

PATTERNBOOK

DEVELOPED BY:

JDG TRIANGLE PARTNERS, LLC

Case Number #16ZONE1044

ONE PARK

RECEIVED

SEP 17 2010

DESIGN SERVICES





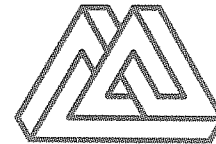
DEVELOPED BY:
JDG TRIANGLE PARTNERS, LLC



**Bardenwerper,
Talbott & Roberts, PLLC**



DONHOFF KARGL NALL ARCHITECTS



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MANAGED BY:

**JEFFERSON
DEVELOPMENT
GROUP**

EXISTING CONDITIONS

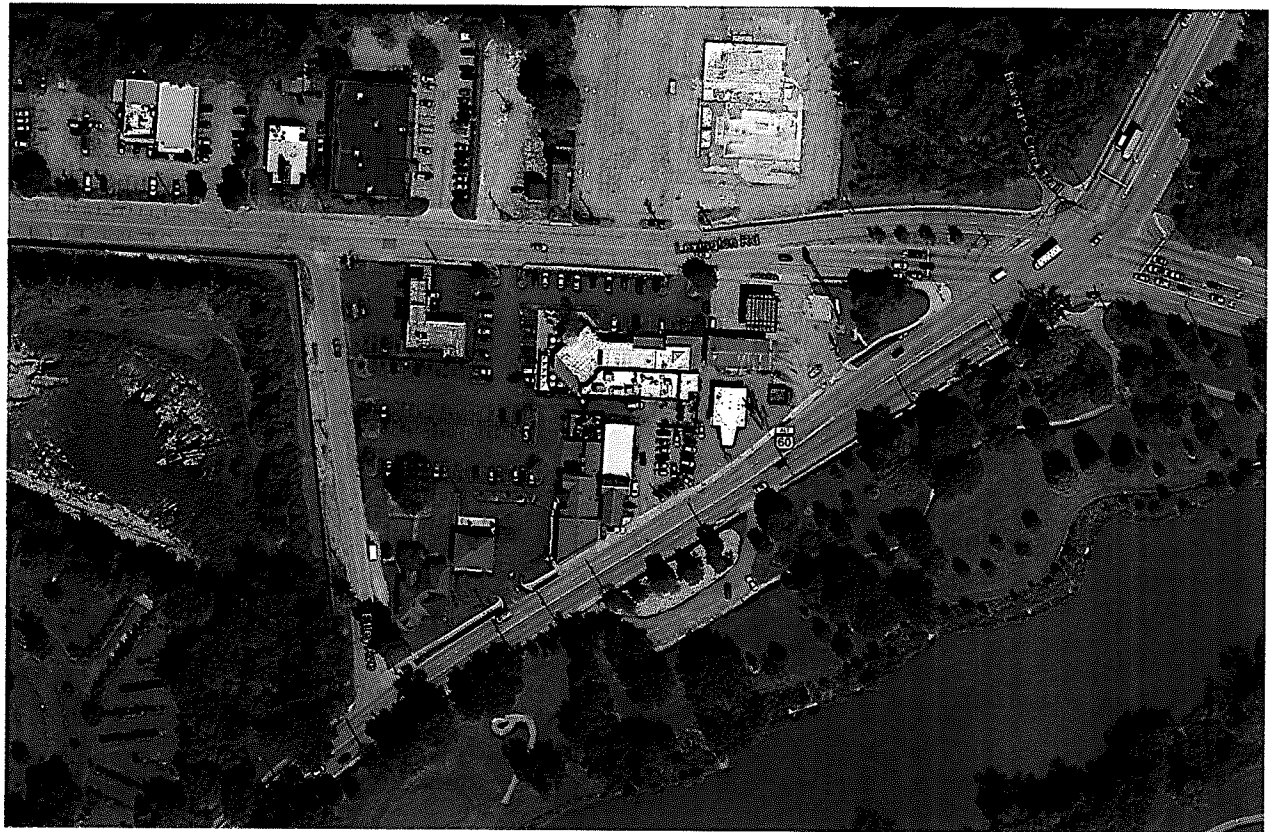
ONE PARK is located at the crossroads of Lexington Road and Grinstead Drive. It is the first block from Interstate 64. Interstate 64 handles 71,400 daily cars (KYTC 2016). Lexington Road is an arterial road that connects downtown to the City of St Matthews. The traffic level on Lexington Road just west of Etley has decreased from 11,500 average daily traffic (ADT) in 2016 down to 11,000 ADT in 2017. Grinstead Drive southwest of Etley toward Bardstown Road decreased from 26,800 ADT in 2016 to 26,000 ADT in 2017. Grinstead traffic reduces further to 14,100 ADT in the Highlands neighborhood. Relative to other urban arterials, these are not problematic traffic levels. (See the Traffic Impact Study for more information.)

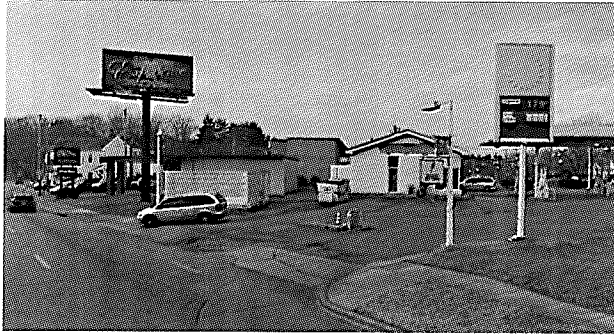
The project site is near Beargrass Creek which was realigned along Interstate 64. The creek is a major urban stream in Louisville. Across Grinstead Drive from the site is Willow Pond, a 4-acre water body amenity. It is the only significant urban water body in the City of Louisville inside the Watterson 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. It is an underground holding facility which will contain 54.5 million gallons of combined sewer effluent as a part of the EPA consent agreement. On the surface, it will offer a new public green space and trailhead for the Beargrass Creek Trail. This proposed development 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 site is next to Cave Hill cemetery which is 297 acres. There are approximately 120,000 people interred as of 2002. There is 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 site is also immediately adjacent to Cherokee Park which is approximately 389 acres which 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 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.





HISTORY

The history of this crossroads site has long been a transitional one because its unplanned nature. The prominent corner of Lexington and Grinstead currently features a stripped-down convenience and gas station. Prior to its present use, it also did vehicle repair. Due to the unplanned nature of this site, it has been largely impervious with the incongruous mix of buildings and parking lots. No portion of the site has ever been planned or subject to the local pre-"Plan Certain" regulation. This means that no development plans or discretionary reviews are needed in the context of the approved uses of C-2.

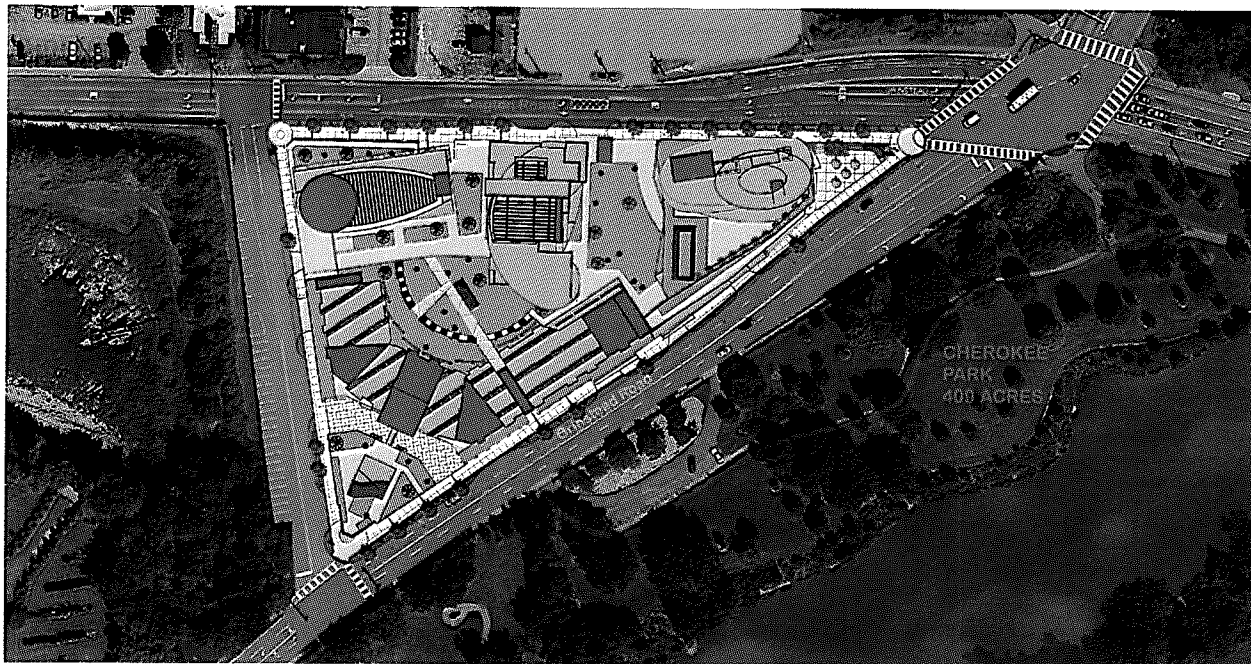
CURRENT CONDITION

The current uses of the site are a fitness/health business in a former auto shop; a restaurant of 11,000 sf; a gas station with a large pylon sign; a dry cleaner; a used car lot; a milliner; a car wash; and a coffee shop; a billboard; and a large surface lot in the center of the parcels. The varied uses are due to the pre-"Plan Certain" C-2 zoning for the block which allows for intense, car-centric development. The layout of the buildings and parking are as storied as the history of this block. There are currently 18 curb cuts into the various businesses. Much of the curbs, stormwater inlets, and sidewalks that surround the site have fallen into disrepair over the years with a patchwork of repairs. In recent years, JDG Triangle Partners has purchased all 10 parcels in this triangular-shaped site. JDG Triangle Partners has tried its best to find quality tenants.

DEVELOPMENT VISION

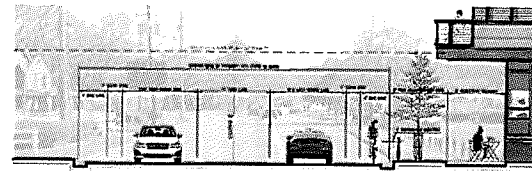
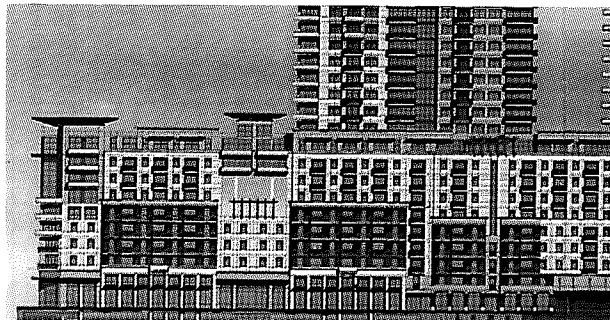
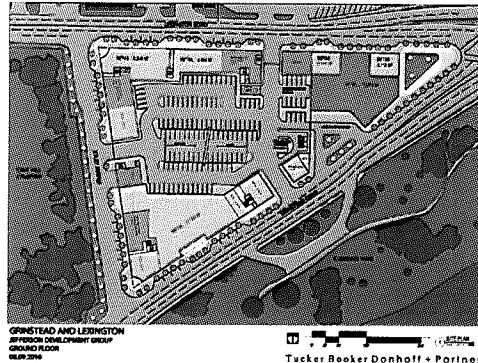
The JDG Triangle Partners vision for the ONE PARK site is a stunning building design that will receive national acclaim for its architecture, combination of interactive uses, and prominent location next to a major urban park at the gateway to Louisville's downtown. Further, JDG Triangle Partners sees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

- The cross roads of four neighborhoods leading to downtown
- A gateway into downtown from Interstate 64
- Creating street character that is pedestrian oriented
- Having multi-modal access and connections (Complete Street)
- Using sustainable 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
- Providing access and views to the recreational uses around it

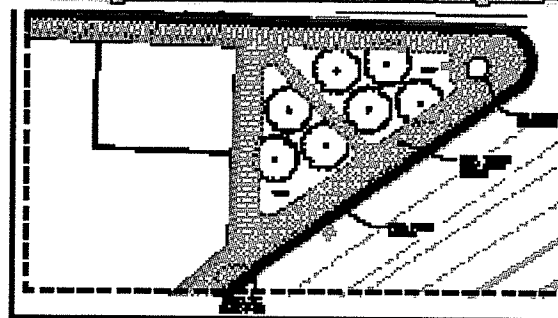




TIBIDI+



LEXINGTON & ETLEY AVENUE - TREE WELL/PLANTING ZONE



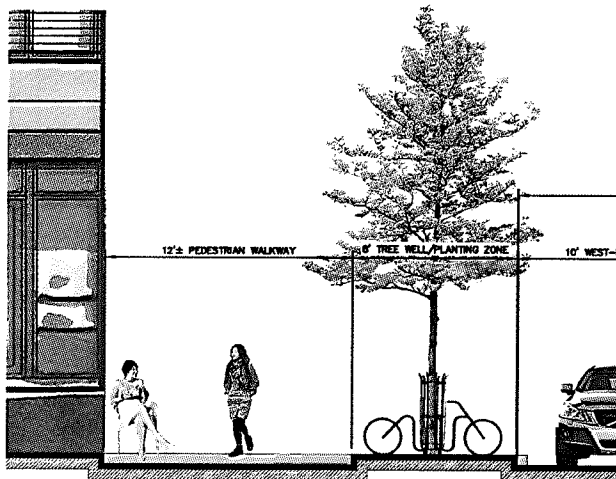
BENEFITS TO THE COMMUNITY

- Rids the community of an unplanned eyesore at a gateway location to downtown Louisville and nearby urban parks
- Helps accommodate the increasing demand for urban housing
- Helps accommodate economic opportunity inside the Watterson Expressway
- Better utilizes an unplanned block with already existing infrastructure
- Redevelops on arterial roads along the interstate with convenient, direct access
- Increases area vibrancy through new business opportunities
- Promotes Louisville's competitiveness with it's most attractive competitor cities (Charlotte, Nashville, Indianapolis, and Austin)
- Better utilizes Cherokee and Seneca Parks and links them to the urban environment which connects the parks to downtown
- Creates stronger interest in development along the arterials e.g. Lexington, Main/Market

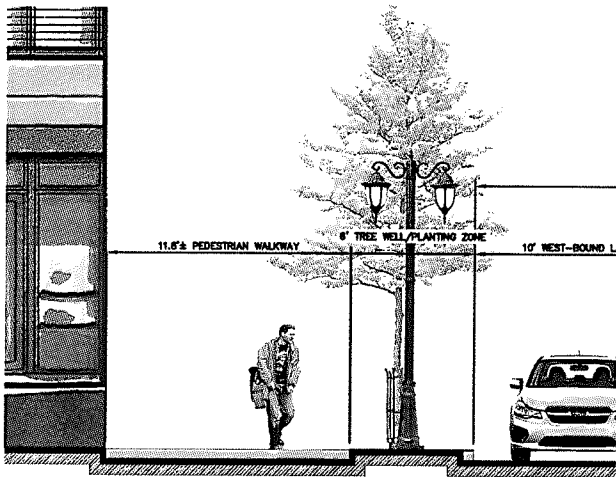
CHARRETTE - RESULTING CHANGES TO THE PLAN

- Widens sidewalks for better pedestrian movement and to accommodate outdoor amenities
- Moves buildings back to allow for greater streetscape space
- Improves streetscape with trees, pavers around the trees, outdoor lighting, and outdoor seating
- Steps back buildings above 6th level to diminish its street presence
- Changes building design and materials on lower six levels on Grinstead side to reflect more traditional elements found in the Cherokee Triangle
- Creates a separated six level building at the corner of Etley Avenue and Grinstead Drive
- Creates a communal gathering space between the corner building and balance of the structure
- Showcases a variety of building materials with more traditional materials on Grinstead and more contemporary on Lexington Road and the towers above
- Eliminates parking from perimeter of building such that the entire structure, except points of access, are surrounded by residential and commercial uses
- Adds solar panels to the roof area not already proposed as a green space
- Creates upper level green infrastructure for residents, guests, and/or public enjoyment
- Includes sustainability in various aspects of building design
- Assures 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 (shown

These older versions of the project shown here, were changed based on the feedback from the charrette meetings



GRINSTEAD DRIVE - SECTION E-E



GRINSTEAD DRIVE - SECTION F-F

- below)
- Works with city's plan adding bike lanes on Lexington Road
 - Makes provisions for bicycle parking
 - Makes provisions for car sharing drop off/pick up
 - Makes provisions for TARC drop off/pick up
 - Proposes a signal at Etley Avenue and Lexington Road for left hand turns
 - Proposes a pedestrian crossing signal on Etley Avenue and Grinstead Drive
 - Shows dual lefts onto Grinstead and leading to I-64 ramp for better access
 - Provides good access and internal circulation for all modes of travel

PERMITTED LAND USE CATEGORIES

Permitted Land Use Categories

The following uses shall be permitted in ONE PARK's Planned Development District (PDD). The category titles correspond to the PDD Use Map.

