



imagine
NEW CIRCLE

**NORTHEAST
NEW CIRCLE ROAD
CORRIDOR STUDY**



LEXINGTON



LEXINGTON



ACKNOWLEDGMENTS

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OVERVIEW

WHAT IS IMAGINE NEW CIRCLE?

Imagine New Circle is an opportunity to take a fresh look at the future of one of Lexington's most important roads to help better meet community needs while preserving unique cultural features.

This study will bring together residents, business owners, policymakers, and other community members to imagine how Northeast New Circle Road can be improved over the coming decades. Changes could include transportation and streetscape improvements, new housing and development opportunities, and ways to support existing and new businesses.

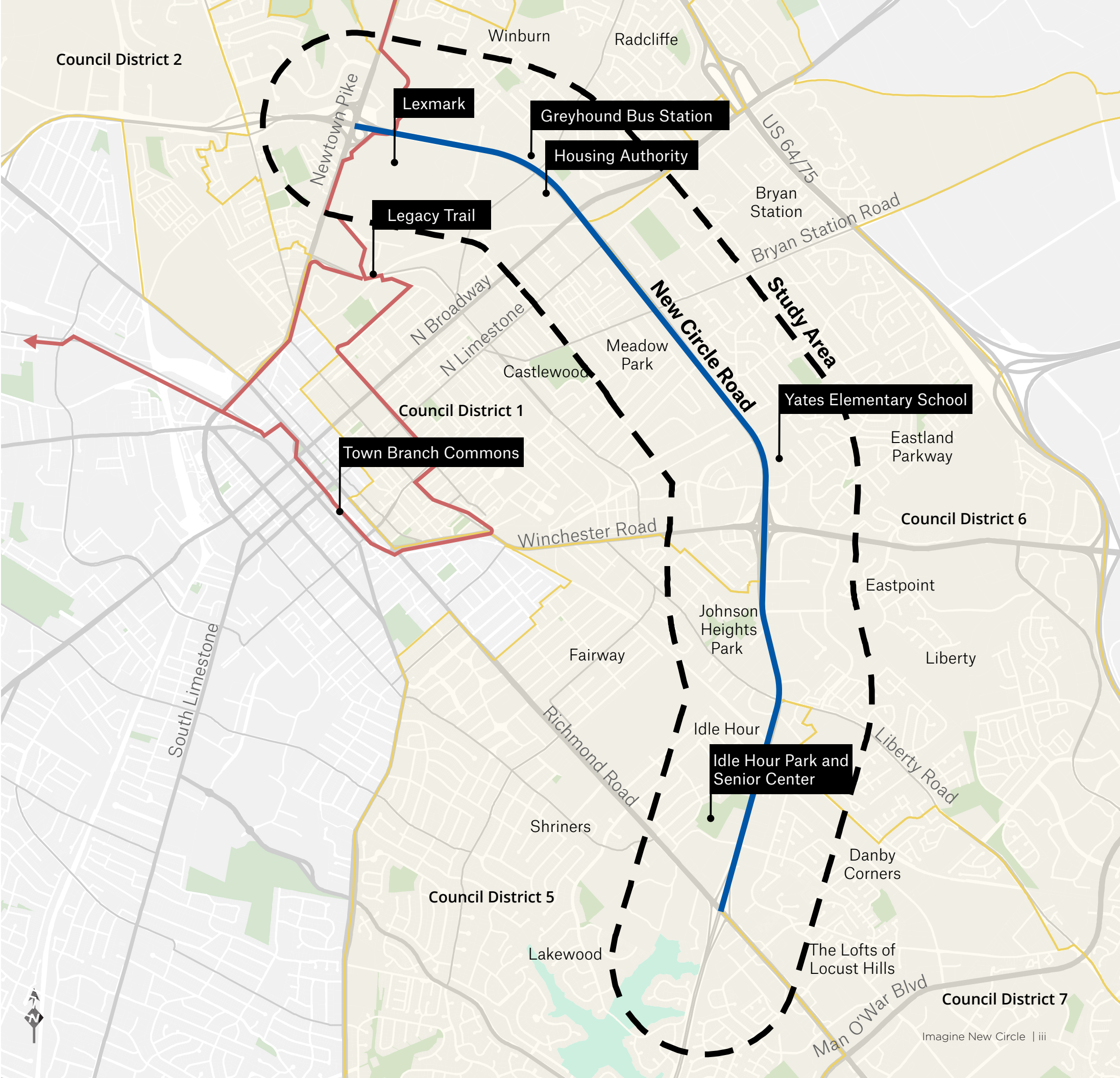
The ideas gathered will be combined with research and national best practices to create a road map for Northeast New Circle Road's future and help guide new policies and decision-making by the Lexington-Fayette Urban County Government.

WHY IMAGINE NEW CIRCLE?

The Northeast New Circle Road corridor is heavily used by more than 40,000 vehicles a day and provides access to tens of thousands of homes and hundreds of small and large businesses. While it is home to some of Lexington's most diverse neighborhoods and businesses, it also is challenged by uncomfortable roadways, traffic, and a lack of support services for new businesses.

GET INVOLVED

Imagine New Circle will be built on community conversations and research. There will be multiple opportunities to engage in the process—from sharing your initial thoughts and ideas to providing input on proposed recommendations. Find out about upcoming opportunities by visiting our website at ImagineNewCircle.org.



EXISTING CONDITIONS



TYPICAL COMMERCIAL CENTER ALONG THE CORRIDOR

Regulations influence landscape and open space requirements.

The Highway Service Business (B-3) zone is the most dominant zoning and often results in this type of development.

Zoning regulations determine density and alignment with surrounding properties.

REVIEW OF REGULATIONS

INTRODUCTION

This Diagnostic Report (“Report”) evaluates how the City of Lexington’s Zoning Ordinance (“Ordinance”) is currently promoting objectives for land use and the built environment within the Northeast New Circle Road (“NCR”) Study Area (the “Study Area”).

Zoning regulations that affect what can be developed within the Study Area were reviewed in detail. Observations related to the usability and organization of the zoning code are also included given that they affect how the zoning ordinance is utilized by the community. This report summarizes the analysis and recommendations.

CONTEXT

The following table displays the zones reviewed and the proportion of each zone that falls within the Study Area. In-depth reviews of each zoning district can be found in the full report located within the appendix.

Zone	Area (Acres)	%
A-U	182	4.25%
B-1	89	2.10%
B-3	670	15.67%
B-4	209	4.88%
B-6P	156	3.64%
I-1	830	19.41%
M-1P	1	>1%
P-1	65	1.52%
P-2	2	>1%
R-1B	232	5.52%
R-1C	961	22.47%
R-1D	321	7.50%
R-1E	19	0.44%
R-1T	60	1.40%
R-2	137	3.20%
R-3	195	4.56%
R-4	144	3.36%
R-5	2	>1%
Total Area	4,275	100%

FINDINGS

The review of zoning districts along Northeast NCR revealed opportunities to revise zoning districts to better reflect community objectives. The observations and findings are listed below.

Uses

The zoning districts adjacent to Northeast NCR are generally Euclidean in nature, which means that zoning districts are organized around specific uses. This system of organizing zones generally means that uses like offices, retail/shopping, residences, and industry are physically separated from each other and in some districts, permitted uses are limited to just a few, specific uses. It is likely that a study of uses could uncover a range of other compatible uses that could be permitted by-right. For example, the Agricultural Urban (A-U) zone only permits single-family detached dwellings, farms, hayrides, and farm tours by-right, and the residential (R) districts are organized around



housing types. The end goal should be to permit as many compatible uses as possible, so long as they fit with the intent or goals of the district.

The Highway Service Business (B-3) zone is the most dominant zoning district throughout the area studied. Although B-3 permits a mix of non-residential uses, it explicitly prohibits residential dwelling units. Given the desire for flexibility and incremental development, zoning regulations need to go further in promoting a mix of uses with appropriate buffering to ensure compatibility where needed.

The Light Industrial (I-1) zone is the second most prevalent zoning category adjacent to Northeast NCR. The uses permitted by-right are primarily industrial uses, as well as the intensive commercial uses permitted in the B-4 zone. Many of the areas zoned as I-1 have a character consistent with the areas zoned as B-3 and there is not a visible difference in character. This indicates that these uses are likely compatible and could be combined into a flexible, mixed-use district that could permit business and commerce uses, employment uses which exclude heavy industrial uses, and multi-unit housing types. The City should further explore whether the elimination of higher intensity uses like recycling plants, junk yards, and manufacturing uses would generate non-conformities or create practical difficulties for existing employers and land owners.

Within the residential districts, lot size is used to distinguish the various residential zones from one another. Instead, the community should create an inventory of desired housing types in any given district and work with developers and Community Development Corporations (CDCs) to understand optimal standards needed to develop desired housing types. Given the scale of buildings and sites within the NCR study area, there will likely be an opportunity to provide housing variety and a range of neighborhood amenities within residential areas, so long as they are compatible with residential uses.

The Professional Office (P-1) zone is largely comprised of office and institutional uses, although it does permit service uses and residential units are permitted

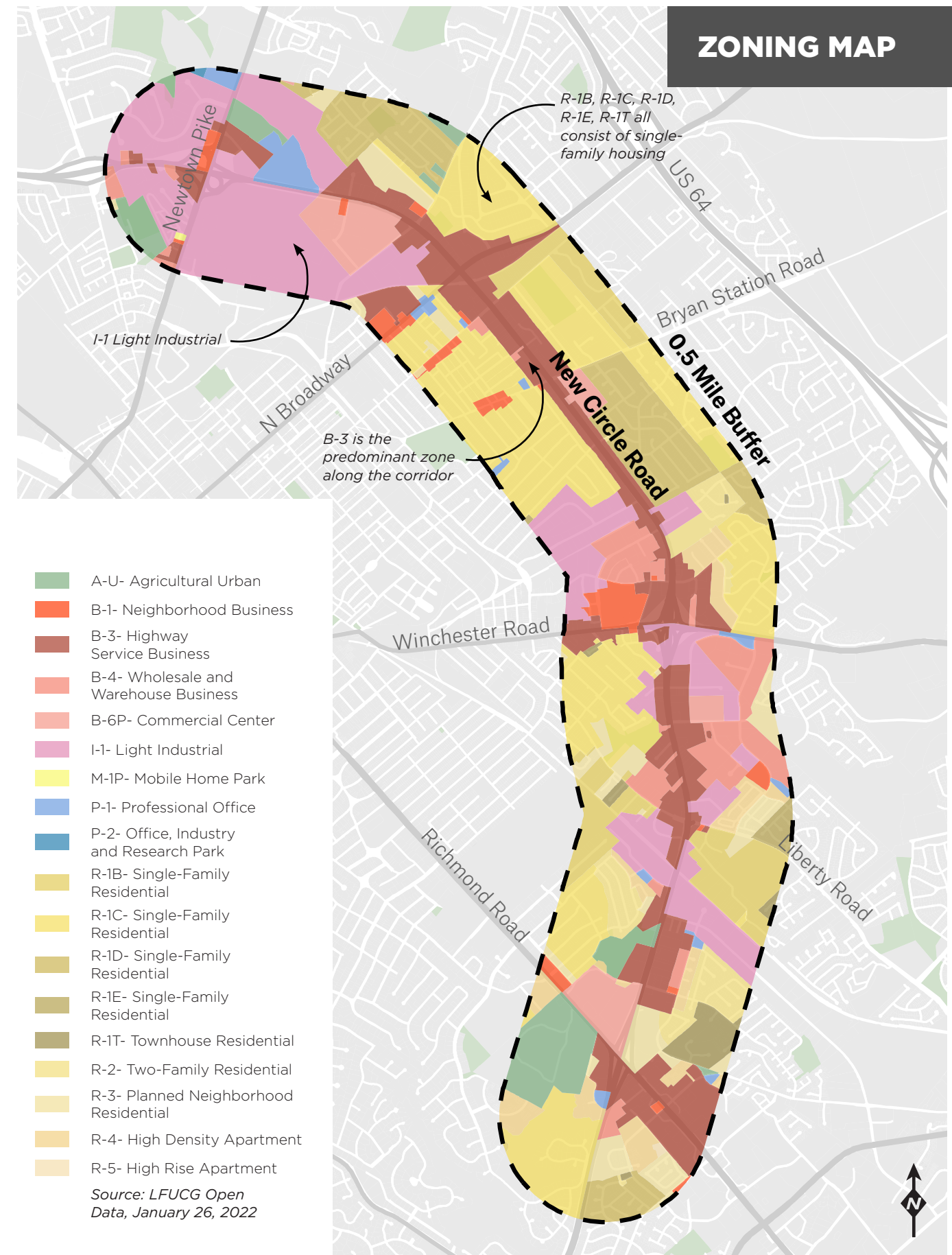
above the first floor. In suburban environments like Northeast NCR, office parks are often developed as single-use, one-story developments. It is interesting that residences are permitted on upper floors within the P-1 district, but residences are explicitly prohibited in the B-3 district where there are more amenities for residents. Given the recent increases in office vacancy rates that are likely going to persist due to the increased adoption of work-from-home arrangements, office-specific zoning districts will decrease in desirability moving forward. Instead, new standards should provide flexibility to develop offices within commercial corridors with strong accessibility.

Development Standards

Relative to many peer cities, the development standards within the Northeast NCR zoning categories are permissive. The zoning that covers most of Northeast NCR has a minimum front setback of 10-20 feet with minimum lot standards that either are not regulated or have a range of 6,000-7,500 square feet minimum.

Most of the development standards within B-3 have “no limitation” with the exception of lot frontage (40 ft.), minimum front setback (20 ft.) and a building height maximum (75 ft). These standards are flexible enough to facilitate the incremental development that the City would like to see, however, the prohibition on mixing residential and non-residential uses may be acting as a barrier to construction that has a more granular development pattern. The transportation infrastructure is also acting as a barrier given that new incremental development would be out-of-scale and very difficult to reach by foot or bicycle. Development standards should be carefully calibrated to facilitate the urban realm that the City would like to see; it will be especially important to coordinate zoning regulation and land use strategy with mobility initiatives for NCR.

With regard to residential districts, it is common to segregate residential districts by lot size, and then further by housing type. However, many communities are moving away from this approach because it is considered exclusionary zoning. Stratifying identical



zoning districts based on housing types is akin to segregation by ability-to-afford. The larger lot requires a greater expenditure and often less access to transit or good mobility options. It is therefore not feasible for households that are challenged by the expenses associated with owning and operating a car.

The other non-residential districts like the I-1, P-1, B-4, B-6P also have permissive development standards, given that many of the standards are stated as having “no limitations”, and where there are standards, like front yard setback, they are not overly constraining on the site. One exception is the 35 feet maximum building height in the B-1. Thirty-five feet is the same maximum height as the low-density residential districts. It is inappropriate where businesses and builders need flexibility to meet market demands. This standard may also be serving as a barrier to mixed-use development.

Organization and Usability of the Zoning Code

Below are observations and considerations related to organization and usability of the entire zoning code:

- Remove regulatory items from definitions.
- Definitions should be located in one centralized alphabetical glossary so that term definitions are easy to find.
- Standards within the zones should be broken out into use standards and development standards, with special use standards and generally applicable standards referenced, but located in a separate chapter for conciseness.
- The online downloadable version of the zoning ordinance does not contain a table of contents and it is difficult to navigate.
- Generally applicable regulations should be centralized into one chapter instead of scattered throughout the ordinance.
- Uses are dated, inconsistent and, in some cases, conflicting.
- Prohibited uses do not need to be explicitly listed; instead all unlisted are not permitted so

that a failure to list a prohibited use does not lead to an assumption that it is permitted.

- Some prohibited uses are barely distinguishable from conditionally permitted uses due to overlap in terms.
- Parking minimums should not be repeated in every zoning district; they should be consolidated and listed in one central location within the ordinance.
- Zones, districts and overlays should all be in a centralized location instead of scattered throughout the ordinance.

Conclusions and Recommendations

The City should explore rezoning into simplified districts that promote flexibility of uses while providing more certainty in the built environment, organized around desired character areas. As stated, the existing development regulations already provide flexibility but very little certainty regarding how any given development project will turn out. The predominance of the B-3 district, and the prohibition on mixed-use development within this district, is currently acting as the main barrier to promoting a mixed-use environment on NCR. The following list provides a guide for future updates to the zoning code:

- New zoning districts on Northeast NCR should be calibrated to the character that the community wants to see with a focus on form—the zoning should integrate the plans for future transportation investments along Northeast NCR.
- Simplify the number of zoning districts along Northeast NCR in the study area.
- Where nodes are not lined by on/off-ramps, capitalize on the increased traffic with strong corners and strong mobility infrastructure that is coordinated with zoning regulations like density/height, mandatory pedestrian paths, and transparency/high visibility from the street.
- Except for areas where the City would like to maintain heavy industrial uses, updated zoning districts should focus on form while leaving ample flexibility for residential, commercial, office/employment, and compatible light industrial uses.

- Take a strategic approach to employment-oriented uses and study the City’s employment projections and desired job growth vis-à-vis where employment uses will be permitted.
- Update the use lists so that they are modern, consistent and well-defined:
 - Tire retreading and recapping
 - Offices of purchasers, processors and handlers of agricultural products, limited to administrative uses only
 - Ice plant
 - Newsstands
 - Taxidermy establishments
 - Secondhand shops
 - Ticket and travel agencies
 - Hunting clubs
 - Country Inns
 - Quick copy services utilizing xerographic or similar processes
- Consider a development bonus scheme whereby additional density or site flexibility is given in exchange for community benefits and public realm improvements.
- Reconsider instances where the maximum building height is 35 ft. in non-residential districts, which constrains site flexibility and the ability for mixed-use projects to be developed.
- Continue to phase out the practice of exclusionary zoning whereby residential districts are highly stratified by housing type and lot size within the urbanized area. It is reasonable to maintain larger lot sizes further at the periphery where there is a desire to maintain greenspace and low-impact development.
- Promote shared parking assets to the greatest degree possible to maximize land for parking, which is essentially unproductive, and within the zoning ordinance put parking minimums in one centralized section in lieu of repeating them throughout the code.

- Given the recent increases in office vacancy rates, remove instances of Euclidean office zoning districts; instead, offices should be permitted to locate along corridors with high levels of accessibility. Provide flexibility for multi-story and campus office development, so long as it is consistent with the desired form.
- Where there is a desire to create a pedestrian environment, calibrate zoning regulations to facilitate a human-scaled, appealing environment free of visually dominant asphalt.
- Mandate pedestrian pathways from the sidewalk to the main entrance of every building.
- Consider the integration of bicycle parking and mandatory ride-share, pick-up, and delivery parking spaces which have a prioritized location subordinate to disabled parking spaces.
- Where the City invests in transportation/pedestrian infrastructure, consider the integration of walk-up windows as opposed to drive-thrus.



Major Takeaways

Residences are permitted on upper floors within the P-1 district, but it is explicitly prohibited in the B-3 district where there are more amenities for residents.

There could be greater maximization of parking assets through incentivization of shared parking.

The transportation infrastructure is acting as a barrier given that new incremental development would be out-of-scale and very difficult to reach by foot or bicycle.

The Highway Service Business (B-3) zone permits a mix of non-residential uses.

With regard to residential districts, it is common to segregate residential districts by lot size, and then further by housing type.

The zoning that covers most of NCR has a minimum front setback of 10-20 feet with minimum lot standards that either are not regulated or have a range of 6,000-7,500 sf minimum.

EXISTING LAND USE

While zoning influences what can be built, existing land use informs us how the land is currently being utilized; within the study area, we can observe 11 different land uses ranging from commercial to housing to civic uses.

There are three economically driven land uses: commercial, light industrial/warehouse, and office. Commercial land use is prominently observed. Commercial designated land use includes strip malls, RV and automotive sales, grocery stores, and automobile services. The northern portion of the corridor is comprised largely by light industrial and warehouses. Different economic-focused land use includes a small number of professional office areas throughout the study area. These office areas include services for professionals like doctors, lawyers, dentists, etc.

Housing along the corridor is minimal, but we see the trend of large areas of single-family housing and smaller areas of multifamily housing units within the study area. While housing touches New Circle Road minimally, we can see that housing surrounds the outer edges of the study area.

Other uses observed within the study area include schools, religious, and other civic services, such as the Housing Authority. Additional land uses that can be seen within the service area include recreational area/park. Nine designated recreation areas are located within the study area, but cannot be directly accessed from Northeast New Circle Road.

Large commercial strip mall areas are common along the corridor



4,283

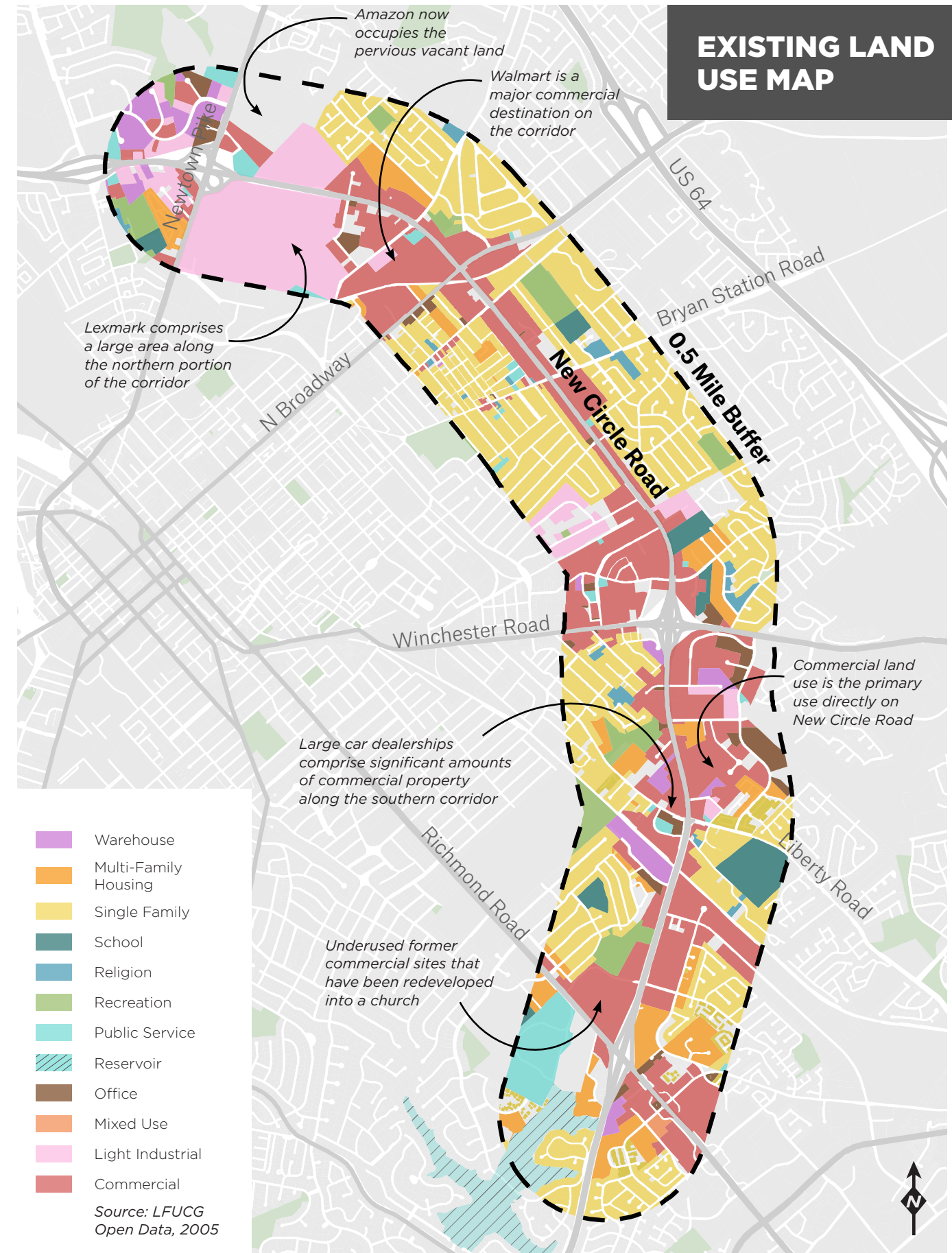
Total Acres of Land within Study Area

11

Types of Land Uses

Commercial

makes up the most area directly touching New Circle Road



EXISTING LAND USE MAP





SINGLE-FAMILY

Single-family housing makes up the highest percentage of the study area. The makeup of these neighborhood areas is primarily modest subdivision-style housing, meaning that they are within isolated neighborhoods connecting to one or two major roadways. While these areas have no direct connection to the corridor, they have access to a roadway that feeds into Northeast New Circle Road.



MULTIFAMILY

Multifamily housing is comprised of buildings that house two or more units. These structures include duplexes, apartment buildings, mixed-use housing, and other multifamily dwellings. These housing types have little direct access to New Circle Road but do have access to major through roads that connect to Northeast New Circle Road.



RECREATION

Outdoor recreational areas are at a minimum directly along the corridor. The nine designated recreational areas, five of which are City Parks, within the study area have no direct access from Northeast New Circle Road. These areas are centralized within neighborhood areas. The recreational areas have various amenities such as sports fields, trails, walking paths, and open spaces.



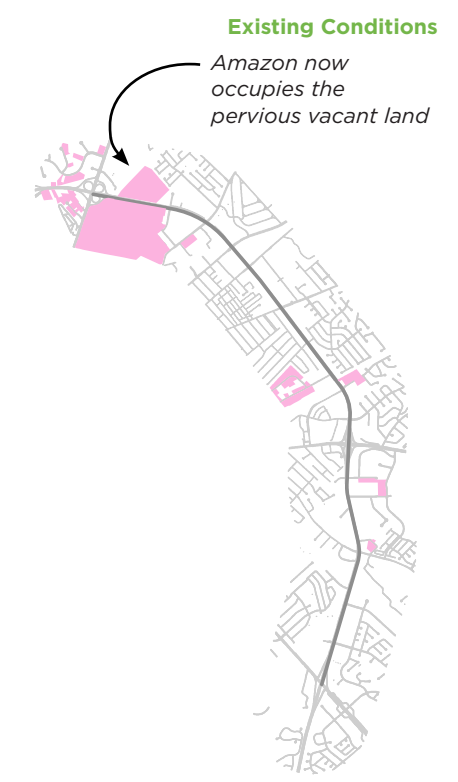
OFFICE

Office space is described as structures utilized for professional services such as doctors, lawyers, dentists, consultation firms, etc. Along the corridor and within the study area, office space is limited. There are only five locations where we can see office space directly connected to the corridor; all other areas are located off of a major through roadway. While these are dedicated office land use areas, office space can also be found in with commercial land use.



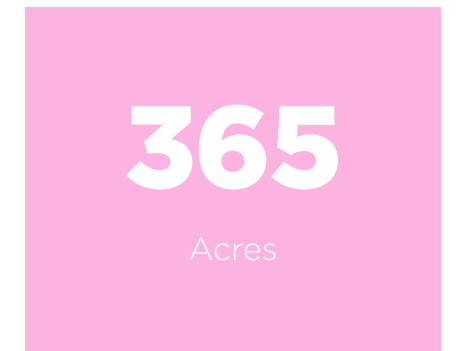
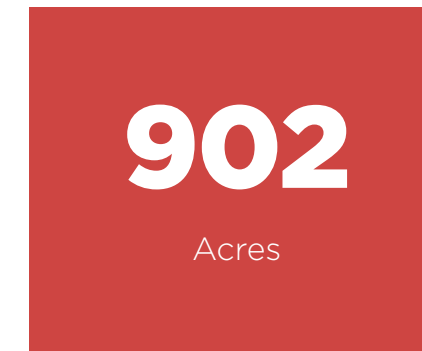
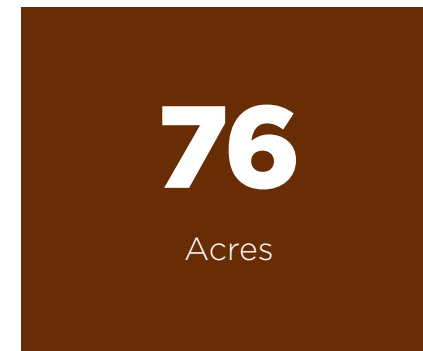
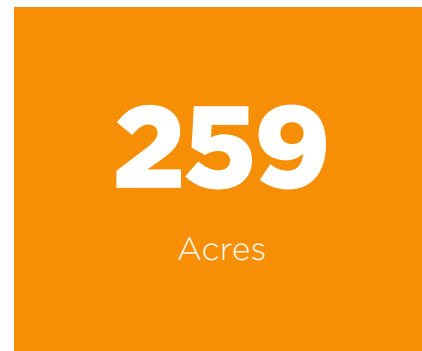
COMMERCIAL

Commercial land use makes up the majority of all land touching Northeast New Circle Road. These land-use areas comprise shopping centers, strip malls, big-box stores, grocery stores, automobile sales, services, etc. The corridor also consists of many small local and diverse shops and eateries. The combination of these uses creates a unique economic and commercial area.



LIGHT INDUSTRIAL

Light industrial is primarily concentrated around the intersection of Newtown Pike, with Lexmark being a primary industry along the corridor. Other light industrial uses include warehouses, self-storage facilities, packaging facilities, wholesale and other facilities.

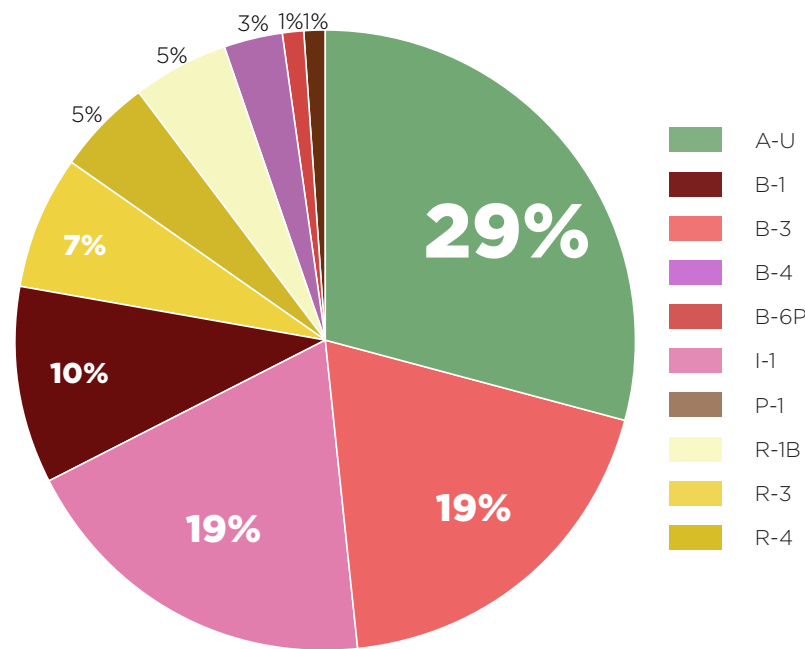


VACANT AND UNDERUTILIZED LAND

According to the 2021 Sustainable Growth Task Force Study vacant and underutilized land within the study area comprises 207 acres for potential new development. While 207 acres are currently vacant within the study area, only 21 acres directly touch Northeast New Circle Road.

The existing zoning classification can guide the future development of those parcels of land. The majority of the land that is classified as vacant is zoned for agriculture urban use, a large portion of which has since been developed as a major Amazon shipping hub. Still, we can also see that B-3 (19%) and I-1 (19%) make up a large percentage of the area that can still be utilized for future commercial and industrial uses. Residential use makes up a combined 17% of all vacant land.

*Data that was the analysis for this report was developed in 2020. Vacancy parcels may not be reflective of today's conditions.



207

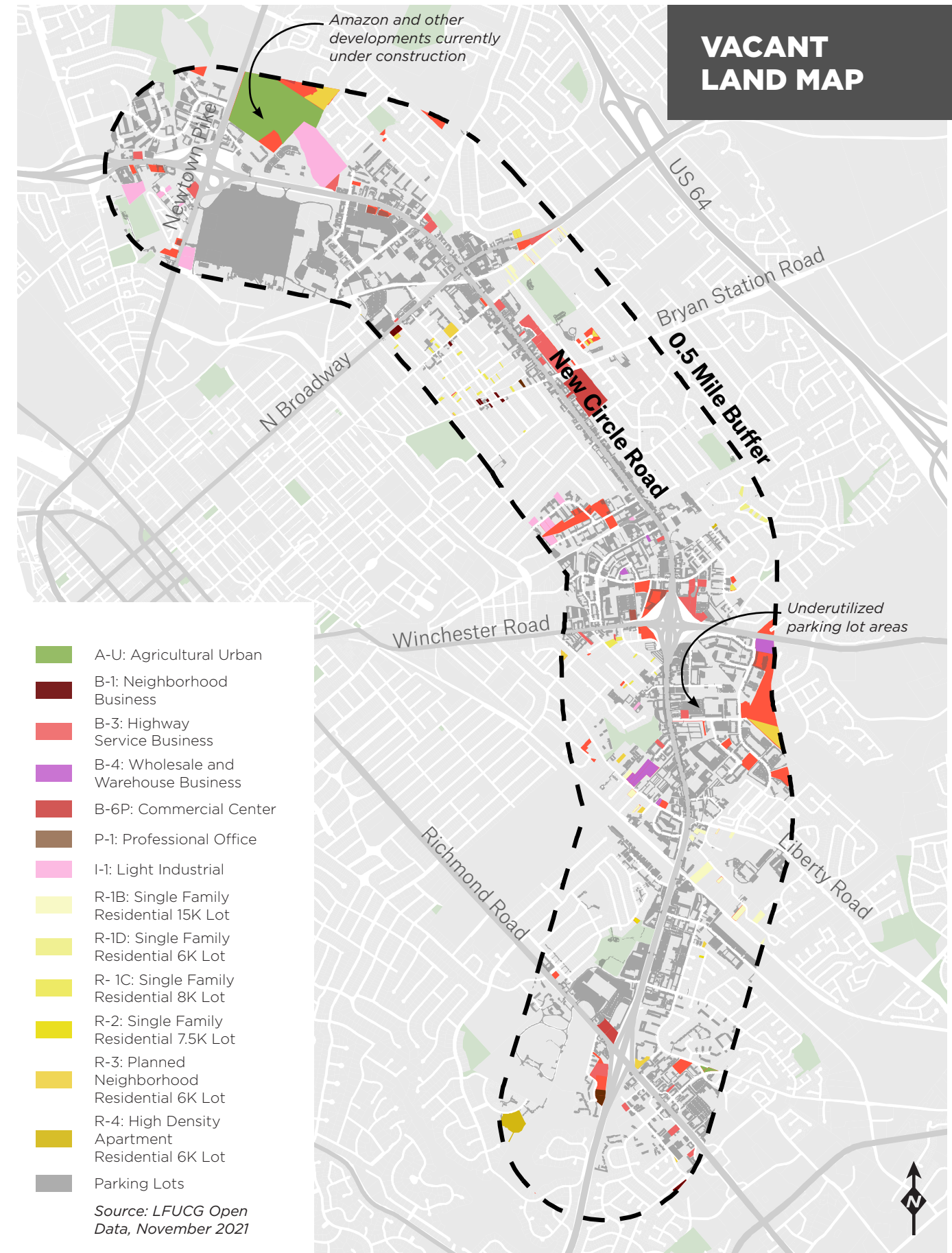
acres of total designated vacant land

A-U

Agricultural Urban is the primary zoning classification shown as vacant land within the study area

725

acres of surface parking within study area



MULTIMODAL TRANSPORTATION

Legacy Trail

crosses New Circle Road at the northern side of the corridor

Nine

Lextran routes interact with the Northeast New Circle Road corridor

Only 9%

of the corridor has a public sidewalk

Multimodal transportation is comprised of all forms of transportation for people. This section examines the movement and infrastructure conditions of public transit (LexTran), bicyclists, and pedestrians. Within a later section, vehicular traffic will be analyzed.

Bicycle infrastructure along the corridor is limited, but the Legacy Trail intersects the corridor by a bridge over Northeast New Circle Road along the northern portion of the corridor.

Pedestrian infrastructure is also limited along the corridor. We can see a network of sidewalks within the residential neighborhoods throughout the entire study area. These sidewalks connect across the corridor at intersections with wide signaled crosswalks. Due to the lack of pedestrian infrastructure, people walk along the shoulder of the roadway to access destinations and transit stops.

Currently, the corridor is supported by nine transit routes. These routes include:

- Route 1 – Woodhill Drive
- Route 4 – Newtown Pike
- Route 6 – North Broadway
- Route 7 – North Limestone
- Route 9 – Eastland Line
- Route 10 – Hamburg Pavilion
- Route 11 – Richmond Road
- Route 17 – Northside Connector
- Route 22 – Mercer Road

Each of these routes either runs along Northeast New Circle Road or intersects the corridor. Bus stops along the corridor are inconsistent, with some offering shelter or other amenities, but the majority featuring only signage.

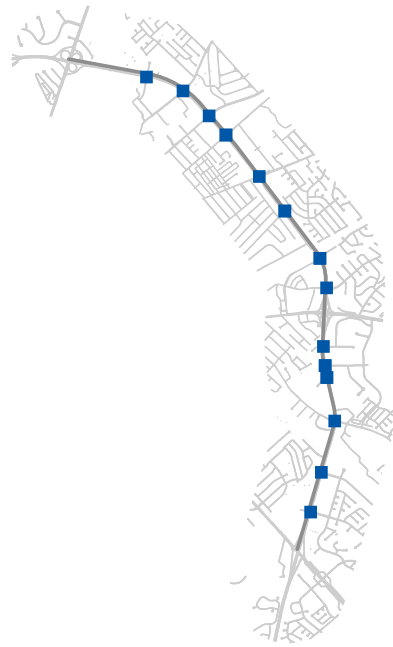




EXISTING SIDEWALKS

Existing sidewalks are limited along the corridor. Within a mile from the corridor sidewalks can be primarily observed throughout the surrounding neighborhoods on either side of Northeast New Circle Road. Due to the lack of sidewalks, people utilize the shoulder and put themselves at risk along the highly trafficked road.

<1
mile of sidewalk along the 5.5-mile corridor



EXISTING CROSSWALKS

Existing crosswalks along the corridor range in length from 85 feet to 128 feet, the length of a Boeing 737 airplane. Typically, crosswalks are marked and are accompanied by a pedestrian signal. Substantial crosswalk lengths and crossing times provide accessibility challenges for pedestrian safety, the substantial length and allowed time to cross provides major accessibility challenges for seniors, pedestrians with disabilities, or young children.

14
intersections with crosswalks for pedestrians



PEDESTRIAN CRASH DATA

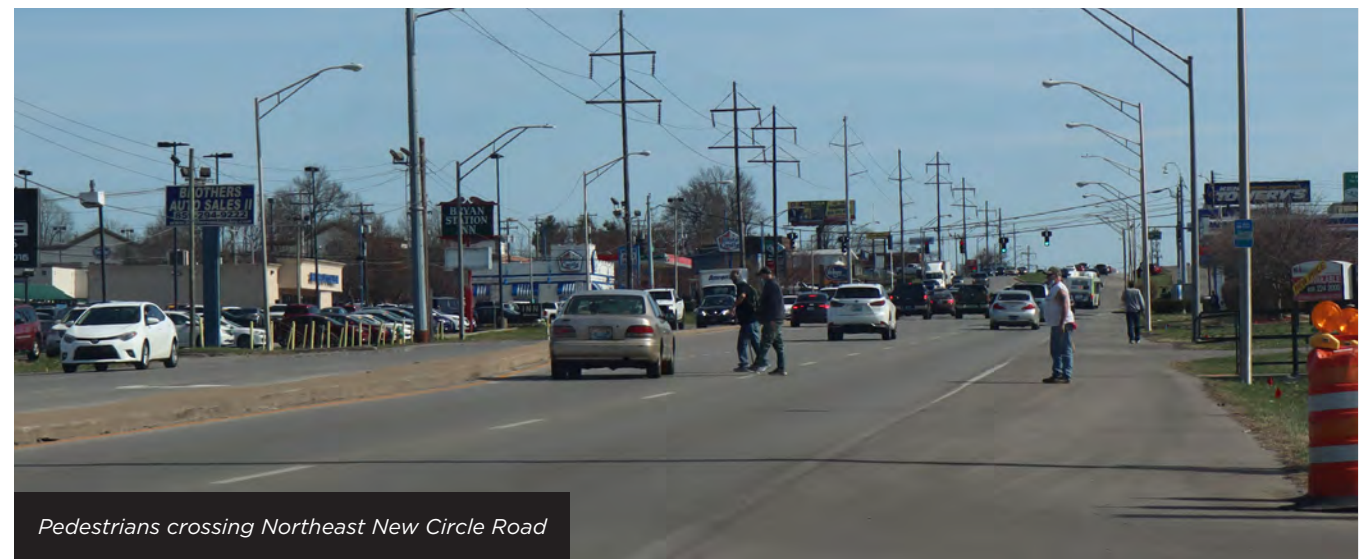
The majority of all vehicular crashes that involve pedestrians occur at non-intersections along the corridor. Pedestrians experience unsafe walking conditions due to the lack of pedestrian sidewalks along the corridor. On average there is 1,946 ft., or the length of five and a half football fields, between intersections that have an existing crosswalk.

36
vehicular crashes included a pedestrian from 2016-2020

PEDESTRIAN INFRASTRUCTURE



Existing crosswalks across Northeast New Circle Road



Pedestrians crossing Northeast New Circle Road



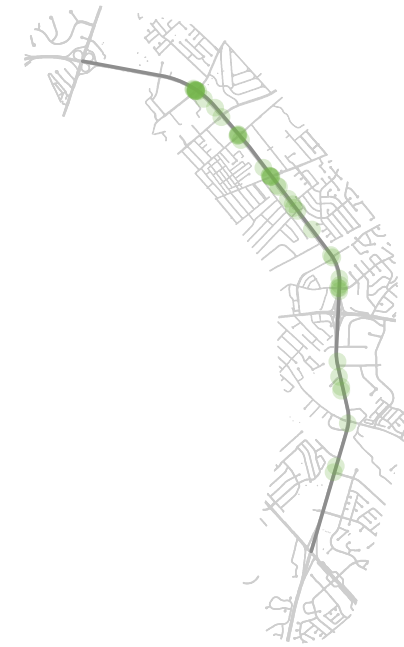
Disconnected sidewalks and lack of pedestrian infrastructure





EXISTING BIKE LANE

There are no designated bike lanes or trails along the corridor, but there are existing bike lanes, trails, and shared lanes that intersect the corridor. The Legacy Trail intersects the corridor on the north end. We can see from the Strava mapping tool that the highest level of concentration of cyclists is within the Legacy Trail area.



