

ONE PARK NORTH

PD-Development Plan
Pattern Book

Developed by:
JDG Triangle Partners, LLC

Case No. 22-ZONE-0043

November 7, 2022





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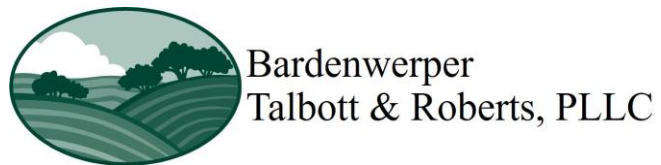
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DEVELOPED BY:

JDG TRIANGLE PARTNERS, LLC



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MINDEL SCOTT



Planning & Design Services

LOCATION CHARACTERISTICS

ONE PARK – North is located across Lexington Road from ONE PARK – South, at the crossroads of Lexington Road and Grinstead Drive. It is the first block removed from Interstate 64, which in 2018 handled 77,000 daily cars. Lexington Road is an arterial road that connects downtown Louisville to downtown St Matthews. Average daily traffic (ADT) level, on Lexington Road just west of Etley decreased from 11,500 in 2016 to 11,000 in 2017 to 8,400 in 2020. Grinstead Drive southwest of Etley toward Bardstown Road decreased from 26,800 ADT in 2016 to 26,000 in 2016 to 19,800 in 2020. Grinstead ADT reduced further to 11,700 in the Highlands neighborhood. Relative to other urban arterials, these are not problematic traffic levels. (See the Traffic Impact Study for more information.) The Traffic Impact Study also indicates a 14% reduction in parking needed due to “captured trips” – meaning a person using a combination of the uses does not generate new travel trips or parking needs.

The project site is near Beargrass Creek which was realigned along Interstate 64. The creek is a major urban stream corridor in Louisville. Across Grinstead Drive near the site is Willow Pond, a 4-acre recreational water body amenity. It is the only significant urban water body in the City of Louisville inside the Watterson Expressway. This portion of Cherokee Park around Willow Pond presents opportunities for more meaningful, passive water-oriented activities for more visitors to enjoy the park.

Different from Willow Pond is MSD’s Waterway Protection Tunnel located next to this site. It is an underground holding facility which will contain 54.5 million gallons of combined sewer effluent as a part of the EPA consent decree. On the surface, it will offer a new public green space and trailhead for the Beargrass Creek Trail. ONE PARK – North will increase opportunities for usage of the Beargrass Greenway, a positive urban trail that connects to paths and bike lanes leading to downtown.

The ONE PARK – North site is across Lexington Road from Cave Hill cemetery, which is 297 acres in size. There are approximately 120,000 people interred as of 2002, with room for about 22,000 more graves. The cemetery opened in 1848 and inters those from the Revolutionary War like George Rogers Clark to those from the present day like Muhammad Ali.

The ONE PARK – North site is also immediately adjacent to Cherokee Park which is approximately 389 acres in size and adjoins the 521-acre Seneca Park just beyond it. Fredrick Law Olmsted’s firm designed the parks in 1891 and 1928, respectively. As a designer of major urban parks, Olmsted anticipated dense/intense development adjacent to his parks, which were intended and designed to contribute to healthier cities by offering useable open spaces within the urban core. As the far east suburban Parklands of Floyd’s Fork encourages new development along its 26-mile linear edge, redevelopment of under-utilized and under-planned sites, like this one, are essential to retain the attractiveness and vibrancy of Louisville’s urban core adjoining Louisville’s urban parks.

CURRENT CONDITIONS

The only current use of the site is as a staging facility for MSD’s construction project. Due to the pre-“Plan Certain” C-2 zoning, intense, auto-centric development is allowed by-right. This could mean uses such as a truck stop, a gas station, auto repair, new or used auto sales, contractor shops, and self-storage if granted a conditional use permit (CUP).



HISTORY

The history of this crossroads site has long been a transitional one more or less like the ONE PARK – South site: at one time featuring a large, active nightclub called “Jim Porter’s Good Time Emporium” and an assortment of other undistinguished buildings but later stripped of all buildings by MSD to construct a sewage overflow holding facility. The Metro Land Development Code (LDC) designates it as a pre-“Plan Certain” location, meaning no development plans or discretionary reviews are needed in the context of the allowed mostly C-2 uses.



DEVELOPMENT VISION

The JDG Triangle Partners vision for the ONE PARK – North site is of another stunning building design that, same as ONE PARK – South, will receive national acclaim for its architecture, combination of interactive uses, and prominent location next to a major urban park at the gateway to Louisville’s downtown. Further, JDG Triangle Partners sees this project as:

- Enhancing the previously approved development at the crossroads of four neighborhoods leading to downtown
- Improving even more than the recent approved gateway into downtown from Interstate 64
- Adding more to the recently approved brand new street character to further enhance the pedestrian experience
- Having multi-modal access and connections (known as Complete Street)
- Using sustainable building principles that benefit the environment
- Involving a mix of uses for work, retail, residence, and recreation, being a community unto itself and being one that supports and interacts with the communities around it, especially ONE PARK – South
- Providing new access to and views of the recreational area next to it

BENEFITS TO THE COMMUNITY

- Rids the community of another unplanned eyesore at a gateway location to downtown Louisville and nearby urban parks
- Helps accommodate the demand for urban housing and retail
- Helps accommodate economic opportunity inside the Watterson Expressway
- Even better utilizes an unplanned block with already existing infrastructure
- Redevelops on arterial roads along the interstate with convenient, direct access
- Increases area vibrancy through yet more new business opportunities
- Better promotes Louisville's competitiveness with its most attractive competitor cities (e.g. Charlotte, Nashville, Indianapolis and Austin) where developments like ONE PARK – North and ONE PARK – South are omnipresent, unlike in Louisville
- Even better utilizes Cherokee and nearby Seneca Parks and links them to the urban environment which connects the parks to downtown
- Creates even stronger interest in development along key arterials (e.g. Lexington, Main/Market) into and out of downtown





CHARRETTE – RESULTING PLAN

- Assures a development compatible with ONE PARK – South
- Assures a well-planned development instead of an unplanned pre-Plan Certain one
- Assures more wide sidewalks for better pedestrian movement and to accommodate outdoor amenities
- Assures a better streetscape with trees, pavers around the trees, outdoor lighting, and outdoor seating
- Assures architectural diversity to diminish the sense of an overbearing street presence
- Showcases a variety of building materials complimenting those previously approved for ONE PARK – South
- Minimizes parking visibility along Lexington Road, although allowing some at grade parking to satisfy grocery store and retail demand
- Assures upper-level green infrastructure for residents, guests and/or public enjoyment
- Includes sustainability in various aspects of building design
- Assures that retail space can accommodate highly desirable uses such as an urban grocery and bike/pedestrian-oriented businesses
- Prohibits a large number of currently permitted C-2 land uses (mentioned above and shown below)
- Works with the city's plans for bike lanes and compressed driving lanes along Lexington Road
- Assures bicycle parking
- Makes provisions for car sharing drop off/pick up
- Proposes a traffic signal at Etley Avenue and Lexington Road
- Proposes a pedestrian crossing signal at Etley Avenue and Lexington Road
- Shows dual lefts onto Grinstead Drive and leading to the I-64 ramp for better access
- Provides good access and internal circulation for all modes of travel
- Limits single tower height to no greater than the one at ONE PARK – South



PERMITTED LAND USES

The following uses shall be permitted in ONE PARK – North’s Planned Development District (PDD). The category titles correspond to the PDD Use Plan.

