General Government & Planning (GGP) Committee

September 8, 2026

Summary and Motions

Committee members Liz Sheehan (Chair), Shayla Lynch, J.D. (Vice Chair), Dan Wu, James Brown, Chuck Ellinger II, Emma Curtis, Whitney Baxter, Dave Sevigny, Jennifer Reynolds, and Hil Boone were present. Council members Tyler Morton, Tom Eblen, Joseph Hale, and Amy Beasley were present as non-voting members.

Chair Sheehan called the meeting to order at 1:00 p.m.

I. APPROVAL OF JULY 1, 2026 COMMITTEE SUMMARY (Sheehan)

A motion by Ellinger to approve the July 1, 2026 Committee Summary was seconded by Curtis and approved unanimously.

II. DRIVE-THROUGH FACILITIES & DRIVE-UP WINDOWS (Baxter/Wade)

Traci Wade, Planning Services Manager, presented proposed amendments to Section 16-9 of the Zoning Ordinance to modernize regulations for drive-through facilities and drive-up windows. The proposed changes replace the existing uniform vehicle-stacking standard with requirements tailored to different uses, including drive-up windows, banks and pharmacies, quick-service restaurants, and car washes. The regulations also address stacking dimensions, lane widths, turning radii, circulation, parking access, pedestrian crossings, operational plans, and waivers of stacking requirements.

Committee discussion focused on how the regulations would apply to existing and redeveloped properties. Staff clarified that existing facilities generally would be exempt, while substantial redevelopment or additional drive-through lanes could trigger the new requirements. Members also discussed the limitations of zoning regulations in addressing businesses where customer queues extend beyond the available stacking area.

Pedestrian safety was a key discussion point, particularly proposed Item C2, which would have required a five-foot-wide direct pedestrian connection from the public right-of-way to the building without crossing a drive-through lane. Concerns were raised that the requirement could create challenges for constrained or infill sites. The language presented to the committee instead retained requirements for pedestrian crossings to be clearly visible and emphasized with enhanced paving or pavement markings.

A motion by Baxter to approve the proposed Section 16-9 language as presented. Seconded by Brown. The motion passed unanimously.

> A motion by Sheehan to amend by reinstating the pedestrian-access provision (2-C). Seconded by Sevigny. That motion failed with a 5 – 5 tie vote (Yay: Sheehan, Wu, Sevigny, Lynch, Curtis; Nay: Boone, Baxter, Reynolds, Brown, Ellinger).

III. WINCHESTER ROAD CORRIDOR STUDY (Sheehan/Dooling)

Iris Dooling, Senior Planner with Long Range Planning, presented an update on the 5.8-mile Winchester Road Corridor Study, which examines transportation, land use, redevelopment, safety, and future growth along the corridor. Phase I engagement identified transportation safety as a primary concern, particularly for pedestrians and bicyclists, with community priorities including safer roadways, improved pedestrian and bicycle connections, and additional community spaces. Committee discussion focused on multimodal connectivity, the potential Hamburg Connector, pedestrian safety near Frederick Douglass High School, trail connections, and the need for Complete Streets improvements throughout the corridor. Phase II will use the community feedback to develop and evaluate potential recommendations.

IV. DATA CENTER REGULATIONS (Sheehan/Crum)

Daniel Crum, Principal Planner with Planning Services, presented the Planning Commission's recommendations for proposed Data Center Regulations. Staff explained that Lexington's existing regulations for computer and data processing centers predate today's large-scale data center industry and do not fully address modern facilities' potential land, energy, water, cooling, noise, backup power, and infrastructure demands. The proposed Zoning Ordinance Text Amendment is intended to establish a clearer regulatory framework while distinguishing dedicated data centers from server rooms that are accessory to businesses such as hospitals, financial institutions, and offices.

Committee discussion focused on how best to regulate the intensity and impacts of data centers, including whether electrical demand may be a more effective threshold than building square footage. Members also discussed noise standards, setbacks and buffering, water consumption, backup generators, utility capacity, renewable energy, environmental impacts, and the information applicants should be required to provide. Staff noted that LFUCG does not currently have a comprehensive inventory of existing data centers and may have limited access to information regarding utility agreements and energy capacity.

Members raised concerns about equity and the geographic distribution of potential data center sites, particularly the concentration of eligible B-4 and I-1 zoning in areas already affected by industrial uses. Discussion included whether the regulations should consider cumulative environmental and infrastructure impacts, historic land-use patterns, socioeconomic conditions, and employment benefits. Members also questioned whether a separate zoning classification would provide greater oversight, whether the accessory server-room provisions should be more narrowly defined, and whether renewable-energy or ongoing energy-reporting requirements should be considered.

The committee also discussed using the Board of Adjustment to review data centers as conditional uses, including whether decisions with potentially significant community impacts should receive additional review by elected officials. The Committee took no action on the proposed regulations. A special Committee of the Whole was scheduled for October 6 to receive public input before further legislative consideration.

V. ITEMS REFERRED TO COMMITTEE (Sheehan)

Chair Sheehan adjourned the meeting at 2:57 p.m.