BICYCLIST CRASH DATA

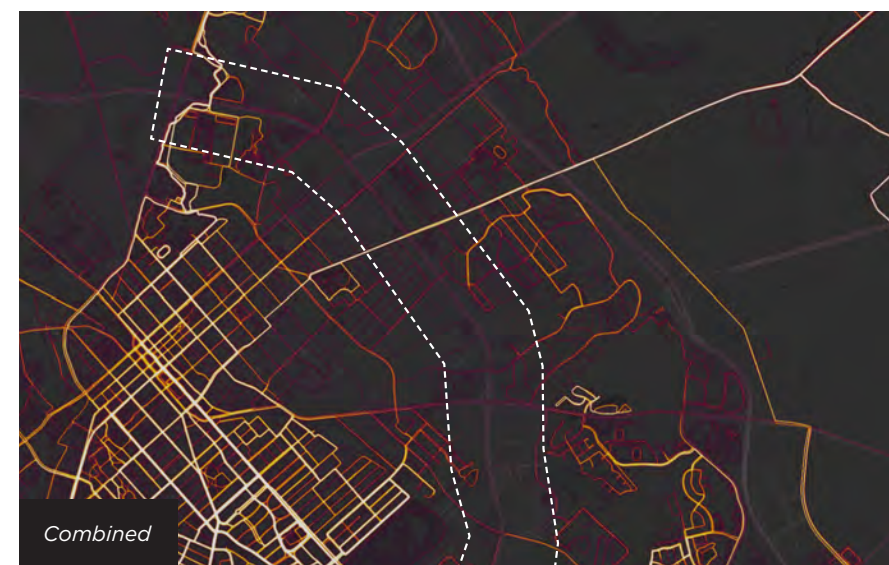
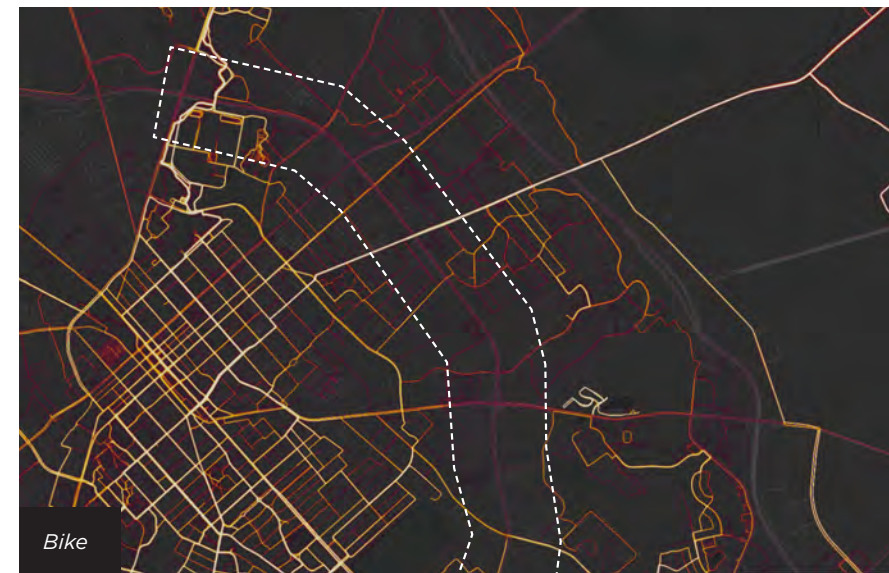
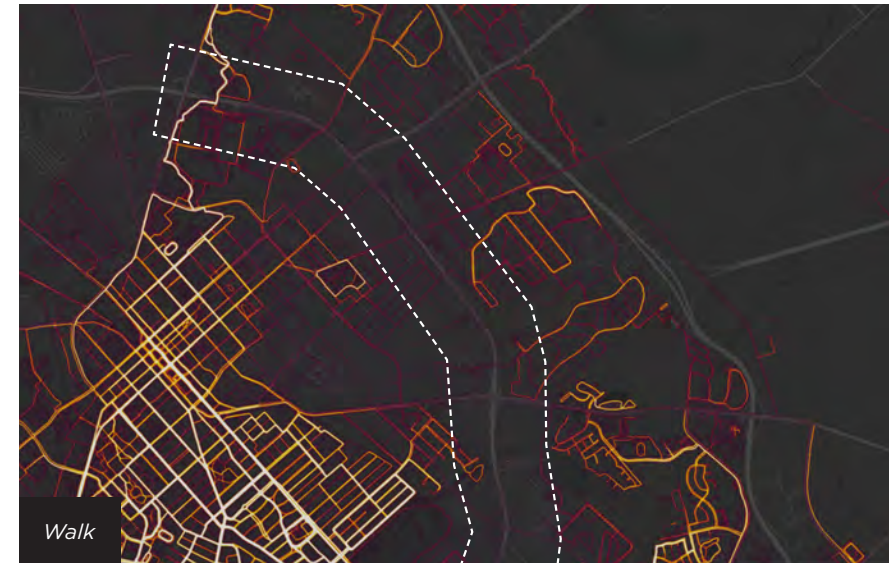
Similar to pedestrian and vehicular incidents, motor vehicle crashes involving bicyclists occur along the corridor and in conjunction with a lack of infrastructure. The majority of incidents occur at the intersections of Broadway, Russell Cave, and Bryan Avenue.



Legacy Trail is a shared use bike facility that intersects with Northeast New Circle Road above grade making it one of the safest ways to cross the road along the corridor.

4
existing bike lanes that cross Northeast New Circle Road

9
vehicular crashes involved a cyclist from 2016-2020



BIKE INFRASTRUCTURE

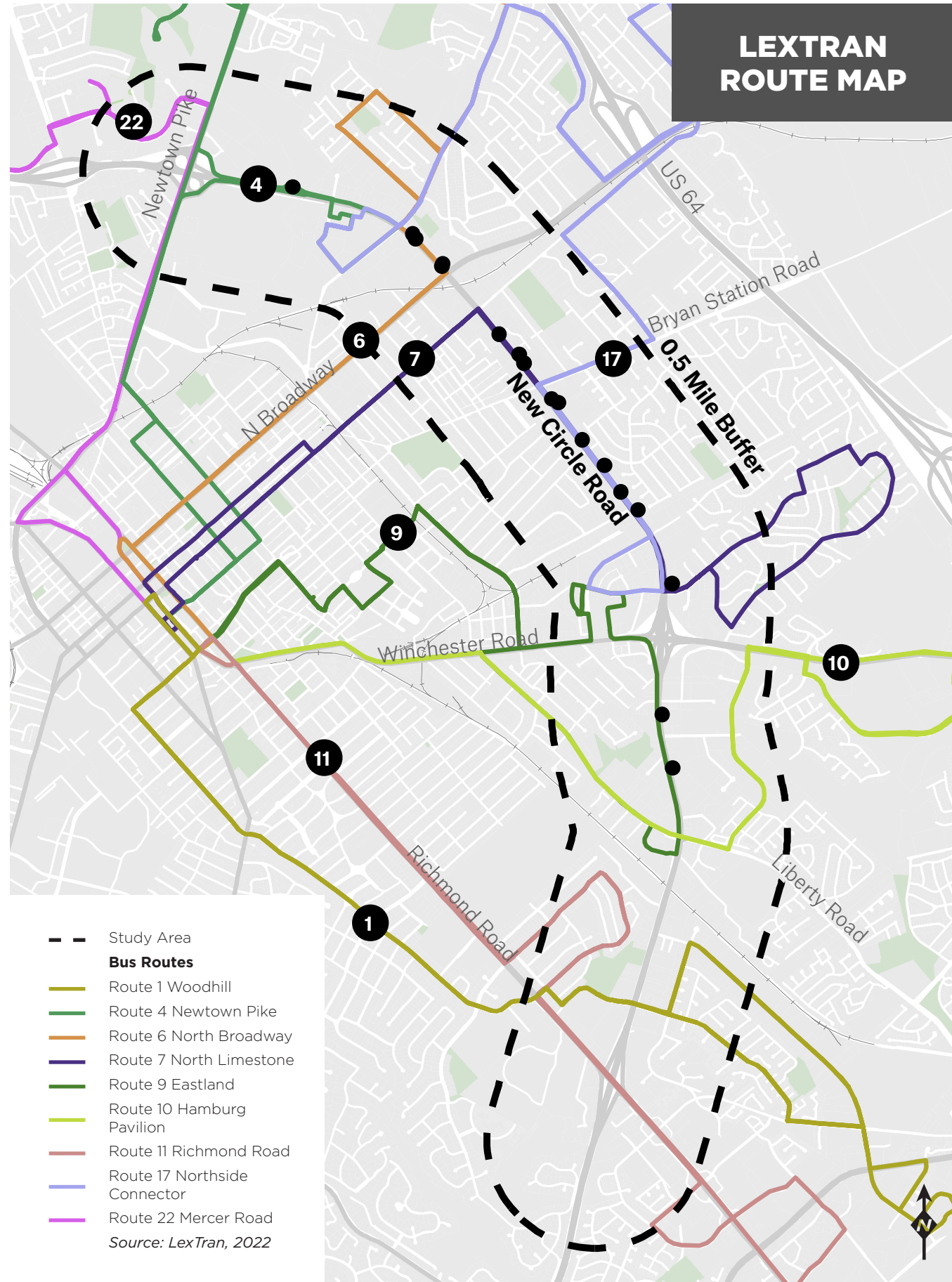
STRAVA DATA

[Strava](#) is a mobile exercise app that allows users to track movement throughout urban and rural areas. This information illustrates where people who use Strava are moving within the study area. The maps illustrate low concentrations of movement along the corridor, but we can see higher concentrations of movement around Legacy Trail and along Bryan Station Road.

*Note: Strava primarily collects information on recreational trips and is not considered a good source of bike/walk trips for transportation.



LEXTRAN ROUTE MAP



EXISTING CORRIDOR TRANSIT SERVICES

Northeast New Circle Road is served by nine Lextran bus routes. Four routes intersect the corridor (routes 1, 10, 11 and 22) and five routes operate short segments along the corridor (4, 6, 7, 9 and 17). Route 7 serves the largest segment of any route, operating from North Limestone to Eastland Parkway for approximately 1.6 miles. Seven of the nine routes operate every 35 minutes on weekdays and every 70 minutes on weekends (routes 1, 4, 6, 7, 9, 10, and 11), and two routes operate every 70 minutes on weekdays only. Brief descriptions of each route are included below.

- Route 1 - Woodhill Drive intersects the southern portion of the study area along Life Lane (west of corridor) and Woodhill Drive (east of corridor). Major destinations served within the corridor include Henry Clay High School, the Lexington Senior Center, and Woodhill Plaza Shopping Center.
- Route 4 - Newtown Pike operates in the northwestern section of the study area, running on the north/south corridor of Newtown Pike. Route 4 deviates from Newtown Pike to operate along New Circle Road from Newtown Pike to North Park Marketplace. Major destinations served within the corridor include the North Park Marketplace Shopping Center and Cabinet for Health and Family Services.
- Route 6 - North Broadway operates along North Broadway to the south of the corridor, and Russell Cave Road to the north of the corridor. Route 6 operates on Northeast New Circle Road between North Broadway and Russell Cave Road for approximately 1,700 feet with 11 bus stops. Major destinations served within the corridor include the North Park Marketplace Shopping Center and Lexington Housing Authority.
- Route 7 - North Limestone operates along a significant portion of the corridor, traveling along

New Circle Road for approximately 1.6 miles in the northern portion of the study area. Route 7 enters the corridor from downtown via North Limestone, and exits the corridor on Eastland Parkway. Major destinations served within the corridor include Kroger, Yates Elementary School, and the Eastland neighborhood.

- Route 9 - Eastland operates primarily west of the corridor but serves a short section (0.9 miles) of Northeast New Circle Road from Winchester Road at the northern end to Liberty Road at the southern end. Route 9 operates a clockwise loop pattern at the end-of-line, creating service in the southbound direction only along Northeast New Circle Road, including two bus stops. Major destinations served within the corridor include the Eastland Shopping Center, Catholic Action Center, and Sam's Club.
- Route 10 - Hamburg Pavilion intersects the corridor at Liberty Road, and travels along Fortune Drive running parallel to Northeast New Circle Road.
- Route 11 - Richmond Road intersects Northeast New Circle Road at Richmond Road. Route 11 serves Idle Hour neighborhood just west of New Circle Road.
- Route 17 - Northside Connector operates from Eastland Shopping Center to Bryan Station, serving approximately 0.2 miles of Northeast New Circle Road with seven bus stops. Route 17 intersects Northeast New Circle Road at the northern end of the alignment, as it operates from Russell Cave Road to North Park Marketplace.
- Route 22 - Mercer Road intersects Northeast New Circle Road at the far northwestern end of the corridor at Newtown Pike. Route 22 operates on Nandino Boulevard, within walking distance of New Circle Road.

BUS STOP AMENITIES

Lextran provides amenities at some bus stops, including shelters, benches, and trash cans. Overall, the stops in the Northeast New Circle Road corridor have more amenities compared to the rest of the system, as shown in Table 1 (shelters), Table 2 (benches), and Table 3 (trash cans).

- There are 887 stops in the Lextran transit network, of which 100 (11%) have shelters. The New Circle Road corridor includes 126 stops, of which 18 (14%) have shelters.
- Only three of the 18 shelters in the corridor are located directly on New Circle Road. The remaining 15 shelters are located on adjacent streets or nearby shopping centers.

- There are 162 benches (18% of stops) in the Lextran system. There are 29 benches (23% of stops) in the New Circle Road corridor.
- There are 197 trash cans (22% of stops) in the Lextran system. There are 32 trash cans (25%) in the New Circle Road corridor

Table 1. Lextran Shelters

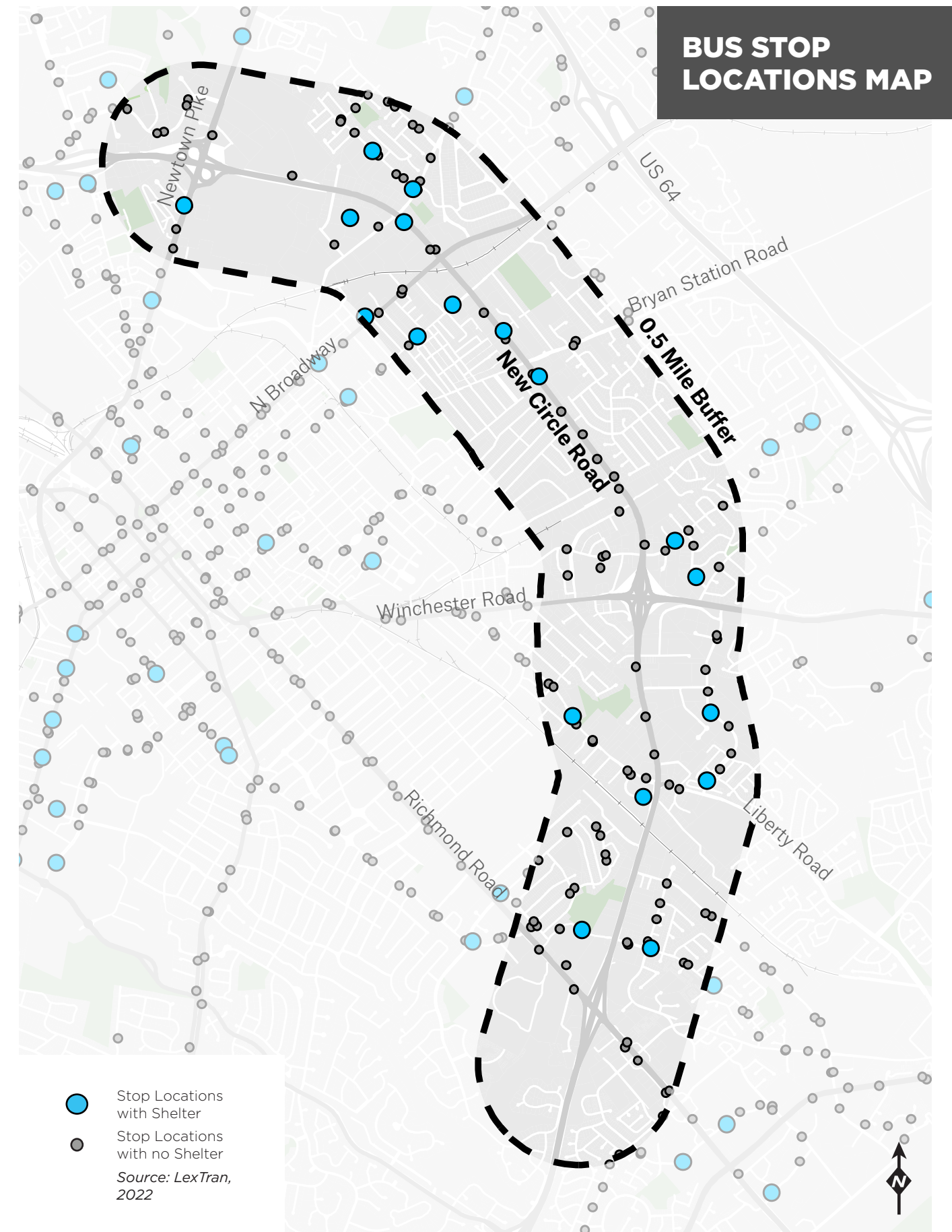
Location	No Shelter		Shelter		Grand Total
	Total	Percent	Total	Percent	
NCR	108	85.7%	18	14.3%	126
Not in NCR	679	89.2%	82	10.8%	761
Total in Transit Network	787	88.7%	100	11.3%	887

Table 2. Lextran Benches

Location	No Bench		Bench		Grand Total
	Total	Percent	Total	Percent	
NCR	97	77.0%	29	23.0%	126
Not in NCR	628	82.5%	133	17.5%	761
Total in Transit Network	725	81.7%	162	18.3%	887

Table 3. Lextran Trash

Location	No Trash		Trash		Grand Total
	Total	Percent	Total	Percent	
NCR	94	74.6%	32	25.4%	126
Not in NCR	596	78.3%	165	21.7%	761
Total in Transit Network	690	77.8%	197	22.2%	887



STOP-LEVEL RIDERSHIP

TRANSIT RIDERSHIP FROM FALL 2019

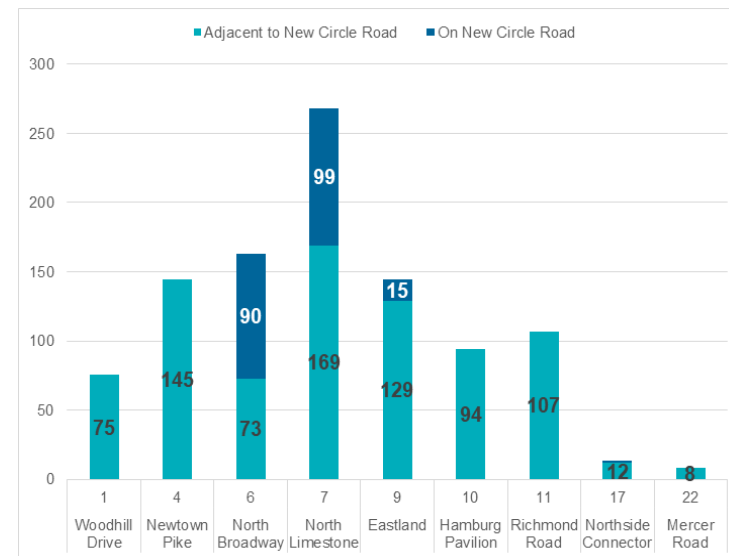
Route-level ridership in the Northeast New Circle Road corridor is shown in Figure 1, distinguished by boardings directly on Northeast New Circle Road and boardings that occur adjacent to Northeast New Circle Road within the study area boundary.

- As shown in Figure 1, Route 7 has the greatest average daily ridership on Northeast New Circle Road (99 boardings) and adjacent to the corridor (169). In total there are 268 average weekday boardings for Route 7.
- Route 6 has the second highest average weekday daily ridership, with 90 boardings on Northeast New Circle Road and 73 adjacent to Northeast New Circle Road.
- Route 17 travels directly on Northeast New Circle Road, but the ridership is very low, with approximately 1 rider per weekday.
- Route 4 has significant ridership activity within the corridor, but all ridership occurs on roads located off of Northeast New Circle Road. There are an average of 120 boardings at North Park Marketplace.

of Northeast New Circle Road, generates high ridership associated with residential development.

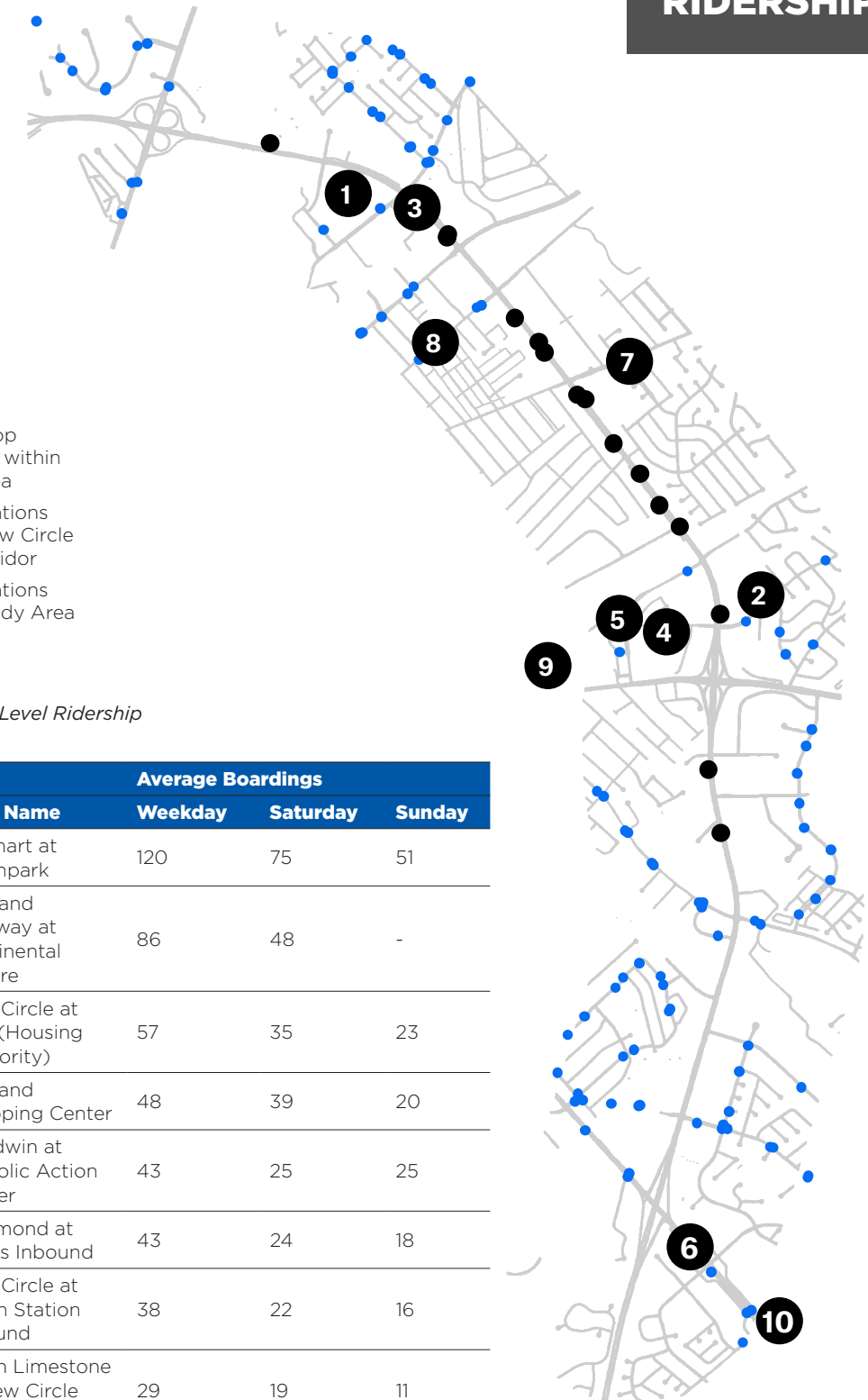
The North Park Marketplace has the highest ridership in the project area and serves as the transfer location between Route 4 – Newtown Pike and Route 17 – Northside Connector. Public comment generated from Lextran’s recent Comprehensive Operations Analysis (COA) indicated the need to preserve the existing bus stop in the North Park Marketplace while improving the connections to downtown in both directions of travel. The near-term recommendations in the COA call for a reconfigured route to serve North Park Marketplace, in both inbound and outbound directions, connecting Joyland and Bryan Station to downtown with 35-minute headways. One of the long-term recommendations found in the COA is to create a new crosstown route that would potentially use the North Park Marketplace as a transfer hub and offer service along Northeast New Circle Road ultimately terminated at the new Baptist Health Facility on Polo Club Drive.

Figure 1: Route-level Ridership



Average stop-level ridership is summarized in Table 4.

- **Weekday ridership within the Northeast New Circle Road corridor represents approximately 6% of total ridership in the transit network**, while Saturday and Sunday ridership represent 10% and 9% of total system ridership, respectively.
- **The stop at Walmart at North Park Marketplace has the highest ridership in the corridor** for weekdays, Saturdays and Sundays. The nearby intersection of Russell Cave Road and Northeast New Circle Road also has several high ridership stops.
- Eastland Drive, west of Northeast New Circle Road, generates high ridership associated with Eastland Shopping Center. Eastland Parkway, east



- Top 10 Stop Locations within Study Area
- Stop Locations on the New Circle Road corridor
- Stop Locations within Study Area

Table 4. Average Stop-Level Ridership

Rank	Stop ID	Stop Name	Average Boardings		
			Weekday	Saturday	Sunday
1	176	Walmart at Northpark	120	75	51
2	1419	Eastland Parkway at Continental Square	86	48	-
3	1349	New Circle at 300 (Housing Authority)	57	35	23
4	24	Eastland Shopping Center	48	39	20
5	1491	Goodwin at Catholic Action Center	43	25	25
6	902	Richmond at Todds Inbound	43	24	18
7	1422	New Circle at Bryan Station Inbound	38	22	16
8	51	North Limestone at New Circle Inbound	29	19	11
9	1417	Jennifer at Gaidry	27	18	10
10	901	Richmond at 2895 Inbound	26	17	12



Hourly ridership trends are shown in Figure 2 (systemwide) and Figure 3 (Northeast New Circle Road only). The number of transit vehicle trips is also shown in each figure to reveal the distribution of transit supply relative to the demand.

- Systemwide, ridership peaks during the 9 a.m. hour for a brief morning peak period. Another peak in ridership occurs from 12 p.m. to 5 p.m. Ridership begins decreasing dramatically between the 5pm to 6 pm hour.

- Compared to systemwide trends, Northeast New Circle Road does not exhibit substantial peaking in the morning. Instead **demand gradually increases throughout the day, peaking between 2 p.m. and 4 p.m.** Demand tapers off substantially after 6 p.m. when service levels are reduced. The ridership demand profile in the corridor reflects the retail-oriented land uses throughout the study area, which tend to generate fewer surges compared to traditional commuter markets.

Figure 2: Temporal Ridership Trends Systemwide

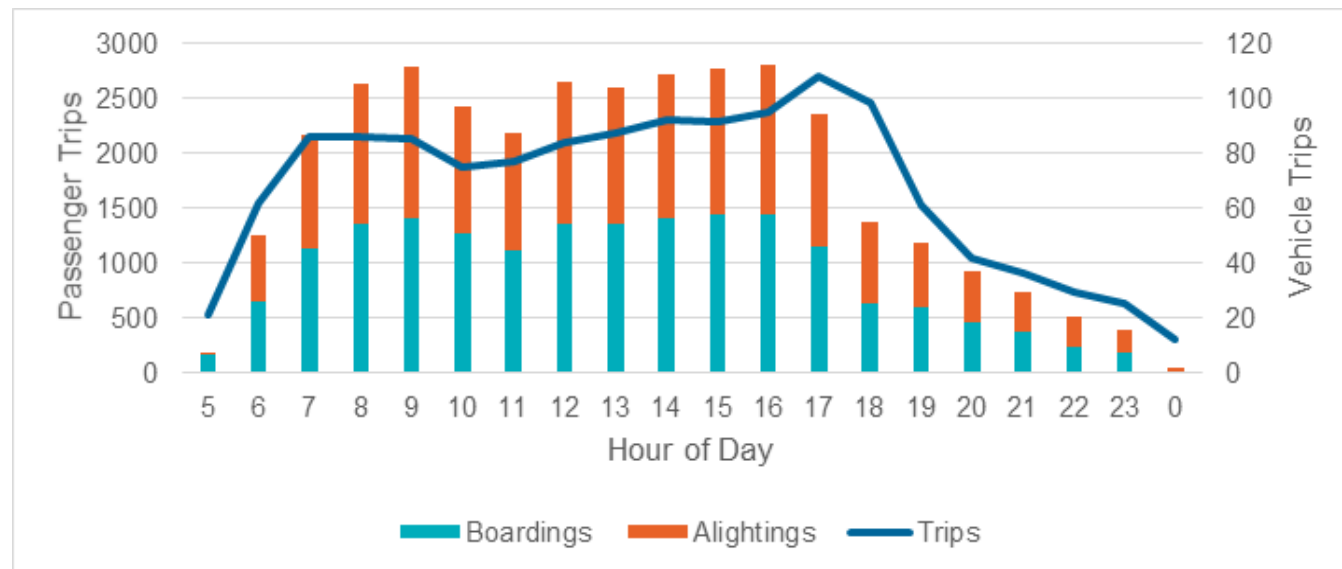
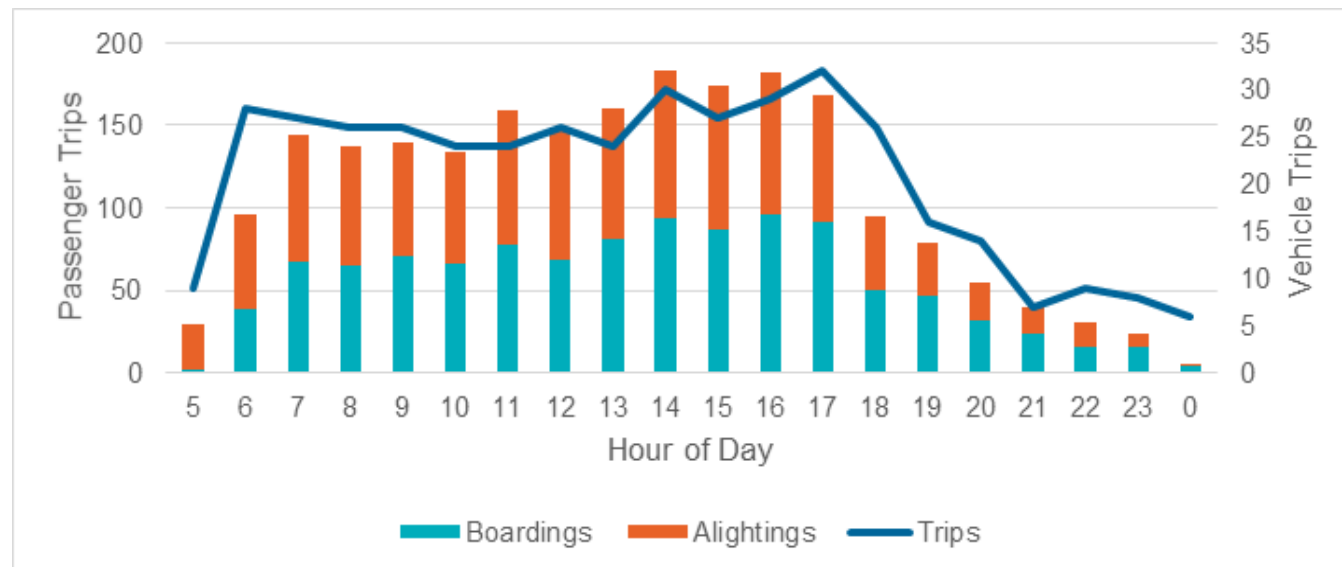


Figure 3: Temporal Ridership Trends Northeast New Circle Road



RELIABILITY & SPEED

The entire length of Northeast New Circle Road in the study area experiences reduced speeds during parts of the day due to traffic congestion. Transit on-time performance (OTP) varies throughout the day due to heavy traffic and can lead to late trips. The most congested areas of Northeast New Circle Road within the corridor tend to occur at Liberty Road in the southbound direction, and from Bryan Avenue to Russell Cave Road in the northbound direction.

- Of the four routes that intersect Northeast New Circle Road (1, 10, 11 and 22), only Route 10 has below average OTP. It should be noted, however, that Route 10 is also the longest of these routes.
- Route 1 has the most late trips at the intersection with Northeast New Circle Road, suggesting the travel movements in the area are slower than expected.
- Route 4 travels from Russell Cave Road to North Park Marketplace, and experiences a large increase in late trips at the Walmart timepoint. This suggests that the short segment from Russell Cave Road to Walmart experiences congestion.
- Route 7, which operates on a large section of Northeast New Circle Road from North Limestone to Eastland Parkway, experiences a high number of late trips in the outbound direction at the Eastland Parkway timepoint. The North Limestone timepoint also experiences higher than normal late trips, albeit less than in the outbound direction.



ON-BOARD SURVEY FINDINGS

In April 2021, Lextran conducted an on-board survey of bus riders to collect information on travel patterns, types of trips, passengers, and satisfaction. The survey effort produced nearly 1,300 responses. Key findings from the on-board survey relevant to the Northeast New Circle Road study area are summarized below:

- **Trip Production:** More than 1,700 daily trips begin and/or end within the study area corridor, with 711 trips beginning in the corridor, 1,149 ending in the corridor, and about 122 trips both beginning and ending in the corridor.
- **Trip Purpose:** Nearly half of trips that begin and/or end within the study area corridor are “home-based other” trips, about one-third are “home-based work” trips, and about 10% are “non-home based”. These figures are generally consistent with the system average. Of the trips that begin and end within the corridor, about a quarter are non-home based, which is significantly greater than the system average.

- **Rider Characteristics:** Riders who travel to, from, and within the corridor tend to be more economically disadvantaged and typically do not have access to a personal automobile. About 40% of trips that begin and/or end in the study area corridor are made by riders with an annual income of less than \$30,000 per year, and **93% are made by riders without access to a personal vehicle.** Both of these figures are higher than the system averages of 30% and 79%, respectively. About half of transit riders in the corridor are frequent transit users who ride at least three times a week.
- **Walk Access:** Within the study area corridor, 98% of transit riders walk to access a bus stop. This figure is comparable to the system average. Average walk time from trip origins in the corridor to the boarding bus stop is 4.8 minutes. Average walk time from the alighting bus stop to trip destination is 5.9 minutes.

Table 5. Study Area Trip Characteristics (2021 On-Board Survey)

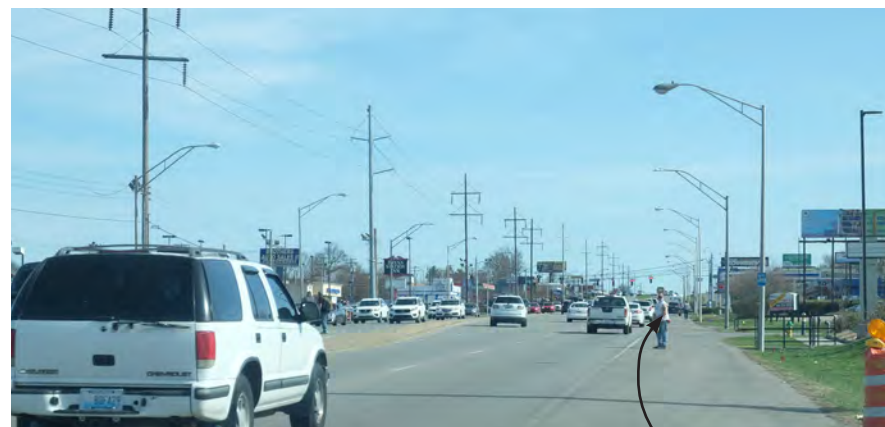
Metric	Origin in Study Area		Destination in Study Area		Origin + Destination within Study Area		Total Trip Interactions with Study Area		System Average	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent
All Trips	711	100%	1,149	100%	122	100%	1,738	100%	8,546	100%
Home-based Work	260	37%	412	36%	26	21%	646	37%	2,662	31%
Home-based Other	261	37%	615	54%	63	52%	813	47%	5,107	60%
Non-home Based	90	13%	122	11%	33	27%	179	10%	777	9%
Trips by Low-Income Riders	327	46%	399	35%	61	50%	665	38%	2,559	30%
Trips by Riders with No Personal Vehicle	659	93%	1,064	93%	113	93%	1,610	93%	6,786	79%
Trips by Frequent Transit Riders	307	43%	577	50%	66	54%	818	47%	4,610	54%
Trips by Riders who Walked to Access Bus	688	97%	1,127	98%	112	92%	1,703	98%	8,083	95%



MULTIMODAL SAFETY

Within the only section of Northeast New Circle Road where pedestrians and bicyclist are allowed, mobility safety is evaluated through the presence of pedestrian and bicycle infrastructure and the history of motor vehicle crashes involving bicyclists or pedestrians. The availability of infrastructure, the level of comfort it provides, and the conflicts with motor vehicles inform how people on Northeast New Circle Road interact with vehicular traffic. The analysis of mobility safety begins with a look at existing pedestrian infrastructure, which includes sidewalks, accessibility, signalized intersections, and crosswalks along the corridor and in the surrounding neighborhoods. The next layer of analysis includes both present and proposed bicycle infrastructure. Finally, the crash history provides context on how the availability of infrastructure impacts the safety of both pedestrians and cyclists. The focal areas developed from this layered approach will inform recommendations for future improvements along the corridor.

Along Northeast New Circle Road, very little pedestrian access is provided through sidewalk infrastructure, yet the corridor experiences a high number of pedestrian crashes from vehicles. Among all crash incidents that involve pedestrians and cyclists, 56% primarily occur at non-intersections where there is a lack of pedestrian infrastructure. The other 44% of crash incidents occur at intersections where the average crosswalk spans five lanes of traffic. The majority of pedestrian infrastructure is outside the corridor in the surrounding neighborhoods. Existing bike facilities follow similar patterns as pedestrian sidewalks.



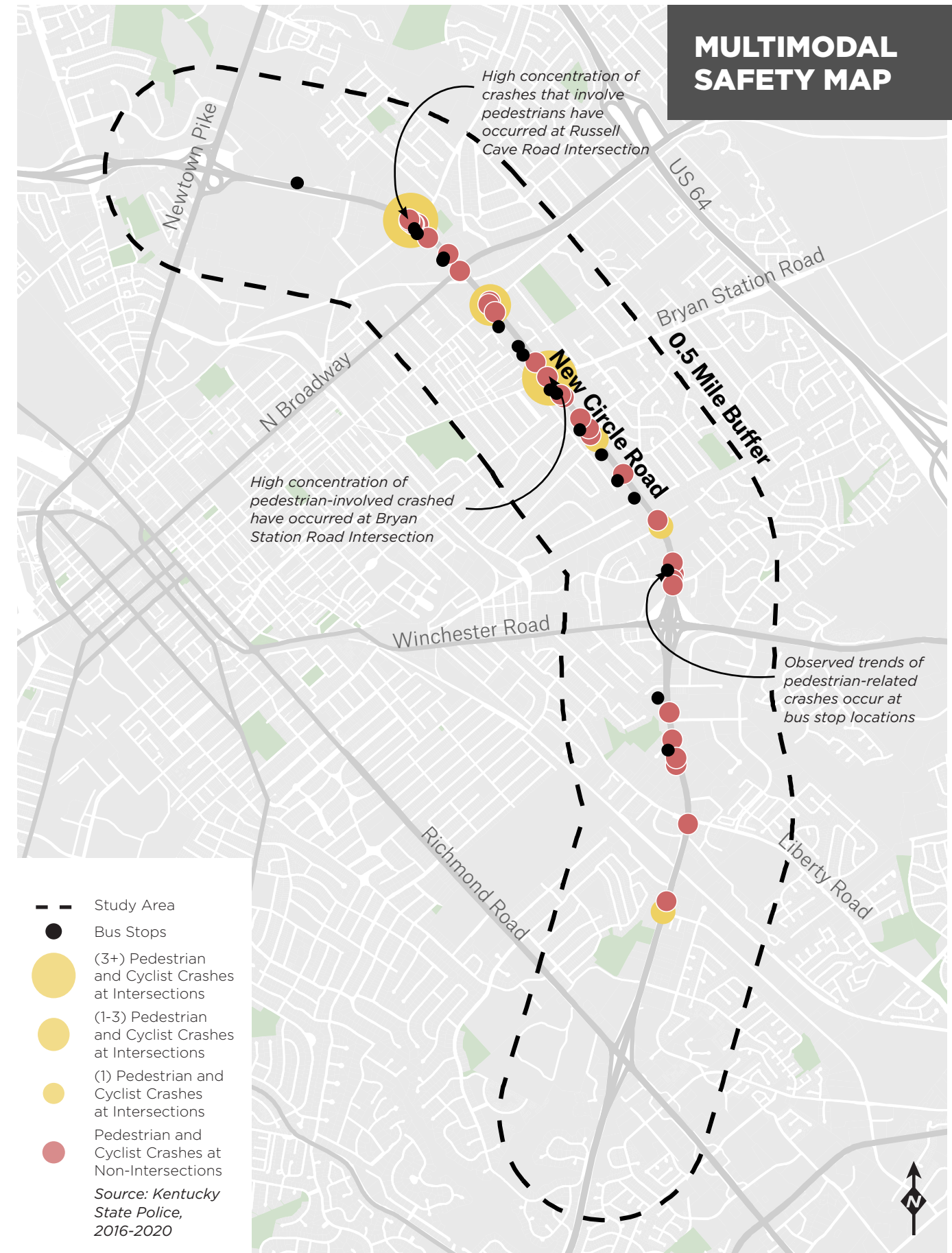
Lack of pedestrian infrastructure creates unsafe walking conditions along the corridor

12%
of all vehicular crashes from 2016-2020 involved a pedestrian or cyclist

16
Number of signalized crosswalks across the corridor

26.5 seconds

Average walk time provided to cross an intersection along Northeast New Circle Road



TRAFFIC AND SAFETY ANALYSIS

Northeast New Circle Road is a part of the state highway system with an official designation as State Highway 4. It is classified as a principal arterial and incorporated as part of the federally designated National Highway System and National Truck Network. Because of its importance to these national networks, Northeast New Circle Road is eligible for several sources of federal funding not available to other roadway facilities. In addition, due to being a part of these national networks, managing the access to and from the roadway from private properties is important in order to balance the need for property access with the flow of traffic. Most of Northeast New Circle Road is designed as Freeway where direct access is limited only to designated on-ramps & off-ramps. However, for the section between Richmond Road and Newtown Pike, property access is obtained by permit which leads to numerous driveways providing direct access to the roadway. As a result of the frequent access points for this section, there are numerous conflict points where vehicles, bicyclists, and pedestrians have an opportunity to collide leading to a significant safety concern.

Collision data was collected from the [Kentucky Collision Analysis Database](#) for reportable crashes between 2016 and 2020. The online tool provides publicly available crash data, including type of crash, weather conditions, lighting conditions, time of day, and whether the crash included any injuries or fatalities. The synthesized collision data identified areas of concern along the corridor:

- 21.2% of vehicular crashes occurred at intersections. These intersections include Broadway, Old Paris Road, Meadow Lane, Sunshine Lane, Eastland Drive, and Palumbo Drive.
- 60.5% of all incidents, intersection or non-intersection, are classified as "rear end."
- 23.7% of all crashes along the corridor involved vehicles entering and exiting adjacent streets or driveways, an indication that access management could be improved.

Utilizing Kentucky Transportation Cabinet (KYTC) we further examined the Average Daily Traffic (ADT) and Level of Service (LOS) along the corridor.

