

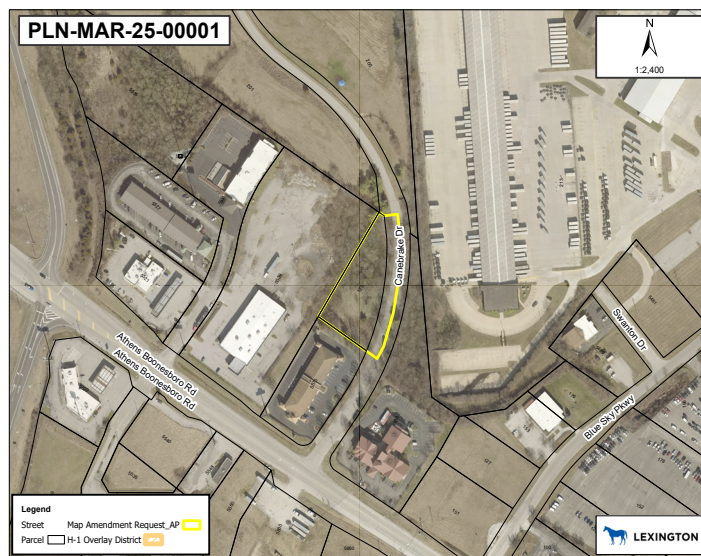
STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-25-00001: D&J REALTY, LLC

DESCRIPTION OF ZONE CHANGE

Zone From: Interchange Service Business (B-5P) Zone
Change: To: Light Industrial (I-1) Zone

Acreage: 0.99 net (1.31 gross) acres

Location: 125 Canebrake Drive



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	B-5P	Vacant
To North	A-R	Agricultural
To East	B-5P	Hotel
To South	B-5P	Hotel
To West	B-5P	Adult Entertainment

URBAN SERVICE REPORT

Roads - Canebrake Drive is a two-lane local road within new expansion area #5. Canebrake Drive is accessible from Athens Boonesboro Road (KY 418), a five-lane major arterial roadway. Interstate 75 (I-75) runs parallel to Canebrake Drive. The Urban Growth Master Plan calls for additional roadways to be provided within this area, including a new local road to be provided south of the property. Additionally, future development along Canebrake Drive may warrant widening the roadway from its current state.

Curb/Gutter/Sidewalks - Curb, gutter and sidewalks exist along Canebrake Drive; however, no sidewalk facilities are currently present.

Utilities - All utilities, including natural gas, electric, water, phone, cable television, and internet are available in the area, and are available to serve the proposed development.

Storm Sewers - The subject property is located within the Baughman Fork watershed. The developer will be required to address stormwater management on the subject property in compliance with the Engineering Stormwater Manual.

Sanitary Sewers - Until recently, the subject property was located outside of the Urban Service Area, which typically indicates that the area is not serviced by public sanitary sewer. However, in 2017 a public trunk line was completed that extended sanitary sewer to the Blue Sky Rural Activity Center (RAC). A pump station was constructed across Athens Boonesboro Road to provide service to all properties within the Blue Sky RAC. The property is served by the West Hickman Wastewater Treatment Plan located approximately 11 miles southwest of the site.

Refuse - The Urban County Government serves this portion of the Urban Service Area with refuse collection on Thursdays.

Police - The nearest police station is the East Sector Roll Call Center, located approximately 5.4 miles to the west, on Centre Parkway.

Fire/Ambulance - The property is situated approximately 3 miles from Fire Stations #18 and #21. Fire Station #21, located on Mapleleaf Drive, just south of Man O War Boulevard, has first response responsibilities for the immediate area east of Interstate 75 along Athens Boonesboro Road.

Transit - There is no LexTran service available within close proximity of the subject property.

Parks - The Athens Ballfield Complex is located approximately half a mile south of the subject property, on Athens Boonesboro Road.

