

August 5, 2019

Via Hand Delivery Mail

Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, Kentucky 40507

Re: 201-231 E Maxwell St and 245-251 Stone Road Zone Change from R-4 to B-2A

Dear Commissioners:

Please be advised that I represent Aptitude Development (“Aptitude”). My client desires to rezone approximately 2.3 (gross) acres from the High Density Apartment (R-4) zone to the Downtown Frame Business (B-2A) zone in order to construct a multi-family development on the property. We submit that this proposal is in accord with the recently adopted “Imagine Lexington” 2018 Comprehensive Plan, and request your approval of our request.

The subject properties are currently developed with single-family residential housing that is exclusively rental property, and primarily student rental. The site is located immediately adjacent to both the urban core and to the University of Kentucky. The vast majority of the surrounding properties are residential in nature – and almost all are rental properties. There are a few multi-family developments nearby, as well as office and commercial uses to the north and west.

We think our proposed development is highly appropriate for this site and reflects the kind of development needed and contemplated by Imagine Lexington. Imagine Lexington encourages redevelopment of properties to allow for denser developments, particularly along key corridors and where property is underutilized. Indeed, Imagine Lexington challenges Lexington as community to embrace infill opportunities that provide for needed housing density while respecting overall neighborhood context. Though our development is certainly pioneering for this particular neighborhood, inasmuch as it reflects a denser type of development than has previously been undertaken at the site, it is precisely the type of development that is needed to address the overall shortage of housing units in Fayette County. Further, the thoughtful design seeks to integrate with the neighborhood in a reasonable way, capturing needed density but also respecting the context of the neighborhood where possible.

In sum, we are excited to present this proposal to the Planning Commission for consideration. We think it meets numerous goals and objectives of the Comprehensive Plan, and further complies with relevant standards articulated in the “Placebuilder” included as part of the Comprehensive Plan.

We submit that this proposal comports with the 2018 Comprehensive Plan in the following ways:

Theme A – Growing Successful Neighborhoods

We submit that this proposal comports with Theme A of the Comprehensive Plan. In reviewing Theme A, we maintain that this development comports with the applicable design policies articulated, and is appropriately dense. We further submit that it meets the following goals and objectives articulated in Theme A:

Expand Housing Choices

Goal 1 of Theme A of the Comp Plan lists several objectives. Among them is that Lexington should “[a]ccommodate the demand for housing in Lexington responsibly, *prioritizing higher-density* and a mixture of housing types” (emphasis supplied). This proposal emphasizes housing density in a responsible fashion. It has sought to identify an area of our community that is currently underutilized, and provide housing stock in a location where the demand has historically been and remains high. It addresses the needs to students and young professionals in an area where they are already residing.

Support Infill & Redevelopment Through the Urban Service Area as a Strategic Component of Urban Growth

Goal 2 of Theme A emphasizes that areas for infill and redevelopment should be identified. This site falls within the defined Infill and Redevelopment Area, and replaces aging housing stock with modern, safe, dense housing choices. The applicant believes that it is identifying an area of our community suited to redevelopment, and can set a standard for responsible and appropriate development in the area.

Provide Well-Designed Neighborhoods & Communities

We believe this proposal addresses two of the objectives of Goal 3 of Theme A in a direct way. First, it will assist with providing various modes of transportation as an option. Because of its location, this site is ideal for individuals who may wish to walk or ride a bike to work or school, as it is in close proximity to the University of Kentucky and the urban core. It is also in close proximity to the Lextran Transit Center for those that would wish to utilize public transportation. The applicant has already preliminarily interfaced with Lextran to determine how it can be of service to promoting the use of public transit.

Theme B – Protecting the Environment

We also submit that this proposal comports with goals and objectives articulated in Theme B of the Comp Plan.

Reduce Lexington-Fayette County’s Carbon Footprint

As previously noted, the location of this proposed development is ideally located to reduce the need for reliance upon personal automobiles, and has even been designed in such a manner as to encourage walking and biking. This is a key objective of Goal 2 of Theme B.

Theme D – Improving a Desirable Community

We further submit that this proposal comports with the goals and objectives articulated in Theme D of the Comp Plan.

Work to Achieve an Effective & Comprehensive Transportation System

We believe this proposal meets several of the objectives of Goal 1 of Theme D. We have already interfaced with Lextran and remain committed to working with them so that the proposed development can be effectively served by public transit. This is directly in relation to Objective C of Goal 1. We also believe that our proposed reorientation of Hagerman Court would leave to safer traffic operations at the site. We also have preliminarily discussed a commitment to public art, including the potential provision of space for public artists.

Theme E – Urban & Rural Balance

Finally, we submit that this proposal meets the goal of safeguarding rural land by providing needed housing units in an appropriately dense manner, thus reducing pressure on the Urban Service Boundary.

The Placebuilder

We have further evaluated our proposal under the design criteria in the Placebuilder. In consultation with Planning staff, we submit that this proposal should be evaluated the Downtown Place Type, and that the proposed development is appropriate classified as high density residential. We submit that this classification is appropriate because of the site's proximity to the urban core.

Attached hereto is a color-coded reflection of how we have addressed the design criteria listed in that Placebuilder category. Items highlighted in orange are represented graphically on our amended preliminary development plan; items in yellow are addressed in this letter, and items not highlighted we do not believe are applicable to our proposal.

Standards That Are Applicable to Our Proposal

A-DS3-1: The proposal, at both preliminary and final development plan, will seek to comply with the Multi-Family Design Standards.

A-DS4-2: There is no doubt that this proposal seeks to establish a new framework for redevelopment in this area. However, the applicant has attempted to incorporate features that acknowledge the neighborhood's context and history.

A-DS-3: This proposal has sought to provide pedestrian features at ground level (like public art) and is designed to facilitate usage by pedestrians and cyclists.

A-DS5-4: This proposal has sought to add features to the ground level to activate the development for pedestrians.