40,214

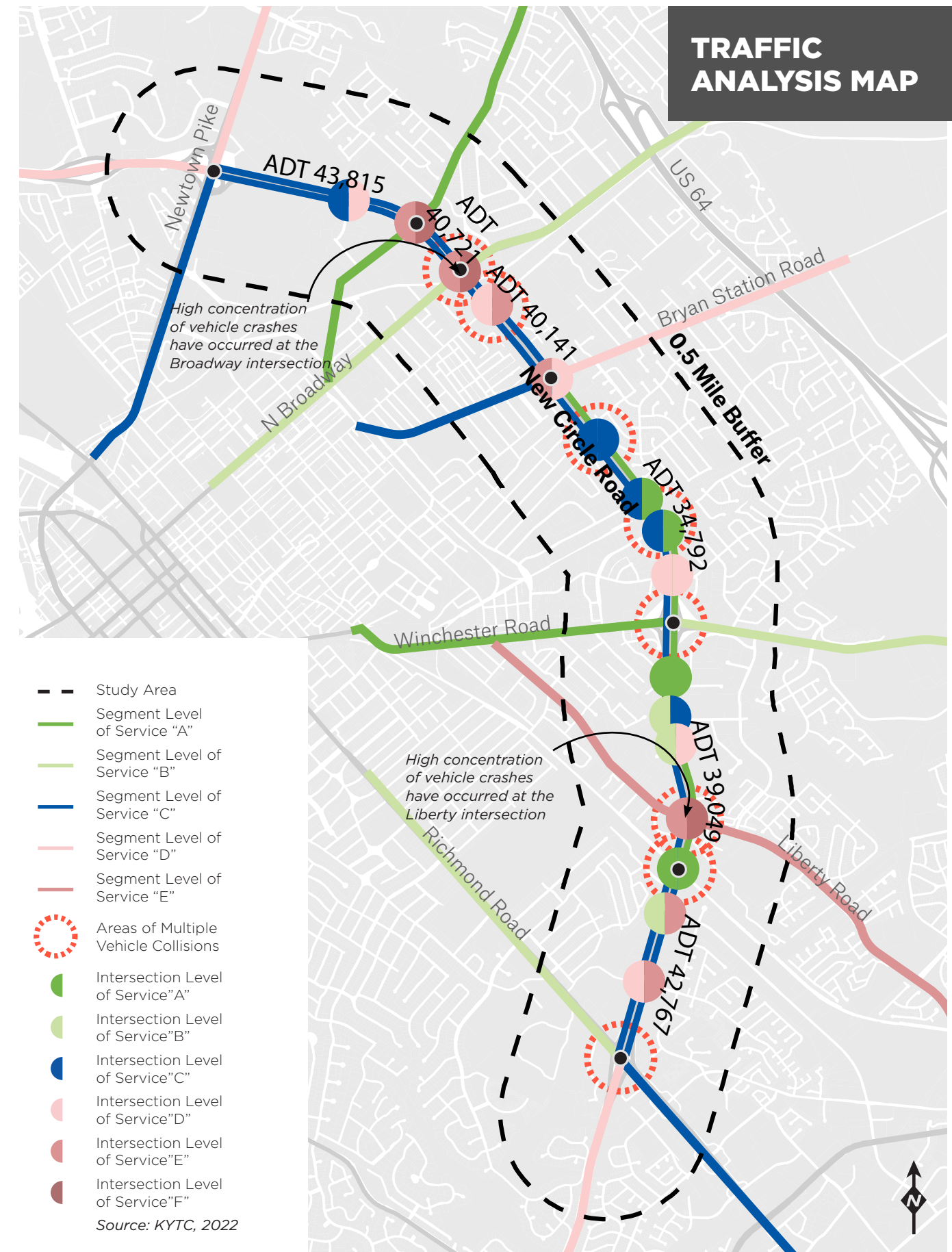
Average daily traffic count along corridor

Liberty to Richmond

has the highest volume of traffic along the corridor

Broadway

intersection has the most vehicular crashes at an intersection



LEVEL OF SERVICE

ROAD LEVEL OF SERVICE

Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, in terms of speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing the best-operating for vehicles conditions and LOS F the worst (Transportation Engineering and Planning).

Along Northeast New Circle Road, the level of service by segment is primarily rated as a "C". LOS C provides for flow with speeds at or near the free-flow speed of the road. Freedom to maneuver along the road is noticeably restricted, and lane changes require more consideration on the part of the driver (Transportation Engineering and Planning).

Note: Lexington MPO and KYTC did a joint traffic study in 2002 and 2006. Although only a few portions of the improvement alternatives have been implemented.

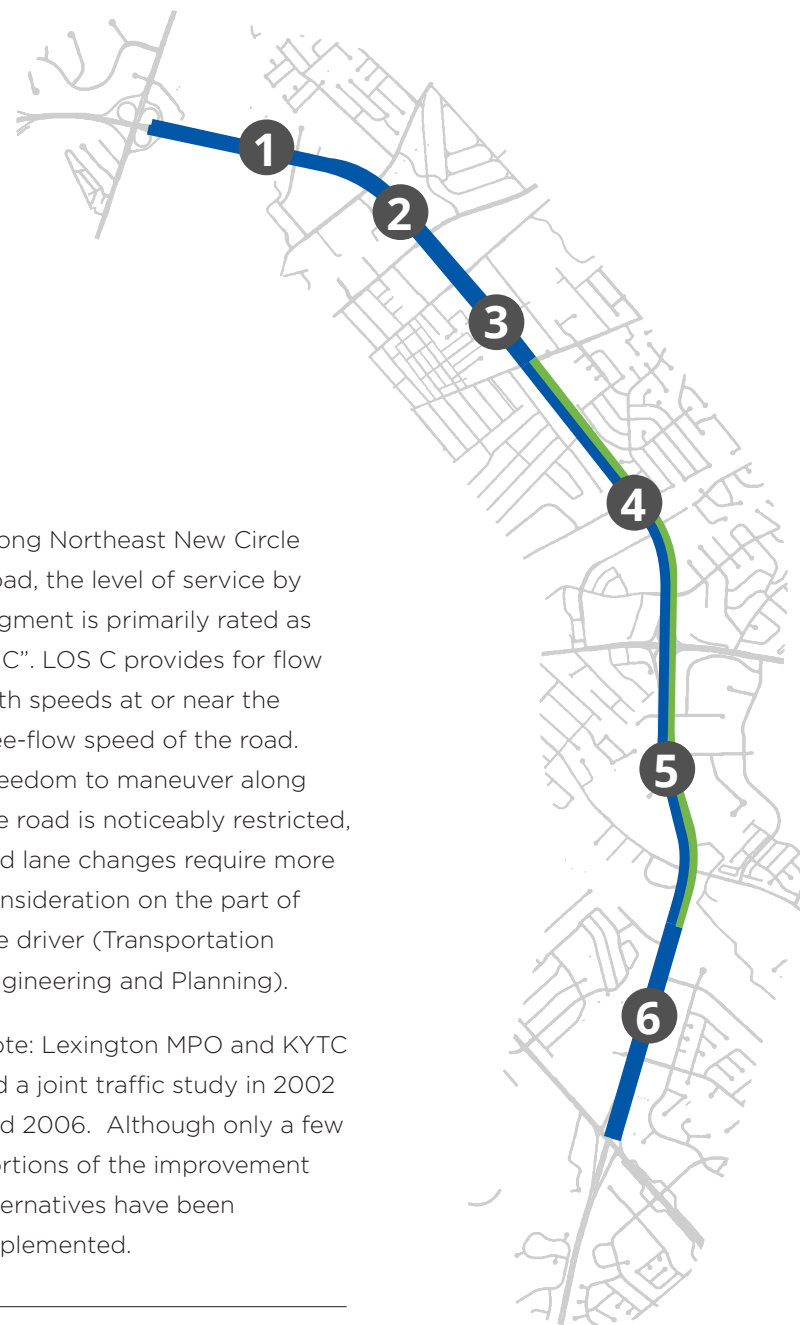
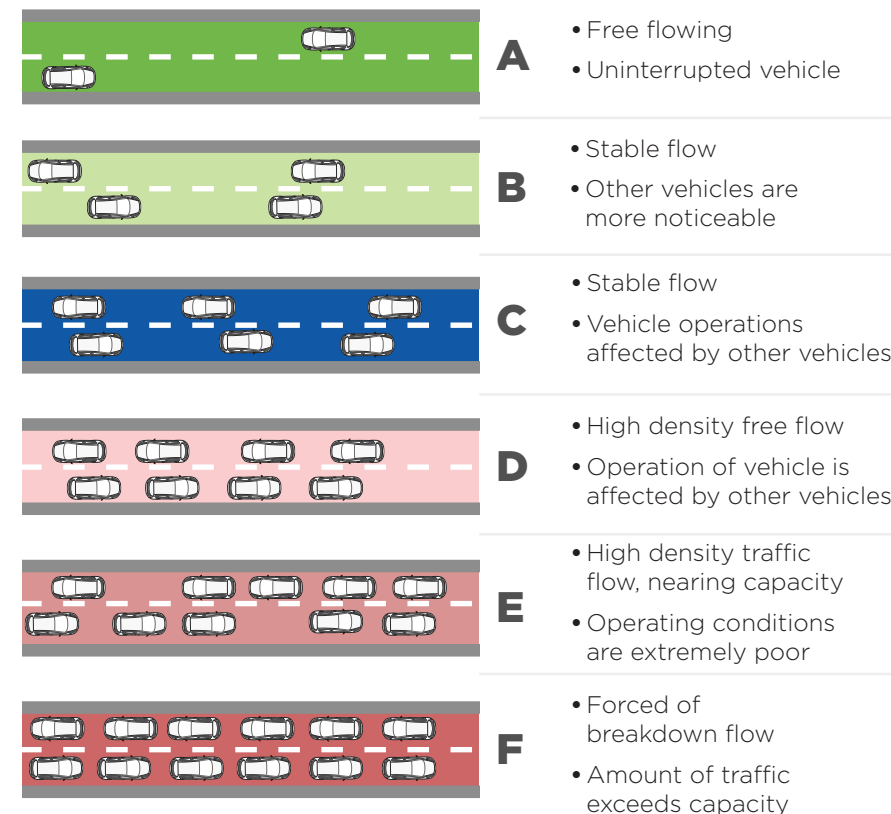


Table 6: Level of Service (LOS) Along Corridor

LOCATION	AVERAGE DAILY TRAFFIC	EAST BOUND LOS	WEST BOUND LOS
Newtown Pike 1 to Russell Cave Road	43,815	C	C
Russell Cave 2 Road to Broadway	40,721	C	C
Broadway 3 to Bryan Station Road	40,141	C	C
Bryan Station 4 Road to Winchester	34,792	C	B
Winchester 5 To Liberty	39,049	C	B
Liberty to 6 Richmond	42,767	C	C

LEVEL OF SERVICE SEGMENT DESCRIPTIONS



(Source: Maryland Department of Transportation)

C

The typical segment level of service along NE New Circle Road



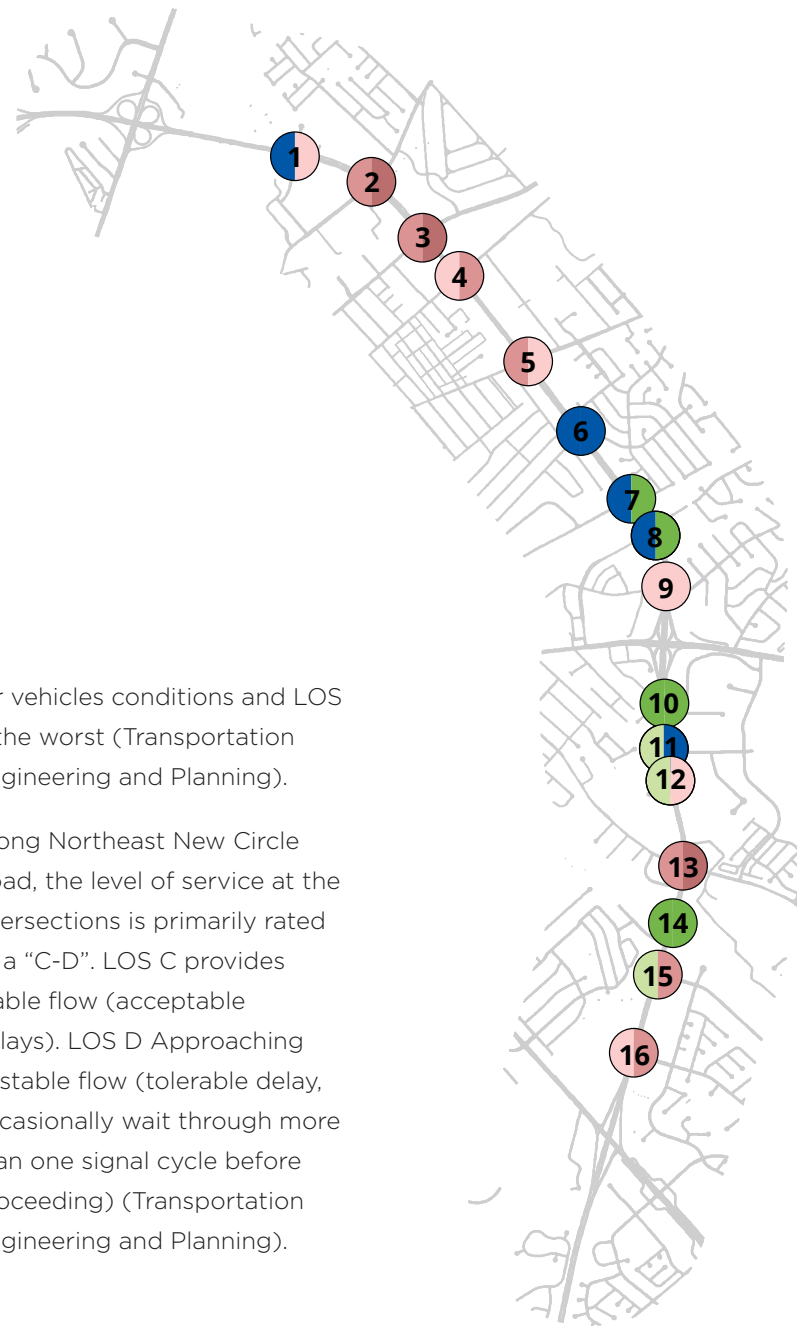
SIGNALIZED INTERSECTION LEVEL OF SERVICE

Level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption.

Six LOS are defined for each type of facility. Letters designate each level, from A to F, with LOS A representing the best-operating

for vehicles conditions and LOS F the worst (Transportation Engineering and Planning).

Along Northeast New Circle Road, the level of service at the intersections is primarily rated as a "C-D". LOS C provides stable flow (acceptable delays). LOS D Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding) (Transportation Engineering and Planning).



C-D

The typical level of service at intersections on NE New Circle Road

Table 6: Signalized Intersection Level of Service (LOS) Along Northeast New Circle Road

	LOCATION	AM AVERAGE DELAY (SEC.)	AM LOS	PM AVERAGE DELAY (SEC.)	WEST BOUND LOS
1	Boardwalk	32.9	C	43.6	D
2	Russell Cave Road	73.9	E	105.4	F
3	N Broadway	71.2	E	115.4	F
4	N Limestone	54.4	D	55.6	E
5	Bryan Station Road	56.6	E	40.7	D
6	Meadow Lane	30	C	30.7	C
7	Floyd Drive	28.8	C	8.8	A
8	Industry Road	22.6	C	9.4	A
9	Eastland Drive	39.5	D	39.7	D
10	Pridemore Court	3.5	A	8.5	A
11	Trade Center Drive	13.3	B	28.3	C
12	Family Circle	14.9	B	42.8	D
13	Liberty Road	55.7	E	89.8	F
14	Young Drive	7.6	A	5.9	A
15	Palumbor Drive	13.9	B	57.9	E
16	Woodhill Drive	40.5	D	63.5	E

LEVEL OF SERVICE INTERSECTIONS DESCRIPTIONS

	A	<ul style="list-style-type: none"> Highly stable, free-flow condition with little or no congestion Delay: < 10 seconds/vehicle
	B	<ul style="list-style-type: none"> Stable, free-flow conditions with little congestion Delay: 10-20 seconds/vehicle
	C	<ul style="list-style-type: none"> Free-flow conditions with moderate congestion Delay: 20-35 seconds/vehicle
	D	<ul style="list-style-type: none"> Approaching unstable condition with increasing congestion Delay: 35-55 seconds/vehicle
	E	<ul style="list-style-type: none"> Unstable, congested condition Delay: 55-80 seconds/vehicle
	F	<ul style="list-style-type: none"> Stop and go Delay: >80 seconds/vehicle

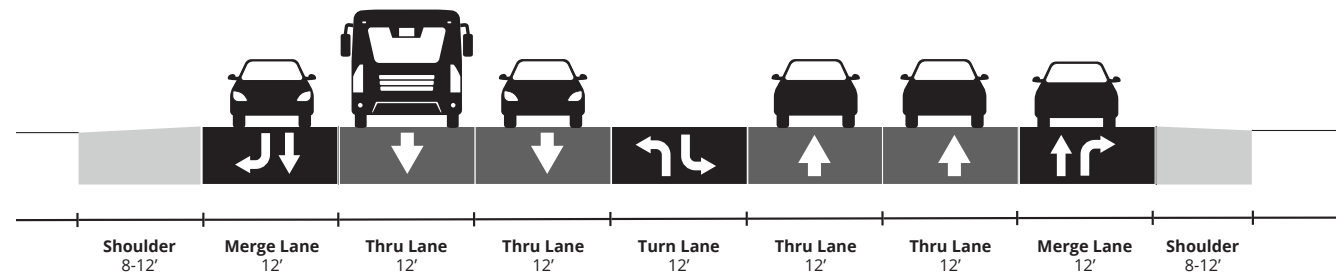
(Source: Maryland Department of Transportation)



ROADWAY SECTIONS

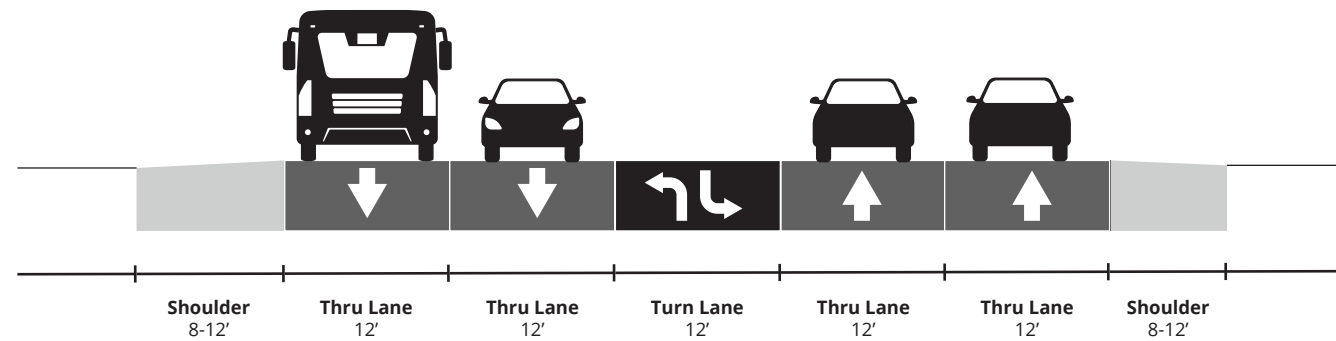
MERGE LANES

In areas where Northeast New Circle Road merges onto Newtown Pike, Winchester Road and Richmond Road the roadway widens to 6-7 lanes of traffic to support merging onto NE New Circle Road.



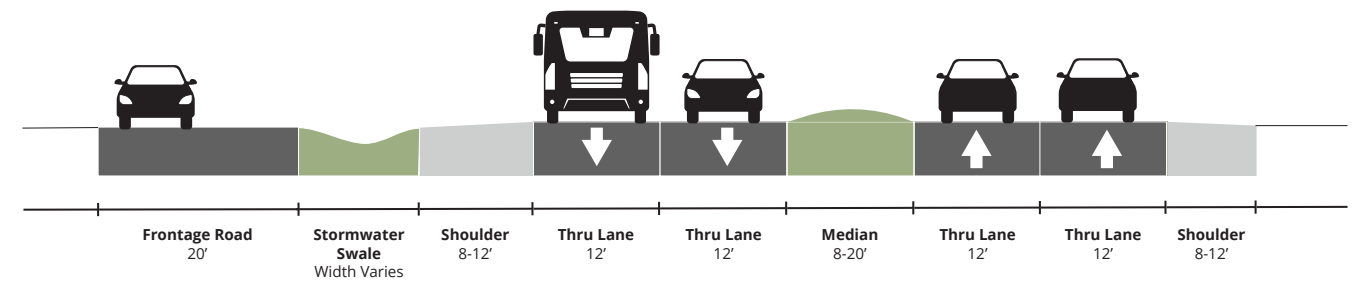
TYPICAL ROADWAY WITH TURN LANE

At intersections and curb cuts the center of the road becomes a turn lane.



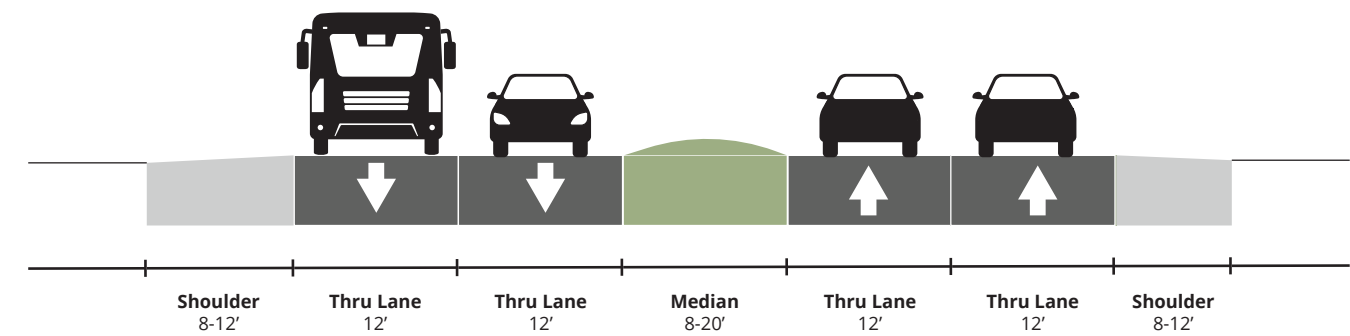
TYPICAL ROADWAY WITH FRONTAGE ROAD

Along the corridor there are segments that consist of a secondary frontage road for local businesses.



TYPICAL ROADWAY WITH MEDIAN

Where there is not a turn lane, NE New Circle Road utilizes medians that consist of either vegetation, grass area or a concrete island.



Environmental Justice and Equity

EQUITY IN MOBILITY

Northeast New Circle Road has grown over time into a major arterial roadway that serves multiple functions, with its main priority to facilitate traffic flow throughout the region. At the same time, the neighborhoods and businesses surrounding this corridor have grown, and the roadway isn't equitably meeting the needs of all users. The Federal Environmental Justice Screen data analysis tool indicates that within 0.5 miles of the corridor, there are approximately 19,671 residents, 25% of which identify as Black and 11% identify as Hispanic. Household incomes along the corridor range widely, with **27% of households making less than \$15,000-\$25,000 per year**, which is at or below poverty levels and nearly twice the average for the City of Lexington.

Many low income households do not have access to a car and rely heavily on other transportation modes, including buses, bikes, and walking. As is evident along NE New Circle, the roadway prioritizes vehicular traffic, often with little to no pedestrian or bike infrastructure. This lack of equitable mobility infrastructure puts Lexington's most vulnerable populations - houseless, minority, low-income, seniors, children, and more - at much higher risk and requires them to face far more significant health and economic challenges.

The [Federal Environmental Justice Screening Tool](#) indicates that people living within the study area are at high risk of health and environmental concerns. These risk variables are compared to the state, region, and U.S.A and currently rank at the 75 percentile or higher for all areas.

Table 7. Environmental Justice Indexes comparison of the study area to the state, region, and USA (EJScreen)

SELECTED VARIABLES	STATE PERCENTILE	EPA SOUTHEAST REGION PERCENTILE	USA PERCENTILE
Particulate Matter 2.5	90	68	69
Ozone	90	68	69
2017 Diesel Particulate Matter	92	75	75
2017 Air Toxics Cancer Risk	90	66	69
2017 Air Toxics Respiratory HI	90	67	69
Traffic Proximity	89	75	72
Lead Paint	87	72	70
Superfund Proximity	86	61	62
RMP Facility Proximity	90	79	77
Hazardous Waste Proximity	92	86	76
Underground Storage Tanks	93	75	76
Wastewater Discharge	90	83	78



Existing Conditions

The emissions from the vehicles negatively impact health outcomes for pedestrians, bicyclists, and bus riders along the corridor

Lack of pedestrian and cyclist infrastructure limits access for individuals without personal vehicles



UNDERSERVED COMMUNITIES

Providing equitable transportation infrastructure along and across Northeast New Circle Road is a priority of this plan. Equitable transportation infrastructure is also a priority of the federal government, especially the new [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) grant program](#). This program provides funding for major infrastructure improvement projects with a focus on what the federal government has identified as “areas of persistent poverty” and “historically disadvantaged communities.” Communities with this designation have faced disinvestment and inequity challenges for decades.

As illustrated on the map the Northeast New Circle Road is bordered by numerous areas identified as areas of persistent poverty and historically disadvantaged communities. This is important not only because this is an indicator of the day-to-day equity and environmental justice challenges residents face, but also because that means this corridor may be a good candidate for future federal funding because investments here would help residents who would benefit the most from equitable transportation system investments. As Imagine New Circle moves forward into planning recommendations, programs like the RAISE Grant should be evaluated as potential pathways to implementation.

9

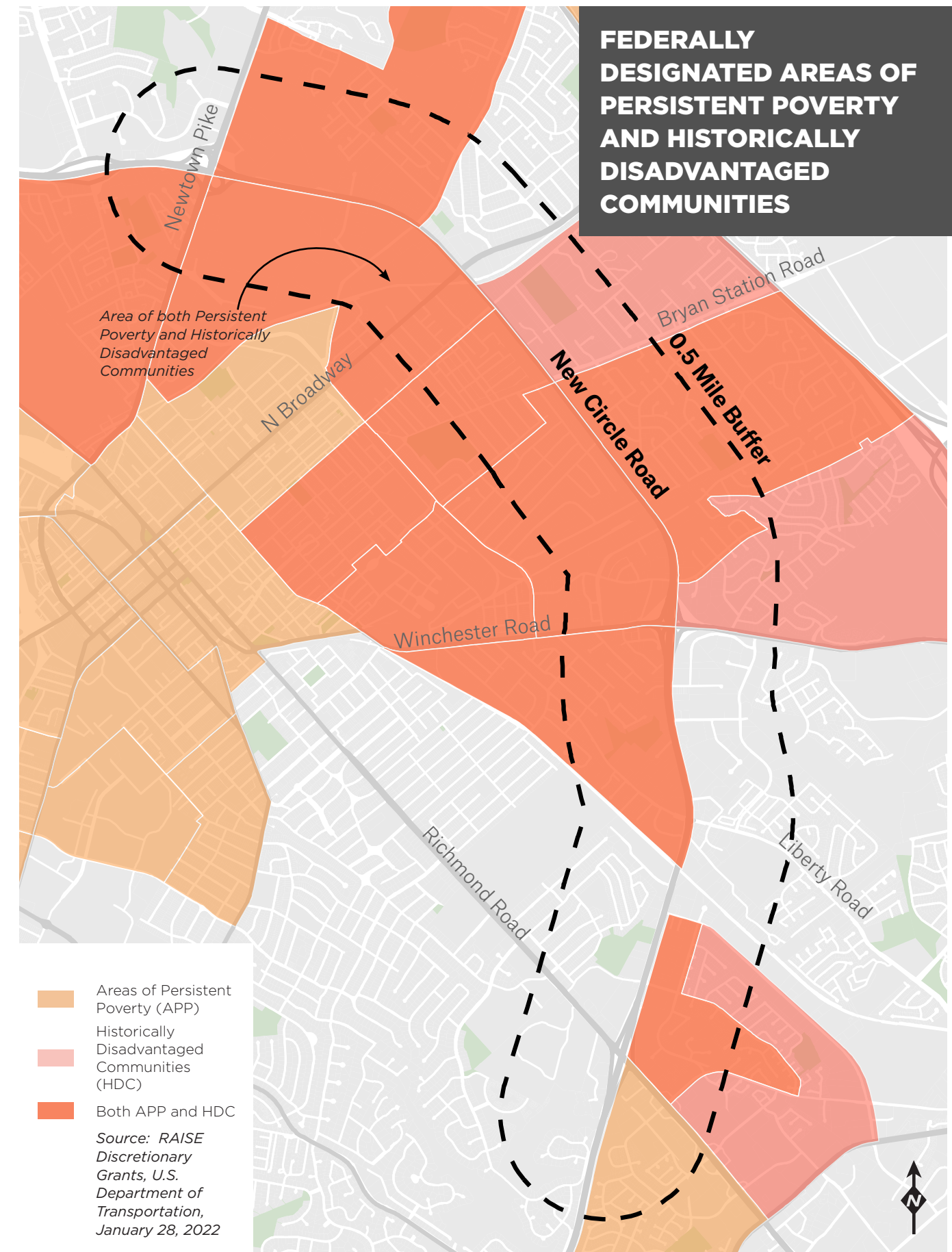
Census Tracts within the study area are designated as Areas of Persistent Poverty

11

Census Tracts within the study area are designated as Historically Disadvantaged Communities

8

Census Tracts within the study area are designated as both Areas of Persistent Poverty and Historically Disadvantaged Communities



KEY THEMES

Review of Regulations

The City should explore rezoning into simplified districts that provide flexibility for uses while providing more certainty in the built environment, organized around desired character areas. The existing development regulations provide flexibility but minimal certainty regarding how any given development project will turn out. The predominance of the B-3 district, with its prohibition on mixed-use development, is currently acting as the main barrier to promoting a mixed-use environment on NCR.

Existing Land Use

There are three economically driven land uses: commercial, light industrial/warehouse, and office. Commercial land use is prominently observed. Commercial designated land use includes strip malls, RV and automotive sales, grocery stores, and automobile services. Residential use exists outside of the direct corridor and comprises single-family housing.

Vacant and Underutilized Land

Vacant and underutilized land within the study area comprises 207 acres for potential new development. While 207 acres are currently vacant within the study area, only 21 acres directly touch Northeast New Circle Road.

Further examination will be done within the Market Analysis to examine the potential of vacant and underutilized land within the study area.

Multimodal Transit

Nine Lextran bus routes serve the Northeast New Circle Road corridor. Four intersect the corridor (routes 1, 10, 11 and 22), and five routes operate short segments along the corridor (4, 6, 7, 9 and 17). Route 7 serves the largest segment of any route, operating from North Limestone to Eastland Parkway for approximately 1.6 miles. Seven of the nine routes operate every 35 minutes on weekdays and every 70 minutes on weekends (routes 1, 4, 6, 7, 9, 10, 11 and 17), and two routes operate every 70 minutes on weekdays only.

In April 2021, Lextran conducted an on-board survey of bus riders to collect information on travel patterns, types of trips, passengers, and satisfaction. The survey effort produced nearly 1,300 responses. Key findings from the on-board survey relevant to the Imagine New Circle include:

- More than 1,700 daily trips begin and end within the study area corridor
- Nearly half of the trips that begin and/or end within the study area corridor are home-based other trips, about a one-third are home-based work trips, and about 10% are non-home based.
- Riders who travel to, from, and within the corridor tend to be more economically disadvantaged and typically do not have access to a personal automobile.
- 98% of transit riders walk to access a bus stop within the study area corridor.

Multimodal Safety

Along Northeast New Circle Road, very little pedestrian access is provided through sidewalk infrastructure, yet the corridor experiences a high number of pedestrian crashes. Among all crash incidents that involve pedestrians and cyclists, 56% occur at non-intersections, where there is a lack of pedestrian infrastructure. The other 44% of all crash incidents occur at intersections where the crossing spans an average of five lanes of traffic. The majority of pedestrian infrastructure is outside the corridor in the surrounding neighborhoods. Existing bike infrastructure follows similar patterns as pedestrian sidewalks.

Traffic and Safety Analysis

Along Northeast New Circle Road, the level of service is primarily graded as a "C". LOS C provides for flow with speeds at or near the free-flow speed of the road. Freedom to maneuver along the road is noticeably restricted, and lane changes require more consideration on the driver's part. Intersections of note include Broadway, Liberty Road, Richmond Road, and Winchester Road.

Environmental Justice and Equity

Within the study area, we can see that significant portions of this corridor are classified to be Areas of Persistent Poverty and Historically Disadvantaged Communities. We are pairing this information with the EJScreen Tool, where we observe that in relation to the state the study area is above the 75th percentile in all of the 12 categories.



DEMOGRAPHICS

Lexington's anticipated growth will drive housing and retail needs within Northeast New Circle Road. While regional and national trends underpin these shifts, local policies and redevelopment strategy can shape development within the Study Area to best meet resident and business needs.

Population Trends

The Study Area currently has a population of roughly 51,000 residents in about 22,000 households, accounting for 16% of the approximately 320,000 residents and 134,000 households in the city. Population within the Study Area has increased by about 3,300 residents in about 1,600 households since 2010 and is expected to continue to grow at a compound annual growth rate (CAGR) of 0.8% over the next five years, slightly slower than the city's projected 0.9% CAGR. This growth would result in approximately 2,000 new residents in 900 households in the Study Area through 2026.

Compared to the city, the Study Area is home to a generally younger, less affluent, and more diverse population. Both the city and Study Area are experiencing growth in seniors ages 65 and older. The Study Area's 2021 median household income is \$46,000, nearly \$13,000 less than that of households throughout the city. While the Study Area's median household income is expected to increase at a CAGR of 2% over the next five years, this increase is anticipated to be insufficient to close the income gap in the near-term. Residents within the Study Area are more racially and ethnically diverse, with higher Black (27%) and Hispanic (12%) representation than the city as a whole (16% and 8%, respectively).

Employment Trends

While the City of Lexington's economy is growing, the Study Area has experienced limited growth in overall employment since the Great Recession. While the city's overall employment increase of 20% between 2009 and 2019 added 31,000 jobs, the Study Area's overall employment increased by only 3%, adding roughly 900 net jobs. However, employment in individual sectors in the Study Area has fluctuated as the economy has responded to macroeconomic shifts. In response to the growth in e-commerce, the Study Area experienced a slight decrease in retail jobs while seeing growth in wholesale, transportation, and warehousing jobs between 2009 and 2019. Additionally, over this period healthcare providers have shifted from traditional hospital-only settings towards a "hub-and-spoke" model that incorporates satellite facilities in non-hospital settings. While the Study Area is not home to any hospitals, it captured 11% of the city's 10,000+ increase in Healthcare and Social Assistance jobs. However, not all sectors gained jobs. While the city gained 3,300+ jobs in the Accommodation and Food Service sector, the Study Area experienced a net loss. In line with national trends, both the city and Study Area have experienced net losses in Manufacturing jobs.

50,863

residents in the Study Area in 2021

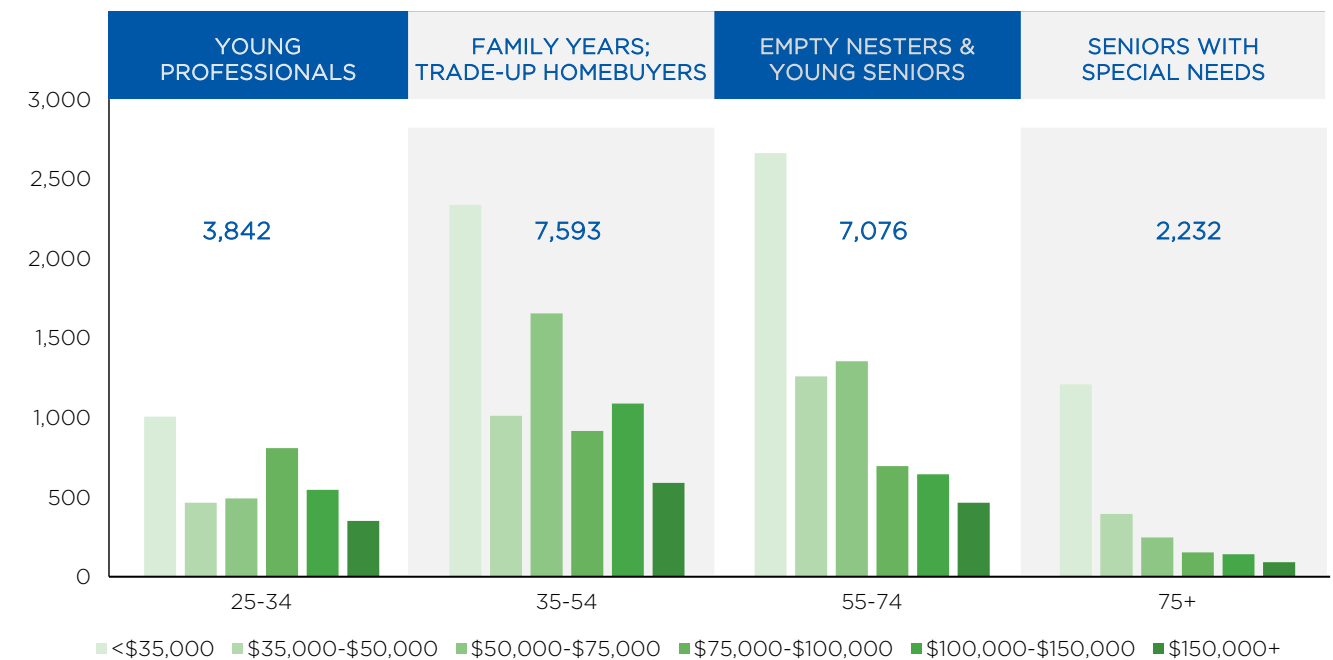
22,079

households in the Study Area in 2021

32,679

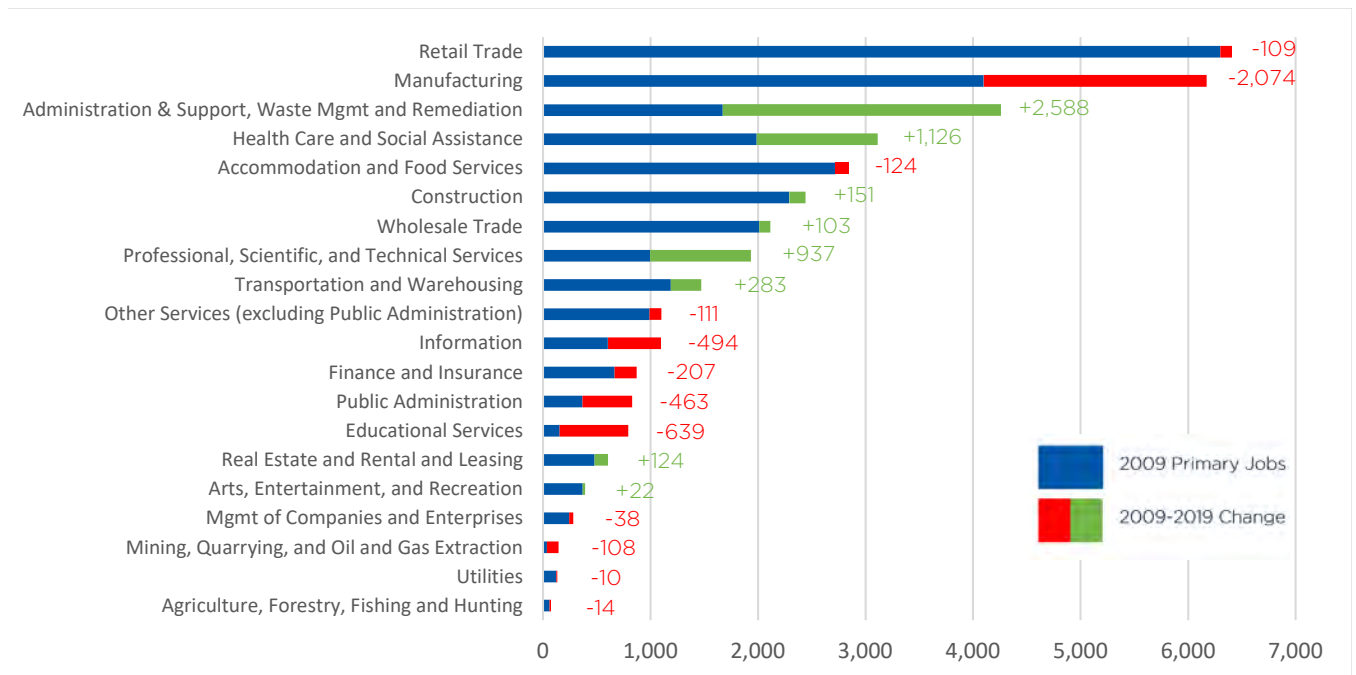
jobs* in the Study Area in 2019

STUDY AREA 2021 HOUSEHOLD INCOME BY AGE GROUP



Source: Esri, SB Friedman

STUDY AREA 2009 TO 2019 PRIMARY EMPLOYMENT GROWTH



Source: LEHD On the Map, SB Friedman

*Overall employment and number of jobs reported using the US Census definition of primary jobs, meaning the highest paying job for an individual worker for the year.



RETAIL MARKET

Study Area Overview

The 5.5 mile stretch of Northeast New Circle Road from Richmond Road (US 25/US 421) to Newton Pike (KY 922) is a traditional auto-oriented corridor, and one of the major retail corridors of the city. The Study Area is anchored by four community-serving retail clusters, including the Woodhill Circle Community Center at the southern end and the Northeast Lexington Community Center on the north. The Corridor also includes two neighborhood centers including the Eastland Shopping Center and the Kroger center at New Circle Road and Bryan Station Avenue. Standalone auto retailers and servicers dot the Corridor, intermingled with freestanding and strip retail.







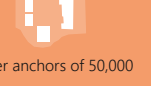


The Corridor competes with shopping centers in other areas of the Study Area and city, including the Richmond Road Power Center. Downtown Lexington to the west of the Corridor is the primary experiential walkable area of the city, offering many restaurants and nightlife options. To the southwest of the Study Area, the Nicholasville Road corridor and Fayette Mall are the largest retail clusters in the city and serve the growing population to the south. Additionally, Hamburg Pavilion and Winchester Road/Sir Barton Way are two power centers located off Interstate 75, that serve the growing population to the east.

