

Addition to Justification for proposed zone change.

As a result of discussions with the staff, the applicant has added a request to amend conditional zoning restrictions on the remainder of the property at 2811 Spurr Road. The concern was that even though the areas impacted by the conditional zoning restrictions were predominately on the portion of the property which was subject to the R-4 zoning change, there may be some impact on the remainder of the property.

Also, there was a desire to see how the road system would coordinate with the rest of the property.

Thus, we have filed a new development plan, showing the entire property that will be developed as a planned community. The main access into the R-4 area will be through the R-3 area, providing a connection and continuity to the property.

We will have a mix of housing types and densities including single-family detached and townhouses as well as the multi-family buildings on the R-4 portion of the property. The R-3 portion will be developed in a manner similar to Townley Center, McConnell's Trace in Lexington, and the Wooldridge development in Woodford County, all of which have been successful mixed residential developments.

Three conditional zoning restrictions were imposed by the Planning Commission in January, 2006. These were imposed because of statements in the 2001 Comprehensive Plan relating to the subject property. (These statements were not carried forward into the 2007 or 2013 Comprehensive Plans). The conditional zoning restrictions limited total average density to less than five units per net acre, imposed a 50-foot building setback along Spurr Road and had restrictions on 16.4 acres of wooded land due to the possible presence of alluvial soils near the creek and along the railroad tracks.

There have been major changes of an economic, physical and social nature on the subject property or within the area which were not anticipated twelve years ago when the conditions were imposed. These changes have substantially altered the character of the area, making the restrictions inappropriate or improper.

As to density, lifestyle choices among all age groups, particularly millennials and baby boomers, have trended away from ownership of single-family detached residences to communities in which maintenance, lawn care, snow removal and other matters are handled by management, thus allowing residents to pursue leisure or work-related activities. This trend has accentuated since the Great Recession which started in 2007, the year after the initial zoning was approved on this property. Planning efforts in Lexington have further emphasized increasing density and infill development. There are plenty of opportunities for single family detached home ownership in the immediate area of this property for those who choose to own, have a mortgage, and assume all maintenance and upkeep responsibilities. Our proposal will allow single-family attached and detached living, along with independent living, which attracts an increasing segment of the community.

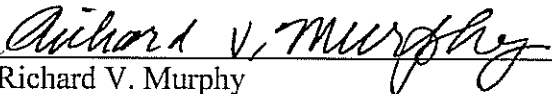
Increasing density is also in agreement with the 2018 Adopted Goals and Objectives. Goal A.1. is to expand housing choices. Objective (b) is to accommodate the demand for housing in Lexington responsibly, prioritizing higher-density and mixture of housing types, exactly as proposed in this development. It meets Goal A.2. by supporting infill and redevelopment throughout the Urban Service Area as a strategic component of growth. Objective A calls for identification of opportunities for infill, redevelopment, adaptive reuse and mixed-use development. It upholds the Urban Service Area concept, as called for in Goal E.1. Objective (d) calls for maximizing development on vacant land within the Urban Service Area and promoting redevelopment of underutilized land. This will activate this undeveloped land holding as called for in Objective (e). It will help maintain the Urban Service Area as called for in Goal E.3.

The 50-foot building setback was to preserve the rural character of Spurr Road. However, as is evident if one visits this section of Spurr Road, this is no longer in the rural area. Neighboring subdivisions have been built without observing a 50-foot setback. The rear of Masterson Station Subdivision, which is closest to the rural area of Spurr road, is developed with houses directly backing up to Spurr Road.

The condition relating to the wooded land has been more precisely studied in the last twelve years. We have located our development in areas which are not within the creek areas or wet areas. As mentioned in the original justification, the siting of the multi-family buildings allows much of the property to remain as open space.

Overall, the majority of the acreage will be developed as single-family residential. It will allow continuation of the streets in a creative design which will calm traffic and promote pedestrian and bicycle usage. The independent living will be connected to the community. Open space will be provided. It will provide a variety of housing choices to present and future residents of Lexington.

Thank you for your consideration of this request.


Richard V. Murphy
Murphy & Clendenen, PLLC, Attorneys for
Applicant