

Gorton  
Blues  
Gray  
Ellinger  
James  
Beard  
Stevens  
Stinnett  
Crosbie  
McChord

A G E N D A  
PLANNING COMMITTEE  
August 19, 2008  
1:00 P.M

- |                                  |           |               |
|----------------------------------|-----------|---------------|
| 1. Smoking Ban - Stevens         | (1 - 9)   | 5-10 Minutes  |
| 2. Streetscape Plan - Stevens    | (10 - 40) | 30 Minutes    |
| 3. Downtown Master Plan - DeCamp | (41 - 72) | 30-40 Minutes |
| 4. Items Referred to Committee   | (73)      |               |

"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)

## ORDINANCE \_\_\_\_\_ - 2008

AN ORDINANCE AMENDING SECTION 14-97(1) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO AMEND THE DEFINITION OF BUILDING INCLUDE STRUCTURES WITH FORTY PERCENT (40%) OR MORE OF ITS PERIMETER ENCLOSED; AMENDING SECTION 14-97(2) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO AMEND THE DEFINITION OF DWELLING TO INCLUDE BUILDING; AMENDING SECTION 14-97(3) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO DELETE THE DEFINITION FOR ENCLOSED AREA AND REPLACE IT WITH A DEFINITION FOR ESTABLISHMENT; AMENDING SECTION 14-97(4) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO AMEND THE DEFINITION OF PRIVATE ORGANIZATION TO DELETE ESTABLISHMENT; AMENDING SECTION 14-97(5) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO AMEND THE DEFINITION OF RETAIL TOBACCO STORE CHANGING FIFTY PERCENT (50%) TO TWENTY-FIVE PERCENT (25%); AMENDING SECTION 14-97(6) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO AMEND THE DEFINITION OF SMOKE OR SMOKING TO INCLUDE BURNING OR CARRYING OF A TOBACCO PRODUCT; AMENDING SECTION 14-97(7) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO DELETE THE DEFINITION FOR TOBACCO WAREHOUSE AND REPLACE IT WITH A DEFINITION FOR WORKPLACE IN BUILDINGS OR A PORTION THEREOF; AMENDING SECTION 14-98(1) OF THE CODE OF ORDINANCE RELATING TO SMOKING INDOORS TO PROHIBIT SMOKING IN AN ESTABLISHMENT OR WORK PLACE; AMENDING SECTION 14-98(1)(a) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO DELETE THE WORD "IN"; AMENDING SECTION 14-98(1)(b) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO DELETE THE WORD "IN" AND MOVE THE REMAINDER OF SECTION (b) TO SECTION (c); AMENDING SECTION 14-98(1)(c) RELATING TO SMOKING INDOORS TO ALLOW FOR EXCEPTIONS FOR PRIVATE GATHERINGS, TREATMENT OF NICOTINE ADDICTION BY LICENSED HEALTHCARE PROFESSIONALS INDEPENDENTLY VENTILATED ROOMS IN HOSPITAL, HOSPICE OR NURSING HOMES; AMENDING SECTION 14-98(1)(d) OF THE CODE OF ORDINANCES TO ALLOW AN EXCEPTION FOR A RETAIL TOBACCO STORE; AMENDING SECTION 14-98(1)(e) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO ALLOW AN EXCEPTION FOR PERFORMERS IN A THEATRICAL PRODUCTION AND TO DELETE THE EXISTING SECTION; AMENDING SECTION 14-98(1)(f) OF THE CODE OF ORDINANCES TO ALLOW AN EXCEPTION USED BY A PRIVATE ORGANIZATION NOT OPENED TO THE PUBLIC; DELETING SECTION 14-98(1)(g) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS IN A TOBACCO WAREHOUSE; AMENDING SECTION 14-98(2) OF THE CODE OF ORDINANCE RELATED TO SMOKING INDOORS TO INCLUDE BUILDING OR ESTABLISHMENT; CREATING SECTION 14-98(4) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS MAKING BUILDINGS OWNED, LEASED OR OPERATED BY THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT SUBJECT TO THE PROVISIONS OF SECTIONS 14-97 TO 14-104; AMENDING SECTION 14-99(1) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO INCLUDE WORKPLACE; AMENDING SECTION 14-99(2) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO APPLY TO ANY BUILDING OR WORKPLACE; AMENDING SECTION 14-99(3) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO INCLUDE ASHTRAYS IN ESTABLISHMENTS; AMENDING SECTION 14-99(4) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO REPLACE THE WORD "DWELLING" WITH "BUILDING"; AMENDING SECTION 14-100(1) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO INCLUDE WORKPLACE; AMENDING SECTION 14-100(1)(a) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO ADD SMOKING MATERIALS; AMENDING SECTION 14-100(1)(b) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO INCLUDE ALL PERSONS IN CONTROL OF A BUILDING OR WORKPLACE TO DEMAND PERSONS WHO REFUSE TO STOP SMOKING TO LEAVE THE PREMISES; CREATING SECTION 14-100(1)(c) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO ALLOW REFUSAL OF SERVICE TO PERSONS

WHO ARE SMOKING; CREATING SECTION 14-100(1)(d) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO ALLOW PERSONS IN CONTROL OF BUILDINGS AND WORKPLACES TO TAKE LEGAL MEANS TO STOP SMOKING IN THE PREMISES; AMENDING SECTION 14-100(2) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO INCLUDE BUILDING, ESTABLISHMENT OR WORKPLACE; CREATING SECTION 14-100(3) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS EXEMPTING BUILDINGS COVERED IN SECTION 14-98; AMENDING SECTION 14-101 OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO ALLOW ENFORCEMENT OF THIS SUBCHAPTER BY THE HEALTH DEPARTMENT; DELETING SECTION 14-102(2) OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS; AMENDING SECTION 14-104 OF THE CODE OF ORDINANCES RELATING TO SMOKING INDOORS TO ALLOW ANY PERSON AGGRIEVED BY A VIOLATION OF THIS SECTION TO APPLY FOR INJUNCTIVE OR OTHER LEGAL RELIEF.

---

BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 — In order to serve the public health, safety and general welfare, it is the declared purpose of Sections 14-97 to 14-104 to prohibit smoking in all buildings open to the public: or used as workplaces;

Section 2 — That Sections 14-97 to 14-104 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby are amended to read as follows:

Section 3 – That Section 14-97 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

For the purpose of ~~sections~~ Sections 14-97 to 14-104, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

- (1) *Building.* Any ~~structure enclosed from the weather, whether or not windows or doors are open. If a person leases or possesses only a portion of a building, the term "building" applies to the leasehold or possessory interest as well~~ area which is enclosed overhead by a roof or other covering of any material, whether permanent or temporary, and has forty (40) percent or more of its perimeter enclosed by walls, windows, doors, or other coverings of any material, whether permanent or temporary, or open or closed.
- (2) *Dwelling.* Any ~~place~~ building used primarily for sleeping

overnight and conducting activities of daily living, including, without limitation, a hotel or motel room or suite or a hospital, hospice or nursing home room, ~~but not a hotel, motel, hospital, hospice or nursing home lobby, common elevator, common hallway or other common area.~~

- (3) *Establishment.* ~~Enclosed area. An area that:~~ Any business or other entity operating or otherwise located in a building or portion thereof.

(a) ~~Is closed in overhead by a roof or other covering of any material, whether permanent or temporary; and~~

(b) ~~Has forty (40) percent or more of its perimeter closed in by walls or other coverings of any material, whether permanent or temporary.~~

- (4) *Private organization.* ~~An establishment~~ organization which is the owner, lessee, or occupant of a building used exclusively for the organization's purposes at all times, and which maintains selective members, is operated by the membership, does not neither provides food, drink nor lodging for pay to anyone who is not a member or a member's guest nor permits others to provide food, drink or lodging for pay to anyone who is not a member or a member's guest, and has been granted an exemption from the payment of federal income tax as a non-profit organization under 26 U.S.C. § 501. ~~is not profit oriented.~~

- (5) *Retail tobacco store.* ~~A retail store devoted primarily to the sale of any tobacco product, including but not limited to cigarettes, cigars, pipe tobacco and chewing tobacco, and accessories and in which the sale of other products is merely incidental. The sale of such other products shall be considered incidental if such sales generate less than fifty (50) percent~~ twenty-five (25) percent of the total annual gross sales.

- (6) *Smoke or smoking.* The act of inhaling or exhaling ~~the smoke~~ from, ~~or the burning or carrying of,~~ any lighted ~~or heated~~ cigarette, cigar, ~~or~~ pipe, or other combustible tobacco product.
- (7) ~~Tobacco warehouse.~~ Any warehouse building offering tobacco for purchase at auction and meeting the definition established in KRS 248.010(4). *Workplace.* Any building or portion thereof in which an establishment is located, including, but not limited to, work areas, private offices, employee lounges, restrooms, conference rooms, meeting rooms, classrooms, employee cafeterias, and hallways.

(Ord. No. 171-2003, § 2, 7-1-03)

Section 4 – That Section 14-98 of the Code of Ordinance of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

- (1) No person shall smoke within any building to which the public is invited or permitted, any establishment therein or any workplace. ~~except in one (1) of the following locations:—The prohibition does not apply to the following locations, provided that smoke does not infiltrate into areas where smoking is prohibited under the provisions of Sections 14-97 to 14-104:~~
- (a) ~~In any~~ Any dwelling. This exception does not extend to a lobby, common elevator, common hallway, or any other common area of a building containing attached dwelling units, hotel room or motel rooms, but if a hospital, hospice, or nursing home permits smoking in its dwelling rooms, smoking is not allowed in any room shared with a nonsmoker without that person's consent.
- (b) ~~A~~ In a room or hall being used by a person or group for a private social function that is not open to the public. ~~in any room used for psychological treatment of nicotine addiction by a licensed health care professional, or in a~~

~~physically separate and independently ventilated room in a hospital, hospice, or nursing home open to all residents as a smoking room and for no other purpose.~~

- (c) ~~In a retail tobacco store. Any room used for psychological treatment of nicotine addiction by a licensed health care professional, or in a physically separate and independently ventilated room in a hospital, hospice, or nursing home open to all residents as a smoking room and for no other purpose.~~

~~A performer as part of a theatrical production so long as adequate notice is provided patrons both before the performance and by specific signage at the theater.~~

- (d) ~~A retail tobacco store. A performer as part of a theatrical production so long as adequate notice is provided patrons both before the performance and by specific signage at the theater.~~

- (e) ~~Indoor smoking areas provided in governmental office buildings or workplaces pursuant to KRS 61.165. A theatrical production by a performer as part of the performance so long as adequate notice is provided patrons both before the performance and by specific signage at the theater.~~

- (f) ~~Facilities operated by private organizations: A building operated or used by a private organization, provided that the building is not open to the public.~~

- (g) ~~In a tobacco warehouse.~~

- (2) Nothing in this chapter shall prevent an owner, lessee, principal manager or person in control of any building or establishment therein, or any other place, including, without limitation, any motor vehicle, outdoor area, or dwelling, from prohibiting

smoking completely in any such place, ~~and no person shall fail to abide by such a private prohibition.~~

- (3) Nothing in this chapter shall authorize smoking in any place where it is otherwise prohibited by statute, ordinance, regulation or by order of the fire marshal.
- (4) All buildings owned, leased, operated by or under the jurisdiction of the Lexington-Fayette Urban County Government or any unit thereof shall be subject to the provisions of Sections 14-97 to 14-104 unless the Lexington-Fayette Urban County Government Council adopts a written policy pursuant to KRS 61.165 (3)(a) 1 or 2, in which event the written policy shall apply to the extent KRS 61.165(3) is controlling.

(Ord. No. 171-2003, § 2, 7-1-03)

Section 5 – That Section 14-99 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

- (1) ~~No~~ An owner, lessee, principal manager, or person in control of a building ~~or, an establishment in any building open to the public therein or a workplace shall fail to~~ post signs, with letters of not less than one (1) inch high or symbols no less than three (3) inches high, using the words "No Smoking" or the international "No Smoking" symbol consisting of a pictorial representation of a burning cigarette enclosed in a red circle with a red bar across it conspicuously either on all public entrances or in a position clearly visible on entry into the building or establishment therein.
- (2) The owner, ~~lessee operator~~, manager, ~~or designee person in control~~ or employee of every any building, establishment ~~in a building open to the public therein or workplace~~ shall inform persons violating this chapter of the applicable provisions thereof and require compliance.

- (3) All ashtrays ~~and other~~ that are intended to be used on the premises of an establishment for the collection of ashes, butts, or other residue from smoking paraphernalia shall be removed from any area where smoking is prohibited by ~~sections~~ Sections 14-97 to 14-104 and shall not be permitted by the owner, operator, manager or other person having control of the establishment. Any permanent structure that functioned or was used as an ashtray shall be disabled or altered to prevent its use as an ashtray.
- (4) The requirements of this section do not apply to any exempt dwelling building as set forth in Section 14-98.

(Ord. No. 171-2003, § 2, 7-1-03)

Section 6 – That Section 14-100 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

- (1) ~~No An~~ owner, lessee, principal manager, or person in control of a building, ~~or~~ any establishment therein or workplace shall ~~fail to:~~
- (a) ~~Ask smokers~~ a person who is smoking to refrain from smoking ~~in any no smoking area; and to extinguish any~~ smoking materials.
  - (b) Demand that a person who is smoking leave the premises if the person refuses to refrain from smoking or refuses to extinguish any smoking materials after being asked to do so.
  - ~~(b) — Use any other legal means which may be appropriate to further the intent of this chapter.~~
  - (c) Refuse service to a person who is smoking.
  - (d) Take necessary steps and use any other legal means which may be appropriate to stop a person from smoking and further the intent of Sections 14-97 to 14-104.

- (2) No owner, lessee, principal manager, proprietor, ~~on employer~~, ~~or~~ any other person in control of a business building, establishment therein or workplace shall fail to ensure compliance by subordinates, employees, and agents with ~~this chapter~~. Sections 14-97 to 14-104.
- (3) The requirements of this section do not apply to any exempt building or workplace as set forth in Section 14-98.

(Ord. No. 171-2003, § 2, 7-1-03)

Section 7 – That Section 14-101 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

Enforcement of ~~sections~~ Sections 14-97 to 14-104 shall be by citation issued by the Lexington-Fayette Urban County Health Department. Notice of the provisions of the chapter shall be given by the Lexington-Fayette Urban County Government to all applicants for a business or other license. The Lexington-Fayette Urban County Health Department shall enforce the provisions of this subchapter through the issuance of citations, and, for this purpose, during times when employees are scheduled to work, may enter that portion of the building, establishment or workplace where employees perform their duties and take breaks, including, but not limited to, those areas where food and beverages, alcoholic or otherwise, are served, prepared or stored. Nothing herein shall be construed to prevent a citation officer of the Lexington-Fayette Urban County Health Department from issuing a citation for a violation of any provisions of Section 14-97 to 14-104 committed in his or her presence.

(Ord. No. 171-2003, § 2, 7-1-03)

Section 8 – That Section 14-102 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

- (1) Any person who violates any provision of ~~sections~~ Sections 14-97 to 14-104, including a person who smokes in an area where smoking is prohibited, shall be subject to the following penalties:
- (a) A fine of one hundred dollars (\$100.00) for the first

offense; .

- (b) A fine of two hundred fifty dollars (\$250.00) for the second offense; .
- (c) A fine of five hundred dollars (\$500.00) for the third and each subsequent offense.
- (d) Persons who smoke in an area where smoking is prohibited and who refuse to extinguish their smoking material when asked, may be required to leave the premises, and shall be subject to prosecution for trespass if they do not leave when asked.

~~(2) Each calendar day during which the violation occurs shall constitute a separate and distinct offense.~~

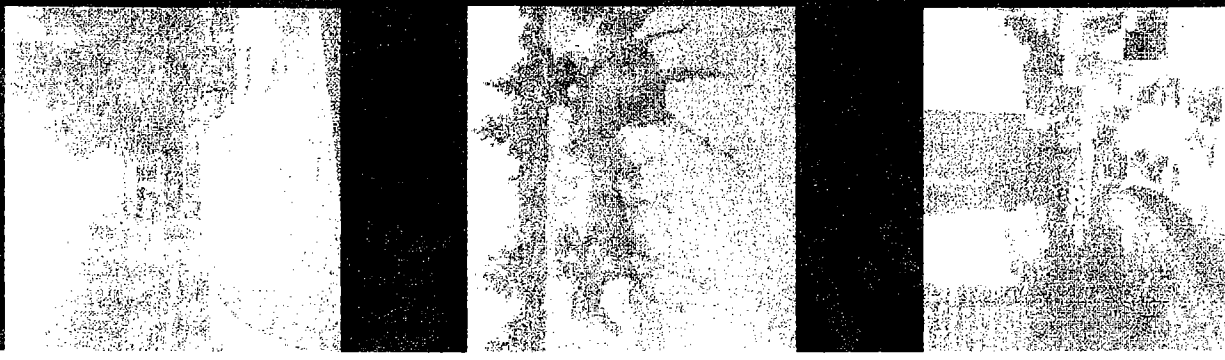
(Ord. No. 171-2003, § 2, 7-1-03)

Section 9 – That Section 14-104 of the Code of Ordinances of the Lexington-Fayette Urban County Government be and hereby is amended to read as follows:

No person or employer shall discharge, refuse to hire, or in any manner retaliate against an employee, applicant for employment, or customer because that employee, applicant, or customer exercises any rights afforded by ~~sections 14-97 to 14-104.~~ Sections 14-97 to 14-104. In addition to the penalties provided in Section 14-102, any person aggrieved by a violation of Section 14-104 may apply for injunctive or other legal relief in any court of competent jurisdiction.

(Ord, No. 171-2003, § 2, 71-03)

X:\Cases\CO\08-CC0785\LEG\00169877-2.DOC



# Lexington Streetscape Master Plan

Council Planning Committee – August 19<sup>th</sup>, 2008

---

Lexington Fayette Urban County Government

Kinzelman Kline Gossman    Strand Associates    2<sup>nd</sup> Globe    Brownstone Design    Preston Osborn

# Agenda

---

- Project Updates
- Implementation and Funding Priorities
- Funding Strategy
- Implementation Process

## A. Project Updates

1. Completed *Draft Plan* including narrative, graphics and captions relating to streetscape enhancement and implementation opportunities.
2. Provided narrative descriptions of issues and opportunities associated with: (See pages 35 through 42).
  - a. Triangle Park Entertainment District
  - b. Limestone / Collegetown Corridor
  - c. Main Street Core
  - d. Cheapside / Old Courthouse Square District
  - e. Courthouse Square District
  - f. Thoroughbred Park Area

Master Plan  
Downtown Streetscape

# Gateway / Development /Project Opportunities

## Gateway and Development Opportunities Locator Map

### Legend

- Gateway Development Opportunity
- East and West Gateway
- Traditional Main Street
- Civic District
- Hospitality and Entertainment District

### 1. Newtown Pike Gateway

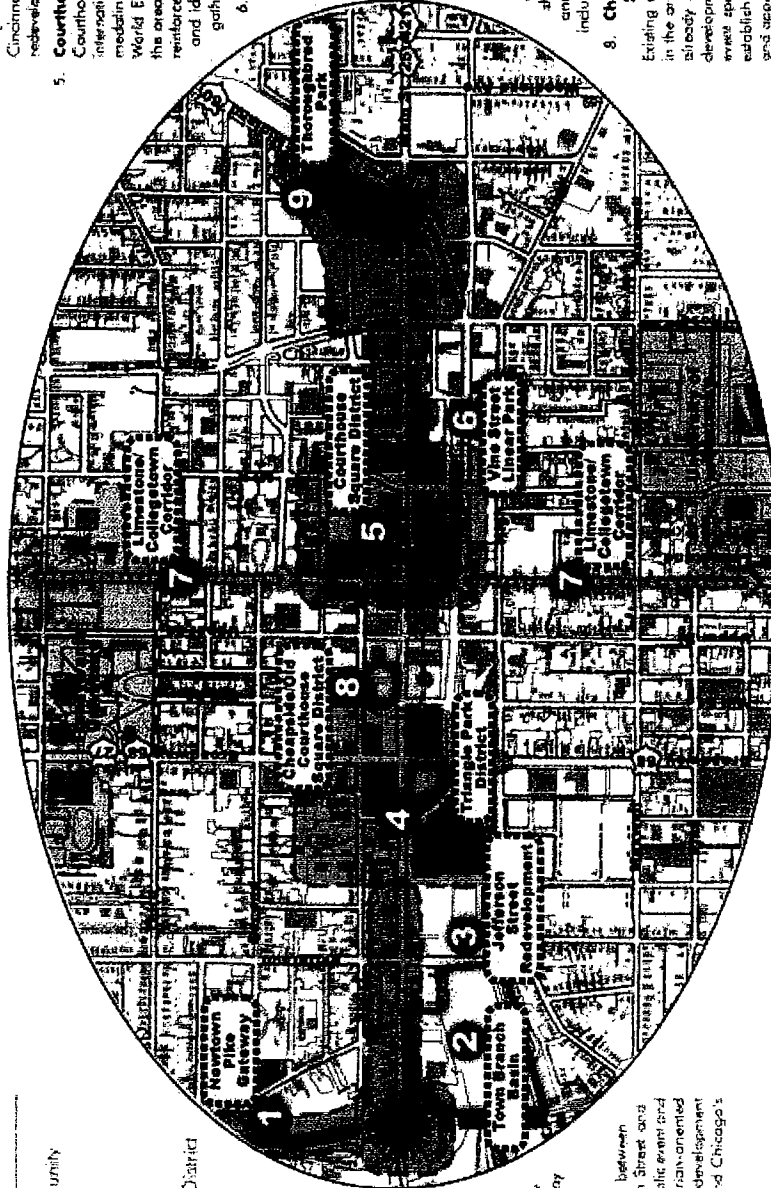
The rural qualities of the Newtown Pike Corridor and its proximity to the Kentucky Horse Park provide a strong sense of connection to the region's reputation as the "Horse Capital of the World". Future gateway and placemaking enhancements should reinforce this identity and create a stronger sense of arrival to the Downtown core. The intersection of Main and Newtown could be developed into a dramatic new Downtown Gateway to complement Thoroughbred Park to the east. Columbus Circle along New York's Central Park is a potential gateway model.

