

MAP AMENDMENT REQUEST (MAR) APPLICATION

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

Applicant: ANDERSON COMMUNITIES, INC., 1720 SHARKEY WAY STE. 100, LEXINGTON, KY 40509
Owner(s): BAPTIST CHURCH OF ANDOVER INC., 3330 TODDS ROAD LEXINGTON KY 40509
Attorney: RICHARD MURPHY, 250 WEST MAIN STREET, STE 2510, LEXINGTON, KY 40507 PH: 859-233-9811

2. ADDRESS OF APPLICANT'S PROPERTY

3330 TODDS ROAD, LEXINGTON, KY 40509

3. ZONING, USE & ACREAGE OF APPLICANT'S PROPERTY

Existing		Requested		Acreage	
Zoning	Use	Zoning	Use	Net	Gross
A-U	VACANT	R-4	SENIOR HOUSING	8.62	8.62

4. COMPREHENSIVE PLAN

a. Utilizing Placebuilder, what Place-Type is proposed for the subject site?	ENHANCED NEIGHBORHOOD
b. Utilizing Placebuilder, what Development Type is proposed for the subject site? If residential, provide the proposed density	MEDIUM-HIGH 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:	LFUCG
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



The Baptist Church at Andover, Inc.
3330 Todds Road
Lexington, KY 40509-9494

April 2, 2020

Members of the Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, KY 40507

Re: 3330 Todds Road

Dear Members of the Planning Commission:

The Baptist Church at Andover, Inc., is the owner of the property at 3330 Todds Road. The Church hereby gives permission to Anderson Communities, or a related entity, to apply for a zone change to the R-4 or R-5 zone for a portion of this property as shown on Exhibit A, which is attached.

Thank you.

Sincerely,

The Baptist Church at Andover, Inc.

By: 
Title: Pastor

MURPHY & CLENDENEN, PLLC

ATTORNEYS AT LAW

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RICHARD V. MURPHY

CHRISTOPHER M. CLENDENEN

April 3, 2020

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

Re: Proposed zone change for a portion of 3330 Todds Road

Dear Chairman Owens and Members of the Planning Commission:

Anderson Communities is pleased to present its proposal for approximately 8 acres, behind the Baptist Church at Andover, at 3330 Todds Road.

DESCRIPTION OF PROJECT

This tract is located behind the Baptist Church at Andover, 3330 Todds Road. It will consist of approximately 258 market rate senior housing units, consisting mainly of one- and two-bedroom units. The units will be located in three buildings, utilizing a step down in height from a five-story building directly behind the church building, to a four-story building, and finally a three-story building in the rear. We also plan ten single-family detached dwelling units, to complete the single-family detached neighborhood along Andover Woods Lane.

A new public street will be constructed from Todds Road to serve the development, and to provide a connection to the existing stub street, Putter Lane.

There is a great need for senior housing. This development is ideally located, directly accessible to the Baptist Church at Andover, and having both pedestrian/bicycle and vehicular access to commercial and community areas including Brighton Place shops and the recently rezoned Andover Club building. In addition, it is anticipated that van service will be available to the residents to visit stores and activities that are not within easy walking or biking distance. The project will be buffered from neighboring uses by a combination of landscaping and inward facing detached garages. This project will provide greater housing choice and higher housing density along the Todds Road corridor.

GOALS AND OBJECTIVES OF THE 2018 COMPREHENSIVE PLAN

Our proposed senior housing residential development, along with the ten single family detached houses, is in agreement with the Goals and Objectives of the 2018 Comprehensive Plan.

The most relevant Goals and Objectives relate to Theme A, Growing Successful Neighborhoods. Goal A.1. is to expand housing choices. Objective A.1.a. encourages creativity and sustainability in housing development, and Objective A.1.b. prioritizes higher density and mixture of housing types. This development will allow housing for a needed segment, senior housing, and it will supply higher density housing in a sustainable fashion in this location. Objective A.1.c. calls for safe and accessible housing to meet the needs of older and/or disadvantaged residents. This development directly answers that need. Objective A.1.d. calls for opportunities for higher density development. Goal A.2. calls for support of infill and redevelopment throughout the Urban Service Area as a strategic component of growth. Objective A.2.a. calls for identification of areas of opportunity for infill, redevelopment and mixed-use development. This project directly meets those criteria. We will satisfy Objectives A.2.b. and c. to ensure compatibility with existing urban form and incorporating greenspace and open space into the project. We utilize a step down of development, adequate open space and private walking trails, and connections to surrounding areas of the neighborhood. The development address Goal A.4.c. by connecting the road network by the construction of the extension of Putter Lane. The development allows multi-modal options that de-emphasize single-occupancy vehicle dependence. As mentioned above, we have pedestrian and bicycle connections to other areas of the neighborhood, and it is anticipated that the senior facility will provide transportation to other areas of the community. Similarly, we agree with Objective D.1.b., which calls for developing a viable network of accessible transportation alternatives for residents and commuters, including bicycles, walkways, and ride sharing.

Finally, this development complies with Goal E.1. and Objective E.1.d. by allowing development on vacant land within the Urban Service Area and development of underutilized land. It assists with Goal E.3., maintain the current boundaries of the Urban Service Area.

ENGAGEMENT

The developer has met on several occasions with representatives of the Andover Villas Association, and with residents of the Andover Woods Lane area. One result is the inclusion of the ten single-family detached residential lots along Andover Woods Lane.

