



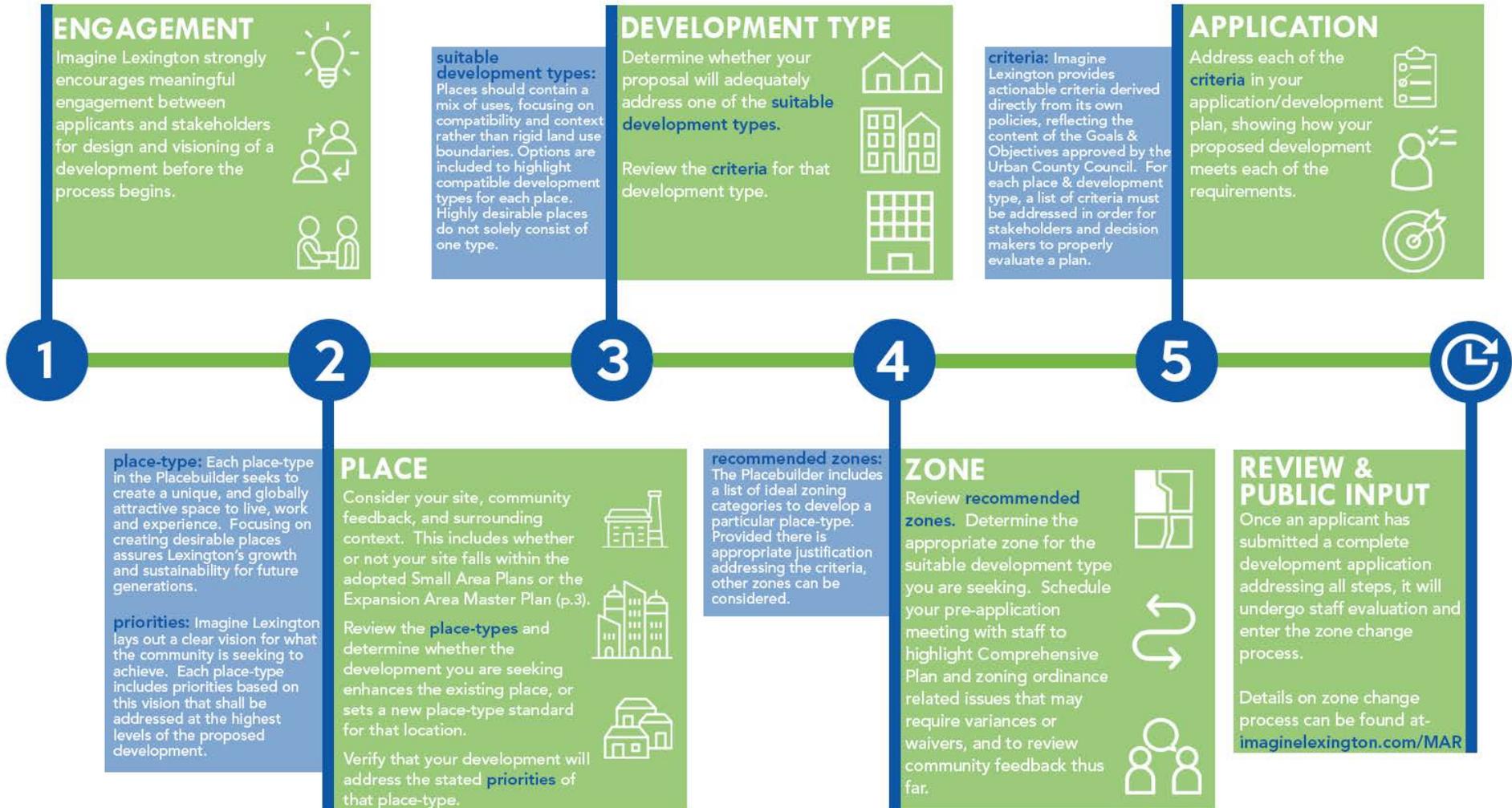
THE PLACEBUILDER

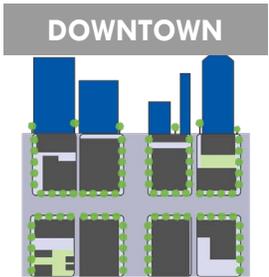
The Placebuilder

Turning vision into reality.



The Placebuilder is the implementation of Theme E Accountability Policy #3. This tool is designed to be a framework for applicants, stakeholders, Planning staff, the Planning Commission, and the Urban County Council to evaluate whether or not development proposals are in agreement with the Comprehensive Plan as required in KRS 100.





Downtown is...
the urban epicenter of commerce and entertainment. The core should be anchored by high-rise structures with activated ground-levels. They are surrounded by mid-rise buildings that increasingly offer dense residential uses. A mix of uses and variety of transportation options should be prioritized, and parking should be addressed as a shared urban core asset.*

pages 5-9



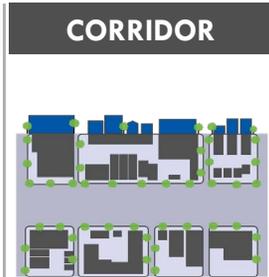
2nd Tier Urban is...
where significant infill and redevelopment opportunities exist to complement the urban core. While not expected to be as intensely developed as the downtown core, high-rise opportunities are not precluded provided that they are context-sensitive. The forward trend for development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

pages 10-20



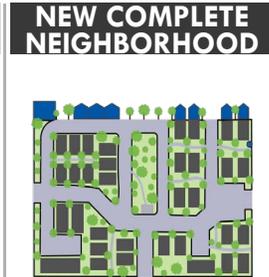
A Regional Center is...
a vibrant hub of commerce, employment, diverse housing opportunities, & entertainment. They include larger buildings with active ground levels, intentional open spaces, & walkable transportation networks, all to provide the user/resident with a unique experience. It is often located at major intersections & along primary corridors.*

pages 21-31



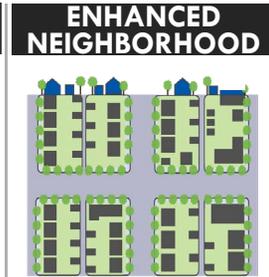
A Corridor is...
Lexington's major roadways focused on commerce and transportation. The overriding emphasis of Imagine Lexington is significantly overhauling the intensity of the major corridors. The future of Lexington's corridors lies in accommodating the shifting retail economic model by incorporating high-density residential and offering substantial flexibility to available land uses.*

pages 32-42



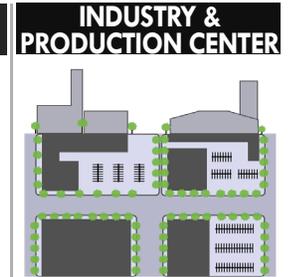
A New Complete Neighborhood is...
Undeveloped areas designed to provide housing within a sustainable format. These areas should include neighborhood-serving retail, services, and employment options, as well as town centers. Accessible greenspace, neighborhood focal points, and a multi-modal transportation network should be provided to add a sense of place and connectivity.*

pages 43-53



An Enhanced Neighborhood is...
An existing residential area to be enhanced with additional amenities, housing types, and neighborhood-serving retail, services, and employment options. Development should be context-sensitive to surrounding areas and must add to the sense of place. Incorporating multi-modal connections is crucial to neighborhood success and viability.*

pages 54-64



An Industry & Production Center is...
Where Lexington's most intense types of economic development and job creation occur. These places should be located near major corridors to facilitate efficient and affordable shipping and transportation of goods throughout the region. Developments should minimize negative impacts on adjoining lower intensity uses.*

pages 63-64

Suitable Development:

HR
HNR
MU

Recommended Zones:

B-2 B-2A B-2B
MU-2 MU-3

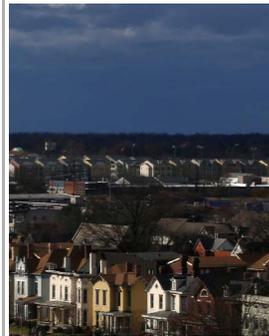


Suitable Development:

MR MHR HR
MNR HNR
MU MU

Recommended Zones:

B-1 MU-1 MU-2
form-based project
MU-3 R-4 R-5



Suitable Development:

MR MHR HR
MNR HNR
MU MU

Recommended Zones:

B6-P B-1 MU-2
form-based project
MU-3

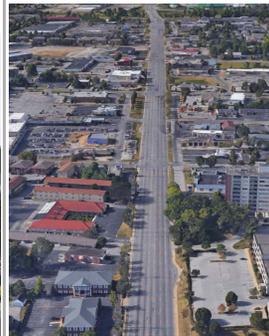


Suitable Development:

MR MHR HR
MNR HNR
MU MU

Recommended Zones:

B-6P B-1 MU-2
form-based project
MU-3 R-4 R-5



Suitable Development:

LR MR MHR
LNR MNR
MU MU

Recommended Zones:

R-3 R-4 MU-1
MU-2 B-1 B-1
form-based project



Suitable Development:

LR MR MHR
LNR
MU

Recommended Zones:

R-3 R-4 MU-1
MU-2 B-1



Suitable Development:

INR

Recommended Zones:

I-1 I-2 P-2



LR low-density residential
MR medium-density residential
MHR medium/high-density residential
HR high-density residential

LNR low-density non-residential / mixed-use
MNR medium-density non-residential / mixed-use
HNR high-density non-residential / mixed-use

INR industrial & production non-residential

*This is intended to act as a concise summary of each place-type. For more information regarding site priorities, suitable development types, & development criteria, please see the referenced page #.



SMALL AREA PLANS

A fundamental goal of Imagine Lexington is to revitalize our city's neighborhoods in ways that make them more sustainable and livable. In some areas, achieving a neighborhood's vision for improvement requires an informed, strategic approach scaled to that specific community. Responding to this need, a set of small area plans were adopted as elements of the 2007 and 2013 Comprehensive Plans and have since taken effect in six Lexington neighborhoods within the Urban Service Boundary.

Based on an extensive community engagement process, the small area plans

identify community needs, opportunities, and other planning issues of their respective communities, which help to inform strategies for undertaking policy changes and project implementation. Further, the concepts and recommendations outlined in the plan are directly informed by the area's defining characteristics, such as demographics, land use, development patterns, housing, health, mobility, etc. This provides a strong foundation comprised of the community's existing assets and amenities from which to build.

Proposed developments within the boundaries of these small area plans should adhere to the recommendations therein to ensure the results are compatible with the stated vision for that neighborhood. These considerations shall be in addition to, and not in place of, the Placebuilder process and criteria.