### 2. Town Branch Basin

Future development of the area between Newtown Pike, Lexington Center, Main Street and Manchester Street should define new public realm and park spaces and create more pedestrian-oriented streetscapes. Potential models for redevelopment include the Indianapolis Canal Way and Chicago's Millennium Park.

### 3. Jefferson Street Redevelopment

Future development of the Jefferson Street overpass could feature mixed-use buildings built above parking structures at either side of Jefferson. These new structures could facilitate the re-alignment of Manchester St. to create a new street linkage between Lexington Center, High Street and Newtown Pike.



### 4. Triangle Park Entertainment District

Entertainment to the Triangle Park area should reinforce the park's flexibility and identity as a unique entertainment, event and gathering space. Cincinnati's privately-funded Fountain Square redevelopment is a potential model.

### 5. Courthouse Square District

Courthouse Square will become the center of international attention as the staging area for re-mediating ceremonies during the 2016 Alltech FEI World Equestrian Games. Future improvements to the area should celebrate the legacy of the games, reinforce the park's attraction as a cultural destination and identify it as a unique Downtown event and gathering space.

### 6. Vine Street Promenade and Linear Park

The Area between Vine Street and Water Streets has the potential to become Downtown Lexington's next great event and gathering space and serve as a catalyst for private investment in adjacent Downtown living and commercial spaces.

### 7. Unimstone/Collegestown Corridor

Limestone Avenue serves as both the physical and cultural linkage between Downtown Transylvania and the University of Kentucky. Streetscape enhancements should strengthen the identity of the corridor and provide improved pedestrian amenities including better bicycle mobility.

### 8. Cheapside/Old Courthouse Square District

Existing dining and entertainment venues clustered in the area along Main and Cheapside Streets have already established a unique sense of place. The development of expanded outdoor gathering and event spaces along Old Courthouse Square would establish this district as one of the most memorable and appealing entertainment districts in the region.

### 9. Thoroughbred Park

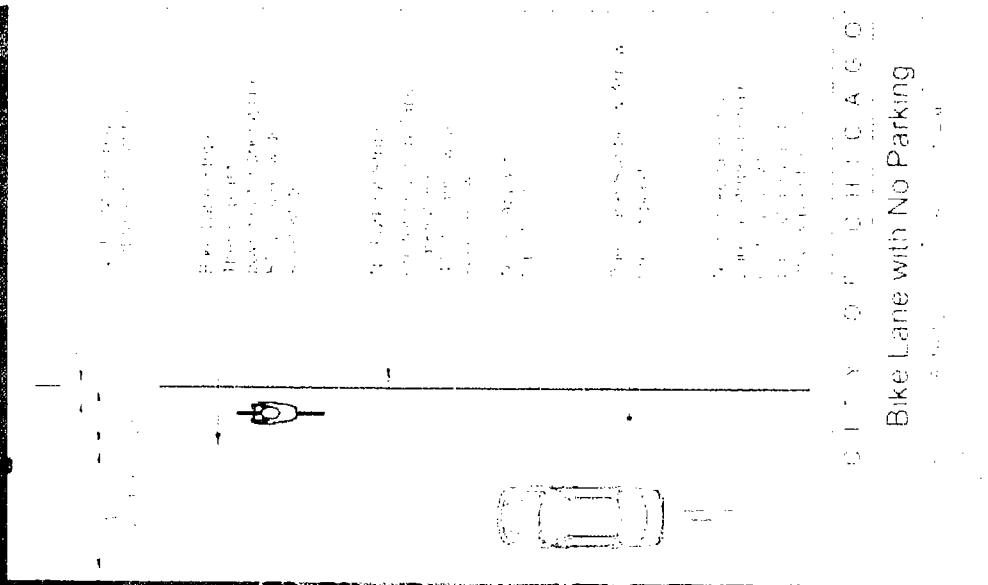
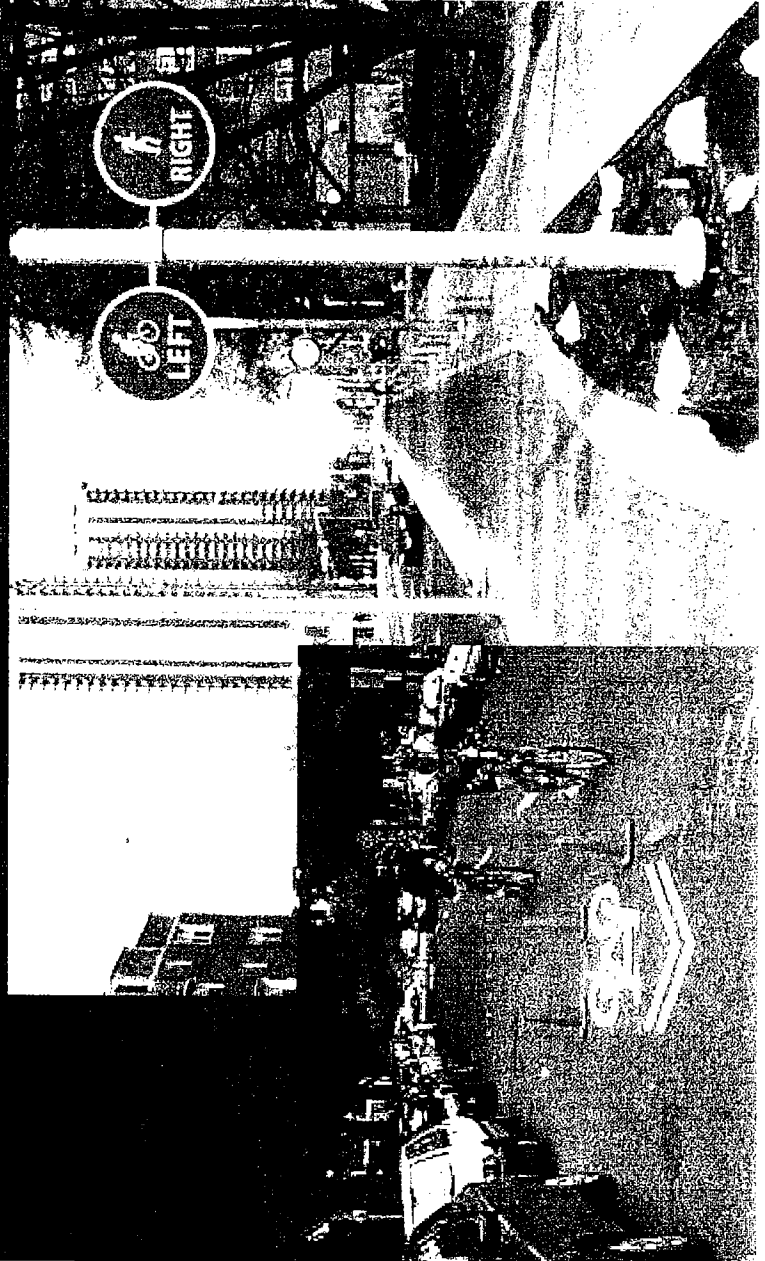
Thoroughbred Park serves as a strong gateway along the Midland and Main Street corridors. Future streetscape enhancements should reinforce the park's unique identity as a passive recreation and initiate social gathering space.

## A. Project Updates (continued):

3. Lane configuration alternatives (See pages 24 through 29)  
Worked with LFUCG staff and Bike Task Force Committee to complete detailed assessment of:
  - a. Right-of-way & pavement section limitations
  - b. Bicycle mobility and safety considerations
  - c. On-street parking availability / economic impact

# Downtown Bicycle Mobility Options

- Sharrows Lanes
- One-way Sheltered / Buffered Bike Lanes
- Floating Bike Lanes



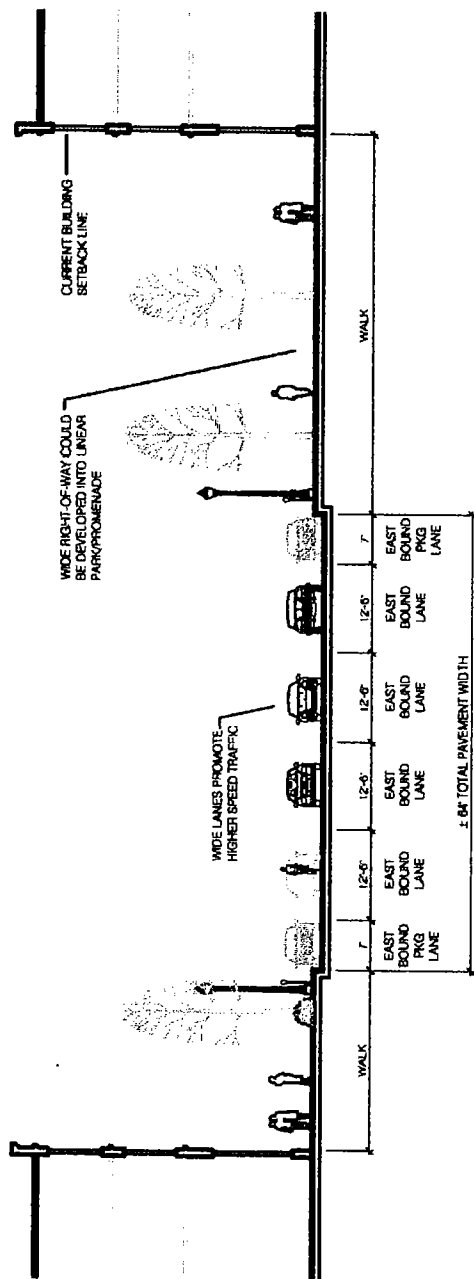
- Existing Conditions and Alternate "A"

DRAFT

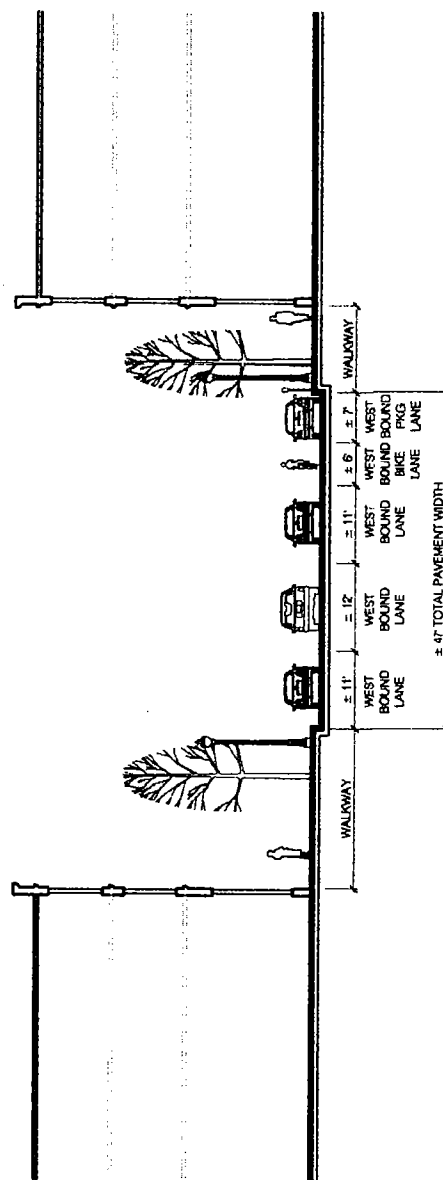
**Lexington Streetscape Master Plan**  
Lexington Fayette Urban County Government  
Kaiserman King Gonsky Sharp Associates  
2nd Globe Promotions Design Preston Osborne



# Main and Vine Bicycle Mobility / Existing Right-of-Way



Existing Conditions (View Looking West Near Limestone)  
Vine Street

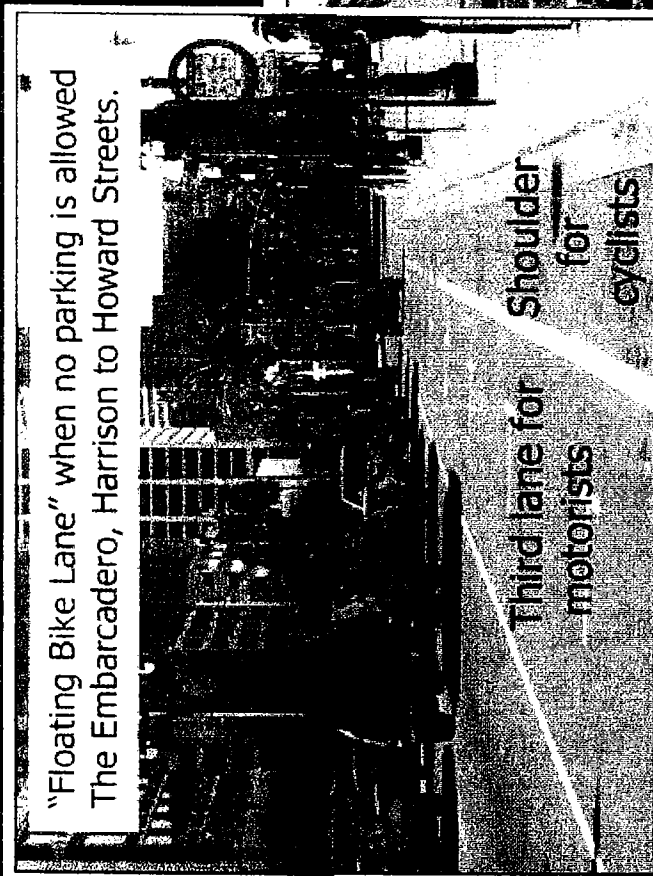


Existing Conditions (View Looking West Near Limestone)  
Main Street





# Floating Bike Lane



"Floating Bike Lane" when no parking is allowed  
The Embarcadero, Harrison to Howard Streets.



Figure 1. "Floating Bike Lane" with Part-Time Parking when Parking is Allowed

# Bike Task Force Meeting

## Bike Lane Alternatives Matrix

| Advantages                                                                        | Current One-Way Bike Lane Configuration (Main Street) | Alternate #1 Driver-Side Bike Lane at Curb - No Parking | Alt. #2 Passenger-Side Bike Lane at Curb - With Parking | Alternate #3 Flooding Bike Lane | Additional Option Passenger Side Bike Lane - No Parking | Additional Option Sharrow Lane (?) |
|-----------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------|---------------------------------|---------------------------------------------------------|------------------------------------|
| Complies with AASHTO Design Guide                                                 |                                                       |                                                         |                                                         |                                 | X                                                       | X(1)                               |
| Locally in use at present                                                         | X                                                     |                                                         |                                                         |                                 | X                                                       | X(2)                               |
| Provides physical separation from adjacent travel lane (during non peak hours)    |                                                       |                                                         | X                                                       |                                 |                                                         |                                    |
| Customary location for experienced cyclist                                        | X                                                     |                                                         |                                                         | X                               | X                                                       | X                                  |
| Provides increased perception of safety for novice cyclist                        |                                                       |                                                         | X                                                       |                                 |                                                         |                                    |
| Provides calming effect at adjacent sidewalk/public space(3)                      |                                                       |                                                         |                                                         | X                               |                                                         |                                    |
| Minimizes conflict with vehicle ingress/egress                                    | X                                                     | X                                                       |                                                         | X                               | X                                                       | X                                  |
| Higher degree of cyclist visibility with drivers on customary right side location | X                                                     |                                                         |                                                         | X                               | X                                                       | X                                  |
| Maintains existing on-street parking inventory                                    | X                                                     | X                                                       | X                                                       | X                               |                                                         | X                                  |
| Results in net gain of on-street parking spaces (benefit to retail businesses)    | X                                                     | X                                                       | X                                                       | X                               |                                                         | X                                  |
| Can easily distinguish bike lane from travel lane                                 | X                                                     | X                                                       | X                                                       |                                 | X                                                       | X                                  |

## Alternative Matrix

| <b>Disadvantages</b>                                        |           |            |            |            |           |            |           |            |           |            |
|-------------------------------------------------------------|-----------|------------|------------|------------|-----------|------------|-----------|------------|-----------|------------|
| Results in net loss of on-street parking spaces             |           |            |            |            |           |            |           | X          |           |            |
| Potentially Confusing Lane Configuration                    |           |            |            |            |           |            |           |            | X         |            |
| Non-standard configuration per AASHTO Design Guide          |           |            |            |            |           |            |           |            |           |            |
| Relative potential for conflict with vehicle ingress/egress |           |            |            |            |           |            |           |            |           |            |
| Requires curb and storm drainage improvements               |           |            |            |            |           |            |           |            |           |            |
| Safety concern for turning vehicles                         |           |            |            |            |           |            |           |            |           |            |
| Reduced safety perception for novice cyclist                |           |            |            |            |           |            |           |            |           |            |
| <b>Parking Yield</b>                                        | <b>86</b> | <b>184</b> | <b>169</b> | <b>259</b> | <b>80</b> | <b>259</b> | <b>80</b> | <b>259</b> | <b>80</b> | <b>259</b> |

**Notes:**

1. *Sharrows will be included within the next edition of the FHWA MUTCD*
2. *Facility adopted as part of UK bike plan.*
3. *Calming effect comes primarily from adjacent parked car*
4. *Storm drainage improvements may be required to accommodate peak hour bike lane*

d) Updated Implementation and Funding Priorities (See pages 66 through 69):

- e) Began initial phase of public relations and fundraising strategy

 **KKG**  
KUGER & GRIFF  
KUGER & GRIFF  
KUGER & GRIFF

 **BTRAND**  
BTRAND & CO. LTD.  
BTRAND & CO. LTD.  
BTRAND & CO. LTD.

 **Preston-Osborne**  
Preston-Osborne  
Preston-Osborne

2025 RELEASE UNDER E.O. 14176

## B. Implementation and Funding Priorities

### 1. Prepared preliminary budgets for Streetscape Enhancements (see page 68).

| Item                              | Street Name        | Block Limits             | Construction Budget <sup>(4)</sup> | 20% Contingency    | A&E Fees @ 7% <sup>(4)</sup> | Utility Relocation Allowance <sup>(5)</sup> | Utility Design Fees @ 10% <sup>(6)</sup> | Totals              |
|-----------------------------------|--------------------|--------------------------|------------------------------------|--------------------|------------------------------|---------------------------------------------|------------------------------------------|---------------------|
| 1                                 | Newtown Pike       | Main to 4th              | \$2,050,000                        | \$410,000          | \$143,500                    |                                             |                                          | \$2,603,500         |
| 2                                 | Main Street        | Newtown to Broadway (7)  | \$1,800,000                        | \$360,000          | \$126,000                    | \$1,377,500                                 | \$137,750                                | \$3,801,250         |
| 3                                 |                    | Broadway to Upper        | \$1,200,000                        | \$240,000          | \$84,000                     |                                             |                                          | \$1,524,000         |
| 4                                 |                    | Upper to Quality         | \$2,200,000                        | \$440,000          | \$154,000                    |                                             |                                          | \$2,794,000         |
| 5                                 |                    | Quality to Midland       | \$690,000                          | \$138,000          | \$48,300                     | \$285,000                                   | \$28,500                                 | \$1,189,800         |
| 6                                 | Vine Street        | Broadway to Upper        | \$3,090,000                        | \$618,000          | \$216,300                    |                                             |                                          | \$3,924,300         |
| 7                                 |                    | Upper to Limestone       | \$950,000                          | \$190,000          | \$66,500                     |                                             |                                          | \$1,206,500         |
| 8                                 |                    | Limestone to Midland     | \$2,600,000                        | \$520,000          | \$182,000                    |                                             |                                          | \$3,302,000         |
| 9                                 | Limestone          | Fourth to Main           | \$1,600,000                        | \$320,000          | \$112,000                    | \$1,100,000                                 | \$110,000                                | \$3,242,000         |
| 10                                |                    | Main to Ave of Champions | \$3,000,000                        | \$600,000          | \$210,000                    | \$1,300,000                                 | \$130,000                                | \$5,240,000         |
| 11                                | Broadway           | Short to High            | \$1,800,000                        | \$360,000          | \$126,000                    | \$286,000                                   | \$28,600                                 | \$2,578,600         |
| 12                                | Mill Street        | Short to High            | \$1,100,000                        | \$220,000          | \$77,000                     | \$240,000                                   | \$24,000                                 | \$1,661,000         |
| 13                                | Upper Street       | Short to High            | \$1,000,000                        | \$200,000          | \$70,000                     | \$332,500                                   | \$33,250                                 | \$1,635,750         |
| 14                                | Martin Luther King | Barr to Main             | \$450,000                          | \$90,000           | \$31,500                     | \$120,000                                   | \$12,000                                 | \$703,500           |
| 15                                |                    | Main to Vine             | \$330,000                          | \$66,000           | \$23,100                     |                                             |                                          | \$419,100           |
| 16                                |                    | Vine to High             | \$320,000                          | \$64,000           | \$22,400                     |                                             |                                          | \$406,400           |
| 17                                |                    | High to Ave of Champions | \$1,500,000                        | \$300,000          | \$105,000                    | \$190,000                                   | \$19,000                                 | \$2,114,000         |
| 18                                | Short Street       | Broadway to Elm Tree     | \$2,430,000                        | \$486,000          | \$170,100                    | \$1,152,000                                 | \$115,200                                | \$4,353,300         |
| 19                                | DeWeesee           | Main to Vine             | \$324,000                          | \$64,800           | \$22,680                     |                                             |                                          | \$411,480           |
| 20                                | Church/Barr Street | Broadway to Elm Tree     | \$1,700,000                        | \$340,000          | \$119,000                    | \$1,130,500                                 | \$113,050                                | \$3,402,550         |
| 21                                | Elm Tree / Rose    | Short to Main            | \$324,000                          | \$64,800           | \$22,680                     |                                             |                                          | \$411,480           |
| 22                                |                    | Main to Vine             | \$292,000                          | \$58,400           | \$20,440                     |                                             |                                          | \$370,840           |
| 23                                |                    | Vine to High             | \$183,000                          | \$36,600           | \$12,810                     | \$118,000                                   | \$11,800                                 | \$362,210           |
| 24                                | High Street        | Broadway to Upper        | \$725,000                          | \$145,000          | \$50,750                     | \$462,500                                   | \$46,250                                 | \$1,429,500         |
| 25                                |                    | Upper to Limestone       | \$379,000                          | \$75,800           | \$26,530                     |                                             |                                          | \$481,330           |
| 26                                |                    | Limestone to Rose        | \$1,530,000                        | \$306,000          | \$107,100                    |                                             |                                          | \$1,943,100         |
| <b>Street Development Totals:</b> |                    |                          | <b>\$33,587,000</b>                | <b>\$6,713,400</b> | <b>\$2,349,690</b>           | <b>\$8,074,000</b>                          | <b>\$807,400</b>                         | <b>\$51,511,490</b> |

## B. Implementation and Funding Priorities (continued)

Prepared preliminary budgets for Project Opportunities

| Item                                         | Project Area / Description                    | Projected Budget <sup>(3)</sup> | 20% Contingency    | A&E Fees @ 7% <sup>(4)</sup> | Total Budget        |
|----------------------------------------------|-----------------------------------------------|---------------------------------|--------------------|------------------------------|---------------------|
| 27                                           | Newtown Pike Gateway                          | \$5,000,000                     | \$1,000,000        | \$350,000                    | \$6,350,000         |
| 28                                           | Vine Street Linear Park                       | \$5,000,000                     | \$1,000,000        | \$350,000                    | \$6,350,000         |
| 29                                           | Triangle Park Improvements                    | \$2,500,000                     | \$500,000          | \$175,000                    | \$3,175,000         |
| 30                                           | Cheapside Entertainment District Improvements | \$1,500,000                     | \$300,000          | \$105,000                    | \$1,905,000         |
| <b>Project Development Totals:</b>           |                                               | <b>\$14,000,000</b>             | <b>\$2,800,000</b> | <b>\$980,000</b>             | <b>\$17,780,000</b> |
| <b>Estimated Street Development Budget:</b>  |                                               |                                 |                    |                              | <b>\$51,511,490</b> |
| <b>Estimated Project Development Budget:</b> |                                               |                                 |                    |                              | <b>\$17,780,000</b> |
| <b>Total Budget <sup>(1)</sup>:</b>          |                                               |                                 |                    |                              | <b>\$69,291,490</b> |

## B. Implementation and Funding Priorities (continued):

- a. Preliminary estimates of probable construction costs have been created to guide budgeting for the phased implementation of proposed Downtown Streetscape Improvements.
- b. Future phasing will be contingent upon the availability of public funding, the sequencing of roadway improvement projects, the status of private development initiatives and private property owner participation.
- c. Any or all future phases could be separated or combined based upon coordination issues and the availability of funds.
- d. All of the budget estimates are based upon the conceptual streetscape design standards proposed herein. The estimates have been conceived without the completion of more detailed engineering and the limitations of the available mapping.
- e. While these estimates are useful in establishing relative improvement budgets and in pursuing supplemental project funding, additional design will be necessary to predict specific project costs and solicit contractor bids.

