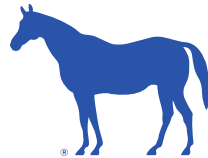


WINCHESTER RD. CORRIDOR STUDY

Planning Commission Work Session

April 16, 2022



LEXINGTON

Introductions



Iris Dooling
Project Manager



Stuart Kearns
*Project Manager,
Transportation*



Jt Holt
Outreach Manager



Hal Baillie
*Long-range Planning
Manager*



Chris Evilia
*Transportation Planning
Manager*

2045 Comprehensive Plan

Theme D: Improving a Desirable Community, Pillar II: Placemaking

PLACEMAKING POLICY #12

ANALYZE UNDERUTILIZED COMMERCIAL PROPERTY THROUGH CORRIDOR LAND USE & TRANSPORTATION STUDIES.

The goals and objectives of Imagine Lexington very plainly call for an intensification of the major corridors. Other proposed policies throughout the document have taken aim at the regulatory side of the equation. Another critical aspect of this policy framework is to engage the public along these corridors about these issues and what forms these intensifications may take. The Division of Planning has already begun meeting with various commercial landowners, developers and property managers about their visions for their sites and how they can take advantage of the already modified zoning tools.

Since the adoption of the 2018 Comprehensive Plan, corridor plans have been an ongoing partnership between the Division of Planning, the Metropolitan Planning Organization, the Kentucky Department of Transportation and the respective corridor's numerous stakeholders about future land uses and transportation needs.

In May of 2021, the Imagine Nicholasville Road corridor plan was adopted as an element of the Comprehensive Plan. The plan set forth a number of recommendations to prepare for redevelopment and transportation investment. Implementation began in 2023 with a next step feasibility project to analyze options for the establishment of Bus Rapid Transit (BRT) along the corridor. The future of Nicholasville Road does not include additional driving lanes, but instead a focus on how to move additional people more sustainably and efficiently. Additional implementation projects that focus on land use and zoning will be vital to realizing the vision laid out in the plan as well.

In June of 2023, the Imagine New Circle Road corridor study was also adopted as an element of the Comprehensive Plan. The plan identifies needed roadway improvements, establishes corridor design guidelines, and recommends specific zoning regulation changes. The study also creates mechanisms for better integration with adjacent residential neighborhoods, which have historically been separated from the corridor.

Continuing public involvement will be critical to cultivating buy-in, just as it has been on every previous small area plan. Of the utmost importance will be setting milestones to achieve a level of commercial and residential intensity to support mass transit along these corridors. The goal will be to think big and for the long-term, while allowing policymakers to act incrementally. These studies will very likely continue over the next 10 to 15 years, with implementation lasting even longer. However, the guidance of these studies will be long lasting for LexTran and the property owners in how they plan their future growth and development.

Project Background

- Selecting Winchester Rd.
 - Connection to completed and ongoing studies
 - North New Circle
 - Downtown Area Master Plan
 - Urban Growth Master Plan (UGMP)
 - UGMP Area 2- Residential density
 - Potential funding Opportunities
- Stats & Challenges
 - Current
 - Regional commuter route
 - Gateway into downtown
 - High traffic volume
 - High Injury Network
 - Future
 - Increase in residential density

