

**BILLINGS LAW FIRM**<sup>PLLC</sup>  
COUNSELORS-AT-LAW

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October 31, 2022

Urban County Planning Commission  
200 E. Main Street  
Lexington, KY 40507

**Re: PLN-MAR-22-00021 - Zone Map Amendment for 125 Turner Commons Way and 1409 N. Forbes Road (the “Properties”)**

Dear Commission:

My firm represents Turner Property 4, LLC (the “Applicant”) as owner of the Properties in this application for zone map amendment.

**1. Property Overview**

The Properties total approximately 27.457 acres located on W. Main Street and N. Forbes Road.<sup>1</sup> The Turner Commons Way parcel was historically used for tobacco warehouses and storage but has been largely vacant and underutilized in recent years. It is also a uniquely shaped parcel, narrow but stretching over two-thirds of a mile from W. Main Street back toward W. New Circle Road. The North Forbes Road parcel has an office building constructed in 1959 and an associated parking lot.

**2. Zoning Request**

The Applicant seeks to change the zoning from Light Industrial (I-1) (125 Turner Commons Way) zone and Neighborhood Business (B-1)/High Density Apartment (R-4) (1409 N. Forbes Rd.) zones to the newly established Industrial Redevelopment Planned Unit Development (PUD-3) zone.

**3. Purpose**

The goal of PUD-3 zone—and this application—is to revitalize underutilized industrial and adjacent properties that, over time, have become less suited to traditional industrial uses due to proximity to nonindustrial uses such as residential neighborhoods.

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<sup>1</sup> 125 Turner Commons Way is 22.682 gross acres; 1409 N. Forbes Road is 4.775 gross acres.

#### 4. Applicant's Vision and Plan

The Applicant's vision for the Properties is to create a new mixed-use center which provides a mix of services, new employment, and entertainment opportunities to the area. The development is planned to create appropriate buffers with the existing residential neighborhoods nearby to minimize disruption while increasing the use and benefit of the Properties from their current state.

#### 5. Comprehensive Plan

This application is unique because the Comprehensive Plan does not address planned unit development zones, and the PUD-3 zone specifically did not exist when the current Plan was adopted. Instead, the Applicant looks to the Goals and Objectives of the Comprehensive Plan generally and how a PUD-3 zone on the Properties would further those objectives. The application furthers the following Goals and Objectives of the 2018 Comprehensive Plan:

- Theme A: Growing Successful Neighborhoods
  - Goal 2: Support infill & redevelopment throughout the Urban Service Area as a strategic component of growth.
    - Objective a: Identify areas of opportunity for infill, redevelopment, adaptive reuse, and mixed-use development.
  - Goal 3: Provide well-designed neighborhoods & communities.
    - Objective 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.

The proposed PUD-3 zone will create unique mixed-use redevelopment opportunities. For example, the proposal allows consumer services (food, drink, retail, and entertainment) and commercial services (offices and flex space) alongside live/work/play opportunities for dwelling units and temporary lodging.

Nearby residents will benefit from the proposal as well. The mix of consumer-oriented uses add additional dining, shopping, and entertainment opportunities, whereas the office and flex space encourages employment opportunities. These new uses are major upgrades from the last number of years that saw the Turner Commons Way parcel largely vacant, and the N. Forbes Road parcel underutilized. This is the type of development opportunity that allows the Urban Service Boundary to remain intact.

- Theme C: Creating Jobs & Prosperity
  - Goal 1: Support & showcase local assets to further the creation of a variety of jobs.
    - Objective a: Strengthen efforts to develop a variety of job opportunities that lead to prosperity for all.
    - Objective d: Encourage development that promotes and enhances tourism.
  - Goal 2: Attract the world’s finest jobs, encourage an entrepreneurial spirit, & enhance our ability to recruit & retain a talented, creative workforce by establishing opportunities that embrace diversity with inclusion in our community.
    - Objective a: Prioritize the success and growth of strategically-targeted employment sectors (healthcare, education, high-tech, advanced manufacturing, agribusiness, agritourism, and the like), and enable infill and redevelopment that creates jobs where people live.
    - Objective d: Provide entertainment and other quality of life opportunities that attract young and culturally diverse professionals, and a work force of all ages and talents to Lexington.

