

ORDINANCE NO. 032 - 2026

AN ORDINANCE CHANGING THE ZONE FROM AN AGRICULTURAL URBAN (A-U) ZONE TO A MEDIUM DENSITY RESIDENTIAL (R-4) ZONE, FOR 38.998 NET (39.148 GROSS) ACRES, FOR PROPERTY LOCATED AT 3515 RICHMOND ROAD (A PORTION OF). (HILLPOINTE, LLC; COUNCIL DISTRICT 7).

WHEREAS, at a Public Hearing held on March 26, 2026, a petition for a zoning ordinance map amendment for property located at 3515 Richmond Road (a portion of), changing the zone from an Agricultural Urban (A-U) Zone to a Medium Density Residential (R-4) zone, for 38.998 net (39.148 gross) acres, was presented to the Urban County Planning Commission; said Commission recommending approval of the zone change by a vote of 7-0; and

WHEREAS, the Urban County Council agrees with the recommendation of the Planning Commission; and

WHEREAS, the recommendation form of the Planning Commission is attached hereto and incorporated herein by reference;

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

Section 1 – That the Zoning Ordinance of the Lexington-Fayette Urban County Government be amended to show a change in zone for property located at 3515 Richmond Road (a portion of), from an Agricultural Urban (A-U) Zone to a Medium Density Residential (R-4) zone, for 38.998 net (39.148 gross) acres, being more fully described in Exhibit “A,” which is attached hereto and incorporated herein by reference.

Section 2 – That the Lexington-Fayette Urban County Planning Commission is directed to show the amendment on the official zone map atlas and to make reference to the number of this Ordinance.

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

PASSED URBAN COUNTY COUNCIL: May 14, 2026



MAYOR

ATTEST:


CLERK OF URBAN COUNTY COUNCIL

Rec'd by _____
Date: _____

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

IN RE: PLN-MAR-26-00002: HILLPOINTE, LLC – a petition for a zone map amendment from an Agricultural Urban (A-U) zone to a Medium Density Residential (R-4) zone for 38.998 net (39.148 gross) acres for property located at 3515 Richmond Road (a portion of). (Council District 7)

Having considered the above matter on **March 26, 2026**, at a Public Hearing, and having voted **7-0** that this Recommendation be submitted to the Lexington-Fayette Urban County Council, the Urban County Planning Commission does hereby recommend **APPROVAL** of this matter for the following reasons:

1. The proposed Medium Density Residential (R-4) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives for the following reasons:
 - a. The request will help meet an increase in the demand for housing and provide a variety of housing options (Theme A, Goal #1.a, #1.b and #1.d; Theme A, Goal #2.b).
 - b. The request increased residential density on an underutilized parcel (Theme A, Goal #2.a and #2.d).
 - c. The proposed pedestrian connections and open space amenities of the design align with the environmental and quality of life components of the Comprehensive Plan (Theme B, Goal #2.d; Theme D, Goal #1.a).
2. The requested Medium Density Residential (R-4) zone is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The proposal increases residential density while still being sensitive to the surrounding context and connecting into the adjacent developed properties (Design Policy #4; Density Policy #1 and #2).
 - b. The request will provide additional housing options for this area (Design Policy #8).
 - c. The request is intended to meet the demand for a variety of income levels (Equity Policy #3).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases residential density in a compact development (A-DN2-1; B-SU3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability, as it creates a pedestrian connection between two existing residential developments (A-DS5-1; A-DS4-1).
 - c. The request meets the criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR-2-1), and minimizes impact on adjacent development through the use of buffering elements (B-PR3-1).
 - d. The proposal meets the criteria for Site Design, as the development improves pedestrian connectivity in the area (C-LI8-1), and provides for programmed open space (D-PL4-1).
 - e. The plan meets the criteria for Building Form, as it meets the Multi-Family Design Standards (A-DS3-1) is scaled to respect the context of neighboring structures (A-DS4-2) and minimizes significant contrasts in scale, massing and design (A-DN2-2).
4. This recommendation is made subject to approval and certification of **PLN-MJDP-26-00012: WHITE FARM**, 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 17th day of April, 2026.


Secretary, Jim Duncan

ZACH DAVIS
CHAIR

KRS 100.211(7) requires that the Council take action on this request by June 24, 2026.

Note: The corollary development plan of PLN-MJDP-26-00012: WHITE FARM was approved by the Planning Commission on March 26, 2026, and certified on April 9, 2026.

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

OBJECTORS

- Harsha Wijesira, Andover Estates

OBJECTIONS

- Expressed concerns about traffic impact and water detention.

VOTES WERE AS FOLLOWS:

AYES: (7) Barksdale, Z. Davis, Forester, Nicol, Wilson, Michler, and Worth
NAYS: (0)
ABSENT: (4) Penn, Owens, J. Davis, and M. Davis
ABSTAINED: (0)
DISQUALIFIED: (0)

Motion for **APPROVAL** of **PLN-MAR-26-00002** carried.

Enclosures: Application
Justification
Supplemental Justification
Legal Description
Notification Map
Development Snapshot
Staff Report
Supplemental Staff Report
Applicable excerpts of minutes of above meeting

MAP AMENDMENT REQUEST (MAR) APPLICATION

1. CONTACT INFORMATION (Name, Address, City/State/Zip & Phone No.)

Applicant: HILLPOINTE, LLC, 631 W. NORSE BLVD, STE 200, WINTER PARK, FL 32789
Owner(s): IVEL W. WHITE IRREVOCABLE FAMILY TRUST, 652 TALLY RD, LEXINGTON, KY 4052
Attorney: Nick Nicholson, 300 West Vine St, Suite 2100, Lexington, KY 40507

2. ADDRESS OF APPLICANT'S PROPERTY

3515 RICHMOND RD LEXINGTON KY 40509

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

Zoning	Existing		Requested		Acreage	
	Zoning	Use	Zoning	Use	Net	Gross
A-U		Agricultural	R-4	Multi-Family Residential	38.998	39.148

4. EXISTING CONDITIONS

a. Are there any existing dwelling units on this property that will be removed if this application is approved?	<input type="checkbox"/> YES <input checked="" 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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February 2, 2026

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 is 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

REZONING DESCRIPTION

Ivel W. White Irrevocable Gifting GSTT Trust, et al (a portion of)
3515 Richmond Road
P/O Parcel ID: 26987950
Zone Change from A-U to R-4
Lexington, Fayette County, Kentucky