A-DS7-4: The ground level parking structure has sought to provide activation at the ground level through its design.

A-DS10-1: We are utilizing the University of Kentucky for the focal point for our development, particularly the buildings and open space across Maxwell Street. This is in walkable proximity to the proposed development.

A-DN1-1: This development is along a significant community corridor (Maxwell) and is located adjacent to the existing urban core.

A-DN2-1: This infill proposal would increase residential density substantially in this area.

B-SU11-1: The developer will investigate the appropriateness of the utilization of green infrastructure and will work with staff to identify potential uses, to be reflected on a final development plan.

C-LI6-1: The development is located on the significant Maxwell Street corridor, and provides multi-family housing that is walkable to several commercial and employment sites.

C-LI7-1: As above, the development is in a highly walkable/bikable location that provides easy access to community amenities, both within the development (private community amenities) and external to it.

C-PS10-3: We have sought to minimize the parking on the site to a level sufficient to support the number of residents we believe would utilize parking. Our development seeks to provide parking for those that require it and as to not detrimentally impact the neighborhood. However, in accord with the parking standards and goals articulated in the Comprehensive Plan, we have sought to reduce parking to the extent practicable and not overpark the development. We believe the University supplies a significant amount of parking to its students at relatively low cost, so those that may wish to have a car but not pay for the parking at this development could utilize University-supplied parking.

D-PL7-1: We have sent letters to adjacent the Aylesford Neighborhood Association and convened an open house on July 31, 2019 to seek input and to answer questions.

D-PL9-1: Following research, it is believed that none of the structures to be removed are historically significant.

D-PL10-1: The applicant intends to determine the feasibility of including public art in this development.

E-GR4-1: Following research, it has been determined that the housing to be replaced is in a relative state of disrepair, and that the structures are not viable to incorporate in to a project with density at this level.

E-GR9-4: The applicant submits that these parcels are presently underutilized. The underlying zoning for these properties, R-4, reflects that they are underutilized even as they exist today.

E-GR10-2: The site has been designed so that it serves the needs of those that will walk or bike to work, school, or community amenities/shopping.

A-DS1-1: The applicant is open to working with Lextran to implement appropriate transit infrastructure, and has convened a meeting with Lextran to begin this dialogue.

A-DS1-2: As above, the applicant will work with Lextran, and has already been in contact, to discuss the most appropriate provision of mass transit service for the development.

A-DS4-1: The proposed development has been designed to accommodate multiple forms of transport and to provide safe facilities for pedestrians and cyclists.

A-DS5-2: The development will seek to provide a vertical edge along Maxwell Street, with appropriate architectural variation.

A-EQ3-2: This project will be transit-oriented inasmuch as multiple methods of transit will be readily available from the site, and it is anticipated that many residents will decline to use personal automobile transport.

C-PS10-1: The applicant proposes to utilize shared parking arrangements inasmuch as student residents may utilize the University's parking options as well as the garage space provided in the development.

D-CO1-1: The development is committed to ensuring that the downtown, high-density residential place type is served with appropriate transportation infrastructure.

D-CO2-1: We have actively engaged with Lextran to discuss the most appropriate way to provide transit access, though the site is within walking distance of the Lextran transit center.

D-CO2-2: As above, the applicant is committed to working with appropriate stakeholders to ensure safe access to the transportation system for various modes of transit.

D-SP1-3: As above, we are committed to working with Lextran for access to the University of Kentucky and downtown, as well as providing appropriate facilities for all transportation types.

E-ST3-1: The applicant will work to craft a design that will function effectively for ride-sharing services.

A-EQ7-3: Community open space is provided both for private use of the residents, but also with the available public open space located nearby on the campus of the University of Kentucky.

B-PR7-2: Though this site is certainly constrained, the applicant has sought to incorporate trees in a manner that will increase their chances for survivability.

B-PR7-3: The development will seek to add a reasonable number of trees to not only add to, but enhance the tree canopy.

B-RE1-1: The development will incorporate street trees.

Standards Not Applicable

A-DN3-2: The development does not seek to incorporate commercial space; however, there is commercial space available nearby.

A-EQ7-1: This proposal does not have a school.

B-SU5-1: No drive-through or vehicle centric use is proposed.

C-PS10-2: There are no underutilized parking lots in the immediate area to our knowledge.

D-PL9-1: Upon review, it is not believed that the existing structures are considered “historically significant.”

D-SP3-1: There are no wireless towers as part of this application.

D-SP3-2: There are no wireless towers as part of this application.

E-GR5-1: As above, it is believed that there are no historically significant structures on the property.

E-GR10-1: The development is not proposed for a true “mixed-use” zone.

E-GR10-3: The development does not propose commercial space.

A-DS10-2: A new focal point is not being designed, but rather, use of an existing focal point is proposed.

A-EQ7-2: The proposed facility is not a health care or social service facility.

B-SU4-1: Greenspace and recreation is available nearby, though the development will usable facilities for residential recreation.

D-CO4-2: The development does not require construction of new streets.

D-CO5-1: As above, this is an infill project not creating new streets.

A-DS4-3: The entire site is presently developed and there are no natural features of note.

B-PR2-1: As the site is currently developed and we are aware of no unique natural features on the site, this standard is inapplicable.

B-PR2-2: There are no floodplains on this site.

B-PR2-3: There are no floodplains on this site.

B-PR7-1: There are no existing greenways or stream corridors to connect.

B-RE2-1: As above, this site is not adjacent to the greenspace network.

E-GR3-1: There is no existing greenway network in this area.

E-GR3-2: The proposal seeks to utilize an existing focal point instead of a designing a new focal point.

VariANCES Needed

Upon completion of the first draft of the preliminary development plan (“PDP”), we have noted two (2) needed variances for approval of this application.

