

LOW DENSITY RESIDENTIAL

SITE DESIGN, BUILDING FORM, & LOCATION

- A-DS5-3** Building orientation should maximize connections with the surrounding area and create a pedestrian-friendly atmosphere.
- 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-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-DN6-1** Allow and encourage new compact single-family housing types.
- 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-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-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-SP1-1** Elementary and middle schools should be located within residential neighborhoods, and high schools primarily along collector streets. (A-EQ7)
- D-SP1-2** An open and inviting school campus/locale should utilize frontage on single-loaded streets (also true for other support facilities, like parks, community centers, social services, healthcare).
- 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-GR9-3** 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)

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-DS13-1** Stub streets should be connected. (D-CO4)
- 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)
- 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.

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.

LOW DENSITY RESIDENTIAL

TRANSPORTATION & PEDESTRIAN CONNECTIVITY (CONT.)

- 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-CO4-1** 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.
- 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.

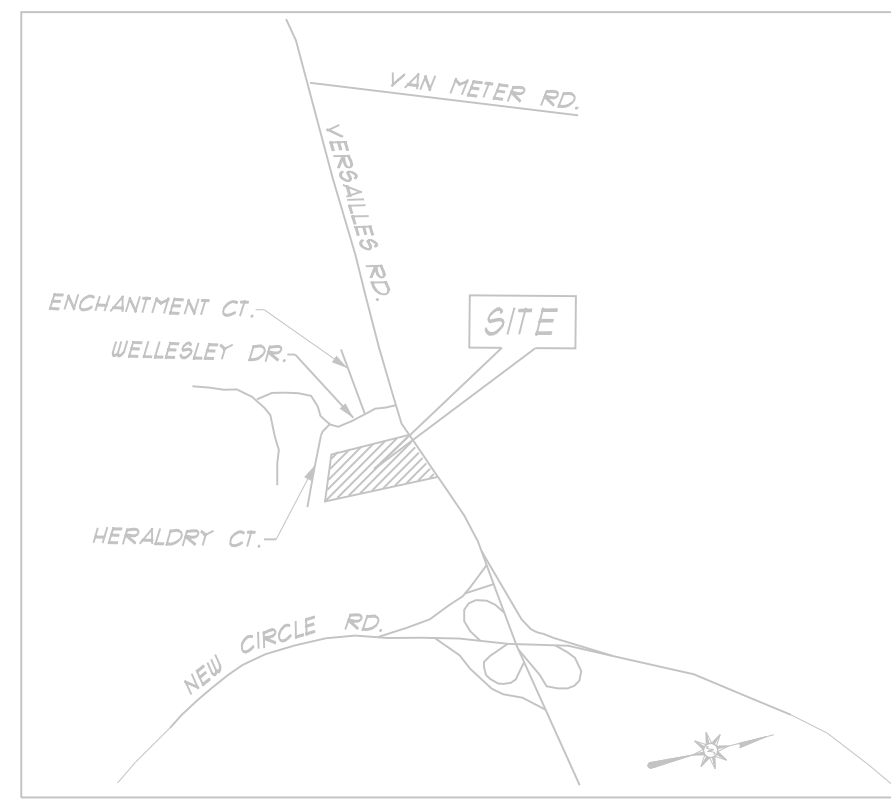
GREENSPACE & ENVIRONMENTAL HEALTH

- 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.

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Ex: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1. Full decoder on page ###

