



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 thought 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 a 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 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