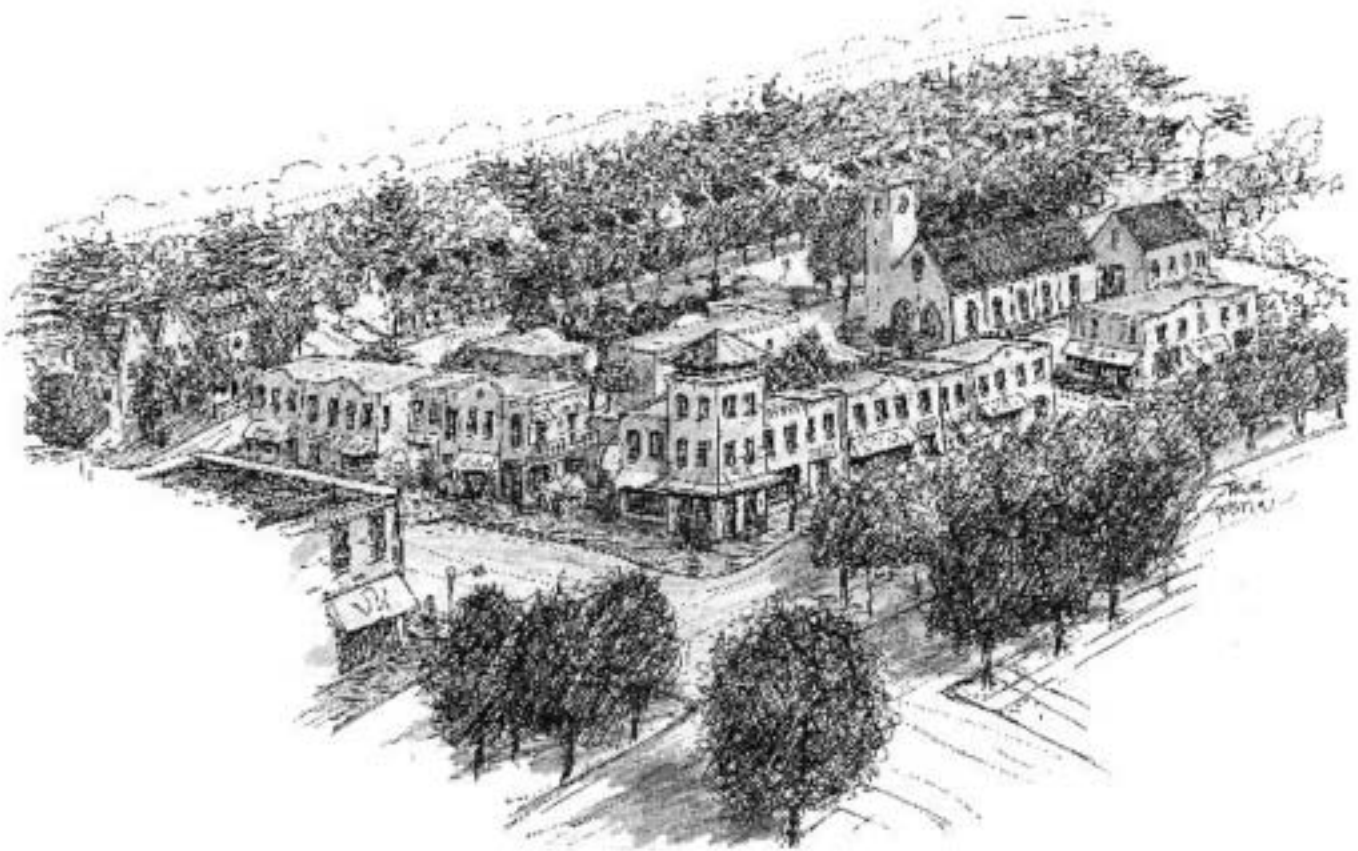


October, 2003



Southend Park Urban Village Plan

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EXECUTIVE SUMMARY

The purposes of the Southend Park Urban Village Plan are to mitigate the social, economic and environmental impacts of the Newtown Pike Extension on residents living and working in the Southend Park area and to guide the successful redevelopment of this area. The existing Southend Park Neighborhood is an isolated, mixed-use area located at the western edge of Downtown Lexington with scattered, modest wood-frame houses, intrusive commercial/industrial uses and a decaying urban infrastructure.

The planned Newtown Pike Extension along the neighborhood's west edge provides a major north-south connection linking the I-64/I-75 highways with Downtown Lexington and The University of Kentucky campus. This proposed roadway will expose the isolated Southend Park area to a high volume of vehicular traffic and will impose speculative land development pressure that will eventually displace the primarily low-income residents. The Southend Urban Village Plan recommends remedial alternatives to redevelop the area and to maintain affordable housing and supportive services for area residents.

Based on the recommendations of the adopted NPE Corridor Plan, a primary recommendation was to redevelop the severely declined Southend Park Neighborhood to mitigate the impact of the new roadway and to help provide an impetus for the overall corridor redevelopment. The plan recommends a traditional plan development, including all new infrastructure; a noise attenuation wall along the adjacent rail yard on the south; and a redeveloped neighborhood park with expanded facilities and possible community gardens.

The plan recommends mixed-income housing, including affordable units with a minimum low-income requirement, redevelopment of the existing Nathaniel United Methodist Mission and related support facilities, and approximately 64,000 square feet of mixed-use development, including retail, office and community facilities. The new housing would address the needs of the immediate area as well as provide additional housing for the at-large low to moderate-income housing markets.

The plan has been developed with careful consideration of resident needs and gives them the opportunity to remain in the neighborhood in decent, sanitary and safe housing at the same or near the same cost as today's cost. The plan will strive for a minimum 35%-assisted housing, with the balance to be at affordable market rate. The plan will encourage home ownership with a goal of 50% homeowners and a mix of housing types, including single-family; duplex; town home and possibly other housing types. The plan recommends the need for effective on-site management and counseling services to best advise the long-term utilization of relocation benefits.

Finally, the plan is based on a detailed cost estimate and action plan to accomplish the project. The design, acquisition and construction of the planned roadway will require approximately 6 to 10 years.

The roadway project and integrated planning approach presents an opportunity to redevelop a long neglected area, provide much needed housing, and serve as a new focus for the surrounding neighborhoods

PLAN INTRODUCTION

Plan Summary

This plan represents nearly 9 months of an intense planning effort led by LFUCG staff. This consisted of meetings with neighborhood residents, various stakeholders, state and federal officials, all involved and committed to the planning process to ensure that the Southend Redevelopment Plan meets the objectives outlined in the adopted Newtown Pike Extension Corridor Plan, and the needs of existing residents.

Location and Background



The Southend Park Neighborhood, formerly known as Davis Bottom, is an area of approximately 25 acres that is bounded by the Versailles Road viaduct to the north, the proposed Newtown Pike Extension to the east, Patterson Street and the New Scott Street Extension to the south and the Norfolk-Southern Railroad as its western boundary (*See Figure 1- Site Analysis in the Appendix*).

The neighborhood is sparsely populated, with a significant number of substandard housing units, an aging and inadequate infrastructure system of badly deteriorated streets, curbs, sidewalks, sanitary and storm water sewers. The land use pattern is one of a mix of industrial, commercial, recreational and residential uses, all of which coexist in an incompatible and non-conforming land use pattern, thereby creating a less than desirable neighborhood to live work or play in. Single-family houses are located next to the steelyard and auto repair garages with outdoor storage of materials and vehicles (*See Figure 2 – Site Views in the Appendix*).

Newtown Pike Extension

In June, 2000, a report by American Consulting Engineers was issued concerning the purpose and need for extending Newtown Pike from Main Street to Broadway and to South Limestone Street (*See Figure 3- Newtown Pike Extension and Site Location Map in the Appendix*). The purpose and needs statement focused on the following objectives:

- Drawing unnecessary traffic out of downtown;
- Improving the flow of traffic;
- Reducing automobile congestion;
- Improving downtown redevelopment opportunities;
- Minimizing the impact on the University of Kentucky campus;
- Not imposing an undue burden on other areas, and
- Increasing opportunities for transit, pedestrian, and bicycle facilities.

As a part of the design process, it was decided to develop a plan for the surrounding corridor areas to develop the roadway as an amenity for and in support of those neighborhoods. A plan for an approximate 500-acre study area surrounding the corridor was called for as a part of the project design. After an extensive community involvement process, the LFUCG Planning Commission adopted the NPE Corridor Plan as a part of The Urban County Comprehensive Plan in November 2002. A primary recommendation of the plan was the redevelopment of the Southend Park Neighborhood.

The majority of funding for the recommended redevelopment of the neighborhood is a cooperative effort of the Commonwealth of Kentucky and the Federal Highway Administration. The redevelopment plan is contingent on the roadway project being fully funded and implemented and will not occur without it.

Federal and State Commitments

In a joint effort, the Federal Highway Administration, Kentucky Transportation Cabinet, the University of Kentucky, and LFUCG have agreed to the appropriate and sensitive redevelopment of the Newtown Pike Extension corridor, its Corridor Plan recommendations and the redevelopment of the Southend Park Neighborhood. In an extraordinary press conference on September 5, 2002, involving the chief officials from each of the 4 agencies, they adopted the following guiding principles in the development of the new boulevard and the surrounding neighborhoods:

Newtown Pike Extension Guiding Principles

Adopted September 5, 2002

To recognize the Newtown Pike Extension Project as an important local and state need that has the ability to improve the quality of life of all persons using or living within the transportation corridor by:

- *Reducing traffic congestion in both the downtown and within the project corridor neighborhoods by providing alternative routes and lessening cut-through traffic;*
- *Improving pedestrian safety downtown, along neighborhood streets and on the north end of the University of Kentucky campus;*
- *Encouraging greater use of alternative modes of transportation by providing an increase in infrastructure that supports walking, cycling and busing;*
- *Recognizing the proposed highway's impact on the surrounding community through the use of extensive public involvement, and*
- *Mitigating the proposed project impacts as a part of the small area plan and committed actions to address environmental justice, affordable housing, and compatible development and cultural/aesthetic enhancements.*

Plan Process

The planning processes for both the Corridor Plan and Southend Park Urban Village Plan were based upon extensive community participation and outreach programs that, in each case, included numerous and well attended public meetings, focus groups, multiple neighborhood association meetings, and other individual local agency meetings and interviews.

Significant community participation and outreach were effected by the formation of Newtown Pike Extension Advisory Committee, the primary client group for the Corridor Plan, composed of 15 community members representing area residents; corridor users; schools; churches; the University of Kentucky; and the 2 Urban County Council Members representing the affected districts. The 2 respective Council members appointed all of the committee members.

The Committee recommended the creation of a community liaison position. This is a full-time position for the express purpose of creating a line of communication between the project design team and area residents. The position is housed in the nearby Carver Community Center on Patterson Street and has proved invaluable by informing area residents and other parties about the project, providing current information, and how to participate in the process. The position was filled by the advisory committee and funded as an ongoing part of the project design.

In the case of the Southend Park Urban Village Plan, the residents themselves were the primary client group involving 4 public meetings, as well as focus groups and other meetings. The project also conducted a door-to-door interview of all residences to be relocated and all non-residential uses within the neighborhood. Understandably, there will always be a certain level of trepidation involving a change of this magnitude. But overall, the combination of the public participation process and the resident neighborhood liaison has built a level of trust that the adopted plan objectives will be honored and implemented as intended. A brief summary of the principal public meetings were as follows:

**Southend Park Plan
Public Meeting Summary**

Date	No. Att'd	Accomplishment
March 13, 2003	30	Conducted neighborhood visioning process. Discussed, through a card game process, the positive and negative aspects of the Neighborhood. Developed a set of issues to be addressed in the neighborhood design process.
May 22, 2003	17	Concepts A, B and C were presented. Consensus was that Concept B was the preferred Concept for refinement. <i>(See Figure 4-Concept Maps A, B & C in the Appendix).</i>
June 28, 2003	55	Community Unity Day, presented refined Concepts B-1 and B-2 for further discussion, Consensus of meeting to develop refinement of Concept B-1. <i>(See Figure 5-Refined Concept Maps B-1 & B-2 in the Appendix).</i>
Sept. 23, 2003	45	House plans and elevations were presented to the neighborhood, residents voiced their opinions on the designs presented and the concepts for redevelopment of their neighborhood. Discussions focused on the plans their style, and amenities offered. The consulting planning team addressed several of the comments during the meeting and on a one on one individual basis. Consensus of the meeting was to continue to work with the residents to address their concerns.
October 28, 2003	(RESERVED)	

CHAPTER 1

INVENTORY and ANALYSIS of EXISTING CONDITIONS

Surrounding Neighborhoods

Decisions that are made about the redevelopment of the Southend Park Neighborhood will have a significant impact on the surrounding neighborhoods. Efforts have been made to coordinate and develop a concept that takes into consideration the surrounding neighborhoods and to ensure a certain level of compatibility. The Newtown Pike Extension Corridor Plan identifies 8 sub areas that are, in fact, neighborhoods. The seven areas that are surrounding the Southend Park Neighborhood include:

- Speigle Heights
- Western Suburb
- Lauderman Alley
- Pralltown
- Irishtown
- Woodward Heights
- South Hill/University of Kentucky

The extension of Newtown Pike and the redevelopment of the Southend Park Neighborhood will have a direct impact on redevelopment efforts in the surrounding neighborhoods. Planning efforts should be coordinated in a uniform fashion to address density, residential infill and redevelopment design standards, as well as conformity with the Newtown Pike Extension Corridor Plan and the Urban County Comprehensive Plan.

Methodology

In addition to the public neighborhood meetings, the methodology used in determining plan recommendations, concepts and the preferred alternative consisted of:

- Physical Surveys – consisting of a door-to-door opinion survey and housing condition survey.
- Analysis of survey data, existing conditions, past plans and current plans (Newtown Pike Extension Plan).
- Program Principles, Policies and Value Statements, which were used to guide plan recommendations and neighborhood design themes.
- Alternatives and Housing types were developed as a result of the public meetings and residents' input, which resulted in the development of Plan Concepts A, B and C (*See Figure 4-Site Concepts in the Appendix*).

- Refined Neighborhood Concepts were developed as a result of continued neighborhood input from the conceptual plan phase to the refined concepts B-1 and B-2 (*See Figure 5-Refined Concepts in the Appendix*). These refined concepts were then presented at the June 28, 2003 neighborhood public meeting and Community Unity Day Picnic.
- A Preferred Alternative Plan was then developed that represented the results from survey data, focus group meetings, and state, federal and LFUCG staff input (*See Figure 6 – Site Plan in the Appendix*).

Opinion Survey

A door-to-door opinion survey and external housing condition survey was conducted in April 2003 for the residents of the Southend Park Neighborhood and those residents that will be affected by the roadway alignment on Patterson, Lower, Merino, Pine, Combs, and McKinley Streets. 27 out of 28 occupied households were surveyed in the neighborhood, and 6 out of 8 occupied households within the alignment area were surveyed as well. There were also 14 units that were identified as vacant in The Southend Park Neighborhood and 5 vacant units in the alignment area. Table 1 indicates the total number and percentage of housing units in the area. Table 2 represents the distribution of those units by housing types, which is primarily single family consisting of 52 out of the 55 units, plus 2 duplex units and 1 4-Plex unit. Tenure in the area consists of 61% renter occupied and 39% owner-occupied units, as represented in Table 3. The opinion survey also surveyed the businesses that were located in the area or had a direct impact on the neighborhood, like the PDC Market located on Versailles Road. The results indicated that there are 10 identified businesses: 7 were surveyed, 2 were not available, and 1 was vacant.

Table 1
HOUSEHOLD UNITS - 2003

	Southend Park	NPE Alignment Area	Total	% of Total
Occupied Housing Units	28	8	36	66
Vacant Units	14	5	19	34
Total Units	42	13	55	100

Source: 2003 Door-to-Door Opinion Survey

Table 2
HOUSEHOLD DISTRIBUTION - 2003
SOUTHEND PARK

	Southend Park	Alignment Area	Total	% of Total
Single Family	39	13	52	95
Duplex	2	0	2	4
4-Plex	1	0	1	1
Total	42	13	55	100%

Source: 2003 Door-to-Door Opinion Survey

Table 3
HOUSEHOLD TENURE - 2003
SOUTHEND PARK

	Households	% of Total
Owners	14	39
Renters	22	61
Total	36	100

Source: 2003 Door-to-Door Opinion Survey

Population

Population of the Southend Park Neighborhood has been steadily declining since 1975, based on data derived from the 1981 Irishtown-Davistown Redevelopment Plan, the 2000 Census and the door-to-door opinion survey conducted in 2003. The door-to-door survey reveals that there are 79 residents in the area, consisting of 67 in the neighborhood and 12 in the alignment area. A breakdown of the residents by age indicates that 60% of the residents in the area are between the ages of 19-64, while the under 18 and 65 and over age group is more evenly distributed at 21% and 19%, respectively. Table 4 describes the population for the area by age groups.

TABLE 4
POPULATION BY AGE 2003

	Population	% of Total
Under 18	17	21
19 - 64	47	60
65 +	15	19
Total	79	100

Source: 2003 Door-to-Door Opinion Survey

A comparison of housing and income in the area to Fayette County indicates that the percentage of owner-occupied housing units (39%) in the Southend Park and alignment area is more than 16% less than the Fayette County percentage of 55.3%. Survey data for the area, when compared to the 2000 Census data, indicates that the average household sizes are similar; and the comparison of area median income for a family of four is

\$20,078, which is less than the \$56,302 median income for Fayette County. This data tends to indicate that, when compared to Fayette County, the area has significantly fewer homeowners. The median income is significantly less, while the average household size is similar. Table 5 depicts the comparison of housing and income in the area to Fayette County.

TABLE 5
HOUSING and INCOME COMPARISON- 2003 and 2000

	Southend Park	Fayette Co. 2000 Census
Owner-occupied Housing Units	39%	55.3%
Average Household Size	2.41	2.29
Median Income	\$20,078	\$56,302

Source: 2003 Door to Door Opinion Survey & 2000 US Census

Length of Residency

The Southend Park Neighborhood is an area with long-term associations in their neighborhood, due in part to family relationships and their desire to remain in the area. The average length of residency is 31.2 years, as reported by the door-to-door survey, with 48% of the residents surveyed reporting that they have family members living in the area. An overwhelming number of residents surveyed, 30 (or 94%) responded to wanting to remain in the neighborhood, if they had an opportunity to purchase a home. This statistic ultimately will form the basis for the assisted housing development program in the area. Table 6 indicates the number of those households by street block group that stated their desire to remain in the neighborhood.

TABLE 6
HOUSEHOLDS WANTING TO REMAIN IN THE NEIGHBORHOOD

STREET GROUP	YES	NO
600 DeRoode	6	0
700 DeRoode	11	1
800 DeRoode	3	0
McKinley	3	1
Byars	1	0
Deshort	1	0
Patterson	2	0
Lower	1	0
Merino	1	0
Pine	1	0
TOTAL	30	2

Source: 2003 Door-to-Door Opinion Survey

Home Ownership

The door-to-door survey indicates that, for the Southend Park Neighborhood, the percentage of those that rent homes remains significantly higher than the citywide average. As indicated in Table 3, the percentage of renters included in the area is 61%, compared to the 39% homeownership rate in the neighborhood. Survey data indicated that there are 22 renters and 14 owners, with 10 having no payments and 4 paying monthly mortgage payments averaging \$427.00 not including utilities. The median assessed value of all owner-occupied homes in the study area is \$20,025, based on 2003 survey data, compared with the 2000 Census existing median value of \$110,800 for Fayette County.