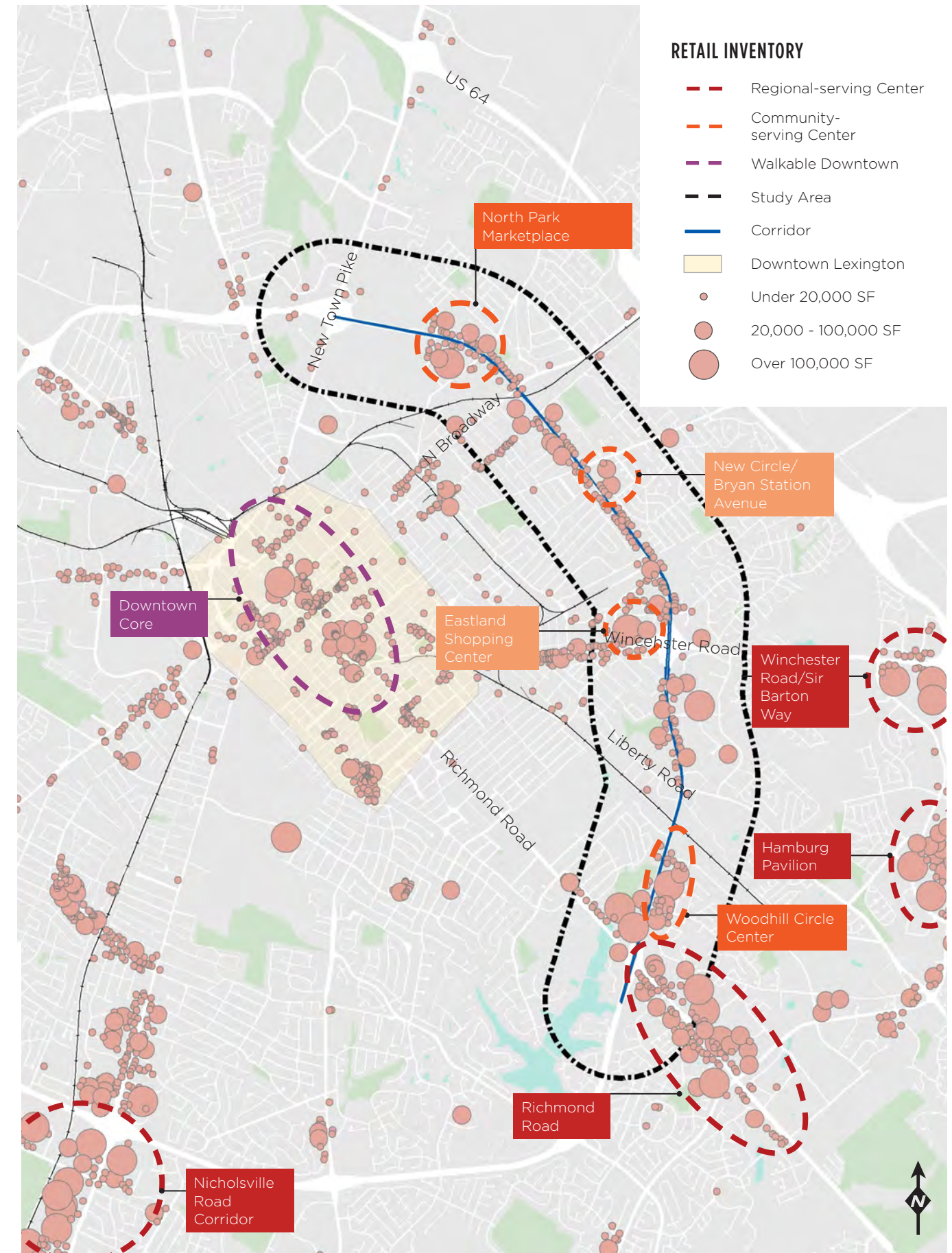
4M
square feet of retail space
in Study Area

18%
capture of city's
retail space

4
community-serving retail
centers on Corridor

RETAIL TYPOLOGIES

<p>REGIONAL OR SUPER-REGIONAL MALL</p>  <ul style="list-style-type: none"> Anchored by 2+ full-line department stores <p>~500,000-1,000,000+ SF</p>	<p>POWER CENTER</p>  <ul style="list-style-type: none"> 2+ category-dominant anchors of 100,000+ SF General merchandise, home improvement <p>~250,000-750,00 SF</p>	<p>COMMUNITY CENTER</p>  <ul style="list-style-type: none"> 1+ category-dominant anchors of 100,000+ SF OR 1+ grocer anchors of ~50,000+ SF and additional category-dominant retailers <p>~100,000-250,000 SF</p>	<p>MIXED-USE GROUND FLOOR</p>  <ul style="list-style-type: none"> Restaurants, food & beverage and small-scale services Upper floor office or residential <p>~3,000- 20,000 SF</p>	<p>DOWNTOWN</p>  <ul style="list-style-type: none"> High-density employment center Diversity of uses Walkable pedestrian environment <p>SIZE VARIES</p>
<p>MASTER-PLANNED LIFESTYLE CENTER</p>  <ul style="list-style-type: none"> Upscale national-chain specialty stores Dining and entertainment focused <p>~250,000-500,000 SF</p>	<p>NEIGHBORHOOD CENTER</p>  <ul style="list-style-type: none"> 1+ grocer anchors of 50,000 SF + Additional supporting retail <p>~75,000- 150,000 SF</p>	<p>FREESTANDING/STRIP</p>  <ul style="list-style-type: none"> Small convenience center with goods and services Limited trade area <p>~5,000- 150,000 SF</p>	<p>WALKABLE MAIN STREET</p>  <ul style="list-style-type: none"> Restaurants, food & beverage and small-scale services Walkable pedestrian environment <p>SIZE VARIES</p>	



Source: CoStar, Gresham Smith, SB Friedman



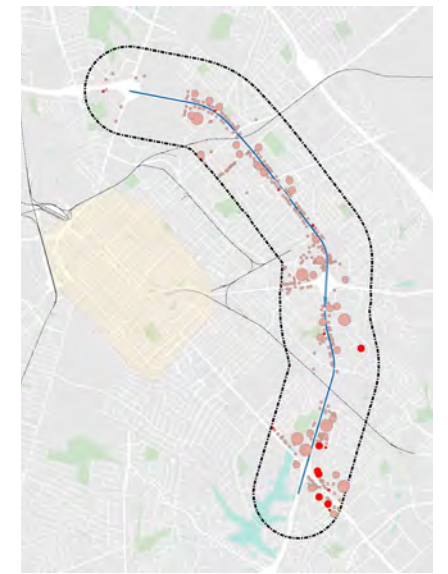
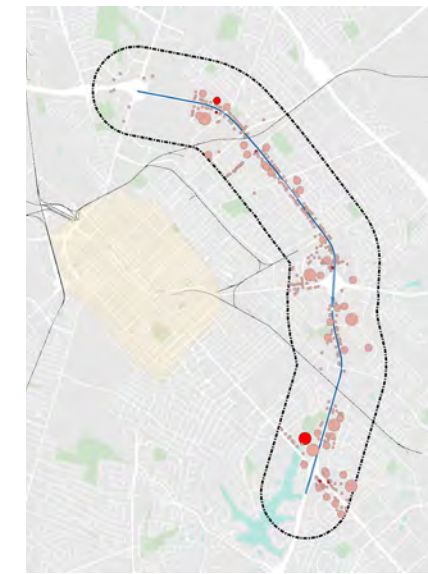
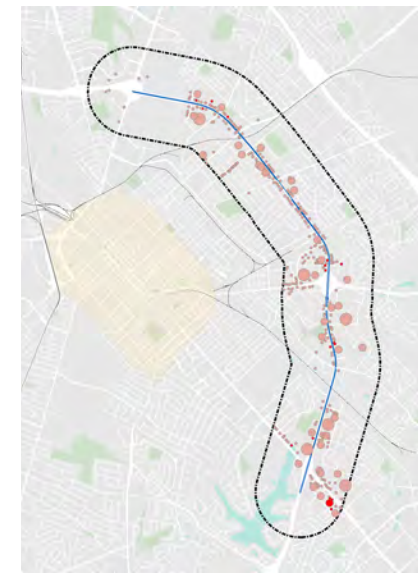
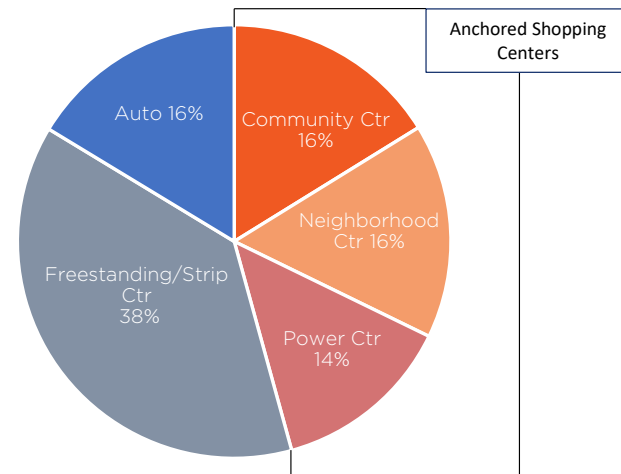
Retail Typologies and Character

Approximately 46% of retail space in the Study Area is in anchored shopping centers that serve the local community and beyond, with this space divided relatively equally among power centers (including Richmond Road), community centers and neighborhood centers. Approximately 38% of the retail space is freestanding and strip retail, including many fast-food restaurants and smaller specialty and ethnic retailers that have backfilled older strip retail space. These older spaces are typically offered at lower rents and provide an opportunity for new and local small businesses to operate along the Corridor.

About 16% of this Corridor's retail space is auto-retailers and servicers. In addition to larger new car dealerships with prominent showroom space and landscaping, there are many smaller used car dealerships that have repurposed older obsolete retail space and have overparked surface lots with little buffering along New Circle Road. As car shopping evolves and increasingly shifts online, there is likely to be more consolidation into fewer nationwide companies with an emphasis on showroom space.

Beyond traditional bricks-and-mortar retail space, New Circle Road also has a unique street food culture with various outposts locating in trucks, trailers and carts in underutilized parking lots along the Corridor. In addition to providing affordable food, food trucks support entrepreneurs and the local economy.

RETAIL SPACE BY TYPOLOGY



NEW DELIVERIES

The Study Area's retail stock is older and there are no known retail projects in the development pipeline. Roughly 85% of retail space was built prior to 2000 and nearly half of the retail space was built prior to 1980. Approximately 144,000 square feet of retail has been constructed in the Study Area since 2010, representing only 4% of the Study Area's total retail space. New construction has primarily located near the anchored shopping centers in smaller outlot buildings.

DEMOLITION

As retail trends change, older space may become functionally obsolete and be demolished to make space for modern retail or another land use. Approximately 407,000 square feet of retail space – 10% of the retail space – in the Study Area has been demolished since 2010. Approximately seven buildings, all built before 1980, have been demolished, most of which were less than 10,000 square feet outlot style buildings. One demolished building was over 300,000 square feet and is now a large church, located on Richmond Road.

VACANCY

The 4.4% retail vacancy rate in the Study Area is lower than the city's rate of 4.7%, suggesting demand despite ageing retail space. There are about 15 buildings ranging from about 5,000 to 66,000 square feet that are experiencing vacancy greater than 10%. Of these, nine are on the southern end of the Study Area, four of which have a space larger than 20,000 square feet. Four of the remaining high-vacancy locations are freestanding or strip center buildings located directly adjacent to New Circle Road.



Woodhill Circle



North Park Marketplace



Eastland Shopping Center



Bryan Station Shopping Center



470 E New Circle Rd. Strip



Green's Toyota of Lexington

Source: CoStar, SB Friedman

144,000

square feet of new deliveries in Study Area since 2010

407,000

square feet of retail space demolished in Study Area since 2010

4.4%

retail vacancy rate in Study Area



RETAIL TRENDS INFLUENCING THE STUDY AREA



EVOLVING CONSUMER HABITS

E-commerce, commercial transactions conducted electronically on the internet, as a share of retail sales has been steadily growing and has more than doubled in the last 10 years as a percent of total sales. The pandemic accelerated growth in e-commerce and omni-channel retailing (such as purchasing online for in-store pickup). Faster delivery services are expected to drive continued growth of these channels. While e-commerce as a share of total revenue varies by retailer category, brand and price point, e-commerce is expected to continue to grow, especially as improved logistics and distribution networks make shipping quicker than ever. These trends are likely to continue to impact demand for traditional retail space. Indeed, many retailers have adapted their building prototypes, and recalibrated their physical spaces and operating models, to position themselves to succeed in a post-pandemic environment.

TENANT REPOSITIONING

A rapidly shifting retail landscape is altering traditional drivers of retail demand. As e-commerce increases, many traditional and big-box retailers are downsizing their store footprints and consolidating into prime locations. At the same time, there has been significant new demand for value- and convenience-oriented retailers, which are expanding throughout the country. While the limited number big box and traditional retailers along the New Circle Road Corridor could experience downsizing in response to the rise in e-commerce, the high presence of existing value- and convenience-oriented retailers along the Corridor could act as a stabilizing force and limit the potential impacts.

Retail Market Potential

Over the past 10 years, there has been limited new retail development within the Study Area. There is likely to be limited potential for new retail development in the future, given recent market performance in the Study Area, the growth of e-commerce and omni-channel retailing, and ongoing tenant repositioning. Any additional retail in the Study Area is likely to be aimed at serving the local residential population.

The future viability of shopping centers will depend on location, availability and physical configuration of space, adjacencies and tenants. Continued efforts should be made to consolidate retailers within existing neighborhood centers in the Study Area to reduce vacancies. However, depending on location, underutilized retail space could potentially be retrofitted for reuse as industrial or “medtail” healthcare space, or demolished to allow for a transition to alternative uses.

OFFICE MARKET

Lexington has about 18.9 million square feet of office space, with about 4.4 million square feet of Class A, non-medical office space concentrated in four areas: Downtown, Coldstream, East Lexington and West Lexington near the intersection of US 68 and New Circle Road. Accounting for demolition and new deliveries, net office space in the city has increased by 7% since 2010 with approximately 1.4 million square feet of new construction and roughly 137,000 square feet demolished during this period. New delivery has slowed recently, with only 343,000 square feet developed overall since 2017, including roughly 30,000 square feet delivered since the start of the pandemic in 2020. Despite the pandemic's impacts on office usage, the citywide office vacancy rate has remained relatively stable over the last five years, and office rents have decreased only slightly at a CAGR of -5% from \$17.50 per square foot in 2019 to \$14.89 per square foot in 2022.

1.5M
square feet of office space in Study Area

8%
capture of city's office space

205,842
square feet of new deliveries in Study Area since 2010

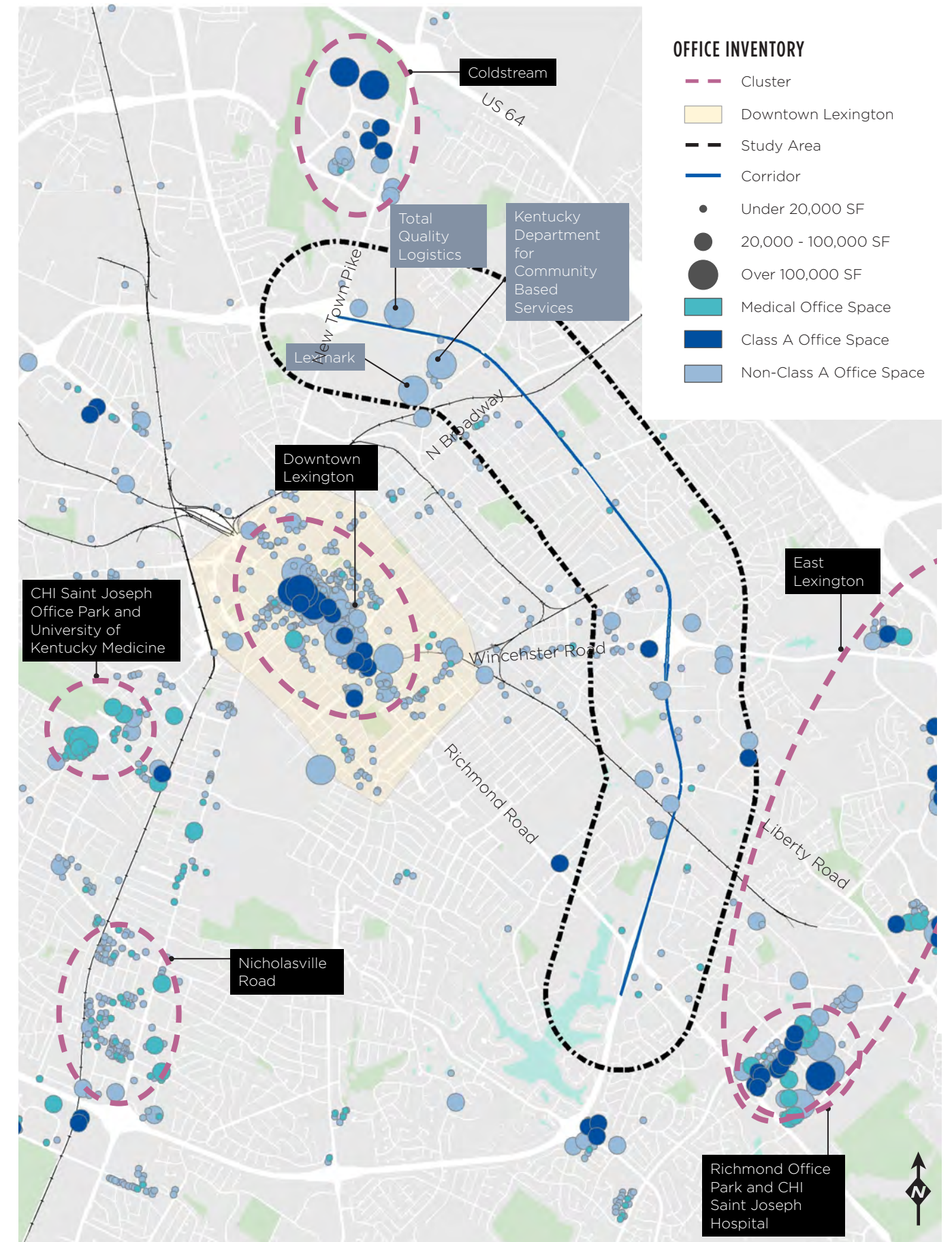
Study Area Overview

The Study Area contains approximately 1.5 million square feet of office space, of which 4% is medical office and 5% (2 buildings) is class A. The Study Area contains 8% of the city's total office space and captured 14% of the city's new deliveries since 2010 in three new buildings. The most recent new development in the Study Area is 168,192 square feet and contains Lexmark International. Although the full extent of pandemic-related vacancy remains to be seen as leases come up for renewal, the Study Area's vacancy of 7% is at a 15-year low due to limited new deliveries.

Total Quality Logistics inhabits the largest office space in the Study Area, in 278,000 standalone square feet built in 1977. Smaller-scale office space clustered within the industrial area along Industry Road and New Circle Road is primarily construction and home improvement related businesses, including contractors and industrial supply, services, and architectural design. A cluster of smaller-scale office space east of New Circle Road on N Broadway is mostly back-office and professional services, including tax and insurance tenants.

Office Market Potential

In recent years larger corporate multi-tenanted office spaces have been upgrading space and adding amenities in order to retain and attract tenants. Corporate tenants, in turn, are moving within markets in search for office space attractive to a workforce grown used to working from home. Location appears to take precedence over amenities, however, for the generally smaller back-office, distribution, professional services and construction/industrial office space within the Study Area.



Source: CoStar, Gresham Smith, SB Friedman



INDUSTRIAL AND FLEX MARKET

While Louisville and Cincinnati have captured much of the recent logistics, warehouse and e-commerce fulfillment growth regionally, Lexington's 32.2 million square foot industrial market is growing despite limited available developable land within the city. Accounting for demolition and deliveries, net industrial space in Lexington has increased by 3% since 2010. New construction has recently increased, with 474,000 square feet developed across 14 buildings since 2019. Two substantial new tenancies include GE Appliance's 2021 occupancy of 170,000 square feet and Amazon's 2022 delivery of 143,000 square feet in their second fulfillment center in Lexington. As new product added to the market is quickly absorbed by tenant demand, the market has maintained a vacancy rate below 5% since 2013. Increased demand has put upward pressure on rents, which have grown at a CAGR of 3% from \$4.66 per square foot in 2010 to \$6.85 per square foot in 2022.

Study Area Overview

The Study Area contains approximately 9.6 million square feet of industrial space. There have been 11 new deliveries totaling 404,000 square feet in the Study Area since 2010, including 236,000 square feet in three buildings in 2021. The Study Area contains 30% of the city's industrial space and has captured 26% of the city's new construction since 2010, suggesting that the Study Area is a desirable location for industrial. Logistics and distribution is growing in the Study Area: a majority of industrial space is warehouse (49%) and distribution (12%), and 70% of new industrial construction since 2010 has been distribution space. Manufacturing (32%) and showrooms, truck terminals, research and development and service make up the rest of the Study Area's industrial space.

Warehouses cluster generally along railways, including where they cross the Study Area near Palumbo Drive, Floyd Drive and Russell Cave Road. At the north end of the Study Area, industrial space clustered along Nandino Boulevard and Kennedy Road is mainly warehouse and distribution space, including the new Amazon Fulfillment Facility. Smaller warehouse spaces cluster along the railway near Floyd Drive in the center of the Study Area, intermingled with small manufacturing and distribution space. Two large warehouse spaces anchor the warehousing cluster in the southern end of the Study Area near Palumbo Drive along the railway.

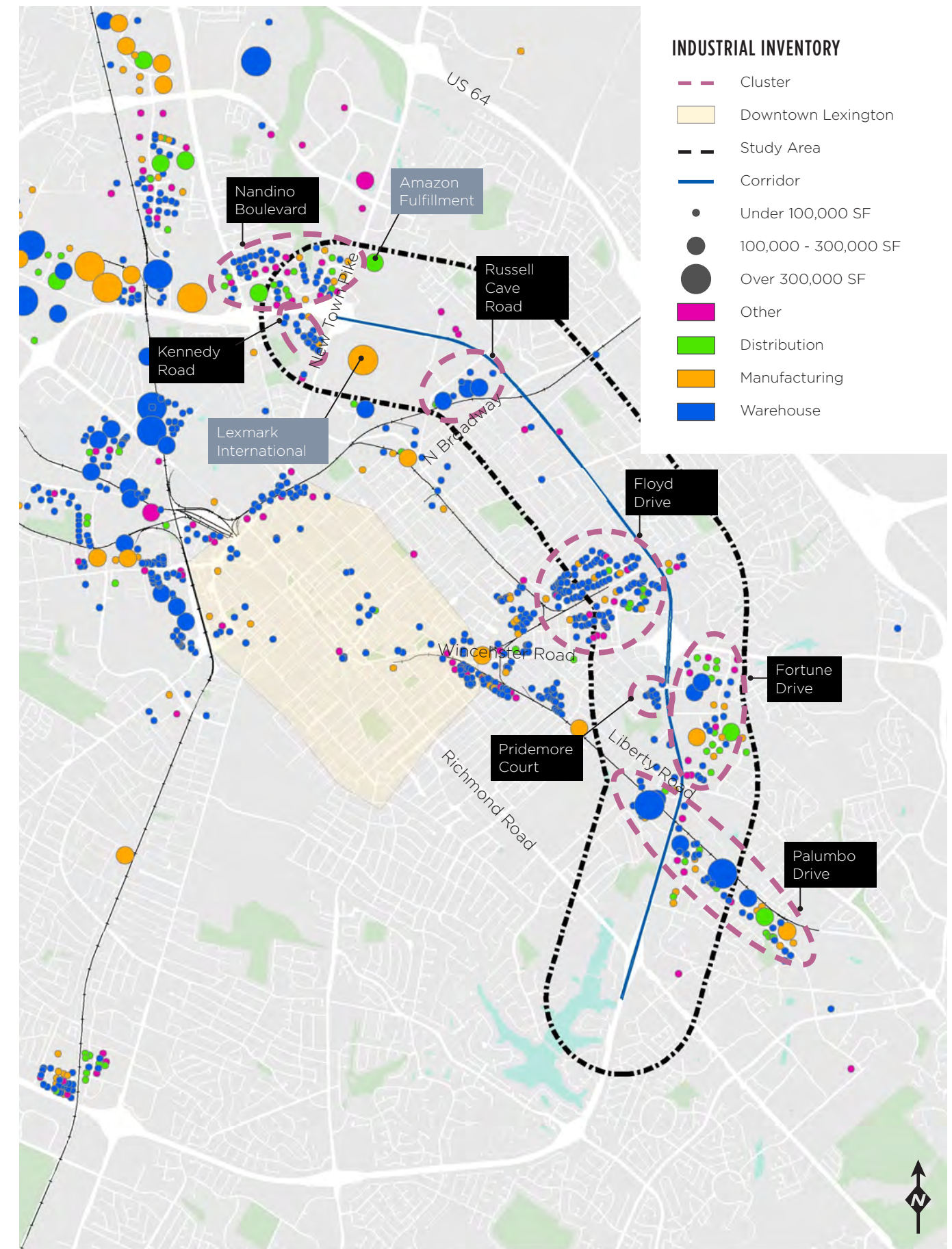
Industrial/Flex Market Potential

Pandemic-fueled consumer demand and businesses hedging against supply-chain shortages with higher inventories led to an unprecedented national demand for industrial space in 2021. Record absorption is expected to continue, and low vacancy rates of 1% in the Study Area present opportunities for new industrial space along the Corridor, if sites are available.

9.6M
square feet of industrial space in Study Area

30%
capture of city's industrial space

404,095
square feet of new deliveries in Study Area since 2010



Source: CoStar, Gresham Smith, SB Friedman



MULTIFAMILY RESIDENTIAL MARKET

Housing Overview

Over the past decade, housing development has kept pace with population growth in Lexington, with both housing units and population increasing at a CAGR of about 0.7% each year. The Study Area contains about 24,500 units, 17% of the city's 146,000 total residential units. As of 2021, about 41% of Lexington's 134,000 occupied units are renter occupied, compared to 47% of the Study Area's approximately 22,000 occupied units.

Compared to the city overall, housing values in the Study Area are more affordable, serving the lower- and more moderate-income population that lives here. In 2021, the median value of an owner-occupied housing unit in the Study Area was \$150,000, compared to \$220,000 citywide. However, like much of the country, the Study Area has been experiencing upward pressure on housing prices over the last several years, following the COVID-19 pandemic. The Study Area's 2020 median single family home price was 22% higher than the 2019 median price and then grew another 9% from 2020 to 2021.

Market-Rate Apartments Overview

There are a total of approximately 32,800 market-rate apartments across the city, including nearly 4,700 units in 30 new developments delivered since 2010. On average, approximately 390 units have been delivered annually citywide since 2010. New construction has primarily occurred downtown, within and near the Masterson Station neighborhood, and in various clusters in Hamburg Area, Willow Oak and near Jacobson Park. There appears to be limited new product under construction or proposed in the city. There are 260 units currently under construction at 1551 Aristides Blvd.

Study Area Overview

The Study Area contains about 10% of the city's total market-rate apartments, accounting for about 3,300 units. Since 2010, 360 new market-rate units were constructed across two projects, accounting for 8% of all new deliveries in Lexington. The two new market-rate apartment developments in the Study Area are both located at the southern end near the Richmond Road Power Center. Because approximately 443 units were demolished in 2013, the Study Area has experienced a net loss of 83 apartments since 2010. About 44% of the demolition that occurred in the city since 2010 has occurred in the Study Area.

3,331

market-rate apartments in Study Area

10%

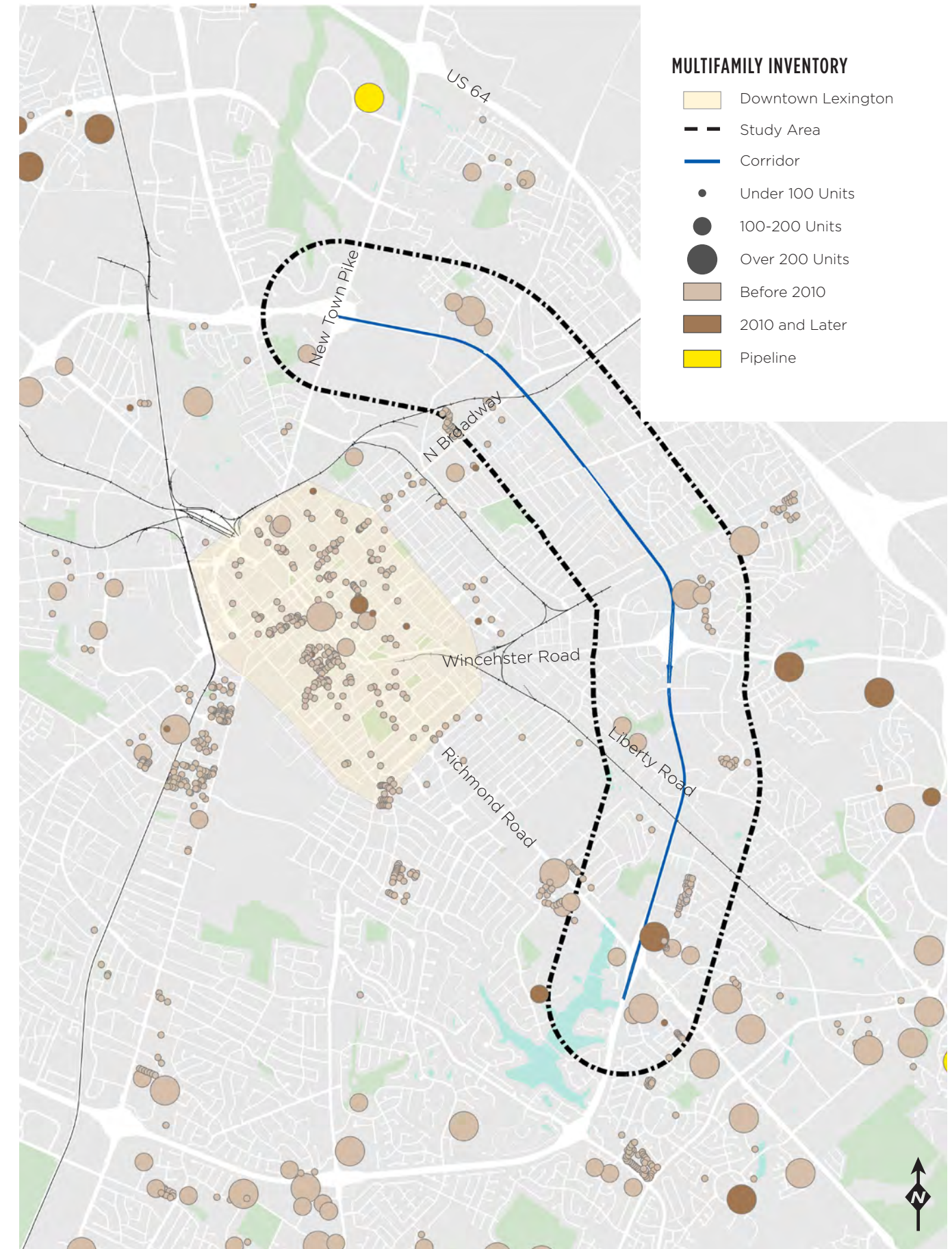
capture of city's market-rate apartments

360

new market-rate apartments in Study Area since 2010

8%

capture of city's new market-rate apartments since 2010



Source: CoStar, Gresham Smith, SB Friedman



Despite limited new deliveries, the Study Area has mirrored Lexington’s improvement in vacancy rates over the past few years, decreasing since 2019 from around 9% to less than 5% in 2022. Since 2010, both the city and Study Area have experienced compound annual rent growth of approximately 3%, with more significant increases in recent years. However, the rents per square foot in the Study Area are approximately 15% lower than the city, on average \$0.99 per square foot compared to \$1.14 per square foot respectively. While rent is comparatively lower in the Study Area, the 10% increase in rent since 2019 may exacerbate affordability concerns in the Study Area.

Newer projects delivered 2010 and later command a price premium of about \$0.20 per square foot in both the city and the Study Area. However, average rents per square foot for new construction in the Study Area are only \$1.17, compared to \$1.30 for the city overall. With increasing construction costs, it appears that current market-rate rents may not be high enough to support new construction in much of the Study Area.

Typologies

Lexington’s new market-rate apartment product is primarily garden-style with surface parking. Newer development has occurred downtown and along Man O War Boulevard near larger shopping centers like Hamburg Pavilion and the Fayette Mall. Newer construction developments typically include between 150 and 200 units and require 6 to 10 acres, approximately 20 to 24 dwelling units per acre. Even smaller developments have been constructed on small infill sites. Lexington’s legally restricted affordable housing units tend to be 24 to 125 units on 1 to 5 acres (20 to 24 dwelling units per acre) and scattered throughout the city in traditionally single-family home neighborhoods.

MULTIFAMILY TYPOLOGIES AND CHARACTER

						
	Market-Rate	Market-Rate	Market-Rate	Market-Rate	Affordable	Affordable
Project Shown	Studios at Patchen	The Champion at Bluegrass	260 Lexington Ave	Emerald Twenty Four	Liberty Commons	Arlington Lofts
Subarea Location	Study Area	Study Area	Downtown	Masterson Station Park	Study Area	North Limestone
Year Built	2018	2014	2017	2016	2000	2020
Stories	3	3	3	2	3	3
Units	60	300	24	335	42	81
Acres	1.56	16.28	0.45	27.30	3.19	1.06
FAR	0.39	0.42	0.51	0.06	0.19	1.73
Density (Units/Acre)	38	18	53	12	13	76
Avg. Unit Size (SF)	342	947	736	1,161	625	472
Parking Type	Surface	Surface	Surface	Surface	Surface	Surface

Source: CoStar, SB Friedman

HOUSING AFFORDABILITY



COST BURDEN

A household is considered cost-burdened if housing costs – mortgage, rent, utilities, and insurance - exceed 30% of monthly income. Within Lexington, about 17% of households who own their home are cost-burdened, compared to about 20% of owner-occupied households in the Study Area. Approximately 46% of both city and Study Area renter-occupied households are cost burdened. About 87% of cost-burdened renters and 73% of cost-burdened owner-occupied households in the Study Area earn less than \$35,000. Households in the Study Area making more than \$50,000 are less likely to be cost-burdened, with about 12% of these owners and 5% of these renters being cost-burdened.

LEGALLY RESTRICTED

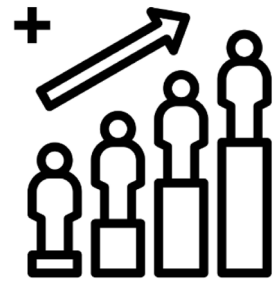
Legally restricted affordable housing (LRAH) development are required to maintain pre-determined affordable rent levels for a specific period of time. About 2% of Lexington’s occupied housing units are LRAH units built using low-income housing tax credits (LIHTC). There are only two LIHTC projects in the Study Area: 24 units at Bluegrass Phase II and 88 units at Bluegrass Phase IV. There are also two age-restricted buildings for the elderly or disabled that accept Section 8 housing vouchers: Liberty Commons and Danielle Court Apartments.

NATURALLY OCCURRING

Some housing units are considered naturally occurring affordable housing (NOAH) if the units are affordable (costing less than 30% of monthly income) to renters earning up to 60% of area median income (AMI) or owners earning up to 100% of AMI. NOAH units are not legally required to maintain affordability. About 87% of the Study Area’s for-sale housing units are affordable to households earning 100% of Lexington’s AMI which ranges from about \$61,000 for a one-person household to \$94,000 for a five-person household. About 68% of the Study Area’s rental units could be considered NOAH and are affordable to households making 60% of Lexington’s AMI, which ranges from about \$35,000 to \$55,000 per one-to five-person households.



RESIDENTIAL TRENDS INFLUENCING THE STUDY AREA



POPULATION GROWTH

A growing population generates new households who may rent or purchase existing units or seek new construction development. The Study Area is projected to gain 900 new households in the next 5 years. Additional new product provides an opportunity to draw more residents from other locations in the county.



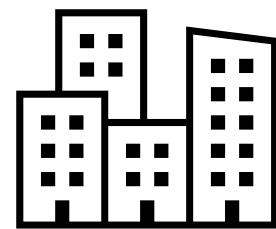
HOMEOWNERSHIP RATE

Historic household preference and shifting demand and supply patterns for rental and for-sale product drive future demand. The Study Area's 2021 renter-occupied rate of 47% is higher than Lexington's rate of 41%, but still reflects a preference for homeownership.



SPATIAL GROWTH TRENDS

Multifamily housing often locates near existing population, employment centers and along transportation corridors. Although well-situated near interstates 64 and 75, Northeast New Circle Road is auto-dependent and prone to traffic, making it less friendly to renters who are seeking a pedestrian-friendly environment.



URBAN SERVICE BOUNDARY

The Lexington Urban Service Boundary (USB), established in 1958, is a geographic boundary that distinguishes Lexington-Fayette County's bustling urban core from the undeveloped, agricultural land outside it. The growing demand for the limited supply of developable land within the USB places upward pressure on real estate property values making new development more challenging as land assembly and acquisition costs rise. However, the USB prevents sprawl, protects rural land and keeps the cost of public service lower.

Multifamily Market Potential

Despite growing demand for apartments in Lexington, lower rents, escalating construction costs and limited available land within the Study Area challenge financial feasibility, limiting development potential in the near-term. Because Study Area rents make new construction challenging, further development may require public financial assistance to produce viable returns within much of the Study Area. However, recent new construction on the southern end of the Study Area may indicate some potential for traditional market-rate garden-style apartments if there is a large enough site to accommodate the project.

There is significant need and demand for more affordable housing in Lexington and the Study Area. Some census tracts overlapping the Study Area may score favorably for competitive 9% LIHTC financing but projects receiving 4% LIHTC/tax-exempt bond financing would require additional sources to fill the financial gap. Similar to market-rate projects, the lack of large tracts of developable land further constrain the potential for affordable housing development.

Section 3.0

REDEVELOPMENT & LAND USE SCENARIOS

MARKET-RATE HOUSING

Existing Challenges

Despite the growing demand for housing in Lexington, the following factors present a challenge to constructing new market-rate housing.

Average rent rates don't support the rising cost of construction

- The study area has 15% lower rents per square foot than the city. With increasing construction costs, current market-rate rents may not be high enough to support new construction in the study area.

Limited available land

- The study area has approximately 200 acres of vacant or underutilized land, of which 21 acres are directly adjacent to New Circle Road. Newer construction developments typically include between 150 and 200 units and require 6 to 10 acres (20-24 dwelling units per acre). However, only one site fits within the 6-10 acres which is ideal for new development. There are four sites that are over 10 acres that can be utilized for market-rate housing, but may need to be phased for feasibility.

Lack of pedestrian-friendly environment

- Multi-family housing often locates near existing populations, employment centers, and transportation corridors. Northeast New Circle Road is auto-dependent, unsafe for pedestrians and cyclists, and prone to traffic, making it less friendly to renters seeking a pedestrian-friendly environment.

Opportunities for New Development

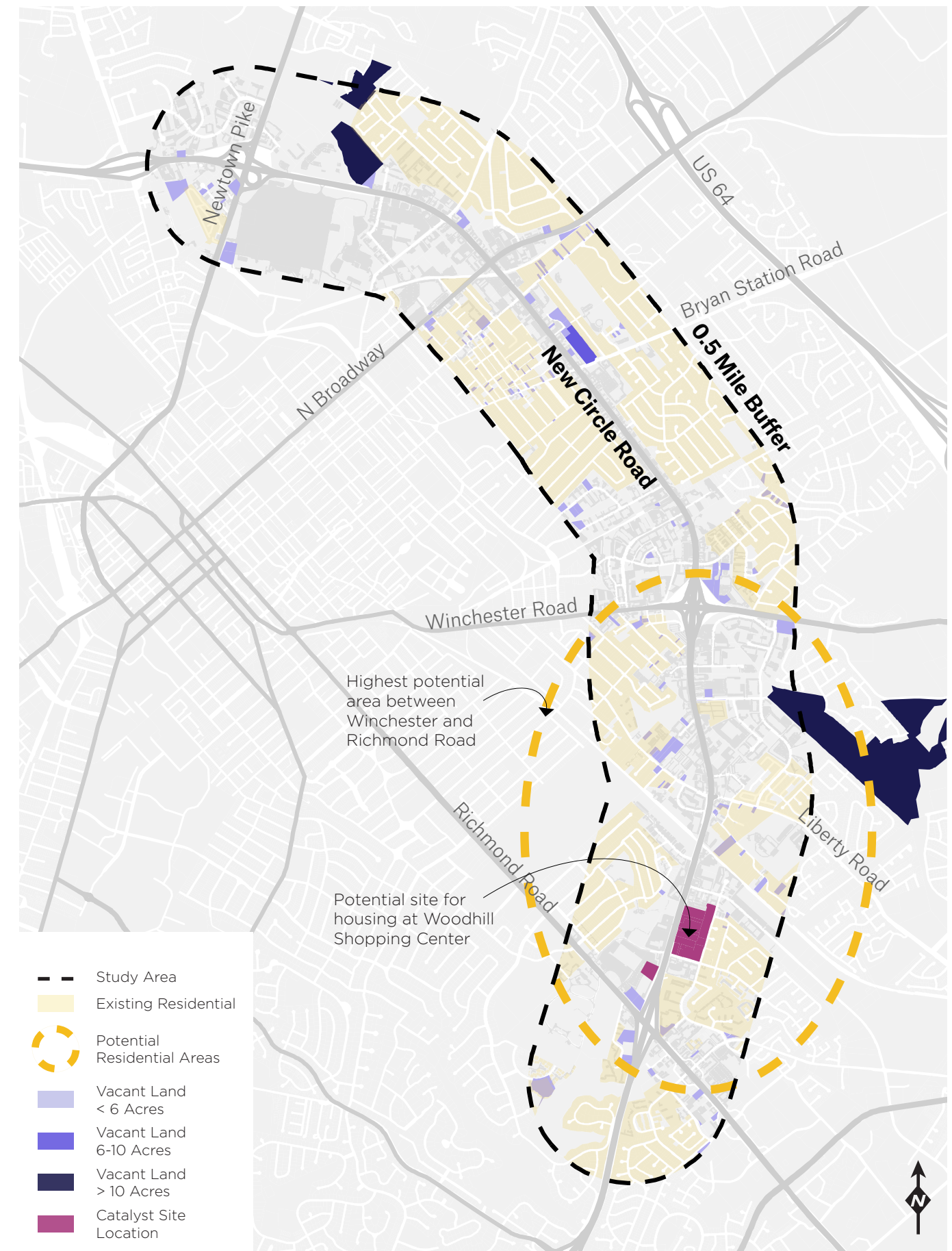
Because lower rents in the study area challenge financial feasibility, further development may require public financial assistance to produce viable returns within much of the study area. Recent new construction on the southern end of the study area may indicate

some potential for traditional garden-style apartments if there is a large enough site to accommodate the project. The proximity to the commercial development along Richmond Road supports the development of new housing in this southern portion of the study area. Vacant or underdeveloped parcels are limited in this area; however, redevelopment of the Woodhill Shopping Center presents a large enough site at approximately 14 acres (6 acres of surface parking) to support multi-family land uses. Despite the lack of vacancy in the retail at Woodhill Shopping Center, the age of the facility and the underutilized surface parking suggests an opportunity for future infill redevelopment. Since walkability is a critical component of successful multifamily housing developments, all new development should prioritize the creation of walkable developments with accessible sidewalks, intersections and make connections to surrounding streets and trails. Additionally, across New Circle Road from the Woodhill Shopping Center site is an opportunity to develop an additional out lot of the Home Depot shopping center. This parcel is approximately 2.5 acres, but could serve as a viable multi-family residential development site.

Building/Site Specifications

Given the limited land resources, the new market-rate construction will likely occur in a variety of products such as townhomes and moderate to small-scale multifamily development. The following typologies are generally feasible from a market perspective and should be considered when evaluating land use policy and redevelopment potential for market-rate housing.

- 6 to 10 acres for apartments; although the smaller size may be possible, larger sites are preferred
- 20-24 dwelling units per acre for apartments, 8-12 dwelling units per acre for townhomes
- 2 to 3 story garden style building with 150 to 200 units



AFFORDABLE HOUSING

Existing Challenges

Similar to market-rate housing challenges, affordable housing development faces rising construction costs, a lack of a pedestrian-friendly environment, and limited viable parcels that fall within qualifying census tracts for low-income tax credits (LIHTC). LIHTC funding is highly competitive and limited projects are funded each year. Many LIHTC-funded projects require significant local commitment or other funding sources. LFUCG should consider advocating for expanding eligibility requirements to allow for more qualifying census tracts.

Opportunities for New Development

Projects located in qualifying census tracts would be eligible for a “basis boost,” which increases the amount of LIHTC equity available to a project. Projects within a qualifying census tract with a plan specifying affordable housing are more competitive under Kentucky’s scoring process. Thus, these areas likely indicate where affordable housing development would occur.

Scoring for LIHTC favors projects that are located with 0.5 mile of an urban-designated Kentucky Housing Corporation tax credit project area. The scoring for the grant application also favors developments that show evidence that the site is properly zoned to allow the proposed development at the time of application. More information regarding the LIHTC program can be found at the [Kentucky Housing Coalition](#).

