

Gorton
Blues
Gray
Ellinger
James
Beard
Stevens
Stinnett
Crosbie
McChord

A G E N D A
PLANNING COMMITTEE
April 15, 2008
1:00 P.M

1. Streetscape Plan - Stevens (1-94)
2. Newtown Pike Extension Update - Blues (95-98)
3. Items Referred to Committee (99)

"Planning Committee, to which should be referred matters relating to parks, planning and zoning, housing, transportation, grants, legislation and social services."

Council Rules & Procedures, Section 2.102(1)

Lexington Streetscape Master Plan



04.09.08

Interim Report (Draft)

**Lexington Streetscape Master Plan****Lexington Fayette Urban County Government**

Kinzelman Klina Gossman Strand Associates 2nd Globe Brownstone Design Preston Osborne

INTERIM REPORT

April 9, 2008

I. INTRODUCTION:

The Lexington Streetscape Master Plan follows the completion of previous planning initiatives which have proposed substantial changes to the fabric and function of the downtown street network and its physical characteristics.

The 2006 "Downtown Master Plan" provides the overall framework for the desired future character of the Downtown Area. That plan cited several recommendations pertaining to the development of a more-pedestrian-oriented, vibrant streetscape environment. This Streetscape Master Plan is intended to build its findings and result in the development of streetscape design guidelines and standards that can be applied as part of a phased implementation strategy. The recommendations of this initiative are guided by the knowledge and opinions of LFUCG staff, outside agencies and a wide range of public and private stakeholders.

Over the next several days the consulting team will continue meet with LFUCG staff to review updated drafts of this report, evaluate potential alternative design standards and select preferred options. These options will be used to develop a recommended bike access plan, prototypical street improvement plans and design guidelines that will be included in the Preliminary Master Plan which will be presented to council's planning committee on April 15th.

The preliminary master plan which will be delivered on April 18th will be organized around the following elements:

1. Existing Conditions Assessment
2. Evaluation of potential street conversion issues.
3. Future standards for curb and sidewalk development
4. Opportunities for the development of a stronger downtown gateways
5. Recommendations for enhancements to existing public event and gathering spaces
6. Opportunities for the use of sustainable design and construction practices
7. Funding Strategies
8. Phasing and Implementation Priorities

II. EXECUTIVE SUMMARY:

The Inventory and analysis phase of the Streetscape Master Plan began in December of last year and concluded with the first public meeting summarized below. The design phase of the project began in late February following an extensive stakeholder engagement process. Over the past four months representatives of the consulting team have conducted weekly stakeholder meetings. A listing of stakeholder meeting to date is included below:

Stakeholder Meetings to date:

Bikeway Advisory Group
 Commissioner of Environmental Quality
 Corridors Committee Representatives
 Courthouse Area Design Review Board Representatives
 Distillery District Rep.
 Downtown Lexington Corporation
 Entran
 Gratz Park Neighborhood Association
 Greenbaum Attorneys
 Greenspace Commission
 Kentucky Transportation Cabinet
 Kentucky Utilities Company
 LexArts
 Lexington Area Metropolitan Planning Organization (MPO)
 Lexington Convention and Visitors Bureau
 Lexington Downtown Development Authority
 Lexington Farmer's Market
 Lexington Herald-Leader
 Lexington Parking Authority
 Lexington Police Department
 Lexington Tree Commission
 LexTran Transit Authority of Lexington
 LFUCG Mayor, Vice Mayor & Senior Advisor for Management
 LFUCG Division of Engineering
 LFUCG Division of Planning
 LFUCG Division of Traffic
 LFUCG Special Events Coordinator for Mayor's Office
 Streetscape Review Committee
 Triangle Foundation
 Town Branch Trail Inc.
 University of Kentucky
 Urban County Council (Streetscape Workshop)
 Western Suburbs Neighborhood Association (at their request)

Neighborhood Association Meeting (February 21, 2008)

Representatives of the following groups were invited to attend a stakeholder meeting to express insight and input of their concerns, needs and desires:

Alysford Place Neighborhood Association
 Bell Court Neighborhood Association
 Goodloe Neighborhood Association
 Gratz Park Neighborhood Association
 Groosvenor/Woolfork Neighborhood Association
 Historic South Hill Neighborhood Association
 Martin Luther King Neighborhood Association
 Northside Neighborhood Association
 North Upper Neighborhood Association
 Race Street Neighborhood Association
 Western Suburbs Neighborhood Association
 Woodward Heights Neighborhood Association

Over the course of this same period there have been several staff reviews, one council work session and two public workshops.

A. Public Engagement

Public Meeting #1 – Analysis Findings (February 23, 2008)

On Saturday, February 23 the consulting team conducted a public open house and presentation of findings to date. Presentation exhibits were organized around the following headings in separate stations within the Government Center Ballroom:

- + Inventory Mapping (Ground Floor Uses, District Identities, Existing Street Typologies, Historic Districts, Overhead Utilities)
- + Traffic & Street Conversion Issues
- + Gateway and Wayfinding Opportunities
- + Sustainable Design Practices
- + Elements of Great Cities

A one-hour slide presentation summarized findings to date and highlighted alternatives and examples of what cities around the world have done to develop great streets and public spaces. Specific opportunities for the enhancement of downtown gateways, open spaces, and event destinations were identified during the presentation. A question and answer session, as well as a survey handout were used to gather input, thoughts and opinions from residents, business owners, and community stakeholders.

Public Meeting #2 –Gateway & Public Art Workshop (March 14th & 15th, 2008)

On Friday March 14th the Consulting Team, advisory committee members and various LFUCG staff met for a day-long design workshop. Several focus group meetings were attended by both LFUCG and external stakeholders on the following topics:

- + Streets Conversion Issues
- + Bikeway and Sidewalk Standards
- + Green Infrastructure
- + Public Art & Gateways
- + Wayfinding, Signing and Entertainment District Issues

Over the course of the day the consulting team presented preliminary and working design concepts and developed new ideas in response to input from the various stakeholders. Work to date was presented during a two-hour pin-up session that evening. A compendium of exhibits and summary report was presented during the conclusion of a two-hour open house the following morning.

B. Goals and Objectives

In addition to providing design guidelines and standards that can be applied as part of a phased implementation strategy this study has identified the following goals and objectives to date:

- + Enhance downtown Lexington's, regional & world identity
- + Create great, connected, urban spaces
- + Build excitement for the Alltech World Equestrian Games through short-term improvement initiatives that address important event demands and accomplish longer range enhancement objectives.
- + Get proposed improvements funded through partnerships with downtown stakeholders, the state and federal government, other agencies, philanthropic organizations, corporate citizens, and the private sector.
- + Make downtown's infrastructure and amenities more sustainable (both environmentally & economically)
- + Leverage excitement for the Master Plan into "Built Projects" by conducting a strategic public relations and fundraising campaign.
- + Create a more vibrant pedestrian-oriented downtown environment - unique to the City of Lexington.
- + Maximize the attraction and functional potential of existing public parks and open spaces. Establish on-street pedestrian spaces that support outdoor dining, entertainment and cultural activities.
- + Establish a stronger "Sense of Place" through the incorporation of place-based "Branding" and "Wayfinding" elements.
- + Establish standards appropriate to the character, function, and tenancing of each respective sub-district of the downtown area.
- + Establish a standard palette of durable street furnishings and materials in order to ensure a cohesive identity and minimize life-cycle maintenance and replacement expenses.
- + Utilize common design elements from the current streetscape in order to maintain continuity, to create a "Sense of Place" and to keep cost down.
- + Support future "organic" / phased development. Build strategies that recognize funding limitations and the reality that this Master Plan will not be implemented in wholesale fashion but rather as a series of phased implementation projects that would likely coincide with private redevelopment initiatives.

C. Existing Conditions Assessment

There are significant differences in the function and physical characteristics of streets that make up the downtown environment. While some of these differences will go away as the Downtown Development Plan evolves, others will remain as a result of differences in right of way width, traffic volumes & lane configuration, current land use and ground floor tenant potential.

In order to highlight the substantial differences between the different sub-districts and streets of the downtown area, the design team prepared a preliminary "Street Typology Map" which classifies the downtown according to 6 distinct typologies (or sub-districts). Findings and recommendations specific to each particular sub-district are presented under the categories of the "Street Typologies".

Sidewalks: Current downtown sidewalk conditions do not consistently meet ADA requirements due to repair issues, height and slope variances, poor ramp alignments, outdated design standards and conflicts with tree pits and sidewalk infrastructure. Future sidewalk improvements should maintain consistent, unobstructed pathways. Future trees, signage and light poles should be placed within a tree lawn/utility corridor along the back of curb.

Decorative Brick Pavers: Due to significant color variance, deterioration, maintenance requirements, cost and abundant repair and replacement requirements consideration should be given to minimizing the use of traditional brick. This could include giving preference to the use of brick sidewalks along main street and with the Old Courthouse Overlay District or perhaps the use of brick as an accent to more durable and cost sensitive standard concrete sidewalks. Where brick paver will be used consider using reusable and more environmentally-sustainable permeable setting beds versus traditional mortared-down techniques.

Limestone Walls: Lexington is known for some of the most beautiful and varied examples of limestone masonry in the country. Consider the use of this style of material wherever masonry features or walls are desired.

Site Furnishings: Existing benches and waste receptacles provide a very acceptable standard for future use. There appear to be an adequate number of benches today to satisfy user demand.

Street Trees: While there is tremendous potential to increase the amount of green space along downtown streets and sidewalks, existing street trees frequently obstruct views to storefronts. Current tree pits intrude within the pedestrian clear zone. Future standards should promote the clustering of trees along with potential rain gardens and bio-infiltration landscape areas. Many of the tree lawns outside of the core downtown area are insufficiently wide to support long-term, healthy growth.

Right of Way Configuration: Current right of way width varies along the length of nearly every downtown street. Due to significant expenses for right of way acquisition and street development, proposed streetscape design solutions should work within current street rights of way wherever possible.

Lane Width: 12 foot wide lanes promote higher speeds which are undesirable in "Main Street" environments. While more detailed study should be devoted to addressing the feasibility of changes in lane configuration, we believe that lane widths should be reduced to 11 feet wide in order to slow the pace of traffic and create a more pedestrian-oriented atmosphere.

On-Street Parking: On-street parking provides a direct benefit to retailers and creates a more sheltered pedestrian environment along retail street frontages. Assuming that lane widths can be reduced, we believe it would be desirable to maintain on-street parallel parking to one or both sides of Main and Vine while incorporating a continuous bike lane.

Overhead Utilities: Overhead utilities are a significant cost consideration and aesthetic concern along many of the downtown streets.

Street Lights: Existing decorative street lamps contribute to the quality of the streetscape environment and should be used as the on-going standard. Different alternatives could be considered as appropriate accents in less traditional settings.

Street Conversion Issues

Future streetscape design standards must accommodate desired changes in downtown land uses and tenancing and should create an enhanced sense of place within each of the various districts of the downtown area.

The "Downtown Master Plan" and 2006 "College Town" plans stressed the importance of creating a more pedestrian-friendly environment where adjacent neighborhoods and significant public open spaces are more effectively linked to the downtown street network, the University of Kentucky and Transylvania. Each of these plans promoted the development of improved sidewalks and bikeways. Furthermore, each of these planning studies suggested a phased conversion of ALL one-way streets within the downtown.

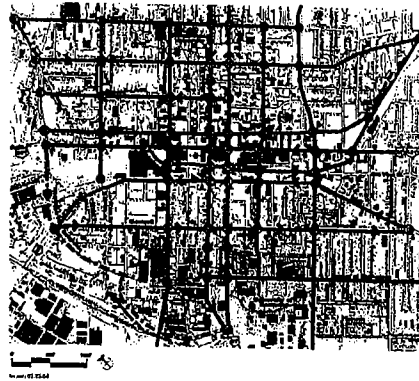
Many cities across the country are currently considering or actively implementing the conversion of one-way streets to two-way. Arguments in favor of two-way streets include the following:

Benefits of Two-Way Streets

- Easier Orientation / Convenience / Choices
- Slower Pace / Greater Perception of Safety
- Improved Storefront Visibility & Patronage
- Prioritizes Pedestrians
- Emphasizes Traditional Values / Quality-of-life

There is little argument among transportation planners that one-way streets can also be designed to be safe and have greater capacity to move large volumes of traffic. There is also little argument that two-way streets provide easier orientation and improved visibility for storefront businesses. This increased visibility is frequently a determining factor in the success or failure of retail and restaurant establishments.

Perhaps the strongest attribute of a two-way street network is its ability to allow drivers to find alternative pathways through the downtown. The "Existing Traffic Routing" map (at right) depicts the location of restricted movement intersections resulting from the current one-way pair network. At the present time there are 50 restricted-movement intersections and 14 with unrestricted movement. Assuming that a phased conversion approach were adopted - whereby Second & Short, Limestone & Upper, and High & Maxwell Streets were incrementally converted to two-way streets - restricted-movement intersections would drop down to only 15 with a resultant 44 full-movement intersections.



There are several issues that must be considered as part of any conversion strategy. These include:

- Driver disorientation during conversion
- Inadequate pavement width or "Pinch Points" at certain intersections
- Loss of needed on-street parking (to turn lanes)
- Bus access / service and loading conditions
- Cost of street widening / Infrastructure near intersections

Any conversion strategy should be implemented in an incremental manner due to inherent costs, acclimation periods, and the need to build both a broad base of consensus and a case history of success.

In order to mitigate or negate the potential negative impacts of conversion several possible solutions could be used in combination. These include:

- Use of Shorter stacking distances
- Use of Peak-hour turn restrictions
- Use of Restricted Peak parking hour parking zones
- Utilization of available off-street parking

The 2006 "Downtown Lexington Transportation Analysis" (prepared by *Entran*) analyzed the impact of the potential conversion of all one-way streets in comparison to scenarios in which "No Streets" and "Some Streets" were converted under a hypothetical 2030 travel demand forecast. The "Some Streets" conversion scenario assumed that one-way pairs at Main & Vine streets and Limestone & Upper Streets would remain while High, Maxwell, Short, and Second Streets would be converted to two way traffic.

System-wide performance measures for the "No Streets" and "Some Streets" scenarios (see Table V-2 at right) indicated a relatively modest (11%) increase

Table V-2. System-Wide Performance Measures

All Peak Hour	Alternative	Description	Vehicle-Miles of Travel (VMT)	Vehicle-Hours of Travel (VHT)	Average Speed (MPH)	Delay (Hours)
	Existing	Current Conditions	24,170	1,020	13.7	1,242
	Scenario 1	Year 2030, No Master Plan	31,410	6,013	6.4	5,769
	Scenario 2	Year 2030, with Master Plan, One-Way Streets	31,264	7,202	5.7	6,120
	Scenario 3	Year 2030, with Master Plan, All Two-Way Streets	28,741	8,262	3.7	6,214
	Scenario 4	Year 2030, with Master Plan, Some Two-Way Streets	30,849	7,877	5.3	6,809

PM Peak Hour	Alternative	Description	Vehicle-Miles of Travel (VMT)	Vehicle-Hours of Travel (VHT)	Average Speed (MPH)	Delay (Hours)
	Existing	Current Conditions	27,353	2,126	13.3	1,432
	Scenario 1	Year 2030, No Master Plan	31,235	7,432	6.5	6,380
	Scenario 2	Year 2030, with Master Plan, One-Way Streets	31,302	7,808	6.6	6,474
	Scenario 3	Year 2030, with Master Plan, All Two-Way Streets	28,560	8,808	4.5	7,695
	Scenario 4	Year 2030, with Master Plan, Some Two-Way Streets	31,761	7,982	4.9	6,908

AMERICAN
TRANSPORTATION

V-5 Downtown Lexington Transportation Analysis
Part V. Analysis of One-Way vs. Two-Way Streets

in travel time delay hours in the AM Peak Hour "Some Streets" conversion scenario. Similarly, average vehicle speeds were projected to drop by a relatively modest 7% in the "Some Street" conversion scenario.

The development of the Newtown Pike Extension will have a significant impact on future traffic patterns in the downtown area. Coupled with an increasing emphasis being placed on non-automobile transportation, potential improvements that eliminate "pinch points", and the proposed development of the downtown circulator it is reasonable to believe that a successful conversion strategy could be employed provided that Main and Vine remained as a one-way pair.

While no formal recommendations are presented in the prior Transportation Analysis, the Entran study clearly states that level of service reductions resulting from the conversion of the Main & Vine one-way system make it unlikely that a conversion scenario which includes these two streets would be endorsed by the Transportation Cabinet. Furthermore, conversion of Main and Vine would present engineering and funding challenges which cast significant doubt on the likelihood that such an approach would be supported with the Urban County Government.

Assuming that Main and Vine are not converted, the 2006 Transportation Analysis concluded that there would be "no significant adverse impact" resulting from the conversion of Short and Second Streets. Discussions with the plan's transportation consultants, Transportation Cabinet Representatives, MPO and LFUGC staff have indicated and that the conversion of Limestone & Upper and High & Maxwell could also be achieved assuming that council supported the strategy, funding was available, and that a comprehensive engineering approach was utilized for each successive conversion.

Over the course of the past three months the consulting team has completed inventories of the cross-sections of each of the one-way pairs and has found widely varying pavement sections, lane widths, and sidewalk conditions throughout the one-way street network. While there arguably many ways to develop a stronger pedestrian orientation, these varying conditions present significant challenges that must be overcome in order to accomplish the goals of developing more "bike-friendly" streets. These challenges exist even if all of the one-way pairs remain one-way.

D. Curb and Sidewalk Replacement Costs

Based on our involvement in similar urban settings we have found that streetscape improvement costs could range between \$250 to \$350 per linear foot of curb. For example, the average cost (per foot) of Covington Kentucky's 2005, Phase 1 Streetscape improvements were budgeted (and subsequently bid and installed) for just over \$300.00 per running foot. The City of Cincinnati currently budgets \$250.00 to \$300.00 per foot for similar urban commercial district improvements. While no two places or improvement plans are the same, based on an average cost of \$300 per foot, over the next 20 to 30 years, the City of Lexington could expect to spend over \$20,000,000 to replace or improve curb and sidewalks within the boundaries of the Streetscape Master Plan study area. These costs do not include overhead utility relocation or costs associated with geometric changes which would be required for the conversion of one-way streets to two-way traffic.

E. Future Design Standards

In recognition of the fact that (1) costs for street and sidewalk redevelopment are substantial with or without conversion and (2) that geometric and functional standards for two-way streets could differ substantially from the current one-way street system we recommend that consideration be given to determining a preferred future designation for each of the one-way pairs within the downtown study area.

F. Street Typologies:

Twenty two different streets lie within the Downtown Streetscape Master Plan study area. These streets comprise nearly seven miles of roadway with widely varying land uses, pavement widths, and functional characteristics. In order to create a more cohesive appearance and function through future improvements this plan proposes that each of the 22 streets be organized under six separate classifications or "Typologies". The typologies are segregated according to the following functional and aesthetic variables:

- + Land Uses
- + Linkages & Connectivity
- + Geometry
- + Traffic Volume
- + Pedestrian Accommodation

Proposed Typology Designations:

- + Downtown Main Streets - Main, Vine, High & Broadway
- + Campus/Neighborhood Connectors - Mill, Upper, Limestone, MLK, ElmTree/Rose
- + Downtown Thoroughfare - Short
- + Minor Streets - Cheapside, Market, Wrenn, Morton, Beck, Deweese, Esplanade, Quality
- + Service Streets - Church/Barr & Water Street

See Compendium for Proposed Typology Exhibit

i. DOWNTOWN MAIN STREETS

This typology includes Main and Vine streets and has the highest concentration of mixed-use buildings within the downtown core. Over time this classification is expected to include High Street as parking areas and garages along the north side are developed into mixed-use buildings with greater emphasis on pedestrian amenities. Sidewalk widths within this typology vary from a minimum of 12 feet. Standards need to accommodate both a pedestrian and vehicular wayfinding system, pedestrian scale lighting, intermittent sidewalk café spaces, seating areas, and landscaping. On-street parking, bike lanes and transit stops are integrated

along each "Main Street" in order to provide the highest possible range of mobility and pedestrian convenience.

Main Street

The proposed standard design section includes four travel lanes 11 foot wide, a 5 foot bike lane along north side of the street and a 7 foot wide parking lane at mid-block situations. Non-peak hour parking will be provided along the north side of the street. Sidewalk would include a 3 foot wide brick paver strip within the utility corridor along the curb. Street trees are to be strategically located as not to interfere with street level views to and from retail storefronts. Freestanding planters and hanging baskets are recommended in place of street trees in front of such retail storefronts. Outdoor dining areas should be placed near the curb to provide clear sidewalk travel width. In such cases, physical separation could be achieved via bollards. Street furniture such as bike racks, newspaper corrals, trash and recycling receptacles will be placed strategically near the intersections and outdoor activity spaces. Limestone pylons or other "place making" features could be placed at regular intervals (such as every furlong) in order to emphasize the unique history or cultural legacy of the given district.

Main Street from the west connection of Vine Street to Broadway is located within the proposed Triangle Park Entertainment District. A special decorative paving treatment has been proposed within this area in order to differentiate the district and compliment the vibrancy and unique qualities of the hospitality, retail and entertainment uses centered on Triangle Park.

Dimensions

- + 67 to 86 foot distance between sidewalk edges
- + 38 to 55 foot wide curb to curb pavement section
(wider street sections includes turn lanes and parking on both sides of the street while narrow sections includes parking on one side of the street)
- + 11 foot wide traffic lanes
 - + 2 east bound lanes
 - + 2 west bound lanes
 - + 1 left turn lane at wider sections near Jefferson Street
- + 5 foot wide bike lanes
- + 7 foot wide on-street parking lane
- + 12 foot wide average sidewalk
 - + 9 foot wide standard concrete sidewalks
 - + 3 foot wide minimum specialty unit pavers (brick)
 - + 12 foot wide specialty unit pavers (asphalt / concrete in Triangle Park Entertainment District)

Trees and Landscaping

- + Tree type: upright columnar deciduous tree
- + Tree spacing: dependant upon distance between cross streets, curb cuts and adjacent uses
- + 4' x 6' tree pit in pavement adjacent to curb, use structural soils below:
- + 4' minimum tree lawn / utility corridor
- + Tree variety: ----- from Street Tree Selections located in the Design Guidelines
- + Planters and hanging baskets: Planters and hanging baskets used to accent streetscape

Lighting

- + 12 foot high light poles
- + 72' approximate distance between light poles
- + Type and manufacturer: match existing

Street Furniture

- + Bike racks – strategically located near urban pocket parks, retail centers etc
- + Newspaper racks and trash receptacles near intersections
- + Privately-owned outdoor dining café tables and chairs located near curb where appropriate.

Gateway and Wayfinding Elements

- + Banner program along with light poles to identify district
- + Limestone pylon, as identity element, located at regular intervals

Vine Street

In Progress

High Street

In Progress

Broadway Street

In Progress

ii. CAMPUS/NEIGHBORHOOD CONNECTOR

The Campus/Neighborhood Connector design concept proposes the development of street standards that create stronger linkages between downtown, adjacent neighborhoods, and the campuses of the University of Kentucky and Transylvania.

Limestone Street

Limestone Street is envisioned to serve as the primary Campus Connector. While the pavement section varies greatly from block to block, bike access, enhanced lighting, better wayfinding and more consistent sidewalk treatments would become a common thread that along the "Collegetown" corridor.

Six foot wide sidewalks along residential areas would become 12 feet wide (avg.) sidewalks along mixed-use areas near downtown and the UK campus. Street trees are to be strategically located as not to interfere with street level views to and from retail storefronts in mixed use areas but would be spaced a regular interval in non-commercial areas. Intersection enhancements could include specialty pavements. Freestanding planters and hanging baskets are recommended in place of street trees in front of such retail storefronts. Outdoor dining areas should be placed near the curb to provide clear sidewalk travel width. In such cases, physical separation will be achieved via bollards. Street furniture such as bike racks, newspaper corrals, trash and recycling receptacles will be placed strategically near the intersections. Streetscape enhancements could include new wayfinding elements in the form of limestone pylons and banners focused on the Collegetown identity.

Dimensions

- + 44 feet - 85 feet distance between sidewalk edges
- + 24 feet - 54 feet wide curb to curb pavement section
 - Traffic lanes – vary, wider street sections includes turn lanes and parking on one side of the street.
- + 5 foot wide one-way bike lane
- + 7 feet wide on-street parking lane at wider sections
- + 12 feet wide average sidewalk
 - + 12 feet wide concrete pavers-Scoring pattern varies
 - + Specialty unit pavers (brick) at sidewalk intersections

Trees and Landscaping

- + Tree type: upright columnar deciduous tree
- + Tree spacing: dependant upon distance between cross streets, curb cuts and adjacent uses
- + 4' x 6' tree pit in pavement adjacent to curb, use structural soils below:
- + 4' minimum tree lawn / utility corridor

- + Tree variety: ----- from Street Tree Selections located in the Design Guidelines
- + Planters and hanging baskets: Planters and hanging baskets used to accent streetscape

Lighting

- + 12 feet high light poles
- + 72' approximate distance between light poles
- + Type and manufacturer: match existing

Street Furniture

- + Bike racks – strategically located near urban pocket parks, retail centers etc
- + Newspaper racks and trash receptacles near intersections
- + Privately owned outdoor dining café tables and chairs located near curb according to appropriate retail locations

Gateway and Wayfinding Elements

- + Banner program along with light poles to identify district
- + Limestone pylon, as identity element, located at each intersection
- + Inlaid custom pavers at sidewalk intersections

iv. DOWNTOWN THOROUGHFARE STREETS

This typology currently includes High and Short Street. These streets are primarily vehicular-oriented within the downtown core and provide access to parking areas behind Vine and Main, respectively. Sidewalks provide linkages to and/from parking areas and office or institutional destinations. Standards call for more consistent widths and ADA compliance however there is minimal retail activity that would demand wider walks or seating areas. Wayfinding should promote better orientation to parking areas and garages. Sidewalk widths within this typology currently vary from a minimum of approximately 8 feet. Standards need to accommodate both a pedestrian and vehicular wayfinding system and improved lighting.

Short Street

A 10 feet wide minimum distance between curb and building face is proposed. Where this minimum can be met, the sidewalk contains a minimum 4' wide tree pit and minimum 6' wide sidewalk. In places where the distance between curb and building face drops below 10', street trees are not permitted. Trash and recycling receptacles will be placed strategically near the intersections outside of the 6' sidewalk clear zone. Overhead utility lines will be buried and ornamental light fixtures installed where funding permits.

Dimensions

- + 41 feet - 68 feet distance between sidewalk edges
- + 28 feet - 53 feet wide curb to curb pavement section
(wider street sections includes turn lanes and parking on both sides of the street while narrow sections includes parking on one side of the street)
- + 10 feet wide traffic lanes
 - + 1 east bound lane
 - + 1 west bound lane
- + 7 feet wide on-street parking lanes on each side of street
- + 10 feet wide average sidewalk
 - + 6 feet wide minimum clear zone

Trees and Landscaping

- + Tree type: upright columnar deciduous tree
- + Tree spacing: dependant upon distance between cross streets, curb cuts and adjacent uses
- + 4' x 6' tree pit in pavement adjacent to curb, use structural soils below
- + Tree variety: ----- from Street Tree Selections located in the Design Guidelines
- + Planters and hanging baskets: Planters and hanging baskets used to accent streetscape

Lighting

- + Overhead utilities to be buried where funding permits
- + 12 feet high light poles
- + 80' approximate distance between light poles
- + Type and manufacturer: match existing

Street Furniture

- + Bike racks, trash receptacles located near intersections where appropriate

Gateway and Wayfinding Elements

- + Improved Neighborhood Directory and Parking orientation should be provided.

v. SERVICE STREETS

Service streets are primarily vehicular-oriented within the downtown core and provide access to parking areas. Sidewalks provide linkages to and/from parking areas and office or institutional destinations. Standards call for more consistent widths and ADA compliance. Wayfinding should promote better orientation to parking areas and garages. Sidewalk widths within this typology currently vary from a minimum of approximately 4 feet. Standards need to accommodate both a pedestrian and vehicular wayfinding system and improved lighting.

Proposed sidewalk standards call for an 8 foot wide concrete sidewalk with a recommended minimum 4' of clearance. When sidewalks are adjacent to parking lots, a 6' minimum landscaped buffer is proposed. No street trees are permitted due to the narrow sidewalks. Trash and recycling receptacles will be placed strategically near the intersections outside of a minimum 6' sidewalk clear zone. Overhead utility lines will be buried and ornamental light fixtures installed where funding permits.

Dimensions

- + 28 feet - 35 feet distance between sidewalk edges
- + 16 feet - 21 feet wide curb to curb pavement section
- + 10 feet wide traffic lane
 - + 1 west bound lane
- + 7 feet wide on-street parking lane on north side of street
- + 8 feet wide sidewalk proposed at new infill projects
- + 4 feet wide minimum clear zone on concrete sidewalk

Trees and Landscaping

- + No street trees permitted due to narrow sidewalks.

Lighting

- + Overhead utilities to be buried where funding permits
- + 12 feet high light poles
- + 80' approximate distance between light poles
- + Type and manufacturer: match existing

Street Furniture

- + Trash receptacles located near intersections where appropriate

Gateway and Wayfinding Elements

- + Improved Neighborhood Directory and Parking orientation should be provided.

G. Gateway Development Opportunities (see compendium for details; narrative to be completed 4/15)

H. Public Event And Gathering Space Enhancements (see compendium for details, narrative to be completed 4/15)

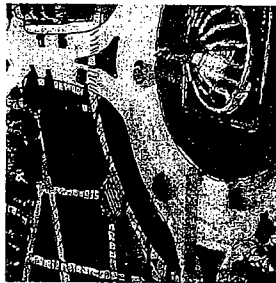
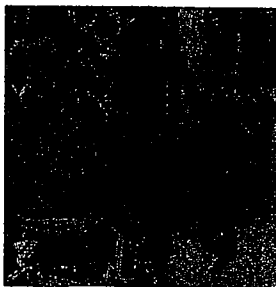
I. Sustainable Design and Construction Recommendations (To be completed by April 15)

J. Recommended Implementation Priorities

- Conduct traffic study as needed to support proposed/preferred design standards for Main and Vine (consider expanding scope of study to include Limestone and Upper)
- Complete Newtown Pike Gateway Enhancements (Both Temporary and Permanent, *excluding any that would Jeopardize completion of the Newtown Pike Connector*)
- Improve Main Street Sidewalks Between Lexington Center and Courthouse Square (Incorporate Rain Gardens, Café & Event Spaces, Wayfinding)
- Implement Limestone Corridor Wayfinding Enhancements
- Complete Courthouse Square Event Staging and Sidewalk Areas (Especially West side of Limestone)
- Improve the Triangle Park Yoke (develop Wayfinding and Identity Enhancements)
- Implement Vine Street Wayfinding & Signing Enhancements

K. Implementation Strategy (To be completed by April 15)

Lexington Streetscape Master Plan



04.09.08

Compendium Work to Date

■ **Lexington Streetscape Master Plan**
■ Lexington Fayette Urban County Government
■ Kinzelman Kline Gossman Strand Associates
■ 2nd Globe Brownstone Design Preston Osborne

Lexington Streetscape Master Plan

Site Analysis

Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

Kinzelman Kline Gossman Strand Associates

2nd Globe Brownstone Design Preston Osborne

District Map

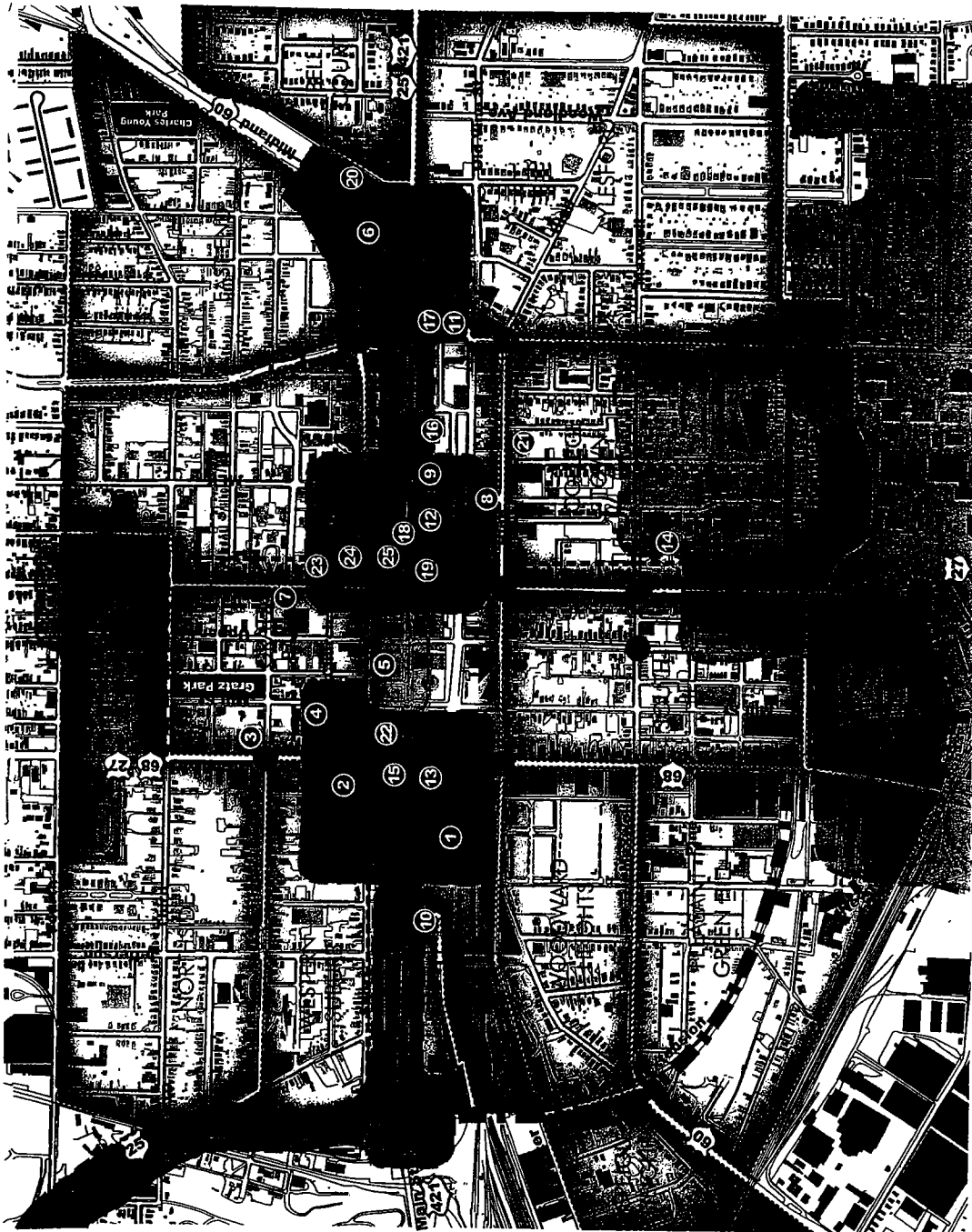
Legend

- Study Area
- Transition Nodes
- ☼ Gateway Development Opportunity
- East and West Gateway
- Cheapside District
- Courthouse Square District
- Triangle Park Entertainment District
- Downtown Districts

