

September 5, 2023

Via Hand Delivery Mail

Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, Kentucky 40507

**RE: Zone Map Amendment
201-235 E Maxwell St and 245-251 Stone Road Zone Change
from R-4 to B-2A**

Dear Commissioners:

Please be advised that I represent Stavroff Land and Development, Inc. (“Stavroff”). My client desires to rezone approximately 2.633 (gross) acres from the Medium Density Residential (R-4) zone to the Downtown Frame Business (B-2A) zone in order to construct a multi-family development on the property. We submit that this proposal is in accord with the formerly adopted “Imagine Lexington” 2018 Comprehensive Plan, and request your approval of our request.

The subject properties are currently developed with single-family residential housing that is exclusively rental property, and primarily student rental. The site is located immediately adjacent to both the urban core and to the University of Kentucky. The vast majority of the surrounding properties are residential in nature – and almost all are rental properties. Multi-family developments exist nearby, as well as office and commercial uses to the north and west.

We believe our proposed development is highly appropriate for this site and reflects the kind of development needed and contemplated by Imagine Lexington. Imagine Lexington encourages redevelopment of properties to allow for denser developments, particularly along key corridors and where property is underutilized. Indeed, Imagine Lexington challenges Lexington as a community to embrace infill opportunities that provide for needed housing density while respecting overall neighborhood context. The proposed development is precisely the type of development that is needed to address the overall shortage of housing units in Fayette County, and upon the campus of the University of Kentucky. In fact, this application will be supported by the University as evidenced by the letter attached to this application. Moreover, the thoughtful planning envisioned by our design team will integrate with the neighborhood in a reasonable way, capturing needed density but also respecting the context of the neighborhood where possible.

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In sum, we are excited to present this proposal to the Planning Commission for consideration. We believe it meets numerous goals and objectives of the Comprehensive Plan, and further complies with relevant standards articulated in the “Placebuilder” included as part of the Comprehensive Plan.

We submit that this proposal comports with the 2018 Comprehensive Plan in the following ways:

Theme A – Growing Successful Neighborhoods

We submit that this proposal comports with Theme A of the Comprehensive Plan. In reviewing Theme A, we maintain that this development comports with the applicable design policies articulated, and is appropriately dense. We further submit that it meets the following goals and objectives articulated in Theme A:

Expand Housing Choices

Goal 1 of Theme A of the Comp Plan lists several objectives. Among them is that Lexington should “[a]ccomodate the demand for housing in Lexington responsibly, *prioritizing higher-density* and a mixture of housing types” (emphasis supplied). This proposal emphasizes housing density in a responsible fashion. We have sought to identify an area of our community that is currently underutilized, and provide housing stock in a location where the demand has historically been and remains high. Our proposal addresses the needs to students and young professionals in an area where they are already residing.

Support Infill & Redevelopment Through the Urban Service Area as a Strategic Component of Urban Growth

Goal 2 of Theme A emphasizes that areas for infill and redevelopment should be identified. This site falls within the defined Infill and Redevelopment Area, and replaces aging housing stock with modern, safe, dense housing choices. The applicant believes that it is identifying an area of our community suited to redevelopment, and can set a standard for responsible and appropriate development in the area.

Provide Well-Designed Neighborhoods & Communities

We believe this proposal addresses two of the objectives of Goal 3 of Theme A in a direct way. First, it will assist with providing various modes of transportation as an option. Because of its location, this site is ideal for individuals who may wish to walk or ride a bike to work or school, as it is in close proximity to the University of Kentucky and the urban core. It is also in close proximity to the Lextran Transit Center for those that

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would wish to utilize public transportation. In addition, residents will be able to access up to seventy-five (75) parking spaces at the Transit Center Garage.

Theme B – Protecting the Environment

We also submit that this proposal comports with goals and objectives articulated in Theme B of the Comp Plan.

Reduce Lexington-Fayette County's Carbon Footprint

As previously noted, this proposed development is ideally located to reduce the need for reliance upon personal automobiles, and has even been designed in such a manner as to encourage walking and biking. This is a key objective of Goal 2 of Theme B.

Theme D – Improving a Desirable Community

We further submit that this proposal comports with the goals and objectives articulated in Theme D of the Comp Plan.

