

ORDINANCE NO. 020 - 2026

AN ORDINANCE CHANGING THE ZONE FROM A SINGLE FAMILY RESIDENTIAL (R-1E) ZONE AND PLANNED NEIGHBORHOOD RESIDENTIAL (R-3) ZONE TO A NEIGHBORHOOD BUSINESS (B-1) ZONE, FOR 0.51 NET (0.61 GROSS) ACRES FOR PROPERTY LOCATED AT 118 MONTMULLIN STREET, 121 & 123 PRALL STREET, AND A PORTION OF 545-549 AND 553 SOUTH LIMESTONE STREET. (SUBTEXT ACQUISITIONS, LLC; COUNCIL DISTRICT 3).

WHEREAS, at a Public Hearing held on January 29, 2026, a petition for a zoning ordinance map amendment for property located at 118 Montmullin Street, 121 & 123 Prall Street, and a portion of 545-549 and 553 South Limestone Street, from a Single Family Residential (R-1E) Zone and Planned Neighborhood Residential (R-3) zone to a Neighborhood Business (B-1) zone, for 0.51 net (0.61 gross) acre, was presented to the Urban County Planning Commission; said Commission recommending approval of the zone change by a vote of 9-0; 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; and

WHEREAS, Subtext Acquisitions, LLC and the Pralltown Neighborhood Association, Inc. have cooperatively worked together over the last year to address concerns relating to the development of the property and have entered into a voluntary private agreement to address those development concerns, to which the Urban County Government is not a party.

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 118 Montmullin Street, 121 & 123 Prall Street, and a portion of 545-549 and 553 South Limestone Street, from a Single Family Residential (R-1E) Zone and Planned Neighborhood Residential (R-3) zone to a Neighborhood Business (B-1) zone, for 0.51 net (0.61 gross) acre, 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 – The Urban County Council acknowledges that the applicant has voluntarily reached a private agreement with the impacted neighborhood association entity, which agreement is summarized by correspondence dated January 29, 2026 and attached hereto for reference; while the Lexington-Fayette Urban County Government is not a party to this agreement, and while the zone map amendment is not conditioned upon said private agreement, the parties thereto have agreed that satisfactory compliance with certain of its terms shall be made prior to the government issuing a building or construction permit for the subject property and the government is willing to withhold such permits until such time as it has been adequately apprised that the terms of the agreement have been fulfilled.

Section 4 - That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL: March 12, 2026


MAYOR

ATTEST:


CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: March 25, 2026-1t



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January 29, 2026

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

Zone Map Amendment Application, PLN-MAR-25-00022: SUBTEXT ACQUISITIONS, LLC.

Dear Members of the Planning Commission:

As you know, I represent Subtext Acquisitions, LLC (hereinafter, "Subtext") in connection with a zone map amendment request, to wit: "PLN-MAR-25-00023: SUBTEXT ACQUISITIONS, LLC", that is presently pending before the Lexington Fayette Urban County Planning Commission today for a public hearing to rezone the property, (hereinafter, "the subject property") located at 545-553 South Limestone (Odd Only), 121 Prall Street, (Odd Only), and 118 Montmullin Street as more particularly described and referenced in Subtext's zone map amendment application and the Planning staff report.

Since the last zone map amendment request for the subject property was filed by Subtext and denied by the Planning Commission, the applicant has worked diligently with the Pralltown Neighborhood Association, Inc. to address their concerns. We please to report that we have reached a resolution with this neighborhood on certain conditions of approval for which we wish to voluntary submit to the Planning Commission as express voluntary conditions and obligations of zone map amendment approval to be enforced, if necessary by the Lexington Fayette Urban County Government as set out by these terms:

- 1) Subtext, its successors in interests and assigns, with respect to the subject property to be rezoned, shall:
 - a) Limit the size and scope of its development of the subject property to the request specified in its zone map amendment application, and further agrees not to cause, seek, or participate in any expansion of additional rezoning on Prall Street, Montmullin Street, Colfax Street, Winnie Street, Scott Street, Sellers Alley, and Congress Street A/K/A Lou Johnson Way,
 - b) Provide the Pralltown Neighborhood Association, Inc. with at least thirty (30) days' advance written notice of all development plans to be heard by the Planning Commission.

- c) Pay the Pralltown Neighborhood Association, Inc., the sum of three million dollars (\$3,000,000) before Subtext or its successors in interest or assigns obtains any building or construction permit on the subject property. The Lexington Fayette Urban County Government shall not issue a building or construction permit for the subject property for the development of the subject property until this payment is received by the Pralltown Neighborhood Association, Inc. The purpose of this payment is to help preserve, protect, and enhance the historic character of the Pralltown Neighborhood and for such other purpose as the Pralltown Neighborhood Association, Inc. deems necessary and appropriate.

Again, Subtext, its successors in interest, and assigns voluntarily agree to be bound by the provisions of this letter as an express condition of rezoning the subject property and further agree that the terms of this letter shall be incorporated into any ordinance adopted by the Lexington Fayette Urban County Council which approves this zone map amendment request.

Sincerely,

Stoll Keenon Ogden PLLC



Nick Nicholson

Rec'd by _____

Date: _____

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

IN RE: **PLN-MAR-25-00022: SUBTEXT ACQUISITIONS, LLC** – a petition for a zone map amendment from a Single Family Residential (R-1E) zone and Planned Neighborhood Residential (R-3) zone to a Neighborhood Business (B-1) zone for 0.51 net (0.61 gross) acres for property located at 118 Montmullin Street, 121 & 123 Prall Street, and a portion of 545-549 and 553 S. Limestone (Council District 3)

Having considered the above matter on **January 29, 2026**, at a Public Hearing, and having voted **9-0** 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 requested Neighborhood Business (B-1) zone with a Form-Based Neighborhood Business Project is in agreement with the 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The proposal addresses a need for housing, and emphasizes the proposed increase in residential density along a major corridor (Theme A Goal #1.b & #1.d; Theme E, Goal #1.d). S. Limestone and Nicholasville Road are high-volume roadways that connect downtown to major employment and community activity areas.
 - b. The proposed development will be well connected, especially because it is located adjacent to future transit improvements and will improve the pedestrian facilities along Prall Street, Montmullin Street, and S. Limestone (Theme A, Goal #3.b).
 - c. The density and intensity of the proposed development will strengthen demand for transit along the corridor (Theme D, Goal #1.b).

2. The requested Neighborhood Business (B-1) zone with a Form-Based Neighborhood Business Project is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The activation of the first floor with retail, landscaping, and amenity spaces creates a people first/ pedestrian friendly design that will create inviting streetscapes. (Design Policy #1, #5, and #6).
 - b. The request responds to the context of the corridor, providing additional density and intensity (Design Policy #4; Density Policy #1 and #2).
 - c. By locating the parking internally, within parking structures, the proposed development enhances walkability and bikeability (Design Policy #7).
 - d. The request will provide additional housing options for this area, which is predominately characterized by student housing in single family structures (Design Policy #8).
 - e. The proposed amenities and open space areas will provide neighborhood-focused open spaces with the interior courtyard and neighborhood-focused retail on the first floor, facing S. Limestone (Design Policy #9 and #12).

3. The justification and corollary development plan are in agreement with the policies and development criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request significantly increases the residential density on-site (A-DN-2-1; E-ST8-1), provides for pedestrian-oriented first floor commercial uses along the S. Limestone frontage (A-DN3-1), and helps encourage the success of transit by increasing the residential base near a proposed transit node (E-GR10-1; D-CO3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as the request provides connectivity to the adjacent transit stop (A-DS1-2) improves the sidewalk

connections along Montmullin and Prall Streets, provides for street trees and commercial uses to create a pedestrian friendly streetscape A-DS5-2), and is transit-oriented (AEQ5-2).

- c. These proposed rezoning meets the criteria for Environmental Sustainability and Resiliency development criteria, as the site does not impact any environmentally sensitive areas (B-PR2-1), does not remove any significant trees (B-PR7-1), and provides for the addition of street trees along all three street frontages (D-SP10-1).
- d. The proposal addresses the criteria for Site Design, provides activated first-floor uses and to create an activated streetscape (A-DS5-4), locates the parking within internal parking structures (A-DS7-1), and provides sidewalk connections to the surrounding neighborhood (C-LI8-1).
- e. The proposed rezoning meets the criteria for Building Form, as it creates a high-density mixed-use development that is in line with the intensification of our corridors called for within the 2045 Imagine Lexington Comprehensive Plan and Imagine Nicholasville Road Corridor Study (A-DS4-2), and creates active first-floor uses along S. Limestone (D-PL2-1; A-DS5-3).

4. This recommendation is made subject to approval and certification of PLN-MJDP-25-00068: HAZEN PROPERTY, MONTMULLIN STREET SUBDIVISION (EVER 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.

ATTEST: This 13th day of February, 2026.



Secretary, Jim Duncan

ZACH DAVIS
CHAIR

KRS 100.211(7) requires that the Council take action on this request by April 29, 2026.

Note: The corollary development plan PLN-MJDP-25-00068: HAZEN PROPERTY, MONTMULLIN STREET SUBDIVISION (EVER LEXINGTON) was approved by the Planning Commission on January 29, 2026, and certified on February 12, 2026.

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

OBJECTORS

- Duval Headley

OBJECTIONS

- Expressed concerns with the development and his desire to see a plan for how the building could be repurposed in the future.

