

Mossotti, Chair
Scutchfield, Vice Chair
Kay
Stinnett
Akers
Gibbs
Lamb
Farmer
Bledsoe
Henson

A G E N D A

Planning & Public Safety Committee

May 12, 2015

1:00 P.M.

1. **April 14, 2015 Committee Summary** (1-4)
2. **Status of Fire Station # 2** (5-12)
3. **Design Excellence Update- Kay** (13)
4. **Status of Small Area Plans – Stinnett** (14-25)
5. **Greenway Plan & Manual - Mossotti** (26-39)
6. **Downtown Traffic Study Update - Farmer** (40-67)
7. **Items Referred** (68)

“Planning and public safety committee, to which shall be referred matters relating to the division of planning and including, but not limited to, matters relating to housing, infill and redevelopment, purchase of development rights and historic preservation, and any related partner agencies and to which shall be referred matters relating to the department of public safety and its related divisions.”

- Council Rules & Procedures, Section 2.102 (1) Effective January 1, 2015. adopted by Urban County Council September 25, 2014

2015 Meeting Schedule

January 13	February 10
April 14	May 12
June 9	August 11
September 8	October 13
November 10	



Planning & Public Safety Committee

April 14, 2015

Summary and Motions

Chair Mossotti called the meeting to order at 12:59 p.m. Committee members Bledsoe, Farmer, Gibbs, Henson, Kay, Lamb, Mossotti, Scutchfield and Stinnett were in attendance. Committee member Akers was absent. Council member Fred Brown was also in attendance.

1. February 10, 2015 Committee Summary

A motion was made by Kay to approve the February 15, 2015 Committee Summary, seconded by Bledsoe. The motion passed without dissent.

2. Versailles Road Corridor Study

Henson gave a brief history and introduction of the Versailles Road Corridor Study.

Brad Frazier from Engineering introduced Tom Hatfield from EA Partners. Hatfield and John Carmen, with Carman & Associates, presented the findings of the studies to the Council.

Bledsoe inquired about the presented designs in the intersections, and the materials and methods used. Carmen replied it is a material with imprinted designs that is lain down in crosswalks and is therefore durable to constant traffic. Bledsoe questioned the durability and upkeep for these surfaces, to which Carmen replied they would have a 6-9 year life span, which is comparable to other enhancements.

Lamb inquired about right-of-way acquisitions, and if they will be the responsibility of state or local government. Hatfield replied it is a state maintained road. Frazier stated the right-of-way acquisitions will depend on how the project is laid out, but he suspects the state will do this given that the project is on US 60.

Kay requested more information about the rounded corners in intersections. Frasier stated they allow for the turning movements of large trucks and prevent their rear wheels from driving onto pavement or sidewalks where pedestrians would be. Frazier further explained that current regulations call for radiuses at intersections.

Farmer stated the corridor is an important part of the city that has been previously ignored. Farmer inquired if the public art and fence in the median are feasible with the state's involvement. Carmen stated there are constraints and they will need to comply with various right of way conditions set by the state. Carmen stated these applications

will be used to show that they have successfully used these means in other urban conditions, and noted there are some areas of give and take. Carmen explained the fences are used in areas of high volume pedestrian traffic to discourage crossing outside of crosswalks.

Farmer inquired if there is room for planting in the center of the viaduct, to which Carmen affirmed there is, stating three-quarters of the proposed enhancement space is currently unused. Farmer thanked Carmen for his work on the item and stated his support for the corridor enhancements.

Lamb inquired if the funding for the project has been included in the FY 2016 budget. Frazier stated the next step in the process is to provide the information to the state, which they have done. Frazier further noted they relied on the state for the document and study. Lamb shared her support for the proposed enhancements.

Henson recognized the work of the engineering department and John Carmen, and further stated that the corridor has significance for economic development. Henson stated she would move forward with getting funding for this project as well as a resolution for the Council's support to the state to complete these projects at the next committee meeting.

3. Design Excellence

Vice-Mayor Kay gave an update of Design Excellence.

Gibbs inquired about economic incentives, and if the TIF applications were included in the proposal. Kay stated it was considered by the Design Excellence Taskforce, but the guidelines did not list specific incentives.

Bledsoe asked if any of the list of incentives were funded in the Mayor's Proposed Budget. In response, Kay stated the Design Excellence Officer is the only funded position, and he believes there may also be a small sum of money included for TIF applications. Commissioner Paulson stated he is not sure if there are explicit funds in the budget for TIF applications, but there is a \$1 million fund that is spread between a few items, including economic development land that would include downtown and covers bondable public infrastructure improvements.

Bledsoe inquired if existing projects would be grandfathered into the program, Kay stated they would not, and would only apply to new projects.

Lamb inquired how incentives would be presented, either through policy, or other methods, and if those will be included in the ordinance. Kay stated it would need to be specified. Lamb inquired if there had been discussion about who would administer loan funds to which Kay replied that would be a decision of the board. Lamb stated she believes the ordinance should also reference Chapter 25 of the Ethics Act. Lamb suggested the board be structured like the Planning Commission and the Board of Adjustments so that it would fall under the financial interest reviews of the Ethics Act.

Lamb inquired about the intention of the passage in section 26-6, which states, if the board fails to take action in 60 days, then the application is deemed to be approved. Chris King replied the rules are identical to the Courthouse Area Design Review Board (CADRB). Lamb asked if the CADRB had any dealings with incentives, to which King replied they did not, and neither would the Design Excellence Board.

Stinnett inquired if Commissioner Paulson's intentions for the Economic Development money are tied to the Economic Development zones. Paulson replied it is not and the funds will not be for only one zone. Paulson stated that Planning will bring forth a proposal to address this. Stinnett stated this does not fulfill the goal of the committee to reserve the \$1 million fund solely for the Economic Development Zone.

In response to a question from Stinnett about the position of Design Officer Paulson stated that within the first year only one position was necessary as his office could assist with the workload in the beginning of the program. Stinnett inquired if the board has looked at merging the proposed board with the DDA, noting that he does not see how their functions will differ. Kay stated there was some discussion about this and stated they were concerned that the functions of the two boards are different enough to need separate administrative structures, and they believe the board should be within government. Kay stated that if the boards were merged, additional staff would be needed by the DDA. Stinnett stated that Council appoints the DDA anyway, and he thinks they can maintain the same authority and composition. Stinnett further stated it is easier for business owners to work with one board as opposed to several, and expressed his concern that the proposed board would add too many layers to the development process. Stinnett further inquired about other non-economic incentive pieces that have been considered and if there is a timeline for those. Kay stated that they vary and Stinnett requested a list of proposed incentives that are able to be delivered with this legislation.

King stated his belief that the function should reside within Planning to create the most seamless permitting process. Stinnett reiterated that he agrees the administrative function should reside "in house", but that the boards could be merged. King stated the board wanted specific design expertise on the board and that the DDA is not structured that way. Farmer requested clarification about any changes to the incentive package. Paulson stated the funding of the Design Officer and the \$1 million fund for Economic Development are the only changes. Farmer inquired if having some funds set aside specifically for these uses within the new Design Excellence guidelines would help for a short time, to which Paulson stated they were waiting to see how many applications are received.

Mossotti inquired about the many layers to development downtown. King stated that they are trying to guide development to fit the character of downtown. King stated most communities of a similar size have an urban design review function. King stated it would be another step to check off of a developer's list, but stated it would not be an adversarial but rather a collaborative process. Mossotti inquired if this process is more

flexible than historic district reviews. King stated that is, and they do not feel they would be adding additional requirements that would not already be in place for a developer.

Mossotti stated her concern of impeding developers. King stated they do not feel the costs for developments will be significant, but does want to encourage cohesive development. Mossotti inquired if incentives were on a case by case basis. King stated the Design Excellence board will not be making the decisions about incentives, and that incentives will be broader and involve other boards or departments, and that those funding decisions would ultimately be made by Council.

Lamb inquired of Kay about his intent of the language of the ordinance. Lamb stated she feels the Council has many more questions and she does not support this action.

Farmer stated his agreement with Lamb.

Gibbs stated he would like to see this move forward, stating that he has seen the figures for building permits and believes the legislation will be attractive to those developers.

Bledsoe stated her concern was for the budgetary implications and would like to see the questions that have been presented fleshed out before giving her support.

A motion was made by Kay to move approve to recommend to full Council, seconded by Gibbs. The motioned failed by a 3-5 vote. (Aye: Gibbs, Kay, Mossotti. Nay: Bledsoe, Farmer, Lamb, Scutchfield, Stinnett)

4. Items Referred

A motion was made by Bledsoe to adjourn, seconded by Scutchfield. The motion passed without dissent.

The meeting was adjourned at 2:11 p.m.

DS 4-16-2015

Lexington Fire Station #2 Replacement

Planning and Public Safety
Committee Presentation

May 12, 2015

Lexington Fire Department
Station 2

Lexington Fire Station #2

Replacement

- Introductions

- Lexington Fire Department

- Chief Keith Jackson
- Chief Harold Hoskins

- Design Team

- Architect: Eric M. Chambers, AIA, LEED GA, CDT
- Civil Engineer: Charlie Schneider, P.E.