Notes:

- i. The estimate of probable construction costs includes material and labor at current prevailing wages. The projected scope of work includes the following improvements:
  - New Curb & Sidewalk including ADA compliant curb ramps
  - Site Furnishings (news rack corrals, benches, litter receptacles, rain garden / bio-retention planters)
  - Trees & Landscaping
  - Allowance for new pedestrian (decorative) lighting where overhead utilities currently exist

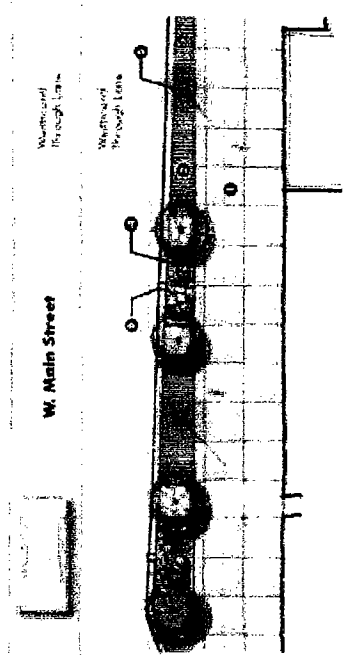
Notes (continued):

- ii. Budget estimates are based upon existing available survey information. Cost exclusions comprise of but are not limited to the following:
- Lane conversion and roadway resurfacing
  - Storm and sanitary improvements / relocations
  - Unidentified utility relocations / secondary connections and improvements
  - Wayfinding, signage and placemaking amenities outside right-of-way
  - Special insurance / bonds
  - Annual Maintenance
  - Replacement of traffic signals (with new Mast Arm Signals)
  - Site & Building Specific Architectural
- iii. The estimate probable construction costs reflect year 2008 costs.
- iv. Budget was based upon unit prices recently received for similar projects.

## B. Implementation and Funding Priorities (continued):

2. Updated Short Term Goals (prior to the 2010 Equestrian Games) include:
  - a. Main and Vine
    - i. Main Street target area (Broadway to Elm Tree)
    - ii. Vine Street target area (Broadway to Limestone)
  - b. Cheapside / Old Courthouse Square Area
  - c. Limestone/Collegetown Corridor
  - d. Conversion of Short & Second Streets to two-way traffic

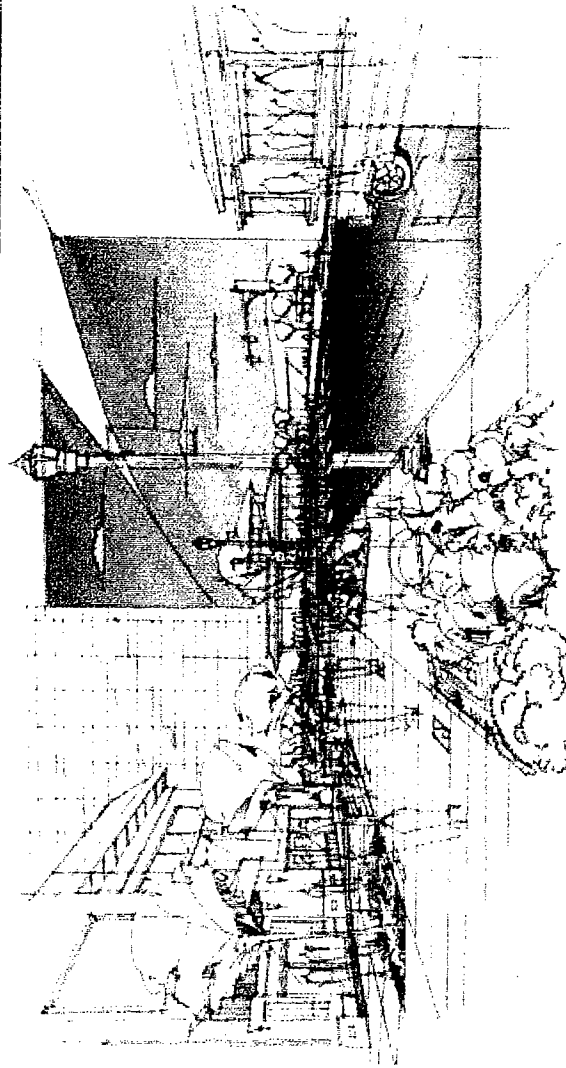
## Project Area – Main Street



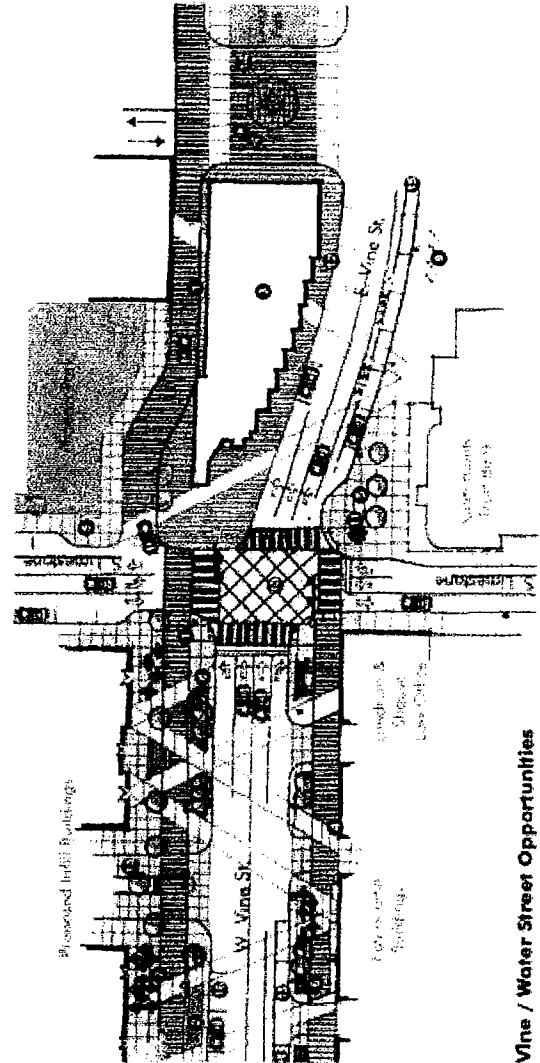
- 
- Key Map**  
**Downtown Mainstreets Typology**  
**Specialty Area: Main Street Core**
- The map illustrates a street layout with 'Main Street' running vertically and 'Upper Street' running horizontally. 'Main Street' features a 'Main Street Through Lane' and a 'Main Street Through Lane' on the right side. 'Upper Street' features a 'Main Street Through Lane' and a 'Main Street Through Lane' on the left side. The map includes various street features like crosswalks, sidewalks, and landscaping.

### Intersection Detail Concept

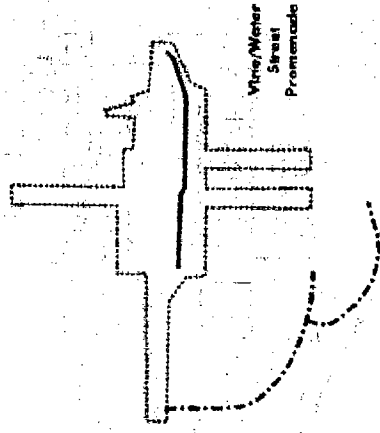
# Project Area - Vine Street



Perspective View of Vine / Water Street Enhancements



Vine / Water Street Opportunities



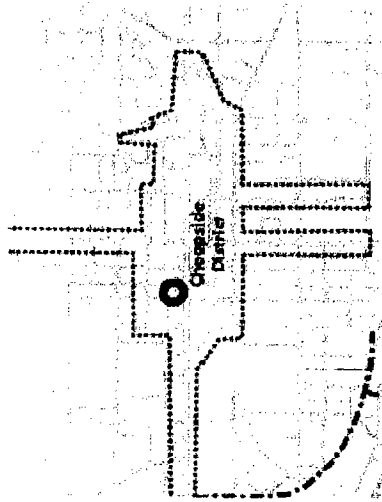
**Key Map**  
Downtown Mainstreets Typology  
Study Area: Vine Street / Water Street Promenade

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

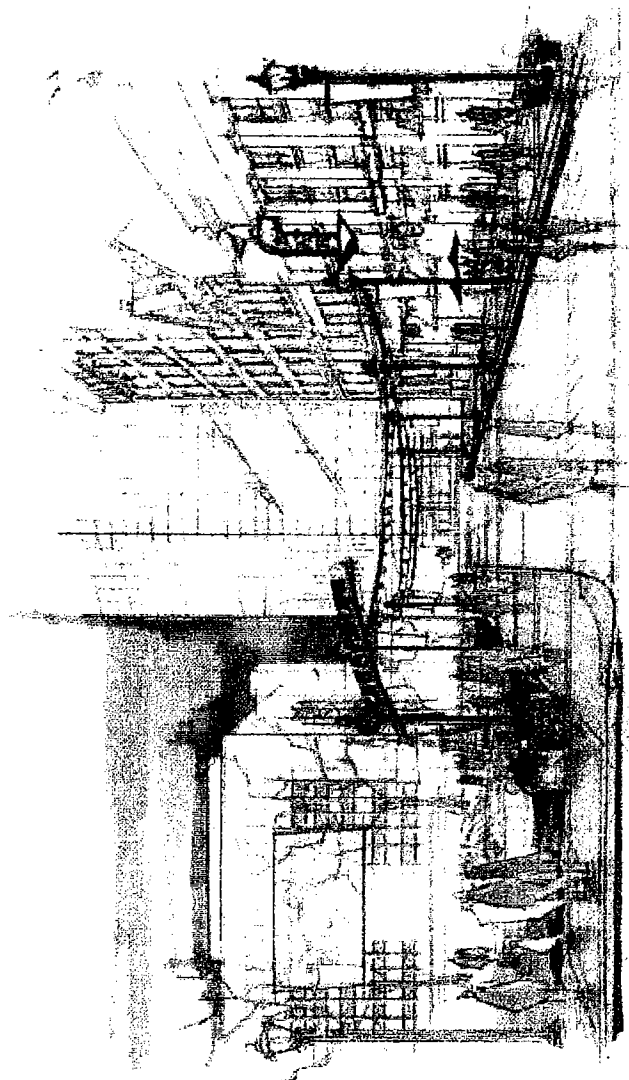
# Project Area - Cheapside / Old Courthouse



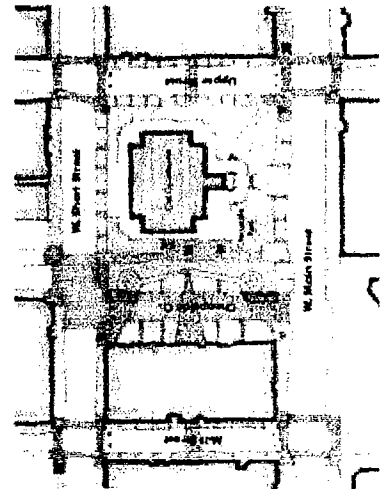
Existing Conditions



**Key Map**  
Minor Street Typology  
Specialty Area: Cheapside Plaza and Park

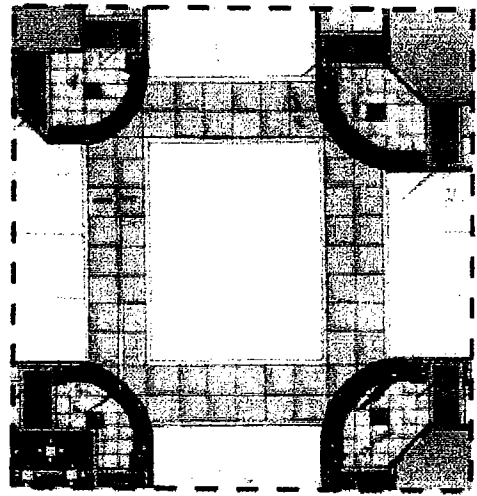
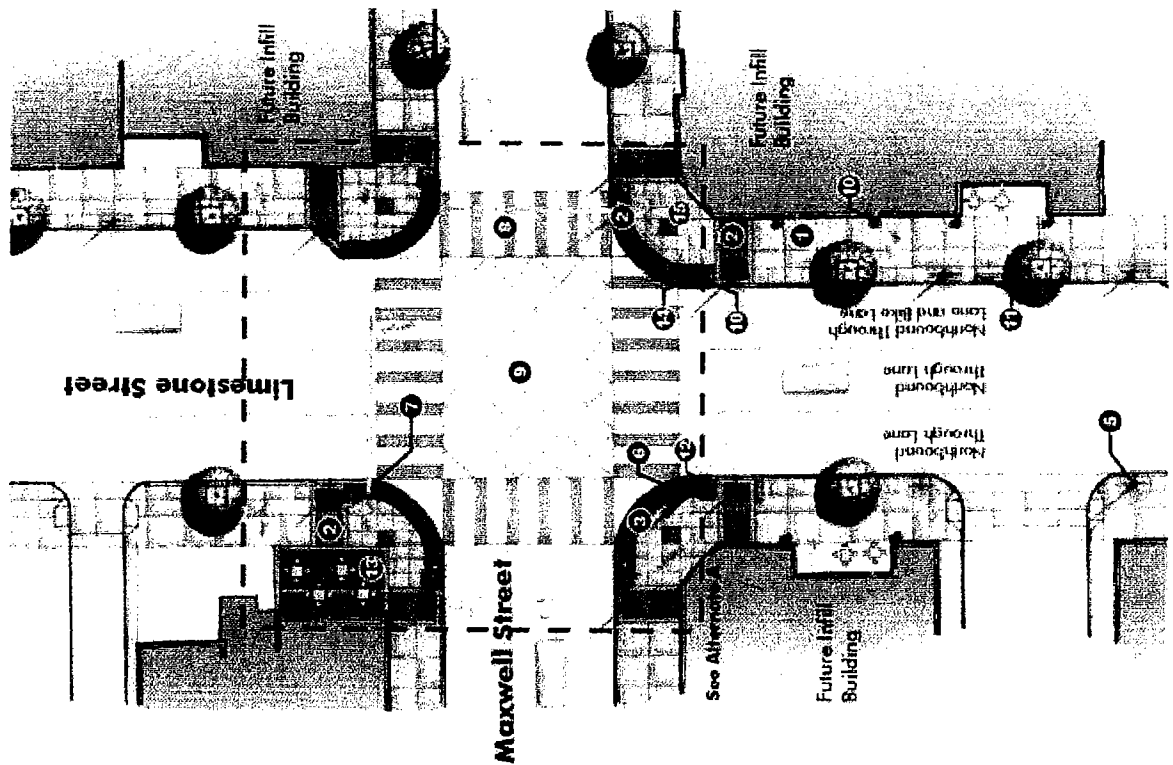


Conceptual View



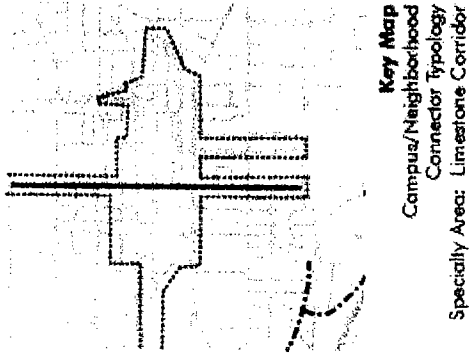
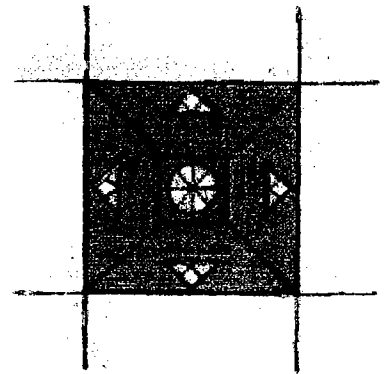
Conceptual Plan

# Project Area - Limestone/Collegetown Corridor



Alternate A

Inland Paver Detail

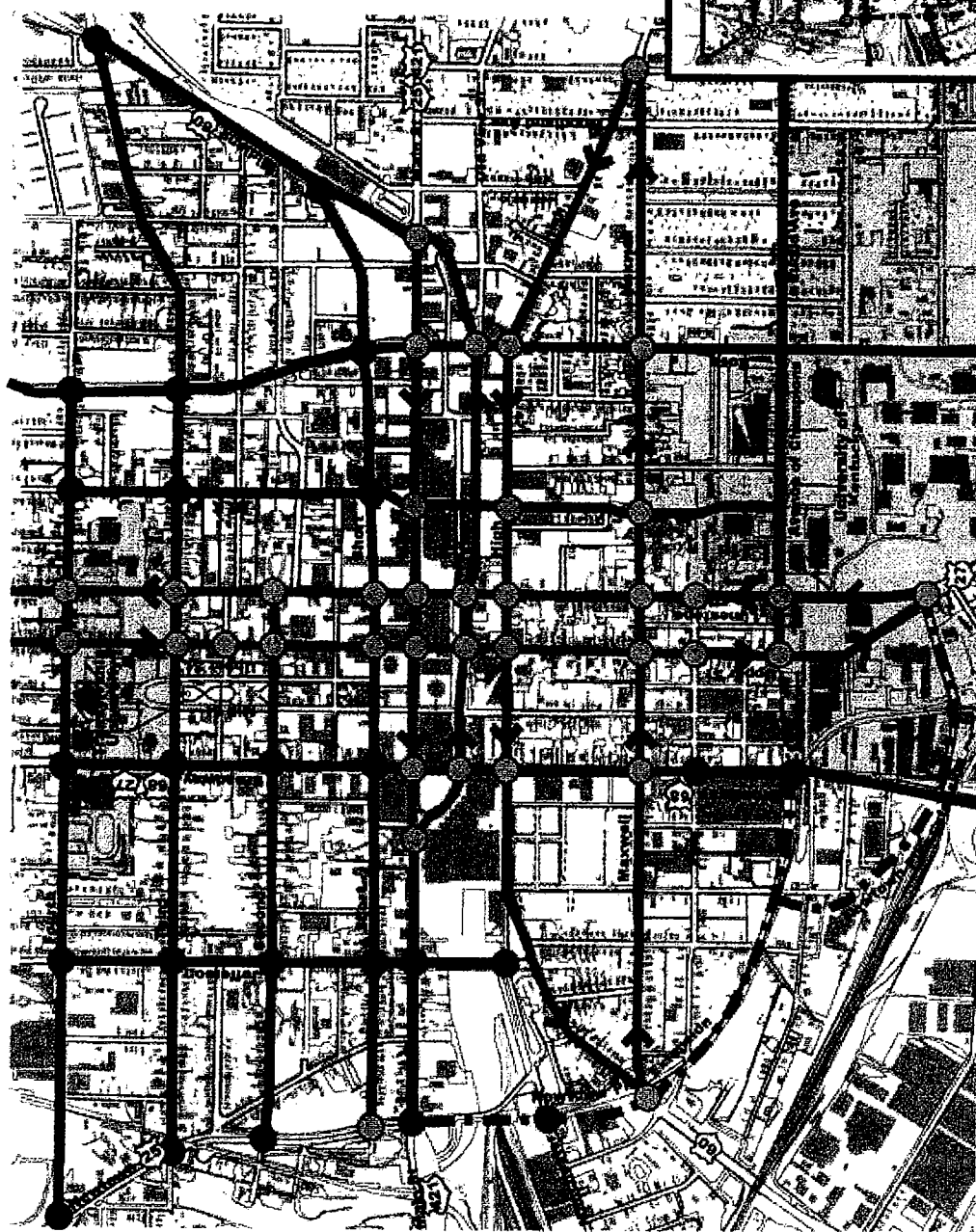


Key Map  
Campus/Neighborhood  
Connector Typology  
Specialty Area: Limestone Corridor

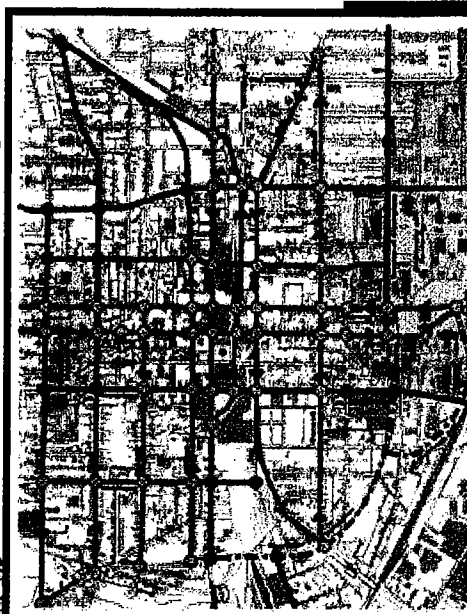
# Conversion of Short & Second

## Future Traffic Routing - Phase 1

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



## Existing Routing



## C. Funding Strategy

1. Public funding alternatives
  - a. Capital appropriations / bonding
  - b. State & Federal Grants
  - c. Municipal Road Funds
  - d. TEA-21 Financing
  - e. EPA Grants
2. Quasi Public/Private funding alternatives
  - a. Tax Increment Financing
  - b. Special Improvement Districts (more commonly used for ongoing maintenance)

## C. Funding Strategy (continued)

3. Private funding
  - a. Property Owners
  - b. Business & Corporate Stakeholders
  - c. Philanthropic Entities
  - d. Institutional Partners
4. Funding Commitments to date
3. Feedback to date / Next Steps in Fundraising Strategy

## D. Implementation Process

1. Schedule for completion / authorization to proceed
2. Required Design and Permitting
  - a. Detailed Enhancement Plans
  - b. Site, Traffic & Utility Engineering
  - c. KDOT Permitting
  - d. Utility repair, upgrades and replacement
3. Contract / Work Staging

# Recommended Implementation Priorities

## Recommended Implementation Priorities

### Assemble Design Review Committee

- + Need for oversight committee is paramount to ensure compliance as the Downtown Streetscape Master Plan is adopted and implemented. Establishing this committee and empowering them to inform the public and enforce standards will be key in realization of the plan.

