

July 13, 2023

Lexington-Fayette Urban Co Planning Commission
200 E. Main Street
Lexington, Ky 40507

Dear Planning Commission:

I represent 214 Waller Avenue LLC, which has filed a zone change application and an associated preliminary development plan for the property located at 416-418 W. Maxwell St, Lexington KY, 40508. The site is comprised of two parcels totaling 0.018636 acres. The site is downtown in the infill and redevelopment district.

GOALS AND OBJECTIVES

We believe that our proposed development is in agreement with the 2018 Comprehensive Plan, specifically the Goals and Objectives that encourage expanding house choices (Theme A, Goal #1), support infill and redevelopment (Theme A, Goal #2), and accommodate the demand for housing in Lexington responsibly, prioritizing higher-density residential and a mixture of housing types (Theme A, Goal #1, Objective b.).

ENGAGEMENT

We met with the business owners in early June 2023 that surround 416-418 W. Maxwell and those businesses were Goodfellas Pizzeria Headquarters, Wildcat Liquor, AIC Roofing, and Brinks Security Transportation to discuss our proposed development and zone change request prior to filling the application with the Division of Planning. Every business owner we talked to was very supportive of the redevelopment and excited that there was no longer going to be a vacant garage.

SITE DESCRIPTION

The subject site is located in a mixed used neighborhood in downtown Lexington. The neighborhood consists of office space, warehouse space, permanent residences and tenants, and businesses. The neighborhood also has parking for Rupp Arena and the Central Bank Convention Center. The site is approximately 120ft from the LexTran bus stop at the North West corner at the intersection of W. Maxwell and S. Broadway.

PLACE-TYPE, DEVELOPMENT TYPE & REQUESTED ZONE

The Placebuilder defines seven place-types within the Urban Service Area boundary. This location is a **Downtown** place type, which is defined as:

The urban epicenter of commerce and entertainment. The core should be anchored by high-rise structures with ground level pedestrian engagement opportunities surrounded by mid-rise buildings increasing offering dense residential use. Lexington's Downtown should continue to be notable for its mix of uses and variety of transportation options. Parking should be addressed as a shared urban core asset, eliminating dedicated surface parking lots in favor of structures. (page 273)

The Downtown place encourages high density residential as well as high density non-residential / mixed use. We believe we can increase the availability of housing options within the neighborhood and the residents that will live in our development will support the local businesses downtown.

The Placebuilder also recommends the following potential zoning categories that align with downtown place type: B-2, B-2A, B-2B, MU-2, & MU-3. The zone that aligns with the applicant’s vision is B-2B.

The subject site is currently located in a Wholesale and Warehouse Business (B-4) Zone, and the applicant is proposing to re-zone the two parcels to Lexington Center Business Zone (B-2B) in order to build 4 efficiency apartments. The apartments will be 2 story multi-family structures with parking. In addition, the site will have access to a transit line that runs along S. Broadway at W. Maxwell St.

The applicant understands the vision of the community, as outlined in Imagine Lexington: The 2018 Comprehensive Plan. The mission statement, goals, and objectives, and the Placebuilder are furthered by the applicant’s proposed development and we believe that the request is in agreement with the Comprehensive Plan. Based upon the context of the site location , the applicant believes the site most closely aligns with the Downtown place-type. We believe the Lexington Center Business Zone (B-2B) is in agreement with the place-type definition, is a suitable development type and agrees with one of the recommended zones as established by Placebuilder.

| SITE DESIGN, BUILDING FORM, & LOCATION | |
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| A-DS3-1 | The applicant intends to meet the multi-family design standards at the time of the final development plan. At that stage, we will engage our architect to further demonstrate compliance with the site planning and architectural standards. For this stage, we will note compliance on the preliminary development both graphically and via a note. In addition, several of the site planning and open space and landscaping can be identified and addressed on the preliminary development plan. |
| A-DS4-2 | We are renovating an existing building and using the same foot print. |
| A-DS5-3 | The design standards are being met. |
| A-DS5-4 | We have a 6 foot sidewalk in front of the building along W. Maxwell |
| A-DS7-3 | There will not be a parking structure but we will be using lot 418 W. Maxwell for residential parking. |
| A-DS10-1 | The design standards are being met. |
| A-DN1-1 | The site is located downtown. |
| A-DN2-1 | Yes, we aim to increase density from 0 to 4. |
| A-DN3-2 | The design standards are being met. |
| A-EQ7-1 | Not applicable because its not close to a school. |
| B-SU5-1 | Not applicable because this site does not and will not have a drive-through business. |
| B-SU11-1 | The green infrastructure will be detailed in the preliminary development plan. |
| C-LI6-1 | The site is located on a main artery downtown. |
| C-LI7-1 | The site is located on a main artery downtown. |
| C-PS10-2 | Currently, there is not an underutilized parking lot next to the site. |
| C-PS10-3 | The space will have specific dedicated parking spaces to avoid over-parking. |
| D-PL7-1 | The preliminary zone change meeting took place on July 12. |

