

# South Nicholasville Road



## Small Area Plan

Division  
of  
Planning



Adopted  
November 12, 2009

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Additional thanks to:

Josh Kegley, Lexington Herald Leader; Jingbo He, KY Dept. of Parks; Jared Forte and Tracey Sewell, LexTran; Randy Turner, Bret Blair, and Jarrod Stanley, KYTC District 7; Lowell Thompson, Windstream; Ashley Burns, EON-US; Matt Davidson, Southern Acres Christian Church; Javaid Siddiqi and Dr. Adbul-Mun'in Jitmoud, Lexington Universal Academy; LFUCG Divisions of Engineering, Fire & Emergency Services, Geographic Information Services, Government Communications, Historic Preservation, Parks & Recreation, Planning, Police, Traffic Engineering, and Water Quality; Southern Acres Christian Church; Lexington Universal Academy; Lexington Public Library, Tates Creek branch.

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## INTRODUCTION

The *South Nicholasville Road Small Area Plan* examines nearly 400 acres of highly visible urban land, most of which has been in active agricultural use for many decades. Included in the agricultural land is the University of Kentucky Horticulture Research Farm, as well as general agriculture family farms. The *Plan*, developed under the guidance and direction of citizens and property owners, considers the history of the area, including its signature features, urban designations, land uses, adjacent uses, traffic, and certain environmental issues. It also analyzes opportunities for sustainable new development that complement existing uses.

As a community planning tool, the small area plan provides for a more intense study of south Nicholasville Road that considers the needs of existing residents, the desires of property owners, and issues important to the community. It is intended to guide public improvements and steer private investment in order to protect neighborhoods and achieve the goals for sustainable new development.

The South Nicholasville Road area was identified by the Planning Commission in the *2007 Comprehensive Plan* for study in response to requests from certain property owners to change their land uses. Given the high profile nature of the agricultural land in this area along the busiest traffic corridor and the community's established policy of containing the Urban Service Area boundary, it was incumbent to consider how sustainable and responsible infill and redevelopment could improve the quality of life for area residents in particular and advance development goals for Lexington in general.

District Councilmembers Jay McChord and Julian Beard oversaw the selection of a steering committee that was comprised of property owners, neighborhood and institutional representatives, and other community leaders.

The steering committee considered the spectrum of issues affecting this area, advised the Planning staff, and conveyed information about the process to their constituencies. Broadening the input process, the Planning staff hosted three public input and two focus group meetings. A public hearing to adopt the *South Nicholasville Road Small Area Plan* was the final step in creating the *Plan*. Details about the public input process are on pages 45 – 49.

The *South Nicholasville Road Small Area Plan* represents the grass roots effort and collective ideas of area residents and property owners as well as the articulation of best planning practices. The *Plan* should be used to exert pressure on various public agencies and private developers to further enhance existing resources, preserve the culture, and improve the quality of life. The sustainable proposals in the *Plan* underscore how the implementation of steps, both small and large, initiated by the government and community residents and developers can shape the long-term future of the south Nicholasville Road area.

The *South Nicholasville Road Small Area Plan* conforms to Kentucky Revised Statutes Chapter 100, which requires public involvement in the process as well as examination of planning elements. Residents, property and business owners, community leaders, and representatives of cultural and public institutions participated in the development of the *Plan* from start to finish, with professional planning staff assisting the participants in identifying needs and priorities for community development and public improvements. The Implementation section of the *Plan* is an action-oriented strategy comprised of short-term priorities and long-term visions. Each recommendation suggests timing and responsible parties. Adopting the *South Nicholasville Road Small Area Plan* as a component of the *2007 Comprehensive Plan* is the first step to ensuring its success.





## Study Area

South Nicholasville Road  
Small Area Plan

10-30-08

### General Symbology

- Proposed Street
- Neighborhood Association
- Fayette County Boundary
- S Nicholasville SAP Boundary

- 1 Lexington Universal Academy
- 2 Waveland State Shrine
- 3 UK Horticulture Research Farm
- 4 Porter Memorial Baptist Church

- 5 Pax Christi Catholic Church
- 6 Devondale Baptist Church
- 7 Southern Acres Christian



Division of Planning

Aerial photograph : 2 - 2007



## HISTORY



**Figure 1: 2007 Aerial of Waveland State Historic Site**

Agricultural land in Fayette County has long been recognized as among the best in the world for its combination of unique soils and water along with climate and geography that enables prize-winning thoroughbred horses and nourishes most any crop. Over time, the agricultural land, particularly in south Fayette County, has been converted to prime building sites for commercial and residential uses. The first Urban Service Area boundary in 1958 extended to the southern Fayette County line at the Norfolk-Southern Railroad. By 1964, all the land within reach of Nicholasville Road was designated for urban development. Forty-five years later, this urban area includes the largest indoor shopping mall in Kentucky, numerous national retail and entertainment venues, a 136-acre public park, churches, apartments, single-family subdivisions, and the busiest traffic corridor in Fayette County. It also includes over 240 acres of land in agricultural use.

The rich history of this area traces to frontiersman Daniel Boone who, according to family tradition, surveyed a 2,000-acre grant that includes some of the land studied in this *Plan*. The centerpiece of the original farm is the restored Waveland State Historic Site, a public attraction that exemplifies plantation life in Kentucky in the 19th century. Waveland is named for the waving motion made by the grain and hemp crops that were raised on the plantation, which included stables and a track for trotting horses.

In 1956, the Commonwealth acquired the Waveland house and 200 acres as an experiment farm for the University of Kentucky's College of Agriculture. Waveland's main house, outbuildings, slave quarters, smokehouse, and icehouse are important reminders of the social and economic climate of the time, and comprise the 15-acre Waveland State Historic Site, which was established in 1971.



In the 1980s, the construction of Man o' War Boulevard divided the UK farm, which is still remembered as "South Farm," setting the stage for commercial development on the north side of the road. The remaining 100-acre University of Kentucky Horticulture Research Farm is an active classroom with infrastructure to support important cutting edge plant research by students and faculty.

Leaders in Fayette County have long recognized the importance of preserving agricultural land. They also understand that a vibrant community needs land for other uses as well, and that urban land must be managed just as carefully as the rural land in order to achieve planning goals. The agricultural land in the south Nicholasville Road area has been fully designated for urban development since 1964, and arterial road improvements and zoning decisions have supported this urban designation. Comprehensive plan land uses for these areas

have been varied, but segregated, much like zoning classifications. This means that one large tract was designated solely for residential and another for warehousing, and so on. These land uses have not proven to be viable preludes for zoning that would attract developers.

The complexion of this agricultural area has been significantly altered over time with the establishment of the Urban Service Area boundary and the construction of Man o' War Boulevard and of a new Nicholasville Road. Smaller parcels became attractive for suburban churches and residential subdivisions. Adjacent farms were transformed into subdivisions. The future of this area is urban development. It is imperative, therefore, that development be managed in order to enhance the lives and livelihoods of existing residents and meet critical community planning goals of sustainable, responsible, and purposeful growth.

## VISION AND PRINCIPLES

The Vision statement and Principles are based on an understanding of the existing conditions and the aspirations of the citizens who live and own property in the south Nicholasville Road area. They are derived from public comment and the application of best planning practices. The Vision statement encompasses the spirit of the public input and provides a foundation for the Principles, which contain specific instructions that will realize the Vision and provide benchmarks for implementation.

### VISION

The *South Nicholasville Road Small Area Plan* represents a unique opportunity for planning in Fayette County. Nowhere else does urban farm land look over its borders at new and established neighborhoods and businesses, major transportation routes, other political jurisdictions, a regional commercial center, a state park, and a variety of religious institutions. The future of this area, therefore, will be shaped by a unified vision that embraces the established neighborhoods, businesses, and institutions while imagining the possibilities for bold new initiatives. The core values for the area as identified in numerous community plans are central to its success. This vision includes a sustainable community and healthy environment, a celebration of core values, economic strength, and residential vitality that unite into a high quality of life for all who live, work, and visit in the area.

### PRINCIPLES

**1. Ensure the values of the community as expressed in the 2007 *Comprehensive Plan* and other Plans and studies are reflected in the development of the area.**

- Develop land in the Urban Service Area
- Create a sustainable and healthy environment for residents, workers, and visitors
- Enable responsible infill and redevelopment
- Enhance economic opportunity
- Protect the natural environment
- Protect existing residential neighborhoods
- Create new residential neighborhoods along with commercial and employment centers that are compatible with existing development and are sustainable into the future
- Increase access to transit, including park and ride facilities and additional bus stops
- Provide for alternative transportation
- Encourage active living and enhance or create more opportunities for walking and biking
- Increase supply of low- and moderate-income housing
- Coordinate development, including vehicular and non-vehicular connections across county lines
- Create mixed-use centers that are compatible with surrounding areas at key locations with access to a diverse range of transportation facilities

**2. Celebrate the culture and heritage of the area.**

- Protect and enhance Waveland State Historic Site
- Denote and distinguish the entrance to Lexington at Nicholasville Road and the Jessamine County line
- Create a desirable corridor by the placement, scale, variety, and finish of buildings as well as landscaping, art, and infrastructure features

**3. Ensure that public and community facilities are considered as critical elements to the success of this area.**

- Encourage the success of the faith-based institutions
- Encourage the inclusion of libraries, schools, public safety facilities, and senior centers
- Construct artistic bus shelters at bus stops
- Ensure adequate park and open spaces are included along with functional park improvements
- Consider the best fit with Norfolk Southern Railroad when planning for buildings, greenways, trails, and other improvements
- Minimize or eliminate the intrusion of overhead and above ground utilities

**4. Ensure the economic vitality of the area.**

- Enable first-class office, lab, and other high paying employment uses
- Encourage existing local businesses to flourish
- Expand opportunities for new local and small business activity
- Establish the area as a destination for workers, visitors, and customers through high quality design and a balanced mix of uses
- Create developments where housing, employment, and commercial uses are within walking and biking distance
- Identify and provide for the future location of anticipated or desired cultural and tourism-related uses

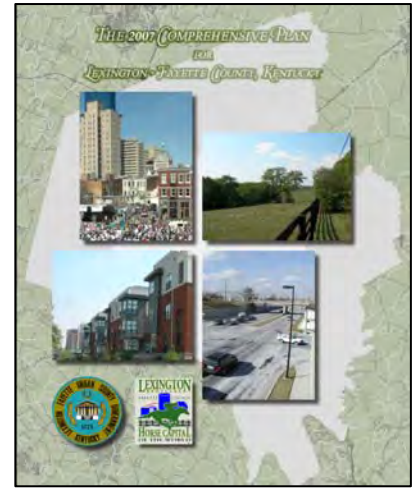
**5. Improve safety and mobility for people and vehicles.**

- Provide connectivity across parcel lines to Man o' War Boulevard, Nicholasville Road, and collector streets
- Improve existing connections to Man o' War Boulevard and Nicholasville Road
- Review effectiveness of speed limits, signal operations, turn and travel lanes, traffic calming devices, and other traffic control measures and implement changes as necessary
- Add and connect sidewalks, bikeways, and walking trails



## 2007 COMPREHENSIVE PLAN

The 2007 *Comprehensive Plan* outlined a series of Goals and Objectives to enhance the quality of life and spur economic development. Listed below are 14 of the 21 Goals from the *Plan* that are most applicable to the south Nicholasville Road area and this planning process. Every effort has been made to make recommendations that will fulfill these goals.



## RELEVANT GOALS AND OBJECTIVES OF THE 2007 COMPREHENSIVE PLAN

**GOAL 2. Promote regional planning and coordination throughout the inner Bluegrass Region.**

**OBJECTIVES:**

- D. Pursue intergovernmental planning processes and integrated land use, transportation, sanitary sewers, and storm water planning of potential development along each of Fayette County's borders and the radial arterial road corridors connecting adjacent counties with Lexington.

**GOAL 3. Promote land uses that are sensitive to the natural and built environment.**

**OBJECTIVES:**

- H. Strengthen street design and current landscape regulations to enhance the visual quality, improve screening and buffering along Urban Service Area corridors, and promote compatible land use relationships.

**GOAL 4. Develop and implement a greenspace system that preserves the urban and rural identity of Fayette County and provides a framework for regional and local planning.**

**OBJECTIVES:**

- F. Preserve, protect, and enhance the character of significant transportation corridors throughout Fayette County, providing for appropriate open space, setbacks, and landscaping as well as multi-purpose transportation needs.
- G. Increase, preserve, and enhance open space for passive and active recreational, educational, and economic opportunities.

**GOAL 5. Protect and preserve Fayette County's significant historic and cultural heritage.**

*OBJECTIVES:*

- I. Encourage continued historic and cultural contributions by and partnerships with local and regional institutions of higher learning.

**GOAL 7. Support and uphold the Urban Service Area concept and related growth management strategies.**

*OBJECTIVES:*

- A. Support development of the Urban Service Area as planned, reserving the Rural Service Area for the uses and activities outlined in the Rural Service Area Land Management Plan.
- H. Promote established employment areas at locations where public facilities are adequate for the anticipated uses, which are accessible to arterials and employees, which are appropriate for the uses, and which create balanced opportunities at various locations in Lexington-Fayette County.
- I. Create balanced employment opportunities and higher intensity residential and non-residential uses that are compatible with existing developed areas.

**GOAL 10. Preserve, promote, and enhance those aspects of the natural, built, and cultural environment that encourage tourism.**

*OBJECTIVES:*

- A. Recognize various types of tourism as significant and desirable components of the local economy and encourage the preservation of the cultural, historic, ecological, and agricultural resources upon which they are based.

**GOAL 11. Provide diverse business and employment opportunities for Lexington-Fayette County.**

*OBJECTIVES:*

- A. Encourage expansion of agricultural employment opportunities.
- B. Create and enhance partnerships among the Urban County Government, the University of Kentucky and other post-secondary educational institutions, and the business community that encourage high wage business development, specifically technology and knowledge-based economic development opportunities.
- L. Allow greater flexibility within commercial, office, warehouse, and industrial areas within the Urban Service Area . . . where these uses will not conflict with residential . . . uses.
- O. Analyze manufacturing and light industrial areas for availability and appropriateness and address future land use needs for high quality manufacturing and light industrial jobs in accessible locations.

**GOAL 13. Provide housing opportunities to meet the needs of all citizens.****OBJECTIVES:**

- A. Offer sufficient choice of decent and safe housing for citizens of all income levels in all areas of Lexington.
- F. Provide land for residential uses of all types in sufficient amount and locations within the Urban Service Area to adequately meet the projected population growth of Fayette County.
- H. Encourage a variety of residential densities that respect the character of existing neighborhoods and developments, and are consistent with adopted plans.
- K. Create incentives at employment centers throughout the Urban Service Area that encourage people to live near their work.

**GOAL 14. Establish and promote well-designed communities that provide appropriate services to multi-neighborhood areas and encourage community interaction.****OBJECTIVES:**

- B. Identify, plan, and locate community mixed-use centers as concentrations of mixed land uses that are compatible with surrounding areas at key locations with access to a diverse range of transportation facilities.
- I. Develop communities and neighborhoods that are self-sustaining by enabling a range of services and activities, such as employment centers, neighborhood commercial centers, mixed residential types, schools, community centers, recreation and leisure, and worship.

**GOAL 15. Preserve, protect, and enhance the character and quality of existing neighborhoods.****OBJECTIVES:**

- A. Retain the character, identity, and appearance of vital, successful residential and nonresidential areas.
- K. Promote human-scale, bicycle, and pedestrian-friendly neighborhoods.
- L. Enhance the visual quality of arterial and collector streets with street trees and with landscape buffers along neighborhood streets and backyards that border major arterials, where feasible.

**GOAL 16. Promote well-designed new development that creates and enhances neighborhoods and communities.****OBJECTIVES:**

- A. Develop residential blocks or patterns that provide a well-organized and complete system of vehicular, pedestrian, and bicycle-friendly facilities, and have human scale architectural or urban design features and community focus of common areas.
- D. Encourage medium- and high-density residential and higher intensity nonresidential uses that respect the character of existing neighborhoods and developments and are compatible with proposed development areas.



**GOAL 18.**     **Provide and maintain essential public services and facilities.**

**GOAL 19.**     **Provide and maintain a comprehensive transportation system.**

*OBJECTIVES:*

- B.     Encourage a more efficient and interconnected system of streets and highways and promote traffic patterns that provide alternatives to corridor travel.
- C.     Build collector road systems as planned.
- G.     Provide a balanced and coordinated multi-modal transportation system; encourage the use of all viable modes of transportation.
- I.     Encourage and enhance mass transit development and use, including such related infrastructure as transfer facilities, bus shelters, street graphics, and pull-off and acceleration lanes.

**GOAL 20.**     **Provide and maintain a range of community facilities and services.**

*OBJECTIVES:*

- J.     Assess the impact of new development or redevelopment on community facilities.
- O.     Provide a full range of recreational programs, including the development of interpretive facilities.

For a complete list of the 2007 *Comprehensive Plan* Goals and Objectives, please see the following Website: <http://www.lexingtonky.gov/Modules/ShowDocument.aspx?documentid=1804>.

## LAND USE ANALYSIS

A comprehensive land use analysis includes an evaluation of how the land is presently used, whether it is residential neighborhoods, businesses and offices, or farms; how those land uses relate to each other; how the land is designated in the 2007 *Comprehensive Plan* for

future use; and how zoning categories relate to existing and future land uses. These land uses and relationships can then be evaluated against other community goals and needs to create a clearer picture of how the land should be treated in the future.

### EXISTING LAND USE

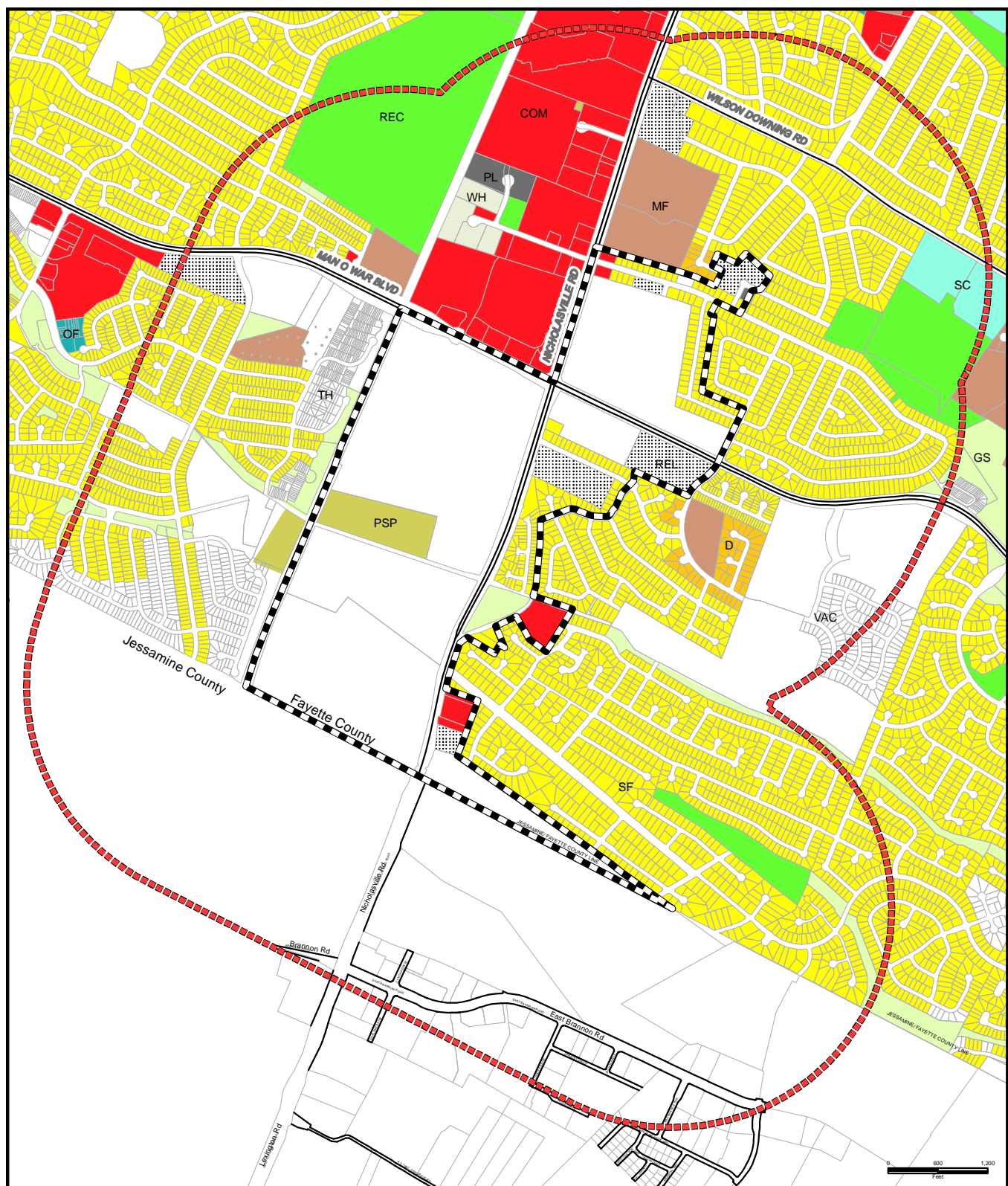
The present land in for the *South Nicholasville Road Small Area Plan* boundary is a combination of farmland, commercial uses (mostly locally owned), religious institutions, and single family detached homes. In the 2005 Existing Land Use Inventory, conducted as part of the 2007 *Comprehensive Plan*, 63 percent of the land in the *South Nicholasville Road Small Area Plan* area was farmland or vacant (VAC/FARM), with 16 percent Commercial (COM), 11 percent Public/Semi-Public (PSP)/Religious Affiliated (REL), nine percent Single Family Detached (SF), and a small amount identified as either greenspace, parking lot, or utility.

If the UK Horticulture Farm is counted as a PSP use since it is a classroom and research farm for the College of Agriculture, then the amount of land existing as PSP and/or REL is about the same as the amount of land existing as VAC/FARM. If the acres of land related to agriculture and horticulture are added together, which would include the garden centers counted in Commercial (COM) category, the UK Horticulture Research Farm, and the general farmland, the total land within the *Plan* area related to agriculture and horticulture is 302 acres, or approximately 67 percent of the *Plan* area.

See Appendix page 74 for a complete list of existing land uses by parcel address.

2005 Existing Land Use in Plan Boundary		
2005 Existing Land Use	acres UK Farm - VAC/FARM	acres UK Farm - PSP.
COM Total	60.77	60.77
GS Total	4.85	4.85
PL Total	0.32	0.32
PSP Total	14.90	117.78
REL Total	26.24	26.24
SF Total	33.25	33.25
U Total	0.64	0.64
VAC/FARM Total	243.55	140.67
<b>Total</b>	<b>384.52</b>	<b>384.52</b>

The small area plan has 51.94 acres of right-of- way.



# 2005 Existing Land Use Inventory

South Nicholasville Road  
Small Area Plan

## 2005 Existing Land Use Inventory

- SF - Single-Family Detached Housing
- D - Duplex Housing
- MF - Multi-Family Housing
- GQ - Lodging/Group Quarters
- COM - Commercial
- MIX - Residential & Non Residential
- HI - Heavy Industry
- LI - Light Industry
- OF - Professional Office
- WH - Warehousing
- SC - Schools
- REC - Recreation
- GS - Green Space
- PSP - Public/Semi-public use
- REL - Places of Worship
- PL - Parking Lot
- VAC - Vacant Lot

## General Symbology

- Major Road
- Parcel
- Half Mile Buffer
- S Nicholasville SAP Boundary

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## ZONING ANALYSIS

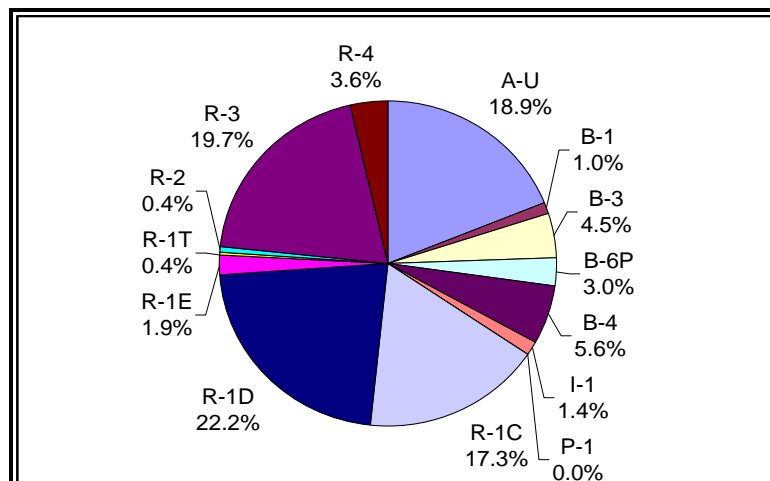
## SMALL AREA PLAN BOUNDARY

Most of the land in the *Plan* area is zoned A-U Agriculture Urban (57 percent). This includes the UK Horticulture Research Farm, Country Place Garden Center, two farms on both sides of Man o' War Boulevard, Nicholasville Road Animal Hospital, Lexington Universal Academy, Redmond's Garden Center, Giuseppe's Restaurant, Pax Christi Catholic Church, and Waveland State Historic Site. Approximately 29 percent of the area has commercial zoning, with the majority being B-4 Wholesale/Warehouse, which is south of Waveland in two large farm parcels. The remaining 14 percent of the zoning is for single family houses and ranges from R-1C to the more dense R-1E zoning.

## SMALL AREA PLAN BOUNDARY AND 1/2 MILE BUFFER COMBINED

The zoning mix changes greatly when combining the zoning within the *Plan* area with the zoning within a 1/2 mile buffer. Single family detached zoning, R-1C, R-1D, and R-1E, comprises 41 percent of the zoning. R-3 (at 20 percent) primarily for multi-family dwelling and R-4 (at four percent) for high density apartments rounds out the residential zoning. Adding together all the residential zoning acres leads to a total of 65 percent. The A-U zoning makes up 19 percent and the commercial zoning makes up 14 percent, with one percent being LI Light Industrial. While a small portion of the residentially zoned land remains vacant, a large portion of commercially zoned land (106 acres of B-4) is currently vacant or used as farm land. For detailed zoning data, see the zoning table in the Appendix page 74.

**Current Zoning in the Plan Boundary and 1/2 Mile Buffer Combined, Fayette County Only**



## CITY OF NICHOLASVILLE AND SMALL AREA PLAN WITH BUFFER





Within the 1/2 mile buffer of the *Plan* boundary is a portion of Jessamine County and the city of Nicholasville near the county line. Adding the Jessamine county acreage to the total mix within 1/2 mile buffer shows 59 percent of the land is zoned residential, 16 percent is zoned commercial (B-1, B-3, B-6P, or B-4), one percent is zoned Light Industrial, and one percent is zoned Professional Office.



## Zoning

- |  |  |
|--|--|
|  A-U - Agricultural Urban           |  R-1C - Single Family Residential |
|  B-1 - Neighborhood Business        |  R-1D - Single Family Residential |
|  B-3 - Highway Service Business     |  R-1E - Single Family Residential |
|  B-4 - Whole and Warehouse Business |  R-1T - Townhouse Residential     |
|  B-6P - Planned Shopping Center     |  R-2 - Two-Family Residential     |
|  I-1 - Light Industrial             |  R-3 - Planned Neighborhood Res   |
|  P-1 - Professional Office          |  R-4 - High Density Residential   |

### General Symbology

-  Major Road  
 Parcel  
 Half Mile Buffer  
 S Nicholasville SAP Boundary

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## FUTURE LAND USE FROM THE 2007 COMPREHENSIVE PLAN

### SMALL AREA PLAN BOUNDARY

The largest future land use category in the *Plan* area is Warehouse & Wholesale (WW), covering 25 percent. Office, Industry, and Research Park (ORP) is 16 percent; Medium Density Residential (MD) is 14 percent; Low Density Residential (LD) covers 13 percent; and 10 percent of the *Plan* area is recommended for Light Industrial (LI). Six other future land use categories cover small amounts of the area: Semi-Public (SP) seven percent; Green Space/Open Space (GS) five percent; Other Public Uses (OPU) five percent, High Density Residential (HD) three percent, and Retail Trade (RT) two percent.

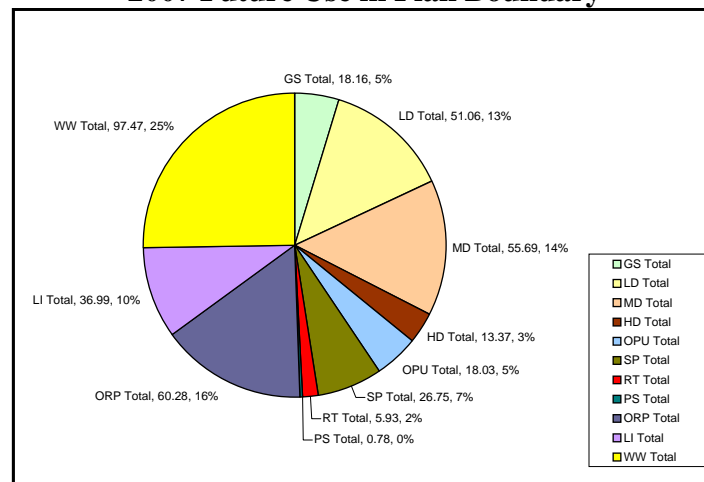
The two largest future land uses, WW and ORP, are used as farms. The ORP, along with LI, covers the UK Horticulture Research Farm, except for a strip of Green Space (GS) along Nicholasville Road. Agricultural research is ongoing on this farm with a greenhouse/lab complex constructed on the property, along with crop fields and orchards. The ORP and LI areas were designated as such since the 1988 *Comprehensive Plan*. In the 1973 *Comprehensive Plan*, the UK Horticulture Research

Farm property was designated for Industrial. These parcels, however, have been used as farms for decades.

