

Supplementary Information

to the

Justification Letter January 6, 2025

URBAN GROWTH MASTER PLAN

First and foremost, the requested zone change agrees with the Urban Growth Master Plan. In addition, the development of 125 Canebrake addresses several objectives of the Urban Growth Master Plan. While many developments provide services or facilities that improve or enhance the specific property, we feel this development improves the transportation network in the surrounding community by providing a service that reduces undesirable aspects in those communities. In this perspective, this development addresses the following *Goals, Objectives and Policies* of the Urban Growth Master Plan.

GOALS & OBJECTIVES

THEME A: GROWING & SUSTAINING SUCCESSFUL NEIGHBORHOODS

GOAL: ADDRESS COMMUNITY FACILITIES AT A NEIGHBORHOOD SCALE.

*Incorporate schools, libraries, parks, greenways, and other community-focused educational and recreational facilities into neighborhoods **in order to maximize safe routes for all pedestrians and bicyclists.***

By providing storage for recreational vehicles outside of residential areas, it improves safety in those neighborhoods by reducing circulation of bus sized vehicles, typically driven by non-professional drivers.

THEME B: PROTECTING THE ENVIRONMENT

GOAL: PROTECT WATER RESOURCES BY IMPROVING URBAN STORMWATER AND SANITARY SEWER INFRASTRUCTURE.

Ensure stormwater and sanitary sewer infrastructure is placed in the most efficient and effective location to serve its intended purpose.

By providing owners of these large recreational vehicles convenient sanitary facilities to dispose of the collected waste typical of these vehicles.

GOAL: APPLY ENVIRONMENTALLY SUSTAINABLE PRACTICES TO PROTECT, CONSERVE AND RESTORE LANDSCAPES AND NATURAL RESOURCES.

Promote, maintain, and expand the urban forest throughout Lexington.

The planned development will exceed the minimum requirement for tree canopy, and greenspace.

THEME D: IMPROVING A DESIRABLE COMMUNITY

GOAL: WORK TO ACHIEVE AN EFFECTIVE, EQUITABLE, AND COMPREHENSIVE TRANSPORTATION SYSTEM.

Improve traffic operation strategies, traffic calming, and safety for all users.

This property is ideally located near I-75, the primary corridor for which nearly all owners of these vehicles use. Other nearby services such as fueling stations will be conveniently located. These factors will again reduce traffic issues associated with these large vehicles traversing more congested urban areas.

THEME E: MAINTAINING A BALANCE BETWEEN PLANNING FOR URBAN USES AND SAFEGUARDING RURAL LAND.

GOAL: UPHOLD THE URBAN SERVICE AREA CONCEPT.

Continue to monitor the absorption of vacant and underutilized land within the Urban Service Area.

This property has been undeveloped since being Zoned as a B-5P property. This is due to several factors. First of which is its usable size. There are existing utility easements on every property line as well as a stormwater easement that divides the property into two portions. Current Zoning requires 30% building coverage which can be achieved on one portion of the divided property; however, the remaining portion is unsuitable for any reasonable parking needed for a facility of the required size. Re-zoning of this lot to an I-1 zone agrees with the Urban Growth Master Plan.

THEMES & POLICIES**THEME A: BUILDING AND SUSTAINING SUCCESSFUL NEIGHBORHOODS****PILLAR I: DESIGN**

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

The planned development of this property having a low impact on vehicular traffic and limited site lighting will serve as a desirable buffer between the adjacent B-5P properties and the A-R Zoned properties along Canebrake Drive.

THEME B: PROTECTING THE ENVIRONMENT**PILLAR I: PROTECTION**

Protection Policy #10: Reduce light pollution to protect dark skies.

The planned development will have no continually operated night lighting. Only motion activated downward directed LED security lighting will be used.

PILLAR II: SUSTAINABILITY

Sustainability Policy #11: Require low impact landscaping and native plant species.

Being a non-occupied facility with a desire to reduce on-site maintenance, the planned development will utilize extensive amounts of low maintenance ground covers and native trees.

THEME D: IMPROVING A DESIRABLE COMMUNITY

PILLAR III: SUPPORT

Support Policy #10: Incorporate street trees as essential infrastructure.

Many of the existing street trees along Canebrake Drive are in poor condition or are already dead. We've been in contact with the Urban Forester and agreed the planned development will replace and incorporate differing species of replacement trees to reduce the impact of future outbreaks of disease within a single species.

THEME E: URBAN AND RURAL BALANCE

PILLAR III: GROWTH

Growth Policy #7: Ensure stormwater and sanitary sewer infrastructure is placed in the most efficient and effective location to serve its intended purpose.

The proposed development will provide owners of these large recreational vehicles convenient sanitary facilities to dispose of the collected waste typical of these vehicles.

DEVELOPMENT CRITERIA – INDUSTRY & PRODUCTION CENTER

D-PL7-1 – The 125 Canebrake property was purchased for the intended purpose in June 2024, prior to adoption of the Imagine Lexington 2045 Comprehensive Plan. Thus, the only consultation with a Stakeholder prior to purchase was limited to the Owner of the Day's Inn, Kirit Vanmali, who is the individual from which 125 Canebrake was purchased and will share a common property line. Mr. Vanmali is aware of our planned development of the property and has not voiced any concern. The two other most affected adjacent property owners are Spearmint Rhino, and multiple properties owned in part by the Baesler Family. We've been in direct contact with Scotty Baesler and informed him of our intent. He has stated he is supportive of our plans. The registered owner of Spearmint Rhino is a corporation located in Norco, California and has not been able to be reached.

A-DS4-1 – Because of the type and operation of the proposed facility, public access to the site is contrary to its purpose. The site is to be a secure facility only accessible to the tenants. If in the future the property changes owners or use, there are two possible options; either the new owner/use similarly desires no public access, in which case the status quo remains; or the new owner/use does desire public access in which case it can be provided.

B-SU4-1 – The amount of impervious pavement has been kept to only the surface area required to maneuver the large vehicle types using the facility. Other portions of the site will provide additional Tree Canopy in excess of zoning requirements.

C-LI8-1 – Same as response to A-DS4-1.