Larger sites that are vacant and underutilized within the LIHTC census areas within the Study Area are rare. A greenfield site north of New Circle Road between Bryan Station Road and North Limestone offers a location for potential housing development, likely affordable rate or a mixed rate development. The

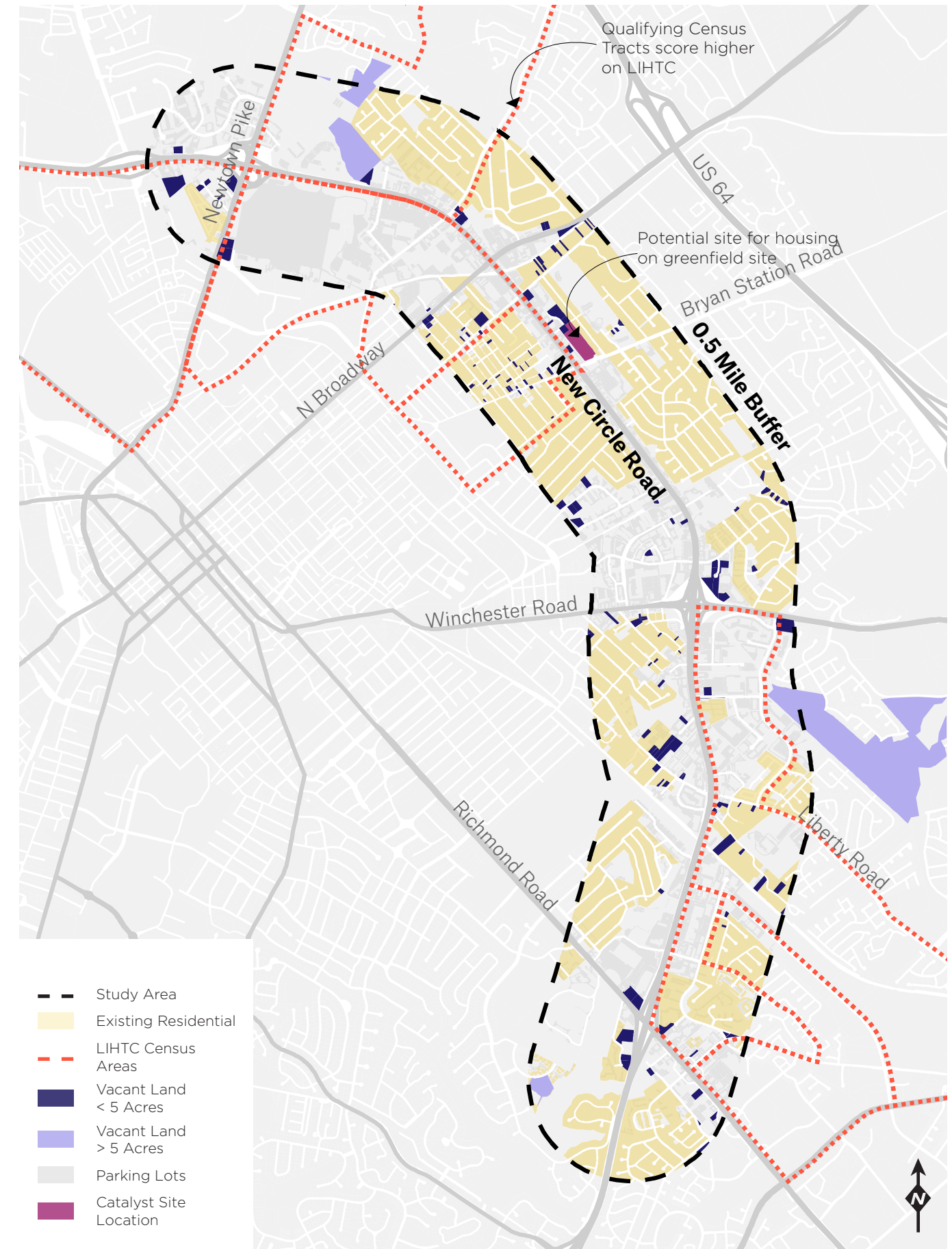
parcels fronting New Circle Road in this location that are used-car sales could potentially develop adjacent supportive land uses. Currently, the Bryan Station Inn serves as interim housing.

Building/Site Specifications

Affordable housing development in Lexington tends to be on smaller parcels from 1 to 5 acres supporting 24 to 125 units.

“WE NEED MORE AFFORDABLE HOUSING MIXED INTO OTHER NEIGHBORHOODS AND MORE MIXED USE NEIGHBORHOODS.”

- 2022 ON THE TABLE PARTICIPANT FROM THE STUDY AREA



RETAIL SPACE

Existing Challenges

The 5.5-mile stretch of the New Circle Road Corridor from Richmond Road (US 25/US 421) to Newton Pike (KY 922) is anchored by four community-serving retail clusters, including the Woodhill Shopping Center at the southern end and the Northeast Lexington Shopping Center on the north. The Corridor includes two neighborhood centers, the Eastland Shopping Center and the Kroger center at New Circle Road and Bryan Station Avenue. Standalone auto retailers and service centers line the Corridor, intermingled with freestanding and strip retail. Retail vacancy in the area is among the lowest within Lexington.

E-commerce, commercial transactions conducted electronically on the internet as a share of retail sales has been steadily growing and has more than doubled in the last 10 years as a percent of total sales. The pandemic accelerated growth in e-commerce and omni-channel retailing (such as purchasing online for in-store pickup). These trends are likely to continue to impact demand for traditional retail space. Indeed, many retailers have adapted their building prototypes, and recalibrated their physical spaces and operating models, to position themselves to succeed in a post-pandemic environment.

Opportunities for New Development

As e-commerce increases, many traditional and big box retailers are downsizing their store footprints and consolidating into prime locations. At the same time, there has been significant new demand for value- and convenience-oriented retailers, which are expanding throughout the country.

Following current trends in auto sale dealerships with car shopping rapidly moving online, development should explore opportunities for redevelopment of existing used and new car dealership sites.

There is limited potential for significant new construction. Potential for new development includes:

- Consolidating existing shopping centers
- Neighborhood-serving retail in mixed-use settings such as: grocery stores, restaurants, fitness, beauty shops, banks, and more
- National Fast-food chains, depending on outlot site availability

New construction is likely to locate near existing anchor shopping centers. Ideal retail locations have direct access to the New Circle Road corridor.

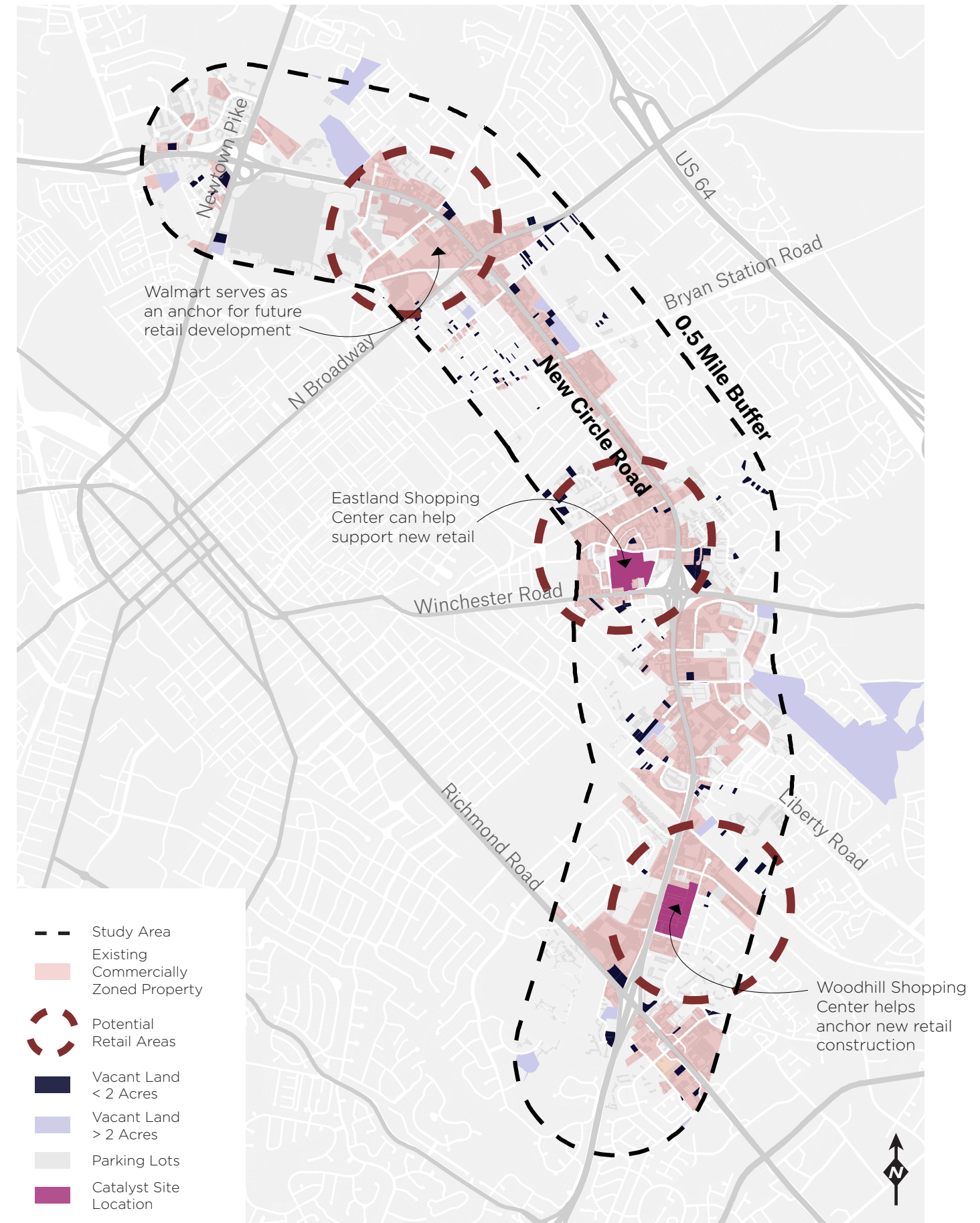
“A FEW MORE WALKABLE BUSINESSES WOULD BE WONDERFUL!”

- 2022 ON THE TABLE PARTICIPANT FROM THE STUDY AREA

Building/Site Specifications

Retail along the corridor typically can be found in small-scale freestanding buildings with 2,000-4,500 square feet of retail spaces. Neighborhood-serving multi-tenant outlots with 10,000 square feet or less are ideal for future development. New single use retail lots would ideally be developed on lots that range from 0.5-2 acres within the study area.

The relationship between the neighborhood-service retail and pedestrian-friendly environments is important to the success and accessibility of these types of retail spaces. Development or redevelopment of new retail sites along with the need for improved sidewalks and multi-use paths are important to provide enhanced and more equitable connectivity to these uses and jobs.



OFFICE SPACE

Existing Challenges

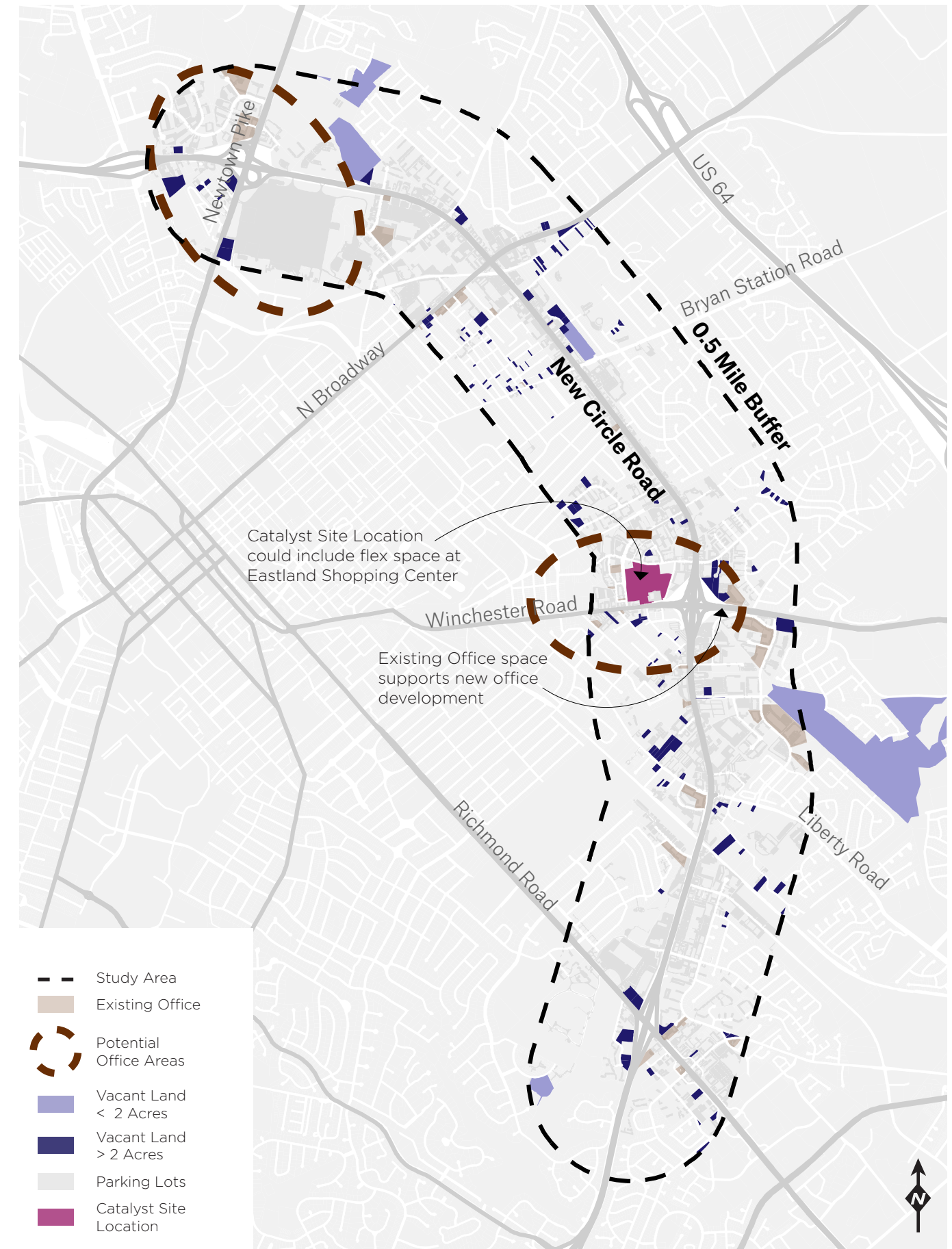
The study area contains approximately 1.5 million square feet of office space, of which 4% is medical offices and 5% (2 buildings) is class A. The study area contains 8% of the city's total office space and has captured 14% of the city's new deliveries since 2010 in three new buildings. The most recent new development in the study area is 168,192 square feet and contains Lexmark International. Although the full extent of pandemic-related vacancy remains to be seen as leases come up for renewal, the study area's office vacancy of 7% is at a 15-year low due to limited new deliveries. There are few large corporate Class A office buildings in the study area. Recent office development in the study area tends to be smaller, and tenants typically include back-office and professional services.

Opportunities for New Development

There is expected to be limited construction of Class A corporate office space although there may be demand for small-scale office space for back-office and/or professional services as seen in the study area. The office space may be incorporated into horizontal mixed-use with shared greenspace.

Building/Site Specifications

Low rise, 1-3 story buildings on a minimum 1.5-2 acres with 20,000 square feet of building area are ideal for new office development within the corridor. Flex office space may be seen incorporated within industrial space to maximize site use.



INDUSTRIAL/ FLEX SPACE

Existing Challenges

The study area contains approximately 9.6 million square feet of industrial space. There have been 11 new deliveries totaling 404,000 square feet in the study area since 2010, including 236,000 square feet in three buildings in 2021. Logistics and distribution are growing in the study area: most industrial space is warehouse (49%) and distribution (12%), and 70% of new industrial construction since 2010 has been distribution space. Manufacturing (32%), showrooms, truck terminals, research and development, and service make up the rest of the study area's industrial space. New development tends to be distribution space. With limited amount of available vacant space, and the relationship between adjacent residential area, development of new industrial space will be a challenge.

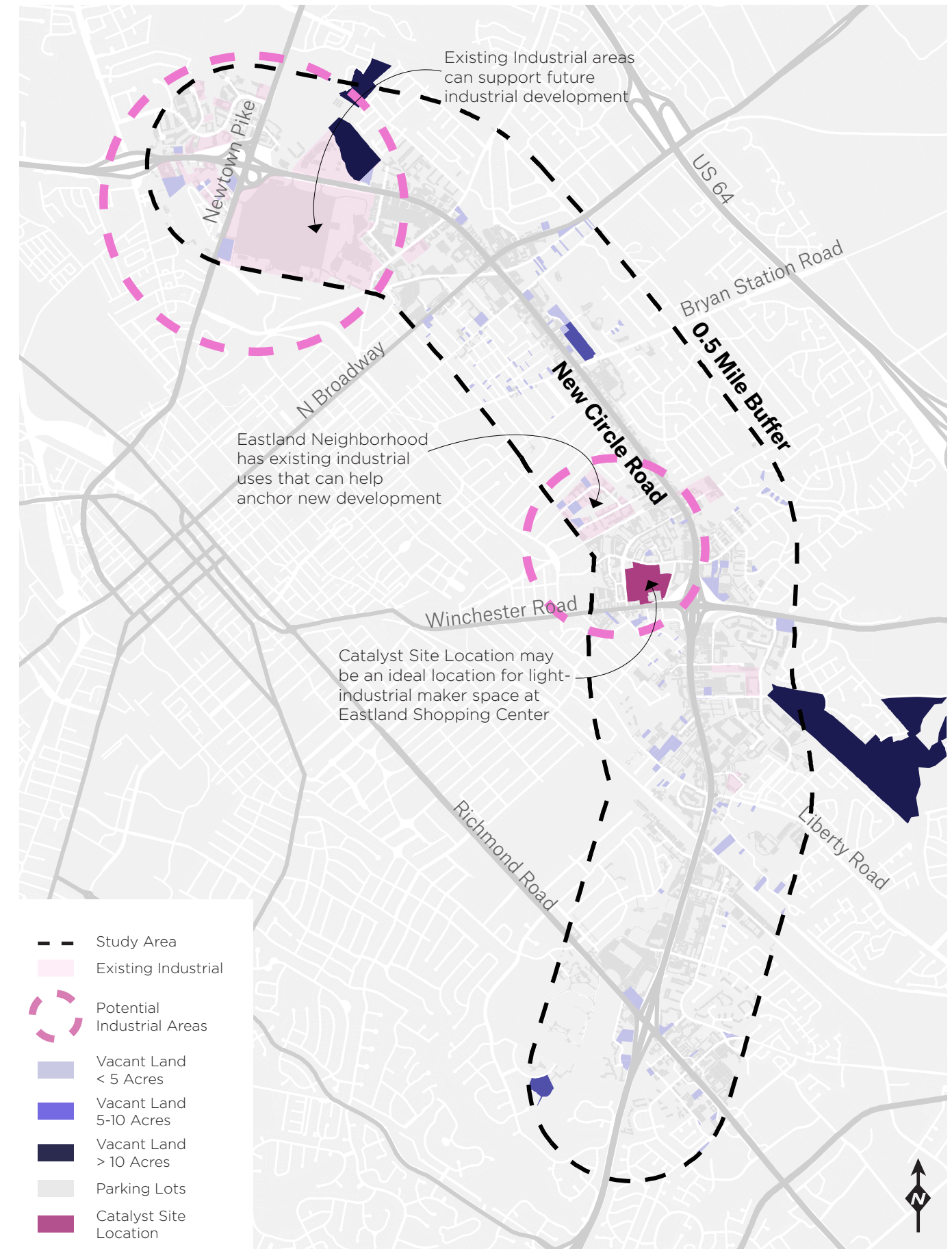
Connectivity is both an opportunity and a challenge. Traffic is an issue for distribution and logistics, and connectivity is a challenge for workforce accessibility, for instance the difficulty in transit access. Multi modal solutions could be beneficial to both of these.

Opportunities for New Development

The study area contains 30% of the city's industrial space and has captured 26% of the city's new construction since 2010, suggesting that the study area is a desirable location for industrial. There is potential for new construction of smaller-scale industrial space. Ideally, new development would focus on production and distribution of goods such as brewery/distillery, makers space, and other commodities.

Building/Site Specifications

New industrial development would be best served in 1-story buildings with 10,000-100,000 square feet of building area.



CONCEPTUAL PLANS FOR CATALYST SITES

CATALYST SITES

A catalyst site is a parcel - or multiple parcels - of land along the corridor selected for development or redevelopment to help envision future improvements along New Circle Road. These sites were selected by engaging stakeholders, the client, and the design team to help narrow the potential sites to three locations.

The catalyst concept plans on the following pages test incremental and long-term visions for sites of different scales and respond to diverse contexts, from mixed-use developments to new neighborhood town centers. Informed by data collection, market analysis, public and stakeholder input, and the client team's recommendations, three sites were envisioned for catalyst sites. Each site will respond to the design guidelines and regulatory framework this corridor plan proposes for the New Circle corridor.

SITE SELECTION FACTORS

Underutilized Land

As stated in the existing conditions section of this study, 207 acres of vacant land is available within the corridor study area. Due to this limitation, considerations had to be made to examine how to utilize existing sites as models for redevelopment and urban infill. Surface parking, which consumes approximately 725 acres along the corridor, is a significant consideration for redevelopment.

Market Driven Analysis

Utilizing the market analysis, pages 54-70, the catalyst sites were narrowed down, see pages 74-86, to reflect the study's findings. This led the team to determine which portions of the corridor would best support the current market trends.

Stakeholder Engagement

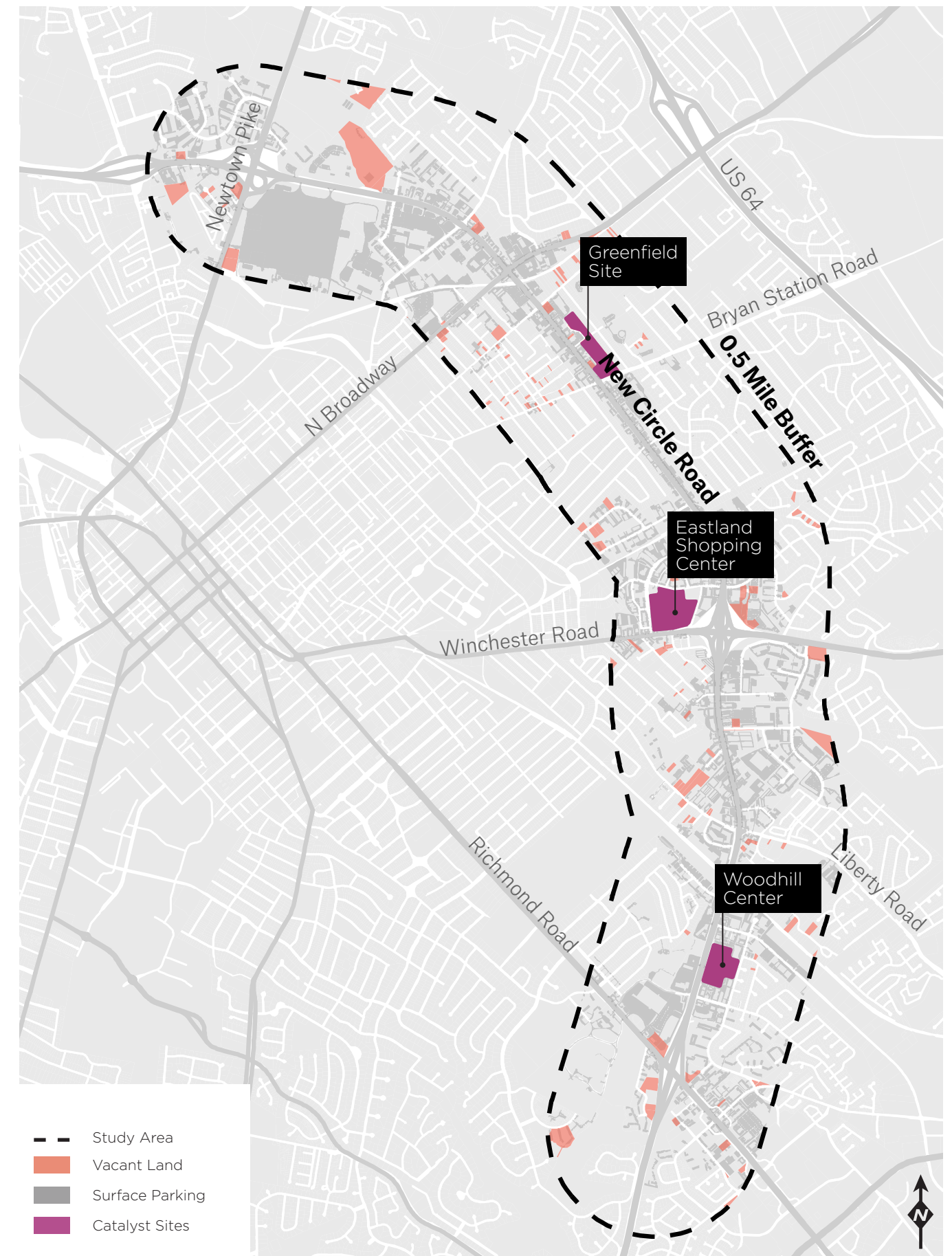
A critical aspect of these catalyst sites was stakeholder engagement. The team met with stakeholders to help determine the validity of the site selection and to receive feedback on their long-term vision of the selected sites. These stakeholders included business owners, employees, property owners, and other community members.

Surrounding Context of the Site

The final step in validating the catalyst site location was careful consideration of the context. These considerations included access, land use, existing conditions, environmental concerns, and physical limitations.

“GROWTH SHOULD BE FOCUSED ON INFILL DEVELOPMENT AND DEVELOPING UNDER UTILIZED SPACES WITHIN THE SERVICE BOUNDARY.”

- NEW CIRCLE ROAD CORRIDOR SURVEY RESPONSE



PARKING LOT INFILL AT WOODHILL

EXISTING CONDITIONS

Woodhill Shopping Center is a mid-size retail center located in the southern portion of Northeast New Circle Road. The 18.5-acre site includes a 214,351 square-foot building with five large box stores and a series of smaller retail shops, a large parking lot fronting New Circle Road, and large underutilized parking areas in the rear of the property. The front on the site is accessed by New Circle Road. The rear of the site is accessed by Codell Drive, which faces a residential area. To the east, the shopping center is surrounded by single-family and multi-family residential. To the north and south of the site, there are a series of single-use commercial developments. Across the street, there is a large car dealership and park. This site sits at the end of the off-ramp at the Richmond Road exit and is the start of the commercial corridor of Northeast New Circle Road.

MARKET DRIVEN ANALYSIS

After reviewing the market analysis and the redevelopment land use scenarios, this site was identified as a potential location for market-rate housing and new experience-driven retail space along the corridor. The current shopping center appears to have a very low vacancy. However, the 9-acre parking lot is extremely underutilized and presents an opportunity for urban infill to bring in new uses and potentially reposition the property as a mixed-use center.

“EXPANDING UP IS BETTER THAN EXPANDING OUT. (IN REFERENCE TO HOUSING OPTIONS)”

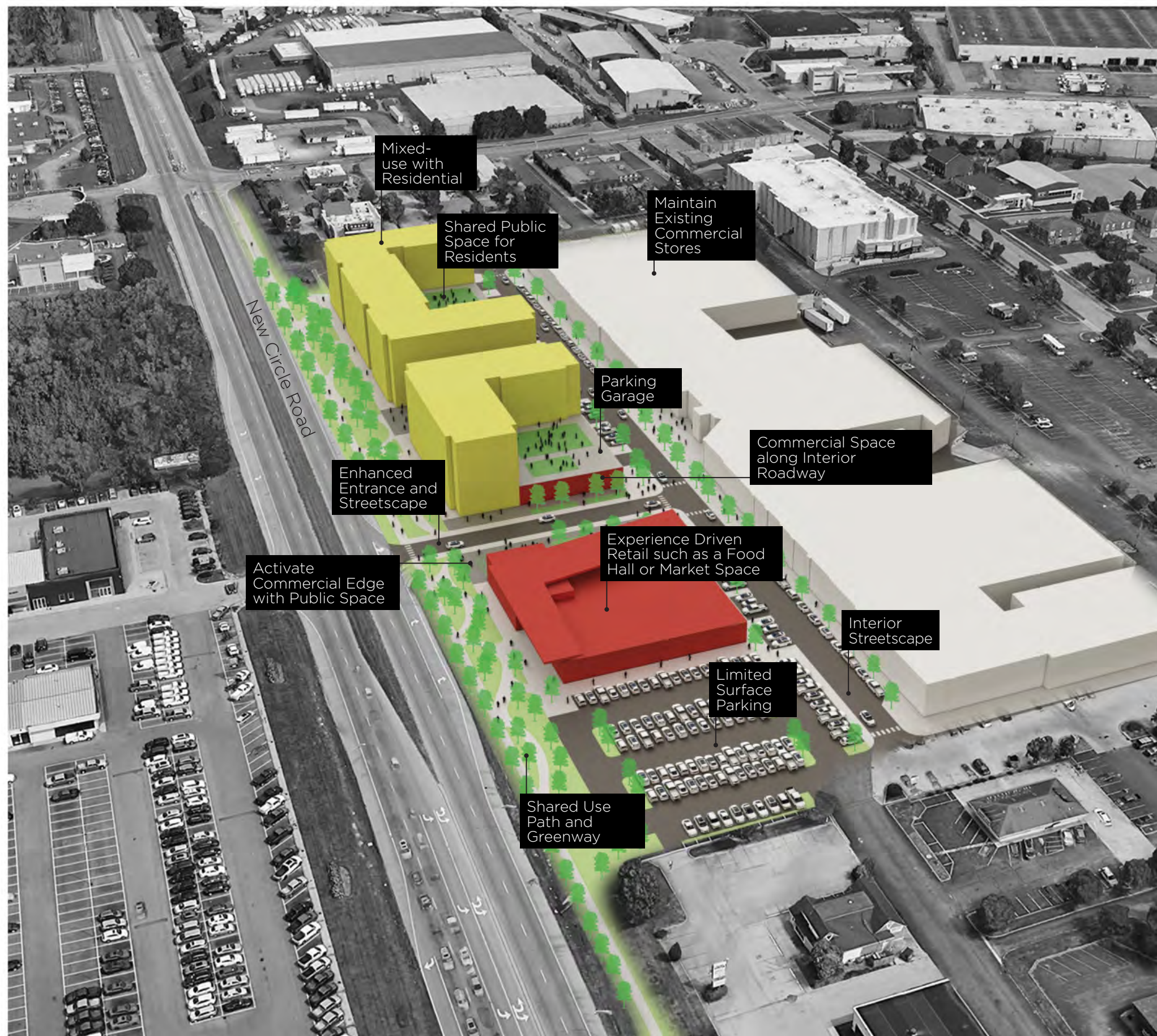
-NEW CIRCLE ROAD CORRIDOR BUSINESS CANVASING - EMPLOYEE IN WOODHILL SHOPPING CENTER

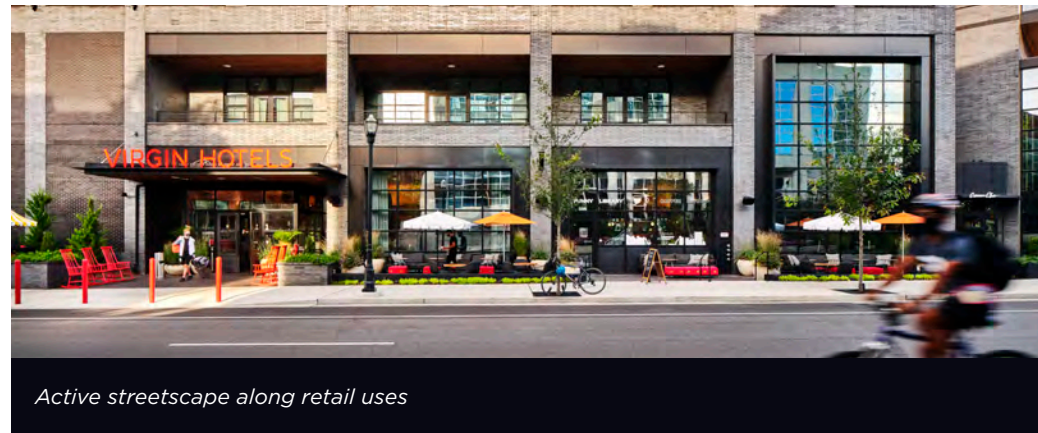


MIXED-USE INFILL AT WOODHILL

SHORT-TERM VISION

The concept for the Woodhill Shopping Center site is to infill the underutilized surface parking into a mixed-use infill site that would support a mix of housing and commercial uses. This concept aims to demonstrate how the vast amount of surface parking can be envisioned as a walkable, mixed-use development supporting long-term repositioning of the larger property over time. The first step of this process is to establish a new grid with a central entrance and an enhanced central streetscape to support the commercial businesses within site. In addition to the streetscape, parking for the site would be provided through a parking garage, limited surface parking, and street parking. To activate the site, the concept proposes a series of open spaces allowing for pop-up or market events and activity areas for the site's users. A shared-use path is proposed to connect to the corridor along Northeast New Circle Road. With this pathway, a greenway is envisioned along the front of the site.





Active streetscape along retail uses



Retail and restaurant space with rooftop space



Corner development



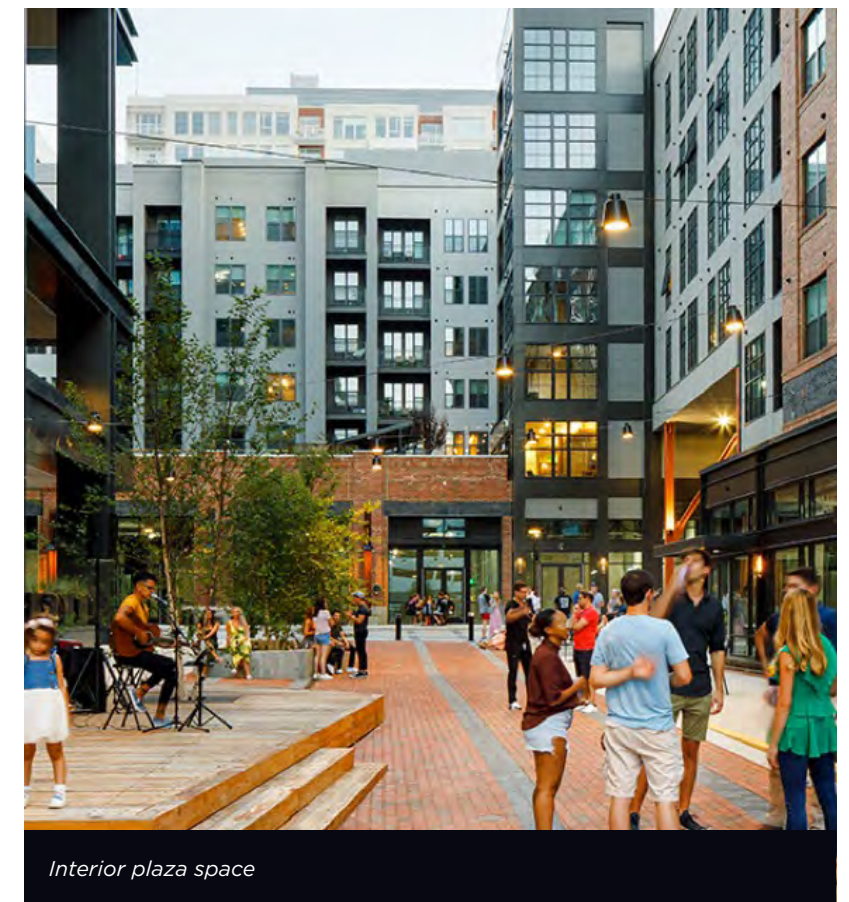
Active experiential retail space



Active pedestrian streetscape



Diverse architectural styles



Interior plaza space

LONG-TERM VISION FOR WOODHILL

The short-term concept for the Woodhill Shopping Center site is to utilize the underutilized surface parking for the new high-density infill site to support a mix of housing and commercial uses. This concept aims to demonstrate how the vast amount of surface parking can be envisioned as a connected development. The long-term vision for this site would be to reposition the entire property as a walkable, dense mixed-use and residential development with central public open space and a new street grid. To connect these two areas, the concept proposed a retrofit of the current commercial site that breaks up the building by providing a central streetscape. The rear of the site is envisioned as a new residential development, such as townhomes, to transition the scale of the buildings toward the single-family development surrounding the site.



BRYAN STATION ROAD SITE

EXISTING CONDITIONS

The greenfield is located toward the northern portion of Northeast New Circle Road. The 12.4-acre site is a vacant space that has an existing stream and stormwater management located on the site. This, paired with a developed 3.19-acre site fronting New Circle Road, makes a total of a 15.5-acre site for development. The current developed site is comprised of a motel, that appears to be used for short term housing, and a series of used car dealerships.

This site is currently serving as a buffer between the residential and commercial areas. The front of the site faces single-use commercial lots while backing up to a single-family residential area and a wall. On the other side of the residential area, there is currently a park and elementary school that serves the neighborhood. Along the southern edge of the site, the Bryan Station Kroger sits across Bryan Station Avenue. The site is currently accessed by Old Paris Road and a side road connecting to New Circle Road.

MARKET DRIVEN ANALYSIS

After reviewing the market analysis and the redevelopment land use scenarios, this site was identified as a potential location for market-rate housing, affordable housing, and community-serving retail such as daycare, coffee shop, or neighborhood restaurant. With almost 12.4-acres of vacant land and the addition of 3.19-acres of road frontage along New Circle Road, the greenfield site, due to proximity to community amenities such as grocery, elementary school, park, and bus stops, makes this a promising location for residential infill.

“(WE) HAVE TROUBLE FINDING AFFORDABLE HOUSING IN THE AREA FOR PEOPLE LOOKING TO COMPLETE TRAINING PROGRAM.”

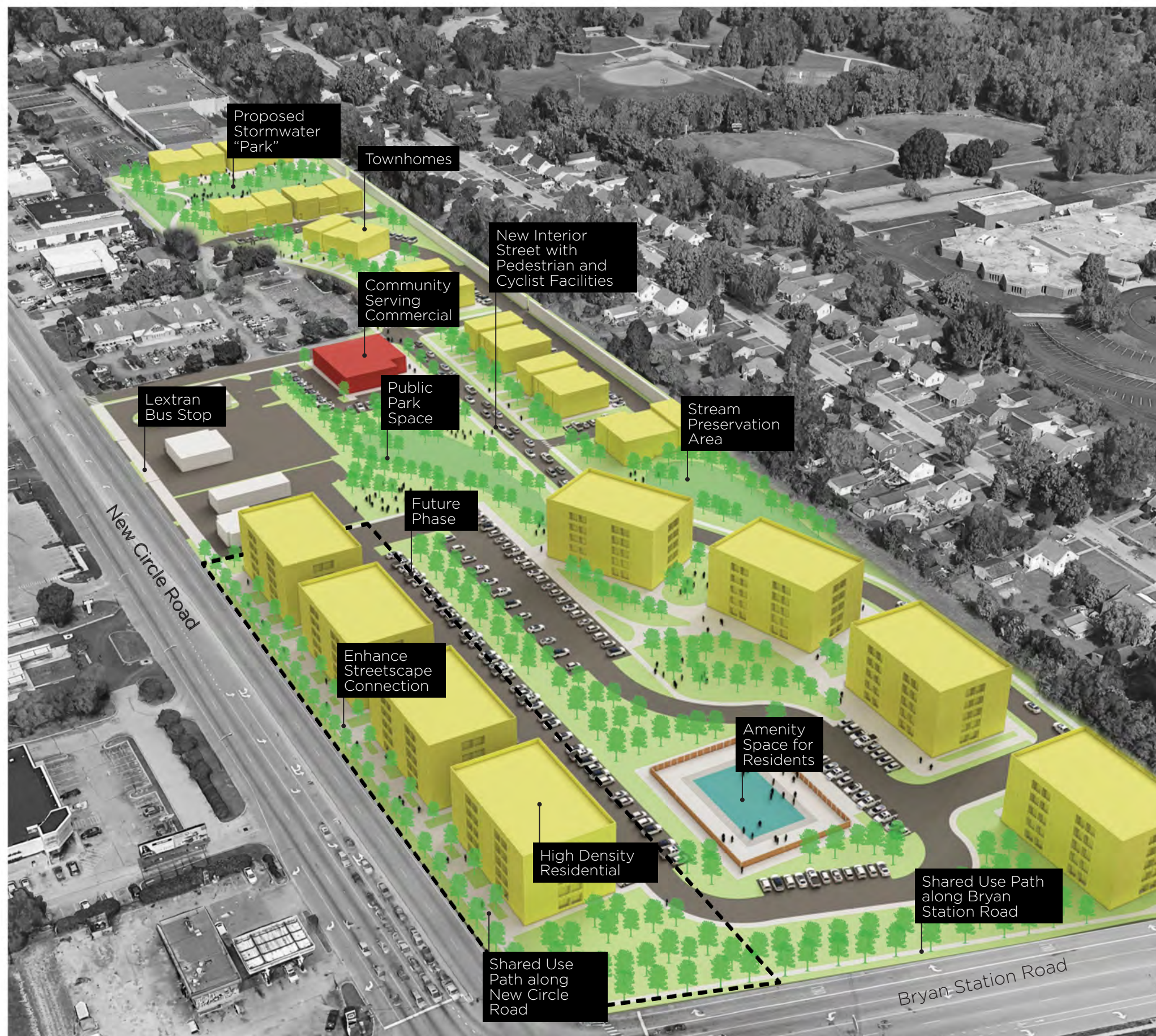
-NEW CIRCLE ROAD CORRIDOR BUSINESS CANVASING - GOODWILL JOB TRAINING CENTER



MULTIFAMILY INFILL DEVELOPMENT AT THE BRYAN STATION ROAD SITE

SHORT-TERM VISION

The concept for the Greenfield site is to create a residential development that provides a series of residential apartments and townhouses which transition the scale of the building from 3-5 story apartment buildings to 2-3 story townhouses towards the single-family housing. In addition to the residential buildings, the concept proposes a central road connecting the site from Bryan Station Road to Old Paris Road and a crossroad connecting the development to New Circle Road. This central roadway would support pedestrian and cyclist facilities. Along the development edges, a shared-use path would be provided along Bryan Station Road and New Circle Road. In addition to the amenities for the residents, a single-use commercial development is proposed in the central portion of the site that would provide a neighborhood service such as a daycare, neighborhood restaurant, or coffee shop. Throughout the site, the concept proposes a series of open spaces that promote the health and well-being of the residents and environment by increasing tree canopy and targeted stormwater management and stream restoration opportunities.





Streetscape with green infrastructure



Apartment building with pedestrian amenities



Green infrastructure



Interactive stormwater management



Apartment building example



Townhome example



Neighborhood serving retail

LONG-TERM VISION FOR THE BRYAN STATION ROAD SITE

The short-term concept for the Greenfield site is to develop the vacant land into a residential development that provides a series of high-density residential apartments and townhouses that transitions the scale of the building from 3-5 story apartment buildings to 2-3 story townhouses towards the single-family housing. In the long-term vision, the surrounding uses may be re-envisioned and developed into a denser commercial development, or the uses may change to support the residential development. Other improvements include future pedestrian and cyclist connections to the nearby park and school.