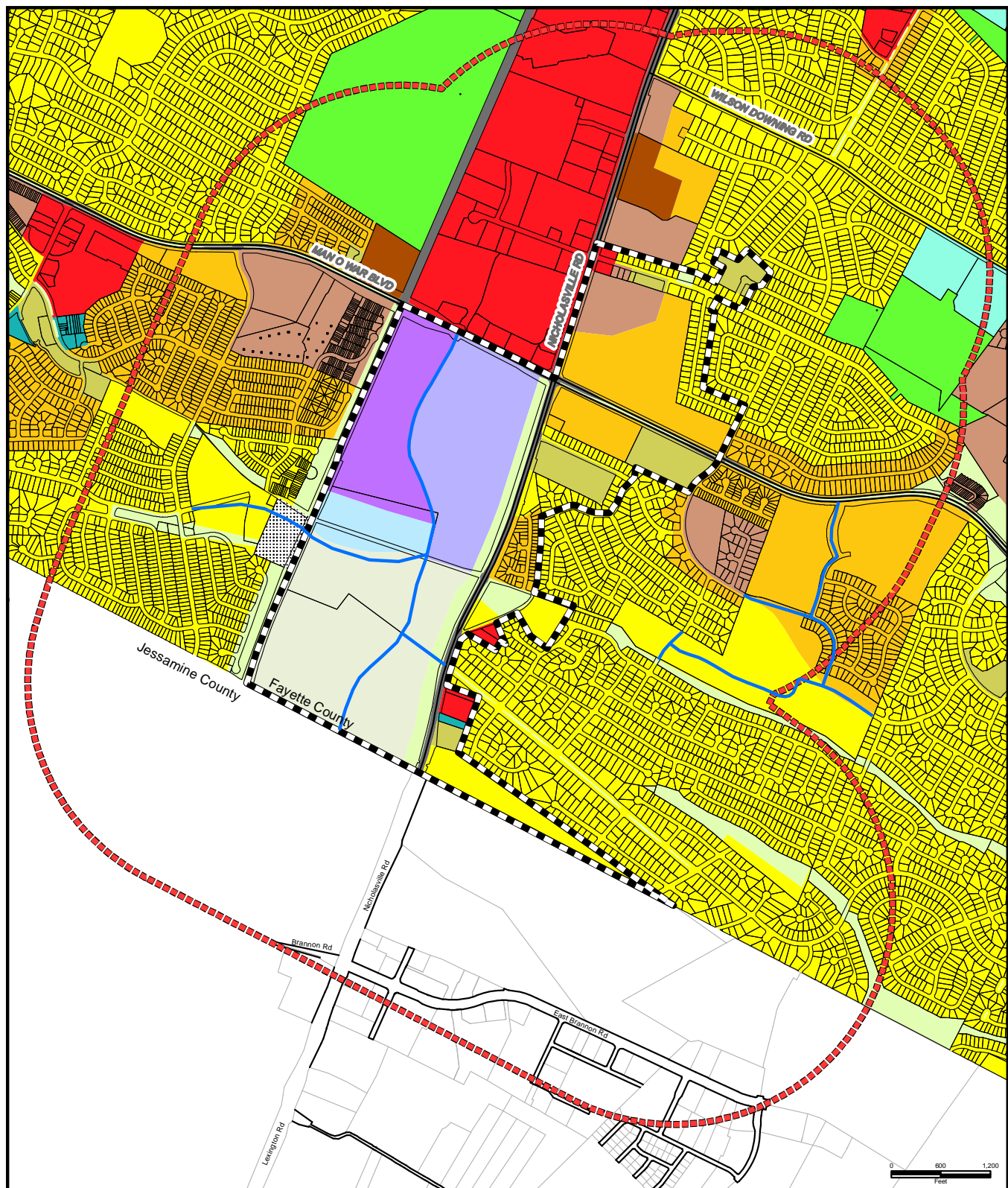
The WW land is located on the two parcels south of Waveland. In the 1973 *Comprehensive Plan*, the WW land was designated Industrial, but changed to WW in 1980 and is now farmland.

The third largest future land use coverage in the *Plan* area is MD, with most of its 55 acres used for farming and a garden center. The Country Place Garden Center is a conditional use at the northeast corner of Nicholasville Road and Man o' War Boulevard and is designated both MD (about 37 acres) and HD (about 12 acres). The southeast corner of Nicholasville Road and Man o' War Boulevard has about 11 acres of MD land currently being used for a berry farm called Caludi's Fields. Therefore, about 48 acres of the MD designated land is currently used for farming or garden center.

**2007 Future Use in Plan Boundary**







## 2007 Comprehensive Plan Future Land Use

South Nicholasville Road  
Small Area Plan

### 2007 Comprehensive Plan Future Land Use

- LD - Low Density Residential
- MD - Medium Density Residential
- HD - High Density Residential
- VHD - Very High Density Residential
- RT - Retail Trade & Personal Services
- PS - Professional Service/Office
- U - Utilities (overlay)
- CIR - Circulation
- HC - Highway Commercial/Interstate Commercial
- ORP - Office, Industry and Research Park
- LI - Light Industrial
- WW - Warehouse & Wholesale
- SP - Semi-Public Facilities
- OPU - Other Public Uses
- GS - Green Space/Open Space
- PE - Public Education
- PR - Public Recreation

### General Symbology

- Major Road
- Proposed Street
- Parcel
- Half Mile Buffer
- S Nicholasville SAP Boundary

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## SMALL AREA PLAN BOUNDARY AND 1/2 MILE BUFFER COMBINED

Low Density (LD) residential land use covers 866 acres of the combined *Plan* study area and 1/2 mile buffer. This is followed by MD which covers 270 acres and by RT (163 acres), Public Recreation (PR) (113) acres, WW (98 acres), and HD (97 acres). Of the large LD future use coverage, all of it is built out except for a small portion west of the railroad tracks and a larger area east of Nicholasville Road near the Cobblestone Road future greenway connection. However, both of these vacant LD areas have certified subdivision plans.

Medium Density (MD) has the second largest amount of coverage in the plan boundary and buffer area combined. Portions of it are still not built out. The Mahan Property, east of the *Plan* area, has certified development/subdivision plans that include apartments and other housing types. However, the MD located at 4100 and 4210 Nicholasville Road does not have any certified development plans for residential, nor does the HD area of the 4100 Nicholasville Road property. There is a Board of Adjustment-approved conditional use in the A-U zone on 4100 Nicholasville Road for the garden center.

Overall, for the 1,894 acres within *Plan* area and 1/2 mile buffer combined, the land is designated as shown on the *2007 Comprehensive Plan* Future Land Use Map. Please see Appendix page 85 for a breakdown of acres by future land use category.

The buffer area includes more than half of the recently expanded regional Fayette Mall shopping center, new retail strip centers, new restaurants, new movie theater, Lowe's and Wal-Mart. Only nine percent, however, of the

combined study area and 1/2 mile buffer is designated as Commercial land uses on the *2007 Comprehensive Plan* Future Land Use map. Residential makes up 66 percent, 15 percent is designated as Public/Semi Public, and 10 percent is for Employment.

Comparing the proportions of land use in this area to the proportions of the future land for the entire Urban Service Area reveals that both have the same percentage of Employment designated land. Yet, all of this Employment designated land in the study area is being used for farming, a research farm, or garden center use. The study area has a higher percentage of Residential land, at 66 percent, than the Urban Service Area as a whole, at 61 percent. The study area has four percent less land designated as Public/Semi-public and slightly less land designated as Commercial than the Urban Service Area as a whole.

2007 Future Land Use Proportion Comparison			
SNR SAP + 1/2 mile buffer area		Urban Service Area (USA)	
Percentage of Acres	2007 Future Land Use	Percentage of Acres	2007 Future Land Use
66	Residential	61	Residential
15	Public/ Semi-public	19	Public/ Semi-public
10	Employment	10	Employment
9	Commercial	10	Commercial

## DEMOGRAPHICS AND SOCIO-ECONOMIC DATA

The standard source for measuring demographic characteristics is the U. S. Census and the comprehensive data sets they produce every 10 years. These data sets are updated with estimates throughout the years by the Census Bureau and other public and private research and data agencies for states and cities. Current data, however, for a small area such as the *South Nicholasville Road Small Area Plan* is only available at the time of each decennial Census. While some of the data may have changed since the official report in 2000, local research and public input indicate the characteristics are similar.

The 2000 Census reported the *Plan* area and ½-mile buffer contained 7,305 people within approximately 3.2 square miles. The median age was 32.3, which was younger than the median age for Fayette County at 33.1. As compared to Fayette County, the study area had a much lower percentage of the population age 65 and over. It was also less diverse racially than Fayette County and included a slightly higher percentage of females. A higher percentage of the people in the study area lived in family households, with a higher percentage of married-couple households at 57 percent while the county had 43 percent. Following along the married-couple statistics, the study area had less children living in single parent families. The average number of people per household in the study area at 2.55 was higher than the county's average at 2.29. The group quarters population made up a much smaller proportion of the population than Fayette County's, with group quarters residents living in nursing homes and a very small percentage living in a non-institutional setting.

Of 2,995 housing units within the study area at the time of the 2000 Census, 97 percent were occupied with a vacancy rate of three percent. Fayette County as a whole had a vacancy rate of

seven percent. The percentage of owner-occupied units was much higher in the study area (68 percent) than the county's (55 percent). Additional housing has been built on the west side of the railroad tracks south of Man o' War Boulevard, which adds population to this area. This study area experienced greater population growth between 1990 and 2000 than Fayette County in general. Fayette County had 16 percent increase in population from 1990 to 2000 while the study area increased 29 percent.

When looking at socio-economic characteristics of the study area, there were more high school graduates, a higher percentage of college graduates, and lower unemployment compared to Fayette County. In comparison to county data, this study area had a higher average income, a higher proportion of single-family detached homes, and more of the home owners paid less than 30 percent of their income for their homes. The ages of the homes in the study area were widely dispersed with the highest percentage being built between 1970-1979, with most of the housing stock being slightly younger than the houses in Fayette County overall. A higher percentage of the homes were heated with electricity.

More of the workers in the study area drove to work and less bicycled or walked compared to Fayette County's workers. This area had a higher percentage of elementary and high school students, but a lower percentage of students enrolled in college. This area had a lower percentage of the 16 and over population that were disabled but slightly higher for the disabled population 65 and older.

The 2000 Census data and subsequent residential building permits indicate there has been population growth in the study area. The housing data show that adding residential



properties that are conducive to renting would bring the tenure proportions closer to those in Fayette County. Providing work places in the *Plan* area could increase the number of workers living in this area that could walk or bike to work, or drive a shorter distance. With the higher educational attainment of the population

living in this study area, future non-residential uses should include offices for places of professional employment. The 2010 Census could reveal that up to a third of the population of this area is between ages 45 to 64, a cohort that may very well seek housing that is smaller and easier to maintain.

*NOTES*

## ENVIRONMENTAL ANALYSIS

## INVENTORY

An Environmental Inventory and Analysis was performed as part of the land use analysis for the *South Nicholasville Road Small Area Plan*. It included an inventory of environmentally-related features of the *Plan* and surrounding areas as well as research into past proposals to change land uses. The sources of all the environmental features on the Environmental map were acquired from the LFUCG GIS (Geographic Information Systems) databases. Features inventoried on the Environmental map include:

- Soils and slope
- Contours
- Streams and springs
- FEMA floodplain
- Detention/Retention basins
- Tree canopy
- Impervious
- Fault lines (none found)
- Sinkholes (none mapped)
- Historic

## SOILS AND TOPOGRAPHY

On the west side of Nicholasville Road within the *Plan* area, most of the soil is prime farmland with slopes of two to six percent, which is good for both farming and building. A watershed boundary runs parallel to Nicholasville Road between the railroad tracks and Nicholasville Road. The area of prime farmland transitions to smaller areas of lesser significant soils with increases in slope along Nicholasville Road and the railroad tracks. There, lesser areas with soils in the classifications of farmland of statewide importance with slopes of six to 12 percent and not prime farmland 12 to 20 percent slope cover about 1/3 of the *Plan* area on the west side of Nicholasville Road.

On the east side of Nicholasville Road, the land is 40 to 50 percent prime farmland with slopes of two to six percent, while the soils with greater slopes make up the remainder. The areas of prime farmland with slopes of two to six percent are mostly concentrated on two properties: the farm at the southeast corner of Man o' War Boulevard and Nicholasville Road, and the garden center/farm at the northeast corner, where portions are prime farmland while a larger percentage of the property has soils with slopes of six to 12 percent. Small areas of that property have soils with slopes of 12 to 20 percent.





# Environmental Features

South Nicholasville Road  
Small Area Plan

## General Symbology

- Spring Points
- Stream
- 10' Contour
- FEMA Flood Plain
- Tree Canopy
- Detention/Retention Basins
- Nicholasville SAP boundary

## 2007 Impervious Data

- Road
- Paved Parking
- Building
- Paved Driveway
- Sidewalk

## Soil Classification

- All areas are prime farmland (2 - 6% slope)
- Farmland of statewide importance (6 - 12% slope)
- Not prime farmland (12 - 20% slope)

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*STREAMS, SPRINGS, AND STORMWATER*

On the west side of Nicholasville Road within the *Plan* area, the only stream is located at the corner of Nicholasville Road and the county line. The stream originates in Jessamine County, flows into Fayette County, then under Nicholasville Road, and continues west. There are two springs inventoried from GIS layers. One daylights on the UK Horticulture Research Farm near Nicholasville Road between Man o' War Boulevard and Waveland Museum Lane and the other is located on the Waveland State Historic Site.

On the east side of Nicholasville Road, the stream that flows under Nicholasville Road from the west side continues near the county line and through the Southpoint neighborhood. FEMA floodplain is indicated along this stream on this side of the *Plan* area. Another small stream flow begins near the boundary of the *Plan* area along the Redmond's Garden Center property and flows west. This stream, a designated FEMA floodplain, has a greenway bike/ped trail planned that continues along the existing private farm road. A number of stormwater basins have been constructed as part of developments on this side of the *Plan* area at the King's Garden Center, the Porter Memorial Baptist Church, the Southern Acres Christian Church, and the Cobblestone Subdivision. A pond exists on the property at the corner of Cobblestone Road and Old Nicholasville Road and appears to be manmade. Contour lines indicate that storm water may flow through the livestock tunnel under Nicholasville Road to this pond. There is one spring which daylights in the right-of-way of Nicholasville Road next to the Cobblestone neighborhood.

With a watershed boundary dissecting the west side of the *Plan* area parallel to the railroad tracks, the storm water runoff generally flows to the east towards the surrounding residential neighborhoods of Blueberry Hills, Pickway Korner, and Southpoint. A stream of water was observed flowing from west to east across the garden center/farm property at the intersection of Man o' War Boulevard and Nicholasville Road. This stream has a natural vegetative buffer of trees and ground cover and flows over ground until it drains into an underground storm sewer behind the homes along Walhampton Drive abutting this property. Public input received throughout the Plan process included concerns and reports of flooding of the homes and lots on both Walhampton Drive and Tangleway Way. Before any development is approved, a storm water study should be conducted for 4100 Nicholasville Road and all the surrounding properties, including across the rights-of-way for Nicholasville Road and Man o' War Boulevard, to identify and address stormwater issues that would adversely affect existing residential properties.

*HISTORIC FEATURES*

**Figure 2: Waveland State Historic Site**

The Waveland State Historic Site was designated as a National Register Property in 1971. It contains 15 acres operated as a Kentucky State Park and exemplifies plantation life in Kentucky in the 1840s with a Greek revival home built in 1847 and outbuildings, including the slave quarters, smokehouse, and icehouse. An excerpt from the Waveland State Historic Site Website. <http://parks.ky.gov/findparks/histparks/wl/history/> provides the following account of Waveland's history:

Two years after Daniel Bryan's death, his son, Joseph Bryan, Sr. tore down the old stone house and began construction on the Waveland mansion. The name for the estate came from the way the wind blew or waved the fields of grain and hemp surrounding the building site. As with so many prosperous farmers and planters of the time, Bryan decided to build a classic Greek Revival structure. Inspired by the work of Lexington

architect John McMurtry, Bryan hired Washington Allen, a well-known Lexington contractor, to oversee the construction of his new home.

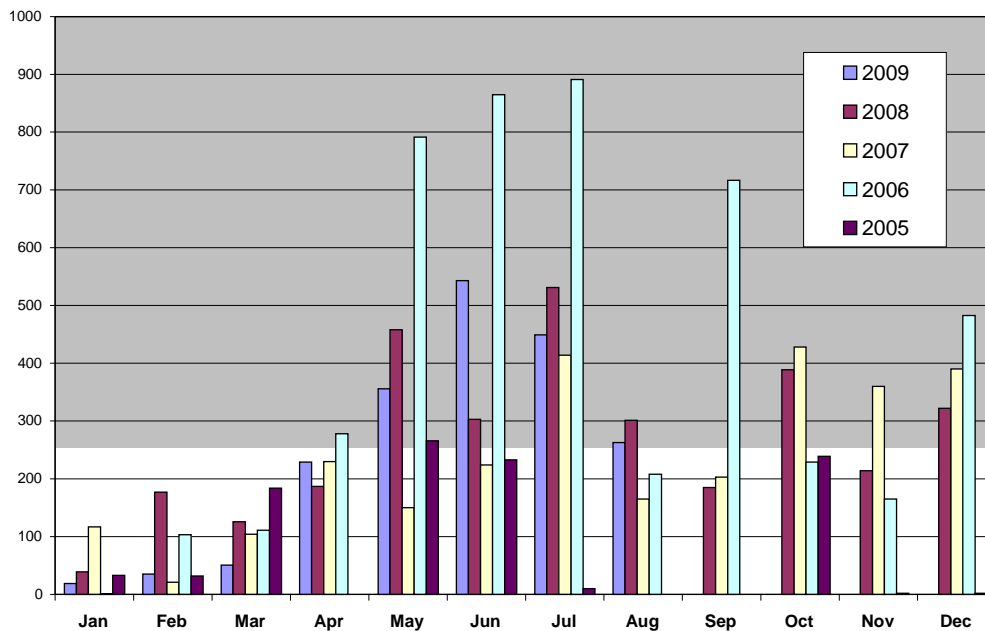
Lumber came from trees cut on the Waveland property. The bricks came from clay dug and burned on site. The estate's blacksmith wrought the iron needed in construction. Stone for the foundations and some of the decorative work was quarried and dressed at Tyrone on the Kentucky River and hauled to Waveland. Five huge Ionic columns grace the portico and frame front entry of the mansion. The doorway is considered to be an exact copy of the north entrance to the Erechtheum at the Acropolis in Athens. When completed, Waveland epitomized the grace and charm of an antebellum Kentucky plantation house.

According to the Kentucky Department of Parks, between January 2005 and August 2009, there were nearly 14,000 paid

admissions to tour the interiors of the Waveland mansion and out buildings. This does not include the numerous other people that visited the park to picnic, stroll through the grounds, or use the playground.

The following chart indicates paid admissions and shows that the largest number of paid admissions was in 2006.

**Paid Admissions to Tour Waveland, by month 2005 - 2009**



## IDENTITY

As development has encircled the south Nicholasville Road study area, about 240 acres of active agricultural land remain, which does not include the horticulture-related garden centers. The UK Horticulture Research Farm conducts experiments on organic crops as well as the effects of chemical treatments of crops. There are greenhouses used for teaching and research, a Sustainable Agriculture program that uses the research farm, and a co-op of UK staff, employees, and students who harvest organic produce throughout the growing season. Some of the produce is used by the UK cafeterias on campus. Caludi's Fields, a private berry farm at

the southeast corner of Man o' War Boulevard and Nicholasville Road sells berries and other produce. Public comment, particularly early in the process, held strong sentiment for the agricultural uses in the *Plan* area.

Besides the agricultural uses, there are a number of thriving religious institutions in the south Nicholasville Road study area. Four churches and a private school distinguish the area as pillared by institutions of faith that welcome and serve nearby residents as well as the larger community.

*NOTES*



## TRANSPORTATION - EXISTING CONDITIONS

### PUBLIC INPUT

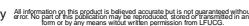
Throughout the small area plan process, comments and requests were made regarding existing traffic conditions, from lowering the speed limit on Nicholasville Road to adding right-turn lanes at signalized intersections. The following comments summarize the input received at the public input and the focus group meetings:



**Figure 3: Public Input Meeting # 3**

- Too much traffic
- Problems at Nicholasville Road and Man o' War Boulevard
- Lack of sidewalks that are handicapped accessible on Nicholasville Road
- Public using private parking lots to turn around
- Need a trolley or mini rail on Nicholasville Road
- Need more bike paths
- Need more bus service
- Traffic too fast on Nicholasville Road between north of Waveland Museum Lane and the county line
- Need flashing yellow school crossing lights and signs on Nicholasville Road at Lexington Universal Academy
- Need a pedestrian crossing sign along Harvard Drive
- Make the intersection of Victoria Way/Habersham Drive and Man o' War Boulevard safer
- Need another lane added to Southpoint Drive at the signalized intersection of Southpoint Drive and Nicholasville Road for right-turns only to alleviate the back up during peak hours
- Left turn light on Nicholasville Road at the signalized intersection of Nicholasville Road and Southpoint Drive takes too long and causes people to either run the light and turn left anyway or to proceed to Kings Garden Center or the Lexington Universal Academy to turn around and go back so to turn onto Southpoint Drive more quickly
- Add a right turn only lane to E. Tiverton Way at the intersection of E. Tiverton Way and Nicholasville Road. It gets backed up when many times right turning vehicles are waiting behind a car wanting to only go straight through the light across to W. Tiverton Way especially during peak hours

For a complete list of comments and other transportation data, please see the Appendix.



## TRAFFIC COUNTS AND COLLISION DATA

According to the Kentucky Transportation Cabinet's actual traffic count data, Nicholasville Road between New Circle Road (at East Reynolds Road) and Man o' War Boulevard has about the same amount of vehicular traffic on an average day as Richmond Road between New Circle Road and Man o' War Boulevard. South of Man o' War Boulevard, these two major arterials differ greatly. Richmond Road from Man o' War Boulevard to Athens Boonesboro Road reduces to 32,106 average daily trips while Nicholasville Road from Man o' War Boulevard and south to the Jessamine County line retains a traffic flow of over 53,700 average daily trips. Part of the traffic on Nicholasville Road is the truck traffic. According to the Kentucky Transportation Cabinet (KYTC), the segment of Nicholasville Road from New Circle Road to the Jessamine County line is a federally designated truck route and part of the truck route network throughout Fayette County.

According to the Lexington Division of Police "2007 Traffic Analysis Summary & Comparison," the Nicholasville Road/Man o' War Boulevard intersection had the tenth most

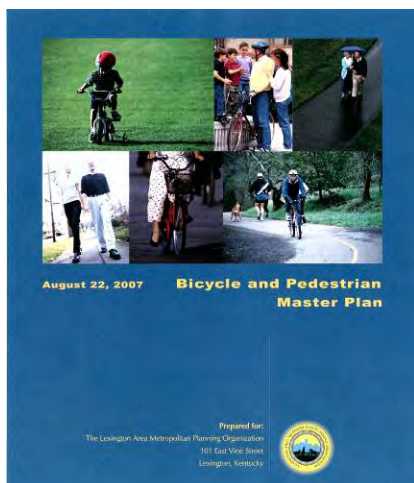
collisions in Fayette County. In 2006, it was in third place for the most intersection collisions and in 2003 it was fourth. In 2004 and 2005, however, it was not on the top ten list. No other intersections in or immediately adjacent to the *Plan* area were on the top ten list for collisions. In 2007, there were 24 fatal collisions in Fayette County, with one at the intersection of Southpoint Drive and Nicholasville Road. For collisions that occurred between street intersections, none of the streets in the *Plan* area made the top ten list between 2003 and 2007.

In 2007, there were no pedestrian-involved collisions in the *Plan* area. There was a motorcycle collision in 2007 between Man o' War Boulevard and Waveland Museum Lane. There were two bicycle collisions, both in the northeastern portion of the *Plan* area on Tiverton Way and Habersham Drive/Victoria Way.

For more collision information, please see Appendix page 88.

## BIKE AND PEDESTRIAN CIRCULATION

According to the inventory and analysis within the Bicycle and Pedestrian Master Plan (Bike Ped Plan) for Fayette and Jessamine County adopted by the Lexington Area Metropolitan Planning Organization in August 2007, the bicycle level of service on most of the segments of Nicholasville Road within the *Plan* area is at an E level, meaning that it is “difficult or hazardous to cycle, requires significant improvement.” Levels of service are ranked A through F, with F the worst. Man o’ War Boulevard received an E on the east side of Nicholasville Road and a D on the west.

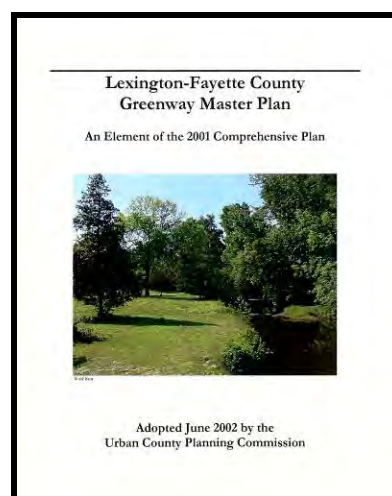


The segment between Old Nicholasville Road and the Fayette County line received a B for bicycling, an area that has a large shoulder along the vehicular lanes. The segment between Victoria Way and Habersham Drive received an A and the East Tiverton Way and Southpoint Drive segment received a B level of service.

The Bike Ped Plan also noted that Nicholasville Road from Man o’ War Boulevard to Southpoint Drive and Waveland Museum Lane did not have sidewalks. The Bike Ped Plan inventoried the LexTran bus routes and a ¼ mile buffer of those routes. Residential areas within and surrounding the *Plan* area, including all of Southpoint, almost all of Pickway Korner, and parts of Blueberry Hills neighborhoods had no bus routes or are not within ¼ mile of a bus route. The only area of the *Plan* area along or within ¼ mile of a bus route is the UK Horticulture Research Farm on Man o’ War Boulevard and the Country Place Garden Center, Qdoba Mexican Grill, and Minit Mart along Nicholasville Road.

## GREENWAYS

The proposed South Elkhorn Greenway Trail is mapped in the 2002 Lexington-Fayette County Greenway Master Plan and will provide a bike/ped connection from the Elkhorn Trailhead near Harrodsburg Road to the Veterans Park Trailhead. The South Elkhorn Greenway Trail will transect the *Plan* area and provide non-vehicular access from the surrounding residential areas and within the *Plan* area. This trail will intersect the Lafayette Greenway Trail, which runs from Shillito Park to the Fayette County line. This trail will become a regional trail when connected with Jessamine County’s proposed greenway trail system.





The entire proposed and potential bike/ped infrastructure around and through the *Plan* area will benefit the transportation system, future developments, and the existing neighborhoods. The Mahan development, which is under construction, includes a private farm road along a stream that is planned to be a section of the South Elkhorn Greenway Trail. This new residential development will add 851 dwelling units that will have access in the future to this greenway trail. The road system planned for the Mahan development will add vehicular as well as bike/ped connectivity between the Pickway Korner and Southpoint neighborhoods.

A portion of the Lafayette Trail is funded and under construction along the west side of the railroad adjacent to the UK Horticulture Research Farm. This portion of the bike/ped trail extends from Reynolds Road/Shillito Park to the train tunnel under Man o' War Boulevard to Waveland State Historic Site using the livestock tunnel.

### PUBLIC TRANSIT - LEXTRAN

The current routes in and surrounding the South Nicholasville Road Plan area include the Brown Route No. 2, the South Side Circulator No. 36, and the Commuter Express No. 41X. The existing bus service to the *Plan* area is limited along Nicholasville Road north of the Man o' War Boulevard and a segment of Man o' War Boulevard along the UK Horticulture Research

Farm. There is a park and ride in the parking lot of Wal-Mart. With LexTran's recent Master Plan, one of the recommendations is to add service along Man o' War Boulevard from east of Nicholasville Road. Public comment during the *Plan* process favored increased bus service for the *Plan* area and the surrounding neighborhoods.

## FUTURE TRANSPORTATION RECOMMENDATIONS

### BACKGROUND

The South Nicholasville Road Plan area has been in the Urban Service Area since 1964. The *Plan* area is intersected by Nicholasville Road, which is a federal highway owned by the Kentucky Department of Transportation, a federally designated freight truck route, a major arterial, and one of the main axes for Fayette County. According to the 2000 Census data, 8,748 people commuted from Jessamine County to work in Lexington. Those 8,748 workers made up 46 percent of the workers that lived in Jessamine County. For most of these workers, Nicholasville Road is their route to work in Lexington. Other workers from outside Jessamine County use this route as well.