The flexibility of the PUD-3 zone allows utilization by employers in retail, professional, and light manufacturing industries. By drawing a large cross-section of visitors and residents, this application creates an environment attractive to employers and employees wishing to locate to a dynamic setting. For example, the ability for both upstart and established employers to experiment with different types of offices in flex space; the ease of socializing at lunch or after work without driving to a different location; and neighborhood-scale structures that do not have the “look or feel” of traditionally segmented residential, commercial, and professional buildings found elsewhere in Fayette County. This project will create an environment that fosters creative modern development and services that are increasingly desirable to Fayette County residents.

- Theme E: Urban & Rural Balance
  - Goal 1: Uphold the Urban Service Area concept.
    - Objective c: Emphasize redevelopment of underutilized corridors.
    - Objective d: 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.

- Goal 3: Maintain the current boundaries of the Urban Service Area & Rural Activity Centers & create no new Rural Activity Centers.

The Comprehensive Plan prioritizes fully developing and making the most of the current land within the Urban Service Area in lieu of expanding it. This application achieves many of the Goals and Objectives of the Comprehensive Plan—increased density, residential opportunities, and live/work concepts—into areas within the existing Urban Service Area. The development will enable more infill and redevelopment projects to reduce pressure on expansion of the Urban Service Area.

## **6. Place-Type**

Planned unit developments are not specified in the Comprehensive Plan. However, the PUD-3 zone is a type of mixed-use zone. The place-types for which mixed use zones are recommended are therefore appropriate for this Application. The place-type that fits this Application best is 2<sup>nd</sup> Tier Urban:

Where significant infill and redevelopment opportunities exist to complement the urban core. While not expected to be as intensely developed as the downtown core, high-rise opportunities are not precluded provided that they are context-sensitive. The forward trend for development in the 2nd tier urban areas should be towards increased walkability and intensity.

## **7. Development Type**

The Application is best described as an MNR-MU (medium density non-residential/mixed-use) development type. The plan satisfies the design characteristics perfectly, including activated ground levels, multimodal connections, pedestrian accessibility, and orientation to the internal streets. A breakdown of the specific development criteria is enclosed as **Exhibit A**. This analysis also includes the development criteria for the INR (industrial & production non-residential/mixed-use) criteria given the industrial aspects of the PUD-3 zone.

## **8. PUD-3 Criteria**

### **a. Location Criteria**

The Properties satisfy the location criteria of the PUD-3 ordinance: (i) they are located within the Urban Service Area; (ii) the Turner Commons Way parcel has direct access to the W. Main Street corridor; (iii) the Turner Commons Way parcel is more than ten (10) acres in size; and (iv) the Turner Commons Way parcel is currently zoned for industrial (I-1) use.

The N. Forbes Road parcel satisfies the location criteria because (i) it is adjacent to the Turner Commons Way parcel for which PUD-3 zoning is sought; (ii) connectivity between the Properties is proposed; (iii) the N. Forbes Road parcel will be incorporated into the PUD-3 development; and (iv) a portion of the parcel is zoned for business uses (B-1).

#### **b. Uses, Development Plan, and Design Standards**

The Applicant proposes a mix of uses permitted in the PUD-3 zone, including: restaurants, retail, event space, bar, a small athletic facility, office, office/warehouse flexspace, and residential.

These uses are spread out so that short-term users (restaurant and retail patrons, for example) will primarily be near the main entrances of the development, whereas those users who may be present longer (office, warehouse, and residential users, for example) are further away from the entrances. One of the benefits to this design is that the more heavily trafficked areas will be located nearest the Main Street corridor and will not need to drive all the way down Turner Commons Way, reducing traffic noise and frequency near the more residential adjacent areas at the rear of the development.