VOTES WERE AS FOLLOWS:

AYES:	(9)	Barksdale, J. Davis, Z. Davis, Forester, Owens, Wilson, Michler, Worth, and M. Davis
NAYS:	(0)	
ABSENT:	(2)	Penn and Nicol

ABSTAINED: (0)
DISQUALIFIED: (0)

Motion for **APPROVAL** of **PLN-MAR-25-00022** carried.

Enclosures: Application
Justification
Legal Description
Notification Map
Development Snapshot
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: Ryan Bumb
Owner(s): WAREHOUSES KY LLC 73 LANTERN WAY NICHOLASVILLE KY 40356
Attorney: Nick Nicholson, 300 W VINE STREET #2100, LEXINGTON, KY 40507 PH: 859-231-3000

2. ADDRESS OF APPLICANT'S PROPERTY

545 LIMESTONE LEXINGTON KY 40508 553 LIMESTONE LEXINGTON KY 563 LIMESTONE LEXINGTON KY
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3. ZONING, USE & ACREAGE OF APPLICANT'S PROPERTY

Zoning	Existing Use	Zoning	Requested Use	Net Acreage	Gross Acreage

4. EXISTING CONDITIONS

a. Are there any existing dwelling units on this property that will be removed if this application is approved?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
b. Have any such dwelling units been present on the subject property in the past 12 months?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
c. Are these units currently occupied by households earning under 40% of the median income? If yes, how many units? If yes, please provide a written statement outlining any efforts to be undertaken to assist those residents in obtaining alternative housing.	<input type="checkbox"/> YES <input type="checkbox"/> NO

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

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





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October 21, 2025

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

Zone Change Request for the properties located at 118 Montmullin Street, 121-123 Prall Street, and a portion of 545-549, 553, and 563 S. Limestone.

Dear Members of the Planning Commission:

We represent Subtext Acquisitions, LLC (“Subtext” or “Applicant”) and on its behalf have filed a zone change request for the properties located at 118 Montmullin Street, 121-123 Prall Street, and a portion of 545-549, 553, and 563 S. Limestone (the “Properties”). The Properties combine to consist of 0.99 net acres currently zoned a mix of Neighborhood Business (B-1) zone, Planned Neighborhood Residential (R-3) zone, and Single Family Residential (R-1E) zone. The Properties consist of a mixed-use, multi-family development and parking areas. The Applicant’s request is to rezone the Properties to Neighborhood Business (B-1) zone to allow for the same use that exists today – a mixed-use, multi-family development (“Ever Lexington” or “Development”). The portion of the Properties that we are requesting a zone change is limited to 0.51 net (0.61 gross) acres.

As part of our continued efforts to implement the Comprehensive Plan while also listening to the community concerns, Subtext is requesting a substantially altered proposal from its original request in 2024. Subtext is proposing to build a reduced project under the Form Based Neighborhood Business (B-1) zone without removing any existing single-family properties in the Pralltown Neighborhood. This is the same zone that was utilized for the two Hub projects that are in close proximity to the Project Site and proven to be able to naturally assimilate with the surrounding neighborhoods. The Development also sees a corresponding reduction in the proposed density. Subtext previously proposed 251 units, 799 beds, 484 parking spaces, with retail and amenity areas (“Initial Request”). The new proposal limits the Ever Lexington to 170 units, 491 beds, and 215 parking spaces, while retaining significant retail and amenity areas.

Subtext submits that this revised Development and downzoning of the Initial Request’s Corridor-Node (CN) zone is a direct response to the concerns raised in the initial zone change request. Of particular note, the revised Project Site does not result in the loss of any existing free-standing residences as it is entirely made up of existing parking lots and the mixed-use structures along S. Limestone. The proposed height of the structure is approximately 90 feet, down from the Initial Request of 108 feet; and the width of the Project Site along Prall and Montmullin Streets is 205 feet, down from the Initial Request of 560 feet on Montmullin. This reduction in building height, size, unit count, and bed count ensures that the proposed Development will not intrude

into the Pralltown Neighborhood and that no existing single residential structure will be blocked from receiving sunlight throughout the year.

This Zone Change Request is in agreement with the Comprehensive Plan for the multitude of reasons outlined below. Primarily, the request offers a chance to implement one of the overarching themes of the Comprehensive Plan: to increase density along Lexington's major corridors that allows for the enhancement of mass public transit infrastructure and ridership. As noted in the Comprehensive Plan: "Studies such as Imagine Nicholasville Road and Imagine New Circle Road have concluded that increasing the intensity of land use along these corridors, particularly for residential purposes, is necessary to accommodate population growth through more efficient land utilization. Doing so also ensures that the bulk of the highest density residential development occurs outside of existing thriving neighborhoods." This is an ideal location for the proposed multi-family housing complex as it is within the corridor studied by Imagine Nicholasville Road and will allow for a much safer pedestrian system at a major gathering point for UK students and in front of the future planned LexTran Transit Stop. This well-designed project upholds the Urban Service Area preservation strategy, is appropriate infill in an area that is almost entirely dominated by the University and uses serving its students, and encourages community interaction through open space and pedestrian and multimodal connectivity.

This project aligns with the aspects of a desirable community and the place making concepts the Comprehensive Plan stresses such as openness, social offerings, and aesthetics with its connections and enhancement of the multimodal facilities. The submitted development plan follows many of the specific recommendations of the Comprehensive Plan in its discussion on how to grow successful neighborhoods while protecting the environment as we are increasing density without introducing a new use into the neighborhood; supporting infill and redevelopment throughout the urban service area; increasing the residential units in close proximity to the LexTran route serving S. Limestone; and, providing a well-designed project that furthers the commitment to safe and positive social interactions including easy access to the interior courtyard, neighborhood serving retail, and connections to UK's Campus.

Ever Lexington will not put undue strain on the surrounding infrastructure as it is believed that a majority of our tenants are only 60 feet away from their campus and the interior parking garage is well proportioned to capture the amount of cars in today's multi-family developments. It will also aid in implementing the future plans called for in this area by Imagine Nicholasville Road. The area in front of the Properties is the approximate location for a proposed Center Lane Transit Stop to service the bi-directional bus lane proposed for the center lane of S. Limestone. By increasing the pedestrian public realm in front of Ever Lexington from existing conditions, the Development will allow for additional area to implement the proposed improvements and increase the availability and convenience of mass transit. Of course, the increase in density directly in front of a major transit center can only help in Lexington's goal to increase ridership on mass transit.

The Applicant is quite confident in calling this a well-designed project as it furthers many of the design and density policies laid out in the Comprehensive Plan. By providing a people-first/pedestrian friendly street pattern design that will improve the area's safety and connectivity and creating inviting streetscapes. (Design Policy #1, #5, and #6). The Development is complying with the Multi-Family Design Standards as outlined below. (Design Policy #3). As the Comprehensive Plan stresses the need to increase density and intensity on our corridors, Ever

Lexington is achieving this while still being sensitive to the surrounding context. (Design Policy #4; Density Policy #1 and #2). With an interior parking garage, the proposed development plan is ensuring the vehicular use areas enhance walkability and bikability. (Design Policy #7). The area surrounding the Properties is dominated by student housing in single family structures, this proposal will introduce a denser multi-family development into the immediate area. (Design Policy #8). The proposed amenities and open space areas will provide neighborhood-focused open spaces with the interior courtyard and neighborhood-focused retail, there is a city park in close walking distance, and it is impossible to ignore the significant amount of useable open space on campus directly across S. Limestone. (Design Policy #9 and #12). Subtext also designs all of its developments to be energy efficient with features such as: energy efficient LED light fixtures throughout, low flow plumbing fixtures, high efficiency heating / cooling HVAC systems, energy Star appliances throughout, low VOC paint and wall coverings specified in project manual, occupancy sensors for lighting in various high traffic areas, and lighting controls with scenes for reduced lighting use during different times of day

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

THEME A: GROWING & SUSTAINING SUCCESSFUL NEIGHBORHOODS.

GOAL 1: EXPAND HOUSING CHOICES.

OBJECTIVES:

- a. Pursue incentives and regulatory approaches that encourage creativity, energy efficiency, and sustainability in housing development.
- b. Accommodate the demand for housing in Lexington responsibly, prioritizing higher-density and mixture of housing types.
- d. Create and implement housing incentives that strengthen the opportunities for higher-density and housing affordability.

GOAL 2: SUPPORT INFILL AND REDEVELOPMENT THROUGHOUT THE URBAN SERVICE AREA AS A STRATEGIC COMPONENT OF GROWTH.

OBJECTIVES:

- a. Identify areas of opportunity for infill, redevelopment, adaptive reuse, and mixed-use development.
- b. Respect the context and design features of areas surrounding development projects and develop design standards and guidelines to ensure compatibility with existing urban form.
- c. Incorporate adequate greenspace and open space into all development projects, which serve the needs of the intended population.

GOAL 3: PROVIDE WELL-DESIGNED NEIGHBORHOODS AND COMMUNITIES.

OBJECTIVES:

- a. Enable existing and new neighborhoods to flourish through improved regulation, expanded opportunities for neighborhood character preservation, and public commitment to expand options for mixed-use and mixed-type housing throughout Lexington-Fayette County.
- b. Strive for positive and safe social interactions in neighborhoods, including, but not limited to, neighborhoods that are connected for pedestrians and various modes of transportation.
- c. Encourage the use of neighborhood-enhancing elements, such as green infrastructure, street trees, neighborhood-serving businesses, gathering spaces and other types of community focal points.
- d. Improve Lexington's transportation network through ample street and sidewalk connections between new and existing development.

