

ORDINANCE NO. 001 - 2026

AN ORDINANCE CHANGING THE ZONE FROM AN AGRICULTURAL-RURAL (A-R) ZONE TO A MEDIUM DENSITY RESIDENTIAL (R-4) ZONE AND A LIGHT INDUSTRIAL (I-1) ZONE, FOR 65.69 NET (73.72 GROSS) ACRES FOR PROPERTIES LOCATED AT 200, 201, 250, 251 AND 301 CANEBRAKE DRIVE. (SCOTTY BAESLER; COUNCIL DISTRICT 12).

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WHEREAS, at a Public Hearing held on November 20, 2025, a petition for a zoning ordinance map amendment for property located at 200, 201, 250, 251 and 301 Canebrake Drive, from an Agricultural-Rural (A-R) zone to a Medium Density Residential (R-4) zone and a Light Industrial (I-1) zone, for 65.69 net (73.72 gross) acres, was presented to the Urban County Planning Commission; said Commission recommending approval of the zone change by a vote of 8-0; 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 200, 201, 250, 251 and 301 Canebrake Drive, from an Agricultural-Rural (A-R) zone to a Medium Density Residential (R-4) zone and a Light Industrial (I-1) zone, for 65.69 net (73.72 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: January 22, 2026

  
\_\_\_\_\_  
MAYOR

ATTEST:

  
\_\_\_\_\_  
CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: January 30, 2026-1t

0016-26:TWJ:4904-2602-0486, v. 1

Rec'd by \_\_\_\_\_

Date: \_\_\_\_\_

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

**IN RE:** **PLN-MAR-25-00013: SCOTTY BAESLER** – a petition for a zone map amendment from Agricultural- Rural (A-R) zone to a Medium Density Residential (R-4) zone and a Light Industrial (I-1) for 65.69 net (73.72 gross) acres for properties located at 200, 201, 250, 251, & 301 Canebrake Drive. (Council District 12)

Having considered the above matter on **November 20, 2025**, at a Public Hearing, and having voted **8-0** 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 Medium Density Residential (R-4) zone and Light Industrial (I-1) zone are in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
  - a. The request will help meet an increase in the demand for housing by increasing the number of units and providing a variety of housing types (Theme A, Goal #1.a, #1.b and #1.d).
  - b. The request would create opportunity for business and job growth (Theme C, Goal #2.a).
  - c. The request would improve Lexington's transportation network by providing for pedestrian, bicycle and vehicular improvements that comply with Complete Streets and UGMP standards (Theme A, Goal #3.d; Theme D, Goal #1.a, #1.b, and #1.d).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
  - a. The request provides a variety of housing types (Design Policy #8).
  - b. By mapping the previously unmapped area, the applicant has taken significant measures to provide adequate spacing from environmentally sensitive areas (Protection Policy #2).
  - c. The proposal provides infrastructure for a variety of transportation modes (Design Policy #1, #5 and #6).
3. The proposal is in compliance with the Urban Growth Master Plan, an adopted element of the 2045 Comprehensive Plan, for the following reasons:
  - a. The request is in agreement with the Land Use element of the plan, which calls for Industrial and Medium-Density Residential Development within this area.
  - b. The request provides 100-foot buffer to properties outside of the Urban Services Area (Regulating Plan Section 1.d).
  - c. The request provides rear access to single-family and duplex residential structures limiting curb-cuts (Regulating Plan Section 3.a.4).
  - d. The proposed layout incorporates the Boulevard style roadway improvements to Canebrake Drive (Regulating Plan Section 3.a.1).
4. The justification statement and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan for the following reasons:
  - a. The proposed development meets the criteria for Land Use is located in an area with convenient access to a significant freight network (C-LI9-1) and increases opportunities for industry and special trade employment (C-PS8-1).

- b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability, as the request provides connected streets and alleyways for pedestrians, cyclists and motorists (A-DS4-1) and creates a walkable streetscape (A-DS5-2).
  - c. The request meets the criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR-2-1) and increases tree canopy (B-RE1-1).
  - d. The proposal meets the criteria for Site Design, as the development orients parking areas to the rear for non-residential and multi-family uses (A-DS7-1) which reduces the number of vehicle/pedestrian conflict points and helps to promote pedestrian-oriented, activated streetscapes (A-DS5-4).
  - e. The plan meets the criteria for Building Form, as the request orients the buildings to maximize connections to the street (A-DS5-3) and is scaled appropriately for the area (A-DS4-2).
5. This recommendation is made subject to approval and certification of **PLN-MJDP-25-00050: CANEBRAKE SUBDIVISION UNIT 1 (BAESLER 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 5<sup>th</sup> day of January, 2026.

  
 Secretary, Jim Duncan

**ZACH DAVIS**  
 CHAIR

KRS 100.211(7) requires that the Council take action on this request by February 18, 2026.

**Note:** The corollary development plan, **PLN-MJDP-25-00050: CANEBRAKE SUBDIVISION UNIT 1 (BAESLER PROPERTY)** was approved by the Planning Commission on November 20, 2025 and certified on December 4, 2025.

At the Public Hearing before the Urban County Planning Commission, this petitioner was represented by **Nick Nickolson, for the applicant.**

**OBJECTORS**

- None

**OBJECTIONS**

- None

**VOTES WERE AS FOLLOWS:**

AYES: (8) Barksdale, J. Davis, Z. Davis, Forester, Michler, Owens, Penn, and Wilson

NAYS: (0)

ABSENT: (3) M. Davis, Nicol and Worth

ABSTAINED: (0)

DISQUALIFIED: (0)

Motion for **APPROVAL** of **PLN-MAR-25-00013** carried.

Enclosures: Application  
Justification  
Supplemental Justification  
Legal Description  
Property Map  
Development Snapshot  
Staff Report  
Supplemental Staff Report  
Applicable excerpts of minutes of above meeting

## MAP AMENDMENT REQUEST (MAR) APPLICATION

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

<b>Applicant:</b> SCOTTY BAESLER, 450 CANEBRAKE COURT, LEXINGTON, KY 40509
<b>Owner(s):</b> SAME AS ABOVE
<b>Attorney:</b> Nick Nicholson, 300 W VINE STREET #2100, LEXINGTON, KY 40507 PH: 859-231-3000

**2. ADDRESS OF APPLICANT'S PROPERTY**

200, 201, 250 AND 301 CANEBRAKE DR, LEXINGTON, KY 40509
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**3. ZONING, USE & ACREAGE OF APPLICANT'S PROPERTY**

Zoning	Existing Use		Requested Use		Acreage	
			Zoning	Use	Net	Gross
A-R	Agricultural		R-4 I-1	Residential Flex Space	33.45 32.24	39.26 34.46

**4. EXISTING CONDITIONS**

a. Are there any existing dwelling units on this property that will be removed if this application is approved?	<input 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 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 type="checkbox"/> NO

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

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





**NICK NICHOLSON**  
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August 4, 2025

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

**Zone Change Request for the Properties Located at 200, 201, 250, 251, and 301 Canebrake Drive**

Dear Members of the Planning Commission:

We represent the Baesler Family (“Baesler” or “Applicant”) and on his behalf have filed a zone change request the properties located at 200, 201, 250, 251, and 301 Canebrake Drive (the “Properties”). The Properties subject to this zone change request consists of 65.69 net (73.72 gross) acres currently zoned Agricultural-Rural (A-R) zone. The Applicant’s request is to rezone the Properties with a mix of proposed zones consisting of: 32.24 acres of the Property to Light Industrial (I-1) zone to allow for industrial flex-space consisting of 25 industrial buildings and 33.45 acres of the Property to Medium Density Residential (R-4) zone to allow for a variety of duplexes, quad-style units, and a multi-family development consisting of 7 apartment buildings 8 quad-plex units, and 46 duplexes (the “Development”).

The surrounding area is made up of complementary industrial, commercial, single-family residential uses, and the Sayre Athletic Complex. The Development is consistent with UGM Regulating Plan’s recommended uses within the Flex Space category which calls for “retail, restaurant, office, entertainment, industry, or recreation, with secondary residential uses.” It is also laid out in a manner to respect the surrounding uses with the proposed industrial areas directly adjacent to Blue Sky Industrial Park and other commercial users stepping down to the proposed residential directly adjacent to existing residential. This allows for the Development to come online with a proper transition of zoning to ensure that no existing neighbors are adversely impacted with a new type of use.

This request is in agreement with the Comprehensive Plan for the multitude of reasons outlined below. Primarily, the proposed zone changes offer a chance to develop existing vacant land inside the Urban Service Area for uses that focuses on small businesses and job creation along a major corridor with a complementary residential component in a manner that ensures the Development will assimilate into the surrounding area. This is an ideal property for the proposed flex space as the use is in great demand in our market and mirrors the recommendation of the UGM for these Properties. Further, by introducing additional residential uses in the area, the request offers a chance to implement one of the overarching themes of the Comprehensive Plan: to increase density along Lexington’s corridors. As noted in the Comprehensive Plan: “Studies such as Imagine Nicholasville Road and Imagine New Circle Road have concluded that increasing

the intensity of land use along these corridors, particularly for residential purposes, is necessary to accommodate population growth through more efficient land utilization.” The development will not put undue strain on the surrounding infrastructure as it implements the recommendation of the UGM that entailed a detailed study of required infrastructure to implement the recommended uses. We are not proposing to alter the existing access points on Athens-Boonesboro or change any of the existing landscape buffering that protects the Property’s neighbors. This project upholds the Urban Service Area preservation strategy, is appropriate use of vacant acreage in an area that already has demonstrated the ability to host the very types of uses requested, and offers additional land that truly generates jobs for our community as encouraged by our Comprehensive Plan.

This project aligns with the aspects of a desirable community and the place making concepts the Comprehensive Plan stresses such as openness, social offerings, and aesthetics with its open space areas, connections, and enhancement of the multi-modal facilities. The proposed development plan follows many of the specific recommendations of the Comprehensive Plan in its discussion on how to grow successful neighborhoods while protecting the environment as we are increasing density without directly impacting any of the existing single-family infrastructure adjacent to the Property; supporting density throughout the urban service area; increasing the residential units on a major corridor; and, providing a well-designed project that furthers the commitment to safe and positive social interactions for our residents and employees alike.

The Applicant is quite confident in calling this a well-designed project as it furthers many of the design and density policies laid out in the Comprehensive Plan. **By providing a people-first/pedestrian friendly design that will improve the area’s safety and connectivity and creating inviting streetscapes.** (Design Policy #1, #5, and #6). The Development is still early in the design phase, but will comply with the Multi-Family Design Standards upon submittal of the final development plan. (Design Policy #3). As the Comprehensive Plan stresses the need to increase density and intensity on our corridors, the Development is achieving this while still being sensitive to the surrounding context. (Design Policy #4; Density Policy #1 and #2). With the proposed improvements to Canebrake Drive, the proposed development plan is ensuring this section of Area 4 will be able to enhance the safety of the Canebrake residents. (Design Policy #7). The area surrounding the Property only contains single-family residences, this proposal will bring multi-family units into the immediate area to help diversify the housing stock. (Design Policy #8). The development is proposing new open space areas within close walking distance of the residents and employees of the Development. (Design Policy #9 and #12).

In summary, this well-designed project upholds the Urban Service Area preservation strategy, is appropriate development of a vacant acreage on a major corridor, provides an in-demand jobs creating use and additional housing units, encourages community interaction through pedestrian connectivity and useable open space, encourages a more comprehensive transportation system for future development, all while respecting its neighbors and protecting the environment with landscaping buffers and greenspace. As such, it is quite clear that the proposed zone change is in compliance with the 2045 Comprehensive Plan. As outlined above, the proposed project meets the following Goals and Objectives of the Comprehensive Plan:

**THEME A: GROWING & 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.
- d. Create and implement housing incentives that strengthen the opportunities for higher-density and housing affordability.

**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. Encourage the use of neighborhood-enhancing elements, such as green infrastructure, street trees, neighborhood-serving businesses, gathering spaces and other types of community focal points.
- d. Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.
- e. Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.

**THEME C: CREATING JOBS & PROSPERITY.**

**GOAL 1: SUPPORT AND SHOWCASE LOCAL ASSETS TO FURTHER THE CREATION OF A VARIETY OF JOBS.**

**OBJECTIVES:**

- a. Strengthen efforts to develop a variety of job opportunities that support a living wage and lead to prosperity for all.

**GOAL 2: ATTRACT A WIDE ARRAY OF EMPLOYMENT OPPORTUNITIES THAT ENCOURAGE AN ENTREPRENEURIAL SPIRIT, AND**

**ENHANCE OUR ABILITY TO RECRUIT AND RETAIN A  
TALENTED, CREATIVE WORKFORCE BY ESTABLISHING  
OPPORTUNITIES THAT EMBRACE DIVERSITY, EQUITY, AND  
INCLUSION IN OUR COMMUNITY.**

**OBJECTIVES:**

- a. Prioritize the success and growth of strategically-targeted employment sectors (healthcare, education, high-tech, advanced manufacturing, agribusiness, agritourism, and the like), and enable infill and redevelopment that creates jobs where people live.
- f. Encourage land development that attracts, expands, and retains jobs in employment sectors that provide upward mobility and prosperity for all and prioritizes identifying land opportunities for job creation and housing needs.

**THEME D: IMPROVING A DESIRABLE COMMUNITY.**

**GOAL 1: WORK TO ACHIEVE AN EFFECTIVE, EQUITABLE, AND  
COMPREHENSIVE TRANSPORTATION SYSTEM.**

**OBJECTIVES:**

- a. Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles.
- b. Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, 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.
- d. Monitor and evaluate newly passed parking regulations to ensure they are achieving more walkable, people-first development, and lowering development costs.

**THEME E: MAINTAINING A BALANCE BETWEEN PLANNING FOR URBAN  
USES AND SAFEGUARDING RURAL LAND.**

**GOAL 1: UPHOLD THE URBAN SERVICE AREA CONCEPT.**

**OBJECTIVES:**

- 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.

### **Placebuilder**

The Properties is located on a major corridor is adjacent to the existing Canebrake single-family neighborhood and the Blue Sky Industrial Park. Based on the location and type of development for the Properties, the Applicant proposes different Place Types for the different requested zones: 1) Industrial & Production Center with a Development Type of Industrial and Production Non-Residential and 2) New Complete Neighborhood with a Development Type of Medium Density Residential. The proposed zones are all suggested zoning categories for the different Place Types and nature zones for the project proposed within Area 4 that is flanked by industrial, commercial, and residential uses.