SUMMARY OF REQUEST

The applicant is seeking to rezone the subject property from an Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone in order to establish a storage facility for large recreational vehicles.

PLACE-TYPE

INDUSTRY AND
PRODUCTION CENTER

Where Lexington's most intense types of economic development and job creation occur. These places should be located near major corridors to facilitate efficient and affordable shipping and transportation of goods throughout the region. Developments should minimize negative Impacts on adjoining lower intensity uses.

DEVELOPMENT TYPES

INDUSTRIAL AND PRODUCTION

Primary Land Use, Building Form, & Design

Primarily employment land dedicated to the most intense types of employment-centric development. This is the only category where uses are inherently incompatible and are best separated from adjacent uses. These uses are best suited in areas where they already exist, collocating to utilize industrial-scale Infrastructure to serve the needs of the users. Environmental protection measures should be taken to minimize impacts.

Transit Infrastructure & Connectivity

These uses are also heavy employers and should incorporate mass transit infrastructure, on par with that of other modes, to connect residents to their jobs.

PROPOSED ZONING



The intent of this zone is to provide appropriately located manufacturing, industrial, and related uses. The zone is intended to bolster Lexington's economy through diverse employment opportunities for the Bluegrass Region. The uses allowable within this zone involve low-impact manufacturing, industrial, and related uses not involving a potential nuisance in terms of smoke, noise, odor, vibration, heat, light or industrial waste. To a lesser extent and where applicable, this zone is also intended to provide for the mixture of uses that promotes the adaptive reuse and redevelopment of older structures. The reuse of older structures is intended to allow for a more sustainable option for the revitalization of applicable properties, while providing employment, residential, and/or entertainment opportunities for the surrounding neighborhoods. Adequate buffering and separation from lower intensity land uses is necessary. This zone should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE



The applicant is proposing the rezoning of the subject property to construct a 5,800 square-foot facility for the indoor storage of recreational vehicles and campers. The applicant has indicated that the use will not have staffing on-site. Parking for the use will be accommodated within the proposed structure, with no exterior parking areas identified. The applicant has indicated that a dump station will be provided on-site to empty the sewage tanks on the recreational vehicles stored there.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant has not provided any information regarding efforts at public engagement.

PROPERTY & ZONING HISTORY



The subject property was originally zoned Agricultural Rural (A-R) prior to the comprehensive rezoning of the city and county in 1969. In 1971, the subject property was included in a zone change request to the B-5P zone. At the time, the subject property was intended to serve as a parking and stormwater drainage area for the adjoining commercial uses; however, the site was never developed as intended.

BLUE SKY RURAL ACTIVITY CENTER



The subject property is located within what has historically been called the Blue Sky Rural Activity Center. The concept of the Rural Activity Center was initially developed within the 1980 Comprehensive Plan. The four RACs, Blue Sky, Avon (Blue Grass Station), Spindletop, and the Airport, were areas of existing employment that were located outside the Urban Service Area (USA) and were in operation or had prior zoning/development commitments prior to the comprehensive rezoning of the City and County in 1969 or the merger of the City and County Governments in 1974. The 1980 Comprehensive Plan stressed that these areas were planned for non-residential development and were meant for commercial, warehousing, manufacturing, or office land uses.

The Blue Sky RAC was specifically meant to allow for warehousing, manufacturing, and highway commercial land uses. Each RAC was further outlined in the 1999 Rural Service Area Land Management Plan and again within the 2017 Rural Land Management Plan. Within the 1999 Rural Service Area Land Management Plan there was greater concern with the Blue Sky RAC due to the inadequacy of the Blue Sky Treatment Plant and the potential expansion of the RAC. Due to the 2011 EPA Consent Decree, the Treatment Plant was closed and the area was connected with municipal sanitary sewer that was specifically sized for the RAC. It is important to note that the 2017 Rural Land Management Plan (RLMP) emphasizes the maximization of the land use to produce employment opportunities, while maintaining the RAC boundaries and minimizing the impacts to the surrounding agriculture, Rural Settlements and viewsheds.