Work to Achieve an Effective & Comprehensive Transportation System

We believe this proposal meets several of the objectives of Goal 1 of Theme D. We intend to interface with Lextran and remain committed to working with them so that the proposed development can be effectively served by public transit. This is in direct relation to Objective C of Goal 1. We also believe that our proposed reorientation of Hagerman Court would lead to safer traffic operations at the site. We also have discussed a commitment to public art, including implementation of public art into the project.

Theme E – Urban & Rural Balance

Finally, we submit that this proposal meets the goal of safeguarding rural land by providing needed housing units in an appropriately dense manner, thus reducing pressure on the Urban Service Boundary.

The Placebuilder

We have further evaluated our proposal under the design criteria in the Placebuilder. In consultation with Planning staff, we submit that this proposal should be evaluated with reference to the Downtown Place Type, and that the proposed development is appropriately classified as high density residential. We submit that this classification is appropriate because of the site's proximity to the urban core.

Attached hereto is a color-coded reflection of how we have addressed the design criteria listed in that Placebuilder category. Items highlighted in orange are represented graphically on our amended preliminary development plan; items in yellow are addressed in this letter, and items not highlighted we do not believe are applicable to our proposal.

Standards That Are Applicable to Our Proposal

A-DS3-1: The proposal, at both preliminary and final development plan, will seek to comply with the Multi-Family Design Standards.

A-DS4-2: There is no doubt that this proposal seeks to establish a new framework for redevelopment in this area. However, the applicant has attempted to incorporate features that acknowledge the neighborhood's context and history.

A-DS-3: This proposal has sought to provide pedestrian features at ground level (like public art) and is designed to facilitate usage by pedestrians and cyclists.

A-DS5-4: This proposal has sought to add features to the ground level to activate the development for pedestrians.

A-DS10-1: We are utilizing the University of Kentucky for the focal point for our development, particularly the buildings and open space across Maxwell Street. This is in walkable proximity to the proposed development.

A-DN1-1: This development is along a significant community corridor (Maxwell) and is located adjacent to the existing urban core.

A-DN2-1: This infill proposal would increase residential density substantially in this area.

B-SU11-1: The developer will investigate the appropriateness of the utilization of green infrastructure and will work with Staff to identify potential uses, to be reflected on a final development plan.

C-LI6-1: The development is located on the significant Maxwell Street corridor, and provides multi-family housing that is walkable to several commercial and employment sites.

C-LI7-1: As above, the development is in a highly walkable/bikable location that provides easy access to community amenities, both within the development (private community amenities) and external to it.

C-PS10-3: We have sought to minimize the parking on the site to a level sufficient to support the number of residents we believe would utilize parking. Our development seeks to provide parking for those that require it and as to not detrimentally impact the neighborhood. However, in accord with the parking standards and goals articulated in the Comprehensive Plan, we have sought to reduce parking to the extent practicable and not overpark the development. As previously mentioned, residents will have access to up to seventy-five (75) parking spaces at the nearby Transit Center Garage. In addition, we believe the University supplies a significant amount of parking to its students at relatively low cost, so those that may wish to have a car but not pay for the parking at this development could utilize University-supplied parking.

D-PL7-1: We have sent letters to the Aylesford and Grosvenor Neighborhood Associations and convened an open house on August 31, 2023, to seek input and to answer questions. We will continue to seek neighborhood involvement.

D-PL9-1: Following research, it is believed that none of the structures to be removed are historically significant.

D-PL10-1: The applicant intends to determine the feasibility of including public art in this development.

E-GR4-1: Following research, it has been determined that the housing to be replaced is in a relative state of disrepair, and that the structures are not viable to incorporate in to a project with density at this level.

E-GR9-4: The applicant submits that these parcels are presently underutilized. The underlying zoning for these properties, R-4, reflects that they are underutilized even as they exist today.

E-GR10-2: The site has been designed so that it serves the needs of those that will walk or bike to work, school, or community amenities/shopping.

A-DS1-1: The applicant is open to working with Lextran to implement appropriate transit infrastructure.