The segments of Nicholasville Road from Man o' War Boulevard to East Reynolds Road and to the Fayette County line have two of the highest average daily traffic counts of all the other segments of roadway in Fayette County, being rivaled only by segments of Richmond Road. Due to its visibility, the high traffic counts in this area make the land more desirable for commercial development. One of the main concerns from public input was traffic.

### FUTURE DEVELOPMENT

The *Plan* area has been designated for urban development for decades. The 2007 *Comprehensive Plan* calls for sustainable urban infill and makes no provision to expand the Urban Service Area. The Vision and Principles for the *South Nicholasville Road Small Area Plan* clearly show that transportation alternatives for this area should develop in a way that is sustainable and efficient. This section explains recommendations for transportation alternatives that would lead to sustainable development within the *Plan* area and throughout the Urban Service Area. Transportation recommendations are consistent with the Lexington Area MPO 2035 Metropolitan Transportation Plan (MTP), which was approved by the Transportation Policy Committee in May 2009.



## COMPLETE STREETS

Having “complete streets” is a recommendation in both the MTP and the Bike Ped Plan. Complete streets are described in the Bike Ped Plan as streets that are constructed and retrofitted “to our transportation corridors so that travel by bike, on foot, and using public transit is just as desirable and convenient as driving a vehicle; and result in public rights-of-way that serve all citizens in a community whether they are young, old, able-bodied or not.”

Complete streets are described in the MTP as streets that “are designed with the needs of pedestrians, bicyclists, motorists, and transit users in mind. Actions necessary for complete streets include connecting streets; constructing streets using context-sensitive design; accommodating transit; accommodating bicyclists and pedestrians on all urban streets; retrofitting corridors with bike facilities and sidewalks; making intersections bicycle and pedestrian friendly; and working to

minimize the ‘barrier effect’ that major roadways create for bicyclists and pedestrians.”

The Urban County Government has engaged a consultant to produce a Complete Streets Manual that will establish design standards for new and existing streets. The standards will address sidewalks, bike, and vehicular lanes as well as medians, trees, and storm water runoff management. By providing complete streets along with mixed use developments transportation efficiency will be maximized and air pollution will be reduced, working toward a more sustainable development.

## VEHICLE AND TRUCK TRAFFIC

New development within the *Plan* area will generate more vehicular trips and traffic on Nicholasville Road and Man o’ War Boulevard. Managing this additional traffic and providing transportation alternatives is a necessary consideration. To handle additional traffic volume and flow and to accommodate turn lanes, the Kentucky Transportation Cabinet has recommended that an additional 45 feet of right-of-way be added to Nicholasville Road. KYTC also recommended keeping signalized intersections limited to existing locations (East Tiverton Way, Man o’ War Boulevard, and Southpoint Drive) as this spacing is designed to ease traffic congestion. A right-in and right-out access was recommended for 4100 Nicholasville Road across from the existing access at the Wal-Mart parking lot.

The Lexington Area MPO 2035 Metropolitan Transportation Plan recommends the following for the *Plan* area and into Jessamine County:

- Widen Nicholasville Road to six lanes
- Make transit improvements
- Create shared-use paths

The MTP also recommends reconstruction of the Nicholasville Road and Man o' War Boulevard interchange as a single point urban interchange. A single point urban interchange helps move large volumes of traffic through limited amounts of space safely and efficiently. These interchanges help maximize the flow of traffic where streams of traffic merge or separate.



### PUBLIC TRANSIT - LEXTRAN

Public transit along Nicholasville Road will continue to be an important component of meeting transportation needs. Furthermore, public transit within the *Plan* area and the surrounding neighborhoods is important for connecting new and existing developments.

One feature that would increase the effectiveness of public transit within the *Plan* area is a LexTran Transfer Center. LexTran representatives have stated that they would like to have a Transfer Center within the *Plan* area. A Transfer Center on the southwest, southeast or northeast corner of Man o' War Boulevard and Nicholasville Road would make it possible to change routes without having to ride downtown. A Transfer Center within the *Plan* area would enable the mixed-use villages themselves to be origins and destinations for transit travelers. LexTran estimates that one to one and ½ acres would be needed for a bus transfer center.

LexTran representatives have also expressed strong support for a dedicated bus lane on Nicholasville Road, which they refer to as a “wheeled subway.” This service could continue into Nicholasville to enhance regional transit service. This type of regional bus service will become increasingly more important as both Lexington and Nicholasville grow in population, especially with the annexation of the city of Nicholasville to the Fayette County line. Almost half the workforce that lives in Jessamine County works in Lexington.

Public input favored more bus service within the *Plan* area as well as the neighborhoods surrounding it. LexTran representatives have been considering adding a small bus circulator within the neighborhoods of Southpoint and Pickway Korner.

At the time of design and development of the south Nicholasville Road area, development plans should be reviewed with LexTran to ensure that the developments are transit-



oriented. Special consideration should be given to make sure that roads are planned that will provide opportunities for bus routes, bus stops, and connections to a Transfer Center and other

forms of transportation such as bike/ped and car park and ride centers. Best practice transit designs should be used in the south Nicholasville Road area.

### GREENWAY AND ON-ROAD BIKE AND PEDESTRIAN CIRCULATION

The Bike Ped Plan recommends the following projects in Fayette County:

- A bike/ped facility on Nicholasville Road between New Circle Road and Man o' War Boulevard
- A bike facility on Man o' War Boulevard between Armstrong Mill Road and Nicholasville Road
- A bike facility on Man o' War Boulevard between Nicholasville Road and Harrodsburg Road

For circulation purposes within the *Plan* area, all planned trails and bike facilities should be incorporated into new developments and/or capital improvement projects. Sidewalks along both sides of Nicholasville Road, connection to trails, and complete streets within the future development of the *Plan* area are priorities as well. The MTP suggests the construction of the trail from a livestock tunnel under the railroad to the Waveland parking lot as a TIP project for FY2010-2013.

In addition to construction of the South Elkhorn Greenway Trail through the *Plan* area, ensuring that future developments include complete streets which provide for pedestrians, bicycles, and buses is crucial for several reasons:

- The mixed-use recommendations for most of the *Plan* area feature and depend on alternatives to car travel.



Figure 4: Livestock Tunnel under Railroad

- The mixed-use developments will serve the surrounding community and should be connected to existing and planned bike/ped trails and greenways.
- Mixed-use developments require considerations for pedestrians and parking for bicycles.
- The reduction in vehicular trip generation will lessen the traffic impact and contribute to better air quality.

## COMMUNITY FACILITIES

### PARKS, GREENWAYS, AND TRAILS

The LFUCG Division of Parks and Recreation recently completed its 2009 Comprehensive Parks and Recreation Master Plan Update (Parks Plan). Their analysis showed that the 4,664 acres of parkland in Fayette County is above the National Recreation and Park Association (NRPA) standard of 10.5 acres per 1,000 people. Fayette County has 17.35 acres per 1,000 persons. Acquisition of new park land, therefore, was not recommended. Their analysis also showed a need to renovate and add facilities to the existing parks. According to the NRPA standards, Lexington's greatest park facility needs are playgrounds, tennis courts, volleyball courts, and picnic pavilions. The assessment by Lose & Associates showed less need for those facilities, but greater need for greenway trail systems. Therefore, the recommendations that directly affect the *South Nicholasville Road Small Area Plan* include:

- Increase the rate at which new greenways are developed throughout the system in the next two years.
- Continue to implement greenway routes throughout the county in the next two to five years.
- Continue with greenway development in the next five to ten years.



Figure 5: Playground at Waveland

Public input called for parks throughout the *Plan* area and for facilities such as tennis courts, basketball courts, and playgrounds. Waveland State Historic Site is located within the *Plan* area between the UK Horticulture Research Farm and two farms to the south of it, and its grounds are open to the public. In addition to the grounds and historic buildings, it has a playground, log cabin playhouse, and picnic tables.



Figure 6: Log cabin playhouse at Waveland State Historic Site

Southpoint Park, a neighborhood park, which is less than a mile from the southern portion of the *Plan* area, has a playground. Meadowbrook Park, a neighborhood park at the end of Harvard Drive within ¼ mile from the northern boundary of the *Plan* area, has tennis courts, a basketball court, a baseball field, and a playground. Shillito Park, a community park, has a wide variety of athletic facilities including two baseball complexes, a miracle field, a tennis complex, a playground, a swimming pool, basketball courts, a soccer field, a football field, a disc golf course, and a number of picnic shelters.

Shillito Park is about ¼ mile from the northern part of the *Plan* area and ranges to slightly over a mile from other parks. Barriers such as the railroad and busy arterial streets challenge access to Shillito Park from the *Plan* area by walking or bicycling. However, greenway trails are planned and partially constructed to allow access from neighborhoods and new development within the *Plan* area via three tunnels: Under Nicholasville Road south of Waveland Museum Lane; under the railroad at the UK Horticulture Research Farm; and under Man o' War Boulevard through the railroad tunnel.

Connection of greenway trails and bike/ped circulation throughout the *Plan* area to adjacent neighborhoods is important for a more sustainable development. Even if the *Plan* area remains as it is today, these greenway bike/ped connections are a priority in the 2009 Comprehensive Parks Master Plan Update, the 2007 *Comprehensive Plan*, the Bike Ped Plan and the Greenway Plan. The planned trails will connect the parks to the neighborhoods, provide an alternate means of transportation within the *Plan* area and surrounding neighborhoods, increase exercise and active living opportunities, and reduce carbon emissions. Therefore, constructing greenway bike/ped trails is an integral component of the *South Nicholasville Road Small Area Plan*.

The Current Greenway Trail Map available at <http://www.lexingtonky.gov/modules/ShowDocument.aspx?documentid=7732> shows the trails already constructed, the ones that have been funded, and the trails that are planned but not funded. It shows that the greenway bike/ped trail is constructed along the west side of the railroad adjacent to the UK Horticulture Research Farm from the rail tunnel under Man o' War Boulevard to the livestock tunnel under the railroad near to the northern boundary of Waveland State Historic Site. The next phase that extends the bike/ped trail to the Waveland parking lot is funded but not built. Likewise, the trail from Man o' War Boulevard through Shillito Park has been funded.

The Trail Map also shows the proposed South Elkhorn bike/ped shared use trail along Waveland Museum Lane, through the livestock tunnel under Nicholasville Road, continuing between Pickway Korner and Southpoint neighborhoods, and along the Mahan property currently under development. When the Mahan development is completed, Elora Lane will connect from the Southpoint neighborhood across a small portion of the Mahan property and a greenway bike/ped trail along a private farm road to the Pickway Korner neighborhood. This will allow both vehicular and bike/ped connectivity between the three neighborhoods.

## PUBLIC SAFETY, SCHOOLS, AND LIBRARIES

Fire station #15 at 3308 Shillito Park Road covers the properties within the *Plan* area. The *Plan* area is within the boundary of Bates Creek High School and Southern Middle School. South of Man o' War Boulevard is within the Lansdowne Elementary School boundary, while north of Man o' War Boulevard is Southern Elementary School. Fayette County Public Schools should work with developers and LFUCG planners to identify sites for new schools as development occurs in the *Plan* area.

The *Plan* area is approximately halfway between the Bates Creek and the Beaumont branches of the Lexington Public Library. As development occurs, the Lexington Public Library should evaluate the need for an additional branch and coordinate with developers to ensure an appropriate future site. Like an elementary school, a library is oftentimes a community asset.

## UTILITIES

With the *Plan* area already within the Urban Service Area boundary, water, sanitary sewer, electric, and cable utility lines, pipes, and easements are in place along the rights-of-way surrounding the farms and vacant property. High powered electrical lines extend through portions of the *Plan* area south of Man o' War Boulevard, and other electric service lines extend across most of these vacant and underdeveloped properties. There is a cell tower adjacent to the railroad crossing on Waveland Museum Lane on the west side of the railroad tracks outside of the *Plan* area.

There are Kentucky Utilities electrical easements and lines along or across 4100, 4210, and 4609 Nicholasville Road, 4320 Emmert Farm Lane, 108 Cobblestone Road, and 200 Waveland Museum Lane. Insight Cable shares these easements with KU.

There is a divide for the South Elkhorn and West Hickman sewersheds through the *Plan* area. To sewer the properties there would need to be connections to the West Hickman trunk sewer and/or the gravity systems flowing to the South Elkhorn pump station (Sunny Slope, Glen at Lochdale, and others). There is currently a sanitary sewer force main/trunk line that extends from Nicholasville Road along Waveland Museum Lane, ending at the railroad track. LFUCG's Division of Water Quality is

analyzing the sanitary sewer capacity for all areas within the Urban Service Area. All future development within the *Plan* area will be dependent upon Division of Water Quality approval of sanitary sewer capacity.

There are a number of Kentucky American Water Company pipes along the rights-of-way of the roads within the *Plan* area. There are easements along Waveland Museum Lane for 16- and 24-inch mains, and an easement for a 24-inch main along Nicholasville Road as well as a 12-inch line along the north side of Man o' War Boulevard. Kentucky American reported the following water pressures for selected properties within the *Plan* area:

Kentucky American Water Pressures		
<i>SNR SAP Vacant/Farm/Underdeveloped Parcel Address</i>	<i>Average Water Pressure</i>	<i>Minimum Water Pressure</i>
4320 Emmert Farm Lane (UK Horticulture Research Farm)	60 psi	40 psi
200 Waveland Museum Lane	60 psi	40 psi
4609 Nicholasville Road	56 psi	35 psi
4610 Nicholasville Road	78 psi	56 psi
4100 Nicholasville Road	73 psi	52 psi
4210 Nicholasville Road	68 psi	47 psi

## WASTE MANAGEMENT, RECYCLING, AND RUNOFF MANAGEMENT

For a sustainable community, any future development within the *Plan* area should pursue national green standards at the highest levels. Locally, LFUCG offers a number of initiatives that enable waste reduction, including curbside recycling, electronic equipment recycling, corrugated cardboard recycling for businesses, and the Waste Buster Program. The Waste

Buster Program, sponsored by LFUCG and managed by Bluegrass PRIDE (Personal Responsibility In a Desirable Environment), has worked with over 140 businesses, more than 70 schools, and 50 apartment complexes to promote and foster increased recycling and waste reduction. Future businesses and residents in the *Plan* area should be encouraged



to join the increased waste reduction practices already in place in Lexington.

The rain barrel program encourages residents to collect rooftop rain runoff in specialized containers called “Lillies.” Lily rain barrels can be installed to collect rainwater from roofs for use on lawns and gardens. Another way to protect water quality is through rain gardens, which capture runoff from impervious surfaces such as rooftops, patios, driveways, and parking

lots before it enters the storm water system. Rain gardens use natural processes to improve water quality by filtering pollutants and reducing the amount of stormwater runoff. The water easily infiltrates into the soil because of the deep roots of the native plants and recharges the groundwater supply. The use of rain barrels and rain gardens are two initiatives that should be implemented as a way to increase environmental sustainability.

## *PUBLIC PARTICIPATION*

### *PUBLIC INPUT OVERVIEW*

The success of any plan depends on how well it reflects the ideas and addresses the concerns of the residents, business operators, and property owners it affects. The planning process for the *South Nicholasville Road Small Area Plan* employed a variety of public outreach efforts to gather information from pertinent stakeholders and provided residents with an avenue to share their concerns and hopes for the future of the south Nicholasville Road area. The following is a brief summary of the public input process.



**Figure 7: Public Meeting #2**

### *PROJECT STEERING COMMITTEE*

With input from District Councilmembers Jay McChord and Julian Beard, a steering committee was established in November 2008 to oversee and guide the planning process. The committee, composed of 17 members, represented diverse sectors of the community, including business and farm owners, residents, institutional representatives, and public officials. They participated in a SWOT analysis (Strengths, Weaknesses, Opportunities, and Threats, Appendix page 90), helped develop the *Plan's* Vision and Principles, and reviewed and

provided input for the various land use options. The steering committee served as liaison for the constituencies they represented, particularly the neighborhood associations. Over the course of five meetings, the steering committee ensured the planning process was responding to the needs of the community and that the small area plan itself fulfilled the unique needs of the south Nicholasville Road area. All steering committee meetings were held in the offices of the Division of Planning.

### *FOCUS GROUP INTERVIEWS*

Two focus groups were invited to provide particular input about their concerns and desires relative to the future of the south Nicholasville Road area. One group, which met in the offices of the Division of Planning, was for all religious institutions and was attended by representatives of Southern Acres Christian Church and the

Lexington Universal Academy Islamic School. Other churches in the *Plan* area provided input as well. The other group was for all residential property owners in the study area and was held at the Tates Creek Library. See Results of these meetings in the Appendix pages 92 and 103.

### PUBLIC INPUT MEETINGS

Three public input meetings were held to introduce residents to the planning process, identify issues, and discuss land use options. Public comment was sought at these meetings, which was incorporated into the Vision and Principles and the final *Plan*. The progress of the *Plan* was also reported and discussed at each meeting. This process gave the public assurance that concerns they had expressed throughout the planning process were sufficiently addressed.



Figure 8: Public Input Meeting # 3

Small Area Plan Public Input Meetings		
<i>Date</i>	<i>Location</i>	<i>Topics</i>
January 26, 2009	Southern Acres Christian Church	Overview and Issues
March 23, 2009	Lexington Universal Academy	Visioning
August 17, 2009	Tates Creek Library	Land Use Recommendations

See results from public meeting exercises and issues raised during open discussions at these meetings in the Appendix on pages 94 - 105.

### SURVEY



Figure 9: Public Meeting # 2

A short survey was distributed at the residential focus group meeting, provided to the neighborhood associations, and placed on the Web page. It included a series of questions relating to future growth priorities, land uses, and quality of life issues in an effort to gain a broad-based snapshot of community concerns and ideas. In addition the survey allowed respondents to provide written comments on current issues and the future of the community. The results of the survey are located in the Appendix on pages 108 – 117.

## ACCESS TO INFORMATION

To ensure information was made available about public meetings and the small area plan process, the Division of Planning created a Web page for the *South Nicholasville Road Small Area Plan*. The Web page was updated as meeting and community input data became available. It also included contact information for Planning staff, steering committee information, meeting notices, and the survey, which could be faxed, emailed, or mailed to the Division of Planning. A contacts data base of email and mailing addresses was continuously updated and used to inform citizens about upcoming meetings. Fliers announcing public input meetings were prepared and distributed to residents and neighborhood associations. The Lexington Herald-Leader and ACE newspapers published notices about public input meetings in their community sections. Public meetings were advertised on the GTV3 Community Bulletin Board.


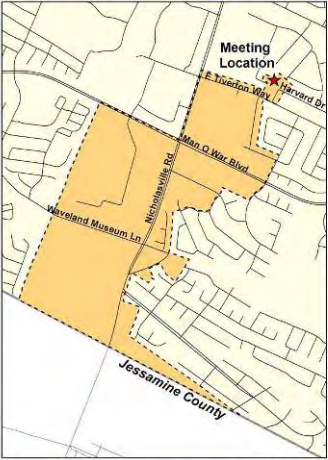




Figure 10: Public Meeting # 2


## South Nicholasville Road Small Area Plan

### Public Welcome


Monday, January 26th, 2009  
6:30 pm - 8:30 pm  
Southern Acres Christian Church  
301 Harvard Dr



**LEXINGTON**  
KENTUCKY  
FAYETTE COUNTY



The Lexington - Fayette  
Urban County Government Division of Planning  
invites you to a public input meeting  
to discuss current and future land uses

For more information, contact Janice Westlund, 258-3179



## PUBLIC INPUT SUMMARY

The following comments were received multiple times throughout the preparation of the *Plan* from the public, focus groups, and Steering Committee members. Please see the Appendix pages 89 - 117 for a more detailed list of the issues raised throughout the public input phase of the planning process.

- Fix traffic problems first
- Can Nicholasville Road handle more traffic?
- Traffic is good for commercial development
- Need more right turn only lanes (Southpoint, E. Tiverton, and Habersham)
- Need more bike trails
- Need more bus routes and service for residents in neighborhoods and for church members
- Leave the vacant land as greenspace
- Make northbound Nicholasville Road a gateway, welcome to Lexington
- No more commercial; too much vacant retail space now
- Want more commercial
- Want townhomes, condos, low-density residential, not apartments
- Concern about storm water flooding on Tangley and Walhampton
- Concern about sanitary sewers handling more development
- Put in a trolley or light rail
- Open space is important
- Want a park
- Keep the greenspace buffer at the county line next to Southpoint neighborhood
- Opportunity for regional connections with Jessamine County
- Lower the speed limit on Nicholasville Road
- Too noisy to sleep in houses near Nicholasville Road and Man o' War Boulevard
- Southern Acres Christian Church requests pedestrian safety enhancement on Harvard
- Lexington Universal Academy requests flashing yellow lights and school slow down sign
- Many U-turns in parking lot of Lexington Universal Academy and Kings Garden Center
- Consider the history of the farms and the farm buildings
- Left turn light at Nicholasville Road and Southpoint is too long of a wait – adjust timing
- Need “Do not block intersection” sign and lines at Southpoint
- Want walking trails and want handicapped access throughout the *Plan* area
- Want bike trails throughout the *Plan* area
- Want farmers market, community garden, organic restaurants, organic supermarket
- Preserve sustainable agriculture/farming research and education/students growing food
- Want a library
- Want tennis courts and basketball courts
- Like village green concept
- Plan for the aging population – housing and transportation
- Concern about a low percentage of mixed-use being residential – want a higher percentage residential – decrease the nonresidential proposed
- Save area south of Waveland for battlefield reenactments
- Do we need more retail?
- Promote land – tell the story of Waveland

*LIKES AND DISLIKES*

The citizens attending the *South Nicholasville Road Small Area Plan* Public Input Meeting on January 26, 2009 were asked to write their top three likes and dislikes about the area. The number indicates multiple responses for the same issue.

*LIKES:*

1. Access to shopping, dining, entertainment, church (9)
2. Location and access to anything and everywhere (6)
3. Greenspace (6)
4. Neighborhood design (5)
5. Residential land use (3)
6. Religious institutions (3)
7. Neighborhoods (2)
8. Wide streets (2)
9. Council Member McChord (1)
10. Family oriented (1)
11. Garden centers (1)
12. Man o' War Boulevard (1)
13. Safety (1)

*DISLIKES:*

1. Traffic (6)
2. Lack of trust in the government process (5)
3. Lack of services, sewage issues, trash (4)
4. Traffic movement (4)
5. Lack of bike/ped (3)
6. Noise (3)
7. Traffic speed (2)
8. Traffic lights (2)
9. Commercial development (2)
10. Difficulty farming-concern for farm animals(1)
11. Roadway design (1)
12. Lack of gateway into Lexington (1)
13. Loss of farm land (1)
14. Neighborhood design (1)

*PLAN RECOMMENDATIONS*

The issues and concerns generated by the public helped to inform the development of the Vision and Principles and the Plan Recommendations. The Steering Committee was instrumental in providing guidance and interpretation of the many comments that eventually led to the mixed-used recommendations for the south Nicholasville Road area.

*PUBLIC HEARING*

The *South Nicholasville Road Small Area Plan* was adopted by Resolution as an amendment to the 2007 *Comprehensive Plan* by a unanimous vote of the Planning Commission at a public hearing on November 12, 2009. The public hearing included a presentation by staff, comments from the public, and questions and comments from the Planning Commission, as reflected in the minutes of the meeting.

## LAND USE RECOMMENDATIONS

The *South Nicholasville Road Small Area Plan* Vision and Principles direct land use recommendations be sustainable both environmentally and economically. Historic preservation, neighborhood protection, and “green” planning are important environmental considerations. Mixed-use villages with local business connections and connectivity to the surrounding neighborhoods are important factors economically.

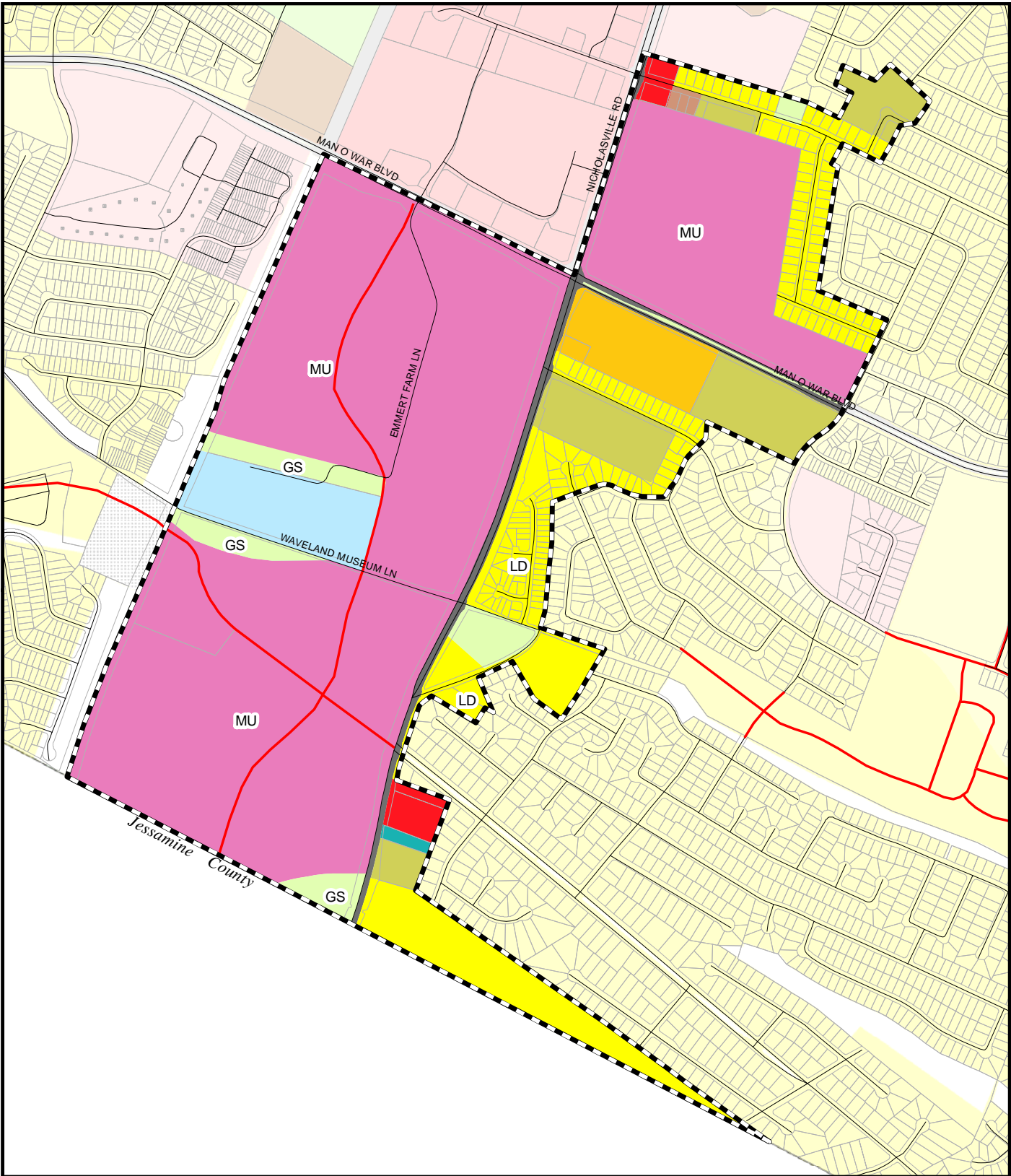
The *Plan* was divided into five subareas to make land use recommendations more manageable. Each subarea was delineated based upon man-made and natural physical boundaries, and/or connectivity. In addition to the overall recommendations for the *Plan*, subarea recommendations and maps further illustrate and illuminate the many expectations for the future of the south Nicholasville Road area.

## OVERALL RECOMMENDATIONS

The following overall statements and recommendations should be considered along with the individual Subarea recommendations and the Vision and Principles:

- Install Welcome to Lexington sign and gateway greenspace
- Ensure Gateway corridor landscape enhancement along Nicholasville Road
- Set aside additional 45-foot right-of-way for Nicholasville Road
- Protect and enhance Waveland and existing residential neighborhoods
- Promote complete streets that are transit, bike, car, and pedestrian friendly
- Promote greenway, bike/ped trails, and connections
- Provide bike racks near entrances to buildings
- Encourage public transit routes within the Subareas and a dedicated bus lane on Nicholasville Road
- Encourage public facilities, such as a library and a YMCA, and private recreational facilities such as tennis and basketball courts
- Encourage mixed-use village-style, pedestrian/bike/transit oriented design
- Encourage sustainable development including LEED certified buildings, bike/ped from home to work/shopping/recreation/worship, farmer’s market, restaurants using Kentucky Proud products, locally owned businesses, and the use of sustainable landscaping plants and features appropriate to the climate and location
- Encourage common usable open spaces such as village greens, plazas, and courtyards with amenities such as benches, art, water features, lighting, gazebos, bandstands, flag poles, and clock towers

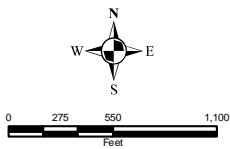
Subarea recommendations and maps further illustrate and illuminate the many expectations for the future of the south Nicholasville Road area. The future land use designations of the *Plan* are shown on the Future Land Use map in the Land Use Recommendations Chapter.



