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

Zone Change Request for a portion of 3515 Richmond Road.

Dear Members of the Planning Commission:

We represent Hillpointe, LLC (“Hillpointe” or “Applicant”) and on its behalf have filed a request zone map amendment changing the underlying zoning from Agricultural-Urban (A-U) to Medium Density Residential (R-4) for approximately 39.00 gross (39.00 net) acres of the property located at 3515 Richmond Road – commonly referred to as the White Farm (the “Property”). The Applicant is proposing 117 townhomes and 480 apartment units contained in 16 buildings (the “Development”).

Hillpointe is a fully integrated real estate development firm focused on delivering essential workforce housing across the Sun Belt region of the United States. Its mission is to provide critically needed attainable housing that uplifts residents who are increasingly burdened by the affordability challenges facing communities nationwide.

With this Development, Hillpointe will deliver a mix of three-story apartment buildings and two-story townhome residences. Apartment units will consist of approximately 1,170 square foot 2-bedroom/2-bathroom floorplans, while townhome residences will offer larger 2,204 square foot 3-bedroom/2.5-bathroom layouts with private garages and two-story living configurations. The individual units are also constructed in a manner to minimize waste (electrical services are measured and cut exact to reduce waste, the concrete and drywall are made with recycled materials, and we purchase our lumber from FSC certified providers, etc.) while helping to maximize energy efficiency for our tenants (i.e. utilize energy star appliances, smart programable thermostats in every unit, and the heating and cooling systems are designed to maximum efficiency with 17 SEER HVAC units, etc.). Community amenities will include a centrally located clubhouse and leasing office with co-working space, a 24-hour fitness center, resort-style swimming pool with cabanas and mini fridges, as well as property-wide high-speed internet. Outdoor amenities will feature grilling areas, a community firepit, pickleball courts, and a leash-free dog park, complemented by an indoor pet spa.

While Hillpointe is proposing a Class A product, all units will be targeted to a market-rate, attainable demographic, which typically consists of entry-level and essential workers within the communities we serve. In Lexington, current underwriting projects rents that are approximately \$100–\$200 below the average rental rates of comparable 1–5-year-old properties in the

surrounding area. This approach is specifically intended to serve the “missing middle”, households that earn too much to qualify for subsidized housing yet face affordability constraints in newly built luxury product. This is truly designed to help address workforce housing that Lexington desperately needs and is repeatedly called out in our Comprehensive Plan.

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 much needed attainable workforce housing along Lexington’s major corridors. This is an ideal location for the proposed housing type as the Property is directly adjacent to existing multi-family housing and a substantial employment center. This well-designed project upholds the Urban Service Area preservation strategy, is appropriate infill in an area with all necessary infrastructure to support the proposed density, it proposes to continue a stub street to help improve the area’s connectivity, and is adding density in an area that has a multitude of city owned open space and parks. This is the exact type of project in an ideal location to comply with Lexington’s Comprehensive Plan.

This project also 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 continuation of existing 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 Palumbo Drive and Yorkshire Boulevard; and, providing a well-designed, “missing middle” project that furthers the commitment to safe and positive social interactions, open spaces, and – of course – increasing Lexington’s stock of much needed attainable housing.

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 while respecting the area’s context, the proposed Development, consisting of 3-story apartment buildings and 2-story townhomes, certainly fulfills this point of emphasis. (Design Policy #4; Density Policy #2). Ample pedestrian sidewalks run throughout the parking area for the multi-family site and the townhouse streets while connecting with the existing multi-modal infrastructure to ensure the vehicular use areas enhance walkability and bikability. (Design Policy #7). As detailed above, the Development is proposing attainable work force housing which is needed through Lexington’s neighborhoods. (Design Policy #8). The proposed amenities and open space areas will provide open spaces for the Development residents, while also connecting to several existing city parks and open spaces areas in walking distance. (Design Policy #9, #11, and #12). Finally, we are proposing to connect to the existing Dabney Road stub street and the intersection of Palumbo Drive and Yorkshire Boulevard implementing the future plans to connect the surrounding area directly to Richmond Road as the White Farm continues to develop. (Design Policy #13).

