

ORDINANCE NO. 094 - 2024

AN ORDINANCE CHANGING THE ZONE FROM A SINGLE FAMILY RESIDENTIAL (R-1C) ZONE TO A TOWNHOUSE RESIDENTIAL (R-1T) ZONE, FOR 2.114 NET (2.214 GROSS) ACRES, FOR PROPERTY LOCATED AT 363 PASADENA DRIVE (CLASSIC TRADITIONS, INC.; COUNCIL DISTRICT 10).

WHEREAS, at a Public Hearing held on July 25 2024, a petition for a zoning ordinance map amendment for property located at 363 Pasadena Drive from a Single Family Residential (R-1C) zone to a Townhouse Residential (R-1T) zone, for 2.114 net (2.214 gross) acres, was presented to the Urban County Planning Commission; said Commission recommending approval of the zone change by a vote of 6-0; and

WHEREAS, the Urban County Council agrees with the recommendation of the Planning Commission; and

WHEREAS, the recommendation form of the Planning Commission is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That the Zoning Ordinance of the Lexington-Fayette Urban County Government be amended to show a change in zone for property located at 363 Pasadena Drive from a Single Family Residential (R-1C) zone to a Townhouse Residential (R-1T) zone, for 2.114 net (2.214 gross) acres, being more fully described in Exhibit “A” which is attached hereto and incorporated herein by reference.

Section 2 – That the Lexington-Fayette Urban County Planning Commission is directed to show the amendment on the official zone map atlas and to make reference to the number of this Ordinance.

Section 3 – That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL: September 12, 2024

Linda Gorton

MAYOR

ATTEST:

[Signature]

CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: Sept. 20, 2024- 1t
0816-24:TWJ:4862-8305-4042, v. 1

Rec'd by _____

Date: _____

RECOMMENDATION OF THE
URBAN COUNTY PLANNING COMMISSION
OF LEXINGTON AND FAYETTE COUNTY, KENTUCKY

IN RE: **PLN-MAR-24-00012: CLASSIC TRADITIONS, INC** – a petition for a zone map amendment from a Single Family Residential (R-1C) to Townhouse Residential (R-1T) for 2.114 net (2.214 gross) acres for property located at 363 Pasadena Drive. (Council District 10)

Having considered the above matter on **July 25, 2024**, at a Public Hearing, and having voted **6-0** that this Recommendation be submitted to the Lexington-Fayette Urban County Council, the Urban County Planning Commission does hereby recommend **APPROVAL** of this matter for the following reasons:

1. The proposed Townhouse Residential (R-1T) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The request will increase the residential density of the area, and introduce additional housing variety in an area predominantly characterized with single-family detached development (Theme A, Goal #1.b; Theme A, Goal #2.b).
 - b. By completing the last sections of Hill N Dale and Eastway Road, the proposal improves the connectivity of the Hill N Dale neighborhood (Theme A, Goal #3.b).
 - c. The expansion of the pedestrian sidewalk network will further connect the neighborhood and will encourage safe social interactions (Theme A, Goal #3.e).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
 - a. The request will provide additional variety in housing choice (Theme A, Design Policy #8), that will increase the density of the area in a context-sensitive manner (Theme A, Density Policy #2).
 - b. The proposal improves the pedestrian system within the neighborhood by adding sidewalk facilities and connectivity to Hill N Dale Road, Eastway Drive, and Pasadena Drive (Theme A, Design Policy #1).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan, as follows:
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases density by increasing the number of dwelling units on an underutilized parcel, (A-DN2-1), while providing for a more compact single-family attached housing type in a primarily comprised of single-family detached residential development (A-DN4-1).
 - b. The proposed rezoning addresses the Transportation and Pedestrian Connectivity Development Criteria, as the proposed development connects existing stub streets to create additional connectivity for the subject property, as well as the adjoining neighborhood (A-DS13-1). The request expands upon the existing sidewalk network to provide new pedestrian connectivity between Hill N Dale Road, Eastway Drive, and Pasadena Drive.
 - c. The proposed rezoning meets the criteria for Environmental Sustainability and Resiliency, as the development does not impact environmentally sensitive areas (B-PR2-1).
 - d. The request meets the requirements for Site Design, as the request provides connections to Hill N Dale Road, Eastway Drive, and Sun Seeker court that will improve connectivity and circulation for the subject property as well as the larger neighborhood (C-LI8-1).
 - e. The request meets the criteria for Building Form, as the townhomes mirror the orientation of the adjoining development along Leland Drive and reinforce the proposed access drive (A-DS5-3).

4. This recommendation is made subject to approval and certification of PLN-MJDP-24-00045: Vernon & Roxie Harris Property, prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

ATTEST: This 16th day of August, 2024.


Secretary, Jim Duncan
by Traci Wade

LARRY FORESTER
CHAIR

K.R.S. 100.211(7) requires that the Council take action on this request by October 23, 2024

Note: The corollary development plan, PLN-MJDP-24-00045: VERNON & ROXIE HARRIS PROPERTY was approved by the Planning Commission on July 25, 2024 and certified on August 8, 2024

At the Public Hearing before the Urban County Planning Commission, this petitioner was represented by **Matt Carter, applicant's representative.**

OBJECTORS

- Gail Lightner, 279 Clearview Drive .
- Jeff Schwab, 2445 Eastway Drive.
- Carla Rodriquez, 2509 Sun Seeker Court.
- Steve Justus, 2424 Eastway Drive
- Terry Ackerman, 2409 Eastway Drive.
- Jennifer Bailey, 2489 Eastway Drive.

OBJECTIONS

- Stated she had concerns with the potential connections, stormwater run-off, as well as these townhomes becoming short term rentals.
- Stated he had concerns about cut through traffic because of these new connections, and opined that a traffic light on Eastway would be necessary within six months.
- Stated she did not want Hill N Dale Road to be connected, and read a letter from their attorney expressing opposition to the application.
- Stated he was against the roadway connections, and stated that the developers never placed signs up to say that this was a possibility.
- Stated she was against this because the first set of townhomes are not completed yet and they have no idea how that will affect the neighborhood.
- Stated that she had concerns about the potential flooding that could take place, as well as the potential problems with the

sanitary sewers.

- John Hayes, 2322 Southview Drive.
 - Eric Spangler, 2489 Eastway Drive.
 - John Straley, 258 Hill N Dale Road.
 - Amy Clark, 428 Kastle Road.
- Stated that connecting the streets would lead to properties losing value, requested different solutions so that the streets would not be connected, and expressed concerns regarding potential flooding problems.
 - Stated he had concerns with the infrastructure such as the sanitary sewer.
 - Concerned about the safety of connecting these streets, stated that people will use this as a shortcut, and opined that this project would not improve the neighborhood.
 - Had concerns about the connections and that the neighborhood would not have access to the closest collector street.

VOTES WERE AS FOLLOWS:

AYES: (6) Barksdale, Michler, Owens, Pohl, Wilson, and Worth
NAYS: (0)
ABSENT: (4) Johnathon Davis, Zack Davis, Forester, and Nicol
ABSTAINED: (0)
DISQUALIFIED: (0)

Motion for **APPROVAL** of **PLN-MAR-24-00012** carried.

Enclosures: Application
Justification
Legal Description
Plat
Development Snapshot
Staff Reports
Applicable excerpts of minutes of above meeting

MAP AMENDMENT REQUEST (MAR) APPLICATION

1. CONTACT INFORMATION (Name, Address, City/State/Zip & Phone No.)

Applicant: CLASSIC TRADITIONS INC, 171 PEARL LN, NICHOLASVILLE, KY 40356
Owner(s): CLASSIC TRADITIONS INC 171 PEARL LN, NICHOLASVILLE, KY 40356
Attorney:

2. ADDRESS OF APPLICANT'S PROPERTY

363 PASADENA DR, LEXINGTON, KY 40503

3. ZONING, USE & ACREAGE OF APPLICANT'S PROPERTY

Zoning	Existing Use	Zoning	Requested Use	Acreage	
				Net	Gross
R-1C	Single Family Residence	R-1T	Townhome	2.114	2.214

4. EXISTING CONDITIONS

a. Are there any existing dwelling units on this property that will be removed if this application is approved?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
b. Have any such dwelling units been present on the subject property in the past 12 months?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
c. Are these units currently occupied by households earning under 40% of the median income? If yes, how many units? If yes, please provide a written statement outlining any efforts to be undertaken to assist those residents in obtaining alternative housing.	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

5. URBAN SERVICES STATUS (Indicate whether existing, or how to be provided)

Roads:	LFUCG
Storm Sewers:	LFUCG
Sanity Sewers:	LFUCG
Refuse Collection:	LFUCG
Utilities:	<input checked="" type="checkbox"/> Electric <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Phone <input checked="" type="checkbox"/> Cable



The following description is intended for zoning purposes only. The description represents information depicted on documents of record found in the Fayette County Clerk's office. This description does not represent a boundary survey and should not be used for real estate conveyance or transfer.

