

SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-26-00002: HILLPOINTE, LLC



STAFF REVIEW

In the period following the March Subdivision and Zoning Committee meetings, the applicant has made changes to the application in response to the initial staff report and the comments received during the committee meetings. Since that time, the applicant has submitted updated application materials, including a revised development plan, renderings of the proposed structures and a supplemental letter of justification. These items speak to a number of staff's initial concerns regarding compliance with the Comprehensive Plan regarding the Multi-Family Design Standards, multi-modal facilities, and pedestrian experience of the project.

GOALS, OBJECTIVES, AND POLICIES

In the initial staff report, staff had identified several Goals, Objectives, and Policies of the 2045 Imagine Lexington Comprehensive Plan that the applicant should address. While most of the comments have been addressed, staff continues to have concerns with some aspects of the plan. Staff initially noted that the proposal conflicted with the following Goals and Objectives:

- *Theme B, Goal #2.d: Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence.*
- *Theme D, Objective 1.a: Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles;*
- *Theme D, Objective 1.b: Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies;*
- *Theme D, Objective 1.f: Enhance transportation options that are affordable, equitable, and responsive to the needs of residents and that support their preferred or necessary mode of transportation, with an emphasis on sidewalk improvements and connectivity.*

Although the plan provides a much needed vehicular and pedestrian connection, it fails to provide infrastructure for bicycles. Developments designed as workforce housing should be particularly mindful of the financial considerations associated with private vehicle ownership and should make every attempt to promote multi-modal transportation.

- *Theme D, Objective 1.d: Improve traffic operation strategies, traffic calming, and safety for all users;*

Traffic calming measures have been added to the plan.

Additionally, staff had concerns with the following Policies:

- *Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes.*

Block length was modified to satisfy this requirement.

- *Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.*

Renderings were provided that comply with the Multi-Family Design Standards.



- Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.

The comment on Design Policy #9 should be disregarded as staff's initial analysis failed to account for Mapleleaf Park which is less than 1,000 feet to the northeast of the subject property.

- Sustainability Policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.

According to applicant's study, proposed parking exceeds peak demand by 25%.

DEVELOPMENT CRITERIA

During the initial review staff found that the applicant had not provided sufficient information to demonstrate how many of the development criteria outlined in the Placebuilder element of the 2045 Comprehensive Plan were being met. In response to Staff's concerns, the applicant submitted supplementary site plan information, building renderings, and a revised letter of justification. As a result, Staff can now more appropriately evaluate the applicant's proposed request. Below, Staff identifies the responses to concerns outlined in the initial report.

- *A-DS13-1 Stub streets should be connected.*

A stub into the adjacent, undeveloped parcel to the south has been added.

- *D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.*

An additional intersection has been added as well as traffic-calming elements.

- *C-PS10-2 Over-parking of new developments should be avoided.*

There was no change to the development plan related to the proposed parking. The following is an excerpt from the Parking Demand Mitigation Study:

This Parking Demand Mitigation Study evaluates the proposed residential development in Lexington, Kentucky, in accordance with LFUCG Zoning Code Sec. 16-14. The development consists of two parcels:

- *North Parcel: 12.5 acres, containing all 118 townhome units*
- *South Parcel: 25.0 acres, containing all 516 apartment units*

Based on the ITE Parking Generation Manual (6th Edition), the estimated weekday peak parking demand is 787 spaces (158 spaces for the north parcel and 629 spaces for the south parcel). The proposed parking supply is 1054 spaces (245 spaces on the north parcel and 809 spaces on the south parcel), resulting in a 25% surplus overall. Both parcels individually provide more parking than required, ensuring adequate capacity for residents and guests. Mitigation strategies of shared parking, nearby transit access, drop-off and pick-up areas, and bicycle parking will further enhance mobility options and reduce reliance on single-occupancy vehicles.

The proposed parking supply is adequate, and the development plan complies with LFUCG requirements for parking demand mitigation.

- *B-SU4-1 Development should minimize and/or mitigate impervious surfaces.*

The proposed plan contains a great deal of impervious surface associated with the vehicular use areas. The applicant should provide information relating to the feasibility of reducing these areas, or providing other design features to help mitigate its impacts.

STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:



1. The proposed Medium Density Residential (R-4) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives for the following reasons:
 - a. The request will help meet an increase in the demand for housing and provide a variety of housing options (Theme A, Goal #1.a, #1.b and #1.d; Theme A, Goal #2.b).
 - b. The request increased residential density on an underutilized parcel (Theme A, Goal #2.a and #2.d).
 - c. The proposed pedestrian connections and open space amenities of the design align with the environmental and quality of life components of the Comprehensive Plan (Theme B, Goal #2.d; Theme D, Goal #1.a).
2. The requested Medium Density Residential (R-4) zone is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The proposal increases residential density while still being sensitive to the surrounding context and connecting into the adjacent developed properties (Design Policy #4; Density Policy #1 and #2).
 - b. The request will provide additional housing options for this area (Design Policy #8).
 - c. The request is intended to meet the demand for a variety of income levels (Equity Policy #3).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases residential density in a compact development(A-DN2-1; B-SU3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as it creates a pedestrian connection between two existing residential developments (A-DS5-1; A-DS4-1).
 - c. The request meets the criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR-2-1), and minimizes impact on adjacent development through the use of buffering elements (B-PR3-1).
 - d. The proposal meets the criteria for Site Design, as the development improves pedestrian connectivity in the area (C-LI8-1), and provides for programmed open space (D-PL4-1).
 - e. The plan meets the criteria for Building Form, as it meets the Multi-Family Design Standards (A-DS3-1) is scaled to respect the context of neighboring structures (A-DS4-2) and minimizes significant contrasts in scale, massing and design (A-DN2-2).
4. This recommendation is made subject to approval and certification of PLN-MJDP-26-00012: WHITE FARM, prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.