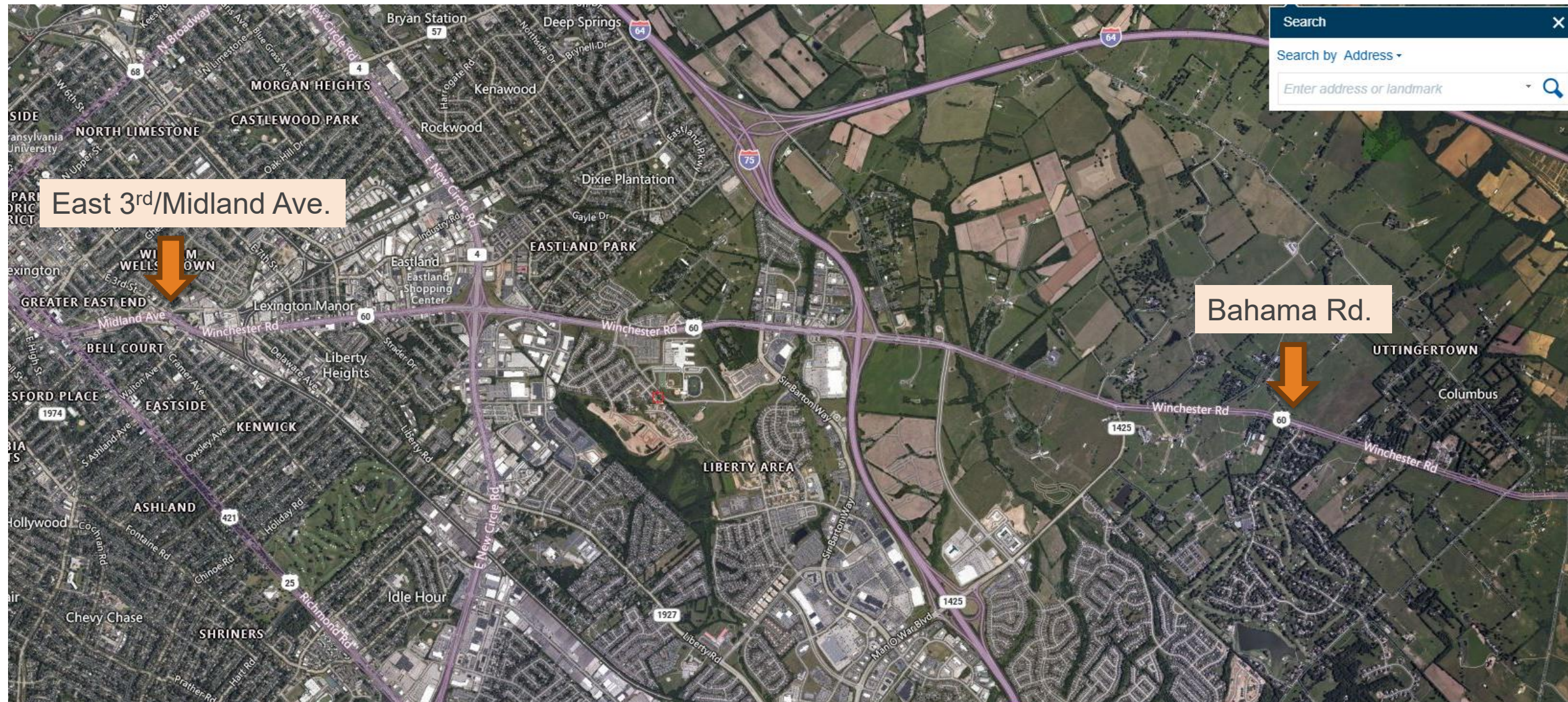
- Project Goals and Outcomes

The Winchester Road Corridor Study will:

- ✓ Enhance multimodal safety and access by reducing conflicts and lowering speeds to prevent fatalities and serious injuries.
- ✓ Encourage future redevelopment that is denser, mixed-use, and transit- and pedestrian-oriented in design.
- ✓ Improve connectivity and maintain adequate mobility for all modes of transportation.
- ✓ Identify opportunities for infill and identify potential catalytic sites.
- ✓ Utilize a multi-pronged approach to achieve meaningful engagement with stakeholders and the local community.
- ✓ Develop a cohesive sense of place along each segment of the corridor.

