

ORDINANCE NO. 018 - 2024

AN ORDINANCE CHANGING THE ZONE FROM A HIGHWAY SERVICE BUSINESS (B-3) ZONE AND SINGLE FAMILY RESIDENTIAL (R-1B) ZONE TO A MEDIUM DENSITY RESIDENTIAL (R-4) ZONE, FOR 5.24 NET (7.71 GROSS) ACRES, FOR PROPERTY LOCATED AT 2200 OLD PARIS ROAD AND 2324 PARIS PIKE. (JOYLAND CROSSING, LLC; COUNCIL DISTRICT 12).

WHEREAS, at a Public Hearing held on November 16, 2023, a petition for a zoning ordinance map amendment for property located at 2200 Old Paris Road and 2324 Paris Pike, from a Highway Service Business (B-3) zone and Single Family Residential (R-1B) zone to a Medium Density Residential (R-4) zone, for 5.24 net (7.71 gross) acres, was presented to the Urban County Planning Commission; said Commission recommending approval of the zone change by a vote of 9-0; and

WHEREAS, the Urban County Council agrees with the recommendation of the Planning Commission; and

WHEREAS, the recommendation form of the Planning Commission is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That the Zoning Ordinance of the Lexington-Fayette Urban County Government be amended to show a change in zone for property located at 2200 Old Paris Road and 2324 Paris Pike, from a Highway Service Business (B-3) zone and Single Family Residential (R-1B) zone to a Medium Density Residential (R-4) zone, for 5.24 net (7.71 gross) acres, being more fully described in Exhibit "A" which is attached hereto and incorporated herein by reference.

Section 2 – That the Lexington-Fayette Urban County Planning Commission is directed to show the amendment on the official zone map atlas and to make reference to the number of this Ordinance.

Section 3 – That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL: February 13, 2024


MAYOR

ATTEST:


CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: February 22, 2024- 1t

0002-2024:TWJ:4864-2613-3402, v. 1

Rec'd by _____
Date: 1/3/24

**RECOMMENDATION OF THE
URBAN COUNTY PLANNING COMMISSION
OF LEXINGTON AND FAYETTE COUNTY, KENTUCKY**

IN RE: PLN-MAR-23-00018: JOYLAND CROSSING, LLC - a petition for a zone map amendment from a Highway Service Business (B-3) zone and Single Family Residential (R-1B) zone to a Medium Density Residential (R-4) zone, for 5.24 net (7.71 gross) acres for properties located at 2200 Old Paris Road and 2324 Paris Pike. (Council District 12)

Having considered the above matter on November 16, 2023, at a Public Hearing, and having voted 9-0 that this Recommendation be submitted to the Lexington-Fayette Urban County Council, the Urban County Planning Commission does hereby recommend APPROVAL of this matter 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 proposed rezoning encourages the expansion of housing choices by providing for higher density residential development in an area predominately characterized by single family residential uses (Theme A, Goal #1.b).
 - b. The request provides for dedicated accessible units that will serve Lexington's aging population, and population with disabilities (Theme A, Goal #1.c).
 - c. The request encourages redevelopment of underutilized parcels of land within the Urban Service Area (Theme A, Goal #2.a; Theme E, Goal #1.e).
 - d. The request will create additional demand for transit along the Paris Pike corridor, and the applicant has committed to providing funds toward the development of a transit shelter to serve the southern side of Paris Pike (Theme D, Goal #1.c).
2. The proposal is in agreement with the Policies of the 2018 Comprehensive Plan for the following reasons:
 - a. The request complies with the requirements for the Multi-Family Design Standards (Theme A, Design Policy #3).
 - b. The proposal directs increased residential density to one of our major corridors (Theme A, Density Policies #1, 2, and 4).
 - c. The development provides for adequate greenspace and focal points within the site (Theme A, Design Policy #10).
 - d. The development is designed so that the parking areas are not the primary visual component of the site (Theme A, Design Policy #7).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2018 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Site Design, Building Form and Location, as the proposal intensifies an underutilized property, demonstrates compliance with the requirements of the Multi-Family Design Standards, creates a defined vertical edge along the corridor, mitigates
 - b. The proposed rezoning meets the criteria for Transportation and Pedestrian Connectivity, as the proposal provides for extensive interior pedestrian circulation, lays the foundation for
 - c. future pedestrian connections along this portion of Paris Pike, and commits to providing transit infrastructure in the future.

- d. The proposed rezoning meets the criteria for Greenspace and Environmental Health as the request does not impact any environmentally sensitive areas, creates centralized open space, and will increase the tree canopy present on site.
4. This recommendation is made subject to approval and certification of PLN-MJDP-23-00054: Jones/Cottrell Property and Joyland Crossing, LLC Property (Jovland Crossing Apartments) prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

ATTEST: This 20th day of December, 2023.


Secretary, Jim Duncan

LARRY FORESTER
CHAIR

K.R.S. 100.211(7) requires that the Council take action on this request by February 14, 2024

Note: The corollary development plan, PLN-MJDP-23-00054: JONES/COTTRELL PROPERTY & JOYLAND CROSSING, LLC PROPERTY (JOYLAND CROSSING APARTMENTS), was approved by the Planning Commission on November 16th, 2023 and certified on November 30th, 2023.

At the Public Hearing before the Urban County Planning Commission, this petitioner was represented by **Dick Murphy, attorney.**

OBJECTORS

- Katherine Perkins, 258 Swigert Avenue.
- Patty Draus, 608 Allen Court.
- Mike Slone 151 Strawberry Fields Road.
- Janet Ehrmantrout, 1977 Laclede Court.
- Amy Clark, 628 Kastle Road.

OBJECTIONS

- Stated she thought there should be conditions on the preliminary development plan and on the zone, to include continuous buffering of 20 feet around the property and a traffic light at the intersection.
- Stated she did not object to this application, but was concerned about the automobile and pedestrian traffic.
- Stated he was concerned with the height and the density proposed for the property, as well as its proximity to the Urban Service Area.
- Stated that she was concerned about the traffic and those issues should be figured out before the development goes forward.
- Stated that she was against this application because of the inadequate connectivity for pedestrians and drivers, and that she does not believe it will successfully develop and serve

- Adrienne Gleeson, 224 Preakness Drive.
- its purpose.
- Stated that this intersection is one of the deadliest in the state and is tremendously dangerous.

VOTES WERE AS FOLLOWS:

AYES: (9) Davis, Wilson, Barksdale, Michler, Pohl, Owens Meyer, Worth, and Nicol
NAYS: (0)
ABSENT: (1) Forester
ABSTAINED: (0)
DISQUALIFIED: (0)

Motion for APPROVAL of PLN-MAR-23-00018 carried.

Enclosures: Application
Justification
Legal Description
Plat
Development Snapshot
Staff Reports
Applicable excerpts of minutes of above meeting

MAP AMENDMENT REQUEST (MAR) APPLICATION

1. CONTACT INFORMATION (Name, Address, City/State/Zip & Phone No.)

Applicant: JOYLAND CROSSING, LLC 120 S MAIN ST, WINCHESTER, KY 40391
Owner(s): STOP-N SHOP, LLC 120 S MAIN ST, WINCHESTER, KY 40391 JOYLAND CROSSING, LLC, 120 S MAIN ST, WINCHESTER, KY 40391
Attorney: RICHARD MURPHY, 250 W MAIN ST, STE 2510, LEXINGTON, KY 40507

2. ADDRESS OF APPLICANT'S PROPERTY

2200 OLD PARIS ROAD, LEXINGTON, KY 40505 2324 PARIS PIKE, LEXINGTON, KY 40505
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3. ZONING, USE & ACREAGE OF APPLICANT'S PROPERTY

Existing		Requested		Acreage	
Zoning	Use	Zoning	Use	Net	Gross
R-1B/B-3	BAR/VACANT	R-4	MULTI-FAMILY RESIDENTIAL	5.24	7.71

4. COMPREHENSIVE PLAN

a. Utilizing Placebuilder, what Place-Type is proposed for the subject site?	CORRIDOR
b. Utilizing Placebuilder, what Development Type is proposed for the subject site? If residential, provide the proposed density	MEDIUM DENSITY RESIDENTIAL

5. EXISTING CONDITIONS

a. Are there any existing dwelling units on this property that will be removed if this application is approved?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
b. Have any such dwelling units been present on the subject property in the past 12 months?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
c. Are these units currently occupied by households earning under 40% of the median income? If yes, how many units? If yes, please provide a written statement outlining any efforts to be undertaken to assist those residents in obtaining alternative housing.	<input type="checkbox"/> YES <input type="checkbox"/> NO

6. URBAN SERVICES STATUS (Indicate whether existing, or how to be provided)

Roads:	Private
Storm Sewers:	LFUCG
Sanity Sewers:	LFUCG
Refuse Collection:	LFUCG
Utilities:	<input checked="" type="checkbox"/> Electric <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Phone <input checked="" type="checkbox"/> Cable



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RICHARD V. MURPHY

CHRISTOPHER M. CLENDENEN

October 2, 2023

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

Re: 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 on behalf of Joyland Crossing, LLC, which is filing a zone change application and development plan for the property at 2200 Old Paris Road and 2324 Paris Pike. The property consists of approximately 5.24 net acres. 2200 Old Paris Road is currently zoned R-1B, single-family residential. 2324 Paris Pike is currently zoned B-3, Highway Service Business. We are requesting a zone change to the R-4 (Medium Density Residential) zone in order to allow the construction of a multi-family residential community on the property.

DESCRIPTION OF PROJECT

The applicant and a related company purchased these two tracts in 2022. Prior to the applicant's ownership, the property at 2324 Paris Pike was rezoned to the B-3 zone in 2017. The certified development plan showed two restaurants with drive-thru windows, and a gas/convenience store/restaurant on the property. The property at 2200 Old Paris Road is currently zoned R-1B, single-family residential. It was the site of the Curb bar, which has recently been closed. In 2018, when the properties were still under separate ownership, a zone change was filed for 2200 Old Paris Road, to the B-3 zone. However, that zone change was indefinitely postponed when access issues could not be resolved.

By combining these two properties into one development, the entire tract can be served with one access point onto Paris Pike, opposite Rogers Road. (There will also be a second emergency access point, as requested by the Division of Fire).

Rezoning this property will allow construction of a residential apartment community including clubhouse, swimming pool, recreation room, management office and a central lawn area.

The property is constrained by a number of factors: there are hard boundaries on the west, Paris Pike; the east, the railroad; and the south, the railroad bridge at the intersection of Old Paris Road and Paris Pike. The triangular shape of property itself is a design challenge. After consultations with the design team in the Division of Planning, the applicant has designed a community which has parking underneath the structures and in the back along the railroad right-of-way. The office, clubhouse, pool and recreation center are located in a central location on the property. Internal pedestrian connections are emphasized, and the project plans for future connectivity along Paris Pike by constructing a sidewalk along the frontage of that road.

The development will supply additional workforce housing in this area of Lexington.

GOALS AND OBJECTIVES OF THE 2045 COMPREHENSIVE PLAN

This proposal in agreement with the Goals and Objectives of the 2045 Comprehensive Plan. This development will supply housing for working families, which will provide an additional option to residents. Although pedestrian connections to other neighborhoods are currently limited, the property is located on a LexTran bus route.

This development in agreement with Goal A.1, Expanding Housing Choices, by supplying an option for working families. It helps to accommodate the demand for housing in Lexington responsibly, prioritizing higher density housing types (Objective A.1.b.). There will be accessible units in the development, to provide accessible housing for residents with disabilities (Objective A.1.c.). Similarly, this development supports infill and redevelopment as a strategic component of growth (Goal A.2.). This tract is largely vacant except for the old Curb Bar buildings which will be demolished. This presents an opportunity for infill and redevelopment as called for in Object A.2.a. By conforming to the multi-family design guidelines, it respects the features of areas surrounding the development (Objective A.2.b). A central lawn area and additional open space will be provided (Objective A.2.c.). The development provides a well-designed community (Goal 3), which will have a central lawn area, swimming pool, clubhouse and recreation center which will provide spaces for positive and safe social interactions (Objective A.3.b.). The topography will be respected as is possible to minimize destruction of natural features (Objective A.3.c.). As mentioned above, the development will provide gathering spaces and outdoor green areas as neighborhood-enhancing elements (Objective A.3.d.). Although the property is constrained by Old Paris Road and the railroad, there will be internal pedestrian connections and there will be a sidewalk along Paris Pike in hopes that future development will connect (Objective A.3.e.).

City services will become more efficient by limiting vehicular access points to the location opposite Rogers Road and by eliminating the access point to the existing Curb Bar area. As mentioned above, an emergency entrance will be provided for fire and EMS usage (Objective A.4.c.) This development will provide an integrated, walkable neighborhood, located on the bus line, open to all residents and will expand middle-income housing options (Objectives A.5.a. and A.5.b., as called for in Goal 5, Insuring Equitable Development to Rectify Segregation Caused by Historic Planning Practices and Policies).

The development will assist in protecting the environment by complying with consent decree requirements and engineering manuals relating to sanitary sewers and stormwater (Goal

B.1., and Objective B.1.a.). The property is located on a bus line, allowing access to multi-model options (Objective B.2.d. and Objective D.1.b.). By complying with multi-family design standards, we ensure that the built environment is accessible through activated and engaging site design (Objective D.2.a.).

Finally, by providing additional density for working families, the application assists in maintaining a balance between urban uses and safeguarding rural land and upholds the urban service area concept (Theme E and Goal E.1.). This development emphasizes development along an underutilized corridor (Objective E.1.d.) and maximizes development on vacant land in the Urban Service Area (Objective E.1.e.).