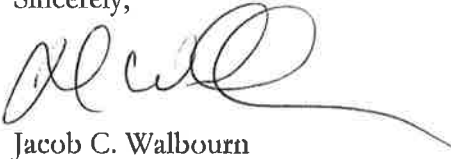
1. We would request a variance to the zone-to-zone screening requirement to omit the requirement to plant trees in the buffer area. Because of the size of the building and the tight configuration of the lot, while we do have physical room to plant trees in the buffer area, we have concern that the trees would not survive in this location. Accordingly, we would request a variance to omit the requirement to plant trees in the buffer. We will comply with the other requirements of zone-to-zone screening, and will improve the urban canopy in areas where we think trees will have a greater chance of survival.

2. We would further request a variance to the open space requirement. Under the applicable zone regulations, 27,500 square feet of open space is required. Our current plan shows 26,080 square feet of open space. Accordingly, we would request a variance to the open space requirement. As justification, we would note the close proximity of the University of Kentucky, with numerous amenities for our residents, excepted to be predominantly students, and the dense nature of our proposed development, seeking to maximize residential density.

Conclusion

In sum, we submit that our proposal is in accord with the 2018 Comprehensive Plan. We look forward to our continued discussions with staff and the Commission, and request your approval of our request. Of course, if I can be of further assistance, please do not hesitate to contact me.

Sincerely,



Jacob C. Walbourn
Counsel for Aptitude Development

JCW/klm

August 30, 2019

Via Electronic Mail and Accela Upload

Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, Kentucky 40507

Re: Supplement to Application - PLN-MAR-19-00013

Dear Commissioners:

Please accept this letter as a supplement to the justification submitted for PLN-MAR-19-00013. This supplement is to provide additional information regarding the intent of the applicant, Aptitude Development, to comply with the Multi-Family Design Standards, which are Appendix A to Imagine Lexington, the 2018 Comprehensive Plan, during construction of its project, which it has titled “The Marshall Lexington.”

The Marshall Lexington will comply with the Multi-Family Design Standards, and will create the visual interest, character and quality that will compliment this neighborhood. We think our compliance with these standards is evidenced by the following:

- The project focuses on providing pedestrian activated ground level that is inviting and provides safety to pedestrians.
- The project promotes visual interest with varying massing, varying building height and maintains a scale that blends back into the neighboring properties.
- The applicant will provide a design with depth and substance, respecting the general area. The proposed design will include a combination of flat roofs with varied massing and ornate details, as well as the tower elements with pitched roofs, provide a wholistic design that provides a rhythm complimenting the site.

As it pertains to the specific standards, please find a brief summary below of how we believe our project addresses each of the standards articulated.

Site Planning

- SP.1 The proposed building façade aligns with the existing buildings that will be replaced.
- SP.2 Private entries will be provided at ground level for units adjacent to neighboring properties.
- SP.3 All building entrances are prominent and visible to pedestrians and make direct connections to the public streetscape.
- SP.4 The proposed building façade aligns with the existing buildings that will be replaced.

SP.5 The project maintains and enhances pedestrian experience along Maxwell and connecting to both Lexington and Stone, as well as providing connections along rerouted Hagerman.

SP.6 Common shared spaces are visible and directly connect to the streetscape at the corner of Lexington and Maxwell. Residents will have full private access to the elevated open space that overlooks Maxwell.

SP.7/8 No visible parking lots are located onsite since the parking is incorporated within the building.

SP.9 Direct access and direct views will be provided for units adjacent to the elevated courtyard.

SP.10/11 The project will provide a new rerouted Hagerman that meets all private streets standards to allow for through connectivity and adequate emergency vehicle access. The project extends sidewalks from existing Hagerman along the new street and connects to Stone for full pedestrian connectivity.

SP.12 The project will include various techniques to reinforce a pedestrian environment and improve walkability.

SP.13 Each street frontage improves pedestrian connectivity and experience.

SP.14 Where feasibility the project intends to plant the appropriate street trees and landscaping.

SP.15 Lighting of the property will strive to complement the building, without spilling over to adjacent properties.

SP.16 Universal and accessible design standards will be incorporated into the project.

SP.17 The buildings design will reflect the historic nature of the neighborhood and massing will step down to relate to adjacent buildings.

Open Space and Landscaping

OS.1/2/3 The building will provide 13,200 sf of private elevated courtyard that is easily accessible through the building by residents. This space will be designed to provide outdoor passive activities including dining, study and social spaces.

OS.4 Not applicable.

OS.5 Not applicable.

OS.6 Utilities will be screened from adjacent properties. Waste and parking are located within the building.

OS.7 Where feasible for healthy vegetation, plantings will be used over fences.

OS.8 The project plans for underground stormwater detention. Green infrastructure will be implemented along the streetscape where feasible.

OS.9-13 All streetscape and sidewalks will be design for universal and accessible standards. Street hierarchy influences the sidewalk widths and landscape treatment changes from Maxwell to Lexington, Stone, and Hagerman. Landscape will be used to create a sense of place and identify entries. Pedestrian scale lighting and streetscape materials will relate to the buildings architecture and scale. All exterior lighting will avoid spilling and glaring on private spaces.

Architectural Design

AD.1 The applicant proposes a building with varied massing with depth and substance complimenting the surrounding neighborhood.

AD.2 The applicant proposes a building with visual interest with varying massing, varying building height and maintains a scale that blends back into the neighboring properties.

AD.3 Façade articulation will be presented on all sides of the building to maintain the quality of the architecture.

AD.4 Windows will be maximized to promote natural light and healthier living

AD.5 There will be no blank walls facing the street

AD.6 The applicant will consider the application of railings to enhance the building's character where appropriate, and also the design of porches and stairs where residential units are at ground level.

AD.7 Color will be used to accentuate different materials as appropriate

AD.8 Side and rear facades will carry the same detail as the front elevation to maintain the architectural language

AD.9 Portions of the structure adjacent to neighboring properties will be scaled down in order to blend back in and compliment the neighboring properties.