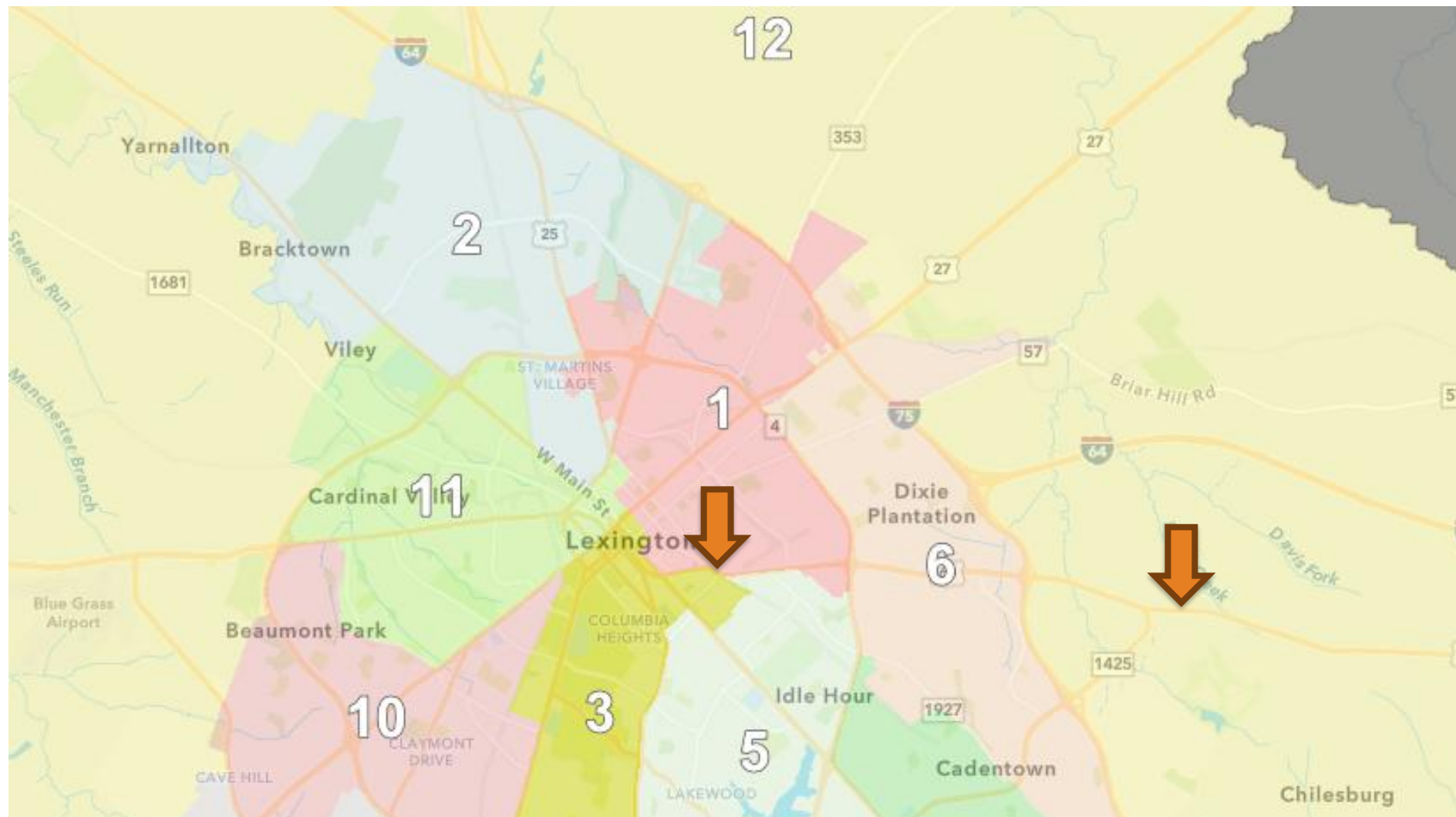


Project Limits





Impacted Council Districts

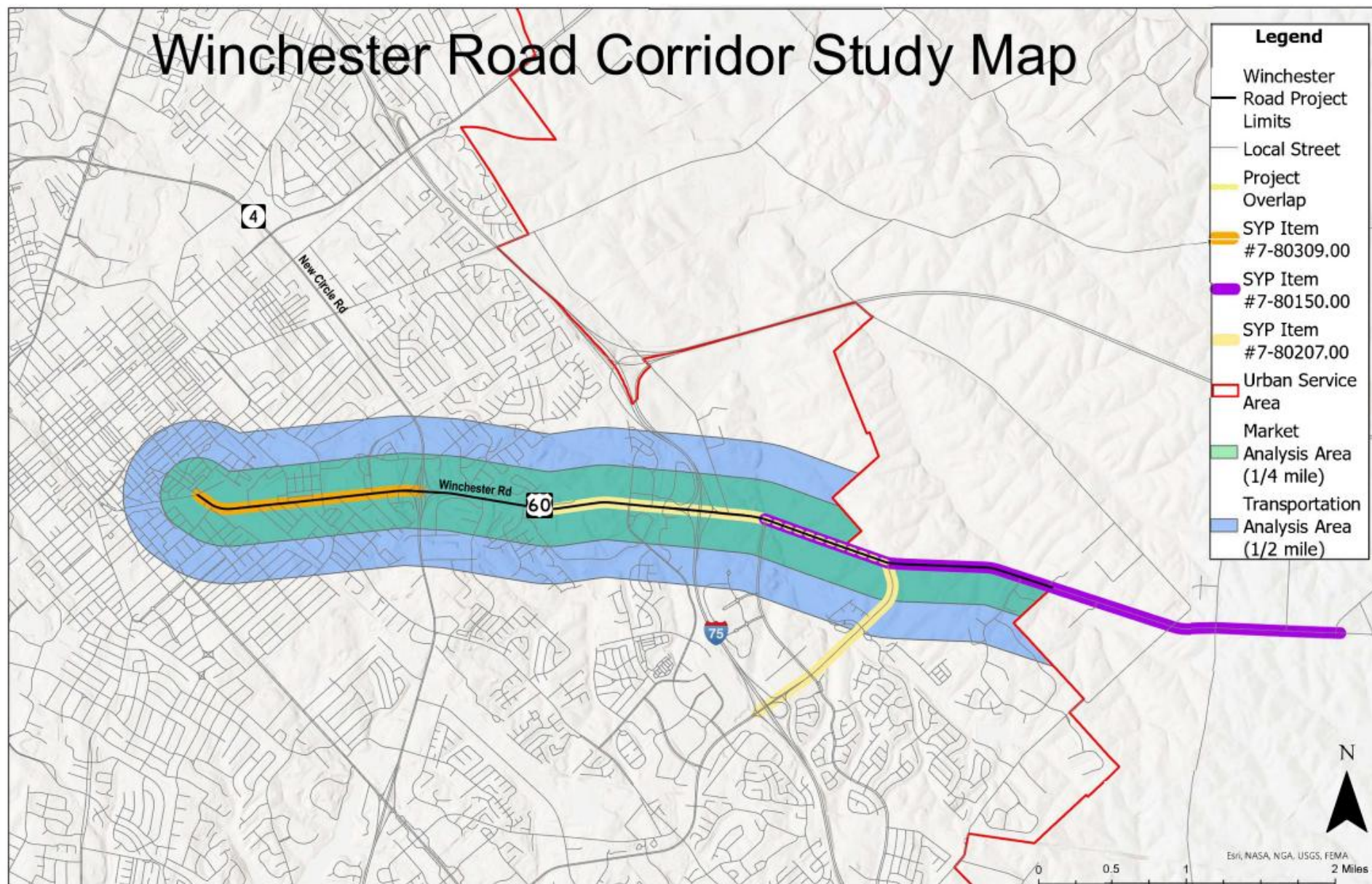


Urban Growth Master Plan- Area 2

Regulating Plan - Area 2



Proposed Development Type	Area (ac)	Density (du/ac)	Estimated Unit Range
Low Density	225.5	7 - 13	1,579 - 2,932
Medium Density	160.5	11 - 25	1,766 - 4,013
High Density	36.2	23+	832+
Village Center	23.3	20+	465+
Town Center	32.9	30+	987+
NET TOTAL	478.4	11.8 - 19.3 (average)	5,628 - 9,229+



Downtown
Lexington

26,000 - 31,000
(AADT)
Eastland
Shopping Center

Existing Trails

National Avenue
Corridor

MIDLAND TO DELAWARE:

- 01** ☒ Legacy Trail and Town Branch Commons (Multimodal connectivity)
☒ Auto-Oriented Development (Auto repair shops/ drive thru)
- 02** ☒ Along National Ave (Up and coming entertainment hub)
☒ Active Rail Line (Connection between segment 1 & 2)
- 03** ☒ Close Proximity to Downtown (Downtown Lexington Master Planning efforts)
☒ Third & Midland Ave Intersection (Road alignment & speeding)

DELAWARE TO NEW CIRCLE:

- 01** ☒ Good Building Placement (Between Liberty and Loudon)
☒ Inconsistent Building Placement (Between Delaware and Liberty)
- 02** ☒ Liberty Connections (Connection to New Circle & Man o' War)
☒ New Circle East/West Connectivity (No Safe Connections for Pedestrians)
- 03** ☒ Loudon Connections (Connection to Broadway & Newtown Pike)
☒ Auto Oriented Development (Between Loudon and New Circle)

43,000
(AADT)

NEW CIRCLE TO SIR BARTON WAY:

