

RED MILE

DEVELOPMENT PLAN



In consultation with :

Vision Engineering, Jackson Kelly PLLC



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Jim Newberry - Mayor
Jim Gray - Vice Mayor

Urban County Council

| | |
|-----------------------|-------------|
| Linda Gorton | At-Large |
| Chuck Ellinger | At-Large |
| Andrea James | District 1 |
| Tom Blues | District 2 |
| Diane Lawless | District 3 |
| Julian Beard | District 4 |
| Cheryl Blanton Feigel | District 5 |
| Kevin Stinnett | District 6 |
| K.C. Crosbie | District 7 |
| George Myers | District 8 |
| Jay McChord | District 9 |
| Doug Martin | District 10 |
| Peggy Henson | District 11 |
| Ed Lane | District 12 |

Planning Commission

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Neill Day
Ed Holmes
Frank Penn
Carolyn Richardson
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Lynn Roche-Phillips
Joan Whitman
Marie Copeland
Patrick Brewer

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Bill Sallee
Jim Duncan
Barb Rackers
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Kathy Parker
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Hazel Saylor
Joe E. Jasper
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Judy Jones
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Red Mile Development Team

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Bob Duncan - Jackson Kelly, PLLC
John Hays

The Red Mile Development Plan took a slightly different procedural route than most plans in Lexington. While LFUCG has recommended the Red Mile area for a Small Area Plan (SAP), this plan in fact is being led by the Red Mile ownership and the consultant team. It is technically not a SAP, although it has many of the same steps and results. LFUCG, along with the Red Mile ownership, partnered to participate in an expedited planning vehicle that would allow the Red Mile owners to fund and speed up the planning process. LFUCG and the consultant team would still participate in an open public process and study of the region, much like a Small Area Plan normally would. The first step was formulating the “Red Mile Working Group.” The working group was made up of Planning Commission members, city officials, local area residents, land owners, and business owners. This compact group met four times from April 2009 through July 2009, each time delving into the details of the Red Mile Development Plan and issues that arose during those discussions.

Early meetings revolved around an introduction to existing conditions in the area, as well as throughout the site. The consultant team put together presentations highlighting major site features and infrastructure issues, as well as site contextual issues and opportunities. Issues

such as traffic concerns on Red Mile Road, drainage concerns throughout (specifically on Porter Alley to the north), and track operation feasibility were discussed. These topics seemed to be brought up the most often throughout



the early stages of the working group. As the process went on, the working group was eventually presented with conceptual images of the Red Mile Development Plan, as well as other character images, to give them a chance to voice their opinions on the architectural character and density of the development. The working group was also charged with agreeing to and consenting on a set of overlying goals and principles for the plan, which will be gone over in detail later in the report.



After the first 3 working group meetings an open public forum was held to present working group findings and the most recent plan concepts and supporting imagery. The public meeting presented the process to date, the concepts, and the goals and principles in order to hear any questions or concerns from the public before the final working group meeting. That meeting will evaluate the final concept plan and report document, as well as go over the next steps of the process: i.e., presentation to the Planning Commission, filing a text amendment and filing the zoning change to allow for the proposed development of the property.



An aerial photograph of an industrial or utility site. A large, circular concrete tank is prominent on the right side. A river or canal flows through the center of the site. In the lower-left corner, there are several large, rectangular industrial buildings with white roofs. The background shows a city skyline under a hazy sky.

1 ISSUES & OPPORTUNITIES

1.0 - BACKGROUND

1.1 - LAND USE

1.2 - ZONING

1.3 - DEVELOPMENT OPPORTUNITIES

1.4 - URBAN DESIGN FEATURES

1.5 - SITE FEATURES

1.6 - SITE INFRASTRUCTURE

1.0 BACKGROUND

The Red Mile Race Track in Lexington, KY, a 132-acre horseracing development, opened its doors on September 28, 1875 - the inaugural opening day of the Great Fall Trots at the Red Mile. Red Mile is known widely for its fast, red clay, one-mile track. As it stands today, The Red Mile is the second oldest harness racing track in the world.

The Red Mile is located on Red Mile Road between two of Lexington's major roadways, South Broadway and Versailles Road. Red Mile is positioned approximately 1.5 miles Southwest of Downtown Lexington and only about a half mile from the heart of the University of Kentucky's main campus. Red Mile is a vast plot of land in a unique urban environment, surrounded by blossoming redevelopment opportunities on nearly all sides. Much of the surrounding land is medium-high density residential and some professional office space, as well as industrial/warehouse uses.

The Red Mile property is one of a handful in Lexington that received special notation in the 2007 Comprehensive Plan as "property [that] should be reviewed through a Small Area Plan, with strong consideration for high-density residential and mixed-use," which will be further explored later in this report. The Red Mile Development Plan has been a process of working with the clients in

conjunction with a working group assembled by the consultant team and representatives from LFUCG. Its purpose was to have an open and transparent design process, allowing local residents, stake holders and the like to voice their opinions and concerns in regards to the concepts being presented to them. After the working group sessions, a series of meetings with city officials and an open public forum were held to further expand the public process to all levels of the community.



Historic Standardbred Stable



Paddock area



Red Mile finish line



SITE CONTEXT



The Red Mile is surrounded by a diverse group of land uses. The immediate area around the Red Mile property is made up of High-Density rental residential, some small single family neighborhoods, light/heavy industrial space (much of which is being renovated into more high-density residential), as well as various commercial space.

The high-density rental uses that surround the property create a few key issues and opportunities. The amount of young, student-age population in the area is very high and provides a potential market for the redevelopment site in the immediate area; but the low amount of owner-occupied housing could have a potentially negative effect with a high turnover rate of residents who rent and eventually move out of the area, usually in short periods of time. The industrial land uses north of the site are seen as a potential opportunity because of their reuse potential. Much of that land is already being re-used or is slated for redevelopment in the near future. Near the site, along South Broadway and Versailles Road, are concentrations of out parcel retail uses many of which are aging and have expansive surface parking lots. These corridors of commercial use may represent long term redevelopment in the area surrounding the Red Mile property. The map on page nine

also illustrates the lack of overall usable public green space. Aside from Picadome Golf Course, there is no major public open space in the area. The Red Mile Development Plan sees this as an opportunity to utilize portions of its site as open green spaces for the use of community residents and visitors. Another opportunity of the site is the close proximity to the University of Kentucky. The Red Mile Development Plan has options for office space that could work hand in hand with many of UK's programs.



UK Medical Facility



Redeveloped High Density Residential Use



S. Broadway Corridor.





The Red Mile property as it sits today is primarily zoned for agricultural use (A-U), a zone that seems to correlate to a horse racing track, but can also be seen as out of context for the urban environment the Red Mile Track is within. The Red Mile property is bordered by 6 different zones, including Residential (R-2, R-3, R-4), Business (B-3, B-4) and Office (P-1). The residential zones range from duplex residential development (R-2) to high density apartment buildings (R-4). The business zones range from Highway Service Business (B-3) to Wholesale and Warehouse Business (B-4). These zones are illustrative of a development pattern taking place in the area surrounding the Red Mile.

Just to the north of the track lay copious tracts of underutilized warehouse and industrial properties, many being re-zoned for more high density apartment property. South of the Red Mile along South Broadway is a commercial corridor mostly comprised of Highway Commercial, Commercial Warehouse and Planned Shopping Center Zones (B-3, B-4 and B-6P). The majority of this business district is dated out-parcel development.

One of the major issues of the Red Mile Development Plan is the need for re-zoning to a mixed-use category. LFUCG's current MU-3

category is the most similar to the zone needed to complete the development vision but will need to be retrofitted and amended to be flexible enough to realize the entire Red Mile Plan.

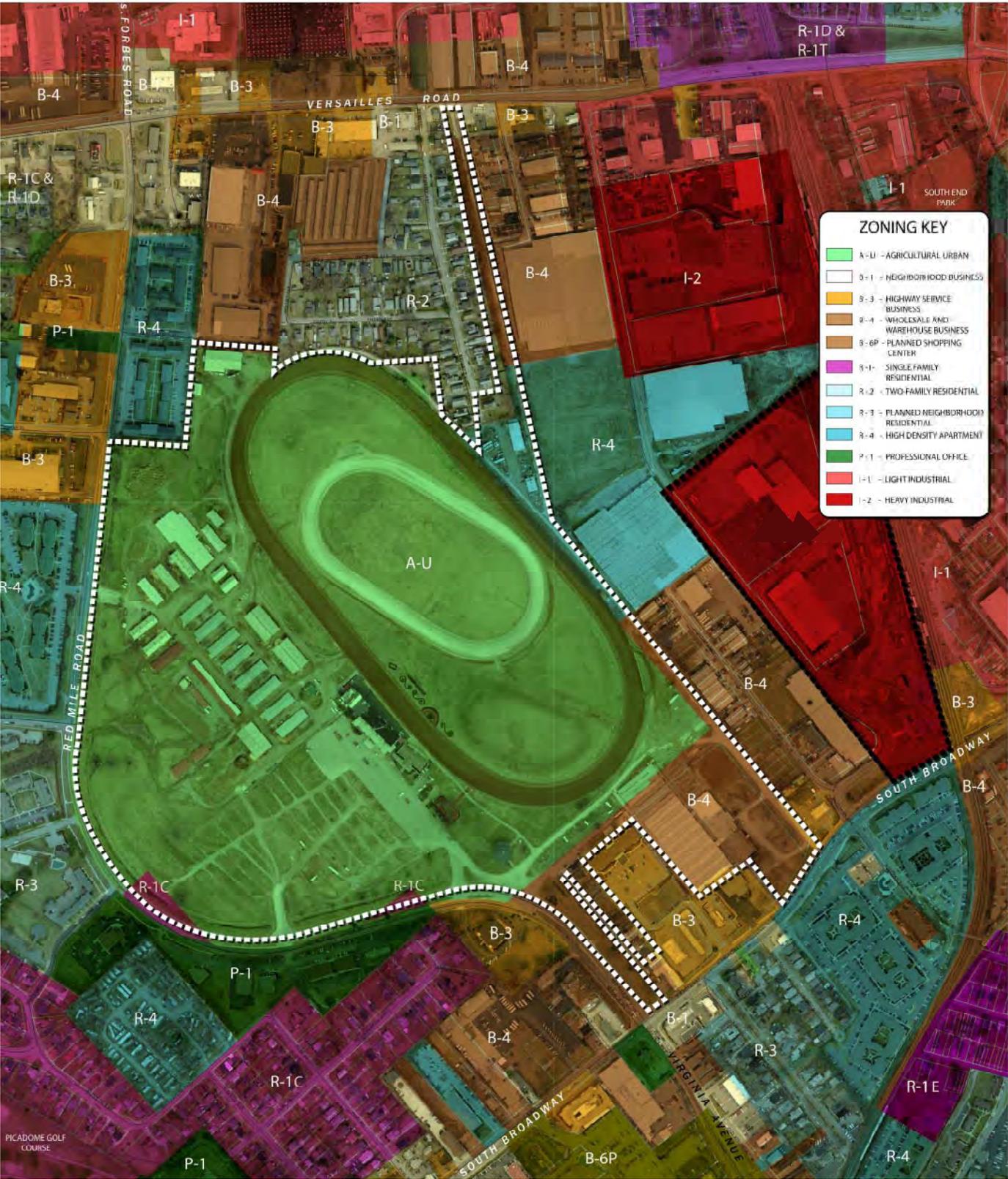


Existing agricultural uses on site



Bordering four-story apartment housing





1.3 DEVELOPMENT OPPORTUNITIES

The Red Mile Development Plan must take into account the surrounding community context and evaluate potential future changes that may take place. The following images and map describe potential long and short term development opportunities that will change the way residents and visitors interact and utilize this area of Lexington. As stated before in this report, the Development Site is bordered by industrial uses, many of which are already on the road to redevelopment. Many of these projects are seen as high-density residential developments. The commercial corridors along Versailles Road and South Broadway are seen as long term development opportunity space to serve the area. Opportunities that have already come to fruition, such as the South End Neighborhood Plan and other rental housing developments in the area, will be changing the urban context of the area in a short period of time. Another major project worthy of note is the Newtown Pike Extension. This roadway project will be tapping the Red Mile area into a large amount of traffic and providing a direct route to Interstate 75/64.



