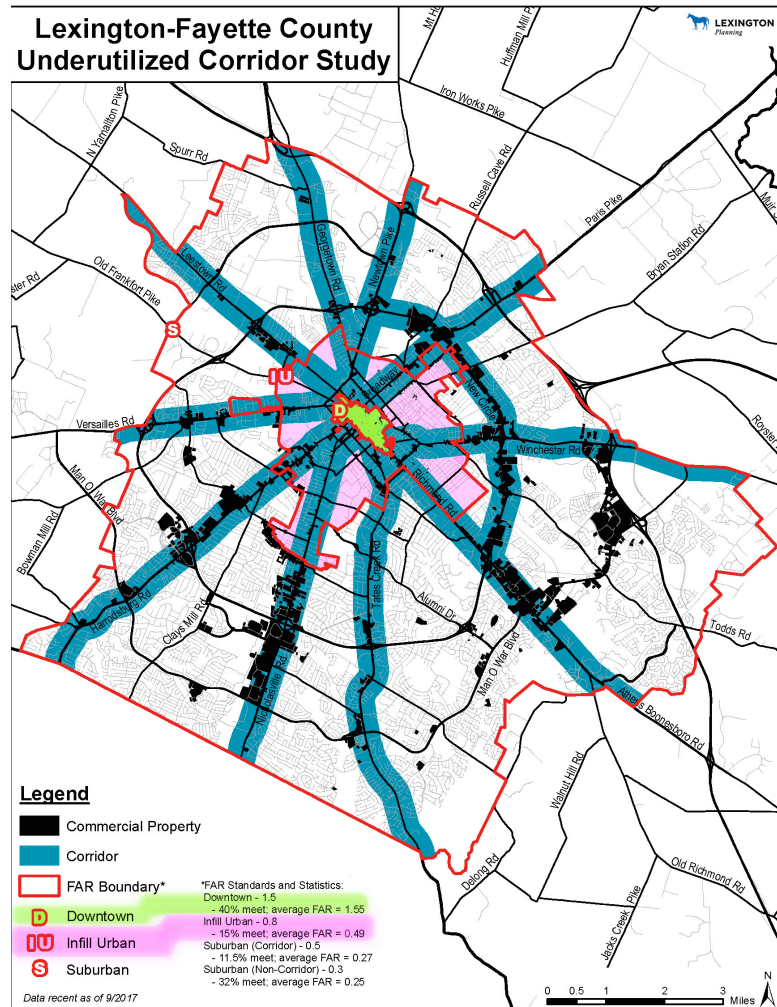


INFILL IS EVERYWHERE FOR LEXINGTON'S 2019 DRAFT COMPREHENSIVE PLAN. Nothing is off-limits for development save in the rural area.

Aims: → **ADD HOUSING**, all higher-density, for 83,000+ new people over the next 20 years. → **INTENSIFY COMMERCIAL DEVELOPMENT.**

Methods: → **TARGET "UNDERUTILIZED" LAND**, rated basically by floorspace built per acre. → **CLOSELY MIX COMMERCIAL & RESIDENTIAL** types of land use.

→ **GUIDE BY PROJECT DESIGN** (site & building size/shape, arrangement, context) more than by → **SETTING LIMITS TO DENSITY, LAND USES & LOCATION OF ZONE.**



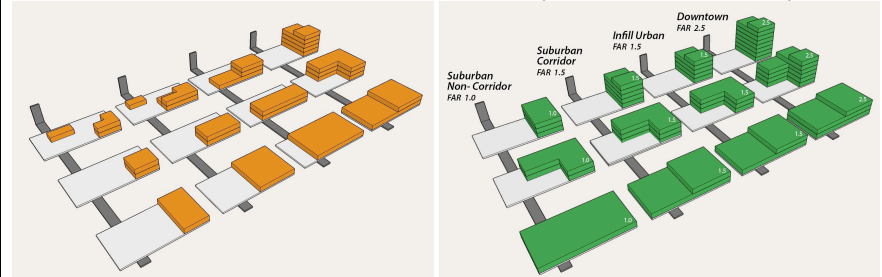
Corridor-study figures illustrative & not policy binding. Policies: CP pp 41 181 233; MPO UPWP FY19.

A) Target the center of the older city & corridors, especially: downtown, the 1934 city limits, and key arterial spokes as far as the urban boundary (frontage up to 1/4 mile deep on each side).

B) Use in-depth Corridor studies to set development & transportation policy, up-zoning to intensify select areas (\$225K Nicville Rd. prototype).

FLOORSPACE PER ACRE OF LAND (FAR): WHAT DOES IT LOOK LIKE?
It depends on building Height & Footprint (Lot Coverage):

"CONSERVATIVE" SCENARIO (TAN) targeting floorspace per acre of...
150% Downtown -- 80% Infill-Urban -- 50% Suburban-Corridor -- 30% Suburbs
is reckoned to house **100,000** new county residents over 20 years.