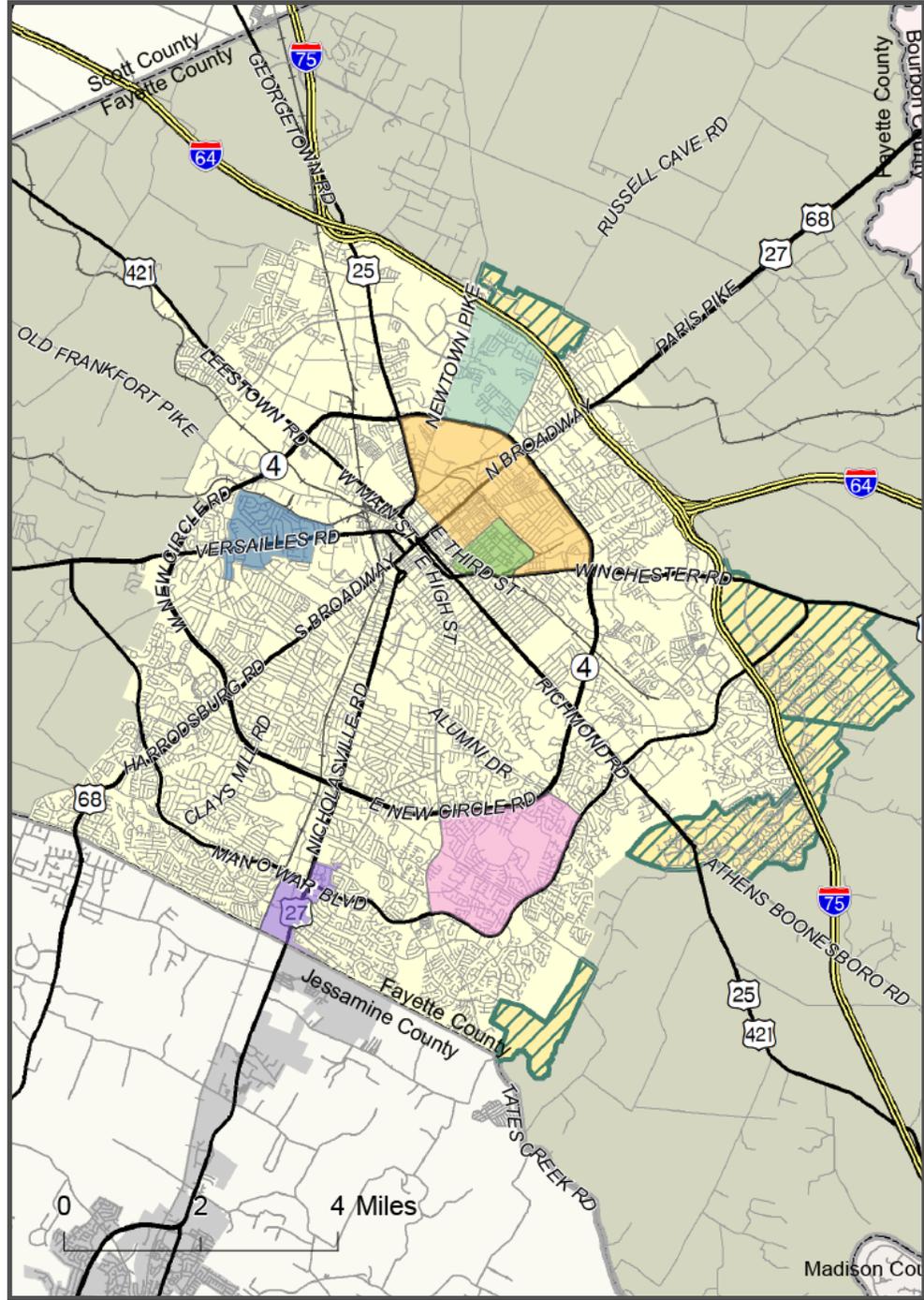


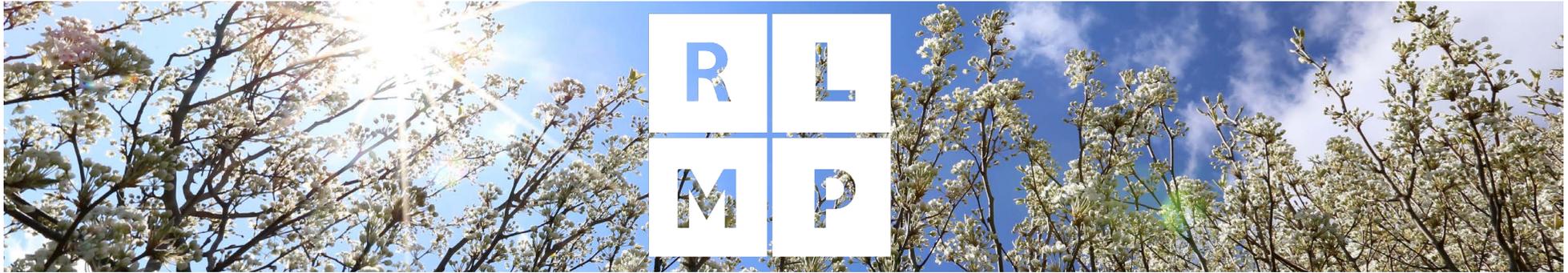
EXPANSION AREA MASTER PLAN

Adopted by the Planning Commission in 1996 as an element of the Comprehensive Plan, the Expansion Area Master Plan (EAMP) is a regulatory document that is intended to guide growth within the identified Expansion Areas along the periphery of the Urban Service Boundary. The EAMP sets up standards and criteria that act as land use regulations to control the character, location and magnitude of development within the designated land use categories. It achieves this by:

- Encouraging innovative design and a range of uses which are integrated into the development.
- Promoting development which is sensitive to the topographic features and the unique rural character of the Bluegrass.
- Advising that new development within the Expansion Area should function as a "community" with a mix of uses, housing types and land for economic development and community facilities, including parks, public facilities, and community centers.

The necessary regulations prescribed within the EAMP must influence any decisions made regarding place type, development type, and zoning preference for future development within these areas. These considerations shall be in addition to, and not in place of, the Placebuilder process and criteria.





Development within the Rural Service Area (RSA) must consider the unique assets and opportunities offered by Lexington’s agricultural landscape. For this reason, the 2017 Rural Land Management Plan (RLMP), in tandem with applicable policies from Imagine Lexington listed below, should act as the primary guide for all rural development endeavors and should be directly addressed in development proposals within the RSA.

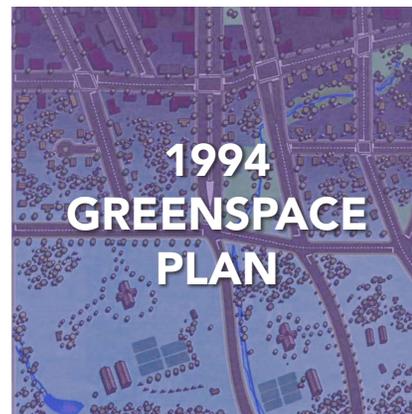
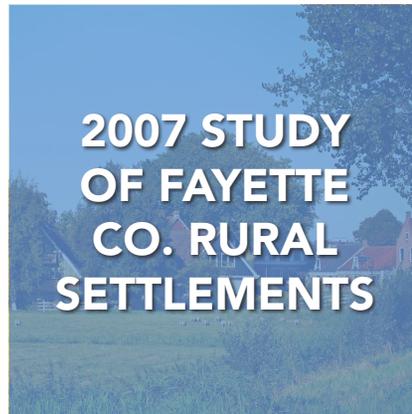
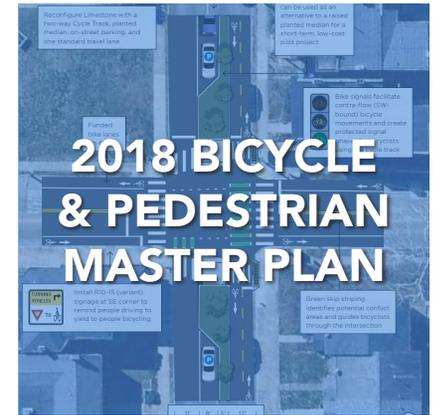
Due to the distinct difference between urban place-types and rural area considerations, the RLMP is better suited to guide the limited development within the RSA than the criteria set out in the Placebuilder. Additionally, the numerous policies, goals, and objectives within Imagine Lexington focusing on rural development link directly to the goals and objectives laid out by the RLMP. These provide additional support for defining the intended nature of rural development and its impacts on the agricultural community.

IMAGINE LEXINGTON POLICIES FOR RURAL DEVELOPMENTS

- **Design Policy #6:** Adhere to the recommendations of the Lexington Area MPO Bike/ Pedestrian Master Plan, adopted in 2018.
- **Protection Policy #2:** Conserve environmentally sensitive areas, including significant natural habitats, wetlands and water bodies.
- **Protection Policy #3:** Continue to implement PDR program to safeguard Lexington’s rural land.
- **Protection Policy #4:** Conserve active agriculture land in the Rural Service Area while promoting a creative food chain network.
- **Protection Policy #5:** Promote and connect local farms with the community through integrated partnerships.
- **Protection Policy #6:** Promote context- sensitive agritourism in the Rural Service Area.
- **Protection Policy #8:** Integrate the Greenspace Plan into urban and rural area.
- **Protection Policy #10:** Install iconic rural fencelines around major greenways and creeks to enhance their natural beauty.
- **Sustainability Policy #7:** Continue and expand energy efficiency initiatives, promote energy efficient buildings by supporting grants and public recognition.
- **Sustainability Policy #11:** Require green infrastructure elements for new development, and require during redevelopment where appropriate.
- **Sustainability Policy #12:** Sustainability Policy #12 - Encourage and explore incentives for green building practices for new development and redevelopment.
- **Restoration Policy #2:** Use green infrastructure to bridge gaps in the greenspace network.
- **Livability Policy #1:** Encourage economic opportunities for a wide array of agritourism while preserving the Bluegrass identity.
- **Livability Policy #2:** Emphasize the preservation, protection, and promotion of the iconic Bluegrass landscape along rural gateways and roadways serving as primary tourist routes.
- **Prosperity Policy #3:** Continue to protect the Agricultural Cluster, Horse industry, and support existing agricultural uses while promoting new innovative agricultural uses in the Rural Service Area.
- **Prosperity Policy #5:** Continue to raise awareness of farms and farm tours.
- **Prosperity Policy #6:** Promote Kentucky Proud and local Lexington products using an identifying branding to be incorporated in: farm signage, distilleries, wineries, breweries, local destinations on tours, locally grown businesses, local produce, etc.
- **Placemaking Policy #14:** Pursue a regional park system.
- **Stewardship Policy #1:** Update Lexington’s stone fence inventory, and pursue additional protections for this iconic and historic cultural asset.
- **Stewardship Policy #3:** Increase regional transportation cooperation and pursue multi-modal transportation options including transit and bicycle connections to facilitate inter-county connectivity.
- **Stewardship Policy #5:** Fully realize the development potential within Lexington’s Rural Activity Centers while avoiding negative impacts to surrounding agriculture, Rural Settlements, and viewsheds.
- **Stewardship Policy #9:** Follow and implement the recommendations of the 2007 Study of Fayette County’s Small Rural Communities and the 2017 Rural Land Management plan to protect and preserve Lexington’s rural settlements.
- **Growth Policy #3:** Provide varied, abundant, and connected greenspaces throughout Lexington’s urban and rural areas.