In summary, this well-designed project upholds the Urban Service Area preservation strategy, is appropriate development of underutilized Property, provides workforce 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:

- 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.
- d. 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.
- e. 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 one of the last large vacant parcels in Lexington and is entirely surrounded by existing residential and commercial uses. As such, the natural Place Type is Enhanced Neighborhood, and the Development Type is Medium Density Residential. The Medium Density Residential (R-4) zone is specifically recommended for this Place Type and Development Type. As such, the Applicant submits the R-4 zone is the appropriate zoning designation for the proposed Development.

Also submitted with the Zone Map Amendment Request is the color-coded reflection of how the proposed project addresses the design criteria for the selected Development Type. Items highlighted in green are represented graphically on the submitted preliminary development plan; items in yellow are addressed in this letter, and items highlighted in red are not applicable to this proposal.

Standards That Are Applicable to Our Proposal

LAND USE

- A-DN2-1 Infill residential should aim to increase density. The proposed Development will increase density in a respectful manner to the neighborhoods and commercial areas adjacent to the Property.
- B-SU3-1 Development should provide compact and/or mixed-use development. The proposed Development will increase density in a respectful manner to the neighborhoods and commercial areas adjacent to the Property while adding in different types of attainable housing options for Lexingtonians in an appropriately compact manner.
- C-LI7-1 Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment. The Development is proposing residential uses featuring safe connections to the surrounding Property, proposed open space, the area's city parks, .
- D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application. We are in the process of scheduling a virtual neighborhood meeting on for the notice area and also an in-person meeting with the Andover neighborhood.

- D-SP9-1 Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and people with disabilities. The Development is a planned community focused on attainable workforce housing for all Lexingtonians.
- E-ST8-2 Development should provide community-oriented places and services. The Development is proposing residential uses featuring safe connections to the surrounding properties, open spaces, and the area's city parks.
- E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan. The Development is not included in the Parks Master Plan, but it does propose connections leading to adjacent city's parks.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS4-1 A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided. The Development features visible open space areas with any required multi-modal infrastructure and proposed connections leading to city parks.
- A-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport. This is being done.
- 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. The Property is not large enough to include a community anchor, but it proposes connections leading to adjacent commercial centers and city parks.
- A-DS11-1 Street layouts should provide clear, visible access to neighborhood focused open space and greenspaces. The Development features visible open space areas with any required multi-modal infrastructure.
- A-DS13-1 Stub streets should be connected. We are connecting to the stub for Dabney Drive and Palumbo Drive and Yorkshire Boulevard intersection.
- D-CO1-1 Rights-of-way and multi-modal facilities should be designed to reflect and promote the desired place-type. The Development features visible open space areas with any required multi-modal infrastructure.
- D-CO2-1 Development should create and/or expand a connected multi-modal transportation network that satisfies all users' needs. The Development features visible open space areas with any required multi-modal infrastructure.
- D-CO2-2 Development should comply with Lexington's Complete Streets Policy. Lexington does not have a Complete Streets Policy, but we submit that the Development complies with general concepts of complete streets.
- D-CO4-1 Dead-end streets and cul-de-sacs should be discouraged. This is being done.
- D-CO4-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways. We are following the existing street pattern.
- D-CO4-3 Street pattern and design should consider site topography and minimize grading where possible. This is being done where feasible.
- D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features. This is being done where feasible.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR2-1 Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site. Any potential impact to environmentally sensitive areas are being minimized.
- B-PR2-2 Development should include regularly spaced access with an adequate width to the greenway network and conservation areas. The main access point to the Property is fixed, but we are providing access to open space and existing parkland.
- B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees. This is being done where feasible.
- 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 where feasible.
- B-SU4-1 Development should minimize and/or mitigate impervious surfaces. This is being done where feasible.
- B-SU11-1 Development should incorporate low impact landscaping and native plant species. This is being done.
- B-RE1-1 Developments should improve the tree canopy. This development will meet all requirements for tree canopy for new development. There are several sections of fence row trees and brush that are in poor condition and not suitable for retention. We believe that the Development will increase healthy tree canopy while retaining the viable existing trees.
- B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible. The Development proposes to connect into the adjacent city parks.
- B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be avoided. This is not being proposed with the Development.
- B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them. This is being done where feasible.
- D-SP10-1 Prioritize street trees in the planting strip. This is being done where feasible as shown on the development plan.