Residential Uses:

- Apartments and condominiums
- Assisted Living
- Extended Stay Lodging
- Home Occupations
- Live/Work Units
- Short Term Rentals

Offices:

- General
- Professional
- Medical

Retail:

- Antique/Boutique
- Apparel
- Art Gallery
- Artist Studio
- Bars and Restaurants with live music with outdoor sales and consumption of alcoholic beverages
- Banking / Financial
- Barber/Beauty
- Bike Sales and Service
- Books
- Coffee/Café
- Dance Instruction
- Day Care
- Dry Cleaners
- Fitness /Athletic
- Florist
- Grocery store with liquor sales
- Hair Salon
- Interior Design/Decorating
- Jewelry
- Micro-brewery and micro-distillery
- Package Liquor
- Pharmacy
- Photocopying / Duplicating
- Photography
- Sporting Goods
- Tailor
- Veterinarian

LIMITED USES

Cell Antennas shall be limited in location to the top of the tower.

Prohibited Uses

Everything not mentioned

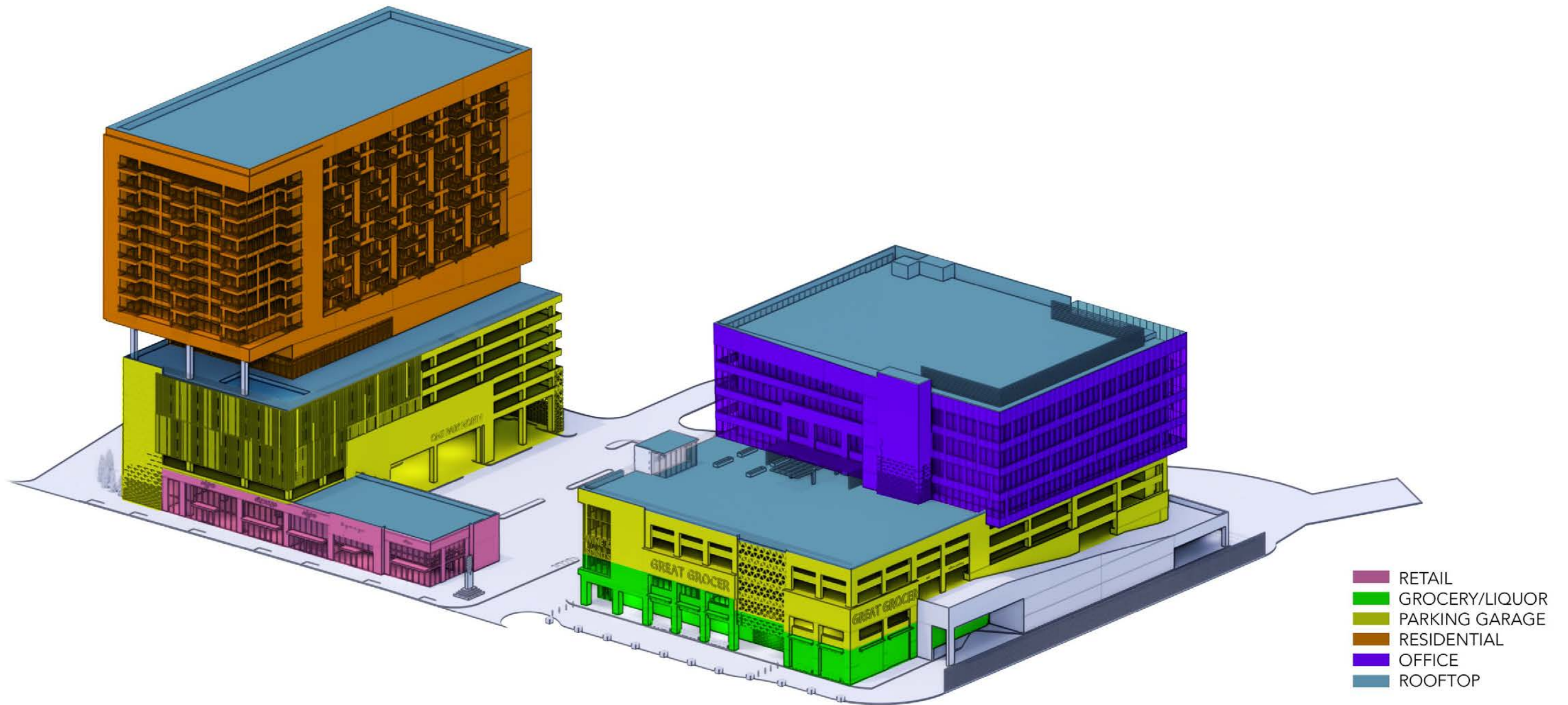


Hotel:

- Hotel, including ancillary restaurants, bars, shopping space, and conference/event / meeting space

Rooftop Uses:

- Green Space and Pools
- Event Space
- Restaurant Outdoor Dining
- Solar Panels
- Screening
- Mechanical Equipment and Elevators



PLANNED DEVELOPMENT USE MAP

ONE PARK – North is designed differently than ONE PARK – South, with greater differentiation of uses and structures, differing setbacks necessitated by the distinct uses: grocery and associated retail, residential, office and two types of parking – both ground level and parking garage located. Street level retail businesses will be visible and accessible along the Lexington Road streetscape. Structured parking is located at the interior of the site inside two different structures with multiple access points, whereas surface parking between the structures is necessitated by the grocery.

The two main structures (one rising to 10 and the other rising to 17 stories) contribute to the mixed-use concept, occupied at upper levels by offices or a hotel and/or residential uses, much the same as at ONE PARK – South, except that both ONE PARK sites are unlikely to contain a hotel. Parking is associated with each at mid levels, and retail uses are found at ground levels.

Due to the wide range of uses and their opening and closing times, ONE PARK – North will