POLICIES

Our proposal successfully addresses policies of the 2018 Comprehensive Plan.

Pertaining to the Design Policies under Theme A, Growing Successful Neighborhoods, this development implements the multi-family design standards (Policy 3) and provides a development sensitive to the surrounding constraints (Policy 4). Internal walkability is provided along with adequate greenspace for the residents within the development (Policies 5 and 9). The development provides a neighborhood focal point including the central lawn, swimming pool, clubhouse and recreation facility (Policy 10). Parking areas are not the primary visual component of the development, as they will primarily be located underneath the buildings and in the rear along the railroad tracks (Policy 7).

This development also assists with the policies relating to density under Theme A, Growing Successful Neighborhoods). This development provides higher density along a major corridor (Policy 1) through context sensitive designs complying with the multi-family guidelines (Policy 2). The project will encourage enhancement of the existing transit route (Policy 4).

Similarly, the development will advance the equity policies under Theme A. The provision of housing available for working families helps meet the demand for housing across all income levels, as called for in Policy 1. As called for in Policy 3, this development will add residential opportunities by zoning areas near transit.

ENGAGEMENT

The applicant is reaching out to the Joyland Neighborhood Association regarding the development.

PLACE-TYPE, DEVELOPMENT TYPE AND REQUESTED ZONE

This proposal fits within the Corridor Place-Type, and within the Medium Density Residential (MR) development type. We are requesting the R-4 (Medium Density Residential) zone, which is a recommended zone for this Place-Type and Development Type.

DEVELOPMENT CRITERIA

Here is a discussion of the criteria that were not specifically addressed on the development plan, or which need further discussion:

- **A-DS3-1.** The applicant met with the design team of the Division of Planning prior to submission to go over the Multi-family Design Standards.
- **A-DS4-2.** This parcel is somewhat isolated from surrounding properties by the railroad track and Paris Pike. Along this major corridor, the applicant plans three-story apartment buildings with parking underneath.
- **A-DS5-3 and A-DS5-4.** The buildings along Paris Pike provide a vertical edge. We propose a centrally located lawn area which will include the swimming pool, clubhouse and recreational area. All are easily accessible from all units in the development.
- **A-DS7-1, A-DS7-2 and A-DS7-3.** Parking for the development is oriented to the interior underneath buildings, and to the rear, along the railroad. As the parking along Paris Pike is underneath the buildings, it is screened from streetscape view.
- **A-DS10-1.** As mentioned above, all residential units are within reasonable walking distance to the central lawn area.
- **A-DN2-1, A-DN2-2 and A-EQ3-1.** This development will increase density along this major corridor. It is an appropriate use between Paris Pike and the railroad.
- **B-SU11-1.** Permeable pavers are planned to be utilized for the emergency access area off of Old Paris Road.
- **C-LI7-1.** This proposed medium density residential development will enhance the existing neighborhood which includes commercial uses, churches, and single-family detached homes.
- **C-PS10-3.** The developer is proposing the minimum parking for this development.
- **D-PL7-1.** As mentioned above, the developer will contact the Joyland Neighborhood Association.
- **E-GR9-4.** This proposal intensifies these underutilized parcels.
- **A-DS1-1, A-DS1-2, A-DS4-1 and A-DS5-1.** This property is located on a LexTran line, presenting the opportunity for enhanced ridership on LexTran. Paris Pike is a major highway, and the railroad is a barrier, limiting direct pedestrian linkages. However, this development plans for the future by providing a sidewalk along its frontage along Paris

Pike. Vehicular conflict points are reduced as this development will utilize one access point, opposite Rogers Road.

- **A-EQ3-2, B-SU4-1, D-CO1-1, D-CO2-1 and D-CO2-2.** As mentioned above, this development presents the opportunity for enhancing ridership on LexTran's adjacent route. Direct pedestrian options outside of this property are limited, but the project is designed so that all residents are within walking distance of the central lawn area with the other amenities.
- **A-DS4-3.** Working with the existing elevations of Paris Pike and the railroad track, some filling will be needed, although overall, changes in existing elevations will be minimized.

CONCLUSION

Our proposal will allow development of a vacant parcel and an underdeveloped parcel with multi-family housing as a unified development. It will provide additional housing in this portion of the community. It will be an attractive addition to the community.

Thank you for your consideration of this zone change request.

Sincerely,



Richard V. Murphy,
Attorney for Joyland Crossing, LLC

RVM/prb

MEDIUM DENSITY RESIDENTIAL

SITE DESIGN, BUILDING FORM, & LOCATION

- A-DS3-1** Multi-family residential developments should comply with the Multi-family Design Standards in Appendix 1.
- A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; however, along major corridors, it should set the future context in accordance with other Imagine Lexington corridor policies and Placebuilder priorities.
- A-DS5-3** Building orientation should maximize connections with the surrounding area and create a pedestrian-friendly atmosphere.
- A-DS5-4** Development should provide a pedestrian-oriented and activated ground level.
- A-DS7-1** Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments.
- A-DS7-2** Any non-residential or multi-family parking not buffered by a building should be screened from the streetscape view and adjacent properties.
- A-DS7-3** Parking structures should activate the ground level.
- A-DS8-1** At the individual street level, medium density housing types should be interspersed with single-family detached units and should be context sensitive.
- A-DS10-1** Residential units should be within reasonable walking distance to a focal point.
- A-DS11-1** Common public uses that serve as neighborhood focal points, such as parks and schools, should be on single loaded streets.
- A-DN2-1** Infill residential should aim to increase density.
- A-DN2-2** Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods. (D-PL9, E-GR6)
- A-DN3-2** Development should incorporate residential units in commercial centers with context sensitive design.
- A-DN6-1** Allow and encourage new compact single-family housing types.
- A-EQ3-1** Development should create context sensitive transitions between intense corridor development and existing neighborhoods.
- A-EQ7-1** School sites should be appropriately sized.
- B-PR9-1** Minimize disturbances to environmentally sensitive areas by utilizing the existing topography to the greatest extent possible.
- B-SU11-1** Green infrastructure should be implemented in new development. (E-GR3)
- C-LI6-1** Developments should incorporate multi-family housing and walkable commercial uses into development along arterials/corridors.

CORRIDOR

C-LI7-1

Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment.

C-PS10-2

Developments should explore options for shared and flexible parking arrangements for currently underutilized parking lots.

C-PS10-3

Over-parking of new developments should be avoided. (B-SU5)

D-PL7-1

Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.

D-PL9-1

Historically significant structures should be preserved.

D-PL10-1

Activate the streetscape by designating public art easements in prominent locations.

D-SP3-1

Adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks should be provided to create reliable service throughout Lexington.

D-SP3-2

Cellular tower antennae should be located to minimize intrusion and negative aesthetic impacts, and stealth towers and landscaping should be used to improve the visual impact from the roadway and residential areas.

D-SP9-1

Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and people with disabilities.

E-GR4-1

Developments should incorporate reuse of viable existing structures.

E-GR5-1

Structures with demonstrated historic significance should be preserved or adapted.

E-GR9-1

Live/work units should be incorporated into residential developments.

E-GR9-4

Development should intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)

TRANSPORTATION & PEDESTRIAN CONNECTIVITY

A-DS11-1

Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. (A-EQ7).

A-DS11-2

Direct pedestrian linkages to transit should be provided.

A-DS4-1

A plan for a connected multimodal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI7, E-AC5)

A-DS5-1

Adequate multimodal infrastructure should be provided to ensure vehicular separation from other modes of transport.

A-DS5-2

Roadways should provide a vertical edge, such as trees and buildings.

Theme Letter - Pillar Abbreviation & Policy Number - Criteria Number
Ex from Theme A - Design Pillar & Policy #1 - Criteria #1 - A-DS11-1. Full decoder on page ##

Criteria that include additional policy items in parentheses refer to companion policies that will provide additional context to the related criteria.

MEDIUM DENSITY RESIDENTIAL

CORRIDOR

TRANSPORTATION & PEDESTRIAN CONNECTIVITY (CONT.)	
A-DS10-2	New focal points should be designed with multimodal connections to the neighborhood.
A-DS11-3	Stub streets should be connected. (D-CO4)
A-EQ3-2	Development on corridors should be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities). (B-SU3)
B-SU4-1	Where greenspace/community centers are not located within walking distance of a new development, applicants should attempt to incorporate those amenities. (A-DS9)
D-CO1-1	Rights-of-way and multimodal facilities should be designed to reflect and promote the desired place-type.
D-CO2-1	Safe facilities for all users and modes of transportation should be provided.
D-CO2-2	Development should create and/or expand a safe, connected multimodal transportation network that satisfies all users' needs, including those with disabilities.
D-CO4-2	Roadway capacity should be increased by providing multiple parallel streets, which alleviate traffic and provide multiple route options, in lieu of additional lanes.
D-CO5-1	Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
D-SP1-3	Developments should provide multimodal transportation infrastructure to school sites, including sidewalks, shared-use paths, and roadways that can accommodate the bus and vehicle traffic associated with the site.
D-SP6-1	Social services and community facilities should be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
E-ST3-1	Development along major corridors should provide for ride sharing pick up and drop off locations along with considerations for any needed or proposed park and ride functions of the area. (E-GR10, E-GR7)
GREENSPACE & ENVIRONMENTAL HEALTH	
A-DS4-3	Development should work with the existing landscape to the greatest extent possible, preserving key natural features.
A-EQ7-3	Community open spaces should be easily accessible and clearly delineated from private open spaces.
B-PR2-1	Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.

B-PR2-2	Dividing floodplains into privately owned parcels with flood insurance should be avoided.
B-PR2-3	Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them.
B-PR7-1	Connections to greenways, tree stands, and stream corridors should be provided.
B-PR7-2	Trees should be incorporated into development plans, prioritize grouping of trees to increase survivability.
B-PR7-3	Developments should improve the tree canopy.
B-RE1-1	Developments should incorporate street trees to create a walkable streetscape.
B-RE2-1	Green infrastructure should be used to connect the greenspace network.
D-SP2-1	Visible, usable greenspace and other natural components should be incorporated into school sites.
D-SP2-2	Active and passive recreation opportunities should be provided on school sites.
E-GR3-1	Physical and visual connections should be provided to existing greenway networks.
E-GR3-2	New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number - Criteria Number
Ex. from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1 Full decoder on page ##

**Criteria that include additional policy items in parentheses refer to companion policies that will provide additional context to the related criteria.

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RICHARD V. MURPHY
CHRISTOPHER M. CLENDENEN

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

The following description is intended for zoning purposes only. The description represents information depicted on documents of record found in the Fayette County Clerk's office. This description does not represent a boundary survey and should not be used for real estate conveyance or transfer.

**Joyland Crossing, LLC
2200 Old Paris Road, Lexington, KY
Zone Change from R-1B to R-4**

A tract of land on the southeast of the intersection of Paris Pike and Old Paris Road in the City of Lexington, County of Fayette, Commonwealth of Kentucky and more particularly described as follows: Commencing at the intersection of the center lines of Paris Pike and Old Paris Road said point being at the intersection of the existing B-5P (Interchange Service Business) Zone and the R-1B (Single-Family Residential) Zone:

Thence with the center line of Paris Pike and being with the existing B-5P (Interchange Service Business) Zone being a curve to the left (counterclockwise) having a radius of 2,864.79 feet, and an arc of 290.41 feet and a cord North 58°21'29" East a distance of 229.33 feet to a point in the center line of Paris Pike and being in the line of the existing B-3 (Highway Service Business) Zone; thence with the existing B-3 (Highway Service Business) zone and leaving Paris Pike South 33°56'09" East a distance of 56.00 feet to a point in the south right-of-way of Paris Pike; thence with the existing B-3 Highway Service Business) Zone and being with the south right-of-way of Paris Pike South 52°45'47" East a distance of 9.51 feet to point in the south right-of-way of Paris Pike and being corner to 2324 Paris Pike;

thence with the line of the existing B-3 zone and being with the line of 2324 Paris Pike South 40°02'06" East a distance of 168.74 feet to a point in the north line of the CSX Railroad; thence continuing with the existing B-3 (Highway Service Business) Zone South 39°58'23" East a distance of 59.04 feet to a point in the center of the CXS Railroad Property and being in the line of the existing R-3 (Planned Neighborhood Residential) Zone; thence with the center line of the CSX Railroad Property and being with the existing R-3 (Planning Neighborhood Residential) Zone a curve to the left (counterclockwise) having a radius of 3,043.45 feet, a arc of 401.32 feet and a chord South 78°34'31" West a distance of 401.03 feet to a point in the center line of Old

Paris Road and being in the line of the existing R-1B (Single-Family Residential) Zone; thence with the center line of Old Paris Road and being a new line with the existing R-1B (Single-Family Residential) Zone for three calls North 14°01'28" East a distance of 57.30 feet, North 08°45'37" East a distance of 51.97 feet and North 06°42'10" West a distance of 79.38 feet to the beginning and containing 0.66 acres (Net) and 1.50 acres (Gross).

The following description is intended for zoning purposes only. The description represents information depicted on documents of record found in the Fayette County Clerk's office. This description does not represent a boundary survey and should not be used for real estate conveyance or transfer.