The plan is also designed to emphasize wayfinding, placemaking, pedestrian access, and interconnectivity within the development. Parking areas are oriented away from pedestrian areas as much as possible, with street cross-section design that separates pedestrian areas from both vehicular areas and structures to increase visibility and safety. Special attention has been paid to enhancing the tree canopy and adding new landscaping, including creation of a linear park as a buffer from adjacent residential zones. On the North Forbes Road parcel, the Applicant plans a centralized greenspace with a pond. The new structures proposed are designed to meet both the design standards of the PUD-3 zone but also the existing structures in the vicinity, ensuring a context-appropriate final result.

To aid the Planning Commission's review, the Applicant is enclosing certain architectural renderings which demonstrate the proposed styles, materials, and finishes of structures. See **Exhibit B**. These renderings, while not final, illustrate the nature and "feel" of the places the Applicant seeks to create.

#### **c. Signs**

The Applicant is not proposing construction of new signs in this Application. The sign submittal contemplated by Zoning Ordinance 22C-6(12) will be prepared as part of a subsequent sign permit application (assuming this Application is approved and the development moves forward).

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## 9. Engagement

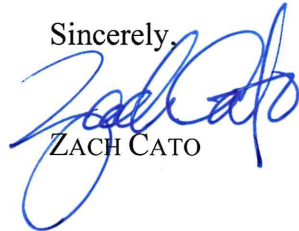
The Applicant met with stakeholders in the Meadowthorpe neighborhood at multiple meetings regarding both the PUD-3 zone text amendment and the ultimate development shown in the Application. The neighborhood has been largely supportive of the goals for the project, and the Applicant has taken steps in the zone text amendment process to incorporate the stakeholders' feedback and carry it forward into the development plan.

The Applicant has committed to further meetings and discussions with neighborhood stakeholders throughout the zone change and development plan processes.

## 10. Summary

The Applicant is excited to bring this unique experience to Lexington. We look forward to presenting to the Commission and answering any questions about the application. Thank you for your time and consideration.

Sincerely,



ZACH CATO

Encl.

**Exhibit A**

**Development Criteria Analysis**

## MEDIUM DENSITY NON-RESIDENTIAL / MIXED-USE

### 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-DS7-1** Parking should be oriented to the interior or rear of the property for non-residential or multi-family developments.
- A-DS7-2** Any non-residential or multi-family parking not buffered by a building should be screened from the streetscape view and adjacent properties.
- A-DS7-3** Parking structures should activate the ground level.
- A-DS8-1** At the individual street level, medium density housing types should be interspersed with single-family detached units and should be context sensitive.
- A-DS10-1** Residential units should be within reasonable walking distance to a focal point.
- A-DS11-1** Common public uses that serve as neighborhood focal points, such as parks and schools, should be on single loaded streets.
- A-DN2-1** Infill residential should aim to increase density.
- A-DN2-2** Development should minimize significant contrasts in scale, massing and design, particularly along the edges of historic areas and neighborhoods. (D-PL9, E-GR6)
- A-DN3-1** Pedestrian-oriented commercial opportunities should be incorporated within residential neighborhoods.
- A-DN3-2** Development should incorporate residential units in commercial centers with context sensitive design.
- A-EQ3-1** Development should create context sensitive transitions between intense corridor development and existing neighborhoods.
- A-EQ7-1** School sites should be appropriately sized.
- B-PR9-1** Minimize disturbances to environmentally sensitive areas by utilizing the existing topography to the greatest extent possible.
- B-SU11-1** Green infrastructure should be implemented in new development. (E-GR3)

- C-DI1-1** Consider flexible zoning options that will allow for a wide range of jobs.
- C-DI5-1** In Opportunity Zones with a clearly defined local context, consider adaptive reuse to enhance the existing context.
- C-LI6-1** Developments should incorporate multi-family housing and walkable commercial uses into development along arterials/corridors.
- C-LI6-2** ADUs and/or affordable housing options should be incorporated into existing and new single-family residential development. (A-DN5)
- C-LI7-1** Developments should create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, businesses, shopping, and entertainment.
- C-PS9-2** Modify current office space to include complementary uses.
- 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-PL2-1** Developments should aim to provide a neighborhood-serving use that does not already exist in the vicinity, or that fills a specific need.
- 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.
- 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-GR4-1** Developments should incorporate reuse of viable existing structures.
- E-GR5-1** Structures with demonstrated historic significance should be preserved or adapted.
- E-GR9-1** Live/work units should be incorporated into residential developments.
- E-GR9-2** Low-intensity business uses that will provide neighborhood amenities should be incorporated into existing neighborhoods.