DIMENSIONAL REQUIREMENTS

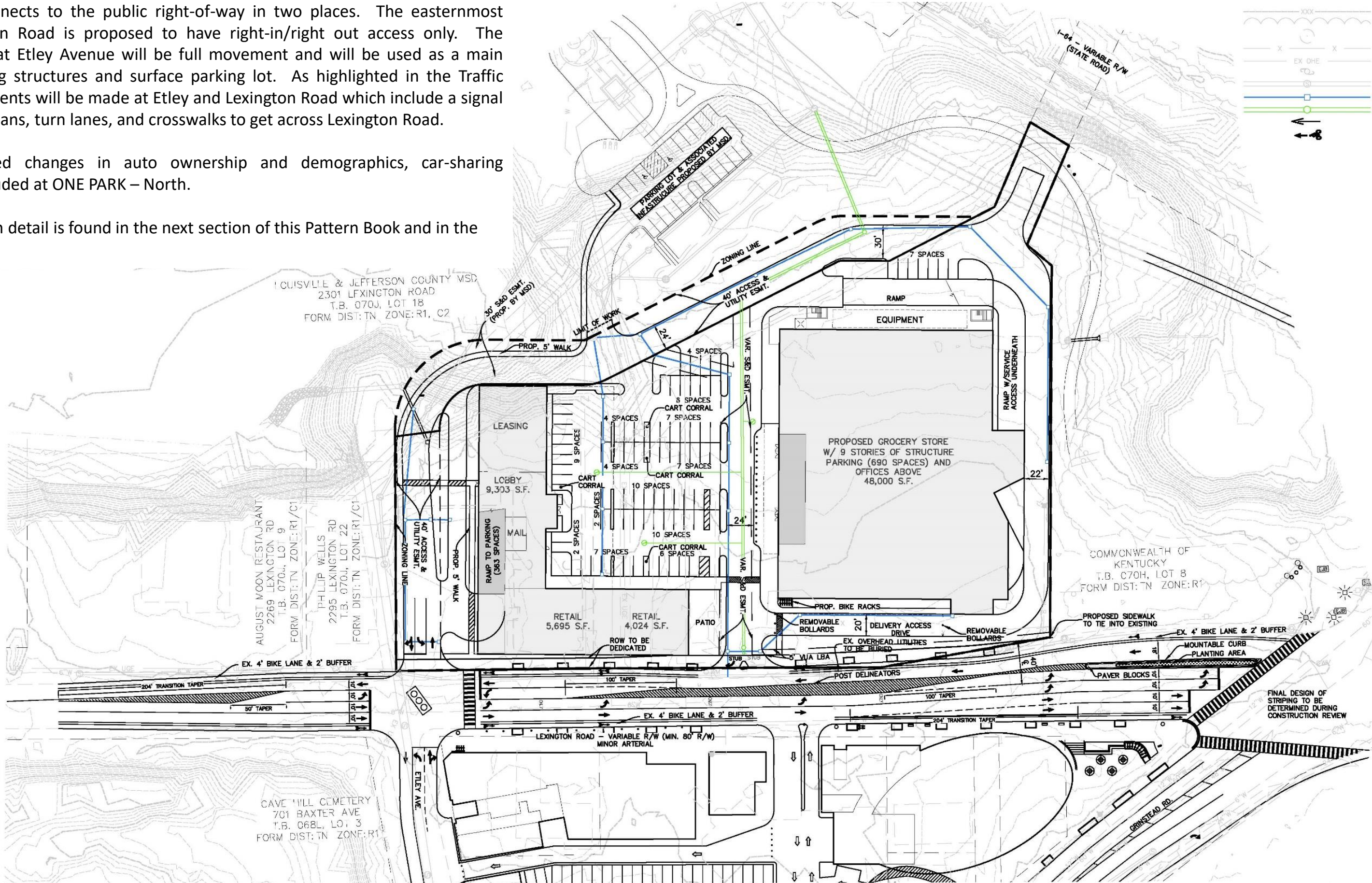
- Ground floor offset of the façade shall be allowed to vary between 0 and 15 feet from the property lines.
- Balconies shall be allowed to overhang into the right-of-way.
- First floor shall be 22 feet tall (floor to floor).
- One tower shall be allowed to a maximum height of 17 stories from ground level, and the other shall be allowed to a maximum height of 10 stories in height.
- Red lights will be placed on the building to assist with air safety.
- The maximum FAR shall be 3.0
- The maximum dwelling units per acre shall be 60 du/ac.

VEHICLE CIRCULATION – ACCESS, RIDE SHARE AND PUBLIC TRANSPORTATION

ONE PARK – North connects to the public right-of-way in two places. The easternmost entrance onto Lexington Road is proposed to have right-in/right out access only. The westernmost entrance at Etley Avenue will be full movement and will be used as a main conduit into the parking structures and surface parking lot. As highlighted in the Traffic Impact Study, improvements will be made at Etley and Lexington Road which include a signal for vehicles and pedestrians, turn lanes, and crosswalks to get across Lexington Road.

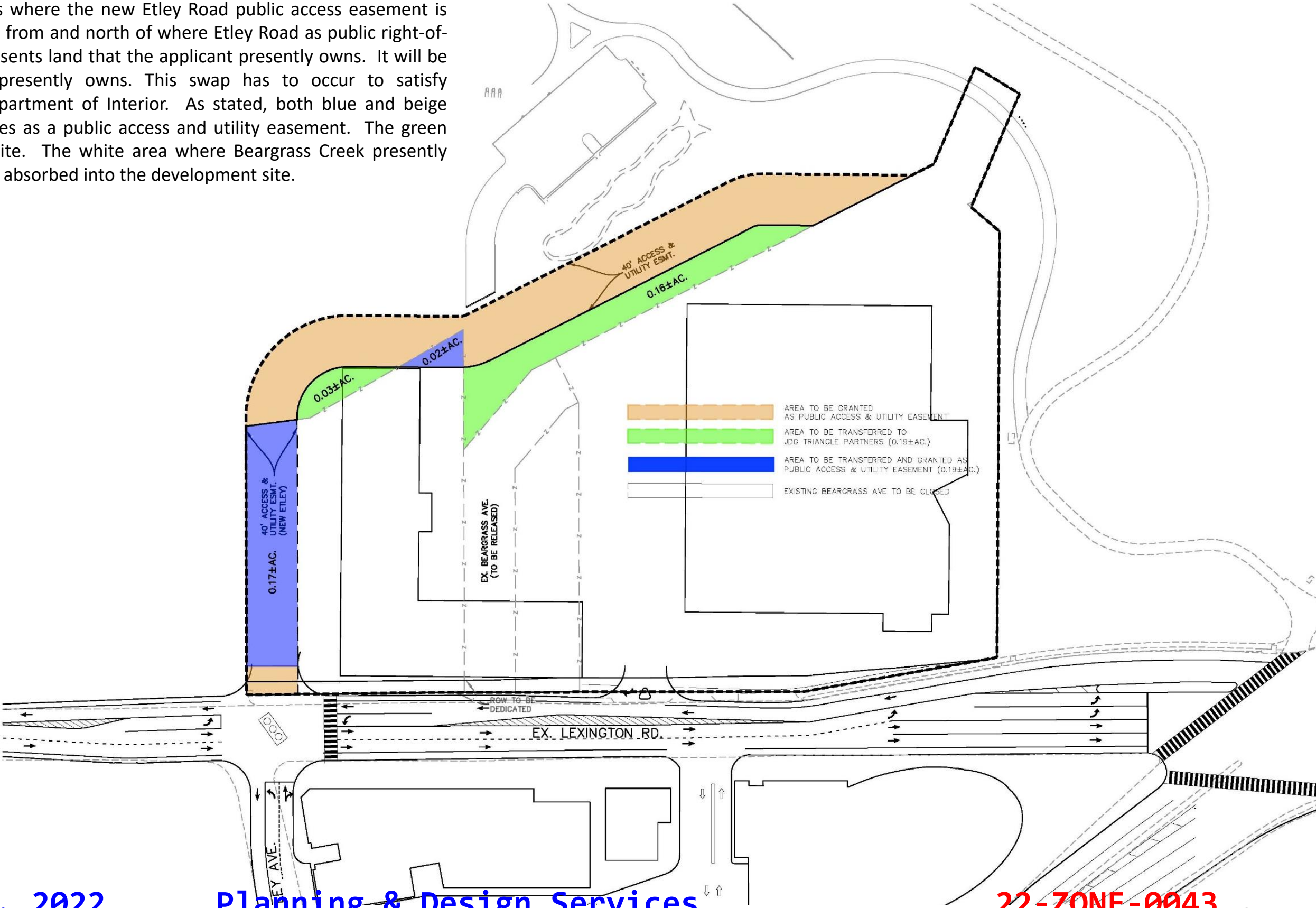
Due to the anticipated changes in auto ownership and demographics, car-sharing pickup/drop off are included at ONE PARK – North.

Further traffic circulation detail is found in the next section of this Pattern Book and in the Traffic Impact Study.