**Stop -N- Shop, LLC
2324 Paris Pike, Lexington, KY
Zone Change from B-3 to R-4**

A tract of land on the south side Paris Pike in the City of Lexington, County of Fayette, Commonwealth of Kentucky and more particularly described as follows:

Commencing at the in the center line of Paris Pike said point being in the line of the existing B-3 (Highway Service Business) Zone and being corner with the existing R-1B (Single-Family Residential) Zone:

Thence with the center line of Paris Pike and being with the existing B-3 (Highway Service Business) Zone for two calls a curve to the left (counterclockwise) having a radius of 2,864.79 feet, and an arc of 297.37 feet and cord North 53°05'25" East a distance of 297.24 feet and North 50°07'00" East a distance of 239.41 feet to a point in the center line of Paris Pike, said point is corner to the existing R-1B (Single-Family residential) Zone; thence with the existing R-1B (Single-Family Residential) Zone South 41°58'37" East a distance of 67.79 feet to a point in the right-of-way of Paris Pike, being corner to 2330 Paris Pike and being in the line of the existing R-1B (Single-Family Residential) Zone; thence with the line of 2330 Paris Pike and the existing R-1B (Single-Family Residential) Zone and continuing with the existing R-1D (Single-Family Residential) Zone South 41°58'37" East a distance of 606.48 feet to a point in the north line of the CSX Railroad and being in the line of the existing R-1D (Single-Family Residential) Zone; thence with the existing D-1D (Single-Family Residential) Zone South 41°58'37" East a distance of 75.74 feet to a point in the center of the CSX Railroad Property and being in the line of the existing A-R (Agricultural Rural) Zone; thence with the center of the CSX Railroad and being with the existing A-R (Agricultural Rural) Zone and continuing with the R-3 (Planned Neighborhood Residential) Zone a curve to the left (counterclockwise) having a radius of 2,930.27 feet, an arc of 727.03 feet and a chord South 89°02'49" West a distance of 725.17 feet to a point corner to the existing R-1B (Single-Family Residential) Zone; thence with the existing R-1B (Single-Family Residential) Zone North 39°58'23" East a distance of 59.04 feet to point in the north line of the CSX Railroad, being in the line of the existing R-1B (Single-Family Residential) Zone and corner to 2200 Old Paris Road; thence with the existing R-1B (Single-Family Residential) Zone and being with the line of 2200 Old Paris Road

North 40°02'06" West a distance of 168.74 feet to a point in the south right-of-way of Paris Pike and being in the line of 2200 Old Paris Road; thence continuing with the existing R-1B (Single-Family Residential) Zone and 2200 Old Paris Road North 52°45'47" West a distance of 9.51 feet to a point corner to 2200 Old Paris Road and being in the south right-of-way of Paris Pike; thence continuing with the existing R-1B (Single-Family Residential) Zone North 33°56'09" West a distance of 56.00 feet to the beginning and containing 4.58 acres (Net) and 6.21 acres (Gross).

JOYLAND CROSSING, LLC. (PLN-MAR-23-00018)

2200 OLD PARIS ROAD
2324 PARIS PIKE

Applicant/ Owner

JOYLAND CROSSING, LLC

120 S MAIN ST.

WINCHESTER, KY 40391

richard@murphyclendenen.com (Attorney)

Owner

STOP-N SHOP, LLC

120 S MAIN ST.

WINCHESTER, KY 40391

Rezone the property for a multi-family residential development.

Application Details

Acreage:

5.24 net (7.71 gross) acres

Current Zoning:

Single Family Residential (R-1B) Zone

Highway Service Business (B-3) zone

Proposed Zoning:

Medium Density Residential (R-4) Zone

Place-type/Development Type

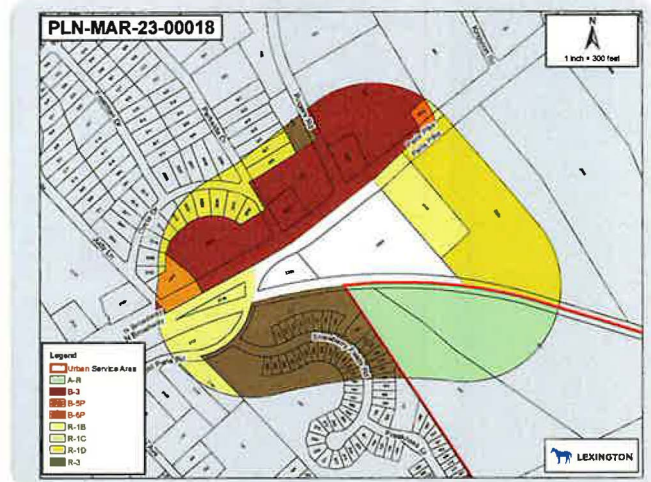
Corridor

Medium Density Residential

For more information about the Corridor place type see *Imagine Lexington* pages 303-314. For more information on the Medium Density Residential Development Type see page 271.

Description:

The applicant is seeking to rezone the subject properties in order to construct a multi-family residential development. The development consists of six four-story residential structures, with a total of 165 units, for a residential density of 31.49 units per acre. The applicant is also proposing a clubhouse, pool, and first-floor parking garages.



Status

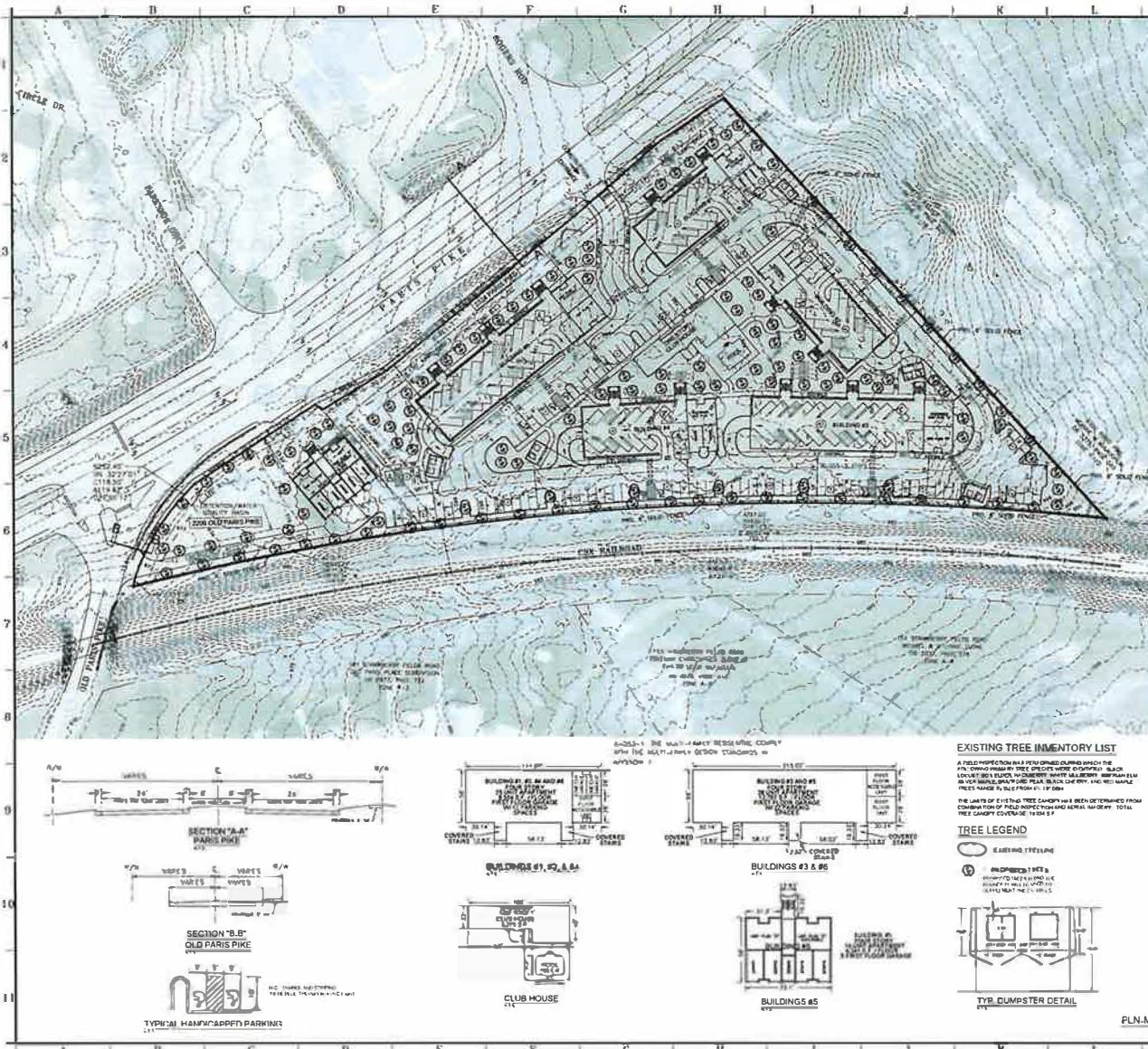
- Public Engagement
- Pre-Application Meeting
- Application Review
- ⊕ Planning Staff Review
- ⊕ Technical Review Committee
- ⊕ Zoning/Subdivision Committee Meetings
- ⊕ Planning Commission Hearing
- Urban County Council Meeting

Public Engagement

- The applicant has not indicated that any public outreach or engagement has occurred at this time.

DISCLAIMER: Plans are subject to change. Visit the Accela Citizen Portal (lexingtonky.gov/plans) or contact Planning for the latest information.

Development Plan



OWNER'S CERTIFICATION
 I HEREBY CERTIFY THAT I AM THE ONLY OWNER OF THE PROPERTY SHOWN HEREON AND I HAVE FULL TITLE AND ALL RIGHTS AND INTERESTS IN THE PROPERTY SHOWN HEREON. I HEREBY CERTIFY THAT I HAVE READ AND UNDERSTAND THE DEVELOPMENT PLAN AND I HAVE AGREED TO THE TERMS AND CONDITIONS OF THE DEVELOPMENT PLAN AND I HAVE AGREED TO THE TERMS AND CONDITIONS OF THE DEVELOPMENT PLAN AND I HAVE AGREED TO THE TERMS AND CONDITIONS OF THE DEVELOPMENT PLAN.

DATE: _____
 NAME: _____

COMMISSION'S CERTIFICATION
 I HEREBY CERTIFY THAT THE DEVELOPMENT PLAN HAS BEEN REVIEWED BY THE PLANNING COMMISSION AND I HAVE APPROVED THE DEVELOPMENT PLAN.

DATE: _____
 NAME: _____

- GENERAL NOTES**
- THE PLANNING COMMISSION SHALL BE RESPONSIBLE FOR THE REVIEW AND APPROVAL OF THE DEVELOPMENT PLAN.
 - THE DEVELOPMENT PLAN SHALL BE SUBJECT TO THE REVIEW AND APPROVAL OF THE PLANNING COMMISSION.
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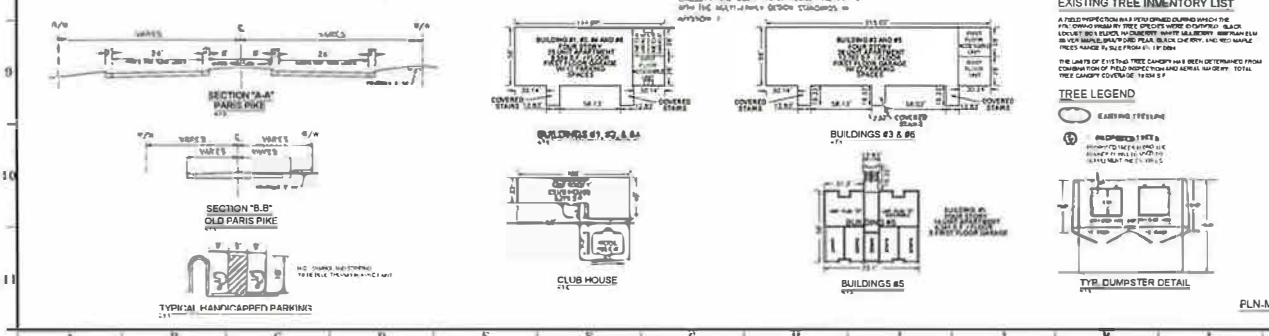
SITE STATISTICS


EXISTING 1700 OLD PARIS PIKE IS A SINGLE FAMILY RESIDENTIAL	EXISTING 2000 PARIS PIKE IS A SINGLE FAMILY RESIDENTIAL
AREA 12.5 ACRES	AREA 12.5 ACRES
AREA 12.5 ACRES	AREA 12.5 ACRES
AREA 12.5 ACRES	AREA 12.5 ACRES
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AREA 12.5 ACRES	AREA 12.5 ACRES
AREA 12.5 ACRES	AREA 12.5 ACRES

EXISTING TREE INVENTORY LIST

A FIELD SURVEY WAS CONDUCTED ON THE PROPERTY TO IDENTIFY ALL EXISTING TREES. THE RESULTS OF THE SURVEY ARE LISTED BELOW. THE SIZE OF EACH TREE IS LISTED IN FEET. THE TOTAL TREE CANOPY COVERED IS 10,000 SF.

TREE ID	TREE SPECIES	TREE SIZE (FEET)
1
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50





VION ENGINEERS
 1000 WEST MAIN STREET, SUITE 100
 LEXINGTON, KY 40502
 TEL: 606.251.1111
 FAX: 606.251.1112

APPROVED FOR THE CITY OF LEXINGTON
 DATE: 10/16/2023
 BY: [Signature]

PRELIMINARY DEVELOPMENT PLAN
 JOYLAND CROSSING APARTMENTS
 2000 OLD PARIS PIKE & 2024 PARIS PIKE
 LEXINGTON, KY 40502

PDP



128 E Reynolds Rd, Suite 150
Lexington, KY 40517
Ph: 859-559-0516

October 9, 2023

Lexington Division of Planning
101 East Vine Street, Suite 700
Lexington, KY 40507
Attn: Daniel Crum AICP

This letter outlines a parking demand mitigation study (Lexington KY Zoning Regulations section 16-14) related to the zoning application MAR-23-00018 and Preliminary Development Plan MJDP-23-00054 / Stop n Shop Property (2200 Old Paris Road and 2324 Paris Pike).