**Classic Traditions, Inc.
Parcel**

Zone Change from R-1C To R-1T

**363 Pasadena Drive
Lexington, Fayette County KY**

Beginning at a point in the norther right of way line of Pasadena Drive, being the southeast corner of Rollie Bishop Carroll Sr. Property Subdivision Lot 9, of record at Plat Cabinet M, Slide 178 of the Fayette County Clerk's records; thence with the eastern line of said Lot 9 for one (1) call:

1. N 22°21'02" E a distance of 390.61 to the southeast corner of the eastern terminus of Hill N Dale Drive; thence with said eastern terminus line for one (1) call:
2. N 22°21'02" E a distance of 71.41' to a point on the southern line of Rollie Bishop Carroll, Sr. Subdivision Lot 8 of record at Plat Cabinet M, Slide 244; thence with the southern and eastern lines of said Lot 8 for two (2) calls:
3. N 22°05'52" E a distance of 7.92';
4. Along a curve turning to the right with an arc length of 1.42', with a radius of 20.00', with a chord bearing of N 24°20'46" E, with a chord length of 1.42' to the southwest corner of the southern terminus of Eastway Drive; thence with said southern terminus line and the southern line of said Rollie Bishop Carroll, Sr. Subdivision (Plat cabinet M, Slide 178) Lot 10 for one (1) call:
5. S 65°42'06" E a distance of 181.84' to a point on the western line of Pasadena Pointe Subdivision Lot 1, of record at Plat Cabinet M, Slide 116; thence with the western line of said Pasadena Point subdivision for one (1) call:
6. S 11°12'28" W a distance of 339.88' to the northeast corner of the parcel conveyed to Ranferin Misael Diaz in Deed Book 4010, Page 337; thence with the line of Diaz and the line of William H. Bavis in Deed Book 3057, Page 180 for two (2) calls:
7. N 67°11'03" W a distance of 95.88';
8. S 25°17'30" W a distance of 139.48' to a point on the northern right of way line of said Pasadena Drive; thence severing said right of way for one (1) call:
9. S 25°03'08" W a distance of 30.00' to a point on the centerline of said Pasadena Drive; thence with said centerline for one (1) call:
10. N 64°56'52" W a distance of 144.55'; thence severing said right of way for one (1) call:
11. N 25°03'08" E a distance of 30.00' to the Point of Beginning, having a Gross Area of 2.214 acres and a Net Area of 2.114 acres.





128 E Reynolds Rd, Suite 150
Lexington, Kentucky 40517
Phone: 859-233-3150

Date: June 3, 2024

Lexington-Fayette Urban County Planning Commission
Lexington-Fayette Urban County Government
101 East Vine Street
Lexington, KY 40507

Re: Zone Change Request for 363 Pasadena Drive

Dear Members of the Planning Commission:

We represent Classic Traditions LLC (Applicant) and on their behalf, we are filing a zone change request for property located at 363 Pasadena Drive (Property). The Property consists of 2.114 net (2.214 gross) acres and is currently zoned as R-1C with single-family resident.

The Applicant's request is to rezone the Property to Townhouse Residential (R-1T) zone to construct a total of eleven (11) townhome buildings. Urban County Council approved the adjacent R-1T zoning on 375 Pasadena Drive property on March 21, 2019 with Ordinance No. 14-2019, seven (7) townhomes on 0.885 net acres.

The Property is located northeast of Pasadena Drive and Stone Road. The proposed development consists of eleven (11) townhomes. The surrounding area is made up of single-family residential and townhomes areas.

The proposed development is consistent with the existing land use north of the property and will complete the residential areas that surround the Property. This will ensure that much-needed residential development on underutilized land that has a single-family residence on 2.114 net acres at this time.

This request is in agreement with the Comprehensive Plan with reasons outlined below. Primarily the Zone Map Amendment Request offers a chance to improve underutilized properties and fill gaps within neighborhoods inside the Urban Service Area for much needed residential use. This is an ideal property for the proposed townhome residential use as it will maximize the use of the property for residential use rather than a lower density residential use on 2.1 acres.

This well-designed project upholds the Urban Service Area varied housing choices with the adjacent residential development which meet several community needs, encourages community interaction through pedestrian connectivity, and while respecting its neighbors with landscaping buffer and useable greenspace.

This project aligns with the aspects of a desirable community and the place making concepts that the Comprehensive Plan stresses such as openness, social offerings, aesthetics and neighborhood connections to adjacent pedestrian sidewalks. The proposed project will bring together Eastway Drive, Hill-n-Dale and Sun Seeker Court residential spaces.

The proposed development follows many of the Comprehensive Plan specific recommendations on growing successful neighborhoods while protecting the environments as we expanding the housing types and choice in the area by providing residential units without impacting adjacent neighborhood; supporting infill and redevelopment throughout the Urban Service Area and providing well designed community that furthers the commitment to mixed type housing with locations for safe and positive social interactions.

The proposed development is located within a half (1/2) mile distance of Lextran route 5 at a Regency Centre covered bus stop and route 16 on Southland Drive. The addition increases the density of residential land along Pasadena Drive for an underutilized property. The proposed development will not put an undue strain to the surrounding infrastructure, the site will be accessed from long awaited street connections.

The proposed development is well designed project as it exceeds many of the design policies presented in the Comprehensive Plan. By providing ample pedestrian and bike connection within the surrounding area.

In summary, this well-designed project upholds the Urban Service Area preservation strategy, is appropriate development of a long-underutilized parcel, provides additional housing units, encourage community interaction through pedestrian connectivity, encourage a more comprehensive transportation system, all while respecting its neighbors and protecting the environment with landscaping buffers and useable green space. As a result, the proposed zone change is in compliance with the 2023 Comprehensive Plan. As mentioned above, the proposed zone change meets the following Comprehensive Plan Goals and Objectives adopted by the Urban County Council on June 15, 2023.

Theme A-Growing and Sustaining Successful Neighborhoods

Goal 1: Expand housing choices.

Objectives:

- b. Accommodate the demand for housing in Lexington responsibly, prioritizing higher density and mixture of housing types.
- c. Plan for safe, affordable, and accessible housing to meet the needs of Lexington's aging population residents with disabilities.

Goal 2: Support infill and redevelopment throughout the Urban Service Area as a strategic component of growth.

Objectives:

- a. Identify areas of opportunity for infill, redevelopment, adaptive reuse, and mixed-use development.
- b. Respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form.
- c. Incorporate adequate greenspace and open space into all development projects, which serve the needs of the intended population.

Goal 3: Provide well-designed neighborhoods and communities.

Objectives:

- a. Enable existing and new neighborhoods to flourish through improved regulation, expanded opportunities for neighborhood character preservation, and public commitment to expand options for mixed-use and mixed-type housing throughout Lexington-Fayette County.
- 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.
- c. Minimize disruption of natural features when building new communities.
- d. Encourage the use of neighborhood-enhancing elements, such as green infrastructure, street trees.
- e. Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.

Goal 4: Address community facilities at a neighborhood scale.

Objectives:

- c. Establish and promote road network connections to reduce police, EMS, and fire response times and improve efficiency and operations of city services.

Theme B - Protecting the Environment

Goal 2: Identify and mitigate local impacts of climate change by tracking and reducing Lexington-Fayette County's carbon footprint and greenhouse emissions.

