

- Staff Reports (30 minute maximum)
- Petitioner’s report(s) (30 minute maximum)
- Citizen Comments
 - (a) Proponents (10 minute maximum OR 3 minutes each)
 - (b) Objectors (30 minute maximum) (3 minutes each)
- Rebuttal & Closing Statements
 - (a) Petitioner’s comments (5 minute maximum)
 - (b) Citizen objectors (5 minute maximum)
 - (c) Staff comments (5 minute maximum)
- Hearing closed and Commission votes on zone change petition and related plan(s).

Note: Requests for additional time, stating the basis for the request, must be submitted to the staff no later than two days prior to the hearing. The Chair will announce its decision at the outset of the hearing.

1. LCD ACQUISITIONS, LLC MAP AMENDMENT REQUEST AND J. FORBING AND SON’S & HAYMAN SUBDIVISION (THE STANDARD AT LEXINGTON) DEVELOPMENT PLAN

- a. **PLN-MAR-26-00010: LCD ACQUISITIONS, LLC (5/28/26)*** – a petition for a zone map amendment from a Light Industrial (I-1) and a Wholesale and Warehouse Business (B-4) zone to a Corridor Node (C-N) zone for 4.355 net (7.423 gross) acres for property located at 416, 422-424, 430-436, 442, and 451 Chair Avenue; 441 Hayman Avenue; and 633 S Broadway.

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.

Note: The petitioner is proposing the Corridor Node zone to establish a high-density residential building. The proposed development consists of several five-story residential buildings that are connected to a standalone parking structure via a fifth-floor pedestrian bridge.

The Zoning Committee Recommended: Approval, pending a review of new information to be presented by the applicant prior to a public hearing.

The Staff Recommends: Postponement for the following reasons:

1. The applicant should provide greater information regarding the following Goals, Objectives, and Policies of the 2045 Comprehensive Plan:
 - a. Theme D, Goal #1.c: Concentrate efforts to enhance mass transit along our corridors in order to facilitate better service for our growing population, as well as efficiencies in our transit system.
 - b. Design Policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.
 - c. Connectivity Policy #3: Encourage Transit-Oriented Development, increase density along major corridors, and support transit ridership, thus reducing Vehicle Miles Traveled (VMT).
2. The applicant should address the following Development Criteria of the Comprehensive Plan:
 - a. E-GR10-1: Transit oriented development (TOD) should be provided.
 - b. A-DS1-1: Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes.
 - c. A-EQ5-2: Development should be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities).
 - d. A-DS5-4: Development should provide a pedestrian-oriented and activated streetscapes.
 - e. D-PL2-1: Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space.

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

- f. A-DS3-1: Multi-family residential developments should comply with the Multifamily Design Standards in Appendix A.
3. The applicant should provide a Parking Demand Mitigation Study, as required by Article 16-14 of the Zoning Ordinance.

Staff Presentation – Daniel Crum, Principal Planner, oriented the Planning Commission with the proposed zone change. He indicated that the applicant was requesting a change from a Wholesale and Warehouse Business (B-4) zone and Light Industrial (I-1) zone to a Corridor Node (CN) zone to develop a high-density residential building. Mr. Crum shared aerial images to familiarize the Commission with surrounding zones, buildings, and roads.

Mr. Crum noted future plans to extend Scott Street, which will eventually outline the western side of the proposed development property. He indicated that staff took this into consideration when producing their revised recommendation.

During his presentation, Mr. Crum identified the public right-of-way planned near the corner of the property. He noted that the applicant was prohibited from developing on it.

Mr. Crum confirmed that the applicant's request for a change to a Corridor Node (CN) zone aligned with the 2045 Comprehensive Plan's goals for compact high-density housing, and access to public transit. He noted that the applicant hosted a public meeting to explain the functionality of the proposed development.