A planned 3-story residential, mid-rise multi-family building was reviewed with the ITE Parking Generation Manual 5th Edition. Parking demand was calculated with land use code 221 based on dwelling unit and numbers of bedrooms, general urban / suburban setting with the site without nearby transit and proximity within ½ mile from a transit line. (Attached are the ITE land use pages)

Lextran Northside Route 17 has a bus shelter stop on Paris Pike at Parkside Drive adjacent to the Speedway at the 2353 Paris Pike corner and approximately 1,000 feet walking distance from the subject property.

Based on mid-August 2023 traffic counts and viewing traffic in the morning and afternoon peak hours, pedestrians in the area use a paved shoulder and sometimes cross Paris Pike when traffic is clear or slow. The Paris Pike (US 27) / Old Paris Road intersection is signalized and needs sidewalks along Paris Pike and crosswalk pavement markings and a pedestrian signal to allow safe crossings. (Attached is the Lextran Route 17 map & schedule).

During the zoning and development plan review process, the applicant and representatives look forward to working with the Lexington Bike / Pedestrian Planner on possible sidewalk connections within the site and to Paris Pike (US 27 / US 68).

Kentucky Transportation Cabinet (KYTC) is currently widening Interstate 64 / 75 in the Paris Pike interchange area and constructing a new bridge overpass. No Paris Pike improvements north of Interstate 64 / 75 interchange in Fayette County are listed in the KYTC 2022-2028 Enacted Highway Plan, the six (6) year plan document.

Bicycle parking (5 racks, 25 spaces) is presented on the preliminary development plan and 14 ADA accessible parking spaces.

Rideshare pickup and drop-off can be accommodated with designated areas and can be addressed with the government staff during the plan process review.

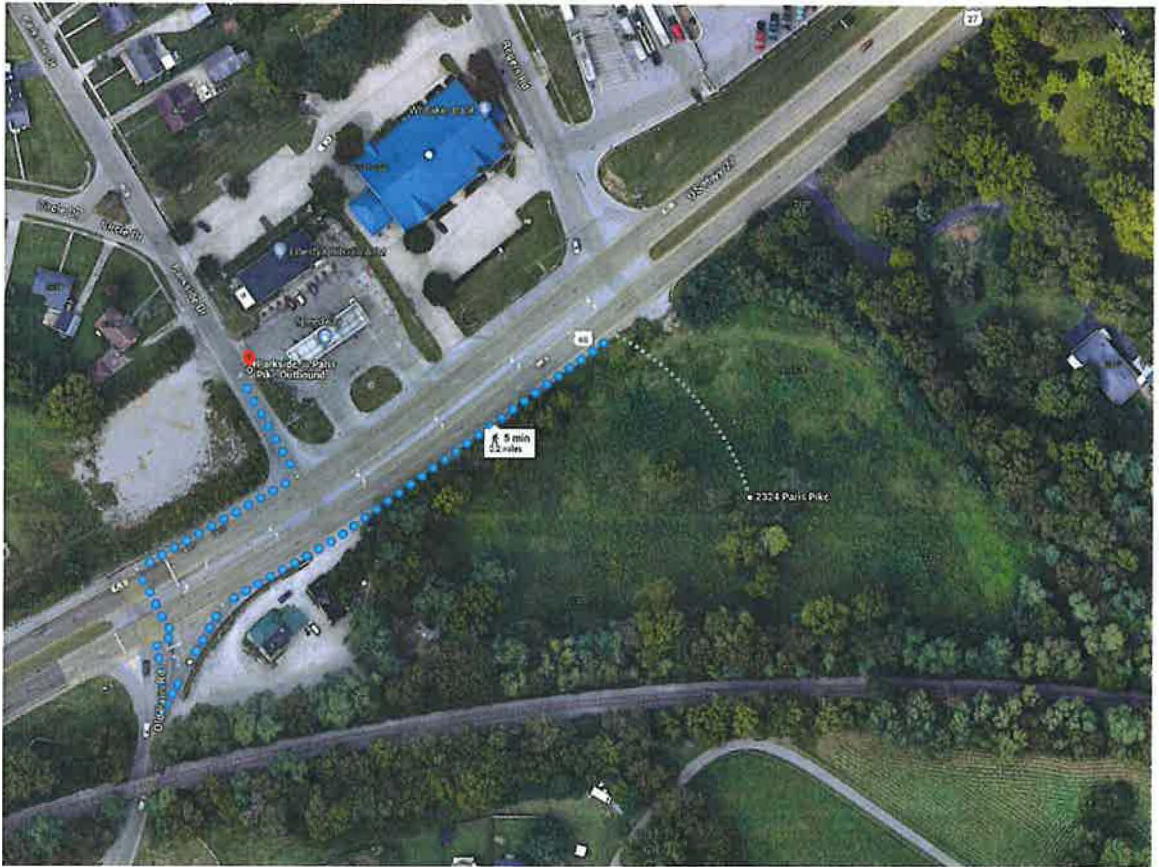
A comparison parking spreadsheet is provided below and includes the ITE standard parking average and rate by equation for a mid-rise multi-family building, calculated rates with no nearby transit and transit available within ½ mile of the subject property.

MAR-23-00018 and MJDP-23-00054 Joyland Crossing 2200 Old Paris Road & 2324 Paris Pike				
Planned R-4 High Density Apartment Zone, 4.58 net acres, 165 residential dwelling units / 330 bedrooms				
ITE Land Use Code	Land Use Description	Setting / Location	Peak Parking Demand per Bedroom	Peak Parking Demand per Dwelling Units
221	Multifamily Housing (Mid-Rise)	General Urban / Suburban (no nearby transit)	250	212
221	Multifamily Housing (Mid-Rise)	General Urban / Suburban (< 1/2 mile to transit)	192	170
		Average Parking Demand	221	191
	Lexington KY Zoning Regs Articles 16 & 18 prior to October 27, 2022	1.5 per DU, 0.9 per bed	297	264
	MJDP-23-00054 parking provided	165 DU, 330 bedroom apt		198

Thank you on the consideration, we appreciate the review -

Mark McIntosh PE, PTOE
Vision Engineering

Cc: Cheryl Gallt, Lexington Planning Services
Tom Martin AICP, Lexington Division of Planning
Fred Eastridge, Vision Engineering



Google Aerial map approximate walking distance from planned residential site to Lextran Route 17 bus shelter

Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

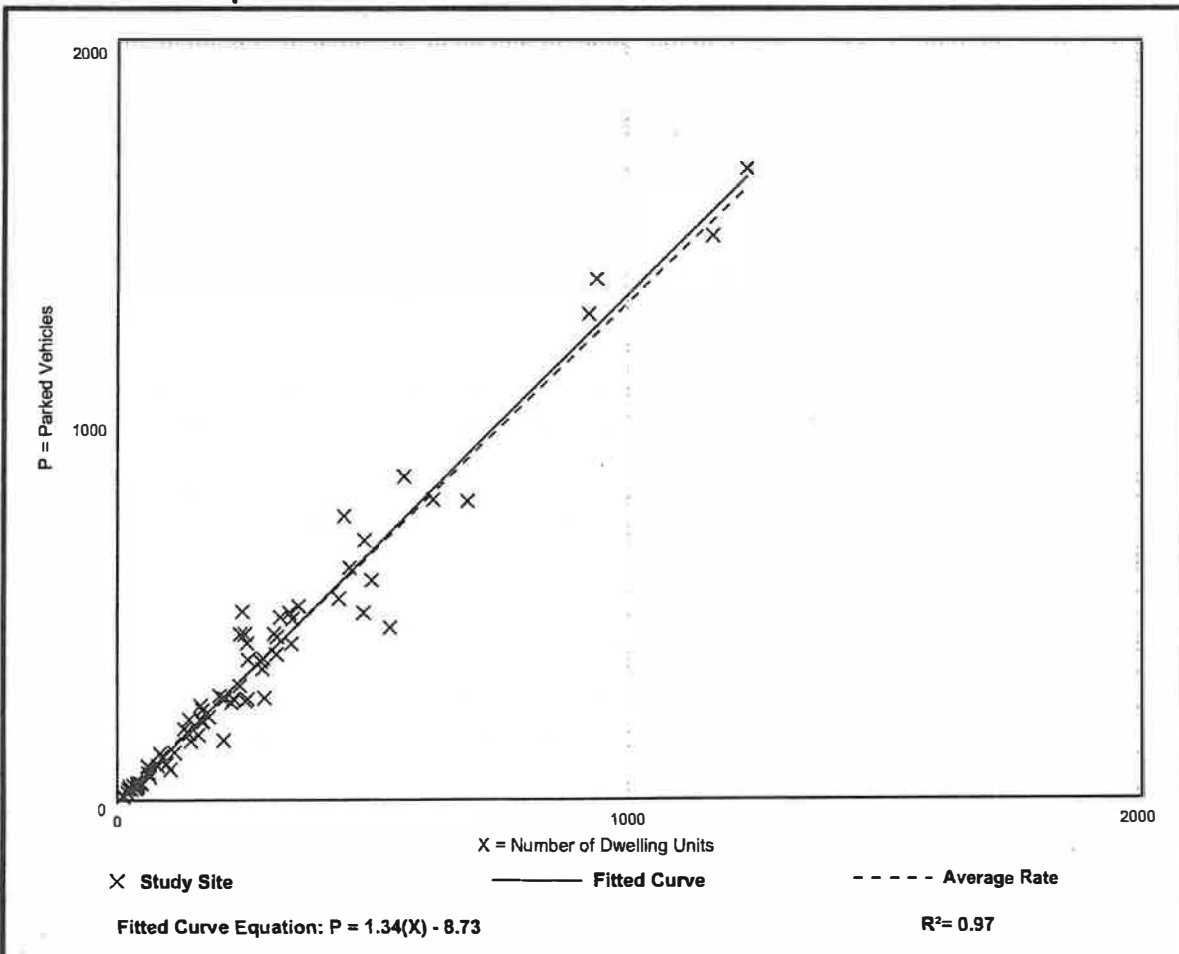
Number of Studies: 73

Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

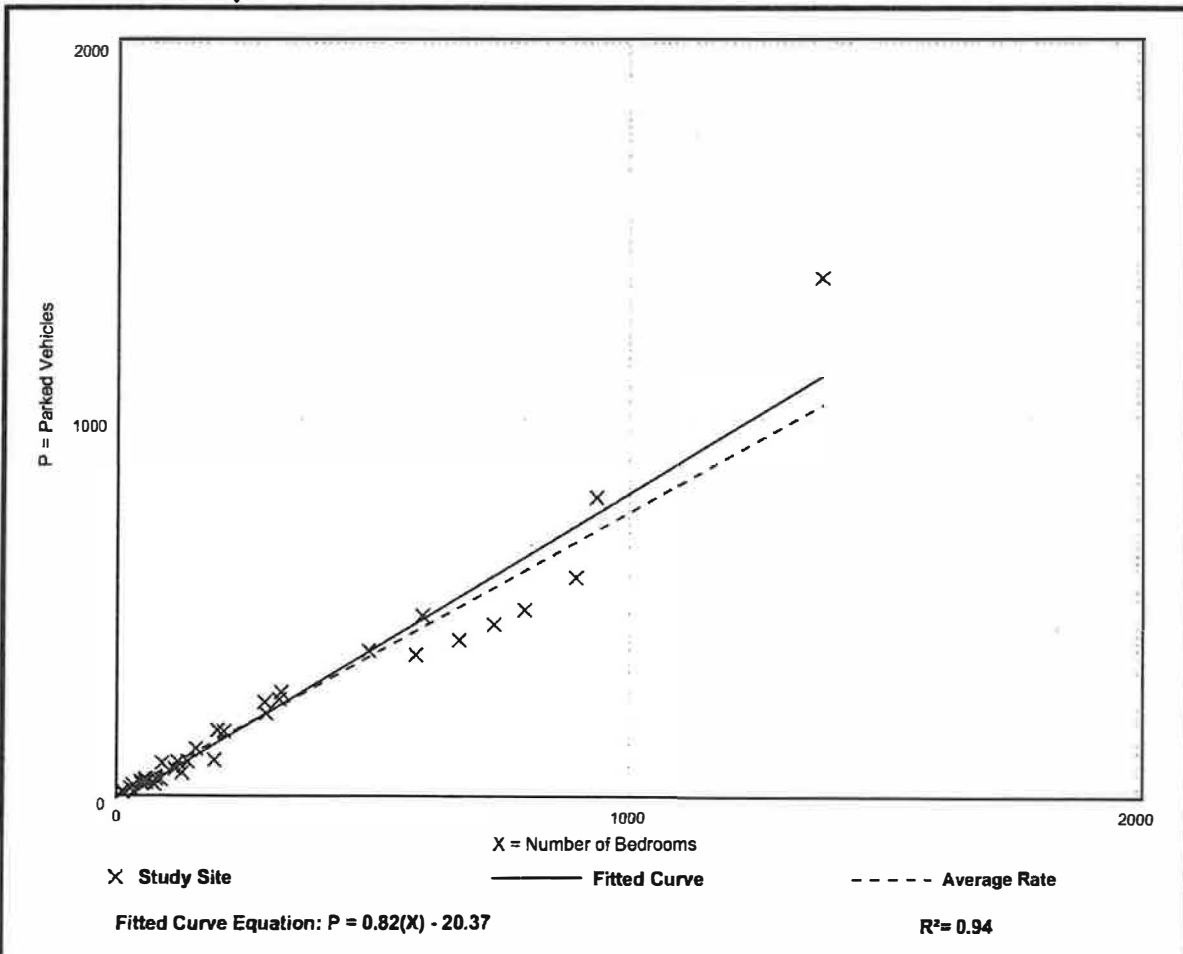
Number of Studies: 35

Avg. Num. of Bedrooms: 294

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.75	0.41 - 1.00	0.65 / 0.87	0.70 - 0.80	0.15 (20%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