Being a tract or parcel of land situated south of and adjacent to a portion of Yorkshire Boulevard located approximately 3409.92 feet east of the intersection of Yorkshire Boulevard and Richmond Road (U. S. Highway 421) in Lexington, Fayette County, Kentucky, and being more particularly described as follows:

Commencing at a point at the centerline intersection of Yorkshire Boulevard and Richmond Road (U.S. Highway 421); thence with the centerline of Yorkshire Boulevard, N 48° 09' 57" E a distance of 3409.92 feet to the **True Point of Beginning**; thence continuing with the centerline extension of Yorkshire Boulevard along a curve to the right having a radius of 972.35 feet, a length of 255.06 feet, and a chord bearing and distance of N 57° 24' 34" E, 254.33 feet; thence leaving said centerline, N 48° 09' 57" E a distance of 1091.28 feet; thence, S 40° 28' 31" E a distance of 1327.39 feet; thence, S 48° 53' 53" W a distance of 1236.18 feet; thence, N 41° 04' 07" W a distance of 36.50 feet; thence, S 48° 09' 00" W a distance of 17.41 feet; thence, N 41° 33' 56" W, a distance of 812.39 feet; thence, S 48° 26' 04" W, a distance of 64.00 feet; thence, N 41° 33' 56" W, a distance of 502.91 feet to the **Point of Beginning**, and containing 39.148 Acres (gross) and 38.998 Acres (net), more or less.

REZONING DESCRIPTION

Ivel W. White Irrevocable Gifting GSTT Trust, et al (a portion of)
3515 Richmond Road
P/O Parcel ID: 26987950
Zone Change from A-U to R-4
Lexington, Fayette County, Kentucky

Being a tract or parcel of land situated south of and adjacent to a portion of Yorkshire Boulevard located approximately 3409.92 feet east of the intersection of Yorkshire Boulevard and Richmond Road (U. S. Highway 421) in Lexington, Fayette County, Kentucky, and being more particularly described as follows:

Commencing at a point at the centerline intersection of Yorkshire Boulevard and Richmond Road (U.S. Highway 421); thence with the centerline of Yorkshire Boulevard, N 48° 09' 57" E a distance of 3409.92 feet to the **True Point of Beginning**; thence continuing with the centerline extension of Yorkshire Boulevard along a curve to the right having a radius of 972.35 feet, a length of 255.06 feet, and a chord bearing and distance of N 57° 24' 34" E, 254.33 feet; thence leaving said centerline, N 48° 09' 57" E a distance of 1091.28 feet; thence, S 40° 28' 31" E a distance of 1327.39 feet; thence, S 48° 53' 53" W a distance of 1236.18 feet; thence, N 41° 04' 07" W a distance of 36.50 feet; thence, S 48° 09' 00" W a distance of 17.41 feet; thence, N 41° 33' 56" W, a distance of 812.39 feet; thence, S48° 26' 04" W, a distance of 64.00 feet; thence, N 41° 33' 56" W, a distance of 502.91 feet to the **Point of Beginning**, and containing 39.148 Acres (gross) and 38.998 Acres (net), more or less.



2/19/2026

REZONING DESCRIPTION

Ivel W. White Irrevocable Gifting GSTT Trust, et al (a portion of)
3515 Richmond Road
P/O Parcel ID: 26987950
Zone Change from A-U to R-4
Lexington, Fayette County, Kentucky

Being a tract or parcel of land situated south of and adjacent to a portion of Yorkshire Boulevard located approximately 2909.91 feet east of the intersection of Yorkshire Boulevard and Richmond Road (U. S. Highway 421) in Lexington, Fayette County, Kentucky, and being more particularly described as follows:

Commencing at a point at the centerline intersection of Yorkshire Boulevard and Richmond Road (U.S. Highway 421); thence with the centerline of Yorkshire Boulevard, N 48° 09' 57" W a distance of 500.01 feet to the **True Point of Beginning**; thence continuing with the centerline extension of Yorkshire Boulevard along a curve to the right having a radius of 972.35 feet, a length of 255.06 feet, and a chord bearing and distance of S 57° 24' 34" E, 254.33 feet; thence leaving said centerline, N 48° 09' 57" E a distance of 947.16 feet; thence, S 40° 28' 31" E a distance of 1327.39 feet; thence, S 48° 53' 53" W a distance of 1236.18 feet; thence, N 41° 04' 07" W a distance of 36.50 feet; thence, S 48° 09' 00" W a distance of 17.41 feet; thence, N 41° 33' 56" W, a distance of 812.39 feet; thence, S 48° 26' 04" W, a distance of 64.00 feet; thence, N 41° 33' 56" W, a distance of 502.91 feet to the **Point of Beginning**, and containing 39.148 Acres (gross) and 38.998 Acres (net).