Also submitted with the Zone Map Amendment Request is the color-coded reflection of how the proposed project addresses the design criteria for the selected Development Types. Items highlighted in green are represented graphically on the submitted preliminary development plan; items in yellow are addressed in this letter, and items highlighted in orange are not applicable to this proposal.

### **Standards That Are Applicable to Our Proposal**

#### **Industrial & Production**

##### LAND USE

- C-LI9-1 Development should be strategically located along freight networks and/or adjacent to established industrial.
- C-PS8-1 Opportunities for industry and special trade employment should be increased.
- D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.

##### 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. We are appropriately connecting with our neighboring developments.
- A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape. This is being done where feasible.
- D-CO1-1 Rights-of-way and multi-modal facilities should be designed to reflect and promote the desired place-type. This is being done where feasible as the Properties are limited based on their size and connecting to the existing roadway system.
- D-CO2-2 Development should comply with Lexington's Complete Streets Policy. Lexington does not have a Complete Streets Policy, but we submit that the Development complies with general concepts of complete streets.
- D-CO4-1 Dead-end streets and cul-de-sacs should be discouraged. This is being done.
- D-CO4-3 Street pattern and design should consider site topography and minimize grading where possible. This is being done where feasible.
- D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic

calming features. This is being done with short lengths and the proposed traffic circle.

#### ENVIRONMENT

- B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. This is being done where feasible.
- B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features. This is being done where feasible.
- B-PR10-1 Development should avoid overlighting and upward directed lighting. This project complies with new lighting provisions in the Zoning Ordinance
- B-SU4-1 Development should minimize and/or mitigate impervious surfaces. This is being done where feasible.
- B-SU11-1 Development should incorporate low impact landscaping and native plant species. This is being done where feasible.
- B-RE1-1 Developments should improve the tree canopy. This development will meet all requirements for tree canopy for new development. There are several sections of fence row trees and brush that are in poor condition not suitable for retention.
- B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be avoided. This is not being proposed with the Development.
- B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. This is being done where feasible.
- BD-SP10-1 Prioritize street trees in the planting strip. This is being done where feasible as shown on the development plan.

#### SITE DESIGN

- C-LI8-1 Development should enhance a well-connected and activated public realm. This is being done where feasible with the existing connection to Canebroke and stubbing into the Sayre Athletic Complex property.
- C-PS10-2 Over-parking of new developments should be avoided. The Development is appropriately parked.
- 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. v
- E-ST5-1 Increased intensity in the Rural Activity Centers should not negatively impact surrounding rural areas. The Development helps to increase industrial uses in and around Blue Sky RAC while also providing much needed housing to support the active RAC.

### **New Complete Neighborhood**

#### LAND USE

- A-DN2-1 Infill residential should aim to increase density. The proposed Development will increase density in comparison to the existing single-family residential uses.

- B-SU3-1 Development should provide compact and/or mixed use development. The Development is proposing a mix of uses with compact residential areas.
- C-LI7-1 Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment. The Development is proposing industrial flex space with compact residential areas featuring safe connections to proposed open space.
- D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application. While there was not a neighborhood meeting, Mayor Baesler has been in close communication with the surrounding neighbors throughout the Urban Growth process and the formulation of the proposed development plan.
- E-ST8-2 Development should provide community oriented places and services. The Development features open and visible open space areas.

#### 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. The Development features open and visible open space areas with any required multi-modal infrastructure.
- A-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport. This is being done.
- A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape. This is being done, especially in the residential areas.
- A-DS11-1 Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces. The Development features open and visible open space areas with any required multi-modal infrastructure.
- D-CO1-1 Rights-of-way and multi-modal facilities should be designed to reflect and promote the desired place-type. The Development features open and visible open space areas with any required multi-modal infrastructure throughout the residential areas.
- D-CO2-1 Development should create and/or expand a connected multi-modal transportation network that satisfies all users' needs. The Development features open and visible open space areas with any required multi-modal infrastructure.
- D-CO2-2 Development should comply with Lexington's Complete Streets Policy. Lexington does not have a Complete Streets Policy, but we submit that the Development complies with general concepts of complete streets.
- D-CO4-1 Dead-end streets and cul-de-sacs should be discouraged. This is being done.
- D-CO4-3 Street pattern and design should consider site topography and minimize grading where possible. This is being done where feasible.
- D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features. This is being done with shorter block lengths and the proposed traffic circle.

#### ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

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

- B-PR2-2 Development should include regularly spaced access with an adequate width to the greenway network and conservation areas. The Development features open and visible open space areas with any required multi-modal infrastructure.
- B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. This is being done where feasible.
- B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features. This is being done where feasible.
- B-PR10-1 Development should avoid overlighting and upward directed lighting. The lighting study details the Development's compliance with all application regulations.
- B-SU4-1 Development should minimize and/or mitigate impervious surfaces. This is being done where feasible.
- B-SU11-1 Development should incorporate low impact landscaping and native plant species. This is being done.
- B-RE1-1 Developments should improve the tree canopy. This development will meet all requirements for tree canopy for new development. There are several sections of fence row trees and brush that are in poor condition not suitable for retention.
- B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. While the Properties do not contact any public parks or trails, the Development features open and visible open space areas.
- B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be avoided. This is not being proposed with the Development.
- B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. The Development features open space areas connected to the adjacent floodplain.
- D-SP10-1 Prioritize street trees in the planting strip. This is being done where feasible as shown on the development plan.

#### SITE DESIGN

- A-DS5-4 Development should provide a pedestrian-oriented and activated streetscapes. This is being done where feasible as shown on the development plan.
- A-DS7-1 Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments. This is being done as shown on the development plan.
- A-DS9-2 Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities. The Development features open and visible open space areas within walking distance.
- A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces. This is being done where feasible.
- C-LI8-1 Development should enhance a well-connected and activated public realm. The Development proposes to enhance the infrastructure on the Properties to improve Canebrake Drive.

- C-PS10-2 Over-parking of new developments should be avoided. The Development is appropriately parked.
- 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. The Development proposed adequate right-of-way for the required infrastructure.

#### BUILDING FORM

- A-DS3-1 Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A. The Development is still early in the design phase but will comply with the Multi-Family Design Standards upon submittal of the final development plan.
- 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. This development is of an appropriate scale to help transition between the employment area and the existing single-family areas.
- A-DS5-3 Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere. This is being done where feasible.
- A-DN2-2 Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods. This development is of an appropriate scale to help transition between the employment area and the existing single-family areas.

### **Standards Not Applicable**

#### **Industrial & Production**

##### LAND USE

- C-PS3-1 Development potential in the Rural Activity Centers should be maximized. The Properties are not in Blue Sky, but we submit we are maximizing the development area in an appropriate manner.
- E-ST8-2 Development should provide community oriented places and services. While the Development is not providing community oriented places or services, this Development contains public facing open space and much needed jobs land for our community.
- E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan. The Properties are not part of the Parks Master Plan.

##### TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. The Properties are not along an existing transit route.
- A-DS1-2 Accessible pedestrian linkages to transit should be provided. The Properties are not along an existing transit route.
- A-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport.

- A-DS13-1 Stub streets should be connected. There are not any stub streets, but we are proposing one as called for in the UGM.
- C-PS10-1 Flexible parking and shared parking arrangements should be utilized. There is not a need for shared parking arrangements, as the site is appropriately parked.
- D-CO2-1 Development should create and/or expand a connected multi-modal transportation network that satisfies all users' needs. The Development is limited based on the existing Canebrake Drive, but we are proposing any and all required multi-modal infrastructure to meet our residents and employees' needs.
- D-CO4-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways. The Properties are not large enough to provide for a true grid pattern, but our proposed road system achieves this concept.

#### ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR2-1 Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site. There is not an environmentally sensitive area on the Properties.
- B-PR2-2 Development should include regularly spaced access with an adequate width to the greenway network and conservation areas. The Development is not adjacent to a greenway network or conservation area, but it does connect with proposed open space and floodplain area.
- B-PR3-1 Minimize impact of development adjacent to land conservation properties through buffering. The Development is not adjacent to land conservation properties.
- B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.). The Development is still in the early planning phase, the Applicant does not know enough about the proposed users to commit to renewable resources being utilized at the site.
- B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development. The Development is still in the early planning phase, the Applicant does not know enough about the infrastructure systems to commit to specific Green Stormwater Infrastructure at this time.
- B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. The Development is not adjacent to a greenway network or conservation area, but it does connect with proposed open space and floodplain area.
- B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. The Properties are not within the Royal Springs area.

#### SITE DESIGN

- A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces. There is only one type of open space as shown on the development plan.
- C-LI2-1 The design should not obstruct the view of the gateway features of the three existing gateways mapped in the Rural Land Management Plan (RLMP). The Development is not a featured gateway.

- C-LI2-2 Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered. The Development is not a featured gateway.
- C-LI2-3 Design should create a positive gateway character at existing and proposed gateways as identified in the Rural Land Management Plan. The Development is not a featured gateway.
- C-LI2-4 Setbacks, signage, and screening should complement the iconic Bluegrass landscape along Historic Turnpikes, Scenic Byways, Turnpikes, and other scenic roads listed in the RLMP.
- D-PL4-1 Enhance open space through the provision of programmatic elements and amenities. The Development is still in the early planning phase, the Applicant does not know enough about the end design to specify what types of uses or amenities will occur in the proposed open space.
- D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations. There is not a public art easement contemplated within the Development.
- 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. There is not a cell tower proposed.

#### BUILDING FORM

- E-GR4-1 Developments should incorporate reuse of viable existing structures. There are no structures on the Properties viable to be reused.
- E-GR5-1 Structures with demonstrated historic significance should be preserved or adapted. There are no historic structures on the Properties.

#### **New Complete Neighborhood**

##### LAND USE

- A-DS12-1 Development should be located nearest to neighborhood serving commercial areas.
- C-PS15-2 Improve options for affordable and nutritious food where not currently available.
- D-SP1-1 Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets.
- 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.
- E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan. The Properties are not part of the Parks Master Plan.

##### TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. The Properties are not along an existing transit route.
- A-DS1-2 Accessible pedestrian linkages to transit should be provided. The Properties are not along an existing transit route.

- A-DS10-1 New developments should incorporate clear and dedicated connections to nearby community anchors. There is not an adjacent community anchor, but the Properties are well connected to the surrounding uses and within the Development.
- A-DS13-1 Stub streets should be connected. There are not any stub streets, but we are proposing one as called for in the UGM.
- C-PS10-1 Flexible parking and shared parking arrangements should be utilized. There is not a need for shared parking arrangements, as the site is appropriately parked.
- D-CO4-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways. The Properties are not large enough to provide for a true grid pattern, but our proposed road system achieves this concept.

#### ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR3-1 Minimize impact of development adjacent to land conservation properties through buffering. The Development is not adjacent to land conservation properties.
- B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.). The Development is still in the early planning phase, the Applicant does not know enough about the proposed users to commit to renewable resources being utilized at the site.
- B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development. The Development is still in the early planning phase, the Applicant does not know enough about the infrastructure systems to commit to specific Green Stormwater Infrastructure at this time.
- B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. The Properties are not within the Royal Springs area.

#### SITE DESIGN

- 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. There is not a cell tower proposed.
- A-DS9-1 Development should provide active and engaging amenities within neighborhood focused open spaces. The Development is still in the early planning phase, the Applicant does not know enough about the end design to specify what types of uses or amenities will occur in the proposed open space.
- A-EQ9-1 School sites should be appropriately sized. This is not a school site.
- D-PL4-1 Enhance open space through the provision of programmatic elements and amenities. The Development is still in the early planning phase, the Applicant does not know enough about the end design to specify what types of uses or amenities will occur in the proposed open space.
- D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations. There is not a public art easement contemplated within the Development.
- D-SP1-2 School design should prioritize a high percentage of open and accessible street frontage. This is not a school site.

D-SP2-1 Visible, usable greenspace and other natural components should be incorporated into school sites. This is not a school site.

**BUILDING FORM**

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. The Development does not propose SF detached units.

D-PL2-1 Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space. The Development is residential and industrial in nature as opposed to a commercial serving use for pedestrians. However, the structures will meet any requirements for first floor activation or applicable Multi-Family Design Standards.

E-GR4-1 Developments should incorporate reuse of viable existing structures. There are no structures on the Properties viable to be reused.

E-GR5-1 Structures with demonstrated historic significance should be preserved or adapted. There are no historic structures on the Properties.

We will be at the September public hearing in order to make a complete presentation of this application and request your favorable consideration.

Sincerely,

Stoll Keenon Ogden PLLC



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November 10, 2025

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

**Zone Change Request for the Properties Located at  
200, 201, 250, 251, and 301 Canebrake Drive**

Dear Members of the Planning Commission:

We represent the Baesler Family (“Baesler” or “Applicant”) and on his behalf have filed a zone change request the properties located at 200, 201, 250, 251, and 301 Canebrake Drive (the “Properties”). The Properties subject to this zone change request consists of 65.69 net (73.72 gross) acres currently zoned Agricultural-Rural (A-R) zone. The Applicant’s request is to rezone the Properties with a mix of proposed zones consisting of: 32.24 acres of the Property to Light Industrial (I-1) zone to allow for industrial flex-space consisting of 25 industrial buildings and 33.45 acres of the Property to Medium Density Residential (R-4) zone to allow for a variety of duplexes, quad-style units, and a multi-family development consisting of 7 apartment buildings 8 quad-plex units, and 46 duplexes (the “Development”).

The surrounding area is made up of complementary industrial, commercial, single-family residential uses, and the Sayre Athletic Complex. The Development is consistent with UGM Regulating Plan’s recommended uses within the Flex Space category which calls for “retail, restaurant, office, entertainment, industry, or recreation, with secondary residential uses.” It is also laid out in a manner to respect the surrounding uses with the proposed industrial areas directly adjacent to Blue Sky Industrial Park and other commercial users stepping down to the proposed residential directly adjacent to existing residential. This allows for the Development to come online with a proper transition of zoning to ensure that no existing neighbors are adversely impacted with a new type of use.