PLACE-TYPE, DEVELOPMENT TYPE AND REQUESTED ZONE

This proposal fits within the Enhanced Neighborhood Category as a place-type under the PlaceBuilder portion of the Comprehensive Plan. The Enhanced Neighborhood Category is appropriate because this property can provide additional housing in an underutilized housing type, senior housing. Also, the Plan notes that multi-mobile connections, such as provided on this development, are crucial to neighborhood success and viability. The senior housing and single-family detached units will be a medium-high density residential (MHR) development type in this category. We are proposing the R-4 zone, which is a recommended zone in this category.

DEVELOPMENT CRITERIA

- A-DS3-1 and A-DS4-2. The multi-family residential component will comply with the multi-family design standards in Appendix A. The continually varying wall planes, the step down in height, the use of multiple buildings instead of one large building, and

emphasis on screening surrounding uses are shown on our plan. These design features will maintain an appropriate scale and context. Further details will be shown on our final development plan.

- A-DS5-3 and A-DS5-4. This project will have a pedestrian-friendly atmosphere to encourage residents to get outdoors. All buildings are connected by sidewalks or walkways. There is a walkway in the rear at the green detention area. The ground floors of the three senior residential buildings connect directly to the church. In addition, there are sidewalks or walkways on the north and the south, through the church property, connecting to Todds Road to allow access to shopping to the north, and the recently rezoned Andover Club building to the south.
- A-DS7-1 and A-DS7-2. Parking is shown generally to the rear of the buildings, or to the sides. Our parking is buffered by inward facing garage structures and landscaping. In addition, we are utilizing the reduced parking allowed for senior housing, three spaces for every four dwelling units.
- A-DS10-1 and A-DS12-1. As focal points, this development uses an on-site clubhouse and social area (in the middle building), and in addition, the Baptist Church at Andover is immediately adjacent. The Andover Club building, which has been rezoned to allow a commercial restaurant and similar uses, is within walking distance, utilizing the sidewalks and walkways which the developer will construct across the property of the Baptist Church at Andover.
- A-DN2-1. As mentioned above, this infill residential increases the density in this area.
- A-DN2-2. Also as mentioned above, the development will utilize setbacks, screening, spacing, varying wall planes and use of multiple buildings along the edges of the surrounding neighborhood.
- A-DN4-1. This development is located near neighborhood focal points including the Baptist Church at Andover and the Andover Club building. It is within walking and biking distance of other commercial areas including the Brighton area.
- B-PR9-1. This property does not have environmentally sensitive areas. Our retention will be located in the low area on the property.
- B-SU11-1. Opportunities for green infrastructure, such as bioswales or pervious pavement, will be explored at the final development stage.
- C-LI6-1 and C-LI7-1. As mentioned above, this site is blessed with walkable options, including walking to the church immediately adjacent, walking or biking one-half mile to the commercial properties on Man-O-War, including the Brighton Place Shoppes, which includes restaurants, or a shorter walk to the Andover Club.

- C-PS10-2 and C-PS10-3. This development utilizes the reduced parking requirements for elderly housing, three spaces for every four dwelling units.
- D-PL71. As mentioned above, adjacent stakeholders have been consulted.
- D-SP3-1. Adequate utility easements will be provided. The senior apartments will have full communication services.
- E-GR9-4. This proposal fully meets this requirement of intensifying underutilized properties and developing underutilized gaps within neighborhoods.
- A-DS1-2, A-DS4-1, A-DS5-1 and A-DS5-2. This development provides linkages to transit. Bus lines reach Man-O-War Boulevard, approximately one-half mile away, and this development provides sidewalk and walkway pedestrian and bicycle access. In addition, the project is planned to provide van access to residents. Multi-modal connectivity is provided through sidewalks and walkways, for bicycle and walking paths, in addition residents may use their own vehicles or the van service provided. This development provides separation from vehicles through sidewalks and also through walkways which are not adjacent to roadways.
- A-DS10-2. As mentioned above, this development connects with the neighborhood through sidewalk, bicycle, vehicle and van access to the adjacent church, shopping in Brighton Place Shoppes and nearby areas, and the Andover Club building.
- A-DS13-1. The only stub street into the subject property, Putter Lane, will be connected to Todds Road.
- B-SU4-1. Community centers are located within walking distance. In addition, walking paths are provided through the development.
- C-PS10-1. As mentioned above, we will utilize the reduced parking for elderly housing.
- D-CO1-1, D-CO2-1 and D-CO2-2. As discussed above, the development provides a safe, separated multi-modal facility designed with the needs of seniors in mind. Some of the connectivity is provided by sidewalks adjacent to streets, and in addition, on the southern portion of the property, there is a separate walkway to Todds Road which gives access to the Andover Club building. In addition, there are private walkways on the premises.
- D-CO4-2, D-CO4-3, D-CO5-1 and D-SP1-3. We provide access to Forest Hill Drive through the connection with Putters Lane. We connect with existing streets. The turn in Putters Lane acts as a traffic calming feature. The senior community will not need transportation to school sites. There are good sidewalk connections for the ten single-family lots.
- A-DS4-3, A-EQ7-3 and B-PR7-1. Stormwater detention will be provided on the lowest portion of the property. We have both private open space, including walkways on the


premises, and we are accessible to other community functions through our connections to the sidewalks on Todds Road, and to the Andover Club site.

- E-GR3-1. As mentioned above, we have good sidewalk connections to other facilities in the area.

CONCLUSION

Our proposed zone change is in agreement with the Comprehensive Plan, in agreement with the PlaceBuilder criteria, it provides a needed housing option for seniors in Fayette County, and utilizes the developable area of this tract in a creative way.