Industrial warehouse north of Red Mile



S. Broadway corridor commercial



Redeveloped industrial site



S. Broadway multifamily residential



Versailles Rd. corridor commercial



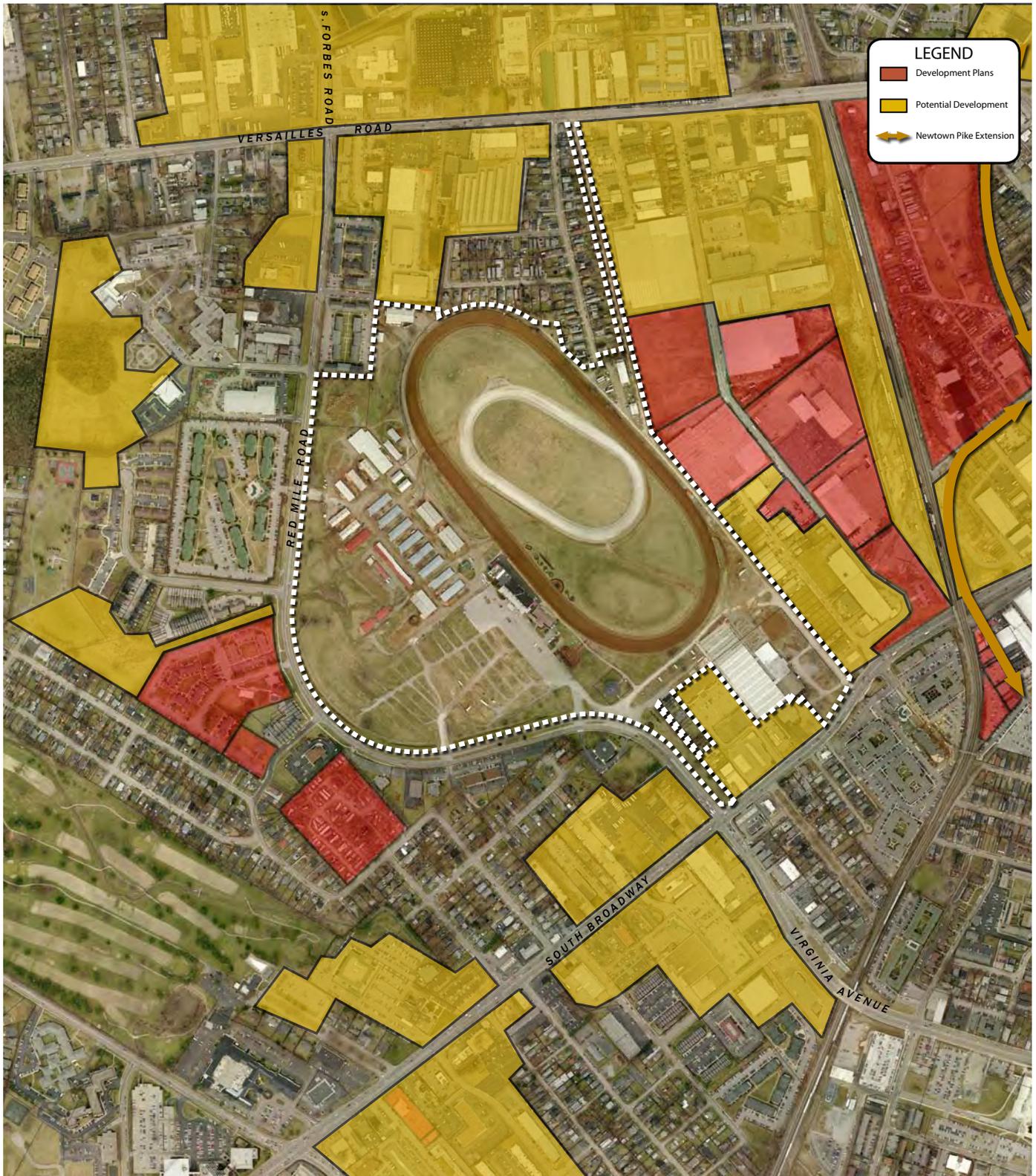
Commercial on Angliana Ave.



Industrial north of Red Mile



DEVELOPMENT OPPORTUNITIES



1.4 URBAN DESIGN

The Urban Design map on the next page illustrates different aspects of social, cultural, and physical relationships that play a role in the Red Mile Development Plan. Existing land use patterns indicate a large amount of industrial use on properties neighboring the site. Industrial space, specifically to the north and east, serve as potential development opportunities that have been considered throughout the design of the plan. The most predominant land use around the site is high-density residential. Much of this residential space serves as private student housing for the University of Kentucky and other local institutions. This widespread use indicates a lack of homeownership in the area that will also be addressed in the Development Plan. Also illustrated in this map is a lack of open space and outdoor recreation space for the area. Southend Park and Picadome Golf Course are two of the few options in the area for residents/visitors to partake in outdoor active and passive recreation. The Red Mile property provides an opportunity to offer passive green space throughout the development area as well as the potential for a multiuse greenway along Red Mile Road, which could connect to the future Town Branch Trail and to the University of Kentucky campus. By connecting the trail to UK, the Red Mile is offering alternative methods of transportation to an area heavily populated

by students who now drive or take a bus to campus, as well as a safe means of recreation.

Other important physical relationships, such as to Downtown Lexington and surrounding major features like a golf course and Rupp Arena, make the Red Mile's location an ideal space for a major retail, commercial and entertainment venue. The Red Mile's location is illustrated on site with the clear view of the Lexington skyline from the grandstand, again reiterating the true urban quality of this unique site and its close relationship to Lexington's other entertainment staples.

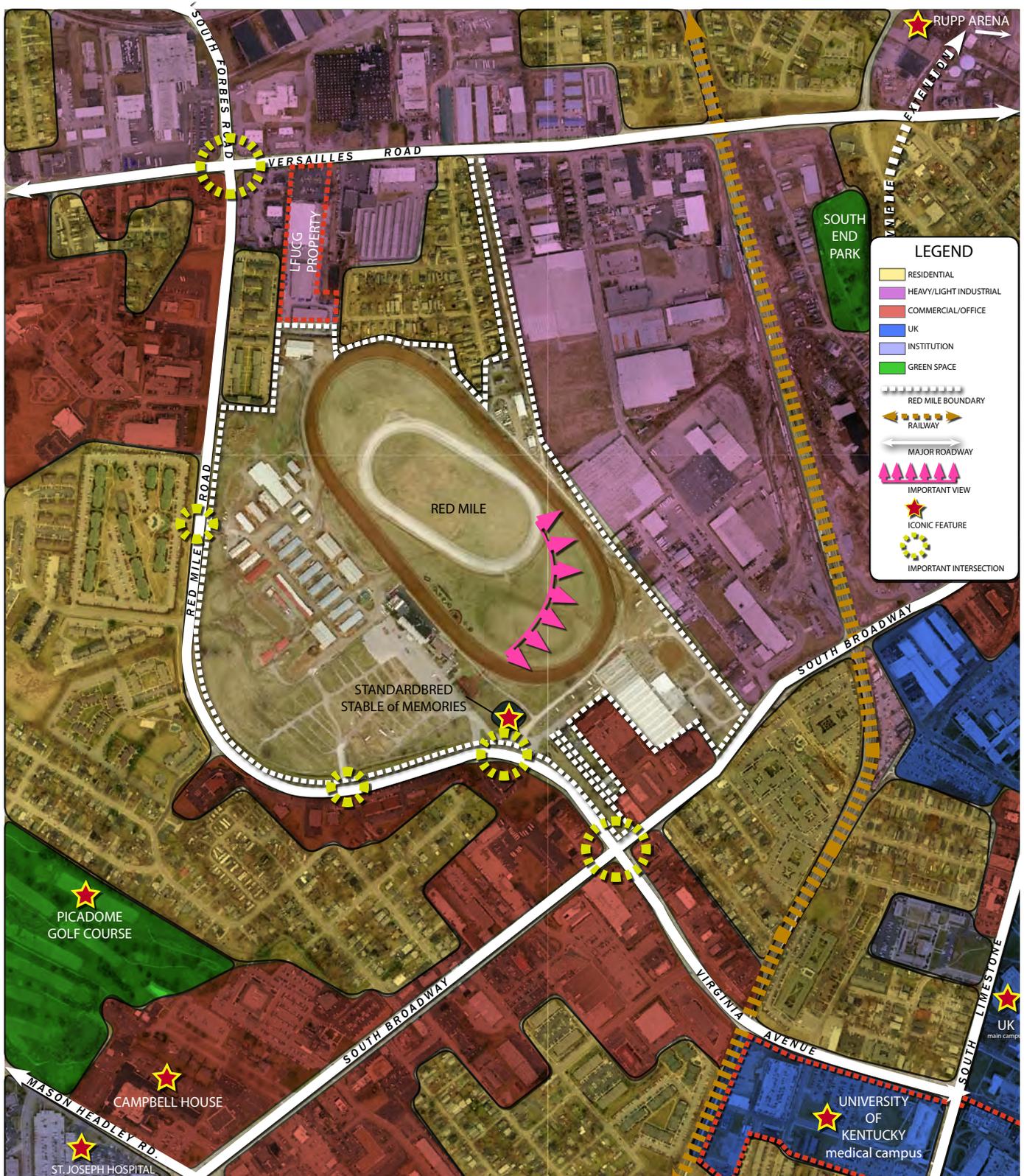


Industrial space north of Red Mile



Downtown Lexington skyline over the track





1.5 SITE FEATURES

The Red Mile Race Track itself includes many interesting site features that passersby may not be able to appreciate without first hand experience. Illustrated in photographs and on the following map are the key site features at the Red Mile. The most well known feature of the grounds, due to its visual impact, is the Standardbred Stable of Memories (SOM) located near Red Mile Road and visible from the South Broadway and Red Mile Road intersection. The SOM is one of many culturally rich pieces on site where many community functions still take place. Other notable features are the Clubhouse, a 2-story colonial brick building that houses restaurants and track viewing areas as well as banquet space. The Tattersalls Stables, a “world-renowned” horse sale pavilion/arena, is also a part of the Red Mile property and is envisioned to be a major factor in the future operations post development. Of course, Red Mile is most well known for its track and training facilities that owners and trainers travel from far and wide to utilize with their horses.

The Red Mile has a rich historic fabric that will be woven into the redevelopment plans in order to build on its existing successes.