Objectives:

- d. Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence.

Goal 3: Apply environmentally sustainable practices to protect, conserve and restore landscapes and natural resources.

Objectives:

- b. Identify and protect natural resources and landscapes before development occurs.

Theme D - Improving a Desirable Community

Goal 1: Work to achieve an effective, equitable and comprehensive transportation system.

Objectives:

- a. Implement the Complete Streets concept, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit, and other vehicles.
- b. Expand the network of accessible transportation alternatives for residents and commuters, which may include the use of mass transit, bicycles, walkways, ridesharing, greenways and other strategies.
- d. Improve traffic operation strategies, traffic calming and safety for all users.

Goal 2: Support a model of development that focuses on people-first to meet the health, safety and quality of life needs of Lexington-Fayette County's residents and visitors.

Objectives: a. Ensure built and natural environments are safe and accessible through activated and engaging site design.

Goal 3: Protect and enhance the natural and cultural landscapes that give Lexington-Fayette County its unique identity and image.

Objectives:

- a. Protect historic resources and archaeological sites.

Theme E - Maintaining a Balance between Planning for Urban Uses and Safeguarding Rural Land

Goal 1: Uphold the Urban Service Area concept.

Objectives:

- b. Continue to monitor the absorption of vacant and underutilized land within the Urban Service Area.
- c. Ensure all types of development are environmentally, economically, equitably, and socially sustainable to accommodate the future growth needs of all residents while safeguarding rural land.
- d. Emphasize redevelopment of underutilized corridors.
- 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.
- f. Pursue strategies to activate large undeveloped landholdings within the Urban Service Area.

THE PLACEBUILDER

The Property is located inside of New Circle Road and is adjacent to residential and townhome neighborhoods. The natural Place Type is Enhanced Neighborhood and the Development Type is a Low Density Residential for a single-family townhome component. We submit that this classification is appropriate due to the location of the property outside the downtown core, the 2nd Tier Urban Neighborhoods and the proposed use is adding additional units to an underutilized site. The R-1T zone is one of the suggested zoning categories for this Place Type.

Standards That Are Applicable to Our Proposal

LAND USE

A-DN2-1: Infill residential should aim to increase density. The proposed development is adding eleven (11) townhome units which will increase the density in the area without overburdening the transportation system or infrastructure.

A-DN4-1: Provide new compact single-family housing types.

D-PL7-1: Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application. Surrounding property owners and Hill-n-Dale Neighborhood Association contacts will be reached soon to schedule an in-person or virtual neighborhood meeting, what works best for the nearby residents.

E-ST8-2: Development should provide community-oriented places and services.

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. Sidewalks will be constructed as part of the development to create appropriate connectivity to surrounding pedestrian infrastructure. In addition, with the Eastway Drive and Hill-n-Dale street connections with shared biking lanes and sidewalk added, this will improve the connectivity to larger scale in the area.

A-DS5-1: Safe multi-modal infrastructure should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport. The development is appropriately connected to surrounding pedestrian infrastructure and school areas within a mile.

A-DS5-2: Developments should incorporate vertical elements such as street trees and buildings. This will be achieved as feasible and within the zoning regulations and other standards that apply.

A-DS11-1: Street layouts should provide clear, visible access to neighborhood-focused open space and greenspaces. Stub streets should be connected. Eastway and Hill-n-Dale construction will happen with project.

D-CO1-1: Rights-of-way and multimodal facilities should be designed to reflect and promote the desired place-type. This will be done where feasible.

D-CO2-1: Development should create and/or expand a connected multimodal transportation network that satisfies all users' needs. Safe facilities for all users and modes of transportation should be provided. The development is appropriately connected to surrounding pedestrian infrastructure.

D-CO2-2: Development should comply with Lexington's Complete Streets Policy and create and/or expand a safe, connected multimodal transportation network that satisfies all users' needs, including those with disabilities. The development is appropriately connected to surrounding pedestrian infrastructure.

D-CO4-1: Dead-end streets and cul-de-sacs should be discouraged. Project will construct intersection, local street connections and fill a gap between neighborhoods.

D-CO4-2: Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways. Street construction will allow local roads to join and disperse traffic within local street network rather than immediate access to a Pasadena Drive, a collector street.

D-CO4-3: Street pattern and design should consider site topography and minimize grading where possible. Townhome layout will allow walkability and pedestrian connections to Pasadena Drive, Hill-n-Dale, Eastway Drive, Sun Seeker Court and other neighborhood points of interest.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

B-PR2-1: Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site. This has been done where feasible.

B-PR7-1: Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. Trees have been identified and tabulated on the preliminary development plan, work will continue in the development plan process to protect trees.

B-PR9-1: Minimize grading and topsoil disturbance by the existing topography to the greatest extent possible and preserving key natural features. Site design goal is to balance earthwork and avoid a great amount of disturbance.

B-PR10-1: Development should avoid overlighting and upward directed lighting. Lexington Zoning Regulations state lighting limitations in pole height and cutoff, shielding to prevent excess light. A lighting design typically accompanies the construction plans to consider foot-candle levels and how the adjacent neighborhood, property edge should have minimal light from a new development.

B-SU4-1: Development should minimize and/or mitigate impervious surfaces. Roof drains and impervious areas to be routed to grass and vegetative buffer to increase infiltration and treatment of stormwater runoff.

B-SU5-1: Development should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.) Residential townhomes, appliances and water heaters will be energy efficient and as renewable energy options and benefit / costs are manageable, acceptable.

B-SU9-1: Green Stormwater Infrastructure (GSI) should be implemented in new development. We will be providing green infrastructure through our water quantity and quality components in the proposed stormwater management facility, tree canopy requirements, and routing runoff from parking and impervious area to exiting vegetative/grass area to enhance infiltration and filtration of runoff.

B-SU11-1: Development should incorporate low impact landscaping and native plant species. A landscaping plan will incorporate this and will be prepared by a registered landscape architect during the construction plan phase and submitted to the Lexington Division of Building Inspection during the residential development review.

B-RE1-1: Developments should improve the tree canopy. This development intends to increase the total tree canopy on the site. Developments should incorporate street trees and help create a walkable streetscape.

D-SP10-1: Prioritize street trees in the planting strip. Public local streets are a part of this plan.

SITE DESIGN

A-DS7-1: Parking should be oriented to the interior or rear of the property for nonresidential or multi-family developments. This is being done where feasible for the vast majority of the site.

A-DS9-1: Development should provide active and engaging amenities within neighborhood focused open spaces. Open spaces (useable and vegetative) will meet or exceed Zoning Regulations Article 20 requirements.

A-DS9-2: Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities.

BUILDING FORM (Items do not Apply)

A-DS3-1: Multi-family residential developments should comply with Multi-family Design Standards in Appendix A. Single family residential townhomes are planned and valid Appendix A items will apply.

Standards That Are Not Applicable to Our Proposal

LAND USE (N/A)

B-SU3-1: Development should provide compact and/or mixed use development. Not a mixed use development.

C-LI6-1: ADUs and/or affordable housing options should be incorporated into existing and new single-family residential development. (A-DN5)

C-LI7-1: Development should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping and entertainment. The site is surrounded by single-family, townhouse, and duplex development, there is no business, shopping, or entertainment facilities within the proximity of the site. Commercial businesses are a half mile distance away from Pasadena Drive / Hill-n-Dale area.

C-PS15-2: Improve options for affordable and nutritious food where not currently available. The planned residential development does not have commercial component that would allow the food items to be sold or purchased.

D-SP1-1: N/A Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets. (A-EQ7)

D-SP9-1: Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and people with disabilities. ADU's are not permitted in the selected R-4 zone.

E-GR3-1: Development should meet recreational needs by following the recommendations of the Parks Master Plan. (Smaller scaled townhome development with limited space, light recreation spaces could be added).

E-GR9-1: Live/work units should be incorporated into residential developments. Home office is possible.

E-GR9-3: Less intense multi-family residence types should be incorporated into primarily single-family detached areas. Low Density, Townhome Residential (R-1T) zoning request with this submittal.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY (N/A)

A-DS1-1: Mass transit infrastructure such as seating and shelters should be provided/enhanced long transit routes. Unfortunately Lextran Routes 5 and 16 transit stops are both approximately a ½ mile distance away.

