the applicant has not provided an adequate explanation of how the request is meeting the Multi-Family Design Standards. While each of the standards is listed in the letter of justification, the majority of the responses provided by the applicant are "this is being done where feasible", which does not provide any information on what is being done to meet the standard. With the limited information provided in the plan and letter of justification, and the lack of visual renderings, there is not sufficient information to evaluate compliance with this development criteria.

2. Transportation and Pedestrian Connectivity

Staff finds that the request meets majority of the criteria for Transportation and Pedestrian Connectivity, as the proposal provides for interior pedestrian infrastructure, provides for an emergency connection to Paradise Lane, and provides direct access to transit via a sidewalk to the Liberty Road crossing.

3. Greenspace and Environmental Health

The request meets the requirements for Greenspace and Environmental Health as the request does not impact any environmentally sensitive areas, and will increase the tree canopy present on site.



PARKING DEMAND MITIGATION STUDY

Under the requirements of the newly adopted Parking and Landscaping Zoning Ordinance Text Amendment, all “Significant Developments,” or developments with over 5,000 square-feet of building coverage that require a Zoning Map Amendment, shall provide a Parking Demand Mitigation Study for the project that details the following information:

1. Review of national best practices for parking calculations for the project, including the current ITE Manual Parking ranges or the ranges produced by the ITEParkGen Report;
2. The anticipated parking demand for the project;
3. How the anticipated parking demand will be satisfied on-site or off-site;
4. The methods and strategies to be implemented in order to reduce vehicle trips by site users;
5. The methods and strategies to be implemented in order to promote transportation options by site users;
6. The projected mode share by site users from the utilization of the study’s strategies.

Within the applicant’s review of the parking demand, they have provided specific calculations based on the ITE manual for the proposed residential multi-family use. Based on the provided square footage, the ITE manuals indicate that the development as a whole would need about 252 spaces, which exceeds the 231 proposed spaces for this development. The applicant notes that the reduction in parking provided on-site is due to the close proximity of transit stops along the Liberty Road route.

STAFF RECOMMENDS: POSTPONEMENT, FOR THE FOLLOWING REASON:



1. The applicant should provide information relating to their public outreach efforts.
2. The application should provide information on compliance with the following Policies of the 2018 Comprehensive Plan.
 - a. Multi-family residential development must comply with the Multi-Family Design Standards (Theme A, Design Policy #3).
 - b. Design car parking areas so as not to be the primary visual component of the neighborhood (Theme A, Design Policy #7)
3. The zone change application for the subject properties, as proposed, does not completely address the development criteria for zone change within the Enhanced Neighborhood Place Type, and the Medium Density Residential Development Type. The following criteria require further discussion by the applicant to address compliance with the Comprehensive Plan:
 - a. A-DS3-1: Multi-family residential developments should comply with the Multi-family Design Standards in Appendix 1.
 - b. A-DS7-1: Parking should be oriented to the interior or rear of the property for nonresidential or multi-family developments.