Standardbred Stable of Memories



The Clubhouse



The Grandstand



The Finish Line



Existing Stables

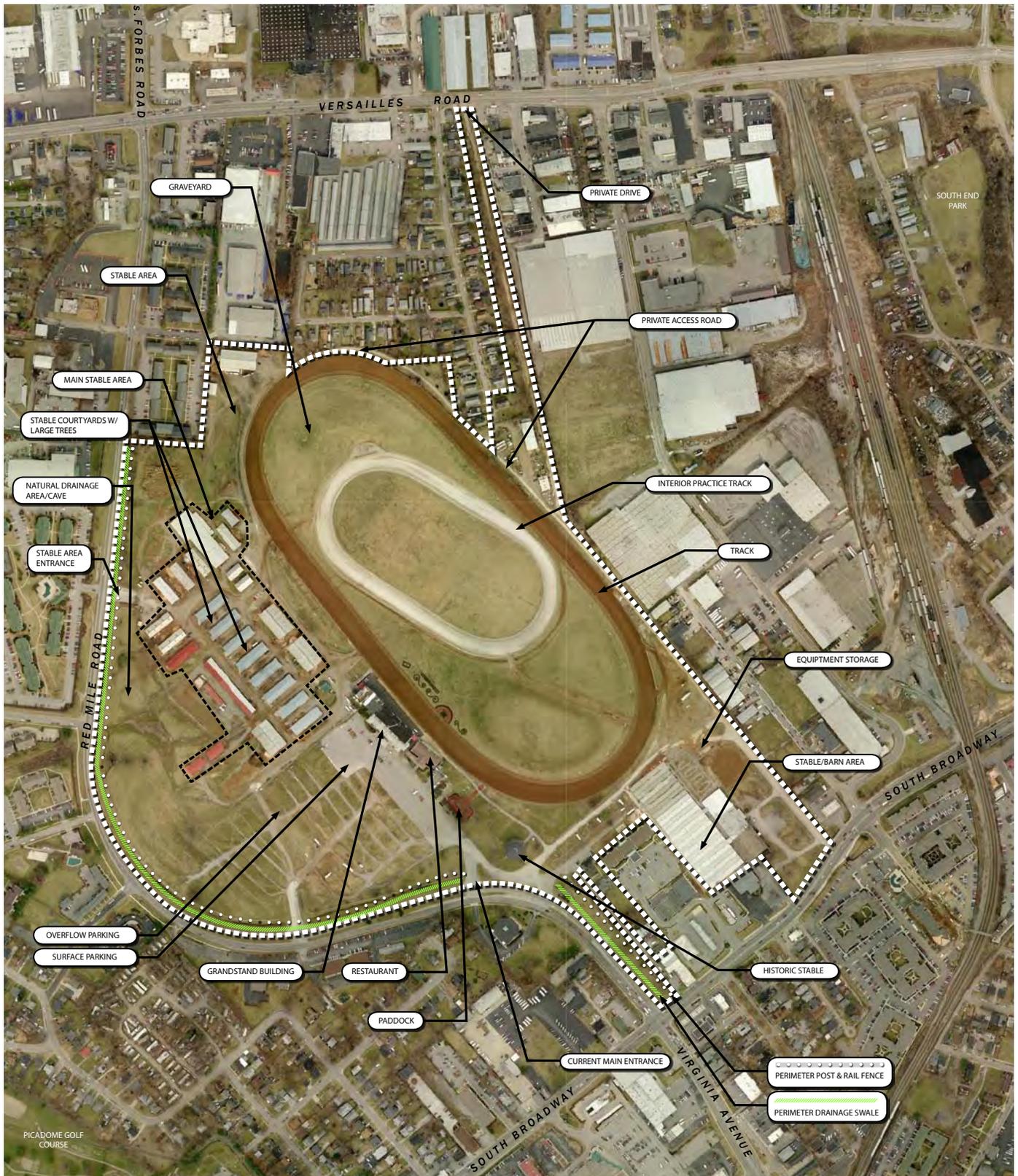


Paddock Area

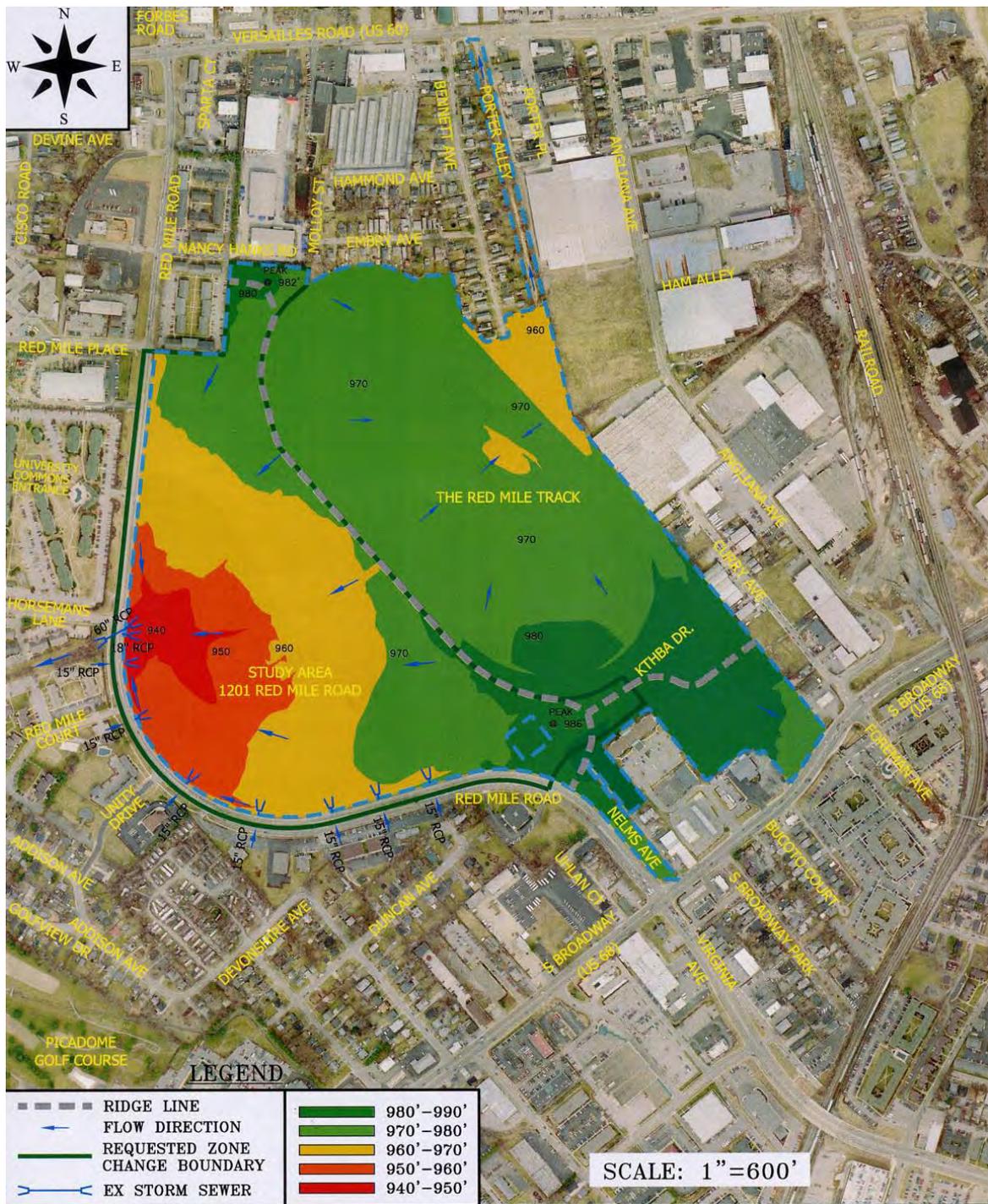


Tattersalls Stables

SITE FEATURES



1.6 SITE INFRASTRUCTURE



Noted in diagram (A), the site ranges in elevation from 986 feet at the peak or ridge line to 940 feet at the extent of the watershed. (Dark green is the highest elevation; red is the lowest). The site drains into two (2) different

watersheds. The east portion of the property, including the racing track, drains to Porter Alley and Bennett Avenue and then north toward Versailles Road (US-60) to Town Branch Creek.



1.6 SITE INFRASTRUCTURE

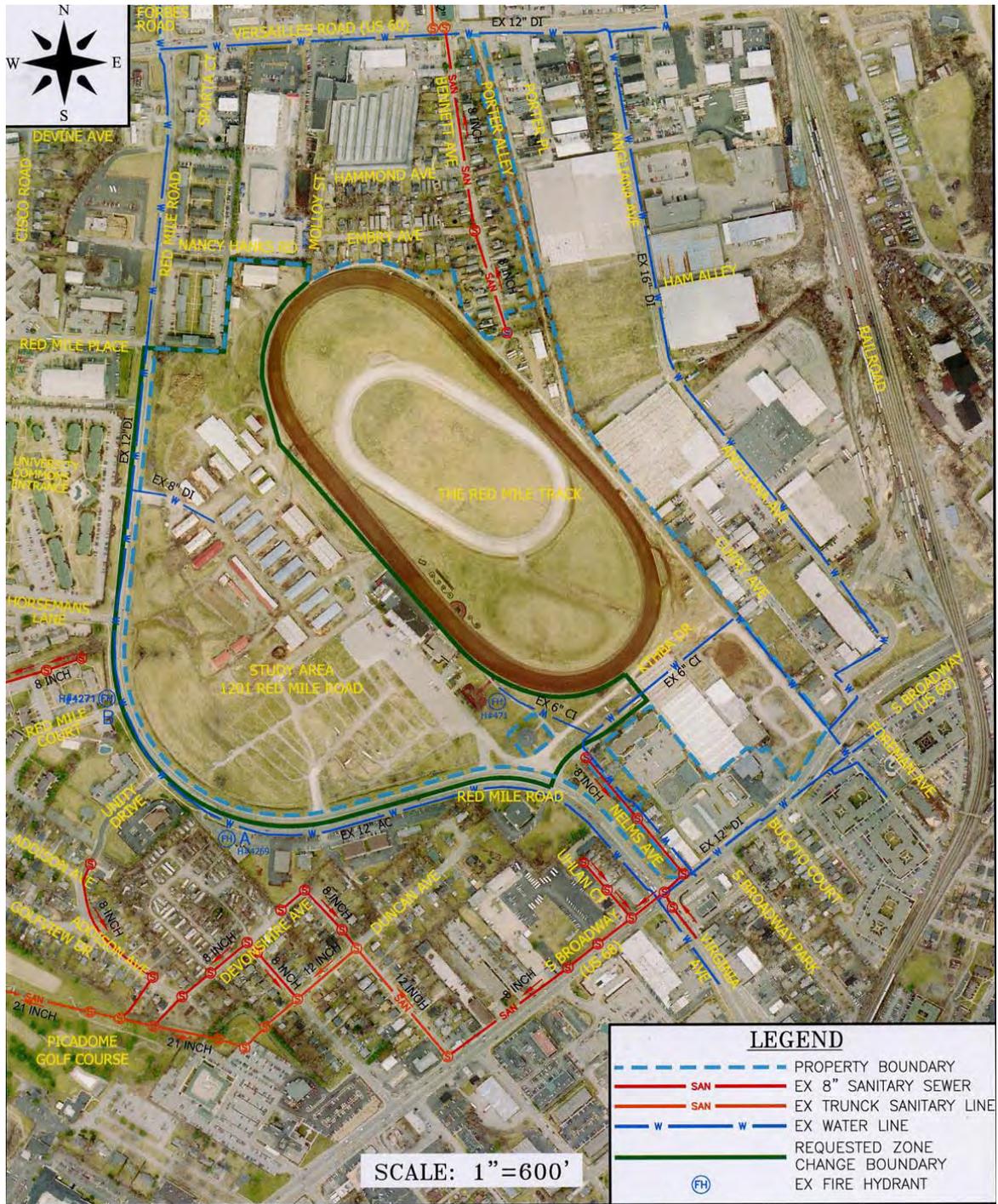


Diagram (B) illustrates that sanitary sewer is available on site, and the existing structures drain along Bennett Avenue to an existing 12-

inch trunk line located at the intersection of Versailles Road (US-60) and Bennett Avenue.



1.6 SITE INFRASTRUCTURE



Diagram © describes traffic and turning movement counts, as well as pedestrian counts, that were collected at two signalized intersections (Versailles Road and South Broadway). It also shows counts for two un-

signalized intersections (Horsemans Lane and Unity Drive) that were done in March 2009, during the weekday afternoon peak hours between 4:00 to 6:00 PM, to determine existing travel conditions and any future impacts.