Utility Payments

The median monthly amount that residents in the area are paying for utilities (water, gas and electric) is \$252.00, consisting of: \$168.00 for gas, \$48.00 for electric and \$36.00 for water. When combined with their median housing costs of \$488.00 for mortgage payments and \$200.00 for rent payments, residents are paying in the range of \$740.00 to \$452.00 in housing costs. Based on incomes of residents in the area, 100% are earning less than 50% of the median income. When these median housing costs are factored into their ability to pay, residents are paying considerably more than 30% of their income for housing costs, which is a measurement used by the Department of Housing and Urban Development to determine housing affordability. Table 7 indicates the breakdown of median housing costs.

Table 7
MEDIAN HOUSING COSTS - 2003

	Median Rent	Median Mortgage
	\$200	\$488
Median Utility Costs	\$252	\$252
Total	\$452	\$740

Source: 2003 Door-to-Door Opinion Survey

Area Topography

Overall, the Southend Park Neighborhood has some of the lowest building elevations in the downtown area of Lexington. The topography within the Newtown Pike Extension planning area drops sharply towards the northeast of the neighborhood, rail yards and Town Branch; hence the former name Davis Bottoms.

A ridgeline, which runs between Versailles Road and Manchester Street, divides drainage patterns for the planning area, with the Southend Neighborhood area being flanked by the high grounds of Woodward Heights and the embankment of the main line of the Southern Railway. Some slopes in the vicinity of the neighborhood exceed 15%.

It was noted that only minor comments were received when asked about flooding problems in the area during the public meetings held for this redevelopment plan. When asked in the opinion survey, only three responded to having drainage or flooding problems.

An enclosed culvert, which parallels DeRoode Street, drains the lower portion of the study area. This represents the major drainage basin for a large portion of the city that lies to the south and east of the neighborhood. The city plans to survey this entire drainage basin at some time in the near future to determine the 100-year floodplain. That determination may have surcharge ramifications for the neighborhood in that it may require higher building elevations than currently anticipated. This evaluation should be completed by the city before preliminary engineering for the redevelopment begins.

Existing Land Use

The existing land use pattern of the Southend Park Neighborhood can best be described as a pattern of non-conforming and incompatible land uses. Land uses vary from low-density single family residential to industrial, with public and commercial uses also part of the mix. None of the land uses are coordinated in location or size. The land use classifications in terms of acres include the 5-acre Harry Gordon Steel site, 5 acres for the Southend Park, and the balance being distributed into the residential, community services, commercial, warehousing and vacant land categories. *(See Figure 7- Existing Land Use in the Appendix).* The approximate land use distribution is as follows:

**TABLE 8
SOUTHEND PARK
EXISTING LAND USE**

Land Use Category	Acreage	%
Residential	7	28
Commercial	3	12
Warehouse	4	16
Industrial	5	20
Vacant	0	0
Community Services	.5	2
Park/Open Space	5.5	22
Total	25	100

Source: EHI 2003 Field Verification

Traffic Circulation

Traffic circulation in the neighborhood is provided by a series of substandard local streets: DeRoode; Merino; Patterson; McKinley; Byars; and DeShort, all of which could be considered inadequate and substandard when compared to local subdivision street standards. DeRoode Street serves as the major traffic through corridor serving as a north-south connector from South Broadway to the neighborhoods of Irishtown and others. Table 9 indicates existing roadway widths.

**TABLE 9
SOUTHEND PARK
NEIGHBORHOOD EXISTING STREET WIDTHS 2003**

Street	Pavement Width
DeRoode	25 ft.
Merino	28 ft.
Patterson	22 ft.
McKinley	22 ft.
Byars (Box Culvert)	14 ft.
Deshort (Unpaved)	25 ft.
Combs	9 ft.

Source: EHI 2003 Field Verification



A frequent concern expressed by area residents is speeding cars along DeRoode Street. Although traffic-calming techniques are recommended as a part of the plan, there is a likely chance that the street will cease to be a cut-through route when Newtown Pike Extension is completed. Newtown Pike will then become a more direct route than DeRoode Street, which is currently being used as a connector street between Manchester Street and Broadway. Existing traffic conditions should improve once the design features of DeRoode Street are built with traffic

calming techniques, speeding should then be reduced. The amount of traffic along DeRoode Street will be reduced, and the current average daily traffic may be reduced to largely destination traffic for the area.

A special concern for the redesign of the study area is its integration with Newtown Pike Extension and related ingress and egress out of the neighborhood. The new internal street design will coincide with the planned right-in/right-out only NPE intersection at rebuilt Merino Street, and a full movement NPE intersection of DeRoode Street - at the new Scott Street extension. An additional third local street access into the area will be rebuilt DeRoode Street under the Versailles Road viaduct. In addition to the several new pedestrian access points into the neighborhood and across NPE, there will also need to be

a pedestrian connection into the neighborhood from the new transit shelter stop on NPE above the park; i.e., near its intersection with Versailles Road.

Existing Zoning

The zoning pattern in the neighborhood is classified primarily as industrial (I-1) with a limited amount of Residential (R-3) although residential is one of the major uses in the area. A typical residential lot in the Southend Park Neighborhood is approximately 2,500 square feet (25'x100'), with 2-3 lots being somewhat larger, ranging from 3,000 to 4,000 square feet. The following is a distribution of the zoning classifications and permitted uses in the Southend Park Neighborhood.

**TABLE 10
SOUTHEND PARK
EXISTING ZONING CATEGORIES**

Existing Zone	Acreage	%
Industrial I-1	24.67	99
Residential R-3	.33	1
Total	25	100

Source: 2003 LFUCG Division of Planning

Housing and Building Conditions



To effectively assess the conditions of housing units in the neighborhood, a windshield survey was conducted to rate the exterior condition of the structures. Structural systems, such as foundations, roofs, walls, windows, doors, gutters and porches were surveyed to determine the overall condition of each structure and then assigned a value. Table 11 indicates that the majority of units (51 or 93%) in the neighborhood and alignment area were found to be unsound and in disrepair and would need major improvements to be brought up to local building codes. Of the 51 unsound units, 19 are vacant and dilapidated. There were 4 units that were determined to be in sound or good condition, needing minimal or no repairs. The condition of the 10 non-residential buildings varied from 4 units in sound or good condition to 6 units

in substandard condition needing major improvements.

Sound Units included the following conditions:

- Roof not sagging
- No missing shingles
- Foundation not cracked or sagging
- No broken windows or doors
- No discolored, loose or peeling paint

- No broken or crooked gutters or downspouts
- Porch and porch railing not sagging or broken

Unsound Units included the following characteristics:

- Roof sagging, missing shingles
- Walls sagging, siding missing or paint peeling
- Broken crooked or missing gutters or downspouts
- Doors, door sills, windows, window sills missing or broken
- Chimney damaged or unsafe
- Porches or steps sagging or missing materials
- Foundation sagging or cracks are evident

Interior housing conditions were not evaluated and could possibly indicate a higher number of units being considered substandard based on age and condition of the neighborhood.

TABLE 11
SOUTHEND PARK/ALIGNMENT AREA
HOUSING CONDITION 2003

	Number	%
Sound	4	7
Unsound	51	93
Total	55	100

Source: 2003 Door-to-Door Opinion Survey

Infrastructure



Infrastructure improvement needs for the Southend Park Neighborhood include all the basic infrastructure needs of a deteriorating neighborhood. These needs include an upgrade of the existing sanitary sewer system, storm water and drainage improvements, streets, curbs, gutters and sidewalks. The initial redevelopment of the neighborhood will include an upgrade of the infrastructure network to meet the needs of the proposed redevelopment. Currently, there are approximately 29 developable lots in the neighborhood that could be developed into low-density residential units.

The existing sanitary sewer trunk lines along DeRoode Street are in poor condition and need to be upgraded to a new and larger capacity system that is capable of handling existing and projected growth in the area. Sewer collection lines will also need to be replaced as development occurs in the neighborhood.

Curbs, gutters and sidewalks are non-existent in the neighborhood, creating storm water runoff and safety problems. The redevelopment area is located with a low-lying natural drainage way. There are approximately 1170 acres of watershed located above the project, which contribute to the storm water flowing through the area. This water mostly is conveyed through a reinforced concrete box culvert, which is located in the lowest region of the project area. This culvert varies in size from 11' (wide) x 8' (high) to 12' (wide) x 8' (high) along the length of the redevelopment area.

There are small-localized openings in the culvert to allow storm water to enter the culvert from the surface of the surrounding area. There are no other major types of storm water collection elements located within the project.

Water, sewer and electric utility service are adequate and have the capacity to accommodate an increased density within the neighborhood. The area is also lacking a standard postal collection box, which is ironic, because this is probably one of the most pedestrian neighborhoods in the city. It is the intent of this redevelopment plan to underground all utilities, electric, telephone and cable. These costs will be significantly reduced if the undergrounding of these utilities is done while the other infrastructure improvements are being done and can be coordinated to minimize disruptions (*See Figure 8- Existing Infrastructure Conditions in the Appendix*).

Community Facilities

The primary community facility that is located within the neighborhood is the Nathaniel United Methodist Mission located on DeRoode Street. Manchester Center, Community Action, The Salvation Army and Carver Community Center, although not located in the neighborhood, but nearby, also provide social and related support services to the neighborhood residents.

The Nathaniel United Methodist Mission is an agency of the United Methodist Church and is located on DeRoode Street in the neighborhood. The Mission provides health care clinics, a food pantry, counseling, a clothing bank and other supportive services to area residents. The mission, in recent years, has begun a property acquisition program for new buildings, initially to relocate its current medical and dental clinics. The Mission also proposes to build a new church to replace its existing mission facility.

The Manchester Center is located in the Irishtown Neighborhood along Manchester Street, less than 1 mile from the neighborhood, and offers a number of different programs to the community. Preschool and youth services are offered, which include tutoring and reading programs.

The Carver Community Center is located nearby, less than a quarter of a mile from the neighborhood. It is located on Patterson Street and operates in the old Carver School. The Center serves 25 to 50 children a day in free after school programs and also provides a clothing bank.

The Community Action Agency, located on Georgetown Street, less than two miles from the neighborhood, recently purchased a building on West High Street to be used for its administration offices. Community Action provides social and housing related services through its service centers throughout Lexington. The Community Action Council provides child development services (Head Start), family support services, emergency programs (housing and clothing bank) and housing weatherization services to residents in the neighborhood.

The Salvation Army is located at the corner of West Main Street and Newtown Pike and is approximately 1 mile from the neighborhood. It has an on-site youth program, the Boys and Girls Club of the Bluegrass, which provides after school programs for children in the area, and several other health and support services.

Table 12
SOUTHEND PARK
SOCIAL SERVICE AGENCIES – SERVICES PROVIDED 2003

Services	Nathaniel Mission	Manchester Center	Salvation Army	Community Action	Carver School
Health Care	x		x		
Food Bank	x		x		
Counseling	x		x	x	
Clothing Bank	x		x		x
Pre-School		x			
Youth Services	x		x	x	
After School	x	x	x	x	x
Child Dev.	x	x	x	x	
Family Support	x		x	x	
Housing/Weather				x	
Summer Camp	x		x		
Religious	x		x		

Schools

Based on the development potential of the 25 acres and a projection of a maximum build-out of 6.2 units per acre, a potential of 155 units could be built for a projected population of 374 persons or 2.41 persons per household. Based on current population counts in the neighborhood, 21% are under 18 years of age; and when applied to the projected population of 374 persons, 79 persons are projected to be under the age of 18 with a portion of them school age. This number of students will not have an appreciable effect on capacity issues at the schools that serve this area. This was the assessment from discussions with the staff from the Fayette County Board of Education.

The neighborhood is served by the following schools:

- *Elementary* – Harrison School which has adequate capacity.
- *Middle* - Lexington Traditional Middle School (LTMS) and Morton Middle School; LTMS currently has capacity; and Morton can accommodate some additional students.
- *High School* – Lafayette High School, although near capacity, can accommodate some additional students.

Parks



A centrally located Southend Park along DeRoode Street presently serves the neighborhood. The park consists of approximately 5 acres. It contains playground facilities, picnic shelter and tables, rest rooms, basketball court and a lighted baseball field with dugouts. The park is in disrepair, with the lights not operable; and the baseball field and its dugout are in need of improvements to better serve the residents of the neighborhood. The surrounding pattern of industrial uses is not conducive to a park atmosphere, and the park is

concealed from public view in many locations. The opinion survey indicated that 67% of the area residents use the park either as an active recreation use, utilizing the baseball field, basketball courts and playground equipment. Residents also use the park for walking and passive types of recreation. There is a need to improve the park to meet the increased and expanded youth and adult type of activities that could be offered to area residents. Nathaniel Mission uses the park for its youth recreational activities. Other residents have, in the past, used the park for more formal baseball/softball games. Once improved, it is anticipated that the park will be used as more of an organized neighborhood based facility.

Environmental Conditions

Environmentally, there are several sites identified by Third Rock Consultants that are potentially hazardous in nature, or their uses at one time may have produced or stored hazardous items. A Phase I Environmental Assessment was performed on the Southend Park Neighborhood to identify potential environmental concerns that could impact the proposed redevelopment of this area. The Southend Park Neighborhood includes 110 properties, situated on approximately 25 acres of land.

To identify former land uses and environmental concerns in the Southend Park Neighborhood, historical sources of data, federal and state environmental data bases, and files in the possession of the Kentucky Division of Waste Management and Lexington's Division of Environmental and Emergency Management were reviewed. A site reconnaissance was then conducted to inspect the commercial and industrial properties

and to document the general environmental condition of the residential properties and surrounding area.

The Phase I Environmental Assessment of the Southend Park Neighborhood identified environmental concerns that warrant Phase II Investigation. The Phase II screening samples would be collected from the areas most likely to contain contamination. If actionable levels of contamination were not confirmed, further evaluation of these properties would not be necessary. In the event that actionable levels of contamination are confirmed, additional sampling will be required to define the extent of environmental impact. These sites are:

- Elevated lead in surface soils (upper 6 to 12 inches)
- Asbestos containing materials
- 524/530 DeRoode Street-Performance Custom Auto Repair
- 525 DeRoode Street-Unidentified Drums
- 532 DeRoode Street-The Bug Shop
- 810 DeRoode Street-Former Auto Repair Businesses (vacant)
- 870 DeRoode Street-Former Oil House (vacant)
- 564 Merino Street-Auto Repair Shop
- 568 Merino Street-Auto Repair Shop
- 812-820 Neville Avenue-Bryant's Rent-All Warehouse
- (No Assigned Address)-Former Indian Refinery Site
- 820 West Pine Street-Former Norman O. Hodge Wrecking Company
- 637 Patterson Street-Harry Gordon Steel Company

Noise Issues

The eastern boundary of the Southend Park Neighborhood is bounded by the Norfolk Southern Railroad tracks with the frequency of the trains and the noises that can be attributed to the active use of this railroad track creates a level of noise that is considered unacceptable. A July 2003 report prepared by The Technology Group concerning a rail noise analysis for the area indicates that the day-night noise levels (Ldn) would be in the Normally Unacceptable and Unacceptable Zones, according to the HUD noise criteria found in 24CFR51.B, and that noise attenuation must be considered to mitigate the noise and bring the noise level into an acceptable level (Ldn).

Summary

Key environmental concerns for the neighborhood are centered around mitigation of any hazardous environmental sites, as identified earlier in this section, and noise mitigation efforts through the construction of the recommended noise wall. The mitigation of hazardous sites and noise within the neighborhood are critical to the eventual success of the project and should be addressed at the beginning phases of the redevelopment of the neighborhood. Phase II screening samples should begin for those areas determined to be contaminated, and securing a right-of-way easement from Norfolk-Southern Railroad for access to construct the noise wall should begin at the earliest possible time.

Neighborhood Market Conditions

Existing commercial conditions in the neighborhood are not neighborhood services, but serve a more general or area-wide market. The types of commercial enterprises located in the neighborhood include auto repair services, manufacturing, warehousing/storage facilities, a union training facility and industrial uses. Although these entities could be a basis for employment of neighborhood residents, at this time (based on survey results) they do not employ any residents from the neighborhood. Land use concerns exist because of the incompatibility of these uses within a neighborhood that is residential in character.

Commercial/Industrial Businesses

- 555 Merino Street - World Rigging
- 716 DeRoode Street - Steve's Body Shop
- 812-820 Neville Avenue - Bryant's Rent-All Warehouse
- 750 DeRoode Street - R.L. King Trucking
- 568 Merino Street - (Commerical establishment)
- 564 Merino Street - (Commerical establishment)
- 560 Merino Street - (Commerical establishment)
- 532 DeRoode Street - Bug Shop
- 530 DeRoode Street - Performance Auto
- 525 DeRoode Street - Local 452 Plumbers & Pipefitter
- 637 Patterson Street - Harry Gordon Steel Company
- 930 W. High Street - PDC Market

Essentially, two market groups will drive the market potential for the Southend Neighborhood: 1. Residential housing development, and 2. Neighborhood based commercial retail development and mixed-use developments. The first and primary market group will be to focus on meeting the affordable residential housing needs of the existing 79 area residents that will be affected by the extension of Newtown Pike. These residents are of special concern because of their median income, with 100% of the residents surveyed making less than 50% of the median income based on household sizes. A market and a need exist to accommodate those residents being displaced. Additional housing units, consisting of a mix of affordable market rate housing, will be proposed to meet the housing market needs of residents desiring to live/work near downtown, the University of Kentucky and other employment centers in the area.

The second market group will be the retail/commercial group designed to take advantage of the increased traffic that will be generated by Newtown Pike Extension, primarily at the key intersection point of Scott Street. Neighborhood retail will be developed internally and along the commercial edges of the neighborhood to meet the larger commercial needs of the area.

Based on the NPE Corridor Plan, there is a retail trade area of approximately a 1.5-mile radius from the intersection at Broadway that contains a population of approximately 37,000 residents in 14,500 households. Under existing conditions, it is forecast that the trade will increase by approximately 50 people by 2006. However, based on historic trends and recent development interest in the area, it is reasonable to forecast that retail sales could increase from \$375 million in 2002 to over \$600 million over the next 9 years. This volume of sales potential is more than adequate to support up to 300,000 SF of additional retail shopping in the trade area. Most of the current retail sales are being displaced to other retailing outside the trade area.

CHAPTER 2

ISSUES, CONSTRAINTS and OPPORTUNITIES

The Southend Park Neighborhood can best be described as a set of issues, constraints and opportunities. The issues within the neighborhood define the need for a redevelopment plan. The constraints are the physical and social limitations that are placed on the neighborhood and one's ability to address that limitation. The opportunities are elements that comprise the redevelopment plan, through an approach designed to address the issues.

The purpose for developing this set of criteria on issues, constraints and opportunities is to:

1. Define criteria and standards that should be considered in developing strategies for Southend Park improvements, and
2. Describe certain factors that may constrain development in the Southend Park Neighborhood.

