

ORDINANCE NO. 022 - 2025

AN ORDINANCE CHANGING THE ZONE FROM AN INTERCHANGE SERVICE BUSINESS (B-5P) ZONE TO A LIGHT INDUSTRIAL (I-1) ZONE, FOR 0.99 NET (1.31 GROSS) ACRES FOR PROPERTY LOCATED AT 125 CANEBRAKE DRIVE. (D&J REALTY, INC.; COUNCIL DISTRICT 12).

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WHEREAS, at a Public Hearing held on February 27, 2025, a petition for a zoning ordinance map amendment for property located at 125 Canebrake Drive from an Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone, for 0.99 net (1.31 gross) acres, was presented to the Urban County Planning Commission; said Commission recommending approval of the zone change by a vote of 10-0; 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 125 Canebrake Drive from an Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone, for 0.99 net (1.31 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: ~~April 17, 2025~~ April 24, 2025

*Linda Gorton*

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MAYOR

ATTEST:

*[Signature]*  
CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: May 2, 2025-1t

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

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

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

**IN RE:** **PLN-MAR-25-00001: D&J REALTY, INC.** – a petition for a zone map amendment from a Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone, for 0.99 net (1.31 gross) acres for property located at 125 Canebrake Drive. (Council District 12)

Having considered the above matter on **February 27, 2025**, at a Public Hearing, and having voted **10-0** 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 Light Industrial (I-1) zone is in agreement with the 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
  - a. By developing a vacant parcel of land within the Urban Service Area, the proposal supports goals relating to redevelopment and strategic growth (Theme A, Goal #2.a; Theme E Goal #1.d).
  - b. The proposed rezoning locates an industrial use within close proximity to arterial roadways and Interstate-75, contributing to an effective transportation system (Theme D, Goal #1).
2. The proposed Light Industrial (I-1) zone is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
  - a. The proposed light industrial use is in keeping with the industrialized context of the Blue Sky area, and will be consistent with additional industrial/flexible space called for north of the property within Area #4 of the Urban Growth Master Plan (Design Policy #4).
  - b. With the incorporation of the required internal sidewalk, the project's pedestrian connections will be appropriate for the context of the surrounding area (Theme D, Connectivity Policies #1 & 2).
  - c. The request will not utilize continually operated night lighting, thereby reducing light pollution and protecting dark skies (Protection Policy #10).
3. The proposed Light Industrial (I-1) zone is in agreement with the 2024 Urban Growth Master Plan, an adopted element of the Comprehensive Plan, for the following reasons:
  - a. The master plan recommends the property for Industrial/Flex Space uses, which is consistent with the applicant's requested zone and use.
  - b. The plan will continue the existing pedestrian network to the north, towards the areas anticipated for future growth and development within Area #4, providing for future pedestrian connectivity.
4. The justification and corollary development plan are in agreement with the Development Criteria of the Imagine Lexington 2045 Comprehensive Plan, for the following reasons:
  - a. The proposed rezoning meets the criteria for Land Use, as the request is establishing a new industrial use adjacent to existing industrial uses (C-L19-1), and increases the utilization of land within the Blue Sky Activity Center (C-PS3-1).
  - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability, as the development proposes new street trees to screen the use and define the road frontage (A-DS5-2), and extends the sidewalk network north along Canebrake Drive (A-DS4-1).
  - c. The proposed rezoning meets the criteria for Environment, as the request does not impact any environmentally significant areas (B-PR2-1), and is proposing limited lighting of the site (B-PR10-1).
  - d. The proposed rezoning meets the criteria for Site Design, as the development is not proposing any on-site permanent parking (C-PS10-2), and will be required to extend the sidewalk network along the road frontage, as well as internally to the site.
  - e. There are no applicable criteria within Building Form for this development.

5. This recommendation is made subject to approval and certification of PLN-MJDP-24-00086: COVEY RIDGE DEVELOPMENT, LOT 4 (AMD) 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 4<sup>th</sup> day of April 2025.

  
Secretary, Jim Duncan

  
wade

LARRY FORESTER  
CHAIR

KRS 100.211(7) requires that the Council take action on this request by May 28, 2025.

Note: The corollary development plan, PLN-MJDP-24-00086: COVEY RIDGE DEVELOPMENT, LOT 4 (AMD) was approved by the Planning Commission on February 27, 2025, and certified on March 13, 2025.

At the Public Hearing before the Urban County Planning Commission, this petitioner was represented by **Tony Thomas, associate of David Samokar the owner of D & J Realty.**

OBJECTORS

OBJECTIONS

VOTES WERE AS FOLLOWS:

AYES: (10)

Barksdale, Johnathon Davis, Zach Davis, Forester, Michler, Nicol, Owens, Penn, Wilson, and Worth

NAYS: (0)

ABSENT: (0)

ABSTAINED: (0)

DISQUALIFIED: (0)

Motion for APPROVAL of PLN-MAR-25-00001 carried.

- Enclosures:
- Application
  - Justification
  - Legal Description
  - Plat
  - 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.)

Applicant:  
David Samokar, 643 Mint Hill Lane, Lexington, KY 40509

Owner(s):  
D AND J REALTY INC 643 MINT HILL LN LEXINGTON KY 40509

Attorney:

2. ADDRESS OF APPLICANT'S PROPERTY

125 CANEBRAKE DR LEXINGTON KY 40509

3. ZONING, USE & ACREAGE OF APPLICANT'S PROPERTY

Existing		Requested		Acreage	
Zoning	Use	Zoning	Use	Net	Gross
B-5P	Vacant	I-1	Indoor RV Storage	0.99	1.32

4. EXISTING CONDITIONS

a. Are there any existing dwelling units on this property that will be removed if this application is approved?

☐ YES ☒ NO

b. Have any such dwelling units been present on the subject property in the past 12 months?

☐ YES ☒ NO

c. Are these units currently occupied by households earning under 40% of the median income?

☐ YES ☐ NO

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.

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

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



January 6, 2025

Mr. Larry Forester, Chairman  
Lexington-Fayette Urban County Planning Commission  
200 East Main Street  
Lexington KY 40507

Chairman Forester:

I have filed a zone change application and associated Amended Development Plan for my property located at 125 Canebrake Drive, Lexington, Kentucky. The site is a single parcel of .99 acres and is located in the vicinity of the Northeast intersection of I-75 and Athens-Boonesboro Road. The site has remained undeveloped for nearly 40 years, I believe, due to its size, shape, topography, encumbrances, and zoning requirements. It is my desire to have the zoning changed from B-5p to I-1.

