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Mr. Larry Forester, Chairman
Members of the LFUCG Planning Commission
200 E. Main Street
Lexington, KY 40507

September 2, 2024

RE: Proposed Zone Change for 223 E. Seventh Street

Dear Mr. Chairman and Members:

Our firm represents the Applicant, LOP 1 LTD, in this matter before the Commission in which our client seeks a zone map amendment and approval of a preliminary subdivision plan for a property known and designated as 223 E. Seventh Street. The lot currently contains a vacant residential structure, previously utilized for a commercial use. The property is situated along East Seventh Street between Maple and Lancaster Avenues in what is primarily a residential neighborhood although zoned B-1 (Neighborhood Business).

LOP 1 LTD is requesting a zone change from the current B-1 (Neighborhood Business) to R-3 (Planned Neighborhood Residential). The proposed calls for no new construction but does propose extensive remodeling improvements to the property.

Description of Project:

This site is comprised of .075 net acres along E. Seventh Street. It runs parallel with both E. Sixth Street and E. Loudon Avenue. The zone change is requested to allow remodeling of a 1950s era home for use as a single-family residence.

Goals and Objectives of the 2045 Comprehensive Plan:

The proposed zone change to R-3 agrees with the Goals and Objectives of the 2045 Comprehensive Plan. It meets the criteria of the Themes and Goals as follows:

Theme A Goal 1(b) Accommodate the demand for housing in Lexington responsibility, prioritizing higher density and mixture of housing types.

The property is currently zoned for Neighborhood Business and is comprised of 075 net acres. This project takes a vacant unused property and transforms an abandoned business into a single-family housing opportunity.

Theme A Goal 2(a) Identify areas of opportunity for infill, redevelopment, adaptive reuse, and mixed-use development.

The property is currently zoned for Neighborhood Business and is comprised of .075 net acres. This project takes a vacant unused property and repurposes it for much needed housing in the neighborhood.

Theme A Goal 3(b) 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.

The property readapts a vacant housing structure into an occupied housing unit and incorporates a pedestrian friendly sidewalk connecting the neighborhood with existing bus stops less than .5 miles either direction.

Theme A Goal 5(b.) Protect existing housing affordability for all and expand low-and middle-income housing across the city.

The project creates an additional housing opportunity in a low income/middle income neighborhood.

Theme B Goal 2(d.) Prioritize multi-modal options that de-emphasize single occupancy vehicles.

The project incorporates a pedestrian friendly sidewalk into access for LexTran in either direction along the E Seventh Street neighborhood.

Theme B Goal 3(f) Promote, maintain, and expand the urban forest throughout Lexington.

This project maintains existing trees to the property.

Theme E Goal 1(e) Maximize development on vacant land within the Urban Service Area and promote redevelopment of underutilized land in a manner that enhances existing urban form and or/historic features.

The project revitalizes a vacant and older structure by remodeling it consistent with the character of the neighborhood and creating a needed housing opportunity.

The Policies of the 2045 Comprehensive Plan

This project successfully addresses policies of the 2045 Comprehensive Plan.

Theme A: Growing and Sustaining Successful Neighborhoods

Design Policy 4: Provide development that is sensitive to the surrounding context.

This project remodels a vacant single-family home in a neighborhood that is a mixture of single family residential, duplexes and townhomes.

Design Policy 8: Provide various housing choices.

This project provides a choice of a single-family residence in a neighborhood that also provides a number of multi family options.

Density Policy 2: Infill residential can and should aim to increase density while enhancing existing neighborhood through context sensitive design.

The redesigning and remodeling of this older home helps to revitalize the neighborhood along with newer construction on the same street while providing infill replacing vacant business with housing.

Equity Policy 3: Meet the demand for housing across all income levels.

This project will provide housing opportunity for lower/middle income household.

Theme B: Protecting the Environment

Protection Policy 7: Protect the Urban forest and significant tree canopies.

This project protects exiting trees inside and adjacent to the property.

Theme D: Improving a Desirable Community

Connectivity Policy 2: Create multi-modal streets that satisfy all user needs and provide equitable multi-modal access for those who do not drive due to age, disability, expense, or choice.

This property will have a pedestrian friendly sidewalk that provides for close proximity access to LexTran in either direction.

Place Type/Development Type:

The proposed development fits within the Enhanced Neighborhood category and the LR (Low Density Residential) under the Placebuilder criteria of the Comprehensive Plan. Enhanced Neighborhood is the most appropriate type, because at tis core, the project involves adding a needed housing opportunity to an existing neighborhood and provides for pedestrian access to multi-modal transportation. The Applicant is seeking a zone change to R-3 which is a recommended zone for this place type.

The following are some of the criteria which are either not included on the preliminary subdivision plan or warrant further discussion:

A-DN2-1 Infill should aim to increase density.

Project is located in Infill and Redevelopment area. Utilizes vacant housing structure zoned for business which will be turned into a housing unit thereby increasing density.

A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along mass transit routes.

Bus Stops located in either direction within less than .5 miles.

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

There are linkages to LexTran stops accessible via pedestrian sidewalks from the property within less than ½ mile in either direction.

A-DS4-1 Safe multi-modal network to adjacent neighborhoods, greenspaces. Developments and complimentary uses should be provided.

Pedestrian friendly sidewalk for accessibility to adjacent neighborhoods and focal points is included in this project.

A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape.

The existing vertical building located within 15 feet of the sidewalk activates pedestrian streetscape.

A-DS10-1 New Developments should incorporate clear and dedicated connections to nearby community anchors.

A-DS11-1 Street layouts should provide clear visible access to neighborhood focused open space and greenspaces.

D-CO2-1 Development should create and/or expand a connected multi modal transportation network that satisfies all users' needs.

Existing pedestrian sidewalk provides connections to the following community anchors, William Wells Brown Elementary School, Castlewood Park, George Washington Carver STEM Academy, Living Arts and Science Center Duncan Park.

D-CO4-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways.

Existing Street network is grid type.

D-CO4-3 Street Pattern and design should consider site topography and minimize grading where possible.

No new grading is taking place on the property.

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

The current street design is comprised of short blocks.

B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees.

No removal of any existing trees.

B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features.

No new grading is taking place on the property.

B-PR10-1 Development should avoid over lighting and upward directed lighting.

Outdoor lighting will be minimal.

B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.

Sidewalk system provides access to both Castlewood Par and Duncan Park

C-LI8-1 Development should enhance a well-connected and activated public realm.

Existing pedestrian and street network provides enhanced connectivity to adjacent neighborhoods and more.

C-PS10-2 Overparking of new developments should be avoided.

Existing single width driveway to remain. No additional parking spaces added.

A-DS5-3 Building orientation should maximize connections with the street and create a pedestrian friendly atmosphere.

The existing building is oriented toward street frontage along with a covered front porch activating pedestrian friendly sidewalk.

E-GR4-1 Developments should incorporate reuse of viable existing structures.

Existing buildings are being remodeled and repurposed from commercial use to single family residential.

Respectfully submitted,



Christopher M. Clendenen