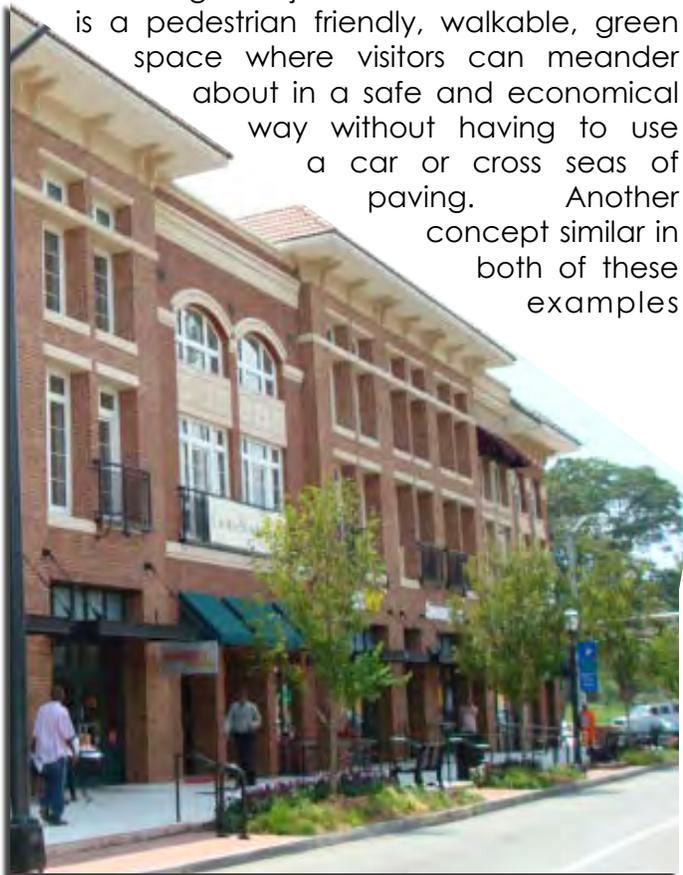
- 2.0 - DEVELOPMENT CASE STUDIES**
- 2.1 - CONCEPT PLAN**
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2.0 DEVELOPMENT CASE STUDIES

There are many national examples of developments similar to the proposed concept at the Red Mile. These examples all share a thread of common characteristics:

Mixed-Use - All of the case study examples of similar developments have a mix of uses, including housing. Each of these destinations has in their own way tried to create a “24-hour” community environment, meaning that during the day the commercial and office aspects are busy; and at night people inhabit the space because they live within the development or have come to visit the night life and restaurants there, creating almost around the clock activity.

Main Street - Developments such as the Edgewood Retail District (shown below) and the Birkdale Village development (shown right) have utilized a main street concept that creates a mix of uses along a major corridor. The main street is a pedestrian friendly, walkable, green space where visitors can meander about in a safe and economical way without having to use a car or cross seas of paving. Another concept similar in both of these examples



Edgewood Retail District - Atlanta, GA

is the idea of shared parking instead of individually designated parking lots. This allows the parking count to go down and the likelihood of the environment to remain pedestrian friendly and walkable to go up.



Birkdale Village - Huntersville, NC

Architectural Features - Another interesting trend is varying architectural forms and details. While it is important to fit into the given context and surrounding communities, these spaces have remained successful; in part because of their interesting physical structures and ability to blend old and new styles together with the existing community, so as to seamlessly blend the two into an aesthetically pleasing environment.

Green - Each of these developments utilizing the before-mentioned themes is also on its way to becoming a more sustainable type of development that relies on efficiency of space and energy. These efficiencies, along with green building techniques, will aid in providing more environmentally sensitive developments that fit within the urban fabric of their communities.

2.1 CONCEPT PLAN





Volume Study Diagram

The development concept shown above can be broken down into six major components: home ownership (brown), mixed-use residential over commercial (orange), mixed-use office over commercial (maroon), stand-alone retail (red), hotel/entertainment (white/purple) and green space (green). The diagram to the right breaks down the basic blocks of the development. The blue highlights major development blocks, green illustrates the general arrangement of the town green or main street (as well as the Red Mile Greenway trail around the south perimeter of the property), and the yellow highlights the major preservation focus area (including the Standardbred Stable of Memories, Clubhouse, and Grandstand).

In these simple diagrams the major themes begin to show themselves much like the case study examples; mixed-use development exists on the town green, but a more overarching mixed use exists throughout the entire site by providing retail, office, housing and others all in the vicinity of the development. The main street and green themes are shown, with the town green providing green space and

active recreation space, such as the Red Mile Greenway trail and the block form being set up by the streets that connect across Red Mile. This makes the overall development very well connected for ease of circulation whether it be by bike, foot, or another form of transportation.



Site Diagram



2.2 CONCEPT BREAKDOWN

MIXED-USE RESIDENTIAL DISTRICT

The mixed-use residential district illustrated below shows a three-story building the length of the block that fronts the town green on both sides of the street. Each block houses the mixed-use residential over commercial, "resident only" parking and the potential for a large retail vendor. This space is seen as being an activity hub with its proximity to the entertainment portion of the site.



STAND-ALONE RETAIL

Stand-alone retail around the perimeter of the site is located in highly visible areas with direct access to Red Mile Road as well as the green way trail. These developments would utilize shared parking and encourage pedestrian movement from vendor to vendor, versus driving a car from parking lot to parking lot. Pedestrian environments have been enhanced with plantings and user friendly walks and cross walks throughout.



MIXED-USE OFFICE DISTRICT

Much like the residential mixed-use block, the office over commercial block utilizes the town green as a front yard and provides users with a friendly work environment that is close to retail/commercial and residential opportunities that, in theory, could become a live-where-you-work situation truly encompassing the "24 hour" livable community theme that was discussed in the case study section.



TRACKSIDE HOUSING

The trackside housing and stand-alone apartment portion of the site is the only strictly residential area within the development. The trackside housing is seen as a unique opportunity to provide high end loft housing with a view unlike any other. The homes would overlook the track as well as have a view of Downtown Lexington. The trackside homes and stand-alone apartments are slated to house nearly +/- 84 units.





RED MILE GREENWAY

The Red Mile Greenway is a major piece of the development that will eventually connect the Red Mile to the University of Kentucky, as well as to the proposed Town Branch Trail. The greenway highlighted to the left is proposed to lie in the existing right-of-way between Red Mile Road and the proposed development. The image below illustrates what that ROW looks like today.

BEFORE



AFTER



The “before” image shows the ample amount of space between Red Mile Road and the existing white post and plank fence. The “after” image begins to describe what the Red Mile Greenway trail would look in terms of dimensions and scale. The trail is seen as being double lined by tree plantings, as well as flower and grass plantings along the edges to provide a shaded and comfortable environment. The

trail is buffered from Red Mile Road by a 6-8 foot setback and the trail described as being 10-12’ wide. Seating and lighting would also follow the trail and have a modern aesthetic, matching the components on site and to contrast the newly detailed traditional fencing that runs along the trail. While sidewalks exist on the south side of Red Mile Road this greenway provides safe and comfortable travel for pedestrians and cyclists that does not currently exist.



BEFORE

SOUTH BROADWAY ENTRANCE

The South Broadway intersection at Red Mile Road is the front door to the Red Mile Development, as well as the surrounding communities, and should be viewed in that way. The “before” image below illustrates a wide expanse of pavement, overhead wires and billboard signage that does not make for a friendly first impression. There is, however, ample setback on the north side (right) for improvements.

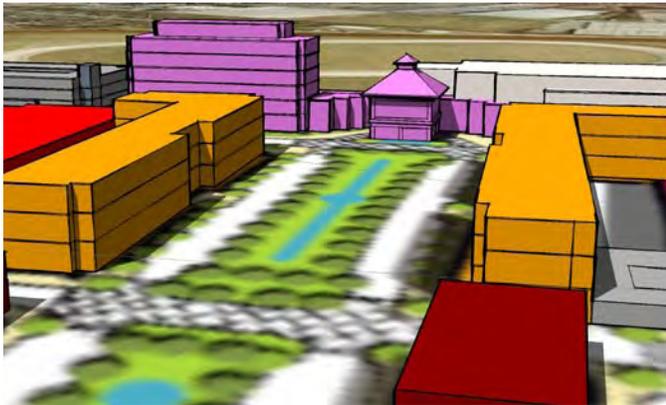


AFTER



The “after” image illustrates a much more streamlined entrance that has new traffic lights, no overhead wires and no billboard signage. The Standardbred Stable of Memories is clearly visible down the stretch of roadway that is lined by trees and the new greenway trail. Street improvements include new pedestrian crosswalks, as well as a designated right

turn lane on Red Mile Road to help ease heavy traffic burden. The Red Mile Greenway trail itself is similar to the portion in front of the development, though this portion will be more heavily planted with trees and less with ground cover. This intersection is creating a more user friendly connection to the South Broadway retail corridor, as well as the University of Kentucky.



BEFORE



AFTER



The "before" image illustrates the approximate location of the town green on the site today. The "after" image illustrates that the town green is seen as the main hub of the development. Mixed-use and entertainment buildings in

TOWN GREEN

The town green is the centerpiece for the Red Mile Development Plan. The current location coincides with the idea that there will eventually be an addition to the grandstand that will serve as a termination point of the town green axis. It also includes the potential hotel/entertainment center, with an associated parking structure. The town green provides open greenspace, gathering space and a central pedestrian spine that runs along the main commercial/mixed-use corridor.

contemporary and colonial style, along with the town green feature in the middle with plantings and water elements, create a vibrant user-friendly space where people would most likely gather for events and other recreational activities.

2.4 INFRASTRUCTURE

The new development at the Red Mile will include many new infrastructural features that will change the way the site and immediate area work. Major differences between pre and post development include, but are not limited to, intersections along Red Mile Road (five to be exact). Three of those intersections are planned to be signalized (see key map to the right). The signalized intersections will occur at the existing entryway to the race track nearest South Broadway, at Unity Drive, and one that aligns with the University Commons Apartments. Other roadway improvements include extending the median along Red Mile Road, potentially widening Red Mile Road, and intersection improvements at South Broadway as well as Versailles Road. The intersection improvements would include having dedicated left turn, through and right turn lanes to help ease delay time at traffic lights during peak hours.

Other major improvements include the Red Mile Greenway Trail that would connect South Broadway to Versailles and beyond, as well as the Town Green, the central open space pedestrian spine and the centerpiece for the development's main street. There is also conceptually a connection to be made from Red Mile Road northeast to Angliana Avenue, to connect to future redevelopment.

The site will also need major infrastructure upgrades to handle increased storm water

that flows from the southern edge of the track southwest toward Red Mile Road. The rest of the properties' storm water will not be affected by the development.



3.0 - GOALS & OBJECTIVES**3.1 - DEVELOPMENT SUMMARY****3.2 - NEXT STEPS**

OVERALL GOALS

- The Red Mile Development Plan should lay the groundwork for additional development that would support and enhance the existing racetrack and ancillary operations at the Red Mile.
- The Red Mile Development Plan will create a model for mixed-use development in Lexington and the region and explore innovative zoning regulations supporting mixed-use.
- The Red Mile Development Plan will improve connectivity and access to the Red Mile from the surrounding community.

