

FCNC Candidate Questionnaire for Christine L. Stanley, District 3 Candidate

- 1. Please describe your principal reasons for wanting to serve on the Council and your involvement with neighborhoods. What are the two highest-priority issues affecting neighborhoods in your district, and what solutions do you propose?***

My legal career began at the Kentucky League of Cities where I helped develop and deliver trainings to city officials from around the state. I took very complicated legal requirements and distilled them into easily understood information that helped our city officials do their jobs with confidence and accuracy, to better serve the public. Later, in 2015 Mayor Jim Gray appointed me to the Lexington Human Rights Commission. We investigated discrimination in housing, employment and public accommodations. Then the city's Historic Preservation Office nominated me to serve on the Rural Land Management Board. There we work to protect the emerald necklace that surrounds Lexington's urban core. Today, I am also the President of the Bell Court Neighborhood Association, working closely with Council and city government to further enhance the livability of our community. I'm confident that my mix of government experience, legal experience, and vision best qualify me for 3rd District Council.

The most important issue facing the citizens in my council district is incentivizing developers to develop in this area while upholding parts of the comprehensive plan that seek to preserve and enhance existing established neighborhoods. I will give my voice to support of polices that would modify land development ordinances and zoning ordinances that would protect these neighborhoods from infill that disregards our own comp plan. Additionally, I will work with neighborhood associations to identify what we need to do to improve stability, home ownership, property values, and protect significant views in their community.

- 2. Lexington has seen a significant need for affordable housing in recent years, especially for the most economically challenged; and the new 2020/21 budget proposes significant cuts in the Affordable Housing Trust Fund allocation and staffing. As Councilmember, what strategies would you offer for affordable housing?***

- The City's role is to ensure that's its citizens are given a fair chance to their human right to housing. We can strengthen the Lexington Affordable Housing Trust and state that any housing policy in Lexington must include further measures to combat gentrification. Additionally, we can incentivize construction of more affordable housing stock, expand of tenants' rights, and limit the amount that can be charged for a security deposit and limit credit and background checks time periods.

- 3. The novel coronavirus and resultant economic downturn has had a disproportionate impact on Lexington's most vulnerable communities. In this time of economic***

emergency, what are your priorities for social services and for workforce and small business recovery?

After the Mayor's initial budget release, I called on council to make the following changes: Fund Affordable Housing up to \$1M and Fund at least 50% of the requests from partner social agencies supporting the city's Community Wellness & Safety and Shelter priority areas. <https://medium.com/christine-for-lexington/our-budget-our-values-7d141613889a>

Recently Council did just that and more, they pulled ~\$6.4 Million out of the Economic Contingency Fund and were able to fund \$1.8 Million for the Affordable Housing.; Additional funding was found to fully restore the Homelessness Fund. \$2.1M was restored to the ESR program, bringing it back to previous funding levels. (This funding is only committed for one year, however, instead of two years.) and Council created a new \$2.5M Stimulus Program for Local Businesses, where 50% of funds will be reserved for women minority-owned businesses. They allocated \$50k to the Neighborhood Action Match Program and \$5,000 was restored to the Environmental Quality Commission.

In order to continue to support these programs well after 2021, I propose revising pricing models for city services and fines in order to increase revenue. For example, fines for speeding would be linked to the income of violators and how much over the speed limit they were traveling when caught. I would also propose we implement higher fees for faster processing times for any paper-based transactions or services, such as business licensing fees, construction permits, or land registration fees. Additionally, I would propose we optimize collections and audit processes to increase collections.

4. What do you believe are the most critical needs and most effective avenues for improving public safety in your district and in the city as a whole?

Lexington can promote social, economical and political justice by making racial equity and community building a priority. By engaging the community and drafting policies that are designed to meet the wide variety of specific challenges a neighborhood might face, while alleviating individual concerns.

For example, the use of technology and the ability to collect and understand traffic, parking and safety data will improve how cities provide services and protect their citizens. Most of the public safety issues that our residents face relate to pedestrian and cyclist safety so our streets need to adjust for all modes of transport.

Much of our other crime that can be traced to root problems such as homelessness, addiction & mental illness. If we can resolve these root issues we will ultimately increase public safety.

