MEDIUM DENSITY RESIDENTIAL

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-DN3-2 — Development should incorporate residential units in commercial centers with context sensitive design.

A-DN6-1 — Allow and encourage new compact single-family housing types.

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-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-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.

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.

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 RESIDENTIAL

TRANSPORTATION & PEDESTRIAN CONNECTIVITY (CONT.)

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)

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.

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.

D-SP6-1 Social services and community facilities should be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)

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 ###

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