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| D-PL9-1 | Its not historically significant but we are renovating an existing structure thereby minimizing negative impact on surround properties and promoting a sense of community. |
| D-PL10-1 | Not applicable because the site does not provide a prominent location for public art easements. |
| D-SP3-1 | We will allow utilities and internet companies access to the site anyway they need. |
| D-SP3-2 | Not applicable because we are not applying to build any kind of structure that requires a cellular tower. |
| E-GR4-1 | We are renovating an existing structure. |
| E-GR5-1 | We are preserving and adapting a building but the current building is not designated historical nor in H1 overlay. |
| E-GR9-4 | We are developing lot 418 as parking. |
| E-GR10-1 | The design standards are being met. |
| E-GR10-2 | Not applicable because the site will be a residential building. |
| E-GR10-3 | Not applicable because the site will be a residential building. |

| TRANSPORTATION & PEDESTRIAN CONNECTIVITY | |
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| A-DS1-1 | An existing transit stop is available for residents and neighbors in the immediate area. There is Lextan bus stop 150ft north east of the building. |
| A-DS1-2 | Existing sidewalks provide connection to the existing transit stop and will continue to do so within the right of way. |
| A-DS4-1 | Connected multi-modal networks are already available. |
| A-DS5-1 | The existing right of way already provided for separated sidewalks from the street movement for vehicle and buses. As redevelopment occurs, the applicant will maintain the complete pedestrian infrastructure of the site. |
| A-DS5-2 | The design standards are being met. |
| A-EQ3-2 | The design standards are being met. |
| A-EQ7-2 | The design standards are being met. |
| B-SU4-1 | A neighborhood park is within walking distance (1/2) mile and community amenities such as neighborhood retail, medical offices and hospitals are also nearby. Please see preliminary development plan for open space. |
| C-PS10-1 | The design standards are being met. |
| D-CO1-1 | This is an urbanized area. The sidewalk is located in front / north side of the building of the right away. This condition will remain, and is consistent with the surrounding neighborhood. |
| D-CO2-1 | Existing 6 foot sidewalk will remain. |
| D-CO2-2 | Existing 6 foot sidewalk will remain. |
| D-CO4-2 | Not applicable because we are using the existing footprint. |
| D-CO5-1 | Not applicable because we are using the existing footprint. |
| D-SP1-3 | Existing 6 foot sidewalk will remain. |
| E-ST3-1 | Ride share pick up and drop offs can be accommodated in the parking area in 418 and the adjacent alley (Annie Alley) |

| GREENSPACE & ENVIRONMENTAL HEALTH | |
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| A-DS4-3 | The current site does not have any key natural features. |
| A-EQ7-3 | See the preliminary development plan |
| B-PR2-1 | There are no known environmentally sensitive areas or floodplains |
| B-PR2-2 | There are no known environmentally sensitive areas or floodplains |
| B-PR2-3 | There are no known environmentally sensitive areas or floodplains |
| B-PR7-1 | There are no greenways, tree stands or stream corridor adjacent to the subject site. |
| B-PR7-2 | See the preliminary development plan. |
| B-PR7-3 | See the preliminary development plan. |
| B-RE1-1 | Currently there are no existing trees. |
| B-RE2-1 | Not applicable because the existing garage and parking has no greenspace, but we would be happy to infuse patio and deck greenspace and large landscaping containers for plants and flowers. |
| E-GR3-1 | Not applicable because there is no existing greenway networks. |
| E-GR3-2 | The subject site does not have any unique geographic features, nor any new focal points. |

CONCLUSION

Again, we would ask that you favorably consider the proposed zone change and its relationship to fulfilling the mission, goals, objectives and policies of *Imagine Lexington: The 2018 Comprehensive Plan*. We are glad to answer any questions about our proposal.