EASTLAND SHOPPING CENTER

EXISTING CONDITIONS

Eastland Shopping Center is a mid-size retail center located within the central portion of New Circle Corridor. The 20.77-acre site includes 290,012 square-foot of rental space with a series of retail shops, a large parking lot in the center of the site, and large underutilized parking areas along the site's perimeter. The front of the site is accessed by Winchester Road. The rear of the site is accessed by Eastland Drive, which faces a light industrial area. The shopping center is surrounded by other commercial, light industrial, and office spaces. This site sits near the on-ramp from New Circle Road at the Winchester Road exit. The site is challenged by the grade change from the shopping center's central portion and the development's outer edge, which is currently disconnected from the interior retail uses.

MARKET DRIVEN ANALYSIS

After reviewing the market analysis and the redevelopment land use scenarios, this site was identified as a location for new retail, office, and light industrial space along the corridor. The focus of the Eastland Shopping Center catalyst site will examine opportunities for redevelopment of 2.68 acres and retrofitting, identifying opportunities for place-making and stormwater management improvement for the 5.16 acres of underutilized parking space.

STAKEHOLDER ENGAGEMENT

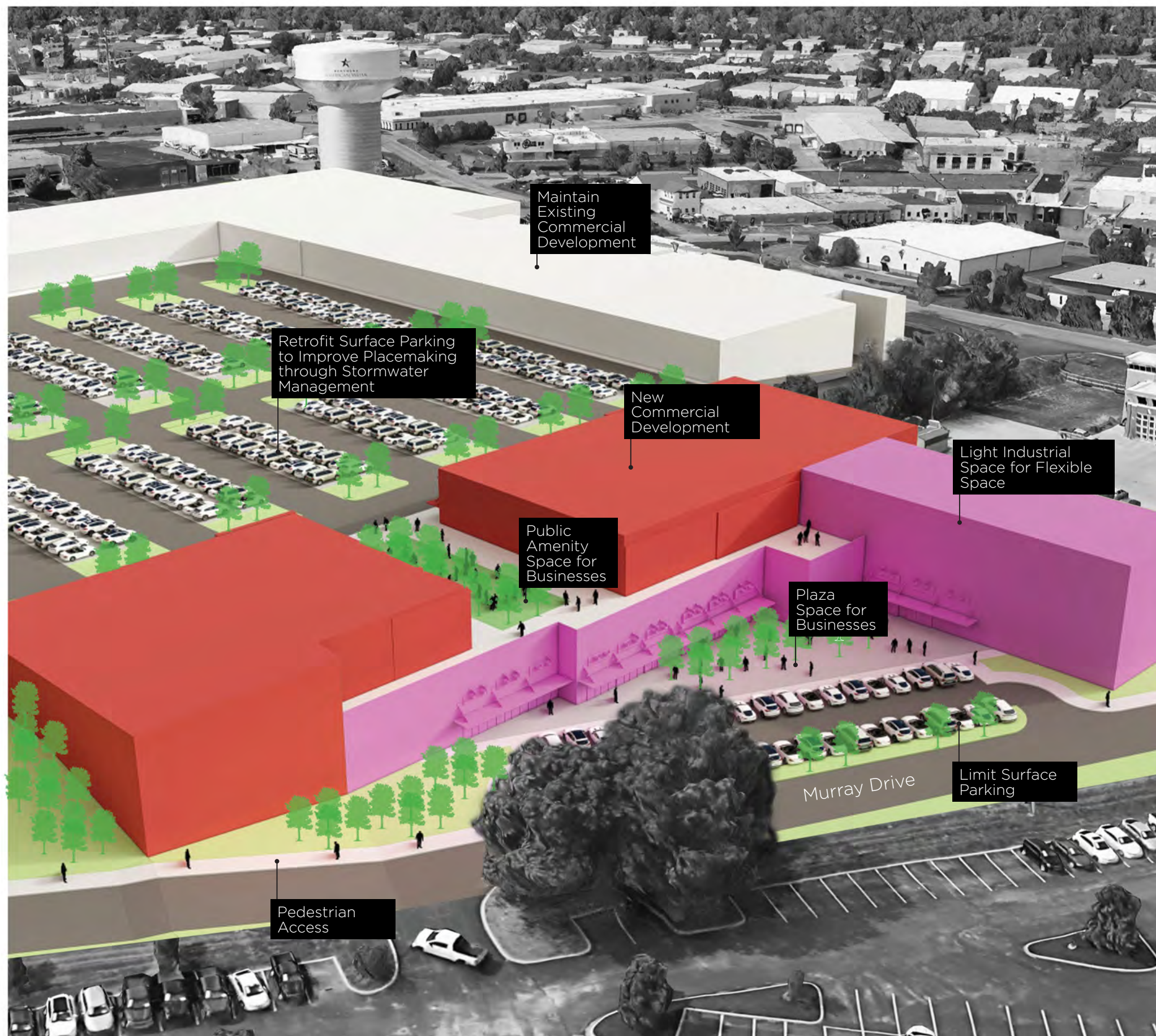
Through conversation with the property owner at the Eastland Shopping Center, they expressed an interest in re-envisioning the dual-level sections of the development to incorporate additional light industrial and flex space within the site.



MIXED-USE RETROFIT AT EASTLAND SHOPPING CENTER

SHORT-TERM VISION

The concept for the Eastland Shopping Center is to redevelop one of the commercial buildings into a new mixed-use development to support retail and light industrial uses, such as a location for producing and selling. This redevelopment looks at how the grade change between the upper retail area can integrate and interact with the lower light industrial space. This is achieved by incorporating public space and access between the areas through the building and along a new sidewalk on Murray Drive. Along the retail areas, enhancements to the streetscape experience include new amenity spaces, green infrastructure, tree canopy, and pedestrian facilities. Other proposed improvements on the site include retrofitting the existing parking lot to support green infrastructure such as bioswales and permeable paving. These improvements will improve the environment and aesthetics of the site while focusing on connections to the surrounding uses for pedestrians.





Active streetscape along retail uses



Retail and restaurant space with rooftop space



Green infrastructure integrated into parking lot



Bi-level amenity space for retail



Green infrastructure integrated into parking lot



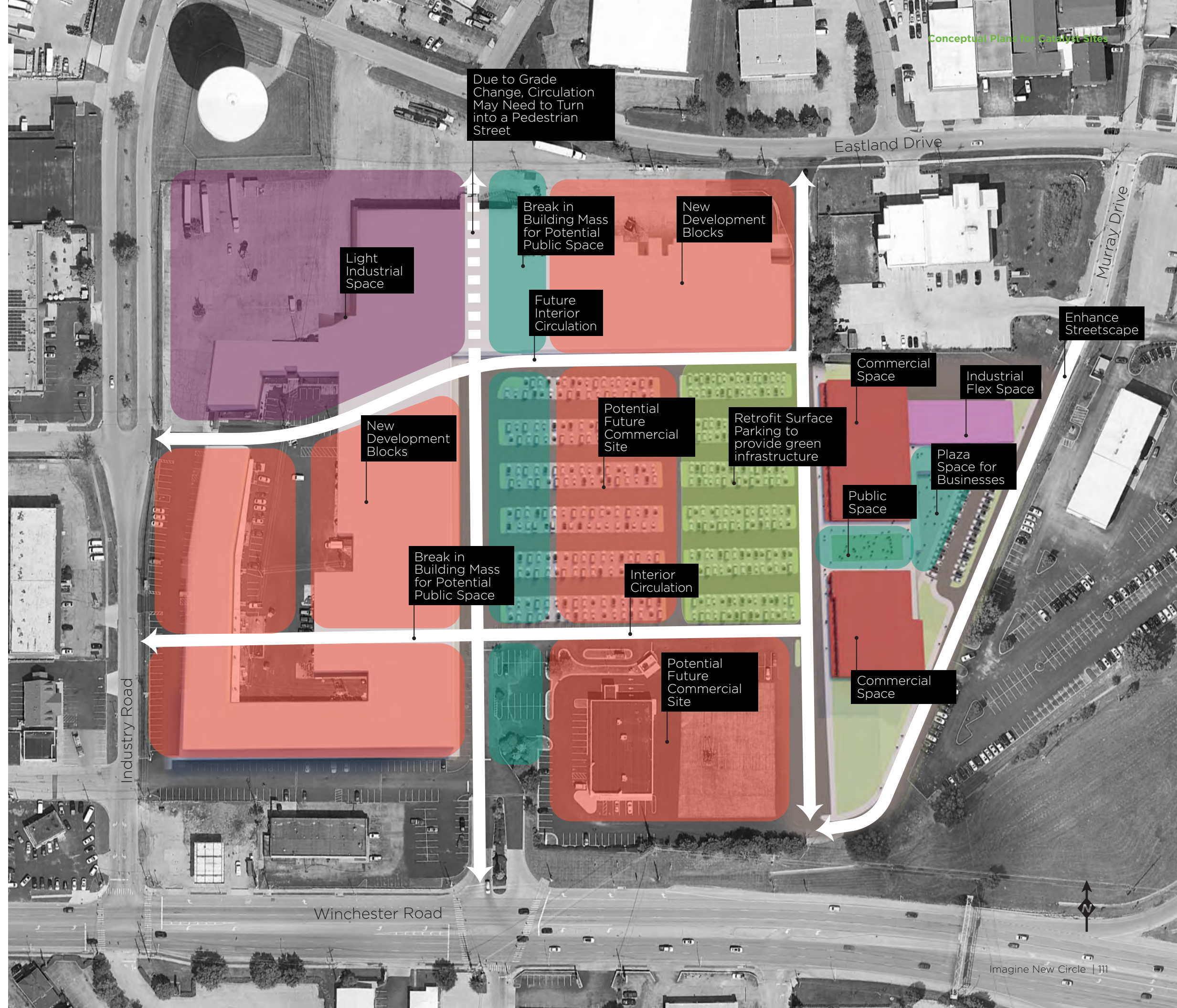
Interior plaza and amenity space



Retail streetscape

LONG-TERM VISION FOR EASTLAND SHOPPING CENTER

The short-term concept for the Eastland Shopping Center is to redevelop one of the commercial buildings into a new mixed-use development to support retail and light industrial uses such as a maker's space, brewery, distillery, and other similar uses. The long-term vision of the site looks at how the remainder of the site can be retrofitted to provide additional breaks along the long stretch of the existing building and provide new public space. The vision also looks at where additional light industrial space can be provided. More considerations include reducing the amount of surface parking and a new single-use commercial lot near the front of the site.



Conceptual Plans for Catalyst Sites

Due to Grade Change, Circulation May Need to Turn into a Pedestrian Street

Light Industrial Space

Break in Building Mass for Potential Public Space

New Development Blocks

Future Interior Circulation

Enhance Streetscape

New Development Blocks

Potential Future Commercial Site

Retrofit Surface Parking to provide green infrastructure

Commercial Space

Industrial Flex Space

Plaza Space for Businesses

Public Space

Break in Building Mass for Potential Public Space

Interior Circulation

Potential Future Commercial Site

Commercial Space

Winchester Road

Section 5.0
**CORRIDOR DESIGN
GUIDELINES**

CORRIDOR DESIGN GUIDELINES

INTRODUCTION

These guidelines complement the City's zoning standards. While not a substitute for meeting the requirements of the Zoning Code, using these guidelines in conjunction with zoning standards provides a common design starting point and language to successfully interpret City design requirements and thereby facilitate required project approvals.

When required by Zoning Ordinance, projects are subject to a design review process that may include a review of the project proposal by City staff, the Planning Commission, and the City Council. These individuals and groups may be required to and should reference these design guidelines to further the designs of projects that support the cohesion and integrity of development on Northeast New Circle Road.

APPROACH INFORMED BY COMMUNITY GOALS

Between June 2022 and January 2023, the Lexington Fayette Urban-County government (LFUCG) led the Imagine New Circle Road Planning Study which included extensive public engagement with the surrounding neighborhoods along Northeast New Circle Road and users and visitors of Northeast New Circle Road. Through analysis of the 2022 City led On the Table discussions and over 1,000 survey responses from Imagine New Circle the following key themes were identified:

- 1. Support a connected corridor** by maintaining and implementing safe and accessible vehicular, pedestrian, and cyclist facilities.
- 2. Activate the corridor through infill** within underutilized spaces and refine existing development.
- 3. Create an inviting public realm** by providing and maintaining landscaping and amenities along the corridor and creating new public spaces that support adjacent land uses.

Each of these themes can be achieved through multiple design and planning approaches. The guidelines below offer a more detailed series of considerations for achieving each of them in support of creating a future for Northeast New Circle Road that meets the vision of the community.



SUPPORT A CONNECTED CORRIDOR

by maintaining and implementing safe and accessible vehicular, pedestrian, and cyclist facilities.

CONNECT NEIGHBORHOODS THROUGH A COHESIVE MULTI-MODAL TRANSPORTATION NETWORK

- A. Provide safe and accessible connections for all modes from the Corridor and commercial areas along it to any adjacent neighborhoods.
- B. All development sites and buildings should provide adequate and continuous internal pedestrian facilities that connect to sidewalks or shared-use paths along the Corridor or adjacent roadways.
- C. Where feasible connect developments along the Corridor to adjacent neighborhoods utilizing, trails, shared-use paths and a complete street network approach to provide for multi-modal infrastructure.
- D. Pedestrian and bicycle paths should be used where street connections to adjacent neighborhoods are infeasible.

PLAN FOR AN INTEGRATED ROADWAY DESIGNED FOR ALL MODES OF TRANSPORTATION

- E. Reduce vehicular lane widths to not exceed 11' to promote driver alertness and provide traffic calming while maintaining flow.
- F. Bicycle and pedestrian facilities should be protected from vehicular traffic. This buffer can include on-street parking, landscaping, or other buffers. In the case of landscaping, include a 7' minimum vegetative buffer between the curb and sidewalk or shared-use path, with a priority on native plantings.
- G. Shared-use pathways along the Corridor should be a minimum of 8', but preferably 12' wide, and should occur on both sides of the roadway.
- H. If there is not enough right-of-way to support a shared-use path, all Corridors should have a publicly accessible sidewalk on both sides of the roadway that conforms to the standard sidewalk widths as laid out in the Land Subdivision Regulations.
- I. An additional landscaped buffer between the sidewalk or shared-use path and the parking or building(s) should occur where right-of-way permits, with a priority on native plantings.



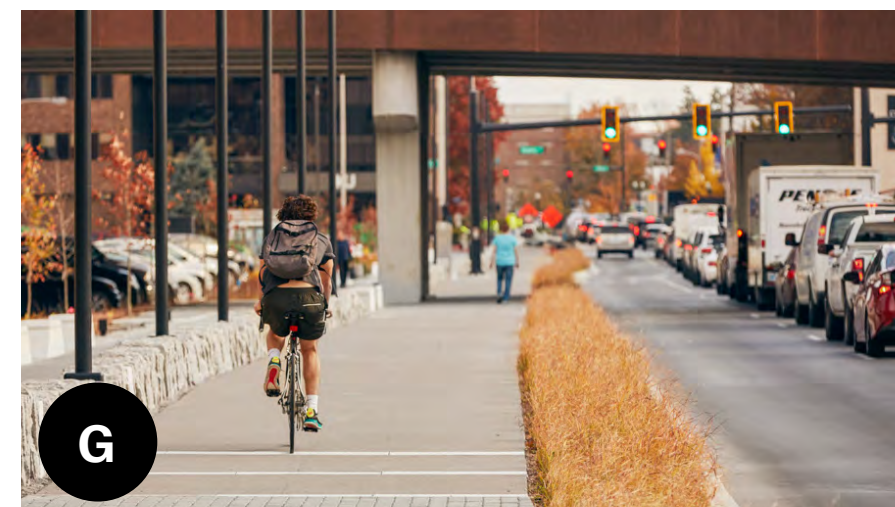
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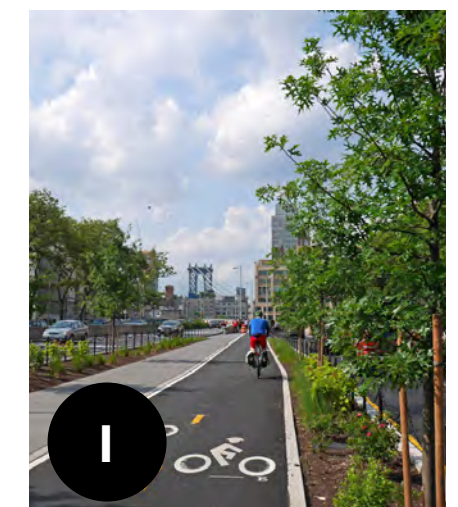
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F



G



I



PROVIDE SAFE AND COMFORTABLE PEDESTRIAN AND CYCLIST FACILITIES

- A. All roadways internal to a development site should have a publicly accessible sidewalk that conforms to the standard sidewalk alignments as laid out in the Land Subdivision Regulations.
- B. To improve the quality of life for people of all abilities, projects at a minimum must meet accessibility code requirements. Design for accessibility should be an integral aspect of each project, and support and enhance the underlying architectural and landscape design intent.
- C. New bicycle and shared-use path infrastructure should connect to existing and planned adjacent trail systems through safe and thoughtful transitions.
- D. All designated bicycle lanes connecting to the Corridor should be a minimum of 5' wide but an ideal width of 6' and responsive to speeds, volume, road classification, and adjacent land use.
- E. All new non-residential and multi-family development should provide bicycle parking areas in easily accessible public locations visible from adjacent land uses, convenient to and visible from the cyclists destination, in high traffic areas for passive surveillance, and identified through wayfinding signage.

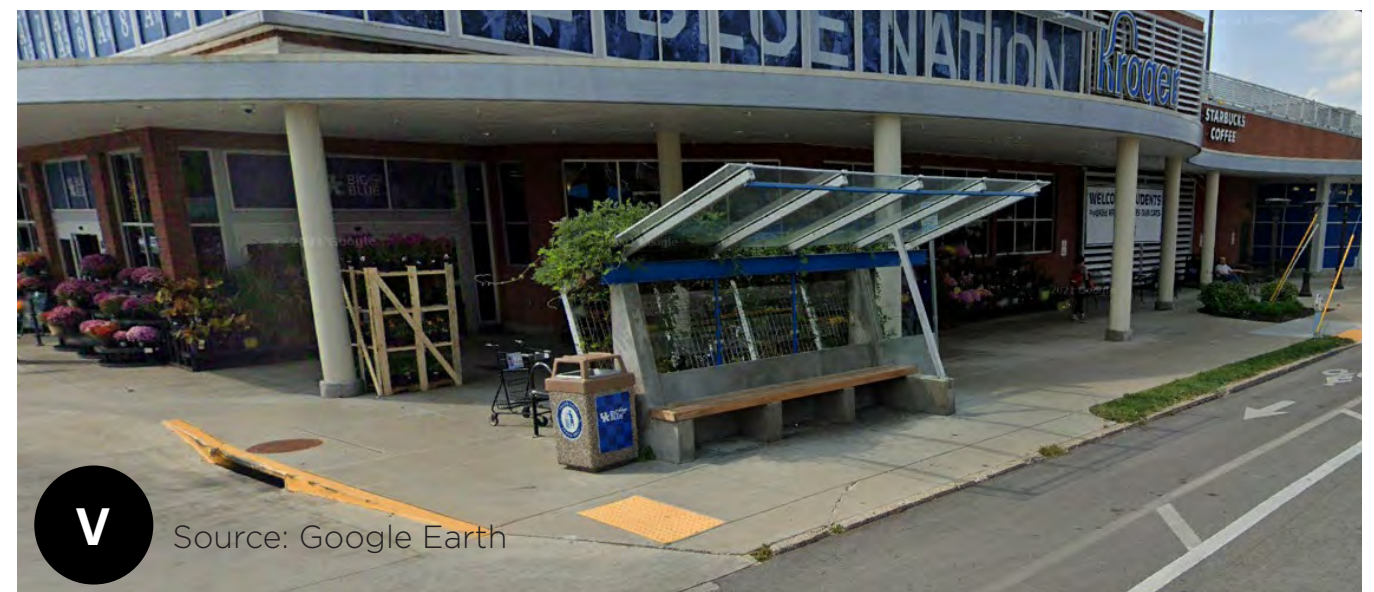
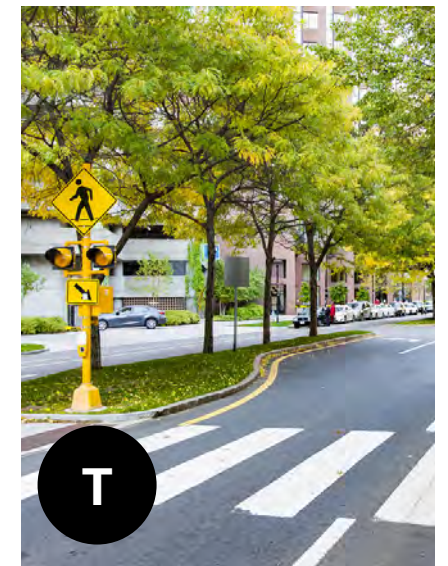
PROVIDE SAFE ACCESS TO PUBLIC TRANSIT

- F. All transit stops should be clearly marked and designated without visual obstruction.
- G. Where development occurs adjacent to an existing or proposed bus stop, ADA-compliant pedestrian access should connect the development to the bus stop location.

- H. Bus stops are recommended to have a minimum of one bench at each stop. It is ideal for all high-use stops to provide shelter with a safe wait area, shade, and other amenities. It is recommended to provide some form of shade whenever a bench is installed, as the usefulness of a bench is limited when it cannot be used due to weather conditions.

CONFLICT MINIMIZATION

- I. Any new development or site improvements should utilize access management practices to consolidate and minimize driveways accessing the Corridor. Clearly marked crosswalk areas should be provided at all driveways.
- J. All intersections on major roadways should provide pedestrian signage, marked crosswalks, and a leading pedestrian interval. Crosswalk distances should be a maximum 24' for two directional traffic or when traffic changes direction in the intersection a place of refuge should be provided. Typical intervention measures include bumpouts, and pedestrian refuge islands. Crosswalks should be accessible to all users and be ADA-compliant with detectable warning pavers and ADA ramps.
- K. Traffic calming measures along streets adjacent to the Corridor and internal to new development should be implemented where possible. Typical traffic calming measures include raised pedestrian crossings, road narrowing, bumpout areas, textured surface materials, crosswalks, compatible lighting, tighter turning radii, and shortened crosswalks.



SUPPORT A CONNECTED CORRIDOR AT BRYAN STATION ROAD

Pedestrian and bicycle paths should be used where street connections to adjacent neighborhoods are infeasible.

All roadways internal to a development site should have a publicly accessible sidewalk that conforms to the standard sidewalk alignments as laid out in the Land Subdivision Regulations.

Shared-use pathways along the Corridor should be a minimum of 8', but preferably 12' wide, and should occur on both sides of the roadway.

All development sites and buildings should provide adequate and continuous internal pedestrian facilities that connect to sidewalks or shared-use paths along the Corridor or adjacent roadways.

Where development occurs adjacent to an existing or proposed bus stop, ADA-compliant pedestrian access should connect the development to the bus stop location.



ACTIVATE CORRIDORS THROUGH URBAN INFILL

of underutilized spaces and the reimagining of existing development.

PROMOTE WALKABILITY THROUGH ACTIVATED GROUND FLOOR USES AND CREATION OF A WELL-DEFINED URBAN EDGE

- A. When possible, a development on the corner of an intersection should provide active uses, public space, and community amenities like gateway features, etc. These developments could be mixed-use, restaurants, neighborhood-focused retail, or others.
- B. All corner developments should provide clear pedestrian access to the Corridor, intersection, and adjacent streets.
- C. Building massing should be scaled to respond to varied contexts by increasing height and bulk along the Corridor, particularly at prominent corners, while stepping down height and mass adjacent to a low-density residential zone.
- D. Long stretches of building mass should be broken up by varying mass, building form, roof shapes, façade articulation, roof shapes, wall setbacks, material, color, and height.
- E. Side and rear facades, particularly those facing neighborhoods, should maintain the architectural design, articulation, level of detail, and materials consistent with the front façade.
- F. Within setback areas between the development and main frontage road, there should be a priority given to greenways, public space, streetscape enhancements, and business amenity space, not parking.
- G. New and infill development should enhance the urban streetscape and hold the urban edge by setting the buildings close to the Corridor.
- H. Avoid large areas of blank wall facing the street, prohibit development that “backs onto” the Corridor.
- I. Building entries should be prominent, visible, and accessible from the street; ideally those along the Corridor would face the roadway directly.
- J. New and redeveloped buildings should work to activate the ground floor by establishing a minimum ground floor transparency of 25% coverage for residential and 60% coverage for non-residential (measured from 3'-10' from finished grade).



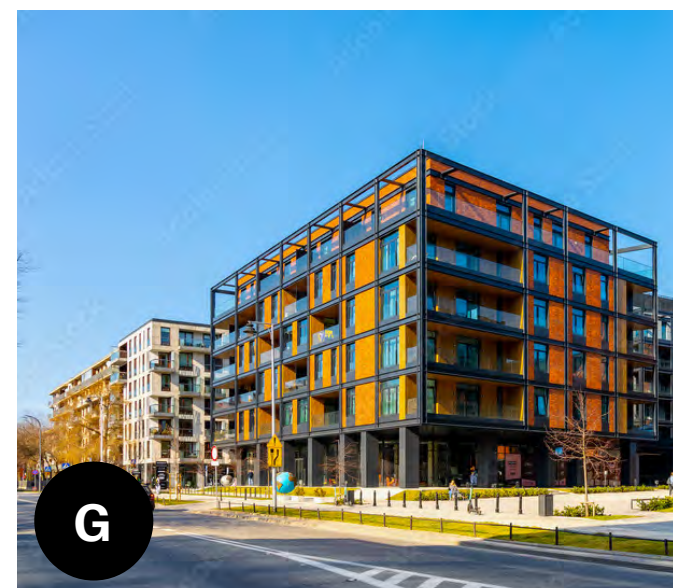
A

Source: KVD

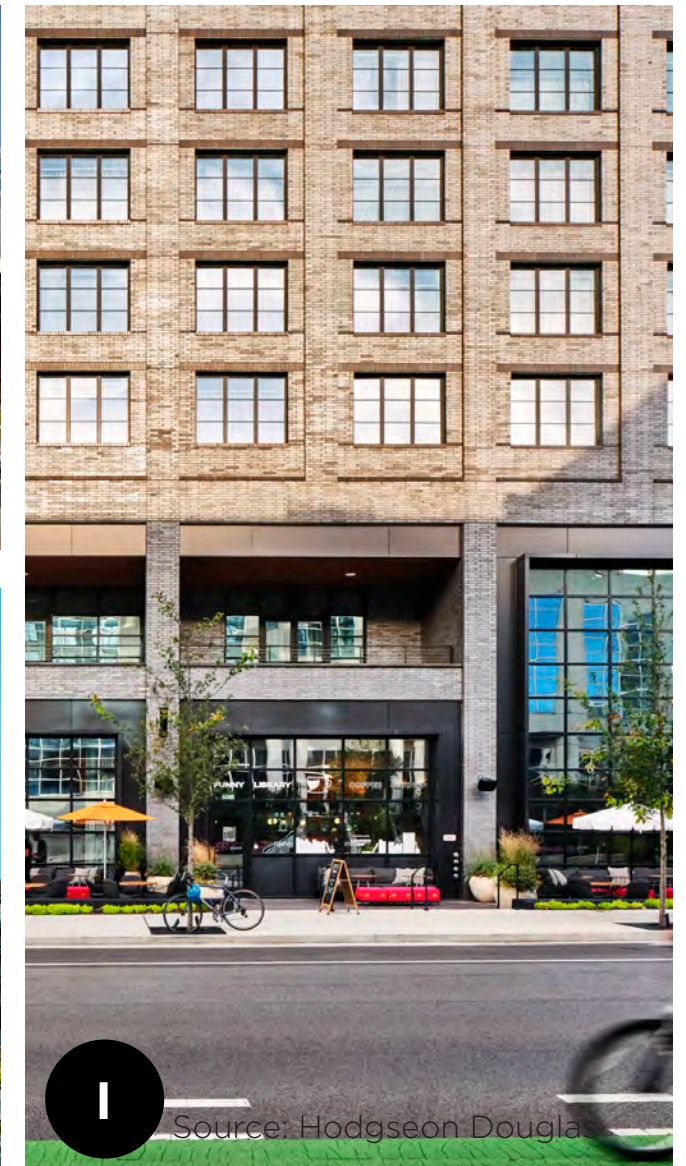


D

Source: KVD



G



I

Source: Hodgseon Douglas

ADD ACTIVITY AND ECONOMIC OPPORTUNITY THROUGH INFILL OF UNDERUTILIZED SPACES AND SUPPORTING NON-TRADITIONAL ECONOMIC OPPORTUNITIES.

- A. Where possible underutilized spaces like surface parking lots should be developed.
- B. Shared parking strategies should be encouraged to maximize the utilization of property and minimize surface parking.
- C. Consider breaking up large parking areas into smaller lots through landscaping and pedestrian connectivity to enhance the aesthetics of large amounts of impervious surface..
- D. Where applicable minimize visual impact of parking lots by locating parking at the rear of developments, or through additional landscaping.
- E. Where applicable, development should provide infrastructure and public space in support of non-traditional (non-brick and mortar) economic opportunities such as farmers markets, food trucks, or pop-up markets, etc.
- F. The appropriateness of short-term flex commercial space and small business incubators should be considered when there are small-scale underutilized spaces in lieu of a full redevelopment.

ENCOURAGE DIVERSE HOUSING TYPES

- G. New housing development directly on or adjacent to the Corridor should consider a variety of more dense housing types including condos and apartments, while missing middle housing types including townhomes, triplex, fourplex/quadplex would be most appropriate next to existing neighborhoods.
- H. New housing development along the Corridor should consider providing a portion of their development to affordable housing.
- I. All multi-family residential or mixed-use development should refer to the LFUCG Multi-Family Design Standards for further guidelines.



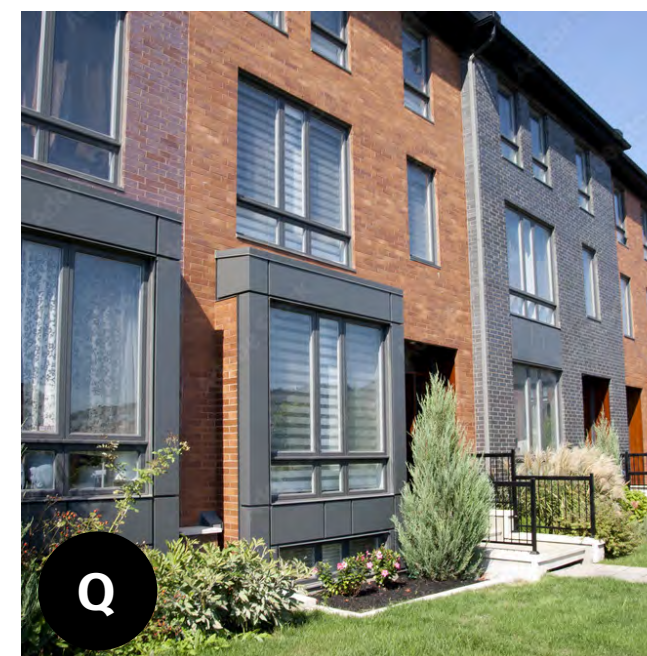
L



M



O



Q



S

ACTIVATE CORRIDORS THROUGH URBAN INFILL AT THE WOODHILL SITE

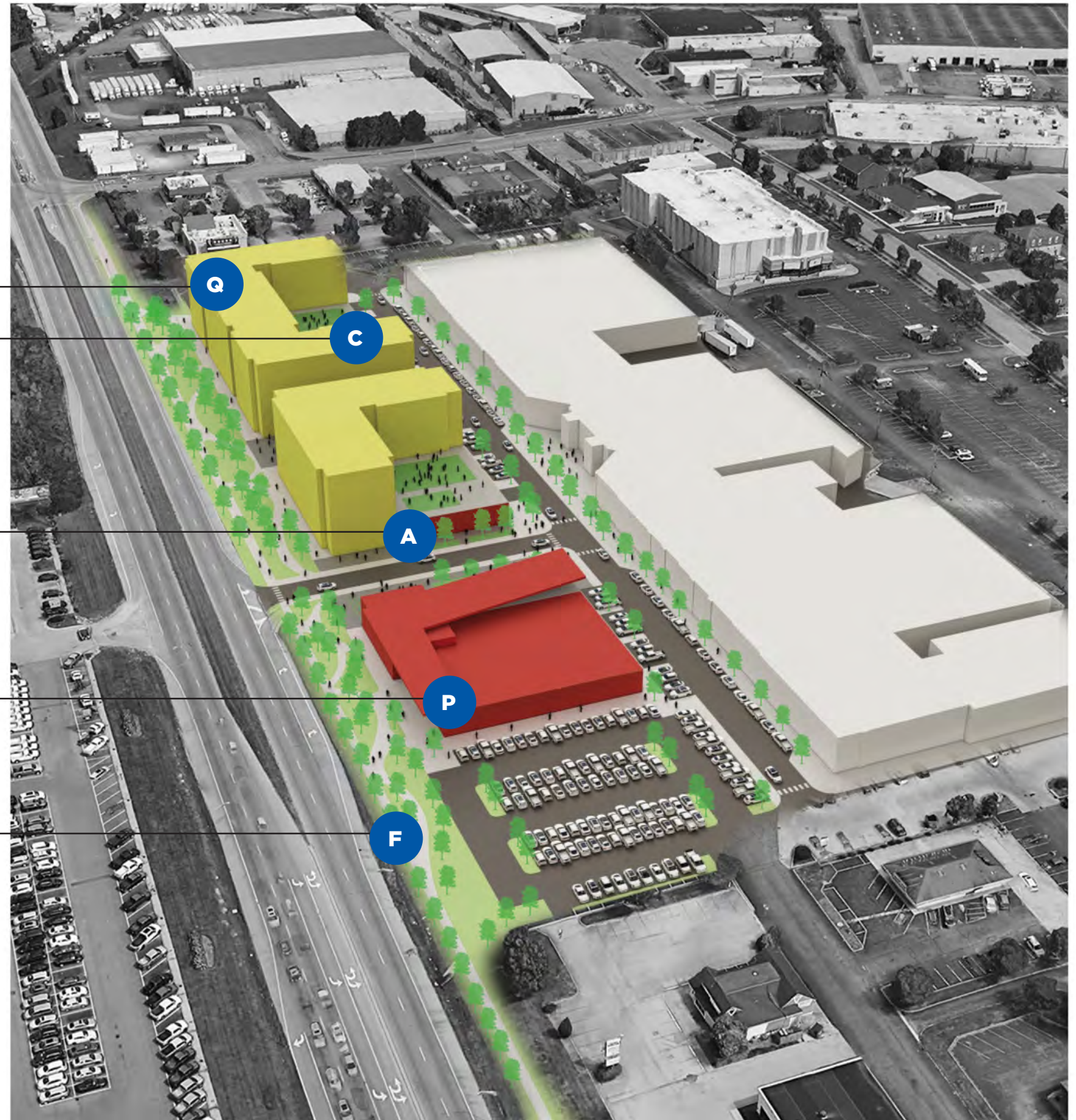
New housing development directly on or adjacent to the Corridor should consider a variety of more dense housing types including condos and apartments, while missing middle housing types including townhomes, triplex, fourplex/quadplex would be most appropriate next to existing neighborhoods.

Building massing should be scaled to respond to varied contexts by increasing height and bulk along the Corridor, particularly at prominent corners, while stepping down height and mass adjacent to a low-density residential zone.

When possible, a development on the corner of an intersection should provide active uses, public space, and community amenities like gateway features, etc. These developments could be mixed-use, restaurants, neighborhood-focused retail, or others.

The appropriateness of short-term flex commercial space and small business incubators should be considered when there are small-scale underutilized spaces in lieu of a full redevelopment.

Within setback areas between the development and main frontage road, there should be a priority given to greenways, public space, streetscape enhancements, and business amenity space, not parking.



CREATE AN ENVIRONMENTALLY SUSTAINABLE AND INVITING PUBLIC REALM

by providing and maintaining tree canopy, landscaping and amenities along the corridor and creating new public spaces that support adjacent land uses.

IMPLEMENT HEAT RELIEF, SAFETY, AND BEAUTIFICATION MEASURES THROUGH TREES, LANDSCAPING, AMENITIES, AND LIGHTING.

- A. A regular pattern of tightly-spaced trees should be provided along shared-use paths, sidewalks, and transit facilities where feasible to reduce heat island and create a pedestrian-friendly environment. Tree species selection should prioritize a mix of native species and should be planted in areas with a minimum topsoil depth and planting area (follow the topsoil standards for VUA areas outlined in Article 18 of the Zoning Ordinance).
- B. Buffers should provide landscaping such as lawns, trees, shrubs, or green infrastructure as appropriate, with a priority on native plantings.

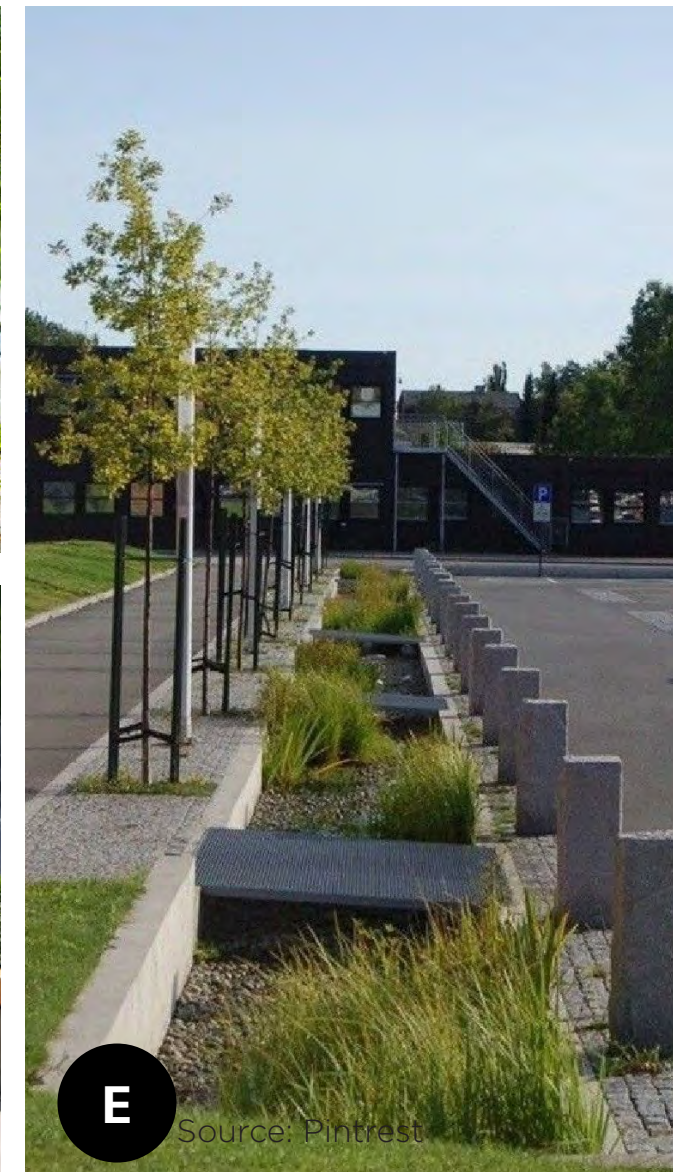
- C. Add pedestrian and accent lighting to sidewalks, shared-use paths, and public and/or common open spaces to create safe, comfortable, and accessible spaces. Lighting should adhere to night sky best practices and avoid spillover into neighboring property.
- D. Streetscape amenities should be provided where feasible. These amenities include benches, lighting, trash receptacle, and others.

PRIORITIZE GREEN INFRASTRUCTURE PRACTICES WHERE FEASIBLE.

- E. Implement green infrastructure along roadways and within vehicle use areas. Examples could include bioswales, rain gardens, or pervious paving that add community value and environmental sustainability.



Source: Sasakawa



Source: Pinterest



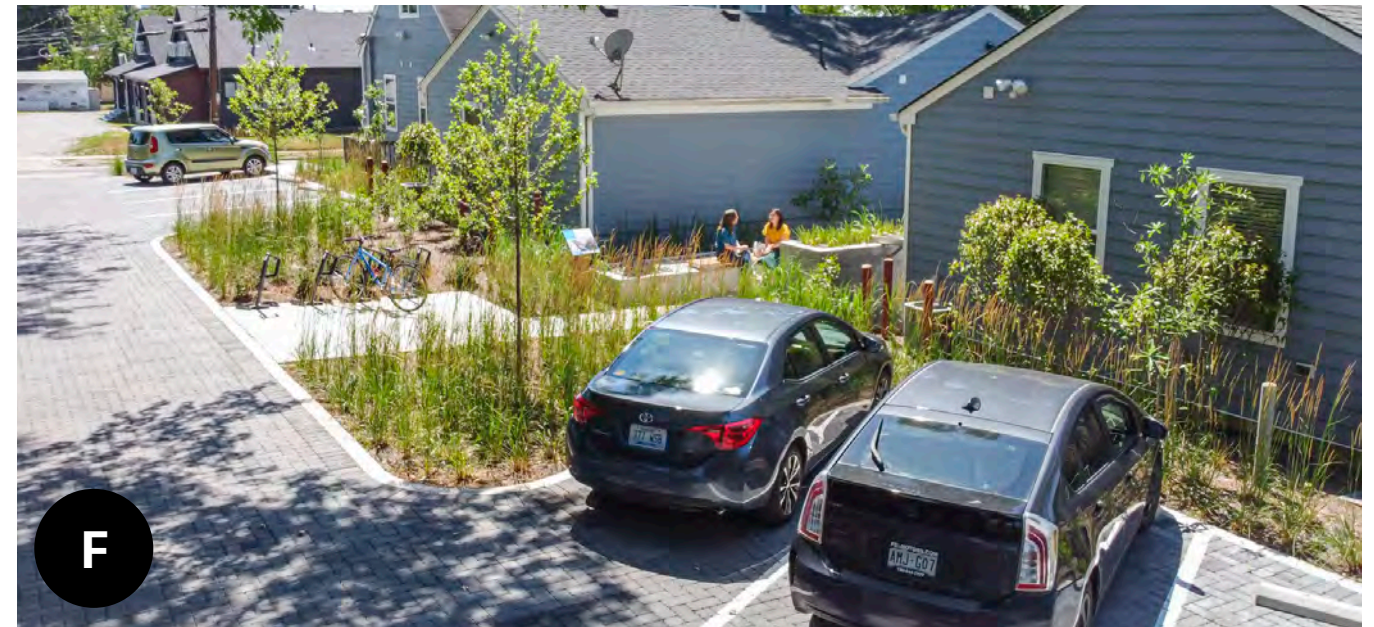
Source: Berger



- A. Stormwater management should be integral to open space, amenity, and landscaping strategies of developments. Infill or adaptive reuse projects should consider LFUCG Stormwater Incentive Grant Program opportunities.
- B. Utilize landscaping and green infrastructure to beautify existing parking lots and minimize visual impact along the Corridor.

CREATE INVITING USEABLE OPEN SPACE

- C. Where shared-use paths and sidewalks connect and/or lead to a public park or greenway, clear and defined trailheads should be provided. Trailheads should include signage (trail name, length of the trail, and other information to be determined by LFUCG) and other amenities like benches, lighting, or trash receptacles.
- D. Common open space should be visible and accessible, and should be provided in accordance with the open space regulation set forth by LFUCG in Article 20 of the Zoning Ordinance. Common open spaces are intentionally planned for outdoor gathering and may include gateways, prominent corners, linear spaces along commercial streets, and central open spaces surrounded by housing.
- E. Buildings surrounding common open space should provide direct pedestrian access and views into the open space.
- F. Common open space should utilize unique site features such as streams, topography, existing vegetation, and other features when appropriate.