- 01** ☒ Patchen Wilkes Farm (Redevelopment opportunities)
☒ High Speeds Due to Road Design (Lack of Friction & High Posted Speed Limits)
- 02** ☒ Strategic Location & Connectivity (Access to New Circle and Hamburg Pavilion)
- 03** ☒ Lack of Pedestrian and Cycling Infrastructure (Disconnecting Eastland to Hamburg)
☒ Redevelopment Potential (Opportunities for mixed-use infill)
☒ Access Management Challenges (Driveways and unsignalized intersections)

Hamburg
Pavilion

SIR BARTON WAY TO I-75:

- 01** ☒ Sir Barton Connection & Regional Gateway (Anchors the Hamburg commercial district)
☒ Big Box Stores (Sea of Parking)
- 02** ☒ Proximity to I-75 & I-64 (North, East, South, West Interstate Connections)
☒ Disjointed Suburban Typology Buildings (Disconnecting retail/hotel/Office)
- 03** ☒ Committed Funding for Corridor Upgrades (\$1.8 million for designs for a new connector)
☒ Lack of Pedestrian Connectivity (Only one crosswalk on Sir Barton)

15,000
(AADT)
(Growth Coming)

Baptist
Health

I-75 TO BAHAMA:

- 01** ☒ Greenfield Development (Meet city needs and market absorption)
☒ Lack of Existing Infrastructure (Higher development costs)
- 02** ☒ Proximity to I-75 & I-64 (North, east, south, west interstate connections)
☒ I-75 & Limited Local Crossings (Few crossings and no protected bike/ped facilities)
- 03** ☒ New Regional Hospital & Development Growth (Rapid growth, new employment, etc.)
☒ Current Suburban Development Typologies (Big box stores, building placements, etc.)