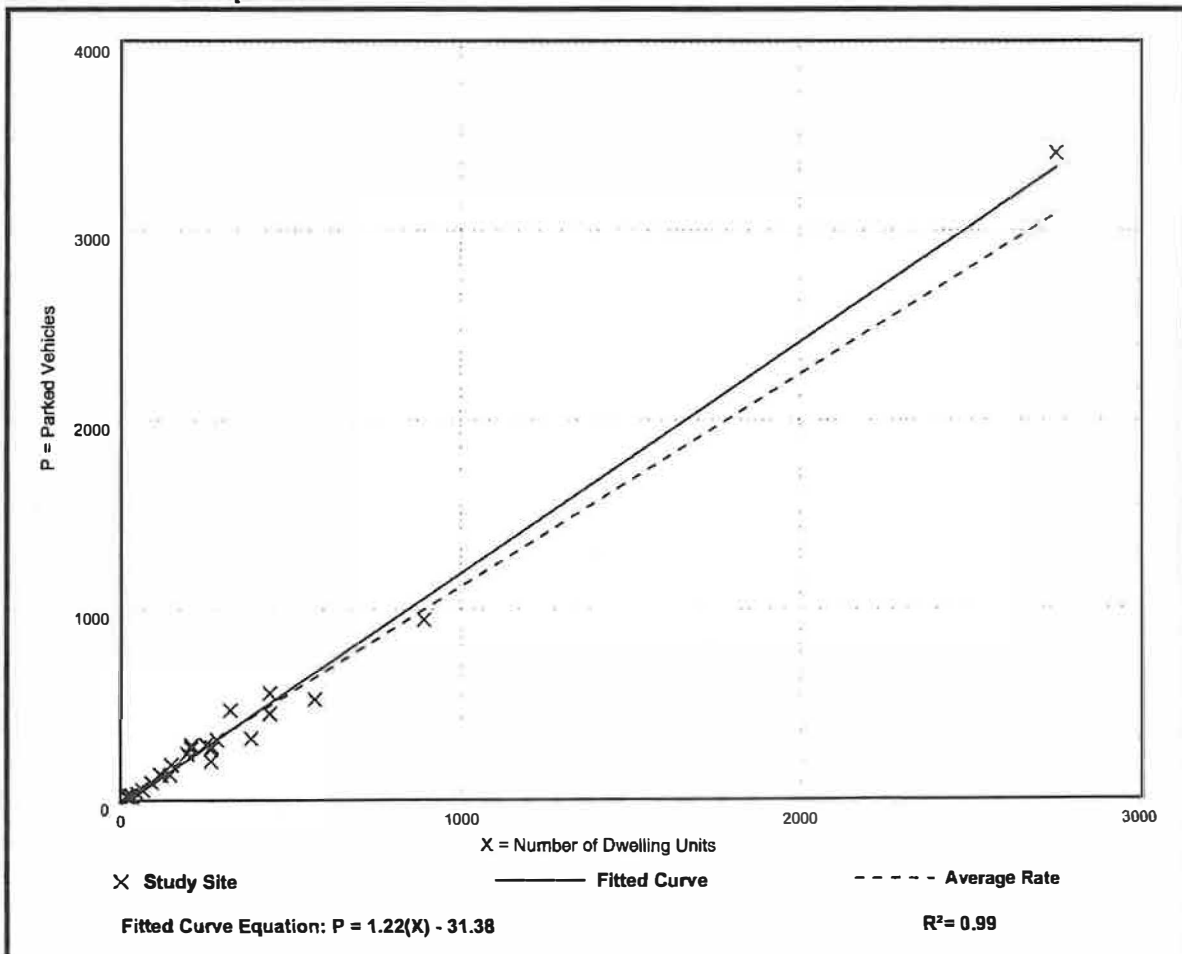
Number of Studies: 27

Avg. Num. of Dwelling Units: 318

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.12	0.55 - 1.45	0.91 / 1.27	1.06 - 1.18	0.17 (15%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (< 1/2 mile to rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

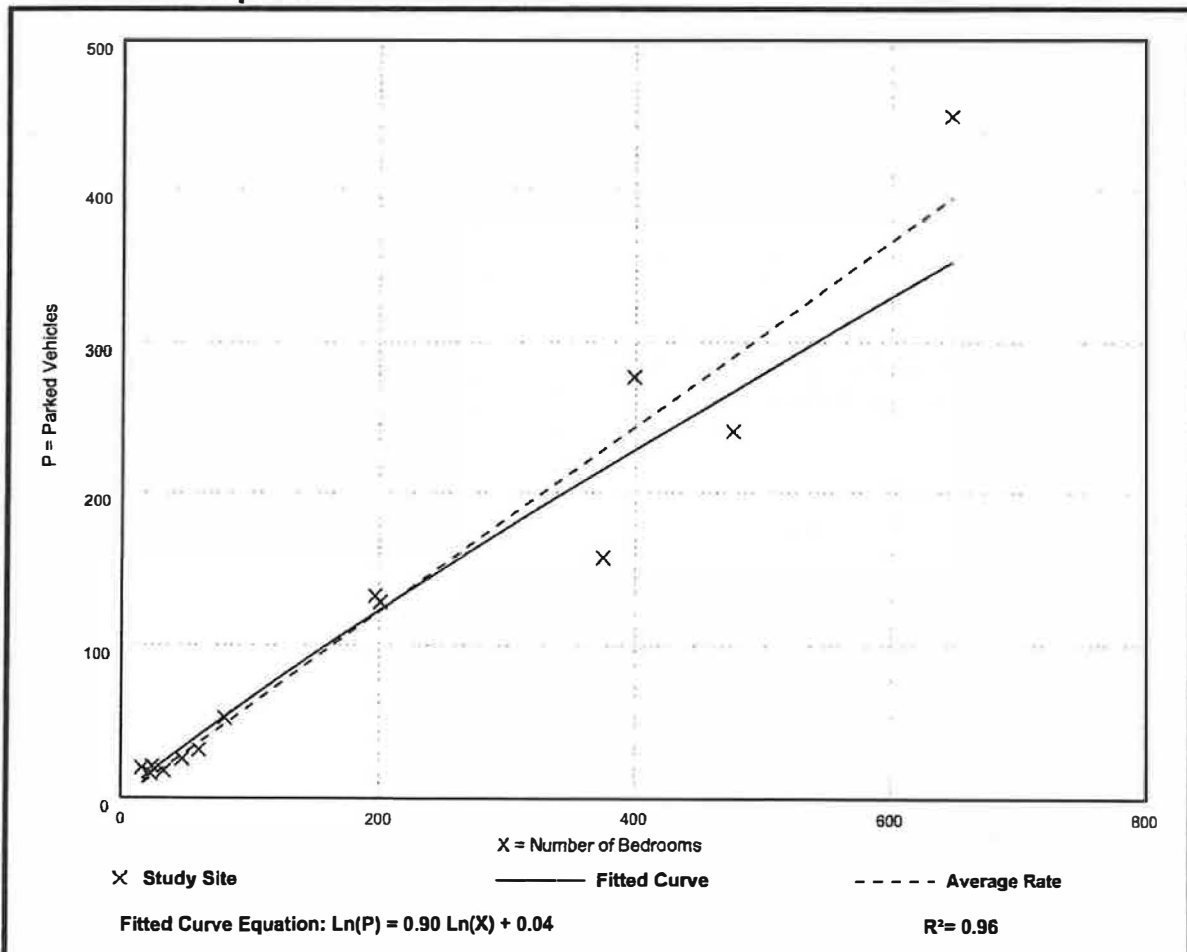
Number of Studies: 13

Avg. Num. of Bedrooms: 198

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.42 - 1.25	0.55 / 0.86	***	0.12 (20%)

Data Plot and Equation



Monday - Friday Schedule

OUTBOUND						INBOUND					
A	B	C	D	E		E	C	F	B	A	
Walmart North	Radcliffe @ Bishop	Parkside @ Allen	Bryan Station High School	Eastland @ Commercial		Walmart North	Radcliffe @ Bishop	Parkside @ Allen	Bryan Station High School	Eastland @ Commercial	
6:40A	6:46A	6:53A	6:59A	7:07A		6:35A	6:29A	6:22A	6:29A	6:35A	
7:45A	7:51A	7:58A	8:04A	8:12A		7:35A	7:29A	7:22A	7:29A	7:35A	
8:55A	9:01A	9:08A	9:14A	9:22A		8:40A	8:34A	8:27A	8:34A	8:40A	
						9:50A	9:44A	9:37A	9:44A	9:50A	
1:35P	1:41P	1:48P	1:54P	2:02P							
2:45P	2:51P	2:58P	3:04P	3:12P		2:30P	2:24P	2:17P	2:24P	2:30P	
3:55P	4:01P	4:08P	4:14P	4:22P		3:40P	3:34P	3:27P	3:34P	3:40P	
5:05P	5:11P	5:18P	5:24P	5:32P		4:50P	4:44P	4:37P	4:44P	4:50P	
						6:00P	5:54P	5:47P	5:54P	6:00P	

General Information

Fare & Pass Menu Menu de Tarifas y Pases de Autobús

	Adulto	Youth* (Ages 7-18)	Senior Citizens**, People with Disabilities**, Medicare Cardholders* and Veterans**<
Standard Ride Fare Tarifa Estándar de Viaje	\$1.00	\$0.80	\$0.50
Day Pass Pase de un Día	\$3.00	\$3.00	\$1.50
20 Ride Pass Pase de 20 Viajes	\$15.00	\$15.00	\$15.00
30 Day Pass Pase de 30 Días	\$30.00	\$20.00	\$15.00
Class Pass Pase de Clase (Estudiantes)	One Semester - \$50.00 Un Semestre - \$50.00		

* - Requires ID or Other Verification *.- Requiere Identificación Válida o Otra Verificación

^ - Age 62 and Above ^.- Edad 62 y Mayor

+ - Age 6 and Under Free +- Edad 6 y Menos Gratis

Transfers are free and valid for 90 minutes.

Transferencias son gratis y válidas por 90 minutos.

Photo ID Cards / Tarjeta de Identificación

Photo ID Cards may be obtained at the Transit Center on Vine Street, Monday - Friday 8:30 a.m. - 4:00 p.m. for a \$5.00 charge.

Puede obtener una tarjeta de identificación con foto en el Centro de Transito ubicado en Vine St. Lunes a Viernes 8:30 a.m. - 4:00 p.m. para una carga de \$5.00.

Transit Center Customer Service

150 E. Vine Street

Monday - Friday: 6:00 a.m. - 6:00 p.m.

Saturday: 8:00 a.m. - 4:00 p.m.

Sunday: Closed

(859) 253-4636

Administrative Office

200 W. Loudon Avenue

Monday - Friday: 8:00 a.m. - 5:00 p.m.

Saturday - Sunday: Closed

(859) 255-7756

Text for Next System

Text "LX" plus your stop number (Example: LX123) to 321-123 for the next departure times for your stop.

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Effective December 23, 2018

Northside Connector

17



Serving

- Walmart North Park
- Northside Library
- Bryan Station High School
- Bryan Station Middle School
- Kroger Bryan Station
- Eastland Shopping Center
- Catholic Action Center

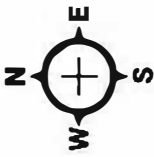
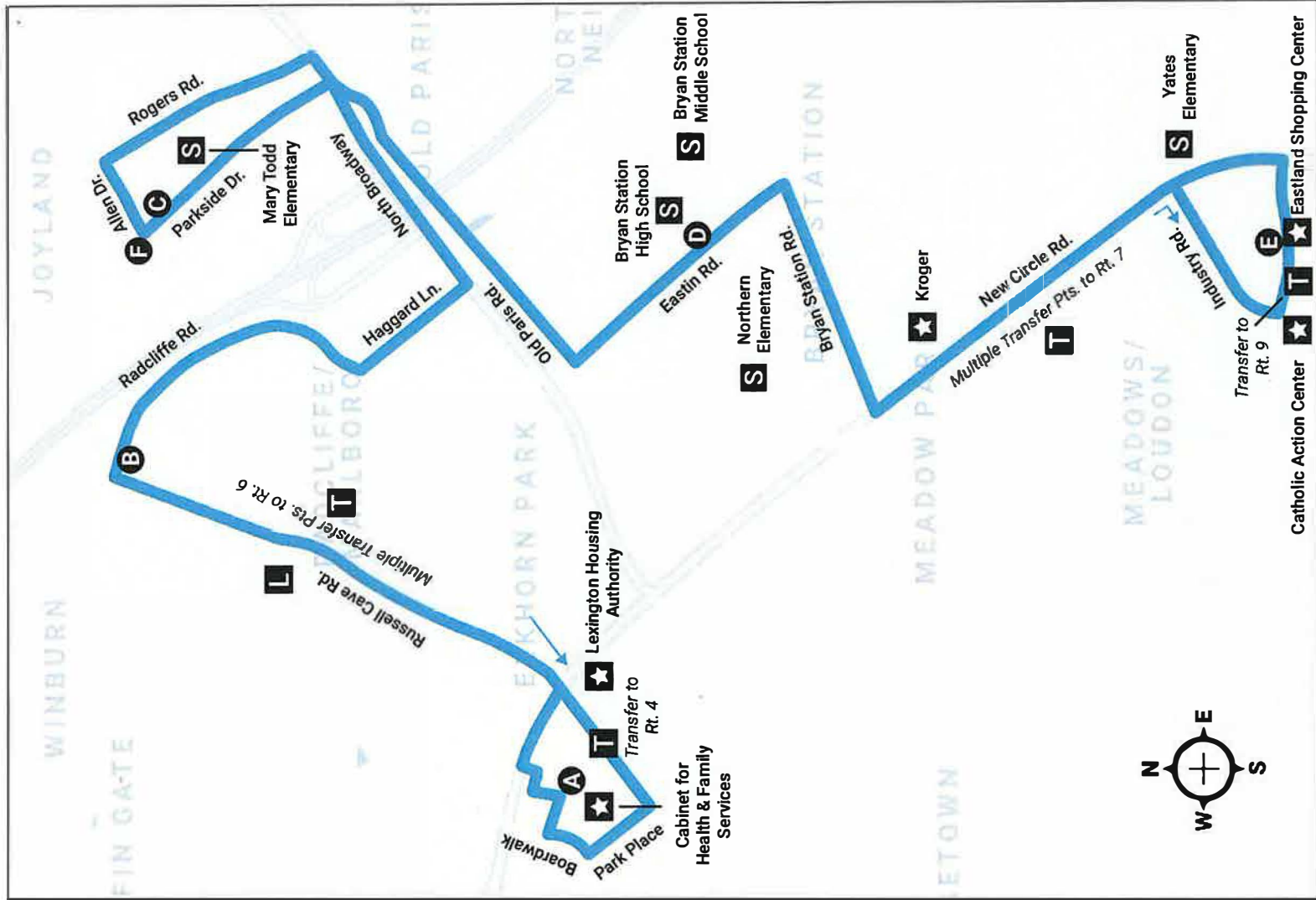