Thank you for your consideration of this additional information. We look forward to our continued discussions on this project.

Sincerely,



Jacob C. Walbourn
Counsel for Aptitude Development

cc: Hal Bailie, Division of Planning

September 16, 2019

Via Electronic Mail and Accela Upload

Lexington-Fayette Urban County Planning Commission
200 East Main Street
Lexington, Kentucky 40507

Re: Second Supplement to Application - PLN-MAR-19-00013

Dear Commissioners:

Please accept this letter as a second supplement to the justification submitted for PLN-MAR-19-00013. This supplement is to provide additional information regarding questions and clarifications requested by Planning staff concerning "The Marshall Lexington."

In addition to the updated preliminary development plan and project renderings that are uploaded/submitted contemporaneously herewith, we wanted to provide additional information as requested by Division of Planning staff. We have been and remain committed to demonstrating that this proposal is in agreement with the 2018 Comprehensive Plan and the Placebuilder. If, after review of these materials, there are any additional questions or requests for clarification, please let us know and we will provide any additional requested information immediately.

First, questions have been raised regarding what efforts will be made to provide for appropriate pedestrian activation and safety on the ground level around the building. First and foremost, we have redesigned our plan to enhance the pedestrian safety experience on the rear of the structure. In addition to mooted the two requests for variance previously requested (and thus complying with all of the requirements of the B-2A zone), we believe this will permit safer pedestrian movement along the rear of the structure. We likewise intend to dedicate easements for the provision of public art near the pedestrian levels of the structure, which specifically is mentioned as a means to provide for ground level activation in the Placebuilder. We also intend to implement an appropriate safety system, like including "Car Coming" signs where pedestrian spaces cross garage entrances/exits. Per the suggestion of the Division of Traffic Engineering, we have removed on-street parking along Maxwell, which maintains two lanes of travel but otherwise narrows the street, which can serve as a form of traffic calming. We have also, per our discussion with staff, provided an area for Uber/Lyft drop-off and pick-up, which we think will serve as an asset to our proposed development. And finally, will assure that there are appropriate storage options for our residents who may choose to utilize bicycles.

Second, we have been asked to clarify our programming for the private and public open space areas. With regard to the private areas, attached hereto please find a general description of the type of program we anticipate implementing. With regard to the pocket park, we intend to utilize this space as passive open space, with appropriate landscaping.

Third, we have been asked to demonstrate that the housing stock being replaced is not viable for reuse. Upon information and belief, one of the structures proposed for demolition is under an order of condemnation by the Division of Code Enforcement. Further, several of the other structures we understand have active code enforcement issues. In short, these houses are inefficient and have, unfortunately, been poorly maintained. We submit that it is neither appropriate nor efficient to reuse these structures (adaptively or otherwise). However, we remain open to further discussion regarding other suggestions offered by the Division of Planning. Planning staff suggested, for instance, that we attempt to make building materials available that could be salvaged from the propose demolition projects for use in our project or in the neighborhood, and we are open to that option.

We are hopeful that this information, coupled with the renderings and the updated plan, will permit Planning staff to make a positive recommendation for our requested zoning change. Thank you for your consideration of this additional information. We look forward to our continued discussions on this project.

Sincerely,



Jacob C. Walbourn
Counsel for Aptitude Development

cc: Hal Bailie, Division of Planning

The Marshall
Lexington, Kentucky

Conceptual Elevated Courtyard Ideas
August, 2019



Document Prepared by:

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The Marshall
Lexington, Kentucky

