

August 5, 2024

Mr. Larry Forester, Chairman  
Lexington-Fayette Urban Co Planning Commission  
200 E. Main Street  
Lexington, KY 40507

Dear Chairman Forester:

Earthcycle Design, LLC represents Brooke Properties, LLC, Nicholasville, KY which has filed a zone change application and a final development plan for property located at 2094-2098 Harrodsburg Road in Lexington, Kentucky. The zone change consists of two parcels with a combined acreage of Net: 0.6018, Gross: 0.9129 Acres, current zoned Planned Neighborhood Residential (R-3) zone. The proposed zone change for the two parcels is to Neighborhood Business (B-1) zone. The property is bound by rights-of-way on two sides: Harrodsburg Road to plan north, Springhurst Drive to plan west. Towards plan east, the property is adjacent to 2090 Harrodsburg Road, a residential lot, currently zoned Single Family Residential (R-1C). A zone change request from Single Family Residential (R-1C) to Highway Service Business (B-3) for 2090 Harrodsburg Road is currently before the planning commission for consideration. To plan south, the property is bordered by Single Family Residential (R-1C).

**Goals and Objectives:**

We believe that our proposed development (the adaptive reuse of the existing 2098 Harrodsburg Road building for office space use and retention of 2094 Harrodsburg Road building for daycare use) agrees with the *Imagine Lexington 2045 Comprehensive Plan*, specifically the Goals and Objectives, which supports infill and redevelopment throughout the urban service area as a strategic component of growth (Theme A, Goal #2); providing well-designed neighborhoods and communities (Theme A, Goal #3); and creating jobs & prosperity (Theme C, Goals #1&2).

**Engagement:**

Our project team has reached out to representatives of the Michell Avenue Neighborhood Association to review the proposed zone change. On July 16, 2024, Clint Conrad, owner & applicant and Scott Southall, earthcycle design LLC, met onsite with a Springhurst Drive resident to review and discuss the scope of the zone change and proposed future uses for the property. The resident voiced her support for the zone change and the proposed land use activities associated with the zone change.

Jon Woodall, the applicant's Attorney with McBrayer, PLLC has sent emails to representatives of the Michell Avenue Neighborhood Association offering additional in-person and/or virtual meetings to review the scope of the project and the zone change request. To date, the project team has not heard back from the neighborhood association regarding this proposed zone change application.

### **Site Description:**

The subject site is adjacent to a major corridor (Harrodsburg Road) (front yard) and a single-family residential neighborhood (side & rear yards). Directly across Harrodsburg Road is a Commercial Center (B-6P) Zone (formerly Turfland Mall) with ongoing redevelopment activities, and the adjoining property (2090 Harrodsburg Road) currently requesting a zone change from Single-Family (R1-C) Zone to Highway Service Business (B-3) zone. The two subject properties (2094 and 2098 Harrodsburg Road) associated with the requested zone change are currently single-family residential structures build in the mid-1950's. The two buildings have operated as children's daycare facilities for approximately the past two decades.

### **Place-Type, Development Type & Requested Zone:**

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

*Lexington's major roadways focused on commerce and transportation. The overriding emphasis of Imagine Lexington is significantly overhauling the intensity of the major corridors. The future of Lexington's corridors lies in accommodating the shifting retail economic model by incorporating high density residential and offering substantial flexibility to available land uses.*

Further, the *Corridor place-type* identifies the following development types: *Medium-high density residential (MHR)*, *High density residential (HR)*, *Medium density non-residential / mixed-use (MNR/MU)* and *High density non-residential / mixed-use (HNR/MU)* within the selected place-type. The most appropriate place-type for this zone change is the Corridor because of the site's contextual setting along a major corridor (Harrodsburg Road); the connection to the multi-modal transit network; and the zone change providing future redevelopment of the property in alignment with goals of the *Imagine Lexington 2045 Comprehensive Plan for Corridor place-type*. While the current development-type would be classified as *low density non-residential/mixed-use (LNR/MU)* due to the adaptive re-use of the existing structures (houses) for a child daycare facility and a professional office building, the property would be situated for future redevelopment corresponding to the *medium density non-residential / mixed-use (MNR / MU)* development-type.

