



A P R I L 2 0 2 3

Pensacola Park Post

A Monthly Pensacola Park Neighborhood Association Distribution
Find us also on the web @ www.PensacolaPark.org

MARK YOUR CALENDERS: Annual Pensacola Park Easter Egg Hunt

WHERE: Goodrich Green Space (at the end of Goodrich Ave)

WHEN: Saturday (4/8)

TIME: 9:30 to gather (donuts and coffee will be provided) / 9:45 AM-11AM Hunt will commence. Please note that there will be two sections flagged for different ages 1-3, 4-10. There will be five special golden eggs this year.

FUN FACT: Did you know that the tradition of dyeing eggs dates back to ancient Mesopotamia? In modern times, the tradition continues with Orthodox and Eastern Catholic congregations dyeing them to represent the blood of Christ. Dyes and embellishments with wax patterns originated in Ukraine, where they were referred to as pysankas. Ukrainian immigrants brought this tradition to the United States.

NOW'S THE TIME TO FIX THE LOOMING THREAT FROM FREIGHT LINES IN SOUTH LEXINGTON by Fred A. Pope

Lexington can turn a looming catastrophic threat along Nicholasville Road into a once-in-a-lifetime opportunity to fix a public safety and transportation issue all at once.

The threat is Norfolk Southern's South Lexington freight lines, which run parallel to Nicholasville Road from downtown Lexington into Jessamine County. All it takes is an impaired driver trying to get around the Waller Avenue train crossing, or human error at a rail switch, to cause a freight wreck releasing deadly hazardous materials such as propane and chlorine. That means our three major hospitals, St. Joseph's, Baptist Health, UK Chandler, the entire UK campus and thousands of homes in a one-mile radius have to be evacuated, if there is time.

Imagine Lexington is a plan for us to have a safe place to live, work and enjoy our unique environment for the next 20 years. A study on our busiest traffic corridor is called Imagine Nicholasville Road. If our city leaders will first focus on eliminating the looming threat from the freight lines, it can provide a way for Nicholasville Road to become a manageable city street. Remember, train accidents happen all the time.

Just three years ago in Fayette County, two Norfolk Southern freight trains collided, exploded and burned out on farmland. A one-mile radius was evacuated for fear of hazardous materials being released. The cause was human error at a rail switch. In Graniteville, S.C., two Norfolk Southern freight trains collided, exploded and 90 tons of deadly chlorine was released. The town was evacuated, nine people were killed and 250 were injured. Their industry moved away and the damaged town never recovered. The cause was human error at a rail switch, just like the train accident here.

The freight lines no longer have any business on the South Lexington route. Yet, up to 15 times a day they put us at shocking risk. We cannot move the UK campus, or move our major hospitals and residents now in harm's way. But we can relocate the freight lines.

How do we get Norfolk Southern to agree to relocate the South Lexington freight route? We offer to build them a faster, safer route through farmland around the west side of Lexington. What will it cost? We just spent \$600 million on sewers that posed no danger, so we can afford \$100-\$200 million to remove our biggest danger by building new freight lines through farmland. Horse farms and railroads have coexisted for centuries.

There is an exciting bonus when our city leaders recognize this threat and act quickly. Modern cities are moving to transit rail because it is faster, safer, cleaner and expandable for the future. You just add rail cars to expand capacity. No city has a better route to start an above ground transit rail line than Lexington. It is a straight shot from downtown past our major employers, UK campus, our hospitals and shopping malls to Nicholasville. We just convert the freight tracks to electric transit lines and build passenger platforms and enhanced pedestrian access along the way. One transit heavy rail line can move 30,000 people an hour to handle our rush times.

That means Nicholasville Road car traffic might be cut in half, which can allow the problem corridor to be updated along the lines of Imagine Nicholasville Road, with improved walking and biking lanes. The federal government is targeting public safety and infrastructure, especially transit converting from diesel to electricity; however, with or without federal funds we must remove the public safety threat.

If city leaders act now, 10 years from now our hospitals and the heart of our city will be safe from a catastrophic freight train accident. We will have fewer cars, fewer parking garages, a pedestrian friendly downtown and our growth and development will be dense along a new transit rail system. Imagine that!

NEIGHBORHOOD UPDATES:

- **STREET TREES:** This spring's budget for street trees has been filled. Thanks to all who wanted to get a street tree. Planting will take place mid April.
- **BACKYARD CONSERVATION:** Grants opening April 1st. First come, first serve. You can find the application here: <https://sites.google.com/view/kyfccd/website/cost-share-programs/backyard-conservation>

NEIGHBORHOOD UPDATES cont.:

- PLANT and ART SALE: Date of event has been moved from May 13th 2023 to May 20th 2023. We are looking for:
 - Neighborhood artists who want to sell their crafts at the event
 - Volunteers to grow seeds into starter plants
 - Plant Donations (indoor or outdoor)
 - Volunteers to help with the plant fundraiser during the event or up to the event
- SOLARIZE LEXINGTON: The City is offering up an opportunity for the general public to get financial help with installing solar panels. Please see link: <https://www.lexingtonky.gov/solarize-lexington>. Effectively, if you are considered a low to moderate income household, you may be able to apply for a grant to help with installing solar panels on your home. You will need to call the Division of Community and Resident Services at 859-300-5300 to see if you qualify for the grant (please do this before submitting an application for solar panels, if you believe you qualify). If you are not considered low to moderate income, then the city is offering an incentive for bulk pricing, where homeowners can get up to 20% off their cost by going through the city program...versus if they did it on their own. Also note that there is a 30% federal tax incentive when you go solar as well. If you have considered having solar panels on your home, this is a great opportunity to look into. You can also call the Division of Environmental Services and speak with Mrs. Jada Griggs, Senior Manager of Sustainability, her contact number is 859-258-3144.