	ISSUES	CONSTRAINTS	OPPORTUNITIES
Residential Development	Substandard Housing, Vacant Lots, Limited Supply of Housing, Relocation Assistance	Affordability, Land Availability, Land Use Conflicts, Financial Assistance	Affordable Housing, Urban Village Plan, Infill Development, Housing Advocates.
Commercial and Mixed-Use	Land Use Conflicts, Limited retail, Relocation of Businesses.	Viable retail market, Land availability, Land Use Conflicts, Accessibility.	Development Opportunities, Live/work Products, Mixed-use Developments, Design Theme.
Institutional and Community Facilities	Neighborhood Programs, Southend Park Improvements, Infrastructure Improvements.	Funding Availability, Phasing, Social Service Providers, Site Limitations.	Nathaniel Mission and Others, New Southend Park, New Infrastructure, Design Theme.
Circulation	Street Speed, No Sidewalks	Street locations, Limited on Street Parking	Improved Streets, Sidewalks, New Street Design, Traffic Calming, Streetscapes, Design Theme.

CHAPTER 3

Principles, Policies and Value Statements

The Southend Park Urban Village Plan will incorporate a set of principles, policies and value statements that will serve as the social and economic drivers for the redevelopment of the area. The Southend Plan, through this Urban Village concept, is about improving the quality of life by building a better neighborhood. It is about having a mix of housing types, retail, offices, local employment opportunities, community and social service facilities, safe and attractive public spaces, and a good transportation network. The premise of the plan will be to create a livable environment for those residents that currently reside in the neighborhood and to create a sustainable neighborhood by encouraging new residents to relocate into the area as well.

The Southend Park Urban Village Plan, value statements, principles and policies are about meeting the housing needs of its residents, safeguarding its heritage and the identity of the neighborhood, while supporting diversity on all levels (race, income, and gender), while encouraging an economic enhancement of the area. These statements are also designed to promote energy efficiency, pedestrian activity, an attractive and well-designed environment, convenient services and social interaction. The value statements, principles and policies below, as listed are statements of intent to guide development decisions and to set priorities.

Value Statements:

- Minimize the level of disruption and relocation to families living in the Southend Park Neighborhood.
- Ensure that those residents being affected by the Southend Park Redevelopment Plan are not adversely impacted.
- Provide a level of affordable, safe and decent housing for those residents choosing to remain in the Southend Park Neighborhood.
- Plan and design for a neighborhood that is livable, affordable and sustainable, which ensures that property value will be created and retained over the long term.
- Redevelop the Southend Park Neighborhood into an environment where its residents feel safe.
- Foster the design and development of a mix of land uses that provides both function and beauty to the neighborhood.
- Promote public, community and private partnerships that address quality design and development guidelines for the neighborhood.
- Deliver a level of public and physical infrastructure needs that ensures a healthy and vital neighborhood.
- Support a level of institutional community support services designed to meet the social needs of the residents.

Principles and Policies:

A. Land Use and Economic Development

PRINCIPLE A-1: URBAN VILLAGE

Make the Southend Park area an affordable and livable place for a diversity of people to live, work, shop, and play.

Policy A-1.1 Community Interest

In making land use decisions, balance neighborhood interests with the interests of government and community stakeholders.

Policy A -1.2 Community Involvement

Pursue master plan of the Newtown Pike Extension Corridor through a process that speaks to the needs of all the neighborhoods involved and a strategy for neighborhood inclusion and planning.

PRINCIPLE A-2: COMMERCIAL DEVELOPMENT

Encourage the development of a neighborhood retailing that meets the needs and creates opportunities for existing and future neighborhood residents.

Policy A-2.1 Community Linkages

Improve the project area to be a vital, sustainable neighborhood, which is pedestrian, oriented, with the Newtown Pike Extension corridor linking adjoining neighborhoods.

Policy A-2.2 Corridor Plan Integration

Pursue master plan of the Newtown Pike Extension Corridor through a process that speaks to the needs of all the neighborhoods involved and a strategy for neighborhood inclusion and planning.

PRINCIPLE A-3: BUSINESS DEVELOPMENT

Support job creation activities that are conducive to the employment of neighborhood and area residents.

Policy A-3.1 Desired Businesses

Accommodate new and existing businesses that have a positive impact on their neighbors and are sensitive to the scale of the neighborhood.

Policy A-3.2 Transit Supported Businesses

Encourage redevelopment that supports and derives benefit from public transportation systems.

Policy A-3.3 Joint Parking

Explore innovative parking measures, such as joint-use policy and off-site parking.

PRINCIPLE A-4: RESIDENTIAL DEVELOPMENT

Maintain and enhance the affordability and livability of the Southend Park Neighborhood while developing a strategy that can contribute to its vital economy.

Policy A-4.1 Supportive Land Use

Undertake land use activities that support affordable housing goals, policies, and activities.

Policy A-4.2 Residential Design

Adopt infill housing design guidelines to ensure a quality and level of design that is affordable and can meet the needs of the neighborhood and surrounding area residents and respects the character of the existing and surrounding neighborhoods.

Policy A-4.3 Mixed-Use Development

Establish a vibrant, cohesive, mixed-use neighborhood.

Policy A-4.4 Affordable Housing

Provide safe and decent housing for all existing area residents at a price that is the same or near the same as today's cost.

PRINCIPLE A-5: COMMUNITY SUPPORT

Accommodate the neighborhood in a way that helps the community as well.

Policy A-5.1 Community Services

Enhance community services, where determined to be needed.

Policy A-5.2 Access to Jobs

Improve access to jobs.

Policy A-5.3 Sound Infrastructure

Provide sound, safe and efficient public infrastructure, such as water; sewers; streets; sidewalks and landscaping.

PRINCIPLE A-6: RECREATION

Develop recreation-related activities.

Policy A-6.1 Open Space

Maintain and expand open space facilities to serve all users in the area.

Policy A-6.2 Cultural Heritage

Recognize and build on the existing cultural activities for the neighborhood.

B. Transportation

PRINCIPLE B-1: STREET PATTERN

Provide a local street pattern that is efficient and makes the best fit with the surrounding network.

Policy B-1.1 Pedestrian Way

Provide safe, attractive and convenient pedestrian circulation routes to downtown, other key destinations and within the neighborhood.

Policy B-1.2 Bicycle Linkages

Provide safe, attractive and convenient bicycle connections.

PRINCIPLE B-2: TRANSIT RELIABILITY

Give priority to projects that improve transit reliability and/or promote pedestrian and bicycle safety and circulation.

Policy B-2.1 Public Transit

Provide improved mobility and access by public transportation to services, jobs, businesses, residences, and other destinations, both within and outside of Southend.

C. Housing

PRINCIPLE C-1: HOUSING MIX

Provide housing for a mix of demographic and income groups.

Policy C-1. Owner/Renter Mix

Develop an appropriate mix of owner and rental unit types to increase ownership.

Policy C-1.2 Home Ownership

Encourage an appropriate mix of low and middle-income home ownership through economic incentives to attract first-time homebuyers.

Policy C-1.3 Property Utilization

Consolidate vacant and underutilized sites for new residential development.

Policy C-1.4 Family Households

Attract family households to the community
- Provide play spaces and services.

- Design safe and secure areas

Policy C-1.5 Income Mix

Encourage an income mix of low and moderate-income home ownership.

PRINCIPLE C-2: NEIGHBORHOOD DESIGN

Enhance neighborhood design quality and compatibility

Policy C-2.1 Community Facilities

Ensure that amenities and public services are increased to support increased housing density.

Policy C-2.2 Minimize Parking Impacts

Develop parking strategies to accommodate all residents and their guest while minimizing impacts on residential streets.

Policy C-2.3 Neighborhood Gateways/Identity

Create gateways into the neighborhood, such as Newtown Pike at Main Street, Newtown Pike at Versailles Road, Newtown Pike at Broadway and Scott Street at Limestone. “Gateways” means visual enhancements, such as improved landscaping; signage; artwork; or features that signify the entries into the community.

Policy C-2.4 Property Maintenance

Establish, educate and enforce property maintenance standards.

Policy C-2.5 Rental Management

Rental housing and common areas should be properly managed, operated and maintained.

D. Social Services

PRINCIPLE D-1: QUALITY of LIFE

Improve and maintain the quality of life for the whole community.

Policy D-1.1 Community Services

Provide a full continuum of services that address four important functions:

- Responding to emergencies
- Help meet basic needs & life skills training
- Developing human resources
- Provide housing and relocation planning counseling service

Policy D-1.2 Diverse Client Base

Develop services in ways that build community, create connections across the generation, and are respectful of all concerned.

E. Community Coordination, Communication, and Participation in Decision Making for Plan Implementation and Redevelopment Activities

PRINCIPLE E-1: PUBLIC INFORMATION

In implementing this plan, establish communication and participation procedures that are open and equitable to all members of the community.

Policy E-1.1 Community Outreach

Build communication and participation efforts of this plan.

Policy E-1.2 Local Civic Organizations

Incorporate established and new organizations.

Policy E-1.3 Neighborhood Association

Establish a viable and ongoing neighborhood association.

PRINCIPLE E-2: PROGRAM FUNDING

Develop a comprehensive long-term funding element that maximizes public financial assistance and innovative financing techniques.

Intended Results

The intended results of the Southend Plan will be the development of a concept that provides strategic direction for future land use planning and development within the neighborhood. This will be reflected in the approval of a development plan that reflects the basic design and development guidelines for the neighborhood.

CHAPTER 4

PLAN ELEMENTS

The purpose of this section is to detail the key recommendations of the plan, quantifying the recommended land use strategies with recommendations that ultimately will form the basis for implementation of the conceptual development plan. The plan elements should be used as a guide in coordination with the development plan to make final development decisions in the implementation and construction phases of the Southend Park Urban Village Plan.

Redevelopment Plan Concept

The intent of the urban village concept for the Southend Park Neighborhood is to provide future housing opportunities to its existing residents, incorporated into a mixed-use type of neighborhood environment. The plan will design a neighborhood that offers a variety of services that are oriented towards pedestrian traffic, and will create opportunities for employment, while enhancing the neighborhood social service activities. The urban village plan for this neighborhood is best suited for residential development with a mix of housing types and densities. Affordable housing is recommended to meet the needs of the neighborhood residents and those residents that will be displaced by the extension of Newtown Pike, while incorporating a mix of compatible and supportive activities.

Two primary concepts that will guide redevelopment of the Southend Park Neighborhood are:

1. *Maintain the Southend Park Neighborhood as a viable and functioning community.*

Although the entire 25 acres of the neighborhood is designated for redevelopment, there is a sense of a community that exists, with an identity and a social fabric that is steeped in history and pride. This should not be lost, because it is the people of this neighborhood that make this a special place to live. Every conceivable effort should be made to encourage those residents to remain in the area and to assist them in transitioning into this redeveloped neighborhood. Additionally, neighborhood support services such as Nathaniel Mission, the Southend Park, retail services and job opportunities should be encouraged and developed to assist in their efforts to remain and or expand into the neighborhood.

2. *Provide affordable housing and support services to relocatees.*

Providing housing in the area that is affordable is critical to the successful implementation of the plan. Housing affordability must also go hand in hand with outreach educational and supportive services to the area residents. Assisting them with a wide range of services, such as housing counseling and maintenance skills, educational, employment and other levels of training that will enhance one's value as a viable contributing resident, is a major component of this service.

The Southend Park Urban Village Plan also recognizes the existence of institutional community services, public recreation, commercial uses and other service and employment opportunities that would support any future growth planned for the neighborhood. *(See Figure 6-Site Plan in the Appendix)* The Southend Park Urban Village Plan meets several locational criteria for an urban village in the following aspects:

- The neighborhood will be accessible from the arterial street network of Newtown Pike Extension and New Scott Street.
- The proposed redevelopment of the neighborhood will provide for retail and mixed-use services.
- The proposed street layout will provide for better traffic circulation and will be conducive to pedestrian circulation with sidewalks and some crosswalks, providing for a positive pedestrian environment.
- The plan will include improvements to the existing Southend Park and will provide public green spaces in the form of a landscaped public square/commons area and a community garden.
- The plan will include provisions for institutional uses to meet the social service needs of the residents.
- Affordable market rate housing is also proposed for the neighborhood, providing a mix of single family, townhouse and multi-family housing units.

Relocation Priorities

As the plan evolves and develops, a priority of relocation efforts should occur and be timed to coincide with redevelopment efforts. The recommended priorities should include:

- Priority 1: Relocation of the non-residential entities will be in the first phase of relocations that are expected to occur as their parcels of land can be cleared and assembled for development.
- Priority 2: Relocation of those residents residing in the first phase of development along the northern end of DeRoode Street should occur in this phase, after housing is built to accommodate these residents affected. Approximately 3 households could be affected.
- Priority 3: Relocation of the remaining neighborhood residents will be in the second phase, as development proceeds. It is anticipated that the first phase of housing construction will occur in Phase I-A, constructing approximately 27 units. These units will then be used to address the relocation needs of those residents being displaced and desiring to remain in the neighborhood.

Priority 4: Relocation of households residing in the alignment will be the fourth priority and will offer the opportunity to move into the neighborhood.

Essential Characteristics of Southend Park Urban Village Plan

When an analysis of the existing characteristics of the Southend Park Neighborhood is compared to the components of the recommended Southend Park Urban Village Plan, some similarities are evident. Residential uses continue to comprise approximately 28% of the land. The most striking difference is in the mixed-use land category, where 12 acres of current commercial, industrial, and warehousing uses will be reduced to 3 acres of mixed office, retail, and residential uses. This is the result of removing the industrial uses from the area. A significant increase is projected from the current 42 units to a potential increase of up to 155 units if the maximum build-out occurs, increasing the density from 1.68 units per acre to 6.2. It should be noted that no housing units are to be built until all applicable environmental impacts of noise levels and hazardous conditions are mitigated to ensure that residents will be moving into an area that is environmentally safe. Table 13 indicates the comparison of land uses, existing and proposed, as well as density comparisons.

TABLE 13
EXISTING and PROPOSED LAND USE / HOUSING COMPARISON - 2003

Land Use	Existing Southend Park		Proposed Urban Village	
	Acres	%	Acres	%
Residential	7	28	7	28
Mixed Uses Including Commercial, Industrial, Warehouse	12	48	3	12
Park/Open Space	5	20	9	36
Institutional/ Com. Services	.5	2	2	8
Streets/ROW	.5	2	4	16
TOTAL	25	100	25	100

	Housing	
	Existing Southend Park	Proposed Urban Village
Dwelling Units	42	155
Dwelling Units/Acre	1.68	6.2

Function and Mix of Uses

The neighborhood plan proposes to focus on future residential and mixed-use residential development, located closer to the services of institutional, retail and public spaces at the core of the village, to enable its residents to take full advantage of pedestrian and traffic circulation.

Density

Current densities within the Southend Park Neighborhood are 1.68 dwelling units per gross acre, taking into consideration that there are 42 housing units in the area. A potential growth target range for additional new residential development could be in the range from 5 to 6.2 units per acre (125 to 155 units), depending on market, zoning and development requirements. These densities are lower than recommendations of the adopted Newtown Pike Extension Corridor Plan, which recommended a gross density of 8 units per acre.

Development Scale

The development scale within the Southend Park Urban Village will range from single-story residential structures to the potential for mixed-use or apartment buildings. Discussions are continuing on building height, zoning classifications and overall scale of development, and taking into consideration location and intensity of uses that are appropriate and compatible with the neighborhood.

Zoning in the area is recommended for a Planned Neighborhood Residential (R-3) designation to accommodate the low density single family affordable housing units that can be constructed on a minimum lot size of 2,000 square feet, while yet allowing for town house and multiple-family dwelling units. An additional zoning classification of Mixed Use (MU) designation is recommended for the area designated for mixed-use development. This zone permits dwelling units, principal uses of the (Professional Office) and (Neighborhood Business) Zones, which permit multi-family dwellings, offices, retail sales, beauty shops and barber shops and should require a appropriate, minimum percentage of residential development. R-3 rezoning should also request conditional use approval for Nathaniel Mission reuses.

The recommended rezoning map is conceptual. It is recommended that the categories, sizes, and shapes of the actual rezoning be based on the redevelopment goals and objectives and the site circumstances at the time of rezoning.

Transportation

Transportation access, both vehicular and non-motorized, are critical to the development of the Urban Village Plan. With the development of Newtown Pike Extension, Scott

Street Extension and the internal redesign of the local streets, DeRoode and Merino, it is important that several key transportation objectives be met:

1. Pedestrian access and safety, utilizing sidewalks, curbs and gutters
2. Traffic calming and circulation along DeRoode Street
3. Limited parking on one side (the Park Side) of DeRoode Street
4. Accessibility to the rear of the properties along DeRoode Street via an alleyway
5. Valley Avenue connection of DeRoode Street under Versailles Road with the construction of sidewalks.

Pedestrian access and safety are important in defining the pedestrian oriented urban village neighborhood. Sidewalks and planting strips are encouraged, providing a pedestrian orientation, with narrow local streets and parking on one side to slow traffic through DeRoode Street.

Noise Attenuation

Noise attenuation will be addressed through the construction of a noise wall along the perimeter of the Norfolk-Southern Railroad. This wall will be designed to reduce the level of noise caused by train traffic, such as the coupling of trains, train horns and railroad cars. The noise wall will bring the neighborhood into a HUD acceptable noise range. The construction of the noise wall will also have a positive impact on the surrounding neighborhoods as well, by reducing the level of noise throughout the entire area. The rail side of the noise wall should be designed to also absorb noise to minimize possible reflection into the Angliana Avenue area.

Interior noise levels will also be reduced by utilizing construction soundproofing techniques, such as higher R-value wall insulation, thermopane windows and design techniques that limit the number of openings on the rear of the housing units along the railroad tracks.

Land Use Strategies

The development of land use strategies is used to create a well-defined mixed-use residential urban village, a village that meets the needs of current Southend residents while creating an environment that can accommodate additional residents who choose to live in a neighborhood that recognizes and embraces the community's diversity. The Southend Park Neighborhood, through its land use strategies, will be designed to accommodate a range of housing types and income groups, thereby creating a neighborhood that is sustainable by virtue of its diversity in income and socio-economic groups. A neighborhood will be developed that is affordable and designed to accommodate a mix of land use types at a scale and density that reflects the values, policies and strategies that are a part of this plan (*See Figure 9-Illustrative Site Plan in the Appendix*).

The urban village concept and its relationship with the surrounding areas will be part of a much larger comprehensive effort in the design and development of surrounding areas, by virtue of design guidelines that recommend the style, density and character that the areas in general should attempt to adopt, Southend Park will become more of an urban, pedestrian oriented area that encourages people to walk to places of work, entertainment and living, and will encourage surrounding development to enhance the principles of the urban village concept. These concepts are based on the premise that urban land and its development are oftentimes constrained; and that densities should be maximized to take full advantage of a network of existing shops, neighborhoods, educational facilities, parks and parking arrangements to enhance planned urban developments.

As a precaution, the preliminary development plan should make a provision that, in the event that any property within the neighborhood does not develop consistent with the recommended zoning here, the land shall be required to revert to residential land use. Consistent with the density recommendations in the NPE Corridor Plan.