Thank you for your consideration of this zone change request.


Richard V. Murphy
Murphy & Clendenen, PLLC
Attorneys for Anderson Communities

RVM/prb

MEDIUM-HIGH DENSITY RESIDENTIAL

ENHANCED NEIGHBORHOOD

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-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-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- 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-DN4-1** Medium-high density development should be located nearest to neighborhood focal points.
- 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.

- C-LI6-2** ADUs and/or affordable housing options should be incorporated into existing and new single-family residential development. (A-DN5)
- 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.
- 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-GR9-4** 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 multi-modal 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 multi-modal 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-HIGH DENSITY RESIDENTIAL

TRANSPORTATION & PEDESTRIAN CONNECTIVITY (CONT.)

- A-DS10-2** New focal points should be designed with multi-modal connections to the neighborhood.
- A-DS13-1** Stub streets should be connected. (D-CO4)
- 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)
- C-PS10-1** Flexible parking and shared parking arrangements should be utilized.
- 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-CO4-1** Dead-end streets and Cui-de-sacs should be discouraged except where connections are not topographically or environmentally feasible.
- 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-CO4-3** Street pattern and design should consider site topography and minimize grading where possible.
- D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- D-SP1-3** Developments should provide multi-modal transportation infrastructure to school sites, including sidewalks, shared-use paths, and roadways that can accommodate the bus and vehicle traffic associated with the site.

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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CHRISTOPHER M. CLENDENEN

July 13, 2020

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

Re: Supplement to Letter of Justification
Proposed zone change for a portion of 3330 Todds Road

Dear Chairman Forester and Members of the Planning Commission:

This is in supplement to our letter of justification which was submitted April 3, 2020. This is to address issues raised in the staff report.

Goals and Objectives of the 2018 Comprehensive Plan

Objective A.4.c: This objective relates to roadway connections in order to reduce police, EMS, and fire response times. This development establishes a new public street connection between Putter Lane and Todds Road which will serve both this development and the existing development to the north. In addition, there are separate sidewalk connections on the south side of the property to Todds Road and to Andover Woods Lane. The subject of a vehicular connection to Andover Woods Lane was explored during the PlaceBuilder public participation phase of the project. The Andover Woods Lane community firmly objected to any vehicular connection during public participation. Further, the Division of Fire has approved the plan, and has stated that response times are good to the nearby Fire Station 21 at 3191 Mapleleaf Drive.

Objective D.1.b: This objective calls for development of a viable network of accessible transportation alternatives for residents and commuters, including mass transit, bicycles, walkways, ride sharing, greenways and other strategies. Our development is primarily housing for people age 55 and older. We include pedestrian access to the Putter Lane area to the north, to Andover Woods Lane to the south, and two separate sidewalk accesses to Todds Road. It is a 5-minute walk to the Andover Club, recently rezoned B-1 for commercial purposes. The Brighton

Place Shoppes are 0.6 miles to the north. A new public street is being constructed to provide access to this development and to the subdivision to the north. Also, van service will be provided to the elderly housing community, which is a form of ride sharing. This development fully conforms with this objective.

Development criteria.

- **A-DS3-1:** This criteria relates to compliance with multi-family design standards in Appendix 1. Please see the attached memorandum from Tony Barrett, Barrett Partners, Inc., relating to the guidelines for site planning and open space and landscaping. In addition, as it relates to architectural design, our use of single-family homes along Andover Woods Lane transitions to the multi-story senior living facility. Also, the single-family homes as well as the garages act to transition to the multi-story buildings (AD.1 and AD.2). The building mass is broken up with articulation on all sides using varying roof shapes, setbacks, materials, colors, building heights and landscaping (AD.3). We maximize window numbers and size (AD.4) and avoid large areas of blank wall facings (AD.5). We utilize patios and balconies (AD.6) and façade detail (AD.7). All sides of the building maintain architectural design (AD.8). As mentioned above, built in transitions include the single-family homes, garages, and step down in heights of the proposed buildings, as well as landscaping setbacks, and adjustments in bulk and massing (AD.9).
- **B-SU11-1** This criteria relates to green infrastructure. We have added Note 12 to the plan stating that green infrastructure practices, such as permeable paving, porous asphalt, bio-swales, or rain water harvesting shall be incorporated into the stormwater plan for the property.
- **C-LI7-1:** We are adding senior housing to the choice of uses in this neighborhood, and in addition, providing single-family detached homes. Our walking, bicycling, street and van access allows full and safe access to community facilities, employment, businesses, shopping, church and other destinations.
- **A-DS1-2 and A-DS4-1:** This development provides sidewalk, walkway, bicycle and vehicular access to Todds Road. Bus lines reach Man-O-War Boulevard, approximately one-half mile away. Residents may also use the van service provided, or their own vehicles. This development provides pedestrian separation from vehicles through sidewalks and also through walkways which are not adjacent to roadways.
- **D-CO2-2:** As mentioned above, this development provides multi-modal transportation, including walking, bicycling, private vehicle and van access, to all users, including those with disabilities.
- **A-EQ7-3:** We have community open spaces as shown on the development plan and mentioned in Mr. Barrett's memo which is attached. We also have separate

private open spaces which include patios and balconies. Also, this development is about one-half mile walking distance from Mapleleaf Forest Park.

Conclusion.

This proposed zone change is in agreement with the Comprehensive Plan, its Goals and Objectives, and the PlaceBuilder criteria. It provides needed housing options for seniors in Fayette County and it utilizes an underdeveloped parcel of land in a creative way.