In addition to the 2018 Comprehensive Plan, there are various plans and studies that have been adopted in order to guide growth, land use management, and context-sensitive development in Lexington. Some of these plans are focused on specific areas within the county, while others are overarching and should be considered for all place-types. These plans are intended to complement the goals, objectives, and policies within Imagine Lexington and should be used to further inform development proposals. These considerations shall be in addition to, and not in place of, the Placebuilder process and criteria. Each of these is listed to the right.

Additionally, new developments should incorporate any applicable recommendations or requirements outlined in other ordinances approved by the Urban County Council. This includes those specific to landscaping and development along Lexington's major corridors.



DEVELOPMENT TYPE - RESIDENTIAL

LR low-density residential



Primary Land Use, Building Form, & Design

Primarily attached and detached single-family homes of varying formats, including accessory dwelling units.

Homogeneous housing developments that do not include a mix of housing types shall be avoided. Low-density residential is only appropriate as a component of "Enhanced Neighborhoods" and "New Complete Neighborhoods", and must be supplemented by a variety of uses and housing options to create sustainable places.



Transit Infrastructure & Connectivity

Multi-modal network connections, including connected streets, are required to keep an efficient transportation network that provides viable options for all users.



Quality of Life Components

These developments should include intentional open space designed to fit the needs of area residents, and be in walking distance of nearby neighborhood-serving commercial/employment uses.



MR medium-density residential

Primarily attached and multi-family units.

Multi-family units should complement and enhance existing development through quality design and connections.

Nearby commercial/employment uses and greenspaces should be easily accessible, and bicycle and pedestrian modes should be maximized to connect residents to destinations.

These developments should include intentional open space designed to fit the needs of area residents, and a variety of neighborhood-serving commercial/employment uses.



MHR medium/high-density residential

Primarily multi-family units.

Multi-family units should complement and enhance existing development through quality design and connections.

Access to these developments is typically through streets designated with the collector classification or above. Mass transit infrastructure should be provided along transit routes through collaboration with Lextran, and bicycle and pedestrian facilities should be plentiful to provide multi-modal options.

These developments should include intentional open space designed to fit the needs of area residents, and a variety of neighborhood-serving commercial/employment uses.



HR high-density residential

Primarily high-rise multi-family units.

This type of development is generally reserved for the most intensely developed areas in Lexington, with the infrastructure to support it. Where these developments about existing or historic neighborhoods, appropriate step-downs or context-sensitive elements must be used to minimize intrusion.

Mass transit infrastructure should be provided along transit routes through collaboration with Lextran, and bicycle and pedestrian facilities should be plentiful to provide multi-modal options. Parking must be minimized in favor of multi-modal options, and where necessary, should be predominantly accommodated within garages.

Open space and greenspace opportunities should be adequate within the area to support the residents, or should be provided creatively on-site utilizing plazas, rooftop space, or other means that accomplish the goal, but still allow for high Floor Area Ratios.



DEVELOPMENT TYPE - NON-RESIDENTIAL/MIXED-USE

LNR MU low-density residential



Primary Land Use, Building Form, & Design

Primarily neighborhood-serving commercial uses, services, places of employment, and/or a mix of uses within low to mid-rise structures appropriately scaled to the surrounding neighborhood.

Mixed-use structures can include a mix of residential, commercial, services, and/or employment uses, and an activated and pedestrian-scale ground level shall be provided. Developments with a residential component are generally non-residential on the ground-floor with units above, providing opportunities for live/work arrangements.

The retail/service options typically include boutique-type establishments, neighborhood restaurants or pubs, and/or neighborhood-serving services like dentists, daycares, etc., and the places of employment are small offices.



Transit Infrastructure & Connectivity

Bicycle and pedestrian connections to adjoining neighborhoods, and buildings oriented to the street are required to ensure the non-residential enhances nearby neighborhoods by creating a truly walkable environment.



Parking

Parking should be minimized and where necessary, located internally.



MNR MU medium-density non-residential/mixed-use

Primarily community-serving commercial uses, services, places of employment, and/or a mix of uses within mid-rise structures with a higher Floor Area Ratio.

Mixed-use structures typically include more multi-family residential units and places of employment, and retail and commercial options generally draw from a larger geographic area. An activated and pedestrian-scale ground level shall be provided.

These developments may include more employment space for professional office and can include some larger entertainment spaces.

Though they draw more external users, they shall still include multi-modal connections allowing for easy neighborhood access. Mass transit infrastructure is to be provided on par with that of other modes, and the higher-density housing types should be located in close proximity.

The buildings shall be oriented to the street, and developments must avoid over-parking, with provided parking located internally.



HNR MU high-density non-residential/mixed-use

Primarily regional-serving commercial uses, services, places of employment, and/or a mix of uses within high-rise structures with a high Floor Area Ratio.

Mixed-use structures typically include an abundance of multi-family residential units, places of employment, and entertainment options, and the retail and commercial options generally draw from a regional geographic area.

Screening and buffers shall be provided to adjoining lower-density residential developments, however those adjoining neighborhoods should retain convenient access to the development.

These developments are generally located along higher intensity roadways. Mass transit infrastructure, on par with that of other modes, shall be provided, and bicycle and pedestrian connections to adjoining developments are required. Internal multi-modal connectivity throughout the development is critical.

Parking is generally provided in structures with activated ground levels.



INR industrial & production non-residential/mixed-use

Primarily employment land dedicated to the most intense types of employment-centric development. This is the only category where uses are inherently incompatible and are best separated from adjacent uses.

These uses are best suited in areas where they already exist, collocating to utilize industrial-scale infrastructure to serve the needs of the users. Environmental protection measures shall be taken to minimize impacts.

These uses are also heavy employers and shall incorporate mass transit infrastructure, on par with that of other modes, to connect residents to their jobs.



Downtown is...

The urban epicenter of commerce and entertainment. The core should be anchored by high-rise structures with ground-level pedestrian engagement opportunities surrounded by mid-rise buildings increasingly offering dense residential uses. Lexington's Downtown should continue to be notable for its mix of uses and variety of transportation options. Parking should be addressed as a shared urban core asset, eliminating dedicated surface parking lots in favor of structures.

Priorities should be...

- Dense residential options,
- Ground level pedestrian engagement
- Economic development and job creation
- Minimizing parking in favor of multi-modal options
- Appropriate transitions to 2nd tier urban and historic neighborhoods

Recommended zone(s) for this place-type...



Downtown Business Zone



Downtown Frame Business Zone



Lexington Center Business Zone



Neighborhood Corridor Zone



Mixed-Use Community Zone

Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



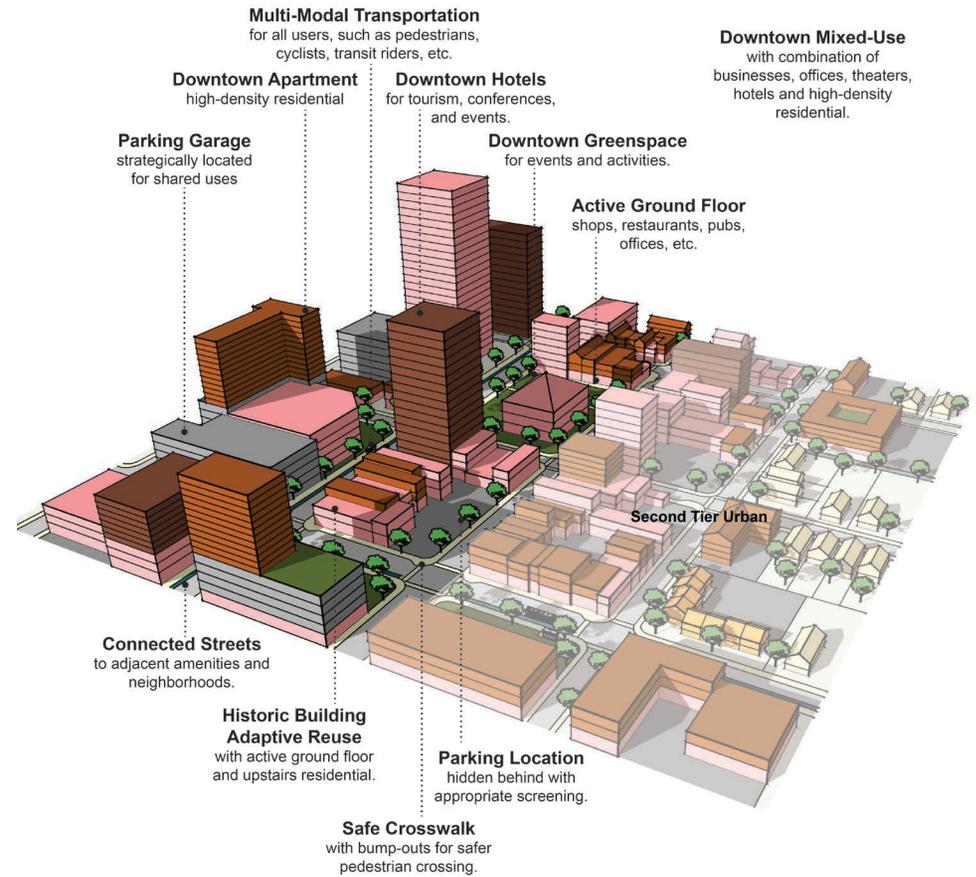
Suitable development types...



high-density residential



high-density non-residential/mixed-use





For Downtown developments suited for high-density residential...

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-3** Parking structures should activate the ground level.
- **A-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **B-SU5-1** Vehicle-oriented development, such as drive-through businesses, shall not locate in the downtown area.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.

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

DOWNTOWN DEVELOPMENT CRITERIA

HR

For Downtown developments suited for high-density residential...

Transportation & Pedestrian Connectivity (cont.)

- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape.(D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
 Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-3** Parking structures should activate the ground level.
- **A-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **B-SU5-1** Vehicle-oriented development, such as drive-through businesses, shall not locate in the downtown area.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-DI5-2** In Opportunity Zones with a clearly defined local context, consider adaptive reuse to enhance the existing context is strongly recommended.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU3, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-DI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.

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

DOWNTOWN DEVELOPMENT CRITERIA



For Downtown developments suited for high-density non-residential/mixed-use...

Transportation & Pedestrian Connectivity (cont.)

- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

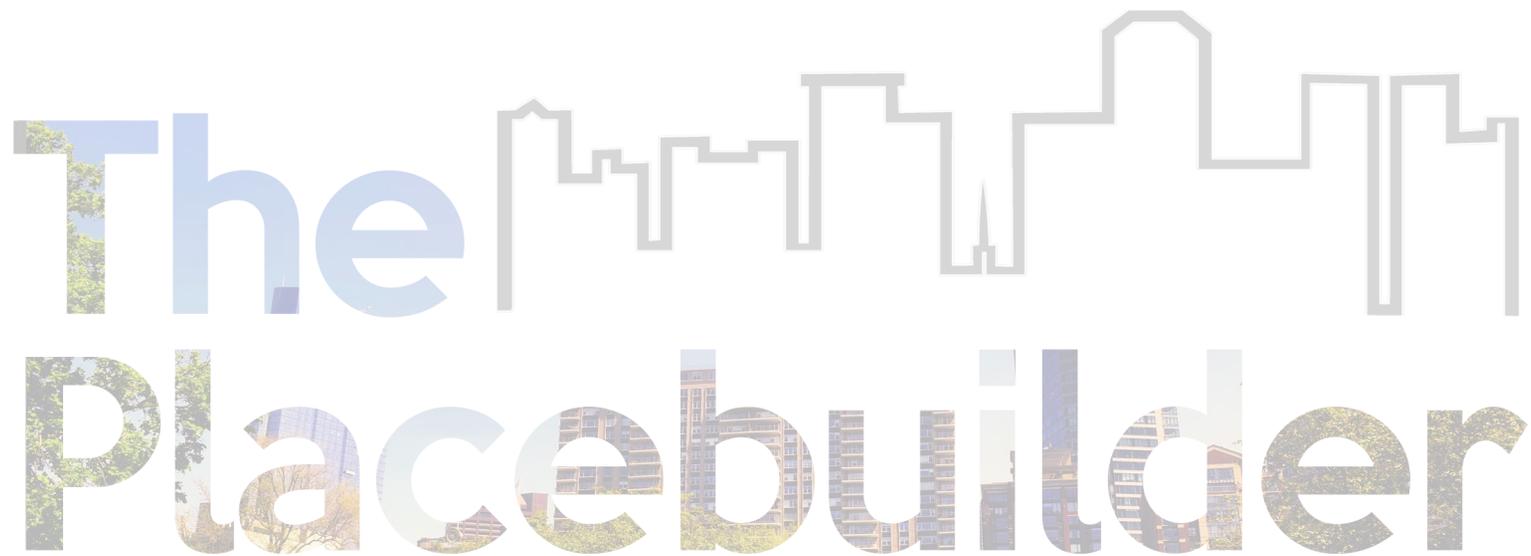
- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
 Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Greenspace & Environmental Health (cont.)

- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.



The
Placebuilder

The logo consists of two lines of text. The first line, 'The', is in a blue sans-serif font. The second line, 'Placebuilder', is in a larger, grey sans-serif font. Behind the text is a grey silhouette of a city skyline. The letters of 'Placebuilder' are filled with a collage of images: trees, modern buildings, and a street scene.

Turning vision into reality.

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2nd Tier Urban is...

Where significant infill and redevelopment opportunities exist in order to complement the urban core, generally situated within the established Infill and Redevelopment Boundary. While not expected to be as intensely developed as the downtown core, high-rise opportunities are not precluded provided that measures are taken to address the adjacent context. The forward trend for development in the 2nd tier urban areas should be towards more walkability, intensity, and appropriate stewardship of the available opportunities that will accommodate Lexington's future growth, first and foremost.

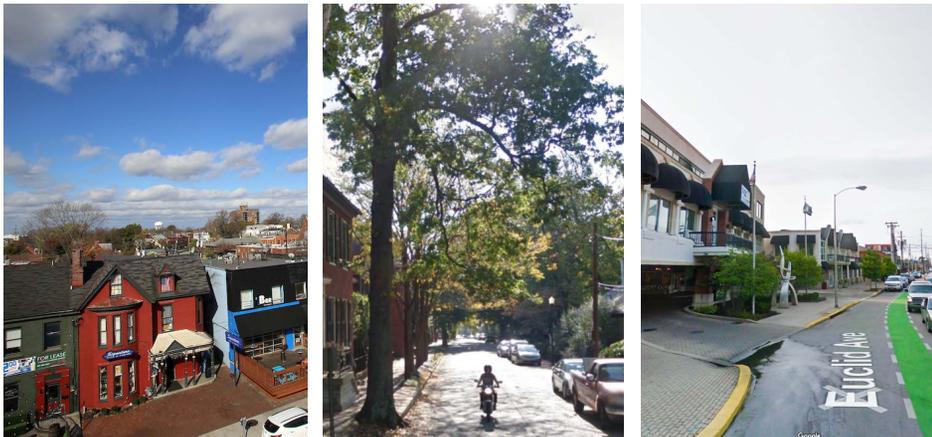
Priorities should be...

- Medium, medium/high- and high-density residential
- Mix of uses
- Walkability
- Economic development and job creation
- Minimizing parking in favor of multi-modal options
- Relation to surrounding historic context

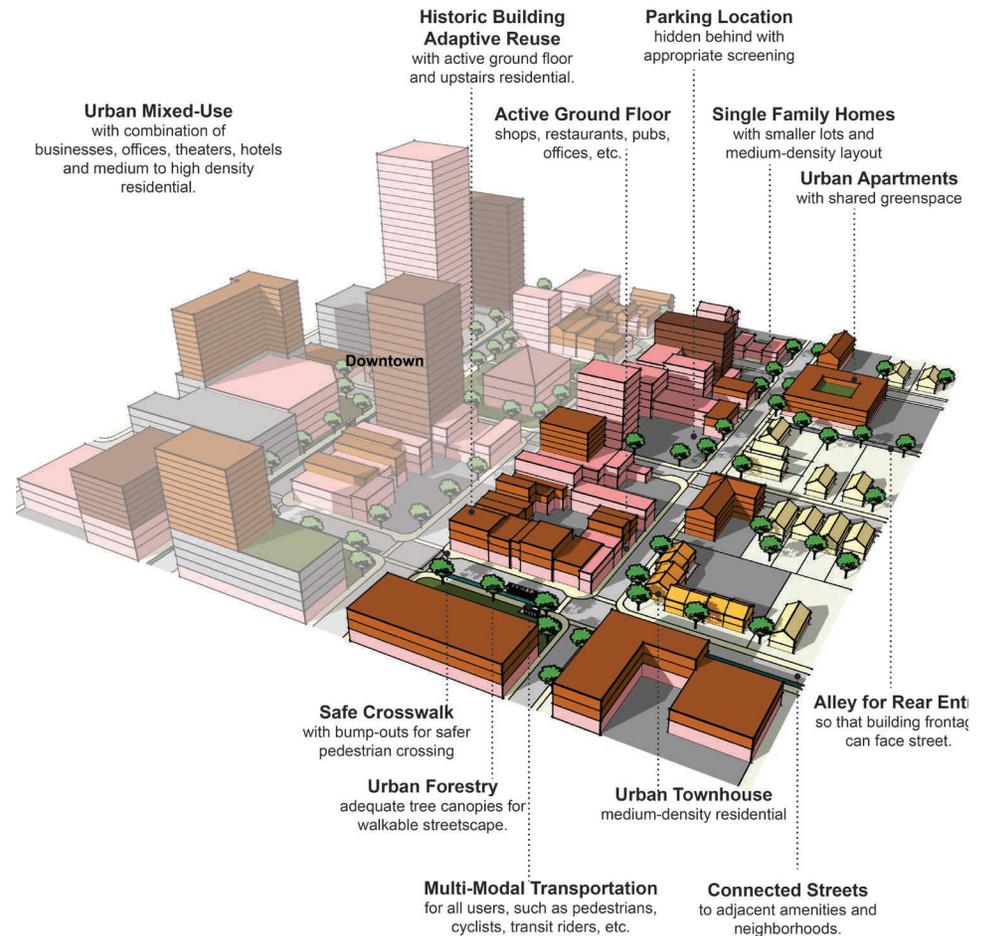
Recommended zone(s) for this place-type...



Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



Suitable development types...



Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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.
- **A-DS10-1** Residential units must be within a half mile of 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** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-DN6-1** Allow and encourage new compact single-family housing types.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.

Site Design, Building Form, & Location (cont.)

- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **D-SU9-2** Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and disabled citizens.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR9-3** Incorporate less intense multi-family residence types (duplexes, four-plexes, courtyard apartments, etc.) in primarily single-family areas.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS8-1** At the individual street level, medium-density housing types should be interspersed with single family detached units.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Transportation & Pedestrian Connectivity (cont.)

- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **A-EQ7-7** No private open space should be directly adjacent to neighborhood greenspace.
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Greenspace & Environmental Health (cont.)

- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of 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-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN4-1** Medium-high density development should be located nearest to neighborhood focal points.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Provide meeting space to facilitate community interaction and engagement.
- **C-DI5-1** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.
- **D-PL10-1** Designate public art easements in prominent locations.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.

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

Transportation & Pedestrian Connectivity (cont.)

- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Greenspace & Environmental Health (cont.)

- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-1** Incorporate pedestrian-oriented commercial opportunities within residential neighborhoods.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)

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

Transportation & Pedestrian Connectivity (cont.)

- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Greenspace & Environmental Health (cont.)

- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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.
- **A-DS10-1** Residential units must be within a half mile of 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** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-1** Incorporate pedestrian-oriented commercial opportunities within residential neighborhoods.
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.

Site Design, Building Form, & Location (cont.)

- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-DI5-2** In Opportunity Zones with a clearly defined local context, consider adaptive reuse to enhance the existing context is strongly recommended.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL2-1** Provide a neighborhood-serving use that does not already exist in the vicinity, or that fills a specific need.
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **D-SU9-2** Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and disabled citizens.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR9-1** Incorporate live/work units into residential developments.
- **E-GR9-2** Incorporate low-intensity business uses that will provide neighborhood amenities in existing neighborhoods.
- **E-GR9-3** Incorporate less intense multi-family residence types (duplexes, four-plexes, courtyard apartments, etc.) in primarily single-family areas.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS8-1** At the individual street level, medium-density housing types should be interspersed with single family detached units.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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.

Transportation & Pedestrian Connectivity (cont.)

- **D-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **A-EQ7-7** No private open space should be directly adjacent to neighborhood greenspace.
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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



For 2nd Tier Urban developments suited for high-density non-residential / mixed use...

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-1** Incorporate pedestrian-oriented commercial opportunities within residential neighborhoods.
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-DI5-2** In Opportunity Zones with a clearly defined local context, consider adaptive reuse to enhance the existing context is strongly recommended.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.

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

Transportation & Pedestrian Connectivity (cont.)