Conceptual Elevated Courtyard Ideas
August, 2019





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The Space

The Opportunity

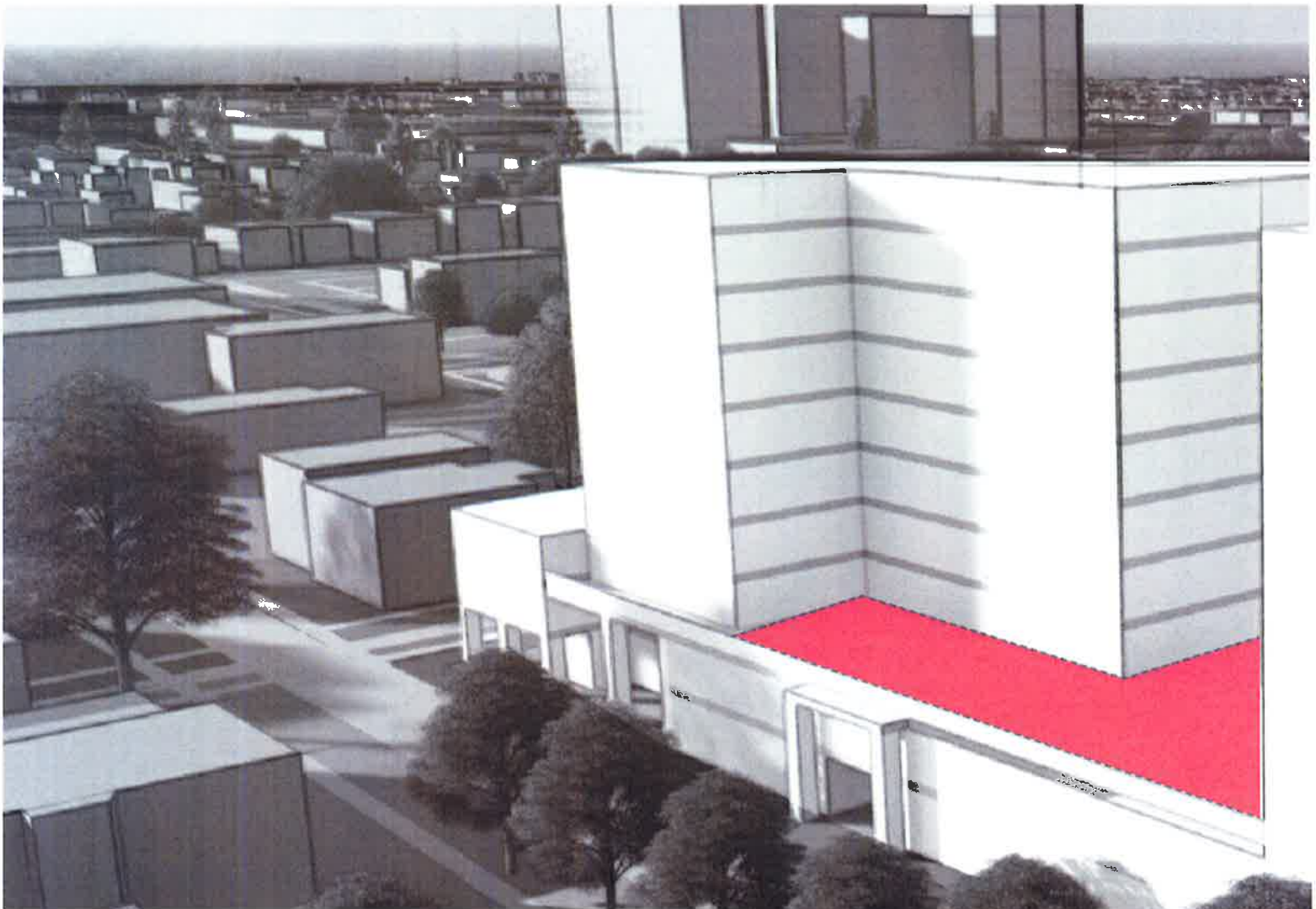
The Program

The Amenities

Contact Information



CityPlace Visitors Center, LaGrange, Kentucky, Gresham Smith



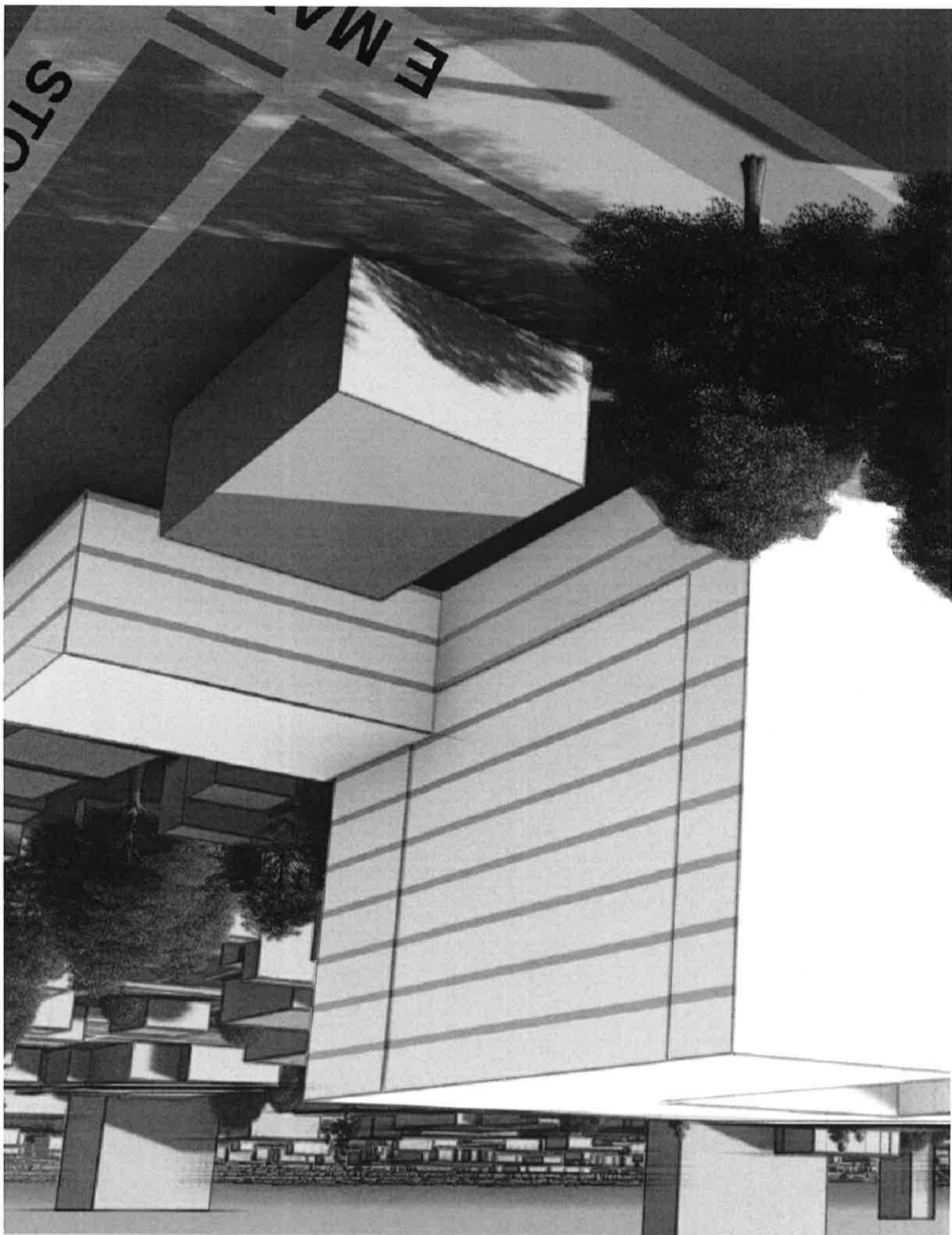
The Space

The Courtyard at The Marshall Lexington is a perfect opportunity to attract and retain tenants by providing a unique space exclusively accessible to residents and guests.

The third story courtyard is nestled on three sides by 8 stories of units and looks out towards the University of Kentucky's campus, setting the stage for a one-of-a-kind place.