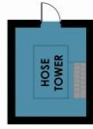


Lexington Fire Station #2 Replacement

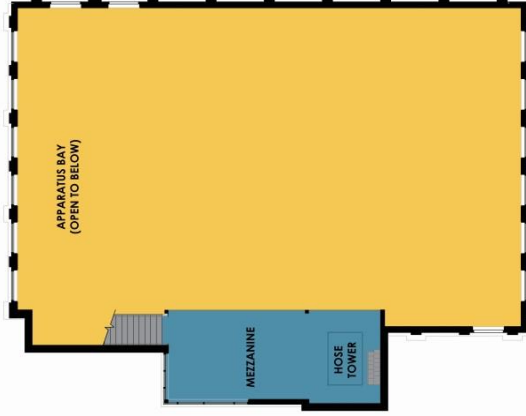
Site Plan



Lexington Fire Station #2 Replacement



HOSE TOWER PLAN



MEZZANINE PLAN



MAIN FLOOR PLAN

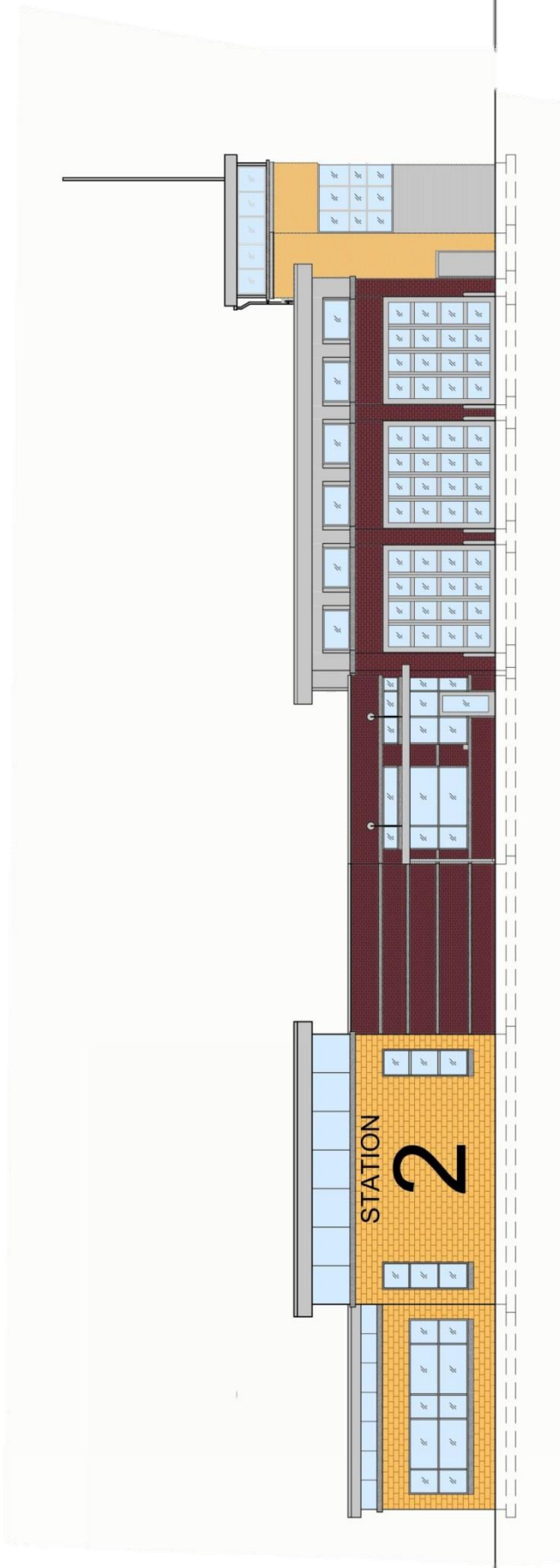
- APPARATUS BAY
- SUPPORT SPACE
- ADMINISTRATION



Floor Plan

Lexington Fire Station #2 Replacement

Eastland Drive Elevation



Lexington Fire Station #2

Replacement

- **Key Features**
 - Geothermal System
 - Bi-Fold Bay Doors
 - Bio-Retention Pond
- **Budget**
 - Current Opinion of Probable Cost is within the Total Project Budget.



Lexington Fire Station #2 Replacement

- Schedule
 - Anticipated Bid Date
 - Late June of 2015
 - Anticipated Construction Start Date
 - Late September of 2015
 - Anticipated Construction Period
 - September 2015-October 2016 (13 months)
 - Anticipated Move-In Date
 - Late October of 2016



Questions?

Downtown Design Excellence Task Force

Status of Proposed Incentives

This report lists the present status of incentives proposed by the Downtown Design Excellence Task Force but not yet enacted.

Economic Incentives:

Build Public Garages—The Lexington Parking authority is creating a ten-year capital plan for new garages and other public parking facilities. The Lexington Parking Authority Board plans to meet on May 12th, 2015 and approve a final draft of the plan.

Fund TIF Application— Funds would need to be added by Council for FY16.

Deploy Redevelopment Fund—Establish redevelopment fund to provide gap-financing in the form of below-market or forgivable debt for residential, hospitality, and commercial projects. Funds would need to be added by Council for FY16.

Process Incentives:

Recreate Infill Facilitator Position— Funds would need to be added by Council for FY16.

Create Design Excellence Officer Position— Funds are included in the FY16 Mayor's Proposed Budget.

Streamline Process—Administrative action presently being taken to provide a comprehensive permit review that engages all approval bodies at once, with divisions sharing software called Accela. Planning, Building Inspection and Engineering are all in the process of implementing this new system and anticipate it will be operational within FY 2016.

Regulatory Incentives:

Change Waste Vehicle Size/Standards—Purchase smaller vehicles/create different standards for downtown collection to better accommodate the density and alleviate existing design difficulties. On hold due to pending litigation.

Remove Waste Fee—If standards and vehicles don't change, remove the fee for those who are not served. On hold due to pending litigation.

Explore Compactor Service—Explore public and private hauling options for providing compactor service. On hold due to pending litigation.

Small Area Plans and Planning Studies

Council Planning and Public
Safety Committee

May 12, 2015

Department of Planning, Preservation & Development
Division of Planning

Planning Studies and Reports

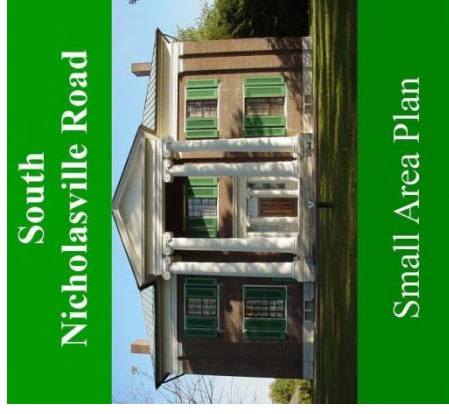
- Can address special areas, or issues
- Provide additional data for planning decisions and policy directions
- Are not necessarily “adopted “
- Don’t need to follow state law procedures

Small Area Plans

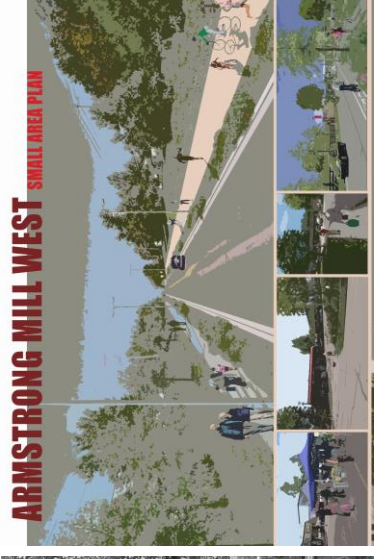
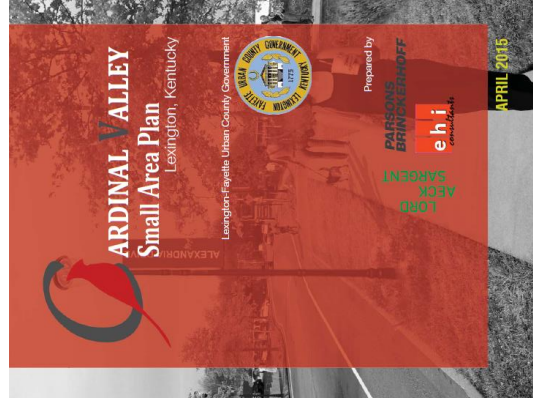
- A special planning study of a specific area
- Issues beyond what can be addressed in a community wide plan update
- If adopted, becomes a part of the comprehensive plan
- Must follow requirements of state law for comprehensive plans
- Adopted by the Planning Commission

Examples of Recent Small Area Plans

- Armstrong Mill West
- Cardinal Valley
- East End
- Central Sector
- South Nicholasville Road



eastend
lexington
Adopted April 30, 2009

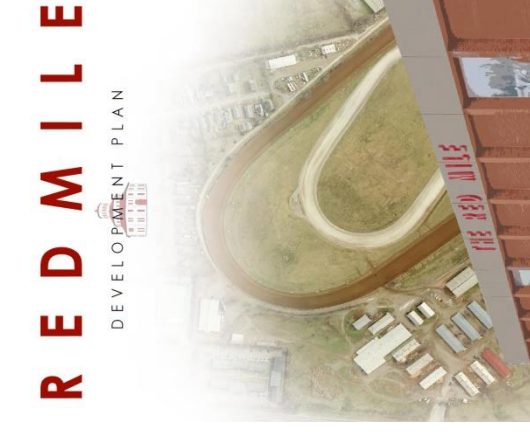


17



Examples of Recent Planning Studies and Reports

- Fourth Street Area Zoning Study
- Red Mile Redevelopment Study
- Lexington Housing Market Study
- Non-residential Infill and Redevelopment Study



LFUGG HOUSING MARKET STUDY
RCLCO
Urban Collage
EHI Consultants

18



Plan Recommendations and Outcomes are Wide-Ranging

- Land use/zoning
- Infrastructure (new or enhanced)
- Policies
- Programs
- Implementation costs can range \$0 - \$millions

Professional Services Budget for SAPs and Studies FY07 to Present

Year	Amount
FY07	\$50,000
FY08	\$444,000
FY09	\$150,000
FY10	\$0
FY11	\$0
FY12	\$0
FY13	\$0
FY14	\$175,000
FY15	\$0

Questions?