### **PROPOSED DEVELOPMENT**

My goal is to construct a facility for the indoor storage of large Class A Motorhomes. Currently, to my knowledge, no such facility exists in Fayette or surrounding counties. Such a facility will provide owners of these vehicles with year-round use by avoiding the winterization process required when left outdoors.

### **BACKGROUND**

Covey Ridge Development is located at the Northeast corner of the intersection of I-75 and Athens-Boonesboro Road and established as an Interchange Service Business Zone B-5P development. 125 Canebrake Drive is part of the Covey Ridge Development. The development plat for Covey Ridge was amended several times in 1988. As a result of these amendments, the parcel, then known as Lot 3 was subdivided into three parcels. The resulting parcels being 5575 Athens-Boonesboro Road (A.K.A. Lot 3); 100 Canebrake Drive (A.K.A. Lot 5); and 125 Canebrake Drive (A.K.A. Lot 4).

These amended plats placed certain requirements on Lot 4. Most notably, the provision for Storm Water Retention from Lot 3 and a Storm Sewer and Drainage Easement from the adjacent parcel, Lot 2. Together these two items encumber nearly 25% of Lot 4. Today's current zoning requirements for a B-5P parcel call for 30% building coverage which differs significantly from when the storm water and drainage easements were established in 1988.

Considering current zoning requirements, development of Lot 4, as a B-5P parcel is physically unfeasible and financially impractical. However, the Placebuilder element of ***Imagine Lexington 2045*** addresses changes to the region around the I-75/Athens-Boonesboro Road interchange.

The 2024 Urban Growth Master Plan – Area 5 Land Use Legend designates the area including Lot 4 as Flex Space/Industrial which recommends I-1 Zoning.

**PLACE-TYPE, DEVELOPMENT TYPE**

This location is an Industry and Production Center. As part of the description of this Place-Type the Placebuilder says;

*“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.”*

While Class A Motorhomes are not “commercial in nature” and they transport people in lieu of goods, they are of the same size and present similar issues when traveling community streets and highways. Providing facilities for these vehicles near major transportation routes does minimize negative impacts on adjoining lower intensity developments.

**Land Use**

The proposed development does provide a community-oriented service (E-STB-2).

**Transportation, Connectivity, and Walkability**

Development will comply with Lexington’s Complete Streets Policy (D-CO2-2).

Development will not have Dead-End Streets or Cul-de-sacs (D-CO4-1).

Development does consider existing topography to minimize grading as needed to accommodate vehicular traffic flow requirements (D-CO4-3)

**Environment**

Development plan does not impact environmentally sensitive areas on or around adjacent properties (B-PR2-1).

Development plan does not remove any significant trees and provides replacement of failing street trees. It also provides Tree Canopy in excess of ordinance requirements (B-PR7-1).

Although the existing topography presents a elevation change of 22 feet across the primary portion of the site, every effort has been made to minimize disturbance where possible (B-PR9-1).

No upward directed site lighting will be provided (B-PR10-1).

No impervious surfaces other than those necessary to the function of the facility will be provided (B-SU4-1).

Development Plan does improve the existing tree canopy (B-RE1-1).

Existing failing and/or dead street trees are to be replaced with a different approved species as per an initial meeting with the Urban Forester (D-SP10-1).

### **Site Design**

Project design does not obstruct view of existing gateways in the RLMP (C-LI2-1).

No exterior is to be provided (C-PS10-2).

### **Building Form**

No existing structures are present on this site.

### **CONCLUSION**

I feel the proposed Zone change and subsequent Amended Development Plan meets the intent and purpose of the 2018 Comprehensive Plan as envisioned in the Lexington 2045 Placebuilder element. Thank you for your consideration of our request for a zone change and I look forward to addressing any questions you may have at the Planning Commission meeting on February 27, 2025.

Regards,

A handwritten signature in blue ink, appearing to read "David M. Samokar". The signature is stylized with a large "D" and a cursive "M".

David M. Samokar  
D & J Realty Inc  
643 Mint Hill Lane  
Lexington KY 40509



Supplementary Information  
to the  
Justification Letter January 6, 2025

URBAN GROWTH MASTER PLAN

First and foremost, the requested zone change agrees with the Urban Growth Master Plan. In addition, the development of 125 Canebrake addresses several objectives of the Urban Growth Master Plan. While many developments provide services or facilities that improve or enhance the specific property, we feel this development improves the transportation network in the surrounding community by providing a service that reduces undesirable aspects in those communities. In this perspective, this development addresses the following *Goals, Objectives and Policies* of the Urban Growth Master Plan.

GOALS & OBJECTIVES

**THEME A: GROWING & SUSTAINING SUCCESSFUL NEIGHBORHOODS**

**GOAL: ADDRESS COMMUNITY FACILITIES AT A NEIGHBORHOOD SCALE.**

*Incorporate schools, libraries, parks, greenways, and other community-focused educational and recreational facilities into neighborhoods in order to maximize safe routes for all pedestrians and bicyclists.*

By providing storage for recreational vehicles outside of residential areas, it improves safety in those neighborhoods by reducing circulation of bus sized vehicles, typically driven by non-professional drivers.

**THEME B: PROTECTING THE ENVIRONMENT**

**GOAL: PROTECT WATER RESOURCES BY IMPROVING URBAN STORMWATER AND SANITARY SEWER INFRASTRUCTURE.**

*Ensure stormwater and sanitary sewer infrastructure is placed in the most efficient and effective location to serve its intended purpose.*

By providing owners of these large recreational vehicles convenient sanitary facilities to dispose of the collected waste typical of these vehicles.

**GOAL: APPLY ENVIRONMENTALLY SUSTAINABLE PRACTICES TO PROTECT, CONSERVE AND RESTORE LANDSCAPES AND NATURAL RESOURCES.**

*Promote, maintain, and expand the urban forest throughout Lexington.*

The planned development will exceed the minimum requirement for tree canopy, and greenspace.



**THEME D: IMPROVING A DESIRABLE COMMUNITY**

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

*Improve traffic operation strategies, traffic calming, and safety for all users.*

This property is ideally located near I-75, the primary corridor for which nearly all owners of these vehicles use. Other nearby services such as fueling stations will be conveniently located. These factors will again reduce traffic issues associated with these large vehicles traversing more congested urban areas.

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

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

*Continue to monitor the absorption of vacant and underutilized land within the Urban Service Area.*

This property has been undeveloped since being Zoned as a B-5P property. This is due to several factors. First of which is its usable size. There are existing utility easements on every property line as well as a stormwater easement that divides the property into two portions. Current Zoning requires 30% building coverage which can be achieved on one portion of the divided property; however, the remaining portion is unsuitable for any reasonable parking needed for a facility of the required size. Re-zoning of this lot to an I-1 zone agrees with the Urban Growth Master Plan.