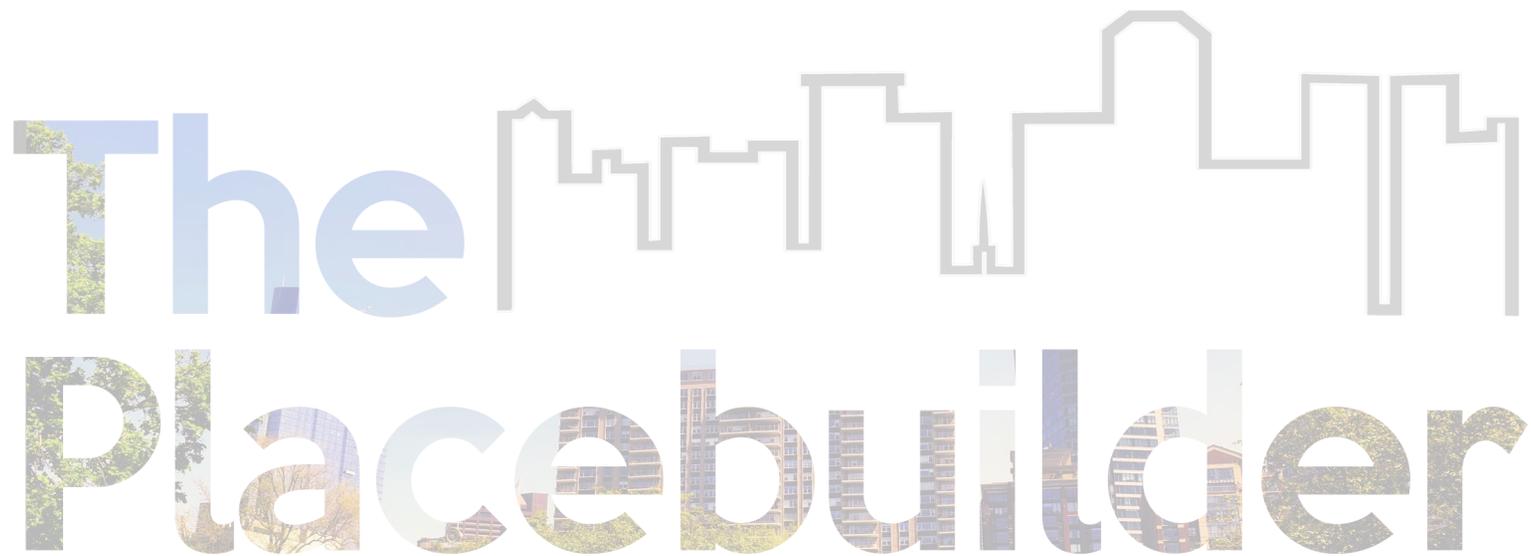
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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



The
Placebuilder

The logo consists of two lines of text. The first line, 'The', is in a blue sans-serif font. The second line, 'Placebuilder', is in a larger, grey sans-serif font. Behind the text is a grey silhouette of a city skyline. The letters of 'Placebuilder' are filled with a collage of images: trees, modern buildings, and a street scene.

Turning vision into reality.

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A Regional Center is...

A vibrant hub of commerce, employment, housing opportunities, and entertainment. These are places that include larger buildings with human-scale active ground levels, intentional open spaces and plazas, and walkable transportation networks, all to provide the user/resident with a unique experience. A mix of uses is required to cultivate a sustainable center that is adaptable to future conditions, and they should increasingly include higher-density residential options. They are most often located at the intersection of major roadways and along primary corridors.

Priorities should be...

- Placemaking
- Internal connectivity
- Walkability
- Creating jobs where people live
- Proper design/orientation of buildings and streets
- Minimizing parking in favor of multi-modal options
- Relation to surrounding neighborhood context.

Recommended zone(s) for this place-type...



Commercial Center Zone



Neighborhood Business Zone (form-based project)



Neighborhood Corridor Zone



Mixed-Use Community Zone

Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



Suitable development types...



medium-density residential



medium/high-density residential



high-density residential



medium-density non-residential/mixed-use



high-density non-residential/mixed-use



Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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.
- **A-DS10-1** Residential units must be within a half mile of 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** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-DN6-1** Allow and encourage new compact single-family housing types.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **D-SU9-2** Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and disabled citizens.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS8-1** At the individual street level, medium-density housing types should be interspersed with single family detached units.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.

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

Transportation & Pedestrian Connectivity (cont.)

- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **A-EQ7-7** No private open space should be directly adjacent to neighborhood greenspace.
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.

Greenspace & Environmental Health (cont.)

- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of 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** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN4-1** Medium-high density development should be located nearest to neighborhood focal points.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU3, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.

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

Transportation & Pedestrian Connectivity (cont.)

- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Greenspace & Environmental Health (cont.)

- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI2-2** Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered.
- **C-LI2-3** Design should create a positive gateway character at existing and proposed gateways.
- **C-LI2-4** Setbacks, signage, and screening should complement the iconic Bluegrass landscape along Historic Turnpikes, Scenic Byways, Turnpikes, and other scenic roads listed in the RLMP.
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL9-2** Protect scenic roadways through appropriate building setbacks, maintenance of stone fences and preservation of tree canopy.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.

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

Transportation & Pedestrian Connectivity (cont.)

- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

Site Design, Building Form, & Location

- **A-DS3-1** Multi-family residential developments must 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; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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.
- **A-DS10-1** Residential units must be within a half mile of 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** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-1** Incorporate pedestrian-oriented commercial opportunities within residential neighborhoods.
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **C-DI5-2** In Opportunity Zones with a clearly defined local context, consider adaptive reuse to enhance the existing context is strongly recommended.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **D-SU9-2** Encourage co-housing, shared housing environments, planned communities and accessory dwelling units for flexibility and affordability for senior adults and disabled citizens.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR9-1** Incorporate live/work units into residential developments.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.

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

Transportation & Pedestrian Connectivity

- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS8-1** At the individual street level, medium-density housing types should be interspersed with single family detached units.
- **A-DS10-2** New focal points shall be designed with multi-modal connections to the neighborhood.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)

Transportation & Pedestrian Connectivity (cont.)

- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **A-EQ7-7** No private open space should be directly adjacent to neighborhood greenspace.
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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



For Regional Center developments suited for high-density non-residential / mixed-use...

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI2-1** The design should not obstruct the view of the gateway features of the three existing gateways mapped in the Rural Land Management Plan (RLMP).
- **C-LI2-2** Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered.
- **C-LI2-3** Design should create a positive gateway character at existing and proposed gateways.
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.

Site Design, Building Form, & Location (cont.)

- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Transportation & Pedestrian Connectivity

- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)"=
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

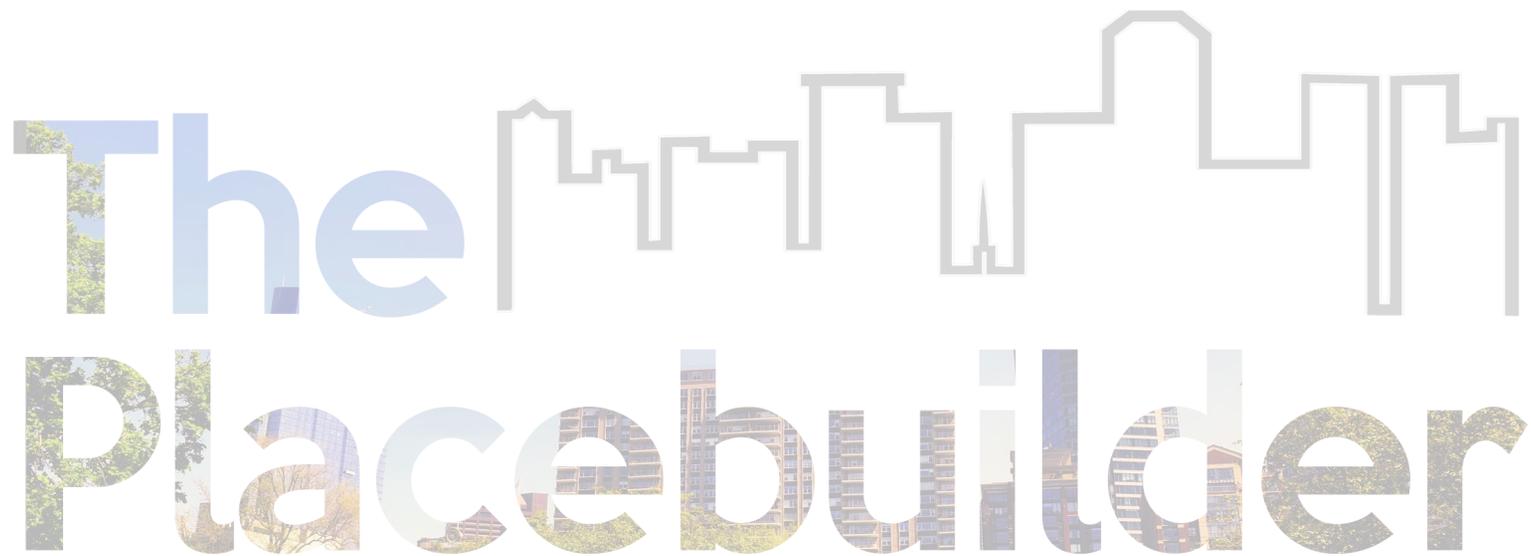
Transportation & Pedestrian Connectivity (cont.)

- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape.(D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.



The
Placebuilder

The logo consists of two lines of text. The first line, 'The', is in a blue sans-serif font. The second line, 'Placebuilder', is in a larger, grey sans-serif font. Behind the text is a grey silhouette of a city skyline. The letters of 'Placebuilder' are filled with a collage of images: trees, modern buildings, and a street scene.

Turning vision into reality.

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A Corridor is...

Lexington's major roadways focused on commerce and transportation. The overriding emphasis of Imagine Lexington is significantly overhauling the intensity of the major corridors. The future of Lexington's corridors lies in accommodating the shifting retail economic model by incorporating high-density residential and offering substantial flexibility to available land uses. Adding a mix of land uses to support the existing retail will provide a built-in customer base, create a more desirable retail experience, and allow a greater return on investment for landholders. Additional focus is on increasing the viability of enhanced mass transit, thereby reducing the reliance on single-occupancy vehicles and improving Lexington's overall transportation efficiency.

Priorities should be...