Division of Planning

Small Area Plans and Studies, 1990 - 2015

#	Plan Name	Type	Year	Lead	Purpose
1	Armstrong Mill Small Area Plan	SAP	2015	LFUCG*	Identify opportunities to address issues related to poverty, access to food, jobs, and safety
2	Cardinal Valley Small Area Plan	SAP	2015	LFUCG*	Identify opportunities to address issues related to poverty, access to food, jobs, and safety
3	Fourth Street Zoning Study	Study	2014	LFUCG*	Analyze zoning within the West Fourth Street Corridor in light of new BCTC and expanded Transy campus and redevelopment of Jefferson St
4	Complete Streets Study	Study	2011	LFUCG*	Create a complete streets manual as a guide for right-of-way planning and design
5	Floodplain Management Plan	Management Plan	2011	LFUCG	Create a strategy that protects the public from floods and other hazards
6	New Development Character and Design	Study	2011	LFUCG	Create a framework that promotes neighborhoods with senses of place and positive character in developing areas of Fayette County
7	Rural Corridors Protection	Study	2010	LFUCG	Evaluate the effectiveness of current protective measures and identify needed changes in order to protect the scenic quality of Fayette County's rural corridors
8	South Limestone Multimodal Transportation Study	Study	2010	LFUCG, KYTC, & UK*	Develop improvement projects that will enhance safety and convenience for pedestrians and all modes of transportation along the corridor
9	Visual Enhancement of Urban Corridors	Study	2010	LFUCG	Guide improvements to the visual quality, connectivity, and accessibility for all modes of transportation along Lexington's urban corridors
10	Central Sector Small Area Plan	SAP	2009	LFUCG*	Guide public improvements and steer private investment to promote neighborhood stabilization and revitalization
11	Charles Young Community Center Feasibility Study	Study	2009	LFUCG*	Examine the building inside and out and consider the stature and relationship with the neighborhood and the African American community
12	Coldstream Research Campus Master Plan	Master Plan	2009	UK	Change the character of the campus to an urban center with a mix of uses
13	East End Small Area Plan	SAP	2009	LFUCG*	Serve as a social and economic strategy for the planning and redevelopment of the East End
14	Housing Market Study	Study	2009	LFUCG*	Analyze housing needs and trends
15	Non-Residential Infill Study	Study	2009	LFUCG*	Analyze the current economic profile and recommend future uses, and prototypical developmental models
16	Red Mile Development Plan	Study	2009	Urban Collage	An open process for local residents and stake holders to participate in the redesign of Red Mile as a mixed-use center
17	South Nicholasville Road Small Area Plan	SAP	2009	LFUCG	Guide public improvements and steer private investment in order to protect neighborhoods and achieve the goals for sustainable new development
18	Local Historic District And Landmark (H-1) Design Review Guidelines	Design Guidelines	2008	LFUCG*	Provide specific criteria for appropriate rehabilitation work, new construction, and demolition in local historic districts
19	Bicycle and Pedestrian Master Plan	Master Plan	2007	LFUCG*	Create a framework to direct bicycle and pedestrian efforts in Fayette and Jessamine Counties
20	Downtown Lexington Master Plan	Master Plan	2007	Lexington DDA	Identify general initiatives and specific projects that will maximize private investment while enhancing the public realm of downtown
21	Rural Settlement Study	Study	2006	LFUCG & UK	Identify and analyze the history of the boundaries and historic nature of the rural settlements; adopt recommendations as a part of the 2007 Comprehensive Plan
22	Vacant and Underutilized Property Inventory	Inventory	2005	LFUCG	Create a base inventory of vacant and underutilized properties within the USA
23	Cadentown Historic District: Cultural Landscape Treatment Plan	Landscape Plan	2004	UK	Provide design guidelines and implementation recommendations for the historic former rural settlement
24	Greenbrier Small Area Plan	SAP	2003	LFUCG	Address issues related to incorporation of Greenbrier subdivision into USA
25	Indian Hills Small Area Plan	SAP	2003	LFUCG	Resolve the social, economic, and environmental impacts of the Newtown Pike Extension and to maximize benefits of the Newtown Pike Extension
26	Southend Park Urban Village Plan	SAP	2003	LFUCG*	Mitigate the social, economic, and environmental impacts of the Newtown Pike Extension and to guide the successful redevelopment
27	Wellhead Protection Plan	Study	2003	LFUCG & Scott County	Preserve the integrity of surface waters and ensure the Royal Springs water system is a continual source of potable groundwater for Fayette and Scott Counties
28	College Town Study	Study	2002	LFUCG & UK*	Neighborhood plan in tandem with the UK Master Plan that recommends residential and retail developments, improved pedestrian safety, and inviting streetscapes
29	Greenway Master Plan	Master Plan	2002	LFUCG*	Communicate the importance of greenways and recommend a county-wide system of interconnected greenways
30	Newtown Pike Extension Corridor Plan	Corridor Plan	2002	LFUCG*	Refine the planned roadway location and design, and coordinate improvement activities and to maximize benefits of the Newtown Pike Extension
31	Lexington-Versailles Corridor Study	Corridor Plan	2001	Lexington-Versailles Corridor Coalition	Improve the corridor and influence land use decisions
32	Residential Infill & Redevelopment Design Standards	Design Standards	2001	LFUCG*	Improve the quality of construction in these areas and preserve and improve the character of the I/R area
33	Blue Sky Rural Activity Center Small Area Plan	SAP	2000	LFUCG*	Guide changes in land use
34	Design Guidelines for the Courthouse Area	Design Guidelines	2000	LFUCG*	Ensure the traditional character of the area is respected while accommodating compatible improvements
35	University of Kentucky Neighborhoods Committee	Report	1999	LFUCG & UK	Explore how UK can address its impact on surrounding neighborhoods
36	Rural Service Area Land Management Plan	Management Plan	1999	LFUCG	Analyze rural land use and stratigize for long-term sustainability
37	US 27 North Corridor Access Management Plan	Management Plan	1999	Bluegrass ADD & KYTC	Improve traffic safety and efficiency from Man O' War Boulevard through Jessamine County
38	Bracktown Small Area Plan	SAP	1998	LFUCG*	Address some of Bracktown's basic service needs, specifically sanitary sewer service
39	Building/Community: The Lyrics Theatre Workshop	Workshop	1998	UK Graduate Students	Address the rehabilitation and reuse of Lexington's historic Lyric Theater
40	Beaumont Centre Plan Review Subcommittee Report	Report	1996	LFUCG	Create a self-contained community where the residents could live, work, and shop within the planned development
41	Expansion Area Master Plan	Master Plan	1996	LFUCG*	Develop strategies for development of expanded USA, including land use, zoning, and infrastructure
42	Paris Pike Corridor Small Area Plan	SAP	1995	LFUCG & Bourbon County*	Guide future use and development along Paris Pike
43	Reynolds Area Small Area Plan	SAP	1995	LFUCG	Provide a vision for redevelopment of former Reynolds Tobacco Company land
44	Greenspace Plan	Master Plan	1994	LFUCG*	Provide a plan for greenspace policies and projects
45	Corridor Enhancement Study	Study	1992	LFUCG	A plan to ensure functionality and attractiveness of existing and future corridors
46	Aylesford-East University Small Area Plan	SAP	1991	LFUCG	Guide development activities and protect the residential character in the Aylesfird-East University Area
47	Coldstream Small Area Plan	SAP	1991	LFUCG	Provide guidance for the creation of UK's office research park along with residential and commercial development of the privately owned adjacent land
48	Long Range Preservation Plan	Study	1990	LFUCG*	Identify and analyze historic resources and land uses for the entire county and develop recommendations for preservation and enforcement
49	South Broadway Corridor Plan	Corridor Plan	1990	LFUCG	Guide redevelopment of industrial and commercial area and stabilize residential areas between Maxwell Street and Waller Avenue
50	The Lexington-Frankfort Scenic Corridor	Study	1990	Environmental Management Center	Identify, analyze, and preserve the corridor's unique resources