THEME B: PROTECTING THE ENVIRONMENT.

GOAL 2: IDENTIFY AND MITIGATE LOCAL IMPACTS OF CLIMATE CHANGE BY TRACKING AND REDUCING LEXINGTON-FAYETTE COUNTY'S CARBON FOOTPRINT AND GREENHOUSE GAS EMISSIONS, AND COMMIT TO COMMUNITY-WIDE NET ZERO GREENHOUSE GAS EMISSIONS BY THE YEAR 2050.

OBJECTIVES:

- d. Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence.

GOAL 3: APPLY ENVIRONMENTALLY SUSTAINABLE PRACTICES TO PROTECT, CONSERVE AND RESTORE LANDSCAPES AND NATURAL RESOURCES.

OBJECTIVES:

- c. Incorporate environmental equity and green infrastructure principles in new plans and policies.
- e. Incentivize green infrastructure practices in the design of new development.
- f. Promote, maintain, and expand the urban forest throughout Lexington.

THEME D: IMPROVING A DESIRABLE COMMUNITY.

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

OBJECTIVES:

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

- d. Improve traffic operation strategies, traffic calming, and safety for all users.
- f. Enhance transportation options that are affordable, equitable, and responsive to the needs of residents and that support their preferred or necessary mode of transportation, with an emphasis on sidewalk improvements and connectivity.

GOAL 2: SUPPORT A MODEL OF DEVELOPMENT THAT FOCUSES ON PEOPLE-FIRST TO MEET THE HEALTH, SAFETY AND QUALITY OF LIFE NEEDS OF LEXINGTON-FAYETTE COUNTY'S RESIDENTS AND VISITORS.

OBJECTIVES:

- a. Ensure built and natural environments are safe and accessible through activated and engaging site design.
- d. Monitor and evaluate newly passed parking regulations to ensure they are achieving more walkable, people-first development, and lowering development costs.

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

GOAL 1: UPHOLD THE URBAN SERVICE AREA CONCEPT.

OBJECTIVES:

- a. Preserve the Urban Service Boundary concept, which is the first of its kind in the United States, and has been foundational in fiscally responsible planning and growth management in Lexington since 1958..
- c. Ensure all types of development are environmentally, economically, equitably, and socially sustainable to accommodate the future growth needs of all residents while safeguarding rural land.
- d. Emphasize redevelopment of underutilized corridors.
- e. Maximize development on vacant land within the Urban Service Area and promote redevelopment of underutilized land in a manner that enhances existing urban form and/or historic features.

Placebuilder

The Property is located on a major corridor and the Development is a high-density mixed use housing development that is surrounded by existing and future public transit infrastructure. Based on the location and type of development, the natural Place Type is Corridor, and the Development Type is High Density Non-Residential/Mixed Use. The Form Based B-1 zone is specifically recommended for this PlaceType and Development Type. This is a natural zone to create a mixed-use project offering neighborhood focused retail uses.

Standards That Are Applicable to Our Proposal

LAND USE

- A-DS12-1 Development should be located nearest to neighborhood serving commercial areas. This development is a mixed-use development that is proposing a neighborhood serving retail component with a large interior useable open space for the neighborhood.

- A-DN2-1 Infill residential should aim to increase density. The proposed development will substantially increase density for this infill project.
- A-DN3-1 Pedestrian-oriented commercial opportunities and other services should be incorporated within residential neighborhoods. This development is a mixed-use development that is proposing a neighborhood serving retail component with a large interior useable open space for the neighborhood.
- A-DN3-2 Development should incorporate residential units in commercial centers. This development is retaining commercial square footage of the existing commercial center on S. Limestone while incorporating residential units.
- C-LI7-1 Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment. This development is a mixed-use development that is proposing a neighborhood serving retail component with a large interior useable open space for the neighborhood and increasing the pedestrian infrastructure along S. Limestone.
- D-CO3-1 Development should increase density and intensity adjacent to transit. This development increases density and intensity adjacent to an existing transit line and in front of a planned transit infrastructure improvement.
- D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application. Subtext participated in Pralltown Day that provided an opportunity to meet with stakeholders to hear and respond to any concerns. We also held a neighborhood meeting prior to submitting this application. The concerns most heard related to preventing development to intrude into the historic Pralltown neighborhood and ensuring that our tenants are not parking on neighborhood streets. The proposed Development directly addresses both of these concerns with the revised size of the project.
- E-ST8-1 Development should be high density and contain a mixture of uses. This development is a mixed-use development that is proposing a neighborhood serving retail component with a large interior useable open space for the neighborhood while increasing density from today's conditions.
- E-ST8-2 Development should provide community-oriented places and services. This development is a mixed-use development that is proposing a neighborhood serving retail component with a large interior useable open space for the neighborhood.
- E-GR10-1 Transit oriented development (TOD) should be provided. This development is a mixed-use development increases density and intensity adjacent to an existing transit line and in front of a planned transit infrastructure improvement.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-2 Accessible pedestrian linkages to transit should be provided. This development is proposing to increase the pedestrian infrastructure along S. Limestone in between two transit stops.
- A-DS4-1 A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided. This development is proposing a large interior useable open space that is restricted to pedestrians and bicyclists, increasing the pedestrian infrastructure along S. Limestone, while providing separate access for vehicles.
- A-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport. This development is proposing a large interior useable open space that is restricted to pedestrians and bicyclists,

- increasing the pedestrian infrastructure along S. Limestone, while providing separate access for vehicles.
- A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape. This is being done.
 - A-DS10-1 New developments should incorporate clear and dedicated connections to nearby community anchors. This is being done where feasible.
 - A-DS11-1 Street layouts should provide clear, visible access to neighborhood-focused open space and greenspaces. While this development is not proposing a new street layout, it is designed with this tenet in mind for pedestrians and bicyclists.
 - A-EQ5-2 Development should be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities). This development is a mixed-use development increases density and intensity adjacent to an existing transit line and in front of a planned transit infrastructure improvement that is providing a large interior useable open space that is restricted to pedestrians and bicyclists, increasing the pedestrian infrastructure along S. Limestone, while providing separate access for vehicles
 - D-CO1-1 Rights-of-way and multimodal facilities should be designed to reflect and promote the desired place-type. This is being done.
 - D-CO2-1 Development should create and/or expand a connected multimodal transportation network that satisfies all users' needs. This development is proposing a large interior useable open space that is restricted to pedestrians and bicyclists, increasing the pedestrian infrastructure along S. Limestone, while providing separate access for vehicles.
 - D-CO2-2 Development should comply with Lexington's Complete Streets Policy. While the Complete Streets Policy has yet to be adopted, this development is following the tenets and best practices for this type of development.
 - D-SP6-1 Social services and community facilities should be accessible via mass transit, bicycle and pedestrian transportation modes. This development is a mixed-use development adjacent to an existing transit line and in front of a planned transit infrastructure improvement that is providing a large interior useable open space that is restricted to pedestrians and bicyclists, increasing the pedestrian infrastructure along S. Limestone, while providing separate access for vehicles.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. There are no existing significant trees and we are proposing to add street trees to enhance the pedestrian realm.
- B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features. This is being done as the development is designed to take advantage of the change in elevation between Prall Street and Montmullin Street.
- B-PR10-1 Development should avoid overlighting and upward directed lighting. This is being done where feasible.
- B-SU4-1 Development should minimize and/or mitigate impervious surfaces. This is being done where feasible.
- B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.). This is being done where feasible.
- B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development.

This is being done where feasible as the development is proposing to incorporate a green roof for portions of the top story.

- B-SU11-1 Development should incorporate low impact landscaping and native plant species. This is being done where feasible.
- B-RE1-1 Developments should improve the tree canopy. There are no existing significant trees and we are proposing to add street trees to enhance the pedestrian realm.
- D-SP10-1 Prioritize street trees in the planting strip. There are no existing significant trees and we are proposing to add street trees to enhance the pedestrian realm.

SITE DESIGN

- A-DS5-4 Development should provide a pedestrian-oriented and activated streetscapes. This development is a mixed-use development adjacent to an existing transit line and in front of a planned transit infrastructure improvement that is providing a large interior useable open space that is restricted to pedestrians and bicyclists, increasing the pedestrian infrastructure along S. Limestone along an activated streetscape, while providing separate access for vehicles.
- A-DS7-1 Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments. The parking structure and retail parking are internal to the site.
- A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces. This development is a mixed-use development providing a large interior useable open space that is restricted to pedestrians and bicyclists with additional private amenity areas contained within the building.
- C-LI8-1 Development should enhance a well-connected and activated public realm. This development is a mixed-use development adjacent to an existing transit line and in front of a planned transit infrastructure improvement that is providing a large interior useable open space that is restricted to pedestrians and bicyclists, and increasing the pedestrian infrastructure along S. Limestone along an activated streetscape.
- C-PS10-2 Over-parking of new developments should be avoided. This development is appropriately parked for a student housing development as documented in the parking study.
- D-PL4-1 Enhance open space through the provision of programmatic elements and amenities. This development is providing substantial amenity areas for public and private use.
- D-SP3-1 Adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks should be provided to create reliable service throughout Lexington. This is being done.