Residential Uses:

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

Office:

- General
- Professional

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

do these need to be expanded

- 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

Hotel:

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

Rooftop Uses:

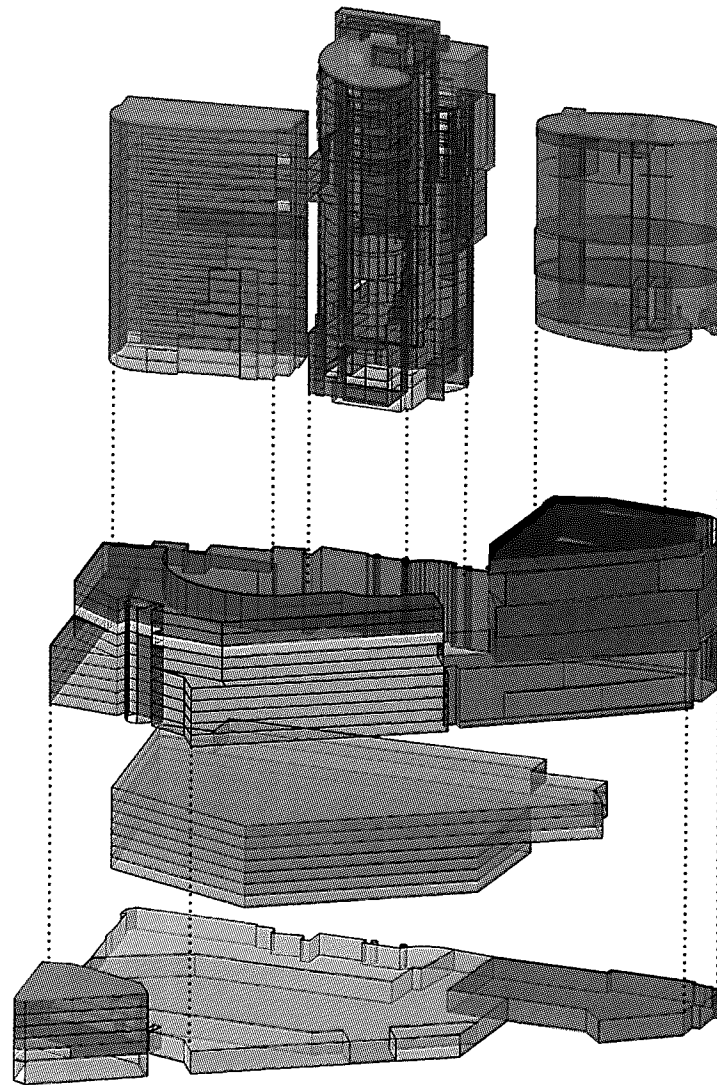
- Uses listed under Residential, Office, and Hotel which may include restaurants, event space, and pools.

LIMITED USES

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

PROHIBITED USES

Everything not mentioned above is a prohibited use.



PDD USE PLAN

- Cell Antennas
- Rooftop uses
- Residential
- Residential/Office/Retail
- Hotel
- Office
- Parking Structure

provided a license agreement can be obtained

PDD USE FLOOR PLAN

ONE PARK is designed like a layer cake with two podiums and three towers. The buildings are set up so that the street level businesses are visible and accessible along the streetscape. A parking structure is located at the interior of the building at four access points. As one goes up floors, the parking structure is "skinned" in apartments around the sides. The hotel is located at the Lexington and Grinstead corner. Above the lower level hotel uses is office space for the next few levels. Above the office are the hotel rooms. The other two towers accommodate the residential uses. One is likely to be apartments and the other is likely to be condos.

The building is based on a flexible group of approved uses. This includes retail shops, restaurant, café, dry cleaner, and grocer uses will occur on the ground floor with access around the perimeter of the building. They will have their own doorways along the streets and some may have entries from the garage side on the interior of the building.

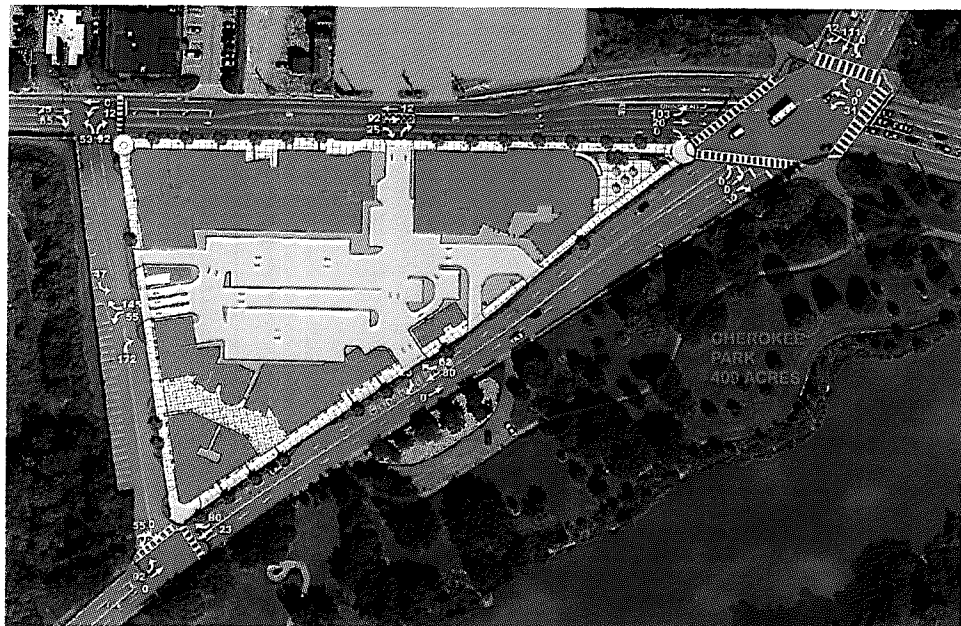
The proposed hotel contributes to the mixed-use concept for office user(s) visiting guests or family members of residents may need a place to stay close by. The hotel also serves the surrounding neighborhoods which do not have a hotel within 2 miles of the site. The hotel will have an entry point from Grinstead Drive for pick up and drop off. The lobby, concierge, restaurant, and ballroom for the hotel will be on the lower levels. The elevators specific for the hotel will take the guests up through the office floors to the hotel rooms located in the tower above. The hotel will have up to 300 rooms.

Due to the wide range of uses and their opening and closing times, ONE PARK will have 24 hours of operation. Trash pickup will occur between 7am and 7pm.

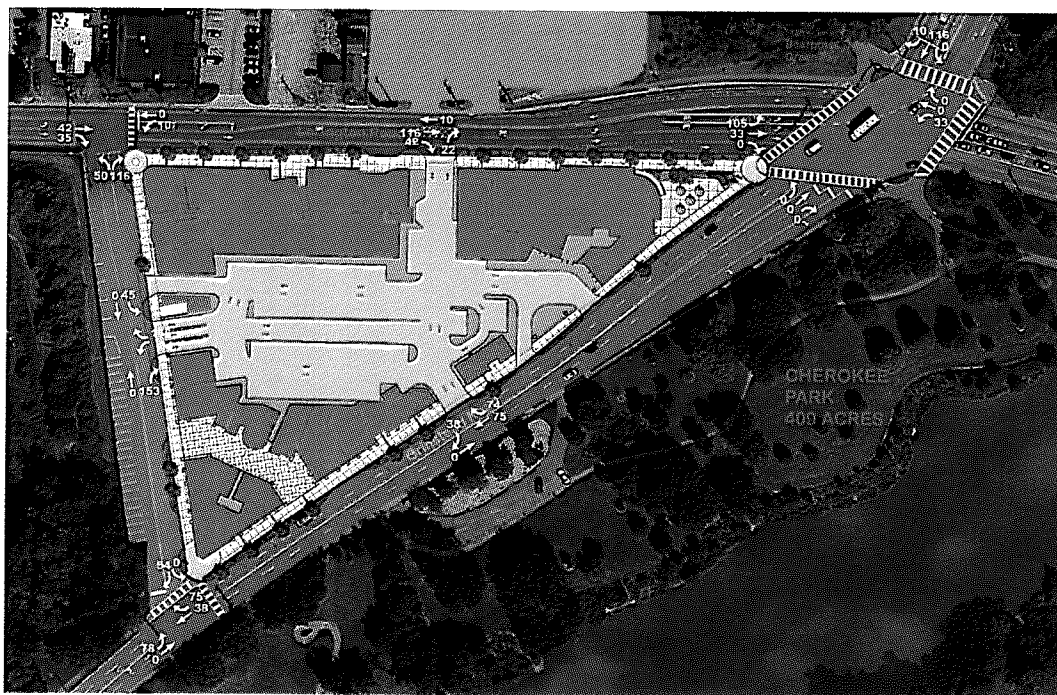
DIMENSIONAL REQUIREMENTS

- Ground floor offset of the façade shall be allowed to vary between 0' and 85' from the property line.
- Balconies shall be allowed to overhang into the right-of-way.
- First floor shall be 20' tall (floor to floor).
- The towers shall be allowed to a maximum height of 34 stories from ground level.
- Flashing red lights will be placed on the building to assist with air safety.
- The maximum FAR shall be 11.
- The maximum dwelling units per acre shall be 250 du/ac.

add clarify so that there is no question that they are to be located at property line



*AM trips
due to the
project*



*PM trips
due to the
project*

EXTERNAL VEHICULAR CIRCULATION

ONE PARK connects to the public right-of-way in four places. This is a reduction from the 18 entrances that currently exist. The entrances onto Lexington Road, Grinstead Drive, and Etley Avenue are proposed to have full traffic movements during most hours of the day. During peak traffic times, "No Left Turns" signs will be lit in the garage. The existing curb locations along Grinstead and Lexington will remain as they are for continuity of the current lane configurations.

Etley Avenue will be used as a main conduit into the building. As highlighted in the Traffic Impact Study, improvements will be made at Etley and Lexington Road which include a signal for vehicles and pedestrians, and crosswalks to get across Lexington Road. Through the Charrette process, neighbors highlighted their desire for a safe pedestrian crossing to the park at Grinstead and Etley. As a part of a review for a pedestrian signal, this project requests KYTC also review a well-timed, vehicular signal to more fully allow left turning movements at Grinstead and Etley.

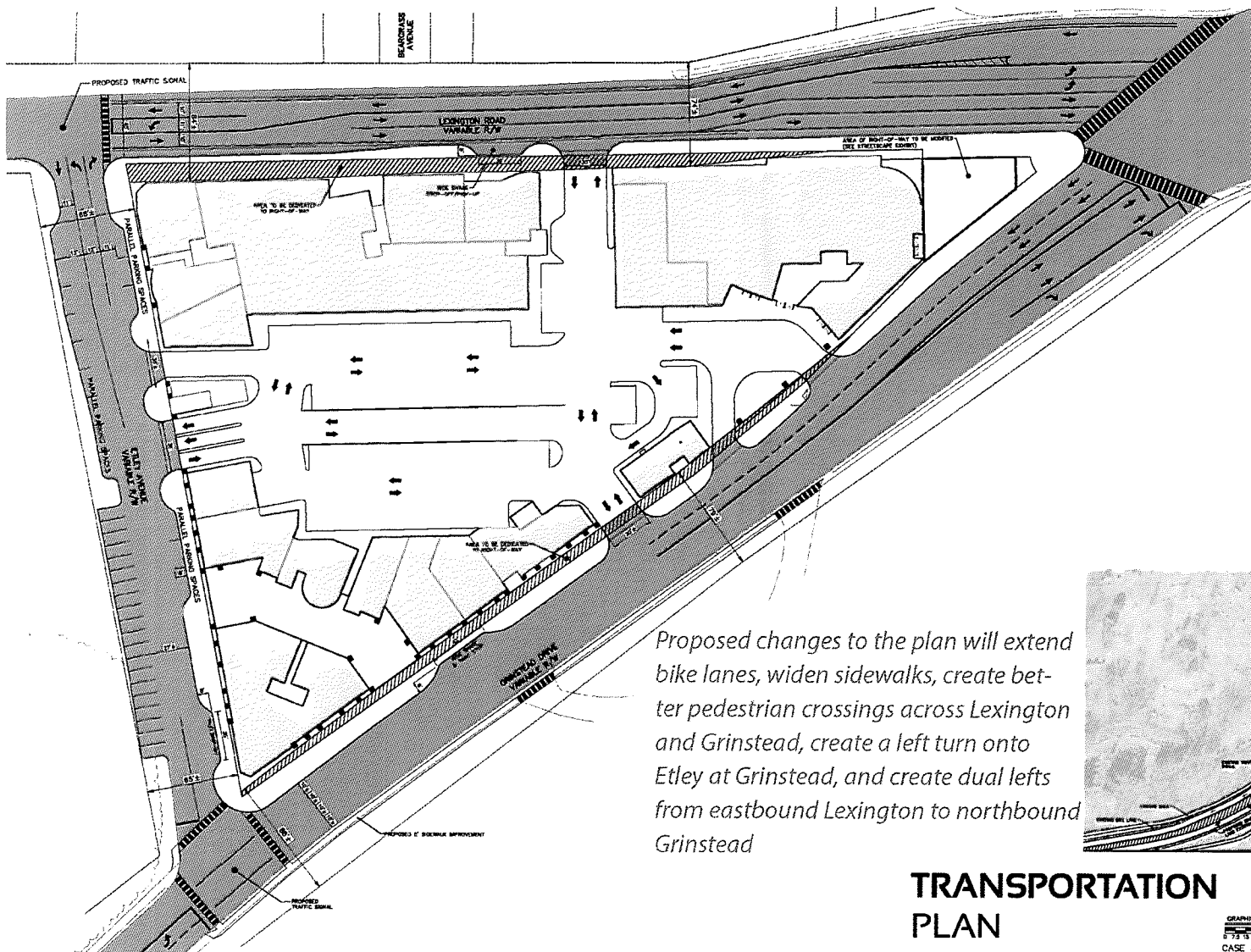
Due to the anticipated changes in auto ownership and demographics, a car sharing pickup/drop off has been added at ONE PARK along Grinstead and along Lexington Road. These areas also may serve as TARC stops.

Further traffic circulation detail can be found in the Traffic Impact Study.

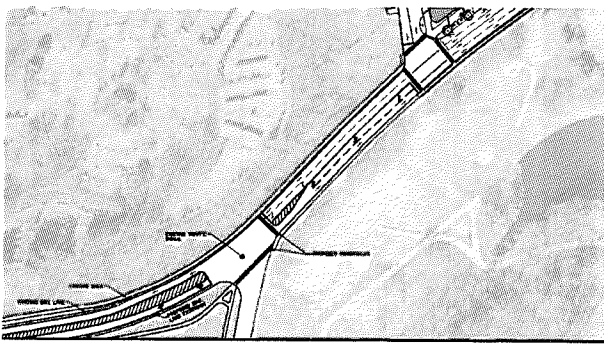
CYCLING CIRCULATION

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

ONE PARK encourages 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 structure. 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 businesses.



Proposed changes to the plan will extend bike lanes, widen sidewalks, create better pedestrian crossings across Lexington and Grinstead, create a left turn onto Etley at Grinstead, and create dual lefts from eastbound Lexington to northbound Grinstead



TRANSPORTATION PLAN



PEDESTRIAN CIRCULATION

Pedestrian connections across the roadways are proposed at all three corners of ONE PARK at signalized intersections. This increases the connections to the surrounding neighborhoods and this development's connections to neighborhoods, Butchertown Greenway, and Cherokee Park.

The streetscape along Lexington, Grinstead, and Etley will be greatly enhanced by the proposed development. The area currently has broken sidewalks, no tree canopy, and little 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' clear of obstacles. Street side amenities include café seating, bike parking, pedestrian lighting, and street trees.

ONE PARK 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.

Through the Charrette process, the neighbors have highlighted a need for a stronger access point for pedestrians to cross Grinstead. Currently, the only crossing is at Lexington and Grinstead. ONE PARK proposes an improved, signalized intersection at Grinstead and Etley that would allow for a pedestrian crossing in a safe manner. This also works with the TARC stop along Grinstead where bus riders can get off at the Park and then travel back by catching a bus going in the other direction.

TARC CONNECTIONS

A TARC bus stop on the 25 Route (the Grinstead side of ONE PARK) is shown at mid-block along Grinstead Drive. Crossing Grinstead for the stop going the other direction can occur at Lexington or at the proposed crosswalk at Etley. TARC considers this block fully served by mass transit with this stop since it has seven-day service.

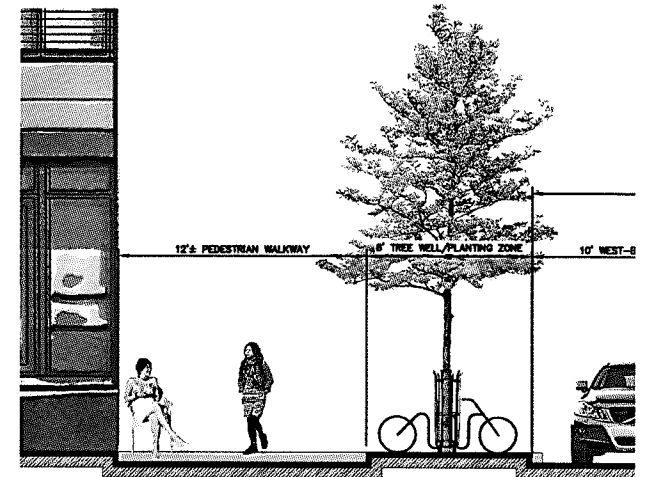
As a part of the Charrette process, the neighbors brought up the desire to have a TARC route along Lexington Road. This should be evaluated by TARC due to the recent additions of multi-family projects along Lexington Road such as: Axis on Lexington and The Woods at Lexington Road, while connecting downtown to St Matthews on a limited stop route. The shared car pick-up/drop-off spot on Lexington Road could serve as a TARC stop for eastbound buses.