1	Comprehensive Plan Update	Comp. Plan	2013	LFUCG	
2	Comprehensive Plan Update	Comp. Plan	2007	LFUCG	
3	Comprehensive Plan Update	Comp. Plan	2001	LFUCG	Serve as a guide for public and private actions and decisions to assure the development of public and private property in appropriate relationships
4	Comprehensive Plan Update	Comp. Plan	1996	LFUCG	

*Engaged professional consultants

Summary of Recent Small Area Plans and Studies May 2015

Armstrong Mill Small Area Plan (2015)

Summary of Goals and Action Items:

- Improve safety and mobility; Increase housing affordability
- Improve Armstrong Mill corridor with sidewalks, bike paths, lighting and landscaping
- Enhance Centre Parkway Neighborhood Center opportunities (CTE site, streetscape, park access)

Highlights of Accomplishments:

- Plan adopted on April 30, 2015

Cardinal Valley Small Area Plan (2015)

Summary of Goals and Action Items:

- Neighborhood conservation, housing affordability
- Versailles Road corridor improvements
- Create Alexandria Drive International District
- Create Oxford Circle Neighborhood Center with library as anchor
- Develop open space network through existing parks and natural areas

Highlights of Accomplishments:

- Plan adopted on April 30, 2015

Fourth Street Zoning Study (2014)

Summary of Goals and Action Items:

- Evaluate existing zoning for long-term viability
- Create an urban mixed-use zone near Newtown Pike
- Evaluate possibility for neighborhood commercial districts along Georgetown and Jefferson

Highlights of Accomplishments:

- New mixed-use zoning text drafted and under review
- Thistle mixed-use development approved for former industrial site

Summary of Recent Small Area Plans and Studies May 2015

Central Sector Small Area Plan (2009)

Summary of Goals and Action Items:

- Overall vision for 2,400-acre area rather than specific projects or land uses
- Enhance the urban fabric; celebrate gateways; study feasibility of converting one-way streets
- Promote and prepare for redevelopment and investment, particularly at nodes and intersections
- Provide adequate and equitable housing
- Preserve the cultural and historic heritage

Highlights of Accomplishments:

- Joint task force with East End representatives intensively monitored implementation progress for three years following adoption
- One-way street conversion study nearing completion
- Zone changes enabled development of shops of special trade and new affordable housing at different locations on North Limestone
- NoLi Community Development Corporation and Luigart Makers' Spaces rehabbing housing stock for affordable housing for artists and other small batch makers
- Fourth Street Zoning Study pursued

East End Small Area Plan (2009)

Summary of Goals and Action Items:

- Create an East End Community Development Corporation
- Plan for future of Charles Young Center
- Restore Lyric Theatre
- Neighborhood beautification; signage and banner program for East End identification
- Create an infrastructure plan; more street lighting
- Maintain affordable housing
- Complete Isaac Murphy Memorial Art Garden and Legacy Trail
- Land use recommendations

Highlights of Accomplishments:

- Joint task force with Central Sector representatives intensively monitored implementation progress for three years following adoption
- Charles Young Center study completed; Center remodeled and reprogrammed
- Neighborhood character study for ND1 overlay process completed
- Lyric Theatre rebuilt and programmed
- New street name and logo signs installed; banners installed along Third Street
- Art in Motion bus stop constructed
- New affordable housing constructed
- Isaac Murphy Memorial Art Garden to be dedicated this spring; Legacy Trail location under review

I:\LRP\1-Small Area Plans\Council Presentation 2015\SAP summary (2009 - 2015).doc

Summary of Recent Small Area Plans and Studies May 2015

Red Mile Development Plan (2009)

Summary of Goals and Action Items:

- Create a plan for additional development that supports and enhances the existing racetrack and ancillary operations
- Create a model for mixed-use development in Lexington; explore innovative zoning
- Improve connectivity and access to Red Mile

Highlights of Accomplishments:

- Approved text amendment that added Entertainment Mixed-Use to the MU3, later used by Summit at Nicholasville Road and Man o War
- Approved zoning and development plan for redevelopment of property; construction underway

South Nicholasville Road Small Area Plan (2009)

Summary of Goals and Action Items:

- Create land use and schematic development plans for large underutilized parcels as a path for development and better use of urban land
- Increase and enhance transit service, including a dedicated bus lane along Nicholasville Road
- Improve safety for all users of Nicholasville Road and Man o War corridors
- Construct the greenway trail system, as outlined in the Greenway Master Plan

Highlights of Accomplishments:

- New development proposed in the area, including:
 - Summit, a new mixed-use development that incorporates recommendations of SAP
 - Assisted living facility southeast side of Nicholasville and MoW
- US27/Nicholasville Road Alternatives Analysis study complete; recommends Bus Rapid Transit for corridor

Greenways Update

Planning and Public Safety Committee
May 12, 2015

Department of Planning, Preservation and Development

Presentation Overview

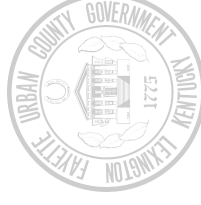
- Greenway Master plan
- Greenway Manual and LFUCG Operational Handbook
- Greenway Issues
 - Plan for Greenway acquisition
 - Condition of Greenways to be acquired
 - Maintenance of Greenways

Greenway Master Plan

- **Master Plan** outlines a countywide network of greenways for conservation, recreational and alternative transportation opportunities.
- First adopted as an element of the Comprehensive Plan Update in 2002.
- Has not been updated since adoption.

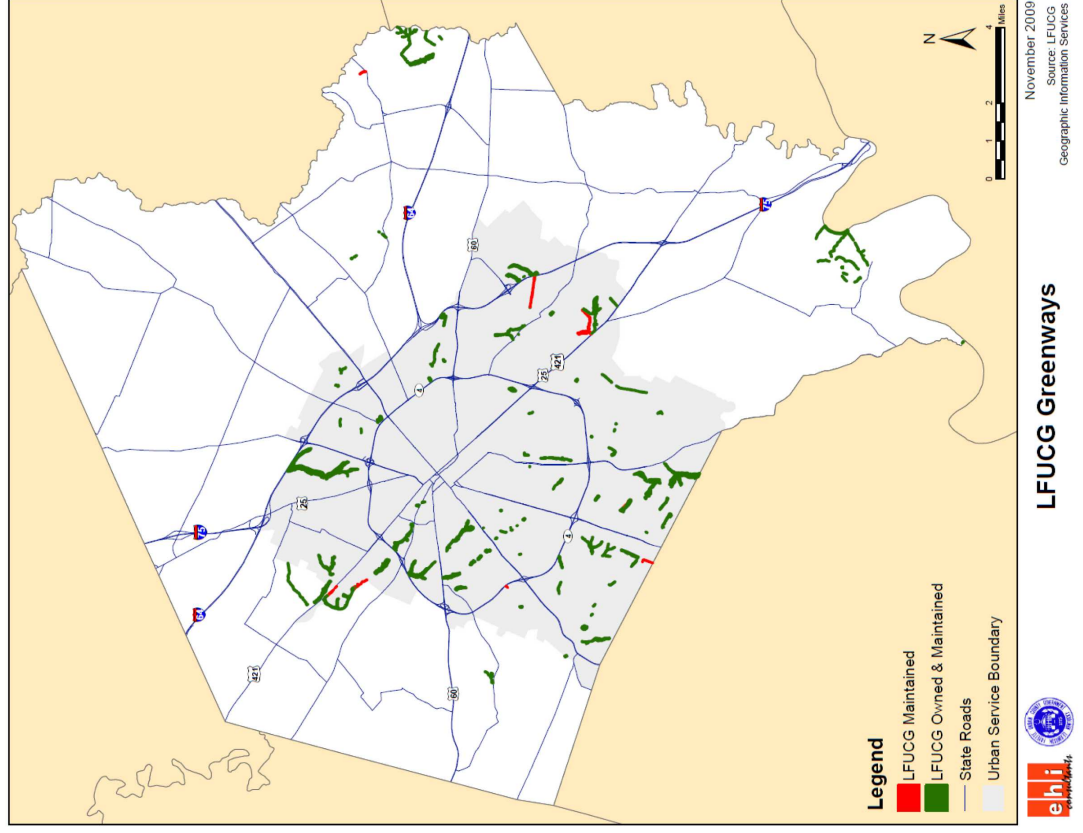
Greenway Master Plan

- Identifies two main types of Greenways.
 - **Conservation Greenways:** FEMA Floodplains, Blue line streams, storm water management areas, and riparian zones.
 - **Greenway Trails:** Trail networks, on-road (bike lanes, shared roads) and off-road (floodplains, abandoned roads); utility corridors, etc.
- Implementation of Master Plan includes development of a Greenway Manual to provide standards for Design, construction and maintenance.



Greenway Map

- There are currently 881 acres of greenways that LFUCG maintains.



Greenway Manual

- Purpose of Greenway Manual is to provide direction on the use and development of greenways during construction (consistent standards and guidelines).
- Guides post construction use and maintenance for those greenways determined for future LFUCG acquisition.
- Applies to greenways to be dedicated to LFUCG or adjacent to LFUCG greenways.
- Applies to non-LFUCG greenways only during construction phase.