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.



## MEDIUM DENSITY NON-RESIDENTIAL / MIXED-USE

### SITE DESIGN, BUILDING FORM, & LOCATION (CONT.)

- E-GR9-3** Less intense multi-family residence types (duplexes, four-plexes, courtyard apartments, etc.) should be incorporated into primarily single-family areas.
- E-GR9-4** Development should intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- 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 multimodal 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 multimodal 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 multimodal 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** Multimodal 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)
- 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 network that satisfies all users' needs, including those with disabilities.

## 2ND TIER URBAN

**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 multimodal 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.

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

**D-SP2-2** Active and passive recreation opportunities should be provided on school sites.

**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.

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.

## INDUSTRIAL & PRODUCTION NON-RESIDENTIAL

### SITE DESIGN, BUILDING FORM, & LOCATION

- B-PR9-1** Minimize disturbances to environmentally sensitive areas by utilizing the existing topography to the greatest extent possible.
- B-SU11-1** Green infrastructure should be implemented in new development. (E-GR3)
- C-DI1-1** Consider flexible zoning options that will allow for a wide range of jobs.
- C-DI5-1** In Opportunity Zones with a clearly defined local context, consider adaptive reuse to enhance the existing context.
- C-PS3-1** Development potential in the Rural Activity Centers should be maximized. (E-ST5)
- C-PS8-1** Opportunities for industry and special trade employment should be increased.
- 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-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.

### TRANSPORTATION & PEDESTRIAN CONNECTIVITY

- 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 network that satisfies all users' needs, including those with disabilities.

- D-CO4-1** Dead-end streets and Cul-de-sacs should be discouraged except where connections are not topographically or environmentally feasible.
- 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-CO4-3** Street pattern and design should consider site topography and minimize grading where possible.
- D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- 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-ST5-1** Increased intensity in the Rural Activity Centers should not negatively impact surrounding rural areas.
- 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.

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.

	Criteria Met	Not Applicable	Criteria Not Met	Comment
<b>Site Design, Building Form, &amp; Location</b>				
A-DS3-1		✓		No multifamily proposed.
A-DS4-2	✓			Development to scale with adjacent areas.
A-DS5-3	✓			Buildings oriented to streets with ample pedestrian paths.
A-DS5-4	✓			Buildings oriented to streets with ample pedestrian paths.
A-DS7-1	✓			Parking established to rear or screened to greatest practicable extent.
A-DS7-2	✓			Parking established to rear or screened to greatest practicable extent.
A-DS7-3		✓		No parking structures proposed.
A-DS8-1		✓		No medium density housing proposed.
A-DS10-1	✓			Residential units are planned for incorporation into activated areas with greenspace, entertainment, dining, and employment uses.
A-DS11-1		✓		No parks or schools proposed.
A-DN2-1		✓		No infill residential proposed; residential units are incorporated into mixed-use areas.
A-DN2-2	✓			Development to scale with adjacent areas and includes landscaping and design buffers to protect existing neighborhoods.
A-DN3-1	✓			Development presents new commercial opportunities in walking distance for existing residential neighborhoods.
A-DN3-2	✓			Residential units are planned for incorporation into activated areas with greenspace, entertainment, dining, and employment uses.
A-EQ3-1	✓			Development to scale with adjacent areas and includes landscaping and design buffers to protect existing neighborhoods.
A-EQ7-1		✓		No schools proposed.
B-PR9-1	✓			No "environmentally sensitive areas" but existing topography will be largely preserved or improved.