COPY TABLE

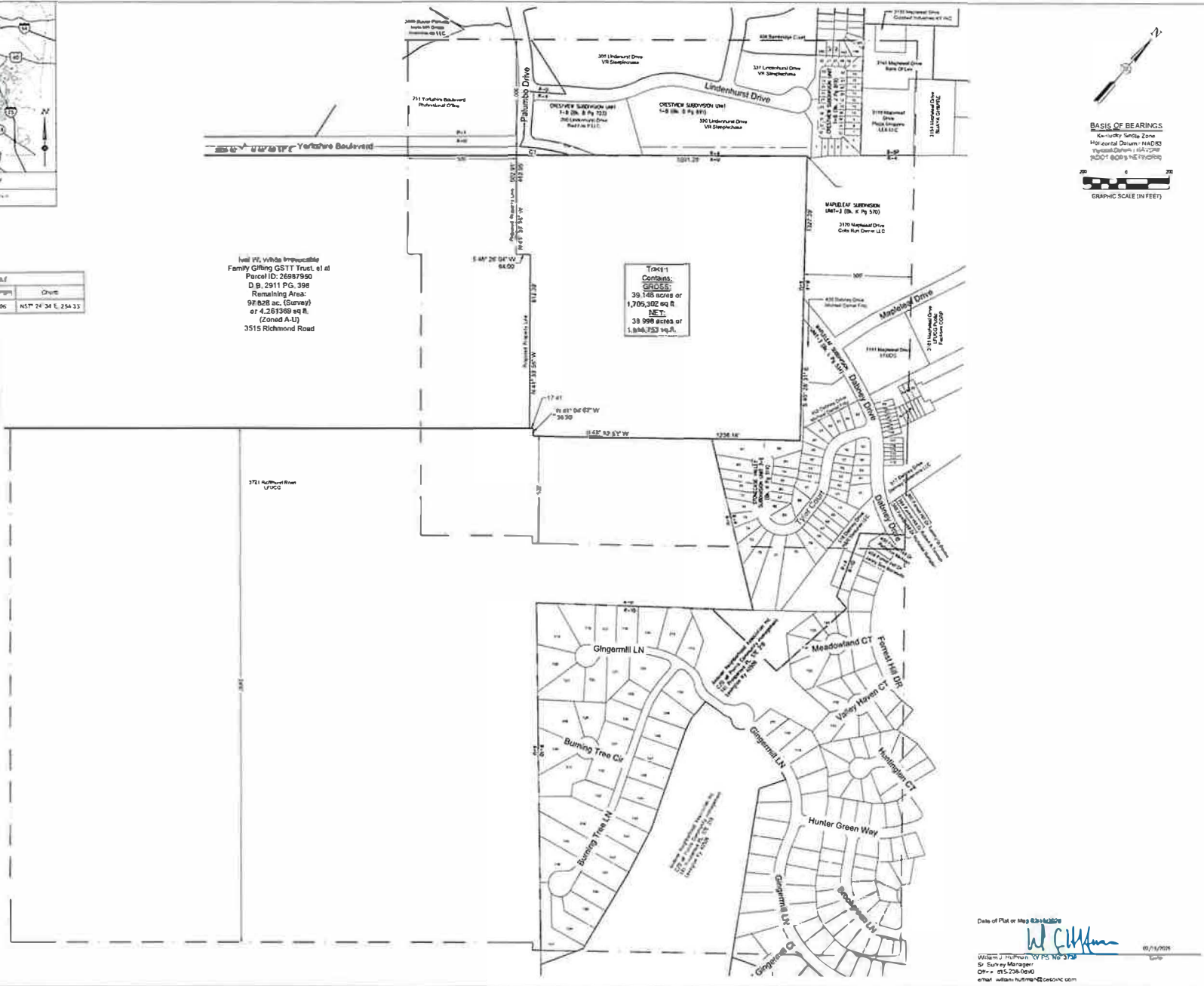
Sheet	Order	Quantity	Price	Total
CH	131-81-47	972.35	255.06	657.29 24 34 E. 254.32

LINE TABLE

Line #	Description	E+O/P
1	131-81-47	18.89
2	131-81-47	18.89
3	131-81-47	18.89
4	131-81-47	18.89

Well W, White Irrevocable Family Grant GSTT Trust, et al
 Parcel ID: 2689750
 D.B. 2911 PG. 398
 Remaining Area:
 98.628 ac. (Survey)
 or 4,281,900 sq. ft.
 (Zoned A-1)
 3515 Richmond Road

Tract 1 Contains:
 ACRES: 39.146 acres or 1,705,302 sq. ft.
 NET: 38.998 acres or 1,694,753 sq. ft.



Lexington, KY - Urban County
 Planning Commission
**Property Information
 & Notification Map**
 3515 Richmond Road, Lexington, Kentucky
 Fayette County

PROJECT INFORMATION

Project Number	787088
Scale	1" = 200'
Drawn By	JTM
Checked By	SMH
Date	February 12, 2024
Issue	Final

Drawing Title
Property Information & Notification Map

Date of Plat or Map: 02/12/2024
 William J. Hultman, PE, No. 3738
 Sr. Survey Manager
 CRE # 015-236-0610
 email: william.hultman@cfiso.com

HILLPOINTE, LLC (PLN-MAR-26-00002)

3515 RICHMOND ROAD (A PORTION OF)

Rezone property to construct 117 townhouse units and 480 multi-family units.

Applicant

HILLPOINTE, LLC
631 W. MORSE BLVD
WINTER PARK, FL 32789
ATTORNEY: NICK NICHOLSON:
nick.nicholson@skofirm.com

Owner

Ivel W. White Irrevocable Family Trust
652 Tally Road
Lexington, KY 40502

Application Details

Acreage:

38.998 net (39.148 gross) acres

Current Zoning:

Agricultural Urban (A-U)

Proposed Zoning:

Medium Density Residential (R-4)

Place Type/Development Type:

Enhanced Neighborhood/Medium Density Residential

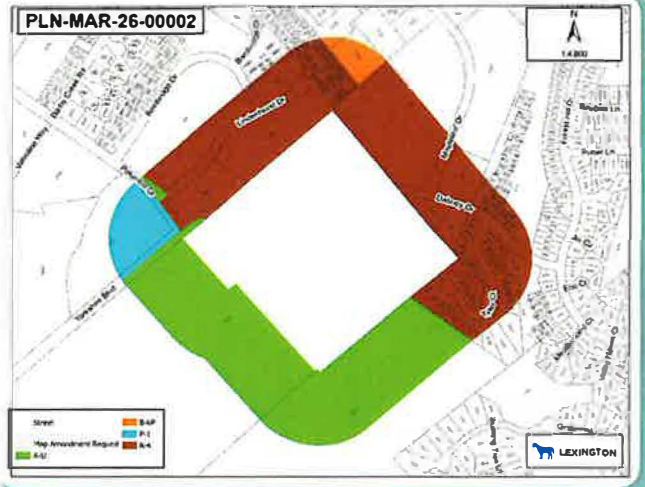
For more information about the Enhanced Neighborhood Place-type see Imagine Lexington page 269. For more information on the Medium Density Residential Development Type see page 270.

Description:

The applicant is seeking to rezone the subject property in order to construct 117 single-family townhouse units and 480 multi-family units, for a residential density of approximately 15 units per acre.

Public Engagement

The applicant has not indicated that public outreach or engagement has occurred at this time.