Lextran

17

LEGEND	
A Timepoints	H Points of Interest
B Walmart North Park	H Hospital
C Radcliffe @ Bishop	L Library
D Parkside @ Allen	S School
E Bryan Station High School	P Post Office
F Eastland @ Commercial	T Transfer Point
F Allen @ Parkside	★ Point of Interest

Route 17 Serves the Loudon Bus Stop		
DAY	OUTBOUND	INBOUND
Monday - Friday	6:12 AM 1:30 PM	9:55 AM 6:05 PM
Customers may board the bus in route to the end of the line.		



STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-23-00018 JOYLAND CROSSING, LLC

DESCRIPTION OF ZONE CHANGE

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

Acreage: 5.24 net (7.71 gross) acres

Location: 2200 Old Paris Road
2324 Paris Pike



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	R-1B/ B-3	Vacant
To North	B-3	Commercial
To East	R-1B/R-1D	Residential
To South	A-R/R-3	Railroad
To West	R-1B/ B-3	Commercial

URBAN SERVICE REPORT

Roads - Paris Pike (US 27/US 68), which is categorized as a major arterial roadway, is a four-lane highway with center left turn lanes in the area of the subject site, and becomes a divided highway north and south of the site. It connects Paris, in Bourbon County, to downtown Lexington. Paris Pike was the subject of numerous studies and highway plans, which were implemented in the late 1990s and early 2000s to protect a significant scenic highway. Old Paris Road, which is a two-lane collector level roadway, is the western boundary of the subject site. The RJCormon Railroad overpass crosses Old Paris Road as the road enters the single-family area to the south. The primary access point for the site is proposed to be on Paris Pike, located across from Rogers Road, with an emergency access point located on Old Paris Road.

Curb/Gutter/Sidewalks - Curb and gutter is present in the immediate area, but is not present along the subject properties' road frontage. There are no sidewalk facilities in the immediate vicinity.

Storm Sewers - The subject properties are located within the Cane Run 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. There are no known flooding issues on the subject properties.

Sanitary Sewers - The properties will be serviced by the Town Branch Wastewater Treatment Facility, located on Lisle Industrial Avenue inside New Circle Road between Leestown Road and Old Frankfort Pike. Sanitary sewers have been constructed within the area and should be able to be extended to serve redevelopment of the site. A force main is available at the southwest corner of the site, but the ability to provide sewers to the site may be a challenge. 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 south of the subject properties

Fire/Ambulance - Fire Station #8 is the nearest station to the subject property. It is located on N. Broadway, approximately one mile southwest of the site.

Transit - Lextran services the area north of Paris Pike with the #17 route, which has a stop on Parkside Drive approximately 300 feet north of the subject property; however, there are no pedestrian facilities that facilitate the movement of pedestrians across Paris Pike to reach this transit stop.

Parks - The subject properties are located approximately 1/4 of a mile south of Mary Todd Park.

SUMMARY OF REQUEST

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

PLACE-TYPE

CORRIDOR

Lexington's major roadways focused on commerce and transportation. The overriding emphasis of Imagine Lexington is significantly overhauling the intensity of the major corridors. The future of Lexington's corridors lies in accommodating the shifting retail economic model by incorporating high density residential and offering substantial flexibility to available land uses. Adding a mix of land uses to support the existing retail will provide a built-in customer base, create a more desirable retail experience, and allow a greater return on investment for landholders. Additional focus is on increasing the viability of enhanced mass transit, thereby reducing the reliance on single-occupancy vehicles and improving Lexington's overall transportation efficiency.

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

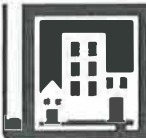
These developments should include intentional open space designed to fit the needs of area residents, and a variety of neighborhood-serving commercial/employment uses.

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 165 dwelling units spread across six structures, for a density of 31.49 units per acre. The residential structures are four stories tall, most of which feature a first floor parking garage. The request incorporates a number of accessible units, which have rear attached garage space. The center of the site consists of a one-story clubhouse with a community pool and open space. A total of 198 parking spaces are proposed between the surface lots, parking structures, and garages.

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. In 2015, the property at 2324 Paris Pike was rezoned to a restricted Highway Service Business (B-3) zone in order to accommodate a restaurant development (MAR-17-00019). The Urban County Council approved the zone change, but placed a conditional zoning restriction on the property that included the following conditional zoning restrictions:

Prohibited Uses

- a. *Establishments and lots for the display, rental, sale, service, and minor repair of farm equipment, contractor equipment, automobiles, motorcycles, trucks, boats, travel trailers, and mobile homes.*
- b. *Cocktail lounges and nightclubs*
- c. *Car wash establishments,*
- d. *Pawn shops*
- e. *Adult arcades, massage parlors, adult bookstores, adult video stores, adult cabarets, adult dancing establishments, adult entertainment establishments, and sexual entertainment centers.*
- f. *Advertising signs, also known as billboards, as regulated by Article 17 of the zoning ordinance*

Buffer Restrictions:

- a. *A twenty foot landscape buffer shall be established along the northeast property boundary. Trees shall be planted every thirty feet (30') within the buffer, and selected from the large species list of the planting manual.*

These restrictions are necessary and appropriate for the subject property in order to restrict the most intense land uses on the property that could have a negative impact on adjacent agricultural and residential land uses and the aesthetic condition of the Paris Pike corridor.

The proposed restaurant uses were never developed at this location.

Despite having residential zoning, the property at 2200 Old Paris Pike contained a bar use, auto repair shop, and house, which have since been discontinued. This property was attempted to also be rezoned to the Highway Service Business (B-3) zone in 2018 (MAR-18-00003); however, the request was withdrawn after concerns were raised regarding the safety of the proposed access point.

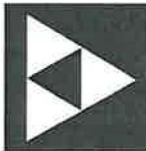
PARIS PIKE CORRIDOR COMMISSION



The proposed zone change is located within the jurisdictional review area of the Paris Pike Corridor Commission, a nine-member citizen commission established to implement the Paris Pike Corridor Small Area Plan (adopted by the Planning Commission in 1995).

The Paris Pike Corridor Commission met on October 11th, 2023 to discuss the proposal. At that meeting, the commission members expressed concerns with the site's proposed access points, and the impact of additional traffic in the area. Based on those concerns, the commission recommended disapproval of the request.

COMPREHENSIVE PLAN COMPLIANCE



GOALS, OBJECTIVES, AND POLICIES

The 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. The applicant states that the proposal to include multi-family in this location helps to accommodate the demand for housing in Lexington responsibly, prioritizing higher density housing types (Theme A, Goal #1.b). The applicant also opines that the proposal supports infill and redevelopment, as the proposal will add a significant number of residential units to aid in the redevelopment of an underutilized corridor (Theme E, Goal #1.d). The applicant indicates that the proposal will meet the needs of Lexington's aging and disabled population by providing dedicated accessible units (Theme A, Goal #1.c). Staff agrees that these Goals and Objectives can be met with this request; however, there were several Goals and Objectives that require further discussion:

Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence (Theme B, Goal #2.d); 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, Goal #1.b); Strive for positive and safe social interactions in neighborhoods, including, but not limited to neighborhoods that are connected for pedestrians and various modes of transportation (Theme A, Goal #3.b).

The applicant states that the proposal is providing meaningful access to transit service, and providing other multi-modal connections. While there is an existing transit stop in the vicinity, it is located on the opposite side of a six-lane major arterial roadway without a dedicated pedestrian crossing. The applicant indicates that additional residential units along the corridor contributes to increased demand that may generate a stop at the subject properties; however, this has not yet materialized, and the plan does not show any accommodations to host a transit stop in the future. Similarly, while pedestrian facilities are proposed along the subject properties' frontage, these facilities do not provide any connection outside of the development, as this portion of Paris Pike and Old Paris Road lack pedestrian infrastructure. The applicant should provide further information on how the site will safely provide for connections to the surrounding area.

The applicant opines that their request also meets several policies of the 2018 Comprehensive Plan, particularly policies relating to providing increased residential density along major corridors (Theme A, Density Policies #1, 2, and 4). The applicant also opines that the request provides for adequate greenspace and focal points within the development (Theme A, Design Policy #10). While staff agrees that these policies are being met with this request, one of these policies require further discussion:

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

The applicant states that they are meeting the Multi-Family Design Standards, but does not provide sufficient information or justification to demonstrate compliance. The renderings submitted with the application also do not appear to match the development shown on the corresponding plan.

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 Corridor Place-Type, and is a Medium Density Residential Development Type. The Corridor Place-Type focused on providing ample commercial opportunities and adequate transportation infrastructure. The overriding emphasis of the Comprehensive Plan is to allow for greater flexibility of available land uses along the major arterial roadways, and a focus on increased housing opportunities. 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 along Paris Pike, a major arterial corridor identified within the 2018 Comprehensive Plan, 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 Corridor 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-DS3-1: Multi-family residential developments should comply with the Multi-family Design Standards in Appendix 1.

The applicant does not provide a discussion of the relevant Multi-Family Design Standards within their letter of justification. In addition, while some renderings have been provided, the renderings do not match the layout of the current iteration of the development plan.

A-DS5-4 Development should provide a pedestrian oriented and activated ground level; A-DS-7 Parking structures should activate the ground level.

The applicant has not indicated how the parking areas will interact with the surrounding pedestrian context. In addition, the ordinance provides specific requirements for structured parking, such as requiring 60% of the ground level to be transparent windows or openings, as well as use and open space requirements. The applicant should provide information on how these requirements are being met and how their development will impact the pedestrian and resident experience.

2. Transportation and Pedestrian Connectivity

A-DS-1 Mass transit infrastructure, such as seating and shelter should be provided/enhanced along transit routes; A-DS-1 Direct pedestrian linkages to transit should be provided.

While the applicant notes that the geography of the site does limit direct pedestrian linkages to existing transit stops, the applicant has not provided any facilities to accommodate new transit stops.

3. Greenspace and Environmental Health

B-PR7-3 Developments should improve the tree canopy

The applicant should provide information relating to the current amount of tree canopy coverage on-site and the relative amount of tree canopy that is currently proposed.



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 ITE ParkGen 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 typical multi-family residential development with no direct access to transit development would need approximately 212 parking spaces, which exceeds the 198 proposed spaces for this development. The proposal includes dedicated bike parking facilities; however, dedicated bike lanes do not exist along this portion of Paris Pike or Old Paris Road.

STAFF RECOMMENDS: **POSTPONEMENT**, FOR THE FOLLOWING REASON:

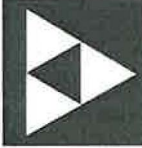


1. The applicant should provide information relating to their public outreach efforts.
2. The applicant should address the following Goals and Objectives of the 2045 Comprehensive Plan
 - a. Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence (Theme B, Goal #2.d).
 - 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, Goal #1.b).
 - c. Strive for positive and safe social interactions in neighborhoods, including, but not limited to neighborhoods that are connected for pedestrians and various modes of transportation (Theme A, Goal #3.b).
3. 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).
4. The zone change application for the subject properties, as proposed, does not completely address the development criteria for zone change within the Corridor 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-DS5-4: Development should provide a pedestrian oriented and activated ground level.
 - c. A-DS-7: Parking structures should activate the ground level.
 - d. A-DS-1: Mass transit infrastructure, such as seating and shelter should be provided/enhanced along transit routes.
 - e. A-DS-1: Direct pedestrian linkages to transit should be provided.
 - f. B-PR7-3: Developments should improve the tree canopy

DAC/TLW
10/31/2023

Planning Services/Staff Reports/MAR/2023/PLN-MAR-23-00018 JOYLAND CROSSING, LLC

SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-23-00018 JOYLAND CROSSING, LLC.



STAFF REVIEW

In the period following the November Subdivision and Zoning Committee meetings, the applicant met with staff to discuss the concerns described within the initial staff report and the comments received during the committee meetings. Since that time, the applicant has submitted updated information including a revised development plan and supplemental letter of justification.