**THEMES & POLICIES**

**THEME A: BUILDING AND SUSTAINING SUCCESSFUL NEIGHBORHOODS**

**PILLAR I: DESIGN**

*Design Policy #4: Provide development that is sensitive to the surrounding context.*

The planned development of this property having a low impact on vehicular traffic and limited site lighting will serve as a desirable buffer between the adjacent B-5P properties and the A-R Zoned properties along Canebrake Drive.

**THEME B: PROTECTING THE ENVIRONMENT**

**PILLAR I: PROTECTION**

*Protection Policy #10: Reduce light pollution to protect dark skies.*

The planned development will have no continually operated night lighting. Only motion activated downward directed LED security lighting will be used.

**PILLAR II: SUSTAINABILITY**

*Sustainability Policy #11: Require low impact landscaping and native plant species.*

Being a non-occupied facility with a desire to reduce on-site maintenance, the planned development will utilize extensive amounts of low maintenance ground covers and native trees.

**THEME D: IMPROVING A DESIRABLE COMMUNITY**

**PILLAR III: SUPPORT**

*Support Policy #10: Incorporate street trees as essential infrastructure.*

Many of the existing street trees along Canebrake Drive are in poor condition or are already dead. We've been in contact with the Urban Forester and agreed the planned development will replace and incorporate differing species of replacement trees to reduce the impact of future outbreaks of disease within a single species.

**THEME E: URBAN AND RURAL BALANCE**

**PILLAR III: GROWTH**

*Growth Policy #7: Ensure stormwater and sanitary sewer infrastructure is placed in the most efficient and effective location to serve its intended purpose.*

The proposed development will provide owners of these large recreational vehicles convenient sanitary facilities to dispose of the collected waste typical of these vehicles.

**DEVELOPMENT CRITERIA – INDUSTRY & PRODUCTION CENTER**

D-PL7-1 – The 125 Canebrake property was purchased for the intended purpose in June 2024, prior to adoption of the Imagine Lexington 2045 Comprehensive Plan. Thus, the only consultation with a Stakeholder prior to purchase was limited to the Owner of the Day's Inn, Kirit Vanmali, who is the individual from which 125 Canebrake was purchased and will share a common property line. Mr. Vanmali is aware of our planned development of the property and has not voiced any concern. The two other most affected adjacent property owners are Spearmint Rhino, and multiple properties owned in part by the Baesler Family. We've been in direct contact with Scotty Baesler and informed him of our intent. He has stated he is supportive of our plans. The registered owner of Spearmint Rhino is a corporation located in Norco, California and has not been able to be reached.

A-DS4-1 – Because of the type and operation of the proposed facility, public access to the site is contrary to its purpose. The site is to be a secure facility only accessible to the tenants. If in the future the property changes owners or use, there are two possible options; either the new owner/use similarly desires no public access, in which case the status quo remains; or the new owner/use does desire public access in which case it can be provided.

B-SU4-1 – The amount of impervious pavement has been kept to only the surface area required to maneuver the large vehicle types using the facility. Other portions of the site will provide additional Tree Canopy in excess of zoning requirements.

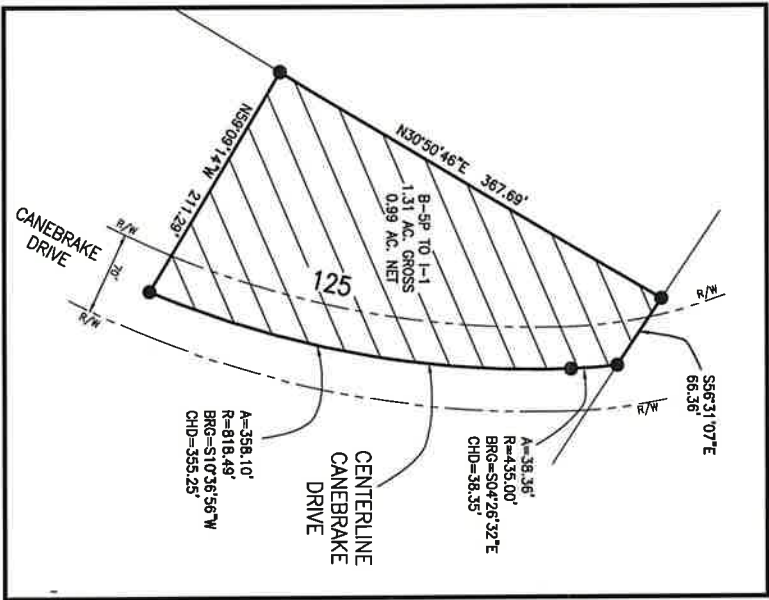
C-LI8-1 – Same as response to A-DS4-1.

**LEGAL DESCRIPTION**

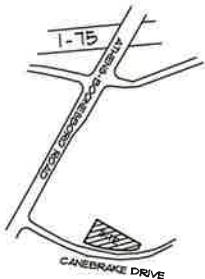
**D AND J REALTY, INC PROPERTY  
Zone Change from B-5P to I-1  
125 Canebrake Road  
Lexington, Fayette County**

A TRACT OF LAND SITUATED EAST OF INTERSTATE 75 AND NORTH OF ATHENS-BOONESBORO ROAD IN LEXINGTON, FAYETTE COUNTY, KENTUCKY AND MORE FULLY DESCRIBED AND BOUNDED AS FOLLOWS:

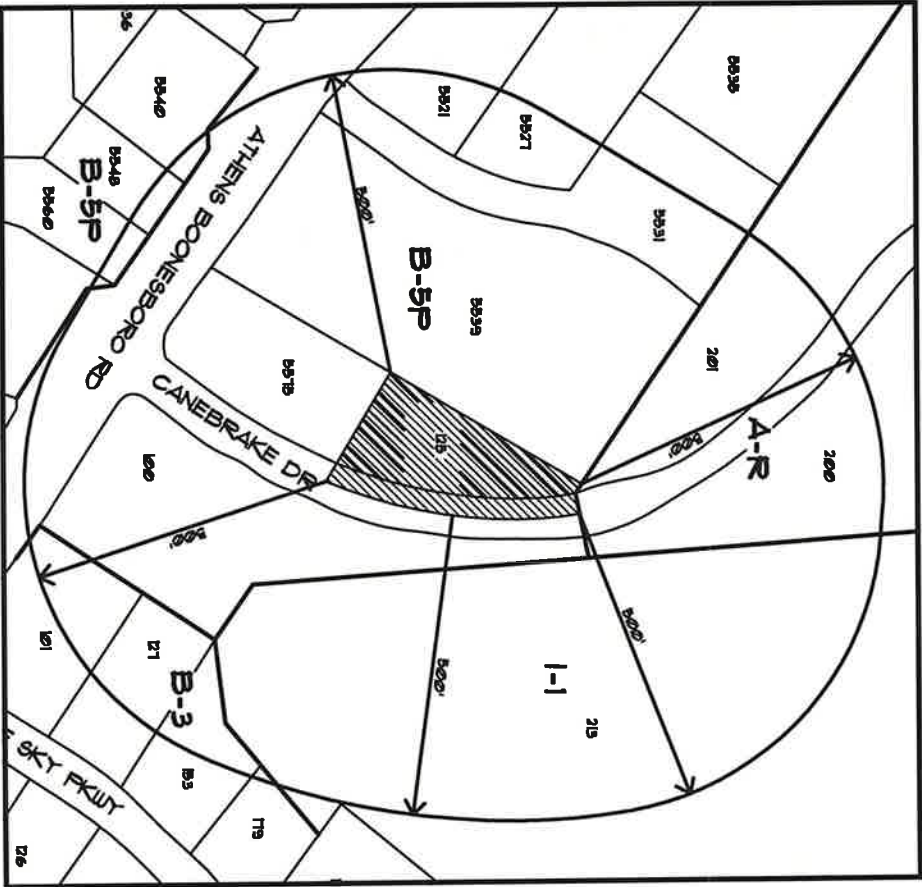
COMMENCING at a point in the centerline of Canebrake Drive, said point being in line with the southeastern property line of Lot 4; thence S 59° 9' 14" E for a distance of 35.33 feet to the Point of Beginning, and said point being the southernmost corner of Lot 4 of Covey Ridge Development Company Amended Plat recorded in Plat Cabinet H, Slide 208, thence S 59° 9' 14" E for a distance of 175.69 feet; thence N 30° 50' 46" E for a distance of 367.69 feet; thence S 56° 31' 37" E for a distance of 18.81 feet; thence on an arc for 66.16 feet having a radius of 400.30 feet and cord of 66.09 feet bearing S 6° 39' 06" E; thence on an arc for 338.06 feet having a radius of 783.51 feet and cord of 335.44 feet bearing S 10° 26' 37" W to the Point of Beginning, containing a gross area of 1.32 acre, and a net area of 0.99 acre.



PROPERTY MAP - 1" = 100'

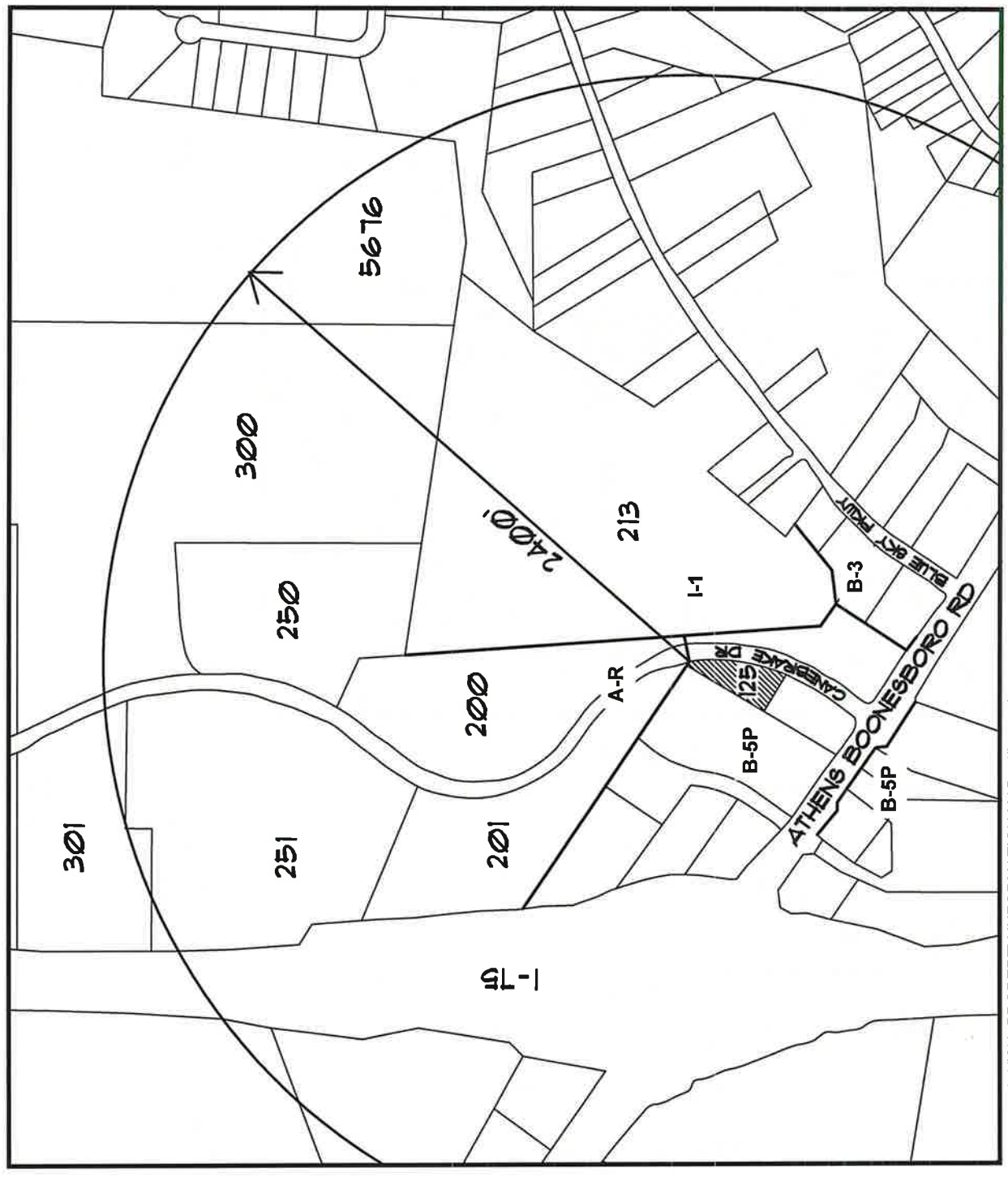


VICINITY MAP - N.T.S.