A-DS1-2: Direct pedestrian linkages to transit should be provided. Transit stops are not nearby or direct.

A-DS10-1: New developments should incorporate clear and dedicated connections to nearby community anchors. Neighborhood parks and commercial areas are a longer walking, biking distance from from the subject property.

C-PS10-1: Flexible parking and shared parking arrangements should be utilized. The proposed development is self-contained with parking. Church, business or commercial parking lots are not in the surrounding area.

D-CO5-1: Streets should be designed with shorter block lengths, narrower widths, and traffic calming features. There are no block segment streets part of this development.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY (N/A)

B-PR2-2: Development should include regularly spaced access with an adequate width to the greenway network and conservation areas. (Small townhome project is proposed with limited natural resources, conservation area)

B-PR3-1: Minimize impact of development adjacent to land conservation properties through buffering. Screening and required landscaping will be provided.

B-RE2-1: Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. Lexington defined green infrastructure is not within the project limits.

B-RE5-1: Dividing floodplains into privately owned parcels with flood insurance should be avoided. This development does not have an effective floodplain as per FEMA Map. N/A

B-RE5-2: Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. This development does not have an effective floodplain as per FEMA Map. N/A

B-RE5-3: Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. Site is in southwest Lexington-Fayette County and outside the Royal Springs watershed.

SITE DESIGN (N/A)

A-EQ9-1: School sites should be appropriately sized. School site is not proposed.

A-EQ9-2: Shared open spaces should be easily accessible and clearly delineated from private open spaces. The open spaces are community, public places for the residential area and not necessarily inviting for the public.

C-LI8-1: Development should enhance a well-connected and activated public realm. A private residential project is planned.

C-PS10-2: Over-parking of new developments should be avoided. This development is not overparked with required parking available for the future residents, independent 2-car garage and driveway access.

D-PL4-1: Enhance open space through the provision of programmatic elements and amenities. Open space planned within the Zoning Regulations Article 20 requirements, unsure how these elements will be expanded.

D-SP1-2: School design should prioritize a high percentage of open and accessible street frontage. Schools are a part of this design.

D-SP2-1: Visible, usable greenspace and other natural components should be incorporated into school sites. Schools are not a part of the townhome 2.1 acre site.

D-SP3-1: Adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks should be provided to create reliable service throughout Lexington.

D-SP3-2: Cellular tower antennae should be located to minimize intrusion and negative aesthetic impacts, and stealth towers and landscaping used to improve the visual impact from the roadway and residential areas. (Towers are not planned on the 363 Pasadena Drive site)

BUILDING FORM (N/A)

A-DS5-3: Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere. With the planned Hill-n-Dale and Eastway Drive intersection construction, narrow lot width and providing an access point in 2.1 acres, it is difficult to orient three (3) or more townhomes along Hill-n-Dale or Pasadena Drive.

A-DS8-1: Where single family detached residential units are provided, a variety of other housing types should be regularly interspersed along the street frontage. A minimum of three (3) townhome attached units are needed to build along frontage according to Lexington Zoning Regulations Article 8, Section 8-2 (R-3 zone). Lot shape prevents a drive access, drive aisle to allow townhomes to be built on the available local street frontage.

E-GR4-1: Development should incorporate reuse of viable existing structure. Existing aluminum & vinyl home was built in 1930, on-site structures are not in the best shape.

E-GR5-1: Structures with demonstrated historic significance should be preserved or adapted. The existing home built almost a century ago does not contain appealing or qualifying historic elements to maintain.

Multi-family Design Standards

Site Planning

- **SP-1** – Street frontage along Pasadena Drive is 144 feet and brings difficulty to fit a minimum three (3) townhome attached units and provide spacing requirements. Proposed townhomes will be accommodated with Hill-n-Dale access and street construction that provides a long overdue neighborhood connection.
- **SP-2** – Reference the Preliminary Development Plan (PDP)
- **SP-3** – Reference the Preliminary Development Plan (PDP)
- **SP-4** – Setback from Pasadena Drive and Hill-n-Dale is consistent with adjacent properties.
- **SP-5** – Refer to Sheet PDP; sidewalk is extended from internal site to Pasadena Drive and to Hill-n-Dale and along the Hill-n-Dale frontage. Sidewalks will help bring connectivity in the Hill-n-Dale neighborhood area.
- **SP-6** – N/A
- **SP-7** - The proposed development will be screened with berm and trees along Pasadena Drive, Hill-n-Dale and adjacent residential properties. Parking is internally located within the development and separate, independent two (2) car garage will be provided to each of the eleven (11) townhomes.
- **SP-8** – N/A
- **SP-9** – All dwelling units have access to open space areas, reference the PDP.
- **SP-10** – The site is well connected for vehicular and pedestrian access to the surrounding area and open space. In addition to sidewalks, biking will be available on low speed, 25 mph Lexington local streets.
- **SP-11** – Not applicable (Infill area within an existing neighborhood, single-family residential R-1C lot)
- **SP-12** – The Applicant is proposing an internal open space and pedestrian system to ensure the development is walkable and pedestrian friendly. We will work with the Lexington Division of Traffic Engineering on traffic calming alternatives with the local street construction / connection and ensure the safety.
- **SP-13** – The site is well connected for vehicular and pedestrian access to the surrounding area and open space. Sidewalk connections will include Pasadena Drive, Hill-n-Dale, Eastway Drive and Sun Seeker Court.
- **SP-14** –Planned townhome layout will provide good pedestrian facilities and open space. Landscaping and open space is proposed to meet or exceed Lexington city standards.
- **SP-15** – Parking areas will be well lit and designed, constructed per LFUCG ordinance to avoid glare, spill.
- **SP-16** – This project will be built to the federal ADA standards and Kentucky Building code requirements.
- **SP-17** – Not applicable

Open Space & Landscaping

- **OS-1** – Open spaces and landscaping area are located where it can be accessed by all the residents of the site. Provided open space can be used for passive / leisure and light recreation activities.
- **OS-2** – Smaller open space areas will include a planned central area located and accessed.
- **OS-3** – Private open space is provided by having balcony for each unit as shown in building exhibit. N/A
- **OS-4** – Proposed landscape is provided by creating landscape berm with vegetation. An enhanced landscaping is proposed between the building and the sidewalk, and buffer landscape of dense vegetation is proposed between the development and adjacent property.
- **OS-5** – Landscaping will be provided along the perimeter and within the parking area to soften the parking and integrated with the development.
- **OS-6** - Landscaping will be provided along the perimeter and within the parking area to soften the parking and integrated with the development. Enhanced landscaping will be provided along the east and south side of the property adjacent to the planned single-family townhome residential units.
- **OS-7** – Along Pasadena Drive a landscape berm will be constructed, reference PDP.
- **OS-8** – Stormwater management and water quality connected with the planned detention area.
- **OS-9** – Proposed sidewalk and walking path, will be handicap accessible.
- **OS-10** – Not applicable.
- **OS-11** – Landscape area along the Hill-n-Dale entrance will be served with acceptable plantings and entrance feature (wall, median, signage options) to welcome residents.

- **OS-12** – Townhome and open space area will have pedestrian level light within the LFUCG standards.
- **OS-13** – All proposed exterior lightings will be designed to avoid light spillage / glare on private spaces.

Architectural Design

- **AD-1** – This project will comply with all zoning and building code requirements regarding building mass, form, and roof shapes.
 - **AD-2** – Planned townhomes will maintain the adjacent property character in scale and dimensions to the immediate neighborhood. The proposed townhome height is 35 feet or less in height.
 - **AD-3** – Townhome design will consider façade articulations by using varying roof shapes, exterior wall setback, material, color, and landscaping.
 - **AD-4** – A maximum window size, height, and number to allow the natural light to the units and create some transparency between the exterior environment and the units, and make the space feel larger.
 - **AD-5** – There will not be any blank wall facing streets, landscaping berms are planned.
 - **AD-6** – Townhome design and building character will be further considered, reviewed in the planning process.
 - **AD-7** – Proposed materials will be a combination of stone, brick, and vinyl/Hardie board siding.
 - **AD-8** – Architectural design will need to be further refined with meetings, time in design.
 - **AD-9** – Building spaces, typical layouts are shown on the Preliminary Development Plan. Light, privacy utilizing, and landscaping needs to be further considered in the planning and building design process
- Townhome height is limited to 35 feet maximum.