PRINCIPLES

• LAND USE

- Allow continued operations of the racetrack and the Tattersalls sales area
- Do not target residential to the undergraduate student housing market
- Encourage a mix of housing, retail and office

• PUBLIC INFRASTRUCTURE

- Provide ample water and sewer systems to support existing and future development at the Red Mile
- Set an example, using green design methods, to lower the development's impact on the environment and surrounding communities
- Identify transportation improvements to improve access and connectivity to, on and around the Red Mile
- Explore a connective greenway to Town Branch Trail, UK and possible pedestrian connection to Picadome Golf Course
- Provide adequate parking, but encourage shared parking arrangements
- Accommodate transit access

• VISUAL CHARACTER

- Create a "destination" at the Red Mile representative of its unique character and surrounding environment
- Use and improve upon existing site features, stables, barns, etc.
- Identify and protect Historic Resources on site (Standardbred Stable)
- Create architectural standards to ensure high quality development

• DEVELOPMENT PHASING

- Initial short-term development potentially along Red Mile Road
- Long-term development to fill in along Town Green
- Linkage to amenities and major site-defining infrastructure

• ISSUES OF SPECIAL CONCERN

- Adequacy of facilities (storm, sanitary, roadways)
- Correction of existing storm drainage problems
- Improvements to Red Mile Road
- "Backtrack" Area
- Potential impact of expanded gaming
- Protection/Enhancement of Stable of Memories (Floral Hall)
- Potential Linkage to Angliana Area Redevelopment



3.1 DEVELOPMENT SUMMARY

The Development Summary includes the break down of the components from the Red Mile Development Plan into potential projects. It is estimated that the total development potential on site, in terms of dollars, is in the neighborhood of \$100,000,000.

That number includes:

150-250 residential units
250-300,000 sq. ft. commercial retail space
20-30,000 sq. ft. office space
130-150 room hotel
15-25,000 sq. ft. additional entertainment area

The list of the potential development projects are:

- Condos
- Apartments
- Retail

- Mixed Use Office/Retail
- Mixed Use Residential/Retail
- Hotel/Entertainment Center

The potential public use projects include both, "on" and "off" site improvements. The list of the major projects are:

On- Site Public Projects

- Red Mile Greenway
- Angliana connection
- Town Green: park and streetscape
- New intersections (5)

Off-Site Public Projects

- Intersection improvements at S. Broadway and Versailles Rd.
- Red Mile widening
- Angliana Connection (Property acquisition)
- Red Mile Greenway



The next steps of the process will be integral in the realization of the Red Mile Development Plan, as well as the integration of the working group's goals and principles set for the Red Mile area.

The final Red Mile Development Plan report will be presented to the Lexington-Fayette Urban County Government Planning Commission at an upcoming work session.

In addition, the development team representing the Red Mile plans on filing for rezoning for the property, consistent with the development plan created over the past four months, in conjunction with the Working Group and general public. The first step will be the filing of a text amendment creating a new mixed use zone consistent with a large-scale, multi-phased development. This text amendment is intended to build

upon existing classifications and procedures established for infill/redevelopment, but create a new mixed use category that could ideally be applicable elsewhere in the city.

Subsequent to the text amendment, a formal request for zoning change will also be filed with the Planning Commission, including the required Development Plan. This rezoning request will be subject to the typical procedures and timetables of a rezoning request.

Upon approval by the Planning Commission and the Urban County Council of the text amendment and the rezoning request, the development team will continue with negotiations for potential development partners and will continue to refine planned improvement projects and possible public/private partnerships to accomplish the plan's goals.



4.0 - MEETING MINUTES

- WORKING GROUP MEETING #1
- WORKING GROUP MEETING #2
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- PUBLIC MEETING
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RED MILE WORKING GROUP

AGENDA FOR MEETING 1: APRIL 21, 2009 7:00 PM RED MILE CLUBHOUSE

1. WELCOME AND INTRODUCTIONS
2. BRIEF REVIEW OF WORKING GROUP CHARGES:
 - Develop consensus on a vision/goal for enhanced development of the Red Mile
 - Develop a consensus on key principles to guide text amendment and development design and restrictions
 - Identify any special issues of concern to receive special attention during the formal text amendment, rezoning and development plan approval process (Note: it will not be the group's charge to address every potential detail regarding development of this property. Those matters would be addressed through the normal development review process. However, the group will identify issues of special concern that will need special attention.)
 - Solicit public input
 - Report back to the Planning Commission
3. BRIEF REVIEW OF RECOMMENDED WORK GROUP PROCESS
4.
 - "Consensus" NOT "Contentious"
 - All comments and positions recorded and presented
5. PRESENTATION BY RED MILE REPRESENTATIVES
6. QUESTIONS FROM GROUP
7. SET NEXT MEETING DATE
8. ADJOURNMENT

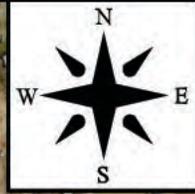
RED MILE WORK GROUP MEETING NOTES 4.21.2009

- Resident expressed appreciation for what was presented.
- Grocery store is badly needed in the area.
- Central Equipment representative (Paul Huber) – Expansion of The Red Mile needed or connection from Red Mile Rd. to Angliana.
- Doesn't seem to be enough parking for the track and this development.
- Repair or put in new drainage along Bennett Ave.
- Doubts vocalized about Red Mile being able to sustain the amount of parking that will be necessary.
- How can the development support the preservation area (around the Stable of Memories)?
- What are the traffic counts along Red Mile Rd. and its two major intersections (S. Broadway and Versailles Rd.)?
- Will it be partial or full development of the entire Red Mile parcel?
- If gaming bill is moved forward, has The Red Mile considered relocating?
- Has The Red Mile thought about developing the Tattersall's property?
- Is the nearby hotel a successful business venture?
- Traffic at Red Mile Rd. and Versailles Rd. is an issue.
- Concern regarding existing drainage issues along Bennett Ave. that have not been addressed.
- Will there be a colonial look to the development -- i.e., what types of architectural standards will there be?
- Suggestion that Lex Tran be contacted about potential reroute of bus services.
- Concern expressed that restaurants don't do well in the area.

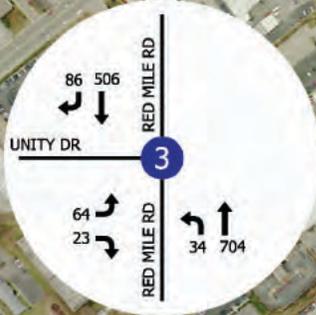
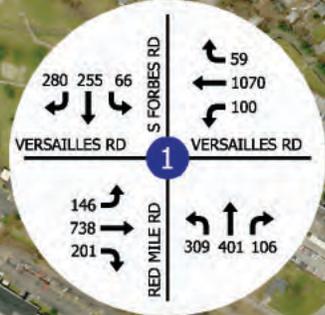
Next meeting: Tuesday, May 12th, 2009 7:00 p.m.

LEGEND

-  PROPERTY BOUNDARY
-  REQUESTED ZONE CHANGE BOUNDARY



SCALE: 1"=600'



VE VISION ENGINEERING
 Water Resources, Environmental, Civil & GIS Consultant
 3399 Tatus Creek Road Ste 250
 Lexington, KY 40502
 Ph: (859)333-8015
 Fax: (859)559-0523
 www.visionengr.com



THE RED MILE
 1200 RED MILE ROAD
 LEXINGTON, KENTUCKY

2009 EXISTING WEEKDAY P.M. PEAK

EXHIBIT V-3

Table 1- Average Daily Traffic(ADT)Based on KDOT

| KY Transportation Cabinet Department of Highways, Planning Division Curent ADT's | | |
|---|---------------------------------------|------------|
| Roadway | Location | ADT |
| South Broadway (US 68) | Lane Allen to Bolivar Street | 45,200 |
| Versailles Road (US 60) | Mason Headley to Forbes Road | 25,500 |
| Forbes Road (KY-1723) | Old Frankfort Pike to Versailles Road | 12,300 |
| Virginia Avenue (CS-4904) | South Limestone to South Broadway | 19,400 |
| Red Mile Road (CS-4702) | South Broadway to Versailles Road | 18,900 |

Table 2- Existing Vehicular Weekday Peak P.M.(4:30-5:30), March 2009

| Roadway | Vehicular Peak Hour Counts |
|-------------------------|-----------------------------------|
| South Broadway (US 68) | 3,264 |
| Versailles Road (US 60) | 2,314 |
| Forbes Road (KY-1723) | 601 |
| Virginia Avenue | 835 |
| Red Mile Road @ US-68 | 612 |
| Red Mile Road @ US-60 | 816 |
| Horseman Lane | 111 |
| Unity Drive | 87 |

Table 3- Existing Pedestrian and Bikes Weekday Peak P.M.(4:30-5:30), March 2009

| Roadway | Bikes | Pedestrian |
|--------------------------------|------------------------|-------------------|
| Crosses South Broadway (US 68) | 15 | 11 |
| Red Mile Road /Virginia | 3 | 15 |
| Horseman Lane | Counted with Vehicules | 13 |
| Unity Drive | Counted with Vehicules | 18 |

**RED MILE WORK GROUP
CONTACT LIST**

| NAME | REPRESENTING |
|--|---|
| Peggy Henson | District Councilmember |
| Tom Blues | District Councilmember |
| Randall Vaughn | Planning Commission |
| Neill Day | Planning Commission |
| Ed Holmes | Planning Commission |
| Frank Penn | Planning Commission |
| Adam Jones | Elkhorn Baptist Association/Gibson Nghd |
| Carron Woodrum | Neighborhood - Bennett |
| Diane Viert | Versailles/Bennett/Porter N'hood Assocs. |
| Ben Levy | Commercial Land Owner |
| Lee Dorsey | Levy Partner - Property Owner |
| Terry Bryant | Area Business Owner - Bryants RentAll |
| Paul Huber | Area Business Owner - Central Equipment |
| Wayne Goins | Area Business Owner-Fayette Seed |
| Derek Vaughan | Area Business Owner-Vaughans |
| John Dougherty | Pepsi (GJPepsi) - VP & Gen. Mgr. |
| Anthony Humphress | Owner - multiple properties |
| Katherine Sautter | Stable of Memories / Fennell's Tack Shop |
| Kathy Parker | Stable of Memories |
| Harold Tate | DDA |
| Knox Van Nagell | Fayette Alliance |
| David/Brenda Fulcher | Owner - multiple properties |
| Bob Wiseman | UK |
| Absentee Owners | Red Mile Area Student Housing |
| Ann McBrayer (TKM Props) | Owner - multiple properties (Angliana area) |
| J. Gregory Alexander | Christian Church in KY (Disc. Of Christ) |
| Scott Smouse | Property Owner - 736 Addison Ave. (04) |
| Jon Sterling | Property Owner - 524 Angliana Ave. |
| Alvin Haynes | Property Owner - 574 Angliana Ave. |
| RED MILE PROPERTY OWNER TEAM: | |
| Stan Harvey | Red Mile Development - Urban Collage |
| Louis Johnson | Red Mile Development - Urban Collage |
| Bob Duncan | Red Mile Development - Attorney |
| Jihad Hallany | Red Mile Development - Site Design |
| LFUCG DIVISION OF PLANNING STAFF: | |
| Chris King | LFUCG - Planning Staff |
| Bill Sallee | LFUCG - Planning Staff |
| Jim Duncan | LFUCG - Planning Staff |
| Barb Rackers | LFUCG - Planning Staff |
| Jimmy Emmons | LFUCG - Planning Staff |
| OTHERS REQUESTING NOTICE: | |
| Jamie Schrader | Schrader Commercial Properties |
| Chris Westover | McBrayer, McGinnis, Leslie & Kirkland |