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

STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-26-00002: HILLPOINTE LLC

DESCRIPTION OF ZONE CHANGE

Zone Change:	From: Agricultural Urban (A-R) To: Medium Density Residential (R-4)
Acreage:	38.998 net (39.148 gross) acres
Location:	3515 Richmond Road (a portion of)



EXISTING ZONING & LAND USE

PROPERTIES	ZONING	
Subject Property	A-U	Vacant
To North	R-4	Residential
To East	R-4	Residential
To South	A-U	Golf Course
To West	P-1/R-4	Office/Residential

URBAN SERVICE REPORT

Roads - This portion of the subject property has road frontage on Yorkshire Boulevard where it transitions into Palumbo Drive. Palumbo Drive and Yorkshire Boulevard are classified as major urban collectors. Dabney Drive, a minor collector roadway, stubs into the property to the eastern side. The applicant's proposal includes construction of a public road that would connect the three roads.

Curb/Gutter/Sidewalks - Curb, gutter and sidewalks are present on all three adjacent roads.

Storm Sewers - The subject property is located in the East Hickman watershed. The developer will be required to address stormwater management on the subject property in compliance with the Engineering Stormwater Manual. There are no known flooding issues on the subject property.

Sanitary Sewers - The subject property is located within the East Hickman sewershed and is served by the West Hickman Wastewater Treatment Plant located approximately 9 miles southeast of the site.

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

Refuse - The Urban County Government provides refuse collection on Fridays to residences within this portion of the Urban Service Area. Additional refuse collection services may be contracted for the proposed development, as necessary.

Police - The property is located within East Patrol Sector Roll Call Center located on Clearwater Way, about 5.5 miles to the southwest of the subject property.

Fire/Ambulance - The property is situated approximately 500 feet from Fire Station #21 on Mapleleaf Drive and approximately 2.0 miles from Fire Station #9 on Richmond Road.

Transit - The Woodhill Drive LexTran route serves the area. The nearest stop is approximately 300 feet from the subject property.

Parks - The subject property is directly adjacent to Lakeside Golf Course, Mapleleaf Forest Park is located approximately 500 feet to the northeast, and Jacobson Park is located approximately half a mile to the southeast.

SUMMARY OF REQUEST

The petitioner has requested a zone change from the Agricultural Urban (A-U) zone to Medium Density Residential (R-4) zone for a portion of property located at 3515 Richmond Road, in order to construct 117 single-family townhouse units and 480 multi-family units for a density of approximately 15.3 units per acre.

PLACE-TYPE

ENHANCED NEIGHBORHOOD

An existing residential area to be enhanced with additional amenities, housing types, and neighborhood-serving retail, services, and employment options. Development should be context-sensitive to surrounding areas and should add to the sense of place. Incorporating multimodal connections is crucial to neighborhood success and viability.

DEVELOPMENT TYPE

MEDIUM DENSITY RESIDENTIAL

Primary Land Use, Building Form, & Design

Primarily attached and multi-family units, with interspersed single-family detached dwellings. Multi-family units should complement and enhance existing development through quality design and connections.

Transit Infrastructure & Connectivity

Nearby commercial/employment uses and greenspace should be easily accessible, and bicycle and pedestrian modes should be maximized to connect residents to destinations.

Quality of Life Components

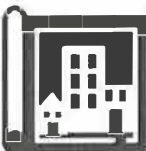
These developments should include intentional open space designed to fit the needs of area residents, and a variety of neighborhood-serving commercial/employment uses.

PROPOSED ZONING

R-4

The intent of this zone is to provide for medium to medium-high density multi-family dwellings and supporting uses. This zone should be located in areas of the community where services and facilities are/will be adequate to serve the anticipated population. The medium to medium-high density residential uses should be located along collector and arterial streets. Where lower density development occurs in this zone, it should be located along local streets. Adequate multi-modal connections should be available to all residents. Development should be in areas of the community where necessary services and facilities will be adequate to serve the anticipated population. Medium to medium-high density multi-family dwellings should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE



The petitioner is proposing to construct 117 single-family townhouse units and 480 multi-family units for a density of approximately 15.3 units per acre.

APPLICANT & COMMUNITY ENGAGEMENT



The applicant held a virtual community engagement meeting on February 26th with one member of the public in attendance. After a brief overview of the proposal, the applicant opened the meeting to questions but the lone participant had no questions or comments.

PROPERTY & ZONING HISTORY



The subject property has been located within the Agricultural Urban (A-U) zone since before the comprehensive rezoning of the City and County in 1969. The overall parcel was the location of the White Family Farm. The portion of the subject property closest to Richmond Road was utilized for outdoor recreation, while the rear portion that is proposed to be rezoned continued to be utilized for agricultural uses.

COMPREHENSIVE PLAN COMPLIANCE



GOALS AND OBJECTIVES

The 2045 Comprehensive Plan, *Imagine Lexington*, seeks to provide flexible yet focused planning guidance to ensure equitable development of our community's resources and infrastructure that enhances our quality of life, and fosters regional planning and economic development. This will be accomplished while protecting the environment, promoting successful, accessible neighborhoods, and preserving the unique Bluegrass landscape that has made Lexington-Fayette County the Horse Capital of the World.

The applicant opines that they are in compliance with the adopted Goals and Objectives of the 2045 Comprehensive Plan. They state that the request will allow for the site to develop into a higher density housing product that will help meet an increase in the demand for housing while providing variety in housing types (Theme A, Goal #1.b and #1.d; Theme A, Goal #2.a; Goal #2.b). The applicant's justification letter also states that the development will maximize utility of the development while maintaining the character of adjacent development by developing an underutilized parcel inside the Urban Service Area (Theme E, Goal #1.a, #1.c, #1.d, and #1.e).

The applicant's letter of justification details a number of transportation and connectivity related Goals and Objectives, but it is not immediately apparent how the proposal is achieving these items:

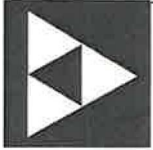
- *Theme B, Goal #2.d: Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence.*
- *Theme D, Objective 1.a: Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles;*
- *Theme D, Objective 1.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;*
- *Theme D, Objective 1.d: Improve traffic operation strategies, traffic calming, and safety for all users;*
- *Theme D, Objective 1.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.*

POLICIES

Within the letter of justification, the applicant opines the request meets many of the design and density policies laid out in the Comprehensive Plan. The applicant states that the proposal increases residential density while still being sensitive to the surrounding context and connecting into the adjacent developed properties (Design Policy #1, #5, and #6; Density Policy #2). This proposal will increase the number of townhome and multi-family units and therefore increase housing options (Design Policy #8).