VEHICULAR CIRCULATION – ROAD CLOSING, ROAD DEDICATION, ROAD EASEMENT AND RESULTING LAND SWAP PLAN

This illustration shows in blue and beige colors where the new Etley Road public access easement is proposed to be, which is across Lexington Road from and north of where Etley Road as public right-of-way presently terminates. The blue color represents land that the applicant presently owns. It will be exchanged for green property which MSD presently owns. This swap has to occur to satisfy requirements imposed on MSD by the US Department of Interior. As stated, both blue and beige properties end up being granted by both parties as a public access and utility easement. The green area will be absorbed into the development site. The white area where Beargrass Creek presently exists is proposed to be closed, thereafter being absorbed into the development site.





EAST LEXINGTON ROAD CROSS-SECTION, INCLUDING BICYCLE CIRCULATION

ONE PARK – North will encourage alternate modes of transportation such as cycling. New bike paths were added on Lexington Road in September of 2017. Nearby bike lanes were added on Grinstead Drive in 2015. Beargrass Greenway appears on this side of Lexington Road at the intersection. And the approximately 389 acres of Cherokee Park and 531 acres of Seneca Park where bicycling is accommodated, are just on the other side of Grinstead Drive from the site.

ONE PARK – North, like ONE PARK – South, could be the location for bike-related uses such as bike shops, bike repair, short-term bike parking (bike racks) at street level, and long-term bike storage in the parking structures. Riding on the sidewalk, other than at the intersection of Lexington and Grinstead is not allowed per city ordinance, but cyclists are encouraged to walk their bikes on the sidewalks along the business frontages where there will be bike racks.



WEST LEXINGTON ROAD CROSS-SECTION, INCLUDING PEDESTRIAN CIRCULATION

Pedestrian at-grade connections across the roadways are proposed at signalized intersections. And, if technically and financially feasible and ultimately governmentally permitted, there is the possibility of elevated pedestrian “bridges” above Lexington Road and/or Grinstead Drive. This increases the connections to the surrounding neighborhoods and this development’s connections to neighborhoods, Butchertown Greenway and Cherokee Park.

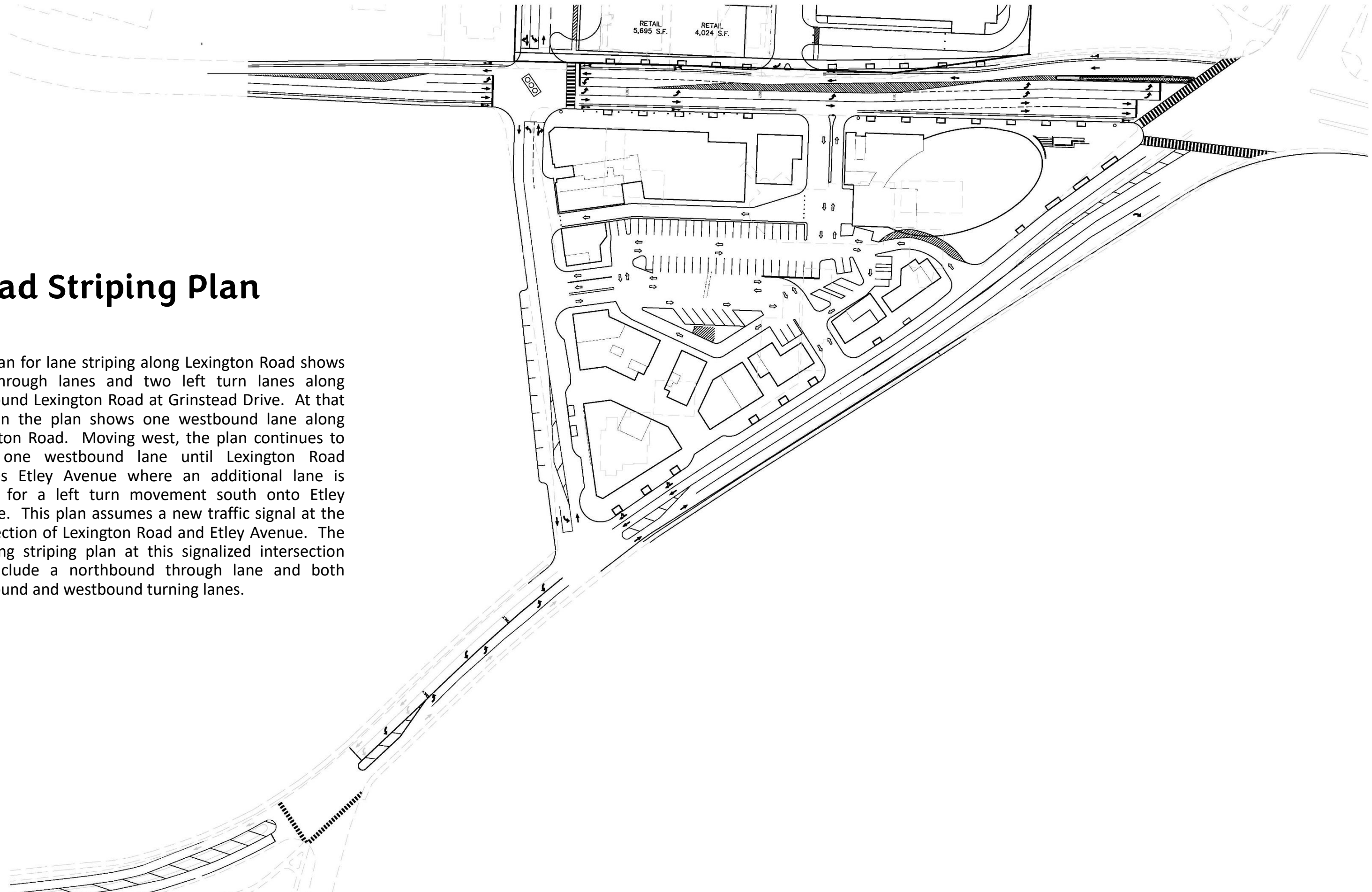
The streetscape along Lexington Road will be enhanced even further by the proposed ONE PARK – North development. The area currently has broken sidewalks, where sidewalks exist, and little to no tree canopy and pedestrian lighting. The proposed development presents a cohesive streetscape that unifies the block and vastly improves the pedestrian environment. The pedestrian walking/clear zone will have a minimum of 5 feet clear of obstacles. Street-side amenities include bike parking, pedestrian lighting and street trees and may include café seating.

ONE PARK – North furthers the 2015 Lexington Road Corridor Transportation Plan by providing a destination with positive pedestrian uses in the neighborhood as well as providing good examples of streetscapes that accommodate different types of travel.

ONE PARK – North proposes what ONE PARK – South alone could not achieve - - an improved, signalized intersection at Lexington Road and Etle Avenue that would allow for a pedestrian crossing in a safe manner. This also works with the TARC stops along Lexington Road where bus riders can get off at Seneca Park and then travel back by catching a bus going in the other direction.

