

SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-25-00007: ANDERSON CAMPUS PROPERTIES, LLC



STAFF REVIEW

In the period following the July Subdivision and Zoning Committee meetings, the applicant met with staff to discuss the concerns described within the initial staff report and the comments received during the committee meetings. Since that time, the applicant has submitted updated application materials, including a revised development plan and a detailed description of how the design meets the Multi-family Design Standards. A Parking Mitigation Study has also been submitted.

The revisions to the proposed development plan include the addition of an entrance on Burley Avenue, as well as the incorporation of an expanded pedestrian system. The updated plan provides both pedestrian and vehicular connectivity between the proposed apartment uses and Burley Avenue. Additionally, the revised plan renders the previously-requested variance unnecessary.

COMPREHENSIVE PLAN GOALS AND OBJECTIVES

In the initial staff report, staff determined that the proposed development was in compliance with the Comprehensive Plan in a number of areas such as increasing housing density, housing choices and development of vacant and underutilized parcels. Staff also requested additional information as to how they were in agreement with the following Goals, Objectives, and Policies of the Comprehensive Plan:

Plan for safe, affordable and accessible housing to meet the needs of Lexington's aging population and residents with disabilities. (Theme A, Goal #1.c)

Staff noted in the initial staff report that the justification stated that the development would include units which were accessible to members of the community with disabilities but did not state how many unit were intended to be accessible. The applicant has subsequently indicated that based on building code, 2% of the units are required to be fully accessible. In addition, many of the other ground floor units will be built with wide doors, appropriate turning radiuses, and framing for grab bars, etc., so that the unit can be quickly converted to be fully accessible, if needed.

Strive for positive and safe social interactions in neighborhoods, including, but not limited to, neighborhoods that are connected for pedestrians and various modes of transportation (Theme A, Goal #3.b);

Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development. (Theme A, Goal #3.e);

Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence. (Theme B, Goal #2.d);

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, Goal #1.b).

In the initial report, Staff noted that the development plan provided no access to Fern or Burley Avenue for pedestrians or vehicles. As noted above, the Comprehensive Plan repeatedly demonstrates the intention to ensure connectivity for all modes of transportation. The revised plan provides a sidewalk and vehicle connection between the proposed development and Burley Avenue as well as an alternative terminus of Simpson Avenue.



PARKING DEMAND MITIGATION STUDY

Under the requirements of the Parking and Landscaping Zoning Ordinance Text Amendment, all “Significant Developments,” or developments with over 5,000 square-feet of building coverage that require a Zoning Map Amendment, shall provide a Parking Demand Mitigation Study for the project that details the following information:

1. Review of national best practices for parking calculations for the project, including the current ITE Manual Parking ranges or the ranges produced by the ITEParkGen Report;
2. The anticipated parking demand for the project;
3. How the anticipated parking demand will be satisfied on-site or off-site;
4. The methods and strategies to be implemented in order to reduce vehicle trips by site users;
5. The methods and strategies to be implemented in order to promote transportation options by site users;
6. The projected mode share by site users from the utilization of the study’s strategies.

Within the applicant’s review of the parking demand, they have provided specific calculations based on the ITE manual for the proposed residential multi-family use. Based on the provided number of units, the study indicates that the a multi-family development at the proposed scale (existing plus proposed) would require 414 parking spaces. The study states that the proposed expansion, if approved, would result in a total of 477 parking spaces.

COMPREHENSIVE PLAN POLICIES

Although the original staff report pointed out a number of areas where the application was in compliance with the Themes and Policies of the Comprehensive Plan, Staff requested additional connections to satisfy the following:

Design Policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes;

Site Planning #10: Connect to adjacent subdivisions and neighborhoods through an integrated street network with opportunities for multi-modal facilities; anticipate future connections to adjacent parcels to provide for future opportunities; and provide adequate emergency vehicle access;

Site Planning #13: Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are infeasible.

The revised development plan adds pedestrian and vehicular access to Burley Avenue to provide connectivity.

DEVELOPMENT CRITERIA

The revised justification also addresses several of the Development Criteria previously identified by staff as requiring further clarification.

Transportation Connectivity and Walkability

A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided; D-CO4-2: Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways.

The additional connections provided by the revised layout addresses this concern.

Environmental Sustainability and Resiliency

B-PR2-1: Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.

Throughout the review process for this application, Staff has viewed the proposal to utilize underground stormwater detention and piping in order to construct an apartment building over an existing detention basin with a considerable amount of trepidation. The immediate area has a documented history of stormwater and flooding issues. These issues are compounded by the fact that the existing on-site detention areas serve not only as the collector for the runoff produced by the existing apartment complex, but also is also a pass-through for water that accumulates on the east side of the Norfolk-Southern rail line. After discussions with the applicant and the Divisions of Engineering and Water Quality, all parties agreed to proceed with the map amendment request knowing that the applicant will have to demonstrate compliance with all stormwater regulations prior to any changes to the existing stormwater system being constructed.

Building form

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

In response to staff's request for more information regarding the Architectural Design components, the applicant supplied additional information about the proposed construction. The supplemental information included both a written description of the design features as well as photographs of the adjacent multi-family development as an example of the intended appearance of the new buildings.

STAFF RECOMMENDS: **APPROVAL**, FOR THE FOLLOWING REASONS:



1. The proposed Medium Density Residential (R-4) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The request allows for more flexibility to create higher density housing (Theme A, Goal #1.b).
 - b. The proposal incorporates vacant and underutilized parcels (Theme A, Goal #2.a).
 - c. The request will provide residential units with accommodations for those with disabilities (Theme A, Goal #1.c).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
 - a. The request will provide development that is sensitive to the surrounding context (Theme A, Design Policy #4).
 - b. The proposed apartment uses will increase the variety of housing choice available in the area (Theme A, Design Policy #8).
 - c. The proposal is in agreement with the Multi-Family Design Standards (Theme A, Design Policy #3).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan
 - a. The proposed rezoning meets the criteria for Land Use which states infill residential should aim to increase density (A-DN2-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as the request provides accessible links to transit (A-DS1-2).
 - c. The request meets the criteria for Environmental Sustainability and Resiliency by improving tree canopy (B-RE5-1).
 - d. The proposed rezoning meets the criteria for Site Design by orienting parking to the interior or rear of the property for non-residential or multi-family developments (A-DS7-1) and providing active and engaging amenities within neighborhood focused open spaces (A-DS9-1).
 - e. The request meets the criteria for Building Form by minimizing significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods (A-DN2-2).
4. This recommendation is made subject to approval and certification of PLN-MJDP-25-00026: South Broadway Place and Lynn Grove Addition (AMD) prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.