INTERNAL VEHICULAR CIRCULATION & PARKING

Parking for the various uses is internal to ONE PARK using a central parking structure. Four access points are made into the parking structure. At the center of the parking structure is a ramp that takes vehicles between floors.

There are over 1780 parking spaces provided. No parking minimums for each use, or the whole development, are required. The parking provided is based on the parking need for the various uses. 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. JDG Triangle Partners believes the parking shown on the development plan is necessary and adequate based on other large mixed-use developments.

Parking proposed by the current uses are shown on the development plan, but this patternbook gives the flexibility for parking to fluctuate with different uses due to transit ridership and captured trips from the mixed use of the building. Based on current LDC standards, there is a 10% reduction in parking due to the full-service transit provided by TARC Route 25. The Traffic Impact Study also indicates a 15% reduction in parking needed due to "captured trips" -- 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 shall 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.

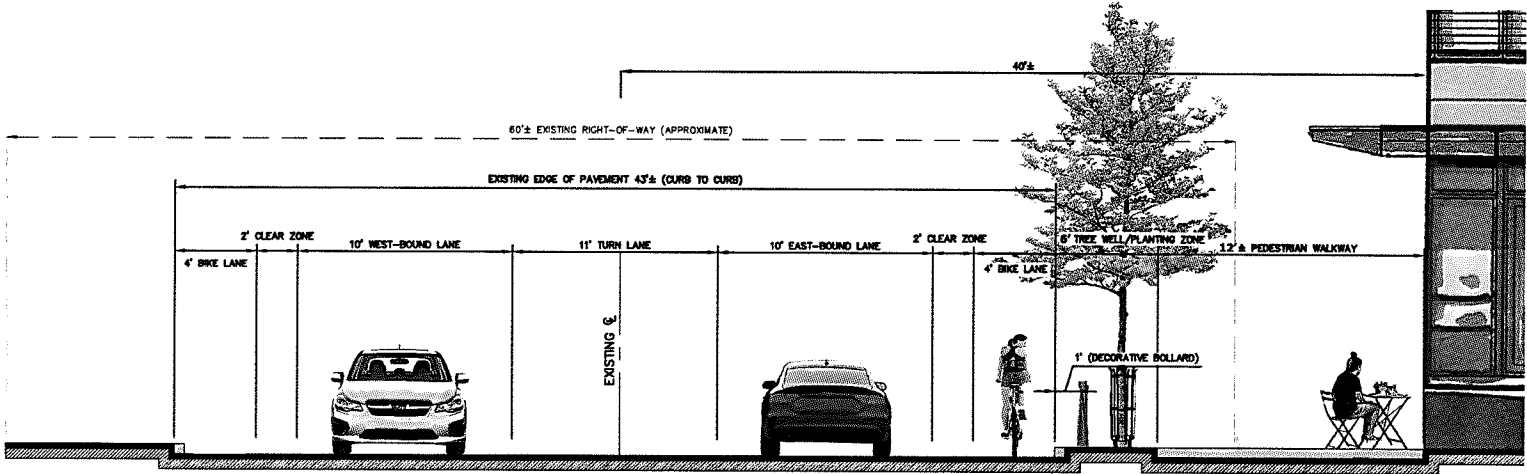


GRINSTEAD DRIVE - SECTION E-E

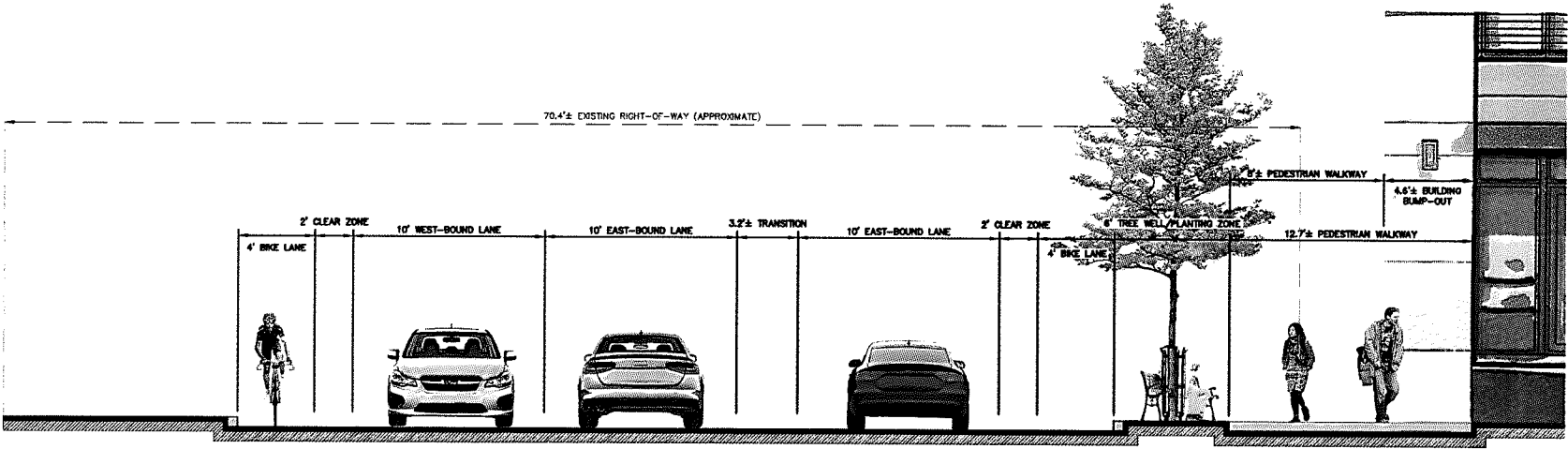


GRINSTEAD DRIVE - SECTION F-F

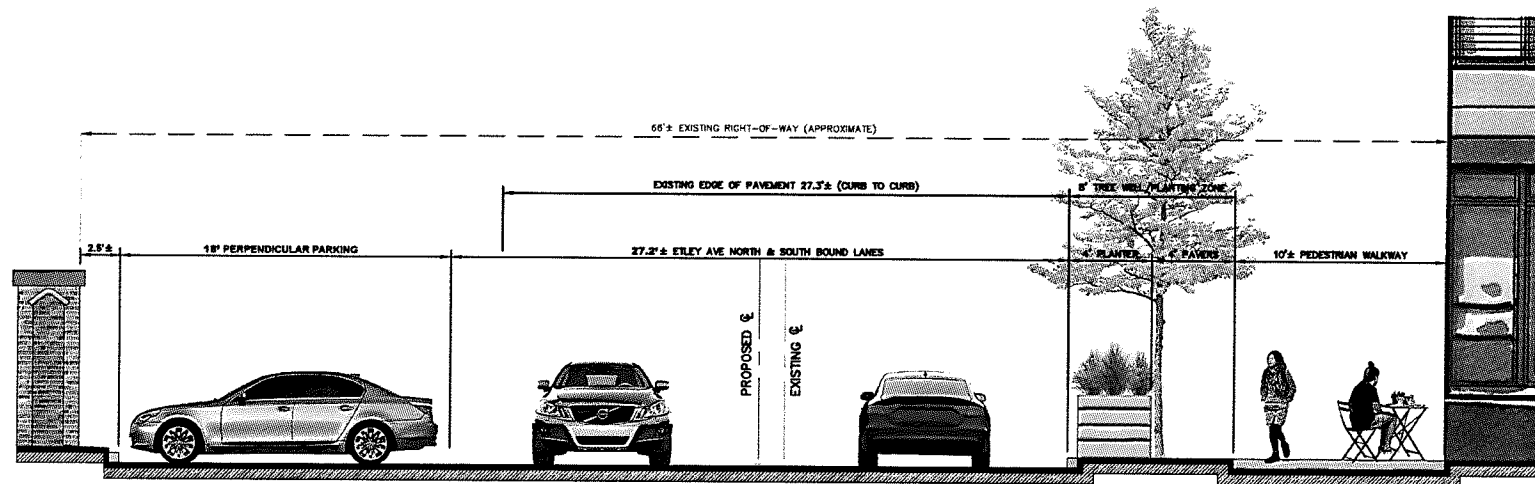
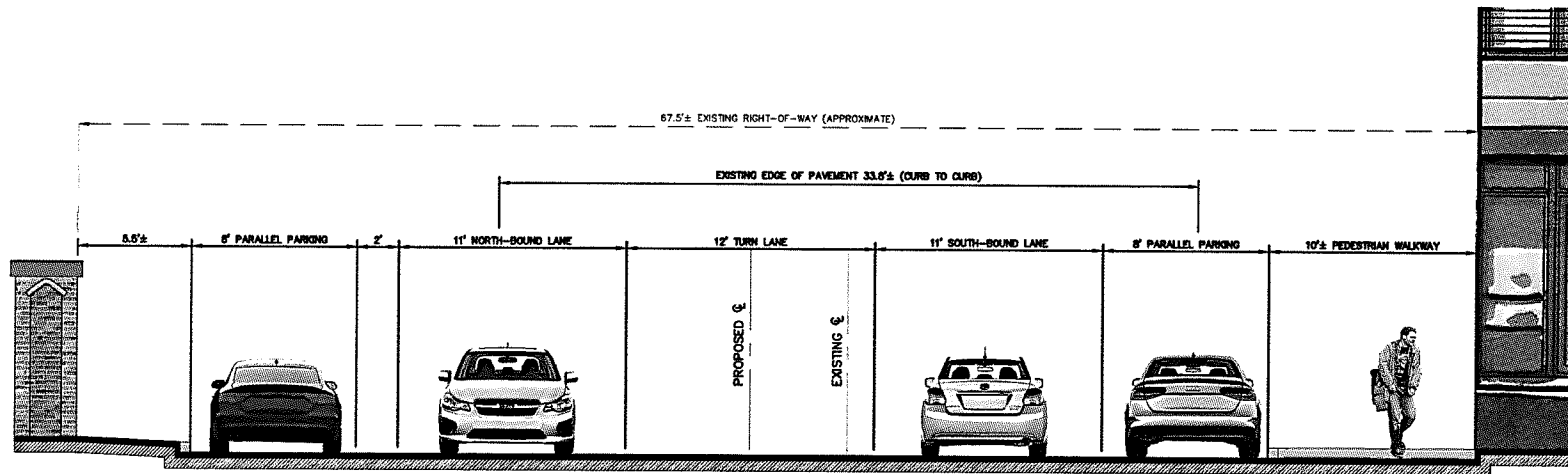
CROSS-SECTIONS