This request is in agreement with the Comprehensive Plan for the multitude of reasons outlined below. Primarily, the proposed zone changes offer a chance to develop existing vacant land inside the Urban Service Area for uses that focuses on small businesses and job creation along a major corridor with a complementary residential component in a manner that ensures the Development will assimilate into the surrounding area. This is an ideal property for the proposed flex space as the use is in great demand in our market and mirrors the recommendation of the UGM for these Properties. Further, by introducing additional residential uses in the area, the request offers a chance to implement one of the overarching themes of the Comprehensive Plan: to increase density along Lexington’s corridors. With the inclusion of duplexes, 4-plexes, and multi-family units, this proposal will help aid in having housing available for people that work in

the immediate area. As noted in the Comprehensive Plan: “Studies such as Imagine Nicholasville Road and Imagine New Circle Road have concluded that increasing the intensity of land use along these corridors, particularly for residential purposes, is necessary to accommodate population growth through more efficient land utilization.” The development will not put undue strain on the surrounding infrastructure as it implements the recommendation of the UGM that entailed a detailed study of required infrastructure to implement the recommended uses. We are not proposing to alter the existing access points on Athens-Boonesboro or change any of the existing landscape buffering that protects the Property’s neighbors. This project upholds the Urban Service Area preservation strategy, is appropriate use of vacant acreage in an area that already has demonstrated the ability to host the very types of uses requested, and offers additional land that truly generates jobs for our community as encouraged by our Comprehensive Plan.

This project aligns with the aspects of a desirable community and the place making concepts the Comprehensive Plan stresses such as openness, social offerings, and aesthetics with its open space areas, connections, and enhancement of the multi-modal facilities. The proposed development plan follows many of the specific recommendations of the Comprehensive Plan in its discussion on how to grow successful neighborhoods while protecting the environment as we are increasing density without directly impacting any of the existing single-family infrastructure adjacent to the Property; supporting density throughout the urban service area; increasing the residential units on a major corridor; and, providing a well-designed project that furthers the commitment to safe and positive social interactions for our residents and employees alike.

The Applicant is quite confident in calling this a well-designed project as it furthers many of the design and density policies laid out in the Comprehensive Plan. By providing a people-first/pedestrian friendly design that will improve the area’s safety and connectivity and creating inviting streetscapes. (Design Policy #1, #5, and #6). The Development is still early in the design phase, but will comply with the Multi-Family Design Standards upon submittal of the final development plan. (Design Policy #3). As the Comprehensive Plan stresses the need to increase density and intensity on our corridors, the Development is achieving this while still being sensitive to the surrounding context. (Design Policy #4; Density Policy #1 and #2). With the proposed improvements to Canebrake Drive, the proposed development plan is ensuring this section of Area 4 will be able to enhance the safety of the Canebrake residents. (Design Policy #7). The area surrounding the Property only contains single-family residences, this proposal will bring duplexes, 4-plexes, and multi-family units into the immediate area to help diversify the housing stock. (Design Policy #8). The development is proposing new open space areas within close walking distance of the residents and employees of the Development. (Design Policy #9 and #12).

The Applicant recently met with Planning Staff to discuss their suggestions on way to improve the development plan’s compliance with the Comprehensive Plan’s Goals and Objectives as well as certain development criteria of the UGMP. As a result, we filed a revised development plan addressing the concerns raised. In summary fashion, the development plan now reflects the 100-foot buffer around the Sayre Athletic Center in order to respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form (Theme A, Goal #2.b and Regulating Plan Section 1.d). We enhanced the proposed access point to the adjacent northern parcel to further improve Lexington’s transportation network through ample street and sidewalk connections between new and existing development (Theme A, Goal #3.d). The Canebrake Drive cross section now shows the recommended Boulevard street type in the UGMP to prioritizing a pedestrian-first

design that also accommodates the needs of bicycle, transit and other vehicles (Theme D, Objective 1.a) and expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies (Theme D, Objective 1.b). The development plan now shows a second traffic circle along Canebrake at the development's primary intersection to improve traffic operation strategies, traffic calming, and safety for all users (Theme D, Objective 1.d). And, finally, the residential section of the proposed plan now eliminated individual curb cuts with the parcels accessing from an alley system. (Regulating Plan Section 3.f.1).

In summary, this well-designed project upholds the Urban Service Area preservation strategy, is appropriate development of a vacant acreage on a major corridor, provides an in-demand jobs creating use and additional housing units, encourages community interaction through pedestrian connectivity and useable open space, encourages a more comprehensive transportation system for future development, all while respecting its neighbors and protecting the environment with landscaping buffers and greenspace. As such, it is quite clear that the proposed zone change is in compliance with the 2045 Comprehensive Plan. As outlined above, the proposed project meets the following Goals and Objectives of the Comprehensive Plan:

**THEME A: GROWING & 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.
- d. Create and implement housing incentives that strengthen the opportunities for higher-density and housing affordability.

**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. Encourage the use of neighborhood-enhancing elements, such as green infrastructure, street trees, neighborhood-serving businesses, gathering spaces and other types of community focal points.
- d. Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.
- e. Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.

**THEME C: CREATING JOBS & PROSPERITY.**

**GOAL 1: SUPPORT AND SHOWCASE LOCAL ASSETS TO FURTHER THE CREATION OF A VARIETY OF JOBS.**

**OBJECTIVES:**

- a. Strengthen efforts to develop a variety of job opportunities that support a living wage and lead to prosperity for all.

**GOAL 2: ATTRACT A WIDE ARRAY OF EMPLOYMENT OPPORTUNITIES THAT ENCOURAGE AN ENTREPRENEURIAL SPIRIT, AND ENHANCE OUR ABILITY TO RECRUIT AND RETAIN A TALENTED, CREATIVE WORKFORCE BY ESTABLISHING OPPORTUNITIES THAT EMBRACE DIVERSITY, EQUITY, AND INCLUSION IN OUR COMMUNITY.**

**OBJECTIVES:**

- a. Prioritize the success and growth of strategically-targeted employment sectors (healthcare, education, high-tech, advanced manufacturing, agribusiness, agritourism, and the like), and enable infill and redevelopment that creates jobs where people live.
- f. Encourage land development that attracts, expands, and retains jobs in employment sectors that provide upward mobility and prosperity for all and prioritizes identifying land opportunities for job creation and housing needs.

**THEME D: IMPROVING A DESIRABLE COMMUNITY.**

**GOAL 1: WORK TO ACHIEVE AN EFFECTIVE, EQUITABLE, AND COMPREHENSIVE TRANSPORTATION SYSTEM.**

**OBJECTIVES:**

- a. Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles.
- b. Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, 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.
- d. Monitor and evaluate newly passed parking regulations to ensure they are achieving more walkable, people-first development, and lowering development costs.

**THEME E: MAINTAINING A BALANCE BETWEEN PLANNING FOR URBAN USES AND SAFEGUARDING RURAL LAND.**

**GOAL 1: UPHOLD THE URBAN SERVICE AREA CONCEPT.**

**OBJECTIVES:**

- 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.

**Placebuilder**

The Properties is located on a major corridor is adjacent to the existing Canebrake single-family neighborhood and the Blue Sky Industrial Park. Based on the location and type of development for the Properties, the Applicant proposes different Place Types for the different requested zones: 1) Industrial & Production Center with a Development Type of Industrial and Production Non-Residential and 2) New Complete Neighborhood with a Development Type of Medium Density Residential. The proposed zones are all suggested zoning categories for the different Place Types and nature zones for the project proposed within Area 4 that is flanked by industrial, commercial, and residential uses.

Also submitted with the Zone Map Amendment Request is the color-coded reflection of how the proposed project addresses the design criteria for the selected Development Types. Items highlighted in green are represented graphically on the submitted preliminary development plan; items in yellow are addressed in this letter, and items highlighted in orange are not applicable to this proposal.

**Standards That Are Applicable to Our Proposal**

**Industrial & Production**

**LAND USE**

- C-LI9-1 Development should be strategically located along freight networks and/or adjacent to established industrial. The industrial portion of the Development is adjacent to the

Blue Sky Industrial Park and adjacent to the I-75 Interstate. It also proposes a future road connection into Blue Sky.

- C-PS8-1 Opportunities for industry and special trade employment should be increased. The proposed flex-space does exactly this by breaking up the proposed units into smaller buildings perfect for special trade while also having some larger spaces for major employers.
- D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application. Mayor Baesler has spoken with his neighbors to ensure they understand what he is proposing. The Applicant's team has also met with Sayre School to ensure they are aware of the proposed development and potential ways it could impact its Athletic Complex. The concern voiced most was a general objection to the proposed connection to Todds Road.

#### 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. We are appropriately connecting with our neighboring developments.
- A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape. This is being done where feasible.
- D-CO1-1 Rights-of-way and multi-modal facilities should be designed to reflect and promote the desired place-type. This is being done where feasible as the Properties are limited based on their size and connecting to the existing roadway system.
- D-CO2-2 Development should comply with Lexington's Complete Streets Policy. Lexington does not have a Complete Streets Policy, but we submit that the Development complies with general concepts of complete streets.
- D-CO4-1 Dead-end streets and cul-de-sacs should be discouraged. This is being done.
- D-CO4-3 Street pattern and design should consider site topography and minimize grading where possible. This is being done where feasible.
- D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features. This is being done with short lengths and the proposed traffic circle.

#### ENVIRONMENT

- B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. This is being done where feasible.
- B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features. This is being done where feasible.
- B-PR10-1 Development should avoid overlighting and upward directed lighting. This project complies with new lighting provisions in the Zoning Ordinance
- B-SU4-1 Development should minimize and/or mitigate impervious surfaces. This is being done where feasible.
- B-SU11-1 Development should incorporate low impact landscaping and native plant species. This is being done where feasible.

- B-RE1-1 Developments should improve the tree canopy. This development will meet all requirements for tree canopy for new development. There are several sections of fence row trees and brush that are in poor condition not suitable for retention.
- B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be avoided. This is not being proposed with the Development.
- B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. This is being done where feasible.
- BD-SP10-1 Prioritize street trees in the planting strip. This is being done where feasible as shown on the development plan.

#### SITE DESIGN

- C-LI8-1 Development should enhance a well-connected and activated public realm. This is being done where feasible with the existing connection to Canebrake and stubbing into the Sayre Athletic Complex property.
- C-PS10-2 Over-parking of new developments should be avoided. The Development is appropriately parked.
- 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. v
- E-ST5-1 Increased intensity in the Rural Activity Centers should not negatively impact surrounding rural areas. The Development helps to increase industrial uses in and around Blue Sky RAC while also providing much needed housing to support the active RAC.

#### New Complete Neighborhood

##### LAND USE

- A-DN2-1 Infill residential should aim to increase density. The proposed Development will increase density in comparison to the existing single-family residential uses.
- B-SU3-1 Development should provide compact and/or mixed use development. The Development is proposing a mix of uses with compact residential areas.
- C-LI7-1 Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment. The Development is proposing industrial flex space with compact residential areas featuring safe connections to proposed open space.
- D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application. While there was not a neighborhood meeting, Mayor Baesler has been in close communication with the surrounding neighbors throughout the Urban Growth process and the formulation of the proposed development plan.
- E-ST8-2 Development should provide community oriented places and services. The Development features open and visible open space areas.

##### 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. The Development features open and visible open space areas with any required multi-modal infrastructure. The updated development plan now documents the connections and addition of multi-modal infrastructure on Canebrake Drive.
- A-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport. This is being done and shown on the development plan.
- A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape. This is being done, especially in the residential areas.
- A-DS11-1 Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces. The Development features open and visible open space areas with any required multi-modal infrastructure as shown on the submitted development plan.
- D-CO1-1 Rights-of-way and multi-modal facilities should be designed to reflect and promote the desired place-type. The Development features open and visible open space areas with any required multi-modal infrastructure throughout the residential areas.
- D-CO2-1 Development should create and/or expand a connected multi-modal transportation network that satisfies all users' needs. The Development features open and visible open space areas with any required multi-modal infrastructure.
- D-CO2-2 Development should comply with Lexington's Complete Streets Policy. Lexington does not have a Complete Streets Policy, but we submit that the Development complies with general concepts of complete streets.
- D-CO4-1 Dead-end streets and cul-de-sacs should be discouraged. This is being done.
- D-CO4-3 Street pattern and design should consider site topography and minimize grading where possible. This is being done where feasible.
- D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features. This is being done with shorter block lengths and the proposed traffic circle.

#### ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR2-1 Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site. This is being done where feasible. Since the last submittal, the Applicant has documented the extent of the unmapped floodplain area on the Properties and ensured that the appropriate vegetative buffer and 25' setback is being provided.
- B-PR2-2 Development should include regularly spaced access with an adequate width to the greenway network and conservation areas. The Development features open and visible open space areas with any required multi-modal infrastructure.
- B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. This is being done where feasible.
- B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features. This is being done where feasible.

- B-PR10-1 Development should avoid overlighting and upward directed lighting. The lighting study details the Development's compliance with all application regulations.
- B-SU4-1 Development should minimize and/or mitigate impervious surfaces. This is being done where feasible.
- B-SU11-1 Development should incorporate low impact landscaping and native plant species. This is being done.
- B-RE1-1 Developments should improve the tree canopy. This development will meet all requirements for tree canopy for new development. There are several sections of fence row trees and brush that are in poor condition not suitable for retention.
- B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. While the Properties do not contact any public parks or trails, the Development features open and visible open space areas.
- B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be avoided. This is not being proposed with the Development.
- B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. The Development features open space areas connected to the adjacent floodplain.
- D-SP10-1 Prioritize street trees in the planting strip. This is being done where feasible as shown on the development plan.

#### SITE DESIGN

- A-DS5-4 Development should provide a pedestrian-oriented and activated streetscapes. This is being done where feasible as shown on the development plan.
- A-DS7-1 Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments. This is being done as shown on the development plan.
- A-DS9-2 Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities. The Development features open and visible open space areas within walking distance.
- A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces. This is being done where feasible.
- C-LI8-1 Development should enhance a well-connected and activated public realm. The Development proposes to enhance the infrastructure on the Properties to improve Canebrake Drive.
- C-PS10-2 Over-parking of new developments should be avoided. The Development is appropriately parked.
- 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. The Development proposed adequate right-of-way for the required infrastructure.

#### BUILDING FORM

- A-DS3-1 Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A. The Development is still early in the design phase but will comply with the Multi-Family Design Standards upon submittal of the final development plan.
- 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. This development is of an appropriate scale to help transition between the employment area and the existing single-family areas.
- A-DS5-3 Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere. This is being done where feasible.
- A-DN2-2 Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods. This development is of an appropriate scale to help transition between the employment area and the existing single-family areas.