NOTIFICATION MAP - 1" = 200'

Title: D&J REALTY INC PROPERTY	From	To	Net	Gross	<div><div><div>STATE OF KENTUCKY</div><div>WESLEY B. WITT</div><div>2187</div><div>LICENSED PROFESSIONAL LAND SURVEYOR</div></div><div><i>Wesley B. Witt</i></div></div>
Property Address: 125 CANEBRAKE DRIVE	B-5P	I-1	.99 ACRES	1.32 ACRES	
Applicant Name/Address: D&J REALTY INC 643 MINT HILL LANE, LEXINGTON KY 40509					
Owner Name: SAME					
Prepared by: D&J REALTY INC					
Date Filed or Amended: JANUARY 6, 2025	TOTAL		.99 ACRES	1.32 ACRES	



SUPPLEMENTAL PROPERTY INFORMATION MAP - 1" = 400'



*Wesley B. Witt*



D&J REALTY, INC.  
(PLN-MAR-25-00001)

125 CANEBRAKE DRIVE

Rezone the property to allow for a recreational vehicle storage use.

Applicant/ Owner

D&J Realty, Inc.  
643 Mint Hill Lane  
Lexington, KY 40509

Application Details

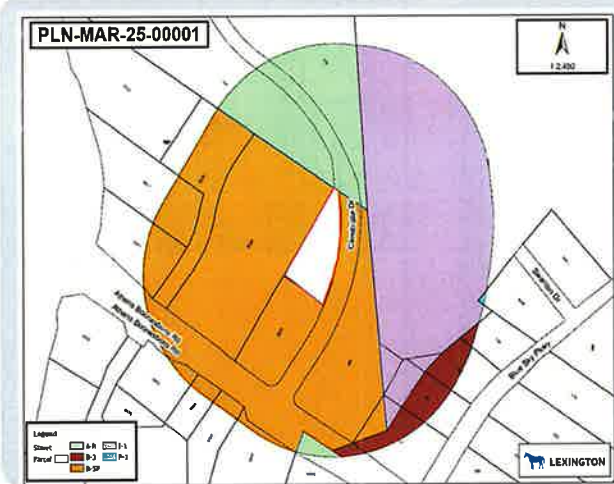
**Acreage:**  
0.99 net (1.31 gross) acres

**Current Zoning:**  
Interchange Service Business (B-5P)

**Proposed Zoning:**  
Light Industrial (I-1)

**Place-type/Development Type**  
Industry and Production Center  
Industrial and Production  
*For more information about the Industry and Production Center Place-type see Imagine Lexington pages 353-355 . For more information on the Industrial and Production Development Type, see page 271.*

**Description:**  
The applicant is seeking to rezone the subject property in order to develop a 5,800 square-foot recreational vehicle storage use.



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

Public Engagement

- The applicant has not provided any information regarding their public outreach efforts.

DISCLAIMER: Plans are subject to change. Visit the Accela Citizen Portal ([lexingtonky.gov/plans](http://lexingtonky.gov/plans)) or contact Planning for the latest information.





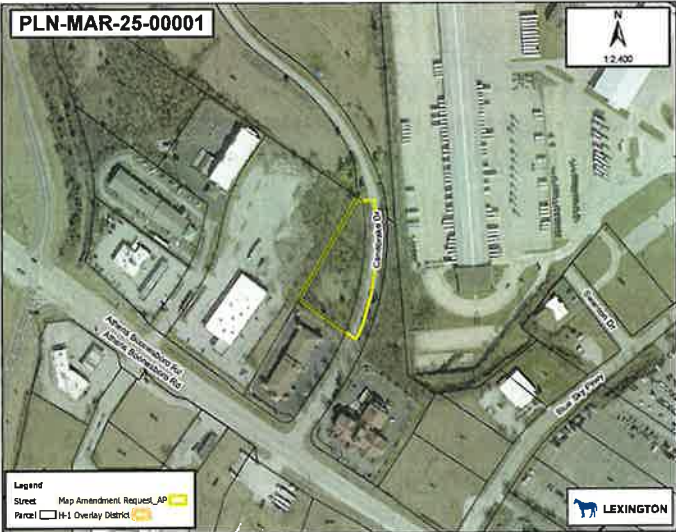
STAFF REPORT ON PETITION  
FOR ZONE MAP AMENDMENT  
PLN-MAR-25-00001: D&J REALTY, LLC

DESCRIPTION OF ZONE CHANGE

Zone	From: Interchange Service Business (B-5P) Zone
Change:	To: Light Industrial (I-1) Zone
Acreage:	0.99 net (1.31 gross) acres
Location:	125 Canebrake Drive

EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	B-5P	Vacant
To North	A-R	Agricultural
To East	B-5P	Hotel
To South	B-5P	Hotel
To West	B-5P	Adult Entertainment



URBAN SERVICE REPORT

**Roads** - Canebrake Drive is a two-lane local road within new expansion area #5. Canebrake Drive is accessible from Athens Boonesboro Road (KY 418), a five-lane major arterial roadway. Interstate 75 (I-75) runs parallel to Canebrake Drive. The Urban Growth Master Plan calls for additional roadways to be provided within this area, including a new local road to be provided south of the property. Additionally, future development along Canebrake Drive may warrant widening the roadway from its current state.

**Curb/Gutter/Sidewalks** - Curb, gutter and sidewalks exist along Canebrake Drive; however, no sidewalk facilities are currently present.

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

**Storm Sewers** - The subject property is located within the Baughman Fork watershed. The developer will be required to address stormwater management on the subject property in compliance with the Engineering Stormwater Manual.

**Sanitary Sewers** - Until recently, the subject property was 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). A pump station was constructed across Athens Boonesboro Road 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 serves this portion of the Urban Service Area with refuse collection on Thursdays.

**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 property 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 property.

**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 to rezone the subject property from an Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone in order to establish a storage facility for large recreational vehicles.

PLACE-TYPE

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.

DEVELOPMENT TYPES

INDUSTRIAL AND PRODUCTION

Primary Land Use, Building Form, & Design  
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.

Transit Infrastructure & Connectivity  
These uses are also heavy employers and should incorporate mass transit infrastructure, on par with that of other modes, to connect residents to their jobs.

PROPOSED ZONING




The intent of this zone is to provide appropriately located manufacturing, industrial, and related uses. The zone is intended to bolster Lexington’s economy through diverse employment opportunities for the Bluegrass Region. 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. This zone should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE




The applicant is proposing the rezoning of the subject property to construct a 5,800 square-foot facility for the indoor storage of recreational vehicles and campers. The applicant has indicated that the use will not have staffing on-site. Parking for the use will be accommodated within the proposed structure, with no exterior parking areas identified. The applicant has indicated that a dump station will be provided on-site to empty the sewage tanks on the recreational vehicles stored there.

