

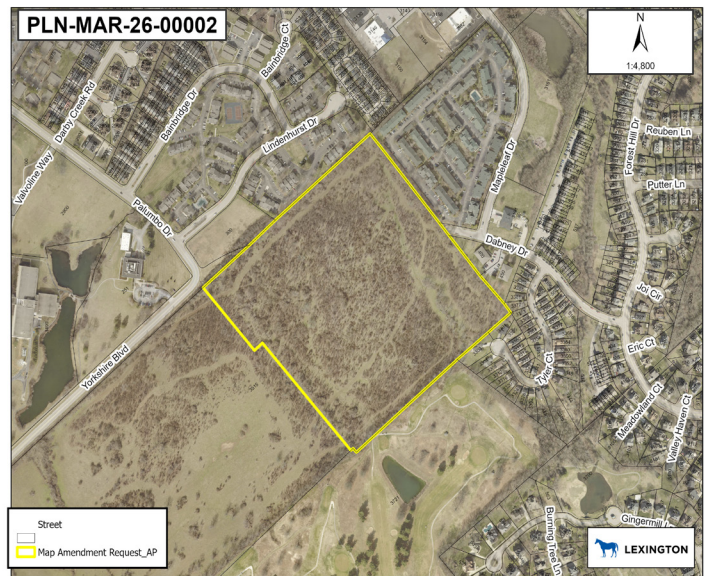
STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-26-00002: HILLPOINTE LLC

DESCRIPTION OF ZONE CHANGE

Zone Change: From: Agricultural Urban (A-R)
To: Medium Density Residential (R-4)

Acreage: 38,998 net (39,148 gross) acres

Location: 3515 Richmond Road (a portion of)



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	
Subject Property	A-U	Vacant
To North	R-4	Residential
To East	R-4	Residential
To South	A-U	Golf Course
To West	P-1/R-4	Office/Residential

URBAN SERVICE REPORT

Roads - This portion of the subject property has road frontage on Yorkshire Boulevard where it transitions into Palumbo Drive. Palumbo Drive and Yorkshire Boulevard are classified as major urban collectors. Dabney Drive, a minor collector roadway, stubs into the property to the eastern side. The applicant's proposal includes construction of a public road that would connect the three roads.

Curb/Gutter/Sidewalks - Curb, gutter and sidewalks are present on all three adjacent roads.

Storm Sewers - The subject property is located in the East Hickman watershed. The developer will be required to address stormwater management on the subject property in compliance with the Engineering Stormwater Manual. There are no known flooding issues on the subject property.

Sanitary Sewers - The subject property is located within the East Hickman sewershed and is served by the West Hickman Wastewater Treatment Plant located approximately 9 miles southeast of the site.

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

Refuse - The Urban County Government provides refuse collection on Fridays to residences within this portion of the Urban Service Area. Additional refuse collection services may be contracted for the proposed development, as necessary.

Police - The property is located within East Patrol Sector Roll Call Center located on Clearwater Way, about 5.5 miles to the southwest of the subject property.

Fire/Ambulance - The property is situated approximately 500 feet from Fire Station #21 on Mapleleaf Drive and approximately 2.0 miles from Fire Station #9 on Richmond Road.

Transit - The Woodhill Drive LexTran route serves the area. The nearest stop is approximately 300 feet from the subject property.

Parks - The subject property is directly adjacent to Lakeside Golf Course, Mapleleaf Forest Park is located approximately 500 feet to the northeast, and Jacobson Park is located approximately half a mile to the southeast.

SUMMARY OF REQUEST

The petitioner has requested a zone change from the Agricultural Urban (A-U) zone to Medium Density Residential (R-4) zone for a portion of property located at 3515 Richmond Road, in order to construct 117 single-family townhouse units and 480 multi-family units for a density of approximately 15.3 units per acre.

PLACE-TYPE

ENHANCED
NEIGHBORHOOD

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 multimodal connections is crucial to neighborhood success and viability.

DEVELOPMENT TYPE

MEDIUM DENSITY RESIDENTIAL

Primary Land Use, Building Form, & Design

Primarily attached and multi-family units, with interspersed single-family detached dwellings. Multi-family units should complement and enhance existing development through quality design and connections.

Transit Infrastructure & Connectivity

Nearby commercial/employment uses and greenspace should be easily accessible, and bicycle and pedestrian modes should be maximized to connect residents to destinations.

Quality of Life Components

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

PROPOSED ZONING

R-4

The intent of this zone is to provide for medium to medium-high density multi-family dwellings and supporting uses. This zone should be located in areas of the community where services and facilities are/ will be adequate to serve the anticipated population. The medium to medium-high density residential uses should be located along collector and arterial streets. Where lower density development occurs in this zone, it should be located along local streets. Adequate multi-modal connections should be available to all residents. Development should be in areas of the community where necessary services and facilities will be adequate to serve the anticipated population. Medium to medium-high density multi-family dwellings should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE



The petitioner is proposing to construct 117 single-family townhouse units and 480 multi-family units for a density of approximately 15.3 units per acre.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant held a virtual community engagement meeting on February 26th with one member of the public in attendance. After a brief overview of the proposal, the applicant opened the meeting to questions but the lone participant had no questions or comments.

PROPERTY & ZONING HISTORY



The subject property has been located within the Agricultural Urban (A-U) zone since before the comprehensive rezoning of the City and County in 1969. The overall parcel was the location of the White Family Farm. The portion of the subject property closest to Richmond Road was utilized for outdoor recreation, while the rear portion that is proposed to be rezoned continued to be utilized for agricultural uses.