Recommended land uses and strategies for the development are:

Residential

Approximately 6.8 acres of land are recommended for residential use. Residential uses are driven by a guiding principle to provide affordable housing for area residents that are currently living in the neighborhood, for former residents that desire to relocate into the area, and those that are being displaced by the NPE roadway. The plan recommends that low-density residential housing units be constructed along the western edge of the neighborhood, bounded by the planned noise attenuation wall and DeRoode Street. The housing types and designs should reflect a character and density compatible with a medium-density residential neighborhood. *(See Figure 10-Enlarged Plans in the Appendix)*

Several of the guiding principles for the plan encourage a mix of housing types, incomes and diversity to achieve a mixed-income type of neighborhood. The success and the sustainability of the neighborhood are dependent upon the area not remaining a 100% low-income neighborhood, encouraging a development that consists of a diversity of people and incomes necessary to sustain itself. Mixed-income housing, which is the essence of successful neighborhoods, such as the Park Du Valle community in Louisville, Kentucky, successfully bridges the gap between rich and poor, black and white, young and old. More affluent residents begin to see their neighbors as people, not stereotypes. Less affluent residents, in turn, see a path away from public assistance and toward a more financially sound future. A mixed-income neighborhood also attracts more businesses and creates more employment opportunities. Southend Park should be developed as a mixed-income neighborhood from the very low-income residents up to the moderate and higher income residents, as regulations on funding permit. This can be accomplished through the utilization of innovative public and private financing mechanisms, which will require some flexibility to permit a variety of development uses, including housing both affordable and market rates.

The plan recommends that a maximum yield of approximately 155 units of affordable market rate, single family, duplex, apartments and town home type housing units be made available to:

1. Meet the affordable housing needs of the displaced residents, which include the 30 existing residents or the (94%) that stated a desire to remain in the neighborhood.
2. Offer the remaining units to eligible residents meeting the income test of 80% of median income. It is also recognized that not all the displaced residents may choose to live in the area and may choose to relocate elsewhere. The need for affordable housing in Lexington is so great that these units can easily be absorbed into Lexington's affordable housing market. A housing implementation strategy should be developed to program the desired residential mix.

The price range for the plan is estimated to be between \$50,000 to \$127,000 per dwelling unit based on the most recent construction costs and similar projects that have been constructed in Fayette County. The size of the units represent the average size of comparable assisted housing being constructed and is representative of the size of units residents are being displaced from. The initial construction of 27 single family, 32 apartment units and 26 townhouse units were selected to meet the housing needs of all the residents in the neighborhood and the alignment area that are scheduled for relocation. This total of 85 initial units will more than meet the needs of those 30 residents anticipated to remain in the neighborhood.

3. Although the earliest phase of the site plan (Figure 11-Phase I-A Development) shows all single-family homes, there will probably need to be some multifamily buildings in this first phase and this should be welcomed to further diversify the product mix. Multi-family dwelling will probably be needed because of either the normal restrictions in relocation benefits or lifestyle preferences. In either case, it will be much easier to provide relocatees with long term housing payment assistance in a multifamily situation versus the higher mortgage payments of an owned dwelling.

4. An important part of the relocated housing strategy is to provide effective support for relocated residents starting with a special effort at the very beginning of the relocation process, starting with an in-depth financial analysis of each prospective household to explain and illustrate the best use of relocation benefits and to help them stay in the area. A common city practice is to divide acquisition and relocation counseling into 2 separate functions and we think this is a particularly good starting point. A related special need will provide life skill training in the special opportunities and responsibilities of homeownership of living in a new rental unit. The support program should provide for tracking of all relocated residents for at least a 5-year period to help relocatees make a successful

transition even if they choose not to stay in the neighborhood and to provide guidance as may be needed in employment and related social service assistance.

There is a proposed “empowerment” center to be established to serve the greater Davistown area. This seems like an excellent starting point to coordinate several existing areas social services to coordinate the most efficient delivery of these programs.

Project Staging:

The staging for the development of the housing units will be closely coordinated with the infrastructure improvements and acquisition and relocation program to be implemented. Staging will be designed into two Phases, I and II. (*Figures 11 – 14 show the preliminary phasing of the project in the Appendix*) The breakdown of those phases includes:

Phase I, will consist of two steps, I-A and I-B, to minimize disruptions to the neighborhood residents and to facilitate traffic movement through the neighborhood. Phase I-A is designed to acquire and build the initial 27 units of single family housing units along the western side of DeRoode Street at the northern end of the neighborhood. This area was selected because it has the greatest concentration of vacant units and land that can be acquired first and would enable the project to build around one existing residence with minimal disruption.

The noise wall and infrastructure improvements of the first phase of DeRoode Street can begin, along with storm water improvements, sidewalks and alley construction. Phase I-B will begin to fill in the gaps from Phase I-A, relocating residents from within the neighborhood into the units constructed in Phase I-A. The remainder of DeRoode Street can then be completed and tie into the existing street system. Acquisition, relocation and demolition activities can then begin in this phase as well. Infrastructure improvements of the sanitary sewer trunk line, storm water and streets will continue, as Phase I is expected to occur over two building seasons, or 18-24 months. Due to the economy of scale and community benefits the entire noise wall should be built in the first phase, Phase I-A.

The first phase of housing construction is the northwest corner of the development that will be designed to meet the needs of those residents who plan to remain in the neighborhood. The number of residents that decide to remain will have a large impact on the initial construction staging.

Phase II, Phase II-A of the project will build the remaining streets, the DeRoode Street loop, the connector, and will tie into New Scott Street. Once these improvements are completed, plans for the 20-unit subsidized apartment development and 26-unit town home development can begin. Phase II-B will be the final phase of housing development, which will be the apartments, located along New Scott Street and the mixed-use development at the intersection of NPE and New Scott Street. The redeveloped Southend Park will be the last site improvement and is to be coordinated with the finished grade of the NPE.

Housing Plan:

The Federal Highway Administration and Kentucky Transportation Cabinet made a strong commitment to redeveloping the Southend Park Neighborhood and providing replacement housing for the owners/tenants in the neighborhood. The proposed redevelopment plan will eliminate all existing housing and will displace all owners and tenants. All replacement housing for former owners and tenants wishing to remain in the neighborhood must be newly constructed. The new replacement housing will be at a considerable price differential from existing housing, with higher base mortgage and rental costs. Due to extremely low household income and the high cost of replacement housing, acquisition and relocation benefits must include the maximum allowable payments and must include additional housing assistance to enable the owners and tenants to buy and rent housing within the neighborhood, at or near their existing housing costs.

In developing the housing plan for the neighborhood, residential location standards were taken into consideration in determining where to locate the single-family units, their proximity to the park and maintaining the existing residential character of the neighborhood were considered. Apartments and higher density type units were then located towards the more intense areas of mixed uses and the new streets. Housing design is based on affordability and construction standards that minimize maintenance costs, while providing an attractive well designed unit. Additional input and consideration of resident need will be needed prior to the final housing design. The noise wall and noise attenuation measures, such as higher R-value wall insulation, thermopane windows and limiting the number of openings on the rear of the units were also considered in the recommended design of the units.

The housing program is designed to consist of two basic types of financing programs for the neighborhood: (1) “Gap” financing subsidies, which help narrow the gap between the cost of housing and the ability to pay for it, and (2) cost-reduction measures, which lower the cost of providing housing, through donations of land and infrastructure costs. A third form of financing, that is not publicly assisted, is a capital investment program, which both enhances and helps stimulate the private supply housing market.

A guiding principle of the Southend Park Neighborhood is to provide affordable housing to those projected to live in the neighborhood and to attract other income groups to the area as well. Housing and density standards have been established that will provide opportunities for those who choose to live in the neighborhood. The priority of meeting the affordable housing needs can be achieved, in the short term, by implementing strategies related to density standards and gap financing techniques. However, long-term solutions to the housing affordability question will involve cost-reducing strategies, such as not-for-profit builders and land and infrastructure cost write-downs. A breakdown of the housing program by bedroom size, number of units, square footage size and an estimated construction cost is provided Table 14 describes the housing unit distribution

and costs per square feet (*Figures 15-16 indicates conceptual housing floor plans, in the Appendix*). Specific plan recommendations are:

1. Affordable Housing:

Construct affordable housing units, with the distribution as described in the following housing unit distribution allocation, that is designed to address the affordable housing needs of the area and relocation priorities as described earlier (neighborhood residents first, then alignment residents second). It should be noted that the units provided will be available to affordable, moderate and market rate residents. Residents will be required to meet certain income testing guidelines as established by the Department of Housing and Urban Development, a requirement of the funding mechanism used to purchase the site for redevelopment.

2. Housing Financing Programs:

Affordability and developing a strategy that makes the units affordable to the residents living in the neighborhood and those individuals living in the alignment area will be needed. A program that can provide deep subsidies to those very low-income families, with incomes at 30 percent or less of the median income based on family size is needed. Survey data indicate that the entire neighborhood and alignment area is considered low income, with residents' income at below 50 percent of the median income. Survey data also indicated that 30 of the residents responding (or 94%) stated a desire to remain in the neighborhood and to purchase a home. Not all residents will elect to remain in the neighborhood, and only a portion of those deciding to remain will be considered very low income at 30% of median or less category. A component of the recommended housing financing program will be designed to address the affordability concerns of those very low-income persons. A combination of housing financing programs is recommended to assist in designing a homeownership and a rental assistance program.

The need to develop a long-term housing finance program is based on a desire to meet the needs of the residents being displaced. The NPE Plan recognized this as a critical element in its land use element when it stated the need for a carefully crafted redevelopment plan that provides for a large percentage of residents with the opportunity to remain in the neighborhood. New housing must also be at the same or near the same costs as the current area rates. This is clearly an environmental justice component of the redevelopment plan that must be adhered to.

Table 14
Housing Unit Distribution

Subsidized Apartments:

Apartments can be constructed for between \$65-70 per square foot.

<u>Apartment Size</u>	<u>No. of Units</u>	<u>Estimated Cost Per Unit</u>
1 Bedroom – 775 S.F.	16	\$50,375
2 Bedroom – 1,050 S.F.	4	\$78,750

Town Homes:

Town homes can be constructed for \$85 per square foot.

<u>Town home size</u>	<u>No. of Units</u>	<u>Estimated Cost Per Unit</u>
2 Bedrooms – 1,050	26	\$89,250

Single-Family Detached Units

Single-Family Detached homes can be constructed for \$85 per square foot.

<u>Single-Family home size</u>	<u>No. of Units</u>	<u>Estimated Cost Per Unit</u>
2 Bedroom Units - 1100 SF	22	\$93,500
3 Bedroom Units - 1300 SF	2	\$110,500
4 Bedroom Units - 1500 SF	3	\$127,500

Apartments and Mixed-Use Units

Apartments can be constructed for between \$65-70 per square foot, and Mixed-Use development cost is approximately \$100 per square foot.

<u>Size</u>	<u>No. of Units</u>	<u>Estimated Cost</u>
32,000 SF Total (mixed-use)	32	\$100 Per SF
Apartments	50	\$65-70 Per SF

155 residential units are allocated for development.

The above costs are private developer costs, assuming a publicly funded bid project with applicable wage rates.

Homeownership Program:

For those very low-income residents that can be transitioned into an ownership program, a combination of the following sources of funds could be utilized:

- Resident acquisition assistance
- Resident relocation assistance – based on 42 months of benefits
- HOME dollars
- Community Land Trust – housing assistance fund could be capitalized from the sale or leasing of development rights of the mixed-use and apartment development, using a portion of these funds for gap financing.

Rental Program:

For those very low-income residents that will require long-term rental assistance, a combination of the following sources of funds could be utilized.

- Resident relocation assistance – based on 42 months of benefits.
- Community Land Trust – housing assistance fund that could be capitalized from the sale or lease of development rights of the mixed-use and apartment development, using a portion of these funds for rent subsidies.

Relocatees that qualify for this form of an assistance program should be “income tested” annually to qualify for continued assistance that could conceivably last for 18 years. In keeping with the spirit of the adopted NPE Corridor Plan, this plan calls for the longest possible subsidy of housing payments for relocatees. The reason for this is that many of the relocated residents will not qualify for traditional housing assistance programs. This more generous assistance is a way to provide needed long-term stability, particularly in the case of households with children. The ultimate decision of the length of time for the extra subsidy will be decided in the implementation process. The final determination on this issue should be communicated to the community at the earliest possible time so that there can be a thorough understanding of the ramifications of the decision and its potential impact on the overall project.

Mixed-Use:

The Plan recommends that approximately 3.1 acres of land be allocated for commercial/ office/ residential development in a mixed-use capacity. This site is recommended because it is located at the intersection of Newtown Pike Extension and New Scott Street, which is ideally suited for this intense of a recommended development and because of its crossroad location. It serves as an entranceway into the neighborhood and leads into the University of Kentucky. This site will also be able to take advantage of the estimated 24,000 cars that are expected to pass along the Newtown Pike Extension corridor.

This development will begin to identify the area as a destination live/work site and will begin to relate back to the neighborhood by providing neighborhood-related goods and

services. The design of this site can serve a dual purpose of providing both neighborhood services, as well as higher density mixed-uses of residential lofts/condominiums, retail and office types of development. Development standards should require development to conform to the urban village character of the neighborhood and complement the character and style of the residential and institutional development. The 3.1 acres of land allocated for mixed-use can accommodate a two-story structure at approximately 64,000 square feet. The types of uses that are permitted for this area include: retail commercial, residential, office, institutional, research centers, medical and dental offices, restaurants, beauty and barber shops and related type uses. The residential component will enable employees that work within the mixed-use development the opportunity to live within the development in a facility that can accommodate a work and living arrangement.

Guiding principles for mixed-use development includes:

- Provide for a diverse mix of retail business, residential and office uses
- Ensure multimodal access and parking to support mixed-use activities
- Design pedestrian oriented retail that serves both the neighborhood residents, as well as surrounding areas
- Carefully manage parking to ensure that an adequate supply is capable of supporting the variety of uses; pursue shared parking options.

Although project ownership will provide space and encourage mixed-use development, it will ultimately be a market place decision.

Parking:

It is estimated that the mixed-use development could yield approximately 64,000 total square feet, with 32,000 square feet of development on the first floor and 32,000 square feet on the second floor or 32 (1,000 square feet) apartments above, creating a parking requirement of 135 parking spaces in the MU zoning classification. The mixed-use site is projected as being capable of accommodating 154 parking spaces, thereby creating a net surplus of 19 parking spaces. The remaining uses of: institutional, apartments, townhouses, subsidized apartments and single family development parking requirements can be met on site. The entire 25-acre proposed development produces a parking requirement of 393 parking spaces and the conceptual site development accommodates 417 parking spaces for a net surplus of 24 parking spaces. Table 15 provides a breakdown of parking requirements.

All designated residential parking should be located closest to the buildings. There are also benefits to be derived from shared parking arrangements with the other developments in the neighborhood. Shared parking will enable parking spaces to be used at varying times in the day; when one use might not be in operation, parking can then be shared or rotated, based on times of need. For example, when Nathaniel Mission is not in use, its parking could be shared with residential and retail uses; and when the residential or retail uses are not being heavily used in the daytime, Nathaniel Mission or residents could then use those spaces.

Table 15
SOUTHEND PARK – PARKING REQUIREMENTS 2003

Use	Area or Unit	Required Parking	Provided on Site
Mixed Use First Floor Comm. Apartments Above	(64,000 S.F. Total) 32,000 SF 32 Units	135	154
Institutional	28,000 SF	84	89
Apartments	50 Units	90	90
Townhouses	26 Units	26	26
Subsidized Apartments	20 Units	31	31
Single Family	27 Units	27	27
	155 Units		

TOTAL	92,000S.F.	393	417

Plan Recommendations:

1. Develop design standards for the mixed-use and live/work developments that include standards for signage, street level retail, parking access and building treatments.
2. Construct a mixed-use facility that is capable of accommodating office, retail and residential units above.
3. Develop design standards that minimize conflicts between residential and commercial uses, particularly nighttime activities.

Open Space:

The recommendation for open space within the Southend Park Neighborhood is based on utilization of the existing 5-acre Southend Park that is located along DeRoode Street. Both passive and active recreational improvements are recommended for the Southend Park. Active recreation will be in the form of a neighborhood baseball field, basketball court, and volleyball court and playground equipment. Passive recreation will be in the form of walking areas and picnic areas. There is also need for additional open space in the neighborhood to support the increased density. The plan recommends that additional public spaces be incorporated into the overall design of the neighborhood, in the form of courtyards, plazas, and a community garden. These additional public spaces will be incorporated into the design of the public and private developed areas of the neighborhood. The LFUCG Department of Parks & Recreation should approve the final plan for the park design and its facilities.

Plan Recommendations:

1. Construct a neighborhood play field that is designed to provide recreation activities for the area residents. The field would be lighted and would not have dugouts. This play field would not be designed to support citywide leagues.
2. Construct a regulation basketball court to accommodate the needs of the area residents.
3. Construct a volleyball court to accommodate the recreation needs of the area residents.
4. Provide a walking trail that can be incorporated into the transit steps connection, sidewalks and nearby neighborhoods.
5. Construct playground equipment, restrooms and picnic shelter in the Southend Park.
6. Construct community spaces; i.e., community garden adjacent to the Institutional/Nathaniel Mission Development, public open space to accommodate farmers' type market within the DeRoode Street Loop.
7. Care and supervision of the common areas can be addressed in several ways by utilizing the Community Land Trust, neighborhood association, or other organizations; i.e., Nathaniel Mission.

Institution/Social Services

The plan identifies and provides approximately 2 acres for institutional/social service development. The purpose for this land use designation is to build upon the level of existing services provided, while filling in identified “gaps” in the delivery system, and to build effective partnerships between provider organizations. The plan recommends that the Nathaniel United Methodist Mission relocate its existing service facilities and its church to the site designated for institutional use. The site is designed to keep the Mission in the neighborhood so that it may continue to provide valuable outreach services. Having Nathaniel Mission located adjacent to the park also creates a relationship of them being a stakeholder in the use of the park and providing the neighborhood with another set of “eyes” for the public spaces.

Plan Recommendations:

1. Development standards and design guidelines should be developed that are keeping with the design character of the neighborhood.
2. Building design should incorporate accessibility to the park to minimize children crossing streets or parking lots to access the park.
3. Coordinate services and activities with other social service providers to maximize services provided to the area residents.
4. Permit easy surveillance of the facility to promote a safe and secure setting.

Infrastructure/Circulation:

Concepts in improving the infrastructure needs associated with the neighborhood are 1) first to improve the basic safety and quality of underground utilities storm water sewers and sanitary sewers. 2) The vision of the urban village as a place that is pedestrian friendly and encourages a design and circulation network where alternative transportation modes are provided should be enhanced. Streetscapes should be lively, friendly spaces where local neighborhood streets are seen as public access for walkers and bikers, as well as automobiles.

The existing concrete box culvert should be evaluated with consideration given to existing capacity and localized storage. Detention will be provided to accommodate additional runoff generated by the new development, this additional runoff being the difference in runoff from the proposed improvements less the existing run off from the existing conditions, along with any localized storage lost due to the re-grading of the site. Additional work will be done to provide for the safety and quality of the neighborhood by providing a path for storm surges to pass through the site without damaging new structures or presenting danger to human life.