BUILDING FORM

- A-DS3-1 Multi-family residential developments should comply with the Multi-family Design Standards in Appendix A. This is being done as documented below.
- A-DS4-2 New construction should be at an appropriate scale to respect the context of neighboring structures; however, along major corridors, it should set the future context. This development is at an appropriate scale for the Form Based B-1 zone. The Project is a mixed-use development proposed in a compact, walkable, and sustainment manner on a major corridor that complements existing and future public transit.
- A-DS5-3 Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere. This is being done.
- A-DN2-2 Development should minimize significant contrasts in scale, massing and design,

particularly along the edges of historic areas and neighborhoods. This development is at an appropriate scale for the Form Based B-1 zone. The Project is a mixed-use development proposed in a compact, walkable, and sustainment manner on a major corridor that complements existing and future public transit.

- A-EQ5-1 Development should create context sensitive transitions between intense corridor development and existing neighborhoods. This development is at an appropriate scale for the Form Based B-1 zone. The Project is a mixed-use development proposed in a compact, walkable, and sustainment manner on a major corridor that complements existing and future public transit.
- D-PL2-1 Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space. This development is a mixed-use development adjacent to an existing transit line and in front of a planned transit infrastructure improvement that is providing a large interior useable open space that is restricted to pedestrians and bicyclists, increasing the pedestrian infrastructure along S. Limestone along an activated streetscape, while providing separate access for vehicles.

Standards Not Applicable

LAND USE

- C-PS9-1 Where possible, developments should modify current office space to include complementary uses, with a specific focus on the inclusion of residential. This is a full redevelopment of residential and retail uses.
- C-PS15-2 Improve options for affordable and nutritious food where not currently available. There is an abundance of affordable and nutritious food options in close proximity.
- E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan. The Parks Master Plan does not address this site and there is a public park within short walking distance.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. There are two transit stops in close proximity to the development with potential major revisions to the transit stop system serving the area. We are fully cooperating with LexTran to best implement the long-term vision for transit.
- A-DS13-1 Stub streets should be connected. There are no stub streets into the properties.
- C-PS10-1 Flexible parking and shared parking arrangements should be utilized. This development is sufficiently parked and is providing for public parking to service the retail component.
- D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features. There are no proposed streets.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR2-1 Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site. There are no environmentally sensitive areas on the site.
- B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. This is an infill development site that is not proposing a park, trail, greenway, or natural area.
- B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be

- avoided. There is no floodplain on the properties.
- B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. There is no floodplain on the properties.
- B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. This is not within the Royal Springs Aquifer.

SITE DESIGN

- A-DS9-1 Development should provide active and engaging amenities within neighborhood focused open spaces. This is a private development, but it is proposing an interior courtyard space that the public can access.
- A-DS9-2 Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities. There is a public park in close proximity.
- A-EQ9-1 School sites should be appropriately sized. This is not a school site.
- C-LI2-1 The design should not obstruct the view of the gateway features of the three existing gateways mapped in the Rural Land Management Plan (RLMP). This development is not on a gateway.
- C-LI2-2 Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered. This development is not on a gateway.
- C-LI2-3 Design should create a positive gateway character at existing and proposed gateways as identified in the Rural Land Management Plan. This development is not on a gateway.
- C-LI2-4 Setbacks, signage, and screening should complement the iconic Bluegrass landscape along Historic Turnpikes, Scenic Byways, Turnpikes, and other scenic roads listed in the RLMP. This development is not on a scenic road listed in the RLMP.
- D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations. The development is activating the streetscape in other manners.
- D-SP3-2 Cellular tower antennae should be located to minimize intrusion and negative aesthetic impacts, and stealth towers and landscaping used to improve the visual impact from the roadway and residential areas. There is no cell tower proposed.

BUILDING FORM

- E-GR4-1 Developments should incorporate reuse of viable existing structures. There are no viable existing structure capable of meeting the proposed density.
- E-GR5-1 Structures with demonstrated historic significance should be preserved or adapted. There is no historic structure on the properties.

Multi-Family Design Standards

SITE PLANNING

- SP-1 This Corridor project is still in the early design phase. However, this is being done.
- SP-2 This is being done where feasible. However, the Applicant provides apartment buildings with access to individual units through a center corridor for the safety of our tenants and building occupants.
- SP-3 This is being done where feasible.

- SP-4 This development is enhancing the pedestrian infrastructure on S. Limestone in a safer manner than existing conditions while respecting this concept.
- SP-5 This development is enhancing the pedestrian infrastructure on S. Limestone in a safer manner than existing conditions.
- SP-6 This is being done where feasible.
- SP-7 This Corridor project is still in the early design phase. However, this is being done where feasible.
- SP-8 The parking occurs interior to the proposed residential development through a parking structure.
- SP-9 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of design issue.
- SP- 10 The site is well connected for vehicular and pedestrian access to the surrounding area, amenities, and open space.
- SP-11 This is an infill project with an established block size.
- SP-12 This is an infill project on an established roadway that is adding appropriate lighting and landscaping.
- SP-13 The site is well connected for vehicular and pedestrian access to the surrounding area, amenities, and open space.
- SP-14 This is an infill project on an established roadway that is adding appropriate lighting and landscaping.
- SP-15 This is being done where feasible.
- SP-16 This project will be built to code requirements.
- SP-17 This is being done.

OPEN SPACE & LANDSCAPING

- OS-1 This is being done where feasible with the open space areas being easily accessible by its tenants and the public.
- OS-2 This is being done with centralized open space and easily accessible amenities.
- OS-3 This is being done.
- OS-4 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-5 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-6 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-7 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-8 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on any stormwater detention plans.
- OS-9 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on the design of the sidewalks.
- OS-10 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of design issue.
- OS-11 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of landscaping and design issue.
- OS-12 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of lighting and design issue.

OS-13 This is being done where feasible and we will continue to work with Staff throughout the final development plan process on this type of lighting and design issue.

ARCHITECTURAL DESIGN

AD-1 This is a single structure that is appropriately sized. This project complies with all zoning and building code requirements regarding building mass, form, and roof shapes.

AD-2 This Corridor project is appropriately sized. This project complies with all zoning and building code requirements regarding height, size, and character.

AD-3 This is being done. This project complies with all zoning and building code requirements regarding building mass, roof shapes, exterior wall setback, materials, colors, building height, and landscaping.

AD-4 This is being done. This project complies with all zoning and building code requirements regarding windows.

AD-5 This is being done. This project complies with all zoning and building code requirements regarding wall faces.

AD-6 This is being done. This project complies with all zoning and building code requirements regarding porches, stairs, railings, walls, and roofs.

AD-7 This is being done. This project complies with all zoning and building code requirements regarding materials and colors for facades and roofing.

AD-8 This is being done. This project complies with all zoning and building code requirements regarding side and rear facades.

AD-9 This is being done. This project complies with all zoning and building code requirements regarding building spacing, landscaping, setbacks, building mass, building height, and building design.

We will be at the December public hearing in order to make a complete presentation of this early rehearing request in hopes that we'll be able to resume the opportunity to implement the Comprehensive Plan and go through the zone change process once again.

Sincerely,

Stoll Keenon Ogden PLLC



Nick Nicholson

545 South Limestone Street (a portion of)
553 South Limestone Street (a portion of)
121 Prall Street
Warehouses KY, LLC Property
and Phillips & Bentley Property
Zone Change from R-3 to B-1
Lexington, Fayette County, Kentucky