### **Standards Not Applicable**

#### **Industrial & Production**

##### LAND USE

- C-PS3-1 Development potential in the Rural Activity Centers should be maximized. The Properties are not in Blue Sky, but we submit we are maximizing the development area in an appropriate manner.
- E-ST8-2 Development should provide community oriented places and services. While the Development is not providing community oriented places or services, this Development contains public facing open space and much needed jobs land for our community.
- E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan. The Properties are not part of the Parks Master Plan.

##### TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. The Properties are not along an existing transit route.
- A-DS1-2 Accessible pedestrian linkages to transit should be provided. The Properties are not along an existing transit route.
- A-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport.
- A-DS13-1 Stub streets should be connected. There are not any stub streets, but we are proposing one as called for in the UGM.
- C-PS10-1 Flexible parking and shared parking arrangements should be utilized. There is not a need for shared parking arrangements, as the site is appropriately parked.
- D-CO2-1 Development should create and/or expand a connected multi-modal transportation network that satisfies all users' needs. The Development is limited based on the existing Canebrake Drive, but we are proposing any and all required multi-modal infrastructure to meet our residents and employees' needs.

- D-CO4-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways. The Properties are not large enough to provide for a true grid pattern, but our proposed road system achieves this concept.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR2-1 Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site. There is not an environmentally sensitive area on the Properties.
- B-PR2-2 Development should include regularly spaced access with an adequate width to the greenway network and conservation areas. The Development is not adjacent to a greenway network or conservation area, but it does connect with proposed open space and floodplain area.
- B-PR3-1 Minimize impact of development adjacent to land conservation properties through buffering. The Development is not adjacent to land conservation properties.
- B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.). The Development is still in the early planning phase, the Applicant does not know enough about the proposed users to commit to renewable resources being utilized at the site.
- B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development. The Development is still in the early planning phase, the Applicant does not know enough about the infrastructure systems to commit to specific Green Stormwater Infrastructure at this time.
- B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. The Development is not adjacent to a greenway network or conservation area, but it does connect with proposed open space and floodplain area.
- B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. The Properties are not within the Royal Springs area.

SITE DESIGN

- A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces. There is only one type of open space as shown on the development plan.
- C-LI2-1 The design should not obstruct the view of the gateway features of the three existing gateways mapped in the Rural Land Management Plan (RLMP). The Development is not a featured gateway.
- C-LI2-2 Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered. The Development is not a featured gateway.
- C-LI2-3 Design should create a positive gateway character at existing and proposed gateways as identified in the Rural Land Management Plan. The Development is not a featured gateway.
- C-LI2-4 Setbacks, signage, and screening should complement the iconic Bluegrass landscape along Historic Turnpikes, Scenic Byways, Turnpikes, and other scenic roads listed in

the RLMP.

- D-PL4-1 Enhance open space through the provision of programmatic elements and amenities. The Development is still in the early planning phase, the Applicant does not know enough about the end design to specify what types of uses or amenities will occur in the proposed open space.
- D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations. There is not a public art easement contemplated within the Development.
- 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. There is not a cell tower proposed.

#### BUILDING FORM

- E-GR4-1 Developments should incorporate reuse of viable existing structures. There are no structures on the Properties viable to be reused.
- E-GR5-1 Structures with demonstrated historic significance should be preserved or adapted. There are no historic structures on the Properties.

### New Complete Neighborhood

#### LAND USE

- A-DS12-1 Development should be located nearest to neighborhood serving commercial areas.
- C-PS15-2 Improve options for affordable and nutritious food where not currently available.
- D-SP1-1 Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets.
- 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.
- E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan. The Properties are not part of the Parks Master Plan.

#### TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. The Properties are not along an existing transit route.
- A-DS1-2 Accessible pedestrian linkages to transit should be provided. The Properties are not along an existing transit route.
- A-DS10-1 New developments should incorporate clear and dedicated connections to nearby community anchors. There is not an adjacent community anchor, but the Properties are well connected to the surrounding uses and within the Development.
- A-DS13-1 Stub streets should be connected. There are not any stub streets, but we are proposing one as called for in the UGM.
- C-PS10-1 Flexible parking and shared parking arrangements should be utilized. There is not a need for shared parking arrangements, as the site is appropriately parked.
- D-CO4-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways. The Properties are not large enough to

provide for a true grid pattern, but our proposed road system achieves this concept.

#### ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR3-1 Minimize impact of development adjacent to land conservation properties through buffering. The Development is not adjacent to land conservation properties.
- B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.). The Development is still in the early planning phase, the Applicant does not know enough about the proposed users to commit to renewable resources being utilized at the site.
- B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development. The Development is still in the early planning phase, the Applicant does not know enough about the infrastructure systems to commit to specific Green Stormwater Infrastructure at this time.
- B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. The Properties are not within the Royal Springs area.

#### SITE DESIGN

- A-DS9-1 Development should provide active and engaging amenities within neighborhood focused open spaces. The Development is still in the early planning phase, the Applicant does not know enough about the end design to specify what types of uses or amenities will occur in the proposed open space.
- 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. There is not a cell tower proposed.
- A-EQ9-1 School sites should be appropriately sized. This is not a school site.
- D-PL4-1 Enhance open space through the provision of programmatic elements and amenities. The Development is still in the early planning phase, the Applicant does not know enough about the end design to specify what types of uses or amenities will occur in the proposed open space.
- D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations. There is not a public art easement contemplated within the Development.
- D-SP1-2 School design should prioritize a high percentage of open and accessible street frontage. This is not a school site.
- D-SP2-1 Visible, usable greenspace and other natural components should be incorporated into school sites. This is not a school site.

#### BUILDING FORM

- 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. The Development does not propose SF detached units.
- D-PL2-1 Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space. The Development is residential

and industrial in nature as opposed to a commercial serving use for pedestrians. However, the structures will meet any requirements for first floor activation or applicable Multi-Family Design Standards.

- E-GR4-1 Developments should incorporate reuse of viable existing structures. There are no structures on the Properties viable to be reused.
- E-GR5-1 Structures with demonstrated historic significance should be preserved or adapted. There are no historic structures on the Properties.

### Multi-family Design Standards

#### SITE PLANNING

- SP-1 This is being done where feasible.
- SP-2 This is being done where feasible. However, it is most likely that the apartment buildings with access individual units through a center corridor for the safety of tenants and building occupants.
- SP-3 This is being done where feasible.
- SP-4 This is a new neighborhood without existing setback patterns.
- SP-5 This is being done where feasible with pedestrian systems that run throughout the multi-family development connecting it to different residential uses and open spaces.
- SP-6 This New Complete Neighborhood project is still in the early phases of design. There are no interior floorplans at this time.
- SP-7 This is being done where feasible.
- SP-8 The parking occurs to the rear of the proposed multi-family units and is spread out throughout the apartment site. We will continue to work with Staff throughout the final development plan process on this type of design issue.
- SP-9 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of design issue.
- SP- 10 This is being done where feasible with pedestrian systems that run throughout the multi-family development connecting it to the different proposed residential uses and open spaces. The plan also shows the desired connectivity to adjacent parcels.
- SP-11 This is being done where feasible.
- SP-12 The Applicant is proposing an internal open space and pedestrian system to ensure the development is walkable and pedestrian friendly. We will continue to work with Staff throughout the final development plan process on this type of design issue.
- SP-13 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of design issue.
- SP-14 This is being done where feasible. The multi-family areas contain ample pedestrian facilities and open space. We will continue to work with Staff throughout the final development plan process on this type of design issue.
- SP-15 This is being done where feasible.
- SP-16 This project will be built to code requirements.
- SP-17 This New Complete Neighborhood project is still in the early design phase. However, this is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of design issue.

#### OPEN SPACE & LANDSCAPING

- OS-1 This is being done where feasible with the open space areas being easily accessible throughout the entire residential portion of the Development. We will continue to

work with Staff throughout the final development plan process on this type of design issue.

- OS-2 This is being done where feasible with multiple open space areas throughout the development, centralized open space, and easily accessed amenities.
- OS-3 This is being done where feasible as private balcony, porch, or yard amenities are anticipated with this project. We will continue to work with Staff throughout the Final development plan process on this type of design issue.
- OS-4 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-5 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-6 The existing adjacent single-family house is not in close proximity to the proposed structures and is well buffered on its parcel. However, we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-7 We will continue to work with Staff throughout the final development plan process on this type of landscaping and buffering issue.
- OS-8 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on any stormwater detention plans.
- OS-9 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on the design of the various paths in the multi-family section.
- OS-10 This is being done where feasible. The multi-family site is not adjacent to any existing public streets and located near the rear of the proposed residential development. We will continue to work with Staff throughout the final development plan process on this type of design issue.
- OS-11 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-12 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of lighting and design issue.
- OS-13 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of lighting and design issue.

#### ARCHITECTURAL DESIGN

- AD-1 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding building mass, form, and roof shapes.
- AD-2 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. The area is almost entirely agricultural at this time.
- AD-3 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding building mass, roof shapes, exterior wall setback, materials, colors, building height, and landscaping.
- AD-4 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding windows.

- AD-5 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding wall faces.
- AD-6 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding porches, stairs, railings, walls, and roofs.
- AD-7 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding materials and colors for facades and roofing.
- AD-8 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding side and rear facades.
- AD-9 This New Complete Neighborhood project is still in the early phases of design. There are no architectural plans made at this time. This project will comply with all zoning and building code requirements regarding building spacing, landscaping, setbacks, building mass, building height, and building design.

We will be at the November public hearing in order to make a complete presentation of this application and request your favorable consideration.

Sincerely,

Stoll Keenon Ogden PLLC



Nick Nicholson

200, 201 (a portion of) and 250 Canebrake Drive  
Scotty and Alice Dudley Baesler  
Zone Change from A-R to I-1  
Lexington, Fayette County, Kentucky

A TRACT OR PARCEL OF LAND SITUATED APPROXIMATELY 800 FEET NORTH OF THE INTERSECTION OF CANEBRAKE DRIVE AND ATHENS BOONESBORO ROAD IN SOUTHEAST LEXINGTON, FAYETTE COUNTY, KENTUCKY AND BEING MORE FULLY DESCRIBED AND BOUNDED AS FOLLOWS:

**BEGINNING AT A POINT** in the southeast corner of Lot 25 (250 Canebrake Drive) and the southwest corner of Parcel 1 (300 Canebrake Drive) as shown on plat of record in P.C. "M", Slide 662 in the Fayette County Clerk's Office, said point also being a point in the northern line of 213 Bluesky Parkway; thence with the line of 213 Bluesky Parkway and 250 Canebrake Drive North 81 Degrees 24 Minutes 22 Seconds West, 450.00 feet to a point in the northwest corner of 213 Bluesky Parkway and a point in the northeast corner of 200 Canebrake Drive, thence with said line South 04 Degrees 07 Minutes 31 Seconds East, 1226.22 feet to a point in the southern corner of 200 Canebrake Drive and a point in the line of 213 Bluesky Parkway; thence leaving said line and with the line of 200 Canebrake Drive and 201 Canebrake Drive North 55 Degrees 33 Minutes 08 Seconds West, 139.40 feet to a point in the southeast line of 201 Canebrake Drive; thence with the line of 201 Canebrake North 55 Degrees 42 Minutes 12 Seconds West, 1519.33 feet to a point in the line of 201 Canebrake Drive and Interstate 75 centerline; thence with said line North 00 Degrees 24 Minutes 11 Seconds East, 280.28 feet to a point; thence leaving the line of 201 Canebrake Drive and Interstate 75 centerline and with a new line for two calls; South 89 Degrees 35 Minutes 49 Seconds East, 244.57 feet to a point; thence South 74 Degrees 39 Minutes 38 Seconds East, 570.56 feet to a point in the proposed centerline of Canebrake Drive; thence with said centerline for 4 calls; thence 195.94 feet along a curve to the right having a radius of 510.84 feet and a chord which bears North 26 Degrees 19 Minutes 40 Seconds East, 194.74 feet to a point; thence North 37 Degrees 18 Minutes 59 Seconds East, 169.48 feet to a point; thence 740.99 feet along a curve to the left having a radius of 1051.74 feet and a chord which bears North 17 Degrees 07 Minutes 58 Seconds East, 725.76 feet to a point; thence leaving proposed Canebrake Drive centerline North 86 Degrees 56 Minutes 58 Seconds East, 35.00 feet to a point in the proposed right of way of Canebrake