The traffic and pedestrian circulation should be designed in such a way that the neighborhood traffic functions efficiently and safely, providing traffic calming devices at strategic locations to improve pedestrian safety. Traffic calming, in addition to enhancing pedestrian safety, should also be used to discourage through traffic “short cutting” through DeRoode Street to avoid other traffic bottlenecks. *(Figure 17 indicates Typical Street Cross Section with on street parking in the Appendix)*

Plan Recommendations:

1. Install curb bulbs at intersections to reduce pedestrian walking distance.
2. Provide 5’-0” wide sidewalks on both sides of DeRoode Street.
3. Install decorative raised surfaces at designated crosswalks along DeRoode Street to slow traffic.
4. Permit parking along the park side of DeRoode Street; no parking along the alley in the rear of the single-family units on DeRoode Street.
5. Street widths should be designed for Standard Street Developments at recommended ROW’s and pavement widths of:
 - DeRoode Street --50 foot ROW and 28 foot pavement
 - Merino Street --50 foot ROW and 28 foot pavement
 - Alley --20 foot ROW and 16 foot pavement
6. Create gateway entrances to the neighborhood at key intersection locations through the inclusion of landscaping, signage, public art, and special paving materials on street and sidewalks.

7. Develop streetscape standards for the local streets that includes pedestrian crossroads, banners and unified street furnishings.
8. The existing reinforced concrete box culvert will be left in place. The existing capacity of the reinforced concrete box culvert as well as localized storage, in the site, will be evaluated. In accordance with the Urban County's, Storm Water Manual, on site detention requirements will accommodate the additional runoff from the improvements to the site as well as lost localized storage. Allowances for storm surge will be investigated and incorporated into the design of the site.
9. All electric, cable and telephone utilities should be placed underground, preferably in the rear lots.
10. Street trees for shade, water retention and aesthetics.
11. No street trees shall be required in the alleys.
12. Special attention should be paid to the proposed traffic circle design to make sure it's as pedestrian friendly as possible.

Environmental Considerations:

Environmental concerns that affect the area include hazardous cleanup and noise mitigation relating to the Norfolk-Southern Railroad. Several sites have been identified that have the potential to be hazardous by virtue of the activity that had previously taken place on the site. Mitigation of these potentially hazardous sites is key to returning the neighborhood back to a place that has the potential for redevelopment. The other environmental concern is the reduction of the railroad noise level from the trains that pass along the edge of the neighborhood. Currently the level of noise is considered unacceptable; and it is necessary to incorporate into the environmental plan for this neighborhood, a strategy to reduce the level of noise to an acceptable range. If the redevelopment plan is successful in addressing these two key environmental concerns, and includes design features that encourage more pedestrian activities that reduce the emphasis on vehicular traffic, thereby reducing auto emissions, the neighborhood will become a much more environmentally safe place to live.

As lots are being prepared for development, they must be coordinated with environmental mitigation and cleanup efforts to ensure that all lots are environmentally safe for development.

Plan Recommendations:

1. Complete Phase II screening samples to determine the level of contamination and take appropriate actions for mitigation.
2. Target parcels for cleanup in the early phase of redevelopment.
3. Construct a noise barrier wall along the ROW of the Norfolk-Southern Railroad at a predominant height of approximately 20' above the track bed to achieve a noise reduction level of 65dBA, thus meeting the acceptable range of HUD noise criteria.
4. Neighborhood street patterns and design should accommodate and

- encourage pedestrian traffic while slowing and reducing the level of vehicular traffic through the neighborhood.
5. Street trees for shade, water retention and aesthetics.

Recommended Alternative:

The ***Recommended Alternative***, not the “Site Plan”, demonstrates the ideal urban village concept and has been met with great favor by existing residents as well as the community-at-large (*See Figure 18 in the Appendix*). The only difference between the “Site Plan” and the Recommended Alternative occurs in the mixed-use portion of the site at the intersection of Newtown Pike and Scott Streets. The recommended alternative shows additional buildings that are close to the street in an effort to create handsome scenes and a sense of identity. The additional buildings help to create an “urban room” by enclosing all sides of the neighborhood common areas. The Alternative also takes advantage of on street parking to slow traffic and creates a buffer between pedestrian and auto zones. On-street parking also allows the Alternative to meet city parking space requirements

Current parking regulations, however, do not allow for counting these on-street parking spaces to meet the required parking count. The prohibition against using on-street parking in the final parking count requires an imposition of a suburban style parking lot complex that negates the ability of this area to either function as, or visually appear to be, an urban village.

The resulting absence of the additional buildings creates large suburban-style parking lot separates the mixed used portion of this site from the other uses. By creating a sea of asphalt between the uses and the residents who will utilize them, it would reinforce the long-held notion that walking is bad, driving is good. It will create a physical sense of isolation between the residents and the businesses and services facing Newtown Pike. This is the kind of situation that environmental justice seeks to remedy.

For the Alternative to become reality, current parking regulations should be modified to reflect the fundamental differences between urban and suburban areas. This is an issue that is best resolved with the Southend Park plan, so that it may become a prototype for other urban infill and redevelopment projects. The primary purpose of such a revised ordinance would be to allow counting on-street parking spaces in the final required parking count. This is a common sense measure to allow developers to take advantage of existing infrastructure, the streets in downtown – without forcing them to create more land inefficient, expensive, and environmentally harmful surface parking. This is the very essence of smart growth.

Another purpose of a revised ordinance would be to address parking ratios in urban areas: are plans “under”, worse, “over” compared with downtown area? Other regulatory opportunities include implementing a maximum size of surface lots in urban areas, suitable screening techniques, and sympathetic lighting.

Much of urban Lexington is fast disappearing under suburban style development. This deters the city's ability to maximize property values, encourage walking and of mass transit. Parking lots create poor visual quality for residents and visitors alike. Revising the current parking ordinances and building the Alternative would provide a realistic and successful example for other redevelopment in the city. Should the Recommended Alternative become adopted (allowing 160 on street parking spaces), the size of the mixed use, commercial area could be increased by 14,000 square feet and the number of residential units increased by 8 units.

In order to facilitate the urban village concept, of increased density and reduced parking requirements, concessions will be necessary. It is also recognized that during the development plan approval process, other development issues such as surface water runoff, landscaping, signage and other aspects of the zoning classifications will have to be met.

CHAPTER 5

URBAN DESIGN ELEMENT

The design concept for the Southend Park Neighborhood incorporates the components of the urban village theme and, at the same time, strengthens the traditional single-family character of the neighborhood. An important part of achieving the urban village concept is an urban design element that guides the overall style of development. This section discusses the design components that should be used in the neighborhood redevelopment efforts.

Theme:

The overall theme behind the urban design plan for Southend Park Neighborhood is a creation of an urban village. Urban villages blend moderate density residential uses with small-scale commercial and office uses in both the horizontal and vertical ranges. Urban villages are the preferred model to use when blending these uses; a suburban model would require segregation of land uses horizontally and no mixture vertically.

The most remarkable feature of urban villages is their human scale. This is created through an articulated architecture of a maximum of five stories. These buildings are arranged to create pleasing “street pictures”, as well as to enclose public space. These public spaces form the heart of the village. Pedestrian connections lead into and across these spaces.

The plan for Southend Park Neighborhood achieves the creation of an urban village. The plan favors pedestrian circulation over that of automobiles. Sidewalks are wide and interconnected. The plan recommends handsome buildings with architectural interest to create beautiful streetscapes and welcoming public spaces. These public spaces are designed to mix hardscape plaza elements with green elements.

Front porches will be required on all single-family homes to encourage interaction and safety through “eyes on the street”. Green/space or plazas are woven into every land use area in the plan. The location of Nathaniel Mission is in the symbolic “heart” of the plan. In this location, the social services offered by the Mission and others will provide a bridge between the more urban and outside oriented part of the site and the more cloistered and residential part of the site (*Figure 19 depicts a Conceptual Axon in the Appendix*).

Village Architecture:

The proposed architecture of the urban village should be designed to reflect the adopted character of the Newtown Pike Extension Corridor Plan and more importantly the architectural heritage of the area. The proposed character is intended to reflect the simple and direct residential design of the area but to be restated in an elegant and updated way. The use of selected up-grades, masonry veneers, and other flourishes but should be integrated into the overall design and will have to be within the economic constraints of the funding program. Homes designed to relocate area residents should carefully consider their input and reflect the character and size of their existing residences to the

extent possible and feasible. Provision should also be made to permit accessory structures, rear decks and the like.

At the same time, there should be a significant mix of different prototypes to accomplish the above objectives. The purpose of this is to deter a uniform or barracks like appearance that often accompanies a repeated product, no matter how well the individual unit is designed. The easiest way to do this is to vary the trim packages varying colors, the shape of building projections, roof pitch, and/or other details that accommodate the same interior layout but permit variety in the exterior appearance of the building (*Figures 20 and 21 depicts Residential and Mixed-Use Sketches in the Appendix*).

Circulation:

Auto circulation is designed to be safe and efficient, but clearly secondary to pedestrian circulation. Streets will be narrow to slow traffic and on-street parking will be required to provide a buffer to pedestrians on the sidewalks and in parks and plazas. Through traffic connections are possible, but design elements such as a roundabout and traffic calming devices will limit speed. Ample parking is provided. Buildings will screen off-street parking.

Pedestrian circulation is accommodated through wide, interconnected sidewalks. These sidewalks link the entire site around the perimeter, as well as through interiors of blocks. A strong vertical connection is designed to link the active recreational area with the bus stop along the inbound lanes of Newtown Pike.

Streetscape Improvements:

The dominant streetscape elements will be the buildings of the village. These buildings will have maximum setbacks and, for a majority of their frontages, will be flush with the sidewalks. Other streetscape improvements will include decorative lighting scaled to the village, street trees of an urban type (i.e., London Plane, White Ash, Red Oak) set within cast iron grates, as well as benches and bike racks. The possibility exists for the addition of outdoor sculpture, possibly commemorating local people. Potential locations for outdoor sculpture include the central green and plaza, the park and the wide sidewalks along Newtown Pike and Scott Street.

Parks and Open Space:

Approximately 20% (5 acres) of the village will be in open space. The plan anticipates three distinct types. One type is active recreation that will occupy a majority of the site. This park will be designed to allow for active uses such as baseball, basketball, softball, soccer, and football, among other sports. Interconnected sidewalks in this park will allow for walking, jogging and rollerblading. A small portion of this area could be used for community gardens.

The second type of open space is found in the village center. This open space will function as a “village green” and is designed to encourage passive uses, such as reading, picnicking, and sunning. A hardspace plaza is found in the middle of the green.

Community meetings, weekend sales, and wedding receptions are the type of activity envisioned to be associated with this area.

The third type of open space is buffering. This buffering will occur predominately along the railroad tracks and will consist of heavy planting to form a year-round screen. Additional areas of buffering are planned at the northwest corner of the site, below the commercial zone that fronts onto Versailles Road. Lighter buffering is also planned along the fill slope of Newtown Pike along the park and the village commercial area. This landscaping will be designed to add interest along the embankment, as well as to frame views into the site from Newtown Pike.

Sidewalks, Curb and Gutter:

As stated above, sidewalks will be interconnected throughout the village. Sidewalks in the mixed-use core of the village will be a minimum of eight feet wide. Wider sidewalks are planned along those building frontages that are anticipated to have outdoor uses associated with them, such as sidewalk cafes. Sidewalks in the parks and along the single-family residential frontage will be a minimum of five feet wide. It is not anticipated that the sidewalks should be constructed of anything other than concrete. All streets will have curb and gutter construction, where appropriate.

Storm Sewer System:

All storm water drainage will be conveyed on street to appropriate by sized inlets. These inlets will direct storm/water toward a retention basin on the west of the site, adjacent to the Versailles Road overpass. This retention area will be graded to effect an artistic appearance without the loss of storage capacity.

Institutional/Mixing:

A key component of community facilities will be the central role Nathaniel Mission has in this development. Their dual role as a developer and as a social services provider is an important component for the success of the neighborhood. The design of their facilities, along with the church, is expected to be an integral component to creating that sense of place and diversity. Nathaniel Mission facilities should be designed to reflect their status as the “heart” of the urban village. Design features should include a bell or clock tower rising well above the other buildings, a central building at the corner of Merino and DeRoode Streets (preferably the church) with a minimum 2.5-story height, and wide sidewalks to allow for suitable gatherings at Mission functions. The finished floor of the central building should be no less than 24 inches above the sidewalk grade.

Neighborhood Identity:

The neighborhood should develop an identity as it begins to physically upgrade. That identity should be central to the theme of a planned mixed-use urban neighborhood that is ideally located to downtown Lexington, the University of Kentucky and other neighborhoods. The Southend Park Neighborhood can become one of Lexington’s most successful, truly integrated affordable neighborhoods. This is the identity it should strive to attain. In addition, visual enhancements at the key intersections or gateways can also serve as a way to define the area as a special place. Gateway treatments should be

developed for entrances into the neighborhood at Merino and Newtown Pike Extension and at New Scott Street and DeRoode Street. These gateway enhancements should be aesthetically pleasing and encourage entrance into the neighborhood, and not be restrictive or exclusive.

Recommended South End Park Design Guidelines

(THIS SECTION IS RESERVED)

CHAPTER 6

PLAN IMPLEMENTATION

The Newtown Pike Extension Corridor Plan identified several local organizations as a key component for successful plan implementation. The Southend Park Urban Village Plan will also require those same organizational skills and leadership, coordinated by the Lexington-Fayette Urban County Government (LFUCG), if it is to be successful.

Implementation Approach

The approach to successfully implementing the redevelopment project will require that acquisition of the land is secured as soon as possible to reduce the amount of land speculation and increased values. The approach should be as follows:

- Preparation of Construction Plans
- Rezoning Process
- Land Acquisition
- Environmental Cleanup
- Preliminary Subdivision Plat Filed
- Finalize Housing Financing Program
- Final Plat approval
- Phase I Construction

There are several interim steps and coordination efforts that will be required in addition to the major phases of development, all of which will require coordinated financing, regulatory, environmental and construction efforts.

The supportive basis for the implementation plan includes a detailed illustrative site plan, cost estimates and staging plan. This was prepared to assure feasibility of the proposed plan.

Phasing Strategies

The strategy for implementation is based on meeting the areas of greatest need first, which will require immediate attention in the redevelopment process of the neighborhood. The redevelopment and phasing of redevelopment is based on a process, as follows:

Public Information Program:

The first and most important implementation action will be to establish a continuing public information program for area residents. It is important that the public information process and community outreach be formally established and tasked to assure continuity of information and maintain community rapport.

Development Ownership:

The determination of project ownership and management of redevelopment should be made as soon as practical. See later in this chapter for a description of alternative ownership arrangements. There are many practical reasons to make this a first priority. But there's also a tactical advantage. The earlier the establishment of the ownership entity, the earlier the community's stake in the project and that will be the key to a successful project. The determination of the best ownership arrangement is a complicated decision that needs to weigh many advantages and disadvantages but should ultimately serve what is the best interest of the redevelopment area.

Property Acquisition and Relocation:

Redevelopment of the Southend Park Neighborhood will require the acquisition and relocation of all the property owners within the neighborhood. State and local government will play a key role in the development of an acquisition and relocation program for the neighborhood property owners.

Zoning

Rezoning the site for residential housing to R-3 and the mixed use and institutional sites to MU will be necessary to begin the redevelopment process.

Land Assembly

Once property is acquired, and to maximize redevelopment opportunities, land assembly, platting and subdividing will be necessary. Close coordination with LFUCG Engineering, Community Development, Planning and Building inspection will be necessary to ensure that the land is properly redeveloped.

Infrastructure Improvements

Infrastructure improvements of streets, sidewalks, sewers, storm water drainage, and public open spaces will be provided as a part of the project costs by LFUCG, and these public infrastructure improvements will be used as public incentives to encourage affordable development within the neighborhood.

Developers

Selection of developers, both profit and not-for-profit should be identified and selected for the redevelopment of the neighborhood. The developer or developers selected should have an understanding and willingness to participate in the redevelopment of the neighborhood, by way of the adopted redevelopment plan.

Development Plan Submission

Once the site has been replatted, the procedures for preliminary subdivision plan submission should be followed, with the overall conceptual plan being representative of the Southend Park Urban Village Plan, adhering to the plan requirements and recommendations.

Development of Affordable Housing

Providing housing in the neighborhood that will meet the needs of displaced and lower income residents will be a priority for the selected developers. Not-for-profit housing developers or for-profit developers willing to participate in innovative housing development programs should be identified.

Development of Affordable Market Rate Housing

Developers that are capable of providing affordable market rate housing that meet the design guidelines and urban village housing trends will be selected.

Mixed-Use Development

Development of the area designated for a mix of commercial, residential and office uses is also proposed, and a developer with an understanding of urban design guidelines and capabilities of building in an urban infill site will be selected.

Institutional Development

The Nathaniel United Mission development should be coordinated with other social service agencies providing services in the area. Nathaniel Mission was selected because of their existing presence in the neighborhood and their willingness and desires to remain in the neighborhood

Southend Park

The development of the Southend Park should be coordinated closely with the LFUCG Division of Parks & Recreation to ensure that park standards are met and design of the park is in conformity with recommendations contained in the plan.

Project Funding

Funding for the project will involve several funding sources for the various components associated with the redevelopment effort. Funding will be in the form of public and private sources, or a combination of both, including a derivative income approach, using funds derived from the sale of development rights of the 3.1 acres of mixed-use land. These funds can then be managed by a non-profit agency or other development agency to be leveraged and used for the housing financing program, maintenance or other uses. Table 16 indicates the project activities and the anticipated funding sources. The identified sources of funds are contingent on availability and meeting the various funding eligibility requirements.

Another potential source of income for redevelopment purposes may be the turnkey redevelopment of the south end of the site at the corner of Newtown Pike and the new Scott Street connector. Under applicable government rules, the income and rents derived from nonresidential/mixed-use development may be used for purpose that further the mission of this plan and more particularly the goals and objectives of the non-profit ownership. Likewise, there is a tactical advantage in the time lag between when normal relocation benefits expire for relocated residents, 42 months, and in which there may be a

window of time to package and develop turnkey mixed-use to develop project income to assist in the non-profit's mission.

For a detailed listing of funding sources, please refer to The Newtown Pike Extension Corridor Plan - Section 8 Funding Strategies. An additional and new possible source of major project funding is the recent creation of “urban initiative funds” (UIFs). Several funds are already established throughout the country and specialize in redeveloping urban core area projects. This is a form of debt that carries higher risk and generates higher returns than bank construction loans. UIFs generally will finance 10 to 20 percent of an urban infill project. Although currently limited to larger markets than Lexington, the TND design of the proposed Southend Park Neighborhood Plan may make it an excellent candidate for UIF participation, as well as bring some highly prized mixed-use financial expertise to the table.

Table 16
Project Funding and Sources of Funds

<u>Project Activity</u>	<u>Funding Sources</u>
1. Environmental Cleanup	Federal Highway Administration TEA-21
2. Acquisition	Federal Highway Administration TEA-21
3. Relocation	Federal Highway Administration TEA-21
4. Demolition	Federal Highway Administration TEA-21
5. Infrastructure Improvements	Federal Highway Administration TEA-21
6. Southend Park	Federal Highway Administration TEA-21
7. Low Density Residential	Federal Highway Administration TEA-21, Assisted Housing, Private Financing, Kentucky Housing Corporation, Community Development Block Grants, Housing Trust Fund, Lexington Housing Authority, Non-Profit Housing Providers, Federal Home Loan Bank
8. Affordable Market Rate Apartments	Federal Highway Administration TEA-21, Kentucky Housing Corporation, Community Development Block Grants, Lexington Housing Authority, Low Income Housing Tax Credits, Private Financing, Non-Profit Housing Providers, Federal Home Loan Bank.
9. Institutional/ Nathaniel Mission	Nathaniel Mission, Shalom Housing, Private Financing, Foundations.
10. Mixed-Use Development	Private Financing, Non-Profit Housing Providers, Low Income Housing Tax Credits.