F



H

Source: Google



J

Source: Hodgson Douglas



I

Source: KVD





CREATE AN ENVIRONMENTALLY SUSTAINABLE AND INVITING PUBLIC REALM AT EASTLAND SHOPPING CENTER

Utilize landscaping and green infrastructure to beautify existing parking lots and minimize visual impact along the Corridor.

Common open space should be visible and accessible, and should be provided in accordance with the open space regulation set forth by LFUCG in Article 20 of the Zoning Ordinance. Common open spaces are intentionally planned for outdoor gathering and may include gateways, prominent corners, linear spaces along commercial streets, and central open spaces surrounded by housing.

Stormwater management should be integral to open space, amenity, and landscaping strategies of developments. Infill or adaptive reuse projects should consider LFUCG Stormwater Incentive Grant Program opportunities.

Buildings surrounding common open space should provide direct pedestrian access and views into the open space.

Section 6.0

**NEIGHBORHOOD
TRANSITIONS &
CONNECTIVITY**

NEIGHBORHOOD TRANSITIONS AND CONNECTIVITY

Mobility along and across Northeast New Circle Road is a key community concern, namely, traffic congestion and safety, especially for pedestrians. The corridor currently prioritizes auto-vehicular traffic and lacks cohesive and connected infrastructure for transit users, cyclists, and pedestrians. This disconnect is putting the most vulnerable roadway users at increased levels of risk and inequitably impacting the neighborhoods along the corridor. Currently New Circle Road does not provide a range of travel options for neighborhoods along the corridor, creating transportation inequities for those who cannot drive or who do not own vehicles.

BICYCLE CONNECTIVITY

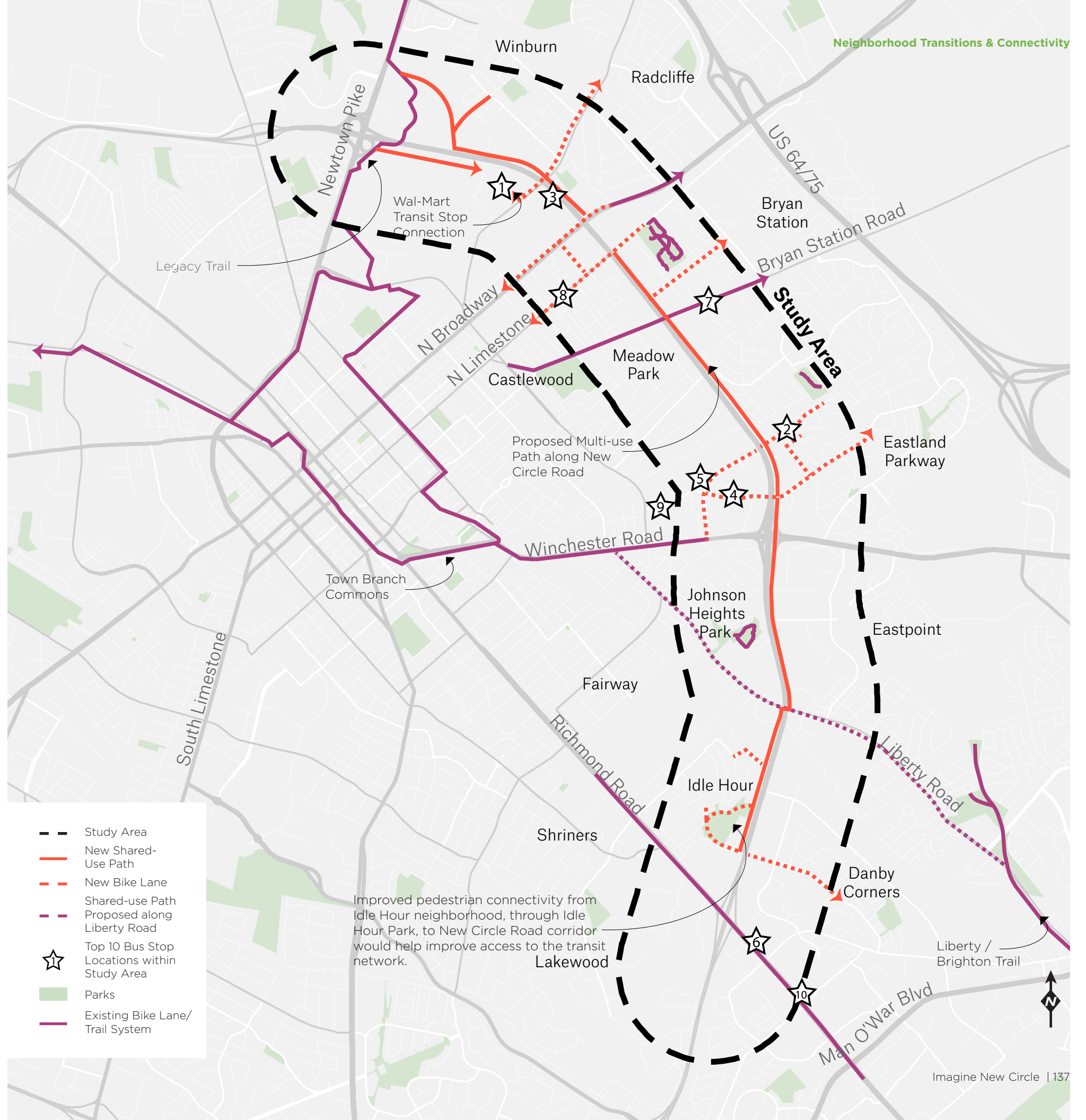
Lexington, as a city, has made significant progress in building a robust regional trail/bike network. However, Northeast New Circle Road often acts as a barrier and is disconnected from this system. To improve overall regional connectivity and provide safer, more equitable mobility options, this plan proposes the creation of new shared-use trail facilities along the corridor and the prioritization of connecting to existing and planned regional trail systems, including the Legacy Trail and Brighton/Liberty Trail. Not only will this provide greater safety and connectivity, but these connections will also support “last mile connectivity” to Lextran’s most heavily utilized bus stop locations along the corridor, further supporting communities who lack access to personal vehicles.

“I WOULD WORK TO MAKE LEXINGTON MORE BIKE ACCESSIBLE.”

- NEW CIRCLE ROAD CORRIDOR STUDY SURVEY RESPONSE

BIG IDEAS

1. Create a shared-use trail along Northeast New Circle Road to connect neighborhoods to regional trails, such as the Legacy Trail, Liberty Trail and Brighton Trail.
2. Connect gaps in bike lanes by creating dedicated lanes or trails on roadways crossing New Circle Road, such as N. Broadway, Russell Cave Road, Bryan Station Road, Eastland Drive, N. Limestone, and Woodhill Drive.



PEDESTRIAN CONNECTIVITY

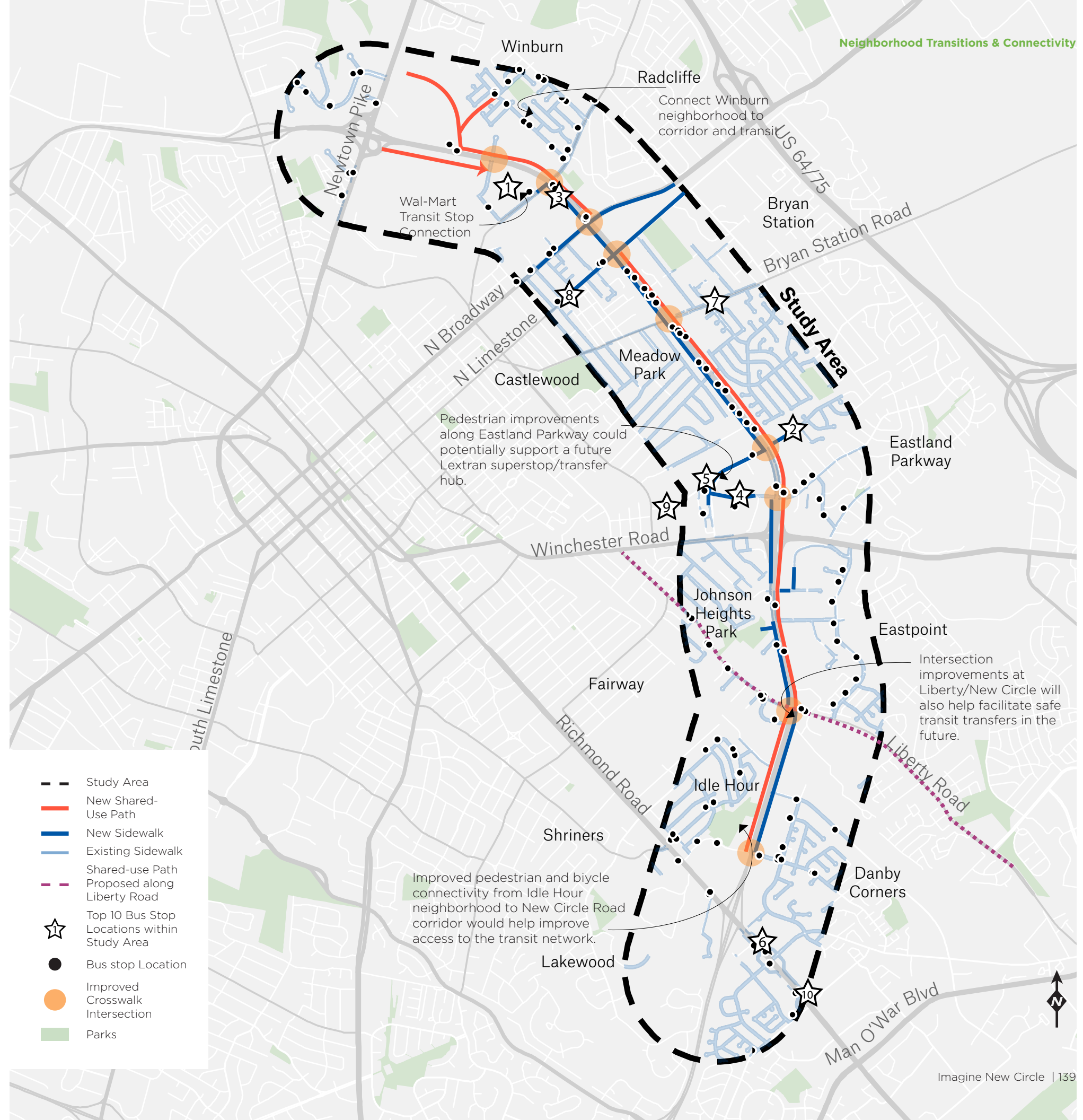
Pedestrian safety along and across Northeast New Circle Road is a key community concern. After evaluating land use, demographic, and crash incident data, this map was created to identify where gaps in the existing pedestrian network should be filled, what intersections may require reconfiguration, and how bus stops could be better connected for pedestrians. Key connections include The Legacy Trail and future access to Liberty Trail and destinations such as businesses, parks, schools, the neighborhoods, and vital community services.

“I WOULD MAKE IT MORE INVITING FOR PEDESTRIANS. WIDE INTERSECTIONS AND FAST SPEEDS ARE INTIMIDATING.”

-NEW CIRCLE ROAD CORRIDOR STUDY SURVEY RESPONSE

BIG IDEAS

1. Provide pedestrian access along and across the corridor by improving intersections and providing sidewalks or shared-use trails.
2. Improve intersections to provide safe pedestrian crossing with leading crossing intervals, shorter crossing distances, and advance warning for vehicular traffic entering the intersection.
3. Link sidewalk infrastructure throughout the study area to improve accessibility to the corridor.
4. Improve access to bus stops by providing pedestrian infrastructure along the corridor.
5. Any redevelopment on existing sites, regardless of size, should seek to improve the internal pedestrian connectivity.

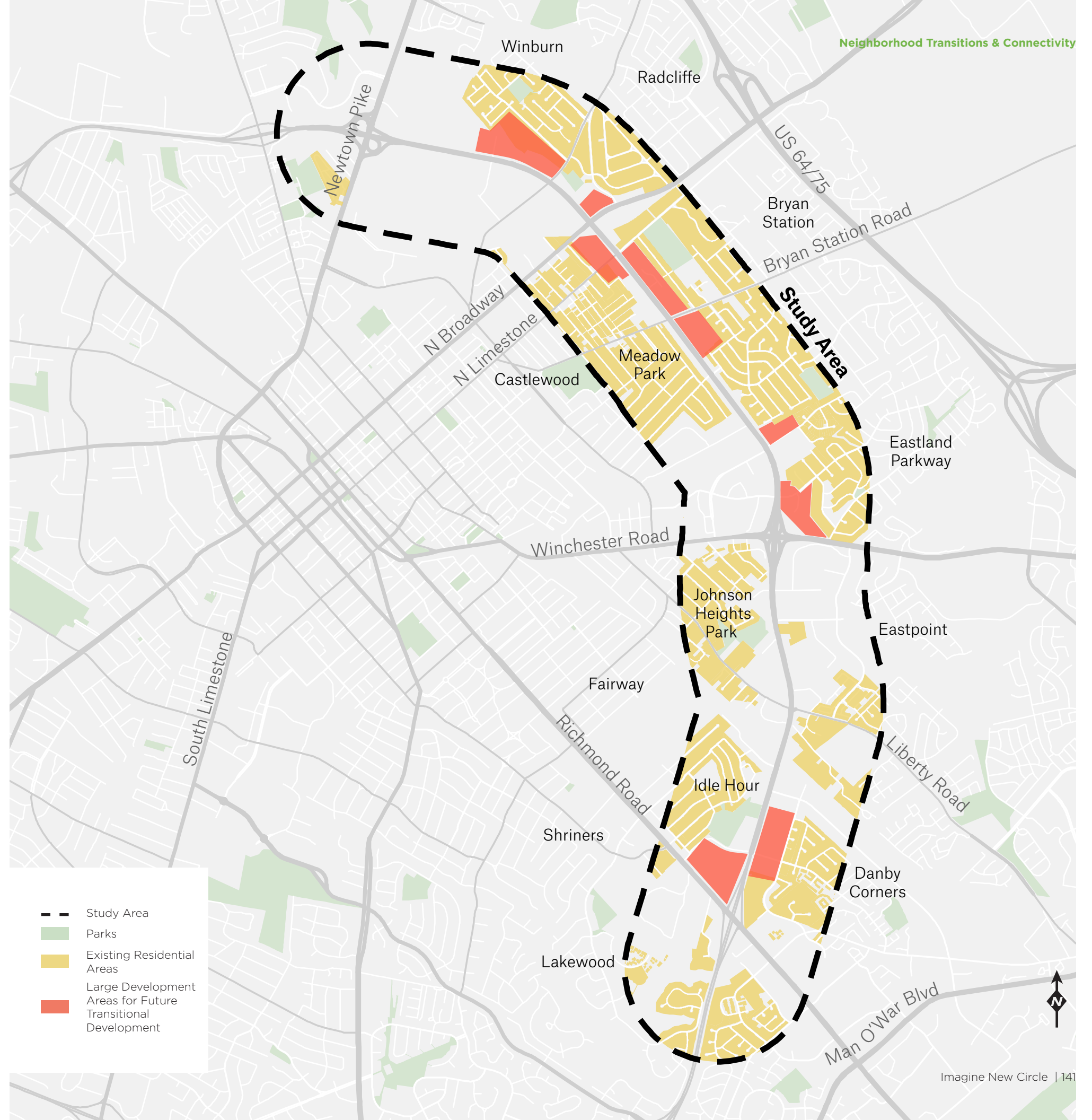


NEIGHBORHOOD TRANSITIONS

As existing developments are envisioned in the future, consideration should be given to the transition between the corridor and surrounding residential areas. These considerations include density, land use, urban form, and connectivity to the surrounding context. Given their location and size, large existing development sites may be considered future redevelopment opportunities. Each of these sites has the potential to have a strengthened relationship with the surrounding neighborhoods. The details of these connectivity and urban form elements are further explored within the catalytic site concepts and corridor design guidelines.

“WE SHOULD ALSO ENCOURAGE/FACILITATE & CREATE AN INFRASTRUCTURE THAT ENCOURAGES WALKING, BIKING & PUBLIC TRANSIT.”

- 2022 ON THE TABLE PARTICIPANT FROM THE STUDY AREA



TRANSPORTATION SOLUTIONS

BACKGROUND

Previous planning efforts along the Northeast New Circle Road corridor anticipated a significant increase in traffic through 2022. Average Daily Traffic (ADT) was expected to grow from a range of 37,000 to 49,000 ADT in 2002 and up to 60,000-70,000 ADT in 2022. However, each of the six count stations along the corridor has experienced slight negative growth over the last 15 years. The 2002 study recommended major widening along the entire corridor to address anticipated traffic volume growth. Given traffic volumes have not changed in the 20 years since then, yet congestion persists during peak travel hours, this study considers additional possible causes and solutions.

The congestion experienced by motorists along the corridor is largely related to Level of Service (LOS) at signalized intersections rather than increased traffic on the Northeast New Circle Road. Adding additional lanes to the corridor in each direction results in marginal improvements to the LOS at a few intersections in the northern portion of the study area, with more significant improvements in the southern section. This indicates the need, for additional capacity at signals, particularly at intersecting roadways with high traffic volumes.

THE CORRIDOR TODAY

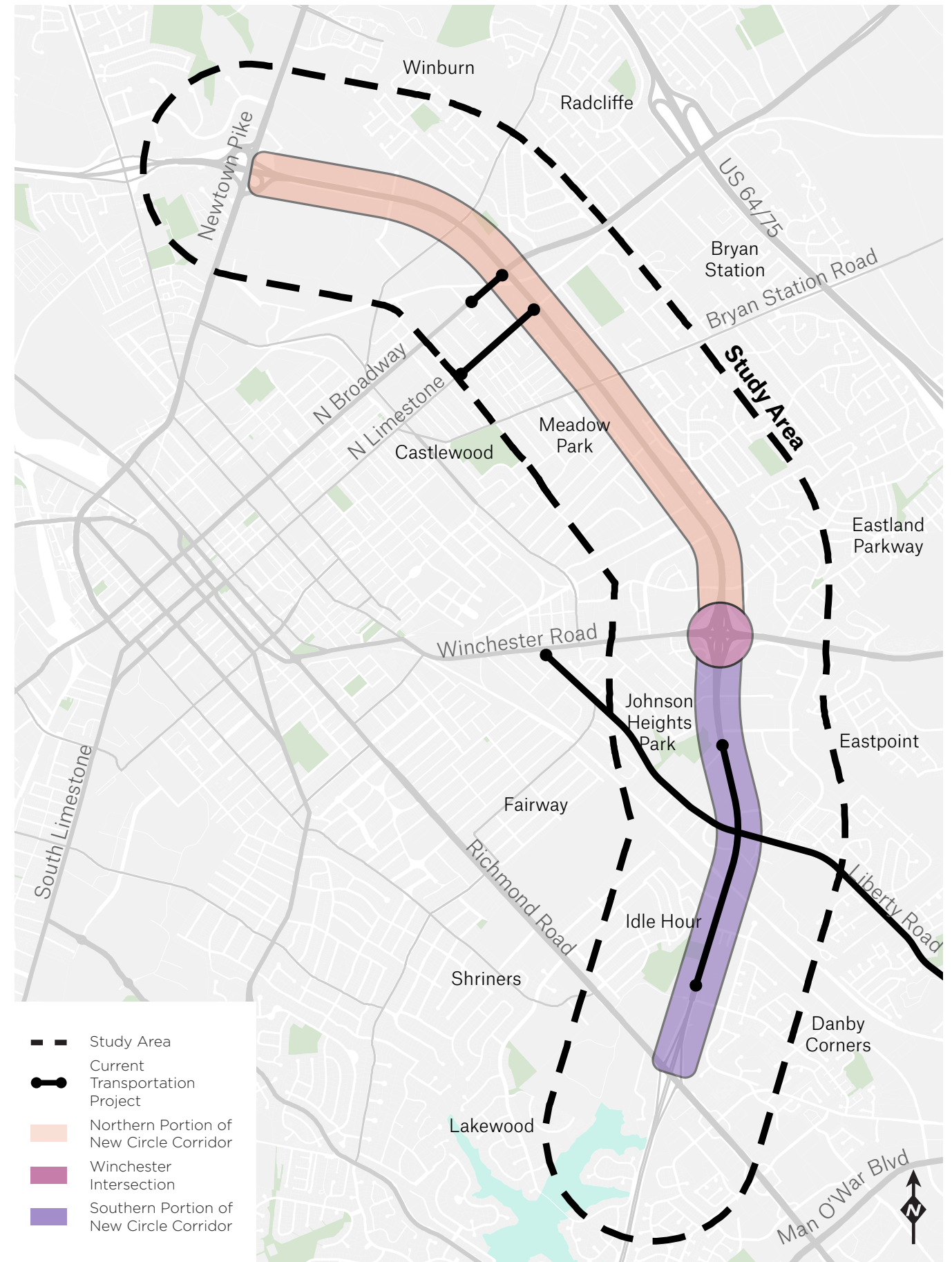
Northeast New Circle Road is a diverse corridor, with changing land use and transportation context from south to north and separated by the US 60/ Winchester Road interchange. The southern section consists of commercial properties with a large building setback, a generous 180-foot-wide right-of-way, and residential separated from the corridor by a significant distance. Given the design and deep setback of

“MAKE IT MORE FRIENDLY TO NON-CAR FORMS OF TRANSPORTATION! ...I KNOW IT CANNOT BE TURNED INTO LIMITED ACCESS LIKE THE REST OF NCR, BUT PERHAPS MAKING SMARTER CONNECTIONS BETWEEN THE PARKING LOTS AND THE ROAD THAN CURRENTLY EXIST TO EASE FLOW AND LIMIT ENTRY POINTS.”

- NEW CIRCLE ROAD CORRIDOR SURVEY RESPONSE

adjacent commercial parcels and the substantial separation of residential neighborhoods from the corridor, the southern segment is characterized by heavy traffic volumes and warrants strategies to better manage motor vehicle traffic, while also improving travel for other modes. Pedestrian, bicycle, and transit mobility and access across the corridor and through the US 60/Winchester Road interchange to the northern section are key considerations to connect visitors and residents to transit stops, destinations, and both current and future trail networks.

The northern section of the Northeast New Circle Road is developed with smaller, denser, more walkable commercial parcels, closer building setbacks, and residential properties located much closer to the corridor. The right-of-way is only 125 feet wide, and bus stops are located frequently through this segment. While there are bus stops



along this section of the corridor, there is limited infrastructure to support transit at stop locations. This section experiences higher pedestrian, bicycle, and transit demand both directly along and crossing the corridor, and the motor-vehicle-focused design elements of the roadway have resulted in higher crash rates for vulnerable roadway users. The design of the commercial parcels, proximity to residential properties, and demand for all modes of transportation along this section recommend a Complete Streets design approach for a holistic consideration for all users.

CORRIDOR-WIDE APPROACH

Robust safety improvements are needed for all users. These improvements include:

- Conflict from motor vehicles that most significantly impact bicyclists and pedestrians can be eliminated or reduced by reducing the number of access points and narrowing entrance widths.
- Intersections should include pedestrian refuge islands at channelized right turns to reduce crossing distances. Motor vehicle speed through the turn should be managed through island design, raised crossings, and other pedestrian-focused safety improvements. Pedestrian crossing signals must follow the most current best practices for providing enough time to cross the intersection.
- Safety for motorists should be improved throughout with a median preventing through and left-turn movements at unsignalized intersections.
- Key locations for median U-turns may be considered to allow access to entrances and alleviate intersection congestion.
- Increase pedestrian scale lighting along corridor. Lighting recommendation should follow the [FHWA Lighting Handbook August 2012, Informational Report on Lighting Design for Midblock Crosswalks, and Pedestrian Lighting Primer guidelines.](#)
- Provide a protected pathway for pedestrians and cyclists along the corridor. This path should be provided along both sides of the roadway. Shared-use paths are preferred to be 12' wide,

but a 8'-10' path can be used when space is limited. Sidewalks are preferred to be 8' wide, are allowed to be a minimum of 6' wide, and should only be provided where a shared-use path is not a feasible option. See Neighborhood Transition and Connectivity for more information.

- Consider Traffic Systems Management and Operations (TSMO) to improve intersection capacity.

NORTH SIDE SOLUTIONS

The north section of the Northeast New Circle Road is recommended to remain a four-lane section with reduced lane widths to encourage lower motor vehicle speeds. The wide shoulder is reclaimed for a sidewalk and shared-use path separated from the motor vehicle travel lanes by a curb and gutter and planting island buffer to accommodate pedestrians, bicyclists, and provide accessible connections to transit stops. The distance between signals and desire for people walking to cross New Circle Road are contributing factors to the safety of these people. Additional study is needed to determine where additional, mid-block pedestrian crossings could be implemented with appropriate crossing infrastructure based on traffic volume and speed. Existing drainage swales within the right-of-way may be reconfigured to accommodate a sidewalk or trail. The approach to stormwater management will likely vary throughout the corridor based on available space and conditions. Green infrastructure such as vegetated swales should be integrated where appropriate.

SOUTH SIDE SOLUTIONS

At the time of this planning document, the south section of Northeast New Circle Road is under contract by the Kentucky Transportation Cabinet (KYTC) for design. KYTC is considering a potential widening of the roadway to six lanes. This study recommends lane widths not exceed 11 feet to encourage lower motor vehicle speeds. Pedestrians and bicyclists should be accommodated along the corridor on a shared-use path and sidewalk, with robust pedestrian crossings at key intersections to

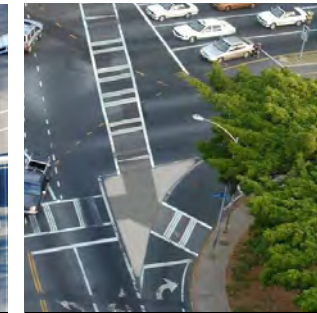
access commercial properties, residential areas, transit stops, and parks. In locations such as Liberty Road and Woodhill Drive, grade-separated crossings should also be evaluated with pedestrian accessibility in mind.

TRANSITION ZONES

Each end of the study corridor is a transition zone, where the 55 mph limited access portions of New Circle Road change to a high density access 45 mph corridor. Managing motor vehicle speeds in the transition zone requires both passive and active speed reduction measures and crash mitigation in the congestion created by the transition. The lane width reduction and change in streetscape will passively inform drivers of the change in context. These may be paired with additional passive and active speed reduction measures such as optical speed bars and transverse rumble strips to further encourage lower driving speeds. In congested areas where visibility to the congestion is blocked by curves in the road or interchanges, queue activated signage is recommended to inform drivers to expect the change in traffic conditions to mitigate crashes.



Channelized Right Turn



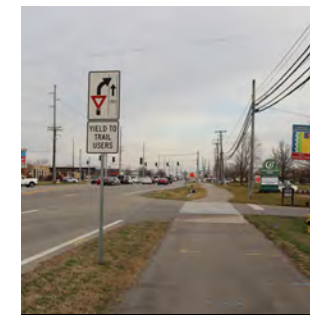
Pedestrian Refuge



Improved Bus Stop



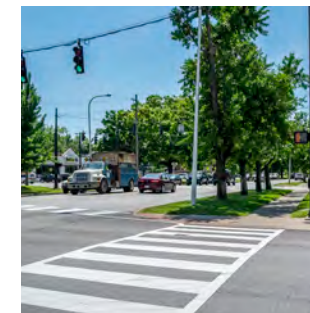
Landscape Buffer



Shared-use Path



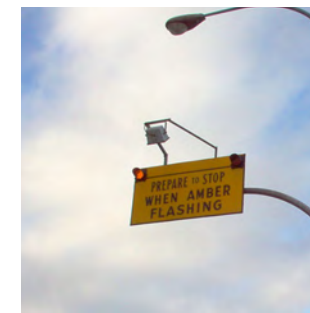
Sidewalk



High-visibility Crosswalk



Grade-separated Crossing



Flashing Warning Signs



Tactile Roadway Rumble Stripes

Dedicated Turn Lane can be design to include a channelized right-turn island that provides traffic calming and potentially shorten pedestrian crossing distances by providing a pedestrian refuge.

Streetscape enhancements including bus stop accessibility, landscape or other physical buffers between the roadway and sidewalk, and lighting provide comfortable experiences for non-vehicular roadway users.

With the addition of either shared-use paths, sidewalks, or dedicated bike lanes, non-vehicular roadway users are provided safe and dedicated space for access along the corridor.

Crosswalk visibility enhancements include high-visibility crosswalks, lighting, and signing and pavement markings. In addition to roadway markings, incorporation of grade-separated crossing should be considered where roadway markings are not sufficient.

Transitions into this section of New Circle Road should include early warning interventions to prepare drivers to slow down and transition into the commercial corridor.



US60/WINCHESTER ROAD

US60/Winchester Road is the key connecting interchange between the north and south sections of Northeast New Circle Road, and is currently a major barrier for bicyclists and pedestrians. The connection of the proposed north and south shared-use path and sidewalk may be combined through the interchange with a single shared-use path. The recommended approach for crossing the interchange is a grade-separated tunnel; however, at-grade crossings of the interchange may be considered with enhanced crossing design paired with either a Pedestrian Hybrid Beacon or ramp metering to provide a safe way for people to cross. Additional improvements include reducing the number of northbound lanes through the interchange to improve acceleration and merge lanes.

Alternative A

Alternative A proposes at a grade-separated tunnel under the on and off ramps from Winchester Road onto New Circle Road. These crossing areas would connect back to a shared-use path that would travel under the overpass of Winchester Road. After moving through the crossing areas the shared-use path would connect back to the proposed shared-use path along New Circle Road. This alternative would need two grade-separated crossings.

Alternative B

Alternative B proposes at-grade signalized pedestrian crossings at the on and off ramps from Winchester Road onto New Circle Road. These crossing areas would connect back to a shared-use path that would travel under the overpass of Winchester Road. After moving through the crossing areas the shared-use path would connect back to the proposed shared-use path along New Circle Road. Potential signalized crossing alternatives would include the pedestrian hybrid beacon and the integration of a ramp meter in with the adjacent signal system.

Alternative C

Alternative C proposes a grade-separated tunnel under Winchester Road. This crossing area would connect back to the proposed shared-use path along New Circle Road.

INNOVATIVE INTERSECTIONS

RCUT intersections offer many safety advantages over conventional intersections and could be considered at locations where the traffic patterns align with RCUT movements. Further studies are necessary to evaluate the ability and impacts of implementing RCUT intersections. RCUT intersections will likely not be an appropriate solution at every intersection across the corridor. Pedestrian and multimodal safety should be considered in this evaluation.



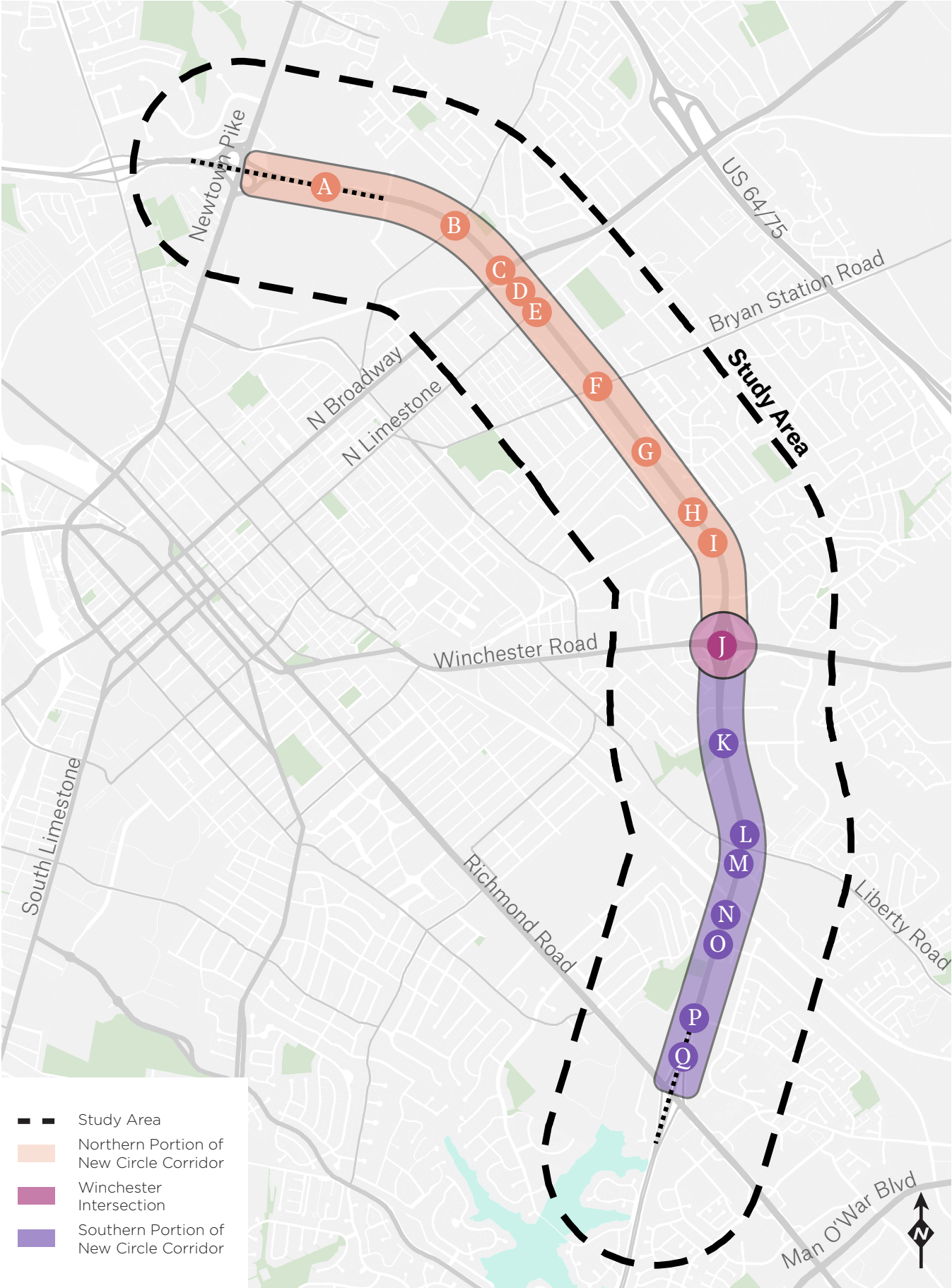
TARGETED LOCATION IMPROVEMENTS

CODE	NAME	TYPE OF IMPROVEMENTS	RECOMMENDED IMPROVEMENTS
A	Transition Zone from 55 MPH to 45 MPH	Roadway-Speed Reduction	<ul style="list-style-type: none"> Lane width reduction Optical speed bars Transverse rumble strips Change in Streetscape Queue activated signage
B	Russell Cave Road	Intersection	<ul style="list-style-type: none"> Reduce corner radii and/or install pedestrian refuge with channelized right turn Reduce access points at 313 W. New Circle Road Parcel
C	N. Broadway	Intersection	<ul style="list-style-type: none"> Reduce corner radii Enhance pedestrian and shared-use path crossing Reduce number of access points to N. Broadway and New Circle Road
D	RJ Corman Railroad Bridge	Rail Road Underpass	<ul style="list-style-type: none"> Short Term: Reallocate median striped buffer to a striped shoulder for pedestrian access Long Term: Replace railroad bridge for sidewalk and shared-use path connectivity
E	N. Limestone	Intersection	<ul style="list-style-type: none"> Enhanced pedestrian and shared-use path crossing Pedestrian refuge islands with channelized right turn
F	Bryan Avenue	Intersection	<ul style="list-style-type: none"> Connect bicycle lanes to/through intersection Bicycle lane access to propose shared-use path Pedestrian refuge islands with channelized right turn
G	Meadow Lane	Intersection	<ul style="list-style-type: none"> Add shared lane markings on meadow Shorten crosswalk distance across New Circle
H	Industry Road	Intersection	<ul style="list-style-type: none"> Restricted through movements Pedestrian refuge island on Industry with channelized right turn from Industry to New Circle Road Enhanced pedestrian and shared-use path crossings
I	Eastland Drive	Intersection	<ul style="list-style-type: none"> Align pedestrian crosswalks for shorter crossing distances Reduce access points at 790 E. New Circle Road and 781 E. New Circle Road parcels Reduce intersection width by reducing northbound lanes from interchange
J	Winchester Road	Intersection	<ul style="list-style-type: none"> Potential grade-separated trail crossing Combine sidewalk with shared-use path at signalized intersections north and south of interchange for single crossing Reduce number of northbound lanes through interchange
K	Trade Center Drive/ Family Circle	Intersection	<ul style="list-style-type: none"> High pedestrian activity- enhanced pedestrian and shared-use path crossings at both intersection
L	Liberty Road	Intersection	<ul style="list-style-type: none"> Potential grade-separated shared-use path crossing
M	CSX Railroad Overpass	Rail Road Underpass	<ul style="list-style-type: none"> Expand railroad overpass in KYTC design project to include bicycle and pedestrian trail and sidewalk with roadway improvements
N	Young Drive	Intersection	<ul style="list-style-type: none"> Connect existing sidewalk on south side to new facilities New pedestrian crossing on Young Drive
O	Palumbo Drive	Intersection	<ul style="list-style-type: none"> Restricted through movement to dealerships Sidewalk landings and accessible curb ramps at crosswalks
P	Woodhill Drive	Intersection	<ul style="list-style-type: none"> Sidewalk crossing New Circle Road Potential grade-separated pedestrian crossing
Q	Transition Zone from 55 MPH to 45 MPH	Roadway-Speed Reduction	<ul style="list-style-type: none"> Lane width reduction Optical speed bars Transverse rumble strips Change in Streetscape Queue activated signage

Traffic Systems Management and Operations

Traffic Systems Management and Operations (TSMO) strategies can also be implemented to improve signal operations and corridor reliability. Some examples of these include automated traffic signal performance measure (ATSPM) collection, advanced detection, adaptive signals, and intelligent transportation system (ITS) changeable message signs.

Signal infrastructure can be updated to collect ATSPM's that would help analyze and reprogram the timing more frequently. Similarly, the installation of adaptive signals would allow signals to change timing plans in real time depending on the instantaneous demand. Advanced detection can be helpful in extending green times for prioritized approaches. Finally, ITS changeable message signs could be installed to inform drivers of existing roadway conditions or even suggest alternative routes such as using I-75 instead. These are just a few examples of TSMO strategies that could be used to improve operations at signals without the necessity for corridor widening.

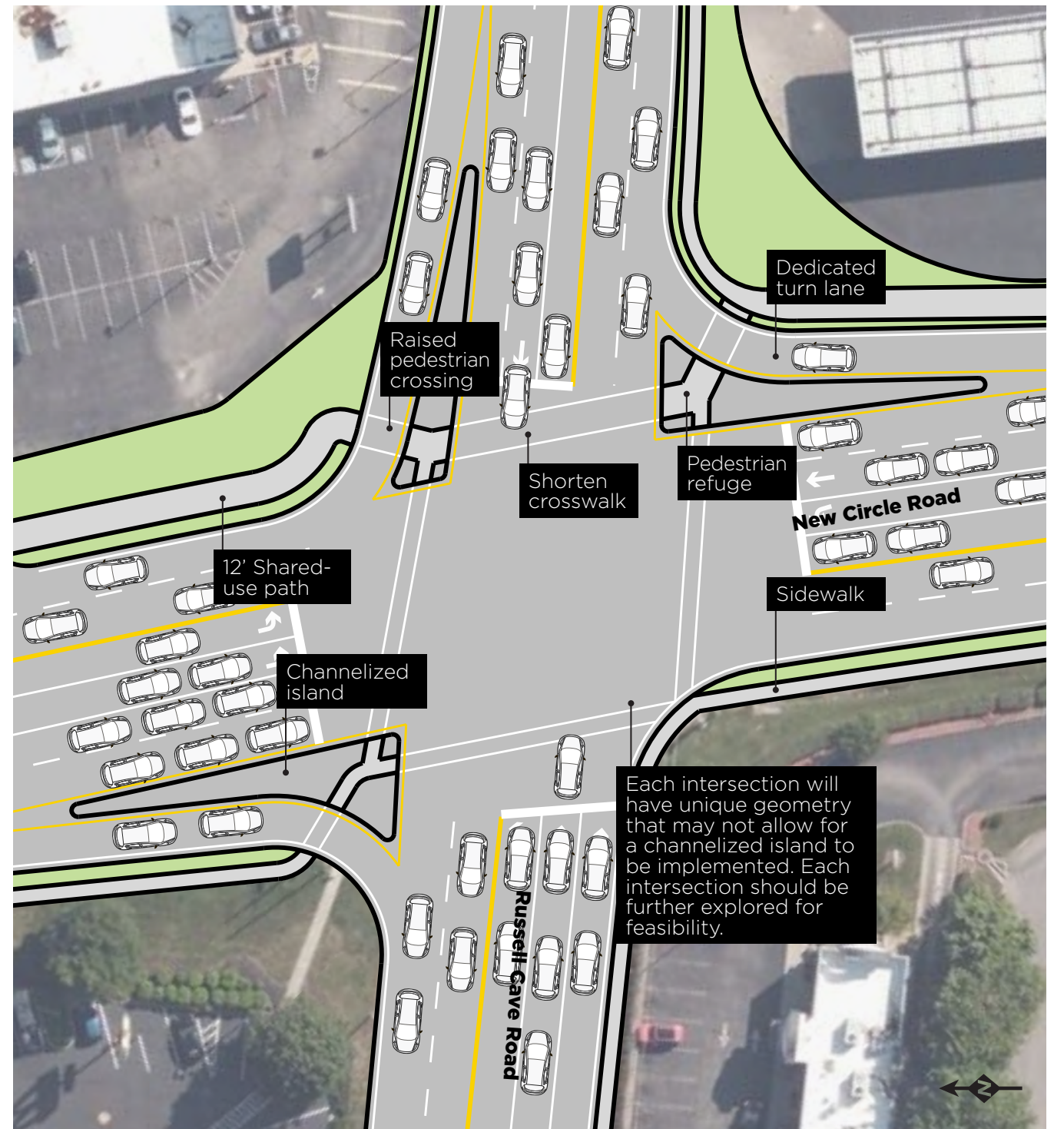
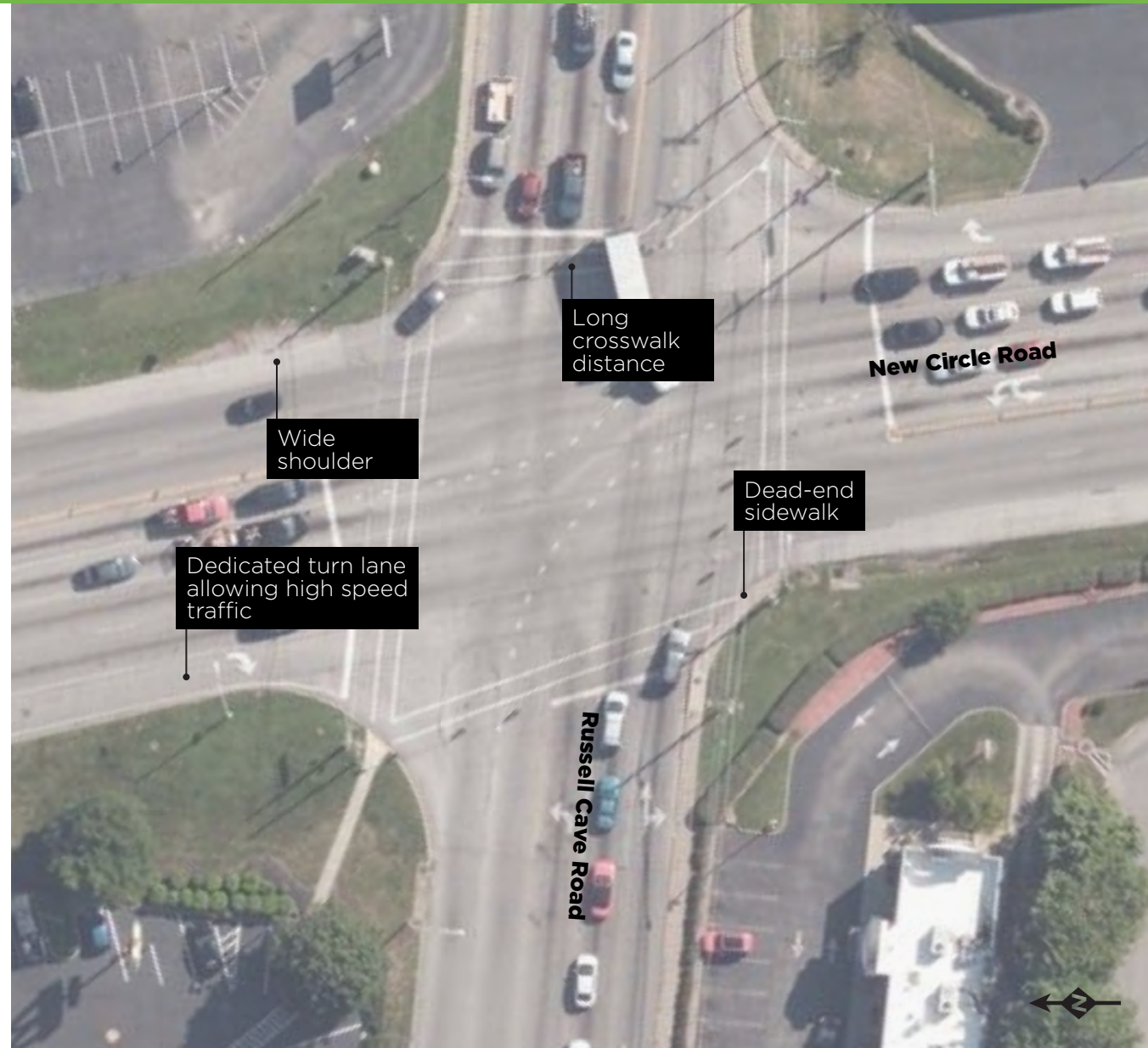


DRAFT

EXAMPLE INTERSECTION IMPROVEMENTS

Installation of dedicated turn lanes with channelized islands within the intersection can provide traffic calming. Pedestrian and bicyclist safety and convenience should also be considered when adding turn lanes at an intersection. Channelized right turns provide a pedestrian refuge within an intersection and can reduce crossing distances and provide pedestrian refuge. Signal length should be sufficient for pedestrian crossing. Right turn lanes should be designed with a tight radius to slow traffic through the intersection. In instances where truck radii is necessary, raised crossings or truck aprons can slow turning vehicles. Used in the appropriate places, shortened crosswalk timing can help redistribute green time to heavier vehicular approaches.