Sincerely,



Richard V. Murphy
Murphy & Clendenen, PLLC,
Attorneys for Anderson Communities

RVM/prb

The Baptist Church at Andover Property

Multi-Family Design Standards

Site Planning

SP.1 Buildings 1 & 2 are positioned on Putter Lane as such to present an attractive elevation to the street while creating an identifiable courtyard entry to the community.

SP-2 For the security of the residents, front entrances to individual units will not be provided.

SP-3 Building entries are located at prominent locations and will be architecturally prominent on the building façade. Such locations and architectural embellishment will visually define the entrances. The entrances will be accessible to the street by the network of walks through out the site.

SP.4 The building setbacks are typical for the area and the proposed zone. The irregular shape of the apartment property makes alignment of the buildings on the setback lines difficult. Setback of the single-family homes on Andover Woods Lane will match the existing homes on the street.

SP.5 The network of sidewalks links the community to Putter Lane, Todds Road and Andover Woods Lane. Sidewalks lead to the adjoining Baptist Church, and nearby is the Andover Club and Brighton Place Shoppes.

SP.6 The apartment clubhouse is located internal to building 1 and is directly linked to the other buildings by sidewalks and internal hallways.

Sp.7 Most of the parking is located to the rear and side of the property. The irregular shape of the parcel makes aligning the units to the public street difficult. The small parking area fronting on Putter Lane is screened with landscaping.

SP.8 The parking areas are distributed around the site in multiple small parking areas to minimize the visual impact of the parking. A linear parking area is broken with landscape islands to reduce the continuous rows of cars.

SP.9 The shape and configuration of the buildings and parking areas define multiple open space areas and courtyards with direct access and views from all the buildings. The five small courtyard areas are suitable for various activities appropriate for the apartment residents. An additional larger open space area providing for stormwater management offers an opportunity for bird watching or other similar activities.

SP.10 The extension of Putter Lane through the site to Todds Road provides connection to the surrounding neighborhood. Convenient access to Todds Road provides an opportunity for any multi-modal facilities.

SP.11 The apartment community provides a network of sidewalks internally as well as connecting to the surrounding neighborhood and local amenities.

SP.12 The extension of Putter Lane allows for through traffic to Todds Road, however the alignment requires traffic to move slowly near the apartment community entrances. Textured pavement at the main entrance to the apartment community slows traffic and alerts drivers of their approach to this special area.

SP.13 Sidewalks are provided throughout the apartment community.

SP.14 The extension of Putter Lane includes sidewalks, street lighting and street trees. The internal drive aisles will be appropriately landscaped and lighted. Sidewalks are provided throughout the apartment community.

SP.15 Parking areas will appropriately lighted for security without negatively impacting the adjoining properties.

SP.16 The apartment community will follow universal accessibility requirements.

SP.17 The irregular configuration of the property makes addressing the street difficult. However, the setback and orientation of the buildings relative to Putter Lane help balance the change in scale from the existing single-family homes and the larger apartment buildings.

Open Space and Landscaping

OS.1 Private open space areas within the apartment community are easily accessible and visible from all the units. There are five distinct open space areas providing programed activities such as cooking/dining, putting green, covered pavilion, patio, etc. Another open space area accommodating the stormwater management provides opportunities for bird watching or other suitable activities.

OS.2 The five primary open space areas are defined by the buildings, primarily the wings of the three buildings.

OS.3 Open space is provided for each unit either by a balcony or a patio for each unit.

OS.4 Landscaping will be provided throughout the apartment community to define spaces, screen parking, and generally enhance the residents and visitors' experiences.

OS.5 Trees will be planted in and around the parking areas to soften the impact of the parking.

OS.6 Enhanced landscaping supplements the existing fencerow trees to screen adjoining single-family homes. Garages around the perimeter of the property further screen and separate the existing single-family homes from the apartment community. Proposed single-family homes provide a buffer and transition from the apartment community to the existing single-family homes on Andover Woods Lane.

OS.7 Fences along the side and rear will be utilized for security as needed. Plantings will be used to define spaces and screen parking as required along Putter Lane.

OS.8 The open space associated with the stormwater management for the community will be suitable for bird watching and other like activities. Sidewalks provide links to amenities on site and other nearby amenities such as Mapleleaf Park, Andover Club and Brighton Place Shoppes.



OS.9 Sidewalks will be constructed for universal accessibility.

OS.10 A hierarchy of streets is provided with change in scale from Todds Road to Putter Lane. Internally, the main entrance provides a wider street width and textured paving and median at the parking court. Secondary internal drives are narrower than the main entrance.

OS.11 Landscaping will be provided at the entrance to identify and enhance the arrival experience. Textured pavement and median are provided at the main entrance parking court to further enhance arrival.

OS.12 Lighting and landscaping throughout the apartment community will be appropriate for the location and intent and compatible to the overall project.

OS.13 Lighting will be appropriate for the intended use and location without negatively impacting the adjoining properties.



VICINITY MAP

LINE	BEARING	DISTANCE
L1	N39°11'07"E	114.73'
L2	S50°45'50"E	79.06'
L3	N49°23'39"E	50.24'
L4	S40°38'09"E	100.00'
L5	S39°47'34"E	127.19'



AREA NOTIFICATION & PROPERTY MAP
1"=200'



* INDICATES SUPPLEMENTAL NOTIFICATION PROPERTY DUE TO ADJOINING AGRICULTURAL ZONING.