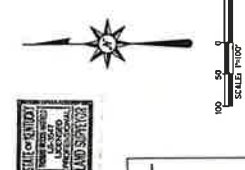
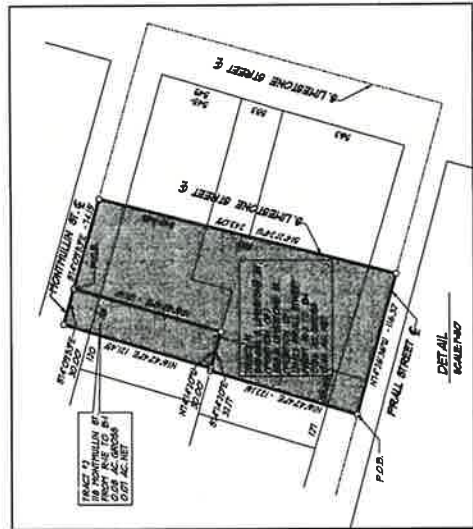
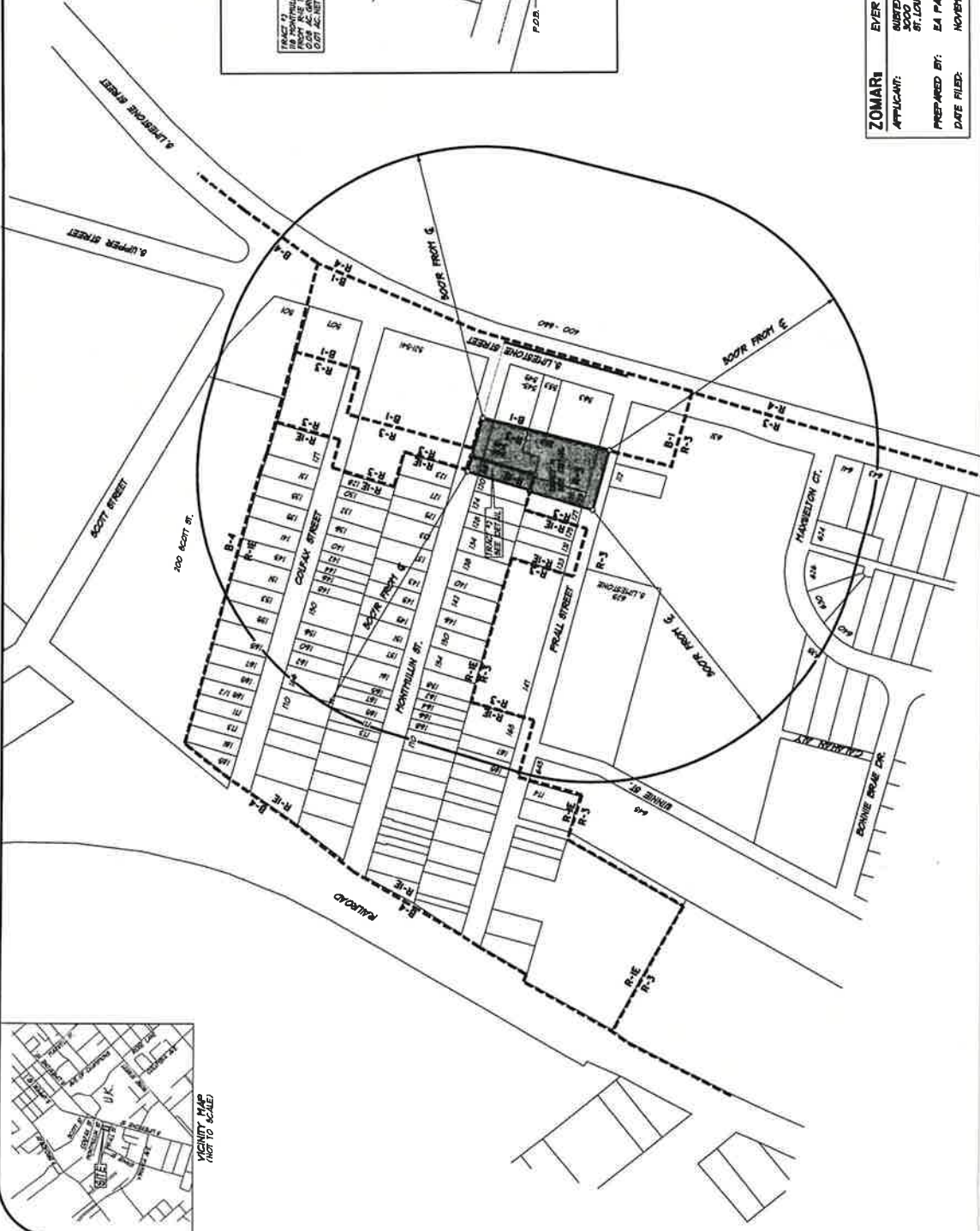
A TRACT OR PARCEL OF LAND SITUATED NORTH OF AND ADJACENT TO PRALL STREET LOCATED 139.11 FEET WEST OF THE INTERSECTION OF SOUTH LIMESTONE STREET AND PRALL STREET IN NORTHEAST LEXINGTON, FAYETTE COUNTY, KENTUCKY AND BEING MORE FULLY DESCRIBED AND BOUNDED AS FOLLOWS:

COMMENCING AT A POINT in the centerline intersection of South Limestone Street and Prall Street; thence with the centerline of Prall Street North 74 degrees 26 minutes 36 seconds West, 255.43 feet to **THE TRUE POINT BEGINNING**; thence leaving said centerline North 16 degrees 42 minutes 41 seconds East, 122.16 feet to a point; thence South 74 degrees 14 minutes 20 seconds East, 32.17 feet to a point; thence North 16 degrees 42 minutes 41 seconds East, 121.41 feet to a point in the centerline of Montmullin Street; thence with said centerline South 74 degrees 09 minutes 53 seconds East, 74.15 feet to a point; thence leaving said centerline South 14 degrees 21 minutes 24 seconds West, 243.09 feet to a point in the centerline of Prall Street; thence with said centerline North 74 degrees 26 minutes 36 seconds West, 116.32 feet to the **POINT OF BEGINNING** and containing 0.53 acres (gross) and 0.44 acres (net).

118 Montmullin Street
Warehouses KY, LLC, Property
Zone Change from R-1E to B-1
Lexington, Fayette County, Kentucky

A TRACT OR PARCEL OF LAND SITUATED NORTH OF AND ADJACENT TO PRALL STREET LOCATED 382.43 FEET WEST OF THE INTERSECTION OF SOUTH LIMESTONE STREET AND PRALL STREET AND 218.25 FEET WEST OF THE INTERSECTION OF SOUTH LIMESTONE STREET AND MONTMULLIN STREET IN NORTHEAST LEXINGTON, FAYETTE COUNTY, KENTUCKY AND BEING MORE FULLY DESCRIBED AND BOUNDED AS FOLLOWS:

COMMENCING AT A POINT in the centerline intersection of South Limestone Street and Montmullin Street; thence with the centerline of Montmullin Street North 74 degrees 09 minutes 53 seconds West, 218.25 feet to **THE TRUE POINT BEGINNING**; thence leaving said centerline South 16 degrees 42 minutes 41 seconds West, 121.41 feet to a point; thence North 74 degrees 14 minutes 20 seconds West, 30.00 feet to a point; thence North 16 degrees 42 minutes 41 seconds East, 121.45 feet to a point in the centerline of Montmullin Street; thence with said centerline South 74 degrees 09 minutes 53 seconds East, 30.00 feet to the **POINT OF BEGINNING** and containing 0.08 acres (gross) and 0.07 acres (net).



ZOMARI EVER LEXINGTON
APPLICANT: SUBVERT ACQUISITIONS, LLC
 5000 LOCUST STREET
 ST. LOUIS, MO 63105
PREPARED BY: EA PARTNERS, PLLC
DATE FILED: NOVEMBER 3, 2018

ADDRESS	OWNER	TRACT	EXISTING ZONE	PROPOSED ZONE	ACREAGE
PORTION OF MADAM & LEXINGTON ST.	MARK MOORE ET AL	1	PLANNED NEIGHBORHOOD RESIDENTIAL (P-R) ZONE	NEIGHBORHOOD BUSINESS (NB) ZONE	0.45 ACRES APPROX 0.44 ACRES NET
CORNER OF MADAM & LEXINGTON ST.	PHILIP J. BENTLEY				
1825 PRALL ST.	BARBARA KY LLC				
18 MONTPELIER ST.	BARBARA KY LLC	7	SINGLE FAMILY RESIDENTIAL (S-F) ZONE	NEIGHBORHOOD BUSINESS (NB) ZONE	0.07 ACRES APPROX 0.07 ACRES NET
TOTAL SITE	MULTIPLE	TOTAL	R-1 AND R-2	NEIGHBORHOOD BUSINESS (NB) ZONE	0.52 ACRES APPROX 0.51 ACRES NET

EA Partners, PLLC

1000 BROADWAY • SUITE 2000 • ST. LOUIS, MO 63102
 TEL: 314.433.8888 • FAX: 314.433.8889
 WWW.EAPARTNERS.COM

SUBTEXT ACQUISITIONS, LLC (PLN-MAR-25-00022)

118 MONTMULLIN STREET,
121-123 PRALL STREET
545-549, AND 553 S. LIMESTONE (A PORTION OF EACH)

Rezone the properties for a form-based mixed-use development with a form-based project.

Applicant

Subtext Acquisitions, LLC,
3000 Locust Street
St. Louis, MO 63103
Attorney: Nick.Nicholson@skofirm.com

Owners

Warehouses KY LLC
73 Lantern Way
Nicholasville, KY 40356

Anna Phillips & Gordon Bentley
553 S. Limestone
Lexington, KY 40506.

Application Information

Acreage:

0.51 net (0.61 gross) acres

Current Zoning:

Single Family Residential (R-1E) and Planned Neighborhood Residential (R-3)

Proposed Zoning:

Neighborhood Business (B-1) zone

Place-type/Development Type

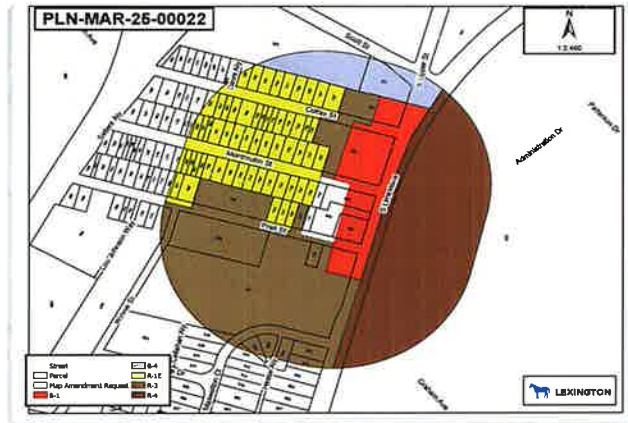
Corridor

High Density Non-Residential/ Mixed-Use

For more information about the Corridor Place-Type see Imagine Lexington pages 328-337. For more information on the High Density Non-Residential/ Mixed-Use Development Type see page 271.

Description:

The applicant is seeking to rezone the site in order to establish a form-based mixed-use development. The proposal is for a eight-story structure, consisting of 170 residential units, totaling 491 beds. This results in a residential density of approximately 170 units per net acre for the overall project. 215 parking spaces are proposed to be provided within an integrated parking structure. Retail uses are propose on the first floor of the structure.