- 1 Lexington Convention Center/Rupp Arena
- 2 Opera House
- 3 Hunt Morgan House
- 4 LexArts at Arts Place
- 5 Lexington History Museum
- 6 Thoroughbred Park
- 7 Gratz Park Inn
- 8 Transit Center
- 9 Urban County Government Center (LFUCG)
- 10 Mary Todd Lincoln House
- 11 Lexington Convention & Visitors Bureau
- 12 Public Library
- 13 Triangle Park
- 14 Good Samaritan Hospital
- 15 Victorian Square/Children's Museum
- 16 Kentucky Theater
- 17 Chamber of Commerce
- 18 LexArts at the Downtown Arts Center
- 19 Phoenix Park
- 20 Lexington Herald Leader
- 21 Post Office
- 22 Triangle Center
- 23 U.S. Federal Court
- 24 New Fayette District Court
- 25 New Fayette Circuit Court

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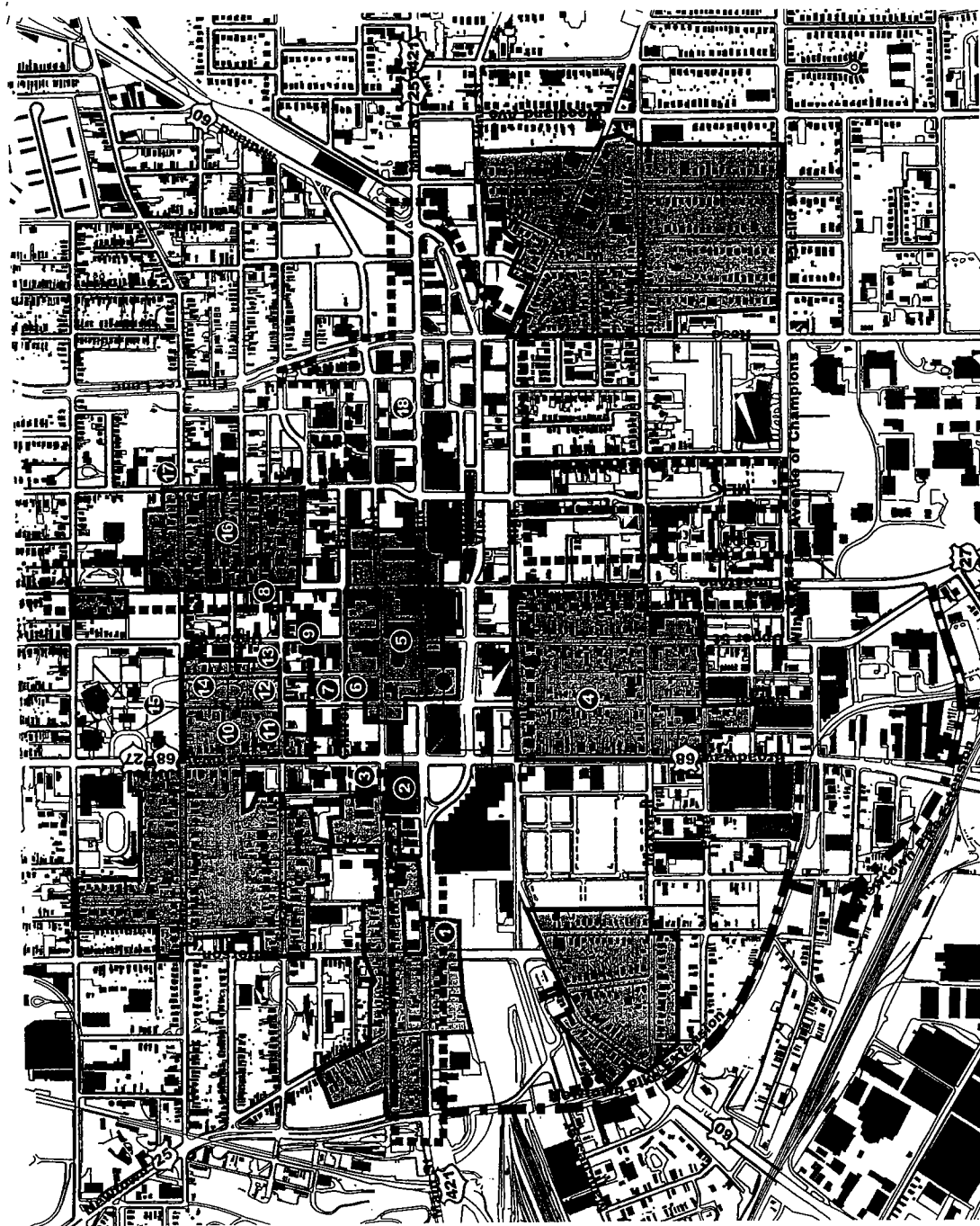
Historic District Map

Legend

- Study Area
- Historic District
- Courthouse Area Design Overlay Zone

Historical Sites

- 1 Mary Todd Lincoln House
- 2 Victorian Commercial Block
- 3 Lexington Opera House
- 4 South Hill Historic District
- 5 Downtown Commercial District
- 6 First Presbyterian Church
- 7 Henry Clay's Law Office
- 8 North Limestone Commercial District
- 9 Christ Church Episcopal
- 10 Gratz Park Historic District
- 11 Hunt-Morgan House
- 12 Carnegie Library
- 13 Bodley-Burke House
- 14 Old Kitchen, Pennsylvania College
- 15 Old Kitchen, Pennsylvania College
- 16 Constitution Historic District
- 17 Old Episcopal Burying Ground and Chapel
- 18 First African Baptist Church



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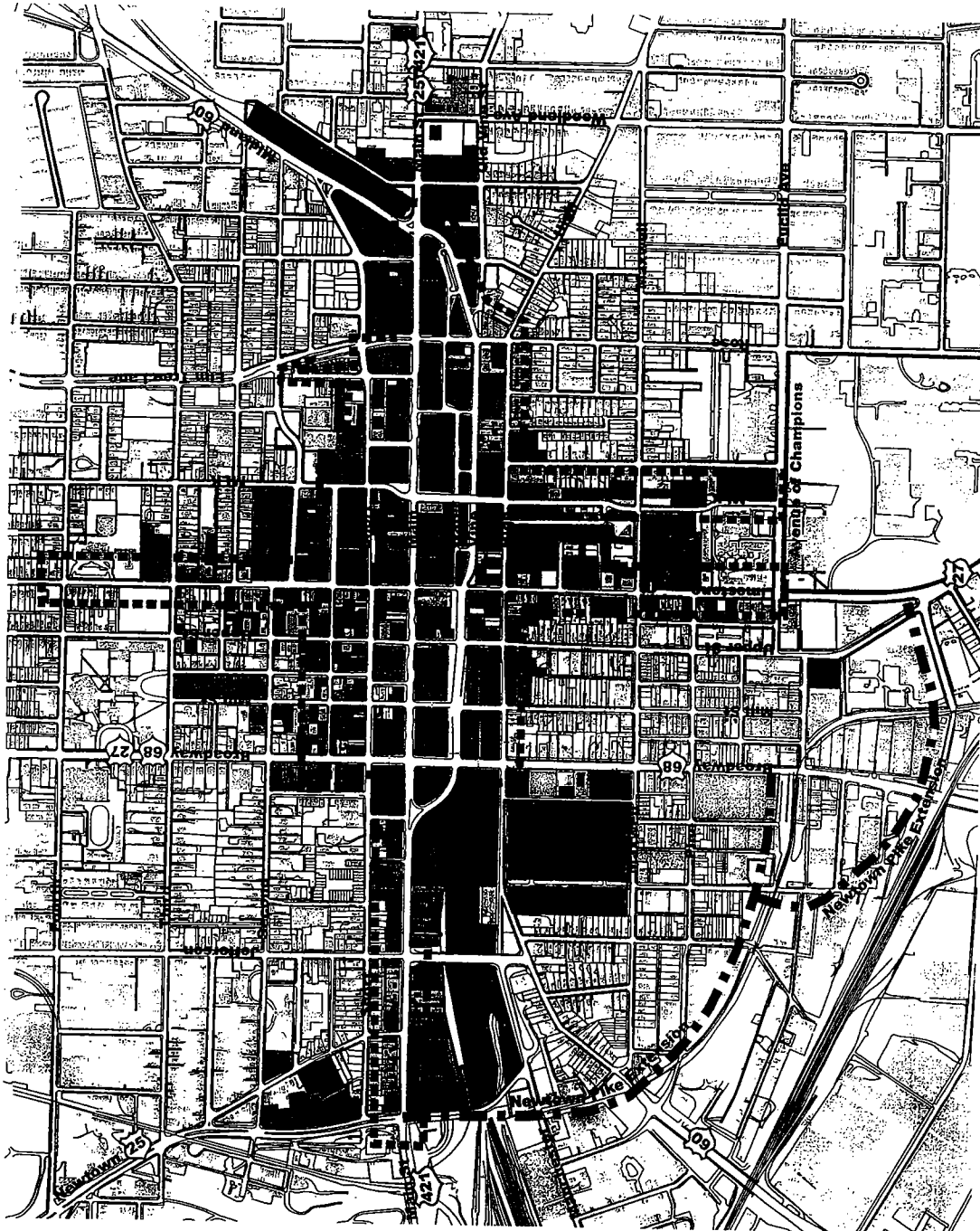
First Floor Use Map

Legend

- Study Area
- Civic/Institutional
- Entertainment/Restaurant
- Mixed Use
- Office
- Openspace
- Parking
- Residential
- Retail

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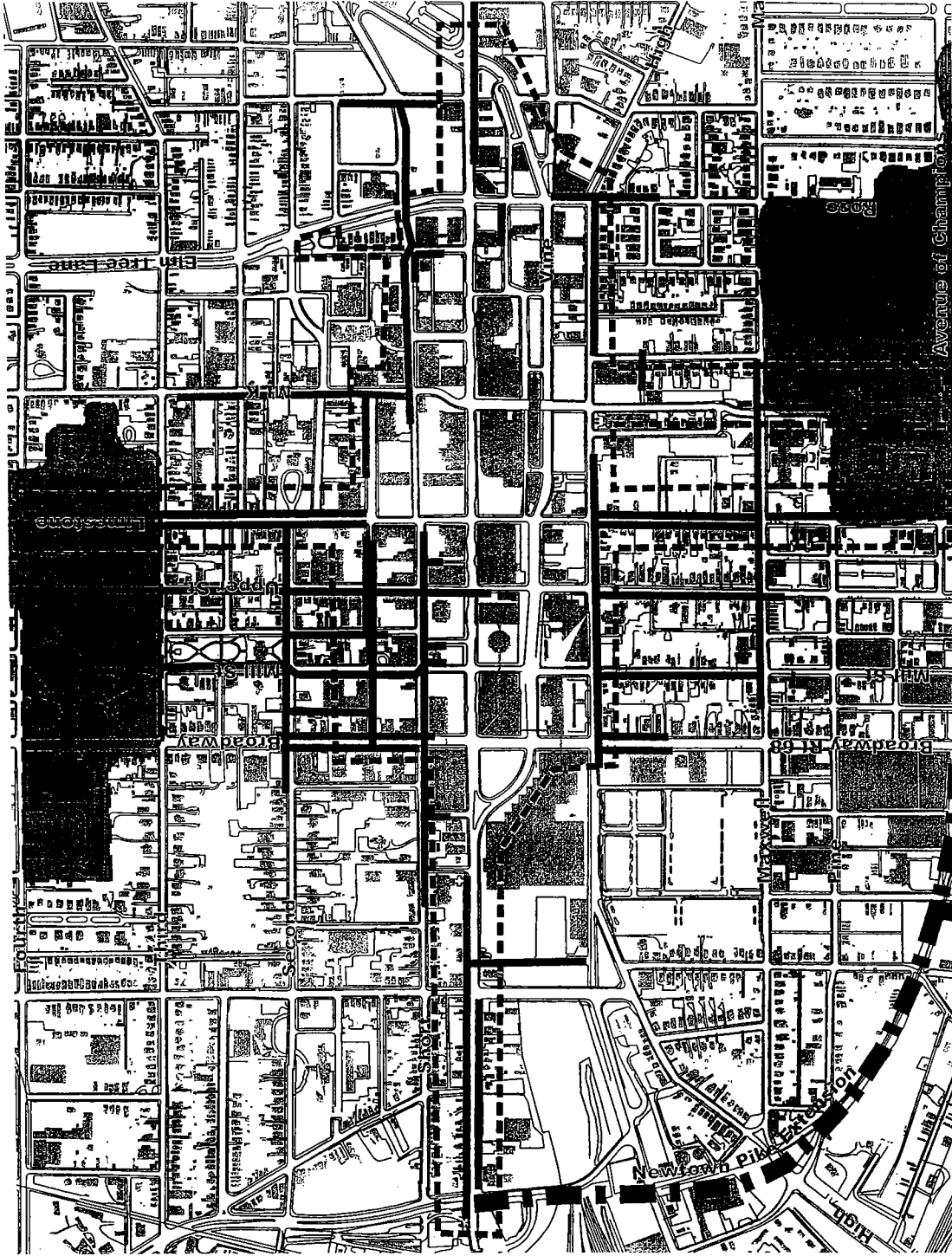


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Legend

- Study Area
- Overhead Utilities
36,450 Linear Feet Total
Approximately 7 Miles

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Concept Visions

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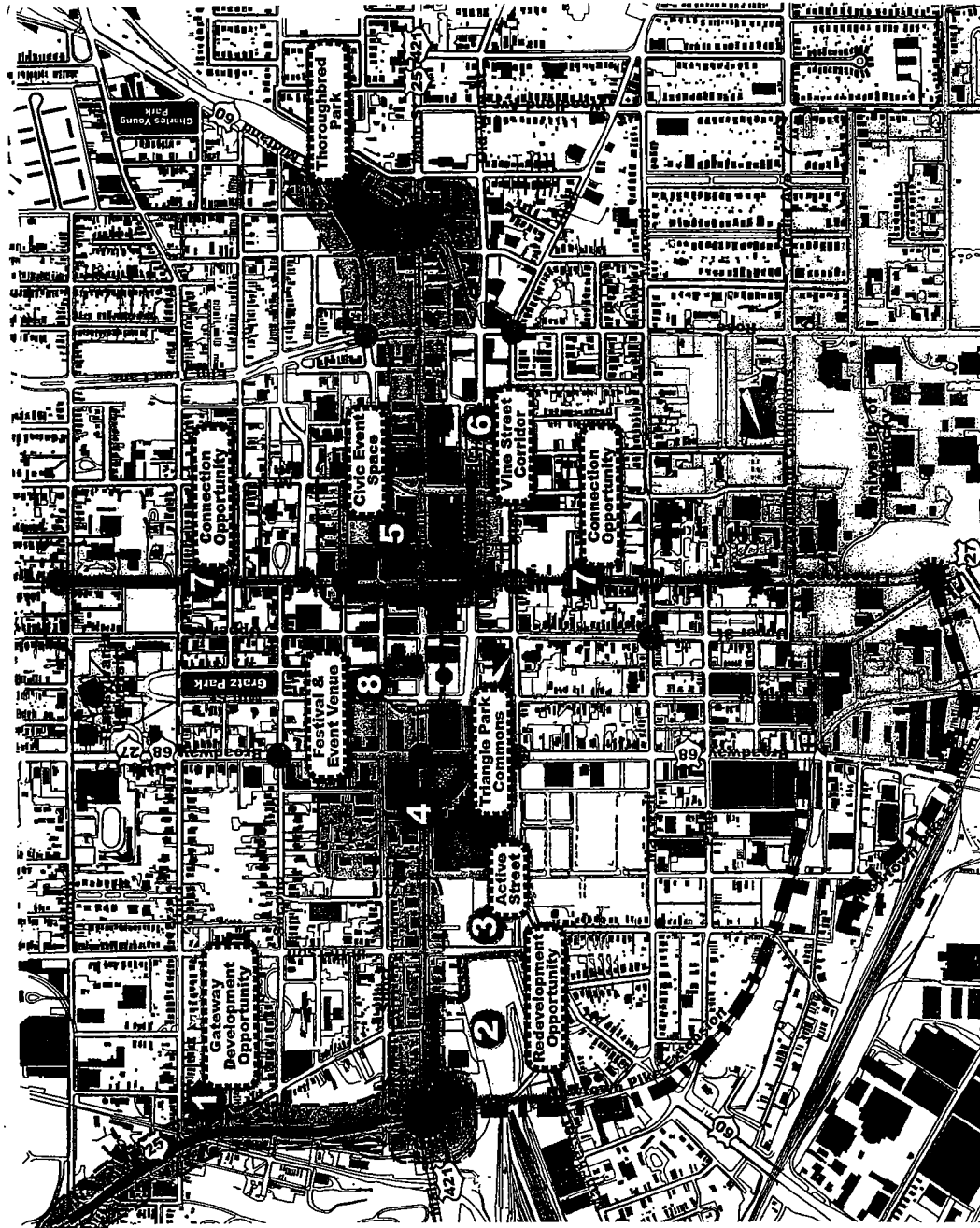
Legend

- Transition Nodes
- ✱ Gateway Development Opportunity
- ⊙ East and West Gateway
- Traditional Main Street
- ⊙ Civic District
- ⊙ Hospitality and Entertainment District
- Opportunities

- 1 Build an Iconic Gateway
- 2 Gain World Class Identity, Create "Lexington's Millennium Park"
- 3 Make Jefferson Street an Active Pedestrian Connector
- 4 Strengthen Triangle Park as Downtown's "Living Room", a Useful and Memorable Event Destination
- 5 Define a Stronger Public Use and Event Space through Streetscape, Wayfinding and Environmental Graphic Enhancements
- 6 Redefine Vine Street as a Thriving Downtown Gathering Place
- 7 Make Limestone a Dynamic Downtown, Neighborhood and University Link through Improved Streetscape, Bike Access and Wayfinding Enhancements
- 8 Develop Cheapside/Courthouse Area as an Improved Festival and Event Venue

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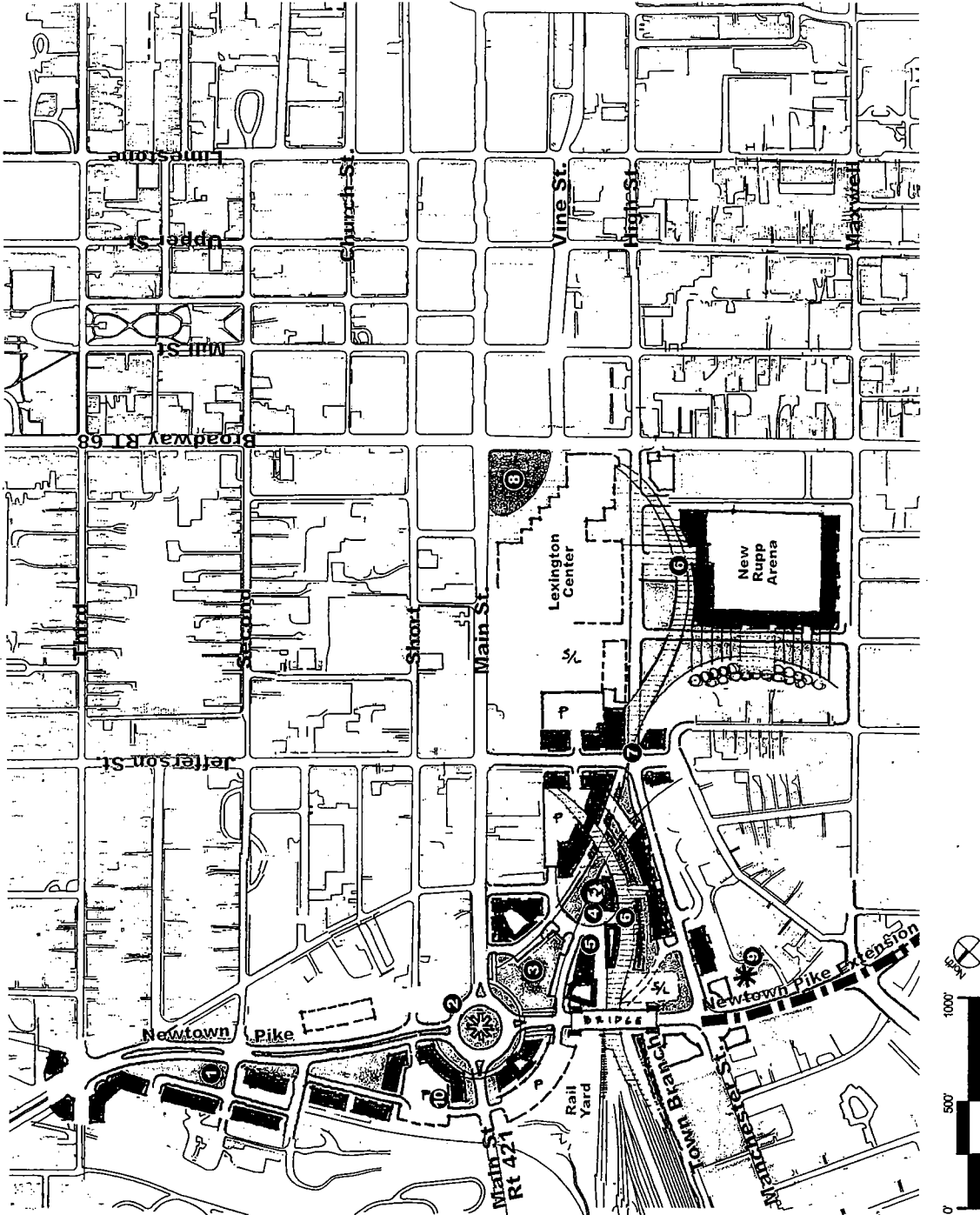
West Gateway Opportunities Map

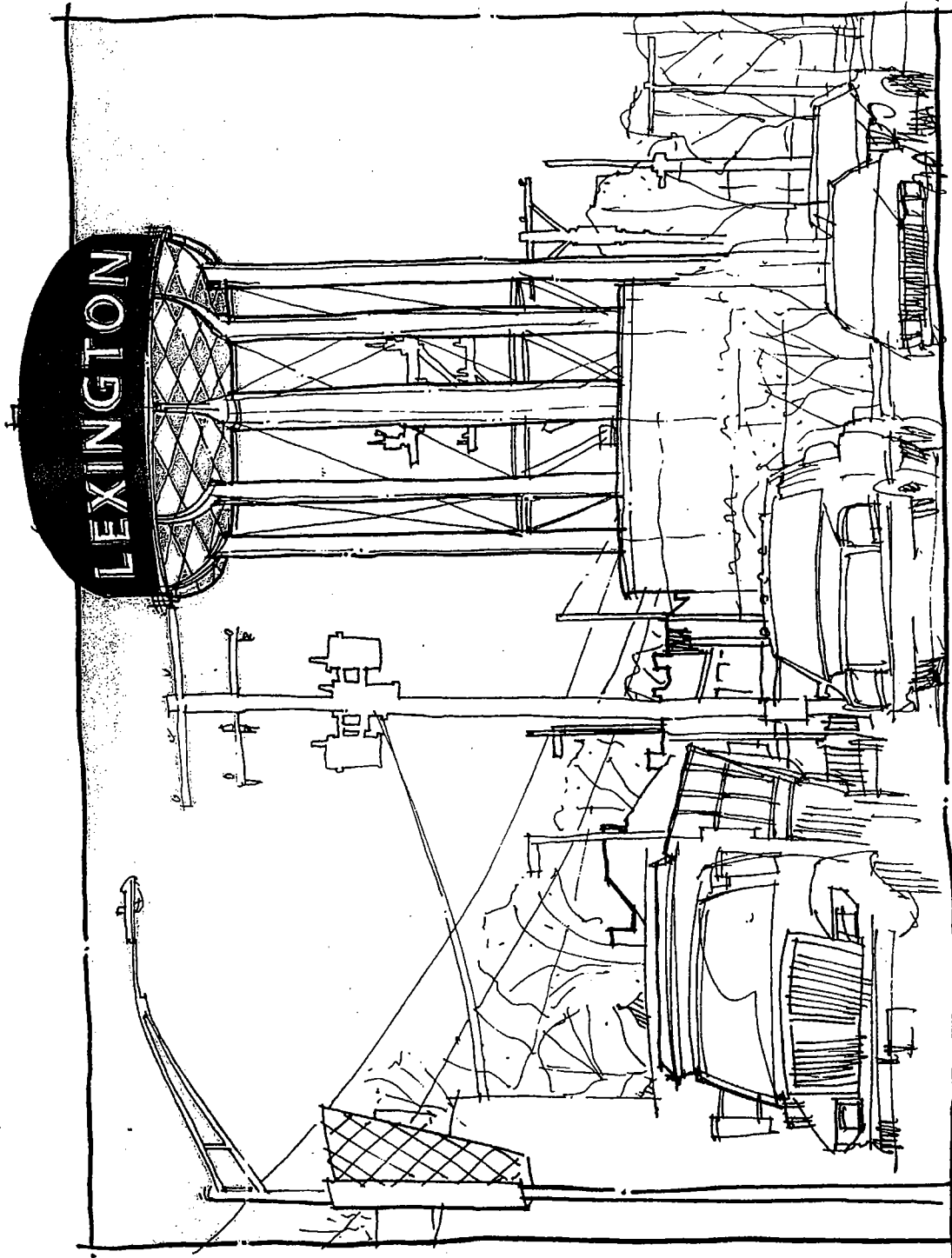
Recommendations

- 1 Create a grand entrance into Downtown Lexington. Build anticipation by incorporating a green parkway buffer along Newtown Pike and by providing visual clues and way-finding, signifying arrival is near.
- 2 Establish a world class gateway to the City. Create iconic feature to grab and direct attention towards the downtown. Incorporate the proposed Newtown Pike Extension bridge as part of the comprehensive gateway system.
- 3 Establish a dramatic new park and event space at the front door to downtown. Develop Town Branch as Lexington's version of the San Antonio Riverwalk or the Indianapolis Canalway.
- 4 Establish a new home for the Farmers' Market; include restaurants, retail, entertainment and urban housing. Take advantage of existing topography with underground parking, at-grade retail and roof-top garages; create Lexington's new "front door".
- 5 Potential relocation of Salvation Army to the ground floors of iconic new gateway building.
- 6 Connect the Town Branch Basin Development with Lexington Center through a new promenade and linear park. Provide retail and restaurant opportunities at street level, promoting pedestrian activity and vibrancy.
- 7 Activate Jefferson Street with mixed use development. Reconnect Manchester Street for better accessibility and linkages between Newtown Pike and the Downtown.
- 8 Strengthen Triangle Park as a Downtown event destination. Activate the space with restaurant and retail storefronts along existing Lexington Center. Improve connection between Lexington Center and Triangle Park.
- 9 Develop new graphic identity at water tower.
- 10 Proposed infill buildings could define stronger sense of transition / gateway to UK and Downtown.

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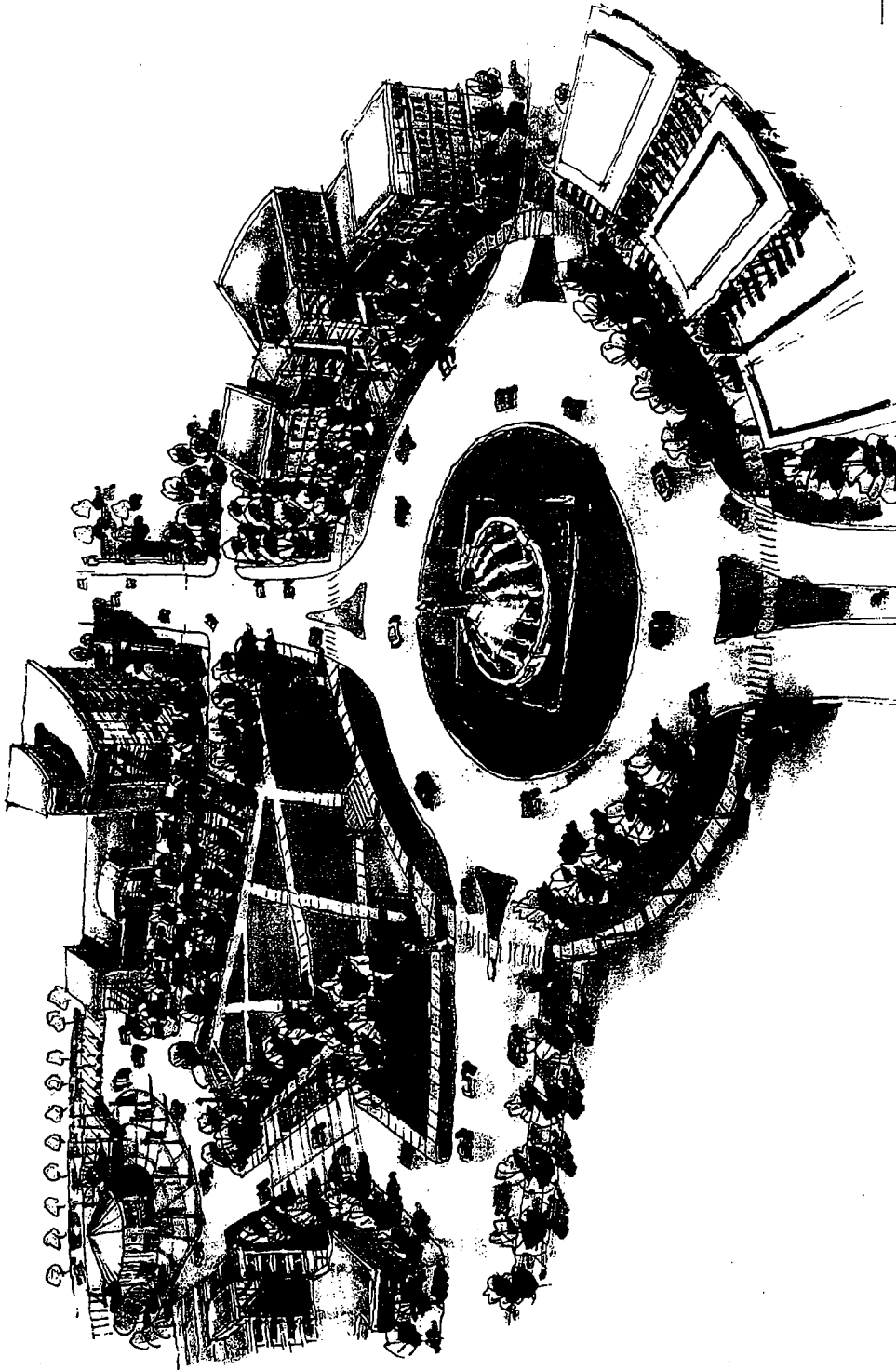
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Date: 03.14.08

Gateway Opportunities

Town Branch Basin and Modern Roundabout



Date: 03.27.08

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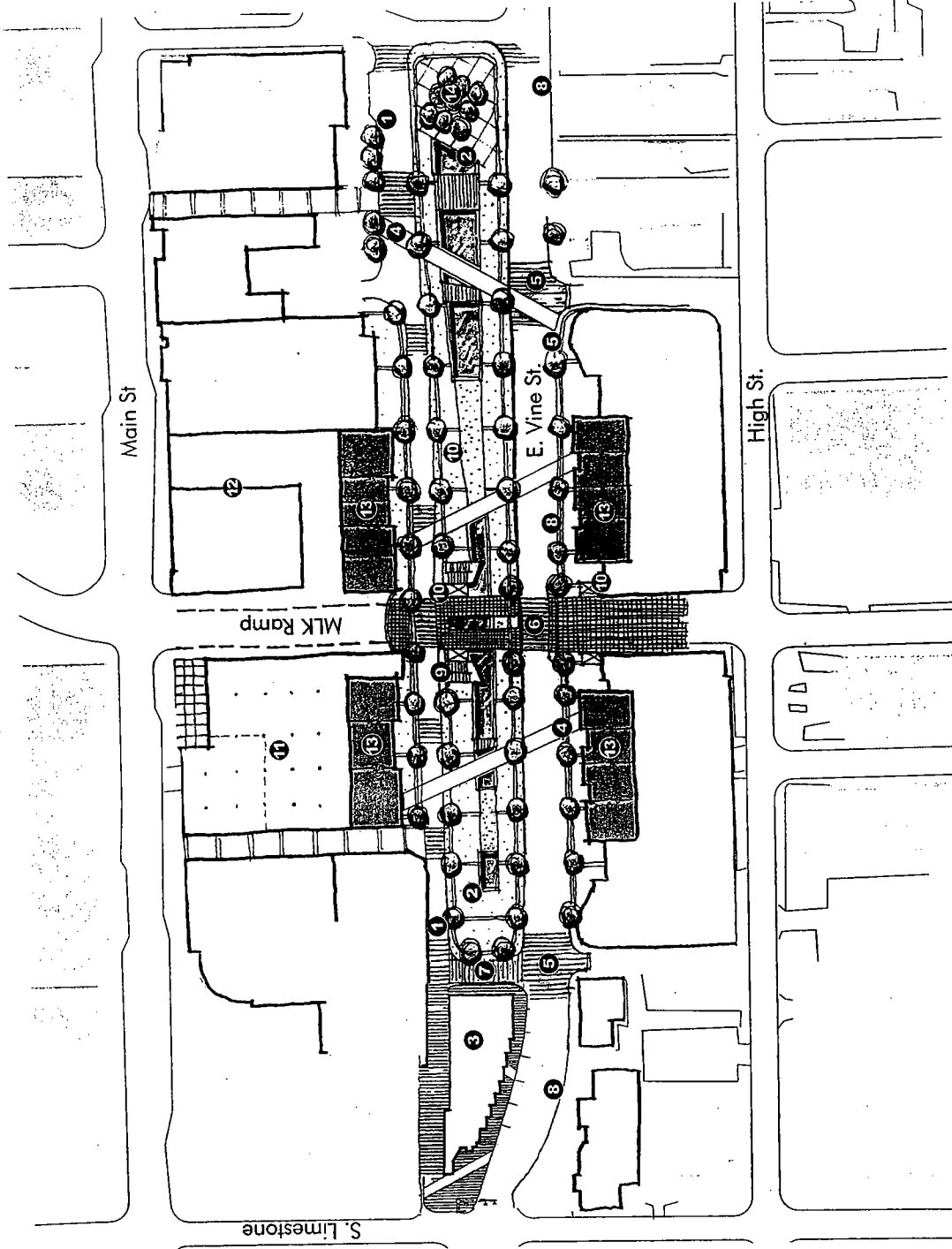
Lexington Fayette Urban County Government