### Short-Range Implementation Priorities (1-3 yrs.)

- + Conduct traffic study as needed to support proposed/preferred design changes and secure Transportation Cabinet permits for Main and Vine Streets.
- + Conduct design studies as needed to begin overhead utility relocation at east and west ends of Main Street.
- + Improve Main Street sidewalks between Lexington Center and Elm Tree Street (incorporate rain gardens, bike lane, non-peak parking lane, wayfinding and placemaking enhancements).
- + Improve Vine Street sidewalks between Limestone and Lexington Center (incorporate rain gardens, bike lane, non-peak parking lanes, wayfinding and placemaking enhancements).
- + Convert Short and Second Streets from one-way to two-way traffic.
- + Conduct traffic study to determine feasibility and impacts of the potential conversion (two-way travel) of Limestone and Upper Streets.
- + Conduct design studies as needed to determine overhead utility relocation requirements at Limestone and Upper Streets.
- + Implement Limestone corridor streetscape, bike access, and wayfinding enhancements.

- + Complete Courthouse Square event staging, placemaking and sidewalk enhancements (especially at West side of Limestone).
- + Complete Newtown Pike Gateway enhancements (both temporary and permanent, excluding any that would jeopardize completion of the Newtown Pike Connector).
- + Improve the Triangle Park Yoke (develop Wayfinding and Identity Enhancements).
- + Complete Downtown wayfinding & signing enhancements.
- + Develop Cheapside/Old Courthouse entertainment area as an improved festival and event venue. Convert Cheapside Street to a pedestrian/avenue space connecting to the Old Courthouse lawn.
- + Establish design criteria, modify the zoning code and/or establish design overlay districts that allow projecting signs and provide more flexible, less restrictive criteria for storefront and building mounted signing.
- + Coordinate between the LFUCG Division of Planning and Engineering to ensure that new streetscape design standards and sustainable best management practices are integrated and / or referenced in design and construction manuals / specifications.
- + Coordinate between the LFUCG Division of Planning and Council to establish the most appropriate form of review authority and control over the application of Streetscape Standards.
- + Conduct coordinated fund-raising efforts with both public and private donors.
- + Establish / appoint non-profit administrator (and receiver) to facilitate ongoing maintenance of charitable donations.
- + Work with LFUCG to determine the most appropriate entity to administer the on-going Streetscape funding and implementation strategy.

### Medium to Long Range Priorities (3+ years)

- + Build new gateway & modern roundabout at the Newtown Pike and Main Street intersection.
- + Assemble funding / accelerate completion of Newtown Pike Extension.
- + Begin design and construction of the Water Street Promenade and Vine Street Linear Park simultaneous with redevelopment of Annex Garage or adjacent properties.
- + Implement Triangle Park Entertainment District streetscape improvements.
- + Proceed with subsequent "priority" and project-based streetscape redevelopment according to implementation and funding strategy.
- + Conduct traffic study to determine feasibility and impacts of the potential conversion (two-way travel) of High Street and Maxwell Street. High Street has been evaluated with the potential of being another "Main Street" into the downtown core which would greatly benefit from this transition.
- + Develop Town Branch Basin into "Lexington's Millennium Park". Redevelop Jefferson Street with mixed-use development over parking garages. Realign High Street to reconnect to Manchester Street.
- + Bury overhead utilities on secondary streets.
- + Build support with Transportation Cabinet staff, assemble funding, and complete necessary permit applications to complete implementation of street conversion strategy.

## Common Themes / Recommendations

- More Pedestrian-Friendly Streets
- Greater Emphasis on Alternative Transit Options (Walking/Bikes/Trolley, etc.)
- Safer Access / Traffic calming
- Greater use of Public Event and Gathering Spaces
- More Vibrant / Beautiful Public Realm
- More Sustainable Urban Eco-system
- Incentivize New Business Development
- Connect Downtown Districts to Neighborhoods

### *Completed an On-Going Studies*

*Collegetown Plan*

*Downtown Master  
Plan*

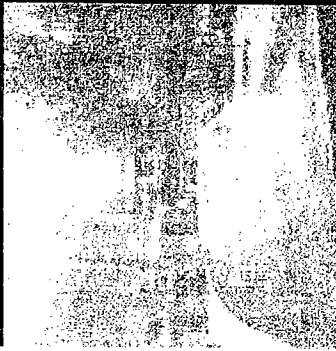
*Pedestrian and  
Bicycle Master  
Plan*

*Downtown  
Entertainment  
Task Force*

*East End Small  
Area Plan*

# Questions

---



Kinzelman Kline Gossman   Strand Associates   2<sup>nd</sup> Globe   Brownstone Design   Preston Osborn

## **SUMMARY OF PLANNING COMMISSION WORK SESSION**

September 21, 2006

**ATTENDANCE** - Members present were Chairman Dal Harper, Michael Cravens, Ann Ross, Linda Godfrey, Lyle Aten, Joan Whitman, James Mahan, Lynn Roche Phillips, Frank Penn, and Neill Day. Members absent were Randell Vaughn. Staff members in attendance were Chris King, Harold Tate, Rochelle Boland, James Duncan, Joey David, Sharon Buford, Pam Whitaker, Bill Sallee, Jimmy Emmons, Barbara Rackers, and Traci Wade.

Chair Dal Harper called the meeting to order at 1:35 p.m.

Chris King updated the Commission on the upcoming Library meetings and location change of the Eagle Creek meeting to the Edythe Hays Middle School Cafeteria on October 2.

Harold Tate presented recommendations from the Downtown Development Authority. He and Mr. King reviewed the 16 proposed recommendations which were:

- 1) Change land use
- 2) Establish form-based building guidelines
- 3) Convert all one-way streets to two-way
- 4) Increase residential development
- 5) Create a parking authority
- 6) Maximize density in vacant sites
- 7) Celebrate urban entrances
- 8) Invest in a pedestrian network
- 9) Integrate Rupp Arena into the urban fabric
- 10) Develop Vine Street
- 11) Create an amphitheater
- 12) Create a community center/museum site for the history of the Eastend Neighborhood
- 13) Define the spatial character of Thoroughbred Park with buildings
- 14) Create a new green space at Main, Vine, Elm Tree and Rose
- 15) Make Farmer's Market a permanent amenity
- 16) Incorporate Town Branch Trail into Downtown

Mr. Tate and Mr. King discussed each of these recommendations in detail and answered questions from the Commission. It was the consensus of the Planning Commission that the core principles in the DDA's Downtown Master Plan, subject to further review and discussion, are principles that the Commission will support as part of the Comprehensive Plan.

The Commission took a 10 minute break at this time.

MINUTES  
URBAN COUNTY PLANNING COMMISSION  
PUBLIC HEARING  
January 22, 2007

**CALL TO ORDER** - The meeting was called to order by Chair Dal Harper at 7:00 p.m. in the Council Chambers, 200 East Main Street, Lexington, Kentucky.

**ATTENDANCE** - Members present were Chairman Dal Harper, Michael Cravens, Randall Vaughn, Joan Whitman, James Mahan, Linda Godfrey, Ann Ross, Lynn Roche Phillips, and Neill Day. Members absent were Lyle Aten and Frank Penn. Staff members in attendance were Chris King, James Duncan, Joey David, Sharon Buford, Janice Westlund, Pam Whitaker, Jim Rebmann and Andrea Weddle.

(Presented to the Planning Commission prior to the meeting was a letter and related material from Lisa Sanden, President of the Fayette County Cemetery Trust. The letter, Excerpt from the Boone County, Kentucky Zoning Regulations, 2002, and a brochure from the Fayette County Cemetery Trust are attached to these minutes, made a part of the record herein, and marked for identification as Exhibit "A," "B," and "C" respectfully.)

Chair Dal Harper stated that the original draft of the Land Use Element had been amended at the public hearing held on January 18, 2007. He explained that the Commission would continue to take public comment tonight on that revised document with those who did not speak on Thursday speaking first, and those who spoke Thursday to speak last, time permitting. He said public comment would be taken until 8:15 at which time the Planning Commission would entertain any amendments to the plan and vote on a resolution to adopt.

Planning Director Chris King thanked everyone present for their attendance and interest in the Comprehensive Plan update process. For those present who were not able to attend the meeting on Thursday, January 18, he gave a brief summary of the presentation the staff made that day. He said the Land Use Element of the Comprehensive Plan is often confused as being the actual Comprehensive Plan but explained there was still a tremendous amount of work to do on the Comprehensive Plan in terms of the Community Facilities element, Transportation element, and the Implementation element.

Long Range Planning Manager Jim Duncan gave a brief overview of the revised Draft No. 2 of the Land Use Element. Copies of the revised draft were provided to the Planning Commission along with a copy of the complete Rural Settlement Study. Mr. Duncan said the staff was recommending one change in order to clarify how the revised draft describes downtown. On page 16 of Draft No. 2 he recommended that the title "Downtown Mixed Use (DT) be changed to Downtown Master Plan (DTMP). He said the staff's intention was to expand the boundaries of the Downtown Mixed Use area but not call it Downtown Mixed Use anymore. He said the draft 2006 Land Use Map indicates a much larger area for downtown. That boundary, Mr. Duncan pointed out, follows the Lexington Downtown Development Authority's present boundary for their Master Plan area. (The Commission, previously this year, approved the principles of that Master Plan.) Mr. Duncan said the staff did not want to imply that mixed use was appropriate in all of the areas of the Downtown Master Plan. To further clarify, the staff also proposed that the first sentence under Downtown Mixed Use (DT) be deleted. That sentence currently reads: **This category includes a wide variety of uses at very high density or intensity levels for uses located in the Downtown Area and provides for hotels, apartments, retail trade, professional and personal services, mixed use and higher density single family residential.** Mr. Duncan said

this proposal was being made, not because these were inappropriate uses in the downtown, but because the Downtown Master Plan better describes where those uses should take place.

Kevin Brown, Chairman of the Greenspace Commission, said the Greenspace Commission was created in 1990 and given the charge of preserving, protecting, and enhancing the open space in the county. He told the Commission he would be speaking to them in a few months about the Green Infrastructure element of the Comprehensive Plan and hoped they would consider it for adoption. He said this would be the first time, if included, that greenspace is recognized as part of the infrastructure and not as an amenity. Mr. Brown said that Marianna Moore, while speaking last week, referred to Lexington as a gift. He said our farmers, our tourist, and those people often flying into and out of Blue Grass Airport recognize Lexington as a gift. He urged the Commission to also see Lexington as a gift.

Wavelene Crockett thanked the Commission for revising the Draft on Thursday. She said we did not need any more development until the developers cleaned up the mess they left behind.

Phil Holoubek said he was a downtown developer. He said he was a fan of not expanding the boundary for several reasons. He stated that one reason was to protect horse farms; another reason was to create a city that doesn't have sprawl; and a third reason was to create a city that is attractive to knowledge-based young professionals. He said this was the economic development strategy of the future. Mr. Holoubek compared Lexington to other benchmark cities and shared the comparisons as they pertained to density, housing affordability, housing prices, and growth rates. He suggested that in the future we not only look at how many acres we need, but also the number of buildable square feet we need.

Ms. Whitman asked Mr. Holoubek which cities he looked at in making his comparisons. Mr. Holoubek said he looked at Boulder, Colorado, Eugene, Oregon, Portland, Oregon, Knoxville, Tennessee, Charlestown, South Carolina, Providence, Rhode Island, Madison, Wisconsin, Ann Arbor, Michigan, and Greenville, South Carolina. Chair Harper said Mr. Holoubek provided the survey and it should be part of the Commissioner's packets.

Lyle Hanna said he was present on behalf of the Old Richmond Road Neighborhood Association and the Neighborhood Coalition. He thanked the Commission for the decision they made on Thursday night and said he hoped they would hold to the plan.

John W. McCord, Jr. said that he and his daughters owned and operated a farm on Old Richmond Road and Evans Mill Road, which has been in his family since 1880. He said it was the oldest piece of property between Idle Hour Country Club and Clays Ferry to remain in one-family ownership. Mr. McCord said he attended the meeting on October 2 where he estimated that ninety percent of those in attendance were opposed to any expansion of the Urban Service Area. He said he spoke at that meeting and quoted a brilliant Kentuckian, Edward Pritchard, who said, "We are in serious trouble for the loss of our agricultural land. We are more and more eating up, and chewing up, and turning over to development and subdivisions, and other commercial and industrial uses, the best land we've got, instead of guiding development to land that isn't as good for its agricultural standpoint. We ought to be developing now, agricultural alternatives. We are importers of fruits and vegetables. We are importers of all kinds of things that people eat in this area and we are not doing very much to stimulate that." Mr. McCord encouraged the Commission to consider that and hold the Urban Service Boundary to where it is presently.

Walt Gaffield, President of the Fayette County Neighborhood Council, thanked the Commission for their decision to hold the Urban Service Boundary and remove the reserve concept. He said

the Neighborhood Council had worked very closely with the Fayette Alliance throughout this process. He said neighborhoods were coming around to the idea of supporting infill and redevelopment. Mr. Gaffield said that if it was important to protect the rural area, it was also important to increase the density inside the Urban Service Boundary, and to build up instead of out. He said in doing so, the quality of development that goes on in Fayette County needs to increase and the officials should be very concerned with infrastructure.

Foster Ockerman said he represented Eaton Farms, eighty percent of which borders commercial or property already in the Expansion Area which is zoned ED. He said when it comes time to address the infrastructure problems he wants the Commission to remember that this parcel is closely connected to a pump station of sufficient capacity to eliminate three currently inefficient pump stations and four pump stations, considering Fasig-Tipton.

Billy Van Pelt, Purchase of Development Rights Program Manager, said he was present on behalf of the Fayette County Rural Land Management Board. He said he was speaking in opposition to Citizen Proposal No. 51, known as the Colliver Property. He said this property was surrounded by four farms totaling 345 acres. The Buff category in the Rural Land Management Plan adopted in 1999 states that these areas should be buffers between Urban and Rural uses, or land in other jurisdictions. He said this property did not meet the criteria as a transition between Urban and Rural and does not meet the criteria as a transition between two different jurisdictions. Mr. Van Pelt showed a map which depicted the Colliver Property. (A copy of said map is attached to these minutes and marked Exhibit "D.")

Robert Brown suggested that he go to the bottom of the list of speakers, saying that if the issue he was here to address did not come up it would save time. He said he was present on behalf of the Fayette Alliance. Chair Harper said it was his turn if he wanted to speak. Mr. Brown said there had been some concern that the boundary concept could be subject to a legal attack. Mr. Harper said it was not part of this Land Use Element and not part of Draft No. 2.

Darby Turner asked the Commission to reconsider and include Citizen Proposal No. 72 in the Urban Service Area. He said in January they filed a request with the planning staff to amend their request, stating that in the alternative, if it was not taken into the Urban Service Area, it be designated as buffer.

Bernard McCarthy said he was here to ask the Commission to keep as much land as possible as single-family residential. He said he was frightened by the talk of growing up instead of out, which makes a few landlords rich and the majority of the population poor. Mr. McCarthy said he objected to any sabotage of downtown streets and encouraged the Commission to make growth pay its own way.

Julie Goodman spoke on behalf of herself, her husband, and other landowners who live on Athens-Boonesboro Road directly across from Citizen Proposal Nos. 41, 43, 44, 45, and 49, which have asked to be brought into the Urban Service Boundary. She said it was important that area remain rural. Ms. Goodman said she was the General Counsel to the United States Equestrian Federation and was involved in the negotiations to bring the World Equestrian Games to Lexington. She expressed how the land, property, and horses in Fayette County had played a huge part in the decision.

Carl Nathe commended the Planning Commission for their decision to amend the original draft. He said the voices of many people in Lexington and Fayette County have been listened to and heard. Mr. Nathe said instead of looking five or ten years ahead, we should be looking fifty or

even two hundred years ahead. He said it was up to those people here today to speak up for future generations. He thanked Mayor Jim Newberry for his attention in this process.

Bruce Emmment, representing the Centenary United Methodist Church asked the Commission to reconsider and bring Citizen Proposal No. 44 into the Urban Service Area.

Kathy Boone said she lived on Walnut Hill Road and her farm was one of the farms that abuts the Colliver Property. She said she agreed with Draft No. 2.

Melissa Brown said she was President of the Boone Creek Neighborhood Association and also a member of the Athens Neighborhood Association. She said on Thursday she was addressing a specific piece of property. She said tonight she would like to rebut some proposals that were made after she spoke. Ms. Brown said she had heard some "mumbling" about adding some acres to the Urban Service Boundary on Athens-Boonesboro Road and she had several points she wanted to make. These points were summarized in a letter, which she read into the record. There were two points that she wanted to stress. Ms. Brown questioned why citizens are limited in the amount of time they are given to speak while attorneys are not. She also suggested that future appointments to the Planning Commission, Board of Adjustment, and other government committees be off limits to developers, builders, real estate agents and farmers. (A copy of her letter is attached to these minutes and marked for identification as Exhibit "E.")

Stanley Crockett said he wanted to share a few pointers with the Planning Commission. He suggested that the Commission require builders to put houses further apart, use quality material, and then make sure that the builders do what they are told to do.

Joan Slattery Burke said there had been a lot of talk about protecting the thoroughbred farms and she wanted to remind the Commission that a lot of the agriculture that makes Fayette County what it is, are the ten-acre and twenty-acre farms. She said on DeLong Road there were more than fifteen non-thoroughbred operations and she gave examples, both on DeLong Road and other areas in Fayette County.

Ms. Burke said she had spent the weekend reading all of the old plans from 1996 forward, all of which included a great deal of discussion about protection of the rural roads and rural scenic byways. She said this had been a very important part of our planning process in the past and she wanted to make sure this continued.

(A letter was presented to the Commission from John Phillips, Chairman of The Fayette Alliance, which is attached to these minutes and marked for identification as Exhibit "F.")

Chair Harper announced that the Public Comment portion of the meeting was concluded and asked if there were modifications or amendments that the Commission would like to make to Draft No. 2. He outlined the different requests the Commission had received during tonight's meeting and the meeting last Thursday afternoon.

A motion was made by Ms. Whitman and seconded by Mr. Mahan that the heading Downtown Mixed Use (DT) on page 16 be changed to Downtown Master Plan (DTMP), and the first sentence under that heading be deleted, based on the recommendation of the Planning Staff. The motion carried unanimously.

A motion was made by Ms. Whitman and seconded by Ms. Godfrey to include "cemeteries" to the list on page 65 of Draft No. 2 under "Development and implementation of protective measures."

The motion carried unanimously. Mr. King said we may also want to mention this in other elements yet to come.

Ms. Whitman said she also wanted to make sure we included the updated PDR map. Mr. King said that would automatically be included, along with many maps, illustrations, photographs, and charts added to the plan, that illustrate the text.

A motion was made by Mr. Mahan and seconded by Ms. Godfrey that the PDR ordinance exceptions which Ms. Graves referenced be clarified in Draft No. 2, page 62. The motion carried unanimously.

A motion was made by Ms. Godfrey and seconded by Mr. Mahan to adopt the following resolution:

**A RESOLUTION ADOPTING THE LAND USE ELEMENT OF THE 2006 COMPREHENSIVE PLAN.**

WHEREAS, KRS 100.197 sets forth the procedures for periodic review, update, amendment and adoption of the Comprehensive Plan elements and their research basis; and

WHEREAS, the Comprehensive Plan Goals and Objectives Statement Element was adopted by the Planning Commission on October 20, 2005, and subsequently adopted by the Urban County Council on March 9, 2006, by Resolution No. 109-2006, as required by KRS 100.197; and

WHEREAS, the Statement of Goals and Objectives acts as a guide for the preparation of the remaining elements to aid in implementing the Comprehensive Plan; and

WHEREAS, this Planning Commission and the Urban County Council having adopted the Statement of Goals and Objectives, this Planning Commission may now proceed to adopt the other elements of the Comprehensive Plan, including a land use element, pursuant to KRS Chapter 100; and

WHEREAS, to achieve that end, this Planning Commission and its staff have conducted considerable research upon which to base the 2006 Comprehensive Plan Land Use Element and, in compliance with KRS Chapter 100, have conducted duly advertised public hearings and public meetings in order to receive input from all interested persons, including hearings held on January 18, 2007 and January 22, 2007.