Road Striping Plan

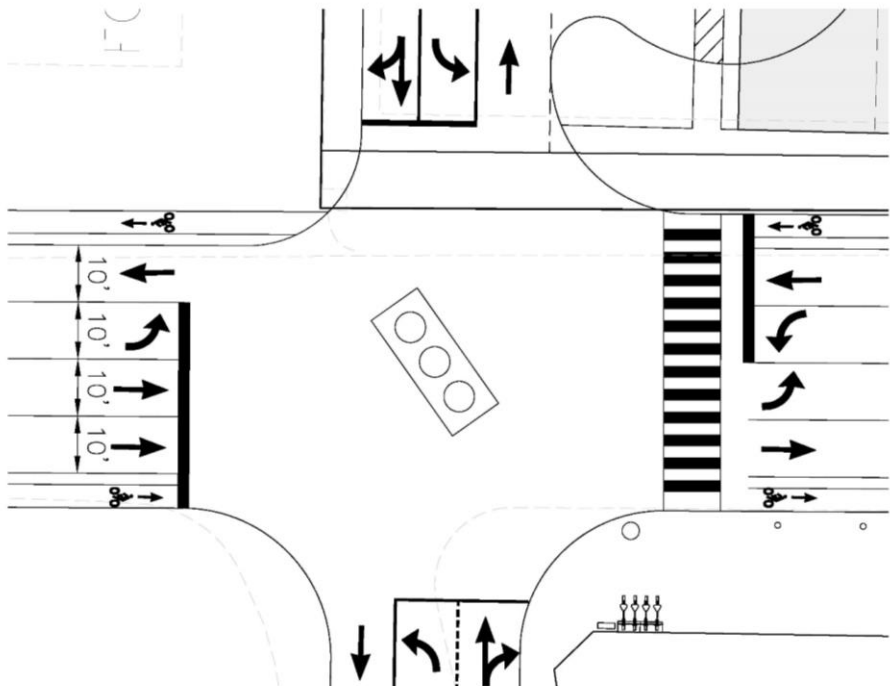
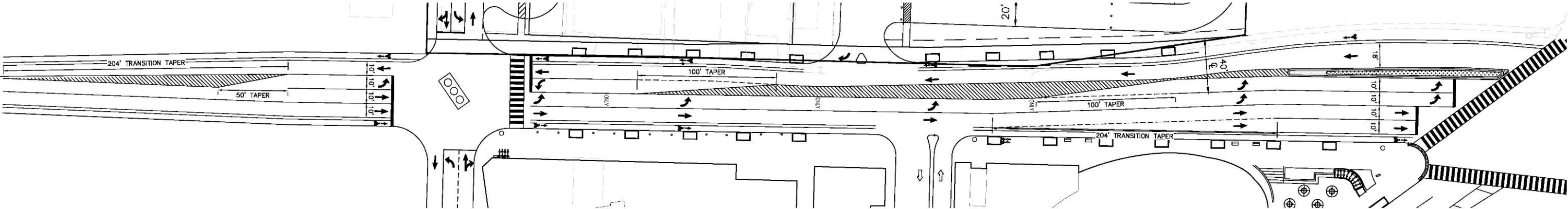
The plan for lane striping along Lexington Road shows two through lanes and two left turn lanes along eastbound Lexington Road at Grinstead Drive. At that location the plan shows one westbound lane along Lexington Road. Moving west, the plan continues to show one westbound lane until Lexington Road reaches Etle Avenue where an additional lane is added for a left turn movement south onto Etle Avenue. This plan assumes a new traffic signal at the intersection of Lexington Road and Etle Avenue. The resulting striping plan at this signalized intersection will include a northbound through lane and both eastbound and westbound turning lanes.



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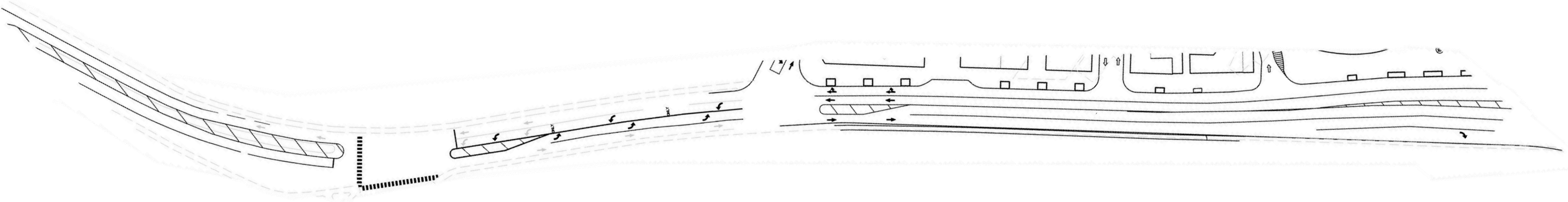
Lexington Road



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Grinstead Drive



INTERNAL VEHICULAR CIRCULATION AND PARKING

Parking for the various uses is internal to ONE PARK – North using surface level and structured parking. Multiple access points are made into the parking lot and structures.

Approximately 1072 structured and 85 surface parking spaces are provided. Actual parking minimums for each use and the development as a whole will be satisfied, and LDC parking standards are also met. Residential use parking is based on 1 parking space per bedroom. Hotel parking is based on one parking space per hotel room. Office parking is based on 1 space per 220 square feet. Restaurant parking is 1 space per 400 square feet.

Parking proposed by the current uses are shown on the development plan, but this Pattern Book gives the flexibility for parking to fluctuate with different uses due to transit ridership and captured trips from the mixed use of these buildings. Based on current LDC standards, there is a 10% reduction in parking due to the full-service transit provided by TARC.

The Traffic Impact Study also indicates a 14% reduction in parking needed due to “captured trips” – meaning a person using a combination of the uses does not generate new travel trips or parking needs. When the need for parking decreases due to demographic and social changes in car usage, this plan may allow for the parking area to be used in new ways which may include storage, new retail space, new residential units, service-based businesses, and vehicular/mobile-based businesses.

STREETSCAPE AMENITIES

Pavement types for the streetscape include using sustainable concrete with fly ash and coated with a pebble finish. The fly ash is a byproduct of burning coal, but it is useful as a cement additive to create denser, stronger concrete. Pebble finish will be used to match the character of the surrounding neighborhoods. Porous pavements such as concrete, clay, and porcelain pavers will be used in the areas between tree wells adjacent to the street. This will infiltrate water from the sidewalk and help the growth of the trees as their roots expand past the tree wells. All sidewalks shall be ADA compliant at the crosswalks and along the building fronts. Other materials may include accents with stone, manufactured stone, concrete products, and porcelain products.

Street trees add canopy, creating shade for pedestrians at ONE PARK – North. Street trees will absorb infiltrated water from the permeable pavers, thus reducing urban runoff. Tree wells will be oblong, taking in more area for their roots to grow strong. Lengthened tree wells provide more room for additional shrubs and perennials to further buffer vehicular traffic. Diverse plant selection will add variety to the streetscape and reduce the effect of weather-related injury and/or disease from pests. Trees at time of planting shall start at 3 inches in diameter.

Street amenities include the following elements:

- Bike racks - Bike storage (short-term)
- Bike fix-it station(s)
- Benches
- Water feature
- Bollards with lighting
- Building Information Kiosks
- Café seating and tables
- Canvas canopies/awnings
- Drinking fountains (with dog bowl)
- LED lighting features and electrical connections for smart devices
- Neighborhood identity banners
- Outdoor power station for mobile devices
- Planter boxes/pots
- Streetlights
- Trash Receptacles
- Tree wells to take in stormwater
- Tree well guards
- Wi-Fi availability

As a part of active street life, outdoor dining is allowed along building frontages and in the sidewalk right-of-way per City Ordinance.



STREET PLANTINGS

Street trees will be chosen that respond well in urban conditions. Since ONE PARK – North varies in lighting and activity, plants will not be homogeneous. Instead, a variety of trees shall be used to diversify the species to have a healthy plant community. Tree species will also tend to match to the street trees found on other parts of the road corridors. Trees may be grouped in series but not more than four of one variety in a series. All trees shall be limbed up to a minimum of 5’ high at the time of planting.