Greenway Manual

- Technical Manual that covers the following:
 - Land use development surrounding a greenway.
 - Usage of greenways during construction.
 - Remediation.
 - Greenway development.
 - Post construction use and maintenance of greenways to be dedicated to LFUCG.

Greenway Manual

- First draft delivered to Council for review in 2006.
- Work completed by internal committee in 2014 on an update to the draft manual.
- Input from other stakeholders is to take place in 2015 (as per Engineering Manuals process).

Greenway Issues

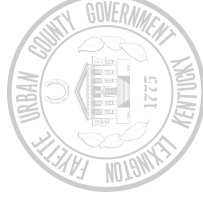
Acquisition

- **Issue:** We currently have 43 greenways totaling 173 acres that have not been accepted by LFUCG.
- Council ceased accepting greenways because of concerns associated with cost of maintenance.
- We need to create a strategy for beginning the process for acquiring eligible greenways owned by developers.

Greenway Issues

Acquisition

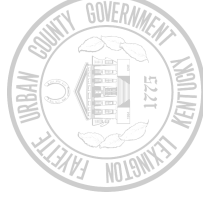
- Scoring Criteria for Greenway Acquisition
- Prioritization:
 - Alternative transportation
 - Health Fitness and Recreation
 - Cultural and Historic Resources
 - Floodplain protection & Stormwater Management
 - Water quality
 - Bio-diversity
 - Operation and management
 - Length of time in queue
 - Opportunity for closing linkage gaps



Greenway Issues

Conditions

- **Issue:** Before being acquired by LFUCCG, existing greenways must be in a suitable condition.
- Some greenways eligible for dedication to LFUCCG are in sub-par condition.
- Construction debris
- Erosion problems
- General maintenance issues



Greenway Issues

Maintenance

- **Issue:** Develop, Implement and fund maintenance program.
- Some homeowners will disagree with how greenways will be maintained (manicured vs. natural)
- Environmental Services now coordinates and manages maintenance with Parks.

Next Steps

- **Greenway Manual**
 - Stakeholder discussions (Engineering Manual process); adoption of manual and handbook.
- **Acquisition Plan**
 - Use criteria to rank all eligible greenways.
- **Greenway Conditions**
 - Agree on minimum conditions necessary for acquisition.
- **Greenway Maintenance**
 - Budget for maintenance as new greenways are accepted.

Questions?

Downtown Lexington Traffic Movement & Revitalization Study Public Meeting

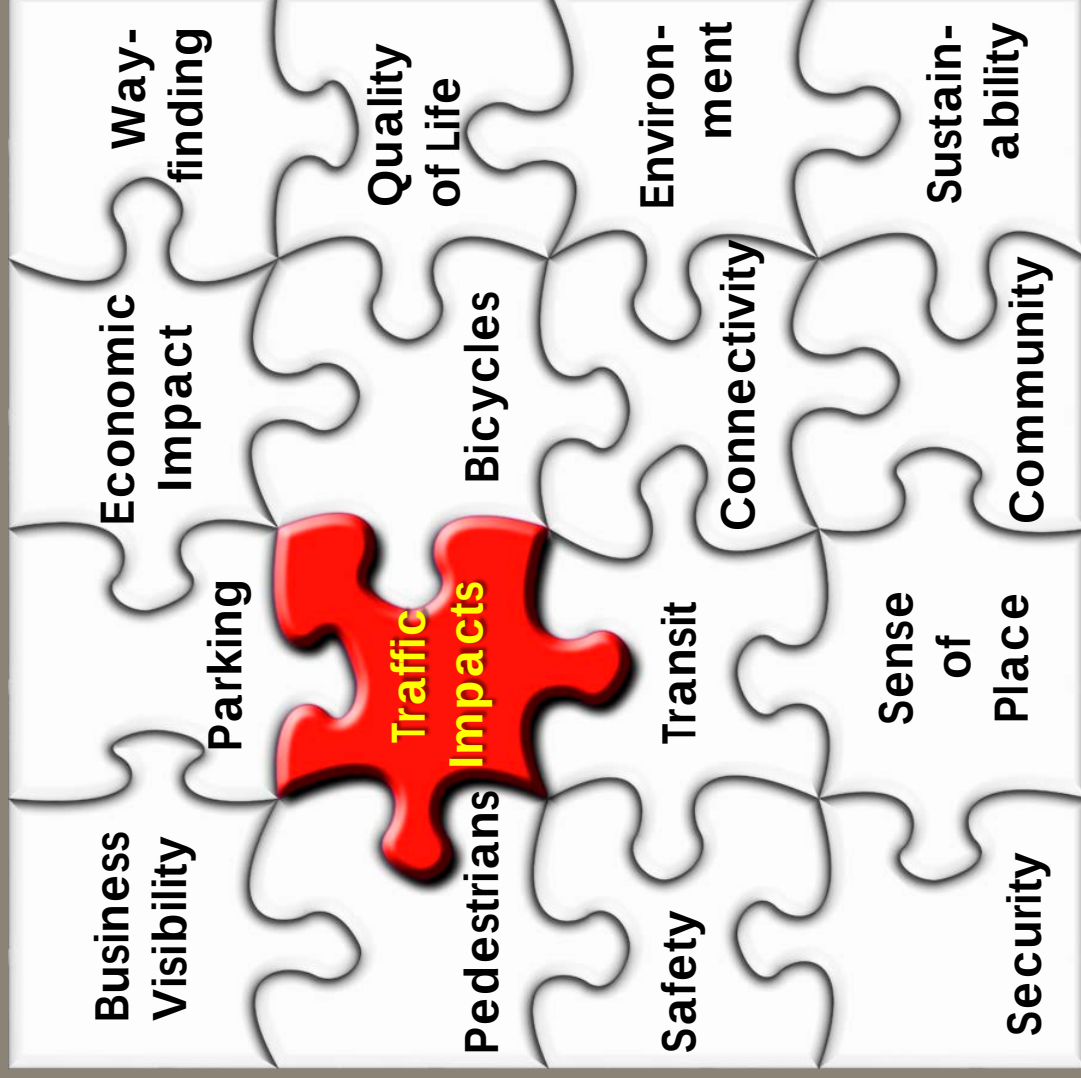
Presented to the Lexington-Fayette Urban
County Council
Planning and Public Safety Committee

May 6, 2015

Why the Desire for Returning to Two-Way?

- Lower vehicular speeds
- Improved safety (less severe crashes)
- Reduced circuitous travel
- Better wayfinding for visitors
- Improved visibility of businesses
- More inviting for pedestrians and bicyclists
- Better business climate
- Improved “sense of place”

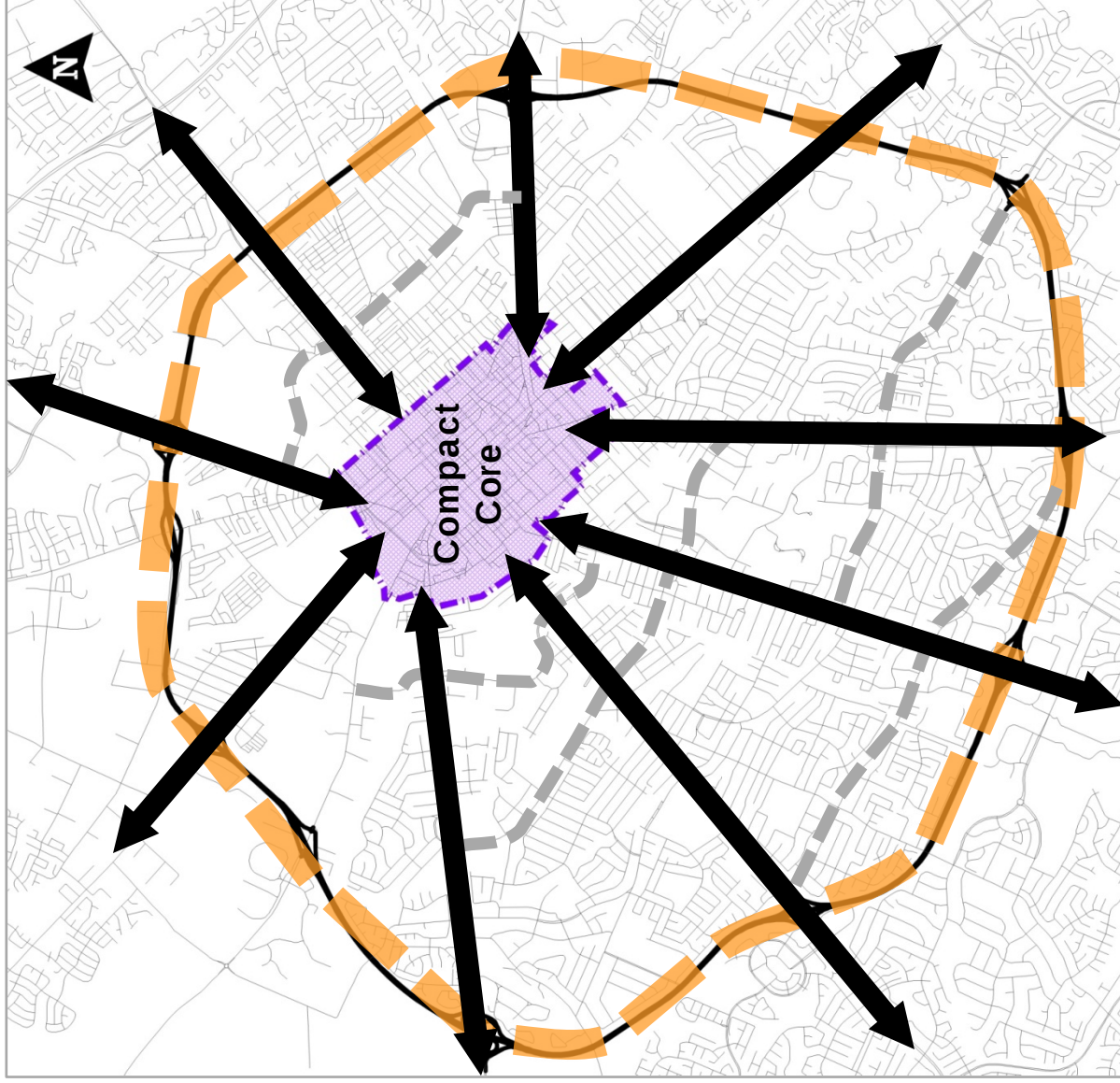
The “Big Picture”