Placebuilder also recommends the following zone(s) categories alignment with the proposed Corridor place-type: B-6P, B-1, MU-2, MU-3 and R-5 zones. The zone that most closely agrees with the applicant's vision for the adaptive re-use and the contextual transitional relationship between the corridor and residential neighborhood is the Neighborhood Business (B-1) zone. The subject properties are currently zoned as Planned Neighborhood Residential (R-3) zone. This zone change to Neighborhood Business (B-1) would permit the daycare facility at 2094 Harrodsburg Road to continue their operations and allow for the reuse of the building at 2098 Harrodsburg Road as a professional office building. The Neighborhood Business (B-1) zone is also an appropriate zone as a transition space from the higher use Commercial Center (B-6P) Zone across Harrodsburg Road and the Single-Family (R1-C) Zone along Springhurst Drive.

The proposed plan utilizes the existing building(s) footprint to accommodate both the daycare facility and the professional offices with significant site changes. A small (8'x10') building addition will be added to the 2098 Harrodsburg Road building for a lobby and circulation. The addition will be placed over existing impervious area, thus no net increase regarding stormwater runoff will occur. A pedestrian sidewalk will connect the front door of 2098 Harrodsburg Road to the public sidewalk. This pavement increase will be offset with the removal of extra pavement from both 2098 and 2094 properties.

The tree canopy will be increased to meet the new zoning requirements. The proposed trees for 2098 Harrodsburg Road will be planted behind the public sidewalk to provide a "street tree" effect along Harrodsburg Road. Due to the limited landscape strip between the sidewalk and the back of curb, the placement of the trees behind the public sidewalk will improve the tree's survivability and longevity.

The existing parking lots will accommodate both the existing daycare and the proposed professional office requirements. The vehicular circulation pattern and the points of egress will not change for either property. It is anticipated that there will be a traffic demand reduction on Springhurst Drive, since the proposed adaptive re-use project for the 2098 property will become professional office space.

The reduction of impervious pavement, combined with the addition of canopy trees, will reduce the stormwater runoff from the site. The stormwater volume and flow reduction will aid in the downstream stormwater mitigation efforts for the Gardenside neighborhood (a known problematic flooding area).

The applicant understands the vision of the community, as outlined in *Imagine Lexington 2045 Comprehensive Plan*. The mission statement, goals and objectives, and the Placebuilder are furthered by the applicant's proposed adaptive reuse of the property and believes that the requested zone change agrees with the Comprehensive Plan for the following reasons. Based upon the context of the site location, the applicant believes the site most closely aligns with the *Corridor* place-type. While the adaptive reuse of the existing structures would classify the development-type as *low density non-residential/mixed-use (LNR/MU)*, the property's location and surrounding context correlate to the *medium density non-residential / mixed-use (MNR / MU)* development-type for future redevelopment potential. We believe that the proposed Neighborhood Business (B-1) zone agrees with the place-type definition, is a suitable development type that aligns with the proposed reuse of the existing buildings.

#### **Development Criteria:**

To further address the Placebuilder development criteria, the design team has prepared an annotated development criteria graphic on the proposed development plan, with additional development criteria, which deserve further explanation, and the information on the following pages showing that the requested zone change agrees with the *Imagine Lexington 2045 Comprehensive Plan*. The following design standards are being met, and are annotated on the development plan:

<i>Land Use</i>	<i>Transportation, Connectivity &amp; Walkability</i>	<i>Environmental Sustainability &amp; Resiliency</i>	<i>Site Design</i>	<i>Building Form</i>
A-DN3-1	A-DS5-2	B-PR7-1	A-DS7-1	A-DS5-3
	A-EQ5-2	B-PR9-1		A-DN2-2
	C-PS10-1	B-PR10-1		A-EQ5-1
		B-SU4-1		D-PL2-1
		B-SU11-1		E-GR4-1
		B-RE1-1		
		D-SP10-1		

In addition, the following information supports our assertion that the proposed zone change is in agreement with *Imagine Lexington 2045 Comprehensive Plan*.