5. To what extent do you find Lexington's current zoning enforcement, code enforcement and building inspection adequate, and how would you propose to improve them? Do you support instituting rental licensing and inspection for Lexington in the near future?

I think we can improve upon our current zoning, code enforcement and building inspection policies by making them more clear and cohesive. The primary tools used by most municipalities to implement a comprehensive plan are the subdivision and land development ordinances and zoning ordinances. The guidance provided by the plan should result in ordinances that meet the intent of the plan. I would modify land use regulations to ensure that developers must build consistent with the plan.

I envision working with neighborhoods to focus on improving stability, home ownership, property values, protecting significant views, and provide high quality infill in established neighborhoods. Additionally, I believe we should work with residents on an individual basis to address property maintenance and safety concerns, make broader efforts to spur reinvestment through infrastructure improvements and/or limited small-scale residential redevelopment.

As part of our Comprehensive Plan one of our goals is to expand housing choices by pursuing incentives and regulatory approaches that encourage creativity and sustainability in housing development; accommodating the demand for housing in Lexington responsibly, prioritizing higher-density and mixture of housing types; plan for safe, affordable and accessible housing to meet the needs of older and/or disadvantaged residents; and create and implement housing incentives that strengthen the opportunities for higher-density and housing affordability. I in favor of looking into rewriting our zoning policies in a way that supports our goals.

- 6. Council is currently reviewing an Accessory Dwelling Unit ZOTA, a change in the zoning ordinance to permit and regulate independent second dwellings, including units for rent, on single-family lots. Do you support the ordinance as currently proposed or in some other form? Do you find the proposed ADU zoning suitable for neighborhoods in your district? Should it be adopted city-wide or decided differently for different locations?***

As housing supply decreases and household structure and demographics continue to shift nationally, ADU's may be an appropriate response. After attending the Fayette Alliance discussion last week one of the biggest obstacle to ADU development is their illegality, structural and occupancy regulations and oversight. Moving forward, an effective ADU policy would require coordination between city planners, policymakers, and the communities themselves. However, as we address Affordable Housing by infill and redevelopment, we may not need ADUs as much.

- 7. Council is currently reviewing business and revenue ordinances to require registration, licensing, and hotel tax for short-term rentals like Airbnb. Do you support these ordinances? Do you recommend changing or adopting zoning ordinances at the same time, to allow short-term rentals in residential zones or restrict them?***

Broadly, we need additional revenue to support the growth of this city. Registration, licensing fees and hotel tax maybe a solution.

I recommend reviewing different zoning ordinances to allow short-term rentals in residential zones that keep the safety and community of the other residents in mind.

8. *What are the priority transportation and mobility needs in your district, including those of motorists, bus riders, cyclists and walkers, and how would you meet them?*

High-density development lends itself to investing in our public transportation system. Research shows that for every dollar invested in public transportation approximately \$4 in economic return are generated through job creation, business sales, and increase in home values. Public transportation reduces air pollution, reduces traffic congestion, increases mobility and independence; especially to those individuals who had to relocate due to gentrification. High-density development and public transit also facilitates an increased feeling of community by interacting with others on your transit route.

The needs for cyclist and pedestrians are protected intersections, i.e., corner refuge islands; protected curb extensions; forward stop bars; setback bike crossing; a buffer zone between bikes and car traffic and bike-friendly signal phasing; special lights to indicate when bikes should cross; and raised bike lanes.

9. *How urgent or important today is historic preservation (HP) and protecting Lexington's historic places from demolition? What strategies would you recommend? Should the city restore funds for HP staffing and the studies required to identify both individual historic assets and districts that qualify for National Register listing, historic tax credits and local H-1 designation?*

Historic preservation and protecting Lexington's historic place from demolition is important and I support restoring the funds to study individual historic assets and districts that qualify for National Register listing, historic tax credits and local H-1 designation.