- Transit Oriented Development
- High density residential
- Community gathering spaces
- Redevelopment of underutilized property

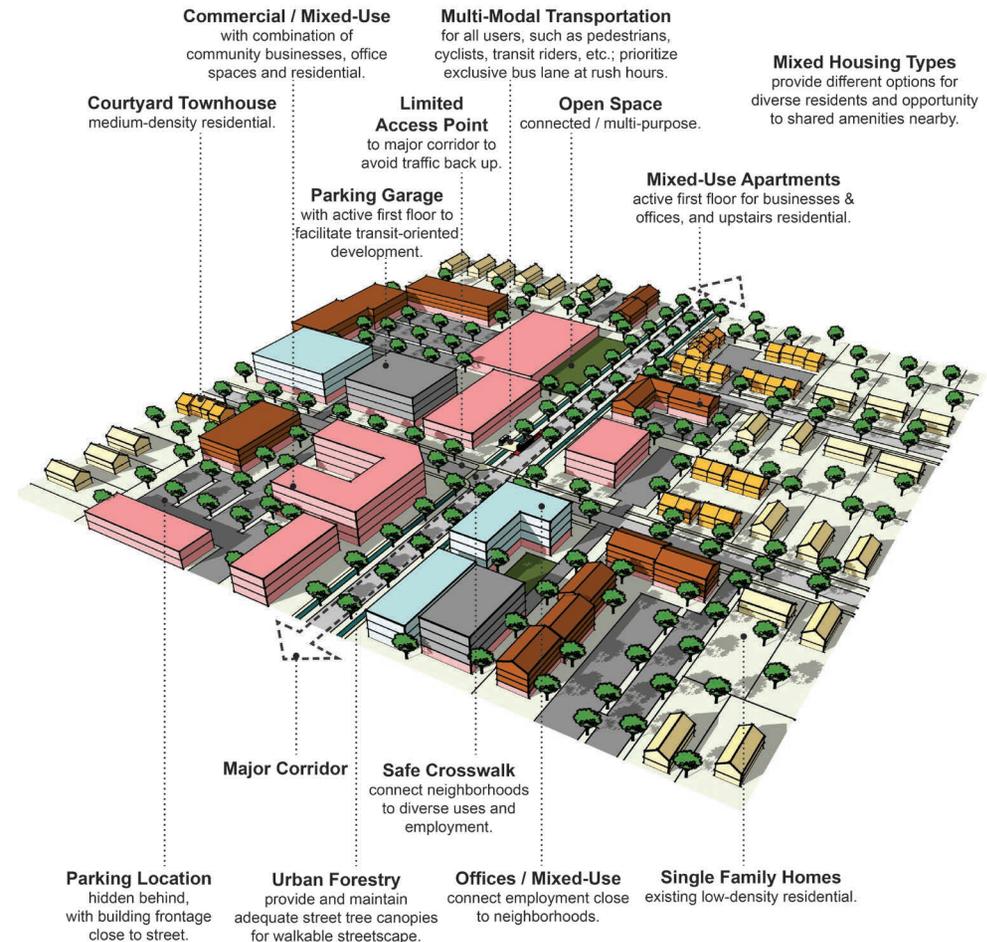
Recommended zone(s) for this place-type...



Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



Suitable development types...



Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.

Site Design, Building Form, & Location (cont.)

- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Transportation & Pedestrian Connectivity (cont.)

- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU3, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.

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

Transportation & Pedestrian Connectivity (cont.)

- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI2-2** Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered.
- **C-LI2-3** Design should create a positive gateway character at existing and proposed gateways.
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.

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

Transportation & Pedestrian Connectivity (cont.)

- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.

Greenspace & Environmental Health (cont.)

- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.

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

Transportation & Pedestrian Connectivity (cont.)

- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)
- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.

Greenspace & Environmental Health (cont.)

- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN1-1** High density residential development (HR) shall be located on corridors and downtown area.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI2-1** The design should not obstruct the view of the gateway features of the three existing gateways mapped in the Rural Land Management Plan (RLMP).
- **C-LI2-2** Non-agricultural uses at or near potential and existing gateways, as mapped in the Rural Land Management Plan, should be buffered.
- **C-LI2-3** Design should create a positive gateway character at existing and proposed gateways.
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.

Site Design, Building Form, & Location (cont.)

- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-1** Development shall include high-density residential components in B-6P and other Mixed Use Zones.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Transportation & Pedestrian Connectivity

- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities. (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

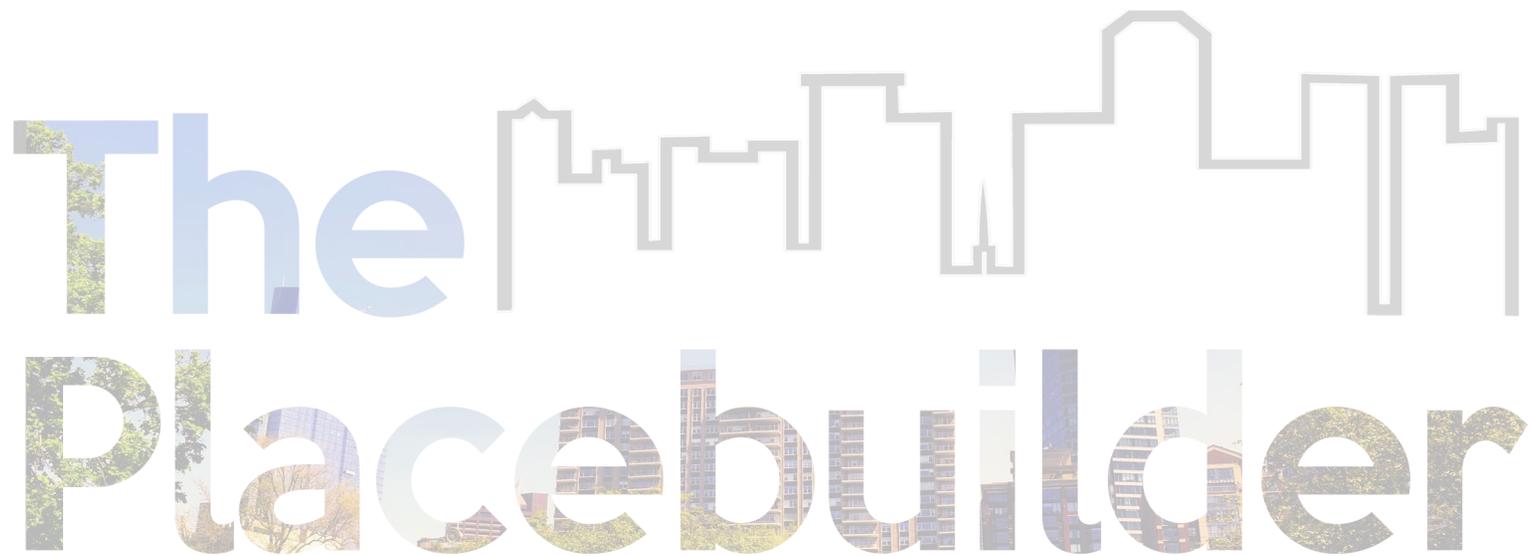
Transportation & Pedestrian Connectivity (cont.)

- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.



The
Placebuilder

The logo consists of two lines of text. The first line, 'The', is in a blue sans-serif font. The second line, 'Placebuilder', is in a larger, grey sans-serif font. Behind the text is a grey silhouette of a city skyline. The letters of 'Placebuilder' are filled with a collage of images: trees, modern buildings, and a street scene.

Turning vision into reality.

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imagine LEXINGTON **NEW COMPLETE NEIGHBORHOOD**

A New Complete Neighborhood is...

Currently undeveloped areas designed to provide housing within a sustainable format. Including a mix of uses such as neighborhood-serving retail, services, and employment options, as well as larger town centers, will allow citizens to fully realize their day-to-day needs without having to leave their immediate area. Providing a wider variety of housing options rather than large homogeneous sections dedicated to a single type, will ensure that residents of all income levels and afford a home. Intentional greenspaces and neighborhood focal points accessible to all residents should also be provided to add to the sense of place and community. A well-connected multi-modal transportation network is also a key component of a New Complete Neighborhood's success.

Priorities should be...

- Neighborhood-serving retail, services, and employment
- Mixed housing types
- Shared, accessible greenspace and parks
- Well integrated public facilities
- Multi-modal integration with sufficient linkages to higher levels of transit

Recommended zone(s) for this place-type...

R-3
Planned Neighborhood Residential Zone
R-4
High Density Apartment
MU-1
Neighborhood Node Zone
MU-2
Neighborhood Corridor Zone
B-1
Neighborhood Business Zone
B-1
Neighborhood Business Zone (form-based project)

Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



Suitable development types...

LR
low-density residential
MR
medium-density residential
MHR
medium/high-density residential
LNR MU
low-density non-residential/mixed-use
MNR MU
medium-density non-residential/mixed-use



LR For New Complete Neighborhood developments suited for low-density residential...

Site Design, Building Form, & Location

- **A-DS5-3** Provide a people-first building orientation.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any parking not buffered by a building should be screened from the streetscape view and adjacent properties.
- **A-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)

Transportation & Pedestrian Connectivity (cont.)

- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

LR For New Complete Neighborhood developments suited for low-density residential...

Greenspace & Environmental Health (cont.)

- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

MR For New Complete Neighborhood developments suited for medium-density residential...

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.

Site Design, Building Form, & Location (cont.)

- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

MR For New Complete Neighborhood developments suited for medium-density residential...

Transportation & Pedestrian Connectivity (cont.)

- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

MHR For New Complete Neighborhood developments suited for medium/high-density residential...

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Transportation & Pedestrian Connectivity (cont.)

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

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

MHR For New Complete Neighborhood developments suited for medium/high-density residential...

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any parking not buffered by a building should be screened from the streetscape view and adjacent properties.
- **A-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs..
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.

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

Transportation & Pedestrian Connectivity (cont.)

- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.

Site Design, Building Form, & Location (cont.)

- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **A-EQ3-3** Development on corridors must be transit-oriented (dense & intense, internally walkable, connected to adjacent neighborhoods, providing transit infrastructure & facilities.) (B-SU3)
- **A-EQ7-4** Provide adequate transportation options for healthcare and social services facilities. (E-GR10, E-ST3)
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

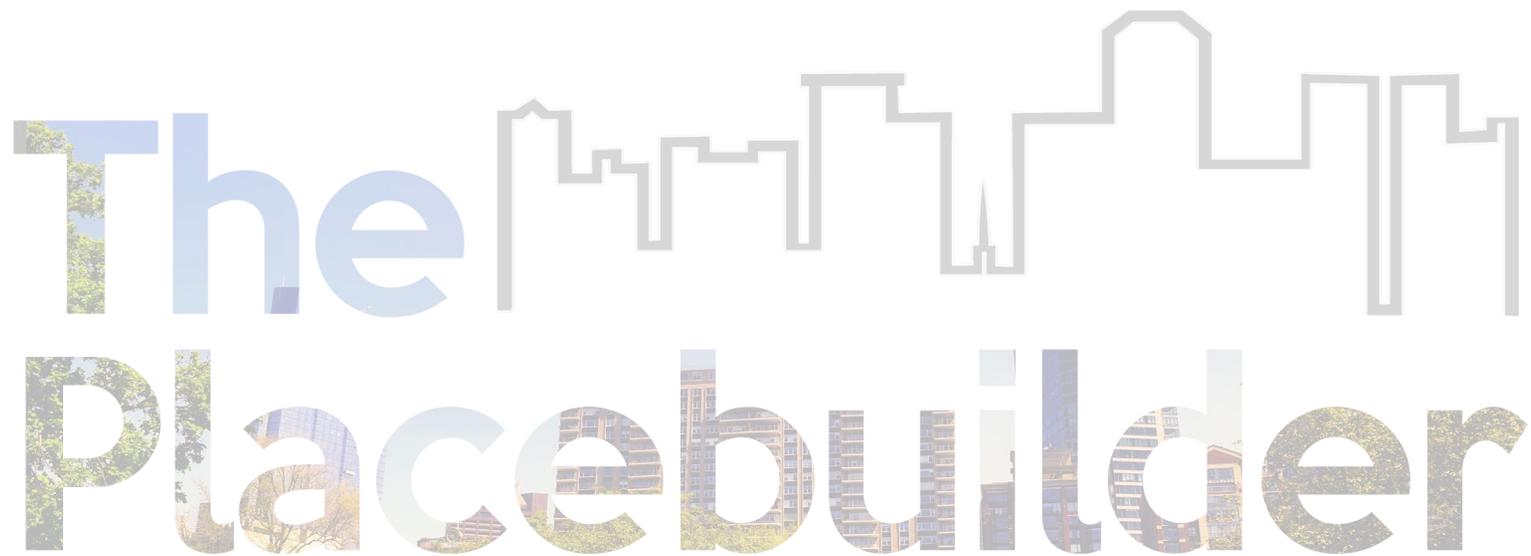
**Criteria that include additional policy items in parentheses refer to companion policies that will provide additional context to the related criteria.