Factors Affecting the “Big Picture”

- Street configuration/lack of a grid system
- Travel patterns (commute into/out of downtown, plus 35% - 40% through traffic)
- Functional classification and traffic volumes (Main and Vine, Broadway)
- State vs. Local maintenance/National Highway System

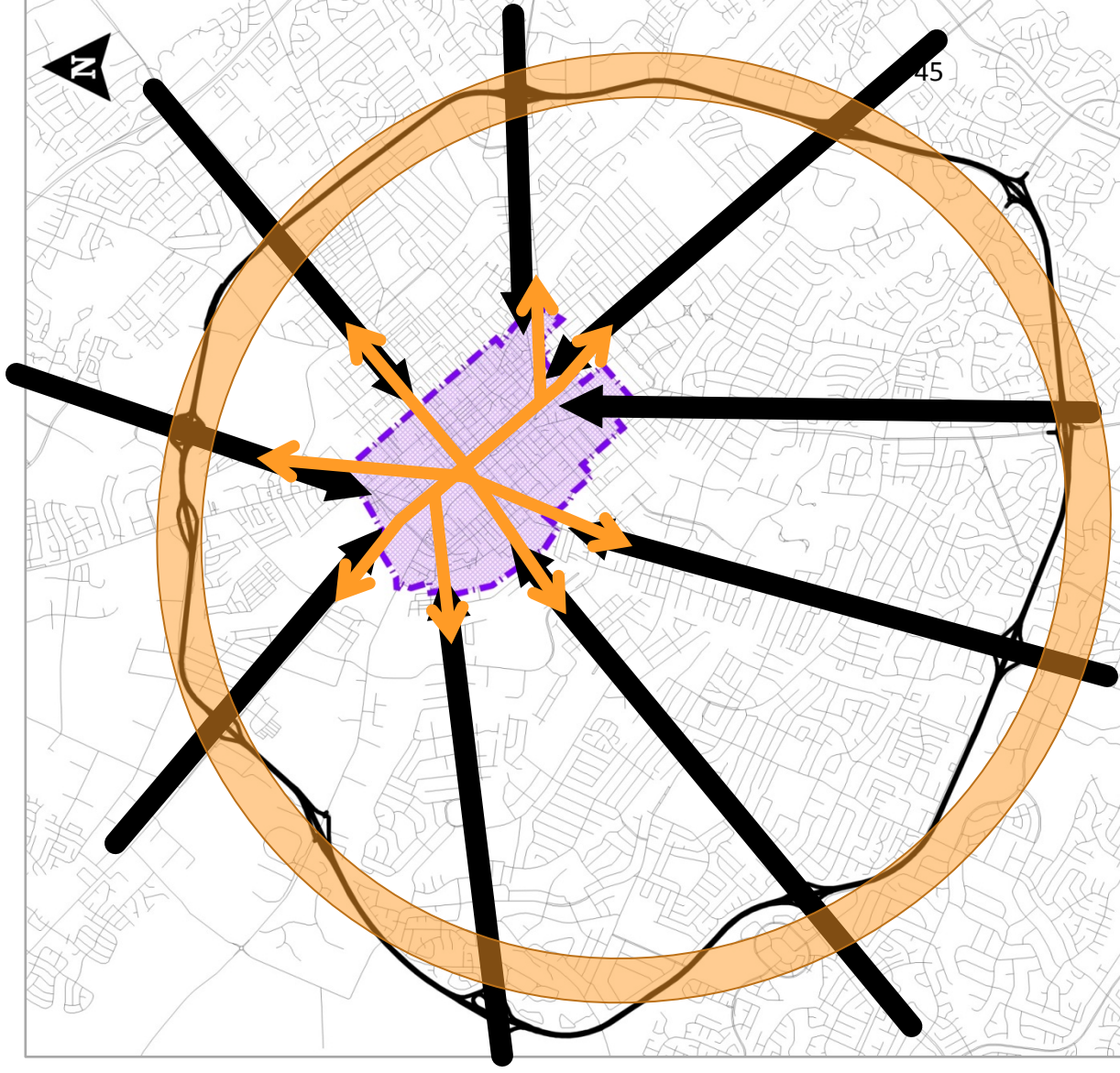
What Makes Lexington Unique



- Compact Downtown Core
- Radial Arterials
- Loop Connector (New Circle)
- Limited Circumferential Connectivity

Travel Patterns

- Directional commute
- New Circle Road
- 35% - 40% through downtown



What This Study Did

1. Quantified the anticipated traffic impacts for converting to two-way
2. Identified other issues associated with conversion
3. Identified anticipated problem areas, suggested mitigation measures and cost estimates
4. Provided information to decision makers
5. Engaged public participation

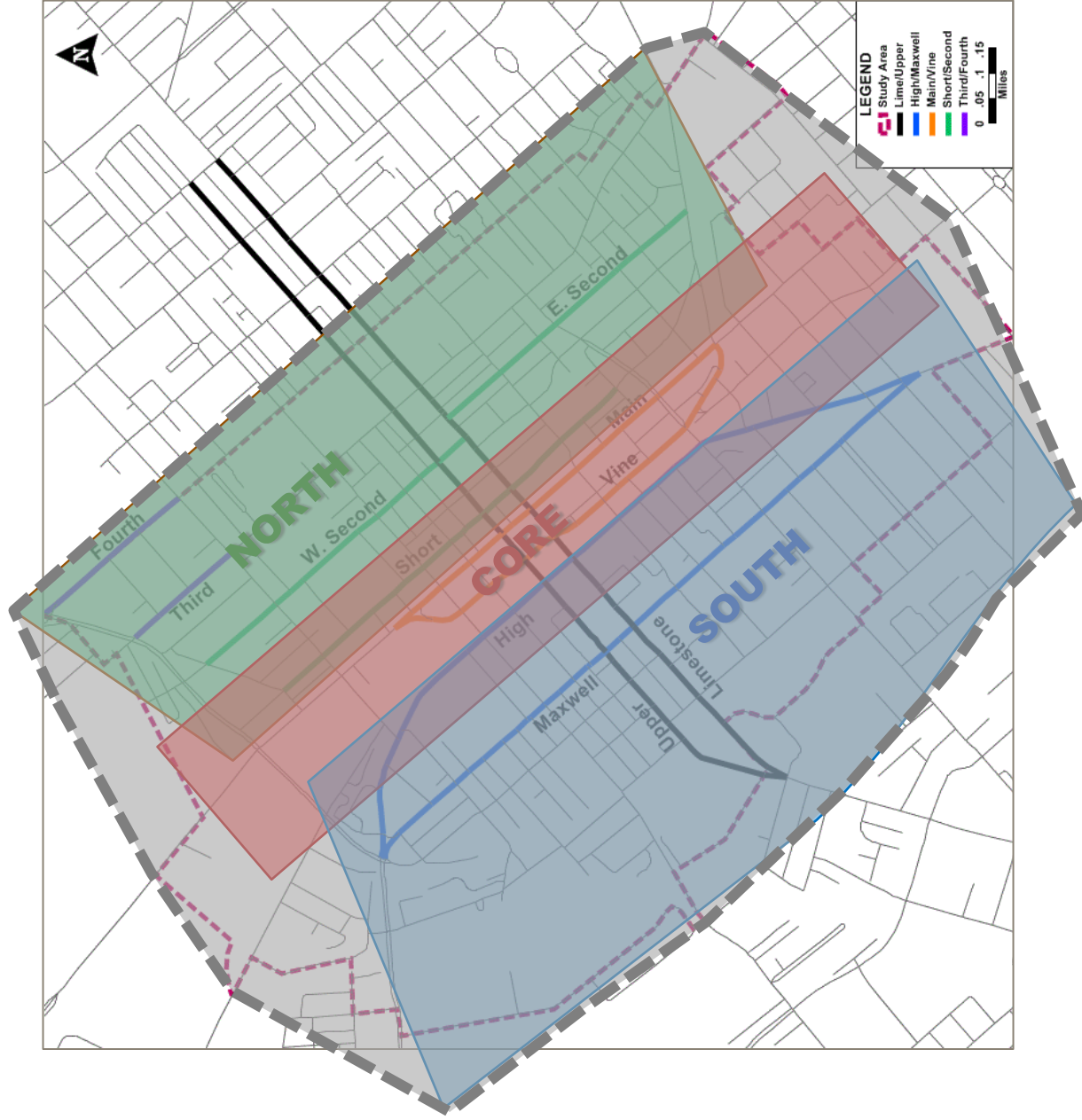
What This Study Did Not Do

1. Provide recommendations on which streets (if any) to convert
2. Provide design plans for conversion
3. Examine other potential impacts of conversion such as increased business and pedestrian “friendliness,” impacts on property values, etc.