Over the course of the last 40 years, the Blue Sky RAC has continued the operation and development of light industrial land uses and interstate and highway commercial services. The majority of the development in the Blue Sky RAC is comprised of light industrial land uses, primarily vehicle sale lots, located east of Interstate 75. Interstate and highway service land uses, including hotels, gas stations and restaurants, have been established throughout the Blue Sky Rural Activity Center, with the vast majority located east of Interstate 75 and being in operation since the 1980s. The majority of the area is zoned Light Industrial (I-1), with lesser quantities of Interstate Service Business (B-5P) and Highway Service Business (B-3) zones, and a singular property zoned Professional Office (P-1).

2024 URBAN GROWTH MASTER PLAN

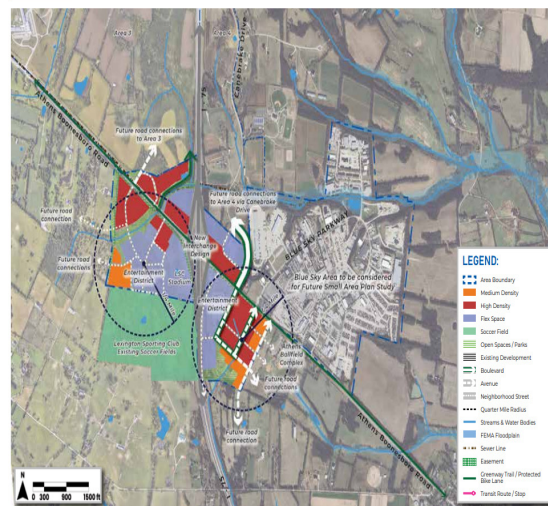


As a part of the adoption of the Imagine Lexington 2045 Comprehensive Plan, the Urban County Council initiated goals and objectives related to an expansion of the urban service boundary. As a part of the process, approximately 2,700 acres were designated for inclusion into the Urban Service Area, and were included in a master planning process known as the Urban Growth Master Plan. The intent behind the plan was primarily to address needed housing, but also included provisions for commercial and industrial growth.

The subject property is included in Area #5 within the Urban Growth Master Plan. This area is centered around the Blue Sky Area, and contains approximately 522 acres. The plan denotes areas of high-density residential uses adjoining the interstate interchange, entertainment uses south of Athens Boonesboro Road, and areas of flexible warehouse and industrial space in close proximity to the corridor. The plan recognizes that the land uses in the undeveloped or commercial portion of the Blue Sky Center differ significantly from the land uses present within the already industrialized portion of the Area. Due to the differences, the developed industrial land was not included within these master-planning efforts; rather, the plan makes recommendations that the remainder of the Blue Sky Area be considered for study with a future Small Area Plan.

The applicant notes that the land-use plan recommends that the subject property be utilized for Light-Industrial/ flex space uses; however, the letter of justification does not provide any further information as to what aspects of the Urban Growth Master Plan (UGMP) are being met with this request.

Regulating Plan - Area 5



COMPREHENSIVE PLAN COMPLIANCE



The 2045 Comprehensive Plan, Imagine Lexington, seeks to provide flexible yet focused planning guidance to ensure equitable development of our community's resources and infrastructure that enhances our quality of life, and fosters regional planning and economic development. This will be accomplished while protecting the environment, promoting successful, accessible neighborhoods, and preserving the unique Bluegrass landscape that has made Lexington-Fayette County the Horse Capital of the World.

GOALS, OBJECTIVES & POLICIES

While the letter of justification submitted by the applicant includes a discussion of the Placebuilder Element of the Comprehensive Plan, there is no information provided that discusses the Goals, Objectives, and Policies of the plan that are being met with the request. The applicant should provide further information regarding these items.