# Future Land Use

South Nicholasville Road  
Small Area Plan

- Urban Land Use**
- Parcels
  - LD - Low Density Residential
  - MD - Medium Density Residential
  - HD - High Density Residential
  - RT - Retail Trade & Personal Services
  - MU - Mixed Use
  - PS - Professional Service/Office
  - SP - Semi-Public Facilities
  - OPU - Other Public Uses
  - GS - Green Space/Open Space
  - CIR - Circulation
  - Fayette County
  - Street
  - Proposed Road
  - Retail/Office Mixture Including a Residential Component





*MIXED-USE DEVELOPMENT*

**Figure 11: Representative Mixed-Use Development**

The *South Nicholasville Road Small Area Plan* recommends mixed-use land uses and development for the large agricultural parcels in the *Plan* area. It is important to understand the complexion of mixed-use land use and zoning and the implications in Lexington. Over the past 10 years, community leaders have made concerted efforts to create and refine appropriate mixed-use development options. The south Nicholasville Road area presents a unique opportunity for mixed-use development on a large scale in a highly visible location.

Nationally, the term Smart Growth has become well understood in the realm of city planning and has gained a greater common usage. Smart Growth initiatives support the integration of mixed land uses as a critical component of achieving livable neighborhoods with alternatives to driving as central to their success. Mixed-use typically provides greater residential density, a more diverse and sizeable population, and promotes more safety and social interaction, which in turn supports pedestrian-oriented commercial uses and increased mass transit. In short, a well-designed mixed-use development creates a focal point for communities and neighborhoods. In their own way, mixed-use developments are like miniature downtown hubs that tend to tie a neighborhood to the larger urban area.

Like most cities, the idea of mixed-use actually has a long history in Lexington, as evidenced by the occasional corner grocery with the owner living above or behind their store. Over the last several decades, however, as commercial and residential development decisions favored the accommodation of automobiles, the idea of mixing uses was laid aside in favor of large sprawling neighborhoods and businesses with oversized parking lots. These parking lots were deemed necessary to accommodate the cars, which were made necessary because of the lack of a close residential neighborhood with a pedestrian friendly network to sustain the businesses. Since 2000, however, the trend in Lexington is swinging the opposite direction to mixed-use developments that once were commonplace in the community. Indeed, Lexington is moving forward as it fashions regulations that promote growth that is sustainable and smart for everyone.

*WHAT IS MIXED-USE?*

Mixed-use projects come in many shapes, sizes, and configurations, but they all share some common attributes. First, they are designed at their core to be pedestrian-friendly. They use the location of the buildings and the parking to frame the pedestrian experience. They are clearly designed so the pedestrian feels safe and has room to maneuver and pass other pedestrians, all while walking side-by-side with friends and family. The landscaping provides an inviting atmosphere where the pedestrian feels safe and separated from cars, and beautifies their walking experience, making it more enjoyable to get out and walk to the stores in the heart of the mixed use development. Mixed-use developments typically have large common open spaces, used as gathering spaces and for recreation. A well-designed mixed-use development has a higher intensity of both commercial and residential uses, which is an efficient use of the land. It remains important to transition a mixed-use development's edges to the surrounding neighborhood so the more intense development will still be compatible with the surrounding neighborhood.



**Figure 12: Representative Mixed-Use Development**

### *WHAT MIXED-USE IS NOT*

Mixed-use development is not auto dependent. It is not multiple separated uses on a large development parcel. It is not a zoning free-for-all where corporate interests prevail under the guise of inconsequential mixed-uses. It may be difficult to discern what a true mixed-use development proposal is and what is not, but asking the simple question, “Is this a place designed for pedestrians or automobiles?” is a good start.

### *HOW IS MIXED-USE ACCOMPLISHED IN LEXINGTON?*

There are multiple ways that mixed-use can occur in Lexington. First, there are specific Mixed Use zoning categories: MU-1, MU-2, and MU-3 that require residential and commercial uses to be mixed within buildings and on the site. These zones allow for a much more intense development than most zones, and therefore have tighter controls on the locations in which they are allowed, generally along the major transportation corridors in Lexington. These zones also have inherent minimum standards for building design and pedestrian accommodation that other zones do not. In 2009, the Planning Commission and Urban County Council adopted regulatory changes that will increase the available properties that may qualify to request a MU zone.

Other more traditional zoning, such as the P-1, B-1, and now B-6P also allow a mixture of residential and commercial uses. In general, these existing zones will not allow as intense development as the MU zones. The provisions in the ordinance will give the opportunity for older existing suburban retail centers to find new life as mixed-use developments.

Industrial mixed-use and adaptive-reuse provisions within the Zoning Ordinance also provide mechanisms to accomplish mixed-use development in Lexington. These provisions, however, have a very high standard of review because of the possible mixing of industrial and residential uses and due to the increased number of pedestrians associated with retail and large gatherings. These details should be scrutinized in order to ensure the health, safety, and overall welfare of all citizens.

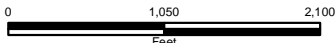




# Subareas

South Nicholasville Road  
Small Area Plan

- Sub Areas
  - Fayette County Boundary
  - S Nicholasville SAP Boundary
- Aerial photograph Date : 2 - 2007



Division of Planning



## SUBAREA I NORTH

Subarea I North covers close to 103 acres of land and is located at the southwest corner of the intersection of Man o' War Boulevard and Nicholasville Road. The University of Kentucky Horticulture Research Farm is the existing use of the entire subarea. This subarea is bounded by Norfolk Southern Railroad, a minor arterial (Man o' War Boulevard), and a major arterial (Nicholasville Road), with the fourth side being the Waveland State Historic Site. Subarea I North's location at the intersection of Nicholasville Road and Man o' War Boulevard makes it attractive to potential commercial development. This property does not abut any residential property. It is separated from residential to the west by railroad and a greenway and to the east by Nicholasville Road.



The noise from the railroad combined with the frontage on two major roads make it less desirable for residential use around its perimeter. Therefore, this area provides an opportunity for economic development and the creation of revenue and jobs.

Currently, Subarea I North is the home of the UK Horticulture Research Farm. The farm has soils well suited for horticulture crop production. The Maury silt loam is deep and well drained. The elevation is high with respect to the surrounding area and thus has excellent water drainage for frost protection. There is one spring point mapped near the right-of-way for Nicholasville Road in the area of lower elevation for the property.

On this property the College of Agriculture has:

- a field lab with a repair shop
- a room containing walk-in coolers
- a small lab
- a large work room
- an apartment for students
- a container nursery
- a lath house and two unheated overwintering greenhouses
- a greenhouse complex consisting of 5,000 square feet ridge and furrow double-layer plastic covered greenhouses
- an equipment storage building and a pesticide storage and mixing facility

- 3,600 square feet of computerized climate controlled new greenhouses used for plant and soil science courses

Among the current uses of the UK Horticulture Research Farm are:

- Greenhouses used for teaching College of Agriculture courses
- Research conducted independently or in cooperation with Horticulture faculty members by faculty from Plant Pathology, Entomology, and Biosystems and Agricultural Engineering Departments
- Certified organic produce grown by students in the College of Agriculture Sustainable Agriculture program for the Community Supported Agricultural Project, which is a fresh produce co-op for UK employees and students. This program is part of the undergraduate curriculum for the Sustainable Agriculture degree.

Vehicular access is a consideration for future development of this subarea. The existing signalized intersection at Man o' War Boulevard and Nichols Park Drive/Emmert Farm Lane would provide the primary access into the site. Representatives of the Kentucky Transportation Cabinet did not favor any additional signalized intersection on Nicholasville Road in the study area. There is no access to Nicholasville Road from Subarea I North.

A future collector road parallel to Nicholasville Road through Subarea I North and Subarea I South has been included in several comprehensive plans as well as the US 27 North Corridor Access Management Plan of 1999. This proposed collector would bypass the Waveland State Historic Site near their parking lot to continue down into Subarea I South and would intersect the existing Waveland Museum Lane, which provides access for Waveland and across the railroad tracks. A roundabout where the parallel road intersects Waveland Museum

Lane could possibly provide connection and circulation to Waveland, Subarea I North, and Subarea I South.

A second consideration for this subarea is the traffic impact on Nicholasville Road which already has some of the highest traffic counts in the county. Providing bike/ped circulation is one of the ways to reduce vehicular traffic impact. The Greenway Master Plan calls for a number of greenway bike/ped trails to be constructed in Subarea I North and for properties adjacent to it. There is an existing livestock crossing tunnel under the railroad tracks that is planned as a bike/ped trail connection to the existing greenway and bike/ped trail on the west side of the railroad tracks adjacent to a residential area. This is an opportunity to provide pedestrian and bike access to future uses within Subarea I North from the surrounding neighborhoods on the west side of the railroad tracks reducing some trips by car. A greenway trail is planned from the tunnel to the parking lot of the Waveland State Historic Site and along Waveland Museum Lane.

From Subarea I South, this bike/ped trail would then continue under Nicholasville Road through another existing livestock crossing tunnel to neighborhoods on the east side of Nicholasville Road. Therefore, after construction of the bike/ped trail through Subarea I South, there would be bike/ped access to Subarea I North as well as Subarea I South and Waveland from the neighborhoods on the east side of Nicholasville Road.

Another way to lessen vehicular trips upon future development of this subarea is to add and increase public transit. A LexTran bus route into Subarea I North that connected a network of LexTran routes would lessen the traffic impact on this subarea and surrounding areas. LexTran officials also noted that Subarea I North is their first choice location for a future Transfer Center that would eliminate the need

for riders to travel to the Transit Center downtown.

The Waveland State Historic Site, a Kentucky State Park, is adjacent to the southern boundary of Subarea I North and should be protected and enhanced upon future development of both Subareas I North and South. A common usable open space/greenspace needs to be incorporated into any future developments to serve as a

buffer and a bike/ped connection between this historic site and any development on Subarea I North. Another issue in the protection of Waveland upon future development within Subarea I North is to ensure that storm water drainage is designed and constructed so that the Waveland property experiences no increase in storm water from the addition of impervious surfaces.

### *SUBAREA I NORTH RECOMMENDATIONS:*

- While being used as UK Horticulture Research Farm, continue the Sustainable Agriculture degree program, increase Community Outreach programs such as the Twilight Farm Tour of fruit and vegetable growing research, and consider expanding membership in the Community Supported Agriculture Project to surrounding neighborhoods.
- Build collector road from Man o' War Boulevard and Emmert Farm Lane to Waveland Museum Lane when Subarea I North is redeveloped and no longer used as UK's research farm.
- Protect and enhance Waveland State Historic Site, providing usable open space as a buffer for Waveland that encourages walking from surrounding uses that promote or support tourism.
- Ensure architectural style of new development is compatible with the Greek Revival style of the Waveland mansion.

### *FUTURE LAND USE RECOMMENDATION FOR SUBAREA I NORTH:*

Mixed Use (MU) with no more than 65 percent Retail and Restaurants, 20 percent Office, and no less than 15 percent Residential, with a 150-foot Greenspace (GS) between Subarea I North and the Waveland State Historic Site along Waveland's northern property line.

For an example of a development concept using this land use recommendation, please see Appendix page 118. The purpose of this concept is to show one possible proportion of the volumes of non-residential to residential floor area within the constraints of the land use recommendation. This concept is not intended to be the development plan nor is it necessarily intended as the design for Subarea I North.



## SUBAREA I SOUTH

Subarea I South includes two parcels totaling 109 acres located south of Waveland Museum Lane. The Norfolk Southern Railroad borders the west side, with Nicholasville Road on the east and the county line on the south. The existing land use is agriculture. There is one barn on the southern parcel. There are trees along the rights-of-way for the railroad and Nicholasville Road and some trees within the subarea along fences and standing alone. A stream runs from west to east along the southeast corner of the subarea and continues under Nicholasville Road towards the Southpoint neighborhood.

Subarea I South's frontage is on a segment of Nicholasville Road with high traffic counts making it attractive to potential commercial development along the highway. A railroad along the west side of this subarea makes it less attractive to residential within close proximity to the tracks. Nonresidential use buildings along the railroad could help buffer the train noise from the other uses within the central portion of the subarea. This subarea is separated from residential to the west by a greenway with a neighborhood beyond that, and it is separated from residential to the east by Nicholasville Road. However, future bike/ped connectivity from the surrounding neighborhoods will be possible using planned bike/ped trails which allow circulation from these neighborhoods outside of this subarea. Land use for the city of Nicholasville on the east side of Nicholasville Road, which extends to the Fayette County line, is planned for residential. There are stub streets in the existing Southpoint neighborhood in Fayette County in Subarea II that could connect



to this future residential development, allowing not only vehicular but also bike/ped circulation.

While Subarea I South does not directly abut any residential uses or residential land, it is adjacent to the Waveland State Historic Site, which should be protected as Subareas I North and I South are developed. The Waveland mansion façade is approximately 115 feet from the northern boundary of this subarea. A greenspace/open space buffer across the frontage of Waveland State Historic Site would help to protect and enhance this property.

A portion of land along Waveland Museum Lane in front of the Waveland mansion and grounds, of approximately 3.5 acres was designated by past comprehensive plans for future use as OPU (Other Public Uses) land and



would be more suitably designated as GS (Green Space/Open Space) to ensure it is used as a buffer for Waveland. Vehicular use is not a part of the GS land use definition so changing the land use in this OPU area on 200 Waveland Museum Lane to GS would buffer Waveland from car traffic. Usable green space would allow bicycle and pedestrian access and would benefit tourism by providing a bike/ped link between Waveland and supportive tourism uses such as dining, shopping, and entertainment. The green space would not only be a buffer to Waveland but could also be an aesthetic amenity providing a view for such things as outdoor dining, residential balconies, along side of a tennis court, or a walk up/bike up ice cream store.

Another issue in the protection of Waveland upon future development within Subarea I South is to ensure that storm water drainage is designed and constructed so the Waveland property experiences no increase in storm water from the addition of impervious surfaces in the Subarea I South area.

Vehicular access is a consideration for future development of this subarea. The existing signalized intersection at Southpoint Drive and Nicholasville Road could be used for access into this subarea and a road could connect from this intersection to the existing railroad crossing of Waveland Museum Lane, which is planned for improvements. This will allow access to Subarea I South from neighborhoods west of the railroad tracks and east of Nicholasville Road. In addition, this road connecting from east to west across Subarea I South could be aligned to minimize impact on Waveland.

A future collector road parallel to Nicholasville Road through Subarea I South and Subarea I North has been included in several comprehensive plans as well as the US 27 North Corridor Access Management Plan of 1999. This proposed collector would bypass the Waveland State Historic Site near their parking

lot to continue into Subarea I North and would intersect the existing Waveland Museum Lane, which provides access for Waveland and across the railroad tracks. A roundabout where the parallel road intersected Waveland Museum Lane could possibly provide connection and circulation to Waveland, Subarea I South and Subarea I North. This road should continue south to the Fayette County line for future connectivity to Jessamine County.

There is an opportunity to have a central focus where these two roads, a north-to-south collector and an east-to-west collector, intersect such as a village green. Among the overall recommendations of this *Plan* are common usable open spaces, such as village greens, public transit, and bike/ped greenway connections. A village green at this intersection would be a destination and a gathering place. Allowing all forms of transportation to have access around the village green and throughout the subarea would make future development more sustainable. If the east-to-west road, which would continue Southpoint Drive into Subarea I South, followed the alignment of the electrical utility easement and the easement covered the center or some portion of the village green, then the area directly under the wires would be best for a bike/ped trail either straight or serpentine to allow for the remaining village green without overhead wires to be used for other recreation and gatherings.

A second consideration for this subarea is the traffic impact on Nicholasville Road which already has some of the highest traffic counts in the county. Providing bike/ped circulation is one of the ways to reduce vehicular traffic impact. The Greenway Master Plan calls for a number of greenway bike/ped trails to be constructed in Subarea I North and for properties adjacent to it. There is an existing livestock crossing tunnel under Nicholasville Road that connects Subarea I South to 108 Cobblestone Road, which is currently a vacant lot, that would connect to a greenway trail into the neighborhoods on the east side of

Nicholasville Road. This is an opportunity to provide pedestrian and bike access to future uses within Subarea I South from the surrounding existing neighborhoods and planned residential on the east side of Nicholasville Road.

public transit options. A LexTran bus route into this subarea connecting it to the network of LexTran routes would lessen the traffic impact on this subarea and surrounding areas. Reducing trips by car whether by public transit, bike, or walking is a tenant of sustainable development.

Another way to lessen vehicular trips from future development of this subarea is to increase

### *SUBAREA I SOUTH RECOMMENDATIONS:*

- Continue as farmland until agriculture is no longer paramount to the property owners.
- Build a collector road that connects to Subarea I North at Waveland Museum Lane.
- Extend Southpoint Drive to the west side of Nicholasville Road.
- Extend a collector road to the Fayette County line for future connection.
- Create a welcoming identity for Subarea I South near Nicholasville Road and the Fayette County line.
- Change the zoning from B-4 to MU3 Mixed Use Development.
- Maintain A-U zoned area for access by pedestrians and bicyclists as greenspace/buffer area in front of the Waveland State Historic Site.
- Ensure architectural style of new development is compatible with the Greek Revival style of the Waveland mansion.

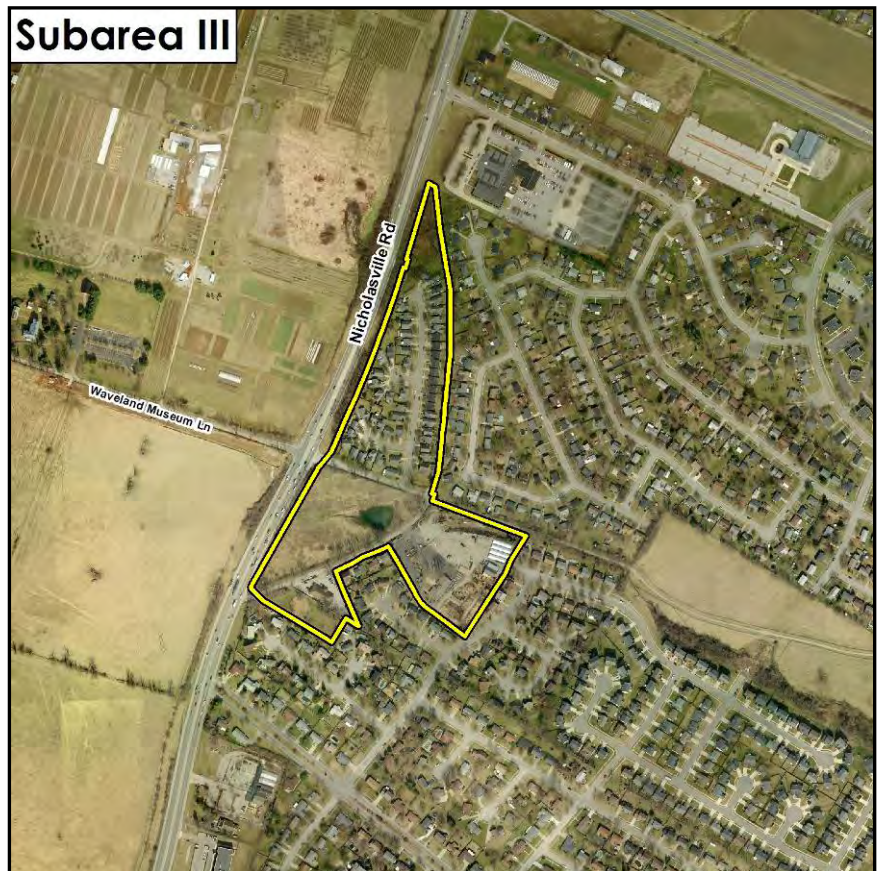
### *FUTURE LAND USE RECOMMENDATIONS FOR SUBAREA I SOUTH*

Mixed Use (MU) with no more than 85 percent Office, Retail, Restaurant and no less than 15 percent Residential, except for the A-U zoned/OPU portion which should change to GS to buffer Waveland.

For an example of a development concept using this land use recommendation, please see Appendix page 119. The purpose of this concept is to show one possible proportion of the volumes of non-residential to residential floor area within the constraints of the land use recommendation. This concept is not intended to be the development plan nor is it necessarily intended as the design for Subarea I South.

## SUBAREA II

Subarea II covers close to 25 acres of land and is located south of Southpoint Drive along the Fayette County line on the east side of Nicholasville Road. This subarea includes two businesses, one private school, and a vacant lot that is part of a farm that straddles the line between Fayette and Jessamine Counties. The two businesses, King's Garden Center and Nicholasville Road Animal Hospital, and the Lexington Universal Academy all front on Nicholasville Road and are only accessible from Nicholasville Road. The vacant parcel is 18.6 acres and has about 360 feet of frontage on Nicholasville Road. Three streets from the Southpoint neighborhood end at the vacant parcel and provide opportunities for future connectivity across the Fayette County line.



The vacant parcel includes a stream that originates on the west side of Nicholasville Road in Jessamine County and continues to Southpoint Park, and includes a FEMA floodplain designation around the stream area. The Greenways Master Plan, adopted by the Planning Commission in 2002, shows this stream as "Conservation Greenway."

The public input received for the use of the vacant parcel favored greenspace-related uses: park with pavilion; buffer between Fayette and Jessamine Counties; bike/ped trail; Welcome to Lexington sign and landscaping; and connection of the Lexington Universal Academy (LUA) to existing streets with walking paths. There was also a comment from the public for an organic restaurant at the end of one of the stub streets and a winery in the vacant lot.

LUA and Kings Gardens reported U turns in their parking lots for drivers not wanting to wait for the left turn signal on Nicholasville Road at Southpoint Drive. LUA expressed wishes for highway signage and lighting that would improve safety for children and vehicles. Staff raised these issues with representatives of the Kentucky Transportation Cabinet and recommended that LUA remain in contact with the Cabinet.

*SUBAREA II RECOMMENDATIONS:*

- Continue the existing uses that are compatible to the area, including the King's Garden Center, Nicholasville Road Animal Hospital, and the Lexington Universal Academy.
- Add a Welcome to Lexington sign and gateway greenspace area in the corner of the county boundary and Nicholasville Road.
- Maintain possibility of future road connections to Jessamine County using the three existing stub streets into the area.
- Use the FEMA floodplain as a greenway.

*FUTURE LAND USE RECOMMENDATION FOR SUBAREA II:*

Leave as is currently designated in the *2007 Comprehensive Plan*.



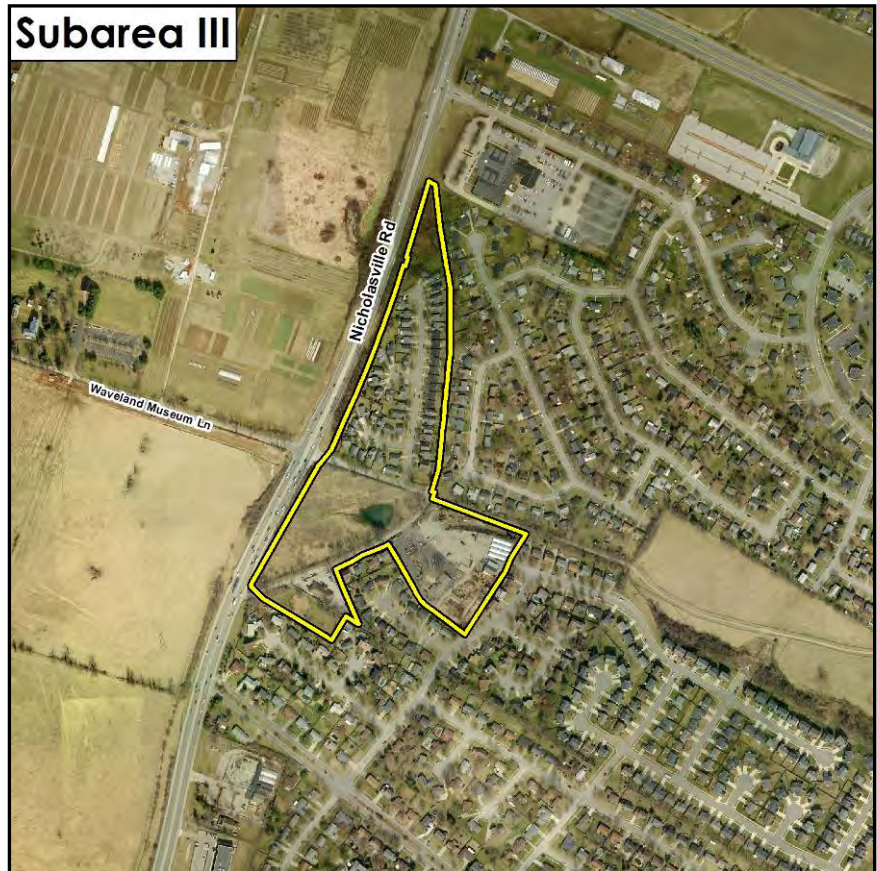
## SUBAREA III

Subarea III covers close to 20 acres located along the east side of Nicholasville Road surrounding Cobblestone Road. This subarea includes:

- Giuseppe's Restaurant
- Redmond's Garden Center
- Cobblestone subdivision
- Two vacant lots: a one-acre lot next to Giuseppe's Restaurant and a five-acre lot with frontage on Nicholasville Road, Old Nicholasville Road, and Cobblestone Road
- A small pond

Vehicular access is a constraint to this subarea. Redmond's Garden Center, Giuseppe's Restaurant, and the one acre vacant lot (formerly a residence that has been razed) are all accessed from Old Nicholasville Road and abut single family homes. Old Nicholasville Road is lined with trees and vegetation along the west side. The intersection of Old Nicholasville Road and Nicholasville Road is not signalized and the road is at a sharp angle. This intersection is about 700 feet from the intersection of Cobblestone Road/Waveland Museum Lane and Nicholasville Road, which is also not signalized.

Both Redmond's Garden Center and Giuseppe's Restaurant have existed for many years in these locations. Without signalized intersections, however, access to and from southbound Nicholasville Road is a challenge. Residents of Cobblestone subdivision, likewise, do not have signalized access to Nicholasville Road. Public input was received from Cobblestone residents who asked for another access, such as a



connection to the local streets in the Pickway Korner neighborhood.

There is a private farm road, one lane wide, with an entrance located where Cobblestone Road and Old Nicholasville Road meet making a right angle. The 2002 Greenway Master Plan recommends this private farm road be included in the South Elkhorn Greenway Trail. This trail will connect new residential units being built on the Mahan farm to the east as well as the existing residential neighborhoods of Pickway Korner and Southpoint. The South Elkhorn Greenway Trail would then follow Cobblestone Road under Nicholasville Road through an existing livestock tunnel and continue into Subarea I South and North, and other existing neighborhoods.

The Cobblestone subdivision has a future land use of Medium Density (MD) in the 2007 *Comprehensive Plan*. There are 53 single family detached homes on eight acres, indicating a density of 6.6 units per acre, which is at the low end of density for MD. To ensure the compatibility of any redevelopment within the neighborhood, the future land use should be changed to Low Density (LD).

The large lot in this subarea, 108 Cobblestone Road, is currently a vegetated vacant lot with a pond. The livestock crossing tunnel under Nicholasville Road opens into this property where the South Elkhorn Greenway Trail connection is proposed, which connects to a county wide network of trails. Public comment received regarding this property included the need for bike paths, a landscaped area, and village green.

### *SUBAREA III RECOMMENDATIONS:*

- Continue the existing uses that are compatible to the area, including single family detached residential housing and the two successful, established businesses, Giuseppe's Restaurant and Redmond's Garden Center.
- Complete the greenway connection that will be located on the existing private farm road that will be a bike/ped link to both Old Nicholasville Road and Cobblestone Road.
- Construct the trail under Nicholasville Road that will link the South Elkhorn Greenway Trail to Subarea I North and South as well as the entire Greenway/Healthway Trail system.
- Ensure that future land use and development has very low or no vehicle trip generators due to lack of access.

### *FUTURE LAND USE RECOMMENDATION FOR SUBAREA III:*

Change the land use for Cobblestone subdivision from Medium Density to Low Density; change the Retail Trade to Low Density, which includes the Giuseppe's Restaurant and an adjacent vacant lot; and keep the Redmond's Garden Center property as Low Density.



## SUBAREA IV

Subarea IV covers 113 acres of land and contains four of the five religious institutions within the south Nicholasville Road study area. It includes two commercial uses at the intersection of East Tiverton Way and Nicholasville Road: Qdoba Mexican Grill and a Minit Mart convenience store and gas station as well as Devondale Baptist Church on East Tiverton Way and Southern Acres Christian Church on Harvard Drive. Approximately 122 single family detached homes are within this subarea.

The largest parcel within this subarea is 4100 Nicholasville Road, known as the Fritz property. Being located at the intersection of Nicholasville Road and Man o' War Boulevard, where high traffic counts exist, makes this site attractive to potential commercial development. Single family detached homes abut the farmland and garden center on the Fritz property. Reports of flooding problems in the homes, street, and lots of the single family homes on Walhampton Drive and Tangley Way were collected at several public input meetings. The Fritz property slopes to lower elevations where a storm pipe is located for collecting and transmitting storm water runoff that has been reported to back up to homes on Walhampton Drive, the location of the worst flooding reports described through public input. Two stub streets from the Blueberry Hills neighborhood currently meet the Fritz property and are potential future vehicular and bike and pedestrian connections.