NOW, THEREFORE, BE IT RESOLVED BY THE LEXINGTON-FAYETTE URBAN COUNTY PLANNING COMMISSION:

Section 1 – That this Planning Commission hereby adopts the Land Use Element of the 2006 Comprehensive Plan for Lexington-Fayette County as designated in the maps presented showing future recommended land uses, including the supporting documents presented on this date and the modified text recommended by the staff. The Land Use Element incorporates all actions taken by the Commission which change the maps, text or documents presented by the staff in the course of this hearing. The maps, supporting documents and modified text are incorporated herein by reference.

Section 2 – That this Resolution with the attached documentation, modified text and the maps adopted herein shall be referred to as the 2006 Comprehensive Plan Land Use Element for Lexington-Fayette Urban County.

Section 3 – That the 2006 Comprehensive Plan Land Use Element shall supersede all prior Comprehensive Plan Land Use Elements adopted by this Planning Commission. The remaining elements of the 2001 Comprehensive Plan which have not been reviewed or updated shall remain in full force and effect until specifically updated by the Commission in accordance with KRS Chapter 100 during the 2006

Comprehensive Plan Update process.

Section 4 – That the remaining elements of the 2006 Comprehensive Plan shall be brought to the Planning Commission for further public hearings and final action at such time as preparation and research on such issues is completed.

Section 5 – It is the intent of this Planning Commission that the Zoning Ordinance, Land Subdivision Regulations, and the Zoning Map Atlas currently in effect on the date of passage of this Resolution shall remain in full force and effect unless and until duly amended by the Lexington-Fayette Urban County Council after receipt of a recommendation by this Planning Commission.

Section 6 – The Director of the Division of Planning is directed to forward this Resolution and the documents mentioned herein to the Lexington-Fayette Urban County Council for its information and use.

Section 7 - That this Resolution shall become effective on the date of its passage.

In response to a question from Ms. Ross, Mr. King clarified, stating that on the table was Draft No. 2, which the Commission accepted last week, with the modifications made by the Commission tonight.

The motion passed 8 to 1. The vote was:

Yeas – Vaughn, Mahan, Ross, Godfrey, Harper, Whitman, Phillips, and Day  
Nays – Cravens

Chair Harper reminded everyone present of the work session scheduled for Thursday, February 15, 2007, at 1:30 p.m.

**ADJOURNMENT** – The meeting adjourned at 8:30 p.m.

---

Dallam Harper, Jr., Chairperson

---

Frank Penn, Secretary

LEXINGTON DOWNTOWN DEVELOPMENT AUTHORITY

# DOWNTOWN LEXINGTON MASTERPLAN

Lexington-Fayette County, Kentucky



## Contributors

The Lexington Downtown Development Authority would like to thank the following organizations and companies for their contribution toward the Downtown Master Plan.

Lexington Fayette Urban County Government  
University of Kentucky  
Alex C. Campbell Foundation, Inc.  
Kearnsland  
Lexington Convention and Visitors Bureau  
Edl Homes  
Central Bank  
Edl's Fuel Fuel  
Cincinnati Bell and Media Center  
Hilltop Farm  
McDonald's  
Thomas and King  
W. T. Frank, LLC  
First Brown Field  
Chase  
Columbia Gas  
James M. Gray Company  
Kentucky American Water Company  
Dean Horton & Ford  
Kentucky Utilities  
Community Trust Bank  
Kentucky University  
Kentucky League of Cities  
Dunsmuir & Shold

## Steering Committee Members

Mr. Anthony Beatty  
Mr. David Beatty  
Mr. George Boren  
Mr. Clayton Chambliss  
Mr. Jim Clark  
Mrs. Terry Garcia-Crowe  
Mr. Lawrence de Hahn  
Mrs. Sarah Emmons  
Mr. William Gentry  
Mr. Pat Gresham  
Mr. Jim Grier  
Mr. Steve Grissman  
Mr. Phil Hubbard  
Mr. Jeff Johnson  
Mrs. Anne Leff  
Mr. David Long  
Mr. John Love  
Mr. Vance Mallick  
Mr. Mike Mosier  
Mr. David Morgan  
Mr. P. G. Peoples  
Mr. Grant Phillips  
Mr. Helen Powell  
Mr. Becky Roubideau  
Mr. Eric Roskind  
Mr. Tom Sherrin  
Mr. Mike Sloan  
Mr. Kenneth Vaughan  
Mrs. Brian Scott Walker  
Mrs. Brenda Weaver  
Mr. Bob Wiseman

## Master Planners

AVLUS, SAINTEGROSS  
Architects + Campus Planners  
800 First Street NW, Suite 600  
Washington, DC 20001  
Phone: (202) 628-1033  
www.avlusarchitects.com  
Mr. Urban Haidan, Principal-in-Charge  
Mrs. Sarah Lewis, Project Manager  
Mr. Steve Hart, Design Consultant  
Mr. Kevin Petersen, Planner  
Mrs. Katie Porter, Planner  
Mrs. Ann Morilla, Planner  
Mr. Terry Lockman, Planner  
Mr. Michael A. Ziegler, Planner

## Consultants

AMM LEE AND COMPANY, LLP, LEAD ARCHITECTS  
400 East Vine Street  
Suite 300  
Lexington, KY 40507  
Phone: (502) 332-1100  
Mr. Tom Carey, Traffic Consultant  
Mr. Brian Albridge  
  
ZIFA, LLC  
144 Duke of Gloucester Street  
Annapolis, MD 21401  
Phone: (410) 267-0700  
Mrs. Sarah Woodworth, Retail Consultant  
  
7MM, LPMAN, VOJK ASSOCIATES, INC.  
17 East Main Street  
Clinton, NJ 08822  
Phone: (908) 735-6336  
Mrs. James Volk, Residential Consultant

## Lexington Downtown Development Authority

Mr. Harold Tate  
harold@lexdowntown.com  
Phone: (502) 251-2967

Mrs. Penny Felt  
penny@lexdowntown.com  
Phone: (502) 251-2963

## Acknowledgement

Avery Small Gross Architects and Planners would like to thank the following working Planning Staff and Steering Committee for their contribution and support throughout the master planning process and finally thank the final project.

Ed. Lee and Co. for their generous offering of the master plan document.

David Edwards, from College of Design for the University of Kentucky and his design studio.

## Introduction

Project Summary 39

## Observations

History 40

Planning and Land Use 41

Transportation 42

Urban Design 43

Community and Quality of Life 44

Physical and Climatic Conditions 45

Health Opportunities 46

Economic Conditions 47

Transportation and Access 48

Environmental Quality 49

Neighborhoods 50

## Concept Development

Urban Form 51

Building Form and Function 52

Community and Land Use 53

Health and Safety 54

Transportation 55

Community and Access 56

Environmental Quality 57

## Recommendations

Recommendation One 58

Recommendation Two 59

Recommendation Three 60

Recommendation Four 61

Recommendation Five 62

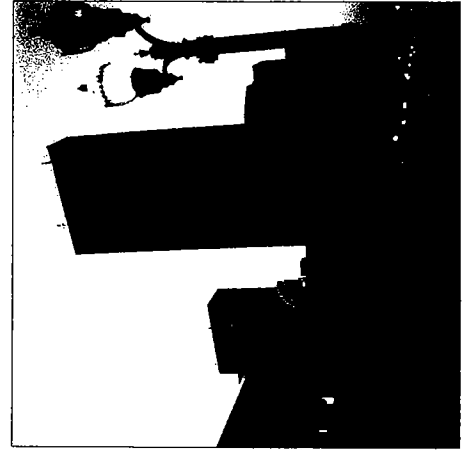
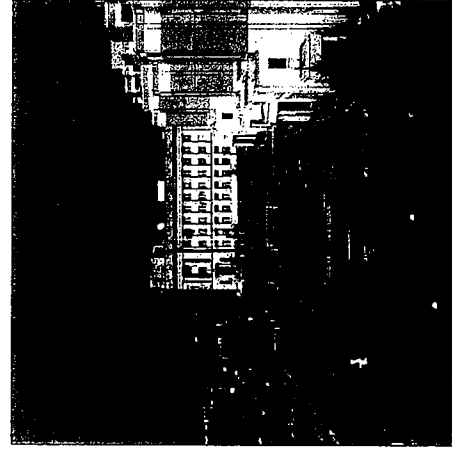
Recommendation Six 63

Recommendation Seven 64

Recommendation Eight 65

Recommendation Nine 66

Recommendation Ten 67



|                         |    |
|-------------------------|----|
| Recommendation Eleven   | 68 |
| Recommendation Twelve   | 69 |
| Recommendation Thirteen | 70 |
| Recommendation Fourteen | 71 |
| Recommendation Fifteen  | 72 |
| Recommendation Sixteen  | 73 |

## Precinct Studies

|                                            |    |
|--------------------------------------------|----|
| Map of Lexington Neighborhoods             | 48 |
| Map of Student Community and Neighborhoods | 49 |
| University Center                          | 50 |
| University of Kentucky                     | 51 |
| University of Kentucky East                | 52 |
| University of Kentucky West                | 53 |
| University of Kentucky North               | 54 |
| University of Kentucky South               | 55 |
| University of Kentucky East                | 56 |
| University of Kentucky West                | 57 |
| University of Kentucky North               | 58 |
| University of Kentucky South               | 59 |
| University of Kentucky East                | 60 |
| University of Kentucky West                | 61 |
| University of Kentucky North               | 62 |
| University of Kentucky South               | 63 |
| University of Kentucky East                | 64 |
| University of Kentucky West                | 65 |
| University of Kentucky North               | 66 |
| University of Kentucky South               | 67 |
| University of Kentucky East                | 68 |
| University of Kentucky West                | 69 |
| University of Kentucky North               | 70 |
| University of Kentucky South               | 71 |
| University of Kentucky East                | 72 |
| University of Kentucky West                | 73 |
| University of Kentucky North               | 74 |
| University of Kentucky South               | 75 |
| University of Kentucky East                | 76 |
| University of Kentucky West                | 77 |

## Appendix

|                                       |     |
|---------------------------------------|-----|
| Retail and Multi-Tenant Opportunities | 82  |
| Residential Market Potential          | 100 |

## Project Summary

This publication is a synopsis of several workshops, public meetings, and neighborhood scales that occurred between April and 2005 to guide the redevelopment of downtown Lexington, Kentucky. A series of workshops, including the Lexington Downtown Development Summit, and the Office of Planning, is completing the master plan for the 130-acre study area of the downtown neighborhood.

The College for Greater Planning, Inc., has completed a series of public meetings and workshops to develop the Plan for Greater Planning, Inc. The plan is a guide to guide the redevelopment of the downtown neighborhood. The plan is a guide to guide the redevelopment of the downtown neighborhood.

The plan is a guide to guide the redevelopment of the downtown neighborhood. The plan is a guide to guide the redevelopment of the downtown neighborhood.

The plan is a guide to guide the redevelopment of the downtown neighborhood. The plan is a guide to guide the redevelopment of the downtown neighborhood.

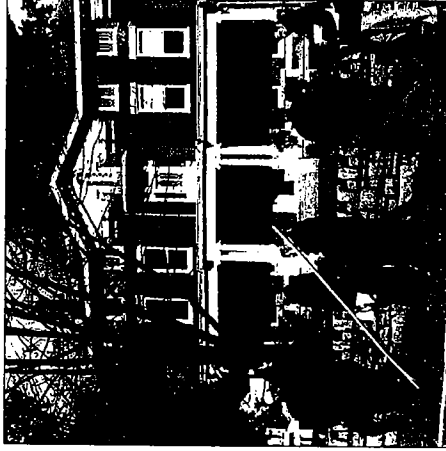
The plan is a guide to guide the redevelopment of the downtown neighborhood. The plan is a guide to guide the redevelopment of the downtown neighborhood.

which attempts to simplify the existing zoning code by reducing the 17 zones to three basic categories. This study may be implemented as either a replacement to existing ordinances or as an optional alternative to function in parallel with existing ordinances.

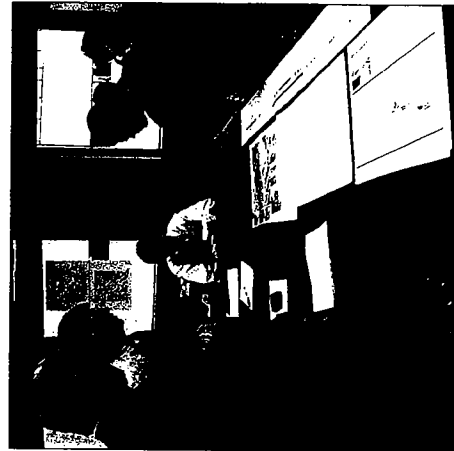
The master plan provides a framework for development of 17 specific neighborhoods and precincts. Interventions and pilot projects at various scales are proposed in each of these areas to support the renaissance of the district to realize the downtown vision.

The downtown master plan is designed to meet the following goals:

1. The downtown shall be a place that unites and supports the urban neighborhoods, which both residents and visitors at each on play feel connected and responsible.
2. The downtown area shall recognize the regions' unique character and beauty with open spaces in which people feel comfortable coming together.
3. The downtown area shall include plentiful spaces for human interaction that are memorable, safe, and of commercial, residential and cultural benefit.
4. The downtown shall be a place of common vision and physical quality and predictability for all new building, to ensure security of investment for property owners and developers as well as an aesthetic experience for users.
5. The downtown shall nurture pedestrian life within the public realm while accommodating vehicular traffic.



Students and residents reviewing the Plan for Greater Planning



Students and residents reviewing the Plan for Greater Planning



## Planning Methodology

The planning approach for Lexington led to the development of a framework plan that effectively addresses the city's character by affirming the desired relationship and through coordinated consistency and shape. The two phases are:

*Observations*  
*Conceptual plan*  
*Developmental studies*  
*Design guidelines*  
*Implementation*

The observations phase documents the existing conditions, processes, and trends in the urban fabric and provides a framework for the development of the plan. The planning team conducted a series of studies, including a study of the city's history, a study of the city's current conditions, a study of the city's future conditions, and a study of the city's potential. The planning team also conducted a series of studies, including a study of the city's history, a study of the city's current conditions, a study of the city's future conditions, and a study of the city's potential.

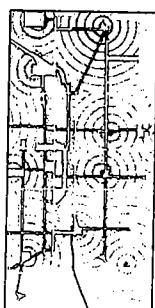
Information pertaining to the following conditions were gathered, analyzed and documented in the form of reports, diagrams, and presentations:

- Analysis of programs
- Strategic initiatives
- Projected growth
- Analysis of precedent
- Historic development
- Analysis of place
- Building form and character

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Landmarks and neighborhood context and edges, corridors and functions, clusters and sub-plans, context to buildings, neighborhood systems, landscape systems and pattern, Access and circulation</p> <p><b>CONCEPTUAL PM</b></p> <p>To initiate the conceptual plan phase, planner participants prepared a set of guidelines, principles and the physical guidelines of the site, historical and social. These principles, together with the information accumulated during the other three phases informed the content and organization of the conceptual plan.</p> <p>With a broad-based approach to design, the designers combined the principles established in the other two phases and relationships of planned space, circulation, systems, buildings, and landscape. The conceptual plan was then used to describe development needs, objectives, and build a consensus between stakeholders, proposed and existing buildings, and identify opportunities and relationships between other</p> <p>Building setbacks and missing envelope criteria (engineering, systems, pedestrian and vehicular circulation systems, service points, treatment of open space and entrances, spatial order, compliance)</p> | <p>and landscape composition were addressed in the documents for this phase of work.</p> <p><b>DEVELOPMENTAL PM</b></p> <p>To work with the neighborhood studies, and the final plan documentation was the development of design guidelines for buildings and grounds in order to guide through a unified system architecturally-informed proposals and comprehensive planning proposals. The information generated here was integrated to inform decisions in the precinct plans. The final document serves as a flexible reference for the evaluation of current and future implementation projects.</p> <p>Design guidelines describe the height and massing of buildings, disposition, primary entries, and service to street and open space proportions, and the building characteristics of each building type, square footage, and appropriate use of development, and include interrelationships of buildings, streets, and open spaces to each other and to the overall plan were also articulated.</p> <p>Guidelines for the grounds and open space to and describe the landscape architectural treatment of specific types of streets, public spaces, parks, and surrounding environments. Guidelines for treatment of placement outdoor lighting (aesthetic and functional) walls and enclosure systems, planting and site furnishings, signage, and other elements that identify special spaces were created. A detailed audit of existing deficiencies for potential actions was outside of the scope of the campus plan.</p> <p><b>FINAL PM</b></p> <p>The final plan consists of documents and presentations that aggregate the information prepared in previous project phases. It includes the formal drawings showing existing and proposed buildings and open space, as</p> | <p>well as illustrative before-and after perspective views. All vacant and underutilized sites within the downtown core are identified in the process.</p> <p>The form in which the planning team operated was based on a series of work sessions conducted during monthly visits to Lexington. During each visit, the planning team engaged the community in dialogue, fact finding, and decision making. Visits ranged from one to four days and included interview sessions, walking tours, public presentations, stakeholder meetings, and concept development.</p> <p>Following each visit, the planning team continued to develop design concepts and prepare documentation at each phase. This approach allowed the master plan to be more cohesive in concept and much more efficient in execution. The final planning documents are a series of coordinated individual chapters and reports that address specific areas of concern and allow for continued updates and expansion. The overall schedule for this planning process was approximately 18 months.</p> <p>Working in an incremental manner, the planning team started with a small core team of planners who in conjunction with the steering committee established the broad goals and objectives of the process and identified the initial opportunities and constraints of the plan. Using this approach, the core team developed and refined the initial vision and statement of principles and goals for the master plan. Housing, retail, and traffic consultants were brought onto the team to support the goals and objectives; these specialists assisted in technical issues and helped complete specific studies and analysis as the information was required.</p> | <p><b>CONCEPT</b></p> <p>The proposed downtown master plan for Lexington combines tradition and innovation, equally important to its vision and reality, making a consensus-driven approach to ensure incremental implementation and stakeholder support.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



## OBSERVATIONS



## CONCEPT DEVELOPMENT



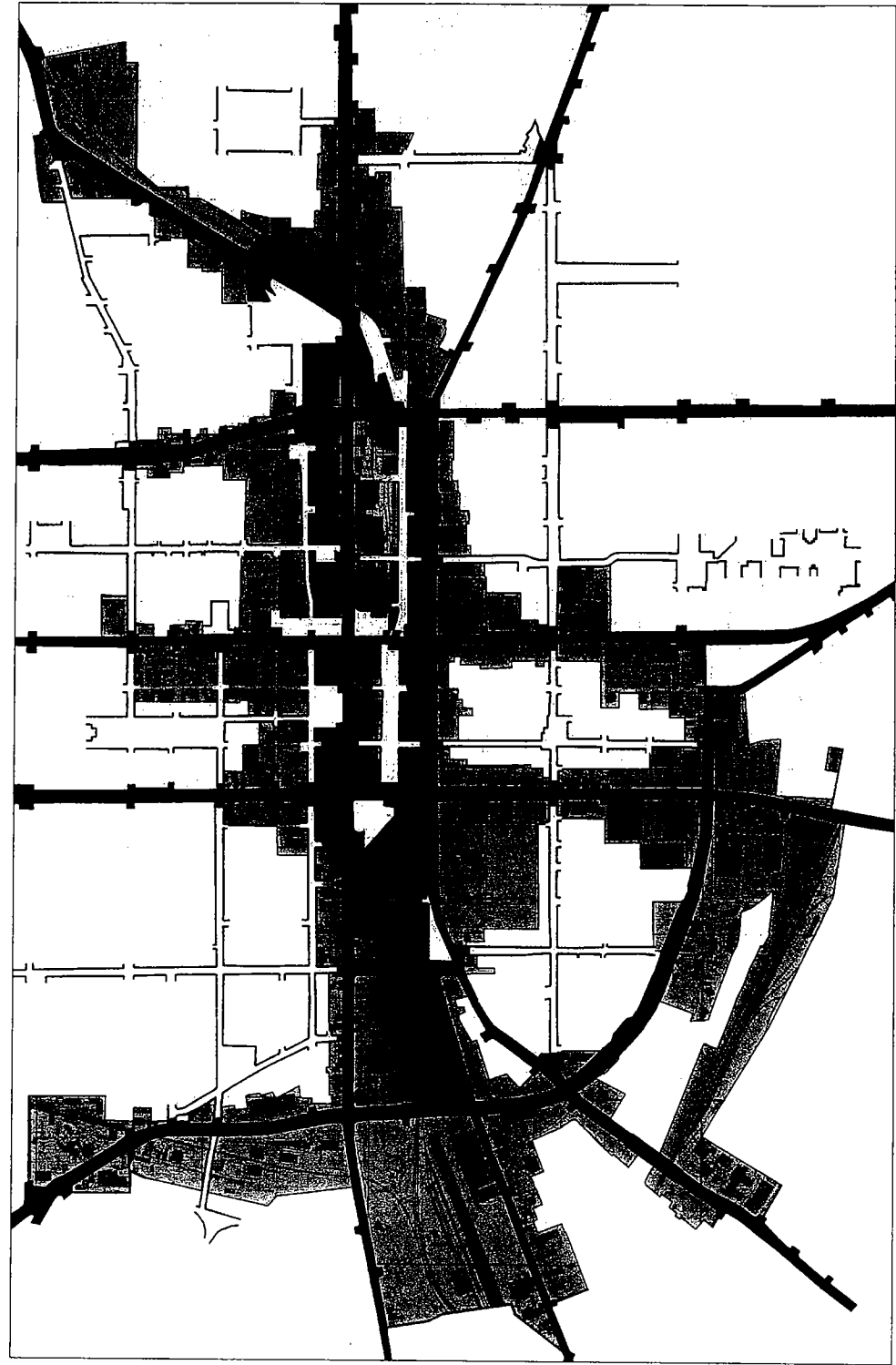
## RECOMMENDATIONS



## PRELIMINARY STUDIES



## APPENDIX



## Recommendation One

### CHANGE LAND USE

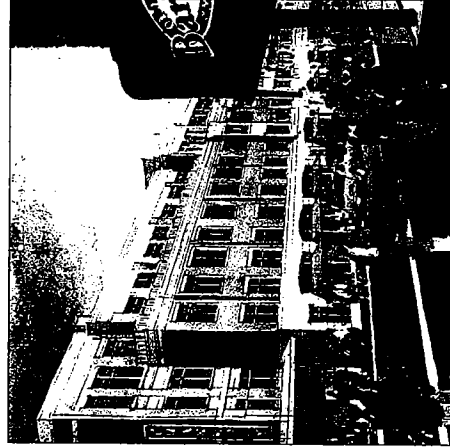
- 1 Organize land use according to how the city functions
- 2 Think of each property in relation to the entire downtown system
- 3 Understand the role and link the relationship between the arterial streets and the central core, the mixed-use and neighborhood zones

As the diagram indicates, the Urban Core of Lexington is elongated and serviced by two thoroughfares: Main and Vine Streets, which run parallel to the core. Three public parks exist within the core triangle: Phoenix and Thoroughbred. The master framework plan proposes to link all three parks with a pedestrian network along Vine Street. Additionally, Cheapside and the new Courthouse Square are connected to this spine of urban parks. These five urban spaces shall act as the lungs of the downtown core.