PUBLIC OUTREACH

Within the supplemental letter of justification, the applicant detailed a public outreach meeting on November 8th, 2023 with approximately 18 members of the Joyland Neighborhood Association and Old Paris Place Association. The applicant indicates that the neighborhood expressed concerns regarding traffic, access, buffering, roadway improvements, building height, and questions regarding school capacity.

GOALS, OBJECTIVES, AND POLICIES

Due to the constraints placed on the site by its location and lack of existing pedestrian facilities in the area, staff requested further information from the applicant on how they were addressing Goals, Objectives, and Policies of the Comprehensive Plan that call for connectivity and improving the pedestrian experience.

Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence (Theme B, Goal #2.d); 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, Goal #1.b)

Within the supplementary letter of justification, the applicant addresses transit service to the site. Currently, transit service in the immediate vicinity is only available along the northern side of Paris Pike (inbound), requiring potential transit users at the site to cross the major arterial roadway in order to access those services. The applicant indicates that at this time, Lextran has declined to locate a transit stop on the applicant's side of Paris Pike. The applicant indicates that they are willing to contribute funds for a bus stop along the property's frontage should Lextran determine a stop is appropriate on this portion of the roadway. The applicant notes that transit is often reactive, and this proposal and other potential development in this portion of Paris Pike will contribute to additional demand that increases the viability of future service.

In terms of larger pedestrian connectivity, the applicant opines that by providing sidewalks along Old Paris Road and Paris Pike, they are starting the foundation for a future pedestrian network that would expand with any future redevelopment of the residential properties to the north, within the Urban Service Area. In addition, land has been acquired by LFUCG for a park at 2490 Paris Pike, approximately 1/3 of a mile northeast of the subject properties. The pedestrian network proposed by the applicant would be the initial step in providing pedestrian connectivity to this future focal point.

DEVELOPMENT CRITERIA

The revised plan also addresses several of the Development Criteria previously identified by staff as requiring further clarification.

1. Site Design, Building Form and Location

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

Within the revised letter of justification, the applicant provides additional information regarding the Multi-Family Design Standards. The applicant addressed staff concerns regarding the design of the first floor parking structures, and noting the changes in massing and materials will generate architectural interest. Architectural detailing will be provided on all sides of the structures, and blank wall facades will be avoided. The applicant

has provided further information on the orientation of the structures, noting their relationship to the central amenities and central common open space. The residential units are connected extensively with an interior sidewalk network, which connects to the proposed new sidewalk facilities along the properties' Paris Pike frontage.

A-DS5-4 Development should provide a pedestrian oriented and activated ground level; A-DS-7 Parking structures should activate the ground level.

The applicant has indicated that the ground level parking areas will meet the ordinance requirements for activation and articulation. The first floor garage's visual impact will be mitigated using accessible ground floor residential units, landscaping, sidewalks, exterior stairways, and openings mirroring the window pattern of the above residential development. Compliance with the activation requirements of Article 16 of the Zoning Ordinance will need to be demonstrated at the time of a Final Development Plan.

With these revisions, the proposed rezoning now meets the criteria for Site Design, Building Form and Location, as the proposal intensifies an underutilized property, demonstrates compliance with the requirements of the Multi-Family Design Standards, creates a defined vertical edge along the corridor, mitigates the visual impact of the parking structures, and orients the remaining parking to the interior of the development.

2. Transportation and Pedestrian Connectivity

A-DS-1 Mass transit infrastructure, such as seating and shelter should be provided/enhanced along transit routes; A-DS-1 Direct pedestrian linkages to transit should be provided.

The applicant has committed to providing funds for the construction of transit infrastructure should Lextran opt to establish a stop on the southern side of Paris Pike. While at this time no direct pedestrian linkages to existing transit stops are available, opportunities to provide improved pedestrian crossing facilities will be reviewed in coordination with the Transportation Cabinet as the site's access and traffic improvements are finalized at the time of the Final Development Plan.

Despite the constraints arising from the location of the site, staff finds that the request meets a majority of the criteria for Transportation and Pedestrian Connectivity, as the proposal provides for interior pedestrian circulation, lays the foundation for future pedestrian connections along this portion of Paris Pike, and commits to providing transit infrastructure in the future.

3. Greenspace and Environmental Health

The proposed rezoning meets the criteria for Greenspace and Environmental Health as the request does not impact any environmentally sensitive areas, provides for centralized open space, and will increase the tree canopy present on site.

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 proposed rezoning encourages the expansion of housing choices by providing for higher density residential development in an area predominately characterized by single family residential uses (Theme A, Goal #1.b).
 - b. The request provides for dedicated accessible units that will serve Lexington's aging population, and population with disabilities (Theme A, Goal #1.c)
 - c. The request encourages redevelopment of underutilized parcels of land within the Urban Service Area (Theme A, Goal #2.a; Theme E Goal #1.e).
 - d. The request will create additional demand for transit along the Paris Pike corridor, and the applicant has committed to providing funds toward the development of a transit shelter to serve the southern side of Paris Pike (Theme D, Goal #1.c).
2. The proposal is in agreement with the Policies of the 2018 Comprehensive Plan for the following reasons:
 - a. The request complies with the requirements for the Multi-Family Design Standards (Theme A, Design Policy #3).
 - b. The proposal directs increased residential density to one of our major corridors (Theme A, Density Policies #1, 2, and 4).
 - c. The development provides for adequate greenspace and focal points within the site (Theme A, Design Policy #10).
 - d. The development is designed so that the parking areas are not the primary visual component of the site (Theme A, Design Policy #7).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2018 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Site Design, Building Form and Location, as the proposal intensifies an underutilized property, demonstrates compliance with the requirements of the Multi-Family Design Standards, creates a defined vertical edge along the corridor, mitigates the visual impact of the parking structures, and orients the remaining parking to the interior of the development.
 - b. The proposed rezoning meets the criteria for Transportation and Pedestrian Connectivity, as the proposal provides for extensive interior pedestrian circulation, lays the foundation for future pedestrian connections along this portion of Paris Pike, and commits to providing transit infrastructure in the future.
 - c. The proposed rezoning meets the criteria for Greenspace and Environmental Health as the request does not impact any environmentally sensitive areas, creates centralized open space, and will increase the tree canopy present on site.
4. This recommendation is made subject to approval and certification of PLN-MIDP-23-00054: Jones/Cottrell Property and Joyland Crossing, LLC Property (Joyland Crossing Apartments) prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

1. **JOYLAND CROSSING, LLC ZONING MAP AMENDMENT AND JONES/COTTRELL PROPERTY AND JOYLAND CROSSING, LLC PROPERTY (JOYLAND CROSSING APARTMENTS) DEVELOPMENT PLAN**

- a. **PLN- MAR-23-00018: JOYLAND CROSSING, LLC** (12/31/23)* – a petition for a zone map amendment from a Highway Service Business (B-3) zone and Single Family Residential (R-1B) zone to a Medium Density Residential (R-4) zone, for 5.24 net (7.71 gross) acres for properties located at 2200 Old Paris Road and 2324 Paris Pike.

COMPREHENSIVE PLAN AND PROPOSED USE

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 petitioner is proposing a multi-family residential development consisting of 165 dwelling units spread across six structures, for a density of 31.49 units per acre. The residential structures are four stories tall, most of which feature a first floor parking garage. The request incorporates a number of accessible units, which have rear attached garage space. The center of the site consists of a one-story clubhouse with a community pool and open space. A total of 198 parking spaces are proposed between the surface lots, parking structures, and garages.

The Zoning Committee Recommended: Postponement

The Staff Recommends: Postponement, for the following reasons:

1. The applicant should provide information relating to their public outreach efforts.
 2. The applicant should address the following Goals and Objectives of the 2045 Comprehensive Plan
 - a. Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence (Theme B, Goal #2.d).
 - 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, Goal #1.b).
 - c. Strive for positive and safe social interactions in neighborhoods, including, but not limited to neighborhoods that are connected for pedestrians and various modes of transportation (Theme A, Goal #3.b).
 3. 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).
 4. The zone change application for the subject properties, as proposed, does not completely address the development criteria for zone change within the Corridor 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-DS5-4: Development should provide a pedestrian oriented and activated ground level.
 - c. A-DS-7: Parking structures should activate the ground level.
 - d. A-DS-1: Mass transit infrastructure, such as seating and shelter should be provided/enhanced along transit routes.
 - e. A-DS-1: Direct pedestrian linkages to transit should be provided.
 - f. B-PR7-3: Developments should improve the tree canopy.
- b. **PLN-MJDP-23-00054: JONES/COTTRELL PROPERTY & JOYLAND CROSSING, LLC PROPERTY (JOYLAND CROSSING APARTMENTS)** (12/31/2023)* - located at 2324 PARIS PIKE & 2200 OLD PARIS ROAD, LEXINGTON, KY

Council District: 12
Project Contact: Vision Engineering

The Subdivision Committee Recommended: Approval, subject to the following revised conditions:

* - Denotes date by which Commission must either approve or disapprove request, unless agreed to a longer time by the applicant.

Note: The purpose of this plan is to depict a multi-family development with 165 dwelling units, in support of the requested zone change from a Highway Service Business (B-3) zone and a Single Family Residential (R-1B) zone to a Medium Density Residential (R-4) zone.

Note: The applicant submitted a revised plan on October 31, 2023. Based on that submittal, staff can offer the following revised conditions.

The Subdivision Committee Recommended: Approval, subject to the following revised conditions:

1. Provided the Urban County Council approves the zone change to R-4; otherwise, any Commission action of approval is null and void.
2. Urban County Engineer's acceptance of drainage, and storm and sanitary sewers, and floodplain information.
3. Urban County Traffic Engineer's approval of street cross-sections and access.
4. Urban Forester's approval of tree preservation plan.
5. Greenspace planner's approval of the treatment of greenways and greenspace.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. United States Postal Service Office's approval of kiosk locations or easement.
8. Submit exhibit demonstrating compliance with Article 20 open space requirements.
9. Denote: Sanitary sewer service to the property shall be resolved at the time of Final Development Plan.
10. Denote: Proposed access shall be resolved at the time of Final Development Plan.
11. Denote parking structures shall comply with Article 16-11 of the Zoning Ordinance.
12. Resolve Landscape buffer adjacent to Residential/Farm property and along Paris Pike frontage.
13. Discuss Placebuilder criteria.
 - a. A-DS3-1: Multi-family residential developments should comply with the Multi-family Design Standards in Appendix 1.
 - b. A-DS5-4: Development should provide a pedestrian oriented and activated ground level.
 - c. A-DS-7: Parking structures should activate the ground level.
 - d. A-DS-1: Mass transit infrastructure, such as seating and shelter should be provided/enhanced along transit routes.
 - e. A-DS-1: Direct pedestrian linkages to transit should be provided.
 - f. B-PR7-3: Developments should improve the tree canopy

Staff Presentation – Mr. Daniel Crum presented the staff report and recommendation for the zone change application. He displayed photographs of the subject property and the general area. He stated that the applicant was seeking a zone map amendment from a Highway Service Business (B-3) zone and Single Family Residential (R-1B) zone to a Medium Density Residential (R-4) zone, for 5.24 net (7.71 gross) acres for properties located at 2200 Old Paris Road and 2324 Paris Pike. Mr. Crum stated that the applicant is seeking to construct a multi-family residential development using the Corridor Place-Type and the Medium Density Residential Development Type and that Staff is in agreement with both. Additionally, Mr. Crum indicated that the applicant had met with representatives from the nearby neighborhoods, and stated that the neighbors had various concerns. Those concerns being the traffic, screening, height of the structures, and access to public services.

Mr. Crum noted that this application was brought before the Paris Pike Corridor Commission, and the commission echoed some of the same concerns voiced by the neighborhoods, and the Commission recommended disapproval. Additionally, Mr. Crum indicated there were concerns about traffic, and the applications connections to multi-modal forms of transportation and the lack of pedestrian access near the property. Mr. Crum conveyed that the applicant was willing to provide funds for the construction of a transit stop near the property, but Lex Tran was not willing to add a stop along this portion of Paris Pike.

Mr. Crum continued his presentation, highlighting the development plan and noting there would be first floor parking, with three floors of residential above. Mr. Crum stated that there were a total of 165 units and highlighted the emergency access from Old Paris Road that would severely limit the access to this property, and was a point of discussion from the neighborhoods. Mr. Crum also noted the trees screening the east side of the property from residential properties, and Mr. Crum stated that the Planning Commission could place any additional landscape requirements that they saw fit.

Mr. Crum reiterated that the development was in agreement with the Place-Type and Development Type that the applicant had applied with, and that this application was in keeping with the goals and objectives of the Comprehensive Plan. Those goals and objectives included the accommodation for housing in Lexington, prioritizing higher density and the mixture of housing types, safe and affordable housing, and the location of higher density development along higher capacity roadways.

Mr. Crum concluded his presentation stating that Staff is recommending approval and could answer any questions from the Planning Commission.

Commission Questions – Ms. Worth commented that in the Subdivision Committee, they discussed that the landscaping should be consistent with Paris Pike Corridor and they recommended additional buffering next to that landscaping zone.

Mr. Owens asked Mr. Crum if there was a map showing the park going next to the property and Mr. Crum highlighted the location on a map of the property.

Development Plan Presentation – Mr. Tom Martin oriented the Planning Commission to the location and characteristics of the subject property. Mr. Martin noted that there were six buildings, with a total of 165 units along Paris Pike. He also noted that there is an existing 30 foot water line easement along Paris Pike. Mr. Martin indicated that the applicant is building pedestrian facilities inside the property, and will have a total of 198 parking spaces.