10. *What do you see as the environmental impact on our neighborhoods of an urban growth strategy focused on intensive infill and redevelopment? How do you assess our water and air quality, trees, greenspace, flood control, etc.) in this context?*

The environment and urban growth strategy go hand in hand. We need to support our water shed conservancy, plant more trees, protect existing trees and build with the environment in mind. For example, the architect Michael Green recently designed a seven-story structure called the T3 Building in Minneapolis. That building is remarkable because it was constructed entirely from wood, using groundbreaking construction techniques. The T3 Building alone will sequester around 3,200 tons of carbon during the lifetime of the structure. In Stockholm, Sweden, 31 towers were recently built along the city's waterfront using the same material and technique. In addition to being a sustainable way to build that provides a massive carbon sink, building with cross-laminated timber allows quick construction—the T3 Building was constructed in two and a half months. If harvesting is done properly, it allows forests to thrive while providing people with jobs, construction materials, clean air, and protection from erosion and flooding. Although it's slightly outside the purview of the Council, successful implementation of this policy very well

might foster the growth of the forestry industry, which would provide people in other parts of the Commonwealth with environmentally friendly, steady, and good-paying jobs.

Additionally, we can look into rooftop gardens, partnering with organizations with Seedleaf and Black Soil for more community gardens.

11. Do you find that the 2018 Comprehensive Plan policies and processes clearly, fairly and effectively guide decision making on zone changes and development plans for your District and for Lexington as a whole?

I find that the 2018 Comprehensive Plan is a great framework to use to develop policies and processes in our District and for Lexington as a whole.

12. What or where, in your view, are the “downtown” and “corridors” in Lexington most suited for intensive growth and development, within your District, and in the urban county as a whole? Similarly where is there “underutilized land” that would be most suitable for development? More generally, what are your land-use priorities for the neighborhoods in your district? What development is missing, and what is to be protected? Discover cool spaces, re-imagined historic buildings and neighborhoods with Lexington's special mix of the traditional and the trendy. Eat, drink, shop and party in these interesting areas of town.

There are a number of corridors in Lexington that are most suited for growth and development: Chevy Chase. This area is close to the University and downtown with a good mix of college kids, neighborhood residents and visitors in the stores and restaurants; Distillery District. Has boomed and has more opportunities for growth; East End. This area includes Thoroughbred Park, the Isaac Murphy Memorial Art Garden and the historic Lyric Theatre. Lexington's Legacy Trail, a multi-use walking and biking trail, connects the East End through downtown all the way to the Kentucky Horse Park near Interstate 75 has boomed and is primed for growth; Jefferson Street, NoLi, Southland, Warehouse Block are also primed for much more growth.

13. What is your vision for preserving the integrity and character of our urban neighborhoods even as we protect Lexington's signature rural area?

Preserving the integrity and character of our urban neighborhoods is a top priority in the Comprehensive plan and it should be incorporated into all future discussions about our growth strategy in the third district and all of Lexington.

My vision for Lexington is that together we will be creative and resilient in addressing social and economic challenges in an equitable and sustainable way.

The lives of Lexingtonians will be improved as we continue to collaborate with city council members, local officials and the community to deliver on our responsibility to shared well-being.

14. What key issues do you identify in revenue, expenditures, bonding, tax incentives, etc. in light of a long-term trend of LFUCG expenditures growing faster than revenue? What avenues for achieving a better balance look most promising considering not only the current economic crisis but thereafter?

To meet our city's future budget need I would propose to revise pricing models. For example, fines for speeding are broadly linked to the income of violators and how far over the speed limit they were traveling when caught. This approach has the potential to not only fairly penalize offenders and reduce instances of speeding but also to generate more revenue.

In addition to what was mentioned above, I would propose we optimize collection and audit processes to increase collection rates allowing individuals to opt for payment plans or creating amnesty programs that waives penalties and additional fines as an incentive for individuals to pay.

Finally, I would propose smart kiosks throughout a city with interactive maps and local information for restaurants, attractions, events and shopping. The kiosks have the potential to generate several streams of income while collecting important information. Initially, installation of the kiosks can be paid for or subsidized by a semi-permanent advertiser that can display an ad on the outside of the kiosk. Thus, there is little or no cost to the city to install the kiosks. As for the ongoing revenue, the city can sell advertising space on the screen to different advertisers who can run ads or offer coupons to users. In addition to this, users can purchase tickets to attractions, events or public transportation from these kiosks.