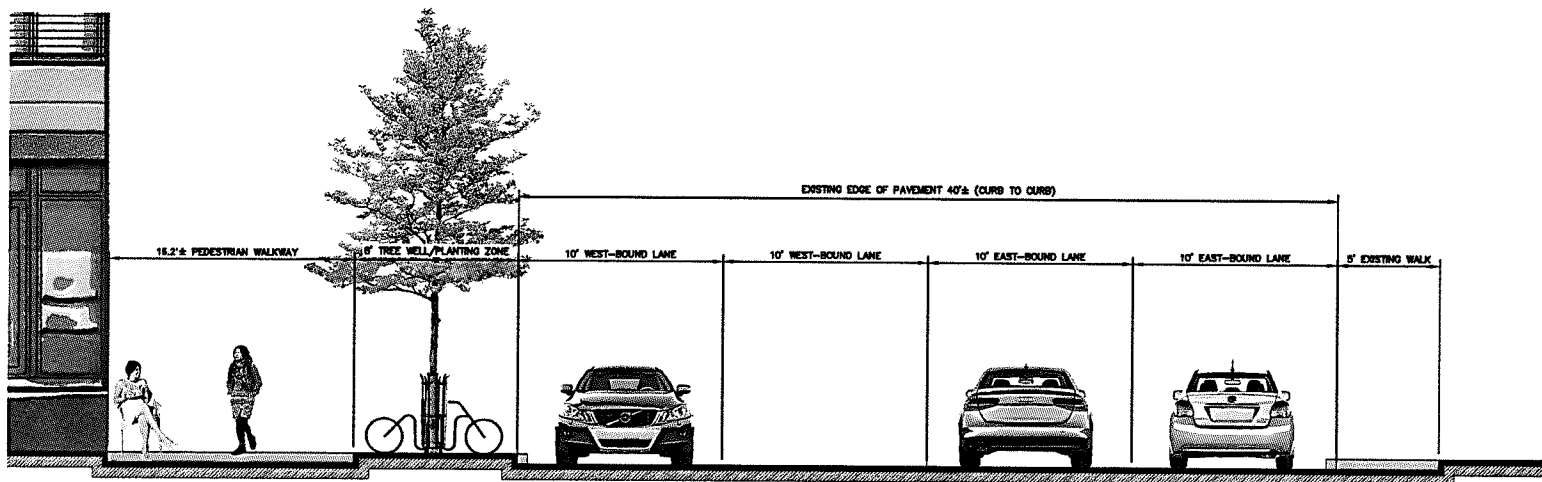


LEXINGTON AVENUE - SECTION A-A

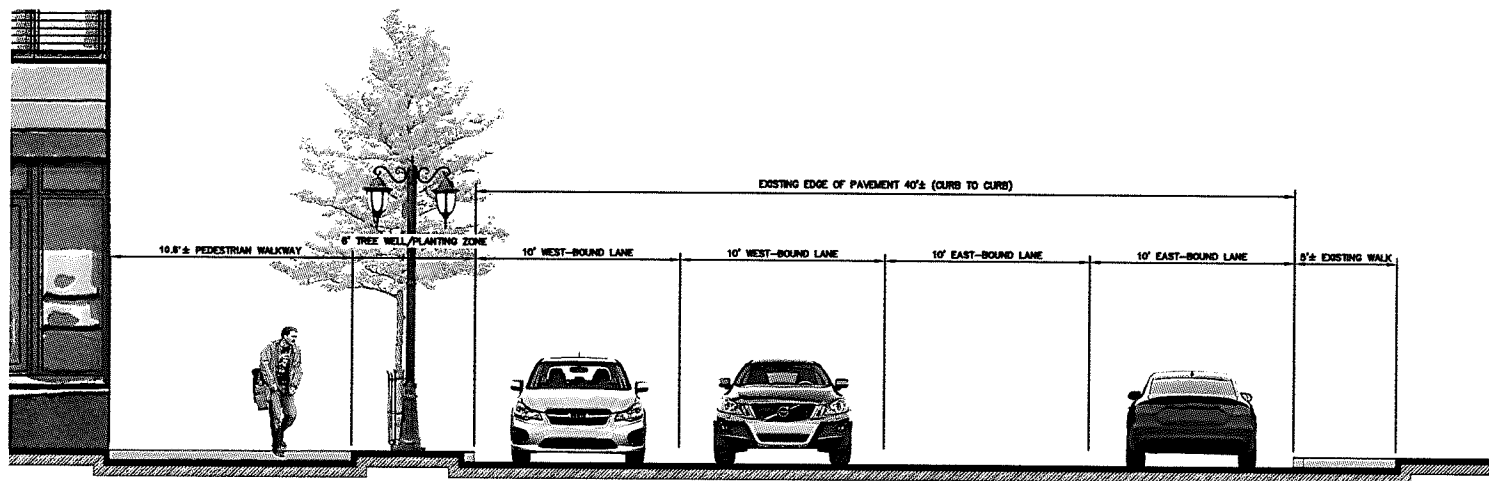


LEXINGTON AVENUE - SECTION B-B



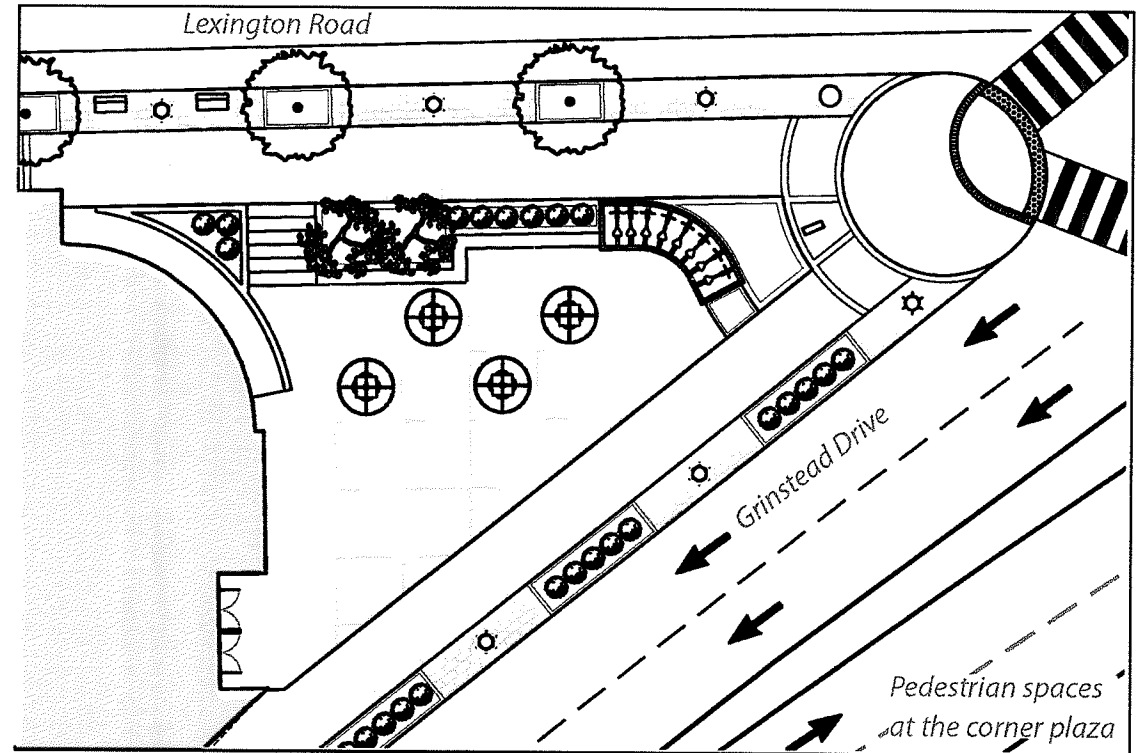
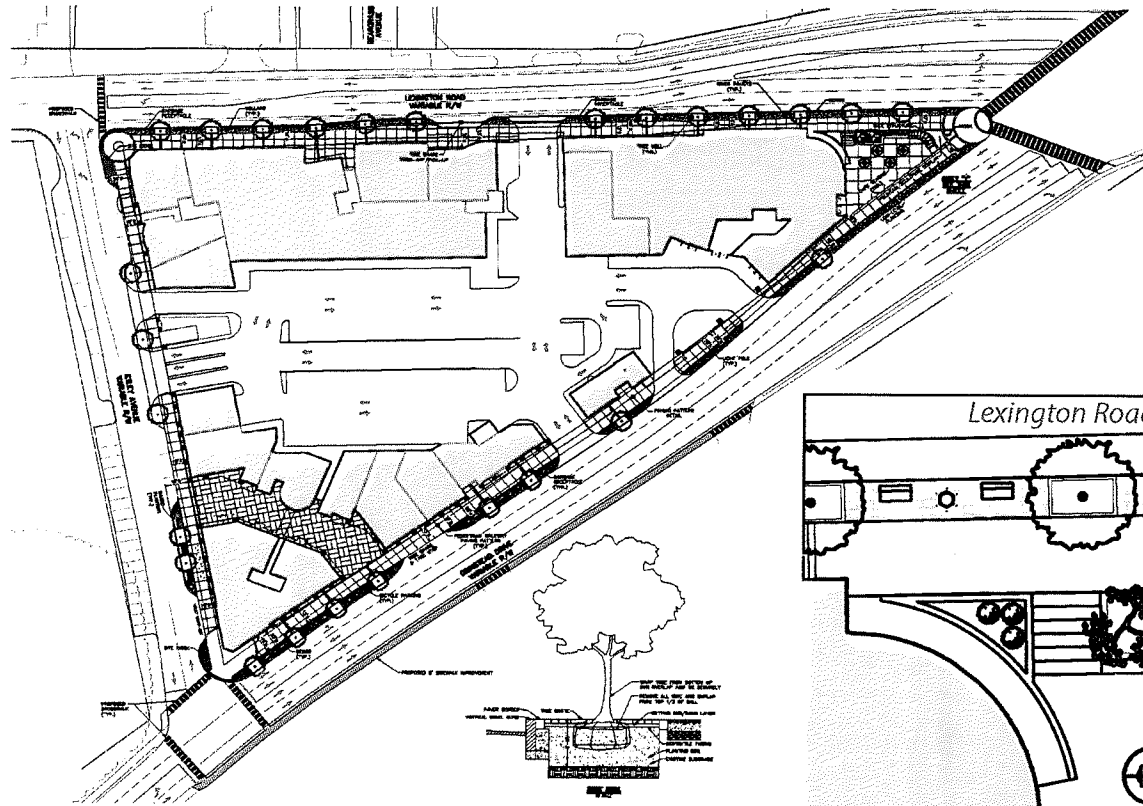


GRINSTEAD DRIVE - SECTION E-E



GRINSTEAD DRIVE - SECTION F-F

STREETSCAPE PLAN



STREETSCAPE AMENITIES

Pavement types for the streetscape include using sustainable concrete with fly ash and coated 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 enclosure for pedestrians ONE PARK. The street trees will absorb infiltrated water from the permeable pavers thus reducing urban runoff. The 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 the time of planting shall start at 3 inches in diameter.

Street amenities include the following elements:

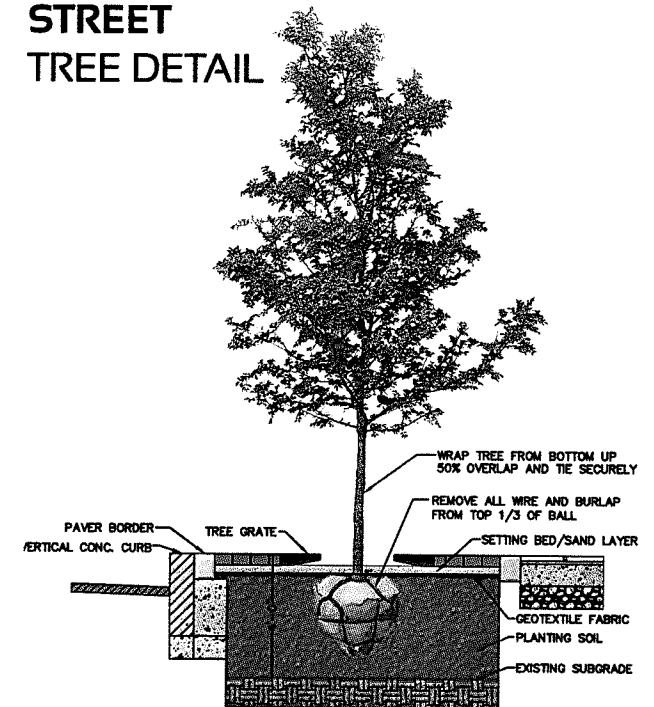
- Bike racks - Bike storage (short-term)
- Bike fix-it station(s)
- Benches
- Bollards with lighting
- Building Information Kiosks
- Café seating and tables
- Canvas canopies / awnings
- Drinking fountains (with dog bowl)
- LED lighting features and electrical connections for smart devices
- Neighborhood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

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

PERMEABLE PAVEMENT



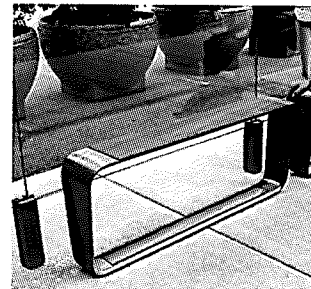
STREET TREE DETAIL



AWNINGS



BENCHES



TABLES AND CHAIRS



BANNERS



BIKE RACK



Pick a style

BIKE AMENITY



PROJECT KIOSK



PEDESTRIAN LIGHTING



DRINKING FOUNTAIN



STREET LIGHTING



more info
fully-shielded?

Pick
a style

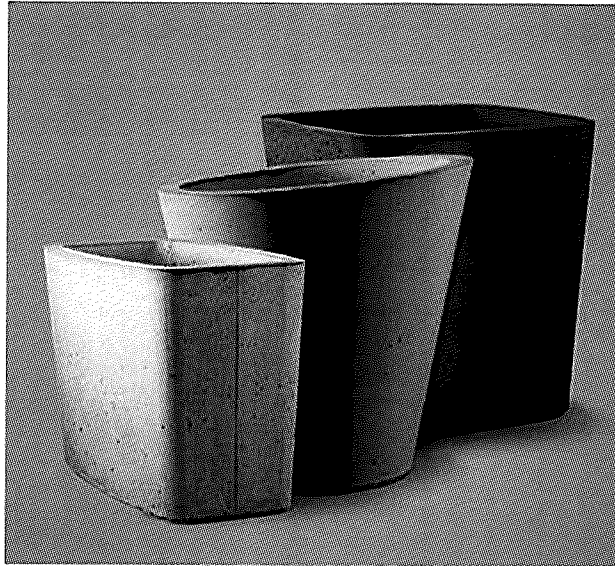
LITTER RECEPTACLES



Pick a style



PLANTERS AND CONTAINERS



STREET PLANTINGS AND PLAZA

*text not way
Leyla*

Street trees will be chosen that respond well in urban conditions. Since ONE PARK varies greatly in lighting and activity, the 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 4' 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. The plants shall be diverse including evergreens for year-round appeal. Plants shown in the Patternbook 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 Grinstead

Trident Maple - *Acer buergerianum* 'Streetwise' *B*

Miyabei Maple - *Acer miyabei* 'Morton' *B*

Hornbeam - *Carpinus betulus* 'Frans Fontaine' *AB A*

Sweetgum - *Liquidambar styraciflua* 'Rotundiloba' or 'Slender Silhouette' *no*

Zelkova - *Zelkova serrata* 'Munashino' or 'Schmidtow' *AB B/C*

no columnar

Trees along Lexington

Spring Glory Serviceberry - *Amelanchier 'Spirzam'* *C too small no canopy*

Blue Cedar - *Cedrus deodara* 'Blue Atlas' or 'Karl Fuchs'

Hawthorn - *Crataegus crus-galli* 'Cuzam' or *Crataegus phaenopyrum* *C*

'Prozam' or *Crataegus vridis* 'Winter King'

Ginkgo - *Ginkgo biloba* 'Princeton Sentry' or 'Autumn Gold' or 'Magyar' ✓

Miyabei Maple - *Acer miyabei* 'Morton'

Persian Parrotia - *Parrotia persica* 'Ruby Vase' - *eh*

*not appropriate
at street tree*

*min
width 80
tree grate
space is 4x6*

Trees along Etley

Spring Glory Serviceberry – Amelanchier 'Spirzam'
Paw Paw— Asimina triloba
Hawthorn — Crataegus crus-galli 'Cuzam' or Crataegus phaenopyrum
'Prezam' or Crataegus viridis 'Winter King'
Persian Parrotia – Parrotia persica 'Ruby Vase'
Elm – Ulmus americana 'Valley Forge' or 'New Harmony' or U. 'Discovery' or
U. 'Prospector' or U. parvifolia 'Bosque'

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'
Celandine Poppy – Stylophorum diphyllum

Annuals

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



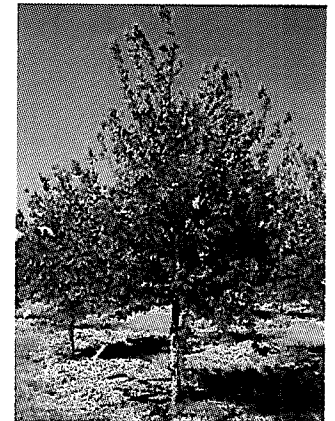
Zelkova serrata 'Musashino'



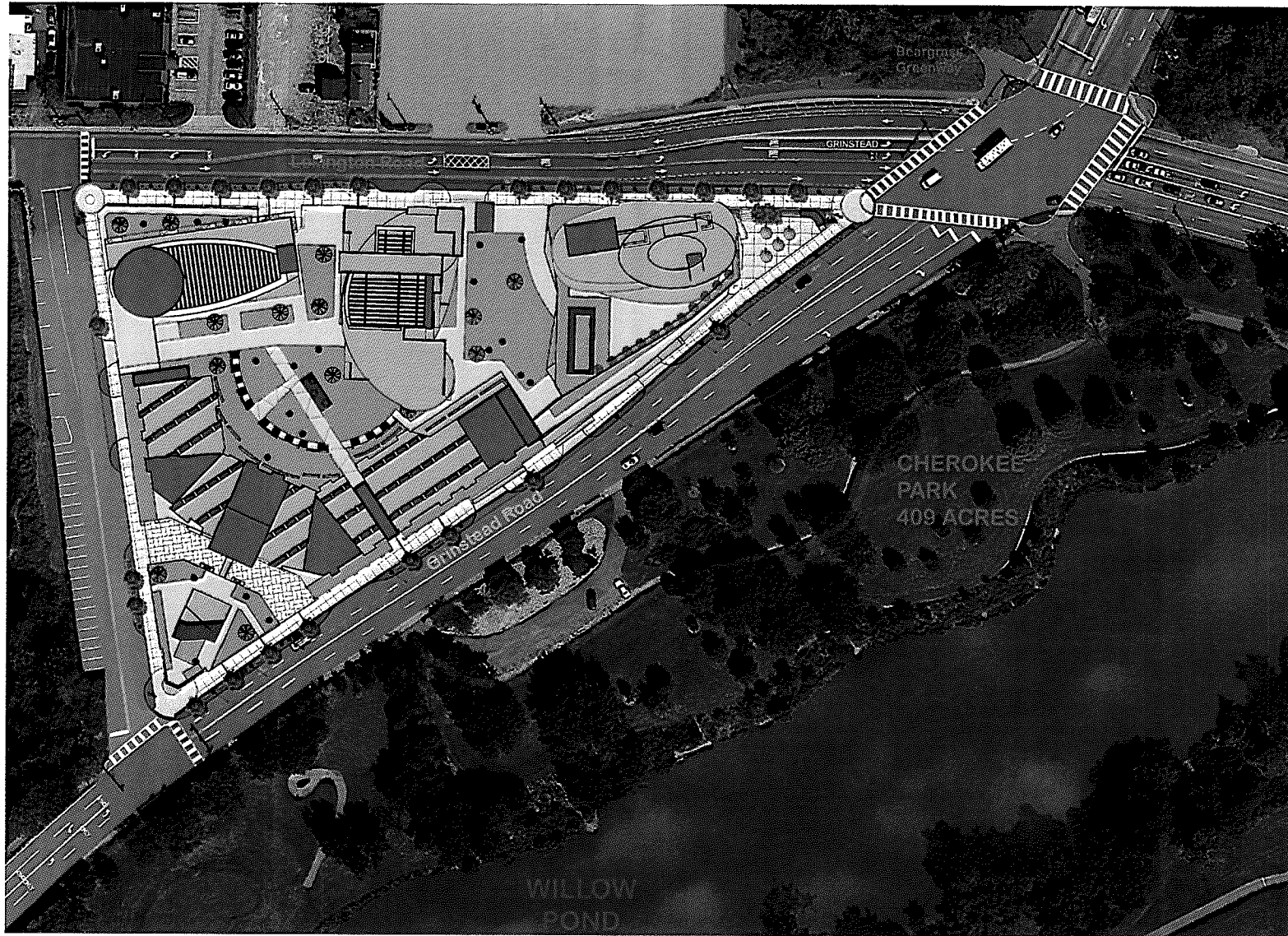
Ulmus americana 'Valley Forge'

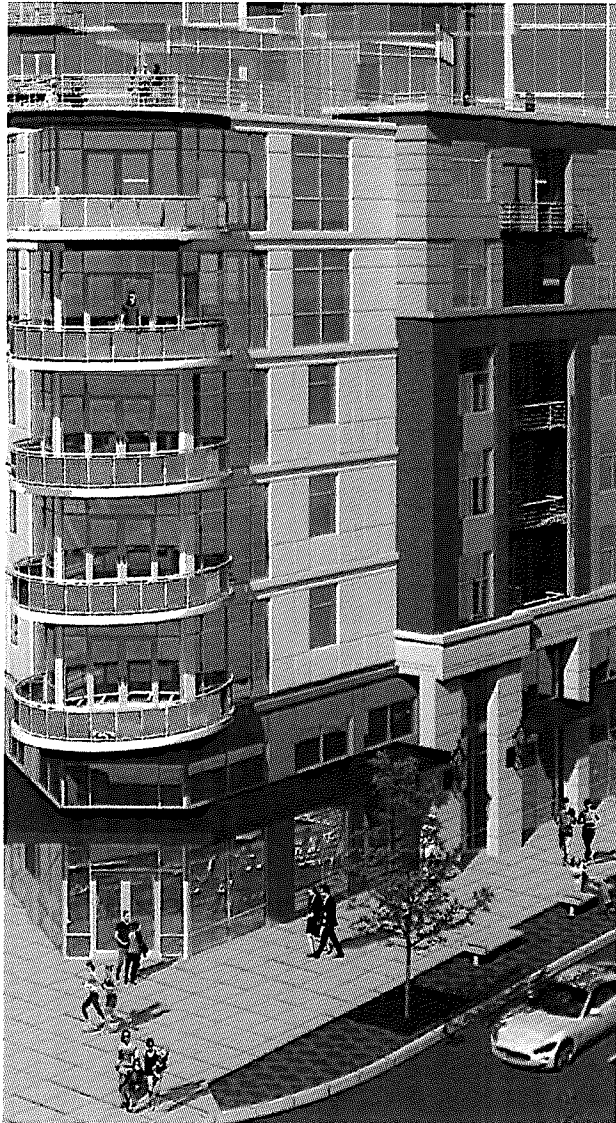


Parrotia persica 'Ruby Vase'



Acer buergerianum 'Streetwise'





COMMON AREA AND EVENT SPACE

Podium roof space as well as the tops of the towers will be common area and event space for ONE PARK. These areas may include a restaurant, green roofs, a resident garden, perennials, shrubs, trees and pools. Further details will be made at the time that structural drawings are produced to distribute the weight of barriers, growing media, plants, and water.