SITE DESIGN

- A-DS5-4 Development should provide a pedestrian-oriented and activated streetscapes. This is being done where feasible as shown on the development plan.
- A-DS7-1 Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments. This is being done as shown on the development plan.
- A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces. This is being done where feasible.
- C-LI8-1 Development should enhance a well-connected and activated public realm. This is being done where feasible.
- C-PS10-2 Over-parking of new developments should be avoided. The Development is appropriately parked.
- D-PL4-1 Enhance open space through the provision of programmatic elements and amenities. The Development is still in the early planning phase, but the Applicant has detailed above the types of amenities it envisions for the Development.
- 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. The Development proposed adequate right-of-way for required infrastructure.

BUILDING FORM

- A-DS3-1 Multi-family residential developments should comply with the Multifamily Design Standards in Appendix A. This will be done and as further detailed 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. The Development is at an appropriate scale in between existing single-family detached and attached units, multi-family developments, and commercial development.
- A-DS5-3 Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere. This is being done where feasible with ample pedestrian connections to individual units.
- A-DN2-2 Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods. The Development is at an appropriate scale in between existing single-family detached and attached units.

Standards Not Applicable

LAND USE

- A-DS12-1 Development should be located nearest to neighborhood serving commercial areas. There are more than sufficient commercial areas in close proximity.
- C-PS15-2 Improve options for affordable and nutritious food where not currently available. The Development already has more than sufficient access to affordable and nutritious food in close proximity.
- D-SP1-1 Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets. This is not a school site.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

- A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. The Property is adjacent to, but not along an existing transit route. It does not have frontage to provide any new shelter.
- A-DS1-2 Accessible pedestrian linkages to transit should be provided. The Property does not have frontage directly along an existing transit route.
- C-PS10-1 Flexible parking and shared parking arrangements should be utilized. There is not a need for shared parking arrangements, as the site is appropriately parked.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

- B-PR3-1 Minimize impact of development adjacent to land conservation Property through buffering. The Development is not adjacent to land conservation Property.
- B-PR10-1 Development should avoid overlighting and upward directed lighting. This is a townhouse development that will not be overlit.
- B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.). The Development is still in the early planning phase, the Applicant does not know enough about the proposed users to commit to renewable resources being utilized at the site. However, described above are just some of the efforts that the Applicant uses throughout its projects.
- B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development.

The Development is still in the early planning phase, the Applicant does not know enough about the infrastructure systems to commit to specific Green Stormwater Infrastructure at this time. However, the initial plan is to include infiltration practices in the two stormwater ponds pending infiltration testing results.

B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee. The Property is not within the Royal Springs area.

SITE DESIGN

A-DS9-1 Development should provide active and engaging amenities within neighborhood focused open spaces. The Development does not propose neighborhood open spaces, but it is within a short walk to several city owned parks.

A-DS9-2 Where neighborhood open space or parks are not located within walking distance of a new development, applicants should incorporate these facilities. Several city parks are within close walking distance.

A-EQ9-1 School sites should be appropriately sized. This is not a school site.

D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations. There is not a public art easement contemplated within the Development.

D-SP1-2 School design should prioritize a high percentage of open and accessible street frontage. This is not a school site.

D-SP2-1 Visible, usable greenspace and other natural components should be incorporated into school sites. This is not a school site.

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.

BUILDING FORM

A-DS8-1 Where single family detached residential units are provided, a variety of other housing types should be regularly interspersed along the street frontage. There are no single family detached units proposed.

D-PL2-1 Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space. This is a townhouse and apartment development with residential uses on the first floors of all structures.

E-GR4-1 Developments should incorporate reuse of viable existing structures. There are no structures on the Property viable to be reused.

E-GR5-1 Structures with demonstrated historic significance should be preserved or adapted. There are no historic structures on the Property.

Multi-Family Design Standards

SITE PLANNING

SP-1 This attainable housing 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 continuing the multi-modal infrastructure system from Dabney Drive that will eventually connect to Richmond Road.
- SP-5 This development is continuing the multi-modal infrastructure system from Dabney Drive that will eventually connect to Richmond Road.
- SP-6 This is being done where feasible.
- SP-7 This attainable housing project is still in the early design phase. However, this is being done where feasible.
- SP-8 The multi-family development attempts to break up the proposed parking with its access aisle system, locating it away from the public street, and the Development's green space areas.
- 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 The site is well connected for vehicular and pedestrian access to the surrounding area, amenities, and open space with appropriate block sizes.
- 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 project is extending an established roadway that will add 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 project complies with all zoning and building code requirements regarding building mass, form, and roof shapes.
- AD-2 This attainable housing 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 March 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