<i>Land Use</i>	
A-DS12-1	<i>Development should be located nearest to the neighborhood serving commercial areas:</i> The proposed land use activities would offer the surrounding neighborhoods professional services and support.
D-PL7-1	<i>Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application:</i> The applicant's team has reached out to the surrounding neighborhood and met with one resident on-site to review the proposed project.
E-ST8-2	<i>Development should provide community-oriented places and services:</i> The proposed land use activities will offer community-oriented services for the surrounding neighborhoods.

<i>Transportation, Connectivity &amp; Walkability</i>	
A-DS1-1	<i>Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes:</i> The proposed adaptive reuse project is along LexTran's Routes 13 & 58.
A-DS1-2	<i>Accessible pedestrian linkages to transit should be provided:</i> The proposed adaptive reuse project will provide enhanced pedestrian connections from the property to the public right-of-way.

<i>Site Design</i>	
A-DS5-4	<i>Development should provide pedestrian-oriented and activated streetscapes:</i> The proposed development plan has included a pedestrian connection to the public right-of-way.
C-PS10-2	<i>Over-parking of new developments should be avoided:</i> The proposed adaptive reuse project has not increased the vehicular use area.

Since this proposed project is an adaptive reuse of an existing building and site, a number of the Placebuilder development criteria are not applicable to the proposed zone change. Those are listed below, along with a brief explanation of why they are not pertinent to proposed redevelopment of the building and/or the site.

Land Use	
A-DN2-1	<i>Infill residential should aim to increase density:</i> The proposed project will repurpose the existing buildings except for a small addition for a lobby and service area.
A-DN3-2	<i>Development should incorporate residential units in commercial centers:</i> Not applicable on this adaptive reuse project.
C-LI7-1	<i>Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment:</i> Not applicable on this adaptive reuse project.
C-PS9-1	<i>Where possible, developments should modify current office space to include complementary uses, with a specific focus on the inclusion of residential:</i> Not applicable on this adaptive reuse project.
C-PS15-2	<i>Improve options for affordable and nutritious food where not currently available:</i> Not applicable on this adaptive reuse project.
D-CO3-1	<i>Development should increase density and intensity adjacent to transit:</i> Not applicable on this adaptive reuse project.
E-GR3-1	<i>Development should meet recreational needs by following the recommendations of the Parks Master Plan:</i> Not applicable on this adaptive reuse project.
E-GR10-1	<i>Transit oriented development (TOD) should be provided:</i> Not applicable on this adaptive reuse project.

Transportation, Connectivity & Walkability	
A-DS4-1	<i>A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided:</i> Not applicable on this adaptive reuse project.
A-DS5-1	<i>Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport:</i> Not applicable on this adaptive reuse project.
A-DS10-1	<i>New developments should incorporate clear and dedicated connections to nearby community anchors:</i> Not applicable on this adaptive reuse project.
A-DS11-1	<i>Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces:</i> Not applicable on this adaptive reuse project.
A-DS13-1	<i>Stub streets should be connected:</i> Not applicable on this adaptive reuse project.
D-CO1-1	<i>Rights-of-way and multimodal facilities should be designed to reflect and promote the desired place-type:</i> Not applicable on this adaptive reuse project.
D-CO2-1	<i>Development should create and/or expand a connected multimodal transportation network that satisfies all users' needs:</i> Not applicable on this adaptive reuse project.
D-CO2-2	<i>Development should comply with Lexington's Complete Streets Policy:</i> Not applicable on this adaptive reuse project.

D-CO5-1	<i>Streets should be designed with shorter block lengths, narrower widths, and traffic calming features:</i> Not applicable on this adaptive reuse project.
D-SP6-1	<i>Social services and community facilities should be accessible via mass transit, bicycle and pedestrian transportation modes:</i> Not applicable on this adaptive reuse project.