Shrubs, grasses, perennials, and annuals shall be a part of the planting spaces and containers/planters to create a rich environment for people experiencing the block whether driving or walking. Plants shall be diverse including evergreens for year-round appeal. Plants shown in the Pattern Book are examples of quality planting but shall not be a limiting list. Any plants used or replaced shall be done with the recommendation of a Landscape Architect or Certified Arborist.

At the time of construction, the best techniques and research for growing healthy trees and other plants shall be considered a part of the whole streetscape system. A modular suspended pavement system or structural soil in combination with permeable pavers between the tree wells will create a better plant growing environment and take in stormwater from the sidewalk as research recommends.



TREES ALONG LEXINGTON

- London Planetree - *Platanus x acerifolia*
- Thornless Honey Locust – *Gleditsia tricanthos* var. *inermis*
- American Elm – *Ulmus americana* ‘Princeton’
- Littleleaf Linden - *Tilia cordata*
- Scarlet Oak – *Quercus coccinea*



SHRUBS

- Boxwood - Buxus 'Green Velvet' or 'Wintergreen'
- Sky Pencil Japanese Holly – Ilex crenata 'Sky Pencil'
- Juniper - Juniperus chinensis 'Torulosa' or 'Kaizuka Variegata' or 'Nick's Compact' or 'Pfizeriana Compacta'
- Youngstown Andorra Juniper - Juniperus horizontalis 'Youngstown'
- Dwarf Japanese Garden Juniper – Juniperus procumbens 'Nana'
- Rainbow Leucothoe - Leucothoe fontanesiana 'Girard's Rainbow'
- Flirt Heavenly Bamboo - Nandina domestica 'Murasaki'
- Arborvitae - Thuja occidentalis 'Sunkist' or 'Rheingold' or 'Degroot's Spire'

GRASSES AND PERENNIALS

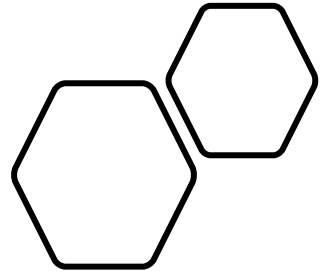
- Blue Festuca - Festuca glauca 'Elijah Blue'
- Wild Geranium - Geranium maculatum
- Lenten Rose - Heleborus orientalis
- Monkey grass - Liriope muscari 'Big Blue' or 'Majestic' or 'Variegata'
- Green Carpet Japanese Spurge - Pachysandra terminalis 'Green Carpet'
- Burgundy Bunny Dwarf Fountain Grass-- Pennisetum alopecuroides 'Burgundy Bunny'
- Dwarf Fountain Grass - Pennisetum alopecuroides 'Hameln'
- Little Bunny Dwarf Fountain Grass-- Pennisetum alopecuroides 'Little Bunny'

ANNUALS

- Impatiens
- Pansy - Viola spp.
- Petunias
- Purple Kale
- Sweet Potato Vine - Ipomoea batatas or 'Midnight Lace' or 'Sweet Caroline Sweetheart Red'

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COMMON AREA AND EVENT SPACE

Roof space can be used as common area and event space for ONE PARK – North. These areas may include a restaurant, green roofs, residential gardens, perennials, shrubs, trees, and pools. Further details will be made at the time that structural drawings are produced when actual uses are known and that distribute the weight of barriers, growing media, plants, and water.





SIGNS

At first floor level, each separate occupant of each building will be entitled to one sign per building facade, not to exceed 60 square feet in area. Additionally, three façade signs will be allowed near the top and also near the mid-points of the 17-story building, the 10-story building and the grocery building structures, for a total of 9 upper-level and 9 mid-point signs. The maximum size of each of these signs is 100 SF each. Only one of each at these 3 groups of signs will face Lexington Road, one will face Grinstead Drive, and one will face I-64. Signs will be internally lit or backlit.

Canopies/awnings to a maximum additive size of 60 SF per tenant per façade will also be allowed at street level. If the signs are lit, they shall be internally or backlit. Window displays are encouraged to engage the pedestrians along the street, but tenant signs are not allowed to cover the entire window. Signs which revolve, rotate or move shall not be permitted.

Wayfinding signs are permitted throughout the development as needed.

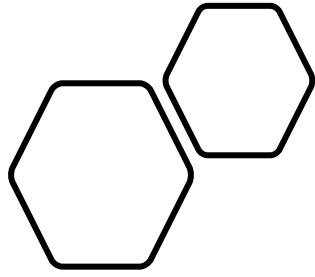
Elevations on these pages show the look and feel of ONE PARK – North signs. The text shown for all the signs in the illustration is placeholder text for future business and tenant text and logos.



BUILDING LIGHTING

Building lighting may be mounted to the exterior walls to illuminate the architecture and highlight ground floor uses. Building lighting shall be allowed to overhang into the right-of-way as needed since the property line is the build-to line. Exterior lighting toward signs may be used in a manner that follows the LDC lighting levels.

Streetscape lighting may be placed between the tree wells to adequately light the pedestrian ground plane. City and KYTC regulations regarding lighting and drivers shall be followed.



BUILDING DESIGN AND MATERIALS

ONE PARK – North exterior building design is dynamic in that it responds to a less traditional design language than ONE PARK – South. That is because its major influences, far less so than ONE PARK – South, are Lexington Road and I-64. A pedestrian scale is maintained at the lower levels along Lexington Road to respect such usage. Building materials may consist of stone, brick, metal, glass, precast concrete and cast stone.

ONE PARK – North will have:

- Building materials that are recycled and recyclable
- Eco-friendly lumber
- Extensive green roof design (3-6" depth)
- Intensive green roof design (6" depth or more)
- High-performance HVAC system
- High-quality indoor air quality
- Porous pavers for infiltrating storm water
- Solar panels as balcony shades (viewable from lower levels)
- Solar panels on rooftops not used as common areas
- Tree wells that take in storm water
- Windows that absorb less heat

The possibility of a sustainable green roof where shown on drawings included in this Pattern Book, is intended for the residents and possibly business guests to provide more green space that wouldn't otherwise exist.

Despite being near Cherokee Park and Cave Hill Cemetery, most of the existing site is covered in impervious surfaces. This causes stormwater and runoff issues that can damage the surrounding environments. ONE PARK – North will incorporate green roofs, permeable pavements, water-gathering tree wells, as well as other rain gathering and reuse strategies to mitigate stormwater runoff. It is intended that ONE PARK will improve the land and the environment around it.

The ONE PARK – North block, like the ONE PARK – South block, has been under-utilized for decades by being auto focused. Both sites have the capacity to fill housing, work and stay needs that this area cannot attain in nearby neighborhoods. As such, they can transition into being a strong, progressive architectural voice in Louisville, establishing models for mixing uses that provide needed services to the surrounding communities and creating a gateway that not only serves, but enhances nearby neighborhoods.