Mr. Crum clarified that the intent of the CN zone is to encourage the development of high-density residential and mixed-use spaces that are compact, walkable, and designed to complement existing and future public transit. He then shared renderings, provided by the applicant, to orient the Commission with the multi-building design, and placement of the parking garage.

He noted that the staff's recommendation was **Approval** for the following reasons:

1. The proposed Corridor Node (CN) zone is 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, particularly for University of Kentucky students (Theme A, Goals #1.b and #1.d; Theme A, Goal #2.a).
 - b. The request will provide connectivity to the existing pedestrian network, and will result in improved transit facilities in the vicinity (Theme D, Goals #1.b, c, and f).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
 - a. The request meets the Multi-Family Design Standards (Theme A, Design Policy #3).
 - b. The scale and scope of the development is in keeping with other redevelopments which have occurred within the vicinity (Design Policy #4).
 - c. The proposal provides for additional residential density at the intersections of two major corridors (Density Policy #1 and #2).
 - d. The proposal improves transit infrastructure in the area through the construction of two new bus stop facilities (Connectivity Policy #3).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan, for the following reasons:
 - a. The proposed rezoning meets the criteria for Land Use, as the request significantly increases residential density at the intersection of two major corridors (A-DN2-1; E-TS8-2), is transit-oriented (E-GR10-1), and is located in close proximity to existing neighborhood-serving commercial uses (A-DS12-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability, as the request provides accessible links to transit (A-DS1-1), enhances transit facilities within the vicinity (A-DS1-1), and is well-connected to several community anchors (A-DS10-1).

- 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 incorporates an integrated parking structure to reduce surface parking and impervious surface present with the development (B-SU4- 1).
 - d. The proposal meets the criteria for Site Design, as the development improves pedestrian connectivity in the area (C-LI8-1), limits surface parking (C-PS10-2) and locates parking internally to the site (A-DS7-1).
 - e. The plan meets the majority of the criteria for Building Form, as the request meets the Multi-Family Design Standards (A-DS3-1), is at an appropriate scale for the intersection of two urban corridors (A-DS4-2), and locates the structures as close as possible to each respective roadway (A-DS5-3).
4. This recommendation is made subject to approval and certification of **PLN-MJDP- PLN-MJDP-26-00069:J FORBING AND SON'S & HAYMAN SUBDIVISION (THE STANDARD AT LEXINGTON)** prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

Commission Questions – Mr. Michler stated that he did not agree with how little the proposed development interacted with the corridor and noticed that there was no street facing doorway on Oliver Lewis Way. He questioned why the CN zone was chosen instead of another zone that allowed for high-density development.

Mr. Crum explained that due to topography concerns, most of the building's vehicular and pedestrian traffic will be engaged through the S. Broadway corridor of the proposed development. He also stated that existing infrastructure limited the proposed development's relation to the surrounding streets. He noted that staff did question the applicant's decision to not place a door near Oliver Lewis Way. The applicant's response was that they were limited by the location of the right-of-way and topographical concerns.

Mr. Michler suggested revising the requirements of the CN zone to prevent developments from only being entered from side streets and parking garages.

Ms. M. Davis stated that she agreed with Mr. Michler, and that there was a clear lack of engagement with the corridor.

Mr. Penn suggested adding public art to the right-of-way.

Traci Wade, Planning Manager, clarified that the right-of-way in question is owned by the Kentucky Transportation Cabinet, and that they generally do not allow public art due to vehicular safety concerns.

- b. **PLN-MJDP-26-00029: J. FORBING & SONS AND HAYMAN SUBDIVISION (THE STANDARD AT LEXINGTON)** (7/5/26)* – located at 633 S. BROADWAY, 441 HAYMAN LANE, 653 LOWER STREET, 416-442 (even only) & 451 CHAIR AVENUE, LEXINGTON, KY
Council District: 11
Project Contact: Vision Engineering

Note: The purpose of this plan is to depict development of multi-family residential and associated parking, in support of the requested zone change from a Light Industrial (I-1) zone to a Corridor Node (CN) zone.