South of Man o' War Boulevard are the Pax Christi Catholic Church and a farm of about 11



acres (also owned by the Fritz family) which is currently a berry farm. A row of single family detached homes along Toronto Drive separates the two properties from the Porter Memorial Baptist Church. At the intersection of Toronto Drive and Nicholasville Road stands a "Pickway Korner" neighborhood entrance sign. A number of other Pickway Korner single family detached homes surround the Porter Memorial Baptist Church. About half of the homes between Porter Memorial Church and the farm at 4210 Nicholasville Road, on Toronto Drive, have an owner's address different from that of the home according to the PVA records.

Porter Memorial Church has purchased property in Jessamine County for their future church home, but church representatives report no immediate plans to relocate. Porter Memorial

conveyed a need for LexTran bus service in the south Nicholasville Road area. Pax Christi Catholic Church has a Board of Adjustment approved site plan showing additional buildings to be constructed on their property including a school, a fellowship hall, and a rectory. There is a 50-foot wide access easement through the Pax Christi Church parking lot from Victoria Way to the farm at 4210 Nicholasville Road.

Pax Christi Church expressed a concern about an accumulation of water at the intersection of Victoria Way and Man o' War Boulevard that causes ice to form in the winter. This intersection of Victoria Way/Habersham Drive and Man o' War Boulevard may need improvements such as turn lanes as further development occurs. Several comments were received through the public input process concerning vehicle collisions and safety at this intersection. Between 2003 and 2007, there

were not enough collisions to place this intersection on the top-ten list. In 2007, however, there was one bicycle collision.

Southern Acres Christian Church representatives would like to increase the size of their church and campus. Their current location on a local neighborhood street has little visibility. They would like more parking and way-finding signage on Nicholasville Road to their current campus. They also expressed a concern about the safety of pedestrians crossing Harvard Drive from their parking lot to their church entrance and within their parking lot drive aisles. Another concern they had was a need for additional lighting for their parking lot. They were referred to Traffic Engineering for pedestrian crossing signs on Harvard Drive and to see if any additional street lights in the right of way could be added.

#### *SUBAREA IV RECOMMENDATIONS:*

- Continue the existing uses that are compatible to the area, including single-family detached residential housing, Qdoba Restaurant, Minit Mart, the four churches, and the agricultural uses (the farms and the Country Place Garden Center). The agricultural uses could continue without adverse effects until agriculture is no longer paramount to the property owners.
- Conduct a storm water study for 4100 Nicholasville Road and the properties surrounding it, including directly across the right of ways prior to any new development.
- Construct residential only structures as a buffer to existing residential uses throughout Subarea IV.
- Place non-residential structures at the intersection of Nicholasville Road and Man o' War Boulevard and along Nicholasville Road to buffer noise.
- Consider consolidating 4210 and 4280 Nicholasville Road to enhance access options for future Mixed-Use land use and development.
- Retain the Semi-Public land use for the church properties.



*FUTURE LAND USE RECOMMENDATION FOR SUBAREA IV:*

Change the land use for 4100 Nicholasville Road to Mixed-Use (MU) and ensure that only residential uses abut existing residential uses or zones. If parcels 4210, 4280, and 4300 Nicholasville Road, and 105 – 165 Toronto Road are consolidated, then MU is recommended as well.

For an example of a development concept using this land use recommendation, please see Appendix page 120. The purpose of this example of a development concept is to show one possible proportion of the volumes of non-residential to residential floor area within the constraints of the land use recommendation. This example development for Subarea IV in the Appendix page 120 is not intended to be the development plan or design for Subarea IV.

## IMPLEMENTATION

The *South Nicholasville Road Small Area Plan* is a plan of action for an area that is thriving and vibrant, but is also subject to transformative redevelopment in the coming years. In the face of potentially thousands of new residents, offices, and retail uses, it is important that the concerns of existing residents and the rights of land owners are recognized and protected. It is also imperative that this *Plan* be scrutinized for its impact on the entire community so that new development augments and enhances existing development and the lives of people who already live and work here.

Immediate implementation tasks, therefore, cluster more around changing land use for most of the study area, implementing existing trail plans, improving transit service, distinguishing this area as the southern gateway into Lexington, and safety. Long-term implementation calls for infrastructure improvements, including roads, multi-use paths and trails, buffering of Waveland State Historic Site, and zone changes and development plans that are compatible with the recommendations of the Land Use section of this small area plan.

The multifaceted *South Nicholasville Road Small Area Plan* recommendations presented in this document represent a major challenge for Lexington that will require a long term commitment by multiple participants, including the Lexington Fayette Urban County Government, land owners, developers, local residents, and local organizations. The Planning Commission and LFUCG staff must convert this adopted *Plan's* recommended programs and projects into agenda and capital improvement items to be addressed in a timely and orderly fashion.

The implementation strategy identifies the work to be done and places responsibility for leadership for each task. To gain and maintain support, it is crucial to have visible successes early on and throughout the process. For this reason, there are recommendations that can be implemented with few resources and in a short time frame that are designated as quick wins. The implementation of other strategies may vary from several months to several years.

## TRANSIT

Increased bus service in the south Nicholasville Road area was cited by many citizens as a necessary improvement now, ahead of any redevelopment that takes place in the future. Improvements called for include more routes and stops as well as the addition of Art in Motion shelters. Representatives of LexTran have expressed strong support for increasing opportunities for service and ridership in the south Nicholasville Road area. Such opportunities could include a dedicated bus lane on Nicholasville Road and the construction of a transfer station. As development occurs, there will be opportunities to add routes and stops in

the Subareas. For the short term, the following transit issues should be addressed:

- Evaluate the feasibility of increasing routes and stops along Man o' War Boulevard and Nicholasville Road in the study area.
- Consider the installation of Art in Motion bus shelters.
- Assess the viability of a dedicated bus lane on Nicholasville Road and a transfer station in the study area.

Over time, other transit issues should be addressed:

- LexTran representatives should participate in the ongoing technical development review process led by Planning staff.
- Ensure that developments are transit-oriented in their design in order to accommodate bus routes, stops, and shelters at appropriate locations.

## LAND USE AND DEVELOPMENT

The Vision and Principles and Land Use Recommendations provide both guidance and details for how the south Nicholasville Road area should redevelop. While the graphics that accompany the Land Use Recommendations embody the Vision and Principles, they are mere examples of how development could occur. The recommendations, however, should be the touchstone for all development decisions in the area. Central to the recommendations is development that is sustainable, connected, and accessible. Development must complement and, in some instances, protect existing uses.

Land use changes for mixed-use development recommended for the south Nicholasville Road area would fulfill numerous goals from the *2007 Comprehensive Plan*, including managing growth through infill; providing diverse housing, business, and employment

opportunities; providing essential public services and transportation systems; and protecting neighborhoods.

Most of the land considered for redevelopment is presently being farmed, or in the case of the University of Kentucky, is a vibrant, essential agricultural classroom. The alternatives for these sites, therefore, remain as they have for decades—as viable farms that contribute to the vitality of the community. Should agriculture no longer be paramount to the property owners, the *South Nicholasville Road Small Area Plan* is the guide for change. The *2007 Comprehensive Plan* Land Use Map, therefore, should recognize the new future land uses as described in the *Plan*, including Mixed-Use for the three large parcels, and new residential land uses for other selected areas.

## TRAILS AND GREENSPACE

An essential component of the development of this area is the need for trails, bikeways, open space, and greenspace. All of these issues should be carefully considered in order to achieve the sustainable goals of the *Plan*. In the meantime, the Greenway Master Plan calls for a shared use trail that traverses this area that should be more fully described, funded, and constructed.

## GATEWAY AND IDENTITY

As development from Fayette County and the city of Nicholasville extends towards the county line, it will be increasingly difficult to distinguish between the two communities. A recommendation of this *Plan* is for prominent gateway entries to be constructed near the county line that identify and distinguish Fayette County. This recognition should be made now, perhaps in conjunction with wayfinding and other identity features in advance of the 2010 World Equestrian Games.

*ROAD SAFETY*

As the busiest traffic arterial in Fayette County, Nicholasville Road poses issues of safety for pedestrians, motorists, and bicyclists that cannot be overemphasized. Several churches and the Lexington Universal Academy along with small businesses rely on driveway access from Nicholasville Road and Man o' War Boulevard as well as neighborhood streets. Traffic on Waveland Museum Lane is cautioned against northbound turns onto Nicholasville Road. Reduced speed limits, caution signs and lights, traffic signals, and other control devices should be employed where they will have an effect on safety. The Kentucky Transportation Cabinet and LFUCG Traffic Engineering should work together with the neighborhoods and others to craft the best safety solutions.



## IMPLEMENTATION TABLE

RECOMMENDATION	PLAN REFERENCE	WHO	WHEN
Evaluate the feasibility of increasing routes and stops along Man o' War Boulevard and Nicholasville Road in the study area.	10, 32, 39, 48, 50, and 69	LFUCG MPO LexTran	2010
Consider the installation of an Art in Motion bus shelter.	11 and 69	LFUCG MPO, LexTran, Art in Motion, Inc.	2010
Assess the viability of a dedicated bus lane on Nicholasville Road and a transfer station in the study area.	39, 50, and 69	LFUCG MPO, LexTran, KyTC	2010 and beyond
LexTran representatives should participate in the ongoing technical development review process led by Planning staff.	10, 50, and 69 - 70	LFUCG Division of Planning, LexTran	2010
Design and construct the shared use trail as described in the Greenway Master Plan.	11, 35, 50, 57, 40 – 42, and 65	LFUCG Divisions of Planning, Engineering, University of Kentucky	2011
Negotiate with property owners and appropriate agencies to design and construct gateway entry signs at the Fayette County boundary.	2, 50, 62, and 70	LFUCG, KyTC, Property Owners	2010
Explore opportunities to increase safety for pedestrians, motorists, and bicyclists along the Nicholasville Road and Man o' War Boulevard corridors, particularly where road and driveway access is not controlled by signals.	11, 32, 48, and 71	LFUCG Division of Traffic Engineering, KyTC	2010 and as development occurs
Ensure that developments are transit-oriented in their design in order to accommodate bus routes, stops, and shelters at appropriate locations.	10, 39, 50, 57, and 70	LFUCG Division of Planning, LexTran, Developers	As development occurs

*APPENDIX*

Land Use Information by Property Address					
2007 Future Land Use Map	Zoning	2005 Existing Land Use	Address	Acres	
MD	R-1E	SF	100 Cobblebrook Court	0.10	
MD	R-1E	SF	101 Cobblebrook Court	0.17	
MD	R-1E	SF	104 Cobblebrook Court	0.15	
MD	R-1E	SF	105 Cobblebrook Court	0.17	
MD	R-1E	SF	108 Cobblebrook Court	0.16	
MD	R-1E	SF	109 Cobblebrook Court	0.10	
MD	R-1E	SF	112 Cobblebrook Court	0.17	
MD	R-1E	SF	113 Cobblebrook Court	0.16	
MD	R-1E	SF	100 Cobblestone Court	0.13	
MD	R-1E	SF	101 Cobblestone Court	0.12	
MD	R-1E	SF	104 Cobblestone Court	0.19	
MD	R-1E	SF	105 Cobblestone Court	0.15	
MD	R-1E	SF	108 Cobblestone Court	0.11	
MD	R-1E	SF	109 Cobblestone Court	0.11	
MD	R-1E	SF	112 Cobblestone Court	0.12	
MD	R-1E	SF	113 Cobblestone Court	0.09	
MD	R-1E	SF	116 Cobblestone Court	0.11	
MD	R-1E	SF	117 Cobblestone Court	0.11	
MD	R-1E	SF	120 Cobblestone Court	0.13	
MD	R-1E	SF	121 Cobblestone Court	0.13	
LD = 1.48 acres GS = 3.37 acres	R-1D	GS	108 Cobblestone Road	4.85	
LD	R-1E	SF	4304 Cobblestone Knoll Drive	0.12	
LD	R-1E	SF	4305 Cobblestone Knoll Drive	1.34	
MD	R-1E	SF	4308 Cobblestone Knoll Drive	0.15	
MD	R-1E	SF	4309 Cobblestone Knoll Drive	0.18	
MD	R-1E	SF	4312 Cobblestone Knoll Drive	0.14	
MD	R-1E	SF	4313 Cobblestone Knoll Drive	0.12	
MD	R-1E	SF	4316 Cobblestone Knoll Drive	0.12	
MD	R-1E	SF	4317 Cobblestone Knoll Drive	0.14	
MD	R-1E	SF	4320 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4321 Cobblestone Knoll Drive	0.15	
MD	R-1E	SF	4324 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4325 Cobblestone Knoll Drive	0.09	
MD	R-1E	SF	4328 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4329 Cobblestone Knoll Drive	0.09	
MD	R-1E	SF	4332 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4336 Cobblestone Knoll Drive	0.11	
MD	R-1E	SF	4340 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4344 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4348 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4352 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4356 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4357 Cobblestone Knoll Drive	0.09	
MD	R-1E	SF	4360 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4361 Cobblestone Knoll Drive	0.09	
MD	R-1E	SF	4364 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4368 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4372 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4373 Cobblestone Knoll Drive	0.13	
MD	R-1E	SF	4376 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4377 Cobblestone Knoll Drive	0.13	
MD	R-1E	SF	4380 Cobblestone Knoll Drive	0.10	
MD	R-1E	SF	4384 Cobblestone Knoll Drive	0.12	
MD	R-1E	SF	4388 Cobblestone Knoll Drive	0.32	
ORP = 60.28 LI = 36.99 GS = 5.61	A-U	VAC/ FARM	4320 Emmert Farm Lane UK Horticulture Research Farm	102.88	
SP	R-1D	REL	301 Harvard Drive Southern Acres Christian Church	4.54	

Land Use Information by Property Address				
2007 Future Land Use Map	Zoning	2005 Existing Land Use	Address	Acres
SP	R-1C	PL	302 Harvard Drive Southern Acres Christian Church (Parking)	0.32
LD	R-1D	SF	104 Manitoba Lane	0.53
LD	R-1D	SF	105 Manitoba Lane	0.25
LD	R-1D	SF	108 Manitoba Lane	0.23
LD	R-1D	SF	109 Manitoba Lane	0.26
LD	R-1D	SF	112 Manitoba Lane	0.18
LD	R-1D	SF	113 Manitoba Lane	0.15
LD	R-1D	SF	116 Manitoba Lane	0.18
LD	R-1D	SF	120 Manitoba Lane	0.27
MD = 37.24 HD = 12.71	A-U	COM	4100 Nicholasville Road Country Place Garden Center	49.94
MD	A-U	VAC/ FARM	4210 Nicholasville Road	11.45
MD	R-1D	SF	4280 Nicholasville Road	0.61
SP	R-1D	REL	4300 Nicholasville Road Porter Memorial Baptist Church	8.52
RT	B-3	COM	4550 Nicholasville Road King's Gardens	0.74
RT	B-3	COM	4560 Nicholasville Road King's Gardens	2.30
PS	A-U	COM	4570 Nicholasville Road Nicholasville Rd. Animal Hospital	0.78
SP	A-U	REL	4590 Nicholasville Road Lexington Universal Academy	2.10
WW=62.38 acres GS=4.88 acres	B-4	VAC/ FARM	4609 Nicholasville Road	67.26
LD	A-U	VAC/ FARM	4610 Nicholasville Road	18.60
LD	R-1D	SF	101 Northbay Drive	0.21
LD	R-1D	SF	105 Northbay Drive	0.22
LD	R-1D	SF	109 Northbay Drive	0.33
LD	R-1D	SF	113 Northbay Drive	0.28
LD	R-1D	SF	117 Northbay Drive	0.20
LD	R-1D	SF	121 Northbay Drive	0.20
LD	R-1D	SF	125 Northbay Drive	0.19
LD	R-1D	SF	129 Northbay Drive	0.17
LD	R-1D	SF	133 Northbay Drive	0.18
LD	A-U	VAC/ FARM	4416 Old Nicholasville Road	0.45
LD	A-U	COM	4432 Old Nicholasville Road Redmond's Garden Center	5.13
RT	A-U	COM	4456 Old Nicholasville Road Giuseppe's Restaurant	0.66
RT	A-U	VAC/ FARM	4464 Old Nicholasville Road	1.02
LD	R-1D	SF	250 Tangley Way	0.21
LD	R-1D	SF	254 Tangley Way	0.16
LD	R-1D	SF	258 Tangley Way	0.17
LD	R-1D	SF	262 Tangley Way	0.19
LD	R-1D	SF	263 Tangley Way	0.23
LD	R-1D	SF	266 Tangley Way	0.18
LD	R-1D	SF	267 Tangley Way	0.16
LD	R-1D	SF	270 Tangley Way	0.16
LD	R-1D	SF	271 Tangley Way	0.17
LD	R-1D	SF	274 Tangley Way	0.18
LD	R-1D	SF	275 Tangley Way	0.17
LD	R-1D	SF	278 Tangley Way	0.17
LD	R-1D	SF	279 Tangley Way	0.19
LD	R-1D	SF	282 Tangley Way	0.18
LD	R-1D	SF	283 Tangley Way	0.18



Land Use Information by Property Address				
<i>2007 Future Land Use Map</i>	<i>Zoning</i>	<i>2005 Existing Land Use</i>	<i>Address</i>	<i>Acres</i>
LD	R-1D	SF	286 Tangleway Way	0.17
LD	R-1D	SF	287 Tangleway Way	0.17
LD	R-1D	SF	290 Tangleway Way	0.18
LD	R-1D	SF	291 Tangleway Way	0.16
LD	R-1D	SF	294 Tangleway Way	0.20
LD	R-1D	SF	295 Tangleway Way	0.22
RT	B-1	COM	100 E Tiverton Way Mini Mart	0.60
RT	B-1	COM	101 E Tiverton Way Qdoba Restaurant	0.62
HD	R-1D	SF	104 E Tiverton Way	0.25
LD	R-1D	SF	105 E Tiverton Way	0.22
HD	R-1D	SF	108 E Tiverton Way	0.20
LD	R-1D	SF	109 E Tiverton Way	0.21
HD	R-1D	SF	112 E Tiverton Way	0.21
LD	R-1D	SF	113 E Tiverton Way	0.22
SP	R-1D	SF	116 E Tiverton Way	0.19
LD	R-1D	SF	117 E Tiverton Way	0.21
SP	R-1D	REL	120 E Tiverton Way Devondale Baptist Church	1.07
LD	R-1D	SF	121 E Tiverton Way	0.21
LD	R-1D	SF	125 E Tiverton Way	0.21
LD	R-1D	SF	129 E Tiverton Way	0.23
LD	R-1D	SF	133 E Tiverton Way	0.23
LD	R-1D	SF	137 E Tiverton Way	0.23
LD	R-1D	SF	141 E Tiverton Way	0.22
LD	R-1D	SF	144 E Tiverton Way	0.43
LD	R-1D	SF	145 E Tiverton Way	0.21
GS	R-1D	U	147 E Tiverton Way	0.64
LD	R-1D	SF	148 E Tiverton Way	0.19
LD	R-1D	SF	149 E Tiverton Way	0.24
LD	R-1D	SF	152 E Tiverton Way	0.21
LD	R-1D	SF	153 E Tiverton Way	0.20
LD	R-1D	SF	156 E Tiverton Way	0.20
LD	R-1D	SF	157 E Tiverton Way	0.20
LD	R-1D	SF	161 E Tiverton Way	0.20
LD	R-1D	SF	165 E Tiverton Way	0.20
LD	R-1D	SF	168 E Tiverton Way	0.26
LD	R-1D	SF	169 E Tiverton Way	0.21
LD	R-1D	SF	173 E Tiverton Way	0.26
LD	R-1D	SF	187 E Tiverton Way	0.26
LD	R-1D	SF	105 Toronto Road	0.33
LD	R-1D	SF	109 Toronto Road	0.17
LD	R-1D	SF	113 Toronto Road	0.16
LD	R-1D	SF	117 Toronto Road	0.16
LD	R-1D	SF	121 Toronto Road	0.16
LD	R-1D	SF	125 Toronto Road	0.17
LD	R-1D	SF	129 Toronto Road	0.17
LD	R-1D	SF	133 Toronto Road	0.17
LD	R-1D	SF	137 Toronto Road	0.18
LD	R-1D	SF	141 Toronto Road	0.16
LD	R-1D	SF	145 Toronto Road	0.17
LD	R-1D	SF	149 Toronto Road	0.17
LD	R-1D	SF	153 Toronto Road	0.17
LD	R-1D	SF	157 Toronto Road	0.18
LD	R-1D	SF	161 Toronto Road	0.18
LD	R-1D	SF	165 Toronto Road	0.18
LD	R-1D	SF	169 Toronto Road	0.19
LD	R-1D	SF	173 Toronto Road	0.21
LD	R-1D	SF	174 Toronto Road	0.22
LD	R-1D	SF	176 Toronto Road	0.20
LD	R-1D	SF	177 Toronto Road	0.19

Land Use Information by Property Address				
2007 Future Land Use Map	Zoning	2005 Existing Land Use	Address	Acres
SP	A-U	REL	4001 Victoria Way Pax Christi Catholic Church	10.00
LD	R-1D	SF	3801 Walhampton Drive	0.26
LD	R-1D	SF	3804 Walhampton Drive	0.19
LD	R-1D	SF	3805 Walhampton Drive	0.23
LD	R-1D	SF	3808 Walhampton Drive	0.19
LD	R-1D	SF	3809 Walhampton Drive	0.19
LD	R-1D	SF	3812 Walhampton Drive	0.18
LD	R-1D	SF	3813 Walhampton Drive	0.18
LD	R-1D	SF	3816 Walhampton Drive	0.17
LD	R-1D	SF	3817 Walhampton Drive	0.20
LD	R-1D	SF	3820 Walhampton Drive	0.19
LD	R-1D	SF	3821 Walhampton Drive	0.19
LD	R-1D	SF	3824 Walhampton Drive	0.19
LD	R-1D	SF	3825 Walhampton Drive	0.18
LD	R-1D	SF	3828 Walhampton Drive	0.17
LD	R-1D	SF	3829 Walhampton Drive	0.19
LD	R-1D	SF	3832 Walhampton Drive	0.18
LD	R-1D	SF	3833 Walhampton Drive	0.18
LD	R-1D	SF	3836 Walhampton Drive	0.18
LD	R-1D	SF	3837 Walhampton Drive	0.18
LD	R-1D	SF	3840 Walhampton Drive	0.18
LD	R-1D	SF	3841 Walhampton Drive	0.17
LD	R-1D	SF	3844 Walhampton Drive	0.18
LD	R-1D	SF	3845 Walhampton Drive	0.20
LD	R-1D	SF	3848 Walhampton Drive	0.19
LD	R-1D	SF	3849 Walhampton Drive	0.16
LD	R-1D	SF	3852 Walhampton Drive	0.16
LD	R-1D	SF	3853 Walhampton Drive	0.19
LD	R-1D	SF	3856 Walhampton Drive	0.19
LD	R-1D	SF	3857 Walhampton Drive	0.18
LD	R-1D	SF	3861 Walhampton Drive	0.25
WW = 35.09 OPU = 3.14 GS = 3.66 B-4 = 38.75, A-U = 3.14	A-U/ B-4	VAC/ FARM	200 Waveland Museum Lane	41.89
OPU	A-U	PSP	225 Waveland Museum Lane Waveland State Shrine	14.90
LD	R-1D	SF	4007 Winnepeg Way	0.25
LD	R-1D	SF	4011 Winnepeg Way	0.21
LD	R-1D	SF	4015 Winnepeg Way	0.22
LD	R-1D	SF	4019 Winnepeg Way	0.23
LD	R-1D	SF	4023 Winnepeg Way	0.22
<b>Total</b>				<b>384.52</b>
The small area plan has 51.94 acres of right of way.				

PCensus – 2000 – Summary File 1 Data – Profile Report						
	S.Nich.SAP + Buffer Area (1/2 mile radius)		Urban Service Area		Fayette County, KY	
<b>Population Summary</b>						
<b>Total Population</b>	7,305	% base	246,846	% base	260,512	% base
<b>Population/square mile</b>	2,289.80		2,959.50		915.6	
<b>Land area (square miles)</b>	3.2		83.4		284.5	
<b>Population by Sex</b>	7,305	% base	246,846	% base	260,512	% base
Male	3,512	48%	119,886	49%	127,905	49%
Female	3,793	52%	126,960	51%	132,607	51%
<b>Population By Age</b>	7,305	% base	246,846	% base	260,512	% base
Under 5 years	623	8.50%	15,510	6.30%	16,146	6.20%
5 to 9 years	584	8.00%	14,955	6.10%	15,711	6.00%
10 to 14 years	514	7.00%	14,147	5.70%	14,947	5.70%
15 to 19 years	428	5.90%	17,674	7.20%	18,422	7.10%
20 to 24 years	509	7.00%	27,556	11.20%	28,355	10.90%
25 to 34 years	1,375	18.80%	42,350	17.20%	44,542	17.10%
35 to 44 years	1,379	18.90%	39,081	15.80%	41,824	16.10%
45 to 54 years	916	12.50%	32,171	13.00%	34,491	13.20%
55 to 59 years	269	3.70%	10,458	4.20%	11,275	4.30%
60 to 64 years	196	2.70%	8,026	3.30%	8,625	3.30%
65 to 74 years	261	3.60%	13,109	5.30%	13,890	5.30%
75 to 84 years	173	2.40%	8,780	3.60%	9,149	3.50%
85 years and over	78	1.10%	3,030	1.20%	3,135	1.20%
<b>Mean age</b>	32.79		35.09		35.23	
<b>Median Age</b>	32.3		32.8		33.1	
<b>Population by Race/Hispanic Origin</b>	7,305	% base	246,846	% base	260,512	% base
One Race	7,195	98%	242,957	98%	256,398	98%
White	6,523	89%	199,700	81%	211,120	81%
Black or African American alone	431	6%	33,547	14%	35,116	13%
American Indian and Alaska Native	11	0%	467	0%	507	0%
Asian	186	3%	6,214	3%	6,407	2%
Native Hawaiian and Other Pacific Islander	1	0%	79	0%	83	0%
Other race	44	1%	2,949	1%	3,165	1%
Two or more races	110	2%	3,889	2%	4,114	2%
Hispanic or Latino	109	1%	7,734	3%	8,561	3%
Not Hispanic or Latino	7,196	99%	239,112	97%	251,951	97%
White alone	6,454	88%	195,296	79%	206,174	79%

PCensus – 2000 – Summary File 1 Data – Profile Report						
	S.Nich.SAP + Buffer Area (1/2 mile radius)		Urban Service Area		Fayette County, KY	
<b>Household &amp; Family Summary</b>						
<b>Total Households by Type</b>	2,906	% base	104,037	% base	108,288	% base
Family households	2,032	70%	59,802	57%	62,955	58%
Married-couple households	1,661	57%	44,408	43%	47,074	43%
Other, male householder	81	3%	3,258	3%	3,404	3%
Other, female householder	290	10%	12,136	12%	12,477	12%
Non-family households	873	30%	44,235	43%	45,333	42%
Householder living alone	677	23%	33,505	32%	34,316	32%
Householder 65+ years	161	6%	7,901	8%	8,115	7%
<b>Persons living in households</b>	7,416		236,806		247,789	
<b>Persons per household</b>	2.55		2.28		2.29	
<b>Households by Age Group</b>	2,906	% base	104,037	% base	108,288	% base
Households with persons under 18 years	1,186	41%	30,573	29%	32,083	30%
Households with persons 65 years and over	369	13%	17,926	17%	18,735	17%
<b>Total Families</b>	2,032	% base	59,802	% base	62,955	% base
Married couple families, no related children	762	37%	25,098	42%	26,647	42%
Families with related children	1,135	56%	28,134	47%	29,528	47%
Single parent families	236	12%	8,823	15%	9,101	14%
Other families	135	7%	6,571	11%	6,780	11%
<b>Persons in families</b>	6,052		173,418		182,837	
<b>Persons per family</b>	2.98		2.9		2.9	
<b>Children under 18 in families</b>	1,911		48,130		50,580	
<b>Youths, Seniors</b>						
<b>Persons Under 18 Years</b>	1,996	% base	52,830	% base	55,533	% base
In households	1,996	100%	52,654	100%	55,326	100%
Householder or spouse	2	0%	77	0%	79	0%
Child	1,911	96%	48,130	91%	50,580	91%
Under 6 years	697	35%	16,777	32%	17,458	31%
6 to 11 years	674	34%	16,476	31%	17,340	31%
12 to 17 years	539	27%	14,877	28%	15,782	28%
In married couple family	1,554	78%	34,017	64%	36,037	65%
In single parent family	356	18%	14,113	27%	14,543	26%
Other relative	60	3%	3,448	7%	3,609	6%
Nonrelative	24	1%	999	2%	1,058	2%
In group quarters	0	0%	176	0%	207	0%