B-SU11-1	✓			Plan proposes installation of a new wetland area/park that replaces current surface parking, as well as upgrades to water quality and sewer capacity.
C-DI1-1	✓			PUD-3 created and utilized to reimagine what is possible on former industrial sites and enhance new employment opportunities.
C-DI5-1		✓		Property not within an opportunity zone.
C-LI6-1			✓	No multifamily proposed; however, single-family attached units are included and the property is on the Main Street/Leestown corridor.
C-LI6-2		✓		This is not a single-family residential development.
C-LI7-1	✓			The plan provides for true mixed-uses with walkable opportunities for shopping, employment, dining, and recreation.
C-PS9-2	✓			The existing offices on the N. Forbes Road parcel will be enhanced by the PUD-3 development and new opportunities/connectivity.
C-PS10-2		✓		There are no underutilized parking lots currently.
C-PS10-3	✓			The proposed parking is tailored to the anticipated parking needs for the development, nothing more.
D-PL2-1	✓			The development will offer new opportunities for work, dining, and recreation that are not currently offered in the immediate vicinity.
D-PL7-1	✓			Stakeholders have been consulted extensively throughout the ZOTA process for PUD-3 and will continue to be consulted.
D-PL9-1		✓		There are no historically significant structures on the properties.
D-PL10-1	✓			The development includes several areas for proposed art easements, such as preservation of water towers as environmental art features, public art at the pond area, and murals on the linear park area.
D-SP3-1	✓			The development allows for sufficient right-of-way and wireless easements if needed.
D-SP3-2		✓		No antennae are proposed.

D-SP9-1			✓		The residential units proposed are for single-family attached type units.
E-GR4-1			✓		There are few viable existing structures except those that have been recently refurbished.
E-GR5-1			✓		There are no structures on site with demonstrated historic significance.
E-GR9-1		✓			The development incorporates employment uses and residential uses in a walkable, connected environment.
E-GR9-2		✓			The development incorporates employment uses and residential uses in a walkable, connected environment.
E-GR9-3			✓		There are no "primarily single-family areas" in the development.
E-GR9-4		✓			The purpose of this development is to revitalize a formerly industrial property that has been severely underutilized for decades.
E-GR-10-2		✓			The development plans for pedestrian oriented connectivity and location of buildings that is convenient to neighbors and guests.
E-GR10-3		✓			New buildings in the development, particularly in the areas planned for retail use, are planned around new greenspaces and courtyard areas.
<b>Transportation &amp; Pedestrian Connectivity</b>					
A-DS1-1			✓		There is very limited usable frontage owned by the Applicant on the Main St./Leestown Lextran route due to the lot shape and the location of the overpass so on-site seating or shelters are not feasible. However, there are two (2) nearby existing Lextran stops which will be directly connected to the development via pedestrian sidewalks.
A-DS1-2		✓			Pedestrian connectivity is provided.
A-DS4-1		✓			The development plans for pedestrian oriented connectivity and location of buildings that is convenient to neighbors and guests.
A-DS5-1		✓			The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety.

A-DS5-2	✓				The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety.
A-DS10-2	✓				The development plans for pedestrian oriented connectivity and location of buildings that is convenient to neighbors and guests.
A-EQ3-2	✓				The development plans for pedestrian oriented connectivity and location of buildings that is convenient to neighbors and guests.
A-EQ7-2			✓		No healthcare or social services proposed.
B-SU4-1	✓				Greenspaces are proposed on the plan.
C-PS10-1	✓				Parking and pick up/drop off locations are planned.
D-CO1-1	✓				The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety and reinforce the mixed-use nature of the area.
D-CO2-1	✓				The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety and reinforce the mixed-use nature of the area.
D-CO2-2	✓				The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety and reinforce the mixed-use nature of the area.
D-CO4-2			✓		The long, narrow nature of the parcels preclude multiple parallel streets.
D-CO5-1	✓				Streets have been planned to minimize driving the full length of the property for most users and to ensure pedestrian safety.
D-SP1-3			✓		There are no nearby school sites.
E-ST3-1	✓				Parking and pick up/drop off locations are planned.
<b>Greenspace &amp; Environmental Health</b>					
A-DS4-3	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
A-EQ7-3	✓				New buildings in the development, particularly in the areas planned for retail use, are planned around new greenspaces and courtyard areas.