Environmental, Sustainability & Resiliency	
B-PR2-1	<i>Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site:</i> Property is not in or near an environmentally sensitive area.
B-PR2-2	<i>Development should include regularly spaced access with an adequate width to the greenway network and conservation areas:</i> Not applicable on this adaptive reuse project.
B-PR3-1	<i>Minimize impact of development adjacent to land conservation properties through buffering:</i> Not applicable on this adaptive reuse project.
B-SU5-1	<i>Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.):</i> Not applicable on this adaptive reuse project.
B-SU9-1	<i>Green Stormwater Infrastructure (GSI) should be implemented in new development:</i> Not applicable on this adaptive reuse project.
B-RE2-1	<i>Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible:</i> Not applicable on this adaptive reuse project.
B-RE5-1	<i>Dividing floodplains into privately owned parcels with flood insurance should be avoided:</i> Not applicable on this adaptive reuse project.
B-RE5-2	<i>Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them:</i> Not applicable on this adaptive reuse project.
B-RE5-3	<i>Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee:</i> Project not in the Cane Run Watershed.

Site Design	
A-DS9-1	<i>Development should provide active and engaging amenities within neighborhood focused open spaces:</i> Not applicable on this adaptive reuse project.
A-DS9-2	<i>Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities:</i> Not applicable on this adaptive reuse project.
A-EQ9-1	<i>School sites should be appropriately sized:</i> Not applicable on this adaptive reuse project.
A-EQ9-2	<i>Shared open spaces should be easily accessible and clearly delineated from private open spaces:</i> Not applicable on this adaptive reuse project.

C-LI2-2	<i>Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered:</i> Not applicable on this adaptive reuse project.
C-LI2-3	<i>Design should create a positive gateway character at existing and proposed gateways as identified in the Rural Land Management Plan:</i> Not applicable on this adaptive reuse project.
C-LI2-4	<i>Setbacks, signage, and screening should complement the iconic Bluegrass landscape along Historic Turnpikes, Scenic Byways, Turnpikes, and other scenic roads listed in the RLMP:</i> Not applicable on this adaptive reuse project.
C-LI8-1	<i>Development should enhance a well-connected and activated public realm:</i> Not applicable on this adaptive reuse project.
D-PL4-1	<i>Enhance open space through the provision of programmatic elements and amenities:</i> Not applicable on this adaptive reuse project.
D-PL10-1	<i>Activate the streetscape or publicly visible areas by designating public art easements in prominent locations:</i> Not applicable on this adaptive reuse project.
D-SP3-1	<i>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:</i> Not applicable on this adaptive reuse project.
D-SP3-2	<i>Cellular tower antennae should be located to minimize intrusion and negative aesthetic impacts, and stealth towers and landscaping used to improve the visual impact from the roadway and residential areas:</i> Not applicable on this adaptive reuse project.

Building Form	
A-DS3-1	<i>Multi-family residential developments should comply with the Multi-family Design Standards in Appendix A:</i> Not applicable on this adaptive reuse project.
A-DS4-2	<i>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:</i> Not applicable on this adaptive reuse project.
E-GR5-1	<i>Structures with demonstrated historic significance should be preserved or adapted:</i> Not applicable on this adaptive reuse project.

### Conclusion:

We ask, on behalf of the applicant, that the Planning Staff and Planning Commission favorably consider the proposed zone change and its relationship to fulfilling the mission, goals, objectives and policies of *Imagine Lexington 2045 Comprehensive Plan*. The applicant will implement the proposed adaptative reuse project to enhance the quality of space in the Harrodsburg Road Corridor and the Michell Avenue Neighborhood. Thank you for your consideration of our proposed zone change and we look forward to presenting our case in full at the

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Larry Forester  
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public hearing on September 26, 2024. We will be pleased to answer any questions about our proposal between now and the public hearing.

Sincerely,  
earthcycle design, llc

A handwritten signature in blue ink that reads "B. Scott Southall".

B. Scott Southall, PLA, ASLA, AICP, LEED AP BD+C  
Principal  
Project #24-0005