Kinzelman Kline Gossman Strand Associates

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Recommendations

- 1 Water Street Promenade/Tree Allee
- 2 Water Feature with Seat Wall
- 3 Phoenix Building
- 4 Pavement Pattern Commemorative of Town Branch Crossings
- 5 Striped or Special Pavement Intersection
- 6 Special Pavement under and on MLK
- 7 Entry Drive
- 8 Bike Lane
- 9 Ornamental/Grand Staircase
- 10 Elevator
- 11 Potential new LFUCG Complex: Mixed Use, Office, Retail, Restaurant and Parking Garage
- 12 Potential Mixed Use Development with Parking Garage
- 13 First Floor Retail/Restaurant
- 14 Tree Bosque



Lexington Streetscape Master Plan

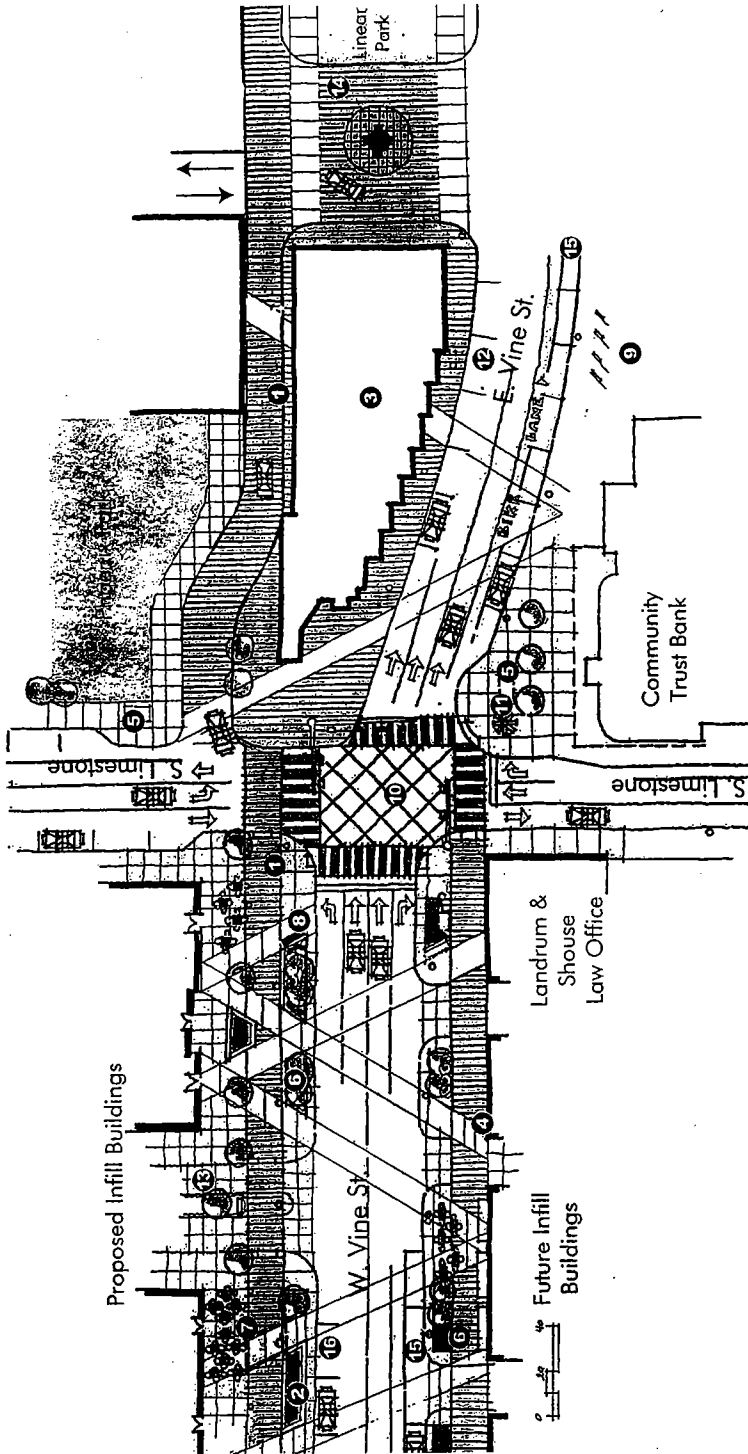
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Water Street Promenade

Legend

- 1 Water Street Promenade
- 2 Water Feature with Seat Wall
- 3 Future Crystal Cafe at Phoenix Building Site
- 4 Pavement Pattern Commemorative of Town Branch Crossings
- 5 Trolley Stop
- 6 Rain Garden Planter Typical
- 7 Sidewalk Cafe
- 8 Newsrack
- 9 Graphic Panel at Face of Electric Sub-station
- 10 Striped Intersection
- 11 Existing Sculpture
- 12 Existing Light Fixture
- 13 Entry Drive
- 14 Auto Court for Valet Drop-Off
- 15 Bike Lane
- 16 On-Street Parking

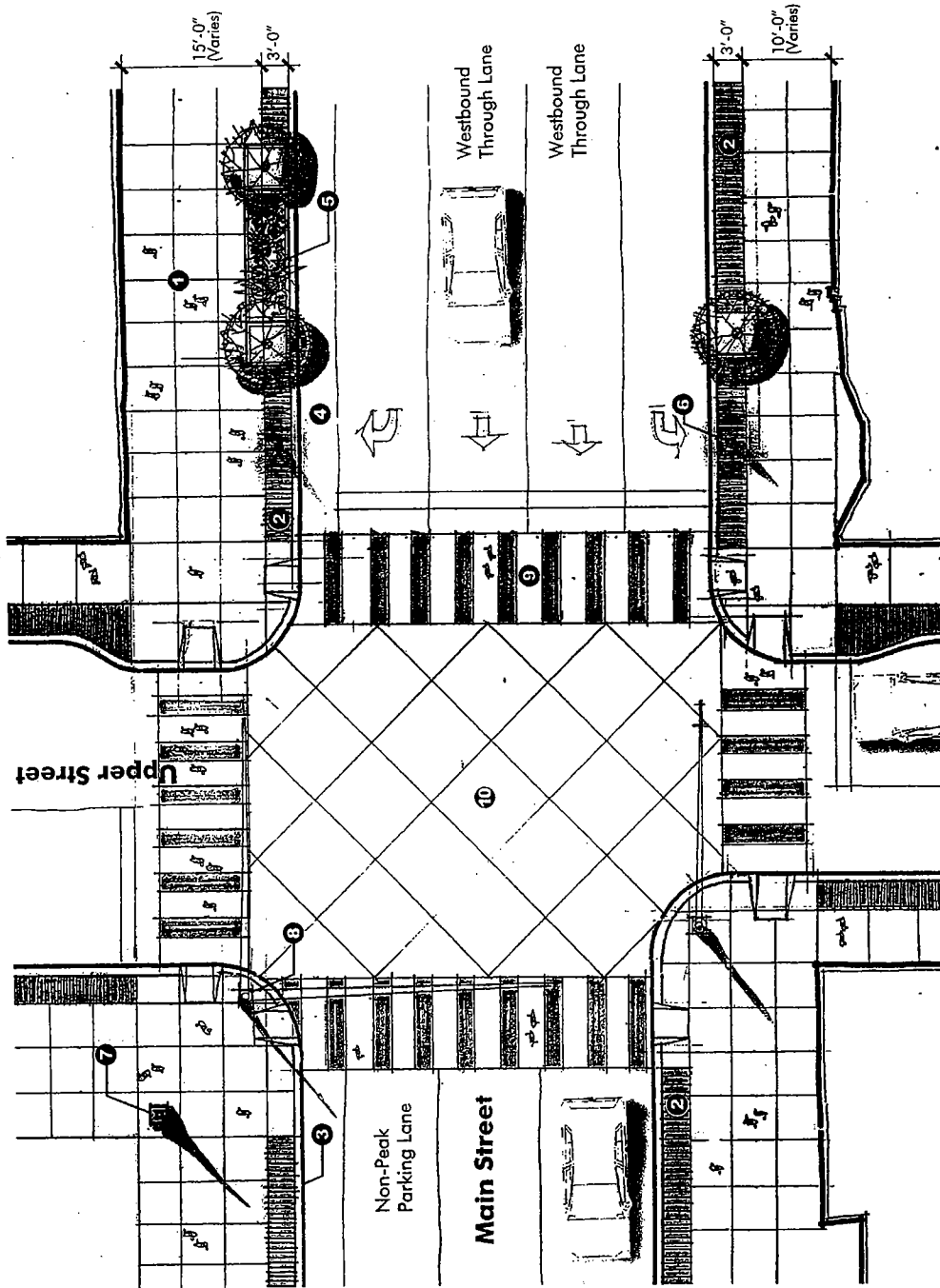


Lexington Streetscape Master Plan

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Concept

- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Curb
- 4 Bike Lane
- 5 Rain Garden
- 6 Light Pole with Banners
- 7 Limestone Pylon
- 8 Mast Arm Traffic Signal
- 9 Crosswalk
- 10 Striped Intersection



Detail of Limestone Pylon



Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

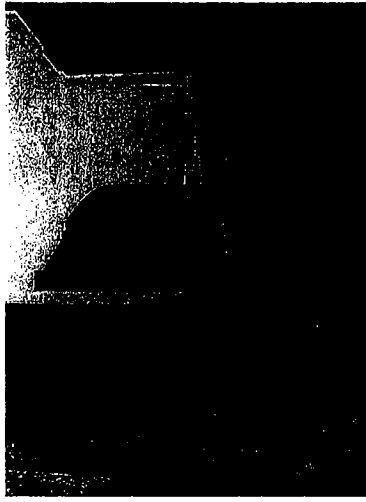
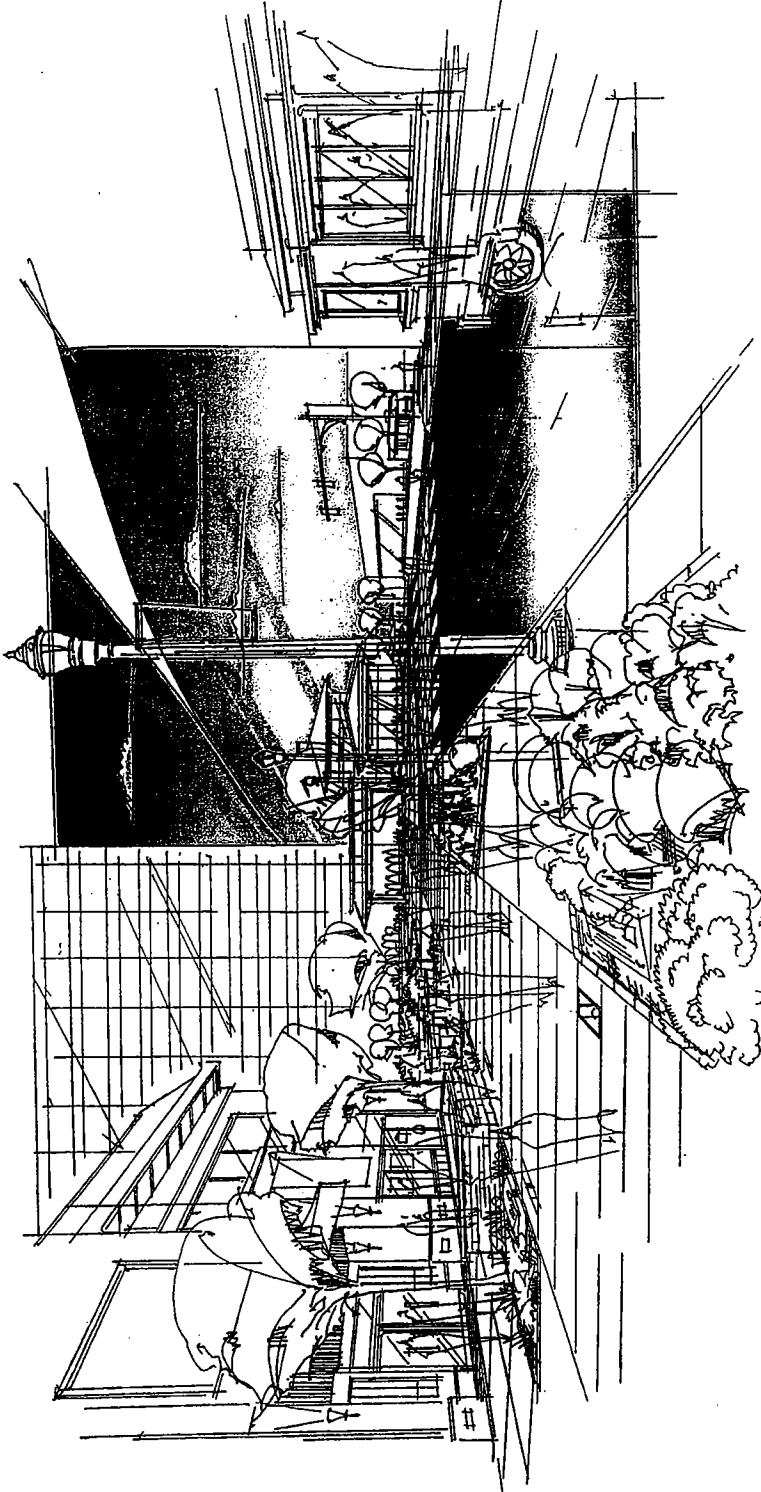
Kinzelman Kline Gossman Strand Associates

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Date: 03.28.08

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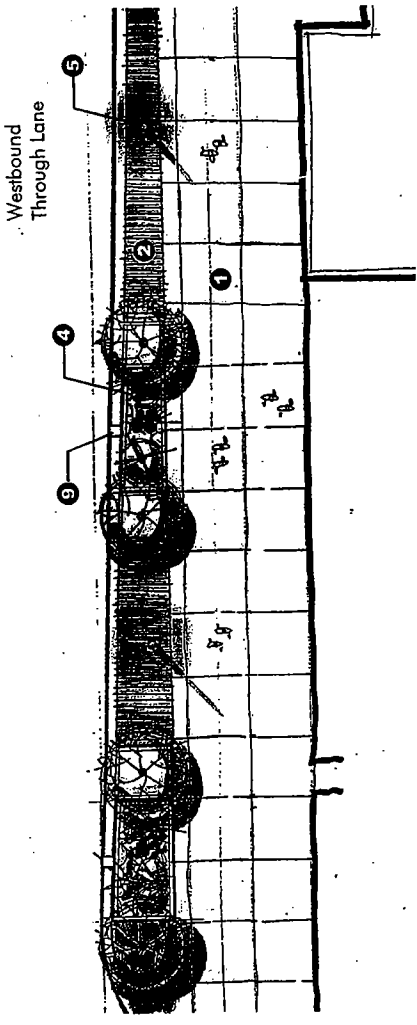
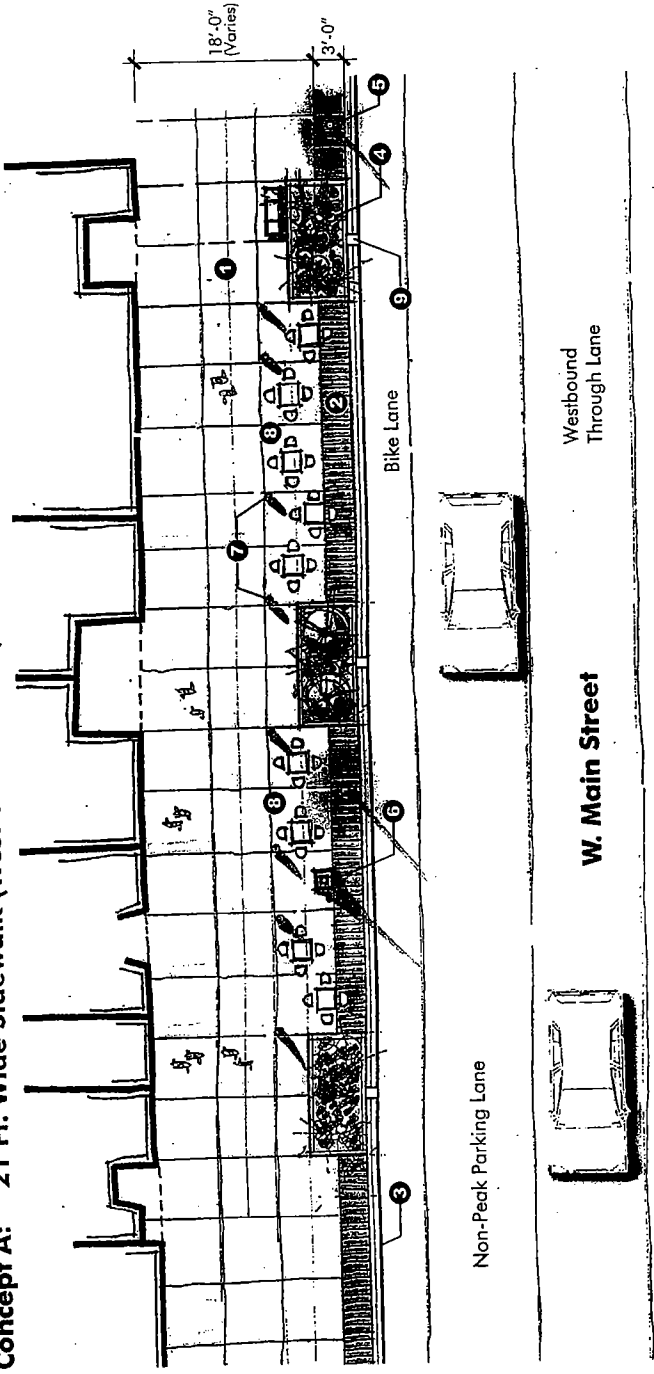
Lexington Streetscape Master Plan

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Date: 03.28.08

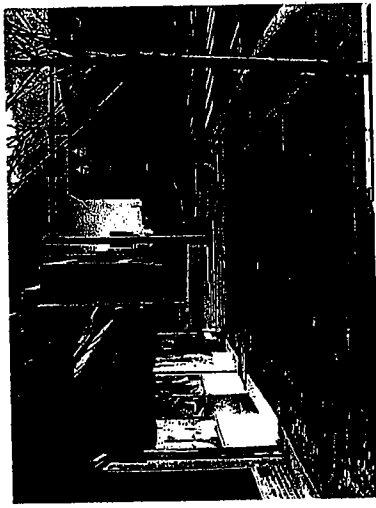
Concept A: 21 Ft. Wide Sidewalk (West of Limestone)



Date: 03.28.08

Concept A

- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Curb
- 4 Rain Garden
- 5 Standard Acorn Post Light Pole with Banners/Baskets
- 6 Identity Element (Located every Furlong)
- 7 Bollards
- 8 Outdoor Cafe Area
- 9 Rain Garden Curb Inlet



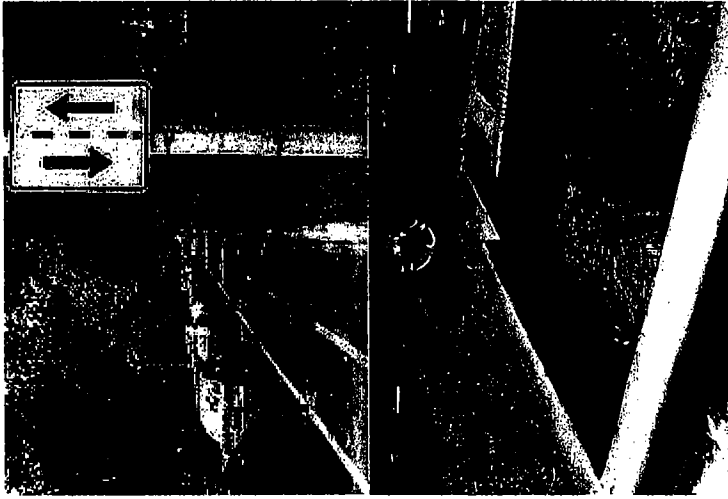
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Main Street Design Standards

Concept A1 and B

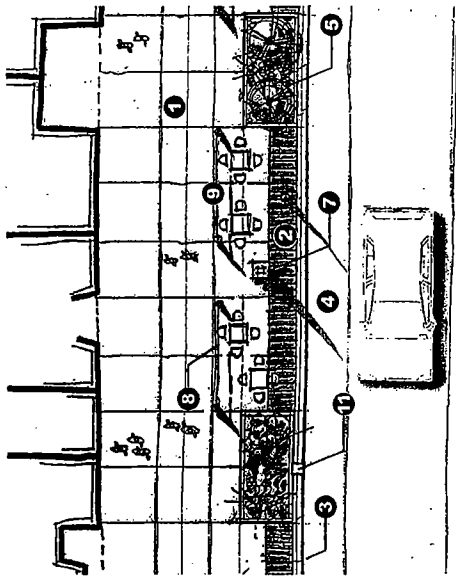
- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Curb
- 4 Bike Lane
- 5 Rain Garden
- 6 Light Pole with Banners
- 7 Identity Element (Located Every 100' Along)
- 8 Bollards with Railings
- 9 Outdoor Cafe Area
- 10 Buffer Strip
- 11 Rain Garden Curb Inlet



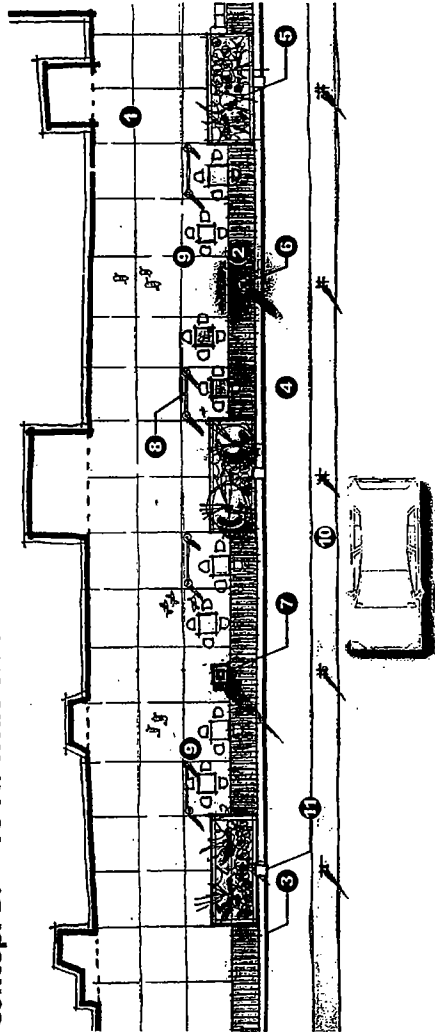
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Concept A1: 21 Ft. Wide Sidewalk with Permanent Fence at Cafe Space



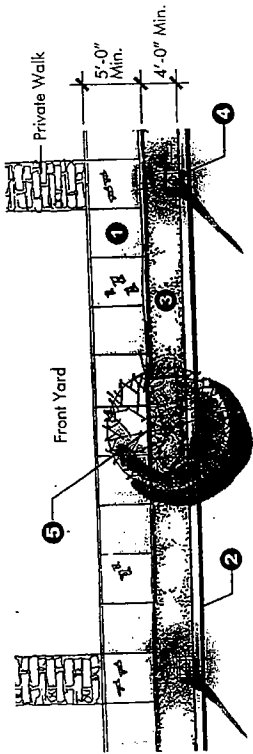
Concept B: 18 Ft. Wide Sidewalk with Buffered Bike Lane



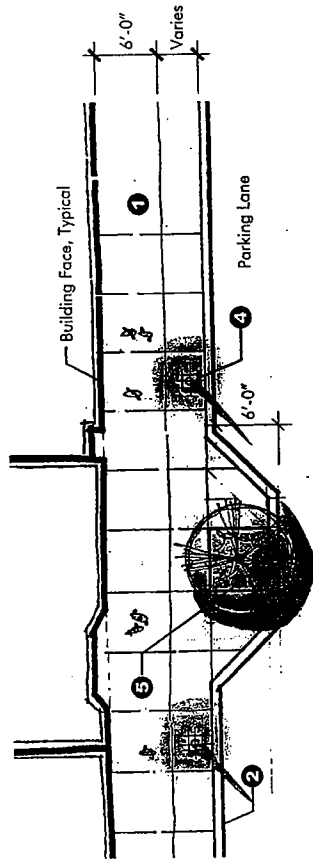
Date: 03.28.08

Concepts

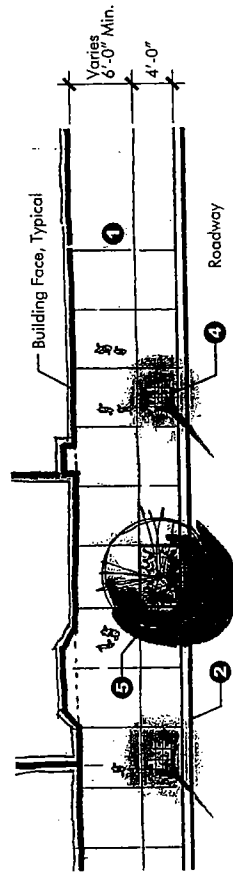
- 1 Concrete Pavers
- 2 Curb
- 3 Lawn
- 4 Light Pole
- 5 Tree Pit with Under Planting



Residential Area



Mixed Use Area Option A (Sidewalk Width less than 10')



Mixed Use Area Option B (Sidewalk Width 10' or more)



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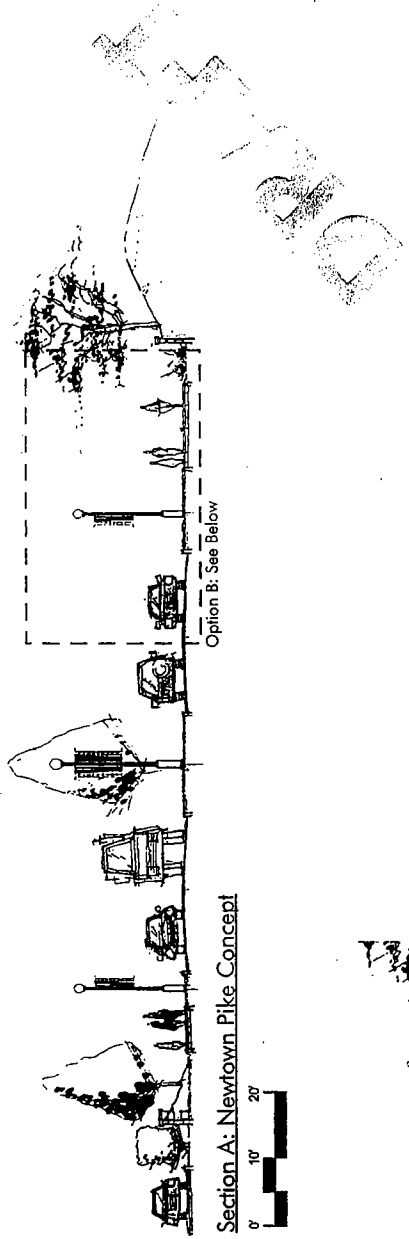
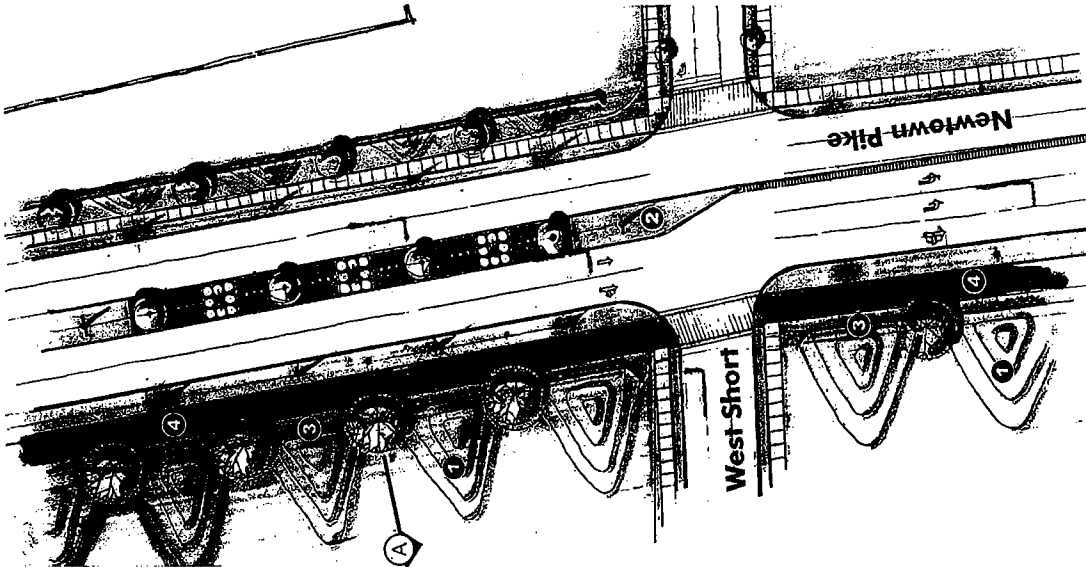
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Concept

- 1 Temporary Mounding
- 2 Landscaped Median
- 3 Replica of Historic Wall
- 4 Multi Purpose Trail



Option B: See Below

Section A: Newtown Pike Concept

Option B: Swale

Lexington Streetscape Master Plan

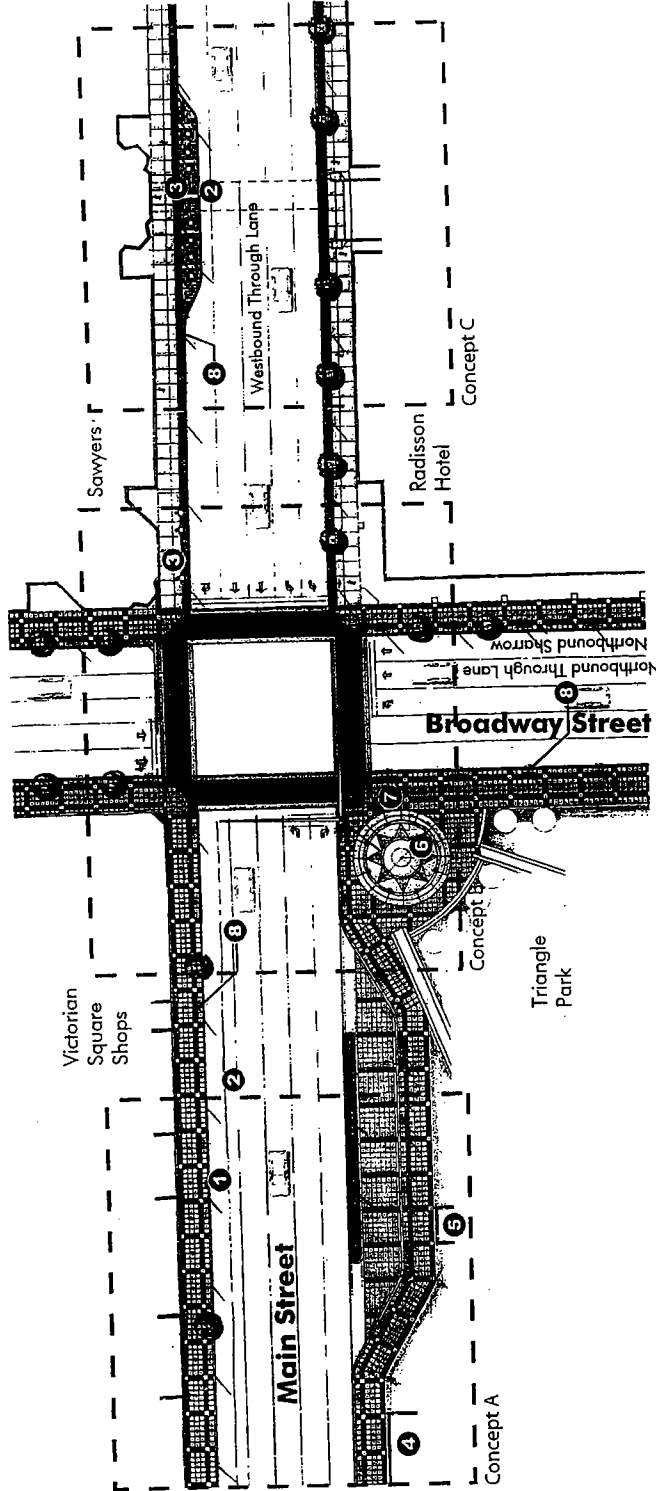
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Triangle Park Entertainment District Design Standard

Overall Concept

- 1 Parking Lane
- 2 Bike Lane
- 3 Outdoor Dining
- 4 Future Structure
- 5 Valet Kiosk
- 6 Fountain
- 7 Limestone Pylon
- 8 Light Pole

Refer Details A, B, and C for specific elements of streetscape design.