In addition to compliance with the Comprehensive Plan, the request is justified because the existing zoning is inappropriate. The current zone is R-1C is not desirable or practical, given a 1,000 square foot single-family residence on 2.1 acres, underutilized property in this area of Pasadena Drive, Hill-n-Dale neighborhood area.

The proposed R-1T zone is appropriate and matches the existing R-1T zoning, townhome development under construction at the adjacent 375 Pasadena Drive. The area north of the site is R-1C (Eastway Drive), area east is R-1E (Sun Seeker Court), south is R-1T zoning (Longleaf Place) and Stone Road / Pasadena Drive area is R-1C zoning.

The proposed townhouse development ensures continuity in neighborhood character. This site is underutilized and the property clearly fits the character of an enhanced neighborhood place type and low-density residential development type R-1T zone with eleven (11) townhomes, which is a more appropriate zone than a R-1C zone.

We appreciate the review of the proposed residential zone change request. Feel free to contact Vision Engineering with questions or a need for additional information. We will be at the July 25, 2024 Urban County Planning Commission public hearing in order to make a complete presentation and request favorable consideration.

Sincerely,

Jihad Hallany

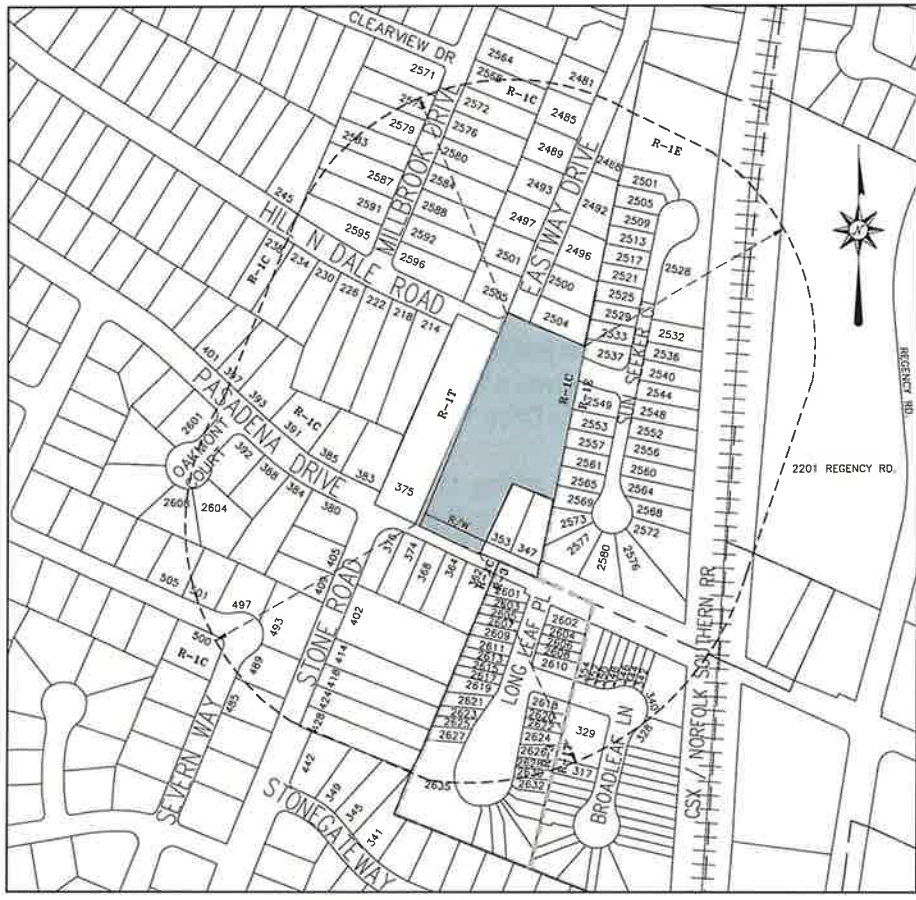
Jihad A. Hallany, P.E.

Vision Engineering

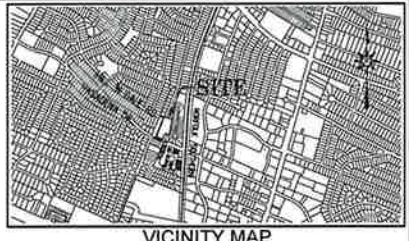
128 East Reynolds Road, Suite 150

Lexington, KY 40517

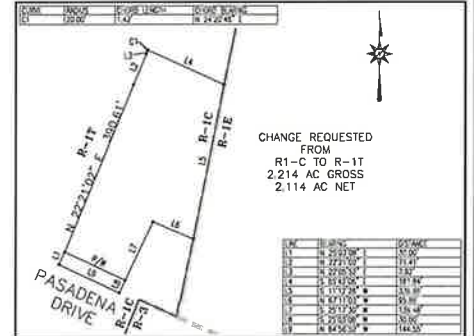
(859) 233-3150



NOTIFICATION MAP
SCALE: 1"=200'



VICINITY MAP
SCALE: 1" = 2000'



PROPERTY INFORMATION MAP
SCALE: 1" = 200'

ZOMAR TITLE: 363 PASADENA DRIVE		ACREAGE	
PROPERTY ADDRESS / EXISTING OWNER:	FROM	TO	NET
363 PASADENA DRIVE	R-1C	R-1T	2,214
TOTAL			2,214
DATE FILED: JUNE 3, 2024			
REVISED: JUNE 13, 2024			
APPLICANT NAME / ADDRESS:			
CLASSIC TRADITIONS INC.			
171 PEARL LANE			
NICHOLASVILLE, KY 40356			
APPLICATION PREPARED BY: VISION ENGINEERING, LLC			

CLASSIC TRADITIONS, INC. (PLN-MAR-24-00012)

363 PASADENA DRIVE

Rezone the property for a townhome development.

Applicant/ Owners

CLASSIC TRADITIONS, INC
171 PEARL LANE
NICHOLASVILLE, KY 40356

Application Details

Acreage:

2.114 net (2.214 gross) acres

Current Zoning:

Single Family Residential (R-1C) zone

Proposed Zoning:

Townhouse Residential (R-1T) Zone

Place-type/Development Type

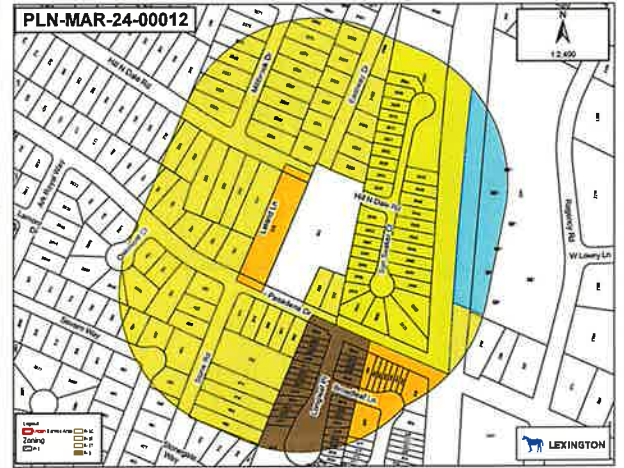
Enhanced Neighborhood

Low Density Residential

For more information about the Enhanced Neighborhood Place-type see Imagine Lexington pages 328-337. For more information on the Low Density Residential Development Type see page 271.

Description:

The applicant is seeking to rezone the subject property in order to establish a townhome development. The applicant is proposing 11 single-family attached units, approximately 1,400 square feet in size, which will be accessed from Hill N Dale Road. As a part of the development of the site, the applicant will be connecting the existing stub streets at Hill N Dale Road and Eastway Drive.



Public Engagement

- The applicant has not provided any information regarding public outreach efforts at this time.