ORDINANCE NO. _____- 2026

AN ORDINANCE AMENDING SECTION 16-9 OF THE LEXINGTON-FAYETTE URBAN COUNTY ZONING ORDINANCE, RELATING TO DRIVE-THROUGH FACILITIES AND DRIVE-UP WINDOWS, ADOPTING REGULATIONS REGARDING VEHICULAR STACKING REQUIREMENTS, DRIVE-UP WINDOWS, AND DRIVE-THROUGH FACILITIES, AND AUTHORIZING WAIVERS OR MODIFICATIONS BY THE PLANNING COMMISSION BASED UPON RECOMMENDATIONS IN AN OPERATIONAL PLAN AND UPON FINDINGS THAT MODIFYING STACKING REQUIREMENTS WILL NOT IMPEDE TRAFFIC CIRCULATION, NEGATIVELY IMPACT ADJOINING PROPERTIES OR LAND USES, OR CREATE A PUBLIC SAFETY HAZARD, ALL IN ORDER TO PROMOTE SAFE MANEUVERING OF VEHICLES AND ENSURE SUCH FACILITIES DO NOT NEGATIVELY IMPACT THE FLOW OF TRAFFIC ON PUBLIC STREETS. (URBAN COUNTY PLANNING COMMISSION).

WHEREAS, KRS 100.275, enacted by the Kentucky General Assembly as House Bill 443 during the 2024 regular session, requires that the ordinances, rules, and regulations adopted pursuant to KRS Chapter 100 to govern subdivision plats and development plans shall be in the form of objective standards that shall be applied ministerially; and

WHEREAS, the Lexington-Fayette Urban County Planning Commission considered multiple text amendments at its meetings on March 27 and April 10, 2025 that proposed updating the Zoning Ordinance with objective standards in compliance with House Bill 443;

WHEREAS, at these meetings the Lexington-Fayette Urban County Planning Commission considered amendments to replace Article 16-9 of the Zoning Ordinance in its entirety with a more current standard applicable to drive-through facilities and drive-up windows;

WHEREAS, the Planning Commission did recommend approval of the modified text amendment by a vote of 8-2, the recommendation of the Planning Commission is attached hereto and incorporated by reference herein; and

WHEREAS, this Council agreed in part and disagreed in part with the recommendation of the Planning Commission as to Article 16-9, referred this portion of the text amendment to the Council General Government and Planning Committee, and thereafter considered additional amendments presented at a meeting of the General Government and Planning Committee on September 8, 2026.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That Article 16, Section 16-9 of the Lexington-Fayette Urban County Government Zoning Ordinance, be and hereby is deleted and replaced in its entirety, to read as follows:

Sec. 16-9. Drive-Through Facilities and Drive-Up Windows

(a) A vehicular stacking area shall be provided for any drive-up window or drive-through facility. Such vehicular stacking area shall not include any right-of-way, shall be provided wholly on the property, and shall not interfere with the use of any parking spaces provided. The minimum number of required stacking spaces within the vehicular stacking area shall include the space at the initial point of service, including but not limited to, a window, menu board, service area or other stopping point. Each stacking space shall be twenty (20) feet in length. The vehicular stacking area shall not include the area between the initial point of service and any subsequent window, service area or other stopping point.

The vehicular stacking area shall be subject to all yard, paving, landscaping, and other requirements of a vehicular use area, as contained in Article 18 when vehicular traffic entering the drive-thru and traffic within an adjacent drive aisle are moving in opposite directions in order to provide separation between the drive-through lane and other drive aisles on the site.

(1) For drive-up windows, a minimum of three (3) stacking spaces shall be provided.

(2) For quick-service food and beverage services, accessory to a restaurant, a minimum of six (6) stacking spaces shall be provided for the first drive-through lane. For any subsequent drive-through lane, a minimum of three (3) stacking spaces shall be provided. Stacking spaces may be distributed across all drive-through lanes.

(3) For quick-service food and beverage services without indoor service or seating, and provision of retail products, including packaged food and beverages, a minimum of six (6) stacking spaces shall be provided per drive-through lane.

(4) For banks, and pharmacies a minimum of three (3) stacking spaces shall be provided for the first drive-through lane, with no additional stacking spaces required for multiple lanes.

(5) For self service carwash facilities, a minimum of two (2) stacking spaces shall be provided per bay.

(6) For automatic carwash facilities, a stacking distance of thirty (30) feet measured from an entrance gate or payment location.

(7) The number of required stacking spaces may only be modified or waived by the Planning Commission on a final development plan based on the recommendations of an Operational Plan if the Planning Commission makes a finding that modifying the minimum stacking requirements will not impede traffic circulation on-site, negatively impact adjoining properties or land uses, nor create a public safety hazard.

(8) An Operational Plan shall include the following:

a. A site plan with an applicable tracking path simulation (e.g. AutoTURN) for the design vehicle of the drive-through facility;

b. The required stacking area;

c. The drive-through width; and

d. The pedestrian circulation.

(b) General Standards for Drive-Up Windows - Drive-up windows, including the stacking area, shall be screened from any adjoining residential use or zone, public park, place of religious assembly, school, or childcare facility by a 6-foot tall, solid fence in addition to any VUA or property perimeter screening required by Article

18. Such screening shall be required only along the length of the drive-through lane(s).

(c) General Standards for Drive-Through Facilities shall meet the requirements established for Drive-Up Windows, in addition to the following:

(1) Drive-through lanes shall be a minimum of ten (10) feet and a maximum of twelve (12) feet in width, and shall maintain a turning radius of 10 feet.

(2) If a bail out lane for unobstructed exit capability is provided, it must be a minimum width of 10 feet and run parallel to the drive-through lane. If such bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive-through lane.

(3) Pedestrian walkways shall be clearly visible and emphasized by enhanced paving or markings where they intersect drive-through lanes.

Section 2 – That if any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unlawful by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

Section 3 -- That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

_____
MAYOR

ATTEST:

_____
CLERK OF URBAN COUNTY COUNCIL
PUBLISHED:

4913-9381-5762, v. 1