While staff agrees that some of the policies of the Comprehensive Plan can be met with this request, Planning staff have questions on how the applicant is addressing the following policies:

- *Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting*
- *Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.*
- *Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.*
- *Sustainability policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.*



PLACE-TYPE, DEVELOPMENT TYPE AND ZONE

In an effort to allow for the greatest contextual development of Lexington's Urban Service Area, applicants are asked to identify a Place-Type based on the location of the subject property. Within each Place-Type there are recommended Development Types based on the form and function of the proposed development. Based on the Place-Type and Development Type there are also several recommended zones that are most appropriate based on the Goals, Objectives, and Policies of the 2045 Comprehensive Plan. While these zones are the ideal zoning categories to develop within a specified area, other zones may be considered, provided there is an appropriate justification addressing the unique situation and provided the development is able to adequately meet the associated Development Criteria.

The applicant indicates that the project is located within the Enhanced Neighborhood Place-Type and is a Medium Density Residential Development Type. Staff is in agreement with the chosen Place-Type and Development-Type chosen by the applicant.

The Enhanced Neighborhood Place-Type is an existing residential area to be enhanced with additional amenities, housing types, and neighborhood serving retail, services, and employment options. These developments primarily consist attached and detached single-family homes of varying formats, including accessory dwelling units. This Development Type should avoid homogeneous neighborhoods and should be supplemented by a variety of uses and housing options to create sustainable places.

DEVELOPMENT CRITERIA

The 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 criteria for development represent the needs and desires of the members of the Lexington-Fayette Urban County community in hopes of developing a better built environment. The criteria are refined by the applicant based on the proposed place-type and development type. The applicant has indicated that the site is located within the Enhanced Neighborhood place-type and is seeking to create a Medium Density Residential development type.

The applicant cites a number of areas of criteria that they opine are being met with this request; however, staff is requesting additional information as to how the following criteria are being met with this proposal:

A-DS13-1 Stub streets should be connected.

Although the proposal connects Dabney Drive to Palumbo Drive and Yorkshire Boulevard, no stub connection is provided to the remaining, undeveloped portion of 3515 Richmond Road that is proposed to be subdivided.

D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.

The extension of Dabney Drive will create approximately 1,500' between intersections with no added calming features. The applicant should explore opportunities to calm traffic on the roadway, and to bring the design in compliance with the maximum block length requirements outlined in the adopted Land Subdivision Regulations.

C-PS10-2 Over-parking of new developments should be avoided.

According to the supplied parking demand mitigation study, the proposal is supplying parking that far exceeds peak demands for the proposed use.

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

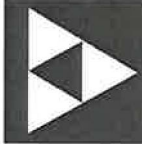
The proposed plan contains a great deal of impervious surface associated with the vehicular use areas. The applicant should provide information relating to the feasibility of reducing these areas, or providing other design features to help mitigate its impacts.

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



1. The applicant should provide further information on the following Policies of the Comprehensive Plan:
 - a. Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes.
 - b. Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.
 - c. Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.
 - d. Sustainability policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.
2. The applicant should provide further information on the following Development Criteria:
 - a. A-DS13-1 Stub streets should be connected.
 - b. D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
 - c. B-SU4-1 Development should minimize and/or mitigate impervious surfaces.
 - d. C-PS10-2 Over-parking of new developments should be avoided.

SUPPLEMENTAL STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-26-00002: HILLPOINTE, LLC



STAFF REVIEW

In the period following the March Subdivision and Zoning Committee meetings, the applicant has made changes to the application in response to the initial staff report and the comments received during the committee meetings. Since that time, the applicant has submitted updated application materials, including a revised development plan, renderings of the proposed structures and a supplemental letter of justification. These items speak to a number of staff's initial concerns regarding compliance with the Comprehensive Plan regarding the Multi-Family Design Standards, multi-modal facilities, and pedestrian experience of the project.

GOALS, OBJECTIVES, AND POLICIES

In the initial staff report, staff had identified several Goals, Objectives, and Policies of the 2045 Imagine Lexington Comprehensive Plan that the applicant should address. While most of the comments have been addressed, staff continues to have concerns with some aspects of the plan. Staff initially noted that the proposal conflicted with the following Goals and Objectives:

- *Theme B, Goal #2.d: Prioritize multi-modal options that de-emphasize single-occupancy vehicle dependence.*
- *Theme D, Objective 1.a: Implement the Complete Streets policy, prioritizing a pedestrian-first design that also accommodates the needs of bicycle, transit and other vehicles;*
- *Theme D, Objective 1.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;*
- *Theme D, Objective 1.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.*

Although the plan provides a much needed vehicular and pedestrian connection, it fails to provide infrastructure for bicycles. Developments designed as workforce housing should be particularly mindful of the financial considerations associated with private vehicle ownership and should make every attempt to promote multi-modal transportation.

- *Theme D, Objective 1.d: Improve traffic operation strategies, traffic calming, and safety for all users;*

Traffic calming measures have been added to the plan.

Additionally, staff had concerns with the following Policies:

- *Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes.*

Block length was modified to satisfy this requirement.

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

Renderings were provided that comply with the Multi-Family Design Standards.



- Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.

The comment on Design Policy #9 should be disregarded as staff's initial analysis failed to account for Mapleleaf Park which is less than 1,000 feet to the northeast of the subject property.

- Sustainability Policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.

According to applicant's study, proposed parking exceeds peak demand by 25%.

DEVELOPMENT CRITERIA

During the initial review staff found that the applicant had not provided sufficient information to demonstrate how many of the development criteria outlined in the Placebuilder element of the 2045 Comprehensive Plan were being met. In response to Staff's concerns, the applicant submitted supplementary site plan information, building renderings, and a revised letter of justification. As a result, Staff can now more appropriately evaluate the applicant's proposed request. Below, Staff identifies the responses to concerns outlined in the initial report.

- *A-DS13-1 Stub streets should be connected.*

A stub into the adjacent, undeveloped parcel to the south has been added.

- *D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.*

An additional intersection has been added as well as traffic-calming elements.