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. In 1971, the subject property was included in a zone change request to the B-5P zone. At the time, the subject property was intended to serve as a parking and stormwater drainage area for the adjoining commercial uses; however, the site was never developed as intended.

BLUE SKY RURAL ACTIVITY CENTER



The subject property is located within what has historically been called the Blue Sky Rural Activity Center. The concept of the Rural Activity Center was initially developed within the 1980 Comprehensive Plan. The four RACs, Blue Sky, Avon (Blue Grass Station), Spindletop, and the Airport, were areas of existing employment that were located outside the Urban Service Area (USA) and were in operation or had prior zoning/development commitments prior to the comprehensive rezoning of the City and County in 1969 or the merger of the City and County Governments in 1974. The 1980 Comprehensive Plan stressed that these areas were planned for non-residential development and were meant for commercial, warehousing, manufacturing, or office land uses.

The Blue Sky RAC was specifically meant to allow for warehousing, manufacturing, and highway commercial land uses. Each RAC was further outlined in the 1999 Rural Service Area Land Management Plan and again within the 2017 Rural Land Management Plan. Within the 1999 Rural Service Area Land Management Plan there was greater concern with the Blue Sky RAC due to the inadequacy of the Blue Sky Treatment Plant and the potential expansion of the RAC. Due to the 2011 EPA Consent Decree, the Treatment Plant was closed and the area was connected with municipal sanitary sewer that was specifically sized for the RAC. It is important to note that the 2017 Rural Land Management Plan (RLMP) emphasizes the maximization of the land use to produce employment opportunities, while maintaining the RAC boundaries and minimizing the impacts to the surrounding agriculture, Rural Settlements and viewsheds.

Over the course of the last 40 years, the Blue Sky RAC has continued the operation and development of light industrial land uses and interstate and highway commercial services. The majority of the development in the Blue Sky RAC is comprised of light industrial land uses, primarily vehicle sale lots, located east of Interstate 75. Interstate and highway service land uses, including hotels, gas stations and restaurants, have been established throughout the Blue Sky Rural Activity Center, with the vast majority located east of Interstate 75 and being in operation since the 1980s. The majority of the area is zoned Light Industrial (I-1), with lesser quantities of Interstate Service Business (B-5P) and Highway Service Business (B-3) zones, and a singular property zoned Professional Office (P-1).



2024 URBAN GROWTH MASTER PLAN

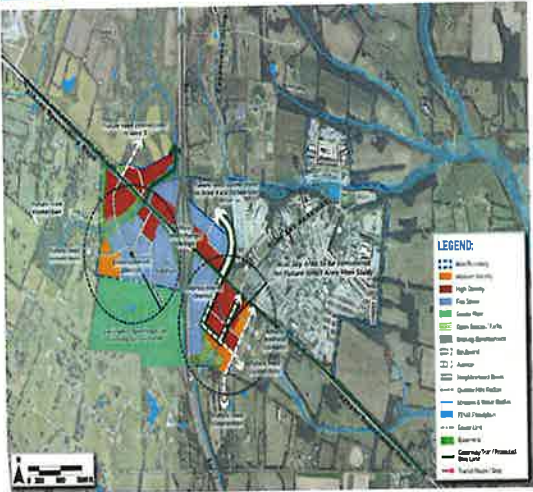


As a part of the adoption of the Imagine Lexington 2045 Comprehensive Plan, the Urban County Council initiated goals and objectives related to an expansion of the urban service boundary. As a part of the process, approximately 2,700 acres were designated for inclusion into the Urban Service Area, and 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.

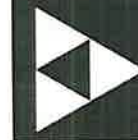
The subject property is included in Area #5 within the Urban Growth Master Plan. This area is centered around the Blue Sky Area, and contains approximately 522 acres. The plan denotes areas of high-density residential uses adjoining the interstate interchange, entertainment uses south of Athens Boonesboro Road, and areas of flexible warehouse and industrial space in close proximity to the corridor. The plan recognizes that the land uses in the undeveloped or commercial portion of the Blue Sky Center differ significantly from the land uses present within the already industrialized portion of the Area. Due to the differences, the developed industrial land was not included within these master-planning efforts; rather, the plan makes recommendations that the remainder of the Blue Sky Area be considered for study with a future Small Area Plan.

The applicant notes that the land-use plan recommends that the subject property be utilized for Light-Industrial/ flex space uses; however, the letter of justification does not provide any further information as to what aspects of the Urban Growth Master Plan (UGMP) are being met with this request.

Regulating Plan - Area 5



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

While the letter of justification submitted by the applicant includes a discussion of the Placebuilder Element of the Comprehensive Plan, there is no information provided that discusses the Goals, Objectives, and Policies of the plan that are being met with the request. The applicant should provide further information regarding these items.



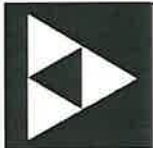
**PLACE-TYPE, DEVELOPMENT TYPE, AND ZONE**

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 site is 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 hub, staff agrees with the choice in Place-Type.

The applicant is proposing a single-story storage structure, which is consistent with the Industrial and Production Non-Residential Development Type.

The applicant’s choice in zone, Light Industrial (I-1), is recommended within the Placebuilder element for this Place-Type and Development type, and is recommended within the Future Land Use Recommendation element of the Urban Growth Master Plan.



**DEVELOPMENT CRITERIA**

The applicant has indicated that the site is located within the Industrial and Production Center Place-Type and is seeking to utilize the property as an Industrial and Production Non-Residential Development Type. Staff concurs with the applicant’s assessment of the Place-Type and agrees that a can be appropriate for the subject property. Staff agrees with the applicant’s assessment that the Light Industrial (I-1) zone can be appropriate for this location as well.

While the request does meet several of the development criteria for the chosen Place-Type and Development Type, the following criteria warranted further discussion:

1. LAND USE  
*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 in their letter of justification that identifies what public outreach efforts that have occurred. The applicant should provide further information on the efforts that have taken place or engage the surrounding properties to discuss the proposal.

2. 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.*

While the proposal does include sidewalks along the road frontage, there are no sidewalk connections from the right-of-way to the use itself. The applicant should provide those facilities in order to better connect to the development to both the existing uses and anticipated future growth in this area

3. ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY  
*B-SU4-1: Development should minimize and/or mitigate impervious surfaces.*

While staff acknowledges that the applicant’s proposed use will require large vehicular use areas to allow

circulation for the recreational vehicles, the proposal does not meet the requirements for interior vehicular use area landscaping. The applicant should look for ways to incorporate those landscape elements to the interior of the site to help mitigate the impact of the paved areas and increase the interior tree canopy.