Mr. Martin mentioned the landscape on the east side of the property, and the 20 foot buffer, and that there is a condition that this must be resolved at the time of the final development plan. Additionally, Mr. Martin indicated there had been a discussion for the inclusion of a horse fence on the Paris Pike side of the property along with some trees. Mr. Martin further indicated that at the time of the final development plan, he was confident that the applicant would work with Staff and find a solution that would reflect the character of the Paris Pike Corridor.

Mr. Martin stated that the access being aligned with Rogers Road was generally a good idea, but mentioned that there might be some safer alternatives to help residents enter and exit the property.

Mr. Martin concluded his presentation stating that Staff is recommending approval and could answer any questions from the Planning Commission.

Commission Questions – Mr. Michler commented that he thought horse fences next to apartments did not look very natural. Additionally, Mr. Michler asked how many lanes of traffic would a resident have to cross to go towards Lexington. Mr. Martin indicated that they would have to go through at least four.

Mr. Michler asked if there was any discussion about opening up the Old Paris Road entry point for residents and Mr. Martin indicated that there was not. Furthermore, Mr. Martin indicated that at that access there are bad angles, a bad intersection during rush hour, and that the traffic light does not have primacy over the Paris Pike/ N Broadway traffic movement and flow.

Mr. Michler continued, asking if that option was worse than crossing four lanes of traffic to exit, and Mr. Martin indicated that it may be, and there may not be any good alternatives to that.

Mr. Michler stated he had concerns about the left hand turn out of the property and was looking for other alternatives to that.

Finally, Mr. Michler asked if the area northeast of the property, shown on the map, could ever potentially be a new access point, if the infrastructure were to come. Mr. Martin stated he thought that question would be great at the time of the final development plan.

Applicant Presentation – Dick Murphy, attorney for the applicant, stated that he represented an applicant with a zone change at this property in 2017, but the western portion with the proposed stormwater basin was not part of the zone change at that time. Mr. Murphy indicated that at that time, the applicant was told they would not have access to Old Paris Road, and all access would have to come through the adjoining property, which is where the main access for this application will be.

Mr. Murphy re-emphasized what Mr. Crum's presentation covered. This application will have 165 units for workforce housing, with management on site, and recreational amenities. Mr. Murphy showcased the boundaries of the property, and indicated there was a single family residence to the east of the property, as well as a horse farm.

Mr. Murphy noted the landscape along Paris Pike, calling it a "graduated grass land" to act as a buffer from the arterial road. Mr. Murphy repeated Staff's conclusion that this application is in line with the Comprehensive Plan and will create greater density along this corridor.

Mr. Murphy stated that the applicant met with the neighborhood, and the biggest concern was traffic. He indicated that the access to Old Paris Road had to be closed and the Paris Pike access was the only access point they could have. Additionally, Mr. Murphy indicated that the final configuration of the access would be up to the Division of Traffic Engineering and the Kentucky Transportation Cabinet. Whatever those departments concluded, is what the applicant would do, even contributing to a traffic light to ensure resident safety. Mr. Murphy also stated that having a right turn only, and then making a U-turn was a possibility.

Mr. Murphy showcased a traffic calculation that showed the traffic generation of this property, would be about 20% of a comparable B-3 property with various restaurants and convenience stores.

Mr. Murphy stated that there is a Lex Tran stop near the property, but confirmed that inquiries into putting a stop on the property itself, were denied by Lex Tran. Additionally, Mr. Murphy indicated that property adjacent to the property was recently sold at auction, and there would be further development of this area. Although, the applicant is not affiliated with the adjoining property.

Mr. Murphy stated that the applicant was willing to help with the costs of any kind of pedestrian connections to provide greater connection for the residents and laying the foundation for future connectivity and development in this area.

Mr. Murphy concluded his presentation by stating he thought this was an excellent plan given the constraints of the property and agrees with Staff's recommendations.

Commission Questions – Mr. Michler asked if the access on Paris Pike was ever discussed as an entry only point. Mr. Murphy indicated that he was aware that the access was an issue when he represented this property in 2017, and stated that he had not questioned the access point on Old Paris Road because he understood that was a non-starter.

Mr. Michler also questioned if connection to the adjoining properties was something they would consider and explore and Mr. Murphy indicated that it was.

Public Comment – Katherine Perkins, 258 Swigert Ave, stated she was not against the application, but stated she thought there should be conditions on the preliminary development plan and on the zone. Those conditions include continuous buffering of 20 feet around the property and a traffic light at the intersection.

Patty Draus, 608 Allen Ct, stated she did not object to this application, but was concerned about the automobile and pedestrian traffic.

Blake Hall, 36 Richmond Ave, stated that burdening an already difficult site with additional conditions was not the right move here.

Mike Slone, 151 Strawberry Fields Rd, stated he was concerned with the height and the density proposed for the property, as well as its proximity to the Urban Service Area.

Janet Ehrmantrout, 1977 Laclede Ct, stated that she was deeply concerned about the traffic and those issues should be figured out before the development goes forward.

Amy Clark, 628 Kastle Rd, stated that she was against this application because of the inadequate connectivity for pedestrians and drivers, and that she does not believe it will successfully develop and serve its purpose.

Adrienne Gleeson, 224 Preakness Drive, stated that this intersection is one of the deadliest in the state and is tremendously dangerous.

Applicant Rebuttal – Mr. Murphy stated that a lot of the concerns mentioned by the public and Staff were why the applicant met with Staff before they applied, and why they have the buffer, pedestrian connections, and the access point. Mr. Murphy indicated they are trying to plan ahead and that they have been agreeable to all of the suggestions from Staff.

Mr. Murphy stated he understood why Lex Tran had some hesitation about putting a stop there, but that does not mean they should ignore it or not anticipate a day when Lex Tran changes their mind. Additionally, Mr. Murphy acknowledge the traffic issues but insisted this development would bring in much less traffic than a B-3 alternative which is allowed with the current zoning.

Mr. Murphy ended by stating he hoped the Planning Commission would approve this development.

Mr. Fred Eastridge, engineer for the applicant, asked the Planning Commission to remove the United States Postal Service sign-off condition because the postal service does not have a person in the needed position and it will take a significant amount of time to get a sign-off.

Commission Questions – Mr. Michler asked Mr. Filiatreau if the railroad tracks were a boundary for future connections on Paris Pike. Mr. Filiatreau indicated that it was, and getting any kind of connection there would be difficult and expensive. Additionally, Mr. Michler asked if Traffic Engineering thought that the access onto and off the site was adequate. Mr. Filiatreau indicated that there would need to be improvements to the surrounding area here, but Paris Pike could handle this amount of traffic.

Mr. Michler asked what Staff's thoughts were on the future tying together of properties on Paris Pike, or would each have their own access. Mr. Martin indicated that you could, and that there are Land Subdivision regulations that any development along an arterial require a service road. Mr. Martin indicated that a service road would not be required on the property at this time.

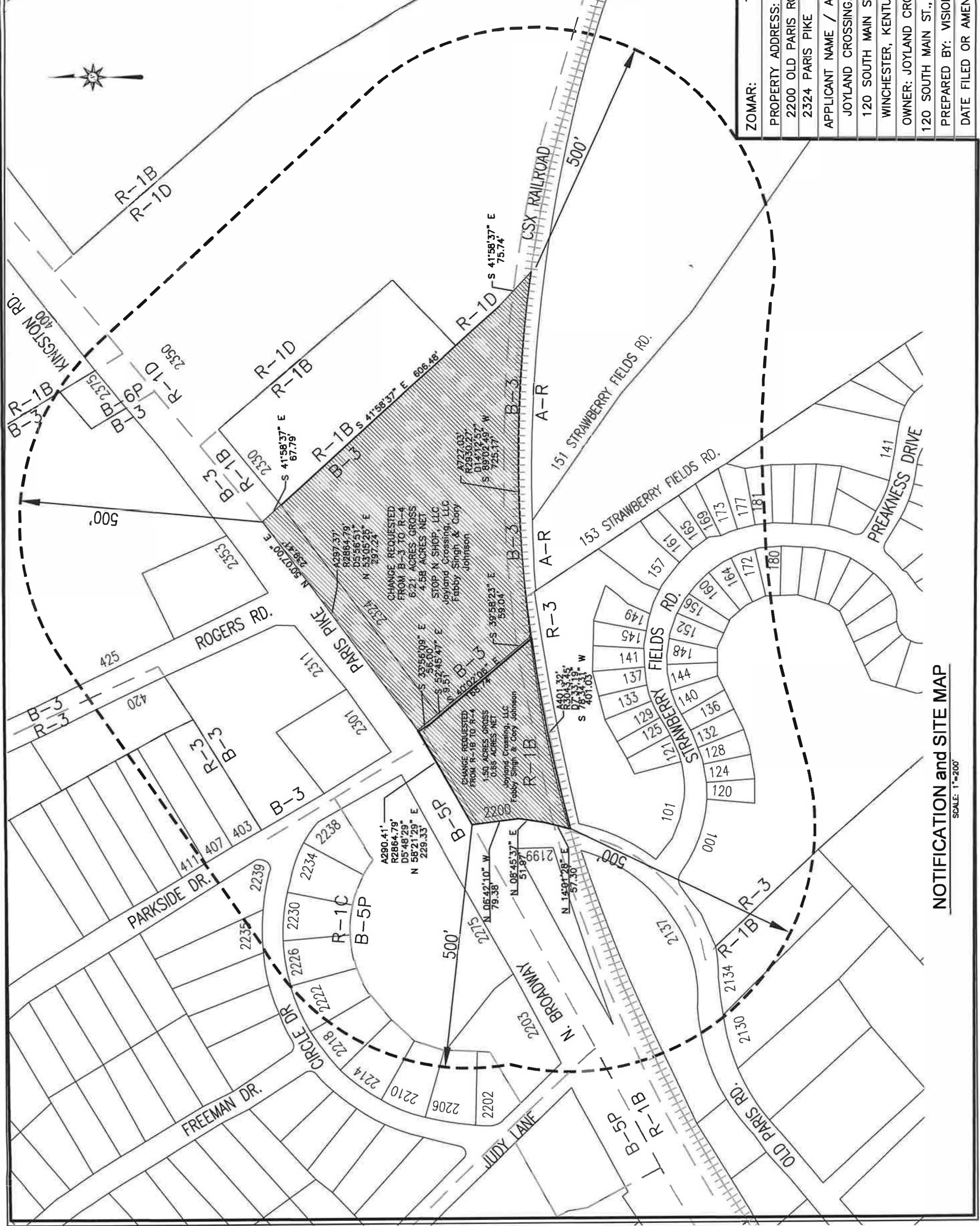
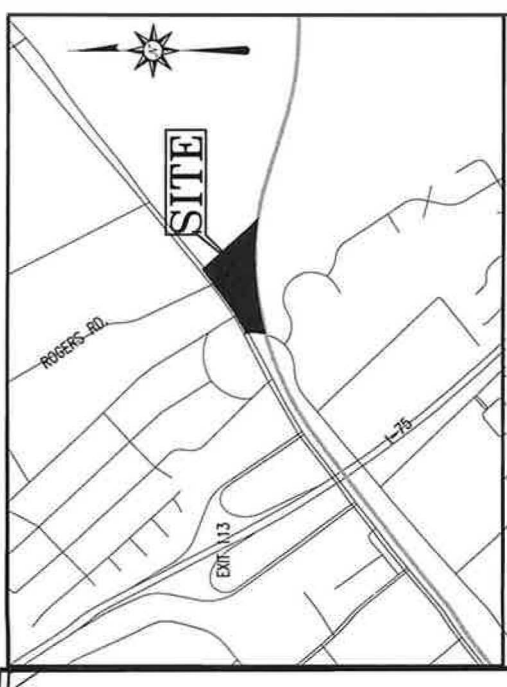
Ms. Meyer asked if there were any options for requiring a traffic study here and Ms. Traci Wade indicated that this application did not generate enough trips to warrant a traffic study, but one could be discussed during the final development plan.

Ms. Worth asked what it would take to get cross-access at this point, and is it something that could be placed on the property now. Mr. Martin indicated that the Planning Commission could require one of the drive aisles extended and stub to the adjoining property. Additionally, Ms. Wade indicated there are two places on the property where you could do that. One at the back, and one at the front.

Mr. Owens asked if there was any discussion of a right-in only onto Paris Pike and Mr. Filiatreau indicated that it was only very briefly discussed.

Action – A motion was made by Mr. Michler, seconded by Ms. Barksdale and carried 9-0 to approve PLN-MAR-23-00018: JOYLAND CROSSING, LLC, for reasons provided by Staff.

Action – A motion was made by Mr. Michler, seconded by Mr. Pohl and carried 9-0 to approve PLN-MJDP-23-00054: JONES/COTTRELL PROPERTY & JOYLAND CROSSING, LLC PROPERTY (JOYLAND CROSSING APARTMENTS), with the conditions proposed by Staff, removing #7 and #13 and adding the plan denote cross-access to the east.



ZOMAR: TITLE: 2200 OLD PARIS ROAD and 2324 PARIS PIKE

PROPERTY ADDRESS:	FROM	TO	GROSS	NET	
2200 OLD PARIS ROAD	R-1B	R-4	1.50	0.66	
2324 PARIS PIKE	B-3	R-4	6.21	4.58	
APPLICANT NAME / ADDRESS:					
JOYLAND CROSSING, LLC					
120 SOUTH MAIN ST.					
WINCHESTER, KENTUCKY 40391					
OWNER: JOYLAND CROSSING, LLC					
120 SOUTH MAIN ST., WINCHESTER, KENTUCKY 40391					
PREPARED BY: VISION ENGINEERING, LLC					
DATE FILED OR AMENDED: SEPT 05, 2023					
TOTAL				7.71	5.24