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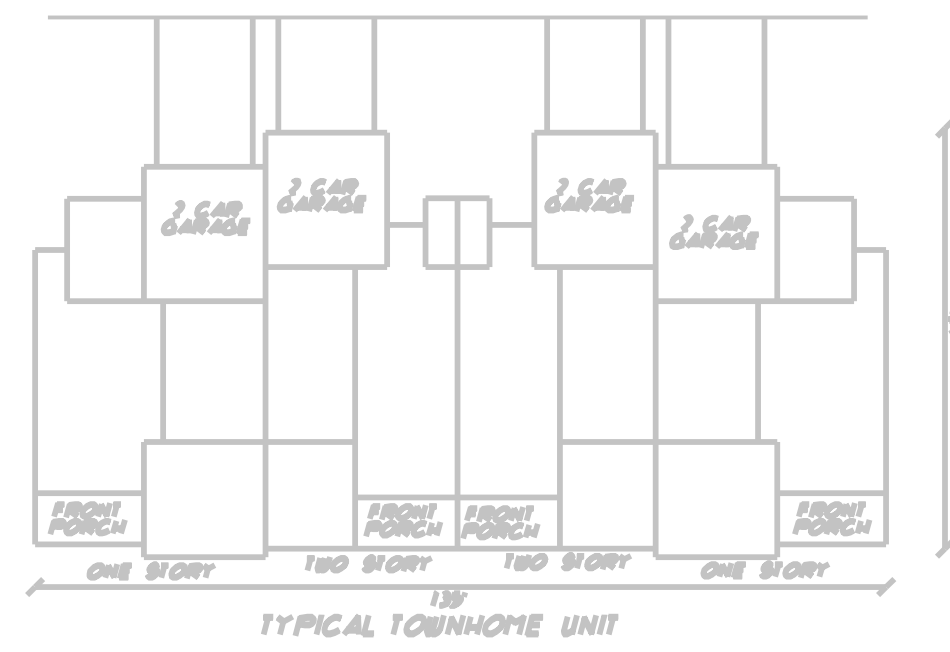


VICINITY MAP
(NOT TO SCALE)

TREE INVENTORY MAP
(PER TREE PROTECTION ORDINANCE)
EXISTING TREE CANOPY = 4.2 ACRES
CANOPY REQUIRED = 3.8 ACRES (30%)
Existing Soil Type:
MAURY SILT LOAM

Existing tree species:
Oak, Cherry, Beech, Maple, Pine, Magnolia & Sycamore.
STREET TREES REQUIRED WITH PREVIOUS FINAL RECORD PLATS HAVE BEEN PLANTED.

B-PR7-3
B-RE1-1



TYPICAL TOWNHOME UNIT
A-DN6-1

PURPOSE OF AMENDMENT:
REZONE THE PROPERTY TO R-3 AND DEVELOP A TOWNHOME COMMUNITY.



PLANNING COMMISSION CERTIFICATION

I DO HEREBY CERTIFY THAT THIS PLAN WAS APPROVED BY THE URBAN COUNTY PLANNING COMMISSION AT ITS MEETING HELD

SECRETARY _____ DATE _____

OWNER'S CERTIFICATION

I DO (WE DO) HEREBY CERTIFY THAT I AM (WE ARE) THE SOLE OWNER(S) OF RECORD OF THE PROPERTY SHOWN HEREON, DO FULLY AGREE TO ALL GRAPHIC AND TEXTURAL REPRESENTATIONS SHOWN HEREON, AND DO HEREBY ADOPT THIS AS MY (OUR) PLAN FOR THIS PROPERTY.

NAME _____

SIGNATURE _____ ADDRESS _____

NOTES:

- THIS PLAN SHALL NOT BE USED AS A BASIS FOR SALE OF THIS PROPERTY. ANY SALE OF LAND SHALL BE BASED UPON A RECORDED SUBDIVISION PLAT.
- THIS PLAN MAY BE AMENDED WITH THE APPROVAL OF THE URBAN COUNTY PLANNING COMMISSION.
- ACCESS SHALL BE LIMITED TO THE POINTS INDICATED ON THIS PLAN.
- NO GRADING, STRIPPING, EXCAVATION, FILLING, OR OTHER DISTURBANCE OF THE NATURAL GROUND COVER SHALL TAKE PLACE PRIOR TO APPROVAL OF AN EROSION CONTROL PLAN. SUCH PLAN MUST BE SUBMITTED IN ACCORDANCE WITH CHAPTER 16 OF THE CODE OF ORDINANCES, THE ACCEPTANCE OF THE EROSION CONTROL PLAN IS TO OBTAIN A LAND DISTURBANCE PERMIT.
- ALL AREAS THAT HAVE BEEN DISTURBED BY GRADING SHALL HAVE TEMPORARY VEGETATIVE COVER PROVIDED. SUCH COVER WILL CONSIST OF ANNUAL GRASSES OR SMALL GRAINS. SLOPES EXCEEDING 4:1 WILL HAVE ADDITIONAL PROTECTION OF ADEQUATE MULCHING OR SODDING IN ORDER TO PREVENT EROSION.
- LANDSCAPING SHALL CONFORM TO ARTICLES 18 OF THE ZONING ORDINANCE, ARTICLE 6-10 OF THE LAND SUBDIVISION REGULATIONS AND TREE PROTECTION ORDINANCE.
- SANITARY SEWERS, STREETS AND STORMWATER MANAGEMENT SHALL MEET THE SPECIFICATIONS OF THE L.F.U.C. ENGINEERING MANUALS.
- CONSTRUCTION ACCESS SHALL BE FROM VERSAILLES ROAD.
- UTILITY COMPANIES SHALL HAVE ACCESS TO ALL OPEN SPACE AREAS FOR THE PROVISION AND MAINTENANCE OF SERVICES.
- THE LOCATIONS OF FIRE HYDRANTS, FIRE DEPARTMENT CONNECTIONS, OR FIRE SERVICE FEATURES IF REQUIRED SHALL BE APPROVED BY THE DIVISION OF FIRE WATER CONTROL OFFICE. AUTOMATIC AND MANUAL GATE SYSTEMS SHALL REQUIRE PRE-APPROVAL OF THE LEXINGTON FIRE DEPARTMENT WATER CONTROL OFFICE PRIOR TO BEING INSTALLED.