Public Engagement

- The applicant attended a local neighborhood event where the proposal was discussed with stakeholders.

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

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

STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-25-00022: SUBTEXT ACQUISITIONS, LLC

DESCRIPTION OF ZONE CHANGE

Zone Change: From a Single-Family Residential (R-1E) and a Planned Neighborhood Residential (R-3) zone To a Neighborhood Business (B-1) zone

Acreage: R-1E: 0.07 net (0.08 gross) acres
R-3: 0.44 net (0.53 gross) acres

Location: 545-553 S. Limestone (Odd Only);
121-123 Prall Street (Odd Only);
118 Montmullin Street



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Properties	R-1E, R-3, B-1	Commercial/ Residential
To North	R-1E, R-3, B-1	Residential/ University of KY
To East	R-4	University of KY
To South	R-3/B-1	University of KY
To West	R-3, R-1E	Residential

URBAN SERVICE REPORT

Roads - The subject properties are located on the west side of South Limestone, between Prall Street, and Montmullin Street. South Limestone is a five-lane major arterial roadway and is identified as one of Lexington's urban corridors. Both Prall Street and Montmullin Street are two lane local roadways. Access to the site is proposed from Montmullin and Prall Streets.

Curb/Gutter/Sidewalks - Curb, gutter and sidewalks exist along all three roadways that provide frontage to the site.

Storm Sewers - The subject properties are located within the Town Branch watershed. Storm sewers are currently located along the right-of-way. There are no special flood hazard areas within the immediate vicinity nor any known flooding issues.

Sanitary Sewers - The subject properties are located within the Town Branch sewershed, which is served by the Town Branch Wastewater Treatment Facility, located on Lisle Industrial Avenue, southeast of New Circle Road. Sanitary sewer capacity will need to be verified prior to certification of the final development plan for the proposed redevelopment.

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

Refuse - The Urban County Government serves this area with refuse collection on Mondays. Supplemental service may be necessary for high-density residential and commercial uses.

Police - The nearest police station is the main headquarters, located approximately one and a half miles to the northeast on East Main Street.

Fire/Ambulance - Fire Station #6 is located approximately 400 feet to the north of the properties, at the intersection of South Limestone and Scott Street.

Transit - LexTran service is available within the immediate area along S. Limestone. Outbound and inbound service for the Nicholasville Road (#5) route is available on the adjoining properties to the south. The Imagine Nicholasville Road Plan also designates a future Bus Rapid Transit (BRT) station adjacent to the subject site, near Prall Street.

Parks - The subject properties are approximately 900 feet northeast of Lou Johnson park, which is located on Prall Street. There is also significant public open space across S. Limestone on the University of Kentucky campus.

SUMMARY OF REQUEST

The applicant is seeking a zone change from the Single-Family Residential (R-1E), and Planned Neighborhood Residential (R-3) zones to the Neighborhood Business (B-1) zone in order to establish a high density mixed-use 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 NON-RESIDENTIAL MIXED-USE

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 accommodate neighborhood shopping facilities to serve the needs of the surrounding residential area. This zone should be located in areas of the community where services and facilities are/will be adequate to serve the anticipated population. This zone should be oriented to support and enhance a residential neighborhood. 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 Neighborhood Business zone to establish a high-density mixed-use building. The proposed development consists of an eight-story, 90-foot tall mixed-use structure, with an integrated 215 space parking structure. The applicant is proposing a total of 170 residential units, with 491 bedrooms, and a density of 171 dwelling unit per net acre. The request includes 1,000 square feet of first floor retail space, located along the S. Limestone frontage.

APPLICANT & COMMUNITY ENGAGEMENT



On August 30th, 2025, the applicant attended Pralltown Day in order to hear concerns and solicit feedback from the neighborhood residents concerning the revised proposal.

PROPERTY & ZONING HISTORY



The subject properties are located in Pralltown, an historic African-American neighborhood that was established in the mid-1800s. Over time, the character of the Pralltown area changed as growth and pressure from the University of Kentucky resulted in the removal of much of the original development, and a demographic shift towards student housing. While several single-family homes from the time of the original development remain, the area is now primarily characterized by development that has occurred since the 1980s. The subject properties include several single-family homes from the early 1900s along Prall Street, single-family homes constructed since 1980 along Montmullin Street, and two-story, mixed use commercial development from the 1950s along S. Limestone.

Current zoning of the subject properties consists of B-1 and R-3 zones that predate the 1969 Comprehensive Rezoning of the City and County. The R-1E zoning present on 118 Montmullin Street is the result of a 1998 zone change (MAR-98-27), which downzoned much of the Pralltown area in order to limit residential density. This change was requested by the Pralltown Development Corporation, and was supported by the map-based 1996 Comprehensive Plan, which recommended medium density residential future land uses for that area at the time.

In 2024, the applicant requested a rezoning for 2.13 net (2.80 gross) acres to the Corridor Node (CN) zone in order to establish a larger mixed-use development (PLN-MAR-24-00014). The 2024 proposal included an additional 14 properties, an additional 81 dwelling units, and extending approximately 375 feet further along Montmullin and Prall Street. The request was recommended for disapproval by the Planning Commission, and failed to pass the Urban County Council.

IMAGINE NICHOLASVILLE ROAD



In 2020, the Imagine Nicholasville Road Corridor study was adopted as a part of the Comprehensive Plan. The study set a framework for future development along this corridor, with recommendations for transportation improvements, as well as land use. Included within the recommendations of the corridor study was the implementation of dedicated Bus Rapid Transit (BRT) within the center of S. Limestone/ Nicholasville Road. The study suggested locations for BRT stops, including directly adjacent to the proposed development. In order to create the demand necessary to effectively support transit efforts, the plan called for intensification of the areas surrounding the proposed station. Included in these recommendations was a minimum building height of 40 feet, no maximum structure height, and activated commercial uses on the first floor, with residential incorporated above.

The applicant's proposal is in line with the proposed development called for within the Imagine Nicholasville Road Corridor Study, and would support the effectiveness of transit in the area.

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 Comprehensive Plan strongly supports the type of mixed-use development now envisioned for the site by the petitioner. The B-1 zone offers the most flexible zoning tool outside of the downtown business zones or mixed-use zones. The form-based neighborhood business project, with its required character and context study, allows for the petitioner to achieve the building height and residential density desired at this location.

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.a, #1.b & #1.d; Theme E, Goal #1.d). The applicant further states that the proposed development will be well connected, as it will be located adjacent to future transit improvements and will improve the pedestrian facilities along Prall Street, Montmullin Street, and S. Limestone (Theme A, Goal #3.b). Finally, the applicant opines that the density and intensity of the proposed development will strengthen demand for transit along the corridor (Theme D, Goal#1.b). Staff agrees that these Goals and Objectives can be met with this request.

The applicant also addresses several policies of the 2045 Comprehensive Plan that they opine are being met with this request. The applicant states that the request provides a people first/pedestrian friendly design that will improve the area's safety and connectivity and creates inviting streetscapes. (Design Policy #1, #5, and #6). Additionally the applicant states that the request responds to the context of the corridor, providing additional density and intensity (Design Policy #4; Density Policy #1 and #2). With an interior parking garage, the proposed development plan ensures the vehicular use areas enhance walkability and bikeability. (Design Policy #7). The applicant states that the request will provide additional housing options for this area, which is predominately characterized by student housing in single family structures (Design Policy#8). The proposed amenities and open space areas will provide neighborhood-focused open spaces with the interior courtyard and neighborhood-focused retail (Design Policy #9 and #12). Staff agrees that these policies can be met with this request.

PLACE TYPE, DEVELOPMENT TYPE, AND ZONE

In an effort to allow for the greatest contextual development of Lexington's Urban Service Area, applicants are asked to identify a Place-Type based on the location of the subject 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 Non-Residential/ Mixed-Use Development Type. The subject property is located on South Limestone, one of the most highly traveled corridors in Lexington, and is proposing a development with a density of over 100 units per net acre. As such, staff agrees with the applicant's choice in Place-Type and Development Type. Within this Place-type and Development Type, a Form-Based Neighborhood Business Project is recommended within a Neighborhood Business 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.

1. Land Use

Staff finds that the request meets the criteria for Land Use, as the request significantly increases the residential density on-site (A-DN-2-1; E-ST8-1), provides for pedestrian-oriented first floor commercial uses along the S. Limestone frontage (A-DN3-1), and helps encourage the success of transit by increasing the residential base near a proposed transit node (E-GR10-1; D-CO3-1).

2. Transportation, Connectivity, and Walkability

Staff finds that the request meets the criteria for Transportation, Connectivity, and Walkability as the request provides connectivity to the adjacent transit stop (A-DS1-2) improves the sidewalk connections along Montmullin and Prall Streets, provides for street trees and commercial uses to create a pedestrian friendly streetscape (A-DS5-2), and is transit-oriented (A-EQ5-2).

3. Environmental Sustainability and Resiliency

The proposal meets the requirements for Environmental Sustainability and Resiliency, as the site does not remove any significant trees (B-PR7-1), and provides for the addition of street trees along all three frontages (D-SP10-1).

4. Site Design

Staff finds that the request meets the criteria for Site Design, as the request provides activated first-floor uses and to create an activated streetscape (A-DS5-4), locates the parking within internal parking structures (A-DS7-1), and provides sidewalk connections to the surrounding neighborhood (C-LI8-1).