Alternative Project Ownership:

There are several agencies, some for-profit and some not-for-profit, that can assist and/or own and manage this redevelopment of the Southend Park Neighborhood, thereby achieving a true partnering process. These agencies vary in their ability and, in some cases, level of responsibility as to the type of services that can be provided. Identification and coordination of these agencies should be facilitated by the LFUCG. The following summarizes a list of those potential agencies:

Community Land Trust (CLT)

A Community Land Trust (CLT) is a private, non-profit organization whose goal is to acquire and hold land for the benefit of the community and to provide secure affordable access to land for community residents. CLT's attempt to meet the needs of those priced out of the housing market. They help to reduce speculation and absentee ownership of land and housing and preserve the long-term affordability of housing.

A CLT can purchase or build a home and property on which the home is located, then sell the house itself (the improvements) to a qualified applicant in their program. In this process, the trust maintains ownership in the land. By owning the land the trust can ensure how this land will be used. Community Land Trusts desire to be used for decent, affordable housing and sign a long-term lease with the owner of the house, assuring the homeowner that the property will remain available for them to live upon. Subsequently, the new owner need only purchase the improvements to the land, significantly reducing the overall cost of the home.

In exchange for this, the homeowner agrees, if they ever wish to sell their home, that they will sell the home to the trust or another low/moderate-income family. The price that they agree to sell the home for will allow them to recognize a profit on the sale, but not as much as a "traditional" homeowner would realize on a similar sale. Essentially, the homeowner agrees to limit the resale price of their home in order to receive all the benefits the Trust provides at the time of purchase.

Community Development Corporation (CDC)

An organization that can promote improvements that are executed in the interest of the neighborhood is needed. A model for this type of organization is a Community Development Corporation. This is often established to help guide specific residential projects, as well as other neighborhood enhancements.

Typically, professional staff or citizen boards who have undertaken responsibility for a defined area run Community Development Corporations

Development Authority

A Development Authority is generally a legal entity separate from the local government, which exists to perform functions exclusively for and by authorization of the local government. A Development Authority should be given the capacity to manage the transfer of property for redevelopment purposes. It should be able to receive properties

acquired within the neighborhood, as well as assist with the assembly of land for redevelopment.

Housing Trust

A Housing Trust is an organization that can provide affordable “for purchase” housing and, at the same time, build a reserve fund for additional housing development. The trust fund concept uses strategies for equity sharing to assure that units they develop remain affordable, while also providing opportunities for an owner to build equity. Typical funding sources are Community Development Block Grants, Kentucky Housing Corporation and the government’s general fund.

Lexington-Fayette Urban County Housing Authority

The local housing authority is the public housing agency in Lexington, which provides affordable housing units to low-income residents through a variety of federal funding sources. The housing authority builds and manages affordable units and has experience in large-scale development projects in both the rental and ownership housing markets.

Non-Profit Affordable Housing Groups

Lexington has several non-profit housing groups that have expressed an interest in participating in the redevelopment of the neighborhood by building affordable housing units. The advantage that a non-profit brings to the development is its ability to build housing units at below market prices. Non-profit housing agencies that have participated in the housing focus groups and that have expressed an interest in participating in the project include:

- Lexington Fayette Housing Development Corporation
- Habitat for Humanity
- Lexington Community Action Council
- Faith Community Housing
- Community Ventures Corporation
- Lexington Housing Authority
- Nathaniel Mission

Key Implementation Actions

There are several key actions that are a direct result of implementation of this project, including:

Construction Staging/ will be a major concern in this project. It’s important that there be close communication with area residents and businesses to minimize the disruptive nature of development and construction activities. Likewise, initial property acquisition of the site should be immediately followed by security arrangements to assure a safe and orderly management of vacant property.

Project Management/ a property management function is needed for a community-based control of the project. This should preferably be an on-site situation for 24/7 access and oversight.

Relocation Education/ a component of education is needed to work with and educate the relocatees on their benefits and ownership or rental requirements. Education could also consist of life learning skills; home maintenance and other skills needed to safely and adequately live in the area. The Community Land Trust or similar management entity could also assist or lead this effort.

Community Input/ has been and will continue to be a cornerstone of this project. A neighborhood liaison function should continue to be utilized as an important advocate for the neighborhood, and activities for public involvement of the neighborhood should be directed through this function. Periodic update through newsletters or meetings with neighborhood residents should be established to address their concerns and to keep them adequately informed. Continued funding of the neighborhood liaison function should be included in project development funding strategies.

Site Control/ is an important site management and property disposition function. Each property transaction and lease should make provisions to assure conformance with overall plan objectives and relevant standards. Deed and lease restrictions are the most common method and should stipulate site access requirements, design conformance, and/or special use restrictions, oftentimes critical in controlling mixed-use situations and minimizing residential/commercial conflicts. The inclusion of specific notice, remedies and penalties should be stipulated in advance so as to make any property restrictions enforceable.

Urban Design/ has been stressed throughout the plan and should continue to be a key factor, as decisions are made about rezoning, plan submittals, development approvals and any revisions or amendments to the overall plan. Design standards lend themselves to another form of project control and offer some advantages for project development and coordination of activities.

Remnant Parcel Policy/ all remnant parcels resulting from government acquisition, if not purchased by the original owners, should be consolidated with adjacent development to serve the overall objectives and design of this plan or the NPE Corridor Plan. These parcels are frequently left abandoned and quickly become a blight on the neighborhood. These parcels should either be developed for a specific use consistent with the plan or be developed as appropriate streetscape.

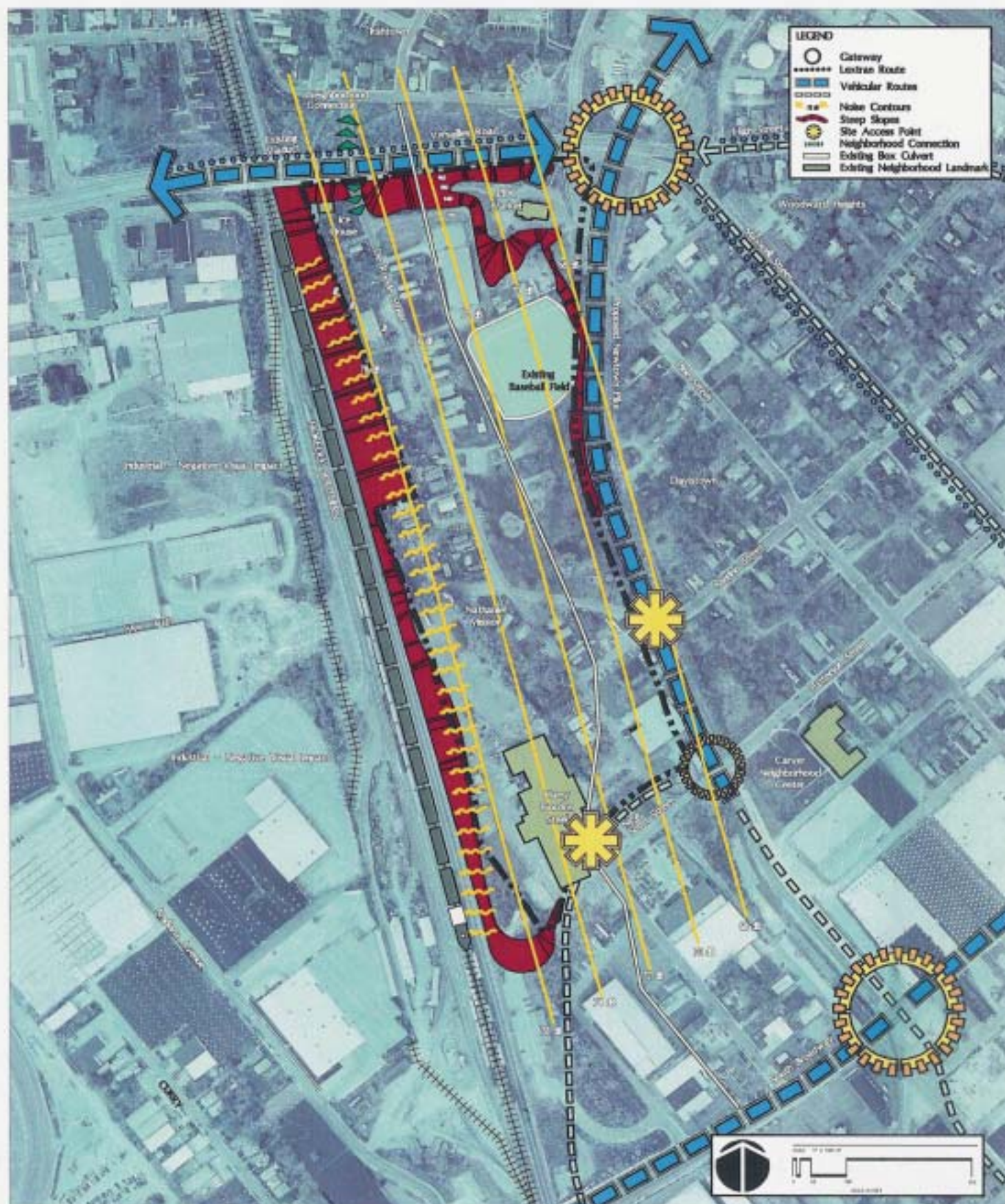
Project Flexibility and Ongoing Evaluation/ the purpose of the plan is to provide a guide that is a framework for development, with established guidelines, policies, principles and standards. Although the plan attempts to provide residents and officials a document that embraces the neighborhood's diversity and promotes the principal components of an urban village, evolution of the process is inevitable and therefore flexibility is a must, especially when development decisions are tied to the uncertainty of public funding. It will be necessary to have the ability to modify the plan and periodically review the document to measure the extent of its compliance and conformity. It is recommended that

the plan be revisited on an annual basis to assess the level of development that is occurring, the timing of development, costs and level of neighborhood support.

Time Frame

The time frame from acquisition to development is broken down into Phase I short-term development and Phase II long-term development activities. Phase I development is further broken down into 2 steps, Phase I-A and Phase I-B, and includes those activities that are planned to occur first along the northern end of DeRoode Street. These consist of relocation, acquisition, demolition, infrastructure, sound wall and affordable housing development activities, and are projected to occur within a relatively short time frame of 2 years. Long-term activities include demolition, multi-family residential, mixed use, institution and Southend Park developments that are expected to occur within a time frame of 3-5 years, which could vary depending on market conditions, financing and environmental conditions (*Figure 22 indicates the Implementation Process and Time Line in the Appendix*).

APPENDIX: FIGURES







<p>ehi Consultants <i>Sharon Carter Barrett</i></p> <p>Bluegrass Tomorrow</p>	<p>Southend Park Neighborhood Redevelopment Plan</p> <p>Newtown Pike Extension/Location Map</p>	<p>3</p> <p>Figure</p>	
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Concept A



