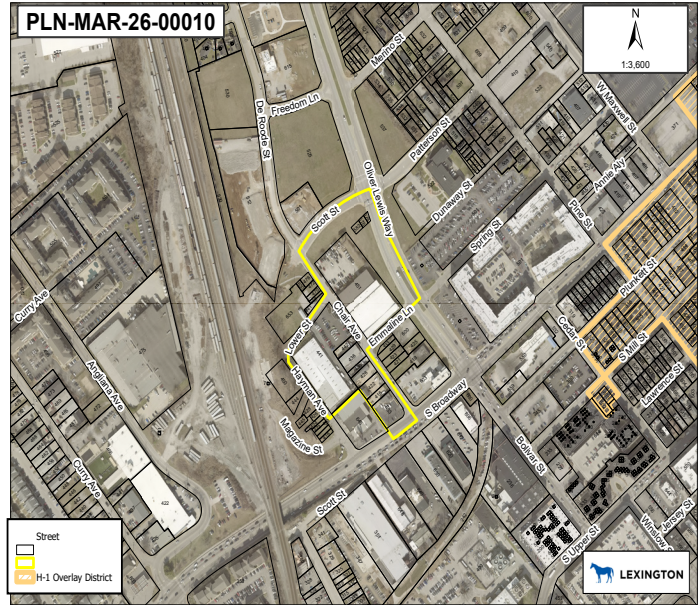


STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-26-00010: LCD ACQUISITIONS, LLC

DESCRIPTION OF ZONE CHANGE

Zone Change:	From a Wholesale and Warehouse Business (B-4) and Light Industrial (I-1) zone To a Corridor Node (CN) zone
Acreage:	4.355 (7.423 gross) acres
Location:	416, 422, 426, 430, 436, 442, 541 Chair Avenue 441 Hayman Avenue 633 S Broadway



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Properties	I-1/B-4	Industrial
To North	MU-2/R-3	Vacant/Residential
To East	I-1/ B-1/ MU-3	Parking Lot/ Bank/ Mixed Use
To South	B-4/ I-1/P-1	Construction Supply/ Offices
To West	I-1	Vacant/ Railroad

URBAN SERVICE REPORT

Roads - The request comprises nine properties that are located in the vicinity of Oliver Lewis Way (KY 922) near its intersection of South Broadway (US 68/27). One parcel has direct frontage on Oliver Lewis Way, which is a four-lane state-owned major arterial roadway. Another parcel has direct frontage to S Broadway, which is a six-lane divided major arterial roadway. The remaining parcels are located along local roads including: Emmaline Lane, Chair Avenue, Lower Street, Hayman Avenue, and Scott Street. Scott Street is slated for improvements and an extension which would run along the southwest portion of this development, cross over S Broadway, and eventually connect to S Limestone (Newtown Pike Extension Project).

Curb/Gutter/Sidewalks - Curb, gutter, and sidewalk facilities are present along Oliver Lewis Way and S Broadway; however, these features are absent from Hayman Avenue, Lower Street, Chair Avenue, and Emmaline Lane. Redevelopment of these roads will require all necessary infrastructure to be installed.

Storm Sewers - The properties are located within the Town Branch watershed. Storm sewers are available to serve the property. There are no FEMA Special Flood Hazard Areas or environmentally sensitive areas on the subject property, or in the immediate vicinity.

Sanitary Sewers - The subject properties are located within the Town Branch sewershed. Sanitary sewer treatment is provided by the Town Branch Wastewater Treatment Plant for properties within this portion of the Urban Service Area, which is located on Lisle Industrial Road, northwest of the subject properties.

Refuse - The Urban County Government serves this area with refuse collection on Mondays. Supplemental service by private refuse haulers is available to supplement existing service, if necessary.

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

Police - The subject properties are located within the Central Sector, which is served by the Central Sector Roll Call Center, located on Industry Road, approximately 3 miles to the east of the subject properties. The downtown Police Headquarters is approximately one mile east of the subject property, on E Main Street.