	ZOMAR: A-U TO R-4				
	TITLE: PLN-MAR-20-000 : ANDERSON COMMUNITIES				
	PROPERTY ADDRESS: 3330 TODDS ROAD (A PORTION OF)				
	OWNER:	THE BAPTIST CHURCH AT ANDOVER, INC. 3330 TODDS ROAD LEXINGTON, KENTUCKY 40509	FROM	TO	
			GROSS	NET	
APPLICANT	ANDERSON COMMUNITIES, INC. 1720 SHARKEY WAY, SUITE 100 LEXINGTON, KENTUCKY 40509	A-U	R-4	8.62 AC.	8.62 AC.
PREPARED BY:	WESLEY B WITT, INC.	TOTAL	8.62 AC.	8.62 AC.	
DATE PREPARED:	APRIL 6, 2020				

STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-20-00007: ANDERSON COMMUNITIES, INC.

DESCRIPTION OF ZONE CHANGE

Zone Change: From a Agricultural Urban (A-U) zone
To a High Density Apartment (R-4) zone
Acreage: 8.62 net and gross acres
Location: 3330 Todds Road (a portion of)



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	A-U	Church Open Space
To North	A-U	Church
To East	R-1D	Single Family Residential
To South	R-1D	Single Family Residential
To West	A-U / R-1D	Single Family Residential

URBAN SERVICE REPORT

Roads - The subject property is located on the south side of Todds Road (KY 1927), which was recently widened to a three-lane cross-section along the property’s frontage by the Kentucky Transportation Cabinet (KYTC). Putter Lane stubs into the subject property from the southwest, and additional frontage along Andover Woods Lane exists along the east edge of the subject property. The petitioner currently proposes to provide access to the residential development from Todds Road, with a connection to Putter Lane, through the construction of a public road. The applicant is not proposing access to Andover Woods Lane.

Curb/Gutter/Sidewalks - Sidewalk, curb and gutter facilities exist along Todds Road, which were constructed by the KYTC during the road widening project in 2015. Putter Lane has all of these facilities, and they are expected to be completed with the extension of the street. Andover Woods Lane has these facilities on the southeastern portion of the roadway. Curbs, gutter and sidewalks are required on all public and private streets, and will be provided by the applicant.

Utilities - All utilities, including natural gas, electric, water, phone, cable television, and internet are available in the area, and are available to serve the proposed development.

Storm Sewers - The subject property is located in the East Hickman watershed. Storm sewers are available along the frontage of the subject property; however, due to the location of the proposed development relative to the topography of the site, the developer will be required to provide facilities and upgrade existing facilities that are impacted at the time this property is developed. Although the Todds Road Tributary of the Jacobson Park Reservoir is located south of the subject property, within the former golf course, the subject property is not located within a FEMA designated Special Flood Hazard Area.

Sanitary Sewers - The subject property is located in the East Hickman sewershed and is served by the West Hickman Wastewater Treatment facility in northern Jessamine County. The developer will need to provide an extension of the sanitary sewers as a part of the proposed residential development of the property. There is sanitary sewer capacity in this sewershed, but there are also a number of “grandfathered” sites within this sewer bank according to the Capacity Assurance Program.

Refuse - The Urban County Government serves this area with refuse collection on Fridays.

Police - The nearest police station is located near the Eastland Shopping Center at the Central Sector Roll Call Center, approximately 4 miles northwest of the subject property, just off Winchester Road.

Fire/Ambulance - The nearest fire station (#21) is located less than ½ mile west of the subject property at the intersection of Mapleleaf Drive and Dabney Drive, south of Man O’ War Boulevard.

Transit - LexTran service is available along Man O’ War Boulevard, near it’s intersection with Todds Road, approximately ½ mile northeast from the proposed development. At this location outbound service is available on Route #18.

Parks - Maple Leaf Forest Park is located approximately ½ mile to the west of the subject property. While the Lakeside Golf Course, a publicly owned facility, and Jacobson Park are both nearby, there is no public access near the subject property. Access to these areas necessitates vehicular mobility.

SUMMARY OF REQUEST

The applicant is seeking a zone change from the Agricultural Urban (A-U) zone to the High Density Apartment (R-4) zone for a portion of the property located at 3330 Todds Road. The applicant is seeking to develop a senior apartment complex that includes three (3) buildings, associated parking, and amenities. To complete this development, the applicant is seeking to extend Putter Lane as a public road, to an intersection with Todds Road. In addition to the apartments, the applicant is proposing to develop ten (10) single family dwellings, fronting on Andover Woods Lane.

PLACE-TYPE

ENHANCED NEIGHBORHOOD
The Enhanced Neighborhood Place-Type is an existing residential area to be enhanced with additional amenities, housing types, and neighborhood-serving retail, services, and employment options. Development should be context-sensitive to surrounding areas and should add to the sense of place. Incorporating multi-modal connections is crucial to neighborhood success and viability.

DEVELOPMENT TYPE

MEDIUM-HIGH DENSITY RESIDENTIAL
Primary Land Use, Building Form, & Design
Primarily multi-family units. Multi-family units should complement and enhance existing development through quality design and connections.
Transit Infrastructure & Connectivity
Access to these developments is typically through streets designated with the collector classification or above. Mass transit infrastructure should be provided along transit routes through collaboration with Lextran, and bicycle and pedestrian facilities should be plentiful to provide multi-modal options.
Parking
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



This zone is primarily for multi-family dwellings, but at a higher density than the R-3 zone. The R-4 zone should be at locations and at the density (units/acre) recommended by the Comprehensive Plan, and in areas of the community where necessary services and facilities will be adequate to serve the anticipated population.