RED MILE WORKING GROUP

AGENDA FOR MEETING 2: MAY 12, 2009 7:00 PM RED MILE CLUBHOUSE

1. WELCOME AND INTRODUCTIONS
2. BRIEF RECAP OF AGREED WORK GROUP PROCESS (For New Attendees)
 - “Consensus” NOT “Contentious”
 - All comments welcomed and all positions recorded and presented
3. REVIEW/ACCEPTANCE OF NOTES FROM APRIL 21 MEETING
4. FOLLOW UP ON QUESTIONS AND ISSUES RAISED AT APRIL 21 MEETING
5. DISCUSSION: Developing a consensus on key principles to guide text amendment and development design and restrictions; Including a presentation by Red Mile representatives of a refined development concept plan to assist in visualization
6. QUESTIONS FROM GROUP
7. SET NEXT MEETING DATE – DISCUSS TIMING OF FUTURE PUBLIC FORUM
8. ADJOURNMENT

RED MILE WORKING GROUP

AGENDA FOR MEETING 3: June 9, 2009 7:00 PM RED MILE CLUBHOUSE

1. WELCOME AND INTRODUCTIONS
2. BRIEF RECAP OF AGREED WORK GROUP PROCESS (For New Attendees)
 - “Consensus” NOT “Contentious”
 - All comments welcomed and all positions recorded and presented
3. REVIEW/ACCEPTANCE OF NOTES FROM MAY 12 MEETING
4. RECAP OF THE CONCEPT PLAN
5. RECAP OF THE MAJOR QUESTIONS FROM THE LAST MEETING
6. REVIEW OF DRAFT GOALS AND PRINCIPLES STATEMENTS
7. DISCUSSION OF ARCHITECTURAL STANDARDS
8. QUESTIONS
9. NEXT STEPS – PUBLIC MEETING DATE
10. ADJOURNMENT

ISSUES / CONCERNS EXPRESSED AT RED MILE WORK GROUP MEETING #2
MAY 12, 2009

- Look at Traffic Impact / Congestion
- Lexington is notorious for not improving its roads; consider widening Red Mile Road
- Improve access in order to allow this to become a “destination”
- Improve pedestrian movement across Red Mile Road (suggested pedway; other option might be traffic signal; other solution?)
- Can a “green” connection be provided between Red Mile and the Picadome / Campbell House / South Broadway area?
- Will the housing proposed for the project be oriented to students or other occupants?
- There is already enough student housing in the area
- What would be the impact of a gaming bill on the Red Mile Track (and the proposed development)?
- Does the plan for the property contemplate development of the track; and what might happen in the future should the track no longer function as a race track?
- Stable of Memories needs parking; depends on the Red Mile to provide parking at this time / Would like to have more land and opportunities for fund raising events (depends on that type of income and adequate parking to sustain building -- charitable institution -- under separate ownership).
- Special parking needs for trailers, etc. (large vehicles, such as horse trailers, take more parking space[s])
- What will happen to the stables on the property? / If there is no stabling on site, there will be a need to provide more trailer parking – where?
- Future of the “Back Track” access
- Development Phasing – how is it to proceed?
- What would be early “amenities” of the project?
- What will the zoning of the property? Single zone? Multiple zones? Zoning entire property or just the front part?
- Will mixed use be required?
- Will there be parcel ownership or long-term leases?
- Students and general population should be more integrated; should be a mixed development with regard to population demographics
- Students and the general population are not a good mix in neighborhoods
- Will retail be geared to students? Need for grocery store in area, particularly with apartments across Red Mile Road.
- Storm water remains an issue
- Any problems experienced with similar developments in other parts of the country that could be foreseen for this project?

Addition noted at June 9 meeting:

- Possibility of connections to Angliana at either end of the Red Mile track / other opportunities for connections

Next (3rd) meeting scheduled for Tuesday evening, June 9, 7:00 p.m. at Red Mile Clubhouse

RED MILE WORKING GROUP
RECOMMENDED GOALS AND PRINCIPLES

OVERALL GOALS

- 1) The Red Mile Village Development Plan should lay the groundwork for additional development that would support and enhance the existing racetrack and ancillary operations at the Red Mile
- 2) The Red Mile Village Development Plan will create a model for mixed-use development in Lexington and the region and will explore innovative zoning regulations supporting mixed-use
- 3) The Red Mile Village Development Plan will improve connectivity and access to the Red Mile from the surrounding community

DEVELOPMENT PRINCIPLES

LAND USE:

- Allow continued operations of the racetrack and the Tattersall's sales area
- Do not target residential to the undergraduate student housing market
- Encourage a mix of housing, retail and office

PUBLIC INFRASTRUCTURE:

- Provide ample water and sewer systems to support existing and future development at The Red Mile
- Set an example using green design methods to lower the development's impact on the environment and surrounding communities
- Identify transportation improvements to improve access and connectivity to and around the Red Mile
- Explore a connective greenway to Town Branch Trail, UK and possible pedestrian connection to Picadome Golf Course
- Provide adequate parking, but encourage shared parking arrangements
- Accommodate transit access

VISUAL CHARACTER:

- Create a “destination” at the Red Mile, representative of its unique character and surrounding environments
- Use and improve upon existing site features, stables, barns, etc.
- Identify and protect Historic Resources on site, (Standardbred Stable)
- Create architectural standards to ensure high quality development

DEVELOPMENT PHASING:

- Initial short-term development potentially along Red Mile Road
- Long-term development to fill in along Town Green
- Linkage to amenities and major site-defining infrastructure

ISSUES OF SPECIAL CONCERN:

- Adequacy of facilities (storm, sanitary, roadways); ability of Town Branch to handle runoff from project(s).
- Correction of existing storm drainage problems
- Improvements to Red Mile Road especially at Versailles Road
- Concerns over northbound South Broadway turning movements into Red Mile
- “Backtrack” Area
- Potential impact of expanded gaming
- Protection/Enhancement of Stable of Memories (Floral Hall)
- Potential Linkage to Angliana Area Redevelopment; number and location; and impact on access between Tattersall’s area and track
- Accessibility of track related services (ferriers, etc.)

Red Mile Working Group Meeting Minutes

Working Group Meeting # 3
Tuesday, June 9, 2009

Attendance

See the related sign-in sheet for a list of meeting attendees.

Meeting overview

This was the third meeting of the Working Group. The purpose of the meeting was to summarize the concepts, get a consensus on the goals and principles and schedule the public meeting.

Minutes

1. Welcome and introductions
 - Mr. Randall gave a brief introduction
 - Mr. Chris King introduced the project and the agenda for the evening
 - Individual introductions
2. Brief Recap of agreed Work Group Process
 - Mr. King recapped the Work Group Process
3. Review/Acceptance of Notes from May 12 meeting
 - Possibility of connections and exits to Angliana Ave. on either side of the Red Mile.
4. Recap of the Concept Plan
 - Mr. Stan Harvey gave a brief presentation on the Concept Plan.
 - The need for re-zoning to mixed-use development
 - Greenway trail shall enhance the connectivity to the surrounding communities
 - On site residential development to support home ownership in an area highly concentrated with rental units
 - Red Mile partnership's intent is to lease land on site and retain ownership rather than sell off parcels.
5. Recap of the major questions from the last meeting
 - Mr. Harvey answered the major questions raised in the last meeting
 - Traffic impact/congestion along the major intersections and the Red Mile Rd
 - Jihad presented the solutions for the traffic impact/congestion by adding dedicated lanes on left and right at the Red Mile and Versailles intersection; and dedicated right lane on Broadway. Red Mile is capable to accommodate the traffic flow.
 - Red Mile doesn't need to be widened based on traffic analysis, but the city may see it as a future traffic consideration
 - Porter Alley Drainage
 - What's causing it? Illegal dumping, sediment from under construction apartments
 - Owners have been trying to deal with the problem
 - Jihad suggests potential fencing of the property to avert illegal dumpers, cleaning what is there now, covering for track material surplus on Red Mile site to prevent it from running off in rain events, installing a sediment filter

to control erosion from nearby development, create berm/channel that runs down Porter Alley directing flow of water and limiting flooding in backyards during rain events. This will not be the 100% solution specifically if a 100 year rain event takes place.

- Additional questions:
 - Traffic conditions during the different phases?
 - Impact of the Newtown Pike Extension on the traffic? Was that taken into account for the traffic modeling?
 - It was not
 - Should consider possible impact of NPE
 - Stable of Memories parking?
 - Additional parking and open space is imaged in the concept to support the Stable
 - What about the pervious paving on site and how will runoff be handled?
 - Jihad mentioned pervious concrete, wetlands, aquifer, rain gardens
 - Did the calculations take into account the possible use of pervious pavers?
No, but will look at that option and figure into calculations
 - Available sewer lines/connections and capacity?
 - Which ones (sewer lines) will the development tie into?
 - Potential for a pump to be necessary to connect to sewer lines due to the minimal slope on site
 - How will the decision on the extended gambling impact the design?
 - Could enhance the development and make it a destination. Planning members supported this thought.
 - How will the redevelopment support the track?
 - The redevelopment gives the owners the ability to retain ownership of the land while also creating a development investment that will support them through leasing programs as well as by bringing visitors to the Red Mile site. The development creates a destination based market that will increase visibility of the track.
 - Will the track function after getting rid of the 250 stables?
 - Yes, the owners who have a vested interest in the success of the track agree that the Tattersall's Stables will be sufficient in supporting Red Mile equestrian activities.
 - Concerned about the traffic and parking during larger events: Auction and Sales
 - Detention basin?
 - There will be on site storm water management as well as BMPs (Best Management Practices) utilized to lessen the impact of the Red Mile development.
 - How are you going to bring pedestrians into this area?
 - The greenway trail along Red Mile provides bike/ped access to the site as well as connects to UK and in theory Town Branch Trail. The site development itself is intended to be walkable and pedestrian oriented with such aspects as the town green feature, etc.
 - What about the future of Nelms Street?

- The Red Mile partnership does not own any of the businesses on Nelms though they may be open to future opportunities and connections to the area.
 - Could the existing Hotel be used by the Red Mile development?
 - Hospitality is a good use, but the city's mixed use specification doesn't allow it.
 - Streetscape should be responsive to the scale and character of the neighborhood – support the residential character.
6. Review of draft Goals and Principles Statements
- Mr. Harvey presented the following goals and principles for promoting discussion
 - Overall Goals
 - Land Use Principles
 - Public Infrastructure Principles
 - Visual Character Principles
 - Development Phasing
 - Mr. Harvey summarized the issues of special concern which included the need for discussing the architectural style preferred.
7. Discussion of Architectural Standards
- Build on the existing features
 - Mr. Harvey briefly explained the different Architectural Styles which would fit the Red Mile redevelopment plan
 - Traditional “Main Street”
 - Urban Contemporary
 - Village / Hamlet
 - Colonial / Neo Traditional
 - Mixed views about traditional versus more contemporary design. More leaning towards the colonial design, but would look forward for a more “edgy” feel.
 - Remain flexible about the maximum height of buildings
 - Consider underground utilities
8. Questions
- Addition to goals and principles, “Connectivity and Contextual Sensitivity”. The Red Mile should relate to the history and character of the existing site and surrounding development and have usable direct connections to Downtown and surrounding neighborhoods, as well as South Lexington.
 - How does the site fit within the community and relate to the surrounding community?
 - As the Red Mile project progresses and the site develops, there need to be links to the community (not just physical) – the Red Mile is an icon in the community; keep it accessible to the community
 - Mr. King confirmed with the working group that they felt confident regarding the goals and the principles
9. Next Steps
- Arrange for the public meeting which would be held on June 30th, 7:00 p.m., before the Council went on break.