A-DS1-2: As above, the applicant will work with Lextran to discuss the most appropriate provision of mass transit service for the development.

A-DS4-1: The proposed development has been designed to accommodate multiple forms of transport and to provide safe facilities for pedestrians and cyclists.

A-DS5-2: The development will seek to provide a vertical edge along Maxwell Street, with appropriate architectural variation.

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A-EQ3-2: This project will be transit-oriented inasmuch as multiple methods of transit will be readily available from the site, and it is anticipated that many residents will decline to use personal automobile transport.

C-PS10-1: The applicant proposes to utilize shared parking arrangements inasmuch as student residents may utilize the Transit Center Garage, the University's parking options as well as the garage space provided in the development.

D-CO1-1: The development is committed to ensuring that the downtown, high-density residential place type is served with appropriate transportation infrastructure.

D-CO2-1: We will actively engage with Lextran to discuss the most appropriate way to provide transit access, though the site is within walking distance of the Lextran transit center.

D-CO2-2: As above, the applicant is committed to working with appropriate stakeholders to ensure safe access to the transportation system for various modes of transit.

D-SP1-3: As above, we are committed to working with Lextran for access to the University of Kentucky and downtown, as well as providing appropriate facilities for all transportation types.

E-ST3-1: The applicant will work to craft a design that will function effectively for ride-sharing services.

A-EQ7-3: Community open space is provided both for private use of the residents, but also with the available public open space located nearby on the campus of the University of Kentucky.

B-PR7-2: Though this site is certainly constrained, the applicant will seek to incorporate trees in a manner that will increase their chances for survivability.

B-PR7-3: The development will seek to add a reasonable number of trees to not only add to, but enhance the tree canopy.

B-RE1-1: The development will incorporate street trees.

Standards Not Applicable

A-DN3-2: The development does not seek to incorporate commercial space; however, there is commercial space available nearby.

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A-EQ7-1: This proposal does not have a school.

B-SU5-1: No drive-through or vehicle centric use is proposed.

C-PS10-2: There are no underutilized parking lots in the immediate area to our knowledge.

D-PL9-1: Upon review, it is not believed that the existing structures are considered “historically significant.”

D-SP3-1: There are no wireless towers as part of this application.

D-SP3-2: There are no wireless towers as part of this application.

E-GR5-1: As above, it is believed that there are no historically significant structures on the property.

E-GR10-1: The development is not proposed for a true “mixed-use” zone.

E-GR10-3: The development does not propose commercial space.

A-DS10-2: A new focal point is not being designed, but rather, use of an existing focal point is proposed.

A-EQ7-2: The proposed facility is not a health care or social service facility.

B-SU4-1: Greenspace and recreation is available nearby, though the development will usable facilities for residential recreation.

D-CO4-2: The development does not require construction of new streets.

D-CO5-1: As above, this is an infill project not creating new streets.

A-DS4-3: The entire site is presently developed and there are no natural features of note.

B-PR2-1: As the site is currently developed and we are aware of no unique natural features on the site, this standard is inapplicable.

B-PR2-2: There are no floodplains on this site.

B-PR2-3: There are no floodplains on this site.

B-PR7-1: There are no existing greenways or stream corridors to connect.

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B-RE2-1: As above, this site is not adjacent to the greenspace network.

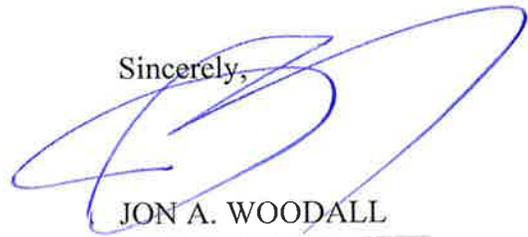
E-GR3-1: There is no existing greenway network in this area.

E-GR3-2: The proposal seeks to utilize an existing focal point instead of a designing a new focal point.

Conclusion

In sum, we submit that our proposal is in accord with the 2018 Comprehensive Plan. We look forward to our continued discussions with staff and the Commission, and request your approval of our request. Of course, if I can be of further assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JAW', is written over the typed name 'JON A. WOODALL'.

JON A. WOODALL
SCOTT A. SCHUETTE

JAW/ss