Status

- Public Engagement
- Pre-Application Meeting
- Application Review
- Planning Staff Review
- Technical Review Committee
- Zoning/Subdivision Committee Meetings
- Planning Commission Hearing
- Urban County Council Meeting

DISCLAIMER: Plans are subject to change. Visit the Accela Citizen Portal (lexingtonky.gov/plans) or contact Planning for the latest information.

STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-24-00012: CLASSIC TRADITIONS, INC

DESCRIPTION OF ZONE CHANGE

Zone Change: From a Single Family Residential (R-1C) zone
To a Townhouse Residential (R-1T) zone

Acreage: 2.114 net (2.214 gross) acres

Location: 363 Pasadena Drive



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	R-1C	Residential
To North	R-1C	Residential
To East	R-1E	Residential
To South	R-1C/R-3	Residential
To West	R-1T	Residential

URBAN SERVICE REPORT

Roads - The subject property has frontage on Pasadena Drive, a two-lane collector road that connects Nicholasville Road to Harrodsburg Road; however, the applicant is not proposing any direct access to Pasadena Drive at this time. The applicant is proposing to construct street connections that will extend both sides of Hill N Dale Road to Eastway Drive. Both Hill N Dale and Eastway Drive are two-lane local roads. As a condition of the completion of Hill N Dale Road, the direct access to Pasadena Drive for the adjacent development at Sun Seeker Court is required to be closed.

Curb/Gutter/Sidewalks - Curb, gutters, and sidewalks are provided along Pasadena Drive, Hill N Dale Road, and Eastway Drive in the vicinity of the subject property. Such improvements will be required along the extension of Hill N Dale Road, Eastway Drive, and the internal roadway.

Storm Sewers - The subject property is located within the upper reaches of the Wolf Run watershed. Stormwater improvements do not exist on the subject property, but are required by the Division of Engineering's Stormwater Manual at the time of development. No FEMA floodplain or major flooding problems exist on the site or in the immediate area.

Sanitary Sewers - The subject property is located in the Wolf Run sewershed, which is served by the Town Branch Wastewater Treatment Plant, located on Lisle Industrial Avenue. Sanitary sewer capacity will need to be verified prior to certification of a final development plan for the proposed change of land use at this location.

Utilities - All utilities, including natural gas, electric, water, phone, cable television, and internet are available in the area and can be extended to the site.

Refuse - The Urban County Government serves this area with refuse collection on Mondays.

Police - The property is served by the West Sector Roll Call Center, which is located on Old Frankfort Pike, approximately 3.75 miles northwest the southeast of the subject property.

Fire/Ambulance - The nearest fire station (#12) is located approximately 3/4 of a mile north of the subject property, at the intersection of Southland Drive and Cherrybark Drive.

Transit - Lextran Route #5 has a stop approximately 1/2 of a mile east of the subject property, at the intersection of Pasadena Drive and Nicholasville Road. Route #13 also has a stop on Harrodsburg Road near its intersection with Pasadena Drive, approximately 2/3 of a mile to the northwest.

Parks - The subject property is approximately 1/3 of a mile southeast of Hill N Dale Park.

SUMMARY OF REQUEST

The applicant is seeking a zone change from the Single Family Residential (R-1C) zone to the Townhouse Residential (R-1T) zone in order to establish a townhouse development with 11 dwelling units for a proposed density of 5.2 dwelling units per acre.

PLACE-TYPE

ENHANCED NEIGHBORHOOD
The Enhanced Neighborhood Place-Type is an existing residential area to be enhanced with additional amenities, housing types, and neighborhood serving retail, services, and employment options. Development should be context sensitive to surrounding areas and should add to the sense of place. Incorporating multi-modal connections is crucial to neighborhood success and viability.

DEVELOPMENT TYPE

LOW DENSITY RESIDENTIAL
Primary Land Use, Building Form, & Design
Primarily attached and detached single-family homes of varying formats, including accessory dwelling units. Homogeneous neighborhoods that do not include a mix of housing types should be avoided. Low density residential is only appropriate as a component of “Enhanced Neighborhoods” and “New Complete Neighborhoods”, and should be supplemented by a variety of uses and housing options to create sustainable places.
Transit Infrastructure & Connectivity
Multi-modal network connections, including connected streets, are required to keep an efficient transportation network that provides viable options for all users.
Quality of Life Components
These developments should include intentional open space designed to fit the needs of area residents, and be in walking distance of nearby neighborhood-serving commercial/employment uses.

PROPOSED ZONING



The intent of this zone is to provide for low density, single family residences, emphasizing the incorporation of attached single family dwellings (townhomes) and supporting uses. This zone should be located in areas of the community where services and facilities are/will be adequate to serve the anticipated population. Attached single family dwellings should be located along road frontage and should not adversely impact the associated pedestrian system. This zone should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE



The petitioner is proposing the Townhouse Residential (R-1T) zone in order to construct an 11 unit attached townhome development, for a density of 5.2 dwelling units per acre. Access to the site is proposed as a private access easement that will connect to extensions of the public roadways at Hill N Dale Road and Eastway Drive.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant has stated that they intend to meet with the neighborhood association to discuss the request; however, no meeting has been scheduled at this time.

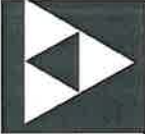
PROPERTY & ZONING HISTORY



The subject property has been zoned Single Family Residential (R-1C) since before the comprehensive rezoning of the City and County in 1969, and contains a 1,200 square foot single-family residence that was constructed in 1930. In 2018, the applicant rezoned the adjoining townhome development at Leland Lane from the R-1C zone to the R-1T zone (MAR-18-00021: JLG LAND CO.).

The development of this property has implications on the adjoining development on Sun Seeker Court, which was rezoned for single-family residential development in 2002 (MAR 2002-09). As a condition of the final subdivision plat, the Sun Seeker's access to Pasadena Drive is required to be closed at the time that the Hill N Dale Road and Eastway Drive connections are completed.

COMPREHENSIVE PLAN COMPLIANCE



The 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 AND OBJECTIVES

The applicant opines that their proposal is in agreement with the Goals and Objectives of the 2045 Comprehensive Plan. They state that the proposed redevelopment will increase the residential density of the area, and expand single-family attached development in an area predominantly characterized with single-family detached development (Theme A, Goal #1.b; Theme A, Goal #2.b). By completing the last sections of Hill N Dale Road and Eastway Drive the applicant opines they are improving the connectivity of the neighborhood (Theme A, Goal #3.b). While a vehicular connection between Hill N Dale Road and Pasadena Drive is not being proposed due to issues regarding meeting minimum access spacing standards, pedestrian connections are being shown that will allow pedestrians from within the Hill N Dale neighborhood to access Pasadena Drive from this site (Theme A Goal#3.e).

POLICIES

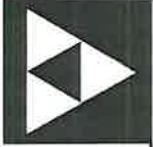
The applicant also provides a brief discussion of the Policies of the 2045 Comprehensive Plan that they opine are being met with this request, noting that the development will provide ample pedestrian and bike connectivity within the surrounding area (Theme A, Design Policy #1). The applicant further states that the request will provide additional variety in housing choice (Theme A, Design Policy #8), that will increase the density of the area in a context-sensitive manner (Theme A, Density Policy #2).

Staff agrees that the applicant's proposal is in agreement with the Goals, Objectives, and Policies of the 2045 Comprehensive Plan.

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 properties. 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 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 Enhanced Neighborhood Place-Type, and is seeking to utilize the property as Low Density Residential Development Type. The property is located within



an existing residential neighborhood, which the applicant is seeking to improve with additional housing units. Within the Enhanced Neighborhood Place-Type, the Low Density Residential Development Type is a recommended Development Type, and is in keeping with the scale of the detached single-family residential development in the area. The applicant's proposed Townhouse Residential (R-1T) zone is not a recommended zone for the chosen Place-Type and Development Type. The applicant opines that the zone provides for low density residential development with the added flexibility of attached townhome units and is consistent with the adjoining development.

Staff agrees that the applicant's chosen Place-Type, Development Type, and Zone can be appropriate at this location.

DEVELOPMENT CRITERIA

The development criteria for a zone change are the distillation of the adopted Goals, Objectives, and Policies from the 2045 Comprehensive Plan. The development criteria for development represent the needs and desires of the Lexington-Fayette Urban County community in hopes of developing a better built environment. The applicable criteria are defined based on the proposed Place-Type and Development Type.