HISTORY CORNER: Southland by Rebecca C. Glasscock

Concerned about the “dangerous surface crossing on Rosemont,” in February of 1950 work began on the Southern U-Pass. The road that we now know as Southland Drive was completed in September of that year.

The land adjoining the U-Pass Road was open farmland, a bonanza for commercial developers. And as it turned out, the land became available after the last resident of Alleghan, Mrs. Mary Bell Burt, died on December 5, 1950. Neighbors on nearby streets were very unhappy about the prospect of this area becoming a commercial zone. Petitions were circulated but to no avail. In May of 1951 the Fiscal Court okayed a new shopping area.

Construction commenced. The first phase of the shopping center was on the south side of the U-Pass, in the 400 block. Some of the early tenants of the shops were Begley Drug (now Unlimited Spirit), Peter Pan Children’s Shop (now Ali Baba), Smith-Watkins Hardware (now H&R Block), Magee’s Bakery, Woolworth’s, and Kroger (adjacent to what is now Old Kentucky Chocolates). On the north side of the road were two service stations: Hillard’s (now Southside Auto Repair) and Brossman’s Texaco (now Midas).

In June of 1956 the Fayette County Court renamed the road Southland Drive. Southland Drive continued to develop, with construction of Milward Mortuary beginning in November of that year. The next year, Lexington’s newest supermarket, Colonial Albers, opened (where Critchfield’s is today). In January of 1960, planning for the \$1.2 million bowling facility began, followed by the construction of the Oleika Temple later that year.

It wasn’t until March of 1965, however, that the Southland area applied for annexation to the city. Development continued. In 1969, the first Long John Silver’s in the United States opened at 301 (now Fantasia Style Salon); it closed at this location in July of 1991.

I was surprised to learn that we once had a public library on Southland. There wasn’t enough money to purchase at the time, so the building at 521 (where Your Frame of Mind Galleries is now) was leased in June of 1972. Unfortunately, the library lost its lease in 1984 and the building was sold to a Lexington couple who planned to open a fabric business. It appeared that the library would be able to purchase a building near the old Kroger, but no. Today, we are still missing a Southland branch of the Lexington Public Library.

HOW TO ORDER A PENSACOLA PARK EMBLEM

Please visit our website www.pensacolapark.org to order any emblems, or write us at pensacolapark@gmail.com. Payment is via paypal, check, or cash. Metal Plaque is made up of holly bronze and comes in two sizes: 8x8 (\$165) and 5x5 (\$80)



PLEASE CONSIDER DONATING TO PENSACOLA PARK NEIGHBORHOOD ASSOCIATION

As an organization we do not currently collect any neighborhood association dues, instead we function off of grants, fundraisers, and donations from the neighborhood. Donations allow us to go after matching grants, buy trees to increase our canopy, improve street conditions, throw community events, and be able to print this newsletter. If you would like to donate, you can either:
(1) Drop off Cash or Check to our GREEN PPNA mailbox at 107 Lackawanna Rd / (2) Use Paypal @ pensacolapark@gmail.com

ABOUT PENSACOLA PARK PRESERVATION SOCIETY AND PENSACOLA PARK NEIGHBORHOOD ASSOCIATION

Pensacola Park Preservation Society is a non-profit 501(c)3 formed by Pensacola Park Neighborhood Association in order to bring together residents and businesses located in the Pensacola Park Nationally Registered Historic Boundary, for the common good of (1) preserving the historic integrity and resources of the area; (2) creating an environment that promotes sustainable and appropriate growth for the neighborhood; (3) providing historic education and assistance to those in the Pensacola Park Neighborhood for the preservation and rehabilitation of historic homes, structures, and landscapes; and (4) Unifying and being representative of all the original streets in the Pensacola Park Historic boundary. Also check us out online at www.pensacolapark.org, and follow us on Facebook @ Pensacola Park Neighborhood Association.

If you have any questions or would like to submit topics or op-eds to Pensacola Park Post, please feel free to write us at pensacolapark@gmail.com. If you would like to stop receiving the free monthly post, please write us and put “stop post” in the heading, along with your physical address. Thank you.

Pensacola Park Neighborhood Association (PPNA) and Pensacola Park Preservation Society (PPPS), our nonprofit. PPNA/PPPS represent ALL streets in Pensacola Park Historic District, including: Goodrich, Lackawanna, Nicholasville, Norfolk, Penmoken, Pensacola, Rosemont, Suburban, and Wabash.