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March 2, 2026

Mr. Zach Davis, Chairman
and Members of the Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, KY 40507

Re: Proposed zone change for 3433 Country Club Drive

Dear Chairman Davis and Members of the Planning Commission:

This letter is written on behalf of Anderson Andover Country Club LLC, which is filing a zone change application for the property at 3433 Country Club Drive. This lot consists of 0.368 net acre. There are currently no improvements on the property. We are requesting a zone change from the Townhouse Residential (R-1T) zone to the Neighborhood Business (B-1) zone so that we can construct additional parking for the neighborhood oriented businesses located on the adjoining property at 3450 Todds Road.

DESCRIPTION OF PROJECT

We are requesting this zone change in order to insure the continued vitality and success of the three establishments that have located in the old Andover Country Club building. Those businesses are Carson's Restaurant, The Hudson and Kynesis. The Hudson is an event space operated by Carson's, and Kynesis is a health club/fitness facility.

In 2019, we were granted a zone change to the B-1 zone for the old Andover Country Club building which was vacant and languishing. The applicant had engaged in lengthy discussions with the various Andover neighborhood associations, and an agreement was reached to sell the country club building to the applicant in order to attempt to put new uses in the space which would rejuvenate this neighborhood gathering space. That effort has been successful. The neighborhood social center has been restored. Carson's Restaurant and the affiliated event space, The Hudson, are now in the space once occupied by the country club. Kynesis, the athletic club/fitness facility, is located in the old pro shop in the lower level and has also been very successful.

The only glitch in the restoration of this property is that there is not enough parking space for the patrons. On weekends and even during weekdays, patrons park in drive aisles, on medians, and in other locations which could be safety hazards. It has caused disgruntlement among people coming to these businesses. This zone change is needed to maintain the success of this revitalized community center. It is important to note that even though many people drive to the facility, there are several other means of transport which patrons use to access the club. The former golf cart trails are used by area residents to walk and bike to the facility. Also, this may be one of the few restaurants in Lexington where patrons arrive in golf carts. There's even a tunnel under Todds Road which allows golfcarts to access the building. Thus, multi-modal transportation is already in use at this building. However, we still need additional parking.

The subject property at 3433 Country Club Drive adjoins the Carson's parcel which is located at 3450 Todds Road. The subject property is the planned location of one-story four-plex buildings to continue the similar development on Country Club Drive. We will utilize a small portion of this property to add twenty-six parking spaces. The four-plexes will be reconfigured so that we do not lose any residential units. There will be additional screening between the new parking area and the residential units. There will be no vehicular connection between the new parking lot and the residential units, so that visitors driving to Carson's will not drive through the residential area.

GOALS AND OBJECTIVES OF THE 2045 COMPREHENSIVE PLAN

This proposal agrees with the Goals and Objectives of the 2045 Comprehensive Plan. The goal of this application is so that the local, community-based businesses in the old Andover Country Club building do not suffer because of lack of parking. Our objective is to maintain the viability of the community center.

Our proposal is in agreement with Theme A, Growing and Sustaining Successful Neighborhoods. The old Andover Country Club failed. We need a modest increase in parking to sustain the success of the new businesses in the building.

When the applicant purchased the old country club building, most of the remainder of the golf course was retained by the neighborhood associations to be used as greenspace and open space. That open space connects to the neighborhood center as called for in Objective A.2.c. Goal 3 calls for providing well-designed neighborhoods and communities. Objective A.3.b. is a good summary of this request: "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." As mentioned above, the reopening of the building to Carson's, The Hudson and Kynesis has provided a space for safe social interaction open to everyone in a location which is connected not only by vehicular transportation but by pedestrian, bicycle and golf cart. Little additional grading will be required, minimizing disruption of natural features as called for in Objective A.3.c. Objective A.3.d. calls for encouragement of the use of neighborhood-enhancing elements, such as neighborhood-serving businesses, gathering spaces and other types of community focal points. As mentioned above, that is the precise reason for our requesting this zone, to support the new neighborhood service businesses and gathering spaces which have been created in this building.

The new jobs that have been created on the property support Theme C and Objective C.1.a. The uses in the building also attract tourists, as called for in Objective C.1.d.

The restaurant, event space and fitness facility also provide entertainment and other quality of life opportunities that attract and retain young and culturally diverse professionals, and a workforce of all ages and talents to Lexington, as called for in Goal 2 and Objective C.2.d. By supporting successful businesses inside the Urban Service Area Boundary, this proposal is in agreement with Theme A, Maintaining the Balance between Urban and Rural Uses. Objective E.1.a.