- *C-PS10-2 Over-parking of new developments should be avoided.*

There was no change to the development plan related to the proposed parking. The following is an excerpt from the Parking Demand Mitigation Study:

This Parking Demand Mitigation Study evaluates the proposed residential development in Lexington, Kentucky, in accordance with LFUCG Zoning Code Sec. 16-14. The development consists of two parcels:

- *North Parcel: 12.5 acres, containing all 118 townhome units*
- *South Parcel: 25.0 acres, containing all 516 apartment units*

Based on the ITE Parking Generation Manual (6th Edition), the estimated weekday peak parking demand is 787 spaces (158 spaces for the north parcel and 629 spaces for the south parcel). The proposed parking supply is 1054 spaces (245 spaces on the north parcel and 809 spaces on the south parcel), resulting in a 25% surplus overall. Both parcels individually provide more parking than required, ensuring adequate capacity for residents and guests. Mitigation strategies of shared parking, nearby transit access, drop-off and pick-up areas, and bicycle parking will further enhance mobility options and reduce reliance on singleoccupancy vehicles.

The proposed parking supply is adequate, and the development plan complies with LFUCG requirements for parking demand mitigation.

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

The proposed plan contains a great deal of impervious surface associated with the vehicular use areas. The applicant should provide information relating to the feasibility of reducing these areas, or providing other design features to help mitigate its impacts.

STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:



1. The proposed Medium Density Residential (R-4) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives for the following reasons:
 - a. The request will help meet an increase in the demand for housing and provide a variety of housing options (Theme A, Goal #1.a, #1.b and #1.d; Theme A, Goal #2.b).
 - b. The request increased residential density on an underutilized parcel (Theme A, Goal #2.a and #2.d).
 - c. The proposed pedestrian connections and open space amenities of the design align with the environmental and quality of life components of the Comprehensive Plan (Theme B, Goal #2.d; Theme D, Goal #1.a).
2. The requested Medium Density Residential (R-4) zone is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The proposal increases residential density while still being sensitive to the surrounding context and connecting into the adjacent developed properties (Design Policy #4; Density Policy #1 and #2).
 - b. The request will provide additional housing options for this area (Design Policy #8).
 - c. The request is intended to meet the demand for a variety of income levels (Equity Policy #3).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases residential density in a compact development(A-DN2-1; B-SU3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as it creates a pedestrian connection between two existing residential developments (A-DS5-1; A-DS4-1).
 - c. The request meets the criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR-2-1), and minimizes impact on adjacent development through the use of buffering elements (B-PR3-1).
 - d. The proposal meets the criteria for Site Design, as the development improves pedestrian connectivity in the area (C-LI8-1), and provides for programmed open space (D-PL4-1).
 - e. The plan meets the criteria for Building Form, as it meets the Multi-Family Design Standards (A-DS3-1) is scaled to respect the context of neighboring structures (A-DS4-2) and minimizes significant contrasts in scale, massing and design (A-DN2-2).
4. This recommendation is made subject to approval and certification of PLN-MIDP-26-00012: WHITE FARM, prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

Owens; Firefighter Embry Beatty, Division of Fire and Emergency Services; and Tracy Jones, Department of Law. The Committee made recommendations on plans as noted.

General Notes

The following automatically apply to all plans listed on this agenda unless a waiver of any specific section is granted by the Planning Commission:

1. All preliminary and final subdivision plans are required to conform to the provisions of Article 5 of the Land Subdivision Regulations.
2. All development plans are required to conform to the provisions of Article 21 of the Zoning Ordinance.

VI. ZONING ITEMS - The Zoning Committee met on Thursday, March 5, 2026 1:30 p.m. to review zoning map amendments and Zoning Ordinance text amendments. The meeting was attended by Commission members Zach Davis, Johnathon Davis, Larry Forester, Molly Davis, Bruce Nicol, and William Wilson. Staff members present were Traci Wade, Daniel Crum, Jeremy Young, Chris Chaney, Ruelle Browning, Ben Wolford; Tracy Jones and Brittany Smith, Department of Law.

A. ABBREVIATED PUBLIC HEARINGS ON ZONING MAP AMENDMENTS

The staff will call for objectors to determine which petitions are eligible for abbreviated hearings.

Abbreviated public hearings will be held on petitions meeting the following criteria:

- The staff has recommended approval of the zone change petition and related plan(s)
- The petitioner concurs with the staff recommendations
- Petitioner waives oral presentation, but may submit written evidence for the record
- There are no objections to the petition

B. FULL PUBLIC HEARINGS ON ZONE MAP AMENDMENTS - Following abbreviated hearings, the remaining petitions will be considered.

The procedure for these hearings is as follows:

- Staff Reports (30 minute maximum)
- Petitioner's report(s) (30 minute maximum)
- Citizen Comments
 - (a) Proponents (10 minute maximum OR 3 minutes each)
 - (b) Objectors (30 minute maximum) (3 minutes each)
- Rebuttal & Closing Statements
 - (a) Petitioner's comments (5 minute maximum)
 - (b) Citizen objectors (5 minute maximum)
 - (c) Staff comments (5 minute maximum)
- Hearing closed and Commission votes on zone change petition and related plan(s).

Note: Requests for additional time, stating the basis for the request, must be submitted to the staff no later than two days prior to the hearing. The Chair will announce its decision at the outset of the hearing.

1. HILLPOINTE, LLC MAP AMMENDMENT REQUEST AND WHITE FARM DEVELOPMENT PLAN

- a. **PLN-MAR-26-00002: HILLPOINTE, LLC (5/3/26)*** – a petition for a zone map amendment from an Agricultural Urban (A-U) zone to a Medium Density Residential (R-4) zone for 38.998 net (39.148 gross) acres for property located at 3515 Richmond Road (a portion of).

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

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preserving the unique Bluegrass landscape that has made Lexington-Fayette County the Horse Capital of the World.

Note: The petitioner is proposing to construct 118 single-family townhouse units and 480 multi-family units for a density of approximately 15.3 units per acre.

The Zoning Committee Recommended: Postponement.

The Staff Recommends: Postponement for the following reasons:

1. The applicant should provide further information on the following Policies of the Comprehensive Plan:
 - a. Design policy #5: Provide pedestrian-friendly street patterns & walkable blocks to create inviting streetscapes.
 - b. Design policy #3: Multi-family residential developments should comply with the Multi-Family Design Standards in Appendix A.
 - c. Design Policy #9: Provide neighborhood-focused open spaces or parks within walking distance of residential uses.
 - d. Sustainability policy #4: Reduce and mitigate negative environmental impacts of impervious surfaces and vehicle use areas.
2. The applicant should provide further information on the following Development Criteria:
 - a. A-DS13-1 Stub streets should be connected.
 - b. D-CO5-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
 - c. B-SU4-1 Development should minimize and/or mitigate impervious surfaces.
 - d. C-PS10-2 Over-parking of new developments should be avoided.