SIGNS

A hotel sign shall be allowed at the top of the hotel tower facing the Lexington and Grinstead corner to a maximum size of 200 sf. The sign shall be internally lit or back lit. Hotel signs along each street frontage may be allowed on the lower three floors to a maximum size of 100 sf per side of the building.

Tenant/Use signs are allowed on the building (parallel) and on canopies/awnings to a maximum size of 25 sf. Signs hung out away from the building (perpendicular) shall be allowed to a maximum size of 12sf. If the signs are lit, they should be externally lit. The signs with lighting shall point in a downward direction back to the sign and not into the eyes of the pedestrians or vehicular drivers.

Window displays that engage the pedestrians along the street are encouraged. See awning and sign pictures for illustrations showing the look and feel of ONE PARK.



Shown above are acceptable locations for signs to appear on or along the facade on the ground floor



Need more info on signs
location # sign etc. per 28.5. A 2c viii

BUILDING FACADE TREATMENTS

The lower facades will have materials and a traditional layout as seen in the illustration where the ground floor uses large doors and windows that orient to the street and create a streetscape experience.

The upper facades may have less traditional materials and show the materials in a more modern style. This includes more glass, cut-outs in the façade, and overhangs.

Balconies in the mid-range of the building will be used to create relief, rhythm, and texture in the façade. The balconies shall be allowed to overhang into the right-of-way since the property line is the build-to line.

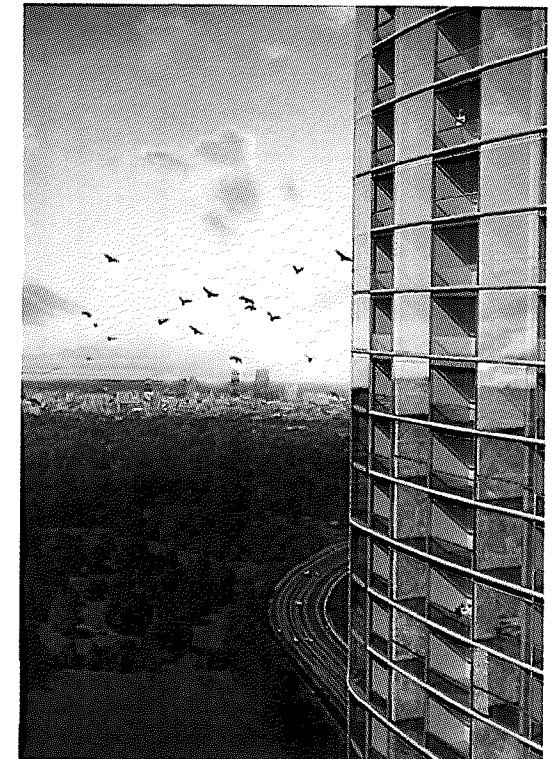
BUILDING LIGHTING

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 & MATERIALS

ONE PARK's exterior building design is dynamic in that it responds to a traditional design language from the surrounding neighborhoods, but also creates a new, modern vocabulary. Many of the facades on the base pedestal of ONE PARK incorporate conventional materials, ornament, and proportion which creates continuity at the street level. A pedestrian scale is maintained at the lower levels along Etley Avenue and Grinstead Drive to respect the park and neighborhood's character and materials of brick and limestone. Building materials may consist of stone, brick, metal, glass, precast concrete and cast stone. They will be used in more traditional forms on the lower levels and transition to a more contemporary look and assemblies as the building ascends.



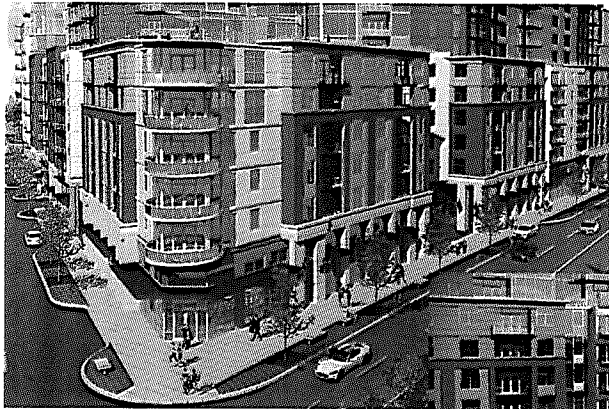
ONE PARK is intended to have:

- 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
- Reuse of rainwater from roof
- Solar panels as balcony shades (viewable from lower levels)
- Solar panels on roofs that are not common areas
- Tree wells that take in storm water
- Windows that absorb less heat

As one ascends the ONE PARK's floors, the building transitions to more modern materials and style using more metal and glass. The design, material, and massing strategies become more modern and bold. Through mixing the styles, the ONE PARK serves as a gateway that transitions the neighborhood from older traditional looks to something more progressive, yet distinctly in the style of the City. The project's vertical components are aligned along Lexington Road in order to step back the Grinstead Drive/Cherokee Park side which allows for a more modern approach to the design.

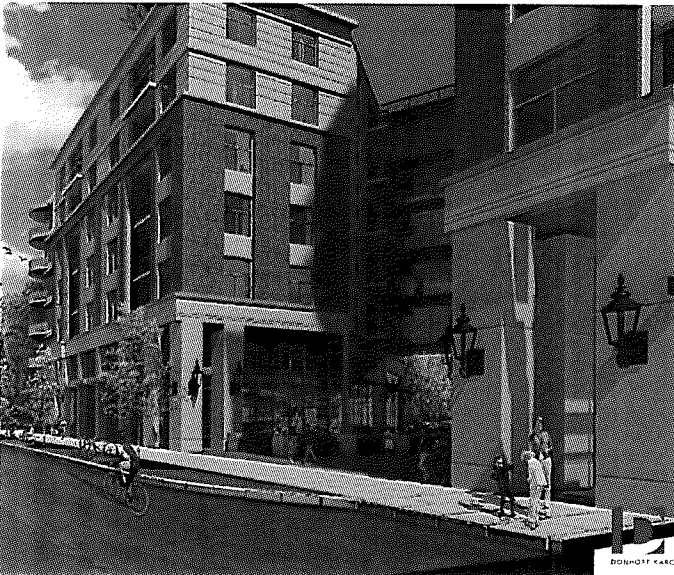
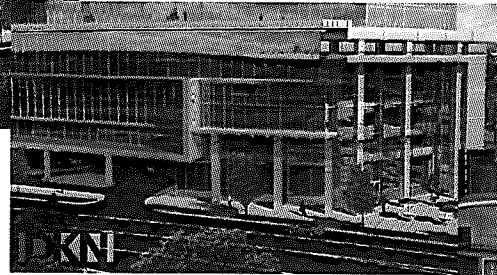
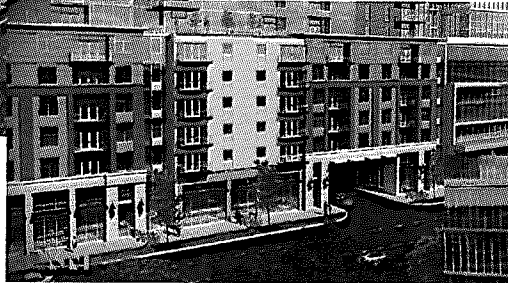
The interweaving of the horizontal residential and retail on Etley and Grinstead and the vertical components on Lexington are bound together with the sustainable green roofs on the seventh floor. The area is meant to gather the residents and provide more green space than the block has had in decades. At Etley and Lexington, there is a very dynamic meeting of traditional and modern components. At Lexington and Grinstead there

*Wanted
like more
of a
commitment
of some of
these*



is a larger merging of the traditional rectilinear forms that transition vertically into some dynamic faceting of the glass surfaces. As one moves higher, the faceting becomes contemporary, sculpted architecture which creates a unique gateway in Louisville.

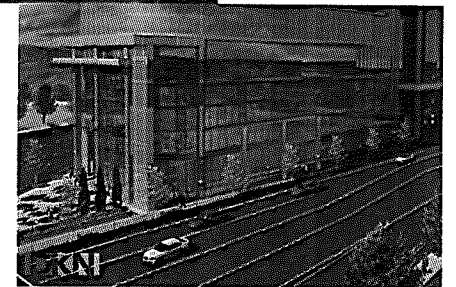
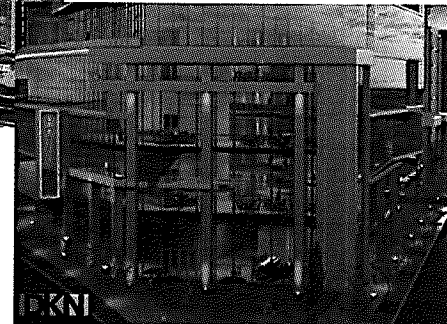
Along with architectural variations in style, the massing strategy of the building evolves from the lower floors to the upper floors. While the base floors clearly define an urban building front as a continuous street wall, the upper floors begin to recess, have cut-outs, break up, and back away from the hard edges of the lower floors. This complements the con-



temporary approach to the design of the upper floors. This strategy relieves the street view from the imposing nature of the upper floors which are now stepped back.

Despite being next to Cherokee Park and Cave Hill Cemetery, much of the existing site is covered in impervious surfaces. This causes serious stormwater and runoff issues that can damage the surrounding environments. ONE PARK 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 drastically improve the land and the environment around it.

The block has been under-utilized for decades for being car-only focused. ONE PARK has the capacity for filling housing, work, and stay needs that this area cannot attain in the surrounding neighborhoods. This block can transition into being a strong, progressive architectural voice in Louisville. It sets goals for mixing uses that provide needed services to the surrounding communities as a commercial activity node. ONE PARK meets these goals by establishing this node at a transition point in the City's fabric, creating a gateway that not only serves, but enhances the surrounding neighborhoods.

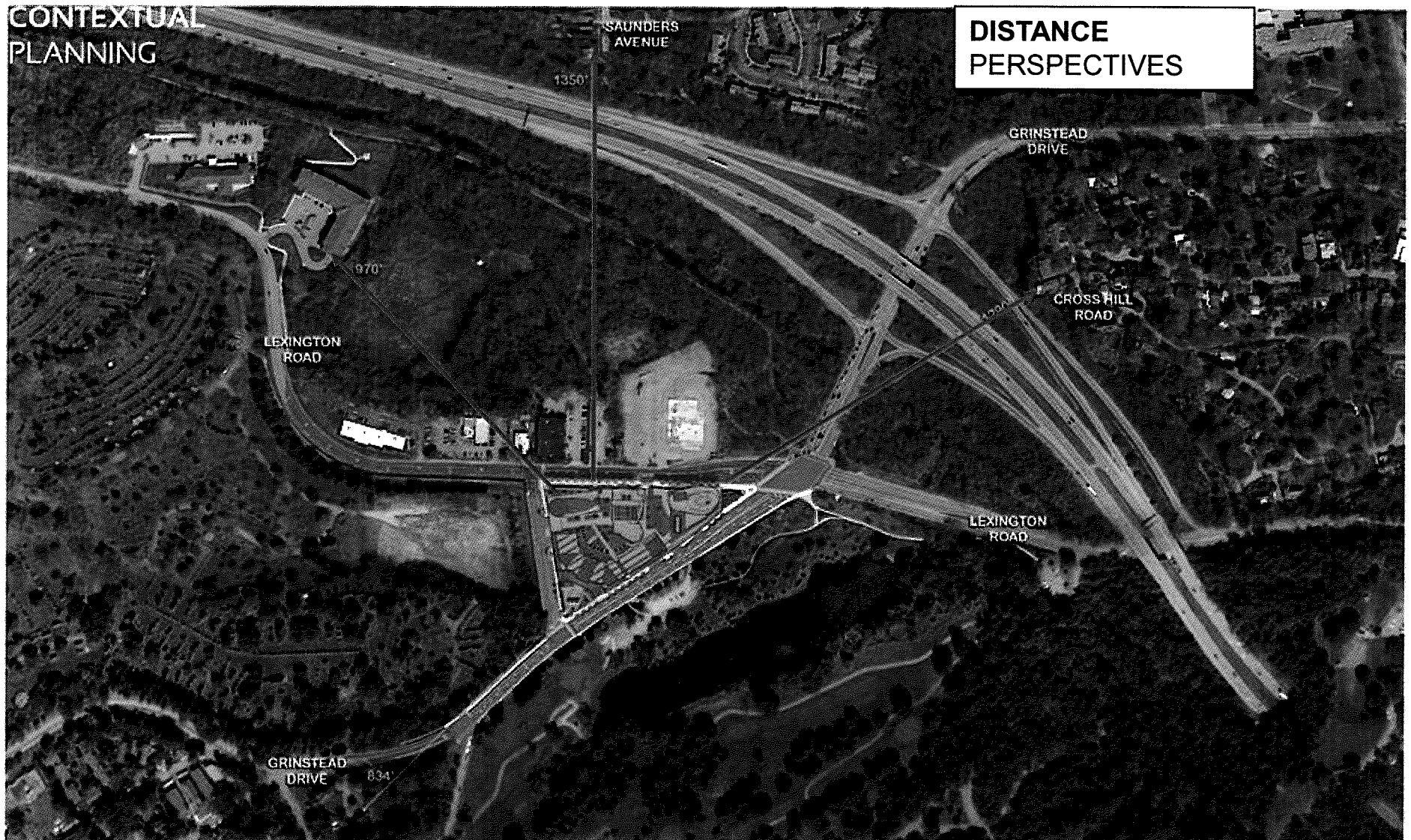




DKNI
DONHOFF KARGL NALL ARCHITECTS

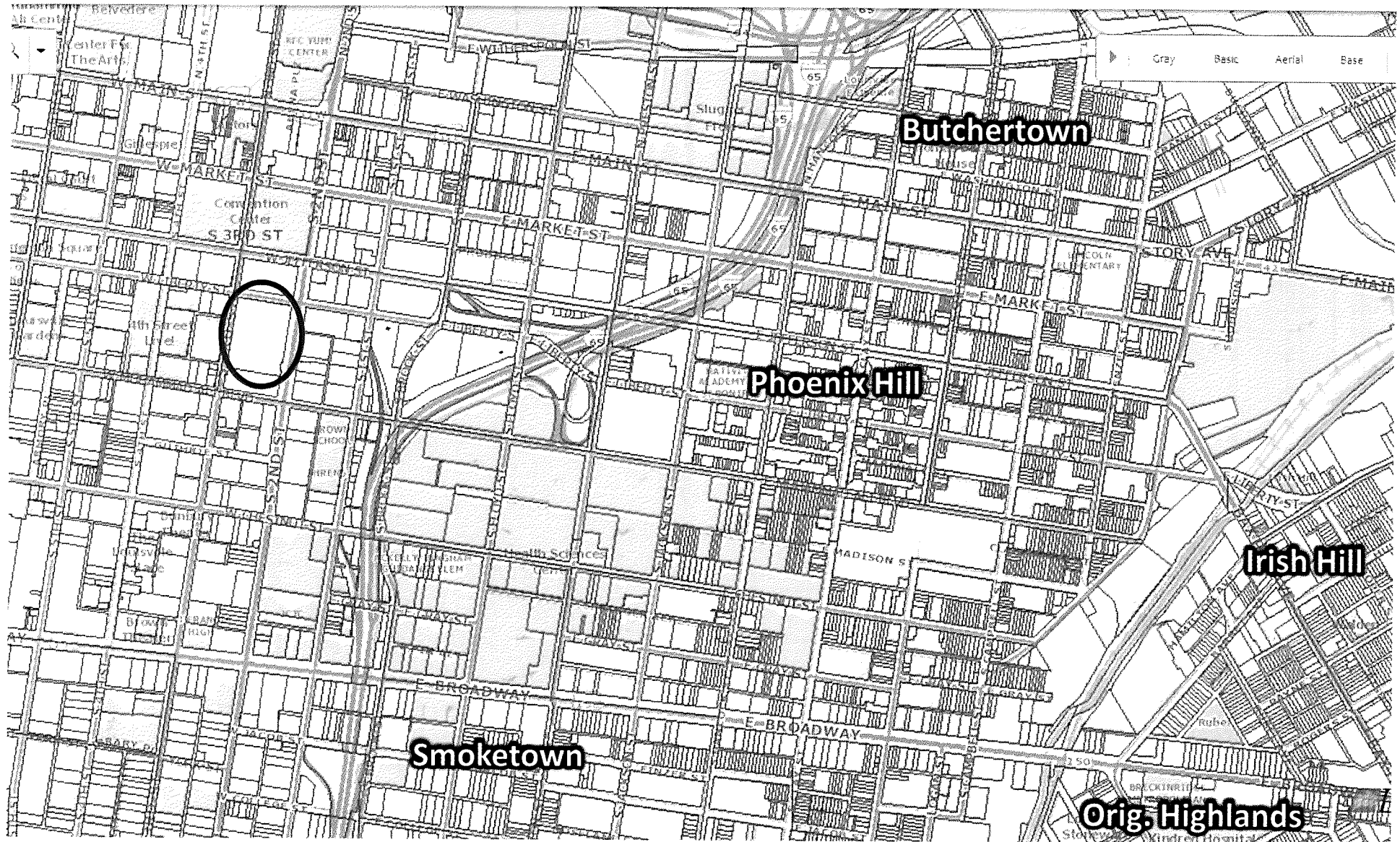
CONTEXTUAL PLANNING

DISTANCE PERSPECTIVES



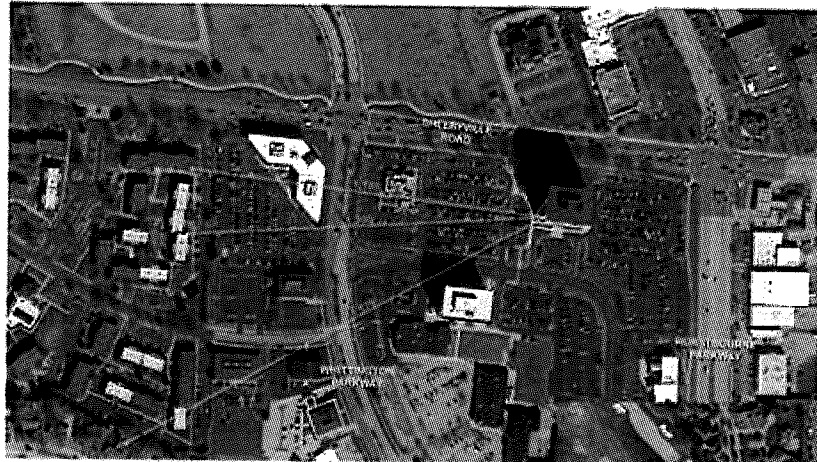
DISTANCE PERSPECTIVES

As a comparison, see where the Omni is relative to nearby neighborhoods. (1:9600 scale)