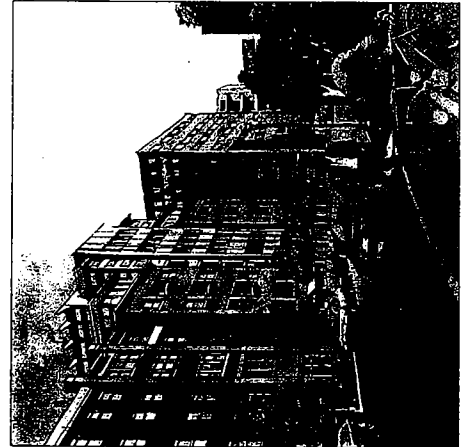
Memorable cities are known for their public realm. The proposed plan creates a clear framework of streets and squares connected by a welcoming pedestrian network. Additionally, existing public spaces and parks such as Galz Park are integrated into this network. The end result is that each neighborhood has its own identifiable public space.



Proposed mixed-use building on Maxwell Street



Proposed mixed-use building on Main Street (the old Woodworth building site)



Proposed residential building on Vine Street

## INFILL DEVELOPMENT

Another crucial element of land-use change is infill development. Infill can absorb tremendous growth within a city, reducing pressure on rural areas and on the urban growth boundary. As the analysis indicates, an abundance of vacant and underutilized properties exist within Lexington's city limits, a condition not uncommon in most American cities.

In many locations around the country, infill development has proven to be an efficient use of land, infrastructure, and services. It can substantially improve the quality of life in older communities, enhancing their character, viability, and function. The strategy for successful infill is the restoration of the street wall and the spatial continuity of the streetscape. Infill should strive to strengthen existing neighborhoods by respecting the historic fabric and introducing compatible uses that complement the community's attributes and needs.

Each property within the study area has been verified, analyzed, and documented. Vacant and underutilized properties that can potentially be developed have been identified, and a proposed building footprint drawn on the master plan. The proposals for infill development are made in relationship to adjacent properties and in immediate context. The images on the left illustrate potential development in Lexington on existing vacant lots.

## Recommendation Two

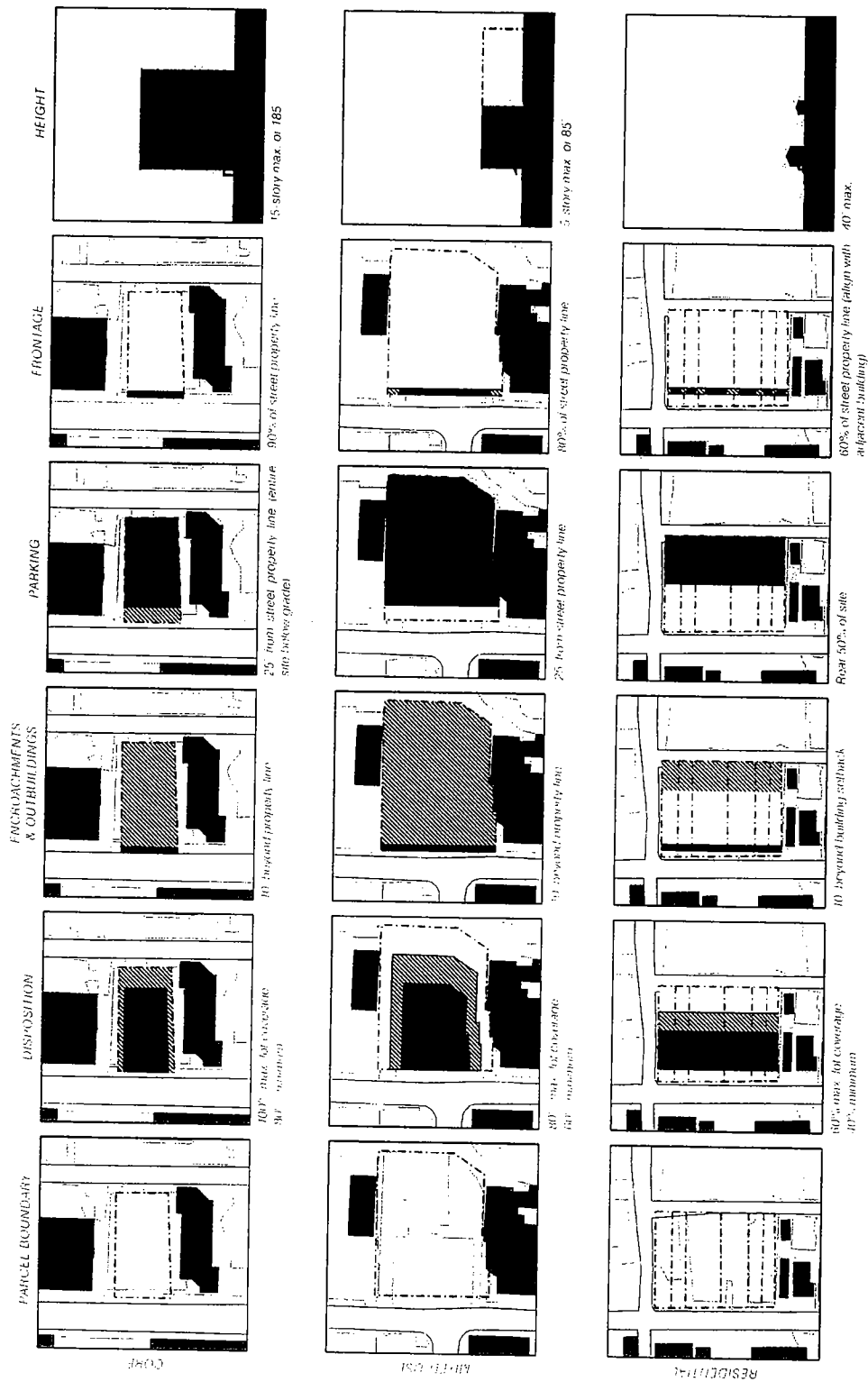
### ESTABLISH FORM-BASED BUILDING GUIDELINES

The diagrams on the right are the schematic basis for a form-based code for the three zones proposed for downtown Lexington. The code envisions and encourages a certain physical outcome that conforms to the form of the city, the block structure, and the morphology of the building. The code also identifies where cars may be parked, and specifies that off-street parked cars should not be visible from the public realm.

This code is different from conventional codes that are based primarily on use, process, performance, or statistics, and do not envision or require any particular physical outcome.

"All buildings, large or small, public or private, have a public face: a facade. They therefore, without exception, have a positive or negative effect on the quality of the public realm, enriching or impoverishing it in a lasting and radical manner. The architecture of the city and public space is a matter of common concern to the same degree as laws and language: they are the foundation of civility and civilization."

*Leon Krier, Architecture: Choice or Fate*



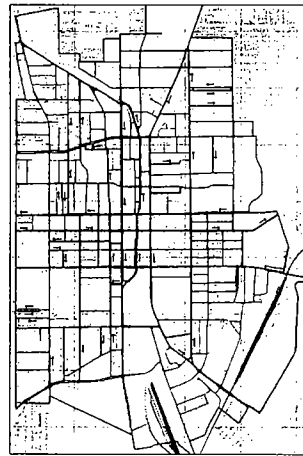


Figure 1: Current

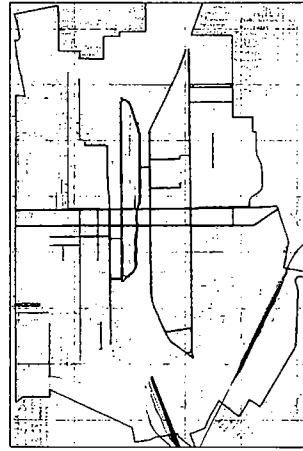


Figure 2: Proposed

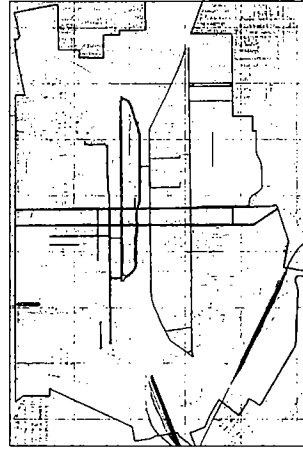


Figure 3: Proposed

## Recommendation Three

### CONVERT ALL ONE-WAY STREETS TO TWO-WAY

The master plan proposes a phased conversion of all one-way streets. Studies have shown that one-way streets have higher travel speeds and carry more vehicles per hour per lane than two-way streets. However, it is also documented that one-way streets are more dangerous for pedestrians.

Additionally, one-way streets have a negative impact on retail businesses. Visitors to Lexington find the one-way system difficult to navigate. Given the city's large tourist trade, the downtown businesses suffer from the unfriendly street network.

This condition is exacerbated by Lexington's radial city plan with its discontinuous grid. In the current traffic pattern, alternate streets do not always permit vehicular movement in the same direction.

Three goals to be accomplished are:

1. Reducing traffic speeds to create a safer pedestrian environment
2. Allowing slow-speed but free vehicular movement in and around the city
3. Creating a downtown environment that is welcoming for visitors as well as for residents

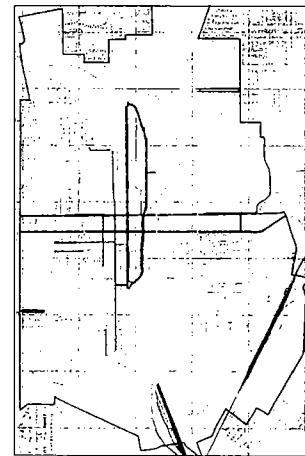


Figure 4: Proposed

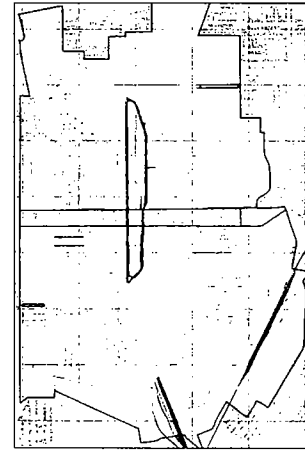


Figure 5: Proposed

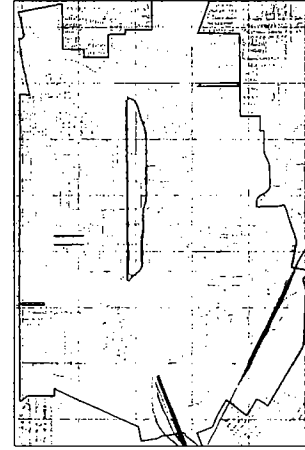
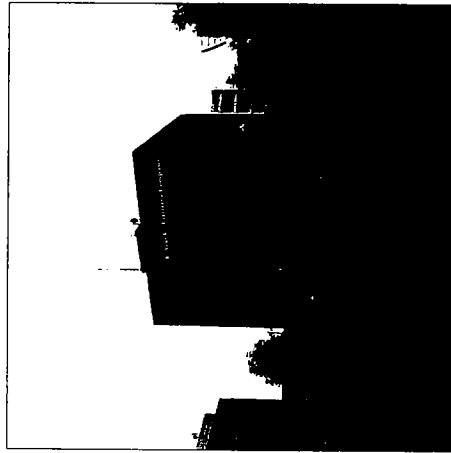
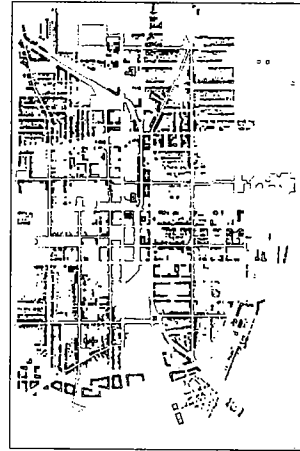


Figure 6: Proposed



*Existing surface parking at utility building*



*Residential footprint throughout the downtown*

## Recommendation Four

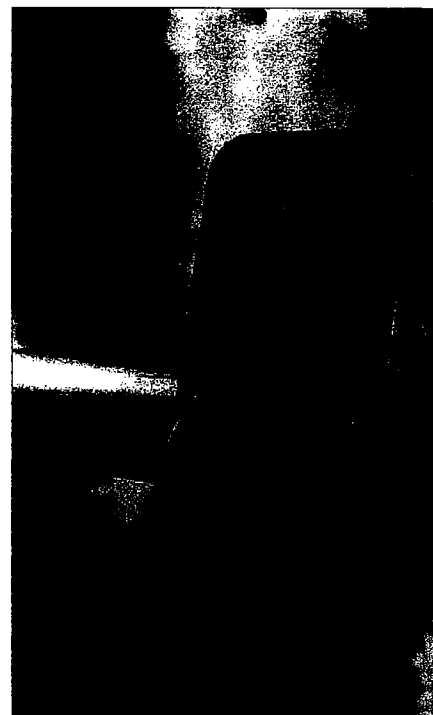
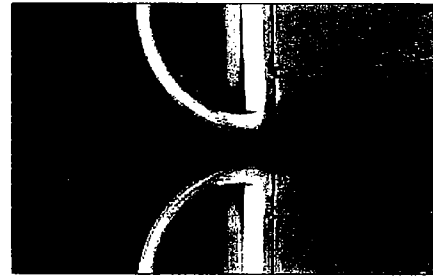
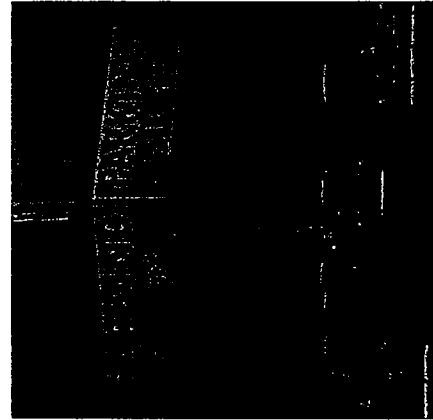
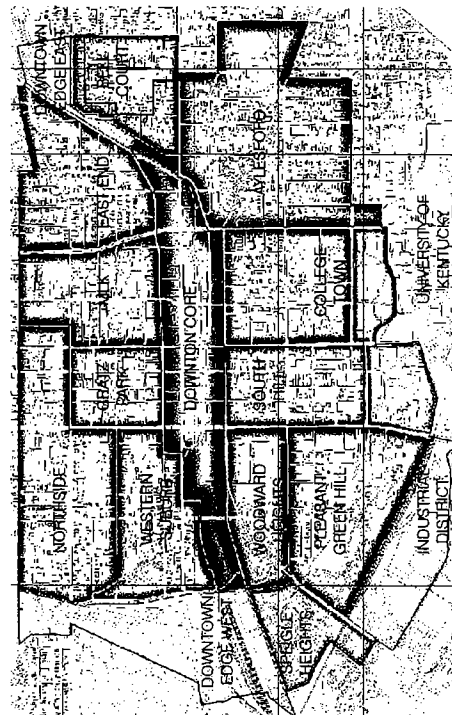
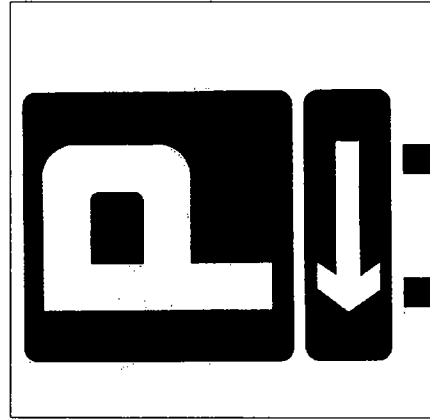
### INCREASE RESIDENTIAL DEVELOPMENT

1. Introduce more housing into the Core
2. Accommodate a diverse population through varied housing types and price points

The underlying success to a thriving downtown is the addition of residential units into the existing fabric. Residents of the suburbs are increasingly aware that they could make better use of their time—spending an hour or more a day commuting. Additionally, they are aware that cities can offer great buildings and interesting housing options within walking distance of jobs and cultural activities.

In Lexington, it is imperative to encourage and build residential units downtown to help stabilize the area, create value, and establish a community of people who live and shop in the neighborhoods where they work.

This plan suggests that a mix of housing units be built on vacant and underutilized sites within the downtown area. These units should vary in size, program, and price point to attract a diverse group of residents. In addition to a wide variety of housing opportunities, retail and service establishments, food stores, and other businesses providing basic goods and services should be available to these new urban dwellers.



Source: City Images

## Recommendation Five

### CREATE A PARKING AUTHORITY

The Lexington Downtown Development Authority (DDA) should be responsible for coordinating parking within the study area, with the following goals:

1. Provide residential parking permits to residents/cars, permitting them to park in Residential Zone parking in their neighborhoods. A nominal fee shall be charged for the permit. Cars without a permit may park in a neighborhood for a maximum of two hours.
2. Develop shared parking programs between different institutions and organizations, taking into account that various kinds of patrons that will utilize parking spaces at different hours of the day.
3. Create temporary loading/unloading zones on downtown streets for downtown residents to use for purposes such as unloading groceries.
4. Work with downtown residents and other stakeholders to resolve potential noise and transportation conflicts in the alleys, including parking impediments and trash pickup schedules.
5. Develop transportation programs for downtown residents and the University of Kentucky to encourage bicycle and bus usage. This may include car and bicycle storage facilities, bus pass programs, and working with Lexington to provide shelters and other amenities, and establish a free or low cost downtown circulation, such as a trolley system.
6. Consider developing outskirt parking storage locations for residents.
7. Organize an enforcement staff that frequently patrols the downtown and adjacent neighborhoods, issuing tickets for parking violations.

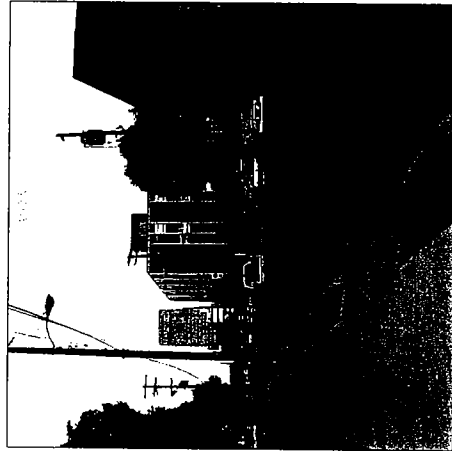
## Recommendation Six

**MAXIMIZE DENSITY IN VACANT SITES**  
Webster's Dictionary defines sprawl as a verb, "to cause to spread out carelessly or awkwardly." As a noun, sprawl can be defined as unregulated growth, manifested as careless use of new land and resources as well as the disinvestment of older developed areas.

The underlying premise of this master plan is to combat sprawl development by studying every vacant and underutilized land parcel within the downtown area of Lexington. Most people mistakenly equate density with high-rise structures, the plan provides for an increase in density while keeping new structures compatible in form and character with the existing neighborhood.

As an example of typical residential densities homes on large lots (10 acres) referred to as Ranchettes or Farmettes have 0.1 residential units per acre. Low-density single-family dwellings in sprawl developments comprise of large homes on acre lots have a density of 1.0 unit per acre.

A typical neighborhood in an urban area which has small lots has a density of 3 units per acre, whereas a neighborhood of rowhouses with an occasional single-family dwellings and apartment building may have 10 units per acre. Urban areas that consist of mostly three-to-five-story apartments with occasional mid- to high-rises may have an average density of 100 units per acre.



Existing view of Mt. A



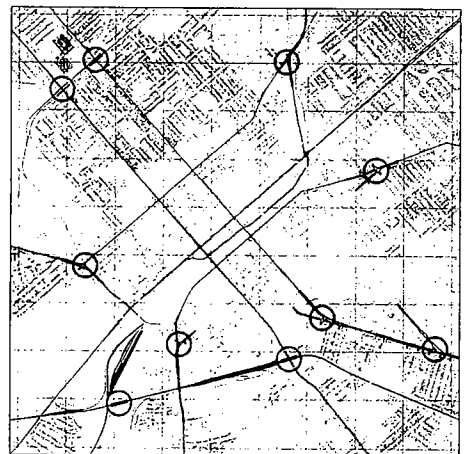
Partial plan showing urban properties along Vine Street



Proposed infill buildings with ground floor retail and residential above at a scale appropriate to the context



Neighborhood Gateways. Fountains in the street network provide an opportunity for civic sculpture.



Gateway Urban Plan



At the two ends of the downtown spine, building forms that pair across Main Street are proposed to create an urban gateway into downtown. Architectural elements on these new buildings accommodate the pedestrian use intersection.



An underpass at the periphery of the city provides an opportunity to announce the arrival into the city of Lexington.