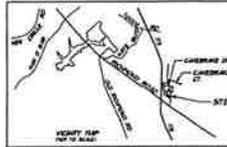
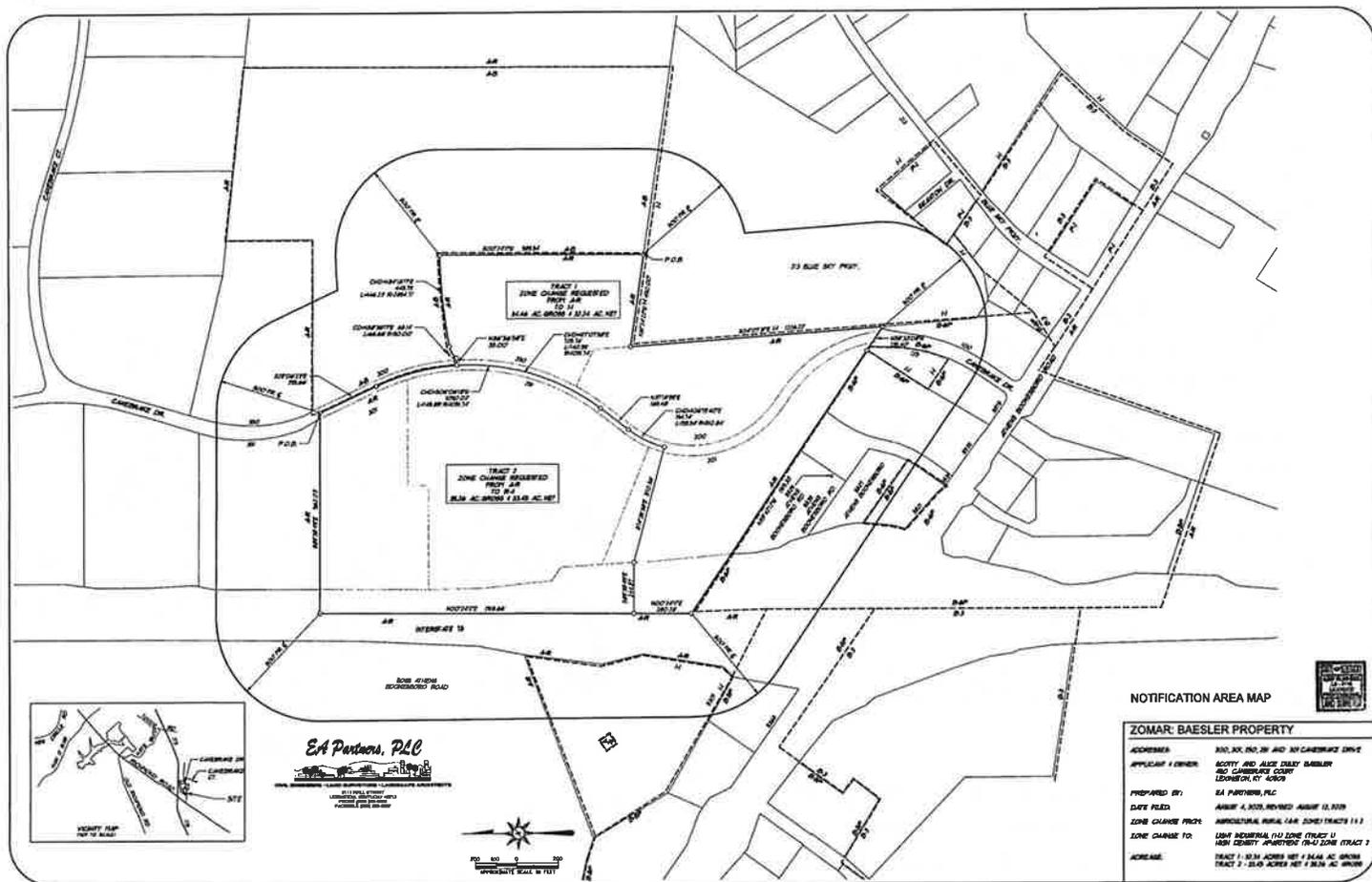
Road; thence leaving said right of way and with the line of 250 Canebrake Drive and 300 Canebrake Drive for three (3) calls; thence 66.66 feet along a curve to the right having a radius of 90.00 feet and a chord which bears North 58 Degrees 38 Minutes 17 Seconds East, 65.14' to a point; thence 446.23 feet along a curve to the right having a radius of 2894.71 feet and a chord which bears North 84 Degrees 16 Minutes 17 Seconds East, 445.79 feet to a point; thence South 00 Degrees 24 Minutes 11 Seconds West, 989.94 feet to the **POINT OF BEGINNING** and containing 34.46 acres gross and 32.24 acres net.

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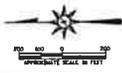
201 (a portion of) and 251 & 301 Canebrake Drive  
Scotty and Alice Dudley Baesler  
Zone Change from A-R to R-4  
Lexington, Fayette County, Kentucky

A TRACT OR PARCEL OF LAND SITUATED APPROXIMATELY 2,000 FEET NORTH OF THE INTERSECTION OF CANEBRAKE DRIVE AND ATHENS BOONESBORO ROAD IN SOUTHEAST LEXINGTON, FAYETTE COUNTY, KENTUCKY AND BEING MORE FULLY DESCRIBED AND BOUNDED AS FOLLOWS:

**BEGINNING AT A POINT** in the southeast corner of Lot 4 (351 Canebrake Drive) and the northeast corner of Lot 3 (301 Canebrake Drive) as shown on plat of record in P.C. "H", Slide 656 in the Fayette County Clerk's Office, said point also being a point in the proposed centerline of Canebrake Drive; thence with said proposed centerline of Canebrake Drive for four (4) calls; thence South 25 Degrees 06 Minutes 23 Seconds East, 299.66 feet to a point; thence 1145.85 feet along a curve to the right having a radius of 1051.74 feet and a chord which bears South 06 Degrees 06 Minutes 18 Seconds West, 1090.02' feet to a point; thence South 37 Degrees 18 Minutes 59 Seconds West, 169.48 feet to a point; thence 195.94 feet along a curve to the left having a radius of 510.84 feet and a chord which bears South 26 Degrees 19 Minutes 40 Seconds West, 194.74 feet to a point; thence leaving said proposed centerline and with a new line for two (2) calls; North 74 Degrees 39 Minutes 38 Seconds West, 570.56 feet to a point; thence North 89 Degrees 35 Minutes 49 Seconds West, 244.57 feet to a point in the centerline of Interstate 75; thence with said centerline North 00 Degrees 24 Minutes 11 Seconds East, 1518.66 feet to a point; thence leaving said center line and with the line of 301 and 351 Canebrake South 89 Degrees 35 Minutes 49 Seconds East, 962.03 feet to the **POINT OF BEGINNING** and containing 39.26 acres gross and 33.45 acres net.



**Est Parsons, PLLC**  
 1111 1/2 Street, Suite 100  
 Leominster, MA 01453  
 Phone: 978-875-1111  
 Fax: 978-875-1112



**NOTIFICATION AREA MAP**



**ZOMAR: BAESLER PROPERTY**

ADDRESS: 310, 302, 300, 298 AND 296 CAMBRIDGE DRIVE  
 APPLICANT / OWNER: ACOTY AND JESSIE DALEY BAESLER  
 860 CAMBRIDGE COURT  
 LEOMINSTER, MA 01459

PREPARED BY: EA PARTNERS, PLLC  
 DATE FILED: AUGUST 4, 2020, REVISED AUGUST 12, 2020

ZONE CHANGE FROM: AGRICULTURAL RURAL 1A-R ZONE TRACTS 1 & 2  
 ZONE CHANGE TO: LIGHT INDUSTRIAL (L-2) ZONE TRACT 1 &  
 HIGH DENSITY APARTMENT (HD-2) ZONE TRACT 2

ACREAGE: TRACT 1 - 0.14 ACRES NET + 0.14 AC ACROSS  
 TRACT 2 - 0.14 ACRES NET + 0.14 AC ACROSS

# SCOTTY BAESLER (PLN-MAR-25-00013)

200 - 251 CANEBRAKE DRIVE AND  
301 CANEBRAKE DRIVE

Rezone the properties for residential and industrial uses.

## Applicant/Owner

SCOTTY BAESLER  
450 Canebrake Dr.  
LEXINGTON, KY 40509  
Nick.Nicholson@skofirm.com (Attorney)

## Application Details

**Acreage:**  
65.69 net (73.72 gross) acres

**Current Zoning:**  
Agricultural Rural (A-R)

**Proposed Zoning:**  
Medium Density Residential (R-4)  
Light Industrial (I-1)

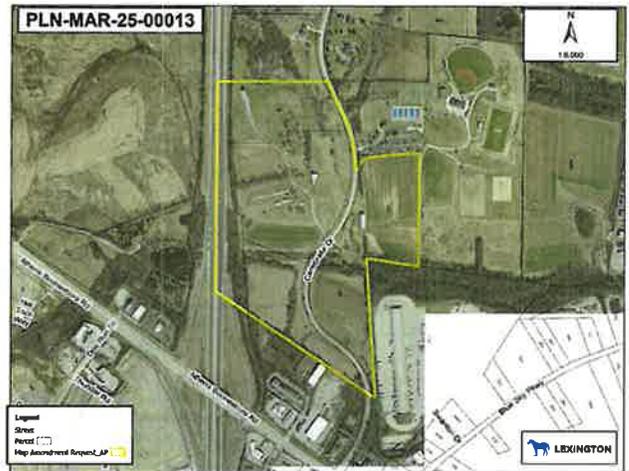
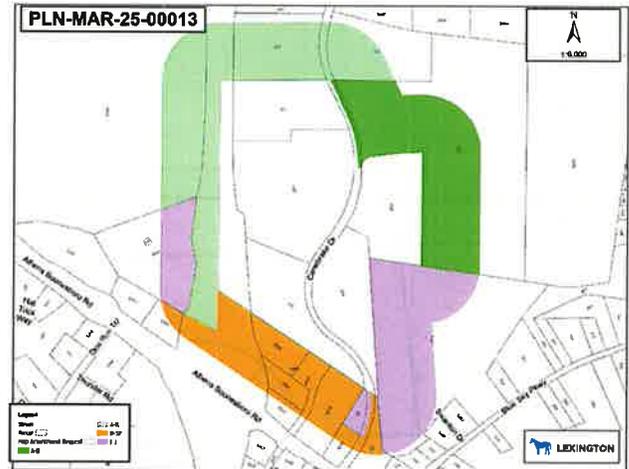
**Place Type/Development Type:**  
New Complete Neighborhood/ Medium Density Residential  
Industry & Production Center/Industrial & Production Non-Residential

For more information about the New Complete Neighborhood and the Industry & Production Center Place-types see Imagine Lexington page 269. For more information on the Medium Density Residential Development Type see page 270. For more information on the Industrial & Production Non-Residential Development Type see page 271.

**Description:**  
The applicant is seeking a zone change in order to construct an industrial flex space development and a residential development with a variety of housing types, including single-family, duplexes and multi-family structures.

## Public Engagement

- The applicant has not indicated that any public outreach or engagement has occurred at this time.

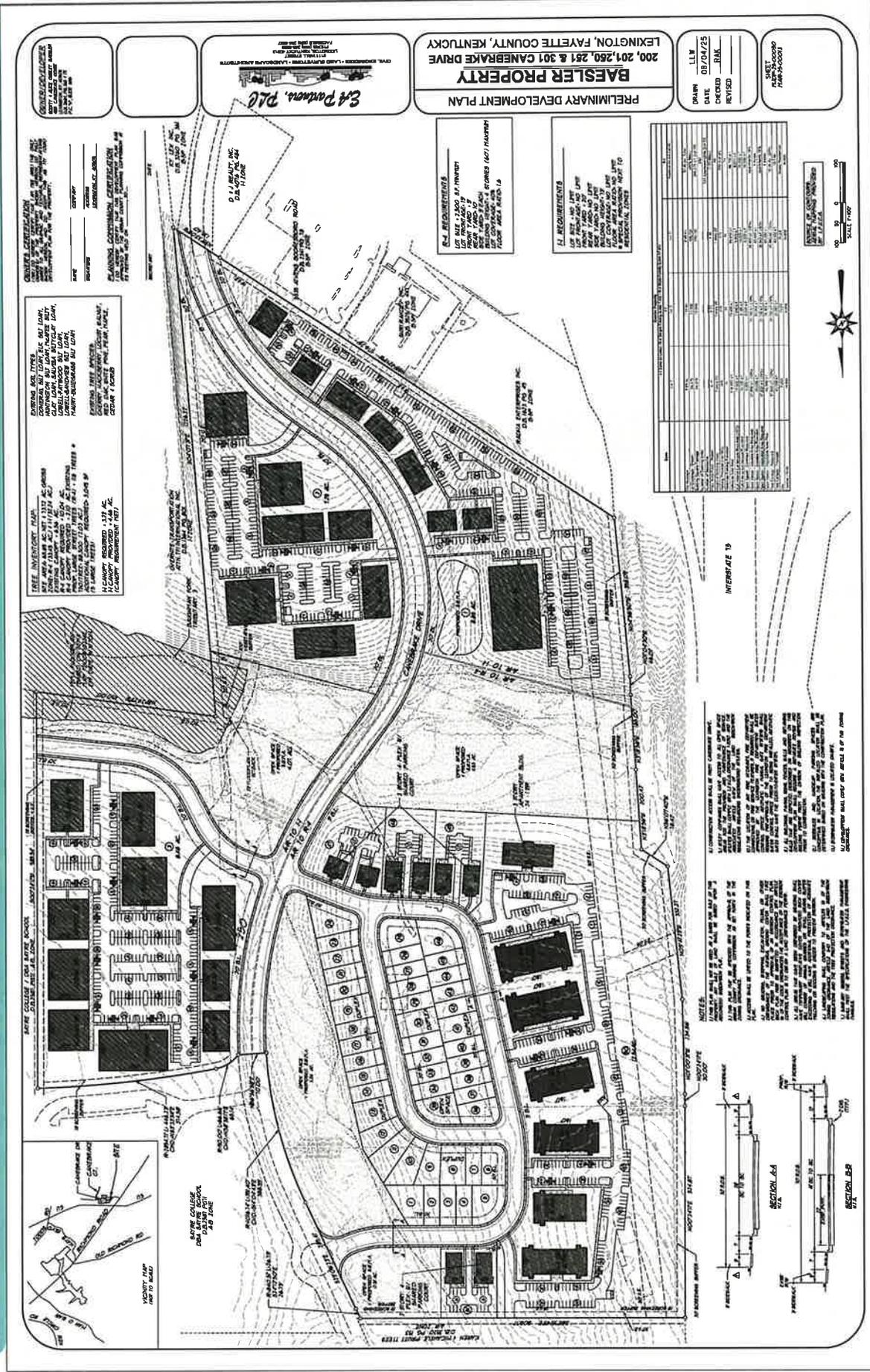


## Status

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

# Development Plan

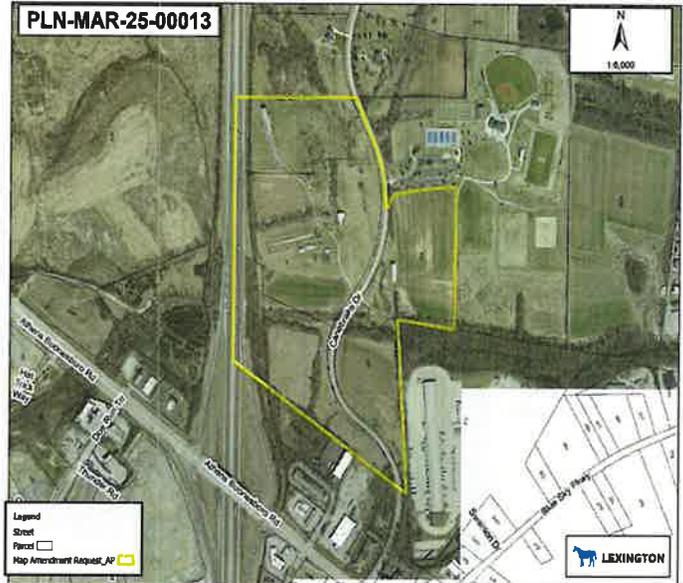
(PLN-MJDP-25-00050)



# STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-25-00013: SCOTTY BAESLER

## DESCRIPTION OF ZONE CHANGE

Zone Change:	From: Agricultural Rural (A-R) Zone
	To: Medium Density Residential (R-4) and Light Industrial (I-1) Zones
Acreage:	65.69 net (73.72 gross) acres
Location:	200, 201, 250, 251, and 301 Canebrake Drive



## EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Properties	A-R	Agricultural
To North	A-R	Residential
To East	I-1/A-B	Industrial/Sports Complex
To South	B-5P	Commercial
To West	I-1/A-R	Vacant/Agricultural

## URBAN SERVICE REPORT

**Roads** - The subject properties are located on both the east and west sides of Canebrake Drive, just north of the existing commercial development. The western portion is bordered by Interstate 75, while Athens Boonesboro Road (KY 418), is to the south. As part of the recent expansion of the Urban Service Area, a number of improvements to Canebrake Drive are specified in the 2024 Urban Growth Master Plan.