B-PR2-1	✓				There are no "environmentally sensitive areas" on the site.
B-PR2-2			✓		There are no floodplains on site.
B-PR2-3			✓		There are no floodplains on site.
B-PR7-1			✓		There are no nearby greenway, tree stand, or stream connections.
B-PR7-2	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
B-PR7-3	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
B-RE1-1	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
B-RE2-1	✓				Plan proposes installation of a new wetland area/park that replaces current surface parking, as well as upgrades to water quality and sewer capacity.
D-SP2-1			✓		No school site proposed.
D-SP2-2			✓		No school site proposed.
E-GR3-1			✓		There are no nearby greenway connections.
E-GR3-2	✓				The plan proposes creating new focal points that emphasize greenspace areas and courtyards which are unique to the site for the vicinity.

	Criteria Met	Criteria Not Applicable	Criteria Not Met	Comment
<b>Site Design, Building Form, &amp; Location</b>				
B-PR9-1		✓		There are no "environmentally sensitive areas" on the site.
B-SU11-1	✓			Plan proposes installation of a new wetland area/park that replaces current surface parking, as well as upgrades to water quality and sewer capacity.
C-DI1-1	✓			PUD-3 created and utilized to reimagine what is possible on former industrial sites and enhance new employment opportunities.
C-DI5-1		✓		Property is not within an opportunity zone.
C-PS3-1		✓		Property is not near a Rural Activity Center.
C-PS8-1	✓			PUD-3 zoning allows for light industrial (I-1) uses to continue, creating new industrial employment opportunities nearby the mixed-use development.
C-PS10-2	✓			There are no underutilized parking lots currently.
C-PS10-3	✓			The proposed parking is tailored to the anticipated parking needs for the development, nothing more. Stakeholders have been consulted extensively throughout the ZOTA process for PUD-3 and will continue to be consulted.
D-PL7-1	✓			There are no historically significant structures on site.
D-PL9-1		✓		The development allows for sufficient right-of-way and wireless easements if needed.
D-SP3-1	✓			No antennae are proposed.
D-SP3-2		✓		There are few viable existing structures except those that have been recently refurbished.
E-GR4-1		✓		There are no structures on site with demonstrated historic significance.
E-GR5-1		✓		



<b>Transportation &amp; Pedestrian Connectivity</b>							
C-PS10-1	✓						Parking and pick up/drop off locations are planned.
D-CO1-1	✓						The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety and reinforce the mixed-use nature of the area.
D-CO2-1	✓						The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety and reinforce the mixed-use nature of the area.
D-CO2-2	✓						The development is planned to visually segregate pedestrian areas, driving areas, and buildings to enhance safety and reinforce the mixed-use nature of the area.
D-CO4-1	✓						Dead-ends and cul-de-sacs are minimized in favor of interconnectivity and new neighborhood connections.
D-CO4-2					✓		The long, narrow nature of the parcels preclude multiple parallel streets.
D-CO4-3	✓						The plan preserves existing topography where feasible.
D-CO5-1	✓						Streets have been planned to minimize driving the full length of the property for must users and to ensure pedestrian safety.
E-ST3-1	✓						Parking and pick up/drop off locations are planned.
<b>Greenspace &amp; Environmental Health</b>							
A-DS4-3	✓						The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
A-EQ7-3	✓						New buildings in the development, particularly in the areas planned for retail use, are planned around new greenspaces and courtyard areas.

B-PR2-1	✓				There are no "environmentally sensitive areas" on the site.
B-PR2-2		✓			There are no floodplains on site.
B-PR2-3		✓			There are no floodplains on site.
B-PR7-1		✓			There are no nearby greenway, tree stand, or stream connections.
B-PR7-2	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
B-PR7-3	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
B-RE1-1	✓				The property is formerly industrial with minimal landscaping features; significant new tree canopy and landscaping is proposed.
B-RE2-1	✓				Plan proposes installation of a new wetland area/park that replaces current surface parking, as well as upgrades to water quality and sewer capacity.
E-ST5-1		✓			Property is not near a Rural Activity Center.
E-GR3-1		✓			There are no nearby greenway connections.
E-GR3-2	✓				The plan proposes creating new focal points that emphasize greenspace areas and courtyards which are unique to the site for the vicinity.

**Exhibit B**

**Architectural Renderings**







LORD  
AECK  
SARGENT