PCensus – 2000 – Summary File 1 Data – Profile Report						
	S.Nich.SAP + Buffer Area (1/2 mile radius)		Urban Service Area		Fayette County, KY	
<b>Youths, Seniors (con't.)</b>						
<b>Total Households</b>	2,906	% base	104,037	% base	108,288	% base
Households with 1 or more persons under 18 years	1,186	41%	30,573	29%	32,083	30%
Family households	1,176	40%	30,190	29%	31,684	29%
Nonfamily households	10	0%	384	0%	399	0%
<b>Persons 65 and Over</b>	512	% base	24,919	% base	26,174	% base
In family households	301	59%	15,043	60%	15,947	61%
Householder or spouse	264	52%	13,445	54%	14,237	54%
Other relative	35	7%	1,457	6%	1,557	6%
Nonrelative	2	0%	141	1%	153	1%
In nonfamily households	170	33%	8,385	34%	8,620	33%
Householder living alone	165	32%	7,899	32%	8,115	31%
Householder, not alone	4	1%	262	1%	274	1%
Nonrelatives	2	0%	225	1%	231	1%
In group quarters	41	8%	1,491	6%	1,607	6%
<b>Total Households</b>	2,906	% base	104,037	% base	108,288	% base
<b>Group Quarters</b>						
<b>Total - Group Quarters</b>	44	% base	10,172	% base	12,723	% base
In institutions	42	94%	2,628	26%	4,722	37%
Correctional institutions	0	0%	865	9%	2,927	23%
Nursing homes	42	94%	1,393	14%	1,423	11%
Other institutions	0	0%	370	4%	372	3%
In other group quarters	3	6%	7,543	74%	8,001	63%
College dormitories	0	0%	6,677	66%	6,677	52%
Military quarters	0	0%	0	0%	0	0%
Other non-institutions	3	6%	866	9%	1,324	10%
<b>Housing</b>						
<b>Total Housing Units</b>	2,995	% base	111,631	% base	116,167	% base
<b>Occupied</b>	2,906	97%	104,037	93%	108,288	93%
Owner occupied	1,989	66%	56,887	51%	59,889	52%
Renter occupied	916	31%	47,150	42%	48,399	42%
<b>Vacant</b>	89	3%	7,594	7%	7,879	7%
For rent	52	2%	4,378	4%	4,434	4%
For sale only	15	1%	639	1%	668	1%
Rented or sold, not occupied	11	0%	475	0%	505	0%
For seasonal, recreational or occasional use	4	0%	800	1%	880	1%
For migrant workers	0	0%	3	0%	8	0%
Other vacant	8	0%	1,299	1%	1,384	1%

PCensus – 2000 – Summary File 1 Data – Profile Report						
	S.Nich.SAP + Buffer Area (1/2 mile radius)		Urban Service Area		Fayette County, KY	
<b>1990-2000 Population</b>						
<b>Total Population:</b>						
1990 Census	5,643		213,850		225,366	
2000 Census	7,305		246,846		260,512	
Change in population (persons)	1,663		32,997		35,146	
Percentage change in population	29.45%		15.43%		15.60%	
<b>1990-2000 Housing Trend</b>						
<b>Total Households:</b>						
1990 Census	2,146		86,175		89,529	
2000 Census	2,906		104,037		108,288	
Change in Households	760		17,862		18,759	
% Change in Households	35.41%		20.73%		20.95%	
<b>Total Housing Units:</b>						
1990 Census	2,252		94,041		97,742	
2000 Census	2,995		111,631		116,167	
Change in Housing Units	743		17,590		18,425	
% Change in Housing Units	32.99%		18.70%		18.85%	
<b>Housing Occupancy and Tenure:</b>						
Occupied Units						
Owner Occupied						
1990 Census	1,375		45,229		47,460	
2000 Census	1,989		56,887		59,889	
Change in Owner Occupied Units	614		11,658		12,429	
% Change in Owner Occupied Units	44.65%		25.78%		26.19%	
Renter occupied						
1990 Census	771		40,946		42,069	
2000 Census	916		47,150		48,399	
Change in Renter Occupied Units	145		6,204		6,330	
% Change in Renter occupied Units	18.81%		15.15%		15.05%	
Vacant Units						
1990 Census	106		7,866		8,213	
2000 Census	89		7,594		7,879	
Change in Vacant Units	-17		-272		-334	
% Change in Vacant Units	-16.04%		-3.46%		-4.07%	

PCensus – 2000 – Summary File 3 Data – Profile Report						
	S. Nich. SAP + 1/2 Mile Buffer Area		Urban Service Area		Fayette County, KY	
<b>Snapshot: Persons</b>						
<b>Persons 25 years and over by educational attainment</b>	4,737	% base	157,066	% base	167,235	% base
Less than complete high school	370	8%	21,821	14%	23,752	14%
High school graduate (includes equivalency)	924	20%	34,570	22%	37,448	22%
Some college or college degree	3,443	73%	100,675	64%	106,035	63%
<b>Population 16 yrs and over By Employment Status</b>	5,527	% base	199,282	% base	210,783	% base
In Armed Forces	2	0%	155	0%	166	0%
Employed	4,160	75%	133,127	67%	139,174	66%
Unemployed	143	3%	7,351	4%	7,886	4%
Civilian participation rate	77.90%		70.50%		69.80%	
Male civilian participation rate	85.10%		76.60%		75.20%	
Female civilian participation rate	71.30%		64.90%		64.70%	
Unemployment rate	3.30%		5.20%		5.40%	
Male unemployment rate	3.60%		5.40%		5.60%	
Female unemployment rate	3.10%		5.00%		5.10%	
<b>Snapshot: Households</b>						
<b>Average Income</b>						
Household	\$60,000		\$53,296		\$54,340	
Family	\$68,497		\$66,998		\$68,207	
Non-family	\$35,349		\$32,814		\$33,039	
<b>Percent of persons below the poverty level</b>	4.90%		13.00%		12.90%	
<b>Total Housing Units</b>	2,989	% base	111,644	% base	116,167	% base
Single detached unit	2,180	73%	62,856	56%	66,677	57%
Multiple unit	797	27%	47,410	42%	47,800	41%
Mobile home, trailer or other	12	0%	1,378	1%	1,690	1%
Percentage of owners paying more than 30% of income on home costs	14.30%		16.20%		16.20%	
<b>Renter occupied units</b>	923		47,042		48,373	
Average monthly gross rent	\$616		\$562		\$562	
Percentage of renters paying more than 30% of income on rent	31.70%		38.30%		37.90%	
<b>Summary: Labor</b>						
<b>Workers 16 years or older by Transportation to Work</b>	4,101	% base	130,797	% base	136,793	% base
Car, truck, or van	3,951	96%	119,289	91%	124,601	91%
Drove alone	3,560	87%	104,550	80%	109,277	80%
Carpooled	391	10%	14,740	11%	15,324	11%
Public transportation	14	0%	1,740	1%	1,764	1%
Motorcycle	2	0%	91	0%	97	0%
Bicycle, walked, other means	51	1%	6,637	5%	6,893	5%
Worked at home	84	2%	3,040	2%	3,438	3%

PCensus – 2000 – Summary File 3 Data – Profile Report						
	S. Nich. SAP + 1/2 Mile Buffer Area		Urban Service Area		Fayette County, KY	
<b>School Enrollment</b>						
<b>Population 3 years or older by Level of School</b>	6,950	% base	237,580	% base	250,982	% base
Preprimary school	266	4%	7,562	3%	7,884	3%
Nursery school, preschool	166	2%	4,451	2%	4,666	2%
Kindergarten	101	1%	3,111	1%	3,218	1%
Elementary/high school	1,240	18%	35,043	15%	36,938	15%
Grade 1 to 4	502	7%	12,751	5%	13,446	5%
Grade 5 to 8	393	6%	11,492	5%	12,072	5%
Grade 9 to 12	345	5%	10,800	5%	11,420	5%
College	484	7%	30,832	13%	31,508	13%
College, undergraduate years	351	5%	24,236	10%	24,746	10%
Graduate or Professional school	133	2%	6,596	3%	6,762	3%
Not in school	4,959	71%	164,143	69%	174,652	70%
<b>Seniors: Disability Poverty</b>						
<b>Persons 65 years and older by Disability Status</b>	507	% base	23,276	% base	24,569	% base
Disabled persons 65 and older	232	46%	10,086	43%	10,592	43%
65 to 74 years	79	16%	4,067	17%	4,312	18%
Percent of Group Disabled	27%		32%		32%	
75 years and over	152	30%	6,018	26%	6,280	26%
Percent of Group Disabled	70%		58%		57%	
<b>Disability, Mobility and Self-care</b>						
<b>Civilian noninstitutionalized Persons 16 years or older</b>	5,483	% base	196,536	% base	205,914	% base
Sensory disability (blindness, deafness, vision or hearing)	192	3%	7,329	4%	7,635	4%
Physical disability	344	6%	17,286	9%	18,155	9%
Mental disability	205	4%	9,156	5%	9,497	5%
Self-care disability	103	2%	5,000	3%	5,199	3%
Go-outside-home disability	282	5%	12,410	6%	13,031	6%
Employment disability	336	6%	18,039	9%	18,716	9%



PCensus – 2000 – Summary File 3 Data – Profile Report						
	S. Nich. SAP + 1/2 Mile Buffer Area		Urban Service Area		Fayette County, KY	
<b>Owned Housing Characteristics</b>						
<b>Owner Occupied Units by Year Structure Built</b>	1,977	% base	56,979	% base	59,915	% base
Built 1999 to March 2000	82	4%	1,740	3%	1,852	3%
Built 1995 to 1998	335	17%	5,978	10%	6,379	11%
Built 1990 to 1994	246	12%	6,492	11%	6,868	11%
Built 1980 to 1989	392	20%	8,533	15%	9,229	15%
Built 1970 to 1979	574	29%	9,242	16%	9,746	16%
Built 1960 to 1969	301	15%	9,800	17%	10,133	17%
Built 1950 to 1959	31	2%	7,726	14%	7,852	13%
Built 1940 to 1949	3	0%	3,119	5%	3,231	5%
Built 1939 or earlier	14	1%	4,349	8%	4,625	8%
<b>By owner costs* as a percentage of Income:</b>						
Housing units with a mortgage	1,628	86%	40,169	76%	41,461	76%
Costs less than 20% of income	879	46%	21,547	41%	22,210	41%
Costs 20% to 29% of income	480	25%	10,686	20%	11,068	20%
Costs more than 30% of income	266	14%	7,793	15%	8,040	15%
Housing units without a mortgage	275	14%	12,369	24%	12,909	24%
Costs less than 20% of income	254	13%	10,702	20%	11,156	21%
Costs 20% to 29% of income	14	1%	801	2%	849	2%
Costs more than 30% of income	7	0%	711	1%	749	1%
<i>*Includes mortgage payments, taxes, insurance, utilities, condominium fees etc.</i>						
<b>Rented Housing Units: Rents</b>						
<b>Renter occupied units by Gross Rent as a Percentage of Income</b>	923	% base	46,904	% base	47,825	% base
Less than 20 percent	348	38%	15,378	33%	15,711	33%
20 to 29 percent	254	28%	11,250	24%	11,414	24%
Over 30 percent	293	32%	17,959	38%	18,141	38%
Not computed	28	3%	2,317	5%	2,559	5%
<b>Heating Fuel</b>						
<b>Total Occupied housing units</b>	2,900	% base	104,022	% base	108,288	% base
<b>By Percent Heating Fuel</b>						
Utility gas	49.70%	1.70%	59.80%	0.10%	58.90%	0.10%
Bottled, tank, or LP gas	0.60%	0.00%	1.00%	0.00%	1.40%	0.00%
Electricity	48.50%	1.70%	38.50%	0.00%	38.80%	0.00%
Fuel oil, kerosene, etc.	0.10%	0.00%	0.10%	0.00%	0.30%	0.00%
Coal or coke	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%
Wood	0.60%	0.00%	0.10%	0.00%	0.20%	0.00%
Solar energy	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%
Other fuel	0.20%	0.00%	0.20%	0.00%	0.20%	0.00%
No fuel used	0.10%	0.00%	0.20%	0.00%	0.20%	0.00%

2007 Comprehensive Plan Future Land Uses Small Area Plan and 1/2 Mile Buffer Area			
2007 Comprehensive Plan Land Use Classification	Plan Boundary Acreage	1/2 mile Buffer Acreage	Plan Boundary + 1/2 Buffer Acreage
<b>Residential</b>			
Low Density Residential – LD	51.06	814.8	865.86
Medium Density Residential – MD	55.69	214.6	270.29
High Density Residential – HD	13.37	83.33	96.70
Very High Density Residential – VHD	0.00	20.13	20.13
<b>Total Residential</b>	<b>120.12</b>	<b>1132.86</b>	<b>1,252.98</b>
<b>Employment</b>			
Heavy Industrial – HI	0.00	0	0.00
Light Industrial – LI	36.99	0	36.99
Industrial Mixed Use – IMU	0.00	0	0.00
Office/Warehouse – OW	0.00	0	0.00
Warehouse and Wholesale – WW	97.47	0	97.47
Office Research Park – ORP	60.28	0	60.28
Economic Development – ED	0.00	0	0.00
<b>Total Employment</b>	<b>194.74</b>	<b>0</b>	<b>194.74</b>
<b>Commercial</b>			
Highway Commercial – HC	0.00	0	0.00
Retail, Trade and Personal Services – RT	5.93	156.66	162.59
Professional Services – PS	0.78	0	0.78
<b>Total Commercial</b>	<b>6.71</b>	<b>156.66</b>	<b>163.37</b>
<b>Public/Semi-Public</b>			
Other Public Use – OPU	18.03	0	18.03
Semi -Public Facilities – SP	26.75	1.96	28.71
Green Space/Open Space – GS	18.16	54.13	72.29
Public Education – PE	0.00	16.29	16.29
Public Recreation – PR	0.00	113.41	113.41
Circulation – CIR	0.00	25.52	25.52
Utilities – U	0.00	7.84	7.84
<b>Total Public/Semi-Public</b>	<b>62.94</b>	<b>219.15</b>	<b>282.09</b>
<b>Total Acreage</b>	<b>384.51</b>	<b>1,509.90</b>	<b>1,894.41</b>

<b>2005 - 2009 Waveland Paid Visitors by Month</b>					
	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Jan</b>	33	1	117	39	19
<b>Feb</b>	32	103	21	177	35
<b>Mar</b>	184	111	104	126	51
<b>Apr</b>	0	278	230	187	229
<b>May</b>	266	791	150	458	356
<b>Jun</b>	233	865	224	303	543
<b>Jul</b>	10	891	414	531	449
<b>Aug</b>	0	208	165	301	263
<b>Sep</b>	0	717	203	185	
<b>Oct</b>	239	229	428	389	
<b>Nov</b>	2	165	360	214	
<b>Dec</b>	2	483	390	322	
<b>Total</b>	<b>1001</b>	<b>4842</b>	<b>2806</b>	<b>3232</b>	<b>1945</b>
Source: KY Department of Parks, Information Technology					

Traffic Counts from the Kentucky Transportation Cabinet				
Arterials Related to the Small Area Plan				
	(Yellow most recent <i>actual</i> count)			
Station	Segment	Year	Average Daily Trips	Actual or Estimated
C85	Nicholasville Rd. from Man o War Blvd. to the Jessamine County line	2000	46,700	A
		2003	49,911	A
		2006	53,700	A
		2008	55,900	E
G69	Man o War Blvd. from Nicholasville Rd. to Old Higbee Mill Rd.	2003	29,400	A
		2006	25,543	A
		2008	28,700	E
G57	Man o War Blvd. from Nicholasville Rd. to Bates Creek Rd.	2004	27,700	A
		2007	31,871	A
		2008	33,000	E
G54	Nicholasville Rd. from Man o War Blvd. to E. Reynolds Rd.	2003	50,600	A
		2007	52,950	A
		2008	54,800	E
009	Nicholasville Rd. in Jessamine County from county line to Brannon Rd.	2007	37,021	A
Other arterials in Fayette County for comparison:				
Station	Segment	Year	Average Daily Trips	Actual or Estimated
D99	Harrodsburg Rd. from Man o War Blvd. to county line	2007	33,240	A
F42	Harrodsburg Rd. from New Circle Rd. to Man o War Blvd.	2008	38,463	A
D90	Tates Creek Rd. from Man o War Blvd. to county line	2007	11,254	A
B84	Tates Creek Rd. from Man o War Blvd. to New Circle Rd.	2008	31,278	A
G32	Richmond Rd. from Man o War Blvd. to Athens Boonesboro Rd.	2008	32,106	A
E00	Richmond Rd. from Man o War Blvd. to New Circle Rd.	2007	53,023	A
D73	Winchester Rd. from New Circle Rd. to I-75	2006	45,220	A
520	Versailles Rd. from Man o War Blvd. to county line	2005	41,885	A
G51	Versailles Rd. from Man o War Blvd. to New Circle	2006	50,666	A



## 2003 – 2007 Collisions Data

Lexington Division of Police  
2007 Traffic Analysis Summary & Comparison

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Top Ten Intersection Collision Locations  
Five Year Comparison – Ranked by Number of Collisions

Rank					Prime Street	Intersection	Number of Collisions				
2003	2004	2005	2006	2007			2007	2006	2005	2004	2003
8	1	3	4	1	E-W New Circle Rd	Nicholasville Rd	34	30	33	34	27
9	20	2	10	2	Harrodsburg Rd	W New Circle Rd	32	26	35	19	27
5	7	8		3	Man O War Blvd	Pink Pigeon Pkwy	32		24	26	32
NR	33	26	1	4	Man O War Blvd	Pleasant Ridge Dr-Sir Barton Way	29	40	18	17	NR
				8	Kethshire Way-Wellington Way	W Reynolds Rd	27				
2	5	11	9	6	Alumni Dr	Man O War Blvd	25	26	23	26	36
NR	8	6	12	7	E New Circle Rd	Richmond Rd	25	24	27	25	NR
NR	2	16	13	8	Fontaine Rd-St Ann Dr	Richmond Rd	25	24	21	30	NR
1	9	37		9	Patchen Dr-Todds Rd	Richmond Rd	24		16	23	37
4	27	31	3	10	Man O War Blvd	Nicholasville Rd	23	32	16	18	33

There were 3502 intersection collision locations with 546 locations with  $\geq 2$  collisions.

NR = not ranked

Prepared by: Julia Shaw  
Traffic AnalystLexington Division of Police  
2007 Traffic Analysis Summary & Comparison

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Top Ten Between Street Collision Locations  
Five Year Comparison – Number of Collisions

Rank					Prime Street	CrossStreet1	CrossStreet2	Number of Collisions				
2003	2004	2005	2006	2007				2007	2006	2005	2004	2003
3	2	2	1	1	Harrodsburg Rd	Corporate Dr-Beaumont Ctr Pkwy	W New Circle Rd	48	76	50	53	53
4	7	3	3	2	Nicholasville Rd	Canary Rd-Lexington Green Cir	E-W Reynolds Rd	42	48	46	36	46
13	1	1	2	3	E New Circle Rd	Bryan Station Rd	Meadow Lane	40	55	58	53	37
6	5			4	W New Circle Rd	Harrodsburg Rd	Nicholasville Rd	38			41	42
				5	E New Circle Rd	Alumni Dr	Tates Creek Rd	33				
NR	26	9		6	Man O War Blvd	Darby Creek Rd	Mapleleaf Dr	33		37	25	NR
				7	W New Circle Rd	Leestown Rd	Old Frankfort Pike	33				
16	13			8	E New Circle Rd	Nicholasville Rd	Tates Creek Rd	32			32	31
10	15	27	8	9	W New Circle Rd	Boardwalk-Colesbury Cir	Russell Cave Rd	31	34	26	32	39
				10	Man O War Blvd	Alumni Dr	Easthills Dr	30				

There were 7431 between street collision locations with 1126 locations having  $\geq 2$  collisions.

NR = not ranked

Prepared by: Julia Shaw  
Traffic Analyst

<b>Schedule of Meetings</b>				
<i>Meeting Type</i>	<i>Date</i>	<i>Location</i>	<i>Input from Meeting</i>	<i>Page</i>
Steering Committee #1	November 24, 2008	Div. of Planning conference room	SWOT analysis	90 - 91
Religious Institutions Focus Group	December 16, 2008	Div. of Planning conference room	Discussion Notes	92
Public Input Meeting #1	January 26, 2009	Southern Acres Christian Church	Likes/Dislikes, Discussion Notes, Map Exercise	94 - 97
Steering Committee #2	February 9, 2009	Div. of Planning conference room	Discussion Notes	98
Steering Committee #3	March 9, 2009	Div. of Planning conference room	Vision and Principles	10 - 11
Public Input Meeting #2	March 23, 2009	Lexington Universal Academy	Discussion Notes, Map Exercise, Sustainability Definitions	99 - 102
Residential Property Owners Focus Group	May 6, 2009	Lexington Public Library, Tates Creek branch	Discussion Notes, Large Parcel Survey Forms*, Property Surveys*	103
Steering Committee #4	June 8, 2009	Div. of Planning conference room	Draft of Land Use Recommendations	50 - 68
Public Input Meeting #3	August 17, 2009	Lexington Public Library, Tates Creek branch	Discussion Notes	104 - 105
Steering Committee #5	September 21, 2009	Div. of Planning conference room	Draft of Land Use Recommendations	50 - 68

\* included with the Public Comment section.

## Steering Committee Meeting # 1 November 24, 2008

## SWOT Analysis

**STRENGTHS**

Convenience
Open land
Central location
Open land could become core to the area
UK – research and education center – not vacant property – used in a unique way – could have limited public interaction
UK property could become part of the education of a sustainable community – “Urban Agriculture”
Waveland Museum – not well known
View shed – across Waveland Museum – currently zoned B-4 - how would it develop – could be a state park and working farm
Large areas of greenspace – used to connect to other parts of Lexington, easily connected with cow tunnels
Confluence of Bike and Ped highways in the area – paths – Good intersection for these uses in the future
Lots of People – this can be used to make the biking and walking more important to the community in this area
Brannon Crossing – opportunity for green space and uniquely designed new neighborhoods
MoW and Nicholasville Road – 3 sides of the intersection are still green fields
Traffic – Commercial development is dependent on good traffic
Brannon Road connection to Tates Creek could be good for traffic on MoW
Community Access
Bike/Ped trails could take more cars off the road
Direct connection to Jessamine County
Area that could share Fire and Police
BGADD can give good input on both sides (within Steering Committee and Comp Plan development)
Jessamine County / Nicholasville / Wilmore (J/N/W) are in the process of updating Comp Plan. G&O have been adopted.
J/N/W has sensitivity to what is happening in the Corridor

**WEAKNESSES**

Traffic – never will get any better – the only way into Lexington – more development in Garrard County
Kentucky River Bridge
Lack of connectivity for traffic not to use Nicholasville Road (NR)
Connectivity to I-75 (MoW)
Pressure on the undeveloped land in this area due to non-expansion of the Urban Service Area
No direct say in what is happening with Brannon Crossing and type of development along corridor
Empty shops in Brannon Crossing
New commercial development on other side of NR, Cracker Barrel, etc, what will happen with slow down in economy
Railroad – difficulty in working with trails
Railroad crossing
ROW – railroad – can add another set of tracks

# OPPORTUNITIES

Railroad – available system – Light Rail opportunity
RR will (may) dictate a higher density of development (typical type of development)
Parks and trails – cow tunnels (60” wide) are exciting for residents for access to Waveland
Traffic provides for good Commercial Development area
Park & Ride / Public Transit
Innovative Planning (example MoW @ Winthrop)
Lifestyle Center
Gateway to Lexington
Affordable Housing
Tell the Story of Waveland
Don’t lose the greenspace – get good greenspace
Trails
UK land – education of green, sustainable living – Public Uses, commercial uses (farmers’ market)
Waveland to Nicholasville Rd – this is land not being used by UK

# THREATS

Money / economy
Utility Easements
Physical Constraints such as rail, access
Access on Man o War Blvd. due to subdivision regulations and access on Nicholasville Rd. due to state regulations
More Traffic over time
Pressure to develop the same (easy) way
Multi-jurisdictional - planning, zoning, traffic
EPA Consent Decree
Communication with / between residents and neighborhoods
The question of what is happening in Jessamine County and how it will affect zoning and development in the corridor [Nicholasville Rd.]



Religious Institution Focus Group Meeting Results - December 16, 2008	
LUA - Lexington Universal Academy, PMBC - Porter Memorial Baptist Church, SACC - Southern Acres Christian Church	
Property Address	Comments
147 E. Tiverton Way	SACC would like to use it for a parking lot (currently a vacant lot with a large high power electric utility easement) and have a walkway access in the utility easement to 3075 Stanford where they would also like to have additional parking.
3075 Stanford Drive.	SACC would like to use for parking lot and access to Stanford Dr.
3083 Stanford Drive	SACC would like to use for parking lot and access to Stanford Dr.
301 Harvard Drive	SACC would like three speed bumps on their parking aisle going from Stanford Dr. to Harvard Dr. on the church's property.
	SACC requests pedestrian crossing signs, speed bumps, and a crosswalk on the right of way along the right angle of Harvard Dr. at their main church entrance.
	SACC reported storm water drainage problems where 301 Harvard abuts 165 E. Tiverton Way and 300 Purdue Pl.
	SACC would like more lighting on Harvard Dr.
	SACC would like off-site signage (directional, wayfinding) at the corner of Nicholasville Rd. and Man o War Blvd..
4100 Nicholasville Rd.	SACC would be interested in any part of this property for future relocation and/or an advertising/wayfinding sign for their church.
4300 Nicholasville Rd.	PMBC has large trucks using their parking lot as a turnaround, but infrequently.
	PMBC commented that there is a need for bus service in the area.
	PMBC reports that they provide bus service for their members.
4590 Nicholasville Rd.	LUA would like to put up a gate at the entrance to detour U-turns. Lots of unwanted U-turn traffic through their parking lot - a danger to the children coming into school.
	LUA would like a yellow flashing light and school slow down sign just north of their school heading south on Nicholasville Rd. and just south of their school heading north on Nicholasville Rd.
	LUA would like to expand their current facility at 4590 Nicholasville Rd. to add a Gymnasium and finish the second floor.
4609 Nicholasville Rd.	LUA would be interested in 5 - 10 acres of this property in the future to build a high school and community center depending upon funding.
4610 Nicholasville Rd.	LUA is concerned about the undeveloped land to their south and the safety of their students playing on the playground near this vacant lot.
	LUA is interested in the front portion of this property that has frontage on Nicholasville Rd.

Religious Institution Focus Group Meeting Results - December 16, 2008	
LUA - Lexington Universal Academy, PMBC - Porter Memorial Baptist Church, SACC - Southern Acres Christian Church	
Property Address	Comments
ROADS	
Nicholasville Rd.	LUA reports that the northbound traffic on this road in the vicinity of their school in the mornings is especially heavy and dangerous, and they are concerned about the turning traffic from Nicholasville Rd. from 7:30-8:30 am and 3:15 -3:45pm. Parents dropping off and picking up their children from school have to be very careful when turning left from this road.
	LUA has concerns about the turning traffic from Nicholasville Rd. in the morning from 7:30-8:30 am and in the afternoon from 3:15 – 3:45 pm.
	PMBC reports that the entrance onto Toronto Road from Nicholasville Road is dangerous and could use some sort of change in the way traffic has to cross onto Toronto and out of Toronto on Nicholasville. We have on-going visibility issues because of the trees in front of our church blocking the view from Nicholasville Road.
	PMBC hires police for traffic control on Sunday mornings.
GENERAL INFORMATION	
PMBC	Approximate number of people per day: Monday 200-250, Tuesday 150, Wednesday 600, Thursday 150, Friday 300, Saturday (during basketball season) 300+, Sunday 1,200-1,300. 90-95% of the congregation lives in Fayette County, 5-10% in Jessamine.
	Future plans: PMBC has purchased 70 acres in Jessamine County. We have no definite plans or timeframe as to when we will relocate.
LUA	Approximate number of people per day: Monday - Friday 150 per day (students/faculty/other visitors) plus additional drop offs and pickups, Saturdays. and Sundays 5-10 people. 20-30% people live within a mile of the school. Three people live in Jessamine County. Many parents commute to work outside of Fayette County after they moved their families to Fayette so their children could live in Lexington near the LUA school.
	Future plans: LUA would like to extend their facility in the future, such as a High School and Community Center, but it depends on many factors such as funding, needs, etc. LUA would like to expand their current facility at 4590 Nicholasville Rd. to add a Gymnasium and finish the second floor. Funds are a major dependency at this time.
	Future Land Use suggestions for the small area plan are family-oriented, housing and a park with football field and tennis courts the school could use.
SACC	Congregation: Most commute from afar. Demographic of neighborhood mostly not in congregation.
	Future Land Use suggestions are for family-oriented housing and a park. Would like to partner with LFUCG Parks to use their parks for leagues and activities, such as the park at the end of Harvard Dr.
	Would like to see "Visual Continuity, Identity of Place" as the area develops.