Concept B



Concept C

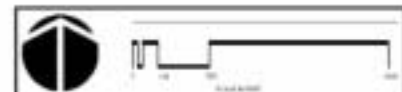


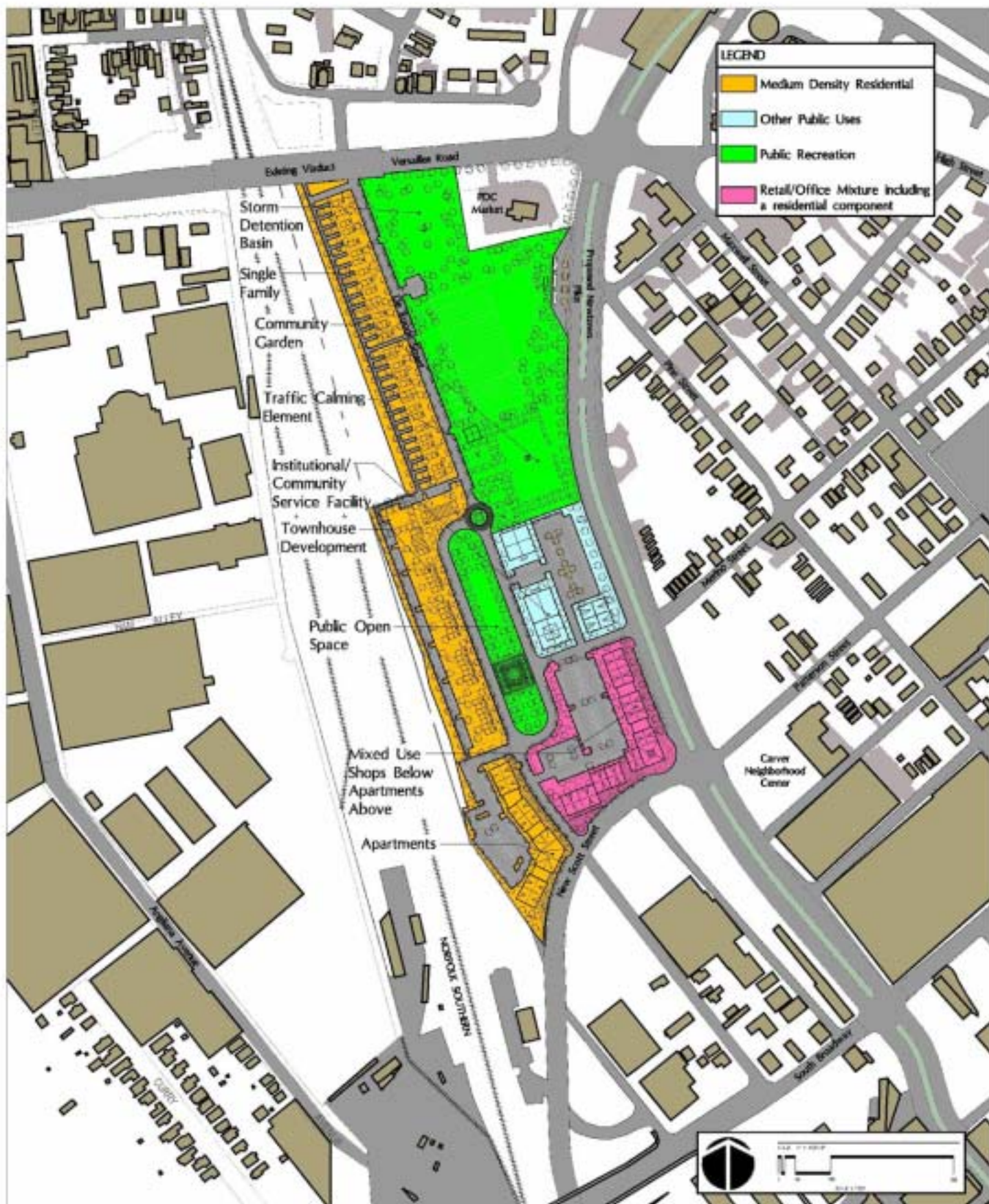


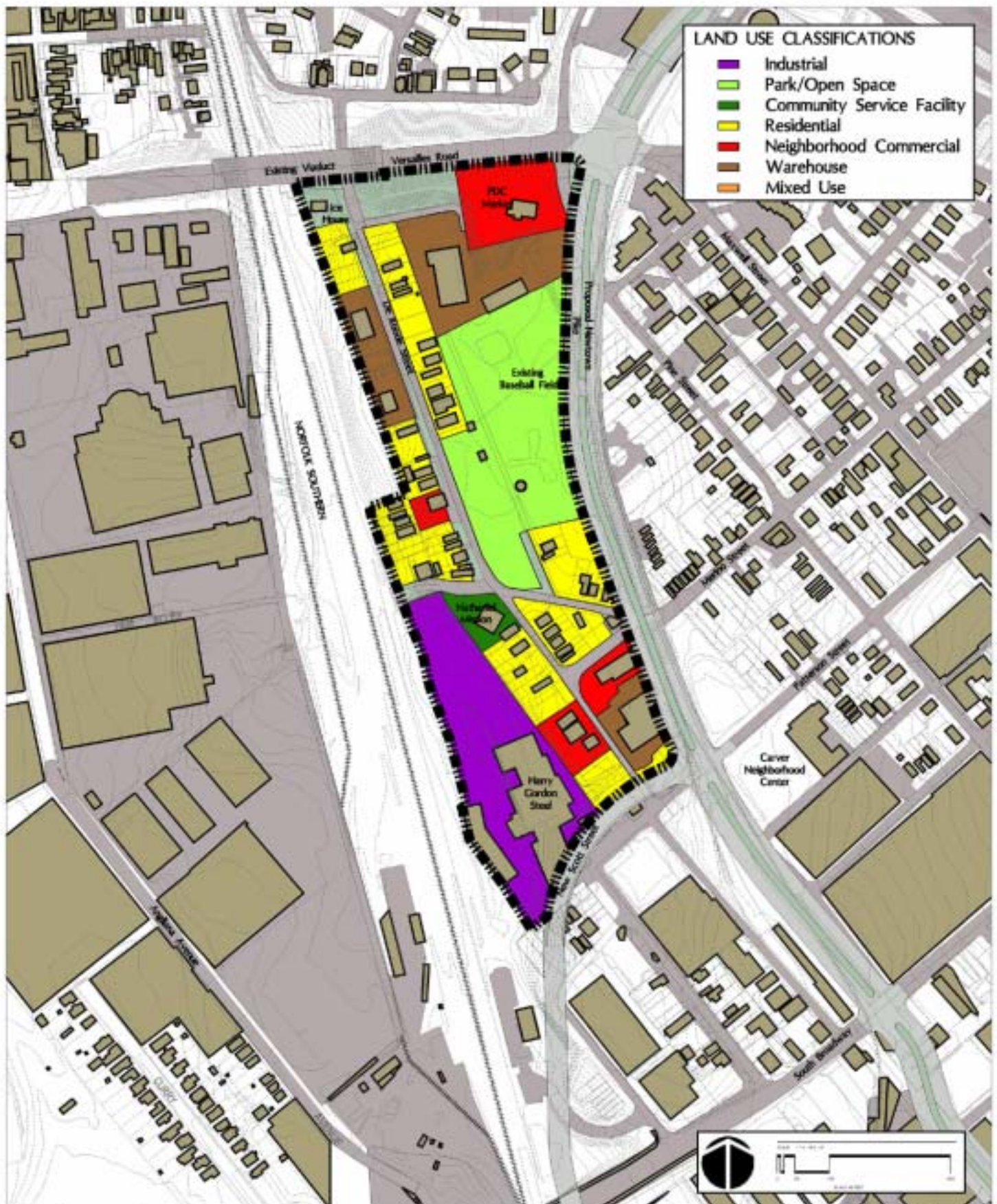
Refined Concept B-1

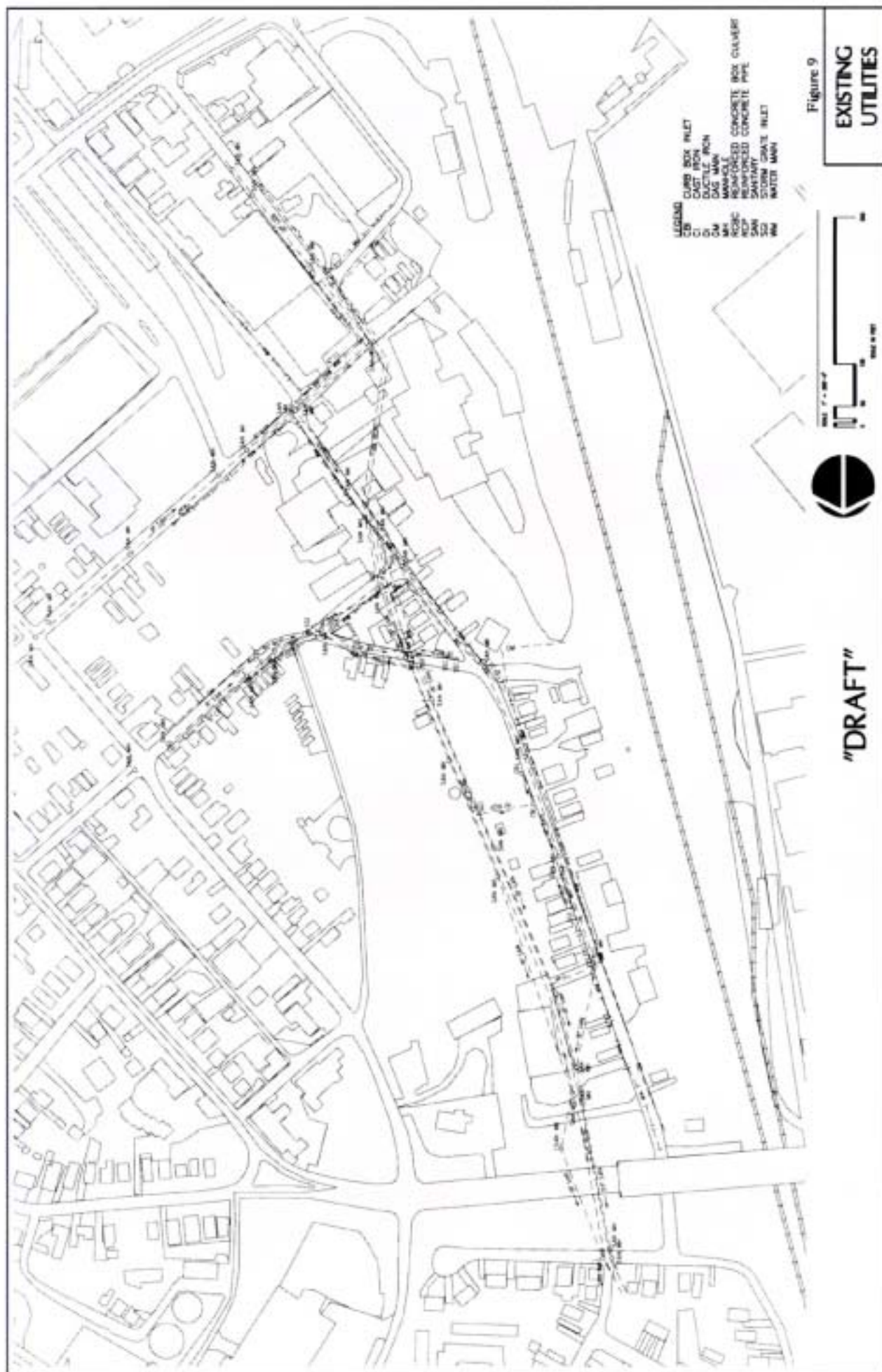


Refined Concept B-2











Off-Street Parking

2 Bedroom Townhouses

On-Street Parking



2 Car Parking

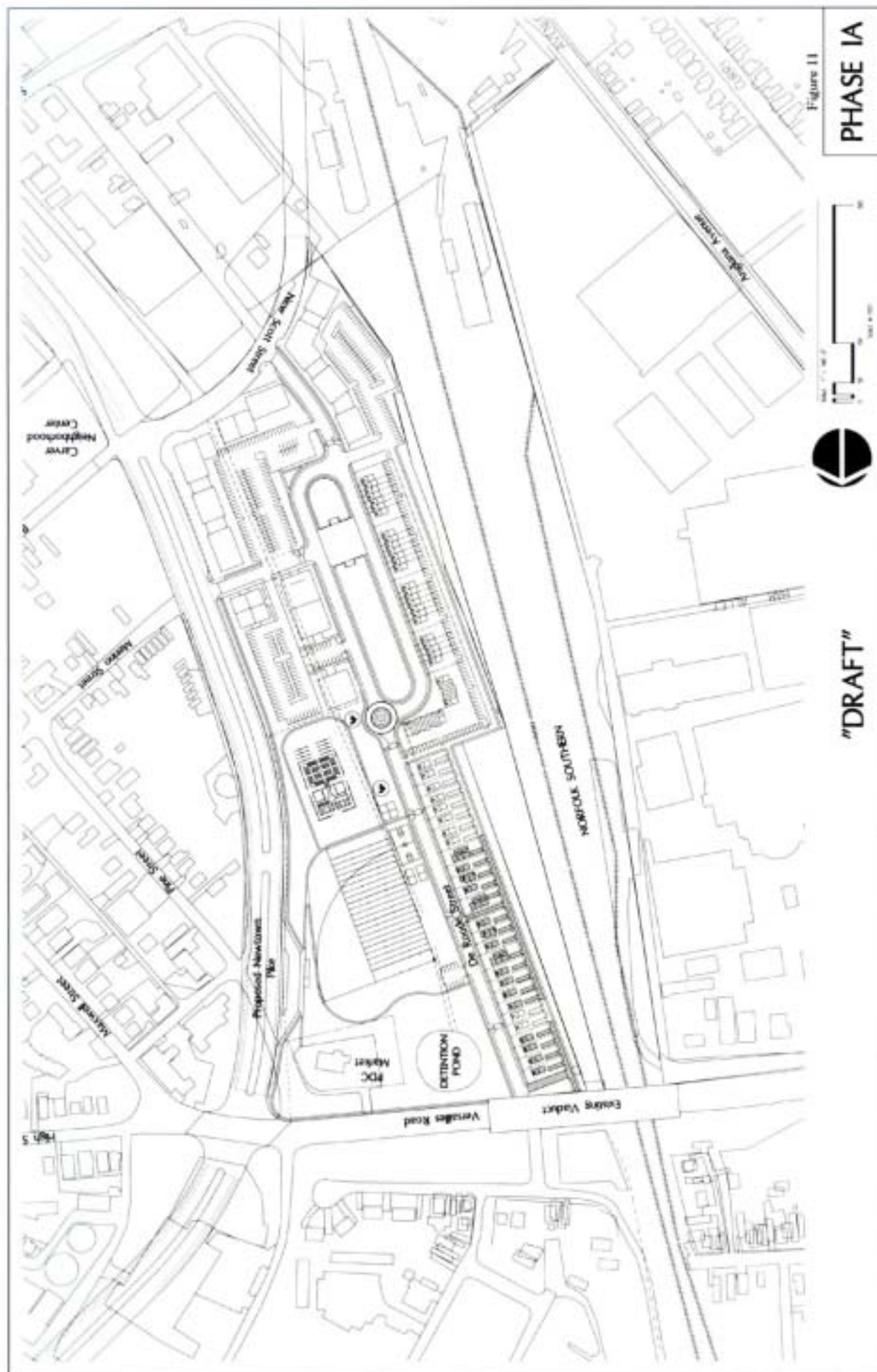
3 Bedroom Single Family Residence

2 Bedroom Single Family Residence

4 Bedroom Single Family Residence

Traffic Calming





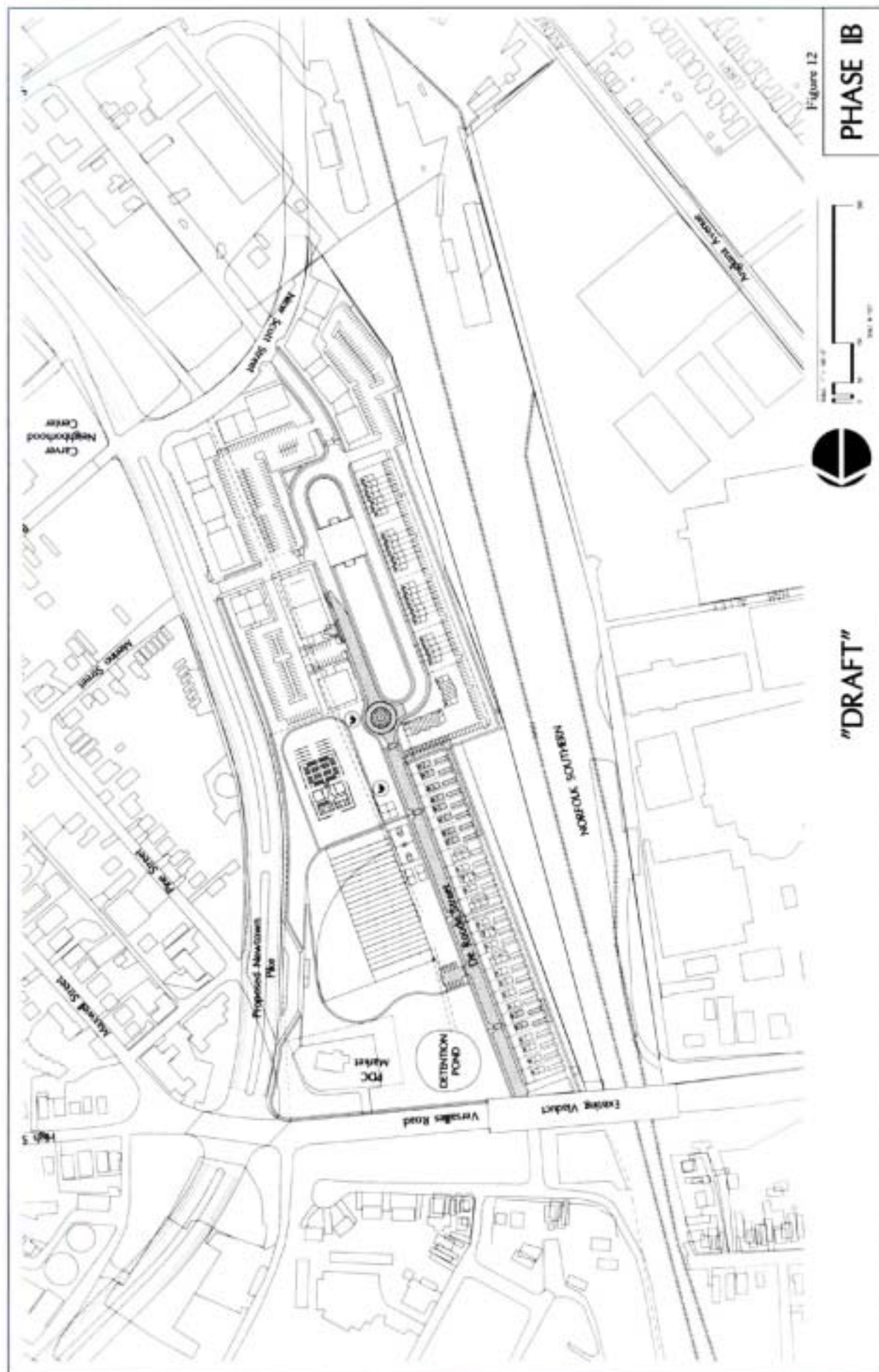


Figure 12

PHASE IB

"DRAFT"

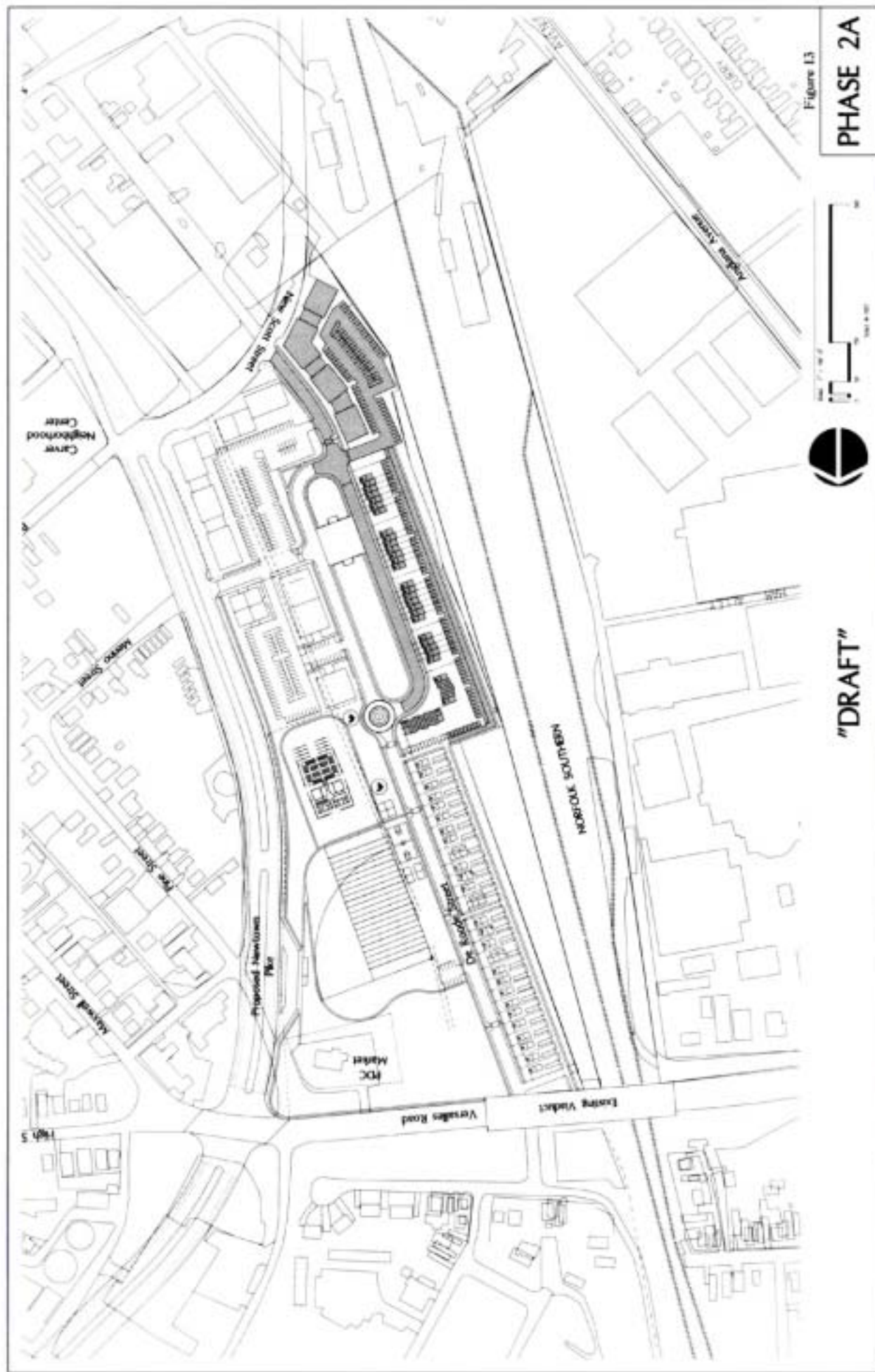
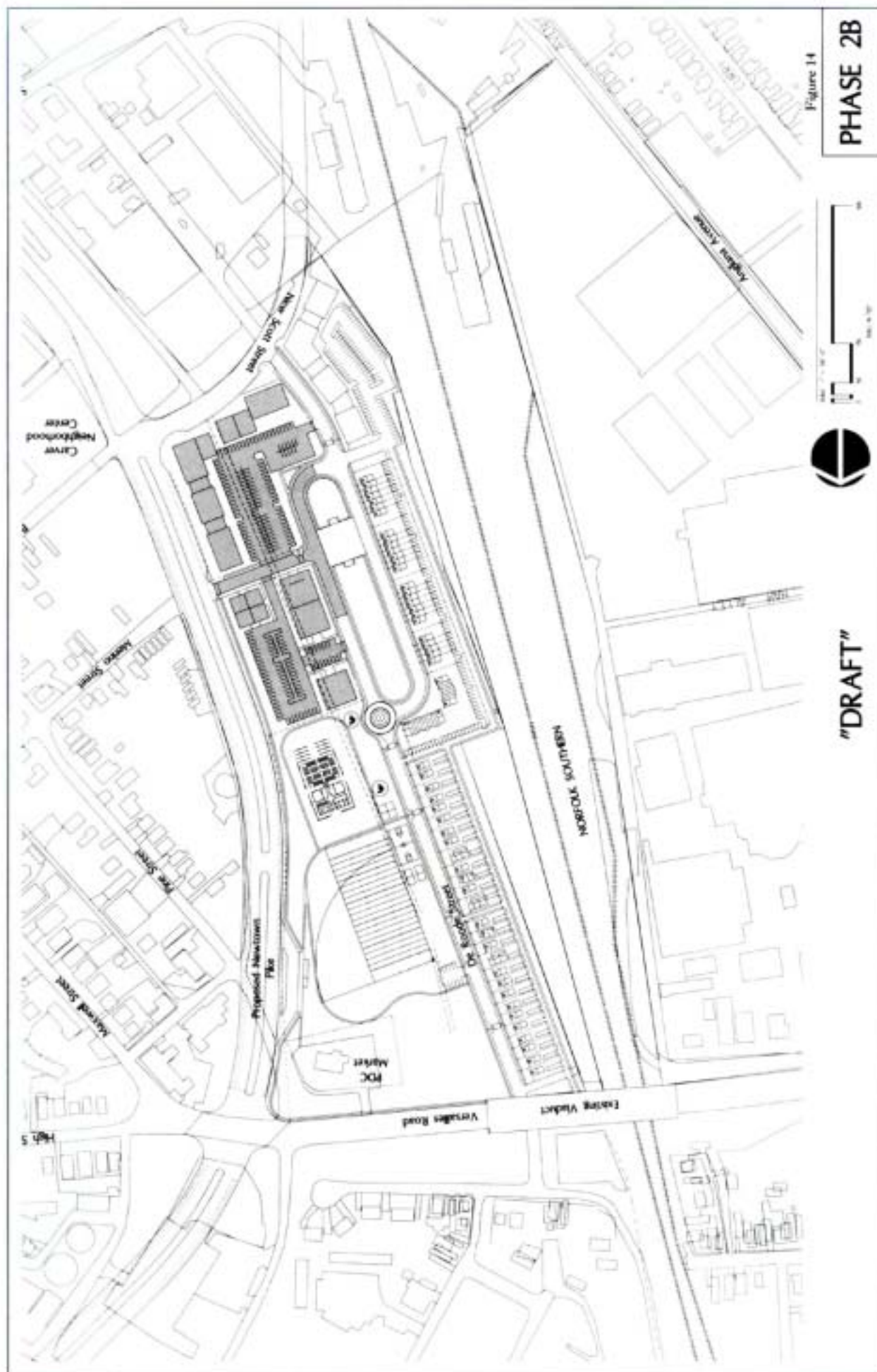
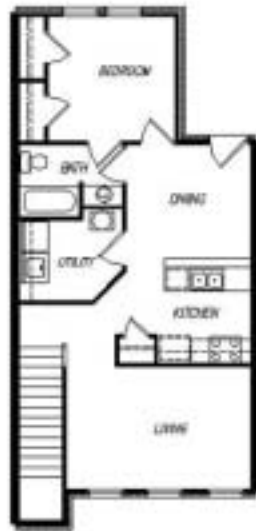


Figure 1.3

PHASE 2A

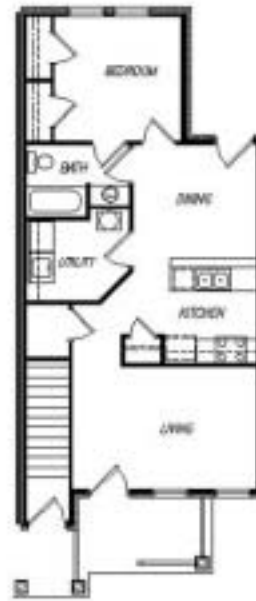
"DRAFT"





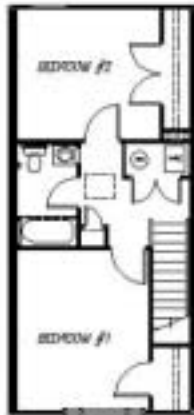
ONE BEDROOM FLAT
SECOND FLOOR

786 S.F.



ONE BEDROOM FLAT
FIRST FLOOR

786 S.F.



TWO BEDROOM
TOWNHOUSE OR APARTMENT
SECOND FLOOR

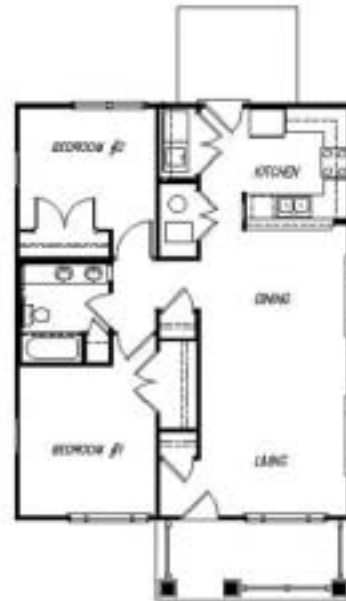
850 S.F.