Fire/Ambulance - The nearest fire station (#3) is located about 1/4 mile north of the subject properties, at the intersection of Merino Street and W. Maxwell Street. Station #6 is also approximately 1/4 mile south of the site at the intersection of Scott Street and S Limestone.

Transit - LexTran services are relatively abundant in this area, with Routes #13, 15, 24 and 58 utilizing South Broadway or Oliver Lewis Way. There is an existing stop for Route #24 directly along the site's Oliver Lewis Way frontage.

Parks - The subject properties are located approximately 800 feet south of Davis Park, and approximately 250 feet south of The Artworks At The Carver School site.

SUMMARY OF REQUEST

The applicant is seeking a zone change from the Wholesale and Warehouse Business (B-4) and Light Industrial (I-1) zones to the Corridor Node (CN) zone in order to establish a high density residential development.

PLACE-TYPE

CORRIDOR

Lexington's major roadways focused on commerce and transportation. The overriding emphasis of Imagine Lexington is significantly overhauling the intensity of the major corridors. The future of Lexington's corridors lies in accommodating the shifting retail economic model by incorporating high density residential and offering substantial flexibility to available land uses. Adding a mix of land uses to support the existing retail will provide a built-in customer base, create a more desirable retail experience, and allow a greater return on investment for landholders. Additional focus is on increasing the viability of enhanced mass transit, thereby reducing the reliance on single-occupancy vehicles and improving Lexington's overall transportation efficiency.

DEVELOPMENT TYPE

HIGH DENSITY RESIDENTIAL

Primary Land Use, Building Form, & Design

Primarily regional-serving commercial uses, services, places of employment, and/or a mix of uses within high-rise structures with a high Floor Area Ratio. Mixed-use structures typically include an abundance of multi-family residential units, places of employment, and entertainment options, and the retail and commercial options generally draw from a regional geographic area. Screening and buffers should be provided to adjoining lower-density residential developments; however, those adjoining neighborhoods should retain convenient access to the development.

Transit Infrastructure & Connectivity

These developments are generally located along higher intensity roadways. Mass transit infrastructure, on par with that of other modes, should be provided, and bicycle and pedestrian connections to adjoining developments are required. Internal multi-modal connectivity throughout the development is critical.

Parking

Parking is generally provided in structures with activated ground levels.

PROPOSED ZONING



The intent of this zone is to encourage the development of high-density residential and mixed-use centers that are designed to complement existing and future public transit. The provisions of this zone should produce compact, walkable, and sustainable developments. Such development should be located adjacent to areas where enhanced transit facilities are identified or feasible to promote the use of efficient transit. This zone should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan

PROPOSED USE



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 tallest portion of the development will be the parking structure with 6th floor amenity space, and an overall height of 68-feet. Due to differences in topography on the site, the sixth floor of the parking structure will be level with the fifth floor of the adjoining residential buildings. The development is proposed to contain a total of 972 bedrooms spread across 326 units, with a density of approximately 75 dwelling units per net acre. 592 parking spaces are proposed on-site.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant conducted a public engagement meeting on March 6, 2026. The meeting was attended by staff. From the public, the meeting primarily consisted of adjoining business owners who had operational questions about the proposal.

PROPERTY & ZONING HISTORY



The subject properties were zoned I-1 prior to the comprehensive rezoning of the City and County in 1969. This area of South Broadway was a prime location for warehousing and industrial uses due to the close proximity to multiple rail lines. Currently, the site hosts a number of industrial and warehousing users including, a brewery, shops of specialty trade, and auto repair uses.

Much of the surrounding area has already shifted from industrial and warehouse uses to residential and commercial uses. Warehouses at 501 S Broadway were converted into a high-density mixed-use building in 2005 (MAR-2005-32). The adjoining property at 603 S Broadway was rezoned in 2016 in order to accommodate the UK Credit Union (MAR-16-00020). Most recently, the car wash property at 550 S Broadway was rezoned in order to allow for greater commercial uses on site (MAR-26-00001). These surrounding zone change requests have signaled a shift to utilizing this area for residential and commercial use.