## Public Input Meeting # 1 - January 26, 2009

[illegible]

## Public Input Meeting # 1 - January 26, 2009

Traffic (6)	Lack of trust in the gov't. process (5)	Lack of Services, Sewage issue, Trash (4)	Traffic Movement (4)	Lack of Bike/Ped (3)	Noise (3)	Traffic Speed (2)	Traffic lights (2)	Commercial Development (2)	Difficulty farming-concern for farm animals(1)	Roadway Design (1)	Lack of Gateway into Lexington (1)	Loss of farm land (1)	Neighborhood Design (1)	Responses on index cards for "Dislikes" about the area within the small area plan boundary & within the 1/2 mile buffer area
x														Nicholasville traffic
x														Traffic
x														Traffic
x														Traffic
x														Traffic
x														Traffic - quantity
	x													Can we do something about keeping the "Approved" plan?
	x													Don't know about detailed proposal
	x													Lack of specific criteria for "Underutilization" of land
	x													Planning, Planned Neighborhood Residential then when approved - the builders Change the Plan
	x													Unfair zoning on each side of Nicholasville
		x												Lack of city services in Southpoint
		x												Parks in area not taken care of - Meadowbrook"
		x												Sewage issues in Pickway subdivision smell
		x												Some property with trash not maintained
			x											Left turn light at Southpoint going South
			x											Waiting for traffic light at Southpoint
			x											Tiverton Way onto Nicholasville Rd. - right lane should be right turn only - straight and left turn traffic should be middle lane
			x											Traffic - Nicholasville Rd. traffic light at Man o War and Victorica too long, coming out of Pickway no light at Toronto and Nicholasville Rd.
				x										Can't walk to post office or grocery
				x										Having to drive everywhere, feel like I am boxed in with major, dangerous roads
				x										Lack of getting around outside of car (no connected trails or other means)
					x									Noise from Nicholasville Rd.
					x									Noise level
					x									Universal Academy playing a call to Muslim prayer over loudspeakers
						x								60 mph traffic at Fayette County line on Nicholasville Rd.
						x								Traffic congestion and speed, especially Nicholasville Rd. Should slow down to 45 mph way inside Jessamine County heading north
							x							Closely placed stoplights
							x							Too many traffic lights
								x						Commercial over-development
								x						Strip Malls
									x					Difficulty farming - concern for safety of farm animals
										x				Man o War!
											x			No welcome entrance into Lexington
												x		The building on Mahan Farm which destroys the country charm
													x	Tightly packed housing units



**Public Input Meeting – # 1 - January 26, 2009****Issues, Comments, and Questions by Citizens****Base Data**

- What were the criteria for the Underutilized Property Survey?
- Simplify and better explain the differences between Land Use and Zoning

**Parks and Open Space**

- Concerned about the future of Meadowbrook Golf Course
- Meadowbrook Park is a dangerous place for kids
- Blacktop trail in Meadowbrook Park not maintained, floods

**Environmental Issues**

- Issues with sanitary sewers should be addressed before adding more houses
- Sink holes are surrounded by plastic fences, which don't keep people out
- Streams, creeks, and wetlands get clogged, back up

**Traffic and Roads**

- Problem with cut thru traffic on Tiverton Way and Habersham Lane when traffic backs up on Nicholasville Road and MoW
- Turning problems from Tiverton Way to Nicholasville Road and Habersham Lane to MoW
- Right Turn Only lanes would help
- There are a lot of bad wrecks at MoW and Habersham Lane
- Can't get into town on Nicholasville Road after 3:00 p.m. because of reversible lanes
- Traffic needs to be addressed before there is more growth
- Fix traffic and roads first. If traffic worsens, no one will live here

**Bikes**

- Need more bike trails

**Transit**

- Need better transit system
- Routes are not good
- Need better timing, more routes, more scheduled stops
- Buses stop at Wal-Mart, but no connection to MoW
- Schedules are not convenient for people to get places; have to go downtown and then come back

**Land Use**

- Is the intent to fill up all the vacant land?
- What is wrong with vacant land?
- There is a beauty in greenspace
- Don't fill up this corridor with more commercial
- Treat northbound Nicholasville Road as a gateway; install a Welcome sign
- We don't want Nicholasville Road to be another Richmond Road
- If the city wants to grow, we don't want it on Nicholasville Road
- 

**Other**

- Fix the problems for people who live here; strengthen what we have
- The city doesn't have the money to take care of the problems in this area

Public Input Meeting # 1 - January 26, 2009 Written Comments on Aerial Maps	
Parcel Address	
4100 Nicholasville Rd.	No Commercial!
	Houses Only
	Commercial OK
	Mixed Use
4210 Nicholasville Rd.	Please no commercial!
	Commercial OK
4609 Nicholasville Rd.	Request change to Greenspace for future use (currently is warehouse and wholesale)
	Seconded [on above comment]
4610 Nicholasville Rd.	What about a park here?
	Floodplain, if you redirect with pipe to existing creek, it would help.
	Keep as buffer!
	Very concerned about having a buffer here [along the county boundary] between [any future] commercial [in Jessamine County] and Southpoint residential!
	Make a Park
	*Residential buffer in Jessamine County [along county boundary]
4320 Emmert Farm Ln.	Please no commercial!
200 Waveland Museum Ln.	Request change to Greenspace for future use (currently is warehouse and wholesale)
	Seconded [on above comment]
Roads	
Nicholasville Rd.	Should be 45 mph from the intersection with Southpoint Dr. down into Jessamine County 1,000 feet.
	Intersection of Man o War Blvd. and Nicholasville Rd. is bad
	Slow down traffic between intersection with Southpoint up to 250 feet north of the intersection with Cobblestone Rd.
Southpoint Dr.	Need two lanes turning right in the mornings onto Nicholasville Rd., we go past light and turn here [Kings Gardens]
E. Tiverton Way	Make right only turn lane onto Nicholasville Rd. at intersection
Waveland Museum Ln.	Please don't close this road.

**Steering Committee Meeting # 2 - February 9, 2009****Discussion Notes**

- Is Nicholasville Rd. fully built out? Traffic shouldn't be determining factor in land use.
- The world is different now than 12 months ago. Don't be bound by color on a map.
- All public services available here. Do you put them somewhere else?
- What about area not connected to sanitary sewer?
- Check on septic tanks...LUA, Nicholasville Road Animal Clinic, Redmonds
- Need a "Welcome to Lexington" ...a Gateway: park, greenspace
- Extend bus routes.
- Waveland trails are good.
- Stormwater concern about cow tunnel crossing under Nicholasville Road.
- Don't put residential on major thoroughfares, not good for heavy traffic. Put residential out away from traffic. Noise level is too high. Major thoroughfare is good for business.
- UK is farming the most expensive piece of land in Lexington.
- No plans to sell to big box. Want flexibility to do something besides B-4 uses as economic opportunities change. Want something besides B-4, not a viable zone.
- Can't picture heavy truck traffic in the area.
- Highest and best use of land. If it hasn't developed, then look at the zoning. Areas zoned for years and not developed then the zoning is not right.
- Attractive commercial, buffer, affordable housing would be good. Makes good sense for the city to look at opportunity for jobs.
- If intersection has traffic then good place for jobs if circulation works. Make sure intersections don't cause more problems.
- Need information about mixed use and strategies.
- Don't rule out big boxes. Want Krogers. To draw a Krogers: ex. Burksdale, NC.
- Big box won't come without market.
- Our job is to do what is best for the entire community.
- Market driven.
- Mixed use along Waveland. Restrict high density to existing intersection.
- Farmer's Market, garden homes
- No more residential against the railroad tracks.
- SuperWalmart w/offices on top. Tough to put residential in the 200 Waveland Museum Ln. area.
- Assisted living center
- More office space on 4609 Nicholasville Rd.
- Sensitive to buffering
- Intersection of Southpoint should have commercial node.
- 200 Waveland Museum Ln. would be a good place for garden homes (like the fourplexes at Rabbit Run) and condos, a place where the people that live there can walk to everything – a Planned Community – OK with jobs and a big box but more with Mom and Pop shops and specialty shops.
- Nicholasville Rd. too noisy for residential.
- Super Walmart
- Vibrations are a concern for offices next to railroad.
- Southern Railroad wants to double-track the rail line.
- Town Centre surrounded by high tech offices like Coldstream.

**Public Input Meeting # 2 - March 23, 2009****General Discussion about the Plan:**

- Lower the speed limits on Nicholasville Rd.
- This is not a scientific process. There is a low turnout here. Could notice be sent to all property owners for input? Is there a plan or desire to contact everyone in the area?
- Consider the history of the farms and the farm buildings. Don't bulldoze all of the buildings. Can they stay as part? This is a gateway to our community.

**Discussion Specific to a SubArea:**

- SubArea I South: Someone wrote the comment of no commercial, residential, or industrial on the map for this area. "The person who made it cannot be serious."
- SubArea II: There could be an alternative entry to school from the rear and the school should have walking accessibility.
- SubArea II: LUA would like flashing light added for safety during school busy times: 7:30 am and between 3:00 – 4:00 pm. LUA does not want to wait until a serious incident happens.
- SubArea IV: Is the argument that it should be commercial or residential? Is that part of the discussion here?

**Mapping Exercise:****Audience chooses land uses and development for each subarea:**

Onto five different tables, one large map was taped with each map being of a different subarea in the SNR SAP. Subarea I was divided into two maps, North and South. The audience was asked to look at pictures of examples of land uses and styles of development on two large boards and to pick the ones they liked for each subarea and tape it on the map for that subarea. They were also invited to write any comments they wanted on the maps. This is a list of those pictures taped on and comments written on the group of maps by subarea:

**Subarea I North****Pictures**

- Walking trail along the railroad tracks
- Farmers Market and students growing food class/lab near the northeast corner of the Waveland State Park property behind the parking lot for Waveland.
- Organic restaurant near Waveland State Park parking lot

**Subarea I North****Comments**

- In the southern most portion of the UK Horticulture Farm, between Waveland's parking lot and Nicholasville Road – "Organic farming research and education unit," "requires total farm support with crop rotation"
- In the middle of the UK Horticulture Farm – "Protected Ag area," "Dedicated to education and research," "Focus on sustainable agriculture – this amount of land is required to fulfill the mission," "please do not lose this to commercial, industrial, or residential"
- Make US27/Nicholasville Rd. be 45 mph



**Public Input Meeting # 2 - March 23, 2009****Subarea I South****Pictures**

- Healthfair Supermarket near Waveland
- Walking trails: along railroad, through to Jessamine County, in center of this subarea.
- Bike trails: along railroad, in between Waveland and northern portion of 200 Waveland Museum Lane.
- Near southeastern corner of subarea – Library
- In southeastern most corner at county line – landscaped area
- Southern most corner near railroad tracks – tennis courts
- Along railroad tracks, tennis courts, and basketball courts
- Village green town center in center of subarea, village green entertainment area near center of subarea, village green near Nicholasville Rd. and Southpoint intersection.
- Assisted living center near center, but slightly south of center of subarea.
- Community center near Waveland Museum Ln. and Nicholasville Rd. intersection.

**Comments**

- “No commercial, industrial, or residential in this subarea”
- “No commercial or industrial”
- “Parks – pond, biking trail, and playground” [near southeastern corner of subarea]

**Subarea II****Pictures**

- Landscaped berm at corner of county line and Nicholasville Rd.
- Students growing food at the end of the stub street near Lexington Universal Academy
- Park with pavilion in the vacant lot
- Bike path through vacant lot
- Walking trail through vacant lot
- Organic restaurant at the end of the stub street in the center of the vacant lot
- Local winery in the vacant lot

**Comments**

- “Please do not hurt creek” [runs from Southpoint into the vacant lot]
- “Expand the pond [in the vacant lot] as a feature of a park”

**Subarea III****Pictures**

- In the triangular shaped vacant lot corner of Nicholasville Rd. and Cobblestone Rd.,
  - Village green
  - Bike path
  - Landscaped berm
- Walking trail going past Redmond’s Garden Center

**Comments**

- Connect Bittersweet Ln. to Old Nicholasville Rd.

**Public Input Meeting # 2 - March 23, 2009**

**Subarea IV**

**Pictures**

- 4100 Nicholasville Rd.:
  - Home Depot store on corner of Man o War and Nicholasville Rd.
  - Lifestyle Center
  - Furniture store
  - Mixed Use, businesses with residential above
  - Mixed Use, office and retail with apartments above
  - Ice Cream store near Fox Harbor Dr.
  - Office Park
- 4210 Nicholasville Rd.:
  - Town Center Mixed Use
  - Mixed use – retail with condos above

**Comments**

- “Please no commercial or industrial”
- “Community garden plot” [on 4100 Nicholasville Rd. behind the homes on Walhampton Dr.]
- “We need lots more parks [on 4100 Nicholasville Rd.]
- “Don’t give up on corner until improvements made” [Man o War and Nicholasville Rd.]

**Roads**

- Intersection improvements at Victoria Way and Man o War Blvd.
- Extend Tavistock Dr. and Tangley Way into 4100 Nicholasville Rd. making them intersect and with Tangley Way extending all the way to Nicholasville Rd. with an intersection there.

Public Input Meeting # 2 - March 23, 2009 Ranking of Sustainability Definitions	
At the South Nicholasville Road Small Area Plan Public Input Meeting on March 23, 2009, a questionnaire was given out asking those attending to rank some definitions for both Sustainable Community and Sustainable Development. The term "sustainable" is used in the Steering Committee's Vision statement and twice in the Principles. Twelve questionnaires were turned in at the meeting 3/23/09 and the responses were tallied.	
Sustainable Community	
#1 (most liked)	A community that uses its resources to meet current needs while ensuring that adequate resources are available for future generations while seeking improved public health and a better quality of life for all its residents by limiting waste, preventing pollution, maximizing conservation and promoting efficiency, and developing local resources to revitalize the local economy.
#2	A community in which improvement in the quality of human life is achieved in harmony with improving and maintaining the health of ecological systems; and where a healthy economy's industrial base supports the quality of both human and ecological systems.
#3	Residential and workplace surroundings in which people live and thrive, where there is a balance and integration of the social, economic and environmental components that define a community area.
Sustainable Development	
#1 (most liked)	Improving the quality of life in a city, including ecological, cultural, political, institutional, social and economic components without leaving a burden on the future generations.
#2	Is the act of pursuing economic growth and social advancement in ways that can be supported for the long term by conserving resources and protecting the environment.
#3	Is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Individual additions to definition of Sustainable Community: Local foods through sustainable food introduction in urban, suburban and the interface between suburban and rural. Sustainable agriculture/horticulture integrated with and serving the larger community and the research and education to support and promote this. Profitable farms in communities conserve green space/farm land. Add no new tax liabilities.	

**Residential Property Owners Focus Group - May 6, 2009****Comments during presentation**

- Pointed out Fritz property, with the stimulus package is there going to be greater pressure to develop the property, because of the tax incentives?
- Concerned about prior poor planning and development practices concerning sewer and waste water. Hartland is an example of this.
- There is work going on south of Lexington Universal Academy – could be electrical utility line work.
- What is the B-4 zoning, what would it allow? At one time, on one of the farms they wanted to put a transportation hub, something like a warehouse distribution development.
- What is going to happen if these properties develop? How is Nicholasville Road going to handle more traffic?
- What happened to the additional lane on New Circle Road?
- High Density – Apartments? We have plenty of apartments already, it should be medium or lower density residential so it doesn't add to the traffic congestion.
- When they do development, will a park be something that would be required as part of residential development? Would there be a play area for residents? New subdivisions should have an area for a neighborhood park.

**Open Discussion**

- Homes along Tangley Way that back up to 4100 Nicholasville Rd. have storm water flooding during rain events.
- Standing water on Walhampton, in low part, during rain events.
- Basement flooding on Tangley Way back to 1993.
- Manhole near 266 Tangley Way (west of) raises during high rain events.
- If they build 4-plexes they could be hard to rent, then you get people in that don't take care of the property and it makes the rest of the area decrease in value.
- We don't want them to build cheap apartments – but new apartments are renting like crazy.
- 4210 or 4100 Nicholasville Rd. should be townhouses, condos, low density residential – but no apartments.
- We should have reversible lanes to the county line, it would be a big help for traffic – it would help relieve the traffic backups.
- The main thing is to have adequate sewers, sewage treatment capacity – must be taken care of before there is more development.
- Will we (the public) be able to talk to developers before the properties are developed?
- I'm from Northern KY, Lexington has a strange mix of putting business, shopping, etc., all together with residential. Northern Kentucky you wouldn't see that happen, because people are concerned about property values. Yet, this seems to be the way it is here and it also seems to be OK, and works. People don't get worried about property values as much.
- Are you (planning) going to hand out the surveys to others who live in the area?



**Public Input Meeting # 3 - August 17, 2009****Public Input Received****During the Power Point presentation:**

- A Steering Committee member did not agree with the additional 45' of ROW on Nicholasville Road that has been requested by the State Highway Department.
- Are there examples of this type of "Village Mixed Use" in the city of Lexington?
- When they wanted to build WalMart on the UK Horticulture Research Farm property, the Pickway neighbors objected to the development and stopped it. Since WalMart has been built there have been issues with flooding. (no specific area was noted for the flooding).
- Concern about the mixed-use and low percentage of residential proposed.
- UK at this time does not have plans to redevelop the Farm
- If the Farm redevelops will UK have to follow the rules or can they develop it without input from the city?
- Slide # 27 – the first recommendation should be that the UK Farm stays undeveloped, instead of it being #2.
- Walkability and handicap accessibility is a myth in this community. If trails are developed in the area they should be truly accessible.
- [Subarea 1 South] New Alternative – there is area on this property that is a historic battlefield (south side of Waveland Lane), this area should be saved for battle re-enactments.
- [Subarea IV] Porter Memorial Church has purchased property in Jessamine County; they are planning to move, what is going to happen to the property when they move?
- What are options (uses) for Semi-public landuse?

**Open Discussion:**

- Concern about the percentage of housing in the concept being too low, it should be higher or at least be an equal share (50/50). It seems like this plan is already decided and set.
- This seems like an information only meeting – not had a chance to give input yet.
- Nonresidential should decrease.
- Most of the area does not have residential uses with the current land use recommendations [2007 Comprehensive Plan]
- Why more retail? There is a lot of retail space in the area and in Lexington that is not occupied or underused, why do we need more. There are empty malls in several areas that are deteriorating. What is being proposed for these (mall) properties?
- There should be a recommendation for trolley or light rail parallel to these new developments and with connections within the site that in the future could connect with the rest of the transit system.
- The increase in traffic is a concern. Has a study been done or will there be a study done to address the increase?
- What is the status of the study done for a parallel road to 27? (US 27 Corridor Study)
- If there was an outer circle to tie into the interstate, that would alleviate traffic.
- Concerned about the percentages. Fayette Mall could become a tombstone like Lexington Mall.
- Concern about the residential landuse: The houses built on the other side of RR tracks are very close together, and there are a lot of them. They are spaced too close together. These crowded houses have created a traffic problem. What effect will this development have on the storm sewers and flooding?
- The sustainable agriculture program on the UK Farm site is irreplaceable. The community must value that to save it. It has value for research and education. The soil is very good soil. The community will have to let the administration at UK know that the farm has a value (to the community), and will have to say that the farm has a higher value to them than development would.

**Public Input Meeting # 3 - August 17, 2009**

- It seems a lot of work has gone into this project already. Has there been input from the property owners who want to develop it?
- Food is important. We don't want to lose this [UK Horticulture Research Farm]. The UK farm should be more important than a LEED certified building.
- We are an aging population. This is a concern. How do these plans address accessibility? This area is lacking in transportation for the elderly.
- Show of hands – the majority of attendees think the UK Horticulture Research Farm has value to the community and should be saved.
- University of Kentucky, College of Architecture, Student Project Presentation
  - Subarea IV, (North)– towers with most of property open and community space
  - Subarea IV (South) – parking garage
  - Subarea III, Property in front of Redmonds Garden Center – Community Center. Community would have community gardens on the UK farm. (Comment from audience member that this would be a good idea for this area)
  - Subarea I South – Botanical Garden and Museum - Comment from audience member – who would pay for this, how would it be financed?
  - Subarea I North, UK Farm – this would continue to be a farm, but community gardens for the surrounding neighborhoods would be added to the uses on the site. At the 4 corners there would be a learning center for school children.

Synopsis of Public Comments Received Outside of Meetings *	
Date	Comment
February 9, 2009	Too noisy along Nicholasville Road for homes. Noise comes from tractor-trailers' Jake Brakes, motorcycles, sirens. Suggest Commercial zoning for property along Nicholasville Rd.
February 10, 2009	Need a sound barrier wall between Cobblestone subdivision and Nicholasville Rd. – sirens, trucks all night long. Need another way out of Cobblestone subdivision.
March 4, 2009	No more commercial near Southpoint. Enough traffic already. Left turn light from south bound on Nicholasville Rd. takes too long and is red even when there is no traffic north bound on Nicholasville Rd. Cars being pulled over by police when running the turn light are in a dangerous spot for those turning the wide angle onto Southpoint Dr. Could be dangerous for the police officers. Or people get tired of waiting at the light and go past the intersection and then do a U turn in the Kings Garden Center so they can then go right onto Southpoint Dr. When trying to leave Southpoint Dr. and go north on Nicholasville Rd. in the morning peak hours the intersection is often blocked by Nicholasville Rd. traffic. Needs a do not block intersection sign. Need a second right turn lane from Southpoint Dr. onto Nicholasville Rd. going north bound due to morning backups on Southpoint Dr. Slow down the traffic – lower the speed limit on Nicholasville Rd.
May 22, 2009	Concerned about losing farmland when there are existing vacant or underutilized commercial developments in Lexington. i.e. Turfland Mall, Lexington Mall. Traffic is already congested in this area.
May 26, 2009	Can't get out of subdivision onto Nicholasville Rd. Not in favor of more traffic.
August 14, 2009	Wants sidewalks on both sides of Nicholasville Rd. that are handicapped accessible. Wants bike lanes up and down Nicholasville Rd. Wants a park that is handicapped accessible and has access to bus routes.
August 17, 2009	Who pays for the maintenance of green/open space in mixed use villages? Is there a built in charge to homeowners, retailers, renters, etc.? Don't need more retail/office in Fayette County.
August 17, 2009	Would like a trolley system or light rail system to connect throughout this small area <i>Plan</i> area and to Brannon Crossing. Would like a park for new residences and surrounding neighborhoods. Maximize green space and open space for public gatherings.
August 20, 2009	Don't ruin the green space. Save the beautiful farm landscapes for scenery, wildlife, and unspoiled beauty. Want to raise grandchildren in a smaller and cleaner place than Fayette. Too much development has caused dust, noise, and cracks in my foundation.

\* Via Emails, Letters, Faxes, Phone Calls, and Comment Forms

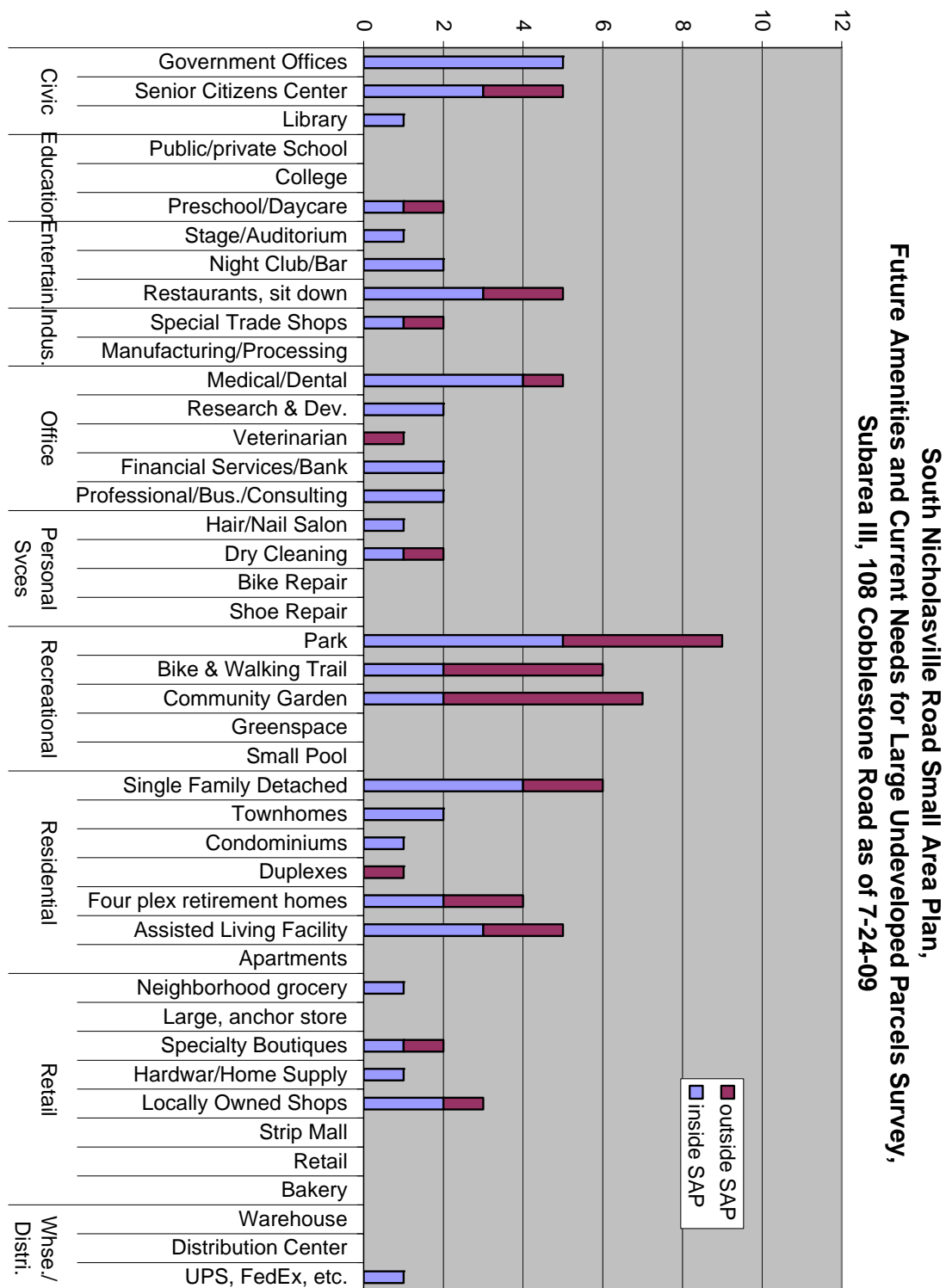
**Large Undeveloped/Underdeveloped Parcel - Amenities and Needs Survey Form\***

\* The survey included one of these sheets for each of 4100, 4210, 4609 and 4610 Nicholasville Rd., 4320 Emmert Farm Ln., 108 Cobblestone Rd., and 200 Waveland Museum Ln.

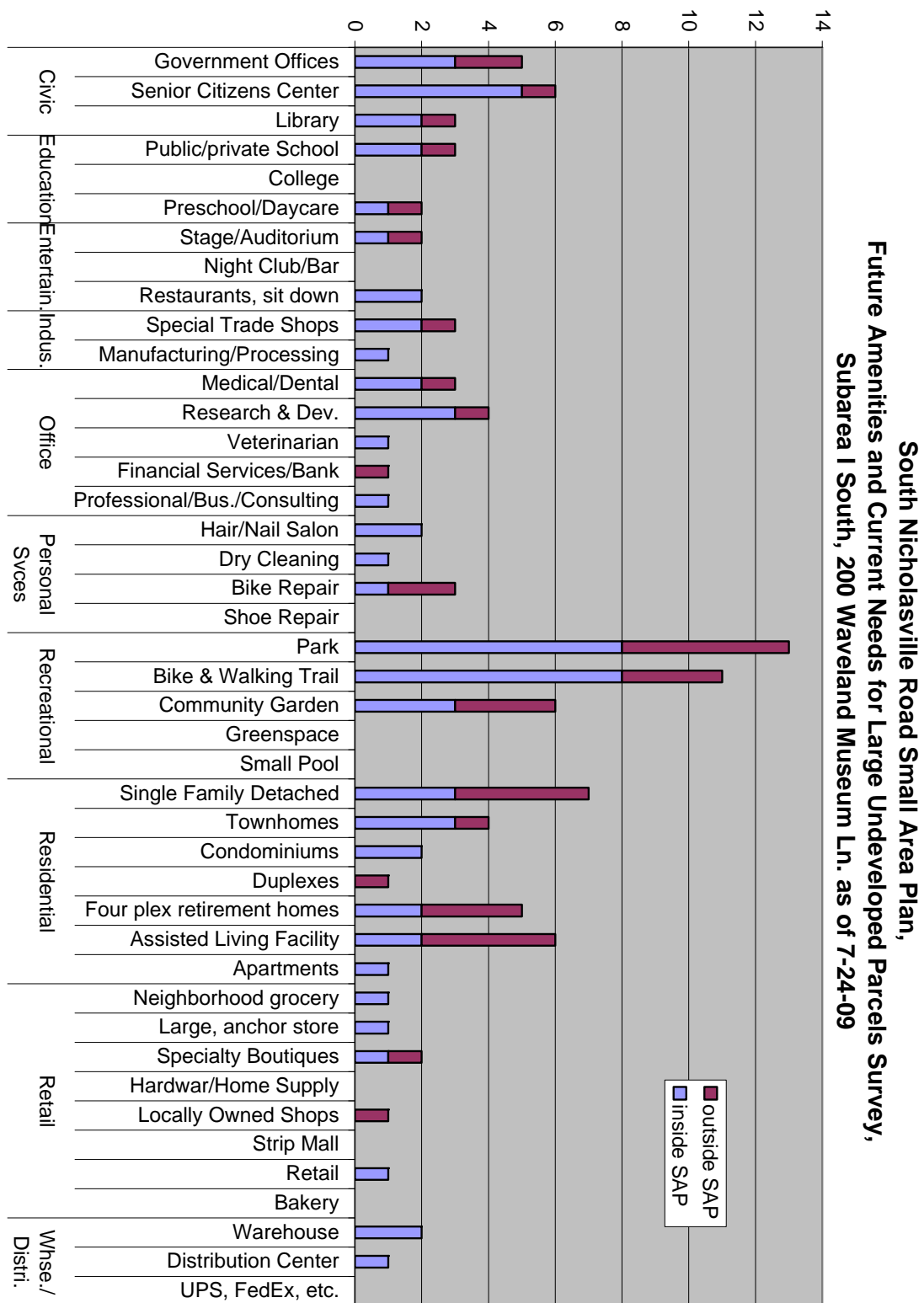
**4100** Nicholasville Rd.