Consultant team



MKSK

DEVELOPMENTSTRATEGIES

OUR TEAM

The core team of Anne, Elizabeth, Austin, Amy, and Ed [EHI] will build a strong foundation for the transformation of Lexington's Winchester Road into a community destination. These staff have a strong rapport and are committed to combining their unique expertise to develop a people-oriented corridor.

The core team will be supported by local specialists and regional professionals who provide knowledge of Lexington and access to national best practices, delivering innovative, sustainable solutions tailored to the community's needs.



LEXINGTON AREA
Metropolitan Planning Organization

LAMPO/LFUCG PROJECT MANAGERS

PROJECT MANAGER

Anne Warnick, PE, PTOE

DEPUTY PROJECT MANAGER

Elizabeth Farc ☆

LEGEND

☆ - Local Kentucky Staff
[MKSK] - MKSK
[EHI] - EHI Consultants
[DS] - Development Strategies
*All staff are from WSP unless
otherwise noted*

TRANSPORTATION PLANNING

TRANSPORTATION LEAD

Austin Obenauf, PE, RSP¹ ☆

VISION ZERO & SAFETY

Katie Hornback ☆

Emily Netherton, PE, PTOE ☆

COMPLETE STREETS

Dan Silverman, AICP

TRANSIT PLANNING

Tim Reynolds, AICP ☆

TRAFFIC OPERATIONS

Cameron Manley, PE, PTOE ☆

CROSS SECTIONS & PRIORITIZATION

Billy Garrison, PE ☆

INNOVATIVE STRATEGIES

Priyam Saxena

Charles Warren

LAND USE PLANNING

LAND USE LEAD

Amy DiCarlantonio, AICP, LEED AP,
ENV SP ☆

EXISTING CONDITIONS

Ryan Holmes, AICP [EHI] ☆

CATALYST SITE DEVELOPMENT

Luis Calvo, AICP [MKSK]

Andy Knight, PLA [MKSK] ☆

CORRIDOR DESIGN STANDARDS

Bryan Robinson, AICP, LEED AP

MARKET ANALYSIS

Matt Wetli, AICP [DS]

Anu Samarajiva [DS]

REDEVELOPMENT & LAND USE SCENARIOS / NEIGHBORHOOD CONNECTIVITY

Ryan Holmes, AICP [EHI] ☆

Roger Montelongo, AICP, CNU-A ☆

PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT LEAD

Ed Holmes, AICP [EHI] ☆

PUBLIC ENGAGEMENT

Ryan Holmes, AICP [EHI] ☆

STAKEHOLDER ENGAGEMENT

Andy Knight, PLA [MKSK] ☆

COMMUNICATIONS & MARKETING

Stephanie Eisenberg

*7 staff in Lexington &
5 staff elsewhere in Kentucky*

Project Budget, Funding & Timeline

- Project Budget: \$350,000
- Funding
 - MPO and non-federal LFUCG match
- Timeline: 12 months, not to exceed June 30, 2027

[illegible]

Steering Committee & Internal Advisory Group

■ Steering Committee

- Lextran
- KYTC
 - District 7
 - Strategic Planning Branch
- LFUCG
 - Engineering
 - Traffic Engineering
 - Office of the Mayor
- MPO
 - Bike Ped
 - Complete Streets
 - Vision Zero
- Division of Planning
- Bicycle & Pedestrian Advisory Committee

■ Internal Advisory Group

- Planning Commission
 - Commissioner Johnathon Davis
 - Commissioner Robin Michler
- LFUCG County Council
 - Vice Mayor Dan Wu
 - Councilmember James Brown (at-large)
 - Councilmember Tyler Morton (1st District)
 - Councilmember Lisa Higgins-Hord (6th District)
 - Councilmember Hil Boone (12th District)

QUESTIONS?

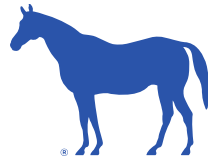
Contact Information

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