The current generation of college students tend to favor collaborative, tech ready spaces that allow for digital connectivity. The Courtyard at Marshall can become a shared communal space that offers an experience unlike any other in Lexington.







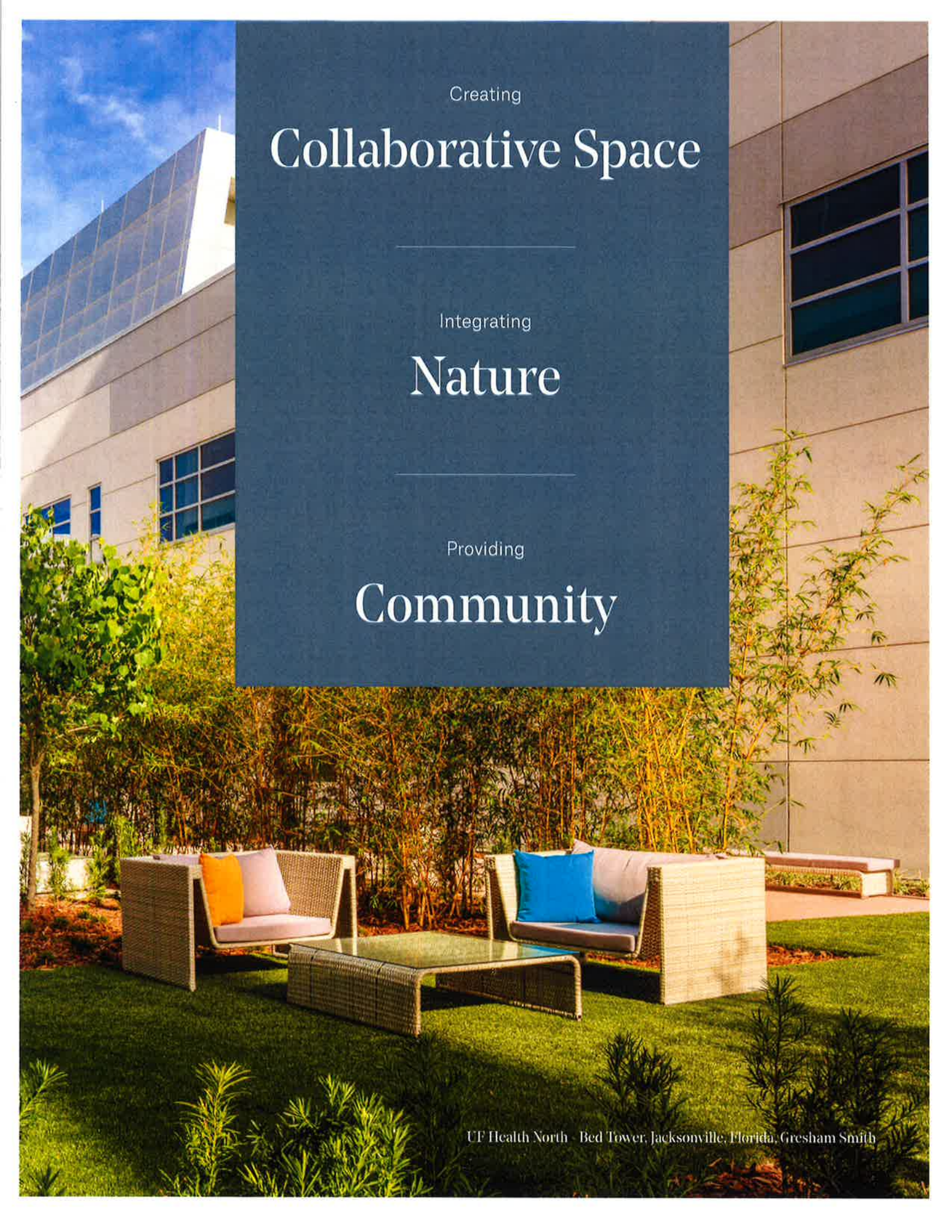
The Opportunity

Amenity space is continually expanding in the realm of student and young professional housing. A four season exclusive outdoor space can provide much more than an individual balcony or patio.

While traditionally pools have been at the top of the list, younger generations are looking towards spaces that provide connectivity, experience, and instagram-worthy moments. The Courtyard at Marshall Lexington has the opportunity to provide spaces for individual study coves, group dining areas, central activity yard, as well as landscape, lighting and materials for a picture perfect background.

Whether students want an oasis from the pressure of school or a fun weekend bbq after Keeneland, the Courtyard can become a destination for all.



The image is a composite of a photograph and a text overlay. The photograph shows a modern building with a glass facade on the left and a courtyard with outdoor furniture and greenery on the right. The text overlay is a dark blue rectangle in the center with white text. The text is arranged in three sections, each separated by a thin white horizontal line. The first section says "Creating Collaborative Space", the second says "Integrating Nature", and the third says "Providing Community".

Creating

Collaborative Space

Integrating

Nature

Providing

Community

The Program



SENSE OF PLACE

Nestled in the Bluegrass region, University of Kentucky students and alumni are proud to live and breathe bourbon, horses, basketball, and more. The Courtyard's aesthetic will evoke a sense of the region through materials, lighting, and design details.

SOCIAL SPACES

From smaller personal hideaways to group pods and even larger gatherings, the outdoor space will be designed in a way to allow for flexible interaction. Furniture, lighting, tech, and landscape will help organize and provide a variety of social experiences.



SEAMLESS CONNECTIVITY

Connectivity is an expected commodity in today's market. Having plug in and wireless capabilities for the latest watch party and built in charging stations are features that can offer tenants premium integrated technology.

OUTDOOR LIVING

The courtyard is an opportunity to provide residents with a four season, night and day experience. As an extension of their unit, the outdoor spaces can offer dining, play, study, and relaxation in a thoughtful, curated environment.