Transportation & Pedestrian Connectivity (cont.)

- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.



The
Placebuilder

The logo consists of two lines of text. The first line, 'The', is in a blue sans-serif font. The second line, 'Placebuilder', is in a larger, grey sans-serif font. Behind the text is a grey silhouette of a city skyline. The letters of 'Placebuilder' are filled with a collage of images: trees, modern buildings, and a street scene.

Turning vision into reality.

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imagine LEXINGTON **ENHANCED NEIGHBORHOOD**

An Enhanced Neighborhood is...

An existing residential area that could be enhanced with additional amenities, housing types, and neighborhood-serving retail, services, and employment options that contribute to a sustainable neighborhood. Vibrant neighborhoods include a range of uses. The development that occurs in this place-type should be context-sensitive to the surrounding area and implemented in a way that adds to the sense of place. Multi-modal connections from new elements within enhanced neighborhoods are crucial to their success and long-term viability.

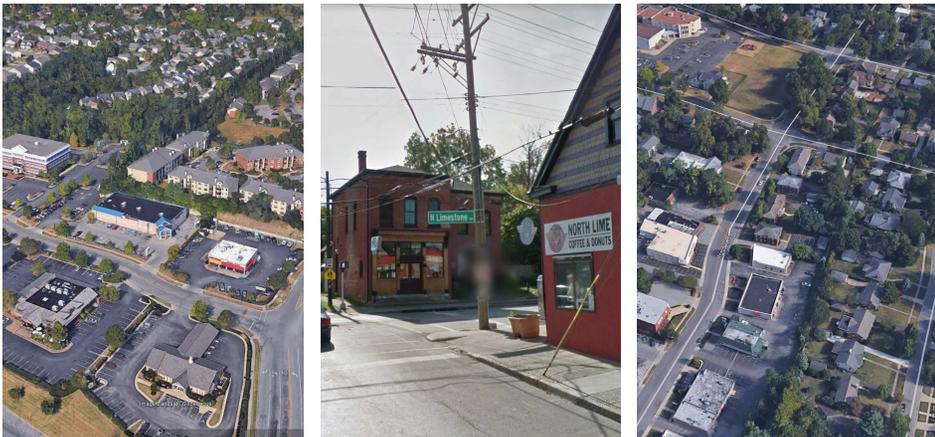
Priorities should be...

- Neighborhood-serving retail, services, and employment
- Mixed housing types
- Context-sensitive development
- Connected multi-modal network
- Well integrated public facilities and greenspaces

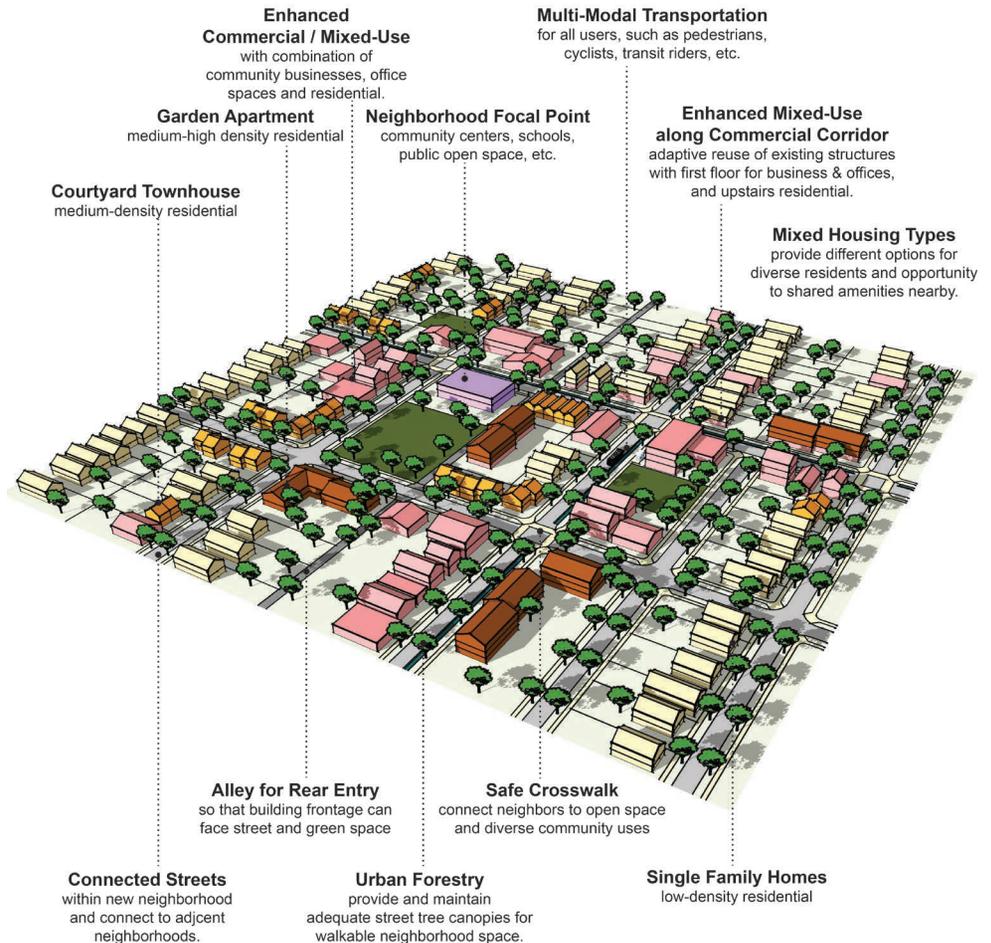
Recommended zone(s) for this place-type...



Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



Suitable development types...





For Enhanced Neighborhood developments suited for low-density residential...

Site Design, Building Form, & Location

- **A-DS5-3** Provide a people-first building orientation.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any parking not buffered by a building should be screened from the streetscape view and adjacent properties.
- **A-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity (cont.)

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

LR For Enhanced Neighborhood developments suited for low-density residential...

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

MR For Enhanced Neighborhood developments suited for medium-density residential...

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Site Design, Building Form, & Location (cont.)

- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)

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

MR For Enhanced Neighborhood developments suited for medium-density residential...

Transportation & Pedestrian Connectivity (cont.)

- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

MHR For Enhanced Neighborhood developments suited for medium/high-density residential...

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any 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-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DS12-1** Medium-high density development should be located nearest to neighborhood-serving commercial areas.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-2** Incorporate multi-family housing and walkable commercial into development along arterials/corridors.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU3, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

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

MHR For Enhanced Neighborhood developments suited for medium/high-density residential...

Greenspace & Environmental Health

- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.
- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** New focal points should emphasize geographic features unique to the site.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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

Site Design, Building Form, & Location

- **A-DS4-2** New construction should be at an appropriate scale to respect the context of neighboring structures; in areas where significant redevelopment is anticipated, it should set the future context.
- **A-DS5-3** Provide a people-first building orientation.
- **A-DS5-4** Provide a pedestrian oriented and activated ground level.
- **A-DS7-1** Parking should be oriented to the interior or rear of the property.
- **A-DS7-2** Any parking not buffered by a building should be screened from the streetscape view and adjacent properties.
- **A-DS10-1** Residential units must be within a half mile of a focal point.
- **A-DN2-1** Infill residential should aim to increase density.
- **A-DN2-2** Minimize significant contrasts in scale, massing and design, particularly near historic areas and established neighborhoods where redevelopment is not anticipated. (E-GR1, D-PL9, E-GR6)
- **A-DN3-2** Incorporate residential units in commercial centers with context-sensitive design.
- **A-EQ3-1** Create appropriate transitions between intense corridor development and existing neighborhoods.
- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-LI6-3** Incorporate ADUs and/or affordable housing options into existing and new single-family residential development. (A-DN5)
- **C-LI7-2** Create mixed-use neighborhoods with safe access to community facilities, greenspace, employment, neighborhood businesses, shopping, and entertainment.
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI1-2** Renovate existing urban warehouse and industrial space that is no longer suitable for those purposes into space for research and technology uses that requires proximity to the urban core and university area.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-DI5-1** Provide meeting space to facilitate community interaction and engagement.
- **C-PR9-1** Utilize currently vacant office space.
- **C-PR9-2** Modify current office space to include complementary uses.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.

Site Design, Building Form, & Location (cont.)

- **D-PL10-1** Designate public art easements in prominent locations.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR4-2** Intensify underutilized properties and develop vacant and underutilized gaps within neighborhoods. (E-GR6)
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.
- **E-GR6-5** In or near historic areas, design elements should not attempt to mimic or recreate the past.
- **E-GR10-2** Provide walkable service- and amenity-oriented commercial spaces.
- **E-GR10-3** Provide shared common space in commercial developments to encourage experiential retail programming.

Transportation & Pedestrian Connectivity

- **A-DS1-1** Provide/enhance mass transit infrastructure such as seating and shelters to anticipate increased ridership. (A-EQ7)
- **A-DS1-2** Provide direct pedestrian linkages to transit.
- **A-DS4-1** Provide a plan for a connected multi-modal network to adjacent neighborhoods, greenspaces, developments and complementary uses. (A-DS2, A-DN1, B-SU1, B-SU2, B-SU2, C-LI6, C-LI7, E-AC5, E-GR6)
- **A-DS5-1** Provide adequate multi-modal infrastructure to ensure vehicular separation from other modes of transport.
- **A-DS5-2** Roadways shall provide a vertical edge, such as trees and buildings.
- **A-DS13-1** All stub streets shall be connected. (D-CO4)
- **A-DN1-2** Development shall locate close to existing transit service or provide additional transit infrastructure.
- **A-EQ3-2** Where there are conflicts with adjacent development, the proximity to transit should provide justification to additional density.
- **B-SU4-1** Locate new development within walking distance of existing greenspace/ community centers.
- **C-LI6-4** Link environmentally sustainable amenities and entertainment to multi-modal transportation.
- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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



For Enhanced Neighborhood developments suited for low-density non-residential / mixed-use...

Transportation & Pedestrian Connectivity (cont.)

- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU1-3** 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-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU6-1** All social service and communities facilities shall be accessible via mass transit, bicycle and pedestrian transportation modes. (A-EQ7)
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

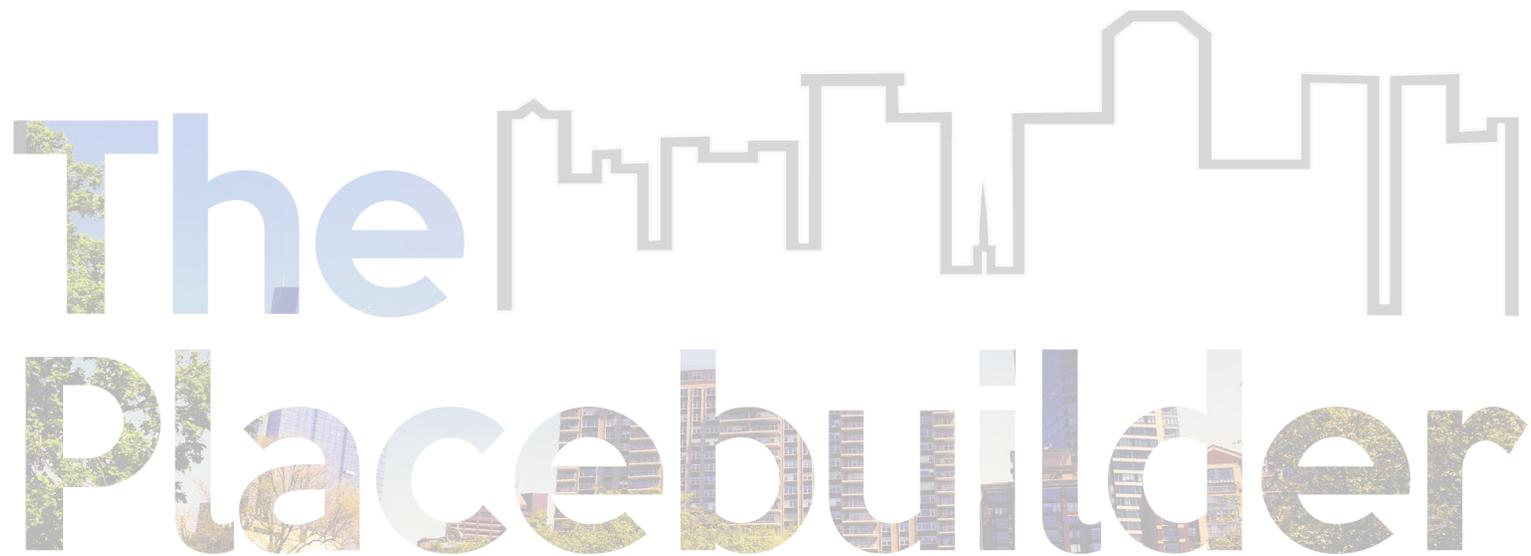
- **A-DS4-4** Preserve key natural areas.
- **A-DS9-1** Provide adequate usable common greenspace within a half-mile walk of all residents and for all developments over one acre (vehicular landscape and buffer areas do not qualify as usable common greenspace). (D-SU4, E-GR)
- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **D-SU2-1** Incorporate natural components and environmentally sensitive areas into school sites.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

Greenspace & Environmental Health (cont.)

- **D-SU2-2** Provide active and passive recreation opportunities on school sites.
- **D-SU4-1** Provide equitable healthcare opportunities to all members of the community.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.
- **E-GR3-4** 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.



The
Placebuilder

The logo consists of two lines of text. The first line, 'The', is in a blue sans-serif font. The second line, 'Placebuilder', is in a larger, grey sans-serif font. Behind the text is a grey silhouette of a city skyline. The letters of 'Placebuilder' are filled with a collage of images: trees, modern buildings, and a street scene.

Turning vision into reality.

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An Industry & Production Center is...

Where Lexington's most intense types of economic development and job creation occur. These places should be located near major corridors to facilitate efficient and affordable shipping and transportation of goods throughout the region while minimizing the impact on the traffic infrastructure throughout the rest of the community. Special care should be taken to address the environmental impact of these places as well as their impact on residents.

Suitable development types...



industrial & production non-residential

Priorities should be...

- Economic Development and job creation
- Intense industrial uses
- Substantial buffers from residential uses
- Environmental protection
- Locational priority on major shipping transportation corridors

Recommended zone(s) for this place-type...



Light Industrial Zone

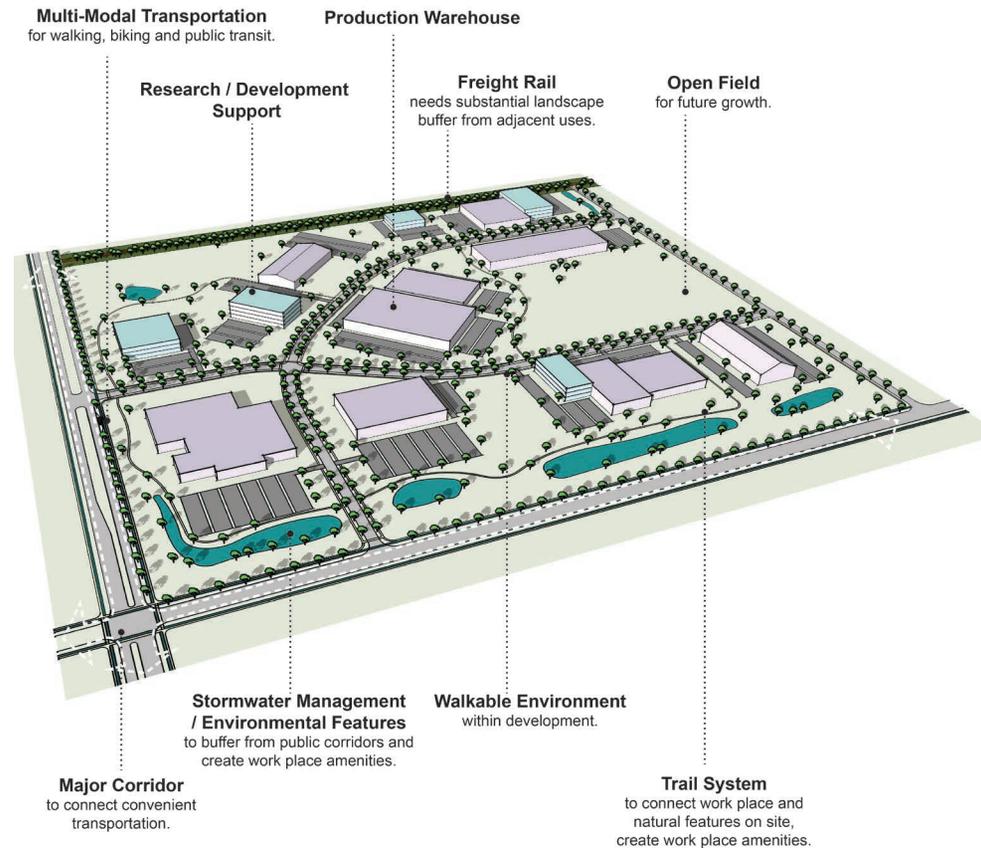
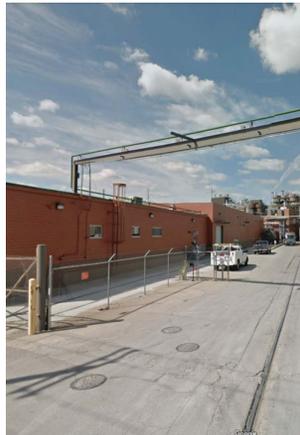


Heavy Industrial Zone



University Research Campus Zone

Zones for this place-type are not limited to preferred zones; other zones can be considered with proper justification.



INR For Industry & Production Center developments suited for industrial & production non-residential...

Site Design, Building Form, & Location

- **B-PR9-1** Minimize disturbance to earth with manmade grading for building structures.
- **B-SU11-1** Implement green infrastructure in new development. (E-GR3)
- **C-DI1-1** Seek flexible zoning options that will allow for a wide range of modern jobs.
- **C-DI2-1** Promote flexible building space to provide a variety of job opportunities.
- **C-PR10-2** Find new and creative uses for currently underutilized parking lots.
- **C-PR10-3** Avoid over-parking new developments. (B-SU5)
- **D-PL7-1** Consult with stakeholders to discuss site opportunities and constraints prior to submitting an application.
- **D-PL9-1** Preserve historically significant structures.
- **D-SU3-1** Provide adequate right-of-way, lease areas and easements for infrastructure, with emphasis on wireless communication networks, to create reliable service throughout Lexington.
- **D-SU3-2** Locate cellular tower antennae to minimize intrusion and negative aesthetic impacts. Utilize stealth towers and landscaping to improve the visual impact from the roadway.
- **E-GR4-1** Incorporate reuse of viable existing structures.
- **E-GR5-1** Preserve or adapt structures with demonstrated historic significance.

Transportation & Pedestrian Connectivity

- **C-DI5-3** Provide improved multi-modal transit infrastructure to serve new economic hubs.
- **C-PR10-1** Utilize flexible parking and shared parking arrangements.
- **D-CO1-1** Design rights-of-way and multi-modal facilities to reflect and promote the desired place-type.
- **D-CO2-1** Incorporate safe facilities for all users and modes of transportation.
- **D-CO2-2** Create and/or further a connected multi-modal transportation network.
- **D-CO4-2** Increase capacity by providing multiple parallel streets which alleviate traffic and provide multiple route options.
- **D-CO5-1** Streets should be designed with shorter block lengths, narrower widths, and traffic calming features.
- **D-SU4-3** Include sidewalks and shared-use paths in all development projects to ensure the creation of a healthy environment and encourage active lifestyles, which prevents future demand on healthcare resources.
- **D-SU8-2** Provide 6' to 12' pedestrian ways that serve people as they age and those with disabilities.
- **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)

Transportation & Pedestrian Connectivity (cont.)

- **E-ST3-2** Developing accommodations for bus rapid transit infrastructure and park and ride facilities to foster the success of significant regional transportation initiatives.
- **E-GR7-1** Provide flexible infrastructure for the demands of new transportation technologies.

Greenspace & Environmental Health

- **B-PR2-1** Minimize impact on environmentally sensitive areas within and adjacent to the proposed development site.
- **B-PR2-3** Avoid dividing floodplains into privately owned parcels with flood insurance.
- **B-PR2-4** Provide additional protection to areas around floodplains and incorporate them into accessible greenspace.
- **B-PR7-1** Provide connections to greenways, tree stands, and stream corridors.
- **B-PR7-2** Incorporate trees into development plans, prioritize grouping of trees to increase survivability.
- **B-PR7-3** Improve the tree canopy.
- **B-RE1-2** Plant adequate street trees in new developments to create a walkable streetscape. (D-PL4)
- **B-RE2-1** Connect the greenspace network with green infrastructure.
- **E-GR3-2** Provide physical and visual connections to existing greenway networks.

*Theme Letter - Pillar Abbreviation & Policy Number – Criteria Number
Example: from Theme A, Design Pillar, Policy #1, Criteria #1: A-DS1-1

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



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