DISTANCE PERSPECTIVES (continued)

The proposed ONE PARK project is shown on page 25, like the images on page 26 and this page, to be located relatively significant distances from single family and multi-family residential uses. The ONE PARK distances are comparable to those that other tall buildings in Louisville Metro are located from single and multi-family residences proximate to them. Examples of similar situations are shown in the prior page LOJIC map of the new Omni Hotel and in these photographs of residences in neighborhoods proximate to the 9300 Shelbyville Road "Flash Cube" building in Hurstbourne, proximate to Kaden Towers off Dutchmans Lane, and the 800 building in Old Louisville. It is evident from these photos and illustrations that none of these residences are negatively impacted by tall buildings located these distances away and considering other interposing influences which help mitigate the arguably (although not necessarily actual) adverse effects of height, such as other structures, trees and so on.



"Flashcube Building"
9300 Shelbyville Road
13 floors (~170' high)

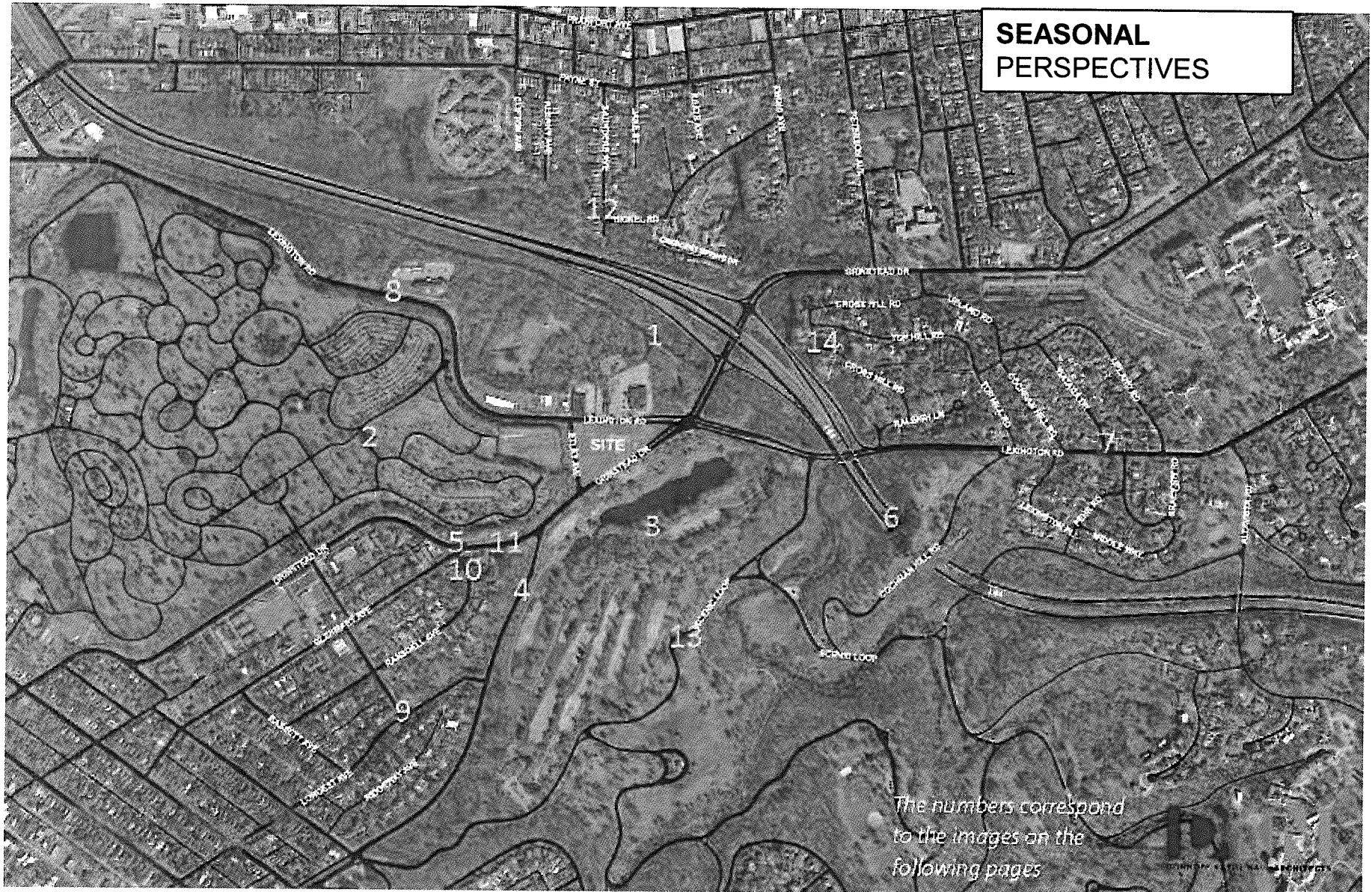


Kaden Tower
6100 Dutchmans Lane
15 floors (~197' high)



800 Tower City Club Apartments
800 South 4th Street
29 floors (~290' high)

SEASONAL PERSPECTIVES



The numbers correspond
to the images on the
following pages

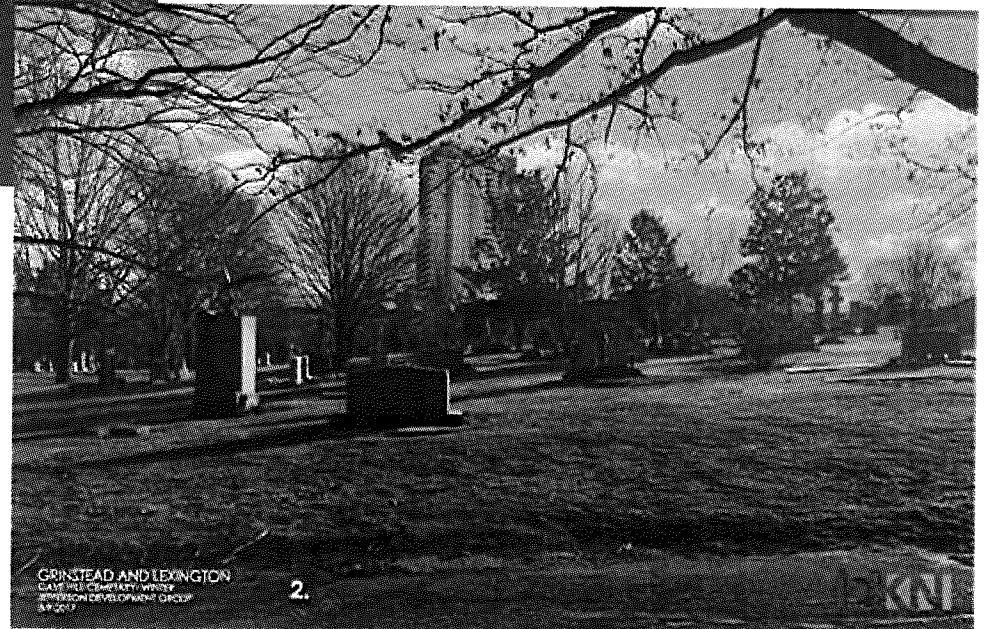


SEASONAL PERSPECTIVES

The proposed "One Park" project is accurately shown in these 14 photos that were taken during both the spring/summer time when trees were full of foliage and winter time when trees were bare. They are taken from various vantage points around Cherokee Park and within the Irish Hill, Cherokee Triangle, Crescent Hill and Lexington Road neighborhoods. It is evident from these photos that trees and topography play major roles in mitigating the arguably (although not necessarily actual) adverse effects of height.



*See the previous page
for location*





GRINSTEAD AND LEXINGTON
 GREENWAY PARK DEVELOPMENT
 ARCHITECTURAL DEVELOPMENT ONLY
 9/26/2014

3.

LOKN

4.5

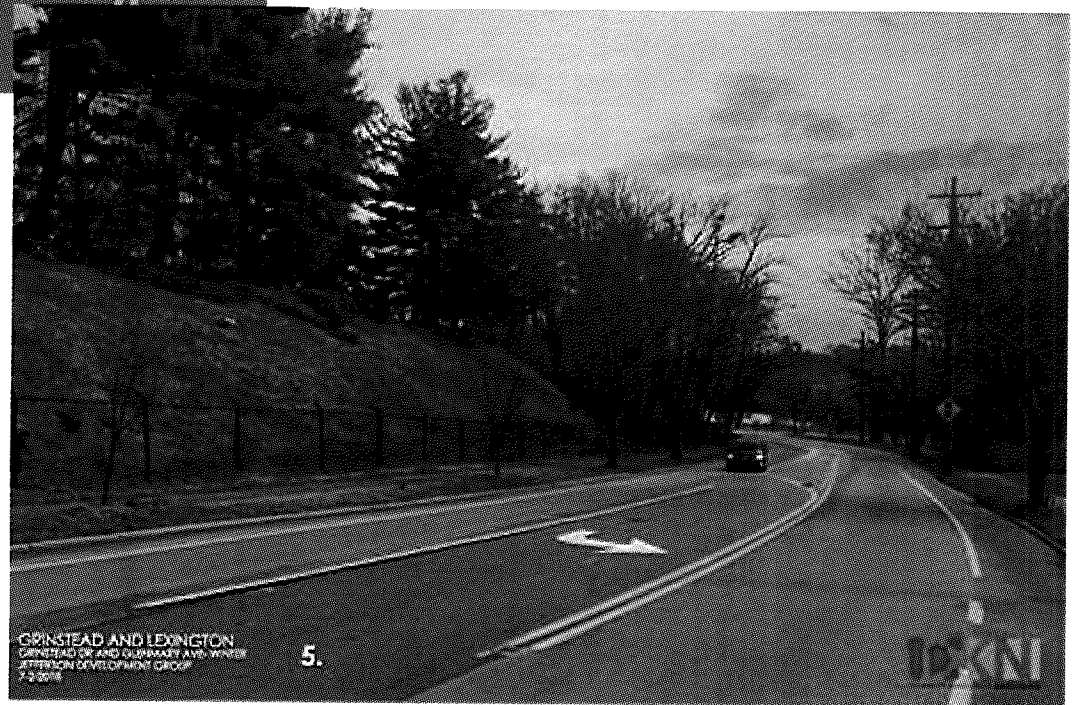
LD





GRINSTEAD AND LEXINGTON
GRINSTEAD DR AND GLENMARTY AVE VIEW W/TREES
JETTISON DEVELOPMENT GROUP
9-26-2014

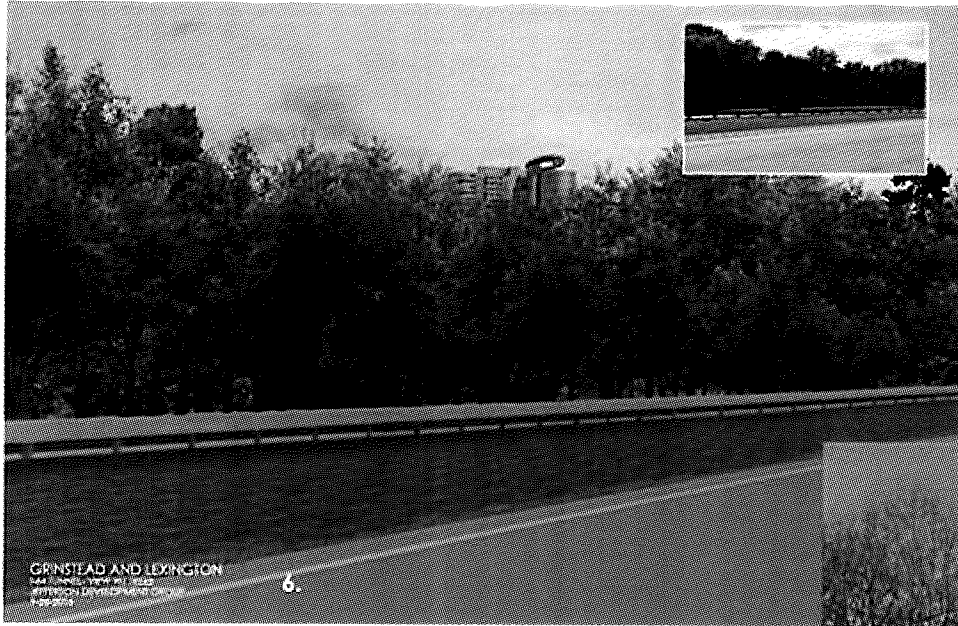
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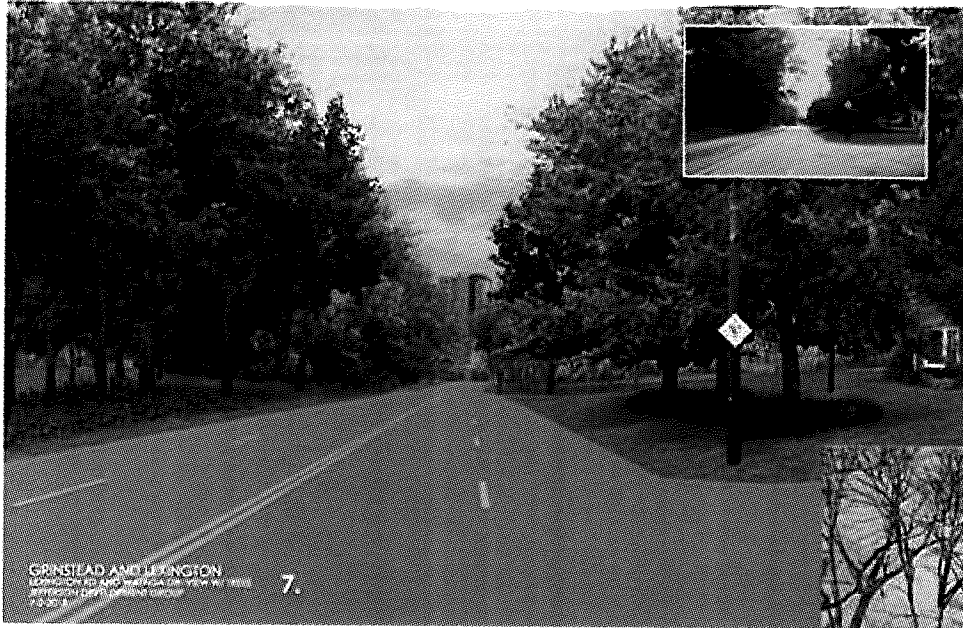