PROPOSED USE



The applicant is seeking to develop a residential development that will be comprised of a senior apartment complex, and ten (10) single family dwelling units. The structures are proposed to step down in intensity as the development moves to the rear of the property. The building closest to the existing church is proposed to be 5-stories, the middle building 4-stories, and the rear most building 3-stories. The applicant is seeking to construct a total of 268 dwelling units for a proposed residential density of 31 dwelling units per net acre. To complete the residential development, the applicant is seeking to extend the stub street at Putter Lane and connect it with Todds Road. No cross access is proposed to Andover Woods Lane.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant indicated that they have met with representatives of the Andover Villas Association and held a meeting with the residents of Andover Woods Lane. The applicant should describe their meetings and the results.

PROPERTY & ZONING HISTORY



The subject property is located on the south side of Todds Road, behind the Baptist Church of Andover. It is situated between a single family residence on a large lot, located to the northwest, and the Andover Club Villas, located to the southeast of the subject property. A portion of the former Andover Country Club golf course is located directly across Todds Road to the north and the Andover Woods subdivision borders the site to the southeast and west. The Brighton East, Autumn Ridge, Andover Hills, and Andover Forest subdivisions are also located within the immediate vicinity. The subject property is bounded on three sides by residential zoning (R-1D, R-1E and R-4), but all areas are developed with single-family residential dwelling units, either detached or attached. The church on the northern portion of the property is proposed to remain zoned Agricultural Urban (A-U).

The surrounding neighborhoods are mostly low density residential (0-5 dwelling units per acre), and were developed in the late 1980s and early 1990s. The Andover Green subdivision, formerly part of the Williams Property, was developed and built in 1999 and 2000. The most recent development, the Andover Club Villas, which was also a portion of the Williams Property, was rezoned to a High Density Apartment (R-4) zone in 2014 and constructed at a density of 5.46 dwelling units per net acre.

There are currently two stub streets, Putter Lane and Reuben Lane, that stub into the western side of the church property. Reuben Lane is not currently part of the subject property, but Putter Lane directly intersects the northwest portion of the property. Stub streets are only utilized when a future continuation is planned. Additional frontage along Andover Woods Lane is available along the southeastern portion of the property.

The property was the subject of a similar application (PLN-MAR-19-00001), seeking to rezone the property from the A-U zone to the R-4 zone. The petitioner indicated that they were in agreement with the 2013 Comprehensive Plan at that time. The application sought to construct a multi-family development focused on providing housing to seniors. This petition was approved by the Planning Commission in April 2019, but was disapproved by the Urban County Council in June 2019.

COMPREHENSIVE PLAN COMPLIANCE



GOALS & OBJECTIVES

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.

First, the applicant indicates that they are seeking to expand housing choice (Theme A, Goal #1) by accommodating the demand for housing in Lexington responsibly, prioritizing higher-density and a mixture of housing types (Theme A, Goal #1.b). The proposed development is incorporating multi-family housing within an area that is primarily comprised of single family residential development. The inclusion of multi-family at this location will provide for denser development that provides a different type of housing than what is available in the immediate vicinity. The petitioner also indicates that the proposed development will provide safe and accessible housing to meet the needs of older and/or disadvantaged residents (Theme A, Goal #1.c) since this development is focused on providing senior housing.

Additionally, the applicant indicates that the proposed development will support Infill and Redevelopment throughout the Urban Services Area as a strategic component of growth (Theme A, Goal #2). The applicant also indicates that they are seeking to respect the context and design features of the surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form (Theme A, Goal #2.b). The applicant highlights that the proposed development will step down in intensity as the development moves to the rear of the property, with the building at the front of the property at 5-stories, the middle building at 4-stories, and the rear most building at 3-stories. Additionally, the applicant indicates that the proposed development will incorporate trails, greenspace and open space that would serve the needs of the intended population (Theme A, Goal #2.c).



Finally, the applicant also indicates that they are seeking to uphold the Urban Service Area concept (Theme E, Goal #1) by maximizing development on vacant land within the Urban Services Area (Theme E, Goal #1.d).

The staff agrees with that these aspects of the applicant's proposal and that these goals and objectives can be met with the proposed development; however, the staff still has concerns as to how the applicant is providing safe access to the site for both their residents and the surrounding development.

The applicant indicates that the proposed development is in agreement with Theme A, Goal #4.c: *Establish and promote road network connections in order to reduce police, EMS, and fire response times*, and Theme D, Goal #1.b: *Develop a viable network of accessible transportation alternatives for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies*. While the extension of Putter Lane, a street that currently stubs into the western edge of the subject property, as a public roadway increases connectivity to the proposed development, the development itself restricts available access to the surrounding development located at Andover Woods Lane. By eliminating any potential access to the Andover Woods Lane, the applicant is closing off an opportunity to provide connections that would reduce police, EMS, and fire response times and would also decrease the available potential connectivity for residents from Andover Woods Lane, Andover Green and Hunters Green Court.

The inclusion of connectivity into new development is imperative to several aspects of the Comprehensive Plan and protecting the health, safety and welfare of the community. The applicant should consider ways to increase connectivity, to allow for better access for police, EMS, and fire, while also seeking to promote connections that preference pedestrian connectivity.



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 Lexington-Fayette Urban County community in hopes of developing a better built environment. The applicable criteria are defined based on the proposed place-type and development type. The applicant has indicated that the site is located within the Enhanced Neighborhood Place-Type and that they proposed a Medium-High Density Residential Development Type. Staff concurs with the applicant's assessment of the Place-Type and agrees that medium-high density residential development can be appropriate for the subject property within a High Density Residential Apartment (R-4) zone.