**Curb/Gutter/Sidewalks** - None of the properties within this development are served by curbs, gutters, or sidewalks. Such urban improvements will be required along Canebrake Drive and all proposed streets.

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

**Storm Sewers** - The subject property is located within the Baughman Fork watershed. The developer will be required to address stormwater management on the site in compliance with the Engineering Stormwater Manual. The subject properties include a blue line stream, as well as portions of FEMA floodplain. At this time, it appears that the entire extent of the hundred year floodplain has not been fully mapped on the property. Staff is requesting that the applicant denote the full extent of the 100-year floodplain areas on the proposed plan.

**Sanitary Sewers** - Until recently, the subject properties were located outside of the Urban Service Area, which typically indicates that the area is not serviced by public sanitary sewer. However, in 2017 a public trunk line was completed that extended sanitary sewer to the Blue Sky Rural Activity Center (RAC). The package treatment plant was removed and replaced by several pump stations to provide service to all properties within the Blue Sky RAC. The property is served by the West Hickman Wastewater Treatment Plan located approximately 11 miles southwest of the site.

**Refuse** - The Urban County Government does not serve the subject properties currently but will once development occurs in this expansion area. Commercial and multi-family development often supplement this service with additional private collection.

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

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

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

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

## SUMMARY OF REQUEST

The applicant is seeking a zone change in order to construct an industrial flex space development and a residential development with a variety of housing types, including single-family, duplexes and multi-family structures.

## PLACE-TYPES

### INDUSTRY AND PRODUCTION CENTER

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

### NEW COMPLETE NEIGHBORHOOD

New Complete Neighborhoods are undeveloped areas designed to provide housing in a sustainable format. These areas should include neighborhood-serving retail, services, & employment options, as well as town centers. Accessible greenspace, neighborhood focal points, & a multimodal transportation network should be provided to add a sense of place & connectivity.

## DEVELOPMENT TYPES

### INDUSTRIAL AND PRODUCTION & MEDIUM DENSITY RESIDENTIAL

#### Industrial & Production Non-Residential

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

#### Medium Density Residential

Primarily attached and multi-family units, with interspersed single-family detached dwellings. Multi-family units should complement and enhance existing development through quality design and connections.

## PROPOSED ZONING

I-1  
R-4

The intent of the Light Industrial (I-1) zone is to provide appropriately located manufacturing, industrial, and related uses and it is intended to bolster Lexington's economy through diverse employment opportunities. The uses allowable within this zone involve low-impact manufacturing, industrial, and related uses not involving a potential nuisance in terms of smoke, noise, odor, vibration, heat, light or industrial waste. To a lesser extent and where applicable, this zone is also intended to provide for the mixture of uses that promotes the adaptive reuse and redevelopment of older structures. The reuse of older structures is intended to allow for a more sustainable option for the revitalization of applicable properties, while providing employment, residential, and/or entertainment opportunities for the surrounding neighborhoods. Adequate buffering and separation from lower intensity land uses is necessary.

The intent of the Medium Density Residential (R-4) zone is to provide for medium to medium-high density multi-family dwellings and supporting uses and should be located in areas of the community where services and facilities are/will be adequate to serve the anticipated population. The medium to medium-high density residential uses should be located along collector and arterial streets. Where lower density development occurs in this zone, it should be located along local streets. Adequate multi-modal connections should be available to all residents. Development should be in areas of the community where necessary services and facilities will be adequate to serve the anticipated population.

## PROPOSED USE



The applicant is seeking to rezone the subject properties from the Agricultural Rural (A-R) zone to the Medium Density Residential (R-4) and Light Industrial zones in order to construct an industrial flex space development and a residential development with a variety of housing types, including single-family, duplexes and multi-family structures.

## APPLICANT & COMMUNITY ENGAGEMENT



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

## PROPERTY & ZONING HISTORY



The subject property was originally zoned Agricultural Rural (A-R) prior to the comprehensive rezoning of the city and county in 1969. It has remained unchanged and this request is the result of the property recently being added to the Urban Service Area as a part of the 2024 Urban Growth Master Plan expansion.

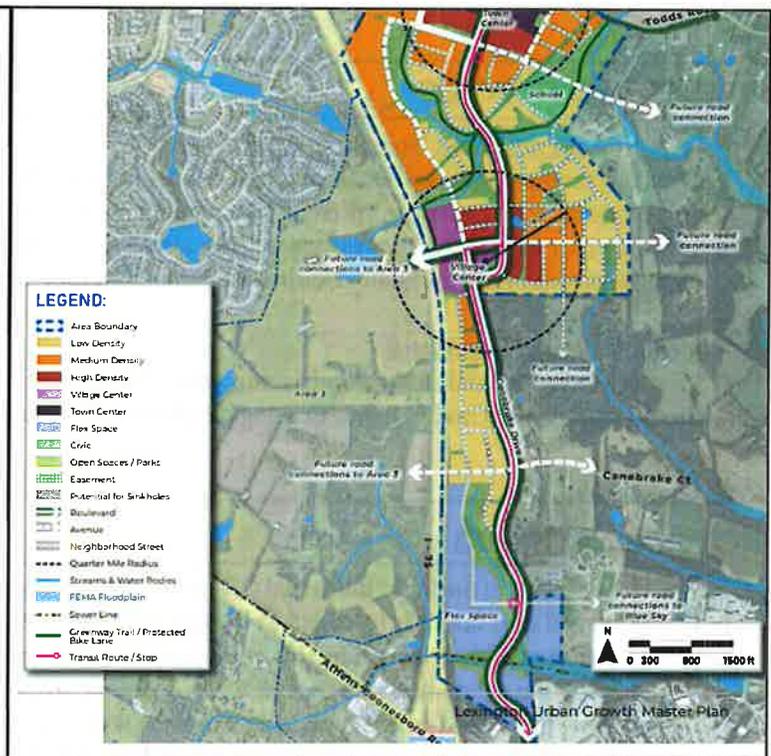
## 2024 URBAN GROWTH MASTER PLAN



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

The subject properties are included in Area #4 within the Urban Growth Master Plan. This area is directly adjacent to the eastern edge of Interstate 75 and has the potential to provide another circulation option from Todds Road to Athens Boonesboro Road, while unlocking land for development in an area of Lexington that has seen steady growth. The plan denotes several future land use types including Residential, Village/Town Center and Flex Space. The higher density residential areas are located in the northern portion of Area #4 and are clustered around the Village and Town Center areas while the southern half calls for Low Density Residential and Flex Space.

Although the applicant's justification letter states that the proposal meets the Area #4 land use map, no details are provided as to how the proposal aligns with the other elements of the 2024 Urban Growth Master Plan, such as the regulatory framework and development criteria.



## COMPREHENSIVE PLAN COMPLIANCE



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

### GOALS AND OBJECTIVES

Within the letter of justification for the request, the applicant identifies several Goals and Objectives of the Comprehensive Plan that they opine are being met with the request. The applicant states that the request will expand housing choices (Theme A, Goal #1.), and incorporates a mixture of housing types and densities (Theme A, Objective 1.b). The applicant indicates that the proposal creates a mixed-use development that provides both housing, as well as employment opportunities, on a vacant parcel that is now located within the Urban Services Area (Theme A, Objective #2.a; Theme C, Objective #2.a; Theme E, Objective 1.E).

While the request does meet several aspects highlighted by the applicant, there are other areas that Staff has identified that require further justification or consideration from the applicant:

*Respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form (Theme A, Goal #2.b).*

The Urban Growth Master Plan requires development that adjoins Agricultural Zones within the Rural Service Area to provide a 100-foot buffer to ensure development does not adversely impact the adjoining parcels. No such buffer is shown on the plan, which would result in significant impacts to the proposed layout of the industrial flex space uses that have been proposed on the south side of Canebrake Drive.

*Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development (Theme A, Goal #3.d);*

The Urban Growth Master Plan calls for a local street to run parallel to Canebrake Drive and provide connectivity to adjoining parcels to the north within the Urban Services Area. At this time, no street connection is shown extending north.

*Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles (Theme D, Objective 1.a); Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies (Theme D, Objective 1.b).*

The Urban Growth Master Plan calls for improvements to Canebrake Drive, which is designated as a Boulevard street type. These improvements include dedicated protected bike lanes, which are not shown on the cross-section for the proposal.

*Improve traffic operation strategies, traffic calming, and safety for all users (Theme D, Objective 1.d).*

The Urban Growth Master Plan calls for the inclusion of traffic circles/ roundabouts into the design of projects in order to more effectively and safely manage traffic for each area. While a portion of a roundabout is shown at one intersection, the development's primary intersection with Canebrake Drive does not include this feature.

## COMPREHENSIVE PLAN POLICIES



The letter of justification submitted by the applicant did not address any of the Policies of the Comprehensive Plan. The applicant should provide a discussion of the relevant policies, and detail how they are being met with this request.

## PLACE-TYPE, DEVELOPMENT TYPE, AND ZONE



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

The applicant has indicated that the southern and eastern areas (200, 201, & 250 Canebrake Drive) are located within the Industry and Production Center Place-Type, and the Industrial and Production Non-Residential Development Type. Due to the property's location in close proximity to Interstate-75 and the Blue Sky industrial area, staff agrees with the choice in Place-Type.

For the remaining properties (251 & 301 Canebrake Drive), the applicant has identified New Complete Neighborhood and Medium Density Residential as the Place-Type and Development Type. The associated development plan calls for a variety of housing types, including single-family, duplexes and multi-family structures.

The applicant's zone choices, Light Industrial (I-1) and Medium Density Residential (R-4), are recommended within the Placebuilder element for these Place-Types and Development types, and are recommended within the Future Land Use Recommendation element of the Urban Growth Master Plan.

## DEVELOPMENT CRITERIA



As a part of the Urban Growth Master Plan process, the Placebuilder Element of the Comprehensive Plan was updated to reflect additional criteria that pertain to development within the areas brought into the Urban Services Area as a result of the master plan. These criteria, in addition to the standard Placebuilder Criteria, demonstrate that a proposal is in agreement with the Urban Growth Master Plan as well as the overall Imagine Lexington Comprehensive Plan.

The applicant has responded to the Development Criteria for both the New Complete Neighborhood development as well as the Industry and Production development, but did not address any criteria specific to the Urban Growth Master Plan. Below, staff have identified a number of criteria that require further evaluation and response from the applicant:

*Regulating Plan Section 1.d: Where development is adjacent to agriculturally zoned land in the Rural Service Area, a buffer of a minimum of 100 feet, subject to the following (Regulating Plan Section 1.d):*

1. *The buffer depth should be measured parallel to the edge of the Rural Service Area.*



2. *No principal or accessory building, parking, signage, or driveways should occupy the buffer.*
3. *Stub-Streets, Shared-use paths and vegetated open space should be allowed in the buffer.*
4. *A maximum length of a stub-street of 15 feet with the remaining length to the boundary of the Urban Service Area dedicated for future roadway construction.*
5. *If the buffer is used to meet open space requirements, it should remain open space unless its loss would not render the development nonconforming with regard to open space requirements.*

The applicant's proposal does not include the required buffer from the Rural Service Area.

*Regulating Plan Section 3.a.4: Curb cuts. No more than one non-alley curb cut should be placed along a given block face; Regulating Plan Section 3.f.1: Single-family and townhouse dwellings should not have vehicular access directly from or across an arterial, collector, boulevard, or shared-use path right-of-way, unless from an alley that is shared by multiple lots.*

A point of emphasis for the Urban Growth Master Plan was the adoption of a modified grid street system, which prioritizes connectivity, shorter block lengths, alleys, and limited curb cuts. The applicant's proposal does not follow the prescribed roadway system, utilizes parcels with direct individual curb cuts, and does not utilize alleys.

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

The applicant has not provided any information relating to their public outreach efforts.

*A-DS4-2: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.*

As stated earlier, the proposal lacks roadway connections to the adjoining parcel, and is missing dedicated bicycle facilities for Canebrake Drive.

*A-DS11-1: Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces; B-RE2-1: Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.*

The applicant designates several large areas as dedicated open space; however, the applicant has not provided information as to how these spaces will be accessible and usable for the users of the site.

*B-PR2-1: Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.*

The subject properties include areas of FEMA designated floodplain. Based on the mapping extent that has been provided, it appears that the floodplain for the property has not been entirely mapped. Staff requests that the applicant conduct a flood study to demonstrate the extend of the floodplain areas on the properties, and to ensure that the appropriate vegetative buffer and 25' setback is being provided.

*A-DS3-1: Multi-family residential developments should comply with the Multifamily Design Standards in Appendix A.*

The applicant has not submitted any information to demonstrate compliance with the Multi-Family Design Standards.



### PARKING DEMAND MITIGATION STUDY

Under the requirements of the Parking and Landscaping Zoning Ordinance Text Amendment, all “Significant Developments,” or developments with over 5,000 square-feet of building coverage that require a Zoning Map Amendment, shall provide a Parking Demand Mitigation Study for the project that details the following information:

1. Review of national best practices for parking calculations for the project, including the current ITE Manual Parking ranges or the ranges produced by the ITEParkGen Report;
2. The anticipated parking demand for the project;
3. How the anticipated parking demand will be satisfied on-site or off-site;
4. The methods and strategies to be implemented in order to reduce vehicle trips by site users;
5. The methods and strategies to be implemented in order to promote transportation options by site users;
6. The projected mode share by site users from the utilization of the study’s strategies.

A parking demand mitigation study was not included with the submitted materials.