GRINSTEAD AND LEXINGTON
GRINSTEAD DR AND GLENMARTY AVE WINTER
JETTISON DEVELOPMENT GROUP
9-2-2014

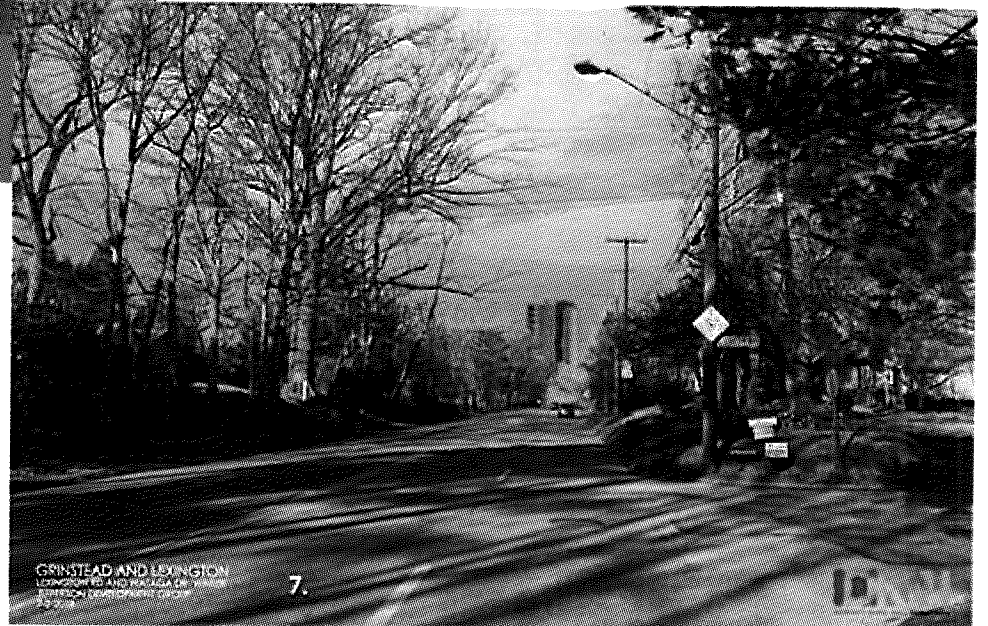
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10XN

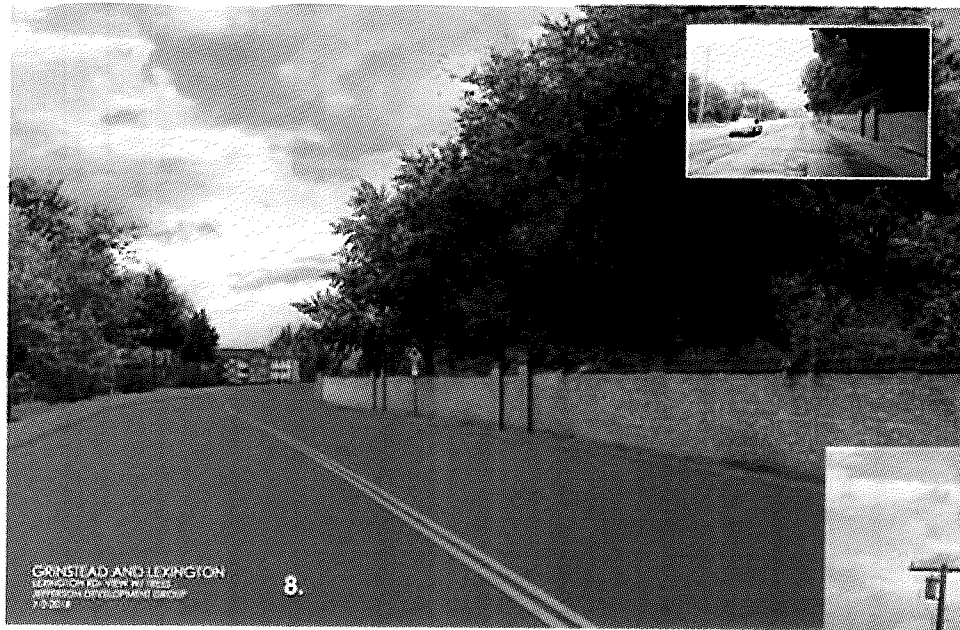




7.



7.





GRINSTEAD AND LEXINGTON
LONGEST AVE AND RAY AVE. VIEW W/ TREES
JEFFERSON DEVELOPMENT GROUP
7-2-2018

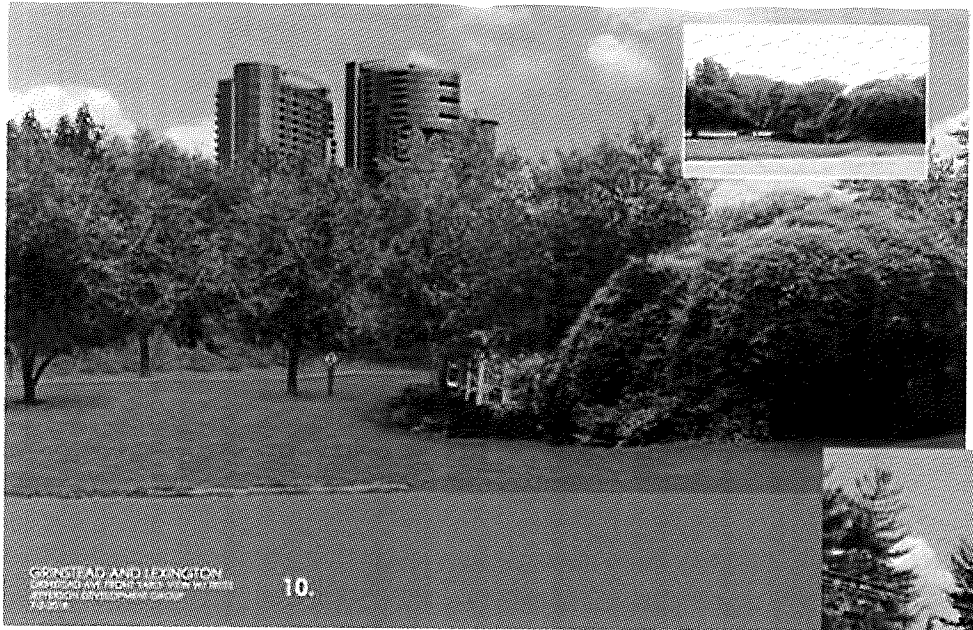
9.



GRINSTEAD AND LEXINGTON
LONGEST AVE AND RAY AVE. POSTER
JEFFERSON DEVELOPMENT GROUP
7-2-2018

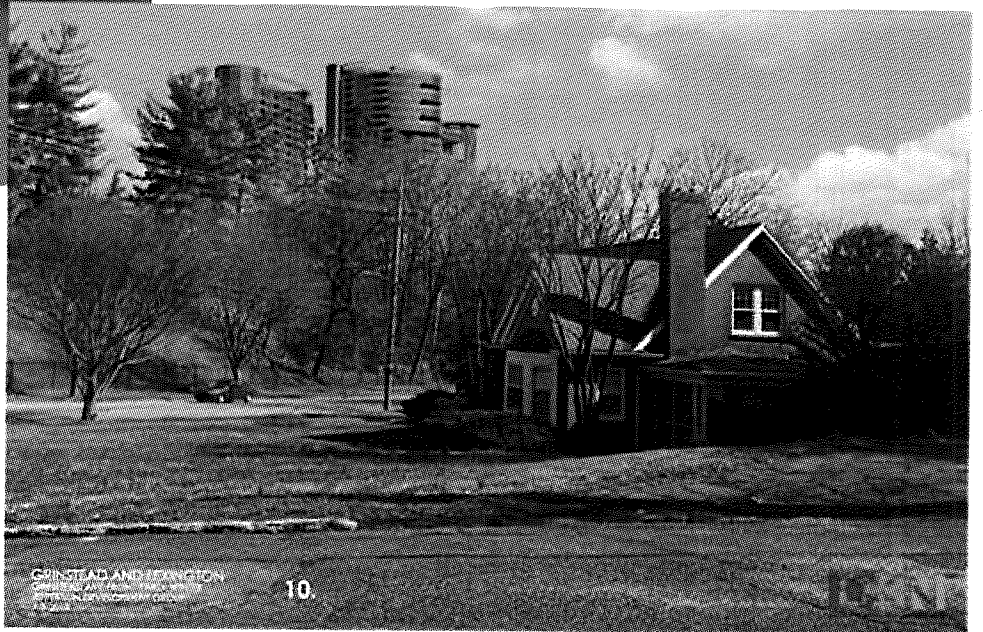
9.

DKNI



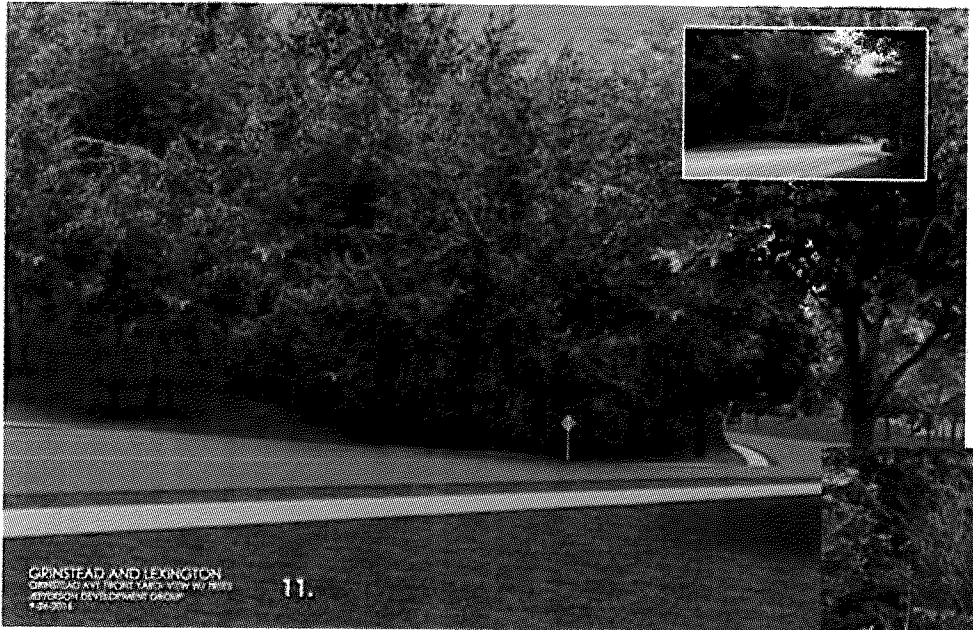
GRINSTEAD AND LEXINGTON
GRINSTEAD AVE FROM TART VILLAGE DRIVE
BY THE NEW DEVELOPMENT GROUP

10.

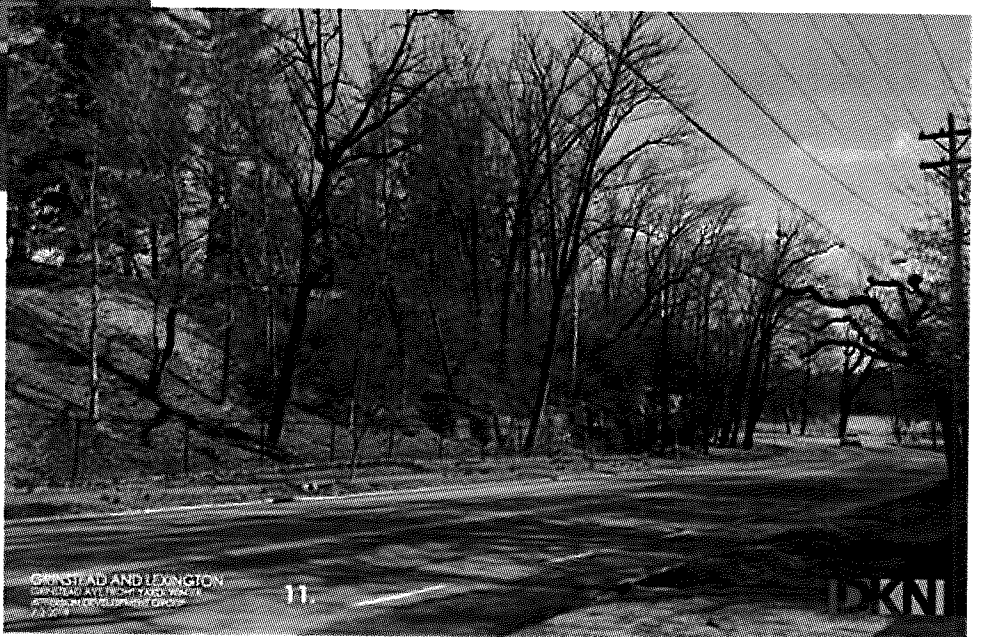


GRINSTEAD AND LEXINGTON
GRINSTEAD AVE FROM TART VILLAGE DRIVE
BY THE NEW DEVELOPMENT GROUP

10.



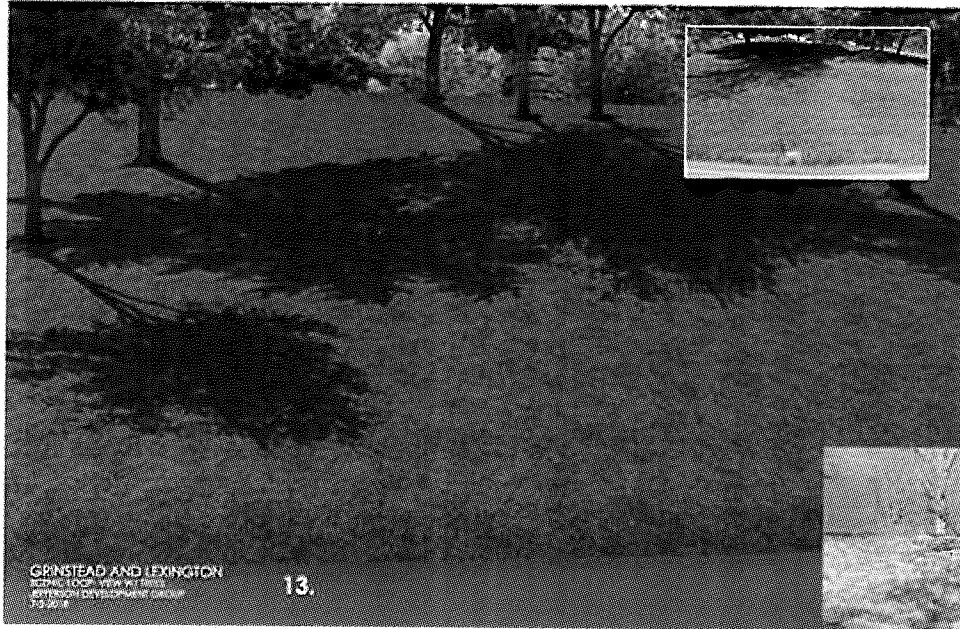
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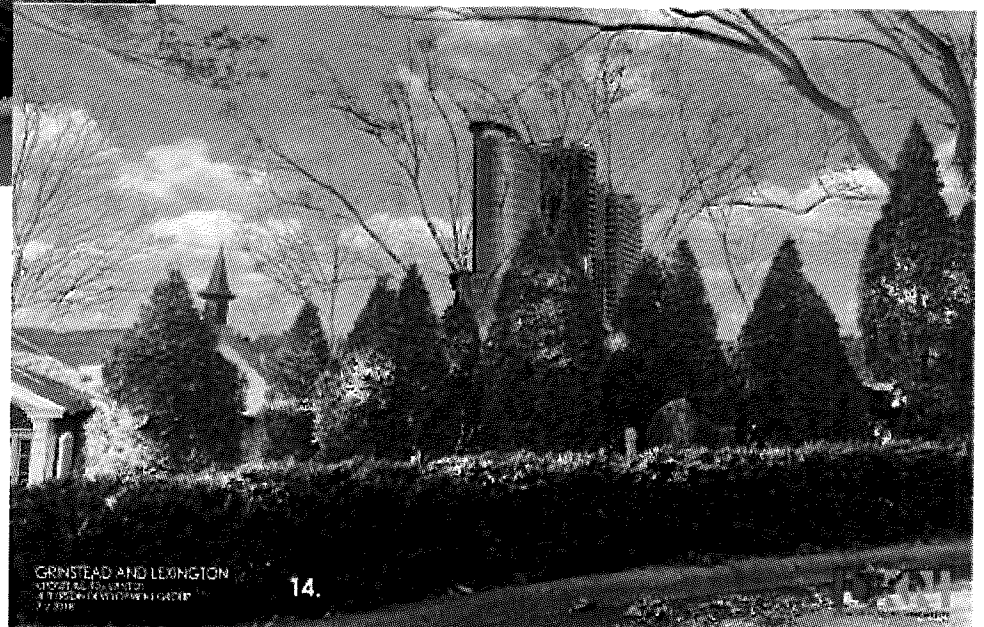


11.