Staff Presentation – Mr. Jeremy Young oriented the Commission with the area of the zone change request on a portion of the White Farm, which has frontage on Richmond Road. He explained that the applicant is seeking to construct 118 single-family townhouse units and 480 multi-family units. Mr. Young shared aerial images of the subject property and emphasized the importance of the connection this project would create between Palumbo Drive and Dabney Drive.

Mr. Young clarified that the applicant submitted an updated development plan which made changes to increase the walkability of the project by adding traffic calming measures.

Mr. Young indicated that the staff now recommended **Approval** in accordance with the reasons listed below:

1. The proposed Medium Density Residential (R-4) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives for the following reasons:
 - a. The request will help meet an increase in the demand for housing and provide a variety of housing options (Theme A, Goal #1.a, #1.b and #1.d; Theme A, Goal #2.b).
 - b. The request increased residential density on an underutilized parcel (Theme A, Goal #2.a and #2.d).
 - c. The proposed pedestrian connections and open space amenities of the design align with the environmental and quality of life components of the Comprehensive Plan (Theme B, Goal #2.d; Theme D, Goal #1.a).
2. The requested Medium Density Residential (R-4) zone is in agreement with the 2045 Comprehensive Plan's Policies, for the following reasons:
 - a. The proposal increases residential density while still being sensitive to the surrounding context and connecting into the adjacent developed properties (Design Policy #4; Density Policy #1 and #2).
 - b. The request will provide additional housing options for this area (Design Policy #8).
 - c. The request is intended to meet the demand for a variety of income levels (Equity Policy #3).

3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan.
 - a. The proposed rezoning meets the criteria for Land Use, as the request increases residential density in a compact development(A-DN2-1; B-SU3-1).
 - b. The proposed rezoning meets the criteria for Transportation, Connectivity, and Walkability as it creates a pedestrian connection between two existing residential developments (A-DS5-1; A-DS4- 1).
 - c. The request meets the criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR-2-1), and minimizes impact on adjacent development through the use of buffering elements (B-PR3-1).
 - d. The proposal meets the criteria for Site Design, as the development improves pedestrian connectivity in the area (C-LI8-1), and provides for programmed open space (D-PL4-1).
 - e. The plan meets the criteria for Building Form, as it meets the Multi-Family Design Standards (A-DS3-1) is scaled to respect the context of neighboring structures (A-DS4-2) and minimizes significant contrasts in scale, massing and design (A-DN2-2).
 4. This recommendation is made subject to approval and certification of PLN-MJDP-26-00012: WHITE FARM, prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.
- b. PLN-MJDP-26-00012: WHITE FARM (5/3/26)* – located at 3515 RICHMOND ROAD, LEXINGTON, KY
Council District: 7
Project Contact: CMW, Inc.

Note: The purpose of this plan is to depict the development of 16 multi-family buildings, 117 townhomes, parking, circulation, and a public street, in support of the requested zone change from an Agricultural Urban (A-U) zone to a Medium Density Residential (R-4) zone.

Requirements Not Met:

1. Dimension all driveways and walkways. (ZO Art. 21-6(a)(5)) (Planning & Engineering)
2. Provide dumpster enclosure and concrete pad specifications that comply with the DSG. (Waste Management)
3. Provide open space exhibit and include open space requirements in the site statistics as a percentage. (ZO Art. 20-3) (Open Space)
4. The plan is creating a block length of greater than 1000'. Revision will be necessary. (LSR 6-4(a)) (Traffic)
5. Traffic calming measures shall be integrated into all existing and proposed street designs to improve public safety, ensure safe operating speeds, and facilitate context sensitive design that results in a safe multi-modal street network. (LSR 6-9) (Traffic)
6. Depict easements for stormwater controls. (Engineering)
7. Correct spelling error in cross-section D-D. (Planning)
8. Depict appropriate termination of a private street (cross-section E-E) on both sides of Dabney Drive. (Planning)
9. Depict appropriate collector cross-section for Dabney Drive. (Planning)

Waiver(s) Necessary:

1. LSR 6-4(a) and Exhibits 6-1 & 6-3 - Street cross-section and block length.
2. LSR 6-8(b) and 6-8(f) - Termination of a street.

Design Considerations:

1. See all Accela comments provided by the Division of Engineering.
2. Dumpster enclosure (close to building #9) might need to be adjusted for the truck to service. (Waste Management)
3. One parking spot (close to building #1) will need to be striped off for no parking. (Waste Management)
4. Townhome units will require 4 street names to be submitted to Office of Addressing for approval. (Addressing)

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5. All pedestrian crossings wider than 24' will need to be raised crossings. All sidewalks will need to be dimensioned at 5' in width and 7' in width where adjacent to parking stalls. Bicycle parking will need to be distributed accordance with ZO Art. 16-12. Please use a table to allocate the parking per multi-family unit. (Bike/Ped)
6. A sanitary sewer analysis is needed to evaluate the additional flow on the existing system. (DWQ-Sanitary)
7. No Parking will be allowed on the 26' drive aisle throughout the development. (Fire)
8. Move sidewalk back off of the curb to ensure construction of ADA pathway with so many driveways. (Traffic)
9. Cross-section D-D is not exactly like the standard, but it appears to be in general agreement with the drive lane width, and improved pedestrian access. If the cross-section doesn't match the standard a waiver will be required. (Engineering)
10. OPSS fee/Privilege fees are required. (Engineering)

Plan Questions or Concerns:

1. Discuss potential for creating private streets in townhome area. (Planning)
2. Discuss need for waiver at time of PSP/FDP for street cross-sections. (Planning)
3. Will townhomes front internal driveways? (Planning & Engineering)
4. When would the future park sidewalk connection be made? (Traffic)
5. Will the townhome street be built to access easement standards or street standards? (Traffic)
6. Discuss the need for a sewer line extension and location of connection. (Engineering)
7. Is the proposed horizontal alignment of the proposed Dabney Dr. extension compliant with LFUCG Engineering technical manuals and Land Subdivision Regulations? (Engineering)
8. Discuss how the storm would outfall. (Engineering)
9. Have the basins shown been sized for this development yet? Is it deep enough to collect this entire development? (Engineering)
10. Discuss the proposal for stormwater management, quality and quantity? (ZO Art. 21-6(a)(9)) (Engineering)

The Subdivision Committee Recommended: **Postponement**. There are questions regarding parking, streets, and circulation.