"TRANSIT-ORIENTED" SCENARIO (GREEN) targeting floorspace per acre of
...**250% Downtown -- 150% Infill-Urban and Suburban-Corridor -- 100% Suburbs**
is reckoned to house **~192,000** new county residents over 20 years.

HOW MANY DWELLINGS PER ACRE? 1-FAMILY, MULTI-FAMILY & MIXED:
Development targeted at **9 units per acre** on vacant residential land still falls short of meeting projected housing need (would house **~47,700**).



SAMPLE UNITS PER ACRE: 150+, 50+, 18-36, 12-18, 6-8, 1-2 (Sacramento). Compact 1-family detached @7.8 units per acre.

Report to Planning Comm. 6-29-2017 (source of all images not otherwise cited).

C) On land not fully built up (called "underutilized"), aim to build a higher ratio of floorspace to lot area, depending on type of location: up to 250% Downtown; 150% in the Urban Infill Area (within the 1934 city limits) and on suburban Arterial Corridors; 100% in the Suburbs.

D) Streamline zone changes, with greater flexibility for developer: Mix business & housing together. Encourage innovation; involve neighbors early. Allow more intense types of land use and higher density.

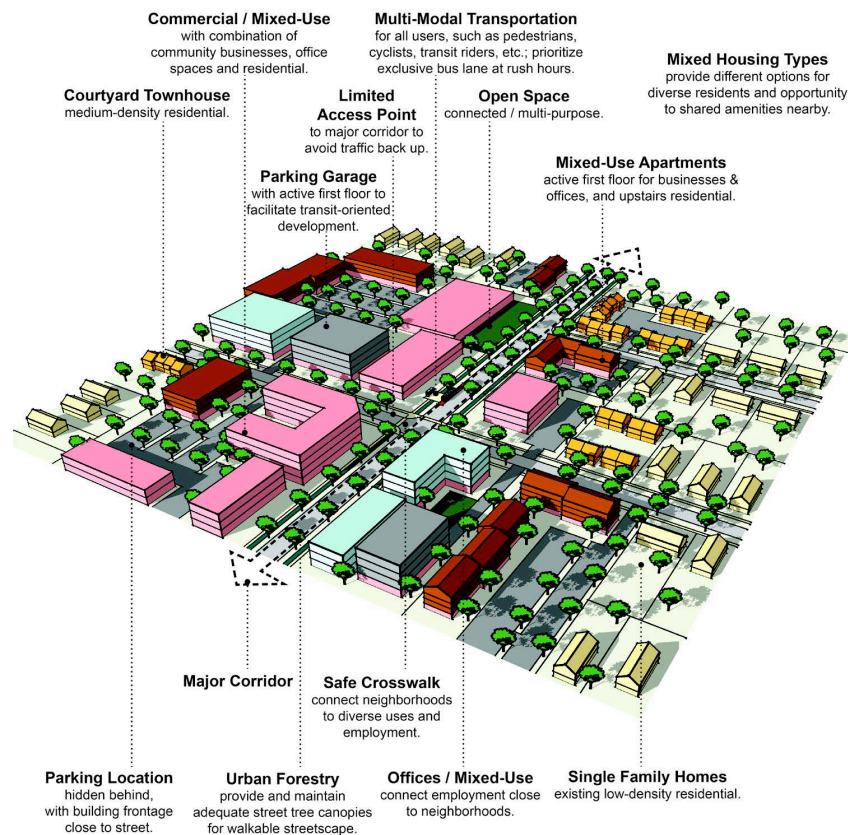
E) Judge suitability of new zone based on design of development and "sensitivity to context." Cultivate urban villages with shared parks, plazas, paths, tree clusters, commercial and social centers.

F) Reduce parking and cars. Give pride of place to walking, biking and buses; beef up infrastructure to serve them.

HYPOTHETICAL DESIGN TYPES (POLICY GRAPHICS): DEVELOPMENT TARGETS TO GUIDE ZONE-CHANGE DECISIONS

CORRIDOR DESIGN TYPE:

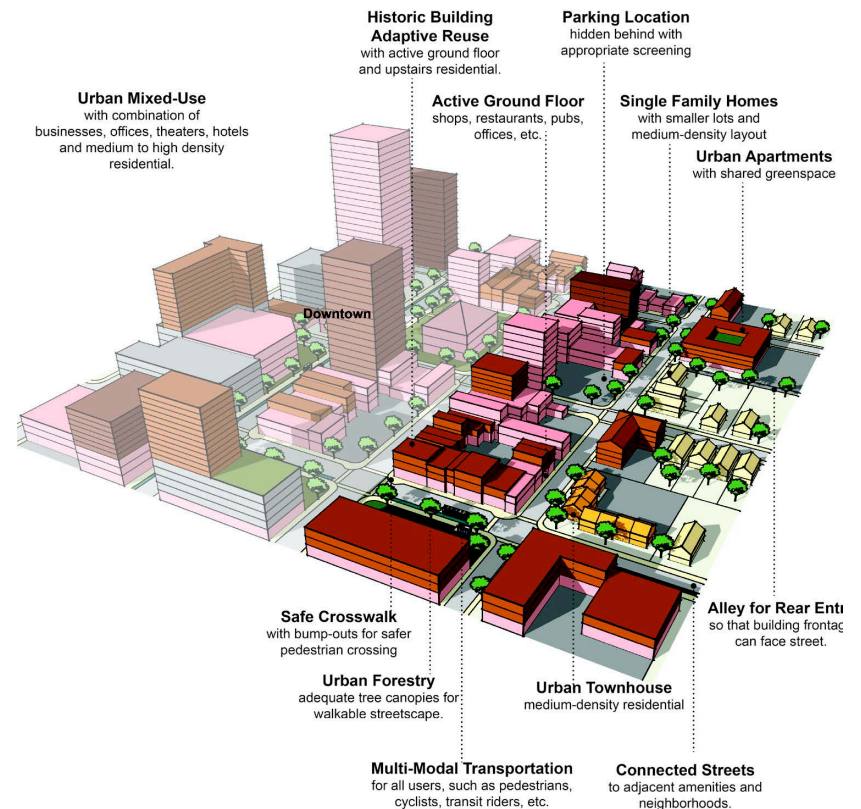
Comp Plan p. 294



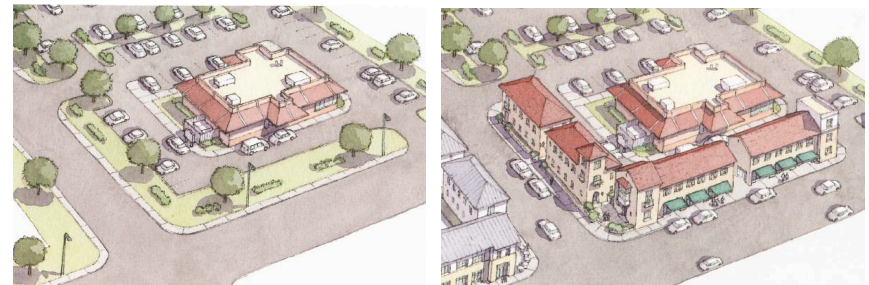
2ND-TIER URBAN DESIGN TYPE (= INFILL-URBAN, 1934 CITY?)

...PLUS DOWNTOWN, SHADOWED BESIDE:

Comp Plan p. 270



MIX RESIDENTIAL USE INTO COMMERCIAL & CORRIDOR REDEVELOPMENT:



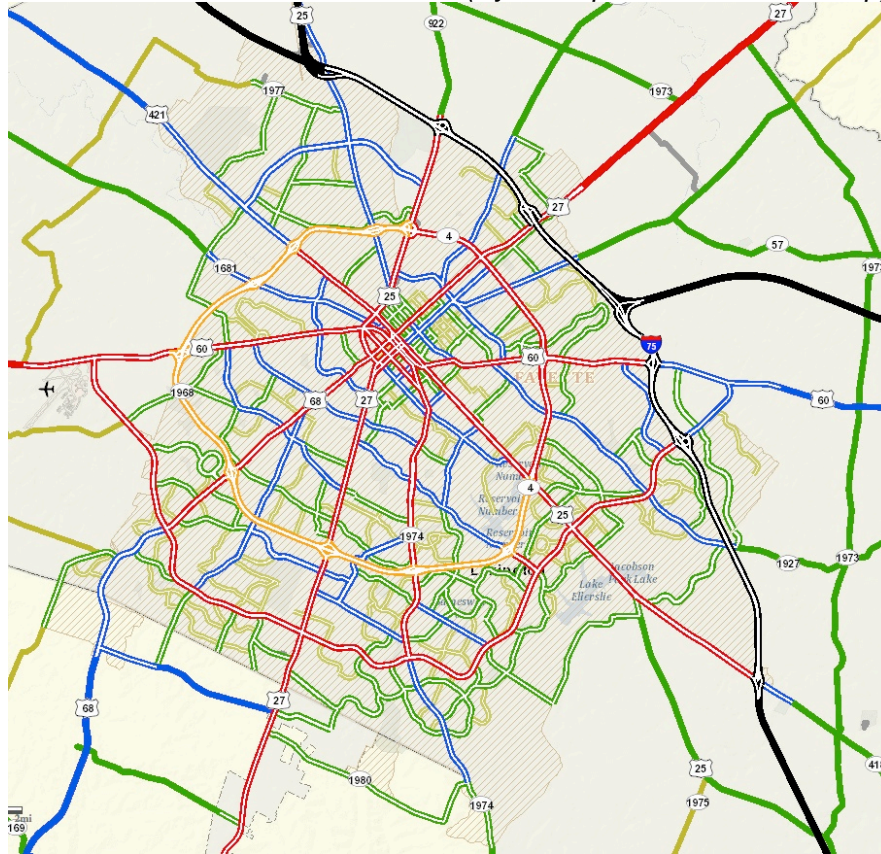
Develop with **taller buildings, close to the street** (a "vertical edge").