MEETING NOTES FROM RED MILE WORK GROUP MEETING #3
JUNE 9, 2009

- Addition to meeting notes from May 12: What is the possibility / likelihood of connectivity to Angliana Avenue (at either end)? (and/or other opportunities)
- Q. Traffic Improvements at Versailles Road / Timing of improvements?
A. Looked at proposed development -- both at 50% and 100% developed -- to determine needed improvements
- Q. Has the Newtown Pike Extension project been taken into consideration with regard to the need for traffic / road improvements?
A. NPE project was not considered in the traffic model
- Q. Has the use of pervious pavement been considered to lessen storm water impacts in the surrounding neighborhood(s)?
A. That has not been considered -- it's not anticipated that it will be used; other ways to mitigate storm water impact are being considered
- Q. What about walkability / bikeability to the site -- i.e., what is being done to improve pedestrian and / or bike movement?
A.
- Q. What about a connection between Red Mile and the Spring Hill Suites on South Broadway?
A.
- Q. What about casino gambling -- what would be the impact?
A. Not known at this time, and will not be casino gambling. Red Mile owners interested in hosting; however, depends on the state license -- may have to share with Keeneland
- Q. Stable of Memories needs parking for (special) events -- what are the anticipated provisions for parking, if any?
A. Surface parking will be provided
- Q. What about trailer parking during sales and other large vehicles -- if there is no stabling on site, there will be a need to provide for trailer parking
A.
- Storm water remains an issue

Next meeting will be public forum -- tentatively scheduled for Tuesday evening, June 30, 7:00 p.m.

RED MILE

DEVELOPMENT PLAN



PUBLIC MEETING !



The City of Lexington welcomes your input on
proposed development plans at Red Mile

Red Mile Clubhouse

Tuesday June 30, 2009

Time: 7:00 pm

For more information contact: Chris King, Director, Division of Planning at 859.258.3160 or chrisk@lfucg.com

RED MILE DEVELOPMENT PLAN



RED MILE

DEVELOPMENT PLAN



AGENDA FOR PUBLIC MEETING June 30, 2009 7:00 PM RED MILE CLUBHOUSE

1. **WELCOME AND INTRODUCTIONS** - Councilmember Peggy Henson & Planning Commission Chair Randall Vaughn
2. **BRIEF OVERVIEW OF RED MILE WORK GROUP PROCESS** - Chris King, Director, Lexington-Fayette Division of Planning
 - “Consensus” NOT “Contentious”
 - All comments welcomed and all positions recorded and presented
3. **PROJECT BACKGROUND** Stan Harvey, Urban Collage (Planning Consultant to Red Mile)
4. **PROPOSED CONCEPT PLAN FOR RED MILE DEVELOPMENT** - Stan Harvey
5. **WORKGROUP GOALS & PRINCIPLES** - Chris King
6. **COMMENTS AND QUESTIONS FROM AUDIENCE**
7. **NEXT STEPS**
8. **ADJOURNMENT**



**RED MILE WORK GROUP
CONTACT LIST**

| NAME | REPRESENTING | EMAIL | PHONE |
|--|---|-------------------------------|-----------------|
| Peggy Henson | District Councilmember | phenson@lucgo.com | 258-3201 (aide) |
| Tom Blues | District Councilmember | tblues@lucgo.com | 425-2276 (aide) |
| Ranall Vaughn | Planning Commission | rvaughn@lucgo.com | 281-9355 (O) |
| Neill Day | Planning Commission | nday@lucgo.com | 277-9414 (O) |
| Ed Holmes | Planning Commission | eholmes@lucgo.com | 321-6643 (cell) |
| Frank Penn | Planning Commission | None | 983-2215 (cell) |
| Adam Jones | Episcopal Association/Gibson Night | adamjones28@hotmail.com | 797-2075 |
| Carron Woodburn | Neighborhood - Bennett | None | 258-7085 |
| Diane Vert | Vascular/Bennett/Porter/Neod Assoc. | dianevert@yahoo.com | 276-1191 |
| Ben Levy | Commercial Land Owner | blanum@hotmail.com | 259-9292 (O) |
| Lee Dorsey | Levy Partner - Property Owner | costena1@hotmail.com | 621-6146 (cell) |
| Terry / Gall Bryant | Area Business Owner - Bryan's Rent All | terry@bryantsrentall.com | 259-0408 |
| Paul Huber | Area Business Owner - Central Equipment | phuber@centralequipment.com | 259-2611 |
| Wayne Goins | Area Business Owner-Fayette Seed | waynecgoins@yahoo.com | 258-3334 |
| Joe Ande's | Area Business Owner-Vaughans/Assoc. Whse. | wanders2@aol.com | 254-8821 |
| K. nibeity Schoeder | G.F. Vaughan Tobacco Co. | Kimberlyparist@windstream.net | 254-8821 |
| John Dougherty | Pepsi (GUPepsi) - VP & Gen. Mgr. | john.dougherty@alpeps.com | 425-9400 |
| Anthony Humphress | Owner - multiple properties | anthonyhumphress@hotmail.com | 229-4981 |
| Katharine Sauter | Stable of Memories / Fennell's Tack Shop | ksauter@fennels.com | 254-5669 |
| Kit McKinley | Stable of Memories / Fennell's Tack Shop | kitm25@aol.com | 254-2814 |
| Kathy Parker | Stable of Memories | kparker@lexingtonada.com | 425-2296 |
| Harold Tate | DCA | director@lvsatrealty.com | 281-1202 |
| Knox Van Nagell | Fayette Alliance | clav@lucgo.com | 272-4634 |
| David/Brenda Fuijcher | Owner - multiple properties | robert.wissaman@lucgo.edu | 257-5829 |
| Bob Wiseman | UK | | |
| Aussiees Owners | Red Mile Area Student Housing | | |
| Ann McBlaver (TKM Props) | Owner - multiple properties (Angliana area) | amcblaver@kveagle.net | 252-3434 |
| J. Gregory Alexandre* | Christian Church in KY (Disc. Of Christ) | greg@ccukv.net | 233-1391 |
| Scott Simouse | Property Owner - 756 Addison Ave. (04) | None | 258-3920 (O) |
| Jon Steffing | Property Owner - 524 Addison Ave. | JonSteffing2004@aol.com | (321)591-1300 |
| Alvin Haynes | Property Owner - 574 Anglians Ave. | None | 255-4232 |
| William I. Sher | Phi Gamma Delta Educ. Fdn. (CAC) | washer@cpaiaam.org | 255-1848 |
| Virginia Banks | Virginia Banks | kenny2639@insightbb.com | 254-3748 |
| Becky King | Property Owner - 1253 Hammond Ave. (06) | bakne55@insightbb.com | 254-2834 |
| Hazel Saylor | Property Owner - 799 Bennett Ave. (08) | None | 231-0357 |
| Joe E. Jespar | Property Owner - 768 Bennett Ave. (08) | None | 220-69 |
| Mike Flynn | Property Owner - 768 Bennett Ave. (08) | None | 252-6152 |
| Frank Carner | Property Owner - 768 Bennett Ave. (08) | luckywomenies@yahoo.com | |
| Judy Jones | Property Owner - 768 Bennett Ave. (08) | | |
| RED MILE PROPERTY OWNER TEAM: | | | |
| Shan Harvey | Red Mile Development - Urban Collage | shana@inblackberry.net | 519-1291 |
| Scott Basu | Red Mile Development - Urban Collage | sbasu@urbancollage.com | 519-1291 |
| Louis Johnson | Red Mile Development - Urban Collage | ljohnson@urbancollage.com | 519-1291 |
| Bob Durcan | Red Mile Development - Attorney | rduncan@jacksonkiv.com | 255-9600 |
| Ylnac Hallary | Red Mile Development - Site Design | ihallary@visioner.com | 559-0516 |
| LFUCG DIVISION OF PLANNING STAFF: | | | |
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| Jim Duncan | LFUCG - Planning Staff | jduncan@lucgo.com | 258-3172 |
| Barb Packer's | LFUCG - Planning Staff | barbara@lucgo.com | 258-3188 |
| Jimmy Emmons | LFUCG - Planning Staff | jamese@lucgo.com | 258-3187 |
| OTHERS REQUESTING NOTICE: | | | |
| Jamie Schraer | Schraer Commercial Properties | jschraer@schradeflc.com | 268-5008 |
| Chris Westover | McBraver, McGinnis, Leslie & Kirkland | cwestover@mmlk.com | 231-6780 |

← new one from last time
Kit McKinley
kathryn@fennels.com
254-2814

**RED MILE WORK GROUP
CONTACT LIST**

RED MILE WORKING GROUP CONTACT LIST - MEETING 3 - JUNE 9, 2009

| PLEASE SIGN IN | NAME | REPRESENTING |
|----------------|--|---|
| | | |
| | Peggy Henson | District Councilmember |
| | Tom Blues | District Councilmember |
| | Randall Vaughn | Planning Commission |
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| | Paul Huber | Area Business Owner - Central Equipment |
| | Wayne Goins | Area Business Owner-Fayette Seed |
| | Joe Anders | Area Business Owner-Vaughans/Assoc. Whse. |
| | Kimberly Schroeder | Vaughan Tobacco |
| | John Dougherty | Pepsi (G.I.Pepsi) - VP & Gen. Mgr. |
| | Anthony Humphress | Owner - multiple properties |
| | Katherine Sautter | Stable of Memories / Fennell's Tack Shop |
| | Kit McKinley | Stable of Memories / Fennell's Tack Shop |
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| | Jon Sterling | Property Owner - 524 Angliana Ave |
| | Alvin Haynes | Property Owner - 574 Angliana Ave. |
| | William T. Shier | Phi Gamma Delta Educ. Fndtn. (CAO) |
| | Bill Martin | Phi Gamma Delta Educ. Fndtn. |
| | Virginia Banks | |
| | Becky King | |
| | Hazel Saylor | Property Owner - 1253 Hammond Ave. |
| | Joe E. Jasper | Property Owner - 799 Bennett Ave. |
| | Mike Flynn | |
| | Frank Carter | Property Owner - 768 Bennett Ave. |
| | Judy Jones | |
| | | |
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| | Soumi Basu | Red Mile Development - Urban Collage |
| | Louis Johnson | Red Mile Development - Urban Collage |
| | Bob Duncan | Red Mile Development - Attorney |
| | Jihad Hallany | Red Mile Development - Site Design |
| | | |
| | LFUCG DIVISION OF PLANNING STAFF: | |
| | Chris King | LFUCG - Planning Staff |
| | Bill Sallee | LFUCG - Planning Staff |
| | Jim Duncan | LFUCG - Planning Staff |
| | Barb Rackers | LFUCG - Planning Staff |
| | Jimmy Emmons | LFUCG - Planning Staff |
| | | |
| | OTHERS REQUESTING NOTICE: | |
| | Jamie Schrader | Schrader Commercial Properties |
| | Chris Westover | McBrayer, McGinnis, Leslie & Kirkland |