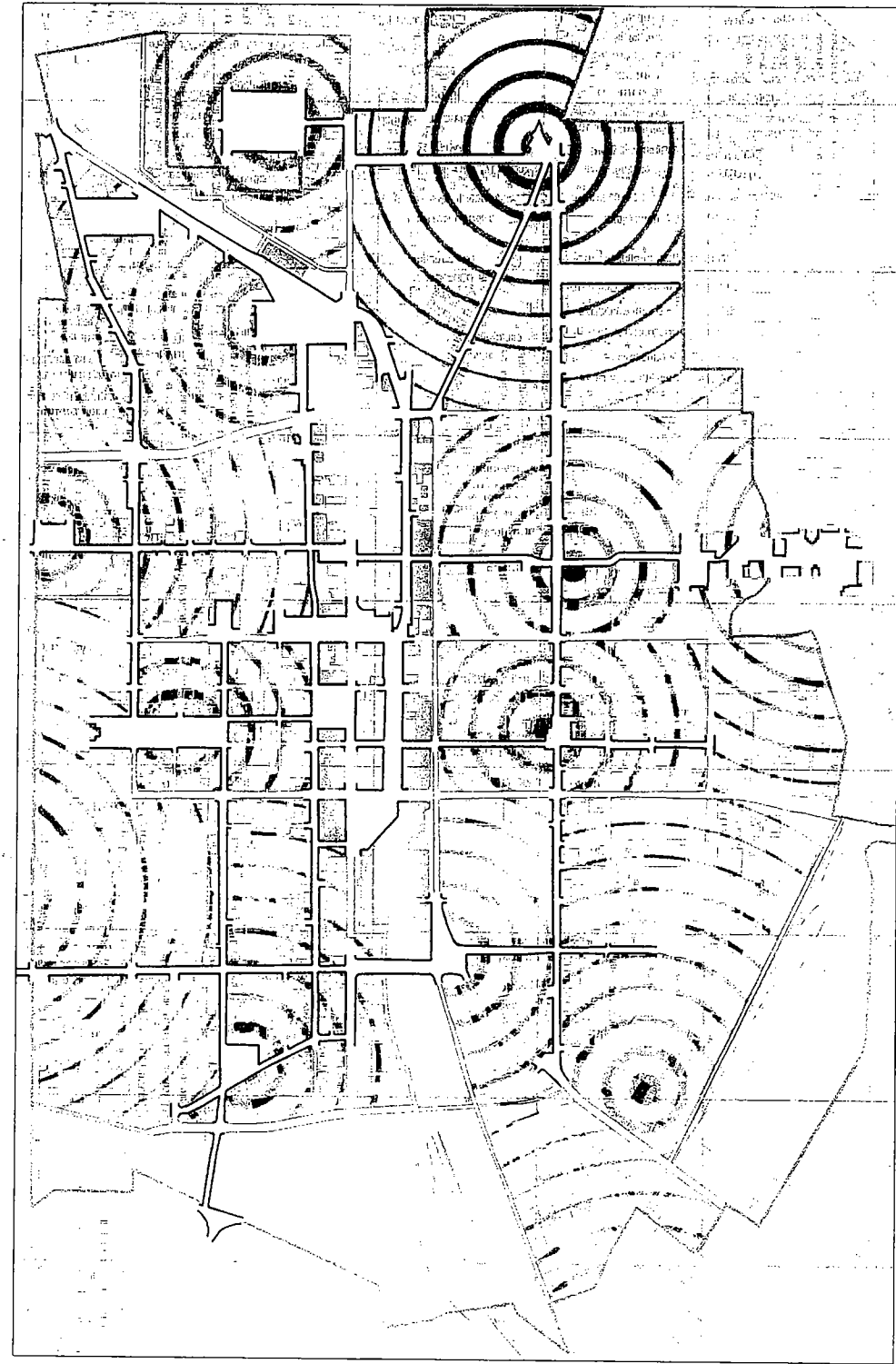
## Recommendation Seven

### CELEBRATE URBAN ENTRANCES

As in most urban areas, the visual and formal definition of neighborhoods in Lexington downtown, College Town, rural farmland have been blurred by the presence of non-contextual buildings. A high-rise at the outskirts of the city is just as inappropriate as a single-story fast-food structure in the middle of downtown. Subtle visual clues can inform visitors of their approach to the core of the city.

Three categories of gateways were identified for Lexington, to be developed as urban entrances into the central city.

1. **Peripheral Gateways (Blue)**  
Several underpasses exist at the periphery of the city, where radial streets lead into the core. These present an opportunity for artists to enhance the visual impact of entering the city.
2. **Neighborhood Gateways (Red)**  
The collision of the radial and grid street networks create several forks in the road as one approaches the downtown. These present an opportunity for public sculptures to act as neighborhood markers.
3. **Downtown Gateways (Yellow)**  
The plan proposes the pairing of architectural forms at either end of the downtown core on Main Street, to create gateways into Lexington's downtown.



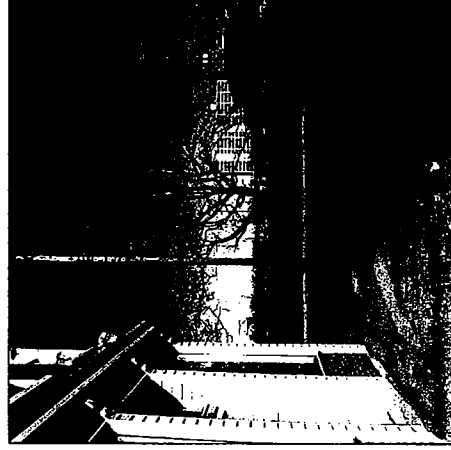
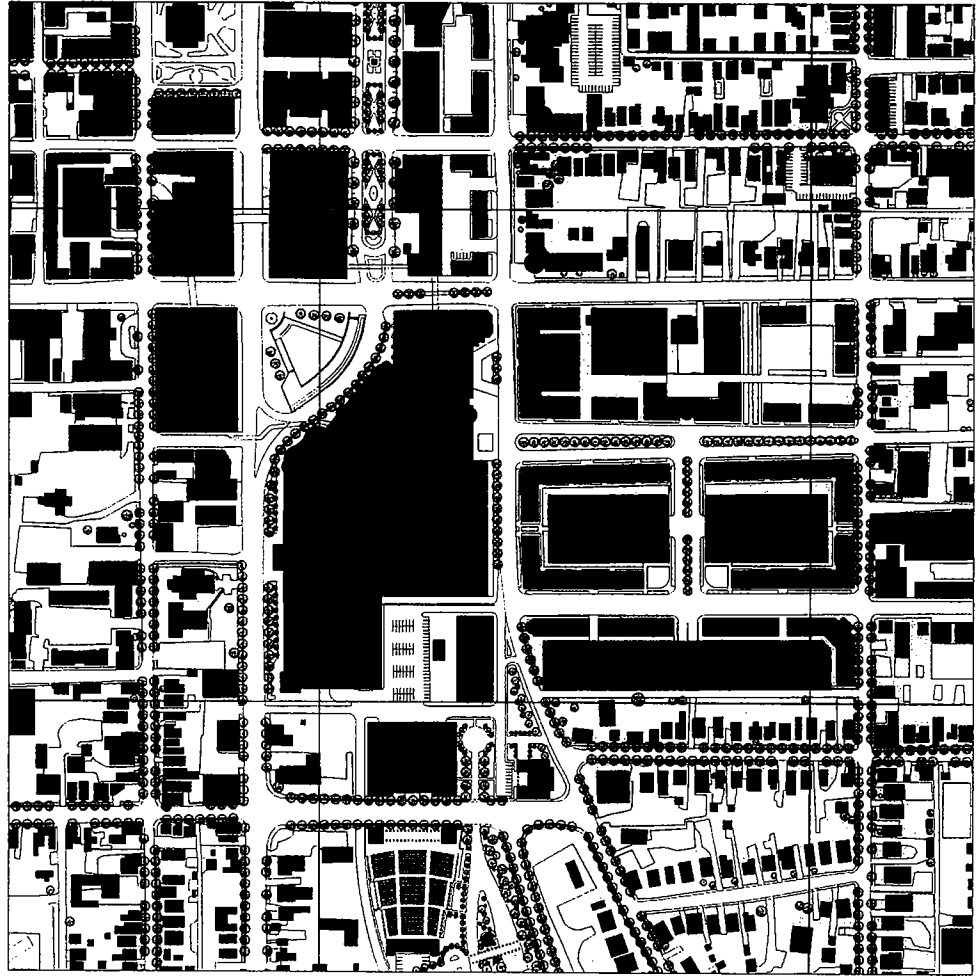
## Recommendation Eight

**INVEST IN A PEDESTRIAN NETWORK**  
The ten elements required to create a pedestrian friendly environment are:

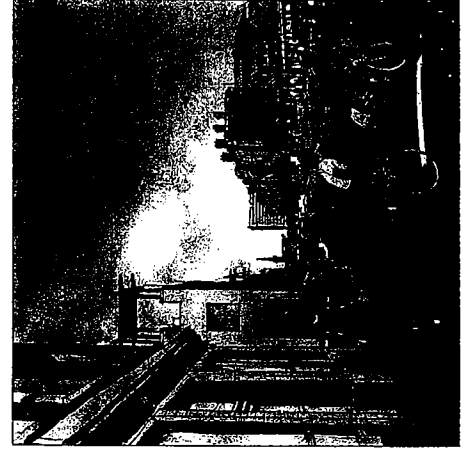
1. Narrow streets
2. Interconnected streets
3. Sidewalks and crosswalks
4. Street trees
5. Sufficient lighting
6. Safe traffic volumes and speeds
7. On-street parking
8. Mixed land use
9. Buildings fronting the street
10. Police presence

The framework plan strives to link every existing neighborhood around Lexington's downtown core by an articulated and hierarchical pedestrian network. The diagram on the right represents this pedestrian network. It identifies central open spaces in every neighborhood surrounding the downtown, as well as open spaces within the core. It also shows each space linked by an existing street that has been identified as a major pedestrian corridor.

This diagram indicates the priority by which streets should receive funding for streetscape improvements and tree plantings, in order to create a green network through the city.



Existing view from West Maxwell Street looking north towards the Rupp Arena surface parking lot



Proposed view showing new north-south street leading to the Rupp Arena entrance

## Recommendation Nine

### INTEGRATE RUPP ARENA INTO THE URBAN FABRIC

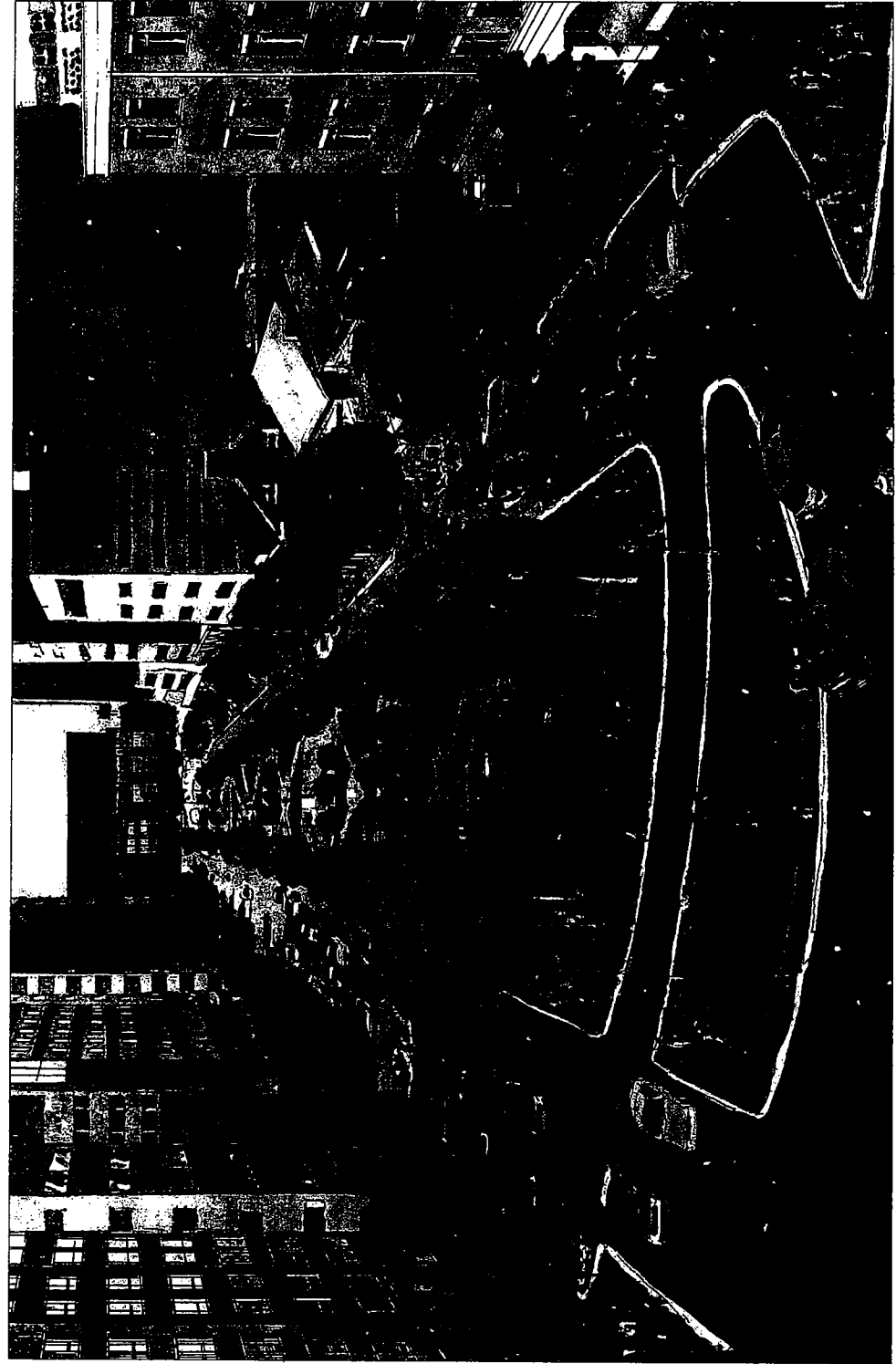
Rupp Arena is situated to the west of the downtown core. With a \$50 million renovation of both the arena and the adjacent Lexington Convention Center, this multiuse entertainment, convention, and shopping complex has recently been transformed.

Home to University of Kentucky Wildcats basketball, Rupp Arena offers dozens of staging and seating configurations for all types of events. This multifunction facility seats up to 23,000 people and offers spaces customized to accommodate as few as 2,300 people and as many as 8,500.

As detailed in Recommendation Eleven, the master plan proposes the development of an outdoor amphitheatre to the west of the existing building, with new structured and surface parking lots.

Additionally, the vacant surface lot to the south of the arena, which is usually empty except during an event at Rupp Arena, is proposed for mixed-use development with several structured parking garages accommodating both event parking and mixed-use parking requirements.

A pedestrian boulevard is proposed running parallel to Broadway and connecting Maxwell Street to the entry of Rupp Arena on High Street. Retail with housing above is planned for the boulevard to activate the area and support the convention center and arena.



## Recommendation Ten

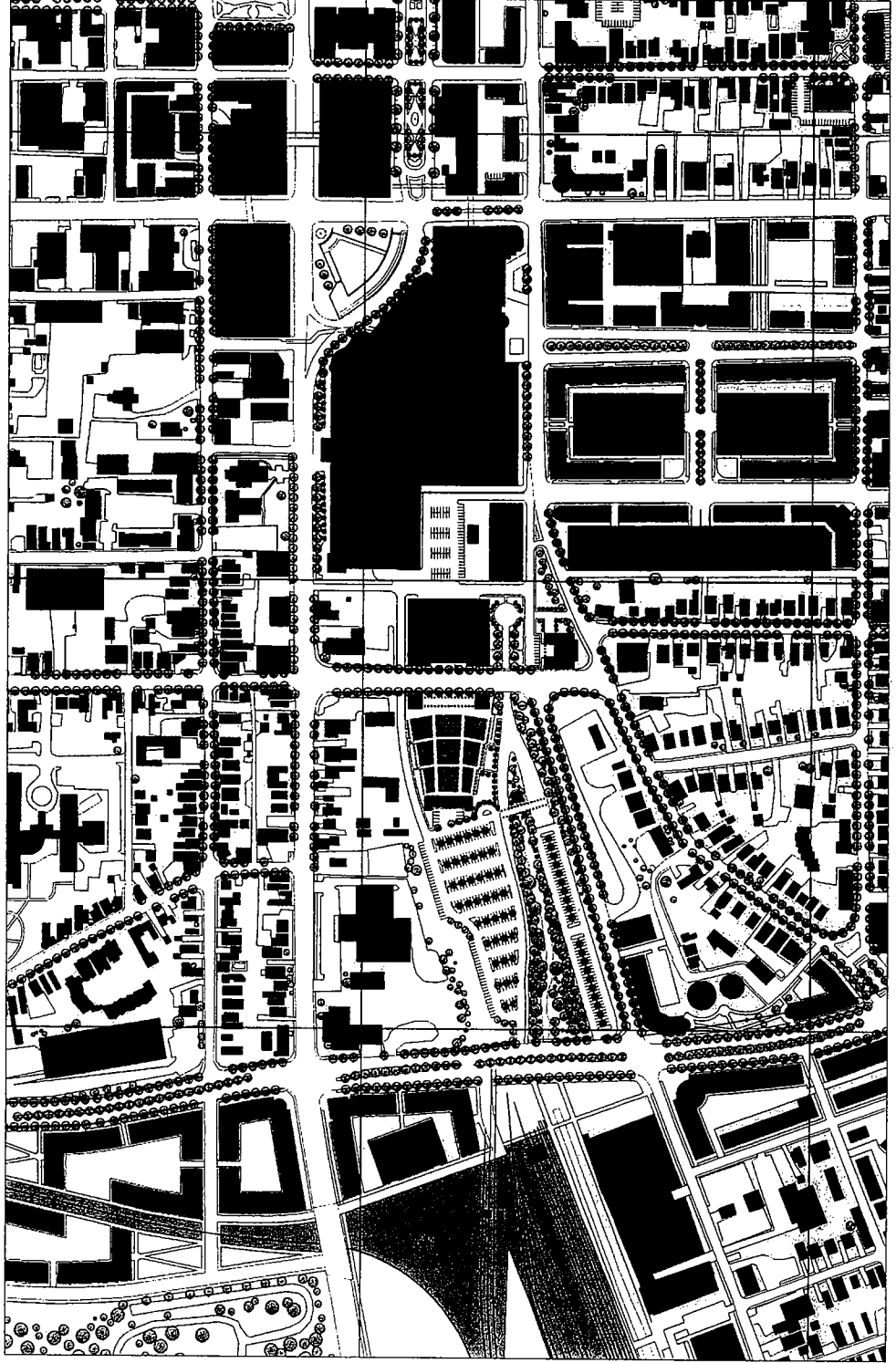
### DEVELOP VINE STREET

Lexington was laid out in 1779 along the banks of the Town Branch of Eklhorn Creek, chosen for its abundance of clear sparkling springs. The streets and rail lines follow the creek, and much of the early history is tied to this historic waterway. Town Branch is now buried under Water Street, Midland Avenue, and Vine Street.

At present Vine Street is a one-way street five lanes wide, which encourages high-speed travel across the downtown core. The proposed plan transforms Vine Street to two-way traffic with a wide median down the middle as illustrated in the image on the right.

Vine Street originates at the Lexington Convention Center / Hupp Arena and Triangle Park and merges into Midland Avenue Street near Thoroughbred Park. The proposed green spine (linear park) connects the two parks at either end of the downtown core and is the urban connector segment within the Town Branch Trail.

The proposed greening of Vine Street integrates into the vision of the Town Branch Trail as a scenic route connecting downtown Lexington to McConnell Springs and Materson Station Park. The trail would provide miles of walking, running, and bicycle routes through neighborhoods, historic areas, and the Bluegrass countryside.



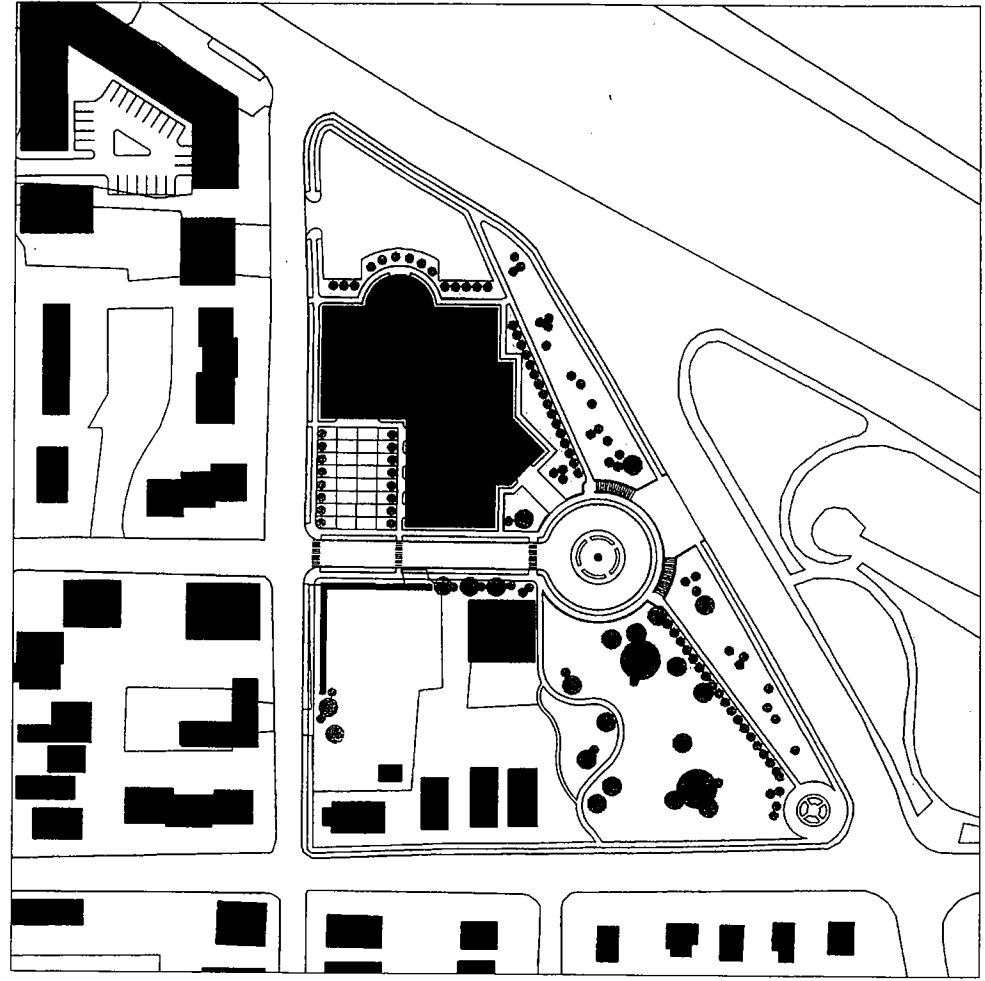
## Recommendation Eleven

### CREATE AN AMPHITHEATER

To the west of the Rupp Arena exists a large surface parking lot that lies in the Town Branch creek valley. Jefferson Street crosses this parking lot at an elevation 30 feet above the parking lot. At the west end of the parking lot, Town Branch creek is "daylight," and the dry-laid stone creek banks that date back to Lexington's early history still line the stream.