0' 10' 20' N
Date: 04.09.08

Lexington Streetscape Master Plan

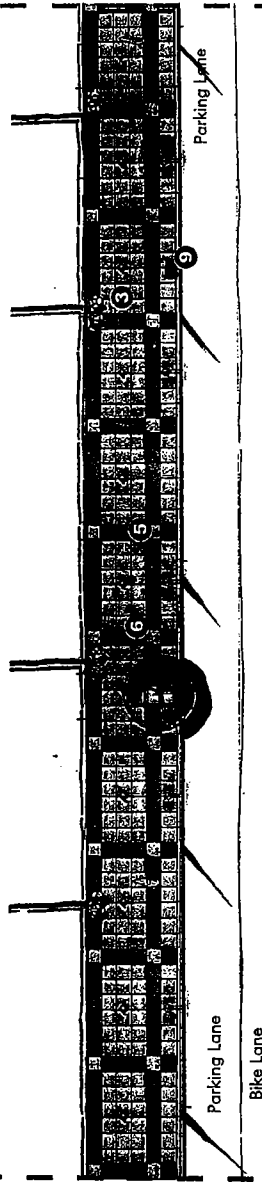
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Triangle Park Entertainment District Design Standard

West of Broadway: Concept A

- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Specialty Pavers (Concrete/Asphalt)
- 4 Bollards
- 5 Light Poles
- 6 Planters
- 7 Future Structure
- 8 Valet Kiosk
- 9 Parking Meter

Victoria Square Shops



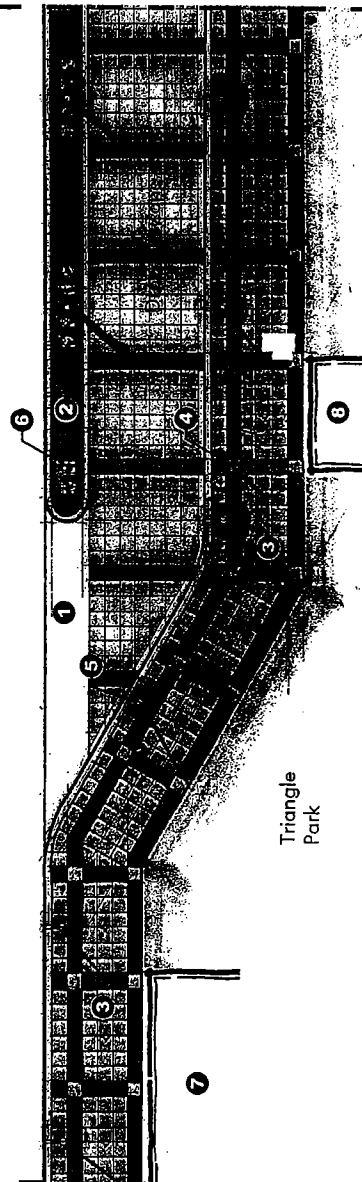
Westbound Through Lane

Westbound Through Lane

Eastbound Through Lane

Eastbound Through Lane

Main Street

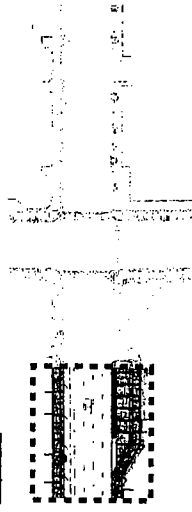


Triangle Park



Date: 04.09.08

Key Plan



Lexington Streetscape Master Plan

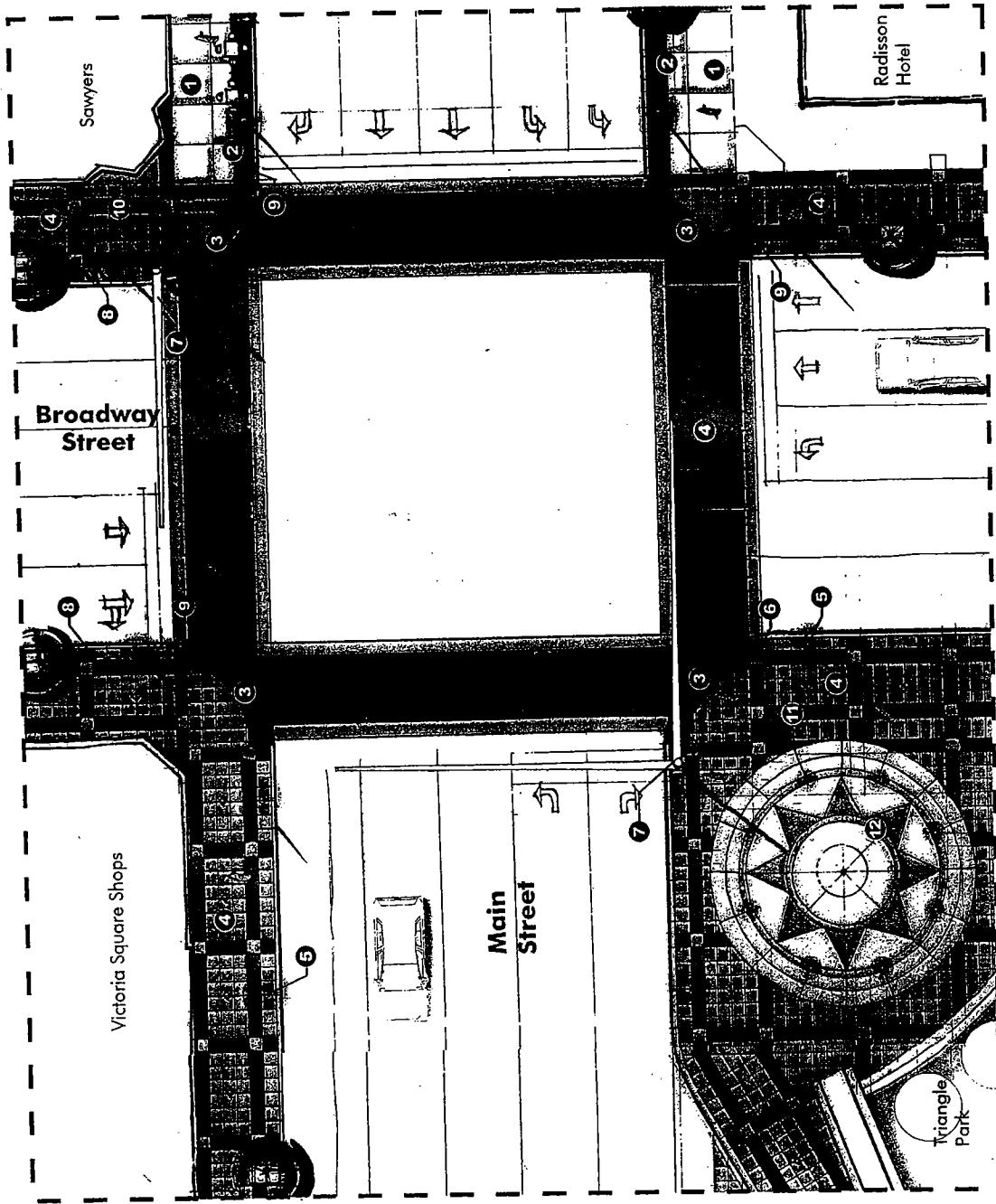
Lexington Fayette Urban County Government

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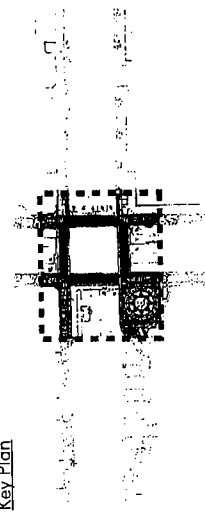
Triangle Park Entertainment District Design Standard

Intersection: Concept B

- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Specialty Pavers (Rumble Strip in ADA Compliant Ramp)
- 4 Specialty Pavers (Concrete/Asphalt)
- 5 Light Poles
- 6 Bollards
- 7 Mast Arm Traffic Signal
- 8 Bike Racks
- 9 Trash Cans
- 10 Newspaper Rack
- 11 Limestone Pylon
- 12 Fountain



Key Plan



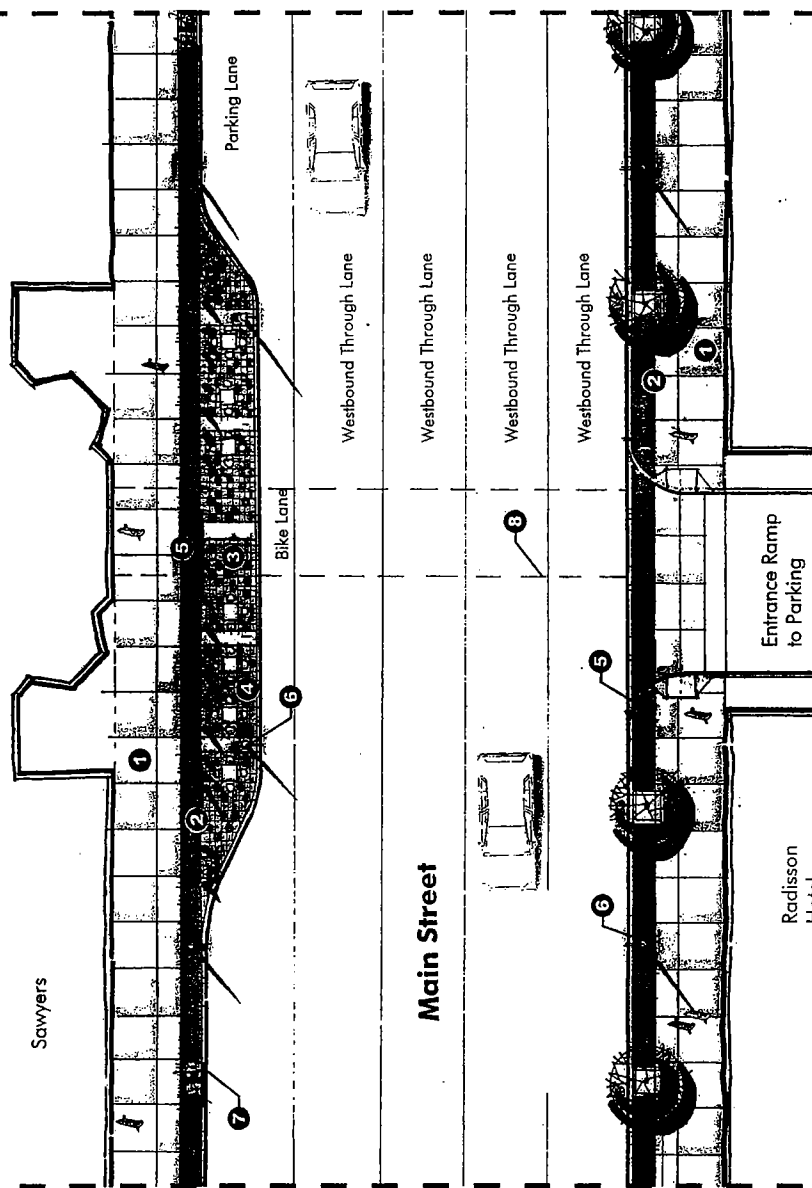
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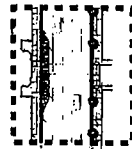
Triangle Park Entertainment District Design Standard

East of Broadway: Concept C

- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Specialty Pavers (Concrete/Asphalt)
- 4 Outdoor Dining
- 5 Bollards
- 6 Light Poles
- 7 Planters
- 8 Pedestrian Bridge Above



Key Plan



Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

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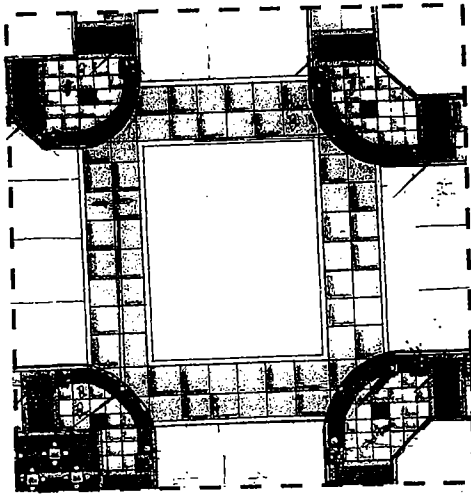
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Date: 04.09.08

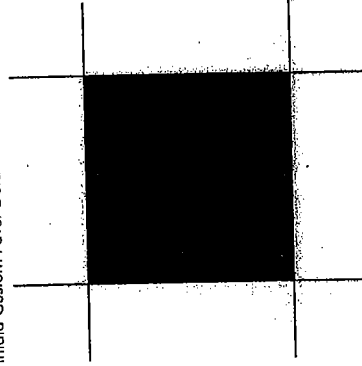
Concept

- 1 Concrete Pavers
- 2 Specialty Pavers (Brick)
- 3 Specialty Pavers (Rumble Strips in ADA Compliant Ramp)
- 4 Curb
- 5 Light Pole with banner and hanging basket
- 6 Limestone Pylon
- 7 Mast Arm Traffic Signal
- 8 Crosswalk
- 9 Striped Intersection
- 10 Planters
- 11 Bike Racks
- 12 Newspaper Rack
- 13 Outdoor Dining
- 14 Specialty Pavers (Asphalt/Conc)
- 15 Trash Cans
- 16 Inlaid Custom Paver (See Detail Below)



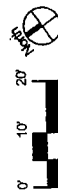
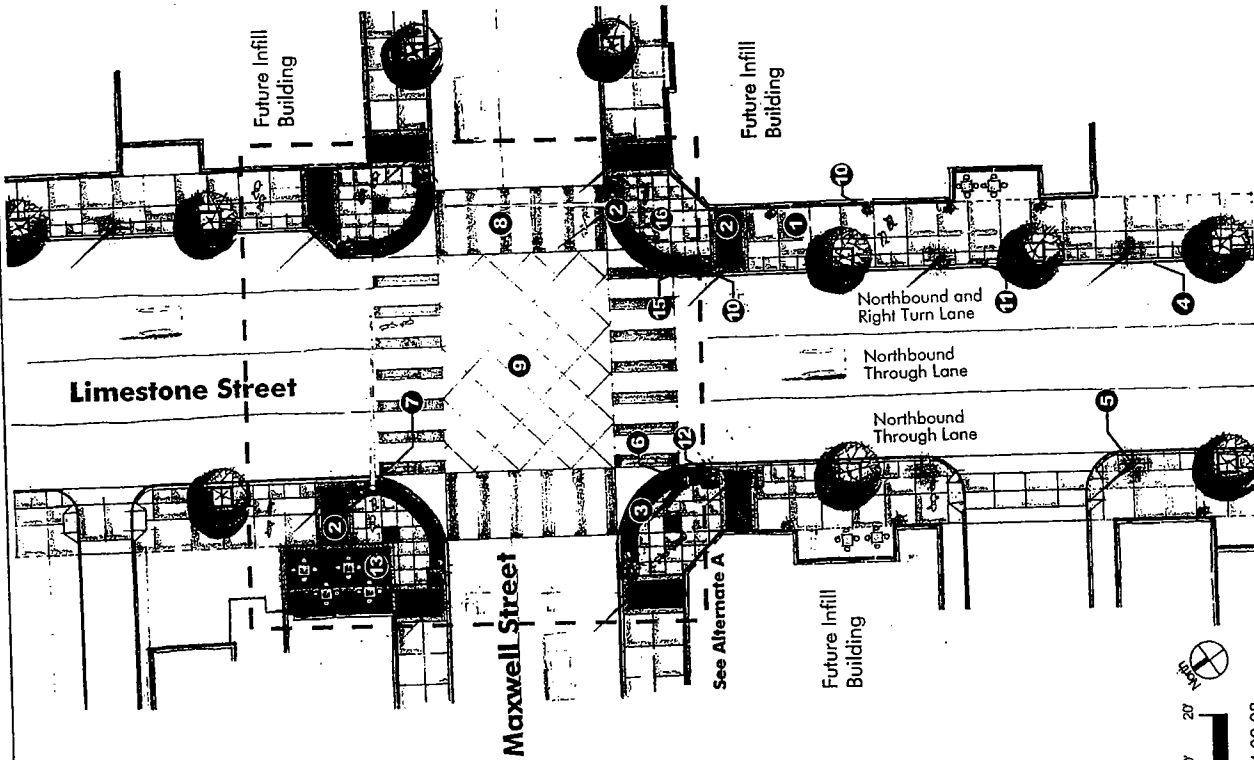
Alternate A

Inlaid Custom Paver Detail

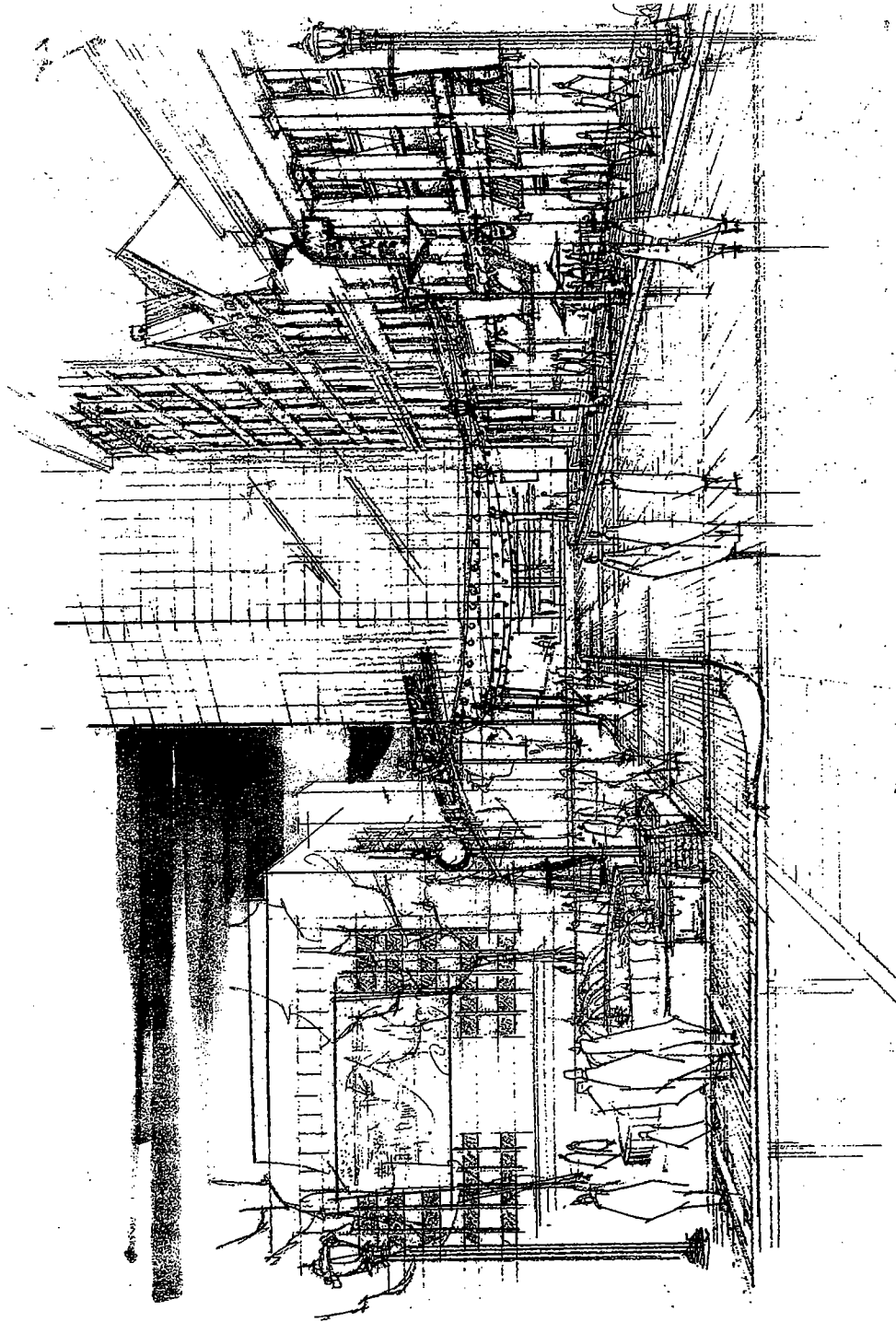


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Lexington Streetscape Master Plan

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Date: 04 06 08

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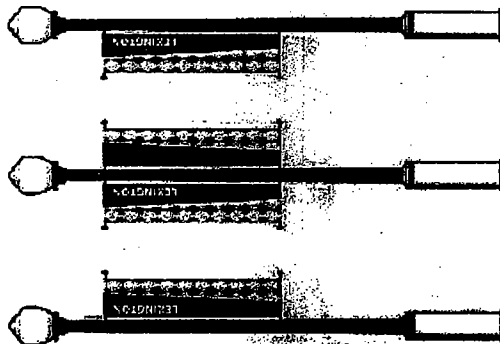
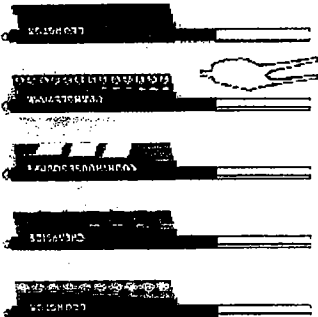
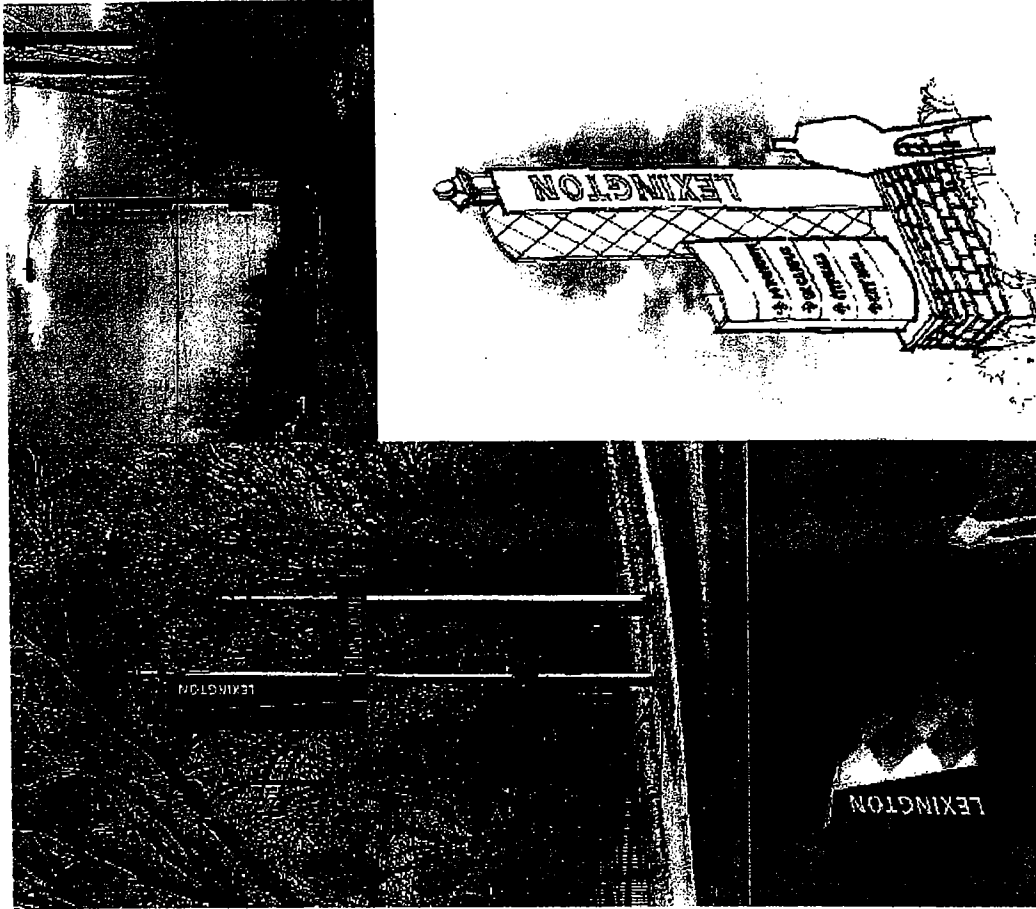


Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

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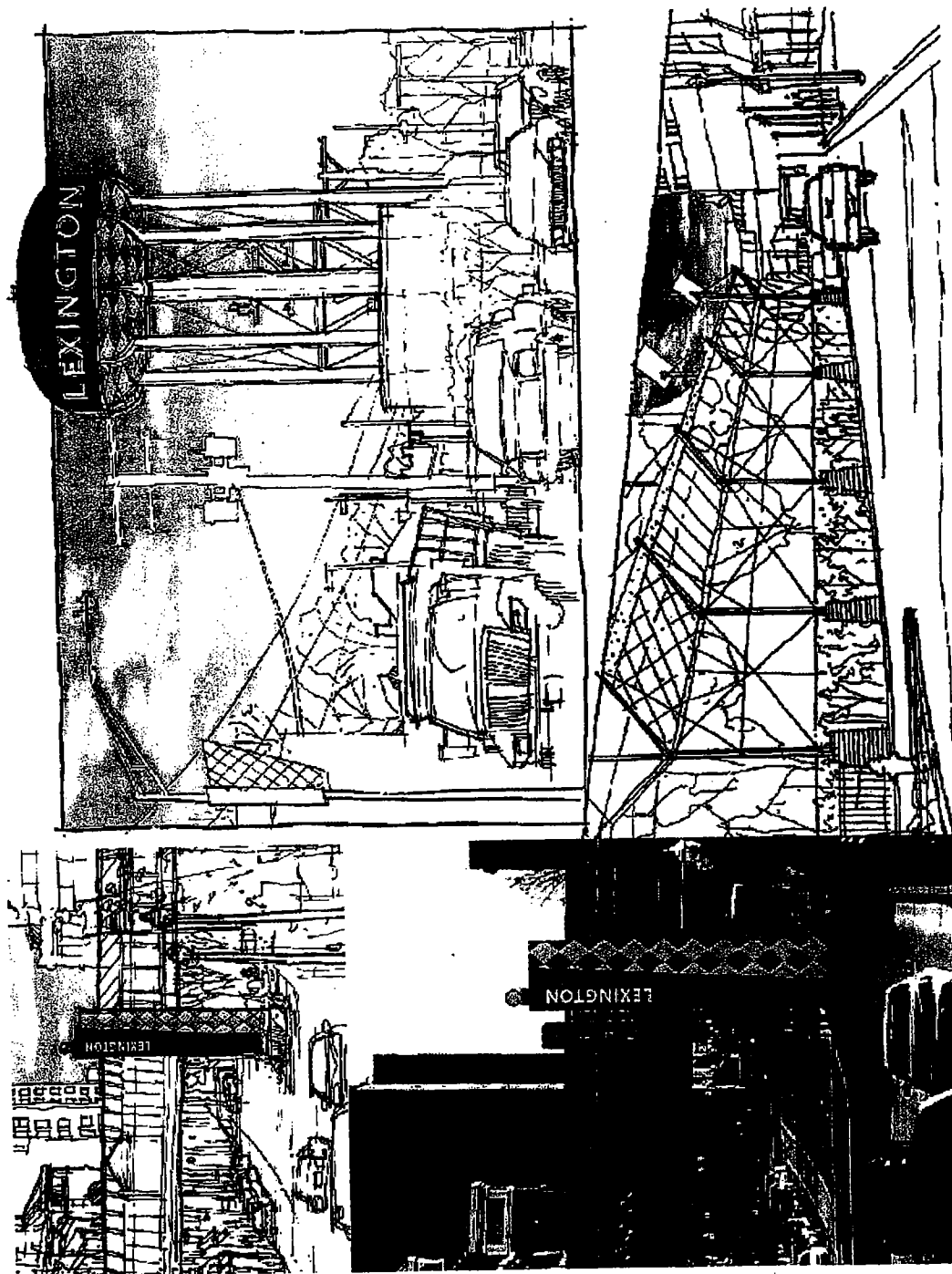
2nd Globe Brownstone Design Preston Osborne



Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

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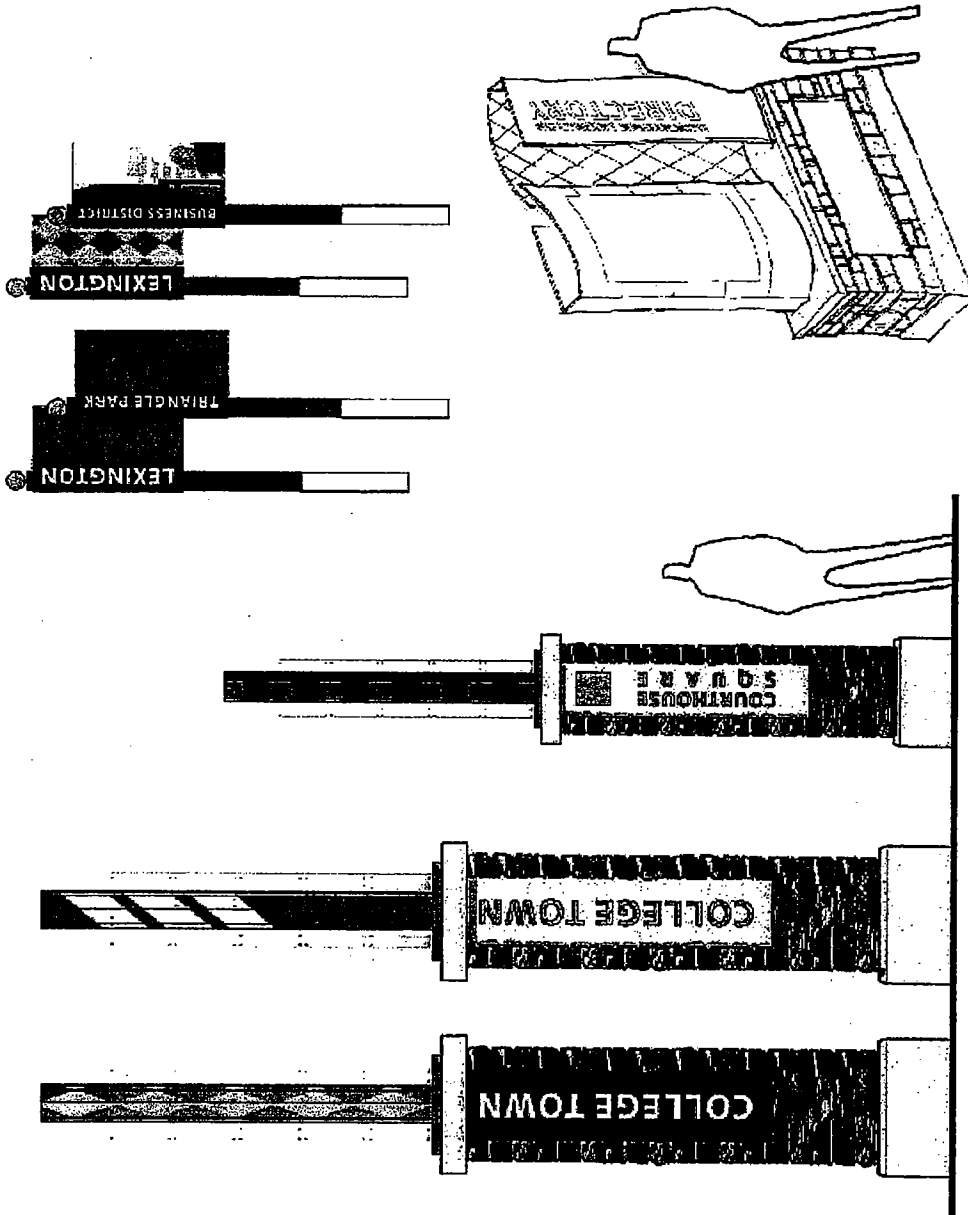


Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

Kinzelman Kline Gossman Strand Associates

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Lexington Streetscape Master Plan

Lexington Fayette Urban County Government
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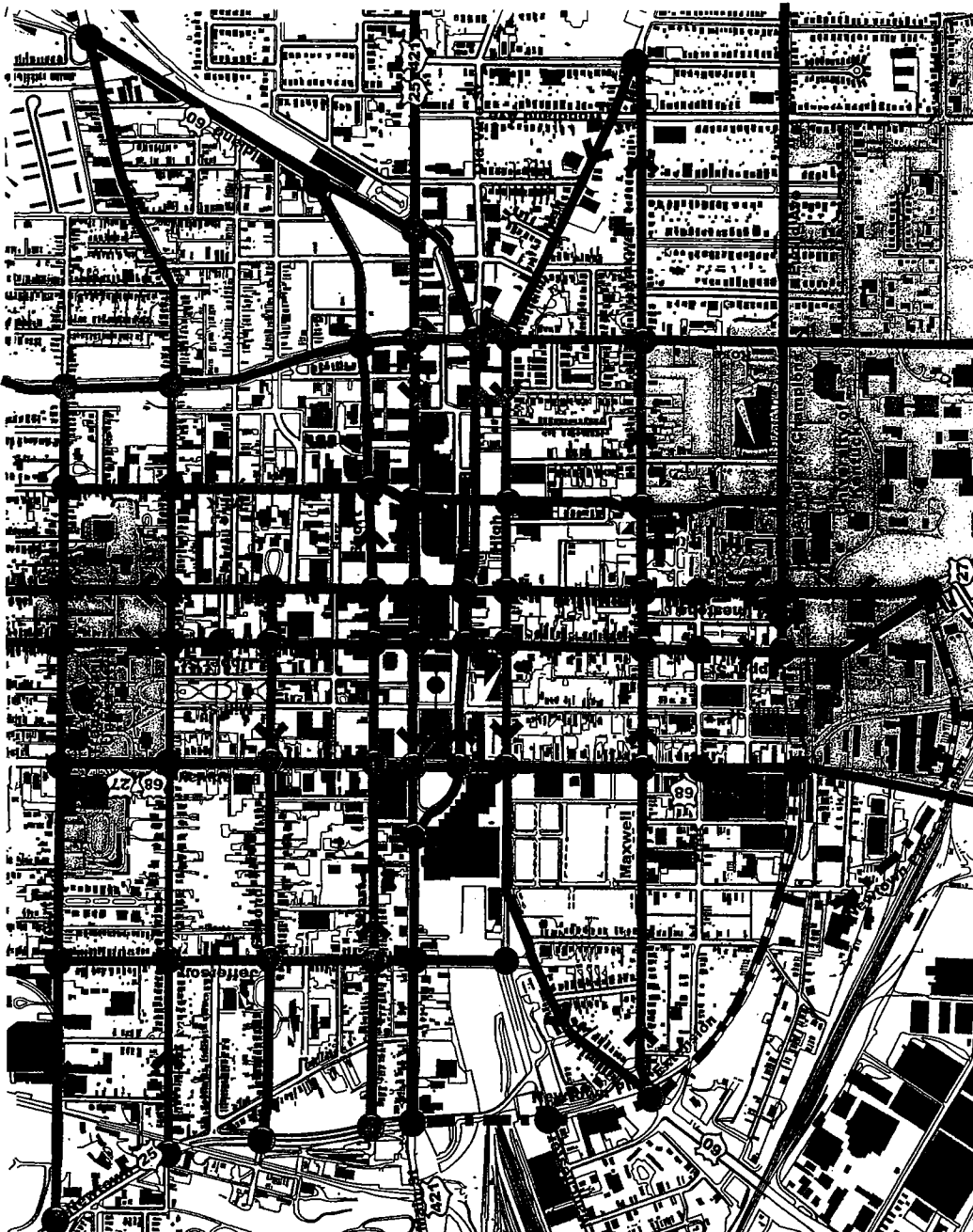
Lexington Street Scenic Viewshed Master Plan

Street Conversions (One-way Pairs to Two-way Traffic)

Existing Traffic Routing

Legend

- Full Movement Main Intersection
- 15 Intersections
- Restricted Movement Main
Intersections
- 48 Intersections
- One Way Streets
- Principle Two Way Streets
- ◀ One Way Streets Direction



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Lexington Streetscape Master Plan

Lexington Fayette Urban County Government
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Legend

- Full Movement Main Intersection
- 25 Intersections
- Restricted Movement Main
Intersections
- 38 Intersections
- One Way Streets
- Principle Two Way Streets
- ◀ One Way Streets Direction