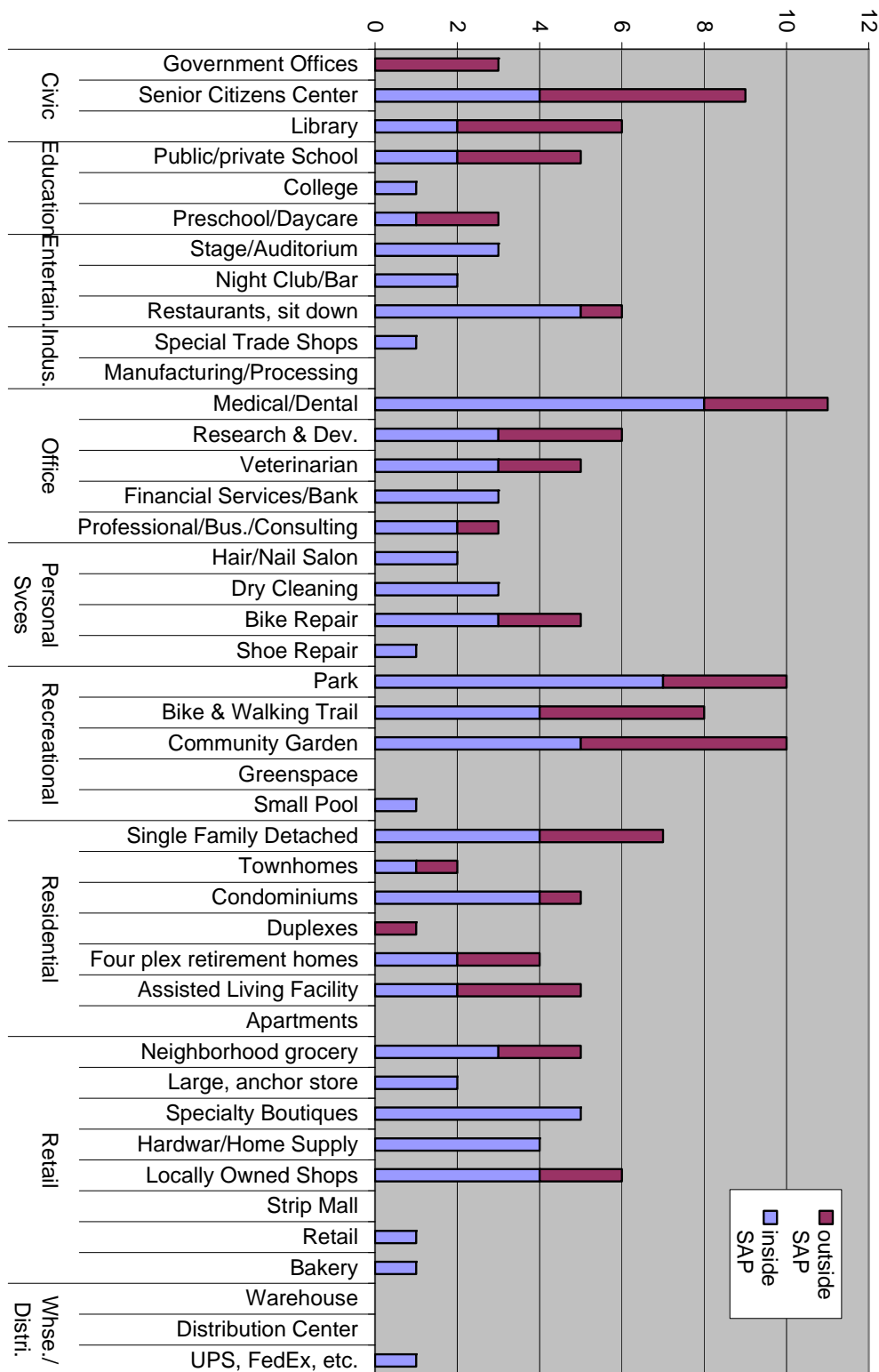
Section 1: Please answer yes or no to each of these.		
<b>Vertical Mixed Use I am okay with these combinations for this parcel:</b>		
<u>Residential</u> over Office	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<u>Residential</u> over Restaurant	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<u>Residential</u> over Retail	<input type="checkbox"/> YES	<input type="checkbox"/> NO
<u>Office</u> over Retail	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Section 2: Please choose the one(s) you prefer. You may choose one or many.		
<b>I would like to see the following amenities developed on this parcel:</b>		
<b>Civic</b>	<input type="checkbox"/> Government Offices <input type="checkbox"/> Senior Citizen Center	<input type="checkbox"/> Library <input type="checkbox"/> Other _____
<b>Education</b>	<input type="checkbox"/> Public/private school <input type="checkbox"/> College	<input type="checkbox"/> Preschool <input type="checkbox"/> Other _____
<b>Entertainment</b>	<input type="checkbox"/> Stage/Auditorium <input type="checkbox"/> Night Club/Bar	<input type="checkbox"/> Restaurants, sit down <input type="checkbox"/> Other _____
<b>Industrial</b>	<input type="checkbox"/> Research & Dev. <input type="checkbox"/> Special Trade Shops	<input type="checkbox"/> Manufacturing/Processing <input type="checkbox"/> Other _____
<b>Office</b>	<input type="checkbox"/> Medical/Dental <input type="checkbox"/> Research & Dev. <input type="checkbox"/> Veterinarian	<input type="checkbox"/> Financial Services/Bank <input type="checkbox"/> Business/Consulting <input type="checkbox"/> Other _____
<b>Personal Services</b>	<input type="checkbox"/> Hair/Nail Salon <input type="checkbox"/> Dry Cleaning	<input type="checkbox"/> Bike Repair <input type="checkbox"/> Other _____
<b>Recreational</b>	<input type="checkbox"/> Park <input type="checkbox"/> Bike & Walking Trail	<input type="checkbox"/> Community Garden <input type="checkbox"/> Other _____
<b>Residential</b>	<input type="checkbox"/> Single Family Detached <input type="checkbox"/> Townhomes <input type="checkbox"/> Condominiums <input type="checkbox"/> Duplexes	<input type="checkbox"/> Four plex retirement homes <input type="checkbox"/> Assisted Living Facility <input type="checkbox"/> Apartments <input type="checkbox"/> Other _____
<b>Retail</b>	<input type="checkbox"/> Neighborhood grocery <input type="checkbox"/> Large, anchor store <input type="checkbox"/> Specialty boutiques	<input type="checkbox"/> Hardware/Home Supply <input type="checkbox"/> Locally Owned Shops <input type="checkbox"/> Other _____
<b>Warehouse/Distribution</b>	<input type="checkbox"/> Warehouse <input type="checkbox"/> Distribution Center	<input type="checkbox"/> UPS, FedEx, etc. <input type="checkbox"/> Other _____

## Future Amenities and Current Needs for Large Underdeveloped Parcels Survey

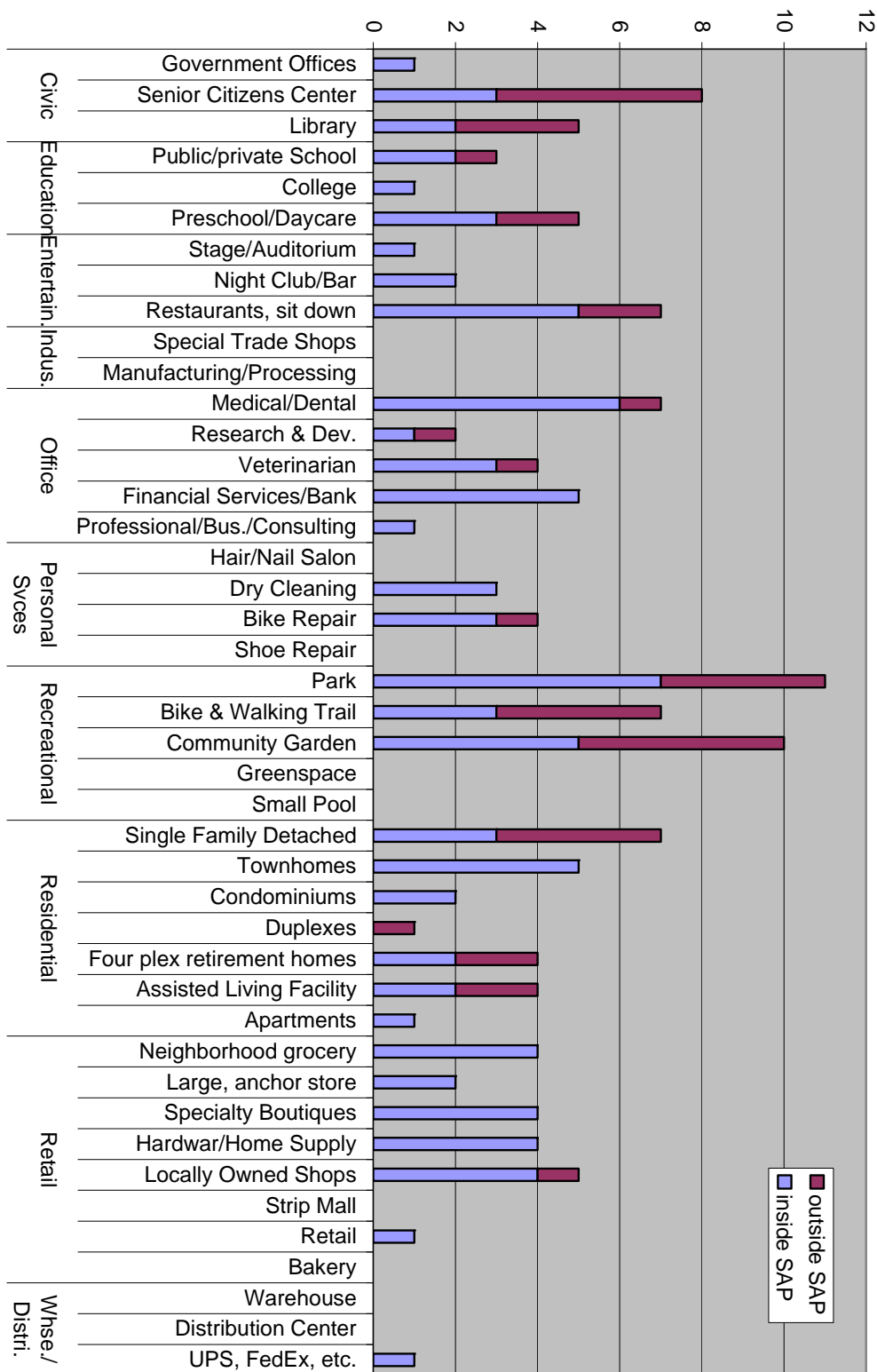


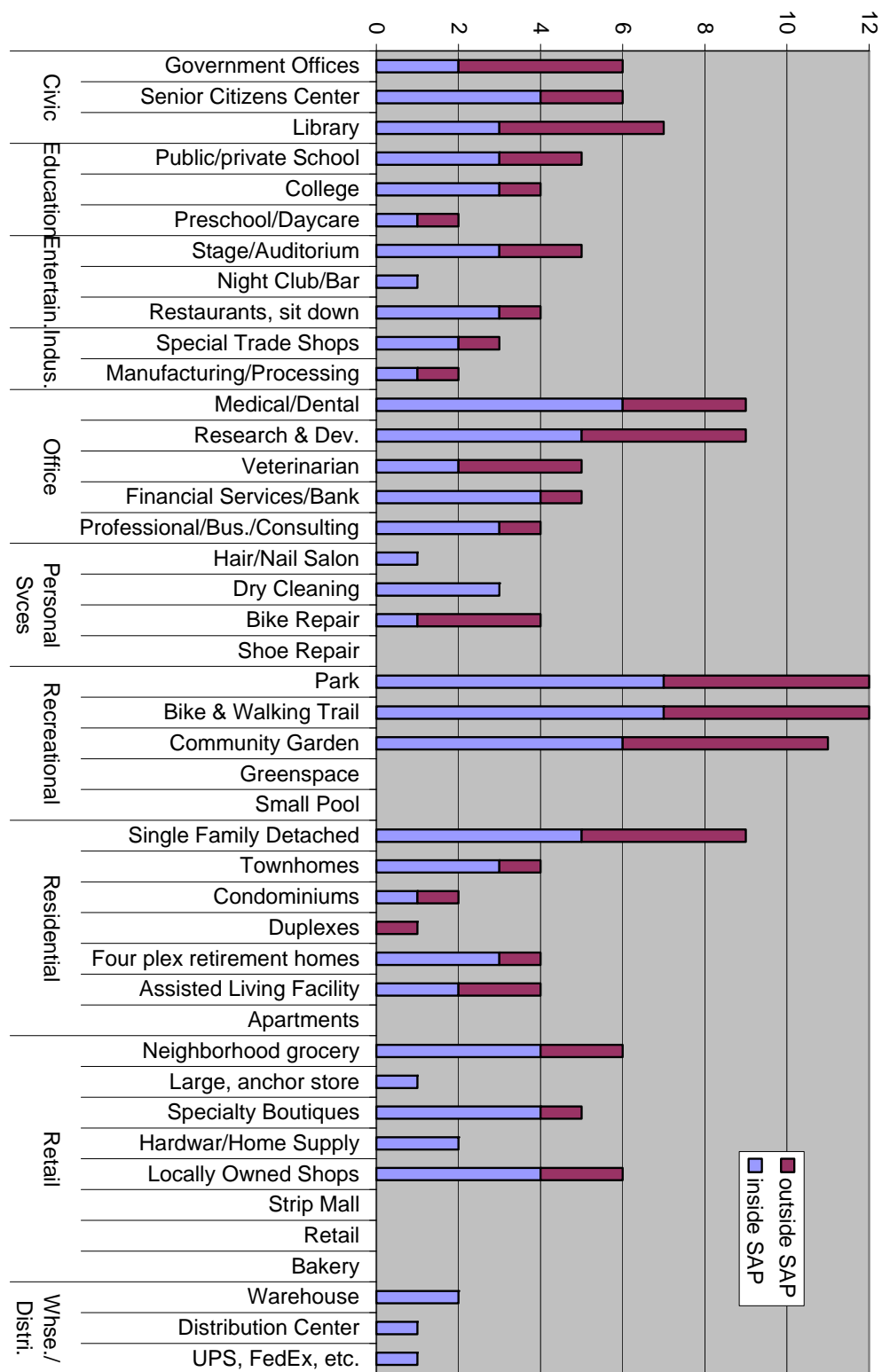


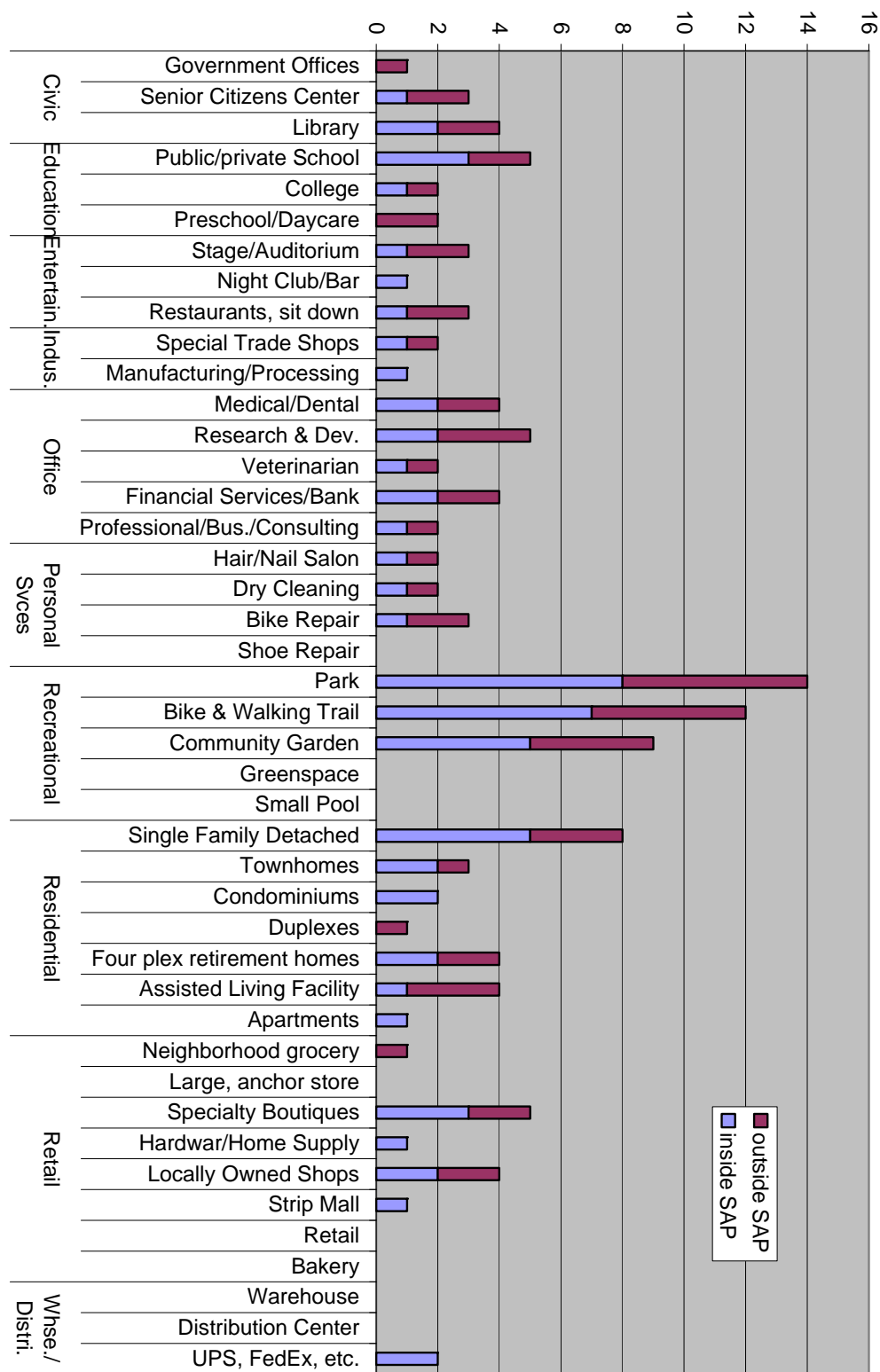




**South Nicholasville Road Small Area Plan,  
Future Amenities and Current Needs for Large Undeveloped Parcels Survey,  
Subarea IV, 4210 Nicholasville Road as of 7-24-09**

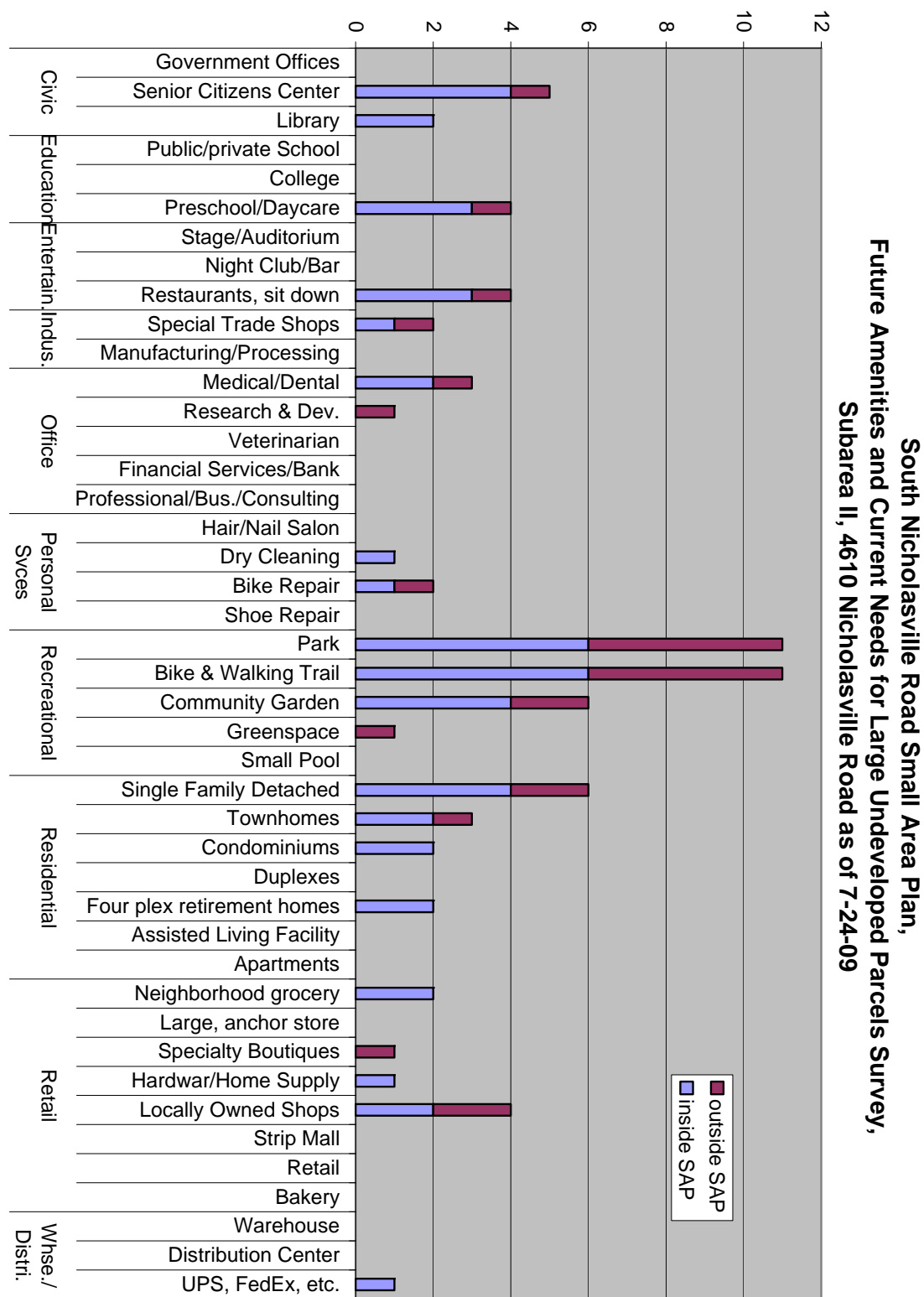




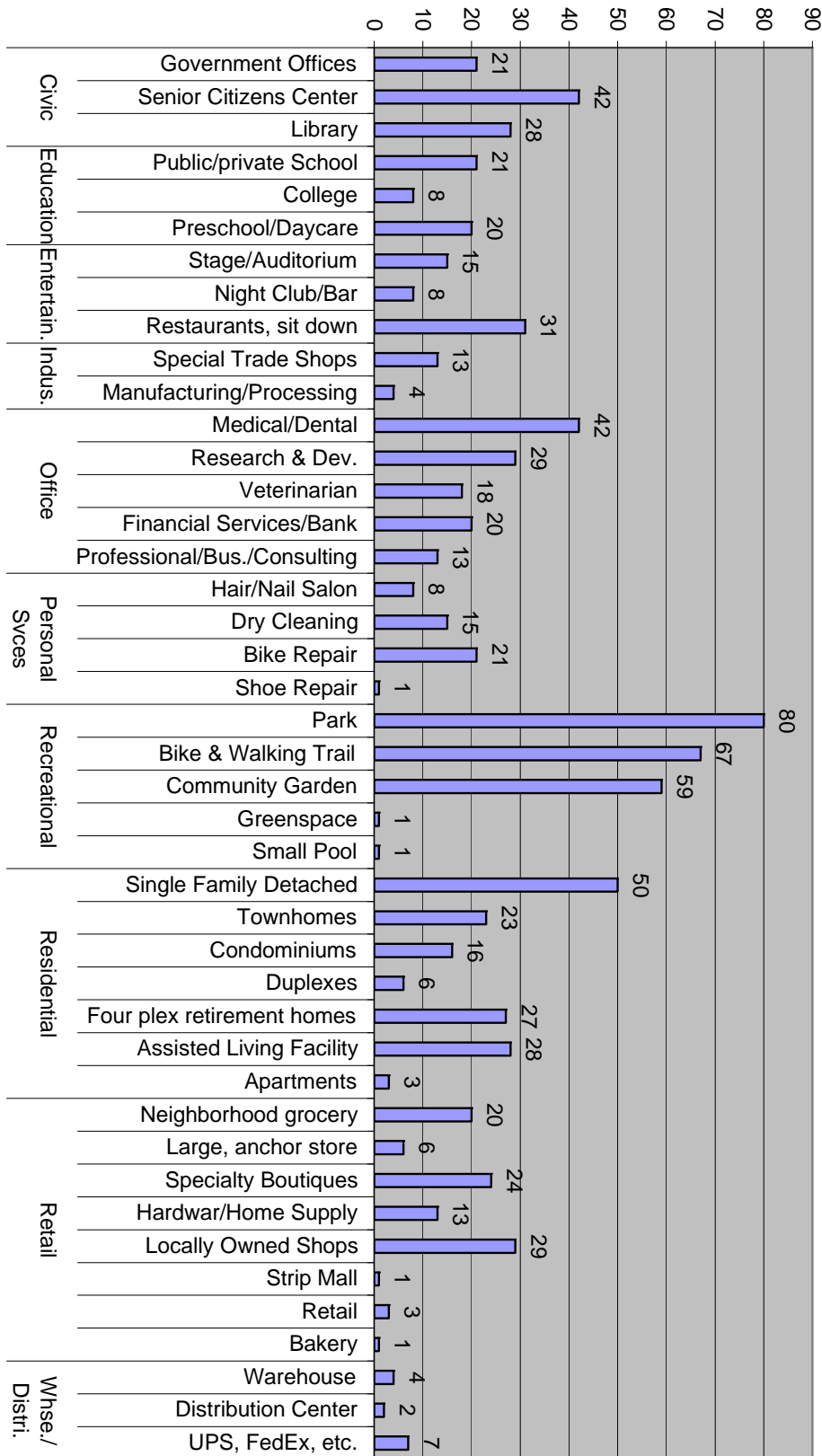


South Nicholasville Road Small Area Plan,  
Future Amenities and Current Needs for Large Undeveloped Parcels Survey,  
Subarea I South, 4609 Nicholasville Road as of 7-24-09





**South Nicholasville Road Small Area Plan,  
Future Amenities and Current Needs for Large Undeveloped Parcels Survey,  
Totals for Seven Large Parcels Combined, 7-24-09**



Acceptability of Vertical Mixed Use									
Does the person filling out the survey live inside or outside of the SNR SAP boundary?	Address	Yes, Residential over Office	No, Residential over Office	Yes, Residential over Restaurant	No, Residential over Restaurant	Yes, Residential over Retail	No, Residential over Retail	Yes, Office over Retail	No, Office over Retail
inside SAP	4100	6	7	6	6	7	6	8	5
outside SAP	4100	3	6	2	7	2	7	4	5
inside SAP	4210	4	9	8	5	8	5	5	8
outside SAP	4210	2	7	3	6	2	7	1	8
inside SAP	4320	8	4	7	5	7	5	4	7
outside SAP	4320	1	8	1	8	1	8	4	5
inside SAP	108	5	6	3	6	5	5	4	5
outside SAP	108	2	7	1	8	2	7	2	7
inside SAP	200	4	7	6	5	6	5	4	7
outside SAP	200	1	8	2	7	1	8	2	7
inside SAP	4609	6	6	6	5	6	5	5	6
outside SAP	4609	2	7	2	7	1	8	3	6
inside SAP	4610	3	8	4	7	4	7	5	6
outside SAP	4610	2	7	2	7	2	7	2	7

**Summary of the issues and concerns reported on the back of the Large Undeveloped/Underdeveloped Parcel Survey forms:**

Issues, special concerns, or needs for **108 Cobblestone Rd.:**

- Keep it as it is.

Issues, special concerns, or needs for **200 Waveland Museum Ln.:**

- Keep as green space.

Issues, special concerns, or needs for **4100 Nicholasville Rd.:**

- Let the Garden Center remain unless the owners want to sell it.
- Concerned about crime in the surrounding area.

Issues, special concerns, or needs for **4210 Nicholasville Rd.:**

- Let the owners decide what to do with their land.

Issues, special concerns, or needs for **4320 Emmert Farm Ln.:**

- Too close to the railroad tracks for residential.

Issues, special concerns, or needs for **4609 Nicholasville Rd.:**

- Keep as green space.
- Keep residential if possible.

Issues, special concerns, or needs for **4610 Nicholasville Rd.:**

- Keep as green space. Why is it zoned LD? What is all the pipe and gravel for?
- Keep residential.