1. Land Use

Overall, Staff finds that the request meets the requirements for Land Use, as the request increases density by increasing the number of dwelling units on an underutilized parcel (A-DN2-1), while providing for a more compact single-family attached housing type in an area primarily comprised of single-family detached residential development. (A-DN4-1).

2. Transportation, Connectivity, and Walkability

Staff finds that this request meets the requirements for Transportation, Connectivity, and Walkability, as the proposed development connects existing stub streets (A-DS13-1) to create additional connectivity for the subject property, as well as the adjoining neighborhood. The request expands upon the existing sidewalk network to provide new pedestrian connectivity between Hill N Dale Road, Eastway Drive, and Pasadena Drive.

3. Environmental Sustainability and Resiliency

B-PR7-1: Developments should be designed to minimize tree removal and preserve existing significant trees;
B-RE1-1: Developments should improve the tree canopy.

Following a site visit, the Urban Forester has indicated that the tree inventory map information is incorrect. The applicant should provide correct information on the current and proposed tree canopy coverage and explore options to retain and protect significant trees.

Otherwise, the request meets the remaining applicable criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR2-1).

4. Site Design

The request meets the requirements for Site Design, as the request provides connections to Hill N Dale Road, Eastway Drive, and Sun Seeker court that will improve connectivity and circulation for the subject property as well as the larger neighborhood (C-LI8-1).

5. Building Form

The request meets the requirements for Building Form, as the townhomes mirror the orientation of the adjoining development along Leland Drive and reinforce the proposed access drive (A-DS5-3).

STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:



1. The proposed Townhouse Residential (R-1T) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The request will increase the residential density of the area, and introduce additional housing variety in an area predominantly characterized with single-family detached development (Theme A, Goal #1.b; Theme A, Goal #2.b).
 - b. By completing the last sections of Hill N Dale and Eastway Road, the proposal improves the connectivity of the Hill N Dale neighborhood (Theme A, Goal #3.b).
 - c. The expansion of the pedestrian sidewalk network will further connect the neighborhood and will encourage safe social interactions (Theme A, Goal #3.e)
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
 - a. The request will provide additional variety in housing choice (Theme A, Design Policy #8), that will increase the density of the area in a context-sensitive manner (Theme A, Density Policy #2).
 - b. The proposal improves the pedestrian system within the neighborhood by adding sidewalk facilities and connectivity to Hill N Dale Road, Eastway Drive, and Pasadena Drive (Theme A, Design Policy #1).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan, as follows:
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases density by increasing the number of dwelling units on an underutilized parcel, (A-DN2-1), while providing for a more compact single-family attached housing type in a primarily comprised of single-family detached residential development (A-DN4-1).
 - b. The proposed rezoning addresses the Transportation and Pedestrian Connectivity Development Criteria, as the proposed development connects existing stub streets to create additional connectivity for the subject property, as well as the adjoining neighborhood (A-DS13-1). The request expands upon the existing sidewalk network to provide new pedestrian connectivity between Hill N Dale Road, Eastway Drive, and Pasadena Drive.
 - c. The proposed rezoning meets the criteria for Environmental Sustainability and Resiliency, as the development does not impact environmentally sensitive areas (B-PR2-1).
 - d. The request meets the requirements for Site Design, as the request provides connections to Hill N Dale Road, Eastway Drive, and Sun Seeker court that will improve connectivity and circulation for the subject property as well as the larger neighborhood (C-LI8-1).
 - e. The request meets the criteria for Building Form, as the townhomes mirror the orientation of the adjoining development along Leland Drive and reinforce the proposed access drive (A-DS5-3).
4. This recommendation is made subject to approval and certification of PLN-MJDP-24-00045: Vernon & Roxie Harris Property, prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

2. CLASSIC TRADITIONS, INC ZONING MAP AMENDMENT AND VERNON & ROXIE HARRIS PROPERTY DEVELOPMENT PLAN

- a. PLN-MAR-24-00012: CLASSIC TRADITIONS, INC – a petition for a zone map amendment from a Single Family Residential (R-1C) to Townhouse Residential (R-1T) for 2.114 net (2.214 gross) acres for property located at 363 Pasadena Drive.

COMPREHENSIVE PLAN AND PROPOSED USE

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.

The petitioner is proposing the Townhouse Residential (R-1T) zone in order to construct an 11 unit attached townhome development, for a density of 5.2 dwelling units per acre. Access to the site is proposed as a private access easement that will connect to extensions of the public roadways at Hill N Dale Road and Eastway Drive.

The Zoning Committee Recommended: Postponement.

The Staff Recommends: Approval, for the following reasons:

1. The proposed Townhouse Residential (R-1T) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The request will increase the residential density of the area, and introduce additional housing variety in an area predominantly characterized with single-family detached development (Theme A, Goal #1.b; Theme A, Goal #2.b).
 - b. By completing the last sections of Hill N Dale and Eastway Road, the proposal improves the connectivity of the Hill N Dale neighborhood (Theme A, Goal #3.b).
 - c. The expansion of the pedestrian sidewalk network will further connect the neighborhood and will encourage safe social interactions (Theme A, Goal #3.e).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
 - a. The request will provide additional variety in housing choice (Theme A, Design Policy #8), that will increase the density of the area in a context-sensitive manner (Theme A, Density Policy #2).
 - b. The proposal improves the pedestrian system within the neighborhood by adding sidewalk facilities and connectivity to Hill N Dale Road, Eastway Drive, and Pasadena Drive (Theme A, Design Policy #1).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan, as follows:
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases density by increasing the number of dwelling units on an underutilized parcel, (A-DN2-1), while providing for a more compact single-family attached housing type in a primarily comprised of single-family detached residential development (A-DN4-1).
 - b. The proposed rezoning addresses the Transportation and Pedestrian Connectivity Development Criteria, as the proposed development connects existing stub streets to create additional connectivity for the subject property, as well as the adjoining neighborhood (A-DS13-1). The request expands upon the existing sidewalk network to provide new pedestrian connectivity between Hill N Dale Road, Eastway Drive, and Pasadena Drive.
 - c. The proposed rezoning meets the criteria for Environmental Sustainability and Resiliency, as the development does not impact environmentally sensitive areas (B-PR2-1).
 - d. The request meets the requirements for Site Design, as the request provides connections to Hill N Dale Road, Eastway Drive, and Sun Seeker court that will improve connectivity and circulation for the subject property as well as the larger neighborhood (C-LI8-1).
 - e. The request meets the criteria for Building Form, as the townhomes mirror the orientation of the adjoining development along Leland Drive and reinforce the proposed access drive (A-DS5-3).
4. This recommendation is made subject to approval and certification of PLN-MJDP-24-00045: Vernon & Roxie Harris Property, prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

* - Denotes date by which Commission must either approve or disapprove request, unless agreed to a longer time by the applicant.

- b. **PLN-MJDP-24-00045: VERNON & ROXIE HARRIS PROPERTY** (9/1/24)* - located at 363 PASADENA DRIVE, LEXINGTON, KY

Council District: 10

Project Contact: Vision Engineering

Note: The purpose of this plan is to depict construction of 11 townhomes in support of the requested zone change from a Single Family Residential (R-1C) zone to a Townhouse Residential (R-1T) zone.

The Subdivision Committee Recommended: Approval, subject to the following conditions:

1. Provided the Urban County Council approves the zone change to R-1T; otherwise, any Commission action of approval is null and void.
2. Urban County Engineer's acceptance of drainage, and storm and sanitary sewers, and floodplain information.
3. Urban County Traffic Engineer's approval of street cross-sections and access.
4. Urban Forester's approval of tree inventory map.
5. Greenspace planner's approval of the treatment of greenways and greenspace.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. Addition of proposed and existing easements.
8. Addition of building line setback on Pasadena Drive and Hill N Dale Road.
9. Modify driveway locations to achieve driveway pairing as required by Article 16-5(b)(3).
10. Discuss purpose of remnant tract north of Hill N Dale Road extension.
11. Discuss waiver of public street frontage and providing a vehicle turnaround onsite.
12. Discuss connection to adjoining townhouse development (Rollie Bishop Carroll Sr. Property).
13. Discuss timing of street connections.

