

# SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-23-00018 JOYLAND CROSSING, LLC.



## STAFF REVIEW

In the period following the November 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 information including a revised development plan and supplemental letter of justification.

## PUBLIC OUTREACH

Within the supplemental letter of justification, the applicant detailed a public outreach meeting on November 8th, 2023 with approximately 18 members of the Joyland Neighborhood Association and Old Paris Place Association. The applicant indicates that the neighborhood expressed concerns regarding traffic, access, buffering, roadway improvements, building height, and questions regarding school capacity.

## GOALS, OBJECTIVES, AND POLICIES

Due to the constraints placed on the site by its location and lack of existing pedestrian facilities in the area, staff requested further information from the applicant on how they were addressing Goals, Objectives, and Policies of the Comprehensive Plan that call for connectivity and improving the pedestrian experience.

*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)*

Within the supplementary letter of justification, the applicant addresses transit service to the site. Currently, transit service in the immediate vicinity is only available along the northern side of Paris Pike (inbound), requiring potential transit users at the site to cross the major arterial roadway in order to access those services. The applicant indicates that at this time, Lextran has declined to locate a transit stop on the applicant's side of Paris Pike. The applicant indicates that they are willing to contribute funds for a bus stop along the property's frontage should Lextran determine a stop is appropriate on this portion of the roadway. The applicant notes that transit is often reactive, and this proposal and other potential development in this portion of Paris Pike will contribute to additional demand that increases the viability of future service.

In terms of larger pedestrian connectivity, the applicant opines that by providing sidewalks along Old Paris Road and Paris Pike, they are starting the foundation for a future pedestrian network that would expand with any future redevelopment of the residential properties to the north, within the Urban Service Area. In addition, land has been acquired by LFUCG for a park at 2490 Paris Pike, approximately 1/3 of a mile northeast of the subject properties. The pedestrian network proposed by the applicant would be the initial step in providing pedestrian connectivity to this future focal point.

## DEVELOPMENT CRITERIA

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

### 1. Site Design, Building Form and Location

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

Within the revised letter of justification, the applicant provides additional information regarding the Multi-Family Design Standards. The applicant addressed staff concerns regarding the design of the first floor parking structures, and noting the changes in massing and materials will generate architectural interest. Architectural detailing will be provided on all sides of the structures, and blank wall facades will be avoided. The applicant

has provided further information on the orientation of the structures, noting their relationship to the central amenities and central common open space. The residential units are connected extensively with an interior sidewalk network, which connects to the proposed new sidewalk facilities along the properties' Paris Pike frontage.

*A-DS5-4 Development should provide a pedestrian oriented and activated ground level; A-DS-7 Parking structures should activate the ground level.*

The applicant has indicated that the ground level parking areas will meet the ordinance requirements for activation and articulation. The first floor garage's visual impact will be mitigated using accessible ground floor residential units, landscaping, sidewalks, exterior stairways, and openings mirroring the window pattern of the above residential development. Compliance with the activation requirements of Article 16 of the Zoning Ordinance will need to be demonstrated at the time of a Final Development Plan.

With these revisions, the proposed rezoning now meets the criteria for Site Design, Building Form and Location, as the proposal intensifies an underutilized property, demonstrates compliance with the requirements of the Multi-Family Design Standards, creates a defined vertical edge along the corridor, mitigates the visual impact of the parking structures, and orients the remaining parking to the interior of the development.

### 2. Transportation and Pedestrian Connectivity

*A-DS-1 Mass transit infrastructure, such as seating and shelter should be provided/enhanced along transit routes; A-DS-1 Direct pedestrian linkages to transit should be provided.*

The applicant has committed to providing funds for the construction of transit infrastructure should Lextran opt to establish a stop on the southern side of Paris Pike. While at this time no direct pedestrian linkages to existing transit stops are available, opportunities to provide improved pedestrian crossing facilities will be reviewed in coordination with the Transportation Cabinet as the site's access and traffic improvements are finalized at the time of the Final Development Plan.

Despite the constraints arising from the location of the site, staff finds that the request meets a majority of the criteria for Transportation and Pedestrian Connectivity, as the proposal provides for interior pedestrian circulation, lays the foundation for future pedestrian connections along this portion of Paris Pike, and commits to providing transit infrastructure in the future.

### 3. Greenspace and Environmental Health

The proposed rezoning meets the criteria for Greenspace and Environmental Health as the request does not impact any environmentally sensitive areas, provides for centralized open space, and will increase the tree canopy present on site.

**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 proposed rezoning encourages the expansion of housing choices by providing for higher density residential development in an area predominately characterized by single family residential uses (Theme A, Goal #1.b).
  - b. The request provides for dedicated accessible units that will serve Lexington's aging population, and population with disabilities (Theme A, Goal #1.c)
  - c. The request encourages redevelopment of underutilized parcels of land within the Urban Service Area (Theme A, Goal #2.a; Theme E Goal #1.e).
  - d. The request will create additional demand for transit along the Paris Pike corridor, and the applicant has committed to providing funds toward the development of a transit shelter to serve the southern side of Paris Pike (Theme D, Goal #1.c).
2. The proposal is in agreement with the Policies of the 2018 Comprehensive Plan for the following reasons:
  - a. The request complies with the requirements for the Multi-Family Design Standards (Theme A, Design Policy #3).
  - b. The proposal directs increased residential density to one of our major corridors (Theme A, Density Policies #1, 2, and 4).
  - c. The development provides for adequate greenspace and focal points within the site (Theme A, Design Policy #10).
  - d. The development is designed so that the parking areas are not the primary visual component of the site (Theme A, Design Policy #7).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2018 Comprehensive Plan.
  - a. The proposed rezoning meets the criteria for Site Design, Building Form and Location, as the proposal intensifies an underutilized property, demonstrates compliance with the requirements of the Multi-Family Design Standards, creates a defined vertical edge along the corridor, mitigates the visual impact of the parking structures, and orients the remaining parking to the interior of the development.
  - b. The proposed rezoning meets the criteria for Transportation and Pedestrian Connectivity, as the proposal provides for extensive interior pedestrian circulation, lays the foundation for future pedestrian connections along this portion of Paris Pike, and commits to providing transit infrastructure in the future.
  - c. The proposed rezoning meets the criteria for Greenspace and Environmental Health as the request does not impact any environmentally sensitive areas, creates centralized open space, and will increase the tree canopy present on site.
4. This recommendation is made subject to approval and certification of PLN-MJDP-23-00054: Jones/Cottrell Property and Joyland Crossing, LLC Property (Joyland Crossing Apartments) prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.