**4. SITE DESIGN**

*C-LI8-1: Development should enhance a well-connected and activated public realm.*

As stated above, internal connectivity from the use to the larger pedestrian network should be provided.

**5. BUILDING FORM**

There are no applicable building form criteria that apply to this proposal.



**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.

In the parking demand mitigation study, the applicant opines that the anticipated traffic to the site will be extremely low, and will only be utilized by the handful of individuals who are renting the space. The applicant is not proposing any external parking spaces, but rather states that individuals will park their cars in the respective bays when they arrive. The applicant indicates that there will be no dedicated staff on-hand that would require employee parking. There is currently no transit availability in the area, and so all trips to the site are anticipated to be through single-user vehicles.

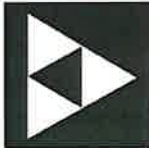
**STAFF RECOMMENDS: POSTPONEMENT FOR THE FOLLOWING REASONS:**



1. The applicant should provide information relating to their public outreach efforts.
2. The applicant should identify Goals, Objectives, and Policies of the Comprehensive Plan that are being met with this request.
3. The letter of justification does not include any discussion of the Urban Growth Master Plan (UGMP). The applicant should review the plan and provide information as to how the request relates to the overall plan for Area #5, and what goals of the plan are being met with this request.
4. The applicant should provide further information regarding the following development criteria:
  - a. D-PL7-1: Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
  - b. A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.
  - c. B-SU4-1: Development should minimize and/or mitigate impervious surfaces.
  - d. C-LI8-1: Development should enhance a well-connected and activated public realm.



SUPPLEMENTAL STAFF REPORT ON  
PETITION FOR ZONE MAP AMENDMENT  
PLN-MAR-25-00001: D&J REALTY, INC.



**STAFF REVIEW**

In the period following the February Subdivision and Zoning Committee meetings, the applicant submitted a revised justification letter for their rezoning request that provided additional discussion of the Comprehensive Plan, as well as responded to staff’s comments from the initial report.

**GOALS, OBJECTIVES, AND POLICIES**

The revised letter of justification provides information on the Goals, Objectives, and Policies of the Imagine Lexington 2045 Comprehensive Plan that the applicant opines are being met with this request. The applicant states that the development is sensitive to the surrounding context, as it is in keeping with the existing industrial development within the Blue Sky area, as well as the light industrial uses north of the site that are called for within Area #4 of the Urban Growth Master Plan (UGMP)(Design Policy #4). The applicant states that the proposal will work to ensure an effective transportation system, as the property is located within close proximity to both Athens Boonesboro Road, as well as Interstate-75, which are higher capacity roadways that are suited to accommodate larger vehicles and higher traffic intensity (Theme D, Goal #1). The applicant states that they will not utilize continually operated night lighting, thereby reducing light pollution to protect dark skies (Protection Policy #10). The applicant states that the existing street trees along the Canebrake Road frontage are in poor condition, and will be replaced with this request (Theme D, Support Policy #10).

Staff agrees that these goals, objectives, and policies that have been identified by the applicant can be met with this request. Additionally, staff finds that by developing a vacant parcel of land within the Urban Service Area, the proposal supports goals relating to redevelopment and strategic growth (Theme A, Goal #2.a; Theme E Goal #1.d). With the incorporation of the required internal sidewalk, the project’s pedestrian connections will be appropriate for the context of the surrounding area, which envisions pedestrian and multi-modal facilities connecting UGMP areas #4 and #5 (Theme D, Connectivity Policies #1 & 2).

**DEVELOPMENT CRITERIA**

The revised plan also addresses several of the Development Criteria previously identified by staff as requiring further clarification.

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

In the supplemental letter of justification the applicant describes the conversations that they have had with the surrounding property owners. The applicant indicates that none of the individuals opposed the request.

*A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided; C-LI8-1: Development should enhance a well-connected and activated public realm.*

Under the proposed plan, the request provides new sidewalk connections along the property’s roadway frontage, but does not provide any connectivity from the use to the right-of-way. The applicant opines that these connections are not necessary, as the site will be secured and not generally open to the public. However, these internal sidewalk connections are a Zoning Ordinance requirement, and will need to be provided in order for the preliminary development plan to be certified and the rezoning request to proceed to the Urban County Council.

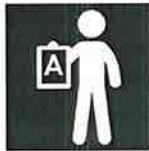
*B-SU4-1: Development should minimize and/or mitigate impervious surfaces.*

In the initial staff report, staff noted that additional information on the purpose of the vehicular use areas was needed, and noted that landscaping is required adjoining the VUA. The applicant has clarified that these will



be temporary loading areas and circulation areas for the recreational vehicles, and is not proposing any formal parking areas. The applicant acknowledges in the supplemental letter of justification that they will meet the required canopy and landscaping requirements. As with the sidewalk requirement, required screening and interior landscaping calculations will need to be provided in order for the plan to be certified and the zone change request proceed.

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



1. The proposed Light Industrial (I-1) zone is in agreement with the 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
  - a. By developing a vacant parcel of land within the Urban Service Area, the proposal supports goals relating to redevelopment and strategic growth (Theme A, Goal #2.a; Theme E Goal #1.d).
  - b. The proposed rezoning locates an industrial use within close proximity to arterial roadways and Interstate-75, contributing to an effective transportation system (Theme D, Goal #1).
2. The proposed Light Industrial (I-1) zone is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
  - a. The proposed light industrial use is in keeping with the industrialized context of the Blue Sky area, and will be consistent with additional industrial/flexible space called for north of the property within Area #4 of the Urban Growth Master Plan (Design Policy #4).
  - b. With the incorporation of the required internal sidewalk, the project's pedestrian connections will be appropriate for the context of the surrounding area (Theme D, Connectivity Policies #1 & 2).
  - c. The request will not utilize continually operated night lighting, thereby reducing light pollution and protecting dark skies (Protection Policy #10).
3. The proposed Light Industrial (I-1) zone is in agreement with the 2024 Urban Growth Master Plan, an adopted element of the Comprehensive Plan, for the following reasons:
  - a. The master plan recommends the property for Industrial/Flex Space uses, which is consistent with the applicant's requested zone and use.
  - b. The plan will continue the existing pedestrian network to the north, towards the areas anticipated for future growth and development within Area #4, providing for future pedestrian connectivity.
4. The justification and corollary development plan are in agreement with the Development Criteria of the Imagine Lexington 2045 Comprehensive Plan, for the following reasons:
  - a. The proposed rezoning meets the criteria for Land Use, as the request is establishing a new industrial use adjacent to existing industrial uses (C-L19-1), and increases the utilization of land within the Blue Sky Activity Center (C-PS3-1).
  - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability, as the development proposes new street trees to screen the use and define the road frontage (A-DS5-2), and extends the sidewalk network north along Canebrake Drive (A-DS4-1).
  - c. The proposed rezoning meets the criteria for Environment, as the request does not impact any environmentally significant areas (B-PR2-1), and is proposing limited lighting of the site (B-PR10-1).
  - d. The proposed rezoning meets the criteria for Site Design, as the development is not proposing any on-site permanent parking (C-PS10-2), and will be required to extend the sidewalk network along the road frontage, as well as internally to the site.
  - e. There are no applicable criteria within Building Form for this development.
5. This recommendation is made subject to approval and certification of PLN-MIDP-24-00086: COVEY RIDGE DEVELOPMENT LOT 4 (AMD) 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. **D&J REALTY, INC ZONING MAP AMENDMENT AND COVEY RIDGE DEVELOPMENT LOT 4 (AMD)DEVELOPMENT PLAN**