Focus Area Studies

- North Area
- Core Area
- South Area

Study Area



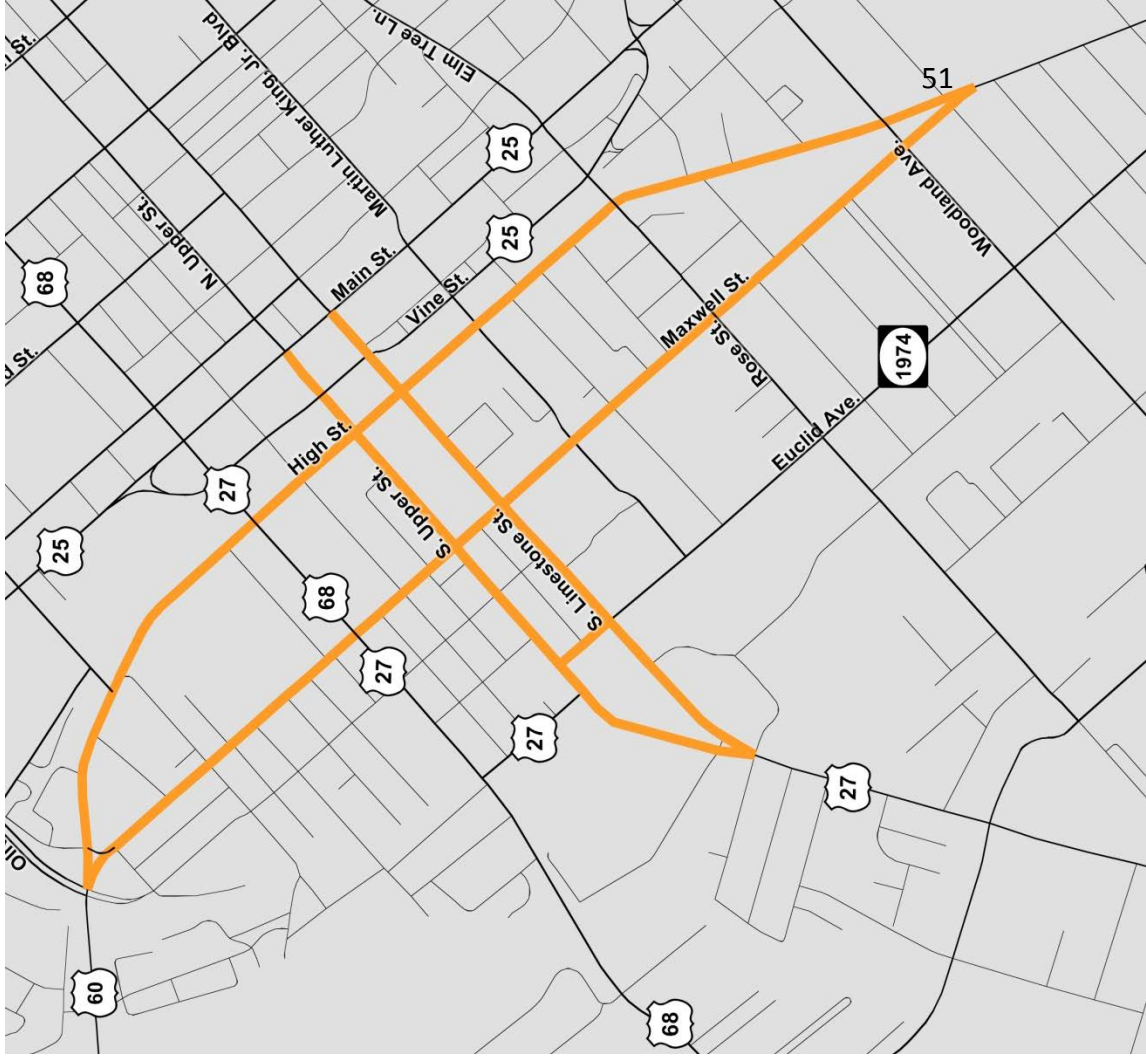
-

North Area Findings

- N. Limestone, N. Upper, Short Street, W. Second could be converted without significant operational impacts
- Conversion of E. Second Street not feasible
- Areas of Concern – special needs
 - Opera House block
 - N. Limestone schools
 - Short Street loading zones
- Potential impacts on transit bus routing, school bus operations, fire truck operations → extensive stakeholder input
- Potential benefits – traffic calming, detour opportunities, better visibility
- Cost ~ \$1 Million

South Area Streets Considered for Conversion

- S. Limestone
- S. Upper
- Maxwell
- High
- Winslow



South Area Findings

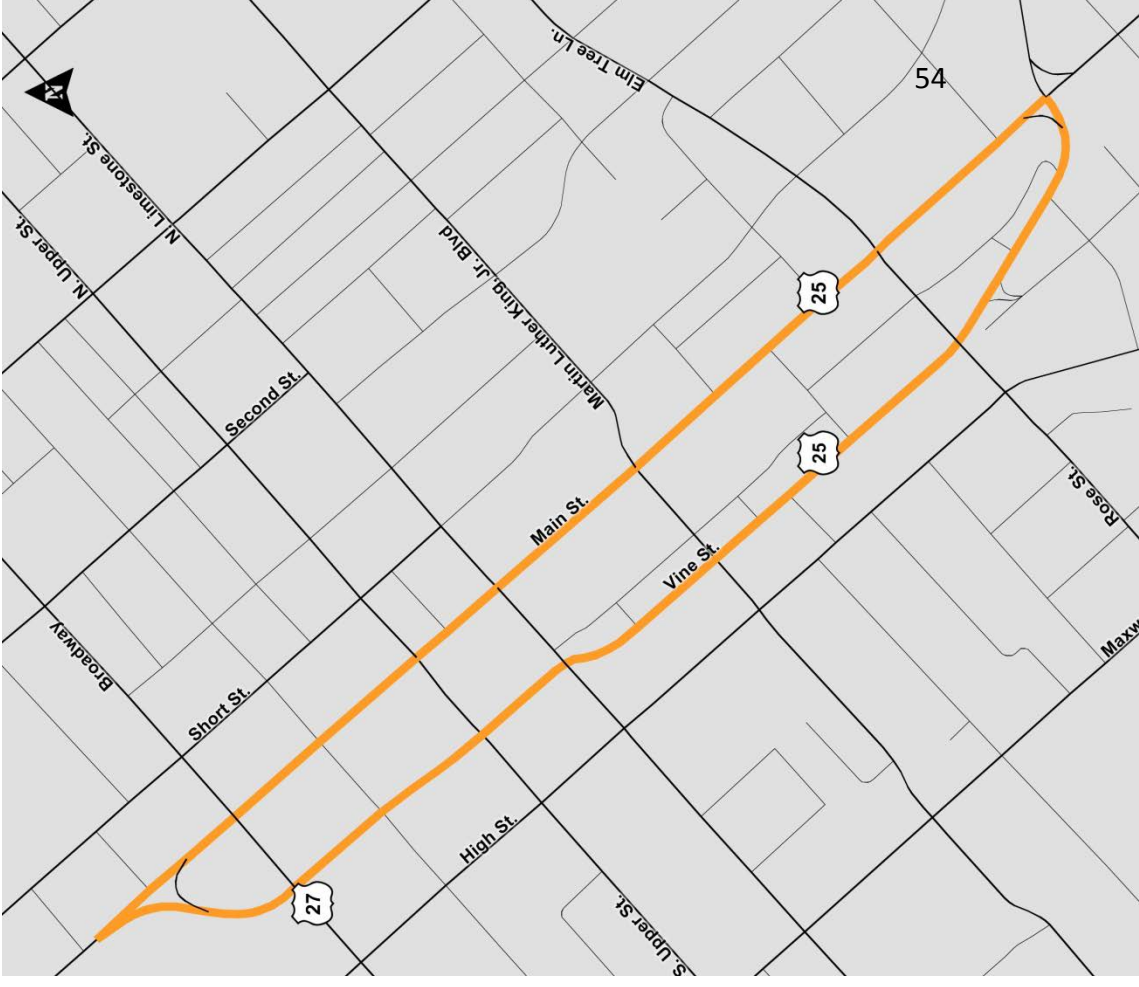
- Streets
 - Longer travel times due to slower speeds and more stops
- Intersections
 - Higher delays due to more congestion
 - Longer backups during peak periods
- Study Area
 - Impacts likely to extend beyond
- Cost \$1.75M - \$2.25M
- Lack of interest to convert