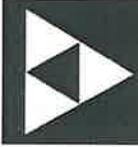
### STAFF RECOMMENDS: **POSTPONEMENT** FOR THE FOLLOWING REASONS:



- The letter of justification does not include any substantive discussion of the Urban Growth Master Plan (UGMP) other than the land use element. The applicant should provide a discussion of the aspects of the Master Plan that are being met with this request.
- The applicant should address the following Goals and Objectives of the Comprehensive Plan:
  - a. Respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form (Theme A, Goal #2.b).
  - b. Improve traffic operation strategies, traffic calming, and safety for all users (Theme D, Objective 1.d).
  - c. Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles (Theme D, Objective 1.a).
  - d. Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies (Theme D, Objective 1.b).
- The letter of justification does not include any substantive discussion of the Urban Growth Master Plan (UGMP) other than the land use element. The applicant should provide a discussion of the aspects of the Master Plan that are being met with this request.
- The applicant should address the following Goals and Objectives of the Comprehensive Plan:
- The letter of justification does not address any of the Policies of the Comprehensive Plan that are being met with this request.
- The zone change application for the subject property necessitates a Parking Demand Mitigation Study in accordance with Article 16-14 of the Zoning Ordinance.
- The applicant should provide further information regarding the following Development Criteria:
  - a. Regulating Plan Section 1.d: Where development is adjacent to agriculturally zoned land in the Rural Service Area, a buffer of a minimum of 100 feet, subject to the following (Regulating Plan Section 1.d):
    - i. The buffer depth should be measured parallel to the edge of the Rural Service Area.
    - ii. No principal or accessory building, parking, signage, or driveways should occupy the buffer.
    - iii. Stub-Streets, Shared-use paths and vegetated open space should be allowed in the buffer.
    - iv. A maximum length of a stub-street of 15 feet with the remaining length to the boundary of the Urban Service Area dedicated for future roadway construction.
    - v. If the buffer is used to meet open space requirements, it should remain open space unless its loss would not render the development nonconforming with regard to open space requirements.

- b. Regulating Plan Section 3.a.4: No more than one non-alley curb cut should be placed along a given block face;
- c. Regulating Plan Section 3.f.1: Single-family and townhouse dwellings should not have vehicular access directly from or across an arterial, collector, boulevard, or shared-use path right-of-way, unless from an alley that is shared by multiple lots
- d. Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
- e. A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.
- f. A-DS11-1: Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces.
- g. B-RE2-1: Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.
- h. C-LI8-1: Development should enhance a well-connected and activated public realm.
- i. B-PR2-1: Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.
- j. A-DS3-1 Multi-family residential developments should comply with the Multifamily Design Standards in Appendix A.

# SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-25-00013: SCOTTY BAESLER



## STAFF REVIEW

In the period following the initial Zoning Committee meeting, the applicant met with staff to discuss the concerns described within the initial staff report and the comments received during the committee meetings. Since that time, the applicant has submitted updated application materials, including a revised development plan, revised open space exhibit, revised tree inventory map, a parking demand mitigation study, and a supplemental letter of justification.

The revisions to the proposed development plan include reorienting the multi-family/parking area relationship, adding a traffic circle, alleyways and a stub street for future connectivity. The updated plan also depicts the buffer area recommended when abutting agriculturally-zoned property.

## COMPREHENSIVE PLAN GOALS AND OBJECTIVES

In the initial staff report, staff requested that the applicant demonstrate how they were in agreement with the following Goals, Objectives, and Policies of the Comprehensive Plan:

*Theme A, Objective #2.b - Respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with the existing urban form.*

Staff noted that the original development plan lacked the 100-foot buffer to agriculturally-zoned properties. The applicant has revised the development plan to depict this buffer, and relocated the industrial structures to meet the setback.

*Theme A, Goal #3.d - Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.*

Initially, staff requested additional connections to undeveloped parcels. The revised layout contains stub street connections to both the north and east of the subject properties, as well as increased sidewalk facilities. The revisions also denote changes to the boulevard cross-section to bring the existing roadway into compliance with the roadway recommendations for the Urban Growth Master Plan.

*Theme D, Objective #1.a - Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles.*

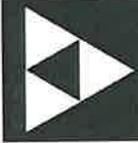
*Theme D, Objective #1.b - Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ride-sharing, greenways and other strategies.*

The Urban Growth Master Plan calls for improvements to Canebrake Drive, which is designated in the Urban Growth Master Plan as a Boulevard street type. These improvements include dedicated protected bike lanes, which were not shown on the cross-section for the initial proposal. The revised layout now includes the missing elements and incorporates the Boulevard street type cross-section.

*Theme D, Objective #1.d - Improve traffic operation strategies, traffic calming, and safety for all users.*

The Urban Growth Master Plan calls for the inclusion of traffic circles/ roundabouts into the design of projects in order to more effectively and safely manage traffic for each area. In the first iteration, the development's primary intersection with Canebrake Drive did not include this feature. The revised layout now includes a traffic circle on Canebrake Drive which provides access to the residential portion of the development.

Based on the revised justification and development plan, staff finds that the request is in agreement with the



Goals and Objectives of the Comprehensive Plan as the request will help meet an increase in the demand for housing (Theme A, Goal #1.b and #1.d), develops business and job opportunities (Theme C, Goal #1.a and Goal # 2.a), and incorporates changes in the massing and height of the building in order to transition to the scale of development currently present in the area (Theme A, Goal #2.b).

### **COMPREHENSIVE PLAN POLICIES**

In response to Staff's request for more information as to how the proposed plan met the Comprehensive Plan Policies, the applicant provided a number of examples.

*Design policy #1: Utilize a people-first design, ensuring that roadways are moving people efficiently & providing equitable pedestrian infrastructure.*

*Design Policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes.*

*Design policy #6: Adhere to the recommendations of the Lexington area MPO bike/ Pedestrian Master Plan, adopted in 2018.*

The revised layout added the boulevard style cross-section to Canebrake Drive which includes separated travel lanes, parking protected bike lanes and sidewalks. The new plan also lowered the number of pedestrian conflict points in the residential area by adding alley access and reducing the number of curb cuts.

*Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.*

While the multi-family portion of the development is currently in the preliminary stages, the applicant has stated that the final design will comply with the Multi-Family Design Standards in Appendix A. The applicant's changes to the orientation of the structures locates the buildings along the roadways, and locates parking to the rear. As the applicant has indicated that details regarding the architectural elements of the buildings are not yet available, staff has recommended notation on the development plan that would ensure that these elements are appropriately denoted at the time of the final development plan.

*Design policy #8: Provide varied housing choice.*

The residential area includes single-family, duplex, quad-plex and multi-family options.

*Protection policy #2: Conserve and protect environmentally sensitive areas, including sensitive natural habitats, greenways, wetlands and water bodies.*

The proposed development avoids the floodplain near the creek and the tributary along Canebrake Drive, and conserves it as green open space. Additionally, the applicant has conducted a flood study to identify and protect floodplain areas that were not mapped under the existing FEMA maps.

Staff agrees with the applicant's assessment of this proposal in regard to compliance with the Policies of the Comprehensive Plan.

### **DEVELOPMENT CRITERIA**

The revised plan also addresses several of the Development Criteria of the Placebuilder and the Regulating Plan of the Urban Growth Master Plan previously identified by staff as requiring further clarification.

1. *Regulating Plan Section 1.d: Where development is adjacent to agriculturally zoned land in the*



*Rural Service Area.*

- i. *Area, a buffer of a minimum of 100 feet, subject to the following (Regulating Plan Section 1.d):*
- ii. *The buffer depth should be measured parallel to the edge of the Rural Service Area.*
- iii. *No principal or accessory building, parking, signage, or driveways should occupy the buffer.*
- iv. *Stub-Streets, Shared-use paths and vegetated open space should be allowed in the buffer.*
- v. *A maximum length of a stub-street of 15 feet with the remaining length to the boundary of the Urban Service Area dedicated for future roadway construction.*
- vi. *If the buffer is used to meet open space requirements, it should remain open space unless its loss would not render the development nonconforming with regard to open space requirements.*

The applicant added the 100-foot buffer to the development plan, and relocated the proposed structures and parking.

2. *Regulating Plan Section 3.a.4: Curb cuts. No more than one non-alley curb cut should be placed along a given block face; Regulating Plan Section 3.f.1: Single-family and townhouse dwellings should not have vehicular access directly from or across an arterial, collector, boulevard, or shared-use path right-of-way, unless from an alley that is shared by multiple lots.*

The revised site plan reduced the number of curb cuts by adding an alley system to the layout, and consolidating access points for the multi-family residential uses. All single-family and duplex uses now are exclusively accessed from alleyways; however, both the multi-family and the industrial development areas do feature one more curb cut than is allowed.

The intent behind this recommendation of the UGMP was to improve traffic management, and aid in the creation of a grid-type street network that would serve the entire expansion area. In staff's review, the curb cuts' locations between Canebrake Drive, Interstate I-75, existing development, and environmentally sensitive areas are factors that limit the practicality of implementing public roads in these areas. Connectivity to adjoining parcels is being provided elsewhere in the proposal, and providing roadways in place of the access drives in these two areas would provide little additional benefit to the public.

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

The applicant has not provided any information relating to their public outreach efforts.

4. *A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.*

As stated earlier, the revised proposal incorporates the correct cross-section that includes all recommended facilities for Canebrake Drive.

5. *A-DS11-1: Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces; B-RE2-1: Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.*

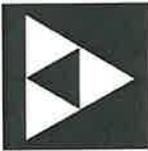
The applicant designates several large areas as dedicated open space with pedestrian access for residents and nearby businesses.

6. *B-PR2-1: Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.*

The subject properties include areas of FEMA designated floodplain. Based on the mapping extent that has been provided, it appears that the floodplain for the property has not been entirely mapped. In response to staff's request, the applicant conducted a flood study to demonstrate the extend of the floodplain areas on the properties, and applied the appropriate vegetative buffer and 25' setback.

7. *A-DS3-1: Multi-family residential developments should comply with the Multifamily Design Standards in Appendix A.*

Although the applicant has not submitted any information to demonstrate compliance with the architectural components of the Multi-Family Design Standards, the revised justification letter states that the final design will comply with those standards. These elements will be incorporated into notes on the preliminary development plan, which will be evaluated at time of the Final Development Plan



### **PARKING DEMAND MITIGATION STUDY**

Under the requirements of the Parking and Landscaping Zoning Ordinance Text Amendment, all "Significant Developments," or developments with over 5,000 square-feet of building coverage that require a Zoning Map Amendment, shall provide a Parking Demand Mitigation Study for the project that details the following information:

1. Review of national best practices for parking calculations for the project, including the current ITE Manual Parking ranges or the ranges produced by the ITEParkGen Report;
2. The anticipated parking demand for the project;
3. How the anticipated parking demand will be satisfied on-site or off-site;
4. The methods and strategies to be implemented in order to reduce vehicle trips by site users;
5. The methods and strategies to be implemented in order to promote transportation options by site users;
6. The projected mode share by site users from the utilization of the study's strategies.

Within the applicant's review of the parking demand, they have provided specific calculations based on the ITE manual for the proposed residential multi-family use. The development plan shows 349 spaces for the 200 units (168 multi-family and 32 fourplex) which, at 1.745 spaces per unit, is on par with the ITE recommendation of 1.7.

Staff has concerns about the amount of parking shown for the industrial portion of this proposal. While General Light Industrial (1.0 Parking Bay per 1000 SF GFA) and Industrial Park (1.6 Parking Bay per 1000 SF GFA) are permitted uses in the Light Industrial (I-1) zone, General Office Building (2.9 Parking Bay per 1000 SF GFA), Medical-Dental Office Building (4.7 Parking Bay per 1000 SF GFA) and Strip Retail Plaza (5.7 Parking Bay per 1000 SF GFA) are not. The ITE recommended parking levels are much lower for the permitted uses than those for the uses that are not permitted which suggests that the industrial portion of the development proposes more parking than what is necessary. Staff recommends revising the Light Industrial portion of the development plan to reflect the parking rate (1.0 - 1.6 spaces per 1,000 SF GFA) shown in the ITE manual for the uses permitted in this zone.

**STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:**



1. The proposed Medium Density Residential (R-4) zone and Light Industrial (I-1) zone are in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
  - a. The request will help meet an increase in the demand for housing by increasing the number of units and providing a variety of housing types (Theme A, Goal #1.a, #1.b and #1.d).
  - b. The request would create opportunity for business and job growth (Theme C, Goal #2.a).
  - c. The request would improve Lexington's transportation network by providing for pedestrian, bicycle and vehicular improvements that comply with Complete Streets and UGMP standards (Theme A, Goal #3.d; Theme D, Goal #1.a, #1.b, and #1.d).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
  - a. The request provides a variety of housing types (Design Policy #8).
  - b. By mapping the previously unmapped area, the applicant has taken significant measures to provide adequate spacing from environmentally sensitive areas (Protection Policy #2).
  - c. The proposal provides infrastructure for a variety of transportation modes (Design Policy #1, #5 and #6).
3. The proposal is in compliance with the Urban Growth Master Plan, an adopted element of the 2045 Comprehensive Plan.
  - a. The request is in agreement with the Land Use element of the plan, which calls for Industrial and Medium-Density Residential Development within this area.
  - b. The request provides 100-foot buffer to properties outside of the Urban Services Area (Regulating Plan Section 1.d).
  - c. The request provides rear access to single-family and duplex residential structures limiting curbs-cuts (Regulating Plan Section 3.a.4).
  - d. The proposed layout incorporates the Boulevard style roadway improvements to Canebrake Drive (Regulating Plan Section 3.a.1).
4. The justification statement and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan.
  - a. The proposed development meets the criteria for Land Use is located in an area with convenient access to a significant freight network (C-LI9-1) and increases opportunities for industry and special trade employment (C-PS8-1).
  - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability, as the request provides connected streets and alleyways for pedestrians, cyclists and motorists (A-DS4-1) and creates a walkable streetscape (A-DS5-2).
  - c. The request meets the criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR-2-1) and increases tree canopy (B-RE1-1).
  - d. The proposal meets the criteria for Site Design, as the development orients parking areas to the rear for non-residential and multi-family uses (A-DS7-1) which reduces the number of vehicle/pedestrian conflict points and helps to promote pedestrian-oriented, activated streetscapes (A-DS5-4).
  - e. The plan meets the criteria for Building Form, as the request orients the buildings to maximize connections to the street (A-DS5-3) and is scaled appropriately for the area (A-DS4-2).
5. This recommendation is made subject to approval and certification of PLN-MJDP-25-00050: CANEBRAKE SUBDIVISION UNIT 1 (BAESLER 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.