OWNER/DEVELOPER:
EASLEY AND FAUST
PROPERTIES, LLC
656 RAIN TREE RD
LEXINGTON, KY 40502

S&A Partners, PLLC
CIVIL ENGINEERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS
3111 WALL STREET
LEXINGTON, KY 40504
PHONE: (606) 298-9887
FACSIMILE: (606) 298-9887

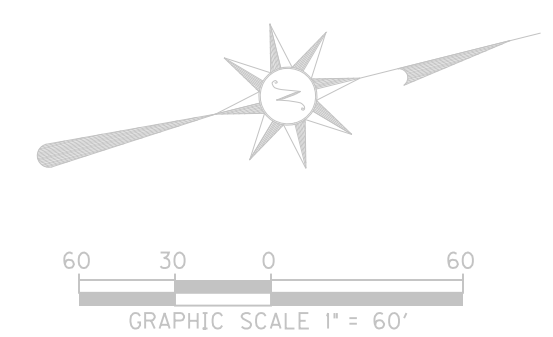
AMENDED PRELIMINARY DEVELOPMENT PLAN
THE SILKS CLUB
(FORMERLY LEXINGTON ESTATES)
3298 & 3330 VERSAILLES ROAD
AND 1500-1561 WINNERS CIRCLE
LEXINGTON, FAYETTE COUNTY, KENTUCKY

DRAWN RS
DATE 04/01/19
CHECKED _____
REVISED _____

SHEET
1

SITE STATISTICS:
TOTAL AREA = 13.83 ACRES (GROSS 12.55 ACRES (NET))
EXISTING ZONE = R-1B
PROPOSED ZONE = R-3
NO. OF UNITS = 44 BUILDABLE + 3 HOA LOTS
PARKING SPACES REQUIRED @ 1.5/UNIT = 66
PARKING SPACES PROVIDED = 88 (2 CAR GARAGE PER UNIT)
MAX. LOT COVERAGE ALLOWED = NO LIMIT
LOT COVERAGE SHOWN = 2.1 ACRES (17% NET)
MAX. F.A.R. ALLOWED = NO LIMIT
F.A.R. SHOWN = 137,000 S.F. (10.25 NET)
USABLE OPEN SPACE REQUIRED = 10%
USABLE OPEN SPACE PROVIDED = 10% (TO BE DEFINED ON FDP)
VEHICULAR USE AREA = 39,000 S.F. NEW ACCESS EASEMENTS
INTERIOR LANDSCAPE AREA REQUIRED = 1,750 S.F. (5%)
INTERIOR LANDSCAPE AREA PROVIDED = 2,000 S.F.
MAX. BUILDING HEIGHT = 35' BUILDINGS SHOWN 34'
DENSITY = 3.5 UNITS PER NET ACRE
LENGTH OF PRIVATE STREET = 1,510 LF.

SOURCE OF CONTOURS:
AERIAL MAPPING PROVIDED BY L.F.U.C.G. **A-DN2-1**



D-CO2-1