Requirements Not Met:

1. Ensure that the driveway apron matches Engineering Standard. Drawing 307-2 or 307-3, as applicable. (Traffic)
2. Modify interior landscaping and interior tree canopy for Lot 4 to meet ZO Art. 18. (Landscape Examiner)

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

3. Upload open space exhibit to Accela, and included open space requirements in the site statistics box as a percentage. (ZO Art. 20-3) (Open Space)
4. Provide dimensions for driveways and walkways. ZO Art. 21-6 (a)(5)) (Traffic & Engineering)
5. Depict termination of Hayman Street and Lower Street per the LSR requirements. (Engineering)

Waiver(s) Necessary:

1. Alternate cross-section. (Traffic)

Design Considerations:

1. Alter Hayman Avenue to right-in/right-out, and propose median controls. (Traffic)
2. Coordination with the design team for the Scott Street Extension project is imperative. (Engineering)
3. Phased construction for the relocation of the Town Branch culvert is required. (Engineering)

Plan Questions or Concerns:

1. Discuss incorporating transit facilities. (Planning)
2. Discuss lack of direct vehicle access to building on Lot 1. (Planning)
3. Will the parking area on the corner of Chair Avenue and Broadway be removed as part of this plan? (Traffic)
4. Are right-of-way improvements proposed for Emmaline Lane, Chair Avenue, or S. Broadway?
5. Discuss stormwater management plan, capacity, and ownership and maintenance. (ZO Art. 21-6(a)(9) and SWM 1.5.6) (Engineering)
6. Discuss proximity of new building to Scott Street retaining wall. (Engineering)
7. Discuss right-of-way dedication for Scott Street. (Engineering)
8. Discuss open space along South Broadway. (Planning)
9. Discuss Placebuilder criteria.

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

1. Provided the Urban County Council approves the zone change to CN; 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. Correct all noted deficiencies listed as "requirements not met" herein.

Staff Presentation – Chris Chaney, Senior Planner, oriented the Planning Commission with the proposed development plan. He shared a rendering of the development plan depicting the Scott Street extension, and how it would be incorporated into the building plans. He noted that the purpose of the development plan was to depict two high-density residential structures and an adjacent parking structure connected by pedestrian bridges.

Mr. Chaney noted that staff expects further discussion regarding the termination or privatization of Lower Street, and how that will impact the accessibility of the proposed development. He mentioned that there were also concerns about the designated drop-off and pick-up area, and how it might impact traffic.

Mr. Chaney presented a revised staff report which included the following requirements and conditions:

Requirements Not Met:

1. Ensure that the driveway apron matches Engineering Standard. Drawing 307-2 or 307-3, as applicable. (Traffic)
2. Modify interior landscaping and interior tree canopy for Lot 4 to meet ZO Art. 18. (Landscape Examiner)
3. Depict minimum of 15' between parking structure on Lot 3 and base of proposed retaining wall for Scott Street extension.

- Denote that location of drop-off, pickup, and delivery spaces shall be resolved at the time of final development plan.

Waiver(s) Necessary

PLN-WAV-26-00012 - requesting a waiver for an alternate street cross-section for a commercial service road (LSR 6-8(a)).

Design Considerations

- Alter Hayman Avenue to right-in/right-out and propose median controls. (Traffic)
- Coordination with the design team for the Scott Street Extension project is imperative. (Engineering)
- Phased construction for the relocation of the Town Branch culvert is required. (Engineering)

Plan Questions or Concerns:

- Discuss stormwater management plan, capacity, and ownership and maintenance. (ZO Art. 21-6(a)(9) and SWM 1.5.6) (Engineering)
- Discuss right-of-way dedication for Scott Street. (Engineering)
- Discuss termination of Lower Street in conjunction with Scott Street extension.
- Discuss Placebuilder criteria.