The Amenities



PAVING

Paving materials help define space and circulation. A select palette of two to three material types will compliment the architecture materials.



GRILL STATIONS

Whether it be tailgating for Keeneland or a football game or simply an evening dinner party, courtyard dining spaces can be split up to offer multiple user groups instead of one large shared kitchen. Grills, tables, storage and seating provide residents the tools they need to enjoy an outdoor dining experience.



LUSH VEGETATION

Landscape materials can soften the urban nature of the courtyard. Integrating trees into the roof by select structural means offer shade from the solar orientation and privacy from the residential units looking into the space. Using landscape strategically can create outdoor "rooms", separating and buffering uses.

Green infrastructure opportunities include green and blue roof systems that temporarily detain water and slow runoff rates, contributing to the City's goals and environmentally conscious end user interests.



MOVIE NIGHTS

A built in screen or projector can offer movie nights or Netflix watch parties, activating the courtyard and promoting social opportunity and community.



FLEXIBLE SEATING

Seating plays a big role in social spaces. By offering a wide variety of seating types residents can pick what is comfortable to them and adapt based on user group and activity. Swinging pods, solo lounge chairs, communal sofas are examples of seating that contribute to the idea of flexible social spaces.



INTEGRATIVE TECHNOLOGY

Wifi, plug-in stations, and work spaces allow residents to remain connected. The courtyard can provide spaces for personal or group study in a seamless environment.



VERTICAL SHADE

Overhead structures provide shade in a formal organized way. These features in the landscape can filter the sun exposure, have panels that provide shelter from weather, and give structure to attach amenities such as lighting, screens, and landscape. Their vertical nature helps to define spaces.



FOUR SEASON EXPERIENCE

The courtyard should be designed to accommodate residents in all four seasons. Fire pits are a communal experience that attract year round activity. Heat lamps are another alternative that can extend seasonal use.



EXPERIENCE LIGHTING

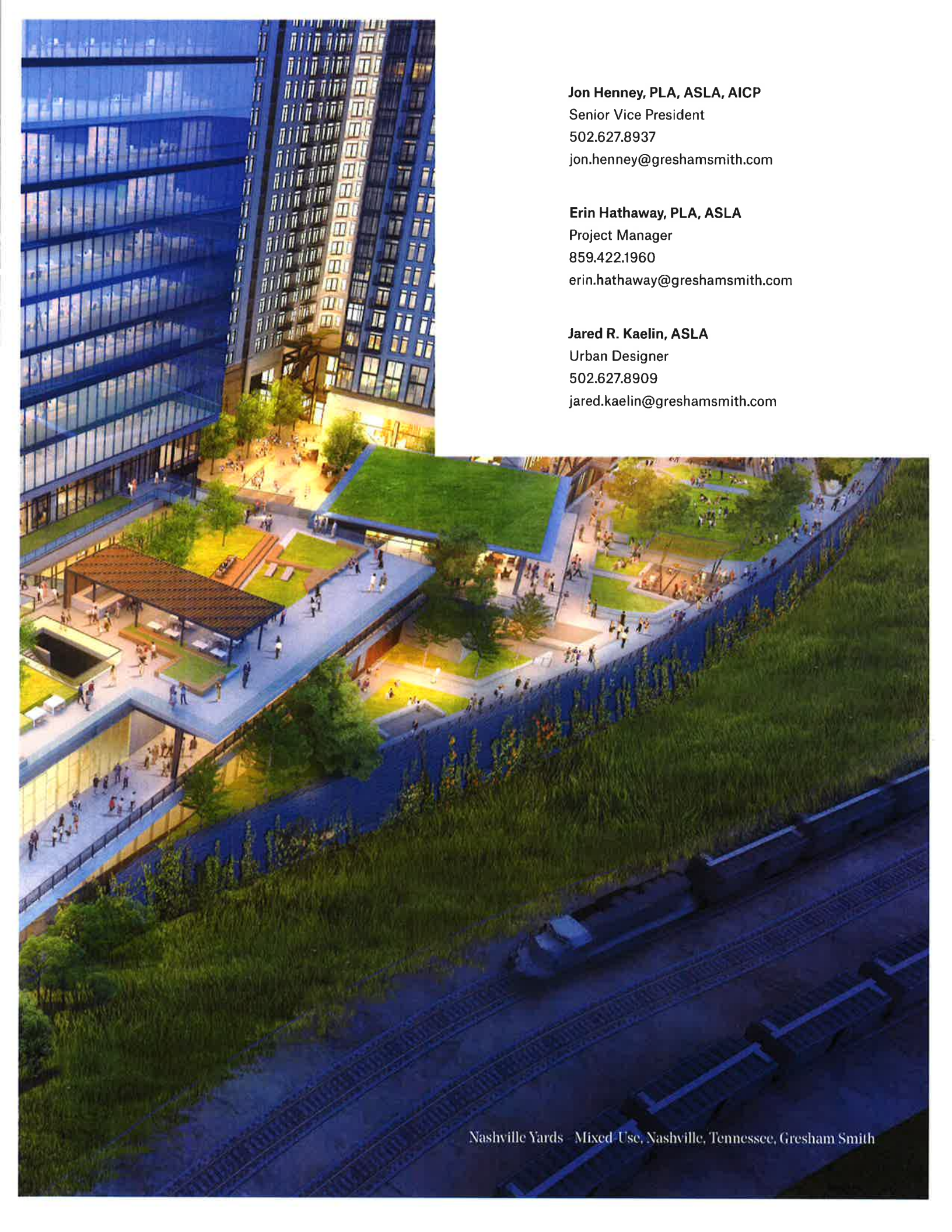
Ground level lighting contributes to the overall safety and ambiance of the space. Strategic overhead lighting can make the courtyard an evening destination and photo worthy experience.