An outdoor amphitheatre is proposed that steps down from Jefferson Street to the parking lot level. A new structured parking garage is proposed to the east of Jefferson Street to replace the parking spaces lost by the building of the amphitheatre.

The amphitheatre is one of many features proposed along the Town Branch Trail. To the west of the amphitheatre exists a series of railroad tracks, that terminate at Newtown Pike. A railroad carriage restaurant has been proposed for this location that will help complement the new development around the Rupp Arena.



were relegated to stable help. Jimmy Winkfield, the last African-American jockey to win the Kentucky Derby, won in both 1901 and 1902. He left the U.S. for Europe to continue a lucrative racing career, with over 2,300 wins to his credit.

The African-American jockey Isaac Murphy is considered one of the greatest riders in American history. He was the first jockey to win three Kentucky Derbys, and won an astonishing 44 percent of all races he rode. That record has not been approached by any jockey since. Murphy was the first rider to be inducted into the Jockey Hall of Fame at the National Museum of Racing. He is buried next to Man O' War in the Kentucky Horse Park in Lexington.

It is appropriate and fitting that the site adjacent to Thoroughbred Park be utilized for a museum honoring the legacy of African-American horsemen who played a critical role in the development of the horse racing industry for which this region is so well known.

## Recommendation Twelve

### CREATE A COMMUNITY CENTER / MUSEUM SITE

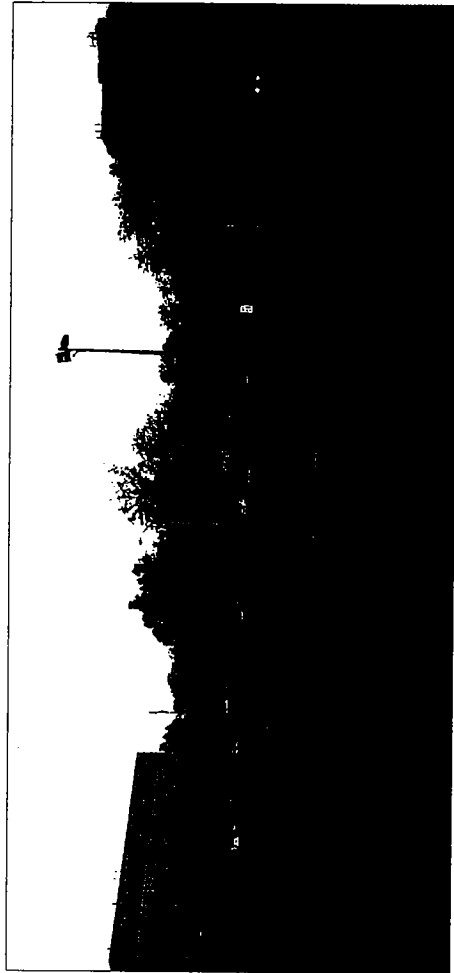
Civic structures are an essential ingredient along with residential and commercial buildings in creating a true city and should be located on prominent sites within the urban fabric.

On the east side of the downtown core, north of Thoroughbred Park, exists a vacant underutilized land parcel. This recommendation proposes utilizing this hillside site for a museum / community center.

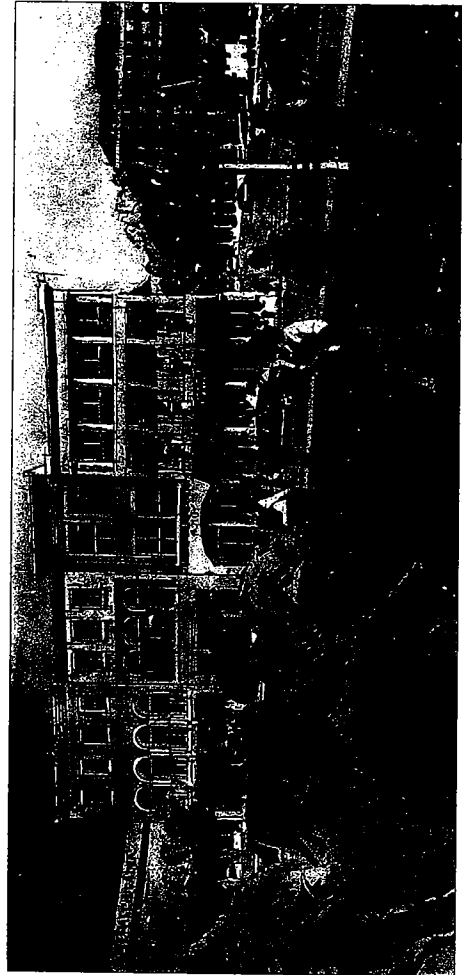
Given that many African-American jockeys lived close to the east end of Lexington, one suggestion is to build a museum on the specified site that commemorates the contribution of African Americans to the horse racing industry, which has now grown to an excess of \$2 billion annual sales.

The history of Thoroughbred horse racing in the Kentucky region is closely related to the African-American community. African-American horsemen played an influential role in the development of the sport between the Civil War and the turn of the century. Fifteen of the first 28 Kentucky Derby winners were ridden by African-American jockeys, and five were trained by African-American trainers.

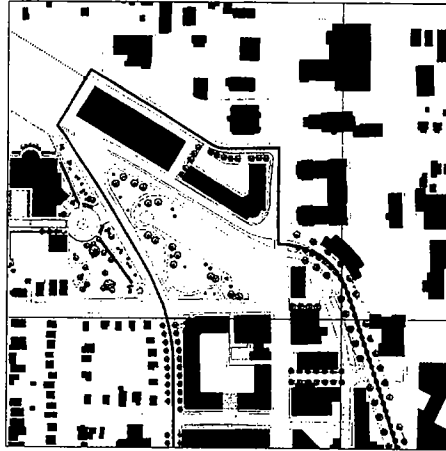
As horse racing obtained a higher profile at the turn of the century, African Americans



View from Thoroughbred Park looking to the east at a surface parking lot



Proposed commercial buildings (retail and offices)



Page 10 Thoroughbred Park showing site plan

## Recommendation Thirteen

### DEFINE THE SPATIAL CHARACTER OF THOROUGHNBRED PARK WITH BUILDINGS

Outdoor spaces within a city are the living rooms of the city; like the walls that define a living room, the facades of buildings surrounding a public space form the walls of that space. In the case of Thoroughbred Park, several of the walls that would define this outdoor room are missing.

To the east of the park is a surface parking lot currently used by the *Sun Herald*. The framework plan proposes that a group of small-scale buildings be built on this parking lot to enclose and frame the park space. These buildings would house the advertisement division of the newspaper, as well as a coffee shop on street level that would animate street life. Ground-floor retail would help address the street and orientate activity toward Thoroughbred Park.

Additionally, the vacant lot on the west side of the park should be developed as a mixed-use building to help enclose that edge of the public space. Residences in this building would provide the 24/7 activity that is needed in this part of town.

The north edge of the park is already loosely defined by the change in topography created by the existing hill.

## Recommendation Fourteen

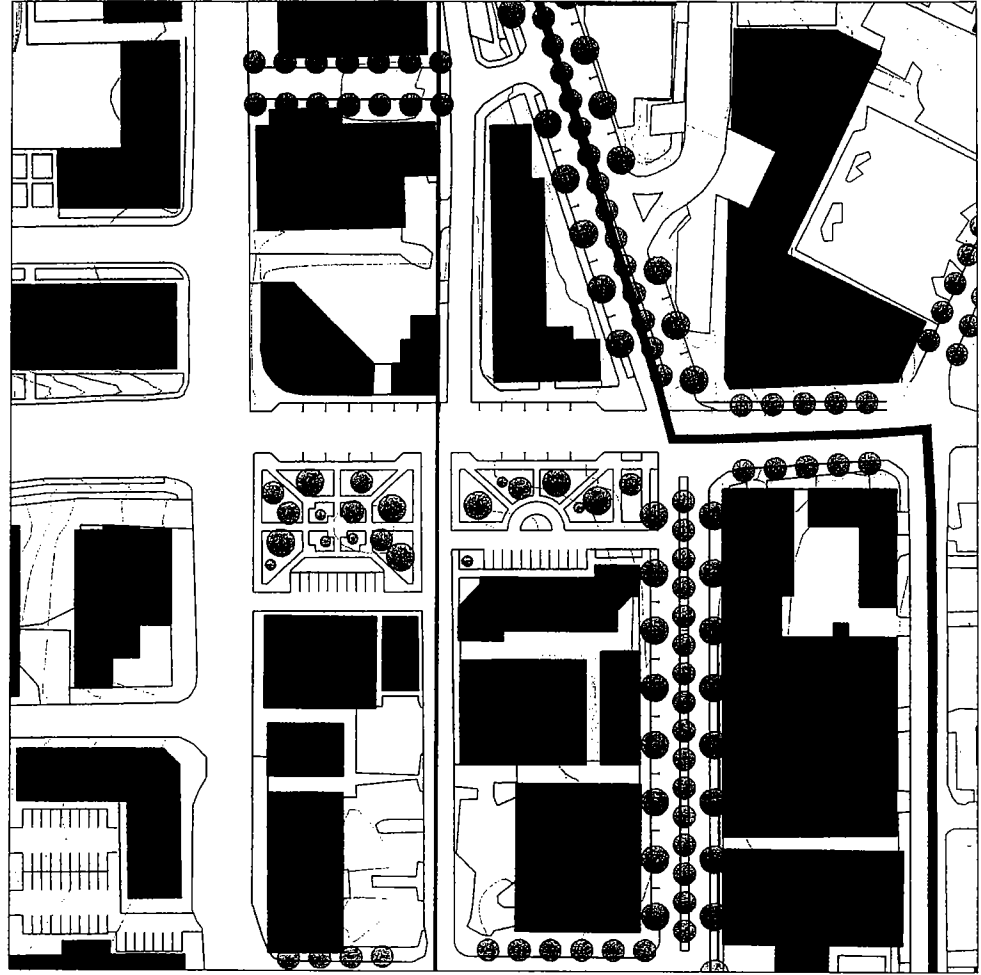
### CREATE A NEW GREEN SPACE AT MAIN, VINE, FILM TREE, AND ROSE

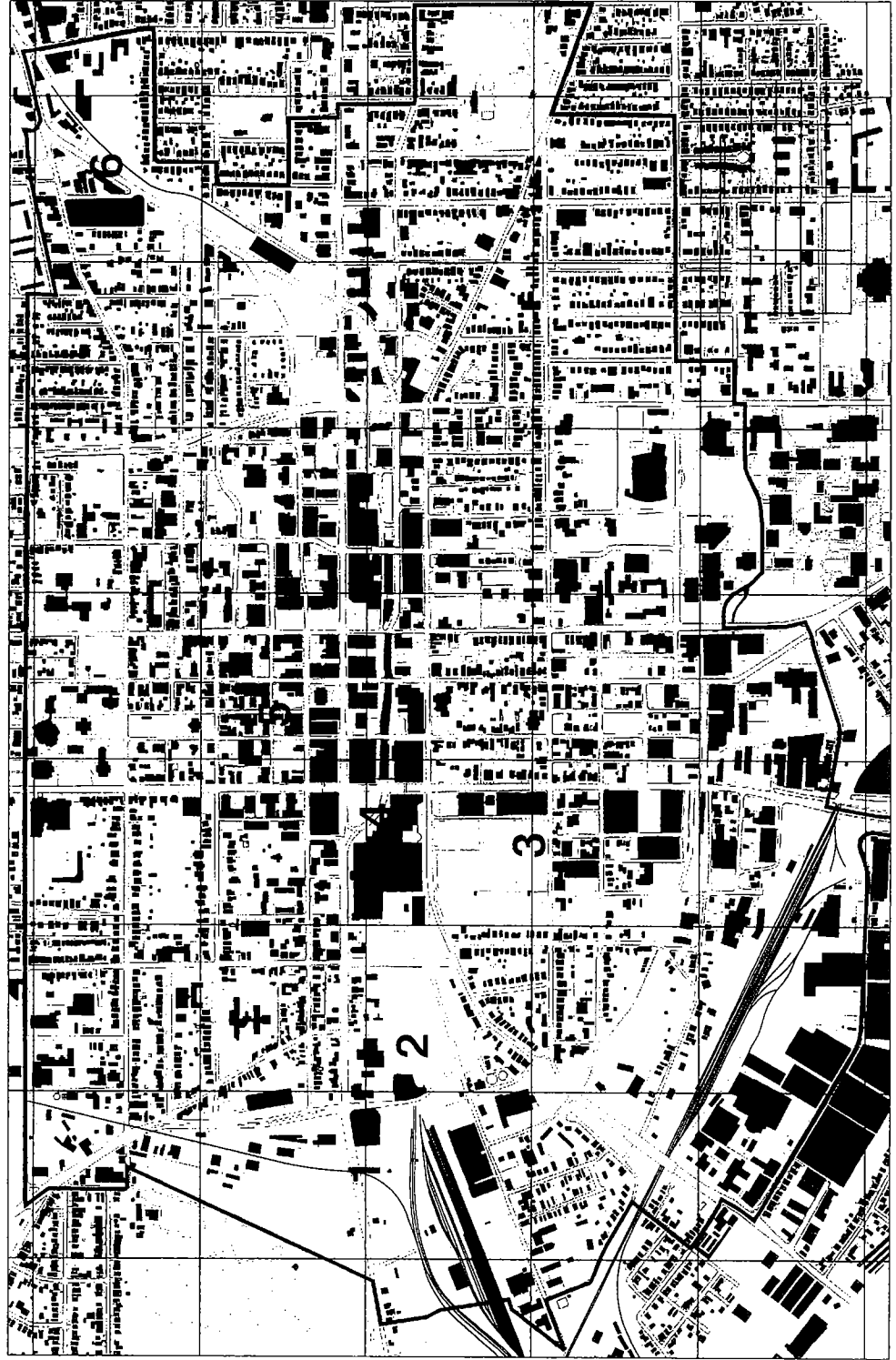
Entering Lexington from the east along Midland Avenue, the visitor does not get a favorable impression of the city. The area is riddled with surface parking lots and a discontinuous public realm. Every attempt should be made to minimize surface parking lots along major streets within the downtown core.

The plan proposes creating a pair of neighborhood scaled parks between Main and Vine Street along Elm Tree / Rose Street. The parks would replace an existing surface parking lot which does not contribute to the visual quality of the area.

It is envisioned that the parks would be accessible to the general public and would be passive rather than recreational.

The two apartment buildings that are set back from Elm Tree / Rose Street will benefit from this green forecourt that replaces the asphalt surface.





Proposed location for the farmer's market within the selected area

## Recommendation Fifteen

### MAKE FARMER'S MARKET A PERMANENT AMENITY

The Lexington Farmers' Market is an asset to the community that should be given a permanent home within the city. Although out-of-the-scope of this master plan, the design team felt strongly that the market should have a permanent home within the downtown area.

The Lexington Farmers' Market is a cooperative run by a board of directors elected by the membership. It was established in 1975 as the Farm and Garden Market Cooperative Association. The market is open outdoors on Tuesdays, Thursdays, Saturdays and Sundays. From mid-April until late November there are five farmers' markets at four different locations across Lexington. The traditional Saturday morning market on Vine Street between S. Mill and S. Limestone last until the farmers sell out and go home.

Several sites were considered as a permanent home for the market, which would include covered stalls, bathroom facilities, demonstration kitchens, and parking for shoppers as well as farmers.

The sites studied included the following:

1. Main Street and Newtown Pike Extension
2. Cox Street
3. Broadway and West Maxwell
4. Vine Street
5. Cheapside Park
6. Charles Young Park

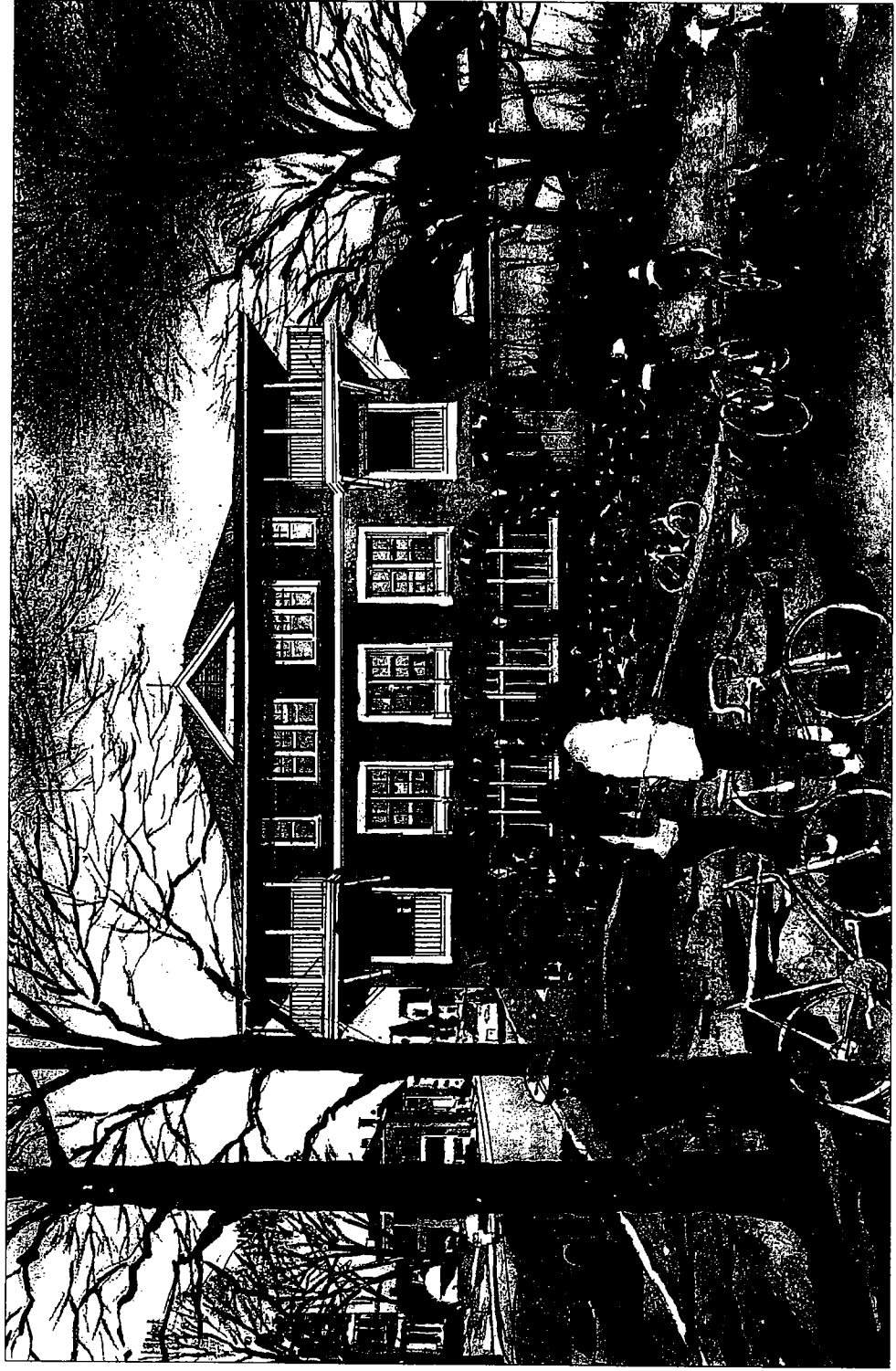
## Recommendation Sixteen

### INCORPORATE AND CELEBRATE THE TOWN BRANCH TRAIL AS A HISTORIC ASSET

At the intersection of Jefferson Street and High Street is a vacant lot. This lot is adjacent to where Town Branch is "daylight". The proximity of this lot to the trail makes it an ideal location for a visitor information center for hikers, runners, and bicyclists who wish to use the trail for recreation.

The proposed building for this property is mixed-use residential, with residential units on the upper floors and an office for the Town Branch Trail, Inc. on the lower level overlooking the trail.

Much has yet to be done to restore the creek to better serve wildlife, water quality, and flood control. At present, the pollution level of the creek makes it one of the state's most degraded waterways, a condition that Lexington residents should strive to see reversed.





## 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        |
| • <b>Streetscape Plan</b>                                                                                                                                             | <b>Stevens</b>  | <b>Mar 08</b> |
| • <b>Downtown Master Plan</b>                                                                                                                                         | <b>DeCamp</b>   | <b>Apr 08</b> |
| • Electrical Inspector's Fee Schedule                                                                                                                                 | McChord         | May 08        |
| • Management Audit Recommendations                                                                                                                                    | Stevens         | May 08        |
| • Family Care Center Audit                                                                                                                                            | Stevens         | May 08        |
| • Review Civil Penalties/Impose Fines on Property Owners Who Operate a Home Office/Occupation in Violation of the Zoning Ordinance                                    | Henson          | July 08       |
| • Impose Restrictions on Issuing Permits to Individuals/Property Owners When There are Pending Written Complaints Regarding Violations of Zoning Ordinances           | Henson          | July 08       |
| • Place Reasonable Time Limits for Completion of construction projects approved for existing 1/2 Family Residential Building Permits and Fence/Retaining Wall Permits | Henson          | July 08       |