South Limestone Traffic Backups



Core Area Streets Considered for Conversion

- Main Street
- Vine Street



Two-Way Options

- Several alternatives/combinations evaluated
- Two identified for final evaluation and comparison
 - Three-Lane (“Complete Street”)
 - Four-Lane

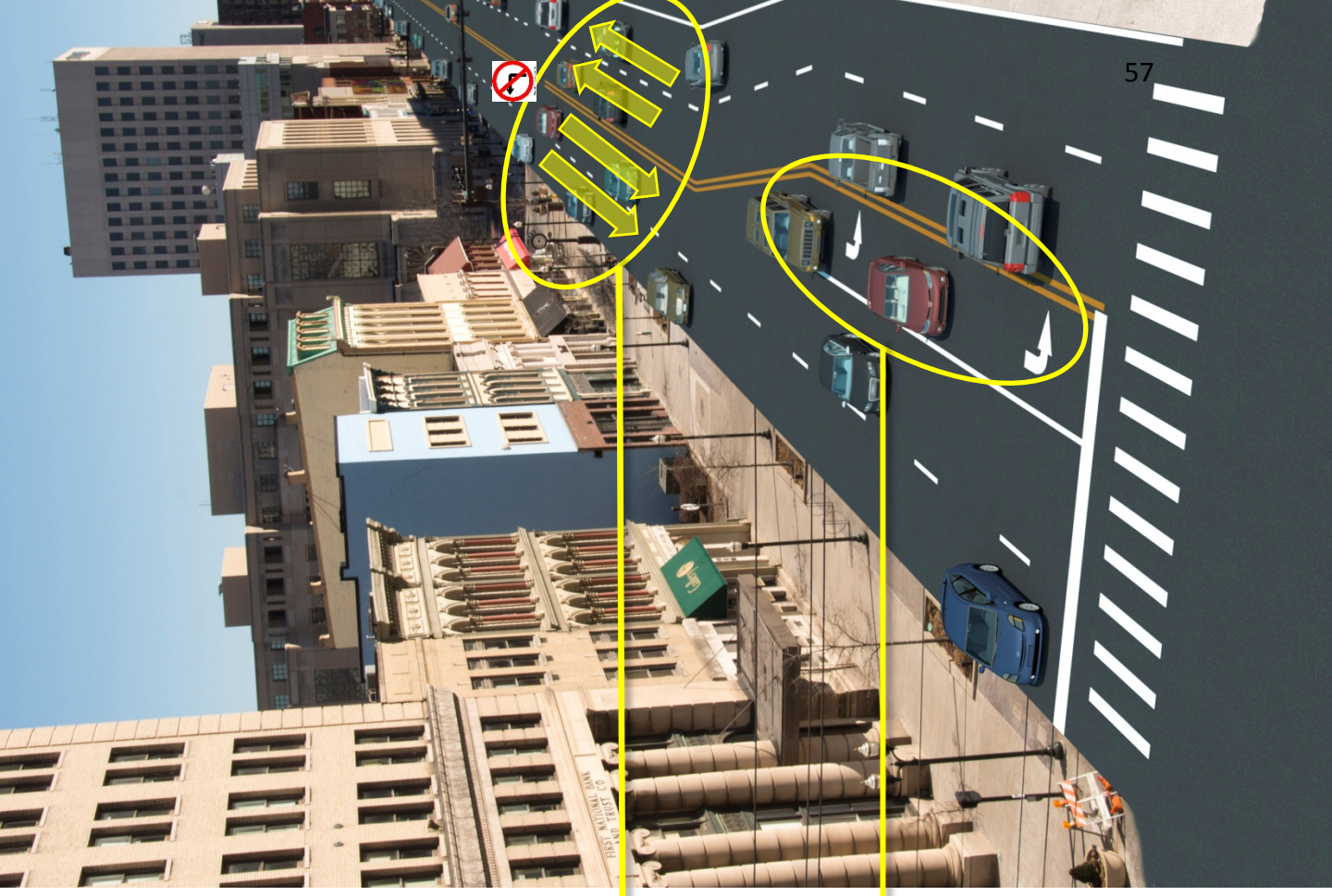
Three-Lane

- One lane each direction with center left turn lane
- Maintains on-street parking and bike lanes
- “Complete Street”



Four-Lane

- Minimizes disruption to traffic flow, congestion, emission impacts
- Two lanes each direction
- Peak period left-turn prohibition
- Widening to add center left-turn lanes at key intersections
- Loss of on-street parking



Summary Comparison of Impacts (vs. One-Way)

	Three-Lane	Four-Lane
Circuitous Travel	Reduced	Reduced
Travel Time	Highest	Higher
Delay	Highest	Higher
Congestion	Most	More
On-Street Parking	No Change	Some Lost
Widening	None	Some Required
Bike Lanes	TBC Cycle Track	TBC Cycle Track
Line of Sight Eclipsing	Improved	Improved

Core Area Findings

- Three-Lane (“Complete Street”) more multimodal
- Four-Lane more auto-oriented
- Two-way (both options) comparison with one-way
 - Longer travel times
 - Slower speeds
 - Higher delays
- Congestion effects (Three-Lane more than Four-Lane)
 - Extends farther away from downtown core
 - Peak periods longer
- Safety
 - Slower speeds desirable
 - Less severe crashes, but fewer?
- Cost
 - 3L: \$800K - \$1.2 M
 - 4L: \$2.25M - \$2.75M

Area-Wide Recommendations

- Speed
 - o Harmonization
- Pedestrian Safety
 - o Crosswalks
 - o HAWK signals
 - o RTOR
 - o Channelized Turns
- Walkability
 - o Transit
 - o Operations
 - o Routes/scheduling
 - o Transit center
 - o Bicycles
 - o Parking
 - o Signing

LFUCG Positions

North Area

Bring findings to Council for discussion with recommendation to pursue operational and design plans to convert Short, West Second, North Upper and North Limestone, beginning with North Upper and North Limestone.

LFUCG Positions (cont.)

South Area

Bring findings to Council for discussion with recommendation against converting High, Maxwell, South Upper, South Limestone and Winslow streets.

LFUCG Positions (cont.)

Core Area

Bring findings to Council for discussion with recommendation to delay any decision on conversion until after the Newtown Pike Extension and Town Branch Commons projects are completed.

LFUCG Positions (cont.)

Area-Wide

Bring findings to Council for discussion with recommendation to implement other actions as feasible on case-by-case basis.

Where do we go from here?

- **Receiving final public comments**
 - Transcribe from public meeting
 - Web site
- **Final report with Mobility Plan (available Summer 2015)**



Downtown Lexington Traffic Movement and Revitalization Study website

Welcome to the Downtown Lexington Traffic Movement and Revitalization Study website. Check here to find out what's happening with the study, to examine case study two-way conversions in other cities, and to provide us your thoughts.

Public Meeting

A public meeting for the *Downtown Lexington Traffic Movement and Revitalization Study* will be held on Wednesday, May 6th, 2015 from 6:30 p.m. to 8:00 p.m. The meeting will be held in the Parish Theater at the Central Library location of the Lexington Public Library, 140 East Main Street.

The meeting will focus on the findings and recommendations from feasibility studies for converting one-way streets to two-way in the South (S. Limestone, S. Upper, High and Maxwell) and Core (Main and Vine) downtown areas. A similar public meeting was held in 2013 for one-way streets in the North area of downtown Lexington.

The meeting will include:

- A presentation on conversion of one-way streets within the context of downtown revitalization
- A presentation on the study purpose and objectives, along with summary South Area and Core Area feasibility studies
- Recommendations that will be made to the Lexington-Fayette Urban County Council
- Opportunity for one-on-one conversations with project team members

New information as it becomes available will be posted to this Web site.

Leave a comment? What you think is important to us. All comments submitted through the study website will be recorded in a database and will be incorporated into the decision making part of this process. Please send your comments to info@downtownlexstudy.com.

Questions or Comments?

Planning & Public Safety Committee Referrals

<u>Items</u>	<u>Referred By</u>	<u>Date Referred</u>	<u>Status</u>
H-1 Notification Process	Farmer	1.19.13	November 2014
Greenway Manual & Plan	Mossotti	10.8.13	May 2015
Explore Providing Assistance to Low Income Homeowners with Code Compliance	Akers	12.5.13	May/Nov. 2014
Design Excellence Ordinance	Kay	4.22.14	April 2015
Downtown Traffic Study	Farmer	4.13.12	May 2015
Taxi Cab Ordinance	Henson	2.11.14	Dec. 2014, Jan. 2015
Merge Division of Emergency Management (DEM) into Fire & Em. Management Services	Public Safety Link	6.19.14	Winter-Spring 2015
Ridesharing Regulations	Henson	6.22.14	Feb 2015
Scrap Metal Dealers UCG Code 13.54-3	Farmer	6.23.14	Spring 2015
Sky Lanterns	Farmer	6.24.14	Spring 2015
Status of Small Area Plans	Stinnett	2.3.15	May 2015
Versailles Rd Corridor Study	Henson	3.10.15	April 2015
Food Truck Safety	Henson	4.21.15	
Distribution of Unsolicited Advertising Supplements	Henson	4.21.15	

PAS 5.1.1.15