While the applicant has addressed some of the Development Criteria, there are areas of concern as to how the applicant has applied or not applied the development criteria.

1. Site Design, Building Form and Location

Despite compliance with some of the criteria for Site Design, Building Form and Location, there are areas of concern. The applicant should expand upon the following development criteria and staff comments.

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

The applicant touches upon a select few aspects of the multi-family design standards, including wall planes, height step downs, breaking up structures, and screening surrounding the multi-family development. Staff would like the applicant to comment on how the pedestrian walkways are connecting with the structures themselves and where the main points of access are located. Furthermore, the applicant should describe how they are integrating the development into the surrounding neighborhood.

B-SU11-1: Green infrastructure should be implemented in new development, is not applicable for this development.

As this development is increasing the overall utilization of the property, the applicant should utilize green infrastructure on-site or expand upon how it is not possible. While staff does not require engineering of this infrastructure at this time, a commitment to its inclusion would meet the policies of the Comprehensive Plan, while also acting to prevent adverse impacts caused by the proposed development on the environment and on any adjacent properties.



C-LI7-1: Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment.

The applicant is showing access to a walking trail at the rear of the property that will circle the associated detention basin. This amenity provides both a community facility and activates the greenspace at the rear of the property; both elements are promoted throughout the Comprehensive Plan. However, the proposed development is depicting garages separating the primary portions of the development from this amenity. This creates a discontinuity between the site, as well as a potential safety issue. By screening the trail, the potential for “eyes on the street” interaction is dramatically lessened, which can lead to an unease or dangerous situations for those utilizing the trail. This is especially true for a development that is focused on providing a safe space for seniors, who are statistically more likely to have issues or injuries related to slips, trips or falls.

Additionally, while the petitioner is seeking to integrate the multi-family housing with Putter Lane, allowing for the access to the walking trails and connections to Todds Road and the Baptist Church of Andover, they are closing off access to those properties located on Andover Woods Lane and the ten (10) single family residences that are being proposed with this development. While the multi-family housing is the primary driver of this proposed zone change, the potential residents of the detached single family households should be provided with access to both the walking trails and the surrounding amenities. Should pedestrian access be closed off to these properties, any resident would need to walk approximately 1 mile to reach the same facilities and place of religious worship.

2. Transportation and Pedestrian

Despite compliance with some of the criteria for Transportation and Pedestrian, there are areas of concern. The applicant should expand upon the following development criteria and staff comments.

A-DS1-2: Direct pedestrian linkages to transit should be provided.

Currently, LexTran service is available along Man O' War Boulevard, near its intersection with Todds Road, approximately ½ mile northeast from the proposed development. While the petitioner is providing access to Todds Road, which will allow for easy access to transit along Man O' War Boulevard, as well as future potential transit along Todds Road, the proposed development closes off access to those properties located on Andover Woods Lane and the proposed ten (10) single family residences. While the multi-family housing is the primary driver of this development, the potential residents of the detached single family households should also be provided with direct pedestrian linkages to transit. Should no pedestrian access be available to these properties, any user would need to walk an additional 1 mile to reach the same facilities.

A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI7, E-AC5)

The applicant should seek to provide direct connections between the proposed development and the surrounding neighborhoods, integrating the development, rather than creating barriers between the different portions of the community.

D-CO2-2: Development should create and/or expand a connected multi-modal transportation network that satisfies all users' needs, including those with disabilities.

For the same reasons that it is necessary to provide pedestrian linkages to transit, the applicant should seek to increase the connectivity to allow for multi-modal transportation networks for the whole of the proposed development.

3. Greenspace and Environmental Health

Despite compliance with the majority of the criteria for Greenspace and Environmental Health, there is one area of concern. The applicant should expand upon the following development criterion and staff's comment.

A-EQ7-3: Community open spaces should be easily accessible and clearly delineated from private open spaces.

By screening the walking trail located along the rear of the subject property with the garages, the petitioner has created a space that is more privatized. The applicant should consider removing the garages in this area, which would allow for the area to be visible and connected to the other community amenities.

STAFF RECOMMENDS: POSTPONEMENT, FOR THE FOLLOWING REASONS:



1. The zone change application for the subject property, as proposed, does not completely address how they are meeting the Goals and Objectives of the 2018 Comprehensive Plan. The following Goals and Objectives require further discussion by the applicant to address compliance with the Comprehensive Plan:
 - a. Theme A, Goal #4.c: Establish and promote road network connections in order to reduce police, EMS, and fire response times.
 - b. Theme D, Goal #1.b: Develop a viable network of accessible transportation alternatives for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies.
2. The zone change application for the subject property, as proposed, does not completely address the development criteria for a zone change within the Enhanced Neighborhood Place Type, and the Medium-High 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. B-SU11-1: Green infrastructure should be implemented in new development, is not applicable for this development.
 - c. C-LI7-1: Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment.
 - d. A-DS1-2: Direct pedestrian linkages to transit should be provided.
 - e. A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI7, E-AC5)
 - f. D-CO2-2: Development should create and/or expand a connected multimodal transportation network that satisfies all users' needs, including those with disabilities.
 - g. A-EQ7-3: Community open spaces should be easily accessible and clearly delineated from private open spaces

SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-20-00007: ANDERSON COMMUNITIES, INC.



