

ENHANCED NEIGHBORHOOD

ENHANCED NEIGHBORHOOD - MEDIUM DENSITY RESIDENTIAL

LAND USE

A-DS12-1 Development should be located nearest to neighborhood serving commercial areas.

A-DN2-1 Infill residential should aim to increase density.

B-SU3-1 Development should provide compact and/or mixed use development.

C-LI7-1 Developments should create mixed-use neighborhoods with safe access to community/facilities, greenspace, employment, businesses, shopping, and entertainment.

C-PS15-2 Improve options for affordable and nutritious food where not currently available.

D-PL7-1 Stakeholders should be consulted to discuss site opportunities and constraints prior to submitting an application.

D-SP1-1 Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets.

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.

E-ST8-2 Development should provide community oriented places and services.

E-GR3-1 Development should meet recreational needs by following the recommendations of the Parks Master Plan.

TRANSPORTATION, CONNECTIVITY, AND WALKABILITY

A-DS1-1 Mass transit infrastructure such as seating and shelters should be provided/enhanced along transit routes.

A-DS1-2 Accessible 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-DS5-1 Safe multi-modal facilities should be provided to ensure vehicular separation from bicycles, pedestrians and other modes of transport.

A-DS5-2 Developments should incorporate vertical elements, such as street trees and buildings, to create a walkable streetscape.

A-DS10-1 New developments should incorporate clear and dedicated connections to nearby community anchors.

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A-DS11-1 Street layouts should provide clear, visible access to neighborhood-focused open space and greenspaces.

A-DS13-1 Stub streets should be connected.

C-PS10-1 Flexible parking and shared parking arrangements should be utilized.

D-C01-1 Rights-of-way and multimodal facilities should be designed to reflect and promote the desired place-type.

D-C02-1 Development should create and/or expand a connected multimodal transportation network that satisfies all users' needs.

D-C02-2 Development should comply with Lexington's Complete Streets Policy.

D-C04-1 Dead-end streets and cul-de-sacs should be discouraged.

D-C04-2 Provide multiple route options (grid type structure) to alleviate congestion in lieu of additional lanes upon existing roadways.

D-C04-3 Street pattern and design should consider site topography and minimize grading where possible.

D-C05-1 Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY

B-PR2-1 Impact on environmentally sensitive areas should be minimized within and adjacent to the proposed development site.

B-PR2-2 Development should include regularly spaced access with an adequate width to the greenway network and conservation areas.

B-PR3-1 Minimize impact of development adjacent to land conservation properties through buffering.

B-PR7-1 Developments should be designed to minimize tree removal and to protect and preserve existing significant trees.

B-PR9-1 Minimize grading and topsoil disturbance by utilizing the existing topography to the greatest extent possible and preserving key natural features.

B-PR10-1 Development should avoid overlighting and upward directed lighting.

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

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B-SU5-1 Developments should incorporate energy efficient systems and renewable energy resources (i.e. wind, solar, etc.).

B-SU9-1 Green Stormwater Infrastructure (GSI) should be implemented in new development.

B-SU11-1 Development should incorporate low impact landscaping and native plant species.

B-RE1-1 Developments should improve the tree canopy.

B-RE2-1 Lexington's green infrastructure network, including parks, trails, greenways, or natural areas should be highly visible and accessible.

B-RE5-1 Dividing floodplains into privately owned parcels with flood insurance should be avoided.

B-RE5-2 Floodplains should be incorporated into accessible greenspace, and additional protection should be provided to areas around them.

B-RE5-3 Developments within the Royal Springs Aquifer should consult with the Royal Springs Water Supply Protection Committee.

D-SP10-1 Prioritize street trees in the planting strip.

SITE DESIGN

A-DS5-4 Development should provide a pedestrian-oriented and activated streetscapes.

A-DS7-1 Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments.

A-DS9-1 Development should provide active and engaging amenities within neighborhood focused open spaces.

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

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.

A-EQ9-1 School sites should be appropriately sized.

A-EQ9-2 Shared open spaces should be easily accessible and clearly delineated from private open spaces.

C-LI8-1 Development should enhance a well-connected and activated public realm.

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

D-PL4-1 Enhance open space through the provision of programmatic elements and amenities.

D-PL10-1 Activate the streetscape or publicly visible areas by designating public art easements in prominent locations.

D-SP1-2 School design should prioritize a high percentage of open and accessible street frontage.

D-SP2-1 Visible, usable greenspace and other natural components should be incorporated into school sites.

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.

BUILDING FORM

A-DS3-1 Multi-family residential developments should comply with the Multi-family Design Standards in Appendix A.

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.

A-DS5-3 Building orientation should maximize connections with the street and create a pedestrian-friendly atmosphere.

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.

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

D-PL2-1 Development should provide active first floor uses whenever adjacent to a street, pedestrian facility, or community focused open space.

E-GR4-1 Developments should incorporate reuse of viable existing structures. Structures with demonstrated historic significance should be preserved or adapted.

E-GR5-1