South Facing Facade



North Facing Facade



East Facing Facade



West Facing Facade



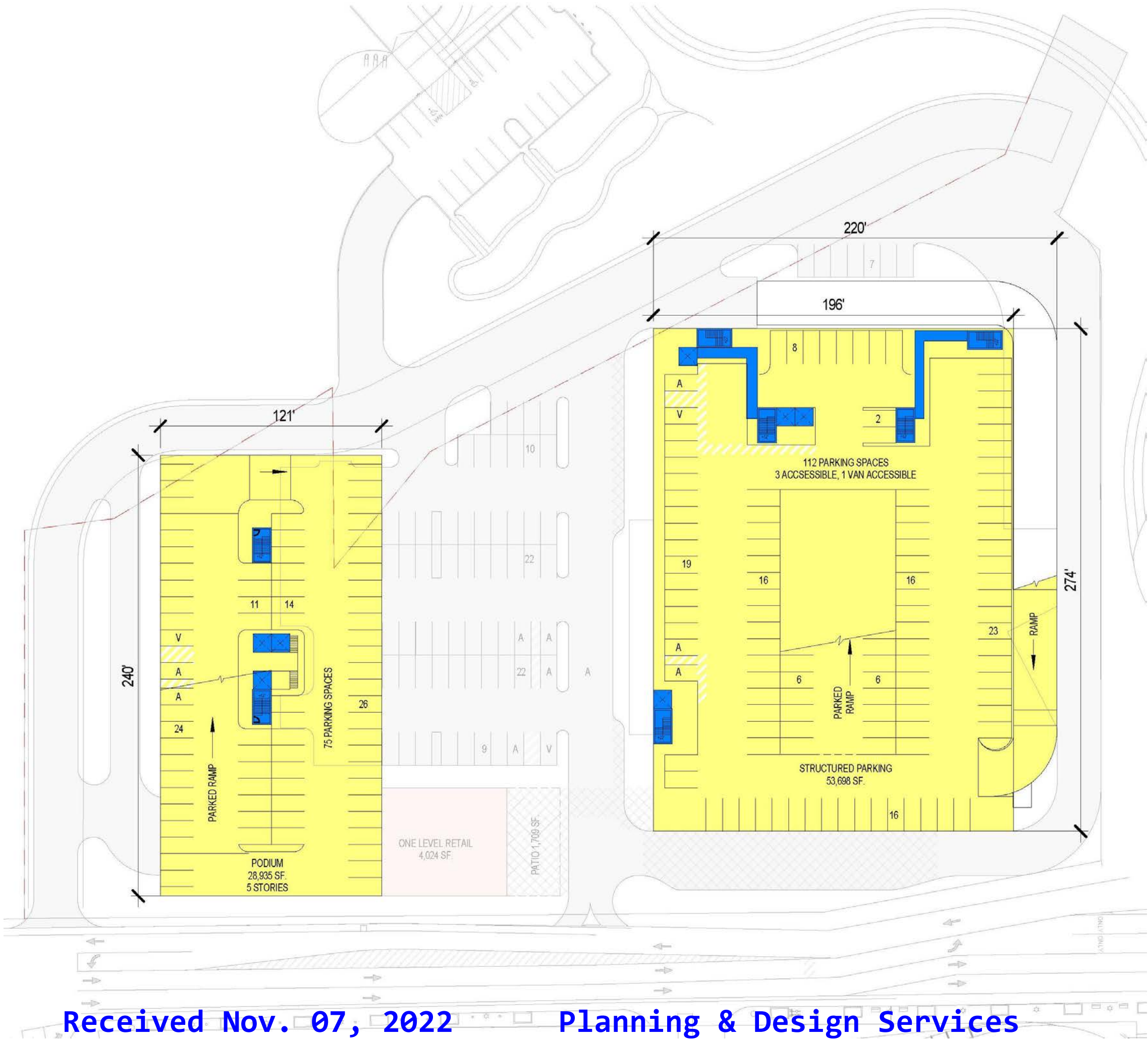
West Facing Facade



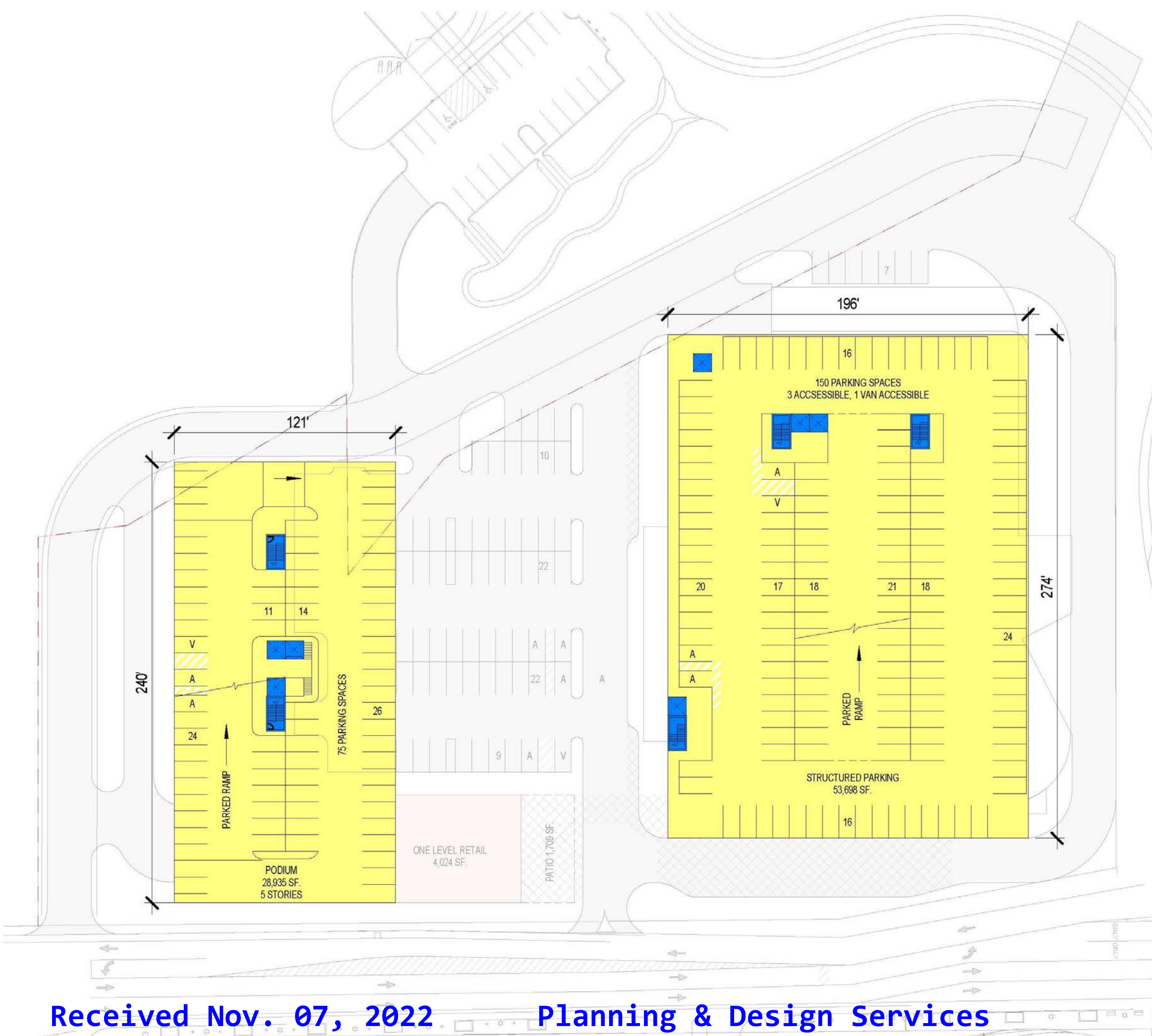
East Facing Facade