Should the plan be approved, the following requirements should be considered:

1. Provided the Urban County Council approves the zone change to R-4; otherwise, any Commission action of approval is null and void.
2. Urban County Engineer's acceptance of drainage, 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 the treatment of greenways and greenspace.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. Provided the Planning Commission grants the requested waiver for street cross-section, block length, and termination of a street.
8. Correct all noted deficiencies listed as "requirements not met" herein.

Staff Presentation – Mr. Chris Chaney referenced the updated development plan to orient the Commission with the layout of the proposed development. He explained the configuration of the townhomes and multi-family units and clarified how the through-street would connect Palumbo Drive to Dabney Drive.

Mr. Chaney explained to the Commission that the original development plan would have needed multiple waivers, but the changes made within the revised development plan would allow the project to move forward without any. He also indicated that before the plan is finalized, the applicant will need to provide additional information regarding parking spaces and street names.

Mr. Chaney presented a revised staff report which included the following requirements and conditions:

Requirements Not Met:

1. Provide dumpster enclosure and concrete pad specifications that comply with the DSG. (Waste Management)
2. Provide open space exhibit and include open space requirements in the site statistics as a percentage. (ZO Art. 20-3) (Open Space)
3. Depict easements for stormwater controls. (Engineering)

Waiver(s) Necessary – None at this time.

Conditions of Approval:

1. Provided the Urban County Council approves the zone change to R-4; otherwise, any Commission action of approval is null and void.
2. Urban County Engineer's acceptance of drainage, 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 the treatment of greenways and greenspace.
6. Department of Environmental Quality's approval if environmentally sensitive areas.
7. Provided the Planning Commission grants the requested waiver for street cross-section, block length, and termination of a street.
8. Correct all noted deficiencies listed as "requirements not met" herein.

Mr. Chaney concluded by stating that the staff now recommends approval of the preliminary development plan. He offered to answer any questions from the Planning Commission.

Commission Questions – Mr. Michler sought clarification regarding the development's lack of connectivity.

Mr. Chaney explained that the roads within the proposed development were proposed as private roads and would only need access to Richmond Road if they were proposed as public.

Ms. Traci Wade, Planning Manager, added that since that section of the proposed development borders an LFUCG owned park, currently operating as a golf course, there isn't currently a reason to stub to the development with a public street.

Staff Presentation – Mr. James Mills, Transportation Planning, presented a traffic impact study to the Commission. He shared data pertaining to average annual daily traffic along Richmond Road, Man O' War Boulevard, and other surrounding residential streets. Mr. Mills said that the study found that the proposed development would have low traffic impact, and the new connection of Palumbo Drive to Dabney Drive would alleviate some traffic on Richmond Road and Man O' War Boulevard.

Due to the data found, Mr. Mills indicated that a newly proposed RCUT (Restricted Crossing U-Turn) at the intersection of Richmond Road and Yorkshire Boulevard could alter the findings of this study.

Commission Questions – Ms. Worth asked Mr. Mills to clarify the timeline for the proposed RCUT.

Mr. Mills stated that, according to the Kentucky Transportation Cabinet, the RCUT is slated to be completed in June, 2026.

Applicant Presentation – Attorney Nick Nicholson introduced the Pamela Thompson, Director of External Affairs with Hillpointe LLC, to the Commission. Ms. Thompson oriented the Commission with Hillpointe LLC and stated that they are the number one developer of workforce housing in the United States. She shared renderings of the proposed designs for both their townhomes and multi-family buildings.

Mr. Nicholson suggested that during the final development phase, the applicant will most likely request a waiver to narrow the Dabney Drive extension.

Citizen Comments – Harsha Wijesiri, Andover Estates, acknowledged the need for housing in Lexington, but expressed concerns with the development’s impact on traffic on Dabney Drive. He also requested a secondary look at the proposed detention basins to make sure neighboring properties wouldn’t be flooded. Lastly, he encouraged the Commission to consider an effort to maintain a natural green space near the back of the development.

Action – Mr. Forester made a motion, seconded by Mr. Nicol, and carried 7-0 (Penn, Owens, J. Davis, and M. Davis absent), to approve PLN-MAR-26-00002: HILLPOINTE, LLC for the reasons given by staff in the revised staff report.

Action – Mr. Forester made a motion, seconded by Mr. Nicol, and carried 7-0 (Penn, Owens, J. Davis, and M. Davis absent), to approve PLN-MJDP-26-00012: WHITE FARM, with the revised conditions presented by staff.

2. 4184 TODDS, LLC MAP AMMENDMENT REQUEST AND CROSSROADS CHURCH (LOT 3) DEVELOPMENT PLAN

- a. PLN-MAR-26-00003: 4184 TODDS, LLC (5/3/26)* – a petition for a zone map amendment from an Expansion Area Residential-1 (EAR-1) zone and Agricultural Rural (A-R) zone to an Expansion Area Residential-2 (EAR-2) zone and Medium Density Residential (R-4) zone for 2.33 net (2.77 gross) acres for property located at 4184 Todds Road.

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 to construct 20 townhomes on 2.33 acres. The applicant’s proposal results in a total residential density of approximately 8.6 dwelling units per net acre.

The Zoning Committee Recommended: Postponement.

The Staff Recommends: Postponement for the following reasons:

- 1. The applicant should provide information addressing the Community Design Element of the 1996 Expansion Area Master Plan.
- 2. The applicant should address the lots that exceed the maximum size for the proposed zone.
- 3. The applicant should provide further information on the following development criteria: a. A-DS5-3: Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere.

Staff Presentation – Mr. Young oriented the Commission with the area of the zone change request located at 4184 Todds Road. He stated that the applicant is seeking to rezone the subject property in order to construct 20 single-family townhouse units. Mr. Young explained the proposed development in adjacent to the Urban Service Area, and used aerial images to show surrounding buildings, including Crossroads Church and explained the relationship with the new Urban Growth Management Plan.

Mr. Young expressed initial concerns by Staff pertaining to lot size, and compliance with the 1996 Expansion Area Master Plan, but stated that the applicant had submitted revised development plans addressing these issues.

Mr. Young indicated that the staff now recommended Approval in accordance with the reasons listed below:

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