Lexington Streetscape Master Plan

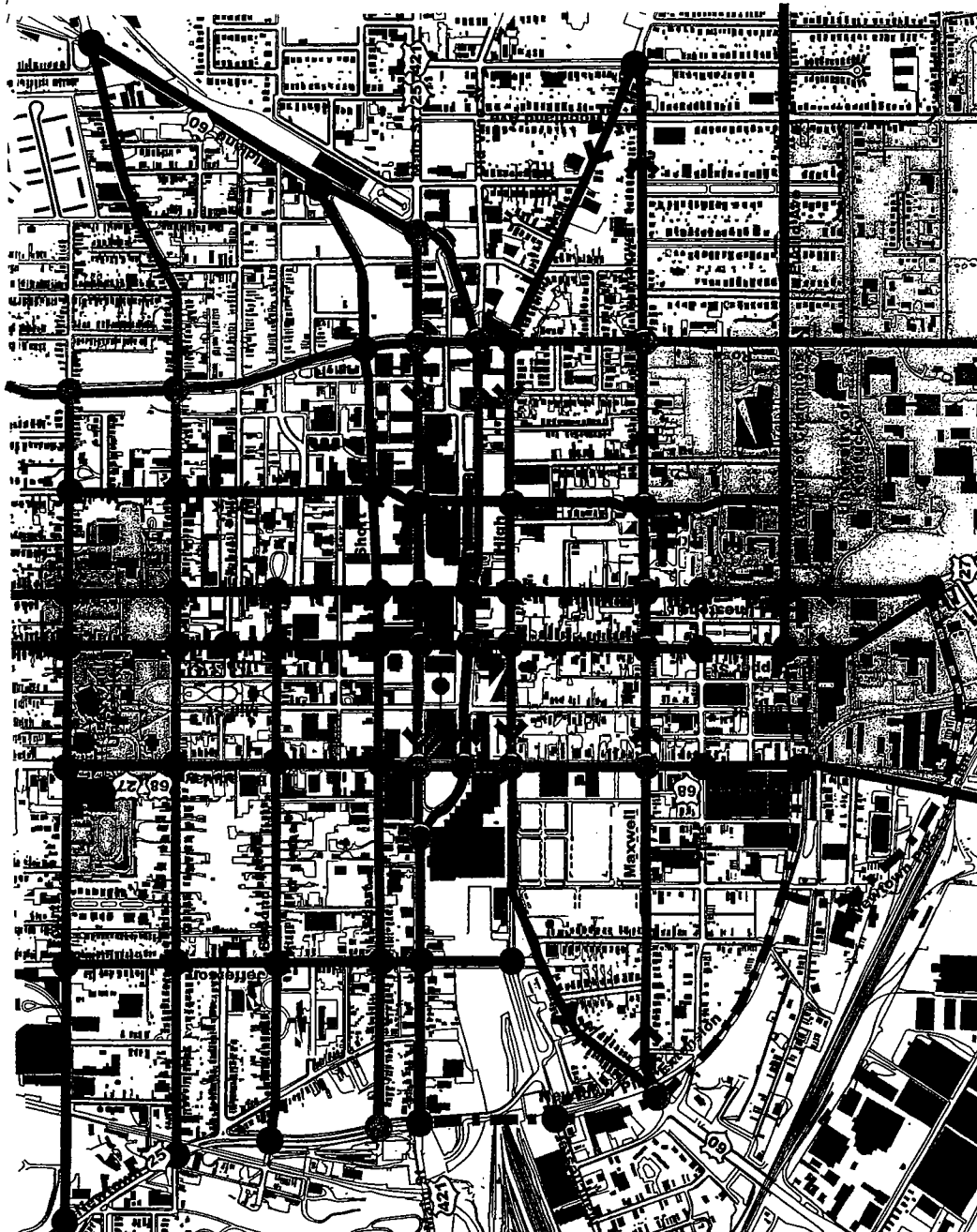
Lexington Fayette Urban County Government
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Future Traffic Routing - Phase 2

- Legend
- Full Movement Main Intersection - 35 Intersections
 - Restricted Movement Main Intersections - 27 Intersections
 - One Way Streets
 - Principle Two Way Streets
 - ◀ One Way Streets Direction



Issued: 03.27.08

Lexington Streetscape Master Plan

Lexington Fayette Urban County Government
 Kinzelman Kline Gossman Strand Associates
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Legend

- Full Movement Main Intersection
- 44 Intersections
- Restricted Movement Intersections
- 14 Intersections
- One Way Streets
- Principle Two Way Streets
- ◀ One Way Streets Direction

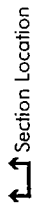
Lexington Streetscape Master Plan

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Legend



One Way Pairs:

Second Street/Short Street

Upper Street/Limestone Street

High Street/Maxwell Street

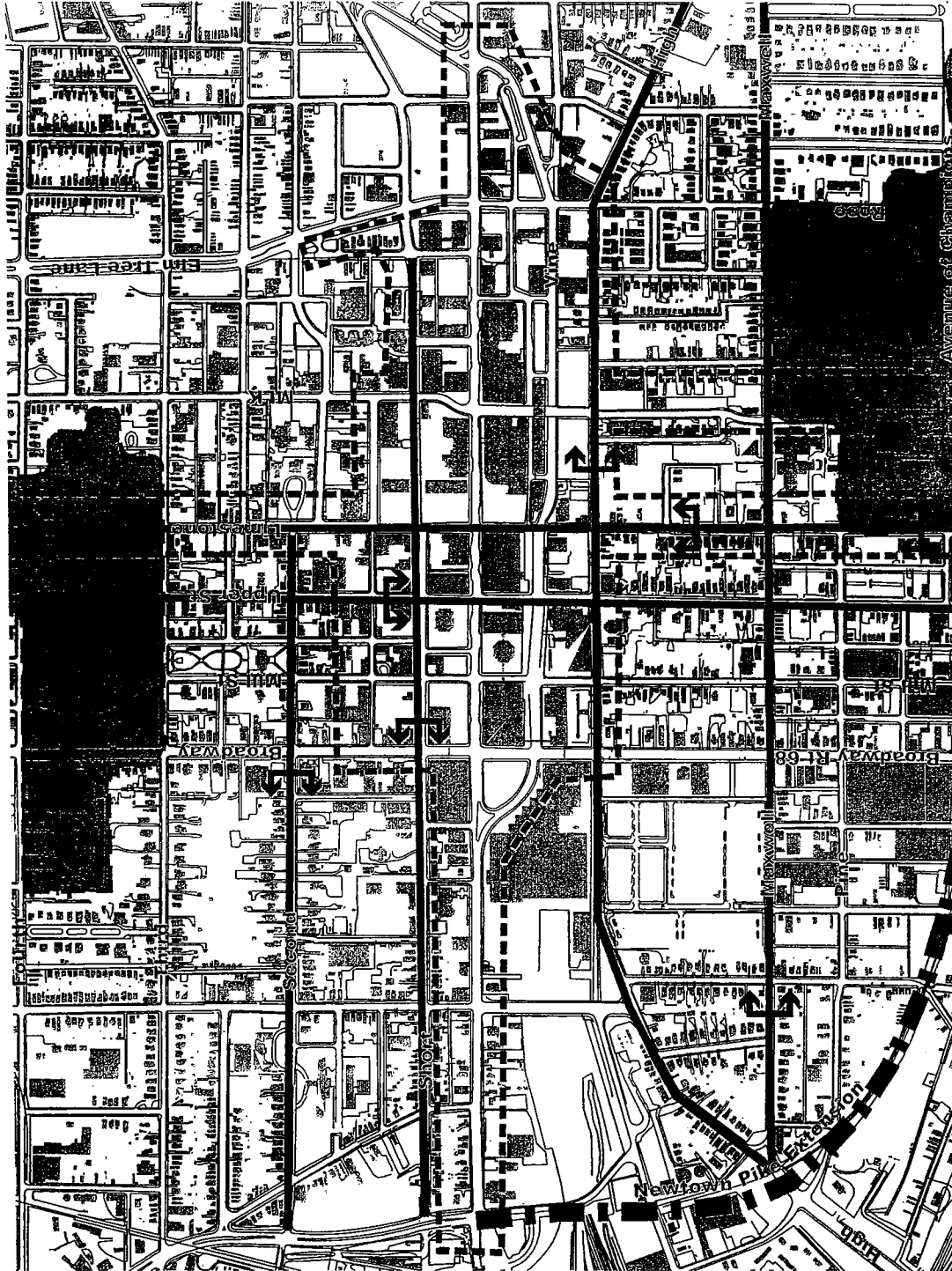
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Lexington Streetscape Master Plan

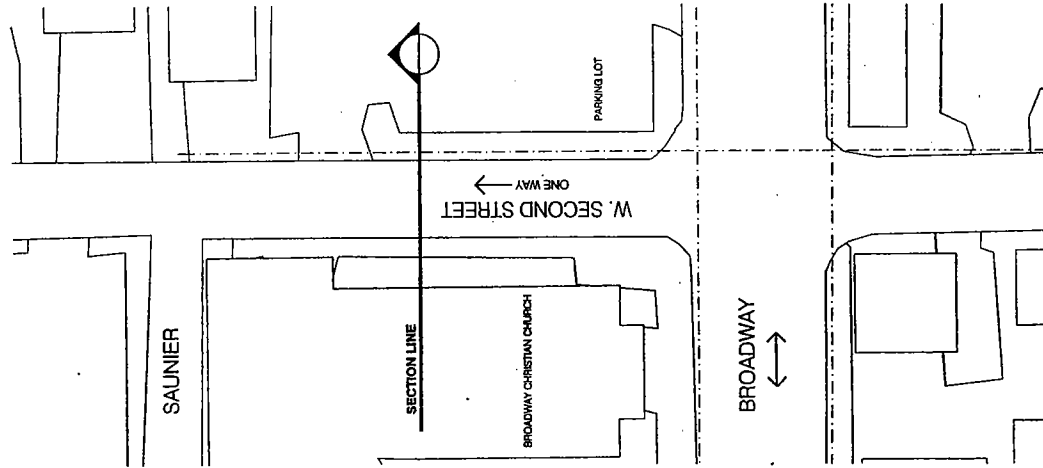
Lexington Fayette Urban County Government

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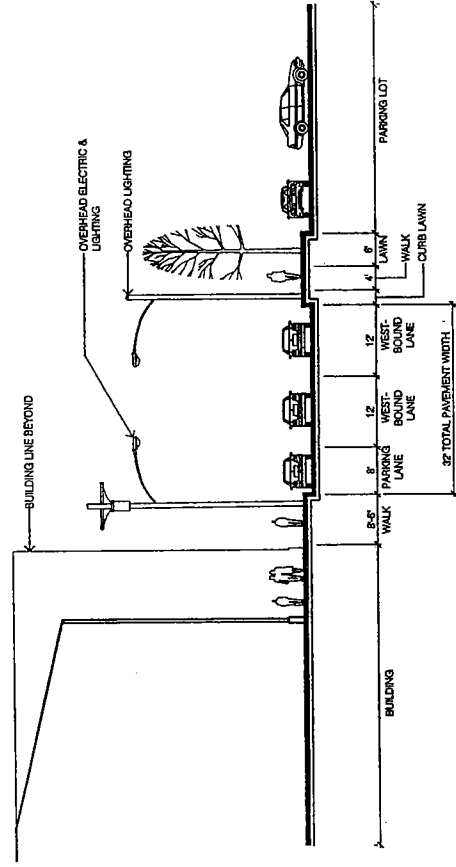


PLAN VIEW

Existing Conditions
NOTE: MAP INFORMATION BASED ON GIS MAPPING

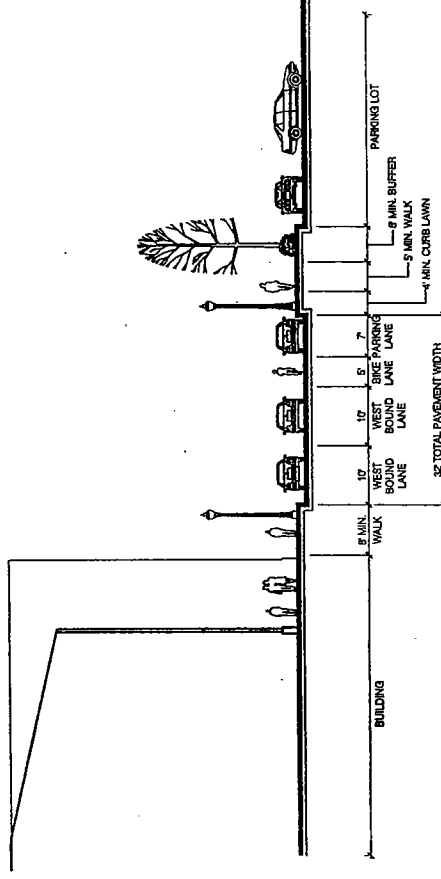
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DATE: 03.27.08 PRL: 07-1110.0



SECTION

Existing Conditions



ALTERNATE A

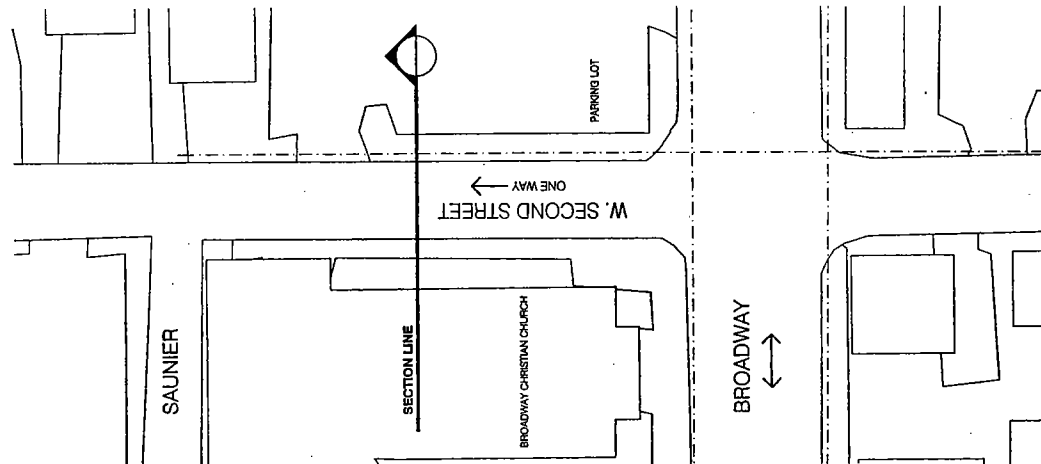
One-Way Street with Bike Lane

DRAFT

One-Way Pair Alternatives:
W. Second Between Jefferson & Broadway

Lexington Streetscape Master Plan

Lexington Fayette Urban County Government
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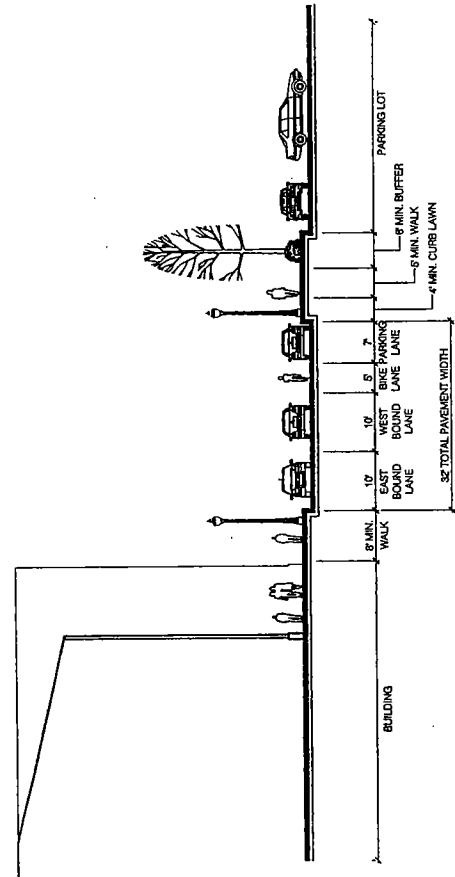


PLAN VIEW

Existing Conditions
NOTE: MAP INFORMATION BASED
ON GIS MAPPING

GRAPHIC SCALE
0' 25' 50'

DATE: 03.27.08 PROJ: 07-1110.0



ALTERNATE B

Two-Way Street with Bike Lane

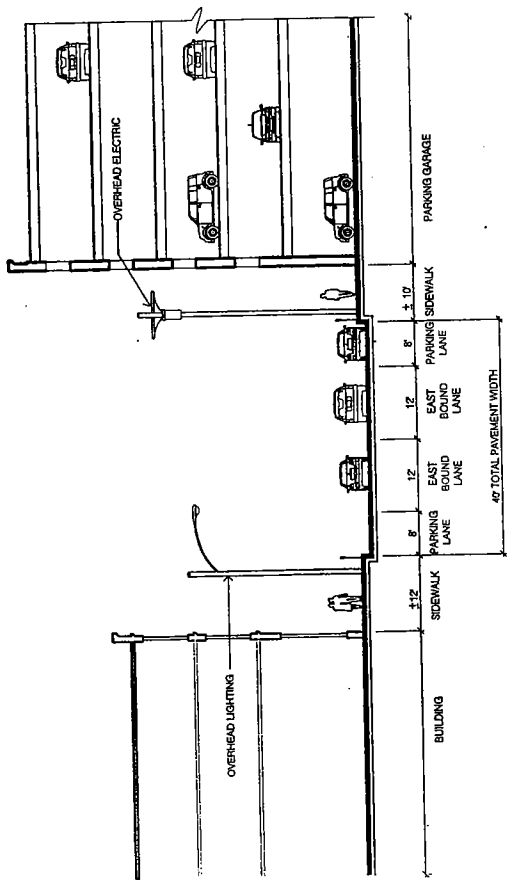
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One-Way Pair Alternatives:
W. Second Between Jefferson & Broadway

Lexington Streetscape Master Plan

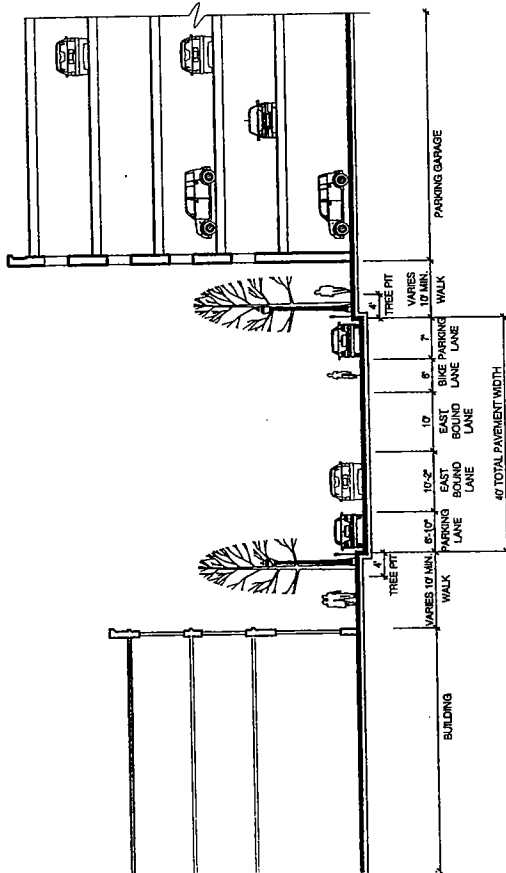
Lexington Fayette Urban County Government
Kinzelman Kline Gossman Sirand Associates
2nd Globe Brownstone Design Preston Osborne

**One-Way Pair Alternatives:
W. Short Between Broadway & Mill**



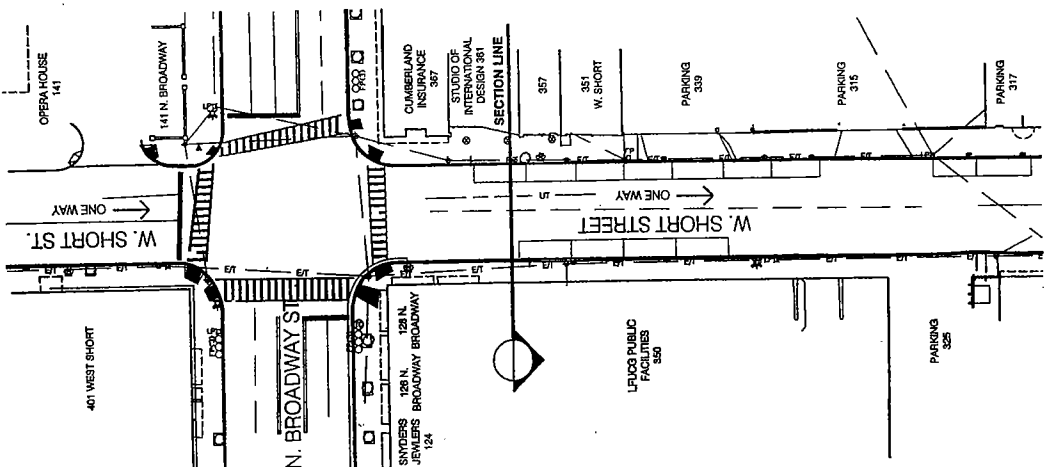
SECTION

Existing Conditions



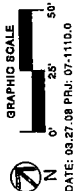
ALTERNATE A

One-Way Street with Bike Lane



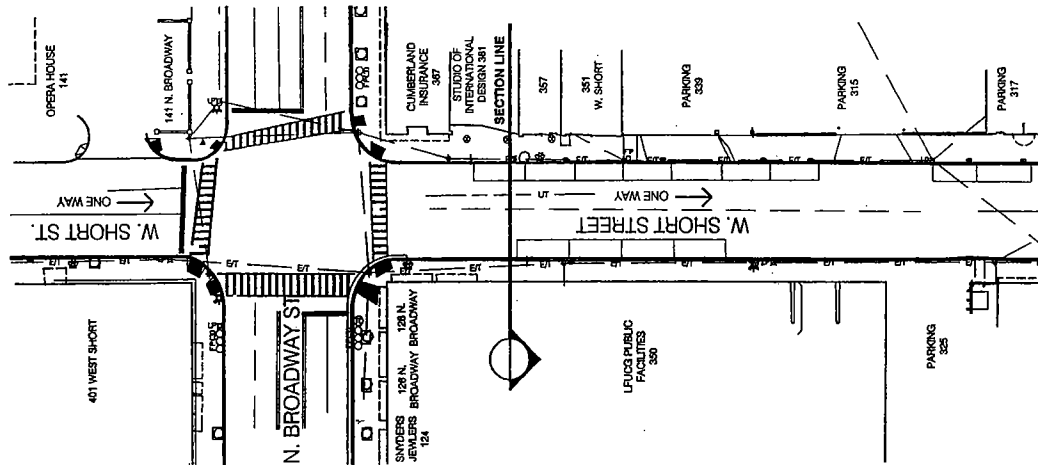
PLAN VIEW

Existing Conditions



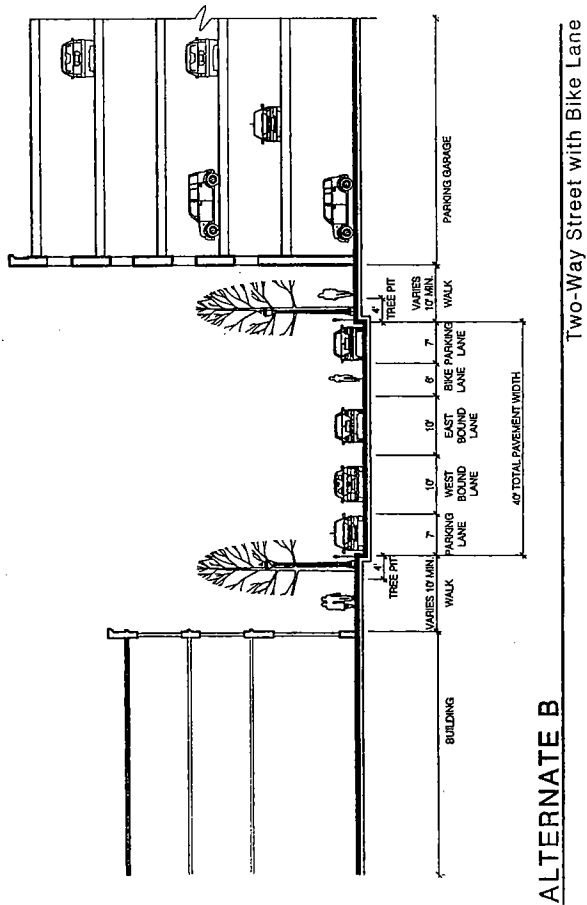
DATE: 03.27.08 PROJ: 07-1110.0

DRAFT



PLAN VIEW

Existing Conditions



TWO-WAY STREET WITH BIKE LANE

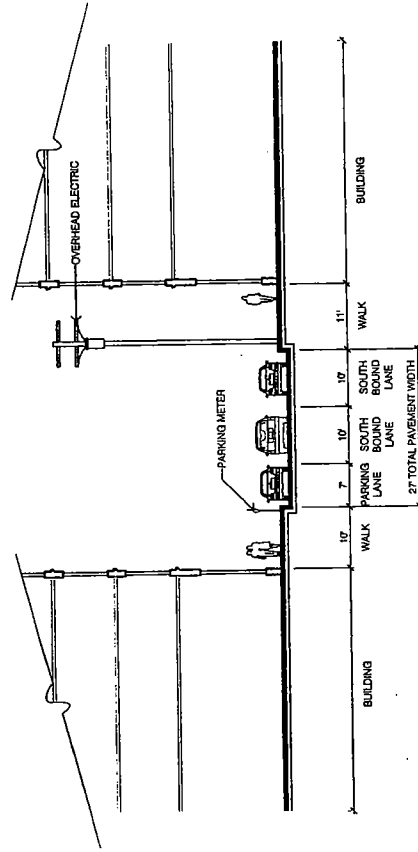
ALTERNATE B

DRAFT

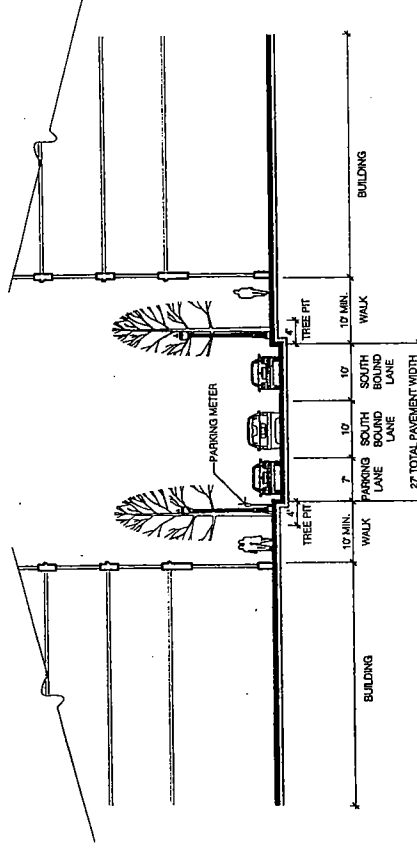
One-Way Pair Alternatives:
W. Short Between Broadway & Mill

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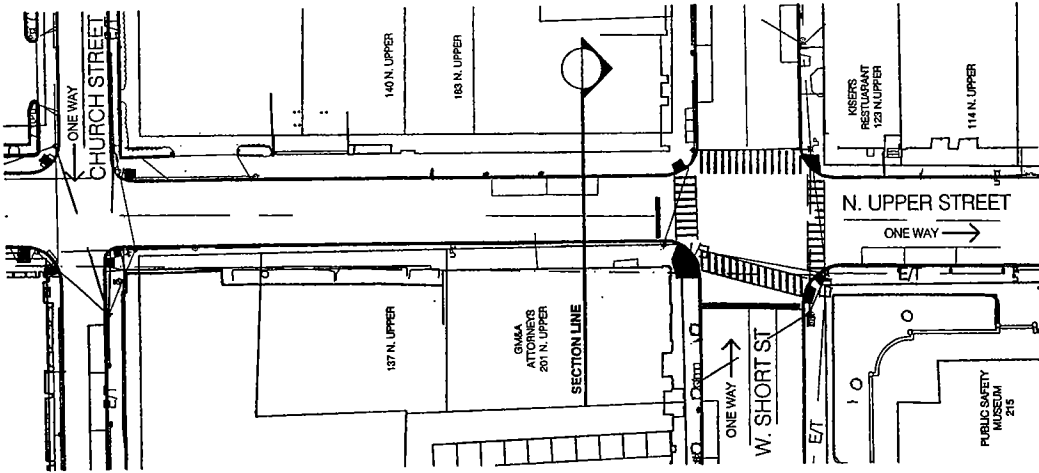
**One-Way Pair Alternatives:
N. Upper Between Church & Short**



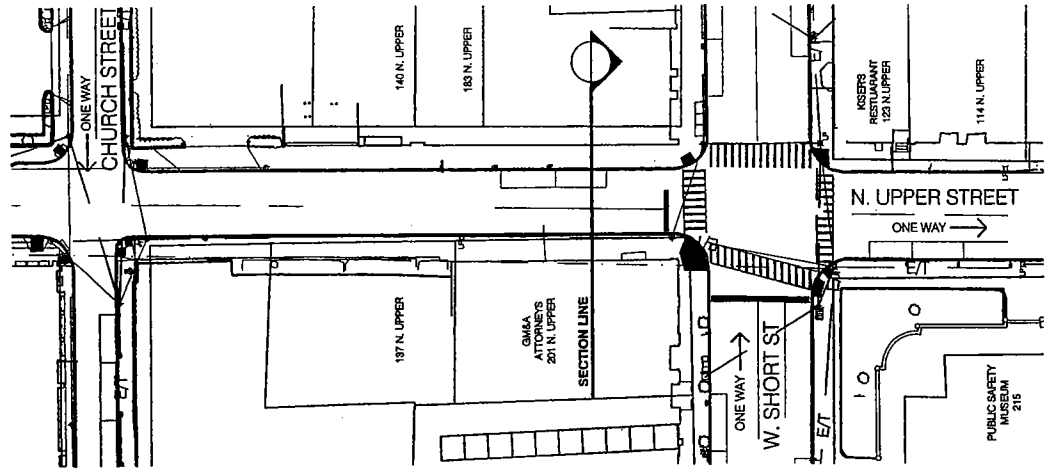
SECTION
Existing Conditions



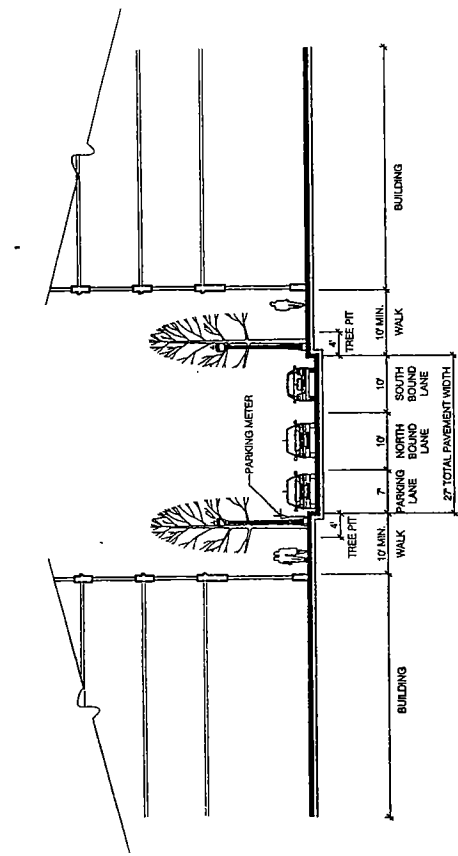
ALTERNATE A
One-Way Street



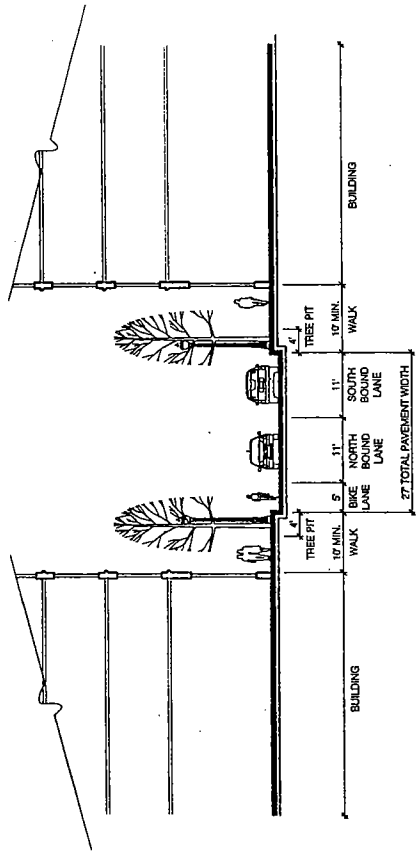
PLAN VIEW
Existing Conditions



PLAN VIEW
 Existing Conditions
 GRAPHIC SCALE
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 DATE: 03.27.08 PRL: 07-1110.0



ALTERNATE B
 Two-Way Street

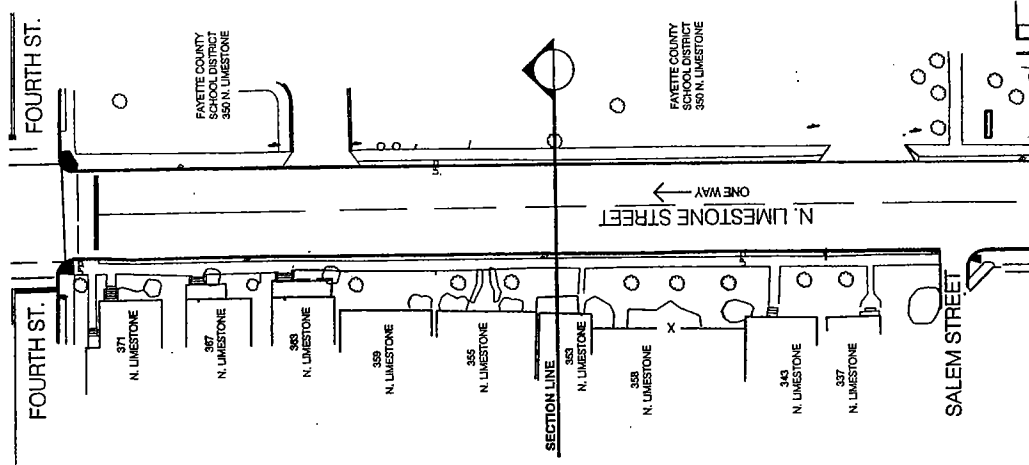


ALTERNATE C
 Two-Way Street with Bike Lane

One-Way Pair Alternatives:
 N. Upper Between Church & Short

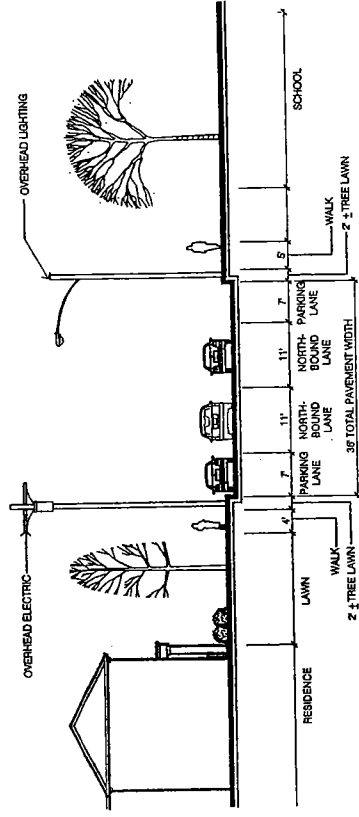
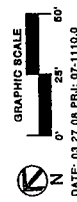
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One-Way Pair Alternatives:
Limestone St. Between Fourth & Third