1. **SCOTTY BAESLER ZONING MAP AMENDMENT AND CANEBRAKE SUBDIVISION, UNIT 1 DEVELOPMENT PLAN**

- a. **PLN-MAR-25-00013: SCOTTY BAESLER (11/20/25)\***– a petition for a zone map amendment from Agricultural- Rural (A-R) zone to a Medium Density Residential (R-4) zone and a Light Industrial (I-1) for 65.69 net (73.72 gross) acres for properties located at 200, 201, 250, 251, & 301 Canebroke 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 applicant is seeking to rezone the subject properties from the Agricultural Rural (A-R) zone to the Medium Density Residential (R-4) and Light Industrial zones in order to construct an industrial flex space development and a residential development with a variety of housing types, including single-family, duplexes and multi-family structures.

**The Zoning Committee Recommended: Postponement.**

**The Staff Recommended: Postponement for the following reasons:**

1. The letter of justification does not include any substantive discussion of the Urban Growth Master Plan (UGMP) other than the land use element. The applicant should provide a discussion of the aspects of the Master Plan that are being met with this request.
2. The applicant should address the following Goals and Objectives of the Comprehensive Plan:
  - a. Respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form (Theme A, Goal #2.b).
  - b. Improve traffic operation strategies, traffic calming, and safety for all users (Theme D, Objective 1.d).
  - c. Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles (Theme D, Objective 1.a).
  - d. Expand the network of accessible transportation options for residents and commuters, which may include the use of mass transit, bicycles, walkways, ridesharing, greenways and other strategies (Theme D, Objective 1.b).
3. The letter of justification does not address any of the Policies of the Comprehensive Plan that are being met with this request.
4. The zone change application for the subject property necessitates a Parking Demand Mitigation Study in accordance with Article 16-14 of the Zoning Ordinance.
5. The applicant should provide further information regarding the following Development Criteria:
  - a. Regulating Plan Section 1.d: Where development is adjacent to agriculturally zoned land in the Rural Service Area, a buffer of a minimum of 100 feet, subject to the following (Regulating Plan Section 1.d):
    - i. The buffer depth should be measured parallel to the edge of the Rural Service Area.
    - ii. No principal or accessory building, parking, signage, or driveways should occupy the buffer.
    - iii. Stub Streets, Shared-use paths and vegetated open space should be allowed in the buffer.
    - iv. A maximum length of a stub-street of 15 feet with the remaining length to the boundary of the Urban Service Area dedicated for future roadway construction.
    - v. If the buffer is used to meet open space requirements, it should remain open space unless its loss would not render the development nonconforming with regard to open space requirements.
  - b. Regulating Plan Section 3.a.4: No more than one non-alley curb cut should be placed along a given block face;
  - c. Regulating Plan Section 3.f.1: Single-family and townhouse dwellings should not have vehicular access directly from or across an arterial, collector, boulevard, or shared-use path right-of-way, unless from an alley that is shared by multiple lots

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- d. Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
  - e. A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, green spaces, developments and complementary uses should be provided.
  - f. A-DS11-1: Street layouts should provide clear, visible access to neighborhood focused open space and green spaces.
  - g. B-RE2-1: Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.
  - h. C-LI8-1: Development should enhance a well-connected and activated public realm.
  - i. B-PR2-1: Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.
  - j. A-DS3-1 Multi-family residential developments should comply with the Multifamily Design Standards in Appendix A.
- b. **PLN-MJDP-25-00050: CANEBRAKE SUBDIVISION, UNIT 1 (BAESLER PROPERTY)** (11/20/25)\* – located at 200, 201, 250, 251, & 301 CANEBRAKE DRIVE, LEXINGTON, KY

Note: The purpose of this plan is to depict flex space and residential development in support of the requested zone changes from an Agricultural Rural (A-R) zone to a Light Industrial (I-1) zone and a Medium Density Residential (R-4) zone.

Requirements Not Met:

1. Depict direct pedestrian connection for all buildings to the street. (ZO Art 16-6(a)(3)) (Traffic Engineering)
2. Update Canebroke Drive cross-section as a typical boulevard section and include a protected bike lane. (UGMP pgs. 174 & 189) (Traffic & Planning)
3. Revise intersection of Canebroke Drive and new street to be a roundabout as indicated by the UGMP, p. 181. (Traffic & Planning)
4. All internal walkways shall comply with ZO Art. 16-6(c)(2). (Traffic)
5. Label the centerline of the blueline stream on property as indicated by the Kentucky Geologic Map website. (Environmental Services)
6. Denote: Structures built in areas of alluvial soils will have a foundation and footer detail prepared by a licensed professional engineer prior to issuance of a building permit. (LSR Art. 6-11)) (Environmental Services)
7. Denote: No buildings or structures shall be located on any land with a slope greater than 30%. For areas with slopes between 15% and 30%, the provisions of Article 6-11 of the Land Subdivision Regulations shall be applicable. (Environmental Services)
8. Denote: No building permits shall be issued unless and until a final development plan is approved by the Planning Commission. (ZO Art. 21-6(a)(17)) (Planning & Engineering)
9. Provide a 15' landscape buffer between the I-1 zone and the adjacent B-5P zones. (ZO Art. 18-3) (Landscape)
10. Dimension access points, driveways, sidewalks, and parking spaces. (ZO Art. 21-6(a)(5)) (Planning)
11. Clarify residential unit count in site statistics box. (Planning)
12. Update R-4 zone requirements to reflect the different standards for the single-family and multi-family uses. (Planning)
13. Depict 100-foot Rural Service Area setback. (UGMP pg. 211) (Planning)
14. Depict group residential project yard requirements. (ZO Art. 9) (Planning)
15. Depict all existing and proposed easements. (ZO Art. 21-6(a)(10)) (Planning & Engineering)
16. Depict vegetative buffer per ZO Art. 19-7(g) and add Vegetative Buffer Zone maintenance note per SWM 1.4.4. (Engineering)
17. Provide open space exhibit that is in compliance with ZO Art. 20. (Open Space)

Waiver(s) Necessary: None at this time.

Design Considerations: None at this time.

Plan Questions or Concerns:

1. Forward street name suggestions or Addressing Office will assign. (Addressing)

2. Discuss street layout and alley system requirement within UGMP. (Planning)
3. Discuss street connectivity to adjoining tracts. (Planning)
4. Discuss proposed setbacks for single-family residential and duplex uses. (Planning)
5. Discuss extent of floodplain and the need for a flood study. (ZO Art. 19-7(g)) (Planning)
6. Discuss compliance with multi-family guidelines. (Planning)
7. Discuss timing of Note #12 concerning sidewalks and handicap spaces. (Engineering)
8. Discuss how the existing sanitary sewer system will be accessed by the proposed development as well as the availability and capacity for the area. (Engineering)
9. Discuss location of stormwater management areas and who will construct, own, and maintain them. (Engineering)
10. Discuss Placebuilder Criteria. (Planning)

The Subdivision Committee Recommended: Postponement. There are questions regarding compliance with the Urban Growth Master Plan.

Should the plan be approved, the following requirements should be considered:

1. Provided the Urban County Council approves the zone change to I-1 & R-4; 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. Open Space Planner's approval of open space areas.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. United States Postal Service Office's approval of kiosk locations or easement.
8. Correct all noted deficiencies listed as "requirements not met" herein.

Staff Presentation – Mr. Jeremy Young oriented the Commission to the area of the zone change request on Canebrake Drive, and presented the revised staff report and recommendations for the zone change application. He displayed aerial photo photographs of the subject property and the general area, as well as graphics of the surrounding zoning in the immediate area. He stated that the applicant was seeking a zone map amendment from an Agricultural Rural (A-R) zone to a combination of a Medium Density Residential (R-4) zone and a Light Industrial (I-1) zone for over 60 acres within expansion area 4 of the recently adopted Urban Growth Management Plan. Canebrake Drive is planned to connect north to Todds Road.

Mr. Young indicated that the applicant submitted a justification for the zone change utilizing the updated Placebuilder. They propose a New Complete Neighborhood Place-Type, with a Medium Density Residential Development Type associated with the proposed R-4 zone, and Industry and Production Center Place-Type, an Industry and Production Non-residential Development Type associated with the I-1 zone. Mr. Young indicated that the Staff was in agreement with those selections, and that they were supported by the Urban Growth Management Plan and the Flex-Space land use recommendation.

Mr. Young indicated that there were a number of initial concerns about the applicant's submitted materials, including a missing buffer along Rural Service Area boundary, lack of street connectivity and multi-modal infrastructure, lack of traffic calming or traffic management, and too many access points to the residential areas. Mr. Young stated that a revised justification and development plan had been submitted to resolve the issues. Mr. Young stated that the Staff now recommends approval and a revised staff report has been distributed to the Planning Commission. Mr. Young stated that the application meets the goals and objectives of the 2045 Comprehensive Plan, the policies and Placebuilder of the Plan, as well as the land use element and recommendations of the Urban Growth Management Plan. Mr. Young offered to address any questions from the Planning Commission. There were no questions at this time.

Development Plan Presentation – Mr. Daniel Crum oriented the Planning Commission to the location and characteristics of the subject properties along Canebrake Drive. Mr. Crum stated that development plan does reflect improvements to Canebrake Drive, including roadway widening, sidewalks and traffic circles. Mr. Crum identified the industrial areas closest to Athens Boonesboro Road and along the east side of Canebrake Drive, adjacent to the Urban Service Area. The plan depicts numerous speculative buildings of various sizes for industrial and warehouse uses. In addition, he identified the area proposed for residential

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land use with various dwelling types, which will be served by public streets including alleys. Mr. Crum stated that the staff provided a revised staff report with a list of requirements not met and conditions of approval for the Planning Commission's consideration based on the revised plan, as follows:

Requirements Not Met:

1. Depict direct pedestrian connection for all buildings to the street. (ZO Art 16-6(a)(3)) (Traffic Engineering)
2. All internal walkways shall comply with ZO Art. 16-6(c)(2). (Traffic)
3. Label the centerline of the blueline stream on property as indicated by the Kentucky Geologic Map website. (Environmental Services)
4. Denote: Structures built in areas of alluvial soils will have a foundation and footer detail prepared by a licensed professional engineer prior to issuance of a building permit. (LSR Art. 6-11) (Environmental Services)
5. Denote: No buildings or structures shall be located on any land with a slope greater than 30%. For areas with slopes between 15% and 30%, the provisions of Article 6-11 of the Land Subdivision Regulations shall be applicable. (Environmental Services)
6. Denote: No building permits shall be issued unless and until a final development plan is approved by the Planning Commission. (ZO Art. 21-6(a)(17)) (Planning & Engineering)
7. Dimension access points, driveways, sidewalks, and parking spaces. (ZO Art. 21-6(a)(5)) (Planning)
8. Depict vegetative buffer per ZO Art. 19-7(g) and add Vegetative Buffer Zone maintenance note per SWM 1.4.4. (Engineering)
9. Indicate location of bicycle parking. (Planning)
10. Denote: The Architectural Design Elements in the Multi-Family Design Guidelines shall be addressed at the final development plan stage.
11. Provide property perimeter landscape buffer where I-1 zone adjoins R-4 zone. (ZO Art. 18-2(a)) (Planning)

Conditions of Approval:

1. Provided the Urban County Council approves the zone change to I-1 & R-4; 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. Open Space Planner's approval of open space areas.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. United States Postal Service Office's approval of kiosk locations or easement.
8. Correct all noted deficiencies listed as "requirements not met" herein.

Mr. Crum concluded by stating the Staff is now recommending approval of the preliminary development plan subject to the granting of the zone change, addressing the corrections and conditions as presented. He offered to answer any questions from the Planning Commission.

Commission Questions – Mr. Michler asked for Mr. Crum to present the proposed connections from the subject properties to adjoining parcels. Mr. Michler asked for clarification about why there no stub streets or connections into the exiting Blue Sky Activity Center. Mr. Crum stated that stub connections into existing development are not typically depicted because of the limited possibility of such connections occurring. Also, connections are focused on vacant land within the Urban Growth Management Plan. Mr. Michler asked that the Staff continue to pursue connectivity to the greatest extent possible.

Applicant Presentation – Mr. Nick Nicholson, attorney with Stoll Keenon Ogden PLLC, was present representing Former Congressman and Mayor Scotty Baesler and his family. Mr. Rory Kahly and Mr. Al Gross, EA Partners, were also present to answer questions about the development plan. Mr. Nicholson emphasized that the zone change request addressed creating employment opportunities and housing growth, both of which were important reasons for the expansion of the Urban Service Area. He stated that the future land use recommended here was complimentary to the existing uses in the immediate area. Mr. Nicholson stated that the zone change is in agreement with the adopted Comprehensive Plan and the Urban Growth Management Plan. Mr. Nicholson focused on the topographical changes on the site, which lends

itself to appropriate transitions between the industrial and residential land uses, and protection of the floodplain and its tributaries. Mr. Nicholson reviewed the design details and changes that occurred during the application review process. Mr. Nicholson offered to answer any questions from the Planning Commission.

Commission Questions – Mr. Penn stated that he understood that this is a conceptual plan that is a bit of a placeholder. He asked how much change would be acceptable before the final plan would need to be reviewed by the Planning Commission. Mr. Nicholson said that the plan had a significant level of detail that should give the Commission comfort that the plan is and will remain in compliance with the adopted plans and Zoning Ordinance regulations. He stated that any waiver would be reviewed by the Planning Commission at a future hearing. Mr. Penn asked how infrastructure would be paid for associated with development on this land since exactions will not be applied to land in the Urban Growth Management Plan (UGMP) area. Mr. Nicholson said that question is currently being evaluated by the administration and that their consultant is expecting to have a presentation in January 2026 to provide a proposed framework. Mr. Penn said he looked forward to hearing more and indicated he would ask this for all developments within the UGMP areas.

Mr. Owens asked for clarification about a presentation in January 2026. Mr. Nicholson indicated that the presentation would be to the Urban County Council. Mr. Duncan stated that a presentation would be forthcoming to the Planning Commission in the next few months.

Public Comment – Chair Davis asked if there was anyone present to speak either in support or against the proposed zone change. There was no comment from the audience, therefore the Chair closed the hearing.

Action – A motion was made by Mr. Forester and seconded by Mr. Wilson and carried 8-0 (M. Davis, Nicol and Worth absent) to approve PLN-MAR-25-00013: SCOTTY BAESLER for reasons provided by Staff.

Action – A motion was made by Mr. Forester and seconded by Mr. Wilson and carried 8-0 (M. Davis, Nicol and Worth absent) to approve PLN-MJDP-25-00050: CANEBRAKE SUBDIVISION, UNIT 1 (BAESLER PROPERTY) with the corrections and revised conditions recommended by Staff.