TWO BEDROOM
TOWNHOUSE OR APARTMENT
FIRST FLOOR

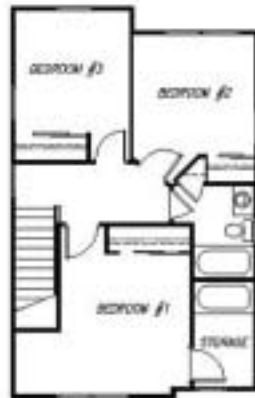
850 S.F.

1,700 S.F. TOTAL



TWO BEDROOM
SINGLE FAMILY

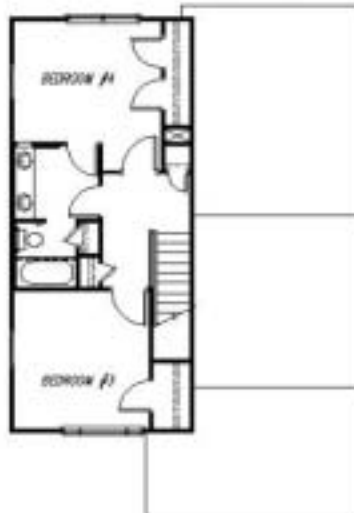
850 S.F.



**THREE BEDROOM
SECOND FLOOR**
884 sq. ft.



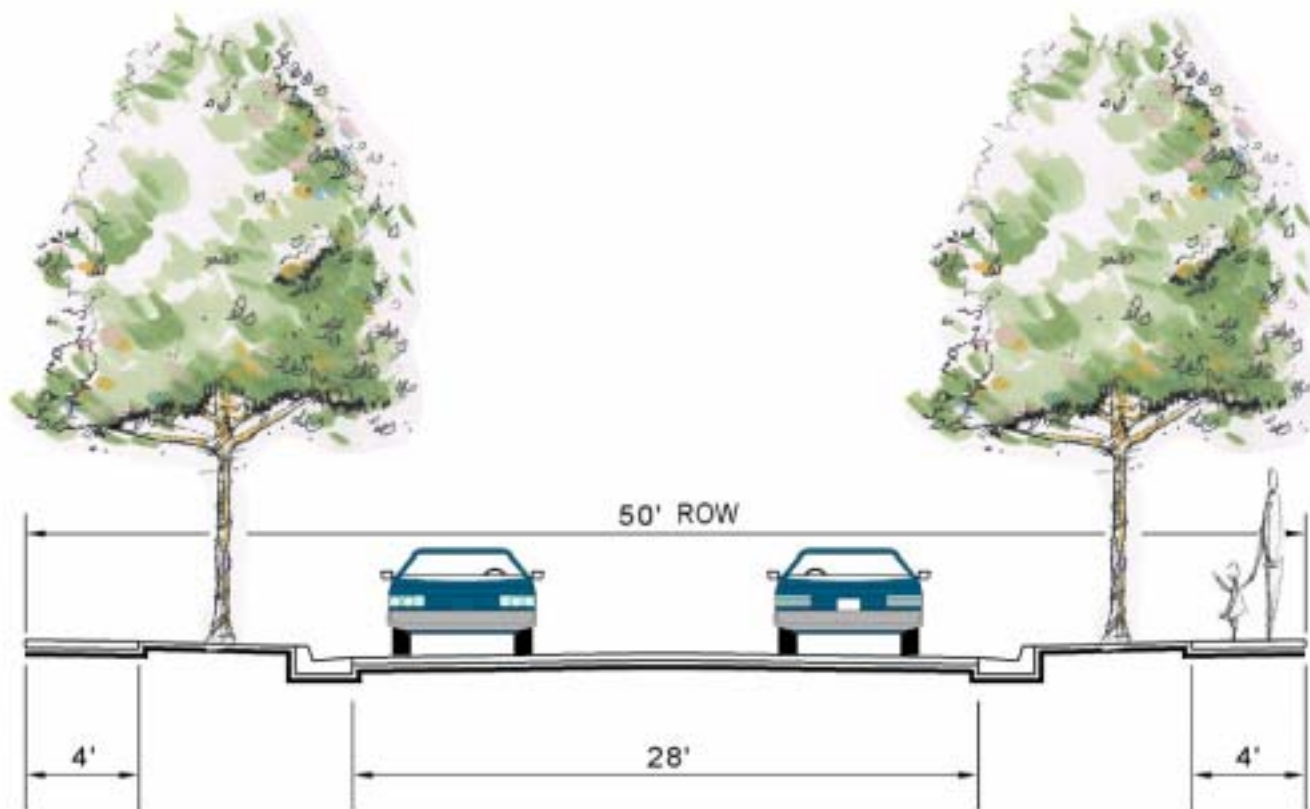
**THREE BEDROOM
FIRST FLOOR**
800 sq. ft.
1684 sq. TOTAL



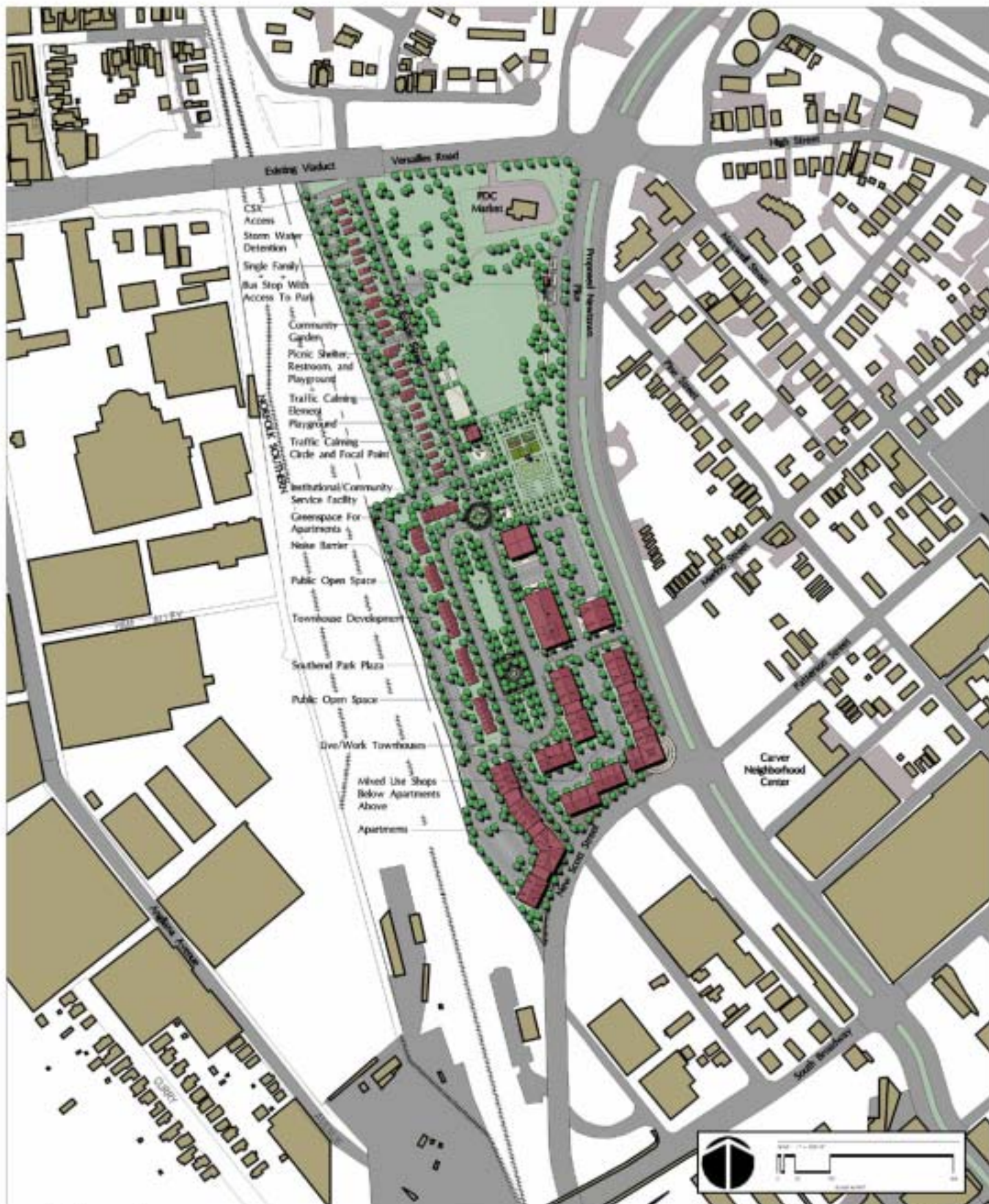
**FOUR BEDROOM
SECOND FLOOR**
955 sq. ft.

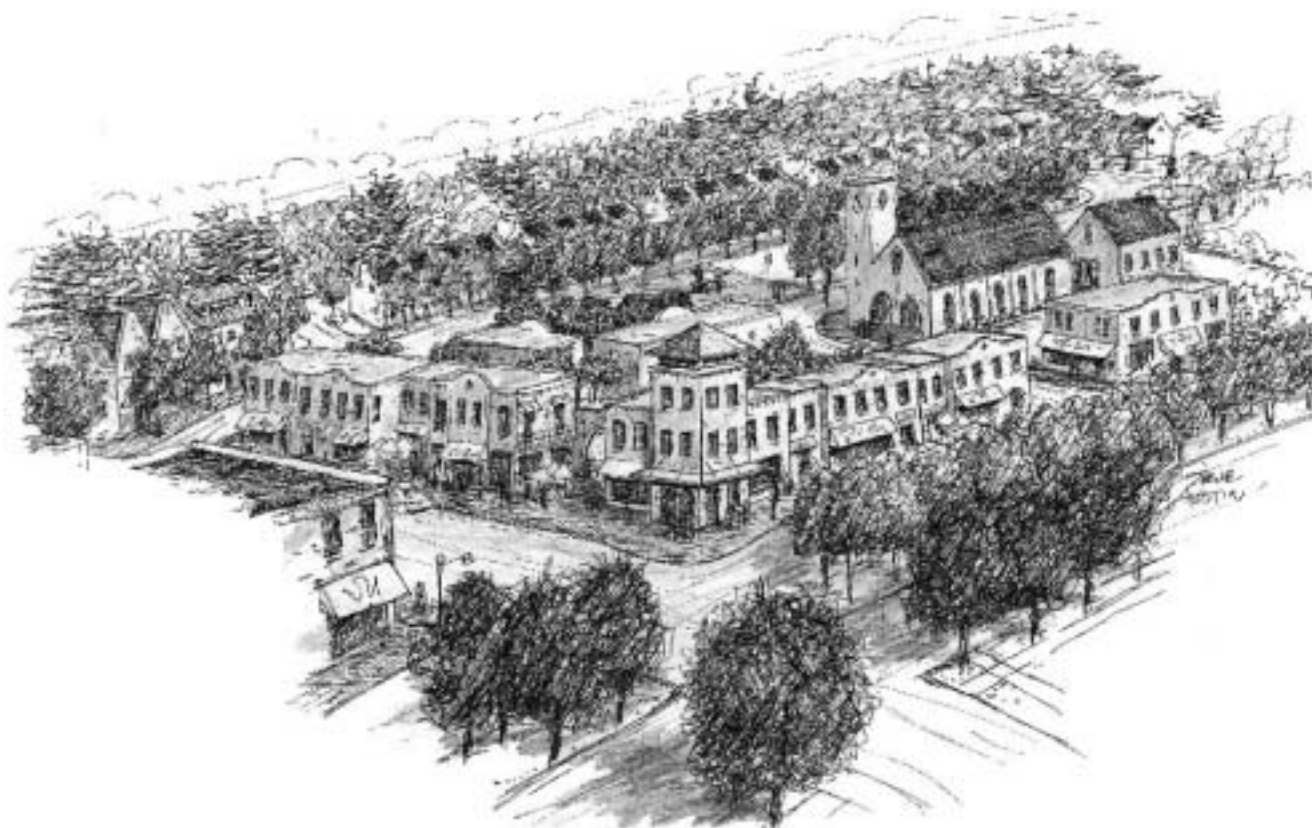


**FOUR BEDROOM
FIRST FLOOR**
938 sq. ft.
1893 sq. TOTAL



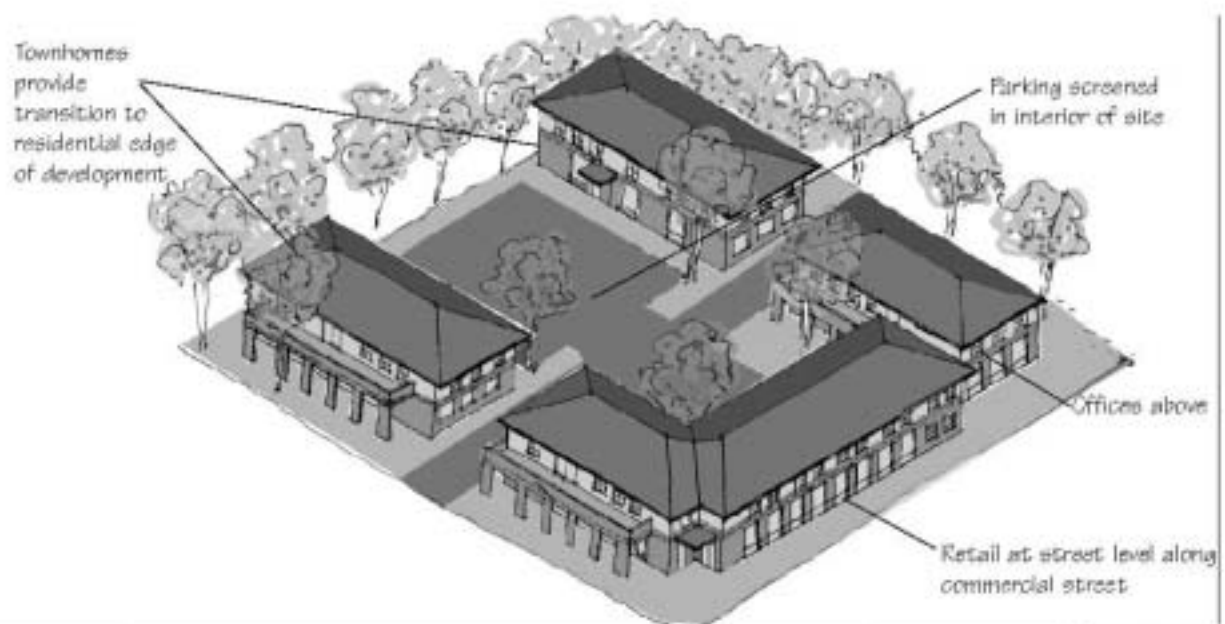
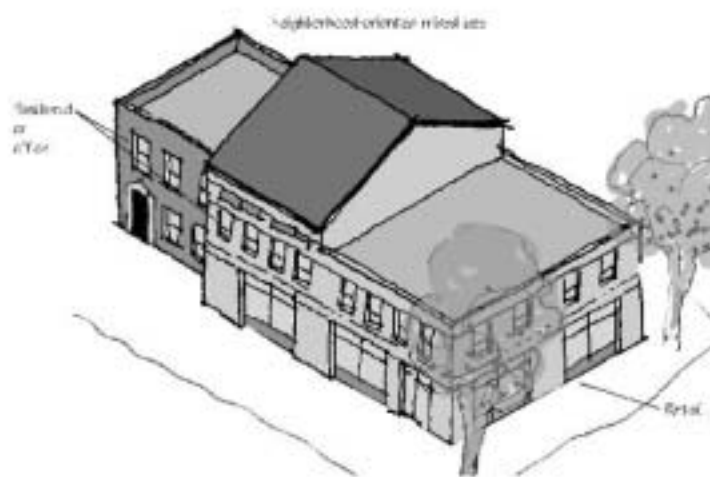
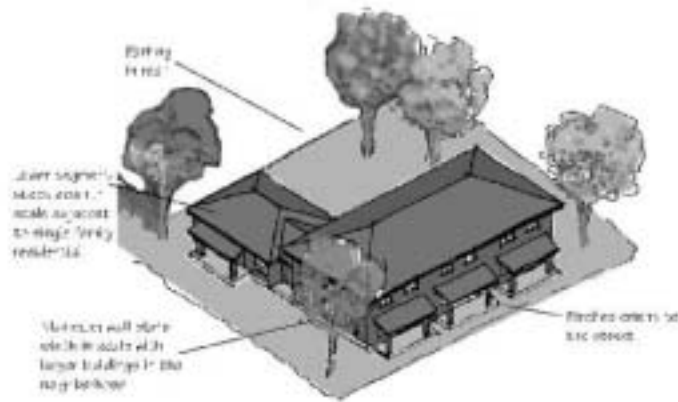
Typical Street Section





<p>ehi Consultants <i>Sharon Carter-Barakat</i></p> <p>Bluegrass Tomorrow</p>	<p>Southend Park Neighborhood Redevelopment Plan</p> <p>Conceptual Axon</p>	<p>19</p> <p>Figure</p>	
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SOUTHBEND PARK NEIGHBORHOOD TIME LINE