THEMES AND POLICIES

This proposal is also in agreement with the Themes and Policies of the 2045 Comprehensive Plan. Design Policy 12 calls for supporting neighborhood-level commercial areas, which is the overriding goal of this zone change request. The additional parking area will be adjacent to the existing parking area and will be screened from, and have no vehicular access to the one-story townhome units which have not yet been constructed. Our proposal will maintain the existing walkability, bikability and golf cart ability for residents to access the community focal point. (Design Policies 4, 5 and 7). As called for in Design Policy 10, this proposal is a reinvestment in this neighborhood to positively impact Lexington's community anchors. This is an opportunity to retrofit incomplete suburban developments with services and amenities to improve the quality of life as called for in Density Policy 3. The proposal will assist in integrating this community facility into its neighborhood while providing safe parking areas, as called for in Equity Policy 9. As mentioned above, it is in direct agreement with Livability Policy 6, which is to attract and retain a vibrant workforce by improving affordable housing opportunities, amenities and entertainment options. Low impact landscaping and native plants will be used, Sustainability Policy 11. As mentioned above, this proposal will comply with Stewardship Policy 1, upholding the Urban Service Area concept.

ENGAGEMENT

The applicant has met with business owners who have adamantly pushed for enhanced parking for their uses in the community center. The applicant will continue to reach out to neighborhood residents.

PLACE-TYPE, DEVELOPMENT-TYPE AND REQUESTED ZONE

This proposal fits within the Enhanced Neighborhood place-type and within the Low Density Non-Residential/Mixed-Use development-type. The B-1 zone is a recommended zone in this development-type. It is important to note that the existing R-1T zone is **not** a recommended zone in this category.

DEVELOPMENT CRITERIA

Here is a discussion of the criteria that were not specifically addressed on the development, or which need further discussion:

- **A-DS12-1.** The subject property will be adjacent to the neighborhood-serving commercial areas.
- **A-DN2-1.** The proposed additional parking for the commercial area will **not** result in the reduction of housing units on the adjacent R-1T property.
- **B-SU3-1.** This proposal will assist in maintaining the commercial area as a viable portion of the existing mixed-use development.
- **C-LI7-1.** Granting this zone change will increase the safety of this mixed-use neighborhood by providing adequate, safe parking which will alleviate problems with parking in medians and drive aisles.
- **D-PL7-1.** The applicant has met with business owners who have adamantly pushed for enhanced parking for their uses in the community center. The applicant will continue to reach out to neighborhood residents.
- **E-GR9-2.** This proposal will provide adequate parking for the business uses in the community center which provide neighborhood amenities.
- **C-PS10-1.** The parking area is located close to proposed R-1T development. However, there is no vehicular connection between the two areas in order to prevent the business traffic from traversing through narrow neighborhood streets and alleys.
- **D-CO2-2, D-CO4-1, D-CO4-2, and D-CO4-3.** No new streets are proposed.
- **B-PR7-1.** There are no existing trees on the site, except for some which were recently planted.
- **B-PR9-1.** Additional grading and topsoil disturbance will be minimized as the initial grading has been completed.
- **B-PR10-1.** Over lighting and upward lighting will be avoided. The development will comply with lighting requirements.
- **B-SU4-1.** This development will add a minimum amount of impervious surfaces. Drainage and landscape buffers will be provided.
- **B-SU9-1.** Stormwater infrastructure will be provided consistent with plans to be approved by the Division of Engineering.
- **B-SU11-1.** Low impact landscaping and native and/or sustainable plant species will be utilized.

- **A-DS7-1.** The Andover Country Club building was constructed in 1980, at a time when parking in the front was allowed and was customary. The building has parking behind it, generally utilized by employees and service vehicles. The proposed additional parking is adjacent to the existing parking area to make it visible and convenient to patrons.
- **A-DS9-1, C-LI8-1 AND C-PS10-2.** The purpose of the zone change is to support the active and engaging amenities within this neighborhood focal point. This proposal does not constitute over-parking because of the demonstrated need for parking for the patrons of the community center.
- **E-GR4-1.** This proposal will assist in maintaining the viability of the re-use of the old Andover Country Club building.

CONCLUSION

The existing businesses in the old Andover Country Club building made it clear that this additional parking is necessary to ensure the continued vitality of those businesses and to supply safe parking to their patrons. This is a community center which had failed and has been brought back stronger by the actions of this applicant. This zone change will ensure the continued vitality of this community center.

Thank you for your consideration of this zone change request.