COMPREHENSIVE PLAN COMPLIANCE



GOALS AND OBJECTIVES

The 2045 Comprehensive Plan, Imagine Lexington, seeks to provide flexible yet focused planning guidance to ensure equitable development of our community's resources and infrastructure that enhances our quality of life, and fosters regional planning and economic development. This will be accomplished while protecting the environment, promoting successful, accessible neighborhoods, and preserving the unique Bluegrass landscape that has made Lexington-Fayette County the Horse Capital of the World.

The applicant opines that they are in compliance with the adopted Goals and Objectives of the 2045 Comprehensive Plan. They state that the request will allow for the site to develop into a higher density housing product that will help meet an increase in the demand for housing while providing variety in housing types (Theme A, Goal #1.b and #1.d; Theme A, Goal #2.a; Goal #2.b). The applicant's justification letter also states that the development will maximize utility of the development while maintaining the character of adjacent development by developing an underutilized parcel inside the Urban Service Area (Theme E, Goal #1.a, #1.c, #1.d, and #1.e).

The applicant's letter of justification details a number of transportation and connectivity related Goals and Objectives, but it is not immediately apparent how the proposal is achieving these items:

- *Theme B, Goal #2.d: Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence.*
- *Theme D, Objective 1.a: Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles;*
- *Theme D, Objective 1.b: Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies;*
- *Theme D, Objective 1.d: Improve traffic operation strategies, traffic calming, and safety for all users;*
- *Theme D, Objective 1.f: Enhance transportation options that are affordable, equitable, and responsive to the needs of residents and that support their preferred or necessary mode of transportation, with an emphasis on sidewalk improvements and connectivity.*

POLICIES

Within the letter of justification, the applicant opines the request meets many of the design and density policies laid out in the Comprehensive Plan. The applicant states that the proposal increases residential density while still being sensitive to the surrounding context and connecting into the adjacent developed properties (Design Policy #1, #5, and #6; Density Policy #2). This proposal will increase the number of townhome and multi-family units and therefore increase housing options (Design Policy #8).

While staff agrees that some of the policies of the Comprehensive Plan can be met with this request, Planning staff have questions on how the applicant is addressing the following policies:

- *Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting*
- *Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.*
- *Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.*
- *Sustainability policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.*



PLACE-TYPE, DEVELOPMENT TYPE AND ZONE

In an effort to allow for the greatest contextual development of Lexington's Urban Service Area, applicants are asked to identify a Place-Type based on the location of the subject property. Within each Place-Type there are recommended Development Types based on the form and function of the proposed development. Based on the Place-Type and Development Type there are also several recommended zones that are most appropriate based on the Goals, Objectives, and Policies of the 2045 Comprehensive Plan. While these zones are the ideal zoning categories to develop within a specified area, other zones may be considered, provided there is an appropriate justification addressing the unique situation and provided the development is able to adequately meet the associated Development Criteria.

The applicant indicates that the project is located within the Enhanced Neighborhood Place-Type and is a Medium Density Residential Development Type. Staff is in agreement with the chosen Place-Type and Development-Type chosen by the applicant.

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. These developments primarily consist attached and detached single-family homes of varying formats, including accessory dwelling units. This Development Type should avoid homogeneous neighborhoods and should be supplemented by a variety of uses and housing options to create sustainable places.

DEVELOPMENT CRITERIA

The criteria for a zone change are the distillation of the adopted Goals and Objectives, as well as the policies put forth in the 2045 Comprehensive Plan. The criteria for development represent the needs and desires of the members of the Lexington-Fayette Urban County community in hopes of developing a better built environment. The criteria are refined by the applicant based on the proposed place-type and development type. The applicant has indicated that the site is located within the Enhanced Neighborhood place-type and is seeking to create a Medium Density Residential development type.

The applicant cites a number of areas of criteria that they opine are being met with this request; however, staff is requesting additional information as to how the following criteria are being met with this proposal:

A-DS13-1 Stub streets should be connected.

Although the proposal connects Dabney Drive to Palumbo Drive and Yorkshire Boulevard, no stub connection is provided to the remaining, undeveloped portion of 3515 Richmond Road that is proposed to be subdivided.

D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.

The extension of Dabney Drive will create approximately 1,500' between intersections with no added calming features. The applicant should explore opportunities to calm traffic on the roadway, and to bring the design in compliance with the maximum block length requirements outlined in the adopted Land Subdivision Regulations.

C-PS10-2 Over-parking of new developments should be avoided.

According to the supplied parking demand mitigation study, the proposal is supplying parking that far exceeds peak demands for the proposed use.

B-SU4-1 Development should minimize and/or mitigate impervious surfaces.

The proposed plan contains a great deal of impervious surface associated with the vehicular use areas. The applicant should provide information relating to the feasibility of reducing these areas, or providing other design features to help mitigate its impacts.

STAFF RECOMMENDS: **POSTPONEMENT** FOR THE FOLLOWING REASONS:



1. The applicant should provide further information on the following Policies of the Comprehensive Plan:
 - a. Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes.
 - b. Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.
 - c. Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.
 - d. Sustainability policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.
2. The applicant should provide further information on the following Development Criteria:
 - a. A-DS13-1 Stub streets should be connected.
 - b. D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
 - c. B-SU4-1 Development should minimize and/or mitigate impervious surfaces.
 - d. C-PS10-2 Over-parking of new developments should be avoided.