The Staff Recommends: **Approval**, subject to the following conditions:

- Provided the Urban County Council approves the zone change to CN; otherwise, any Commission action of approval is null and void.
- Urban County Engineer's acceptance of drainage, and storm and sanitary sewers, and floodplain information.
- Urban County Traffic Engineer's approval of street cross-sections and access.
- Urban Forester's approval of tree inventory map.
- Open Space Planner's approval of open space areas.
- Correct all noted deficiencies listed as "requirements not met" herein.
- Provided the Planning Commission grants the requested waiver of the local street cross-section.

Waiver Presentation - Mr. Chaney presented the requested waiver. He indicated that the applicant is requesting an alternate cross-section for Chair Avenue.

He stated that staff recommends **Approval** of the requested waiver for the following reasons:

- The request does not drastically deviate from the approved standards and allows for minimal improvements within the existing right-of-way.
- The site is being redeveloped from industrial uses to multi-family residential and the applicant is proposing to modify and standardize the conditions of Chair Avenue.
- The request provides more pedestrian space than the standard cross-section requires, in support of the zone change request to a Corridor Node (CN) zone which is intended to encourage the development of high-density residential and mixed-use centers that are designed to complement existing and future public transit and should produce compact, walkable, and sustainable developments.

This recommendation is made subject to the following additional requirement:

- Denote on Chair Avenue cross-section: "Must maintain 20' minimum clear width" and "No parking on one side."

Mr. Chaney concluded by stating that the staff recommends approval of the preliminary development plan. He offered to answer any questions from the Planning Commission.

Commission Questions – Mr. Michler questioned the impact on meaningful street tree growth, and the pedestrian experience regarding the waiver.

Mr. Chaney acknowledged that without on-street parking or a utility strip as a buffer, the pedestrian experience might be affected to some degree, but the design is congruent with other downtown streets.

He also agreed that the available open space would only be big enough for small or medium trees, admitting that was not his area of expertise.

Ms. M. Davis expressed concern about increasing the width of the sidewalk from five feet to six and a half feet at the cost of open green space and pedestrian safety.

Traffic Impact Study Presentation - James Mills, Transportation Staff, presented the findings of a recently performed traffic impact study with the Planning Commission. Mr. Mills indicated that all speed limits around the proposed development property are 35 m.p.h. or less. He also stated that average annual traffic had decreased on adjacent sections of Bolivar Street (since 2006) and S Broadway (since 2021) but increased on adjacent sections of Oliver Lewis Way (since 2023).

Mr. Mills indicated that the existing travel lanes can handle the traffic from the planned development, and that improvements to multimodal service and infrastructure could improve traffic in the area.

Applicant Presentation – Attorney Jon Woodall was present to represent the applicant. He indicated that the intention of the applicant was to expand on the context of the corridor already established by the development of The Lex. He stated that the intention of the industrial area in discussion was that the warehouse buildings would eventually be converted into something with more residential or mixed-use capability, and he believes that this project is the implementation of that idea.

Mr. Woodall confirmed that the applicant hosted a neighborhood meeting on March 5, 2026, that was attended by local business owners in the area. He indicated that there were no objections. He also emphasized that the applicant is limited by the public right-of-way along Oliver Lweis Way, and that he believes that the best design possible has been submitted for recommendation.

Nick Lev, Landmark Properties Project Developer, addressed the Commission. He presented a history of Landmark Properties developments, noting that since their inception, they have developed over 55,000 student beds across the United States. He reassured the Commission that Landmark Properties consider themselves to be long-term members of the community.

Eric Samuelson, Architect, shared renderings of the proposed project and explained how it matches surrounding student housing buildings near the University of Kentucky's campus. He further explained their plans for including car and bike parking, stating that the applicant was proposing a higher amount than recommended for both.

Commission Questions – Ms. M. Davis noticed additional land behind the parking structure, and inquired if that space would be used for community amenities.

Mr. Samuelson stated that the space in question would be part of the Scott Street extension, so his team left it undeveloped to not interfere with that project.