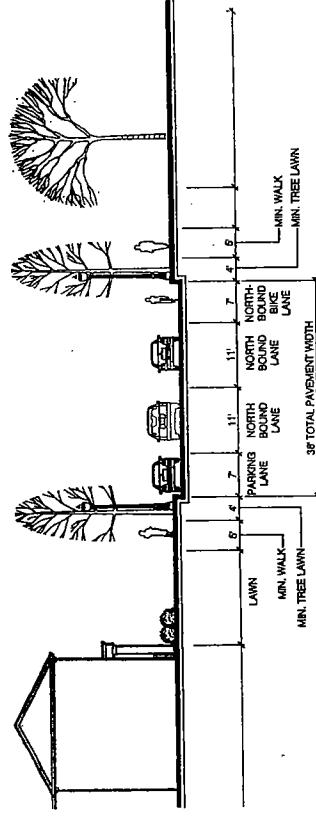
PLAN VIEW

Existing Conditions



SECTION

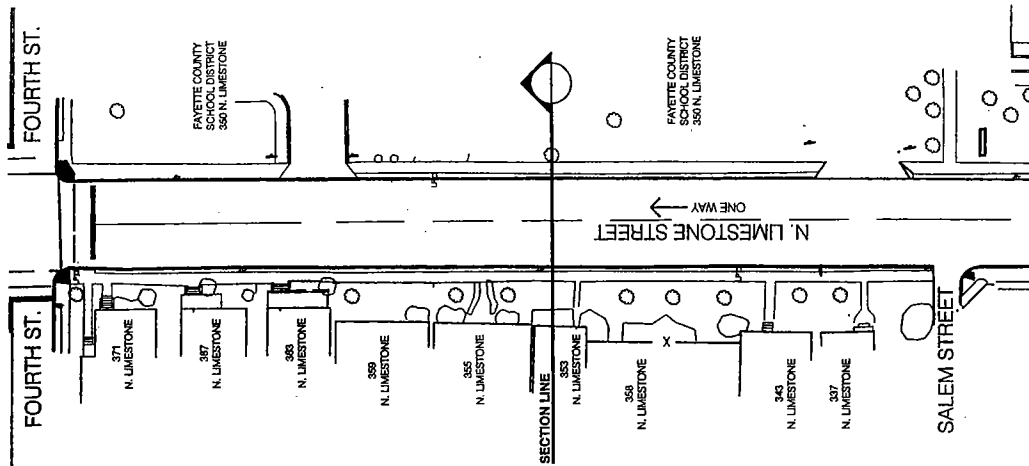
Existing Conditions



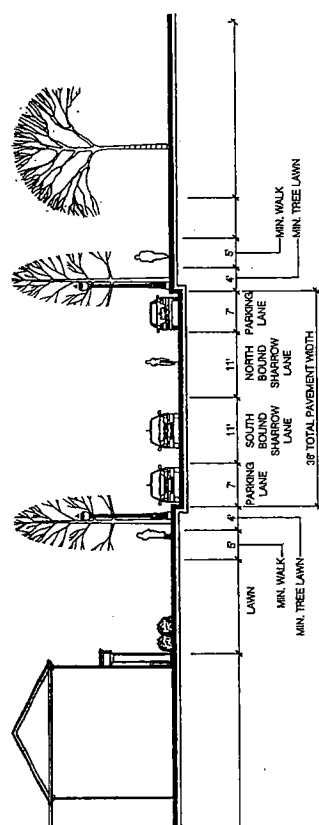
ALTERNATE A

One-Way Street with Bike Lane

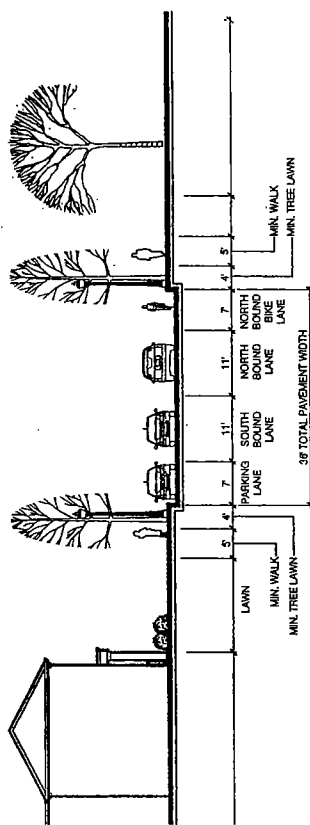
One-Way Pair Alternatives:
Limestone St. Between Fourth & Third



PLAN VIEW
Existing Conditions
GRAPHIC SCALE
0' 25' 50'
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DATE: 03.27.08 PRJ: 07-1110.0

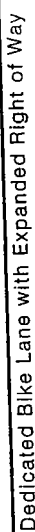


ALTERNATE B
Two-Way Street with Sharrow Lane

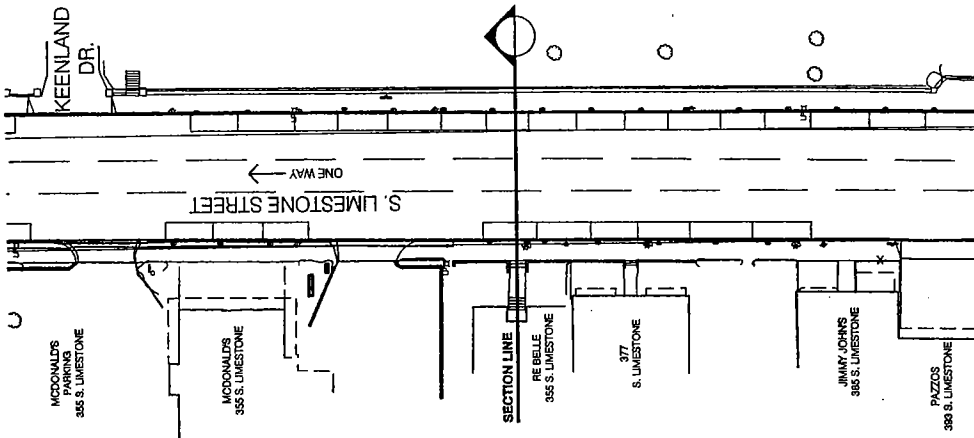


ALTERNATE C
Dedicated Bike Lane in Lieu of Parking at East Side

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One-Way Pair Alternatives:
S. Limestone Between Maxwell & Avenue of Champions

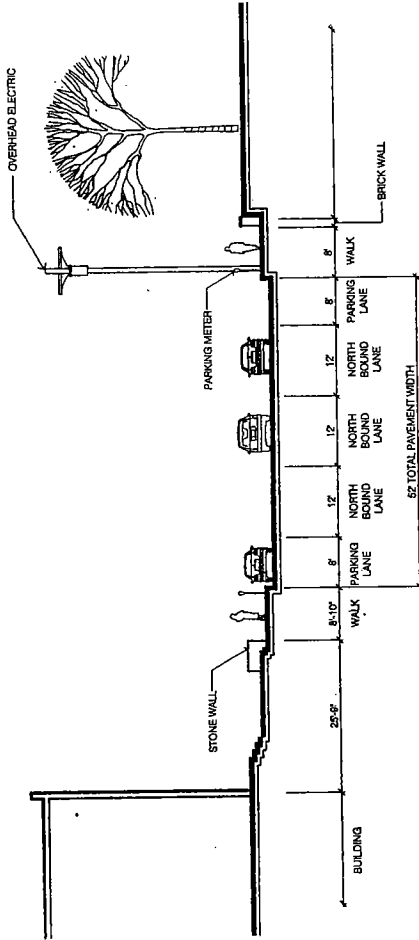


PLAN VIEW

Existing Conditions

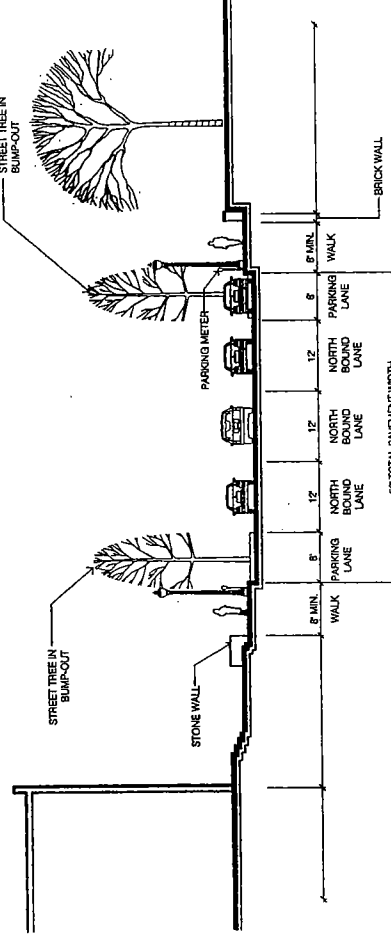


DATE: 03.27.08 PRL 07-1110.0



SECTION

Existing Conditions



ALTERNATE A

One-Way Street

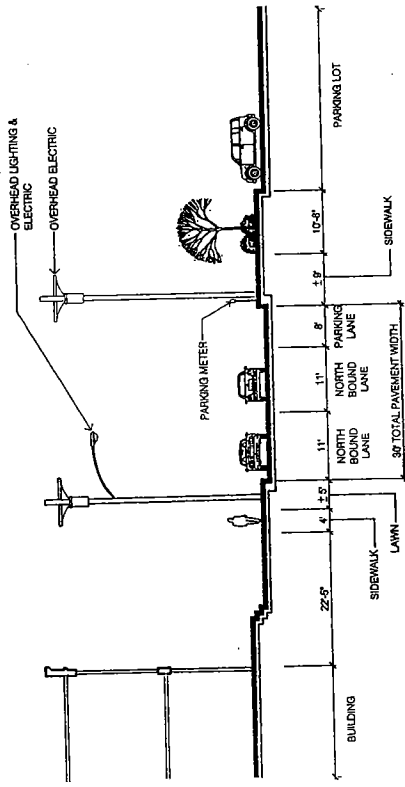
DRAFT

One-Way Pair Alternatives:
S. Limestone St. Between High & Maxwell

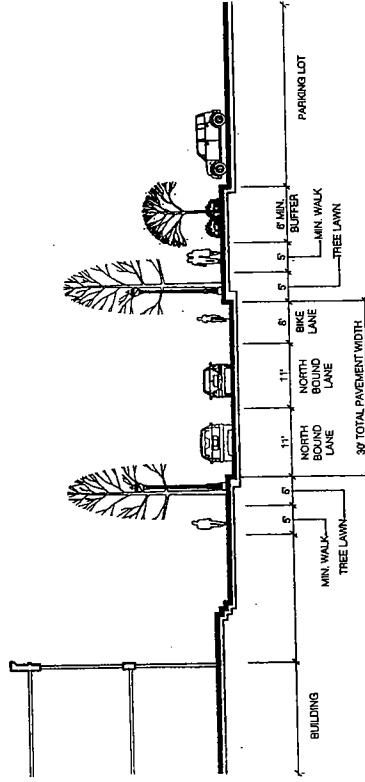


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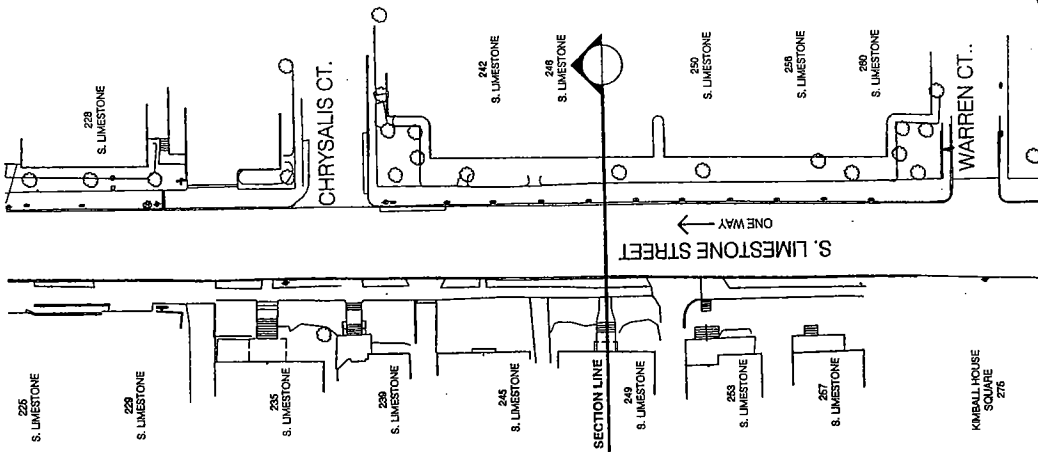
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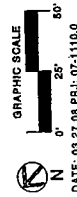
SECTION
Existing Conditions



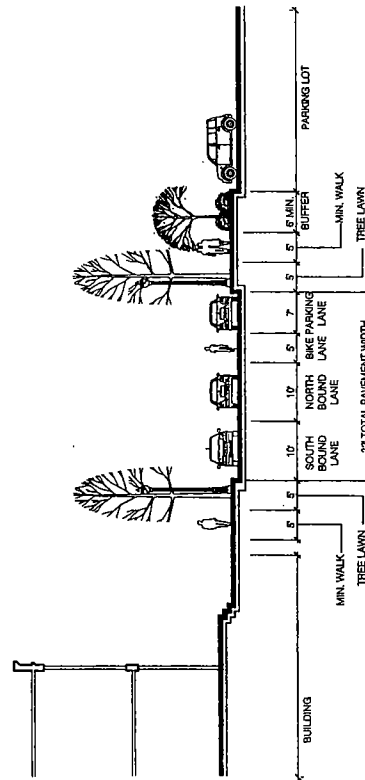
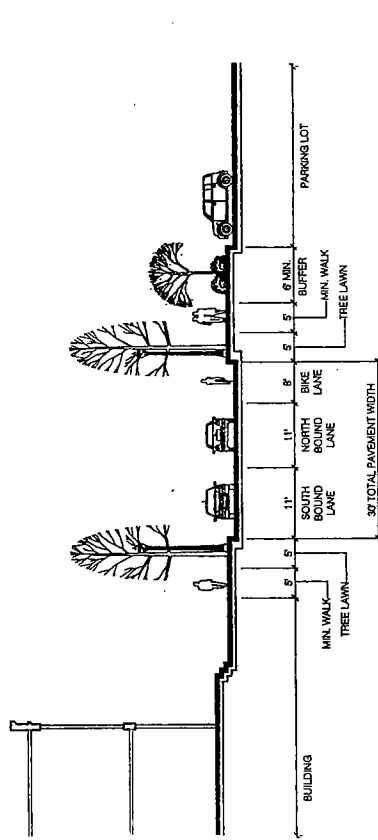
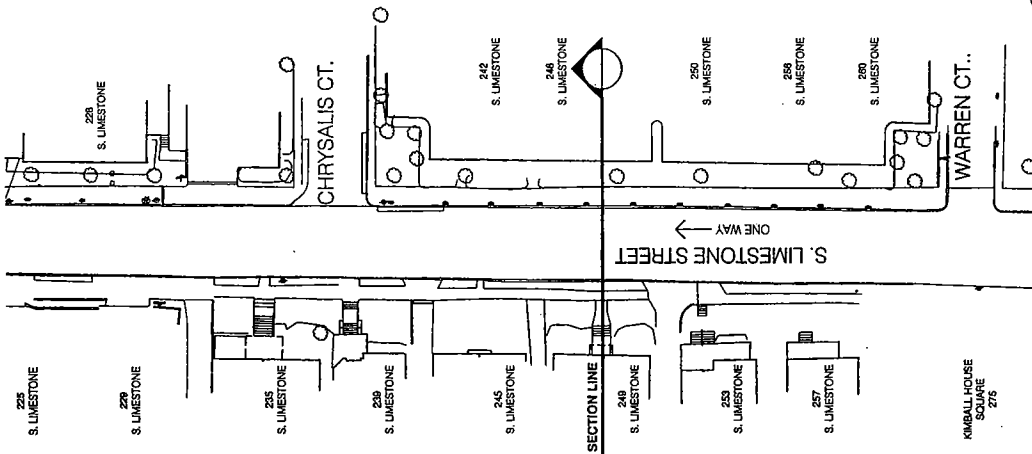
ALTERNATE A
One-Way Street with Bike Lane



PLAN VIEW
Existing Conditions



DATE: 03.27.08 PRJ: 07-1110.0



One-Way Pair Alternatives:
S. Limestone St. Between High & Maxwell



DRAFT

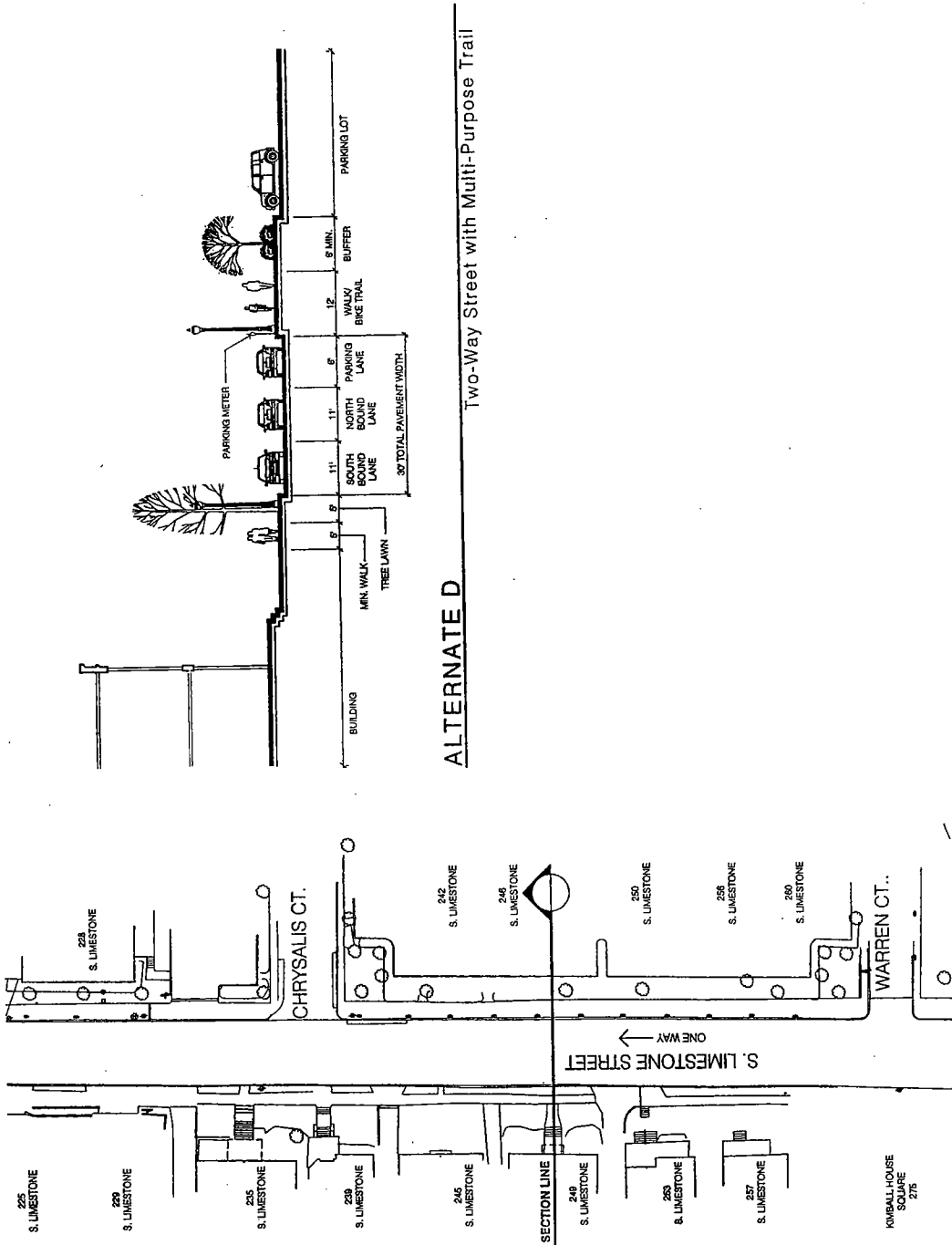
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Lexington Fayette Urban County Government
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One-Way Pair Alternatives:
S. Limestone St. Between High & Maxwell

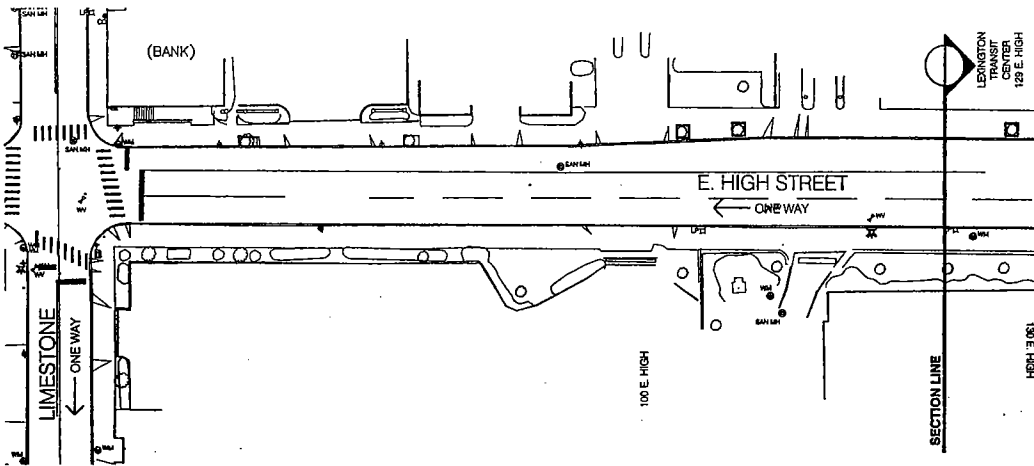


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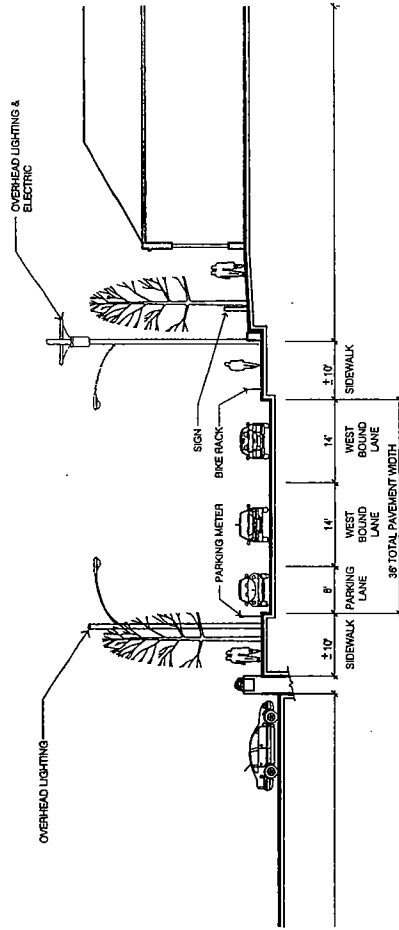
Lexington Streetscape Master Plan
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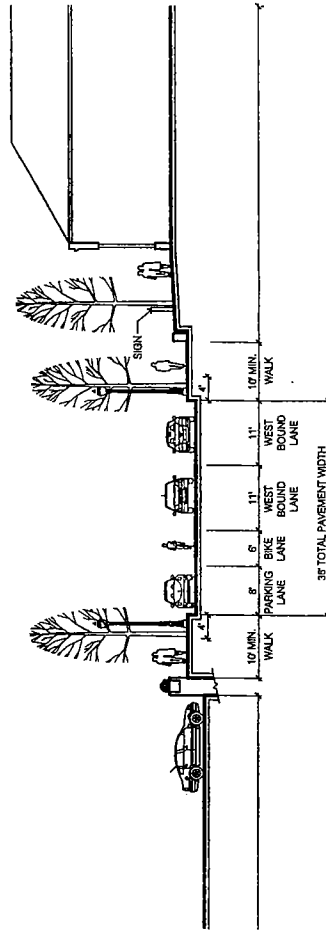
ALTERNATE D
Two-Way Street with Multi-Purpose Trail



PLAN VIEW



SECTION

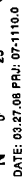
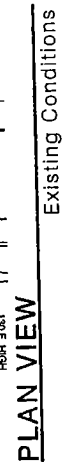


ALTERNATE A

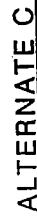
One-Way Pair Alternatives:
E High Between Limestone & MLK

DRAFT

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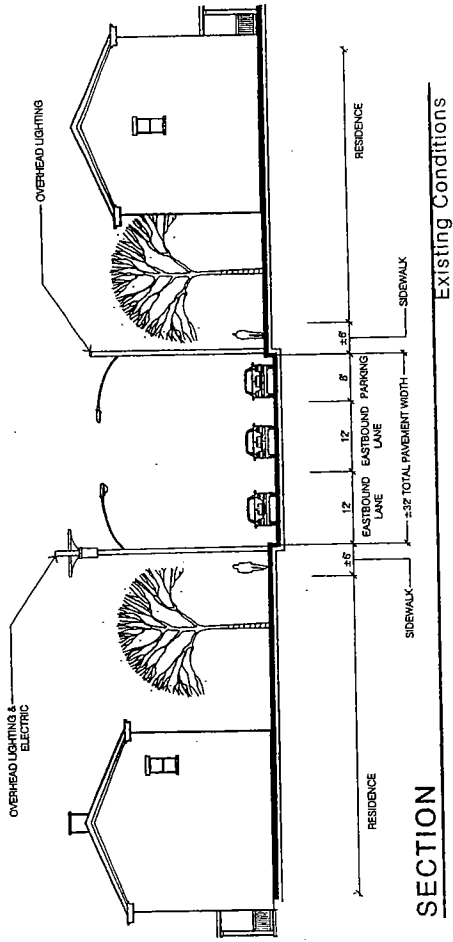


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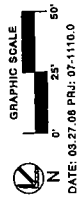
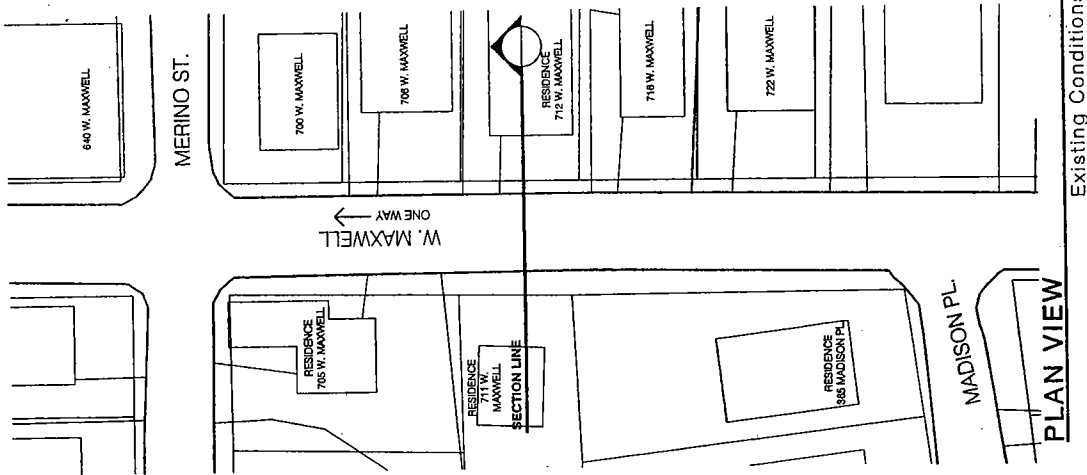
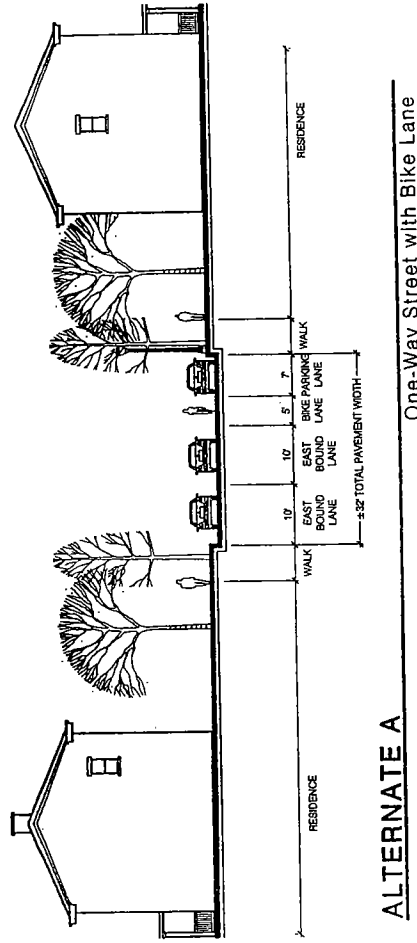


Two-Way Street with Sharrow Lanes

**One-Way Pair Alternatives:
Maxwell Between Madison Pl and Broadway**

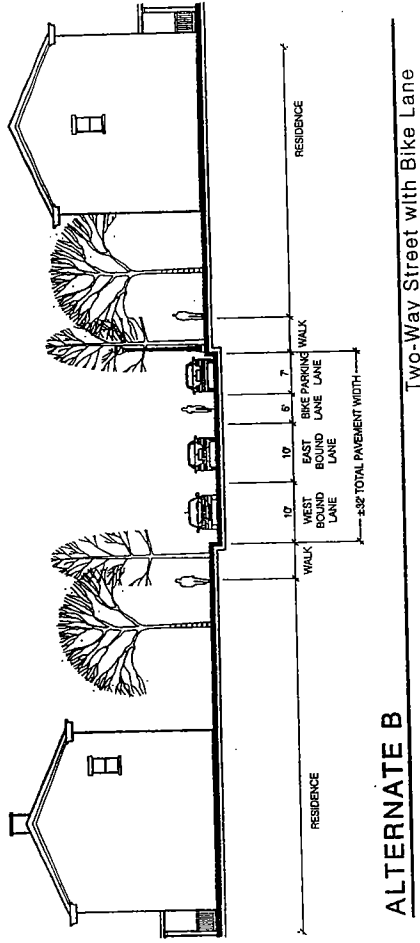
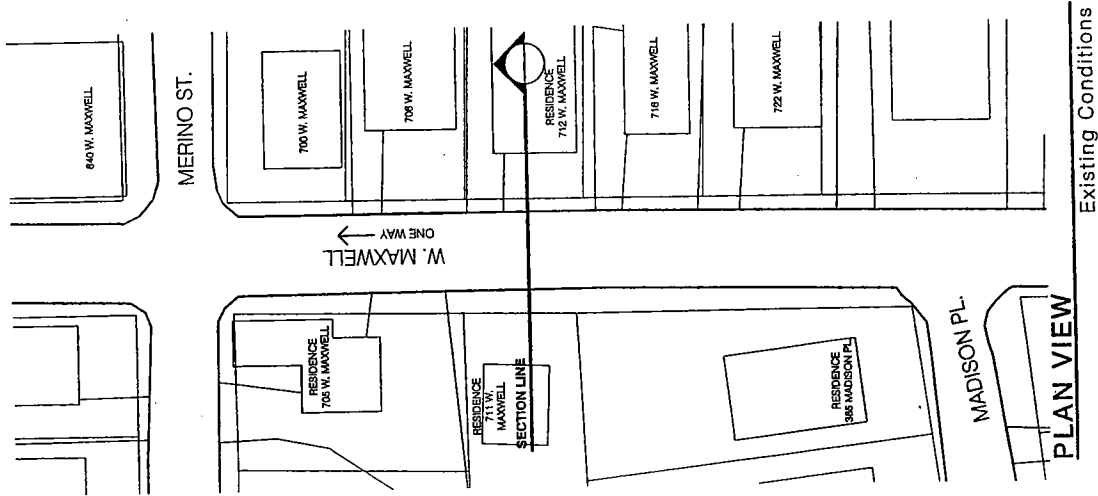


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One-Way Pair Alternatives:
Maxwell Between Madison Pl and Broadway



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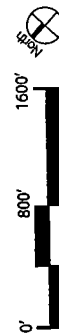
Lexington Streetscape Master Plan

Streetscape Proposed Standards

Legend

- Gateway Corridors (See District Map)
- Study Area
- Transitional Nodes
- Gateway Development Opportunity
- Downtown "Main Street"
- Campus/Neighborhood Connector Street
- Regional Connector Streets
- Downtown Thoroughfare Streets
- Minor Streets
- Service Streets

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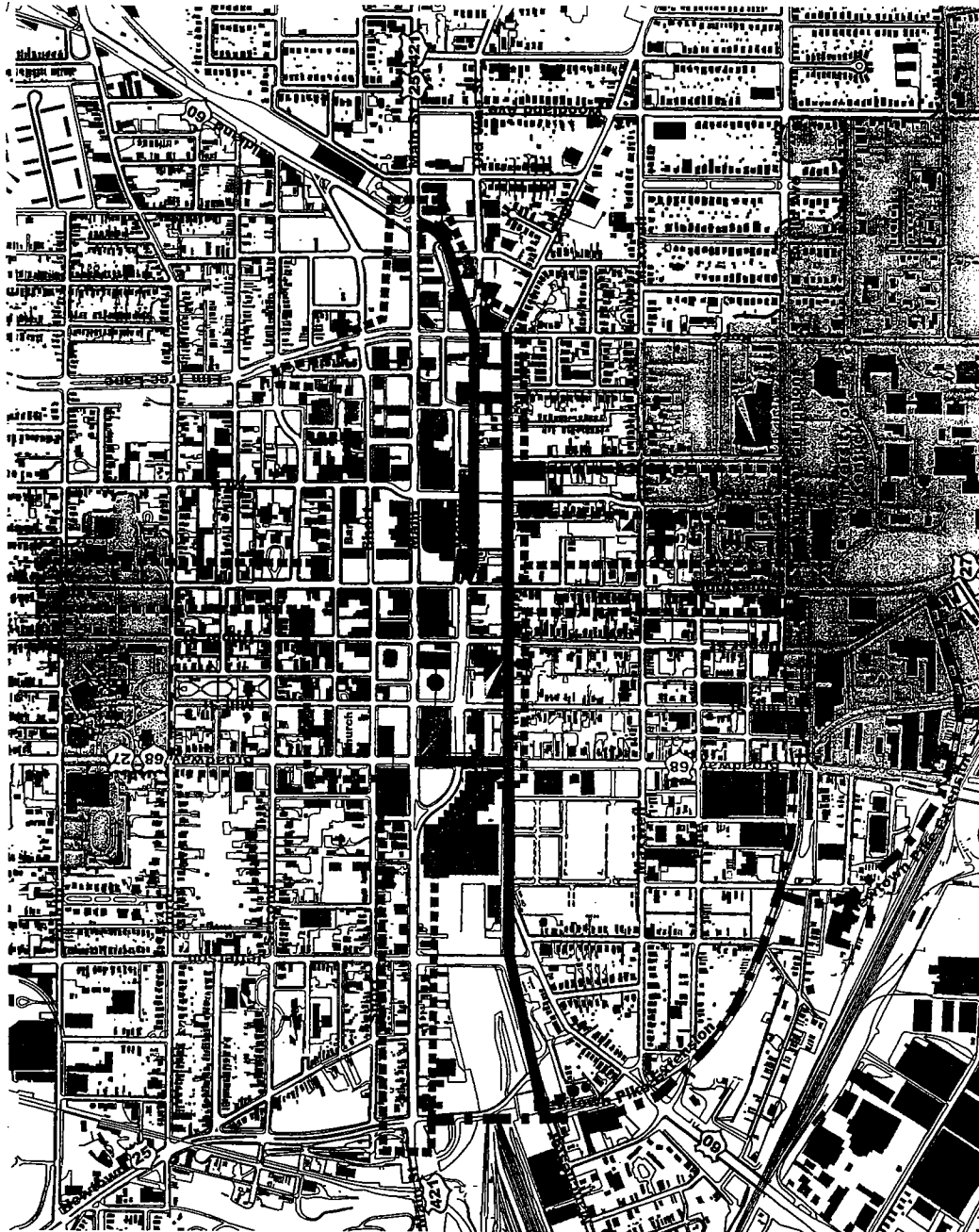
Lexington Streetscape Master Plan