STAFF REVIEW

During the June Subdivision and Zoning Committee meetings, it became apparent during the discussion regarding the connectivity of the area that the staff recommendation of access to Andover Woods Lane and the applicant's perspective of the development were not aligned. The discussion during the Zoning Subcommittee resulted in a recommendation of referral to the Commission as a whole. The crux of the disagreement between staff and the applicant rests in a connection between the extension of Putter Lane and Andover Woods Lane. This element of the proposed rezoning was a major point of staff's recommendation of a similar rezoning application on the subject property in 2019 (PLN-MAR-19-00001: Clover Properties) and was relayed to the applicant beginning with the pre-application meeting.

Staff's concern regarding the need for access is formulated based on two primary elements of the 2018 Comprehensive Plan. First, the need for the connection is essential to the continued promotion of the health, safety, and welfare of our community. Theme A, Goal #4.c states that Lexington is seeking to "establish and promote road network connections in order to reduce police, EMS, and fire response times." Currently, Andover Woods Lane, Hunters Green Court, Andover Green, Hunters Green Way, and Huntersknoll Place act as a long and complex cul-de-sac, with a single access and egress point at Forest Hill Drive. This is problematic not only due to the length of a cul-de-sac with a single access and egress point, but the amount of properties that are located along the roadways. Currently, there are a total of 86 single-family detached houses on Andover Woods Lane, Hunters Green Court, Andover Green, Hunters Green Way, and Huntersknoll Place. The proposed development would add an additional ten (10) single-family detached homes and would close off potential secondary access to those properties. The historic development of this area was meant to connect to what is now Champions Way or a future connection with Putter Lane. The connection to Champions Way was opposed by the neighborhood at the time of rezoning in 2014, leaving a stub street at the end of Andover Green.

The proposed 96 dwelling units falls four (4) short of a required secondary access point by the Fire Safety Guidelines. As such, the representative from Division of Fire and Emergency Services has indicated that while they would accept a secondary access point, one is not currently required by their standards. While this threshold has not been met by the Fire Safety Guidelines, staff considers the inclusion of the houses and the secondary access point as a nexus issue that relates to the health, safety, and welfare of both the current and future residents of the area. Staff recommends the addition of such a secondary access point as the applicant is adding houses to Andover Woods Lane, and the addition of access would reduce response times to individuals in need located on Andover Woods Lane, Hunters Green Court, and Andover Green. Furthermore, should there be a roadway blockage located at either on Forest Hill Drive or within the cul-de-sac, it would either make response times increase dramatically or make it impossible to serve residents.

In addition to the staff's concern regarding the secondary access point, staff is also concerned with the integration of the proposed apartment complex to the neighborhood. Currently, the applicant shows a pedestrian connection that extends from both the ten (10) single-family houses and the apartment complex out to Todds Road, but no connection between the two developments. The applicant is therefore turning the backs of the single family housing to the apartment buildings, creating a barrier between the two rather than buffering, transition or integrating. The Comprehensive Plan stresses the need for greater continuity and integration of different forms of housing, not just through context or architecture, but through integrated roadway and pedestrian systems that allow for proper vehicular and pedestrian circulation (Theme A, Goal #3). The Multi-Family Design Standards stress this integration and go further to state that there is a need to connect to adjacent subdivisions and neighborhoods through an integrated street network (SP.10). This street network does not need to include vehicular access, but should definitely include direct pedestrian connections.



The addition of a secondary access point for emergency services through the site to Andover Woods Lane could be blended with the pedestrian facilities the would integrate the neighborhood and create a walkable and safe space further supporting Theme A, Goal #3.b: Strive for positive & safe social interactions in neighborhoods, including, but not limited to, neighborhoods that are connected for pedestrians & various modes of transportation, as well as Theme D, Goal #1.a: Support the Complete Streets concept, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles.

Staff considers the access point a threshold issues and must recommend disapproval of the proposed zone change for the property located at 3330 Todds Road (a portion of).

STAFF RECOMMENDS: DISAPPROVAL, FOR THE FOLLOWING REASON:



1. The requested Planned Neighborhood Residential (R-3) zone is in agreement with the 2018 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The proposed development adds housing to a complex and long road system that acts as a cul-de-sac without adequate connections that are meant to reduce police, EMS, and fire response times (Theme A, Goal #4.c) and protect the health, safety and welfare of the Lexington community.
 - b. The proposed development does not create an integrated roadway and pedestrian system that allows for integration of the new development (Theme A, Goal #3).
 - c. The proposed development does not adequately meet the Comprehensive Plan's goals for connectivity for all modes of transportation (Theme A, Goal #3.b). By terminating the stub street into the proposed development and eliminating connections between Putter Lane and Andover Woods Lane, the applicant is reducing the availability of future connections and limiting connectivity.
 - d. The proposed development does not support the Complete Streets concept by integrating the apartment complex with the single family dwelling units, focused on a pedestrian-first design (Theme D, Goal #1.a).
 - e. The proposed development has not provided adequate materials to address the Multi-Family Design Standards (A-DS3-1)
2. There have been no major changes of an economic, physical or social nature within the immediate area, which were not anticipated in the Comprehensive Plan adopted by the Commission and which have substantially altered the basic character of such area.
3. The applicant has not put forth a justification for why the current zoning is inappropriate and the proposed zoning is appropriate for the subject property. The goal of connectivity and the location of the site is heavily tied to the appropriateness of the High Density Apartment (R-4) zone. Without the availability of proper infrastructure, roadways and connectivity for all uses within the R-4 zone, the rezoning is not appropriate at this location.