5. Building Form

While staff finds that overall the request meets the requirements for Building Form, there was one criteria that staff found warranted further discussion:

A-DN2-2 Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods.

Staff would like to note that while this proposal represents a significant increase in density and intensity, the footprint has been greatly reduced when compared to the applicant's previous proposal for this site.

Otherwise, the development establishes a high-density mixed-use development that is in line with the intensification of our corridors called for within the 2045 Imagine Lexington Comprehensive Plan and Imagine Nicholasville Road Corridor Study (A-DS4-2), and creates active first-floor uses along S. Limestone (D-PL2-1; A-DS5-3).

PARKING DEMAND MITIGATION STUDY



Under the requirements of Article 16 of the Zoning Ordinance, all "Significant Developments," or developments with over 5,000 square-feet of building coverage that require a Zoning Map Amendment, shall provide a Parking Demand Mitigation Study for the project that details the following information:

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

Within the applicant's review of the parking demand, they have provided specific calculations based on the ITE manual for the proposed residential multi-family and commercial uses. Based on the provided number of dwelling units and the proposed amount of retail space, the ITE manuals project a peak demand of 254 spaces for the entire development, with 484 spaces being proposed at this time. The applicant has indicated that the spaces within the structure will be restricted, with individual spaces being leased on a first-come first served basis. The applicant states that the walkability of the area near the University of Kentucky's campus, as well as the connections to transit will help reduce the on-site parking demand.

FORM-BASED PROJECT



Area Character & Context Study - The applicant submitted the required area character and context study along with their development plan application. That study describes the proposed development relative to the surrounding area and street system.

Building - The proposed eight-story building will be setback from South Limestone by a large pedestrian area measuring 16'-4" with the main entrance and pedestrian gathering space near the crosswalk at Prall Street. The proposed retail space and leasing office are located along the South Limestone frontage. The design includes improvements to the sidewalk facilities along Prall Street and Montmullin Street as well, with the renderings showing 18'-6" and 13'-8" respectively. The building incorporates an open, central courtyard in the interior as well as a covered outdoor space to provide open space for the residents.

Height - The study analyzed a number of other buildings and structures which demonstrates the wide variety of uses and heights that range from a modest 25-30 foot in height for both commercial and residential uses, to mixed-use and institutional structures with 85-90 feet in height. The building height and mass is consistent with other buildings in the area but is taller and larger than many of the commercial buildings along South Limestone and Upper Street, the two major corridors within the immediate area. Overall, the area is characterized by buildings of variable size and height.

Design - The building is designed to cover the entire site. Various façade elements, active pedestrian space, and the addition of street trees are designed to integrate the building to the surrounding area and enhance the pedestrian experience. Its orientation to the street system is a stronger urban design feature than several nearby commercial developments that reflect a more suburban style. In addition, several of the institutional buildings in the area are setback a considerable distance from the street system, although this is more of a reflection of the University's unique character and role in the community.

Open Space - There is a large interior courtyard proposed for the project as well as a covered outdoor space. The wide sidewalks surrounding the property have areas designated for public use that are defined by landscaping and benches.

Pedestrian Accommodations - Improved pedestrian facilities are an important aspect of the form-based project requirements, and the applicant has proposed well delineated pedestrian ways along all street frontages ranging from 16'-4" along South Limestone, 13'-8" on Montmullin Street and 18'-6" on Prall Street. These sidewalks greatly exceed the existing sidewalks in the area and are an essential element in integrating the development into the surrounding area.

Landscaping - Supplemental landscaping is another requirement associated with the form-based project. The revised development plan illustrates the areas where the supplemental landscaping will be utilized along with large street trees. The study demonstrates this graphically and street trees are depicted on the development plan.

STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:



1. The requested Neighborhood Business (B-1) zone with a Form-Based Neighborhood Business Project is in agreement with the 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The proposal will address a need for housing, and emphasizes the proposed increase in residential density along a major corridor (Theme A Goal #1.b & #1.d; Theme E, Goal #1.d). S. Limestone and Nicholasville Road are high-volume roadways that connect downtown to major employment and community activity areas.
 - b. The proposed development will be well connected, especially because it is located adjacent to future transit improvements and will improve the pedestrian facilities along Prall Street, Montmullin Street, and S. Limestone (Theme A, Goal #3.b).
 - c. The density and intensity of the proposed development will strengthen demand for transit along the corridor (Theme D, Goal #1.b).

2. The requested Neighborhood Business (B-1) zone with a Form-Based Neighborhood Business Project is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The activation of the first floor with retail, landscaping, and amenity spaces creates a people first/ pedestrian friendly design that will create inviting streetscapes. (Design Policy #1, #5, and #6).
 - b. The request responds to the context of the corridor, providing additional density and intensity (Design Policy #4; Density Policy #1 and #2).
 - c. By locating the parking internally, within parking structures, the proposed development enhances walkability and bikeability (Design Policy #7).
 - d. The request will provide additional housing options for this area, which is predominately characterized by student housing in single family structures (Design Policy #8).
 - e. The proposed amenities and open space areas will provide neighborhood-focused open spaces with the interior courtyard and neighborhood-focused retail on the first floor, facing S. Limestone (Design Policy #9 and #12).

3. The justification and corollary development plan are in agreement with the policies and development criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request significantly increases the residential density on-site (A-DN-2-1; E-ST8-1), provides for pedestrian-oriented first floor commercial uses along the S. Limestone frontage (A-DN3-1), and helps encourage the success of transit by increasing the residential base near a proposed transit node (E-GR10-1; D-CO3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as the request provides connectivity to the adjacent transit stop (A-DS1-2) improves the sidewalk connections along Montmullin and Prall Streets, provides for street trees and commercial uses to create a pedestrian friendly streetscape (A-DS5-2), and is transit-oriented (AEQ5-2).
 - c. These proposed rezoning meets the criteria for Environmental Sustainability and Resiliency development criteria, as the site does not impact any environmentally sensitive areas (B-PR2-1), does not remove any significant trees (B-PR7-1), and provides for the addition of street trees along all three street frontages (D-SP10-1).
 - d. The proposal addresses the criteria for Site Design, provides activated first-floor uses and to create an activated streetscape (A-DS5-4), locates the parking within internal parking structures (A-DS7-1), and provides sidewalk connections to the surrounding neighborhood (C-LI8-1).
 - e. The proposed rezoning meets the criteria for Building Form, as it creates a high-density mixed-use development that is in line with the intensification of our corridors called for within the 2045 Imagine Lexington Comprehensive Plan and Imagine Nicholasville Road Corridor Study (A-DS4-2), and creates active first-floor uses along S. Limestone (D-PL2-1; A-DS5-3).

JAY
9/3/2024
Planning Services/Staff Reports/MAR/2025/PLN-MAR-25-00022 SUBTEXT ACQUISITIONS, LLC

STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:



4. This recommendation is made subject to approval and certification of PLN-MJDP-25-00068 Hazen Property, Mountmullin Street Subdivision (EVER 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.

JAY
9/3/2024
Planning Services/Staff Reports/MAR/2025/PLN-MAR-25-00022 SUBTEXT ACQUISITIONS, LLC

Action - Mr. Forester made a motion, seconded by Mr. Wilson, and carried 9-0 (Penn and Nicol absent), to approve PLN-MJDP-25-00065: SAMUEL H BRYAN, TRACT 8 (CARNES PROPERTY), with the revised conditions presented by staff.

2. SUBTEXT ACQUISITIONS, LLC MAP AMENDMENT and HAZEN PROPERTY, MONTMULLIN STREET SUBDIVISION (EVER LEXINGTON) DEVELOPMENT PLAN

- a. **PLN-MAR-25-00022: SUBTEXT ACQUISITIONS, LLC (2/1/26)*** – a petition for a zone map amendment from a Single Family Residential (R-1E) zone and Planned Neighborhood Residential (R-3) zone to a Neighborhood Business (B-1) zone for 0.51 net (0.61 gross) acres for property located at 118 Montmullin Street, 121 & 123 Prall Street, and a portion of 545-549 and 553 S. Limestone.

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 Neighborhood Business zone to establish a high-density mixed-use building. The proposed development consists of an eight-story, 90-foot-tall mixed-use structure, with an integrated 215 space parking structure. The applicant is proposing a total of 170 residential units, with 491 bedrooms, and a density of 171 dwelling units per net acre. The request includes 1,000 square feet of first floor retail space, located along the S. Limestone frontage.

The Zoning Committee Recommended: Approval.

The Staff Recommends: Approval for the following reasons:

1. The requested Neighborhood Business (B-1) zone with a Form-Based Neighborhood Business Project is in agreement with the 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
 - a. The proposal addresses a need for housing, and emphasizes the proposed increase in residential density along a major corridor (Theme A Goal #1.b & #1.d; Theme E, Goal #1.d). S. Limestone and Nicholasville Road are high-volume roadways that connect downtown to major employment and community activity areas.
 - b. The proposed development will be well connected, especially because it is located adjacent to future transit improvements and will improve the pedestrian facilities along Prall Street, Montmullin Street, and S. Limestone (Theme A, Goal #3.b).
 - c. The density and intensity of the proposed development will strengthen demand for transit along the corridor (Theme D, Goal #1.b).
2. The requested Neighborhood Business (B-1) zone with a Form-Based Neighborhood Business Project is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The activation of the first floor with retail, landscaping, and amenity spaces creates a people first/ pedestrian friendly design that will create inviting streetscapes. (Design Policy #1, #5, and #6).
 - b. The request responds to the context of the corridor, providing additional density and intensity (Design Policy #4; Density Policy #1 and #2).
 - c. By locating the parking internally, within parking structures, the proposed development enhances walkability and bikeability (Design Policy #7).
 - d. The request will provide additional housing options for this area, which is predominately characterized by student housing in single family structures (Design Policy #8).
 - e. The proposed amenities and open space areas will provide neighborhood-focused open spaces with the interior courtyard and neighborhood-focused retail on the first floor, facing S. Limestone (Design Policy #9 and #12).