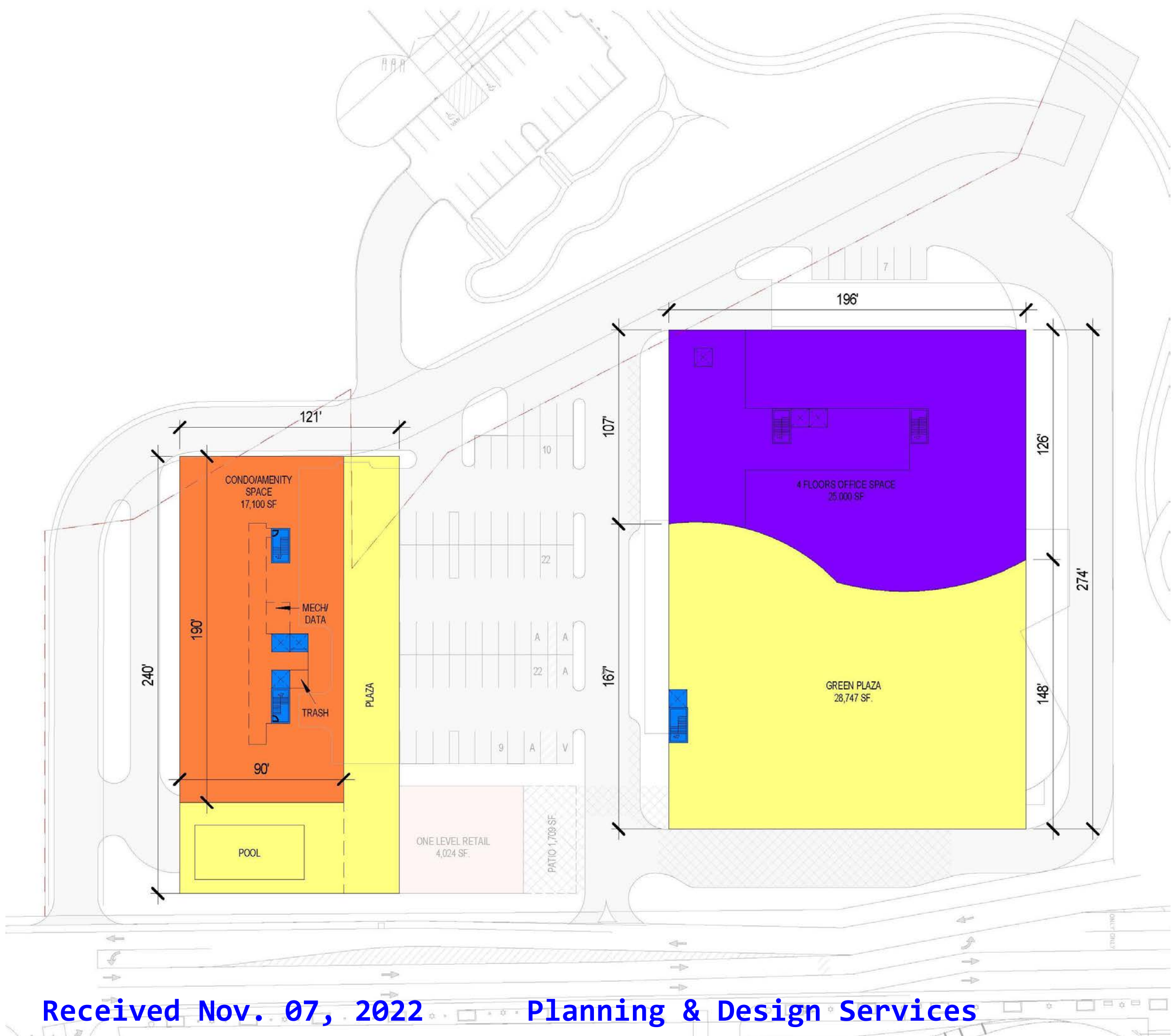
Site Plan
Level 3



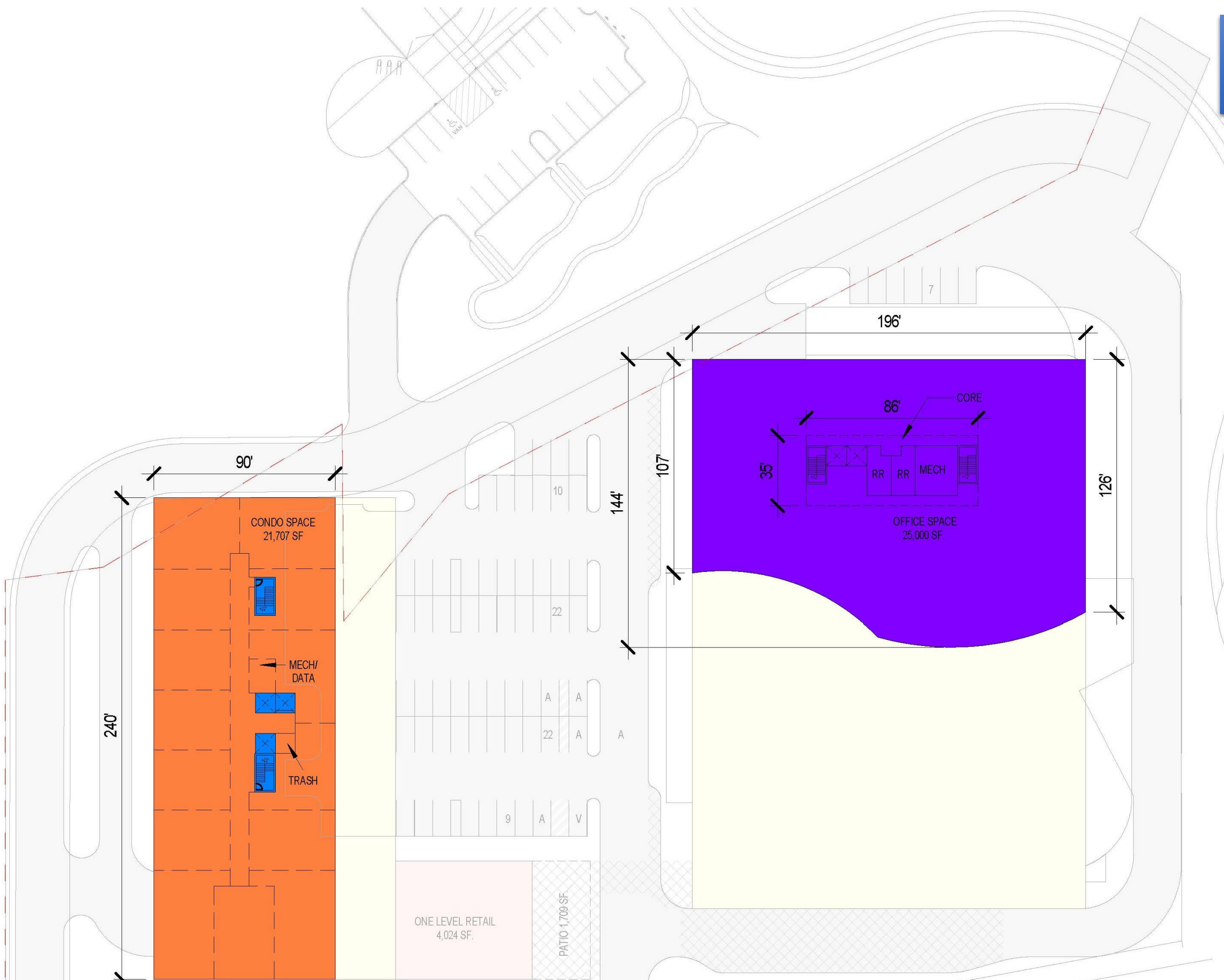
Site Plan
Levels 4-6



Site Plan
Level 7



Site Plan Levels 8-10



Site Plan
Level 11-17