Ms. M. Davis expressed concerns about the topography of the site, mentioning that the provided renderings didn't exemplify the severe grading of the land. She asked the applicant if they expected this to be a problem for residents.

Jihad Hallany, Vision Engineering, confirmed that all entrances will be level with the sidewalks.

Mr. Michler reiterated his concerns about the internal orientation of the proposed development plan, stating his dissatisfaction with how little it engages the corridor.

Mr. Penn sought clarification from the applicant about how long they planned on owning and managing this project.

Mr. Lev explained that he could not establish a specific timeline, but Landmark Properties view all of their projects as long-term commitments, potentially decades.

Citizen Comment – Brayden Stamper, University of Kentucky student, stated that he was in support of the zone change and corresponding development, noting that redevelopment of underutilized buildings is important for Lexington’s growth.

Action – Mr. Forester made a motion, seconded by Mr. Penn, and carried 7-2 (Worth and Nicol absent, Michler and M. Davis opposed), to approve **PLN-MAR-26-00010: LCD ACQUISITIONS, LLC** based on the findings in the supplemental staff report.

Action – Mr. Forester made a motion, seconded by Mr. Wilson, and carried 7-2 (Worth and Nicol absent, Michler and M. Davis opposed), to approve **PLN-MJDP-26-00029: J. FORBING & SONS AND HAYMAN SUBDIVISION (THE STANDARD AT LEXINGTON)** with the revised seven conditions presented by staff.

Action – Mr. Forester made a motion, seconded by Mr. Wilson, and carried 8-1 (Worth and Nicol absent, M. Davis opposed) to approve **PLN-WAV-26-00012** with the three findings provided by staff.

C. PUBLIC HEARINGS ON ZONING ORDINANCE TEXT AMENDMENT

1. **PLN-ZOTA-24-00006: REVISIONS TO ARTICLE 23A-10 FOR THE ECONOMIC DEVELOPMENT (ED) ZONE** – a text amendment to modify the Economic Development (ED) zone.

INITIATED BY: Cowgill Development, LLC
PROPOSED TEXT: Copies are available from the staff.

The Zoning Committee Recommended: **Approval**, of the staff alternative language.

The Staff Recommends: **Approval**, of the staff alternative language for the following reasons:

1. The proposed text amendment increases flexibility for future developers of the Economic Development land, while maintaining a majority of the land within the development for principal, jobs-producing uses consistent with the intent of the zone to foster future job creation.
2. The proposed text amendment retains consistency with the provisions of the adopted Expansion Area Master Plan, which establishes limitations on residential density in support of Theme A, Goal C of the 2045 Comprehensive Plan.

Staff Presentation – Mr. Crum oriented the Commission to the text amendment by providing information about the history and context of the proposed text amendment. He explained that the intent of the Economic Development (ED) zone is to provide land within the Expansion Area for employment opportunities compatible with the overall character of development as provided in the Expansion Area Master Plan (EAMP). He noted that this area did not initially incorporate any residential or supportive uses, but that in 2016, the Planning Commission voted to recommend approval of a framework that would allow supportive uses.

Mr. Crum explained that the applicant’s revised proposal was much more limited in scope than their original proposal. He indicated that the main amendments being proposed to the Economic Development zone are to add additional supportive and accessory uses, add additional flexibility for mixed-use residential while mandating a minimum floor area to be considered mixed-use, and creating a maximum limit of total residential uses within a development.

Mr. Crum indicated that staff’s most recent alternative language addresses the interaction with podium parking in mixed-use buildings. He offered to answer any questions from the Commission.

Commission Comment – Ms. M. Davis commended staff on working for years to find a resolution to this proposed text amendment.

Applicant Presentation – Attorney Branden Gross was present to represent the applicant, Cowgill Partners. He thanked the staff and Commission for their continued work over the last 24 months. He indicated that he is comfortable with staff’s recommended language.