

Notes on the 3/16/2023 Site Plan for Lexington's Riverwoods Reserve

*Blue italicized text is response from Haeger Engineering.*

1. All the internal sidewalks should be 5 feet wide. Two people do not walk abreast comfortably on a four-foot sidewalk, nor do two passing strollers.  
*Comment has been incorporated into the current site plan.*
2. Each sidewalk that crosses a road must have ADA compliant warning pavement/ramps.  
*Comment has been incorporated into the current site plan.*
3. Each sidewalk crossing a road deserves tactile and visual distinction. We may accept thermoplastic marked crosswalks, but it would be much more attractive to have a paver pattern (in pavers, or impressed concrete, or dyed impressed asphalt)  
*Comment has been incorporated into the current site plan. Decorative pavement (specifics tbd) are proposed in all the sidewalks crossing the motor courts, replacing the decorative aprons previously shown. On the Access Drive sidewalk, the walk pavement carries through the intersection giving it visual priority.*
4. Modifying the curb line at each of the three courtyards to the front doors so as to create delivery vehicle or guest drop-off/pull-off areas would prevent all the amazon/FedEx/UPS/USPS vehicles from impeding vehicular flow. It would suggest moving the sidewalk to one side of the courtyard or the other as opposed to centered on the loop, so that the vehicle in the drop-off slot did not block the pedestrian crosswalk.  
*Parking stalls have been removed from the rain garden island to facilitate vehicle loading for buildings 4-10. Buildings 1-3 have adequate two-way street width to accommodate on-street loading.  
We don't feel that off-street loading facilities are appropriate for residential uses, in agreement with the Village Ordinance.*
5. One additional crosswalk between building 10 and buildings 2/3 will likely emerge as a "desire path" over time...you can wait for it and have it paved after it emerges, or you can install it now and design the landscaping to accommodate it.  
*The walk has been omitted to allow more useable, uninterrupted, open space for passive recreation. (Can be added prior to acceptance, if needed, as this is intended to be open space.)*
6. We also think it would be a good idea to ring the central open-space oval with a carriage walk...It is easier to maintain than plantings behind the curb and looks nicer than trampled, salt intolerant turf.  
*A carriage walk would be functionally incompatible with the proposed rain garden by presenting a drainage obstruction.*

7. We do not understand the expanded sidewalks on the street side of building 5 and building 8. Could you articulate on the graphics their purpose?  
*The expanded sidewalks allow for a margin of error in truck turning movements at the far end of the Rain Garden Island. (See the Turning Exhibits.)*
8. Airconditioning condensers should not be located on the street side of the buildings. For the 10 units on the street side of the buildings, they should be located within the auto-courts, even if their service lines are exceptionally long.  
*Comment has been incorporated into the current site plan.*
9. We have shared our opinion about the lack of a human door on the auto-court side of the units. The fact that some of the guest parking for the units furthest from the street will require guests to walk 350 feet to the front door strongly suggests that the addition of sidewalks at the south end of units 7-10 and at the north end of units 1-6 would be appreciated by those guests.  
*We feel that a sidewalk on the south end of buildings 7-10 is not required and would reduce the area available for berming and landscaping. A path north of buildings 1-6, shown in some previous plan iterations, was abandoned to maximize woodland preservation and facilitate grading of the overland overflow route.*
10. The auto courts each have a very shallow end, presumedly for the purpose of allowing the driver to back out of the end garage/guest parking stall without damaging the fence/screen. These appear to be too shallow. We don't want to give the misimpression that parking is allowed at the ends of the court, but these could be a little more generous.  
*Comment has been incorporated into the current site plan. The depth of the motor court extension has been increased to 5'.*