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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-modal 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-DS1-1** Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. (A-EQ7).
- A-DS1-2** 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-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.

MEDIUM DENSITY RESIDENTIAL

CORRIDOR

TRANSPORTATION & PEDESTRIAN CONNECTIVITY (CONT.)	
A-DS10-2	New focal points should be designed with multimodal connections to the neighborhood.
A-DS13-1	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 ##

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