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Proposed Changes to Street Typology

Legend

- Study Area
- Downtown "Main Street"



Lexington Streetscape Master Plan

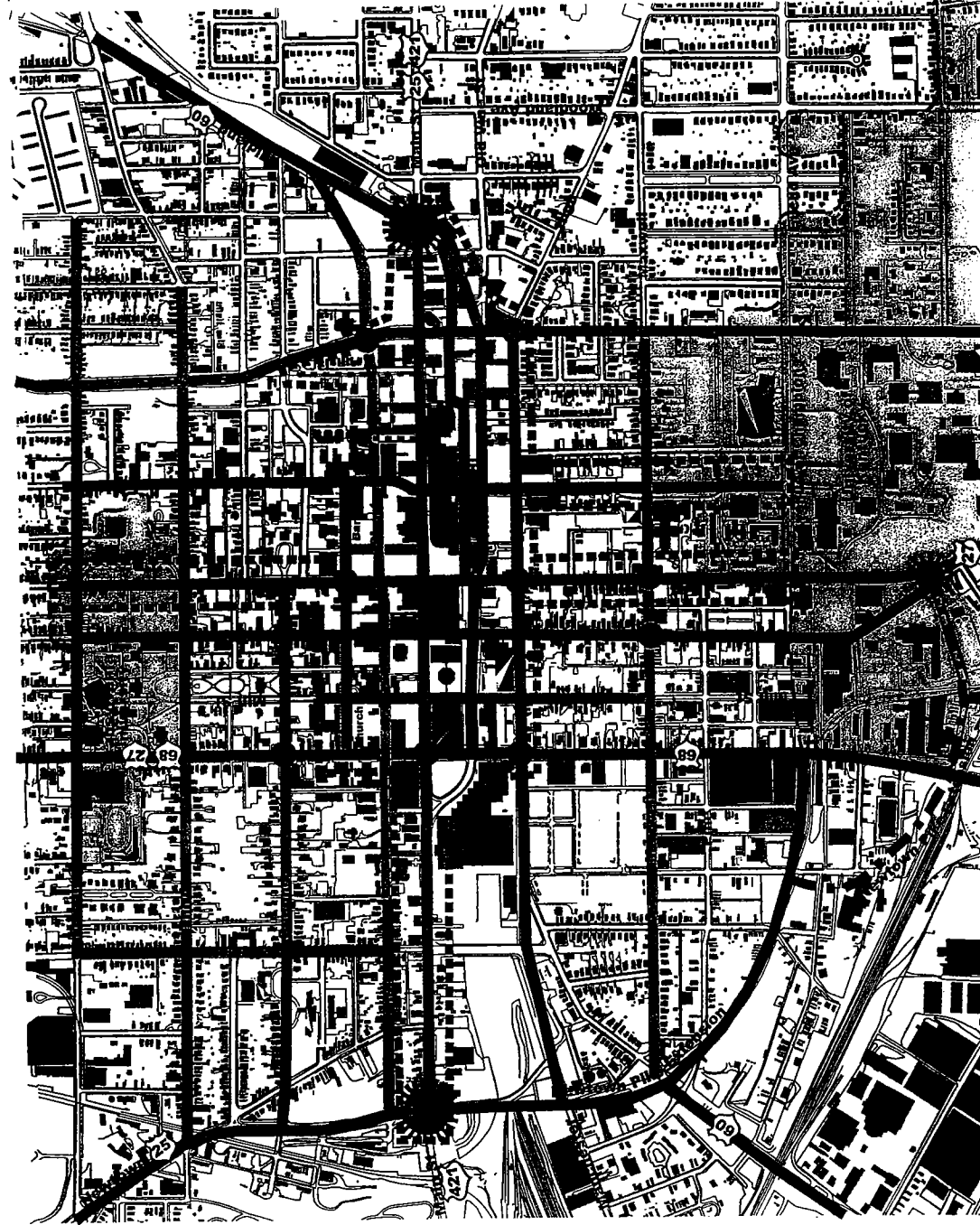
- Lexington Fayette Urban County Government
- Kinzelman Kline Gossman
- 2nd Globe
- Strand Associates
- Brownstone Design
- Preston Osborne

Issued: 03.31.08

Proposed Street Typology Map

Legend

- Gateway Corridors (See District Map)
- Study Area
- Transitional Nodes
- Gateway Development Opportunity
- Downtown "Main Street"
- Campus/Neighborhood Connector Street
- Campus/Neighborhood Connector Street Within Downtown Core
- Regional Connector Streets
- Downtown Thoroughfare Streets
- Minor Streets
- Service Streets



Issued: 04.09.08

Lexington Streetscape Master Plan

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Proposed Future Bikeway Map

Legend

- Study Area
- Existing Bike
- Proposed Bike Lanes
- Newtown Pike Bike Lane
- Proposed Sharrow
- Dedicated Bike Lane Direction Arrow

Sharrow - Shared Pavement Marking

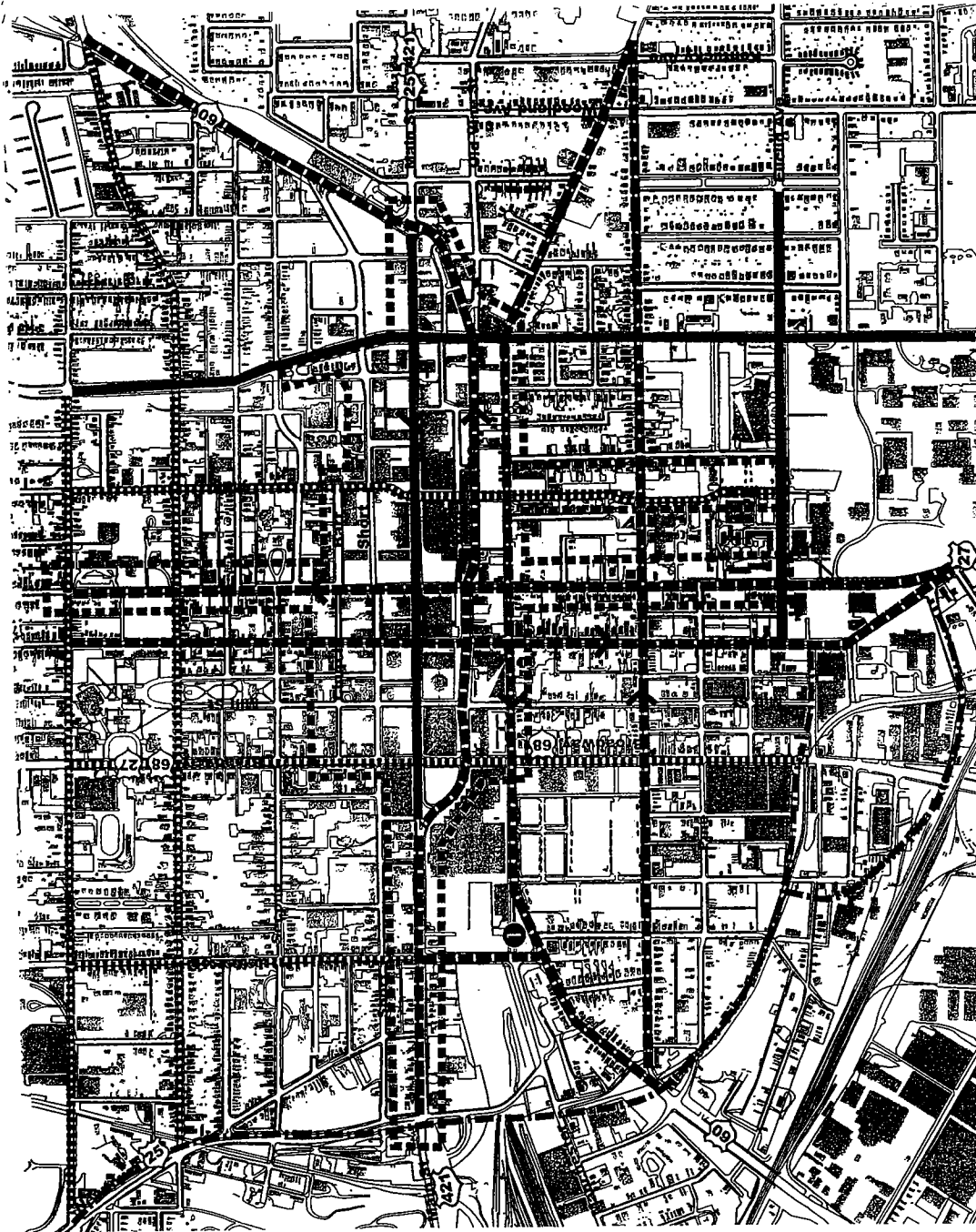
A easily identifiable marking has been developed for use in special circumstances to let motorists know that they are expected to "share the road" with cyclists. This new marking is called the "sharrow" - a combination of the "share" and "arrow." Sharrows are placed on the pavement in the middle of the right-hand travel lane.

This exciting new pavement marking has already proven to encourage safer cycling and clearer lane-sharing between motorists and cyclists in other communities, reducing the incidence of wrong-way riding and sidewalk riding by bicyclists.

- 1 Assumes future realignment of High Street.

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Issued: 04.07.08

Downtown Mass Transit

Legend

- Study Area
- Proposed Downtown North/South Circulator
- Proposed Downtown East/West Circulator
- Existing Bus Stops

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Issued: 03.14.08

Street Typology:
Campus/Neighborhood Connector



Example of Neighborhood Connector taken at Limestone between High and Maxwell

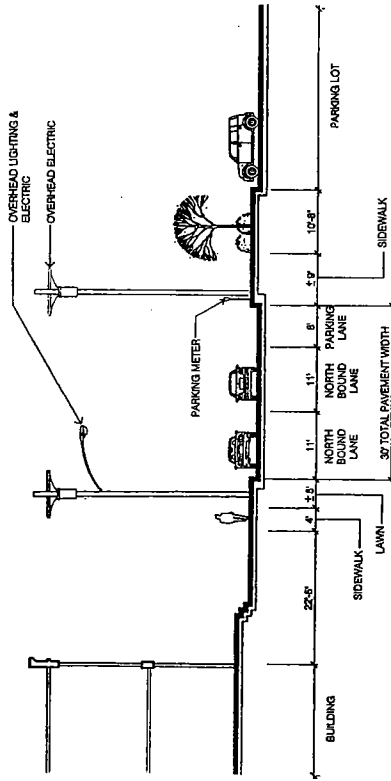
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Lexington Fayette Urban County Government

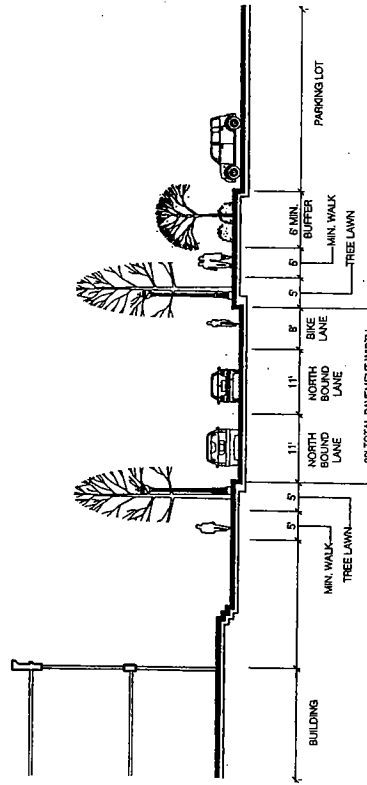
Kinzelman Kline Gossman Sirand Associates

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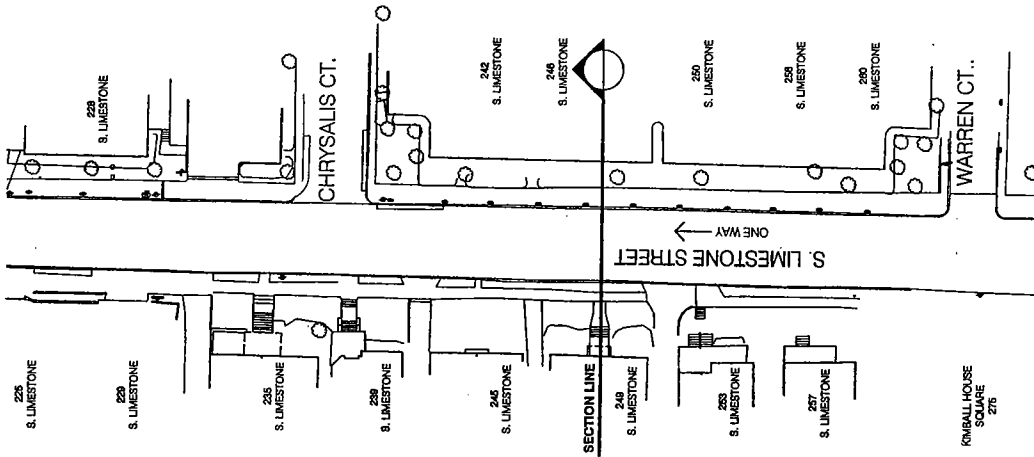
SECTION

Existing Conditions



ALTERNATE A

One-Way Street with Bike Lane



PLAN VIEW

Existing Conditions



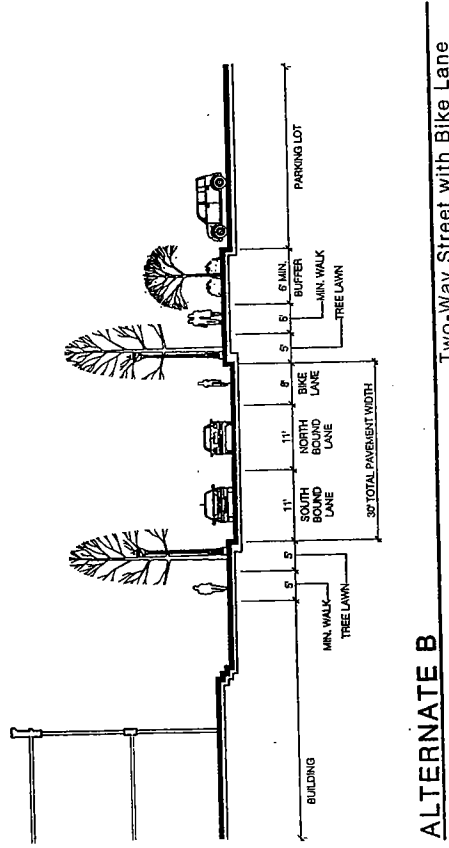
Street Typology:
Campus/Neighborhood Connector



Example of Neighborhood Connector taken
at Limestone between High and Maxwell

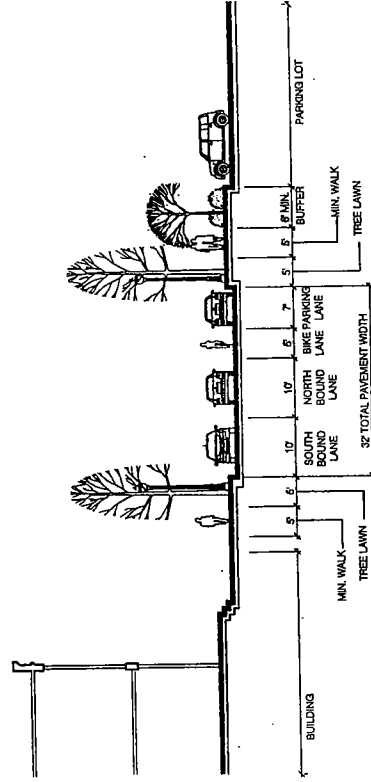
DRAFT

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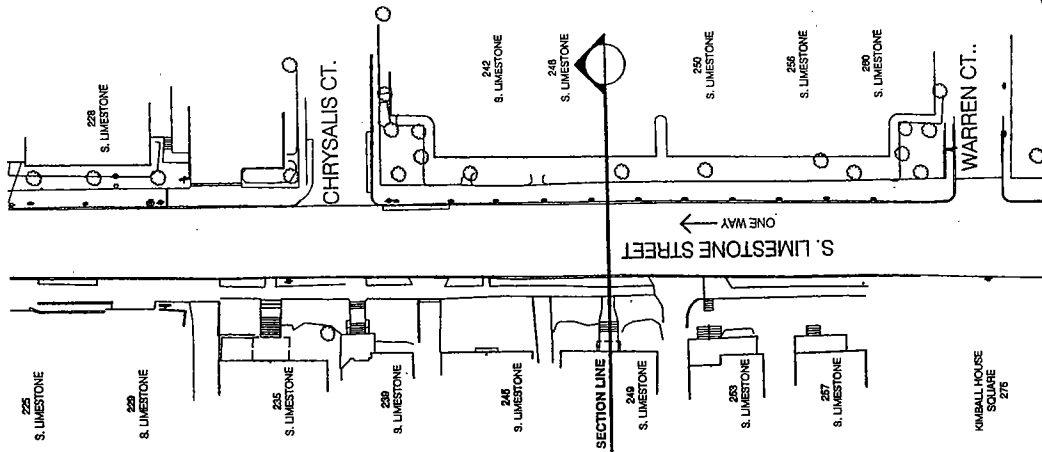
ALTERNATE B

Two-Way Street with Bike Lane



ALTERNATE C

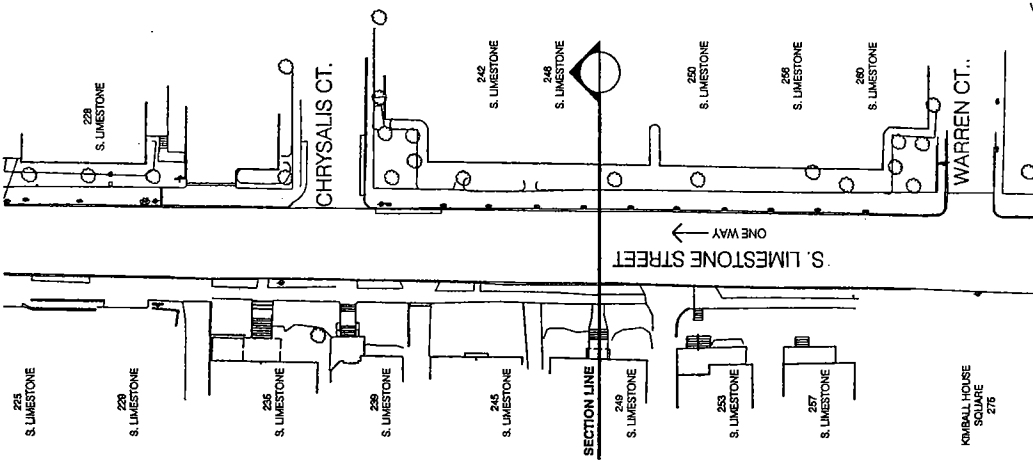
Two-Way Street - Move Curb East to Build Bike Lane



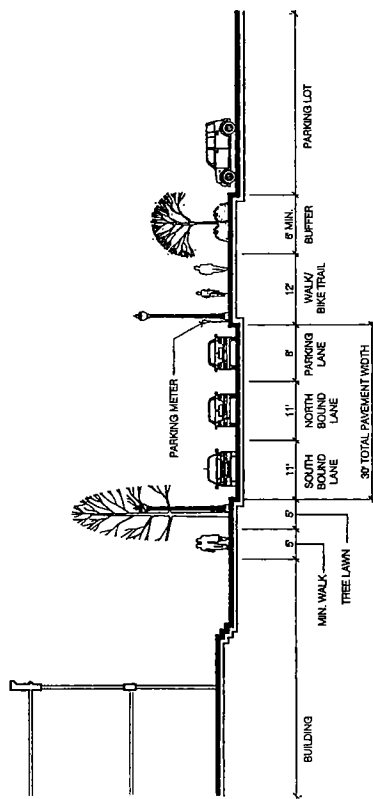
PLAN VIEW

Existing Conditions





PLAN VIEW
Existing Conditions



ALTERNATE D
Two-Way Street with Multi-Purpose Trail

Street Typology:
Campus/Neighborhood Connector



Example of Neighborhood Connector taken at Limestone between High and Maxwell

DRAFT

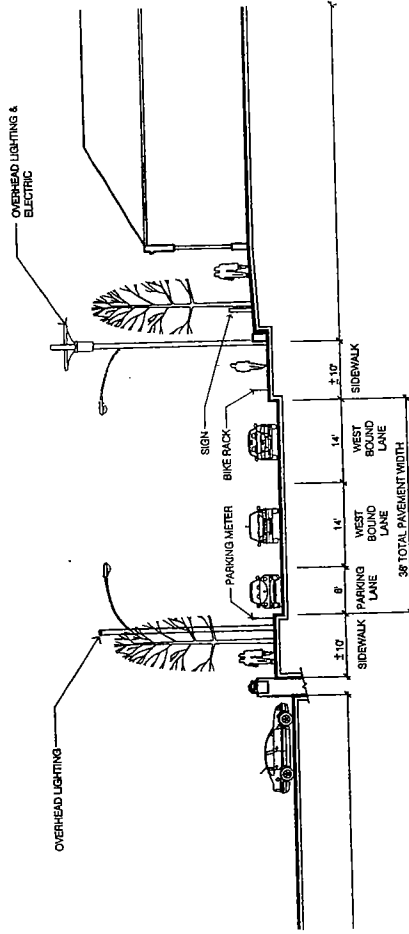
- Lexington Streetscape Master Plan**
- Lexington Fayette Urban County Government
- Kinzelman Kline Gossman Strand Associates
- 2nd Globe Brownstone Design Preston Osborne

Street Typology:
Downtown Mainstreet

0

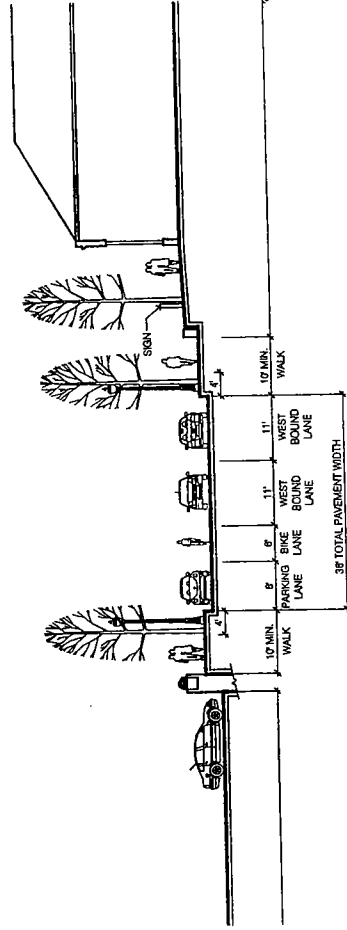
DRIFT

Lexington Streetscape Master Plan
Lexington Fayette Urban County Government
 Kinzelman Kline Gossman Strand Associates
 2nd Globe Brownstone Design Preston Osborne



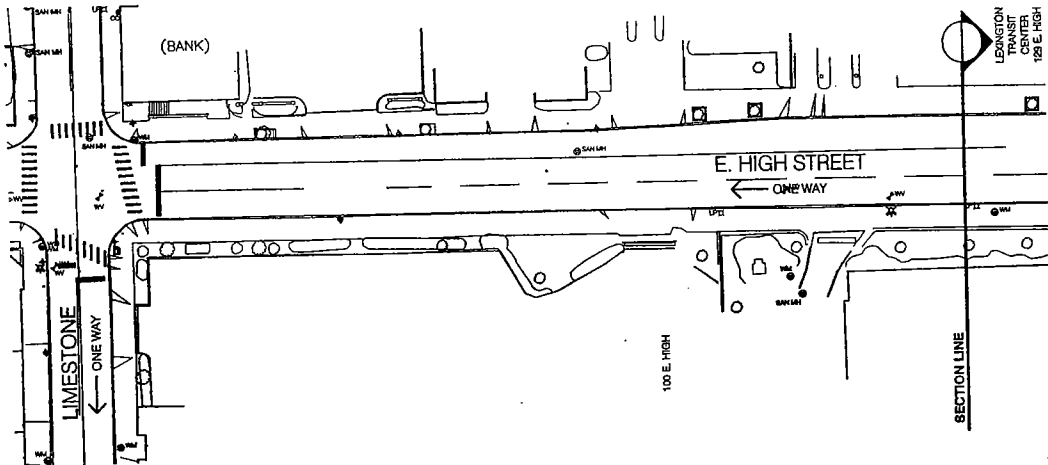
Existing Conditions

SECTION



One-Way Street with Bike Lane

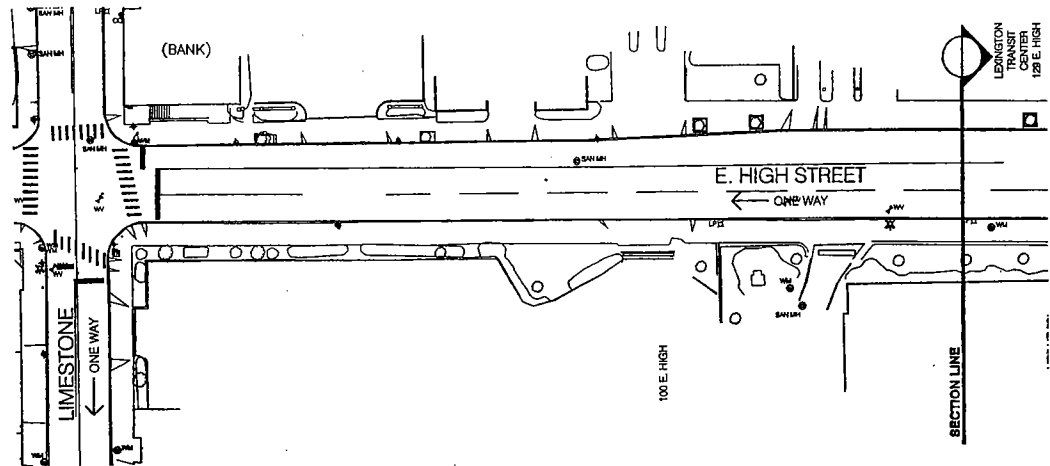
ALTERNATE A



Existing Conditions

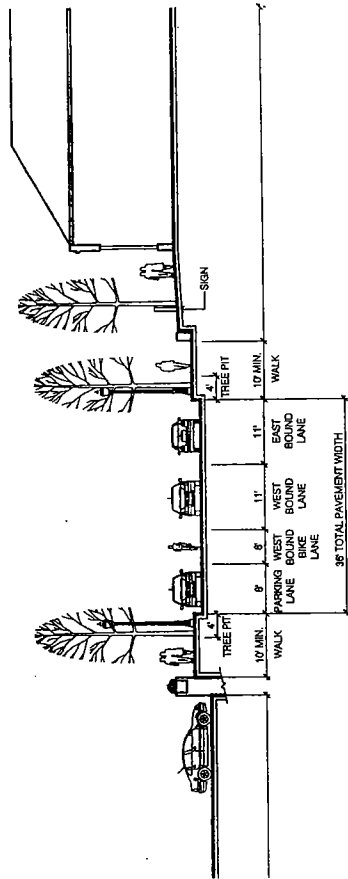
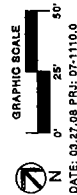
PLAN VIEW

GRAPHIC SCALE
 0' 25' 50'
 DATE: 03.27.08 PROJ: 07-1110.0



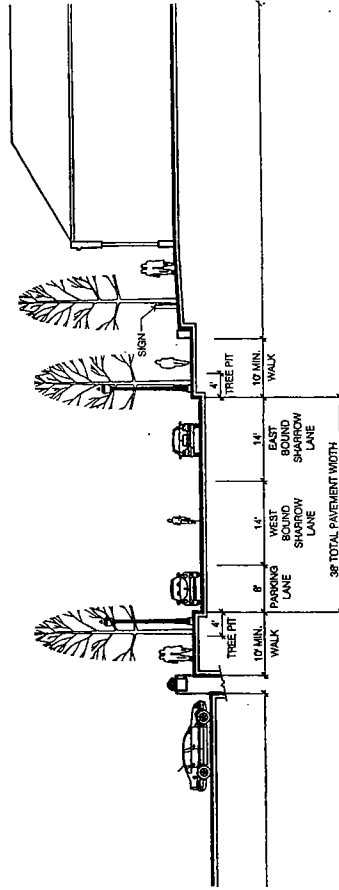
PLAN VIEW

Existing Conditions



ALTERNATE B

Two-Way Street with Bike Lane



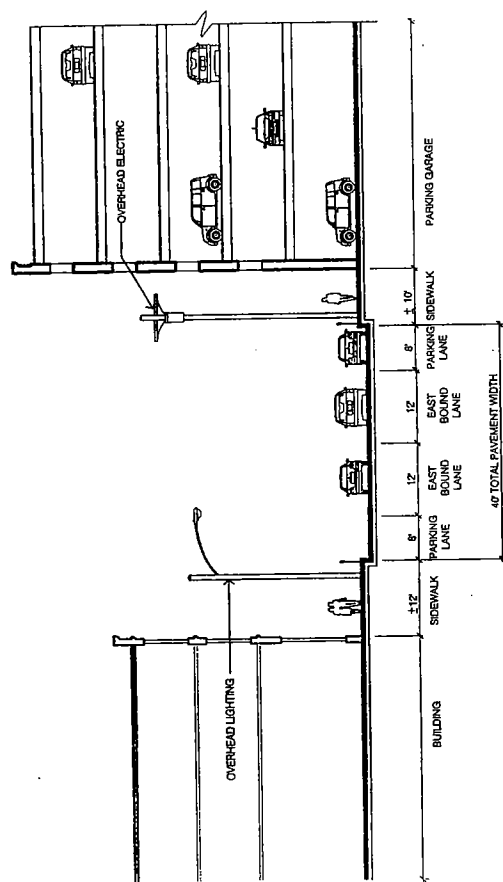
ALTERNATE C

Two-Way Street with Sharrow Lanes

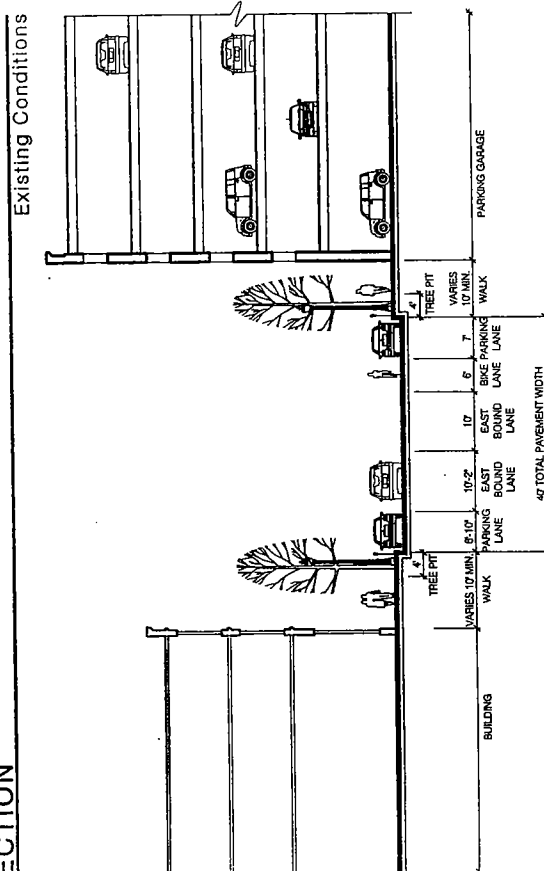
Street Typology:
Downtown Mainstreet

DRAFT

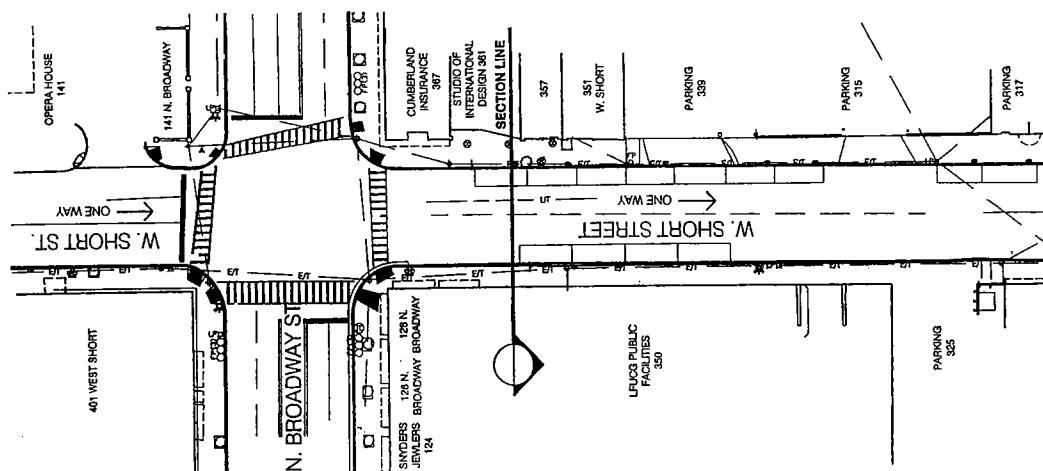
Lexington Streetscape Master Plan
Lexington Fayette Urban County Government
Kinzelman Kline Gossman Strand Associates
2nd Globe Brownstone Design Preston Osborne



SECTION



ALTERNATE A



PLAN VIEW

Existing Conditions



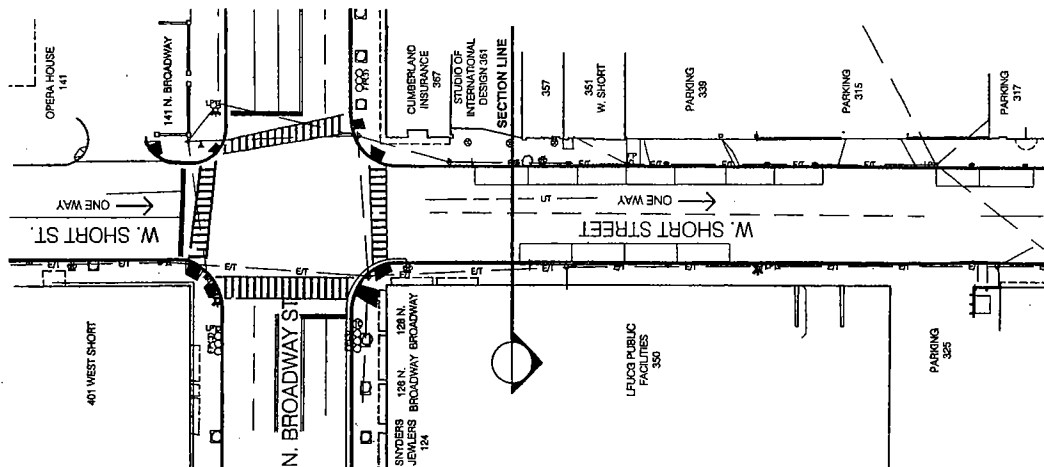
DATE: 03-27-08 PRJ: 07-1110.0

Lexington Streetscape Master Plan

Lexington Fayette Urban County Government

Kinzelman Kline Gossman Strand Associates
2nd Globe Brownstone Design Preston Osborne