**RED MILE WORK GROUP
CONTACT LIST**

| NAME | REPRESENTING |
|--|---|
| Peggy Henson | District Councilmember |
| Tom Blues | District Councilmember |
| Randall Vaughn | Planning Commission |
| Neill Day | Planning Commission |
| Ed Holmes | Planning Commission |
| Frank Penn | Planning Commission |
| Adam Jones | Elkhorn Baptist Association/Gibson Nghd |
| Carron Woodrum | Neighborhood - Bennett |
| Diane Viert | Versailles/Bennett/Porter N'hood Assocs. |
| Ben Levy | Commercial Land Owner |
| Lee Dorsey | Levy Partner - Property Owner |
| Terry / Gail Bryant | Area Business Owner - Bryants RentAll |
| Paul Huber | Area Business Owner - Central Equipment |
| Wayne Goins | Area Business Owner-Fayette Seed |
| Joe Anders | Area Business Owner-Vaughans/Assoc. Whse. |
| Kimberly Schroeder | Vaughan Tobacco |
| John Dougherty | Pepsi (GJPepsi) - VP & Gen. Mgr. |
| Anthony Humphress | Owner - multiple properties |
| Katherine Sautter | Stable of Memories / Fennell's Tack Shop |
| Kit McKinley | Stable of Memories / Fennell's Tack Shop |
| Kathy Parker | Stable of Memories |
| Harold Tate | DDA |
| Knox Van Nagell | Fayette Alliance |
| David/Brenda Fulcher | Owner - multiple properties |
| Bob Wiseman | UK |
| Absentee Owners | Red Mile Area Student Housing |
| Ann McBrayer (TKM Props) | Owner - multiple properties (Angliana area) |
| J. Gregory Alexander | Christian Church in KY (Disc. Of Christ) |
| Scott Smouse | Property Owner - 736 Addison Ave. (04) |
| Jon Sterling | Property Owner - 524 Angliana Ave. |
| Alvin Haynes | Property Owner - 574 Angliana Ave. |
| William T. Shier | Phi Gamma Delta Educ. Fndtn. (CAO) |
| Virginia Banks | |
| Becky King | |
| Hazel Saylor | Property Owner - 1253 Hammond Ave. (08) |
| Joe E. Jasper | Property Owner - 799 Bennett Ave. (08) |
| Mike Flynn | |
| Frank Carter | Property Owner - 768 Bennett Ave. (08) |
| Judy Jones | |
| | |
| RED MILE PROPERTY OWNER TEAM: | |
| Stan Harvey | Red Mile Development - Urban Collage |
| Soumi Basu | Red Mile Development - Urban Collage |
| Louis Johnson | Red Mile Development - Urban Collage |
| Bob Duncan | Red Mile Development - Attorney |
| Jihad Hallany | Red Mile Development - Site Design |
| | |
| LFUCG DIVISION OF PLANNING STAFF: | |
| Chris King | LFUCG - Planning Staff |
| Bill Sallee | LFUCG - Planning Staff |
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| Jamie Schrader | Schrader Commercial Properties |
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SUMMARY OF JUNE 30, 2009 PUBLIC MEETING

Mr. Vaughan welcomed the group. He said that he was glad to have been involved in the working group process, noting that much had been accomplished in the four months that the group had been meeting.

Ms. Henson expressed her thanks and appreciation to those who had participated, as well as to the consultants and the members of the Urban County Government who had been involved in the process, providing information and support to the group.

In Mr. King's opening remarks, he provided an overview of the process and explained how the working group had come into being and why. He asked those who were present to express any concerns they might have about the proposed redevelopment, the planning process, or any issues that they felt still needed to be discussed.

Mr. Harvey presented the background and concept plan, including challenges to be met in the planning process, for those who had not been present at previous meetings. He provided national examples that have similar key components to what is proposed for the Red Mile, noting that the plan for the Red Mile should be comprehensive in nature. Mr. Harvey said that the project will not necessitate the widening of Red Mile Road, but that may still be a consideration in the process. He discussed provision of bike/ pedestrian connectivity and transit, as well as ways to address the drainage issues that have been a consistent topic of discussion at earlier meetings.

Mr. King went over the Goals and Principles of the proposed redevelopment, noting and emphasizing that the plan, as it has been presented, is a concept plan (i.e., that changes will likely be made). He said that the three overarching goals of the project are: 1) to support and enhance the operation of the Red Mile with the proposed development; 2) to create a model for mixed-use development; and 3) to improve the connectivity and access to the Red Mile from the surrounding community. He also reviewed the land use development principles, as well as issues of concern that had been expressed by residents of the area and other concerned citizens.

Mr. King then asked for comments, questions or concerns and encouraged everyone to participate in the discussion.

One issue brought out was the traffic bottleneck that occurs when trying to make a left turn from South Broadway onto Red Mile Road. It was noted that traffic backs up several cars' worth down South Broadway; and the question arose as to whether or not the road could be widened to create an additional turn lane, which might help to alleviate that situation.

Another issue was whether a connection could (and would) be made from Red Mile Road to Angliana Avenue; and if a connection is provided, where a good location would be. It

was noted that traffic and horses do not mix, and compatibility between the two should be addressed as part of the project.

It was questioned as to how and where track services (e.g., ferriers) would be considered and accommodated as part of the redevelopment.

*Gap in Red Mile's perimeter fence has allowed vandalism to occur on adjoining property owner's residence – needs to be repaired.

Drainage and flooding are still issues. Mr. Hallany said that some work had already been done to clear out debris, agreeing that more work was needed and would be done (such as providing a wider, steeper drainage ditch) to accommodate water runoff.

It was then asked if Town Branch would be able to handle the water runoff from all of the projects in the area (existing, pending and/or proposed). Mr. King responded that Mr. Charlie Martin (Urban County Government Division of Water and Air Quality) would see that that happened.

In response to a question about the road that runs along the rear of the track and whether or not it would be opened, Mr. Harvey said that there are currently no plans to do that.

A comment was made that the project, as proposed, looks good. French Lick, Indiana, was cited as an example of a destination that draws people from around the country. It was noted that there was no reason the Red Mile could not function in a similar manner (i.e., acting as a destination point for visitors).

As there were no further comments, Mr. King encouraged those present to continue thinking about the project and to communicate any additional ideas/thoughts to the consultant team. He described the next steps in the process, noting that there would be one more meeting prior to initiation of the formal planning process. The next step(s) would be the responsibility of the Red Mile, and would likely include a text amendment as well as a zone change to accommodate the uses proposed. He said that the text amendment (if needed) and the zone change would be presented to, and acted on, by both the Planning Commission and the Urban County Council; and there would be an opportunity for further public input. He invited anyone who was interested to participate in the planning process.

Meeting was adjourned.

* = addition based on August 11 final meeting comments

RED MILE WORKING GROUP

AGENDA FOR MEETING 4: August 11, 2009 7:00 PM RED MILE CLUBHOUSE

1. WELCOME AND INTRODUCTIONS
2. BRIEF RECAP OF AGREED WORK GROUP PROCESS (For New Attendees)
 - “Consensus” NOT “Contentious”
 - All comments welcomed and all positions recorded and presented
3. REVIEW/ACCEPTANCE OF NOTES FROM JUNE 30 MEETING
4. RECAP OF THE MAJOR QUESTIONS FROM THE LAST MEETING
5. REVIEW OF DRAFT REPORT
6. QUESTIONS
7. NEXT STEPS – PLANNING PROCESS
8. ADJOURNMENT

Red Mile Development Plan Working Group Meeting Minutes

Working Group Meeting # 4
Tuesday, August 11, 2009
7:00pm Red Mile Clubhouse

Attendance

See the related sign-in sheet for a list of meeting attendees.

Meeting overview

This was the final meeting of the Working Group. The purpose of the meeting was to get a final consensus on the concepts and the report, before submitting it to the Planning Commission.

Minutes

1. Welcome and introductions
 - Vice Chairperson, Ms. Carolyn Richardson on behalf of the Chair of the Planning Commission welcomed everyone.
2. Brief Recap of Agreed Working Group Process
 - Mr. Chris King gave a brief overview of the process background
 - Acknowledged
 - Planning Commission for sponsoring the process
 - Councilmember Henson for her support
 - the inputs from the Working Group
 - Process where everyone was welcomed. All comments taken, acknowledged and documented.
 - Total of 5 meetings – 4 Working Group Sessions and 1 Public Meeting
3. Review/Acceptance of Notes from June 30 Meeting
 - Mr. King confirmed that the notes from the last meeting reflected all the issues and concerns
 - A resident brought up the problem of vandalism on her property due to a hole in the fence of the Red Mile boundary. (Mr. Costa later agreed to look into and said that he would see that the fence was repaired).
4. Recap of the Major Questions from the Last Meeting
 - Mr. Stan Harvey briefly went over the 4 major questions raised during the Working Group Meeting 3 and the Public Meeting.
 - Connection
 - Feasibility of the long term connection to Angliana – possible but will depend upon the barns and other development.
 - Traffic
 - It was identified in the last meeting that the main problem was while making the left-hand turn from South Broadway to Red Mile Road.
 - Mr. Hallany has worked out a way in which additional room could be provided, which would reduce the stacking

- Drainage
 - This historical problem had been created from past management practices but now the issue had been taken seriously by Red Mile
 - Preliminary improvements had been already made and the residents were happy with it
 - Also working with the student housing to come up with permanent solutions
 - Still need to put in a berm, which would improve the condition immensely
 - Implication of the long term development on the track operations
 - Mr. Joe Costa of Red Mile answered this concern
 - The new development is going to incrementally support the 135 year old institution
 - Intend to preserve the track but with the competitive market and the absence of gaming, becomes very difficult to sustain.
 - The new development will collect enough revenue to support the Track in the future.
 - 2 steps could be taken for supporting the operation of the Track
 - i. Evaluate the marketplace to see if enough training centers were created and then outsource the center.
 - ii. If outsourcing not a viable option, then would purchase a piece of land and create a training center off-site, similar to the training center Keeneland has at Paris Pike.
 - The group had additional questions.
 - They were concerned with road connecting to Angliana Ave. Mr. King, Mr. Harvey and Mr. Costa confirmed that this was open to future discussion. Operationally it would be challenging to have this road functioning as a vehicular connection. But it could serve as a small local road and be closed during the Track peak seasons.
 - A resident mentioned a Mulberry tree on the Red Mile property being a nuisance on the adjoining properties
 - Wanted to know about the timeframe of the development
 - People representing the Standardbred Stable requested for additional area around it or access easements, which Joe Costa promised to bring up with the Red Mile Board.
 - Request to inform and include the horse people.
 - Drainage
 - City's EPA compliance?
 - Can Town Branch handle all the different developments around?
 - Mr. Jihad Hallany stated that the line in Picadome Golf Course big enough to sustain the Red Mile Development.
 - Improvements will be made to the old infrastructure.
5. Review of Draft Report
- Mr. Stan Harvey briefly reviewed the different sections of the report
 - 1st section – existing conditions
 - 2nd section – started from the second Working Group Meeting which discussed sample models. Mr. Harvey walked through the concept plans and mentioned the minor tweaks in the Concept Plan.

- 3rd section - information on the phasing of the development. Also, includes the Goals and Principles laid out after the discussions.
 - The “ Next steps” section led to next item on the agenda
- 6. Questions
 - Mr. Harvey and Mr. King addressed the audience and asked for comments on the report, and if the report reflected all the concerns and issues which had been raised during the Working Group meetings. Hearing no concerns, Mr. Harvey asked that comments be submitted within the week.
- 7. Next Steps – Planning Process
 - Mr. Harvey and Mr. King explained the next steps
 - 2 main challenges
 - To rezone the Red Mile property from Agricultural to a category that supports the development.
 - The City doesn’t have a mixed-use category which supports hospitality and entertainment. But they have agreed to explore a new category
 - 1st step would be to file for the text amendment which would be done on Friday, August 14, 2009.
 - The whole process will involve a Public Hearing.
 - Planning Commission will hold the public hearings and will make the necessary recommendations
 - Urban County Council will make the final decision
 - 2nd step would be to rezone the Red Mile area, which would also involve a similar process
 - Next step would be to file for the TIF
 - Mr. Harvey explained the purpose of the TIF application and said that it is a very viable way to create quality projects and development.
 - This would include the economic analysis of how much the project would generate
 - Council has a Taskforce which would look into this process
 - Would be sometime later this fall before an application was submitted
 - After the rezoning/TIF approval, the discussion will turn to the development partnerships and negotiations. After finalizing the development will go back to the Commission with the detailed construction drawings for each phase.
 - The development may not be built exactly the way it has been planned now, as there are various influencing factors which change with time.
 - This document and the Preliminary Plan will serve as the Road Map and will make sure that the overall vision gets implemented piece by piece. Core principles will be implemented
 - TIF approval will help reinforce the plan as it allows the structures to be put in place.
 - The group was requested to attend the future public hearings and show support.
- 8. Meeting adjourned