PLACE-TYPE, DEVELOPMENT TYPE, AND ZONE

In an effort to allow for the greatest contextual development of Lexington's Urban Service Area, applicants are asked to identify a Place-Type based on the location of the subject property. Within each Place-Type there are recommended Development Types based on the form and function of the proposed development. Based on the Place-Type and Development Type there are also several recommended zones that are most appropriate based on the Goals, Objectives, and Policies of the 2045 Comprehensive Plan. While these zones are the ideal zoning categories to develop within a specified area, other zones may be considered, provided there is an appropriate justification addressing the unique situation and provided the development is able to adequately meet the associated Development Criteria.

The applicant has indicated that the site is located within the Industry and Production Center Place-Type, and the Industrial and Production Non-Residential Development Type. Due to the property's location in close proximity to Interstate-75 and the Blue Sky industrial hub, staff agrees with the choice in Place-Type.

The applicant is proposing a single-story storage structure, which is consistent with the Industrial and Production Non-Residential Development Type.

The applicant's choice in zone, Light Industrial (I-1), is recommended within the Placebuilder element for this Place-Type and Development type, and is recommended within the Future Land Use Recommendation element of the Urban Growth Master Plan.



DEVELOPMENT CRITERIA

The applicant has indicated that the site is located within the Industrial and Production Center Place-Type and is seeking to utilize the property as an Industrial and Production Non-Residential Development Type. Staff concurs with the applicant's assessment of the Place-Type and agrees that a can be appropriate for the subject property. Staff agrees with the applicant's assessment that the Light Industrial (I-1) zone can be appropriate for this location as well.

While the request does meet several of the development criteria for the chosen Place-Type and Development Type, the following criteria warranted further discussion:

1. LAND USE

D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.

The applicant has not provided any information in their letter of justification that identifies what public outreach efforts that have occurred. The applicant should provide further information on the efforts that have taken place or engage the surrounding properties to discuss the proposal.

2. 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.

While the proposal does include sidewalks along the road frontage, there are no sidewalk connections from the right-of-way to the use itself. The applicant should provide those facilities in order to better connect to the development to both the existing uses and anticipated future growth in this area

3. ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

B-SU4-1: Development should minimize and/or mitigate impervious surfaces.

While staff acknowledges that the applicant's proposed use will require large vehicular use areas to allow

circulation for the recreational vehicles, the proposal does not meet the requirements for interior vehicular use area landscaping. The applicant should look for ways to incorporate those landscape elements to the interior of the site to help mitigate the impact of the paved areas and increase the interior tree canopy.

4. SITE DESIGN

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

As stated above, internal connectivity from the use to the larger pedestrian network should be provided.

5. BUILDING FORM

There are no applicable building form criteria that apply to this proposal.



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.

In the parking demand mitigation study, the applicant opines that the anticipated traffic to the site will be extremely low, and will only be utilized by the handful of individuals who are renting the space. The applicant is not proposing any external parking spaces, but rather states that individuals will park their cars in the respective bays when they arrive. The applicant indicates that there will be no dedicated staff on-hand that would require employee parking. There is currently no transit availability in the area, and so all trips to the site are anticipated to be through single-user vehicles.

STAFF RECOMMENDS: POSTPONEMENT FOR THE FOLLOWING REASONS:



1. The applicant should provide information relating to their public outreach efforts.
2. The applicant should identify Goals, Objectives, and Policies of the Comprehensive Plan that are being met with this request.
3. The letter of justification does not include any discussion of the Urban Growth Master Plan (UGMP). The applicant should review the plan and provide information as to how the request relates to the overall plan for Area #5, and what goals of the plan are being met with this request.
4. The applicant should provide further information regarding the following development criteria:
 - a. D-PL7-1: Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
 - b. A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.
 - c. B-SU4-1: Development should minimize and/or mitigate impervious surfaces.
 - d. C-LI8-1: Development should enhance a well-connected and activated public realm.