- a. **PLN-MAR-25-00001: D&J REALTY, INC.** (4/6/25)\* – a petition for a zone map amendment from a Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone, for 0.99 net (1.31 gross) acres for property located at 125 Canebrake 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 proposing the rezoning of the subject property to construct a 5,800 square-foot facility for the indoor storage of recreational vehicles and campers. The applicant has indicated that the use will not have staffing on-site. Parking for the use will be accommodated within the proposed structure, with no exterior parking areas identified. The applicant has indicated that a dump station will be provided on-site to empty the sewage tanks of the recreational vehicles stored there.

**The Zoning Committee Recommended: Postponement**

**The Staff Recommends: Postponement, for the following reasons:**

1. The applicant should provide information relating to their public outreach efforts.
  2. The applicant should identify Goals, Objectives, and Policies of the Comprehensive Plan that are being met with this request.
  3. The letter of justification does not include any discussion of the Urban Growth Master Plan (UGMP). The applicant should review the plan and provide information as to how the request relates to the overall plan for Area #5, and what goals of the plan are being met with this request.
  4. The applicant should provide further information regarding the following development criteria:
    - a. D-PL7-1: Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
    - b. A-DS4-1: A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided.
    - c. B-SU4-1: Development should minimize and/or mitigate impervious surfaces.
    - d. C-LI8-1: Development should enhance a well-connected and activated public realm.
- b. **PLN-MJDP-24-00093: COVEY RIDGE DEVELOPMENT, LOT 4 (AMD)** (4/6/25)\* - located at 125 CANEBRAKE DRIVE, LEXINGTON, KY

Council District: 12

Project Contact: D & J Realty Inc.

**Note:** The purpose of this plan is to depict indoor storage facility for large recreational vehicles near the interstate, in support of the requested zone change from an Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone.

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

1. Provided the Urban County Council approves the zone change to I-1; 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 preservation plan.
5. Greenspace planner's approval of the treatment of greenways and greenspace.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. **Denote:** No building permits shall be issued unless and until a final development plan is approved by the Planning Commission.
8. Verify plan is printed to scale.

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

9. Provide dimensions on cross-sections.
10. Depict zone-to-zone landscape buffer per Article 18 of the Zoning Ordinance.
11. Depict existing tree canopy.
12. Amend purpose of plan to include reference to plan supporting zone change request from B-5P to I-1.
13. Denote existing zoning for Lot 4 in site statistics box.
14. Depict parking per Article 16 of the Zoning Ordinance.
15. Denote addresses on all lots.
16. Denote height of building in feet.
17. Denote plan type as Preliminary Development Plan.
18. Discuss Placebuilder criteria.

Staff Presentation – Mr. Daniel Crum presented the staff report and revised recommendation for the zone change application. He displayed photographs of the subject property and the general area. He stated that the applicant was seeking a zone map amendment from a Interchange Service Business (B-5P) zone to a Light Industrial (I-1) zone, for 0.99 net (1.31 gross) acres for property located at 125 Canebrake Drive. Mr. Crum indicated that the applicant is seeking to rezone the subject property to establish a recreational vehicle storage use using the Industry and Production Center Place-Type and the Industrial and Production Development Type. Mr. Crum stated that Staff was in agreement with selections in Place-Type and Development Type.

Mr. Crum described the existing zoning around the subject property, noting the industrial and highway business-oriented properties, as well as the regulating plan for this area which was recently adopted as part of the Urban Growth Management Plan. Mr. Crum noted that the proposed zone change and use is in line with what the plan allows.

Mr. Crum concluded by stating that Staff was recommending Approval of the subject zone change and could answer any questions from the Planning Commission.

Development Plan Presentation – Mr. Chris Chaney oriented the Planning Commission to the location and characteristics of the subject property. Mr. Chaney indicated that the applicant is depicting a 5,800 square foot structure for the storage of large recreational vehicles, with access to Canebrake Drive at the northern portion of the property. Mr. Chaney continued, showcasing the street trees along Canebrake Drive and indicated the applicant's intention to improve the existing stormwater retention basin.

Mr. Chaney indicated that Staff was recommending approval of this development plan subject to conditions recommended by Staff. Mr. Chaney indicated that he could answer any questions from the Planning Commission.

Commission Comments and Questions – Mr. Michler asked what the implications are for showing or not showing parking on the development plan due to the requirements. Mr. Crum stated that even if it is not being shown, the area is still subject to the vehicular use area requirements regardless if parking striping is being shown or not. Mr. Crum indicated that the applicant was not trying to bypass any regulations by not showing the parking area on the plan.

Applicant Presentation – Tony Thomas, associate of David Samokar the owner of D & J Realty, stated that Staff has helped Mr. Samokar navigate this process a lot and that the applicant is happy to comply with the conditions, particularly the condition about sidewalk facilities. Mr. Thomas stated he could answer any questions from the Planning Commission.

Commission Comments and Questions – Ms. Worth asked about the dump station onsite and where that would be on the property. Mr. Thomas stated that there was a manhole on the south corner of the site that meets all the requirements to serve the proposed dump station. He also pointed out the proposed location on the plan, adjacent to the retention basin.

Action – A motion was made by Mr. Michler and seconded by Mr. J. Davis and carried 10-0 to approve PLN-MAR-25-00001: D&J REALTY, INC. for reasons provided by Staff.

Action – A motion was made by Mr. Michler and seconded by Ms. Worth and carried 10-0 to approve PLN-MJDP-24-00093: COVEY RIDGE DEVELOPMENT, LOT 4 (AMD) with the nine conditions provided by Staff.

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