DKNI

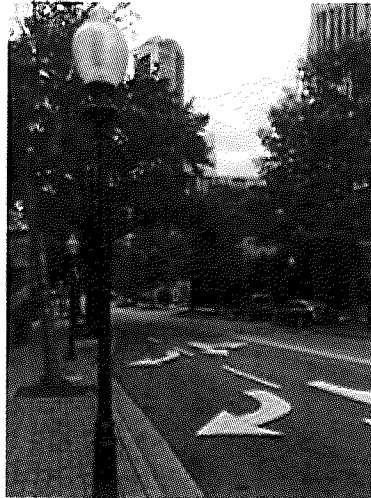








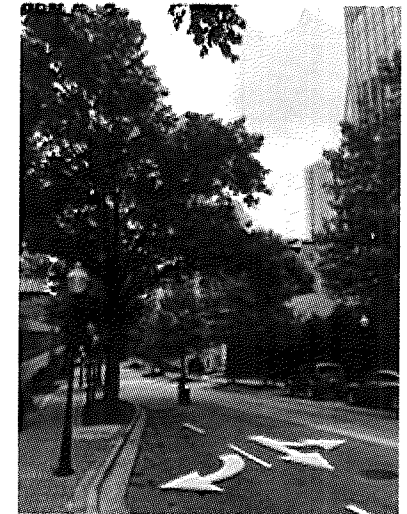
1a



1b



1c

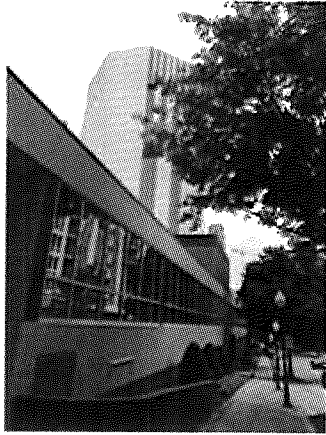


1d

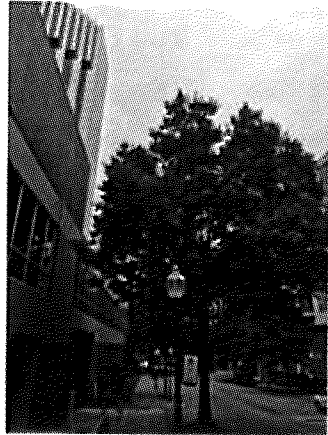
HEIGHT PERSPECTIVES

The proposed ONE PARK project can be compared to these tall building photos taken in the Buckhead community of Atlanta. What they depict is how often the least impact, if any at all, of height is felt the closer one stands or is parked to the particular tall building observed. That's because, as these photos illustrate, various interposing influences (such as trees, other structures, other parts of the building itself, and so on) actually regularly block the view the closer one gets to it.

HEIGHT PERSPECTIVES (continued)



2a



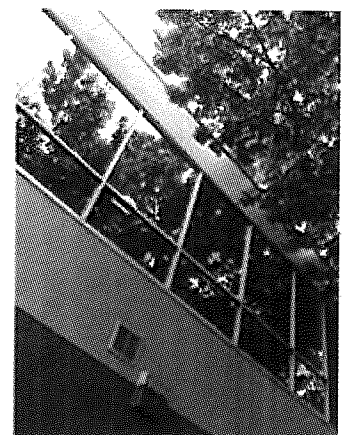
2b



2c



2d



2e



3a



3b



3c



3d

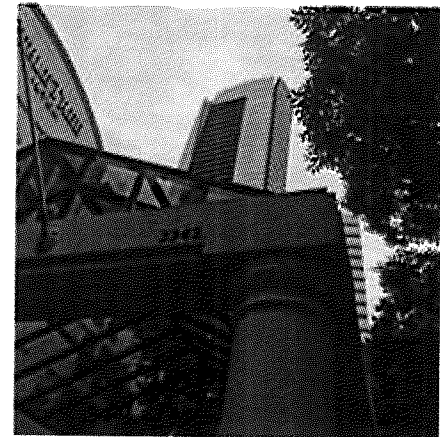
HEIGHT PERSPECTIVES (continued)



4a



4b



4c



4d

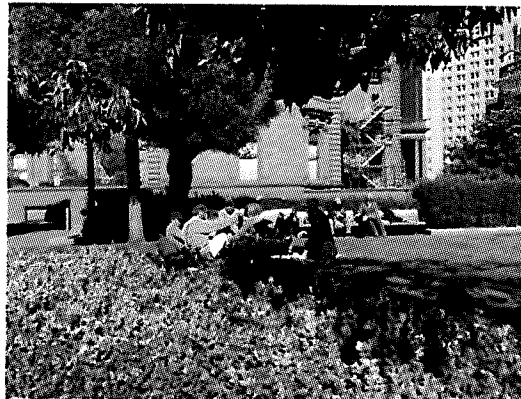
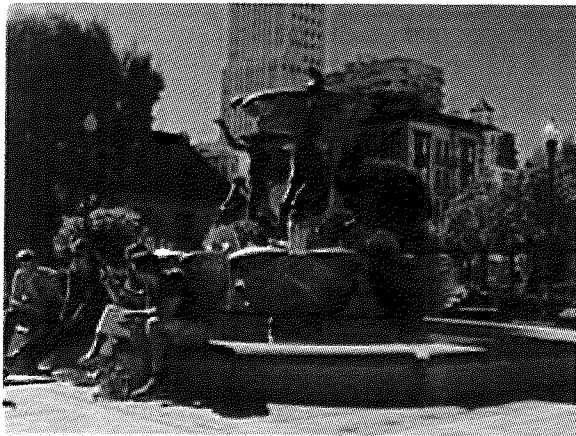


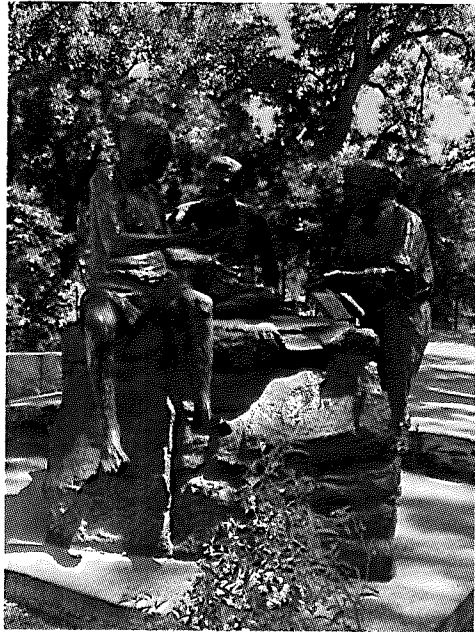
4e

PARKS PERSPECTIVES

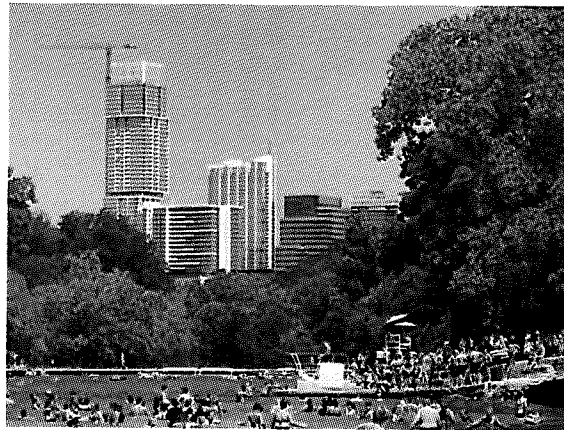
The proposed ONE PARK project is so named because of its proximity to Cherokee Park, which (in addition to its gateway location off I-64 and at the intersection of two major arterials connecting and/or leading to the core of Louisville Metro's downtown) represents the principal advantage of this location for this project and, to a large extent, vice versa. An urban park is meant to be used, not just barely or trivially and not just by those who reside adjacent to it, but regularly, actively and by as much of the urban community as can relatively easily gain access to it. Frederick Law Olmsted surely not only understood but also promoted this, as indeed he planned his parks, notably New York City's Central Park, with these, along public health and property value, interests in mind when in 1858 he authored his "Greensward Plan". Of course the times were very much different as was the development of our cities; but, that said, Olmsted wrote that "No longer an open suburb, our ground will have around it a continuous high wall of brick, stone, and marble [meaning buildings]. The adjoining shores [meaning park edges] will be lined with commercial docks and warehouses; steamboat and ferry landings, railroad stations, hotels, theaters, factories will be on all sides of it and above it [meaning Central Park]: all of which our park must be made to fit." When Olmsted penned a letter to a Mr. William Robinson 14 years later in 1872, he very much anticipated development of the city increasingly converging upon his park, which he also very much viewed as a good and essential thing for the well-being of the city and even more so of its inhabitants. In these photos we see how some great American cities (San Francisco in the west, Austin in the southwest, Atlanta in the south, St Louis and Cincinnati in the midwest and Boston in the east, while perhaps missing the mark in certain other respects -- e.g., cost of housing, traffic congestion as a consequence of sprawl, crime and race relations) have developed in ways that nevertheless assure that the urban core and its significant and burgeoning populations benefit from accessible and inviting public parks. The photos of San Francisco's Huntington Park and Austin's Barton Springs particularly illustrate how a true sense of "community" involving significant human presence and interaction is created and enhanced by dense and intense development adjacent to these parks and how building mass and height (essential to those two things) actually positively contribute to the viability of these parks instead of detract from them.

San Francisco's Huntington Park

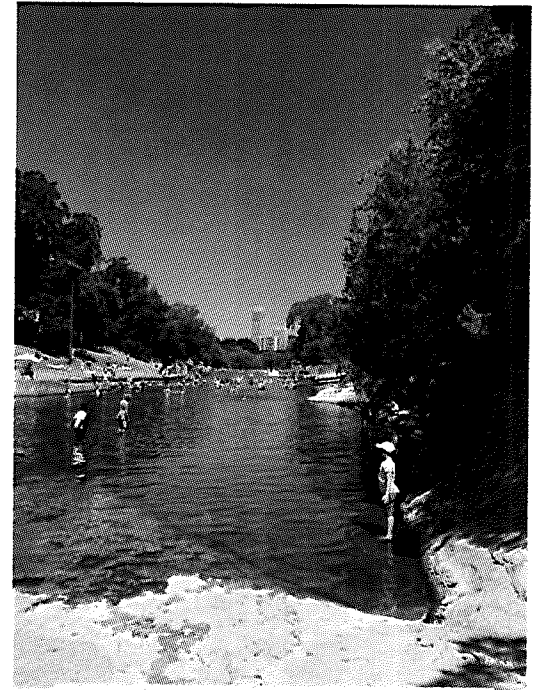




Austin's Barton Springs Park



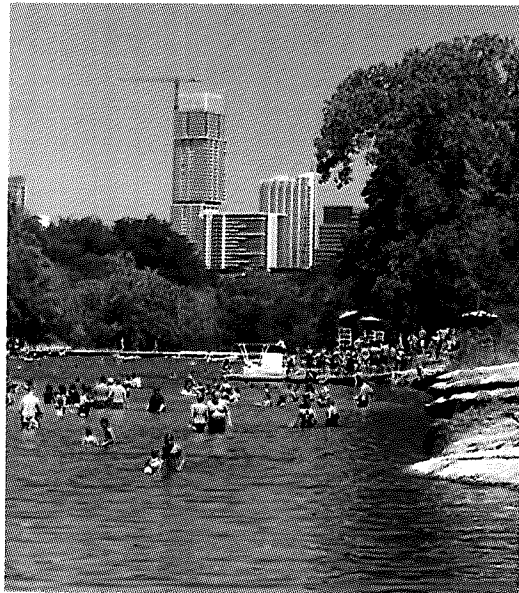
Austin's Barton Springs Park



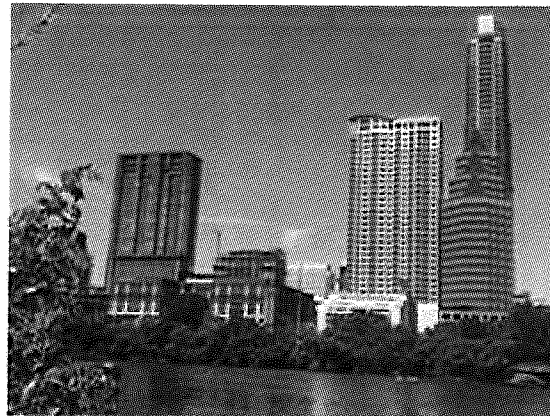
Austin's Barton Springs Park



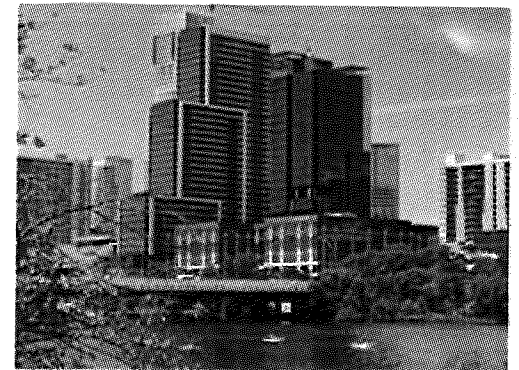
Austin's Barton Springs Park



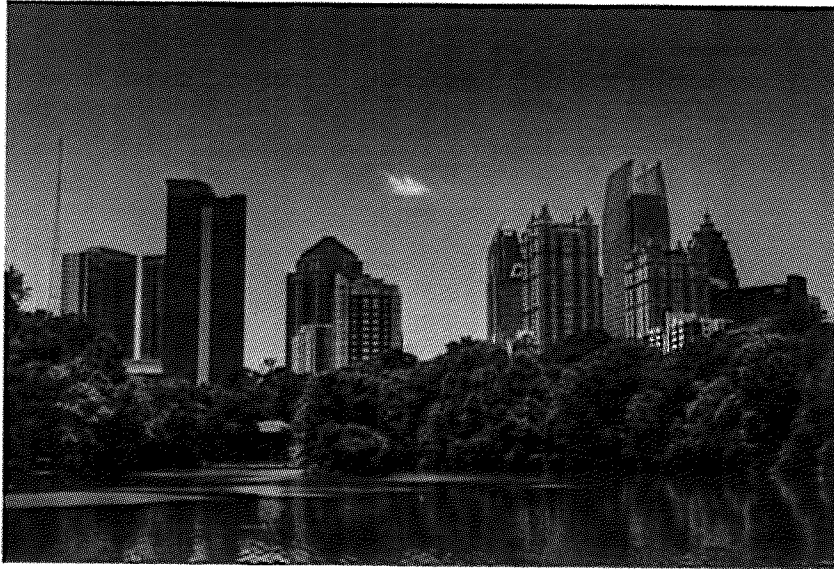
Austin's Barton Springs Park



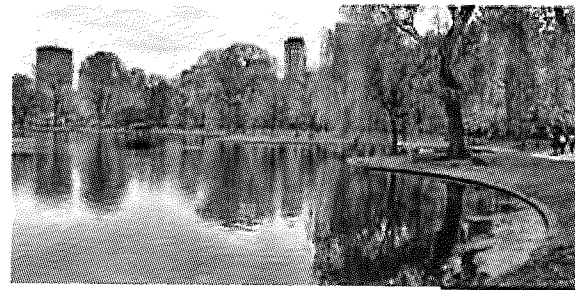
Austin's Lady Bird Lake



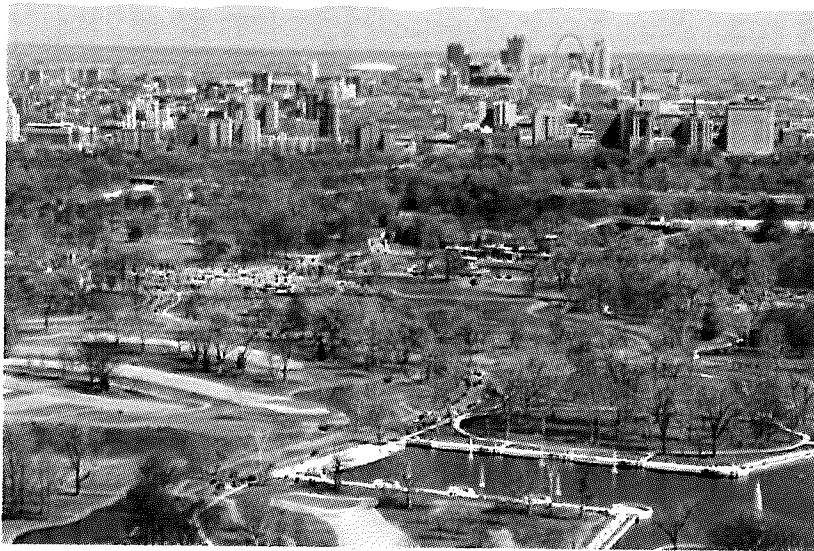
Austin's Lady Bird Lake



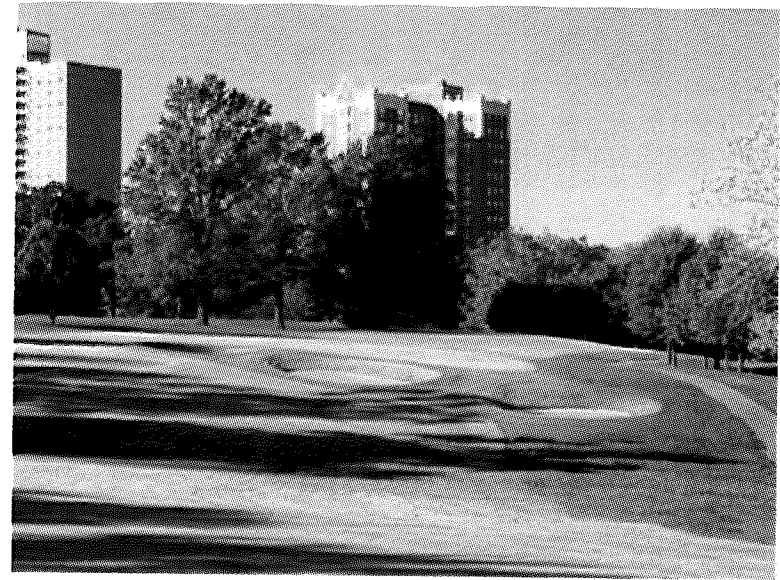
Atlanta's Piedmont Park



Boston's "Emerald Necklace"



St. Louis' Forest Park



St. Louis' Forest Park



Cincinnati's Eden Park



Cincinnati's Eden Park