Sincerely,



Richard V. Murphy
Attorney for applicant

RVM/prb

On Plan

written

Not Applicable

ENHANCED NEIGHBORHOOD

ENHANCED NEIGHBORHOOD - LOW DENSITY NON-RESIDENTIAL/MIXED USE

LAND USE

- A-DS12-1** Development should be located nearest to neighborhood serving commercial areas.
- A-DN2-1** Infill residential should aim to increase density.
- A-DN3-1** Pedestrian-oriented commercial opportunities and other services should be incorporated within residential neighborhoods.
- B-5U3-1** Development should provide compact and/or mixed use development.
- C-E17-1** Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment.
- C-PS9-1** Where possible, developments should modify current office space to include complementary uses, with a specific focus on the inclusion of residential.
- C-PS15-2** Improve options for affordable and nutritious food where not currently available.
- D-PL1-1** Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
- D-PL15-1** Drive through facilities and gas stations should not be within neighborhoods or the urban core.
- D-SP1-1** Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets.
- E-ST8-2** Development should provide community oriented places and services.
- E-GR3-1** Development should meet recreational needs by following the recommendations of the Parks Master Plan.
- E-GR9-2** Low-intensity business uses that will provide neighborhood amenities should be incorporated into existing neighborhoods.
- E-GR9-3** Less intense multi-family residence types should be incorporated into primarily single-family detached areas.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1** Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes.
- A-DSL-2** Accessible pedestrian linkages to transit should be provided.
- A-DS4-1** A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.

ENHANCED NEIGHBORHOOD - LOW DENSITY NON-RESIDENTIAL/MIXED USE

- A-DS4-1** A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.
- A-DS5-2** Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape.
- A-DS5-1** Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport.
- A-DS5-2** Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape.
- A-DS10-1** New developments should incorporate clear and dedicated connections to nearby community anchors.
- A-DS11-1** Street layouts should provide clear, visible access to neighborhood-focused open space and greenspaces
- A-DS13-1** Stub streets should be connected.
- C-PS10-1** Flexible parking and shared parking arrangements should be utilized.
- D-C02-1** Development should create and/or expand a connected multimodal transportation network that satisfies all users' needs.
- D-C02-2** Development should comply with Lexington's Complete Streets Policy.
- D-C04-1** Dead-end streets and cul-de-sacs should be discouraged.
- D-C04-2** Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways.
- D-C04-3** Street pattern and design should consider site topography and minimize grading where possible.
- D-C05-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- D-SP6-1** Social services and community facilities should be accessible via mass transit, bicycle and pedestrian transportation modes.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- E-PR2-1** Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.
- B-PR2-Z** Development should include regularly spaced access with an adequate width to the greenway network and conservation areas.
- B-PR3-1** Minimize impact of development adjacent to land conservation properties through buffering.
- B-PR7-1** Developments should be designed to minimize tree removal and to protect and preserve existing significant trees.

ENHANCED NEIGHBORHOOD - LOW DENSITY NON-RESIDENTIAL/MIXED USE

- B-PR9-1** Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features.
- B-PR10-1** Development should avoid overlighting and upward directed lighting.
- B-SU4-1** Development should minimize and/or mitigate impervious surfaces.
- B-SU5-1** Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.).
- B-SU9-1** Green Stormwater Infrastructure (GSI) should be implemented in new development.
- B-SU11-1** Development should incorporate low impact landscaping and native plant species.
- B-RE1-1** Developments should improve the tree canopy.
- B-RE2-1** Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.
- B-RE5-1** Dividing floodplains into privately owned parcels with flood insurance should be avoided.
- B-RE5-2** Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them.
- B-RE5-3** Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee.
- D-SP10-1** Prioritize street trees in the planting strip.

SITE DESIGN

- A-DS5-4** Development should provide a pedestrian-oriented and activated streetscapes.
- A-DS7-1** Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments.
- A-DS9-1** Development should provide active and engaging amenities within neighborhood focused open spaces.
- A-DS9-2** Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities.
- A-EQ9-1** School sites should be appropriately sized.
- A-EQ9-2** Shared open spaces should be easily accessible and clearly delineated from private open spaces.
- C-LI18-1** Development should enhance a well-connected and activated public realm.

ENHANCED NEIGHBORHOOD - LOW DENSITY NON-RESIDENTIAL/MIXED USE

- C-PS10-2** Over-parking of new developments should be avoided.
- D-PL4-1** Enhance open space through the provision of programmatic elements and amenities
- D-PL10-1** Activate the streetscape or publicly visible areas by designating public art easements in prominent locations.
- D-SP1-4** School design should prioritize a high percentage of open and accessible street frontage.
- D-SP2-1** Visible, usable greenspace and other natural components should be incorporated into school sites.
- 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.

BUILDING FORM

- A-DS3-1** Multi-family residential developments should comply with the Multi-family Design Standards in Appendix A.
- A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; however, along major corridors, it should set the future context.
- A-DS5-3** Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere.
- 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-DN2-2** Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods.
- D-PL2-1** Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space.
- E-GR4-1** Developments should incorporate reuse of viable existing structures.
- E-GR5-1** Structures with demonstrated historic significance should be preserved or adapted.