Staff Presentation – Mr. Daniel Crum presented the staff report and recommendations for the zone change application. He displayed photographs of the subject property and the general area. He stated that the applicant was seeking a zone map amendment from a Single Family Residential (R-1C) zone to a Townhouse Residential (R-1T) zone for 2.114 net (2.214 gross) acres for property located at 363 Pasadena Drive. Mr. Crum indicated that the applicant is seeking to construct an 11 unit townhome development within the Enhanced Neighborhood Place-Type and the Low Density Residential Development Type. Mr. Crum stated that Staff was in agreement with those selections.

Mr. Crum stated that there is currently one single family home on the property, and that the property is located at the end of a few stub streets including Eastway Drive, Hill N Dale Road, and Sun Seeker Court. Mr. Crum indicated that this neighborhood was developed in a piecemeal fashion at different times and those streets were meant to be connected at some point, as recommended by the Subdivision Regulations.

Mr. Crum showcased the development plan and stated that the proposed townhomes match the character of the low density development around them and noted that there would be no connection to Pasadena Drive due to safety concerns from a potential intersection there.

Mr. Crum mentioned the neighborhood meeting he attended the week previously and stated that most of concerns from the neighborhood stemmed from the connectivity and the stormwater retention.

Mr. Crum concluded stating that Staff was recommending approval of this application, and could answer any questions for the Planning Commission.

Commission Questions – Mr. Davis asked for clarification about the Sunseeker plat that Mr. Crum presented and asked if every owner had to agree to be amended today or when it was initially approved in 2004, and Mr. Crum indicated that it would be the owners today.

Mr. Michler asked what was the discussion about not connecting this property with Pasadena Drive and Mr. Crum indicated that since an increase in the number of units on the property is proposed and the way the site functions, there was no way to provide safe access spacing along Pasadena Drive. It is better to make this property connected internally to the neighborhood.

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Development Plan Presentation – Ms. Cheryl Gallt oriented the Planning Commission to the location and characteristics of the subject property. Ms. Gallt stated that there would be the typical sign-off conditions and that the applicant would need to fix a few driveways to achieve driveway pairing, and there would be discussion of what to do with the open space on the property at the time of the final development plan.

Ms. Gallt concluded stating that Staff was recommending approval of this application, and could answer any questions for the Planning Commission.

Applicant Presentation – Matt Carter, engineer for the applicant, gave a brief history of the area and noted that the applicant purchased the property in August of 2023. Mr. Carter stated that per KRS 100, the property must be in compliance with the Comprehensive Plan. He stated that the planned connections to the previously mentioned streets ensure that they are. Mr. Carter mentioned the neighborhood meeting and stated the biggest concern was not wanting the connectivity that the Comprehensive Plan recommended and the Land Subdivision Regulations required.

Mr. Carter concluded by stating that are in complete agreement with Staff's recommendations and could answer any questions for the Planning Commission.

Commission Questions – Mr. Michler asked if Mr. Carter could speak to the orientation of the townhomes and what their goal was. Mr. Carter stated that the orientation was influenced by the orientation of a very similar townhome property that was just next to the property.

Mr. Michler also stated that given that a waiver would be necessary to provide a private access easement, he would like to see that the applicant is doing as much as possible establish good visual and aesthetic connections down the public streets.

Mr. Pohl stated that he had worries about the side of a garage facing Pasadena Drive, which would not be the most friendly possible façade design. Mr. Pohl further stated that the applicant hoped he would listen to the neighbors and the Planning Commission on how to make the frontage more appealing. Mr. Carter showed Mr. Pohl how the ends of the unit would look to hopefully alleviate his concerns.

Public Comment – Gail Lightner, 279 Clearview Drive, stated she had concerns with the potential connections, stormwater run-off, as well as these townhomes becoming short term rentals.

Jeff Schwab, 2445 Eastway Drive, stated he had concerns about cut through traffic because of these new connections, and that a traffic light on Eastway within six months.

Carla Rodriguez, 2509 Sun Seeker Court, stated she did not want Hill N Dale Road to be connected, and read a letter from Ms. Jessica Winters, their attorney, about their opposition to the application.

Steve Justus, 2424 Eastway Drive, stated he was against the roadway connections, and stated that the developers never placed signs up to say that this was a possibility. Mr. Justus requested a postponement because the neighborhood feels like this is moving too quickly.

Terry Ackerman, 2409 Eastway Drive, stated she was against this because the first set of townhomes are not completed yet and they have no idea how that will affect the neighborhood.

Jennifer Bailey, 2489 Eastway Drive, stated that she had concerns about the potential flooding that could take place, as well as the potential problems with the sanitary sewers.

John Hayes, 2322 Southview Drive, stated that connecting the streets would lead to properties losing value, asked the applicant to come up with different solutions so that the streets would not be connected, and affirmed Ms. Bailey's point on the potential flooding problems.

** Mr. Zach Davis left the meeting.*

Eric Spangler, 2489 Eastway Drive, stated he had concerns with the infrastructure such as the sanitary sewer, and requested a postponement.

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John Straley, 258 Hill N Dale Road, is concerned about the safety of connecting these streets. He stated that people will use this as a shortcut and that this project would not improve the neighborhood.

Amy Clark, 428 Kastle Road, had concerns about the roadway connections and that the neighborhood would not have access to the closest collector street.

Applicant Rebuttal – Mr. Carter stated that he understood the neighbors' concerns but stated that the details they are discussing are better discussed at the time of a final development plan. Mr. Carter stated that when it comes to safety, connecting the stubbed roads is the best way to ensure the neighborhoods are safe and provide better response times for emergency situations.

Staff Rebuttal – Mr. Crum repeated Mr. Carter's assertion that the neighbors' concerns would be better suited for the final development plan discussion that will also take place in a public meeting. Additionally, Mr. Crum indicated it was important to look at the connectivity of how it will affect the neighborhood broadly and in the long term will lead to the dispersal of traffic. Mr. Crum also stated that just about every document when it comes to traffic management will tell you that increasing connectivity is generally considered a best practice.

Public Rebuttal – Amy Clark, 428 Kastle Road, stated that there was a large sinkhole on the site and asked for the Planning Commission to postpone the development plan so that these issues could be discussed further.

Staff Rebuttal – David Filiatreau, Traffic Engineering, stated that they encourage connectivity for the reasons provided previously and that most of the Hill N Dale Neighborhood already connects, so this is adding to that. Mr. Filiatreau stated that members of the neighborhood using neighborhood streets as cut through is a reasonable thing and he thought it was very unlikely that the end of Eastway would ever warrant a traffic signal.

Commission Comments and Questions – Mr. Michler asked Mr. Filiatreau what kind of tools the city has for traffic calming measures for new developments and Mr. Filiatreau stated that a study can be requested to see what potentially could be helpful. Additionally, Mr. Filiatreau stated that they are currently doing a Complete Street Revision and will be looking to incorporate more traffic calming elements in existing and future developments.

Ms. Worth asked what the typical time between a preliminary development plan and a final development plan. Ms. Wade stated that it depends, but generally between six months to two years. Ms. Worth told the crowd that none of this was in stone and they have plenty of time to help make sure the development works for everyone.

Mr. Wilson stated that he appreciated the crowd's patience, that the Planning Commission's job was to see if a zone change is appropriate using the Comprehensive Plan, and there will be plenty of time to shape the development plan in a way that works for the neighborhood.

Action – A motion was made by Mr. Wilson, seconded by Mr. Owens and carried 6-0 (Forester, Nicol, Johnathon, and Zack Davis absent) to approve PLN-MAR-24-00012: CLASSIC TRADITIONS, INC for reasons provided by Staff.

Action – A motion was made by Mr. Wilson, seconded by Ms. Barksdale and carried 6-0 (Forester, Nicol, Johnathon Davis, and Zack Davis absent) to approve PLN-MJDP-24-00045: VERNON & ROXIE HARRIS PROPERTY with the 11 conditions recommended by Staff.

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