COLOR KEY FOR DESIGN TYPES: **Brown** is high-density housing. **Tans** are mid-range. **Palest yellow** is 1-family; yards can be shared. **Pink** is business, retail, hotel. **Blue** is office. **Gray** is parking (surface, garage). **Purple** is community facilities like schools, clinics, gyms.

G) Target smaller streets too for increased development, down to Collector Level (all routes in color below, save limited-access).

H) Fit new commercial nodes and higher-density housing complexes into established neighborhoods (called "enhanced"). Site higher density especially near schools, parks, shopping, etc.

STREET FUNCTIONAL CLASSES (Ky Transportation Cabinet Map)

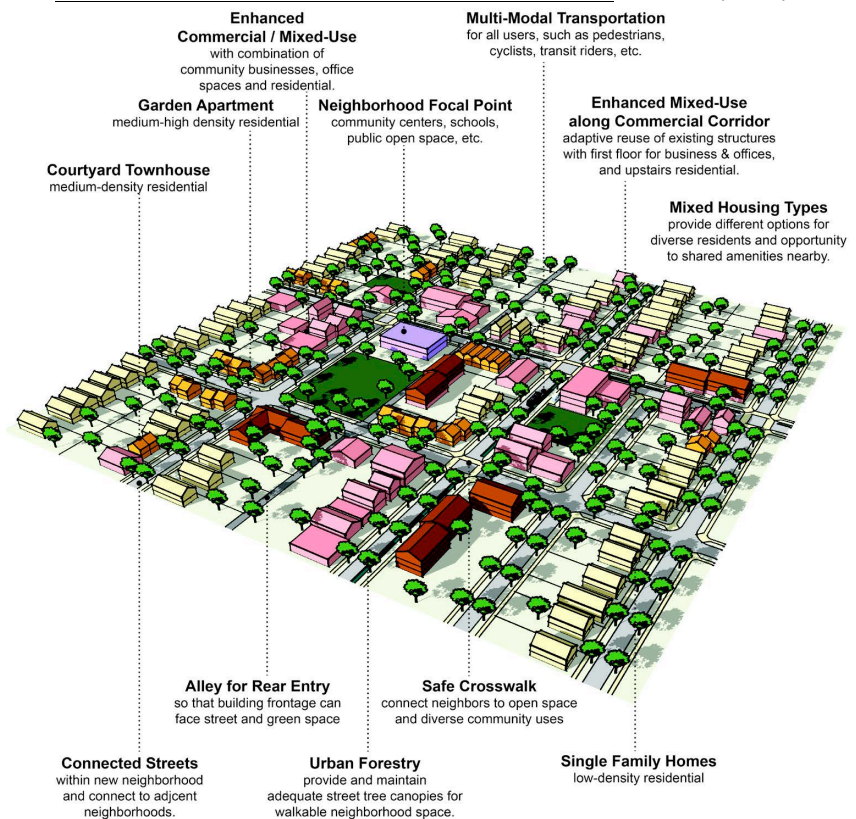


Red, blue: Principal & Minor Arterials. Green, green-gold: Major & Minor Collectors.

→ Even the smallest lots are not exempt from increased intensity, although many special design features to mitigate intensity can scarcely be feasible, or indeed mandated, on developments under 3-5 acres.

→ Existing detached single-family R-1 zoning is nowhere protected in future zoning decisions: no longer a recommended or preferred zone in any designated area or type of location.

ENHANCED NEIGHBORHOOD DESIGN TYPE: *CompPlan p. 318*



I) Revise the whole Zoning Ordinance in a "top to bottom" review, including residential, business and office zones, the Infill & Redevelopment Area, and new agri- and ecotourism opportunities. Modernize the regs to facilitate urban growth, changing from an emphasis on separating and **distinguishing different types of land use** to the new **design-based approach** that closely mixes uses and densities both within single zones and between them.

→ Allow independent second dwellings for rent (ADUs, garage apartments) on single-family lots (countywide, or by specific area?).

J) Create a **revolutionary new process** for deciding on **changes to the urban/rural boundary** (\$250 K study): Set *triggers* to signal when adding urban land is warranted, and *thresholds* for new development to meet. **Will FAR**-- rating when the targeted intensity of urban development is achieved-- be a **key indicator** to trigger adding fresh rural land?