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

3. The justification and corollary development plan are in agreement with the policies and development criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request significantly increases the residential density on-site (A-DN-2-1; E-ST8-1), provides for pedestrian-oriented first floor commercial uses along the S. Limestone frontage (A-DN3-1), and helps encourage the success of transit by increasing the residential base near a proposed transit node (E-GR10-1; D-CO3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as the request provides connectivity to the adjacent transit stop (A-DS1-2) improves the sidewalk connections along Montmullin and Prall Streets, provides for street trees and commercial uses to create a pedestrian friendly streetscape (A-DS5-2), and is transit-oriented (AEQ5-2).
 - c. These proposed rezoning meets the criteria for Environmental Sustainability and Resiliency development criteria, as the site does not impact any environmentally sensitive areas (B-PR2-1), does not remove any significant trees (B-PR7-1), and provides for the addition of street trees along all three street frontages (D-SP10-1).
 - d. The proposal addresses the criteria for Site Design, provides activated first-floor uses and to create an activated streetscape (A-DS5-4), locates the parking within internal parking structures (A-DS7-1), and provides sidewalk connections to the surrounding neighborhood (C-LI8-1).
 - e. The proposed rezoning meets the criteria for Building Form, as it creates a high-density mixed-use development that is in line with the intensification of our corridors called for within the 2045 Imagine Lexington Comprehensive Plan and Imagine Nicholasville Road Corridor Study (A-DS4-2), and creates active first-floor uses along S. Limestone (D-PL2-1; A-DS5-3).
4. This recommendation is made subject to approval and certification of PLN-MJDP-25-00068: HAZEN PROPERTY, MONTMULLIN STREET SUBDIVISION (EVER 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.

Staff Presentation – Mr. Young oriented the Commission on the zone change from a Planned Neighborhood Residential (R-3) zone and a Single Family Residential (R-1E) zone to a Neighborhood Business (B-1) zone. Mr. Young showcased aerial photographs that explained the surrounding areas and landmarks. He presented photos of the current property and the businesses that occupy it.

Mr. Young also presented a floor plan illustration that depicts the location of the parking garage entrances and the proposed widened sidewalk and courtyard areas.

Mr. Young reiterated the Staff and Zoning Committee's recommendation of approval of this project, noting that the first-floor retail will create inviting streetscapes for students and members of the Pralltown community, while addressing the need for student housing in the area. He also stated that this project will encourage students to walk and bike to class, rather than driving.

Commission Questions – Mr. Michler asked if there was any investigation into the existing structures on the property and their historic significance. Mr. Young said not that he was aware of.

Mr. Wilson asked for clarification regarding the height of the building. Mr. Young answered that the proposed structure would be 90 feet tall.

- b. PLN-MJDP-25-00068: HAZEN PROPERTY, MONTMULLIN STREET SUBDIVISION (EVER LEXINGTON) (2/1/26)* – located at 545, 553, & 563 S. LIMESTONE, 121 PRALL STREET, & 118 MONTMULLIN STREET, LEXINGTON, KY

Note: The purpose of this plan is to depict a multi-story mixed use building in support of the requested zone change from a Single Family Residential (R-1E) zone and Planned Neighborhood Residential (R-3) zone to a Neighborhood Business (B-1) zone.

Requirements Not Met:

1. Provide Open Space exhibit and include open space requirements in the site statistics as a percentage. (ZO Art 20-3) (Open Space)

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

3. Correct Note #4, changing "Article" to "Chapter". (Engineering)
4. Denote purpose of plan. (Planning)
5. Include north arrow on vicinity map. (Planning)
6. Dimension all driveway, walkways, and parking areas. (ZO Art. 21-6(a)(5)) (Planning & Traffic)
7. Depict location of cross-sections on plan face. (ZO Art. 21-6(a)(6)) (Planning)
8. Submit Tree Inventory map as a separate document. (ZO Art. 26-4(b)) (Urban Forester)
9. Depict pedestrian entrances. (ZO Art. 16-6(a)(3)(ii)) (Planning & Traffic)
10. Addition of proposed cross-section for S. Limestone to depict how the proposed street trees will work with the building facade and sidewalk space. (Traffic)

Waiver(s) Necessary: None at this time.

Design Considerations:

1. See all comments provided by the Division of Engineering.
2. Address sanitary sewer capacity. (ZO Art. 5-2(h)) (Engineering)
3. Explain stormwater management plan. (Engineering)

Plan Questions or Concerns:

1. Provide dumpster enclosure and pad specifications that comply with the DSG at the time of final development plan. (Waste)
2. Where is the ramp located in the first floor? (Traffic)
3. Where is dumpster location and how will it be emptied? (Waste and Traffic)
4. Discuss Placebuilder criteria.

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

1. Provided the Urban County Council approves the zone change to B-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 inventory map.
5. Open Space Planner's approval of open space areas.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. Correct all noted deficiencies listed as "requirements not met" herein

Staff Presentation – Mr. Chaney oriented the Commission to the proposed development plan depicting a nine story multi-family structure including a basement parking structure. He shared with the Commission where the entrances are both to the building and the parking garage. He told the Commission staff that the Staff was recommending approval at this time.

Applicant Representation – Attorney Nick Nicholson and Ryan Bumb, Subtext Development, were present to represent the application. Mr. Nicholson stated that he would not be giving a presentation but would defer to the Subtext Development team so that they could showcase their revised plan. Mr. Nicholson entered the written agreement between the developer and the Pralltown Neighborhood Association into the record.

Ryan Bumb, Development Manager, emphasized that he has worked extensively with the neighborhood to get this project done. He stated that he attended the Pralltown neighborhood day celebration and it was eye-opening to see how much the neighborhood meant to the community. His goal was to address the preservation of the Pralltown neighborhood while contributing to the lack of available housing in Lexington, especially on campus. Mr. Bumb shared renderings of the proposed building.

Commission Questions – Ms. Worth thanked Subtext and the neighborhood for finding a resolution to this development. She recalled in the previous development presentation there being mention of affordable housing within this project and asked if that was still an option. Mr. Bumb responded by saying that they have pursued other benefits at this time. There are no further questions at this time.

Neighborhood Representation – Attorney Bruce Simpson stated that he was prepared to reject the proposal again if it came back similar to what was proposed a year ago, but because of the agreements reached with Subtext, the application now complies with the 2045 Comprehensive Plan. Mr. Simpson echoed that Subtext had spent many hours reaching out to Pralltown and successfully addressed concerns of gentrification and the preservation of historically African American communities. He also declared that Subtext had agreed to donate \$3 million dollars towards the Pralltown Neighborhood Fund.

Commission Questions – Mr. Wilson expressed his satisfaction on the emphasis on community engagement and developing trust within the community. Jim Duncan, Director of the Division of Planning, confirmed that there is staff that work with every community in Lexington to increase dialogue and relationships.

Citizen Comments – Walt Gaffield, President of the Fayette County Neighborhood Council, stated that he fully supports this approval and congratulated everyone involved.

Austin Zinkle stated that he was encouraged to see the fight and desire from the Pralltown neighborhood to keep their community whole.

Duvall Headley expressed his concerns with the development and his desire to see how the building could be repurposed if it were to come obsolete in the future. He distributed a handout to the Planning Commission.

Jacques Wigginton stated that he was satisfied to see that advancement, agreement, and compromise had been made regarding this project.

Amy Clark, 628 Castle Road, noted the leadership of the Pralltown Neighborhood was essential in getting this project done correctly. She also thanked Bruce Simpson and the Commission.

Teresa Forbes-Lopez, Pralltown resident, praised the ability of the developers to place an emphasis on neighborhood compatibility. She stated that she thought it was important to find a balanced outcome of neighborhood growth and neighborhood protection that suits public interest.

Rolanda Woolfork, President of the Historic Black Neighborhood Association, expressed the importance of culture and how they felt listened to and respected by the Subtext development team.

Action - Mr. Forester made a motion, seconded by Mr. Wilson, and carried 9-0 (Penn and Nicol absent), to approve PLN-MAR-25-00022: SUBTEXT ACQUISITIONS, LLC for the reasons given by staff.

Action - Mr. Forester made a motion, seconded by Mr. Wilson, and carried 9-0 (Penn and Nicol absent), to approve PLN-MJDP-25-00068: HAZEN PROPERTY, MONTMULLIN STREET SUBDIVISION (EVER LEXINGTON) for reasons given by staff.

VI. COMMISSION ITEMS

Mr. Duncan thanked the Commission for finding a way to be at this meeting despite the harsh winter weather. He reminded everyone that committee meetings will be held on Thursday, February 5th at 8:30 am (Subdivision) and 1:30pm (Zoning) in the Phoenix Building.

VII. ADJOURNMENT - The meeting was adjourned at 5:00 p.m.