LEAF



ALTERNATE B

Two-Way Street with Bike Lane

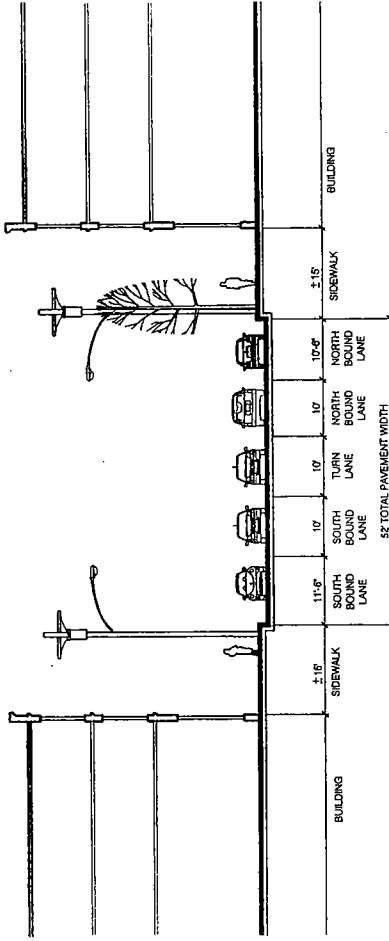
Existing Conditions



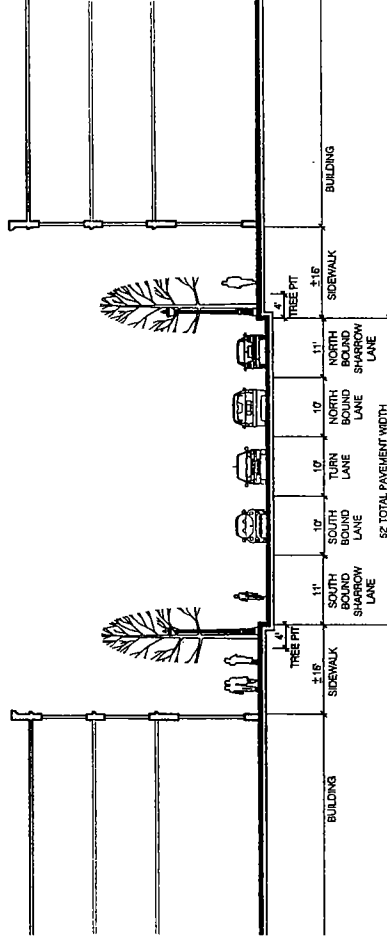
DATE: 03.14.08 PRJ: 07-1110.0

2nd Globe Brownstone Design Preston Osborne

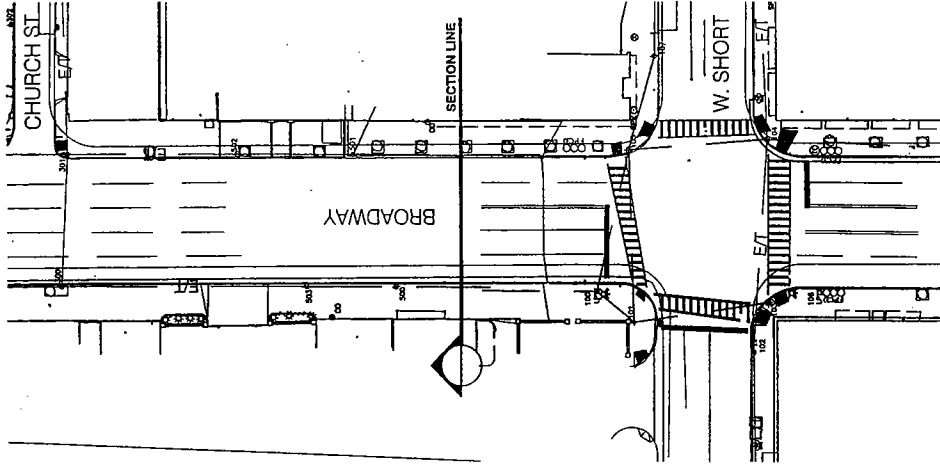
DRAFT



SECTION
Existing Conditions



ALTERNATE A
Sharrow Lane



PLAN VIEW
Existing Conditions



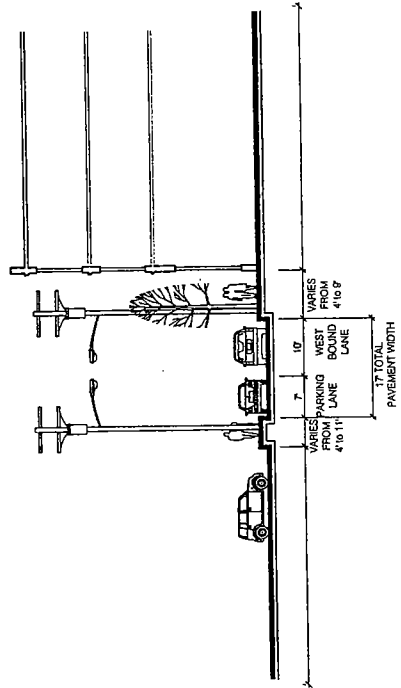
DATE: 03.27.08 PRJ: 07-1110.0

Street Typology:
Service Street

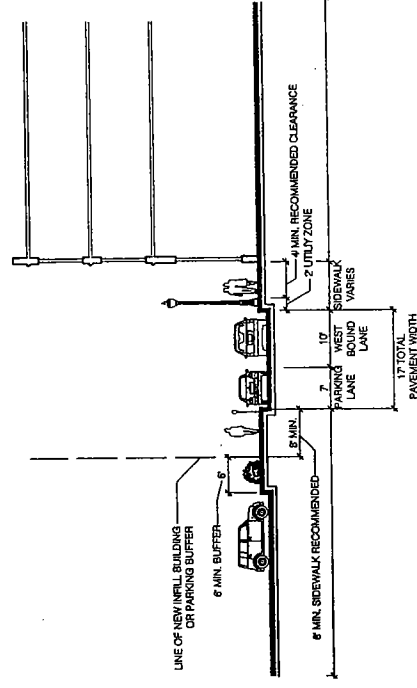


Example of Service Street taken at Church between Mill and Broadway

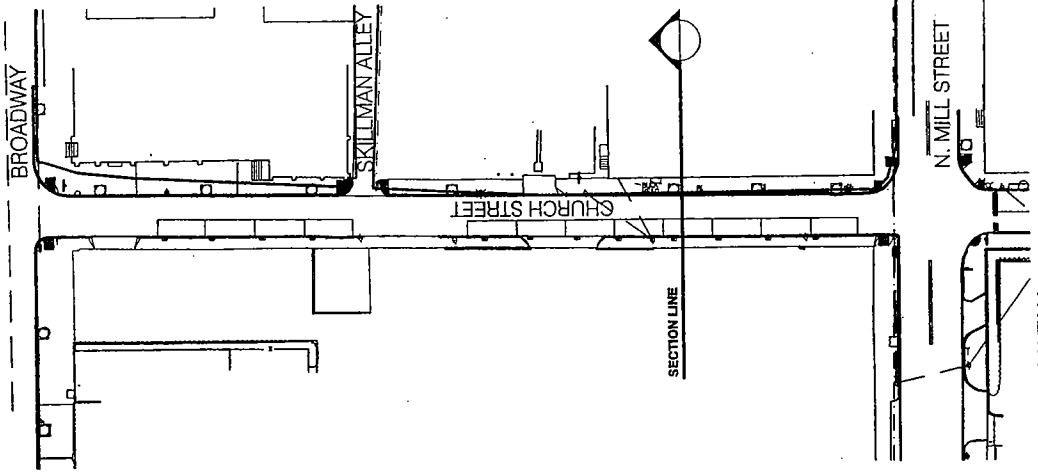
Lexington Streetscape Master Plan
Lexington Fayette Urban County Government
Kinzelman Kline Gossman Sirand Associates
2nd Globe Brownstone Design Preston Osborne



SECTION Existing Conditions



PROPOSED Sidewalk Conditions



PLAN VIEW Existing Conditions
GRAPHIC SCALE
0 20' 50'
DATE: 03.27.08 PRJ: 07-1110.0

Alternate Streetscape Amenities

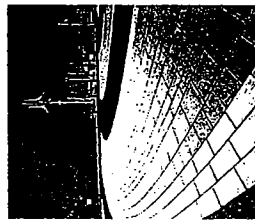
Brick Pavers: _____
 Manufacturer: _____
 Name: _____
 Color: _____
 *To be used on Main Street and High Street
 Examples to the right are Pine Hall Brick



Concrete Pavers: _____
 Manufacturer: _____
 Name: _____
 Color: _____
 *To be used in the Triangle Park Entertainment District



Examples to the right are Uniblock, 3000 Series



Available Colors

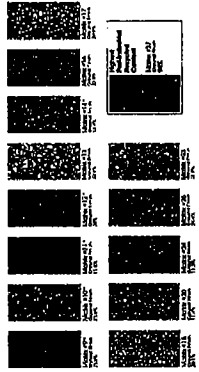


Recycled Asphalt Pavers: _____
 Manufacturer: _____
 Name: _____
 Color: _____
 *To be used on Vine Street and the Triangle Park Entertainment District

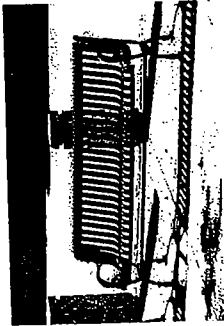


Examples to the right are Hanover Architectural Products

Available Colors



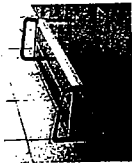
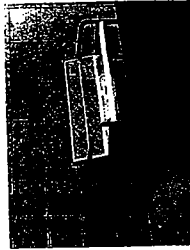
Benches: _____
Make and model to match existing benches
Manufacturer: _____
Model #: _____
Color: Keeneland Green



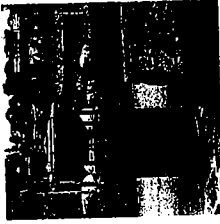
Make and model to match existing backless benches
Manufacturer: _____
Model #: _____
Color: Keeneland Green



Benches: _____
Forms + Surfaces
Ratio backed and backless bench
*To be used at Triangle Park entertainment District



Litter Receptacle w/ Integrated Recycling: _____
-Model can have slats to match existing trash receptacle
-Custom models can be made to have laser cut designs



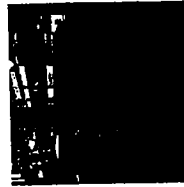
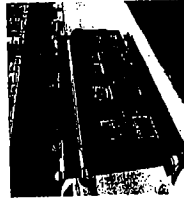
Bike Racks: _____
Bluegrass Recreation
Color: Keeneland Green



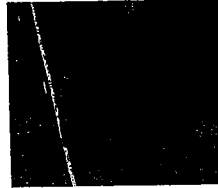
Sculptural Bike Racks: _____
Manufacturer: _____
Model #: _____
Color: _____



News Rack Corrals: _____
Manufacturer: _____
Model #: _____
Color: _____



Litter Receptacles: _____
Make and model to match existing Litter Receptacles
Manufacturer: _____
Model #: _____
Color: Keeneland Green



Street Lighting:

Make and model to match existing light poles

Holophane

Model #: Granville

Color: Keeneland Green

Leased From Kentucky Utilities Company



Hanging Basket / Light Pole Accessory:

Make and model to match existing hanging baskets

Holophane

Model #: Granville

Color: Keeneland Green

Leased From Kentucky Utilities Company



Accent Lighting / Bollards:

Holophane

Model #: Granville

Color: Keeneland Green



Accent Lighting:

Forms + Surfaces

Light Column Series w/ custom shield or as shown

Light Column Bollard Model #- LBCOL-604

Light Column Pedestrian Model #- LPCOL-612

(800) 451-0410

*To be used at Triangle Park entertainment District

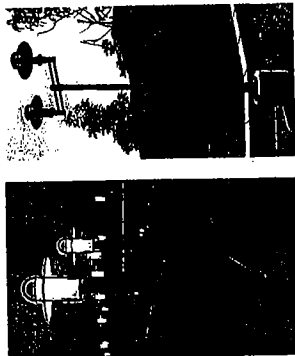


Site Lighting:

Sa'lux Saturn Series, Saturn 1 & 2

Model #:

Color:

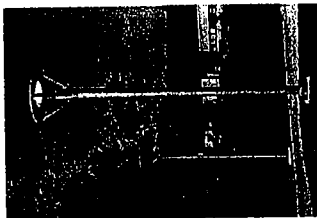


Site Lighting:

Sa'lux Riformo

Model #:

Color:



Planters:

Make and model to match existing planters

Manufacturer: Dura Art Stone

Model #: Ribbed Planter, Round

Color:



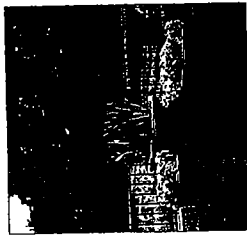
Planters:

Landscapeforms

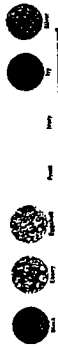
Model #: Tulip Planter

Color:

Photo shown to the right is a custom color.



Available Colors



Mast Arm:

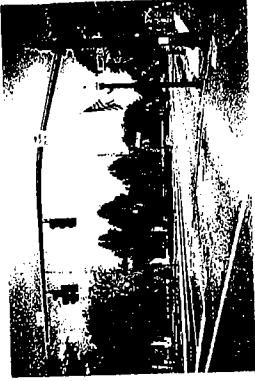
Manufacturer:

Model #:

Color:

*Mast arm poles and base to match existing light poles

Photo to the right is Union Metal



Parking Station :

Manufacturer:

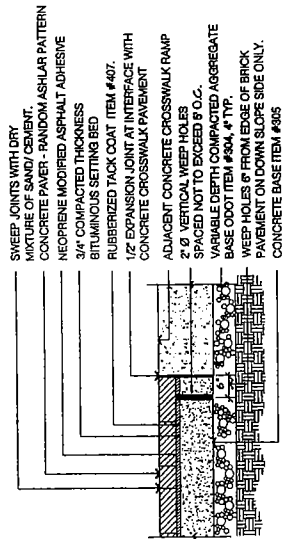
Model #:

Color:



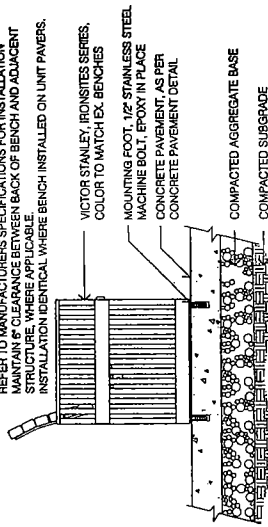
Streetscape Construction Details

Concrete Paver at Crosswalk

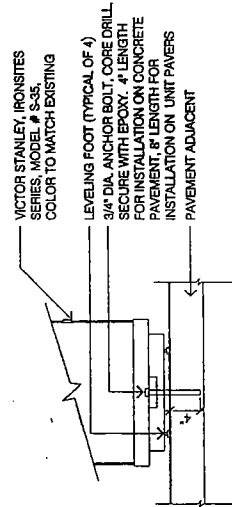


Bench Installation

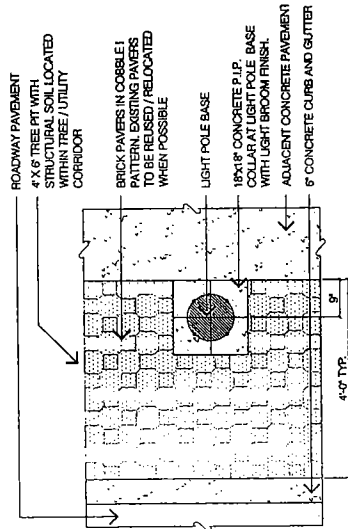
NOTE:
VICTOR STANLEY, IRONISITES SERIES, MODEL # S-13 WITH BACK, MOUNTING FOOT, 1/2\"/>



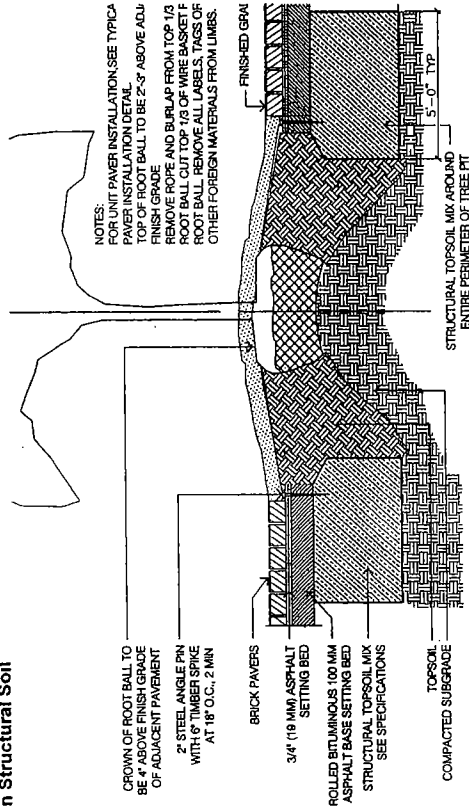
Litter Receptacle Installation



4' Utility Corridor with Unit Pavers

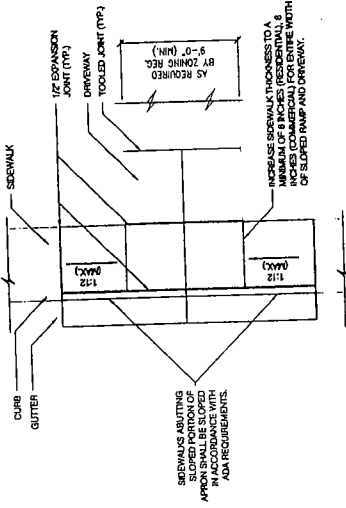


Tree Pit within Structural Soil

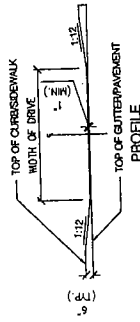


TREE PIT WITHIN STRUCTURAL SOIL

Driveway with Sidewalk Adjacent to Curb

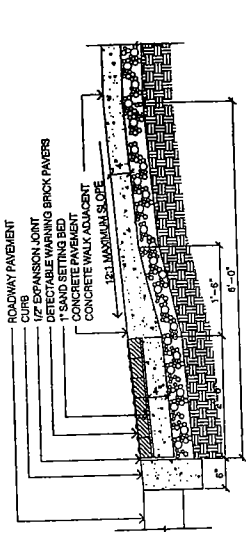


Standard Driveway Apron Detail



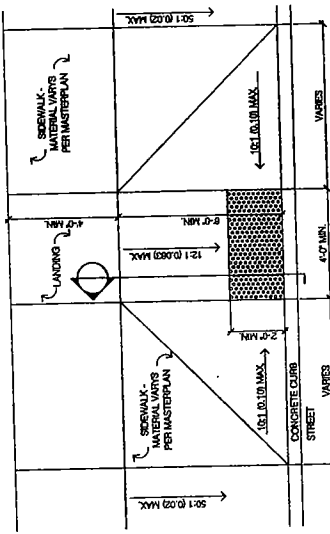
- NOTES:
1. DRIVEWAY APRONS AND SIDEWALKS SHALL BE CLASS 'X' CONCRETE AND PROVIDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS.
 2. DETAILS SHOWN ARE TYPICAL OF STANDARD INSTALLATIONS. ADDITIONAL PROVISIONS MAY BE REQUIRED DEPENDING ON SPECIFIC APPLICATIONS. ANY DEVIATION FROM STANDARD DETAILS SHALL BE SUBMITTED FOR APPROVAL TO ENGINEERING DEPARTMENT.
 3. REFER TO ATTACHED DETAILS FOR ADDITIONAL NOTES AND SPECIFIC REQUIREMENTS RELATED TO SIDEWALKS, CURBS AND GUTTERS.
 4. EXISTING CURBS AND GUTTERS SHALL BE COMPLETELY REMOVED TO NEAREST JOINT. HORIZONTAL SAWING OF CURBS IS NOT PERMITTED.

Detectable Warning Pavers



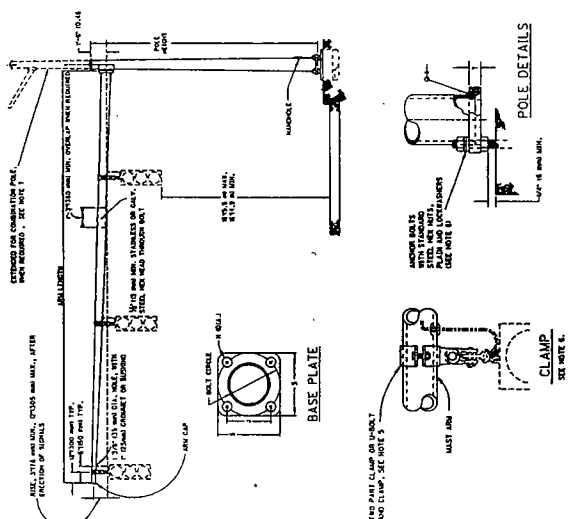
- NOTES FOR DETECTABLE WARNING PAVERS:
1. SURFACE TEXTURE OF CONCRETE DETECTABLE WARNING PAVERS SHALL NOT BE DIRECTLY TOUCHING EACH OTHER UNLESS THEY HAVE SPACING BARS. SAND SPACING BARS.
 2. TRUNCATED DOWNS. INSTALL DETECTABLE WARNING PAVERS FOR A DISTANCE OF 24\"/>

Curb Ramp

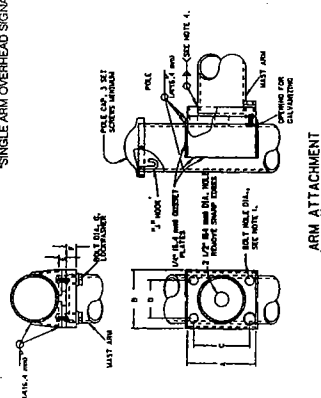


Notes

1. Arm plate hole diameter shall be bolt diameter plus 1/8" (3.2mm). Pole plate tapped hole shall have threads with 75% (min.) full profile height. Threads may be retapped after galvanizing.
2. For sign mounting details, see drawings TC-16.20 and TC-41.41
3. For foundation details, see drawing TC-21.20.
4. The arm attachment plate shall be welded inside and outside with fillet welds. Each fillet weld shall be equal to the wall thickness of the tubing.
5. The mast arm clamp shall have a minimum strength at yield to support a 2000 pound (90 kilogram) load.
6. For signal attachment details, see drawing TC-85.20.
7. For modification of pole to support roadway lighting. See drawings TC-22.10 and HL-10.12.
8. A minimum of one bolt thread shall remain above the anchor nut.
9. All unused couplings shall be provided with a removable galvanized cast iron plug.
10. For pole and base plate dimensions, see Sheet 2.
11. The wire entrance part of the signal head may be oriented in any direction to keep the cable drip loop from rubbing on the signal head. The signal head shall hang level and plumb.
12. For construction details and location of hand holes, see drawing TC-22-10.



DETAILS TAKEN FROM O.D.O.I.
OFFICE OF TRAFFIC ENGINEERING
DRAWING TC-81.20
SINGLE ARM OVERHEAD SIGNAL SUPPORT



Street Tree Selection

As per Chapter 17B of the Code of Ordinances, the City of Lexington administers various forestry programs. Confined investment in forestry has made the City a Tree City USA community since 1989. Street trees are maintained by the property owners though species type and planting are regulated by the City. Some of the street tree planting requirements include:

- Free permit must be obtained,
- Desired species must be listed on the approved tree list or approved by the Urban Forestry Program.
- Please see the "Street Tree Selection and Care" brochure for more information.

The following street trees are from the "Approved Tree List" as listed by the Division of Planning Planning Manual. They are grouped by height and street typology.

Group A:

Common Name	Botanical Name
Sugar Maple	Acer saccharum
Sugarberry	Celtis laevigata
Katsurates	Caridaphyllum japonicum
Hardy Rubber Tree	Eucumia ulmoides
White Ash	Fraxinus americana
Green Ash	Fraxinus pennsylvanica
Blue Ash	Fraxinus quadrangulata
Ginkgo, fruitless cultivars only	Ginkgo biloba
Sweetgum	Liquidambar styraciflua
London Plane tree	Platanus x acerifolia
White Oak	Quercus alba
Swamp White Oak	Quercus bicolor
Scarlet Oak	Quercus coccinea
Shingle Oak	Quercus imbricaria
Chinkapin Oak	Quercus muehlenbergii
Water Oak	Quercus nigra
Willow Oak	Quercus phellos
Northern Red Oak	Quercus rubra
Shumard Oak	Quercus shumardii
Japanese Pagoda Tree	Sophora japonica
American elm	Ulmus americana - only Dutch elm disease resistant varieties (i.e. Princeton, Valley Forge, Liberty)
Lacebark elm	Ulmus parvifolia
Japanese Zelkova	Zelkova serrata



Shingle Oak | Quercus imbricaria

Group B:

Common Name	Botanical Name
Hedge Maple	Acer campestre
Red Maple	Acer rubrum
Yellowwood	Cladrastis kentuckea
Turkish fiber	Corylus colurna
Thornless Honeylocust	Gleditsia triacanthos var. inermis
Kentucky Coffeetree, fruitless cultivars only	Gymnocladus dioica
Carolina silverbell	Halesia carolina
Goldenrain tree	Koelerutaria paniculata
Black gum	Nyssa sylvatica
Hophornbeam	Ostrya virginiana
Perisan Parrotia	Parrotia persica
Littleleaf Linden	Tilia cordata
Sassafras	Sassafras albidum
Japanese Tree Lilac	Syringa reticulata



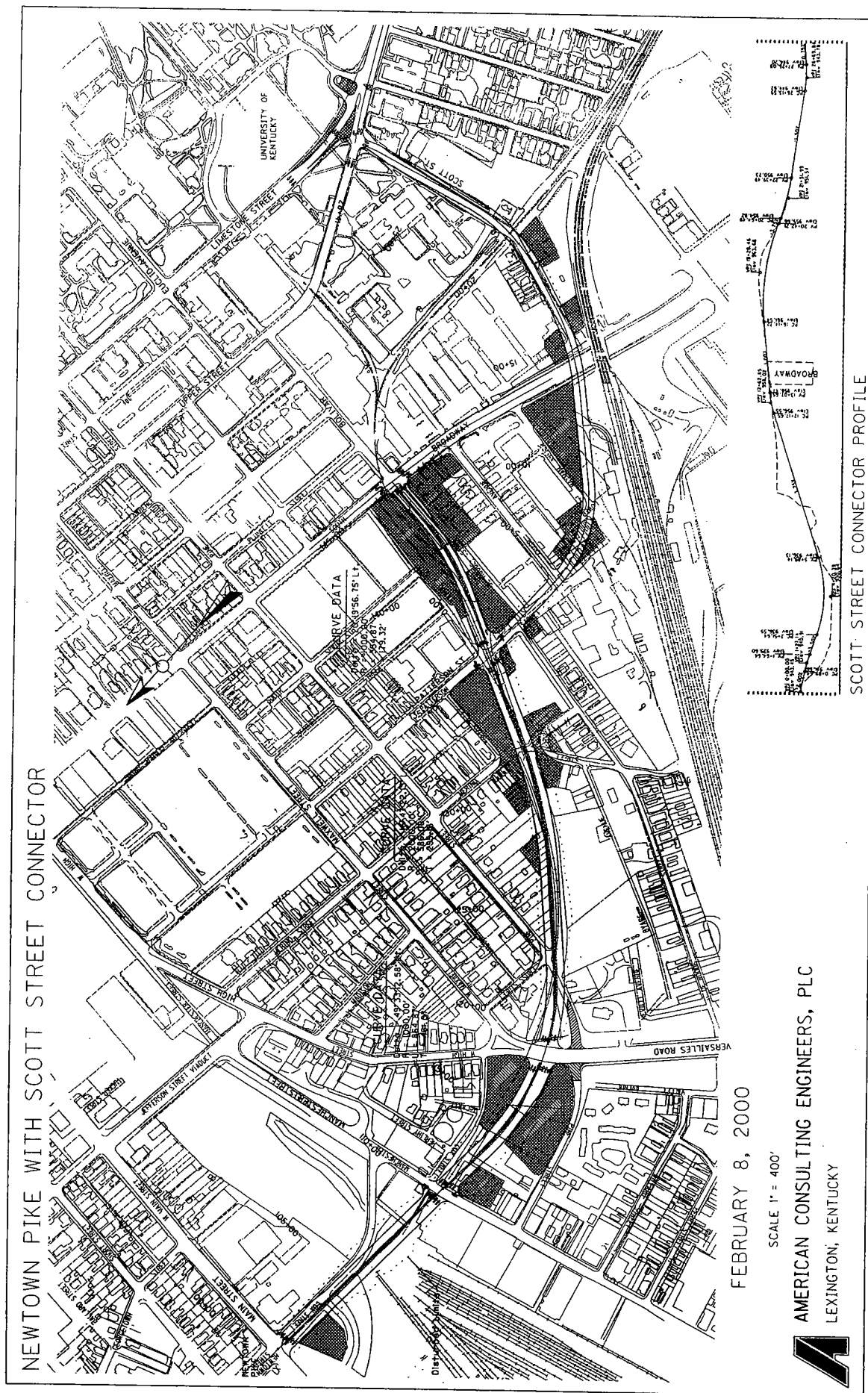
Yellowwood | Cladrastis kentuckea

Group C:

Common Name	Botanical Name
Amur Maple	Acer ginnala
Tatarian Maple	Acer tataricum
Allegheny Serviceberry	Amelanchier laevis
American Hornbeam	Carpinus carolinia
Eastern Redbud	Cercis canadensis
Fringetree	Chionanthus virginicus
Flowering Dogwood	Cornus florida
Kousa Dogwood	Cornus kousa
Hawthorn varieties	Crataegus spp.
Crabapple varieties	Malus spp.



Crabapple varieties | Malus spp.



Phasing

Due to the anticipated costs of the project, the project will be implemented into four separate construction sections. These sections will be constructed sequentially. The following is a description of each sections.

Section I – Relocation Housing

This phase will consist of a small acquisition, in the mitigation area, along the western side of Deroode Street, between the Versailles Road Viaduct and Merino Street. The properties will be used to construct approximately 20 to 25 single and multi family homes for the relocates of the Southend Park Neighborhood (Lower Davistown) and the proposed boulevard.

Section II – Versailles Road to Broadway

This phase will consist of acquisition of the majority of the remaining mitigation area, with the exception of Harry Gordon Steel and the existing Nathaniel Mission property. Property will be acquired from Versailles Road to Broadway. Construction of the sites for the commercial space, institutional space, and approximately 25 to 30 single family and multi family homes will be built in the mitigation area. The boulevard will be constructed from Versailles Road to Broadway. The Nathaniel Mission will be kept in operation at its existing location while a new mission is constructed.

Section III – Scott Street Connector

This phase will acquire Harry Gordon Steel, finishing out acquisition for the mitigation area, and the property for the Scott Street Connector. Construction of multi family homes will complete the housing for the mitigation area. The boulevard will be constructed from the intersection of Paterson and Newtown Extended to Limestone. This portion of the boulevard will include the construction of the bridge over Broadway as well as the new intersection at Limestone and Scott Street (New entrance for the University of Kentucky).

Section IV – Main Street to Versailles Road

This phase will acquire the property from Versailles Road to Main Street. The final stage of the project will include construction of a new bridge over the town branch and an at grade intersection with Manchester Street. Upon completion of phase IV the boulevard will be finalized and the full benefits of the project will be apparent.

Estimation of Probable Cost

Costs estimates for the both the Newtown Pike Extension roadway and the Southend Park mitigation area have been developed. In addition, costs estimates for each phase of project development and overall project section construction have also been developed. The total breakdown for design, right of way, utility relocation, construction, and housing construction are as follows:

Design:	\$ 5,000,000
Roadway	
Right of Way:	\$12,010,000
Utilities:	\$ 6,801,600
Construction:	\$19,118,400
Section 106 Mitigation:	\$ 2,000,000
Mitigation Area	
Temporary Housing (Design)	\$ 1,000,000
Community Land Trust	\$1,2500,000
Property Purchase	\$12,616,900
Utilities:	\$ 3,665,700
Construction	\$17,306,200
<u>Estimated Housing Construction:</u>	<u>\$ 6,255,100*</u>
Total	\$87,023,900

* 2,255,100 in Project Funds, \$4,000,000 in HUD, non profit, and private financing

These costs have been adjusted for inflation. All costs occurring after fiscal year 2007 have been inflated using a factor of 4% per year. Costs for Section 106 Mitigation and the Community Land Trust have not been inflated. Project costs have been divided into roadway costs and Southend Park mitigation costs. However, these two components of the project are dependent on the other. The roadway project cannot occur without the mitigation project, and the mitigation project cannot occur without the roadway project. This cost is preliminary and will continue to be refined as the project progresses. The costs per phase per year are shown in the attached table in the Appendix.

Project Financing

The funding for the Newtown Pike project will come from a variety of public and private resources. The following illustrates the project financing responsibilities:

Newtown Pike Extension Roadway – Federal and State Transportation funds will be utilized for the roadway portion of the project.

Southend Park Mitigation Area – The Southend Park mitigation area will be funded from a variety of public and private sources.

- Land Purchase and Relocation – The Southend Park mitigation area will be purchased utilizing Federal and State Transportation funds. Relocation benefits

Planning Committee- Issues Outstanding

Issue	Member Referred	Date Referred
• Liberty Road Project Status	Stinnett	Jan 06
• Newtown Pike Status	Blues	Feb 06
• Tax Increment Financing (TIF)	Stinnett	Mar 06
• Loudon Avenue Phase 1 Status	James	Oct 06
• Buffering ED Zone	DeCamp	Jan 07
• Development Plan Adherence	Myers	Jan 07
• Land Bank	James	June 07
• Student Housing Issues	Stevens	Sept 07
• Social Services Report	Stinnett	Oct 07
• Fence Regulations	Blues	Dec 07
• Mobile Home Trailer Park Quality of Life	James	Dec 07
• Eastern State Hospital Site Plan	James	Jan 08
• Constructed Wetlands	Gray	Jan 08
• Infill Redevelopment Committee Recommendations	DeCamp	Feb 08
• Tree Protection Ordinance	James	Mar 08
• Streetscape Plan	Stevens	Mar 08
• Downtown Master Plan	DeCamp	Apr 08