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, OBJECTIVES, & POLICIES

The applicant opines that they are in agreement with the adopted Goals and Objectives of the 2045 Comprehensive Plan. The applicant argues that their proposal addresses a need for housing, and emphasizes the proposed increase in residential density along a major corridor (Theme A Goal #1.d; Theme E, Goal #1.d). The applicant states that the proposal is an example of needed redevelopment of formerly industrial land that no longer effectively serves a purpose (Theme A, Goal #2). The applicant states that they believe the proposal's synergistic interactions to the downtown, the University of Kentucky, and entertainment and employment options meets the goal of providing well-designed neighborhoods and communities (Theme B, Goal #3). Staff agrees that these Goals and Objectives can be met with this request; however, staff would like the applicant to provide greater information regarding the following Comprehensive Plan Objective:

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.

The applicant states that by increasing residential density along a corridor, they are contributing to a stronger transportation system. Staff agrees that the residential densities do contribute to more effective transportation networks; however, the applicant has not provided information relating to what improvements can be facilitated on-site to more formally accommodate enhanced transit options at this location, as intended within the CN zone.

Staff has also identified several Comprehensive Plan Policies that require further response from the applicant:

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

The applicant indicates that they meet the Multi-Family Design Standards, and have submitted elevations and an annotated site plan in support of their request. While these items are useful in understanding how the structure will function, the applicant should provide a written explanation of how the design is meeting these items. In particular, staff would like the applicant to address criteria relating to providing entrances to the structure that are visible from the street.

Connectivity Policy #3: Encourage Transit-Oriented Development, increase density along major corridors, and support transit ridership, thus reducing Vehicle Miles Traveled (VMT).

The applicant has indicated that the project will benefit transit ridership due to increased demand from the projected student population. As a transit-oriented development, the applicant should explore opportunities to more formally integrate transit service into the site.



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 properties. 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 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 indicates that the project is located within the Corridor Place-Type and is a High Density Residential Development Type. The site has frontage on both S Broadway as well as Oliver Lewis Way, with a proposed density of approximately 75 units per net acre. As such, staff agrees with the applicant's choice in Place-Type and Development Type. Within the selected Place-Type and Development Type, the CN zone is a recommended zone.

DEVELOPMENT CRITERIA

The development criteria for a zone change are the distillation of the adopted Goals and Objectives, as well as the policies put forth in the 2045 Comprehensive Plan. The development criteria for development represent the needs and desires of the Lexington-Fayette Urban County community in hopes of developing a better built environment. The applicable criteria are defined based on the proposed Place-Type and Development Type. While the applicant's proposal meets a number of the applicable land use criteria, Staff seek additional information/clarification regarding the following criteria:

E-GR10-1: Transit oriented development (TOD) should be provided; A-DS1-1: Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes; A-EQ5-2: Development should be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities).

The applicant should detail what infrastructure to support mass transit is being provided at this location. Additionally, the proposed sidewalk network serving Hayman and Chair Avenue do not appear to continue to

connect to the existing pedestrian system along S Broadway. The applicant should provide those connections.

A-DS5-4: Development should provide a pedestrian-oriented and activated streetscapes; D-PL2-1: Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space.

The details provided from the applicant do not detail how the structure will interact with the respective roadways. The applicant should provide greater detail on how the structure will function, and explore opportunities to activate the ground floor of the buildings, particularly along the site's most significant road frontages. Additional detail should be provided discussing or detailing the articulation of the parking structure, which is required to meet the design standards within the Article 16 of the Zoning Ordinance.

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

The applicant notes that the request complies with the Multi-family Design Standards, but does not provide an explanation regarding how they are in compliance with these items.

PARKING DEMAND MITIGATION STUDY



Under the requirements of the newly adopted 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.

While the applicant has provided a Traffic Study for the request, they did not submit any information related to the Parking Demand Mitigation Study. The applicant should provide this information to provide context to the proposed 592 parking spaces within the development.

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.
 - 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.