THE YARD

A central lawn space can host a variety of activities including yard games, sunbathing, group gatherings, yoga, and more. Newer advancements in artificial turf offer a beautiful alternative that can provide a long term, low maintenance surface that looks excellent year round.





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Gresham Smith

Genuine Ingenuity

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HIGH DENSITY RESIDENTIAL

DOWNTOWN

SITE DESIGN, BUILDING FORM, & LOCATION

- A-DS3-1** Multi-family residential developments should comply with the Multi-family Design Standards in Appendix 1.
- 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 in accordance with other Imagine Lexington corridor policies and Placebuilder priorities.
- A-DS5-3** Building orientation should maximize connections with the surrounding area and create a pedestrian-friendly atmosphere.
- A-DS5-4** Development should provide a pedestrian-oriented and activated ground level.
- A-DS7-3** Parking structures should activate the ground level.
- A-DS10-1** Residential units should be within reasonable walking distance to a focal point.
- A-DN1-1** High density residential development (HR) should be located on corridors and downtown.
- A-DN2-1** Infill residential should aim to increase density.
- A-DN3-2** Development should incorporate residential units in commercial centers with context sensitive design.
- A-EQ7-1** School sites should be appropriately sized.
- B-SU5-1** Vehicle-oriented development, such as drive-through businesses, should not locate in the downtown area.
- B-SU11-1** Green infrastructure should be implemented in new development. (E-GR3)
- C-LI6-1** Developments should incorporate multi-family housing and walkable commercial uses into development along arterials/corridors.
- C-LI7-1** Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment.
- C-PS10-2** Developments should explore options for shared and flexible parking arrangements for currently underutilized parking lots.
- C-PS10-3** Over-parking of new developments should be avoided. (B-SU5)
- D-PL7-1** Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.
- D-PL9-1** Historically significant structures should be preserved.
- D-PL10-1** Activate the streetscape by designating public art easements in prominent locations.

- 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.
- D-SP3-2** Cellular tower antennae should be located to minimize intrusion and negative aesthetic impacts, and stealth towers and landscaping should be used to improve the visual impact from the roadway and residential areas.
- E-GR4-1** Developments should incorporate reuse of viable existing structures.
- E-GR5-1** Structures with demonstrated historic significance should be preserved or adapted.
- E-GR9-4** Development should intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- E-GR10-1** Developments should include multi-family residential components in B-6P and other Mixed Use Zones.
- E-GR10-2** Developments should provide walkable service and amenity-oriented commercial spaces.
- E-GR10-3** Shared common space in commercial developments should be provided to encourage experiential retail programming.

TRANSPORTATION & PEDESTRIAN CONNECTIVITY

- A-DS1-1** Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes. (A-EQ7).
- A-DS1-2** Direct pedestrian linkages to transit should be provided.
- A-DS4-1** A plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses should be provided. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI7, E-AC5)
- A-DS5-1** Adequate multi-modal infrastructure should be provided to ensure vehicular separation from other modes of transport.
- A-DS5-2** Roadways should provide a vertical edge, such as trees and buildings.
- A-DS10-2** New focal points should be designed with multi-modal connections to the neighborhood.
- A-EQ3-2** Development on corridors should be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities). (B-SU3)
- A-EQ7-2** Multi-modal transportation options for healthcare and social services facilities should be provided. (E-ST3)
- B-SU4-1** Where greenspace/community centers are not located within walking distance of a new development, applicants should attempt to incorporate those amenities. (A-DS9)

Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Ex: from Theme A - Design Pillar & Policy #1 - Criteria #1 = A-DS1-1. Full decoder on page ###

Criteria that include additional policy items in parentheses refer to companion policies that will provide additional context to the related criteria.

HIGH DENSITY RESIDENTIAL

DOWNTOWN

TRANSPORTATION & PEDESTRIAN CONNECTIVITY (CONT.)

- C-PS10-1** Flexible parking and shared parking arrangements should be utilized.
- D-CO1-1** Rights-of-way and multimodal facilities should be designed to reflect and promote the desired place-type.
- D-CO2-1** Safe facilities for all users and modes of transportation should be provided.
- D-CO2-2** Development should create and/or expand a safe, connected multimodal transportation net-work that satisfies all users' needs, including those with disabilities.
- D-CO4-2** Roadway capacity should be increased by providing multiple parallel streets, which alleviate traffic and provide multiple route options, in lieu of additional lanes.
- D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- D-SP1-3** Developments should provide multi-modal transportation infrastructure to school sites, including sidewalks, shared-use paths, and roadways that can accommodate the bus and vehicle traffic associated with the site.
- E-ST3-1** Development along major corridors should provide for ride sharing pick up and drop off locations along with considerations for any needed or proposed park and ride functions of the area. (E-GR10, E-GR7)

GREENSPACE & ENVIRONMENTAL HEALTH

- A-DS4-3** Development should work with the existing landscape to the greatest extent possible, preserving key natural features.
- A-EQ7-3** Community open spaces should be easily accessible and clearly delineated from private open spaces.
- B-PR2-1** Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.
- B-PR2-2** Dividing floodplains into privately owned parcels with flood insurance should be avoided.
- B-PR2-3** Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them.
- B-PR7-1** Connections to greenways, tree stands, and stream corridors should be provided.
- B-PR7-2** Trees should be incorporated into development plans, prioritize grouping of trees to increase survivability.
- B-PR7-3** Developments should improve the tree canopy.
- B-RE1-1** Developments should incorporate street trees to create a walkable streetscape.

- B-RE2-1** Green infrastructure should be used to connect the greenspace network.
- E-GR3-1** Physical and visual connections should be provided to existing greenway networks.
- E-GR3-2** New focal points should emphasize geographic features unique to the site.

Criteria that include additional policy items in parentheses refer to companion policies that will provide additional context to the related criteria.

Theme Letter - Pillar Abbreviation & Policy Number -- Criteria Number
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