*This intersection is being used an example to demonstrate intersection improvements. Further studies would need to be necessary to confirm improvements.

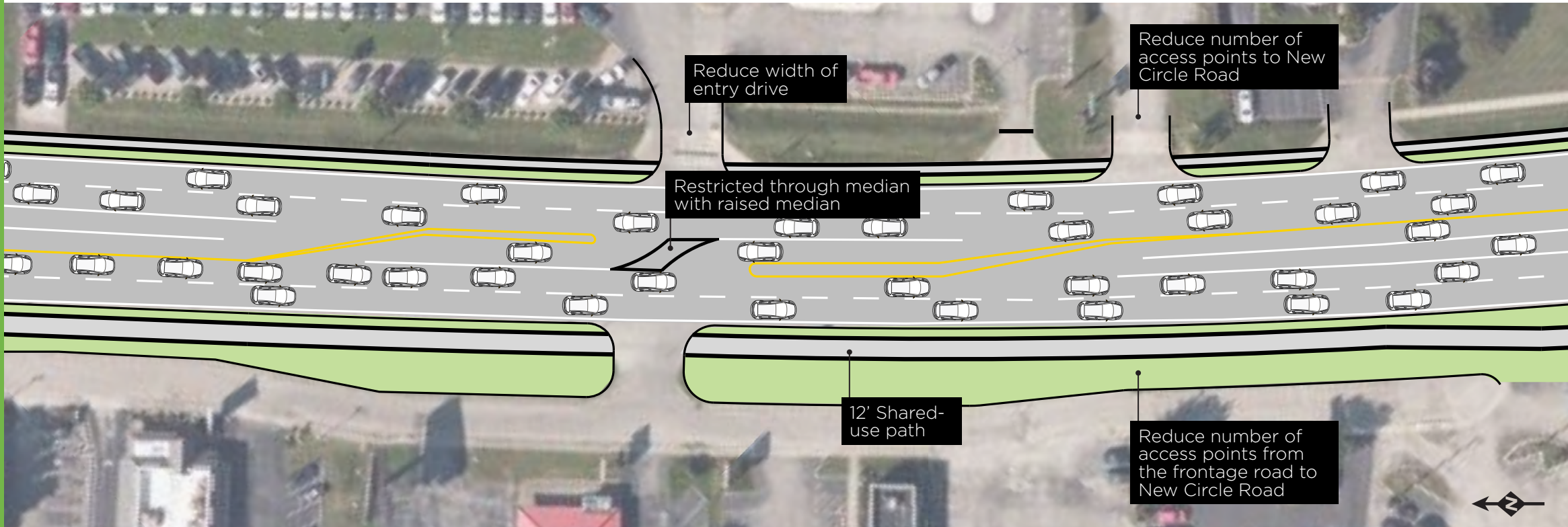
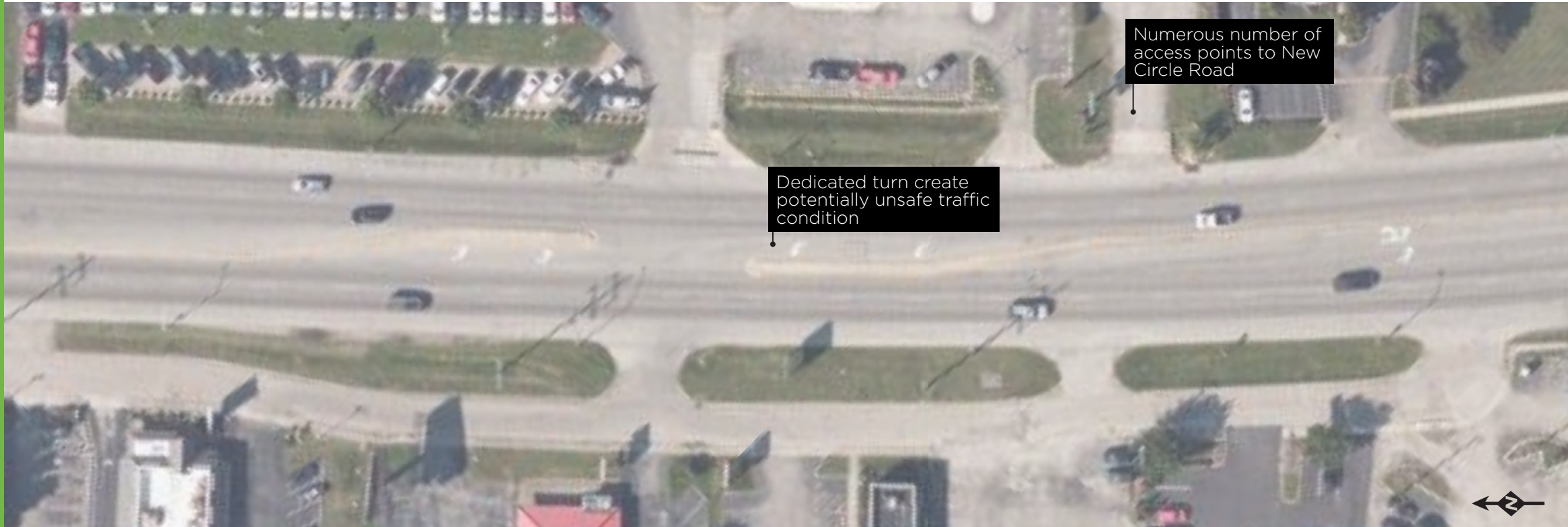


TYPICAL EXAMPLE OF ACCESS MANAGEMENT SOUTHERN SECTION OF CORRIDOR

Access management along the corridor can help eliminate and control entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can enhance safety for all modes of traffic and reduce congestion. Substantial access management, including consolidating or narrowing entrances, restricting driving across New Circle Road mid-block, and installing median U-turn and restricted through intersections is recommended along the corridor to reduce crashes and improve the comfort of people walking and bicycling. In future developments, service roads should be used to limit access points to Northeast New Circle Road.

In addition to access management, existing combined left-turn and U-turn lanes should be reduced mid-block to recapture green space where feasible.

*A follow-up study is needed to review and confirm access management recommendations.



NORTHERN SECTION COMPLETE STREET

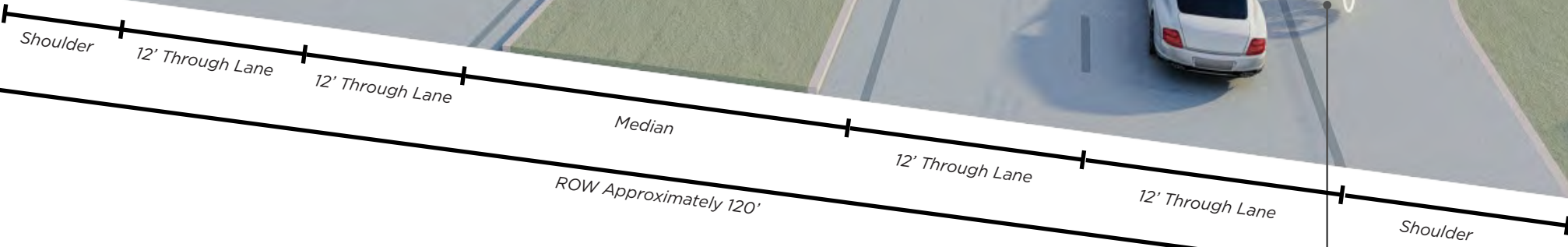
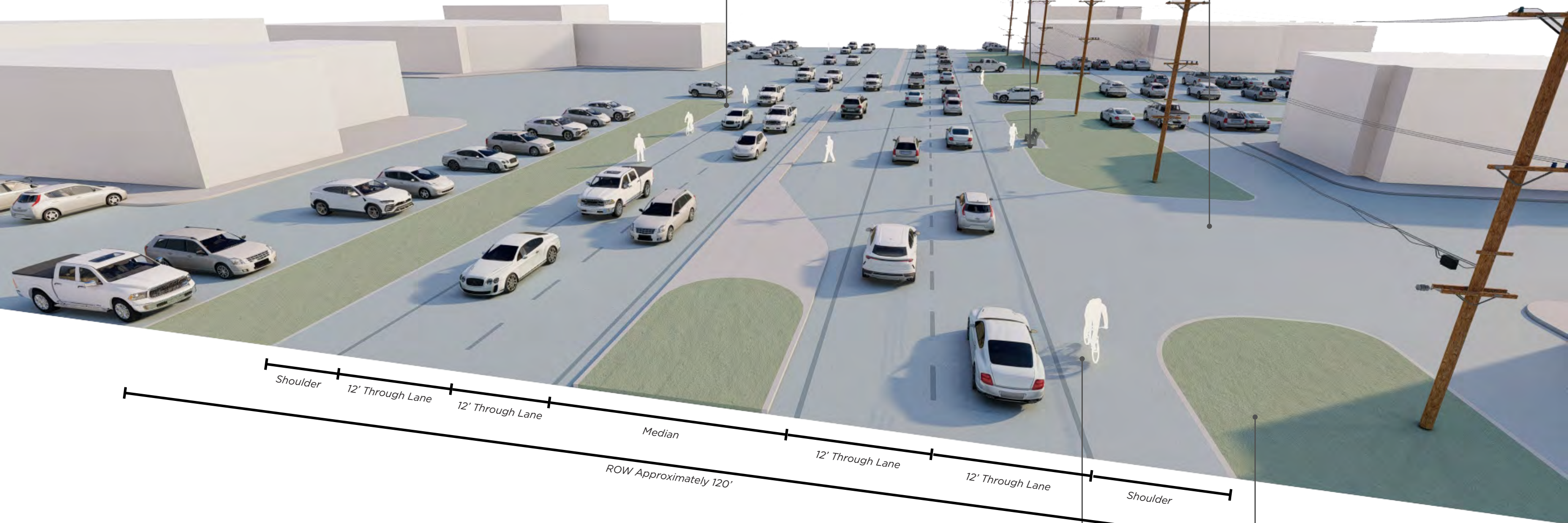
TYPICAL SECTION: BEFORE

From Boardwalk to Winchester Road

Wide shoulder along roadway is underutilized and creates unsafe pedestrian experiences along the corridor, making the road feel wider and encouraging higher speeds.

Current bus stop locations are unprotected and inaccessible to transit users forcing pedestrians to walk along shoulder.

There are many access points along the corridor that are wider than necessary for traffic and can create additional conflict.



There are no bicycle facilities along the corridor, lacking connection from the businesses and services to the surrounding neighborhoods.

The space used for stormwater is generous but underutilized. This reduces space for pedestrians, bicyclists, and other streetscape amenities.



NORTHERN SECTION COMPLETE STREET

TYPICAL SECTION: AFTER

From Boardwalk to Winchester Road

Reduced lane widths promotes driver alertness and provides traffic calming measures.

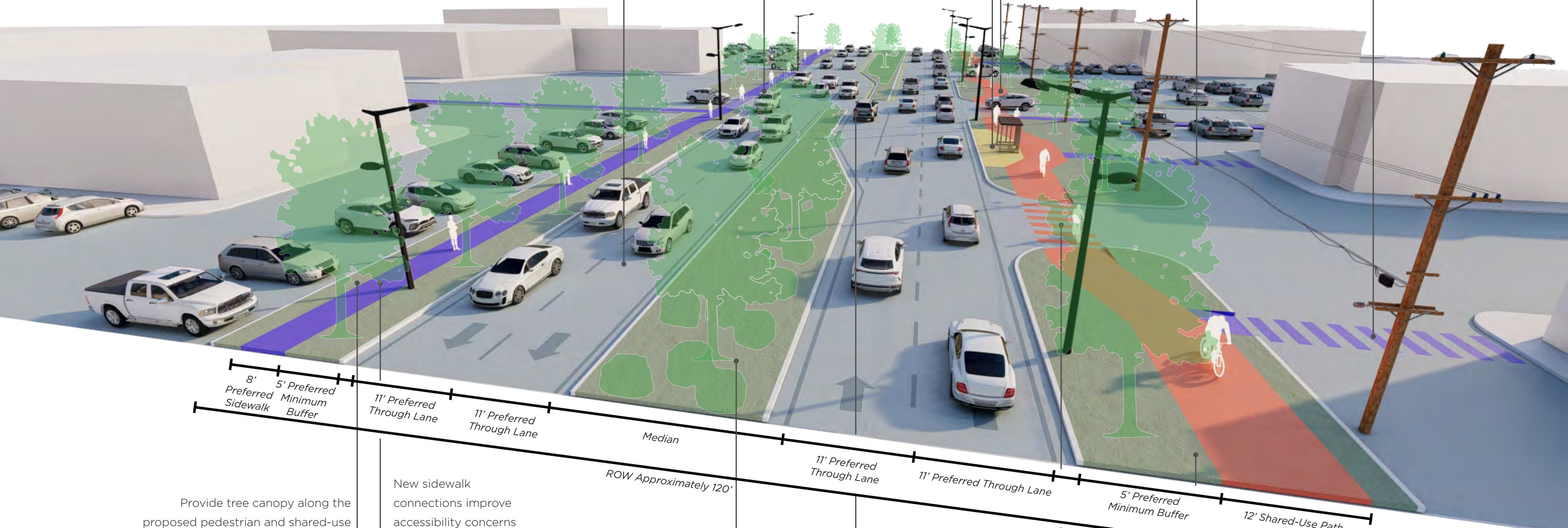
Reclaim shoulder for pedestrian facilities, convert to curb and gutter at edge of pavement.

Bus stop location should be provided with adequate seating, bus pullouts and a shade structure where feasible.

A new shared-use path can provide users connections to other regional trails in the area.

Where frontage roads remain, eliminate duplicate access points and provide visible crosswalk striping for pedestrian and cycle safety.

Connect shared-use path and sidewalks to adjacent developments.



Provide tree canopy along the proposed pedestrian and shared-use path. This study recommends tree plantings between the curb and the pedestrian walk as this provides a means of slowing traffic. However, the location of trees must be reviewed and approved by proper authorities and must preserve site triangles.

New sidewalk connections improve accessibility concerns along the corridor. 6' is the minimum required for a new sidewalk, a 8'-10' width is the preferred width for all new sidewalks along the corridor.

This study recommends median plantings including appropriate height shrubs and grasses along with trees. However, final implementation must be approved by proper authorities and must preserve site triangles.

Implement medians to prevent through travel across New Circle and introduce mid block u-turns to alleviate intersection traffic.

Reduce and standardize access to 24'.

The approach to stormwater management will likely vary throughout the corridor based on available space and conditions. Green infrastructure such as vegetated swales should be integrated where appropriate.

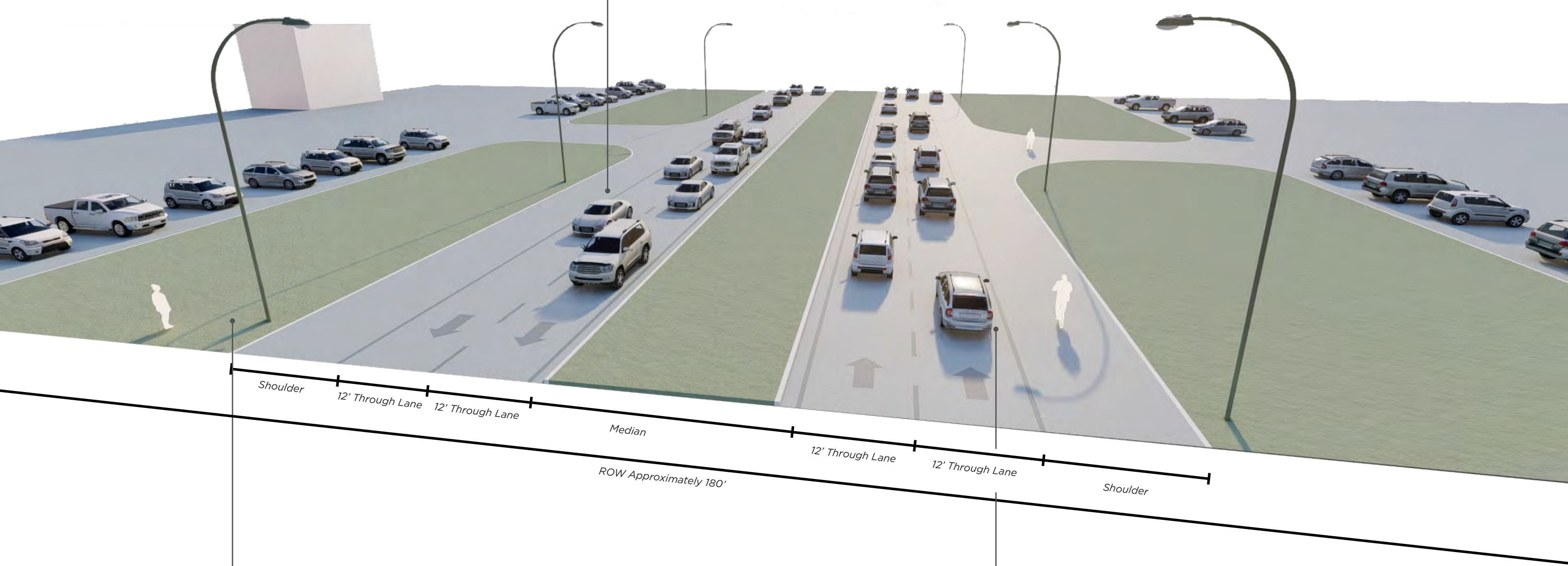


SOUTHERN SECTION ROADWAY WIDENING

TYPICAL SECTION: BEFORE

Winchester Road to Richmond Road

Wide shoulder along roadway is underutilized and allows for unsafe pedestrian experiences along the corridor.



Pedestrians have no clear or accessible path along the corridor.

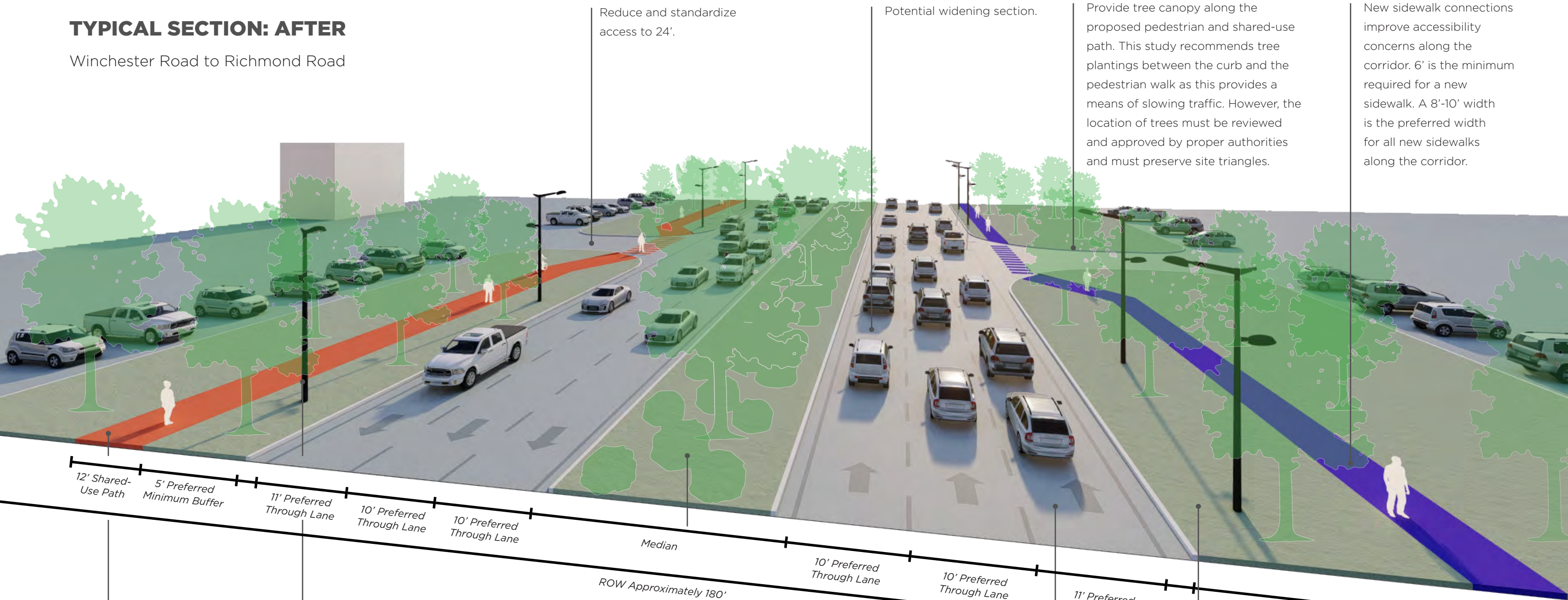
There are no bicycle facilities along the corridor, resulting in a lack of connection from the businesses and services to the surrounding neighborhoods.



SOUTHERN SECTION ROADWAY WIDENING

TYPICAL SECTION: AFTER

Winchester Road to Richmond Road

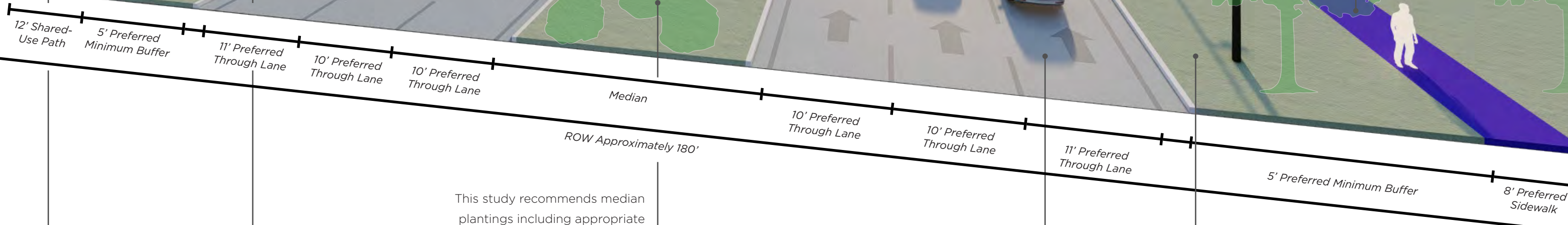


Reduce and standardize access to 24'.

Potential widening section.

Provide tree canopy along the proposed pedestrian and shared-use path. This study recommends tree plantings between the curb and the pedestrian walk as this provides a means of slowing traffic. However, the location of trees must be reviewed and approved by proper authorities and must preserve site triangles.

New sidewalk connections improve accessibility concerns along the corridor. 6' is the minimum required for a new sidewalk. A 8'-10' width is the preferred width for all new sidewalks along the corridor.



A new shared-use path can connect users to surrounding regional and local bike trails and paths.

Pedestrian scale lighting should be provided along the corridor.

This study recommends median plantings including appropriate height shrubs and grasses along with trees. However, final implementation must be approved by proper authorities and must preserve site triangles.

Reduced lane widths provides traffic calming measures.

The approach to stormwater management will likely vary throughout the corridor based on available space and conditions. Green infrastructure such as vegetated swales should be integrated where appropriate.



PRIORITIZED LIST OF PROJECTS

LARGE-SCALE INVESTMENTS

Large-scale investments along Northeast New Circle Road have the greatest potential to affect how the corridor serves the community. The streetscape elements change the character of the corridor and provide facilities and amenities for the most vulnerable populations using the corridor. These elements include landscape, sidewalk, and shared-use paths along New Circle Road and connecting sidewalk, shared-use path, and bicycle lanes to the side streets at intersections. In addition, the Winchester Road interchange is a major barrier between the north and south sections of the study area. A grade-separated shared-use path crossing prevents unsafe interactions with motor vehicles and a comfortable experience for pedestrians and bicyclists moving from one place to another.

Additional large-scale investments are currently under design by KYTC and LFUCG along and near the Northeast New Circle Road corridor. Each of these individual investments impacts the character and use of the study corridor, and the final design elements will

inform how the community interacts with the corridor. These investments include:

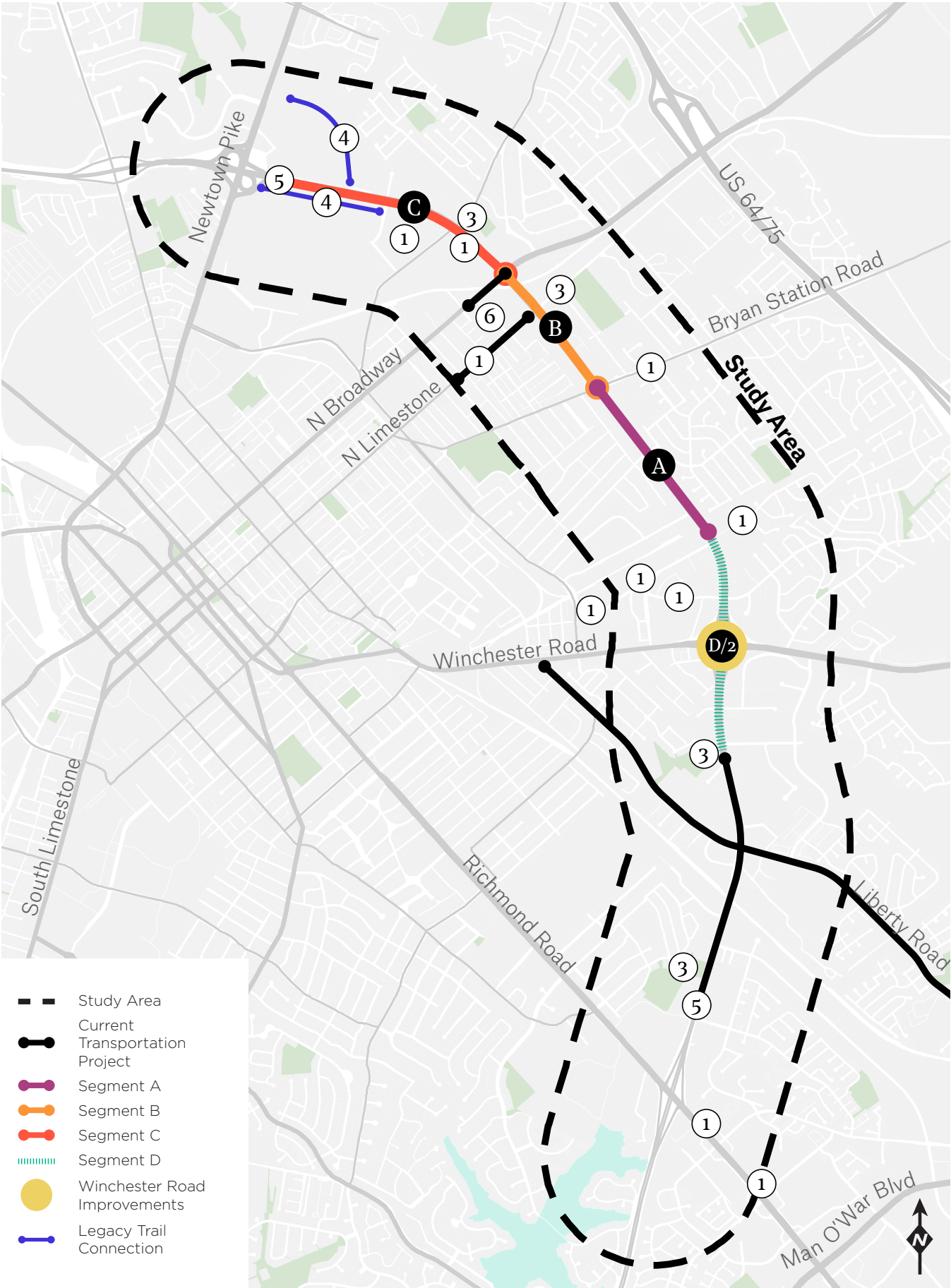
- New Circle Road: Planned widening between Woodhill Drive and Trade Center Drive to improve congestion. Potential grade-separated pedestrian crossing of New Circle Road near Woodhill Drive. Proposed RJ Corman bridge for the roadway widening project to include width to accommodate both sidewalk and shared-use path.
- Liberty Road: Complete Streets improvements including streetscape, bicycle, and pedestrian improvements along with other roadway improvements to calm traffic. Potential grade-separated pedestrian crossing of New Circle Road near Liberty Road.
- N. Limestone: Complete Streets improvements including streetscape, bicycle, and pedestrian improvements.
- N. Broadway: Railroad bridge replacement, addition of pedestrian and bicycle facilities, and other roadway and drainage improvements.

Table 1: Large-Scale Investments

LARGE-SCALE INVESTMENTS	ESTIMATE COST	
	Design*	Construction**
Complete Streets Improvements: Eastland Drive to Newtown Pike		
A Segment A: Eastland Drive to Bryan Avenue	\$1.5M	\$8.3-10.7M
B Segment B: Bryan Avenue to N. Broadway	\$960,000	\$5.4-7.1M
C Segment C: N. Broadway to Newtown Pike	\$1.4M	\$7.9-10.3M
D Grade-separated shared-use path crossing of Winchester Road	\$250,000 (Preliminary)	TBD after preliminary study

*Estimated design fee considers both Phase I (Preliminary 30%) and Phase II (Final Plans) and the potential need for utility design.

**Cost estimates assume there will be enough Right-of-Way to implement improvements utilizing shoulder and excludes possible Right-of-Way costs.



TARGETED INVESTMENTS

In addition to the large-scale, corridor-wide investments identified, targeted improvements can be implemented in a relatively short time frame with lower cost. Each of the identified investments serves to improve the safety, comfort, and accessibility of the transportation network for all users.

TARGETED INTERSECTION AND TRANSITIONAL ZONE IMPROVEMENT PRIORITIZATION

For each of the targeted location improvements is Table 3 outlines the timeline, feasibility, and cost matrix of each targeted improvement along the corridor. This list will help to identify and prioritized projects along the corridor for improvements.

Table 2: Targeted Improvements

TARGETED INVESTMENTS	ESTIMATE COST	
	Design	Construction
1 Transit stop enhancements (Top 10 Stop Locations)*		\$19,900-25,870 Per Stop
2 Winchester Road interchange striped lane reduction and shared-use path connection	\$10,000	\$250,000-325,000
3 Sidewalk connections to parks	\$50,000	\$250,000-325,000
4 Legacy Trail connection	\$166,000	\$830,000-1.1M
5 Speed management within Newtown Pike and Richmond Road transition zones**	\$40,000	\$200,000-260,000
6 Shared-use path through neighborhood connecting Limestone and Broadway	\$40,000	\$200,000-260,000

* Costs reference the recently completed Lextran Comprehensive Operational Analysis and assumes sign, pole, shelter, trashcan, and bench along with boarding pad and site work.

**Considers overhead warning signage, radar system, electric system, strain poles, optical speed bars, and transverse rumble strips

Note: The opinion of estimated construction cost ("LARGE-SCALE INVESTMENTS" AND "TARGETED INVESTMENTS") developed by Gresham Smith has been prepared for guidance in project evaluation and implementation from the information available at the time the opinion was prepared. The final cost of the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, actual site conditions, final project scope, implementation schedule, continuity of personnel and engineering, and other variable factors. The recent increases in material pricing may have a significant impact which is not predictable and careful review or consideration must be used in evaluation of material prices. As a result, the final project costs will vary from the opinions of cost presented herein. Because of these factors, project feasibility, benefit/cost ratios, risks, allowances, contingencies and funding needs must be carefully reviewed prior to making specific financial decisions or establishing project budgets to help ensure proper project evaluation and adequate funding. The projected costs do not constitute a recommendation concerning financial investment, or project financial or economic feasibility. Gresham Smith makes no warranty, guarantee or representation, whether express or implied, concerning the accuracy of any such projected costs.

Table 3: Targeted intersection and transitional Zone Improvement Prioritization Matrix

	NAME	RECOMMENDED IMPROVEMENTS	TIMELINE	FEASIBILITY	COST
A	Transition Zone from 55 MPH to 45 MPH	Pavement markings to reduce lane width	Short-Term	High	Low
		Optical speed bar pavement markings	Short-Term	High	Low
		Transverse rumble strips	Short-Term	High	Low
		Queue activated warning signage for stopped traffic ahead	Short-Term	High	Low
B	Russell Cave Road	Access management - reduce number and/or width of entrances at the intersection	Mid-Term	Medium	Low
		Pedestrian refuges with raised crossing, truck aprons, and/or reduced corner radii	Mid-Term	Medium	Medium
		High visibility crosswalk markings	Short-Term	High	Low
C	N. Broadway	Access management - reduce number and/or width of entrances at the intersection	Mid-Term	Medium	Low
		Pedestrian refuges with raised crossing, truck aprons, and/or reduced corner radii	Mid-Term	Medium	Medium
		High visibility crosswalk markings	Short-Term	High	Low
D	RJ Corman Railroad Bridge	Reallocate median striped buffer to a striped shoulder for pedestrian access	Short-Term	High	Low
		Replace railroad overpass for sidewalk and shared-use path	Long-Term	Medium	High
E	N. Limestone	Pedestrian refuges with raised crossing, truck aprons, and/or reduced corner radii	Mid-Term	Medium	Medium
		High visibility crosswalk markings	Short-Term	High	Low
F	Bryan Avenue	Extend bicycle lanes to intersection with green bicycle pavement markings to/through intersection	Short-Term	High	Low
		Bicycle access ramps to access proposed shared-use path	Mid-Term	Medium	Medium
		Pedestrian refuges with raised crossing, truck aprons, and/or reduced corner radii	Mid-Term	Medium	Medium
		High visibility crosswalk markings	Short-Term	High	Low
G	Meadow Lane	Meadow Lane shared lane markings	Short-Term	High	Low
		Access management - reduce number and/or width of entrances at the intersection	Mid-Term	Medium	Medium
		Realign and shorten pedestrian crossing with high visibility crosswalk markings on north leg of New Circle Road	Mid-Term	High	Low
H	Industry Road	Restricted through-movement islands and signal phasing updates	Short-Term	High	Medium
		Pedestrian refuges with raised crossing, truck aprons, and/or reduced corner radii	Mid-Term	Medium	Medium
		High visibility crosswalk markings	Short-Term	High	Low
I	Eastland Drive	Realign and shorten pedestrian crossings with high visibility crosswalk markings and updated ADA accessible curb ramps	Short-Term	High	Low
		Access management - reduce number and/or width of entrances at the intersection	Mid-Term	Medium	Medium
		Reduce number of northbound lanes (continued from interchange lane reduction (J))	Short-Term	High	Low
		Curb extension on southeast corner to shorten intersection width and crossing length	Mid-Term	High	Medium
J	Winchester Road	Grade-separated shared-use path crossing	Long-Term	Low	High
		Signalized shared-use path crossing	Long-Term	Low	High
		Reduce number of northbound lanes through interchange	Short-Term	High	Low
K	Trade Center Drive/Family Circle	High visibility crosswalk markings on all intersection legs with pedestrian crossing signals	Mid-Term	High	Medium
L	Liberty Road	Grade-separated shared-use path crossing	Long-Term	Low	High
M	CSX Railroad Overpass	Replace railroad overpass in KYTC design project for sidewalk and shared-use path	Long-Term	Medium	High
N	Young Drive	High visibility crosswalk markings and pedestrian crossing signal on Young Drive	Mid-Term	High	Medium
		Connect Young Drive sidewalk to new sidewalk/shared-use path	Mid-Term	High	Medium
O	Palumbo Drive	Restricted through-movement islands and signal phasing updates	Short-Term	High	Medium
		High visibility crosswalk markings and updated ADA accessible curb ramps and landings	Mid-Term	High	Medium
P	Woodhill Drive	Grade-separated shared-use path crossing	Long-Term	Low	High
		High visibility crosswalk markings and updated ADA accessible curb ramps and landings	Mid-Term	High	Medium
Q	Transition Zone from 55 MPH to 45 MPH	Pavement markings to reduce lane width	Short-Term	High	Low
		Optical speed bar pavement markings	Short-Term	High	Low
		Transverse rumble strips	Short-Term	High	Low
		Queue activated warning signage for stopped traffic ahead	Short-Term	High	Low



IMPLEMENTATION STRATEGIES

REGULATORY FRAMEWORK

As part of the implementation strategies developed to create a process for achieving the recommendations set forth in Imagine New Circle, a regulatory framework provides the city with calibrated new development standards for the B-3 “Highway Service Business” district, which is the prominent zoning for a majority of the study area along Northeast New Circle Road. The existing conditions research found that:

The Highway Service Business (B-3) zone is the most dominant zoning district throughout the area studied. Although B-3 permits a mix of non-residential uses, it explicitly prohibits residential dwelling units. Given the desire for flexibility and incremental development, zoning regulations need to go further in promoting a mix of uses with appropriate buffering to ensure compatibility where needed. Most of the development standards within B-3 have “no limitation” with the exception of lot frontage (40ft.), minimum front setback (20 ft.) and a building height maximum (75 ft). These standards are flexible enough to facilitate the incremental development that the City would like to see, however, the prohibition on mixing residential and non-residential uses may be acting as a barrier to construction that has a more granular development pattern. The transportation infrastructure is also acting as a barrier given that new incremental development would be out-of-scale and very difficult to reach by foot or bicycle. Development standards should be carefully calibrated to facilitate the urban realm that the City would like to see; it will be especially important to coordinate zoning regulation and land use strategy with mobility initiatives for Northeast New Circle Road.

The existing conditions concludes that “the predominance of the B-3 district, and the prohibition on mixed-use development within this district, is currently acting as the main barrier to promoting a mixed-use environment on Northeast New Circle Road.” The B-3 zoned properties present a significant opportunity for achieving the desired development patterns expressed in the study. Since the B-3 zone is prevalent along other principal arteries in Lexington, the same can be said of its impact on those areas and recalibrating these zones will result in enhanced development outcomes throughout the city.

Several elements contribute to the development pattern on a site: (i) lot size, shape, and orientation; (ii) building placement; (iii) parking placement; (iv) building locations and situation relative to public rights-of-way; (v) building massing, scale, and height; (vi) use mix; (vii) exterior building design and features; and (viii) type and dimensions of the adjacent roadway(s).

The existing B-3 zoning regulations in the Lexington-Fayette County Zoning Ordinance (the “Zoning Ordinance”) are primarily use-based with minimal emphasis on building form or development pattern. The B-3 zone only includes three such elements, lot frontage (40ft.), minimum front setback (20 ft.) and building height maximum (75 ft).

There are currently 31 permitted uses in the B-3 zone, ten accessory uses, 12 conditional uses, and 10 expressly prohibited uses. A significant number of these uses are not currently defined in the Zoning Ordinance.

The planning team reviewed and analyzed the existing development standards and uses in the B-3 zoning district. The best evidence of how zoning regulations are or are not working is the resulting built environment. The existing built environment in the B-3 zoning district is precisely what one would expect from the sparse form regulations and outdated and imprecise use regulations.

The planning team also reviewed and analyzed aerial images of B-3 zones both within and outside the study area to determine whether there are any common characteristics. The analysis shows that lots with B-3 zoning generally fall in two categories: (i) lot depths of less than 500 feet and one curb cut; and (ii) lot depths of more than 500 feet deep and two curb cuts. The lot width and depth seem to have the most significant impact on the development pattern as the wider and deeper the lot the larger the building footprints and surface parking areas. These dimensions do not appear to have a similar impact on the ratio of building footprint to overall lot area as the predominant development pattern in these zones is to have a multiple of non-building area to building area. The development pattern tends to be auto-dominated, with large amounts of surface parking, one-story single-use buildings, and little green space. The development pattern accurately reflects the zone’s name – “highway service business.”

The key takeaways from the analysis that have informed the proposed calibration are as follows:

- The purpose and intent statement does not reflect the desired development pattern identified in the study.
- A lot of any size can be zoned for B-3 zoning and a lot of any size could be subdivided or consolidated in any size and be eligible for B-3 zoning. This allows uses such as gas stations and small auto sales lots to proliferate in this zone.
- The 40-foot lot frontage minimum is small and allows half of the frontage to be used for a single two-lane curb cut, which makes it possible for small lot development.
- The 20-foot minimum front yard setback

is illusory as it has little to no effect on the development patterns in this zone.

- The 75-foot maximum height is also illusory as there are few buildings in this zone that exceed two stories.
- There is no lot coverage minimum or impervious surface maximum so the amount of impervious surface, including parking lots, can be unlimited.
- The lack of development standards makes this zone vulnerable to haphazard development patterns such as those currently found in the zone.
- The permitted uses are a piecemeal mix of highway services and auto-oriented uses and do not allow residential uses in support of mixed-use development.
- There are no standards for building articulation or massing. The absence of even basic building design standards allows for monolithic and box-like building design.

Therefore, Imagine New Circle is recommending the following, which is more fully set forth on the calibration tables included herewith:

1. Remove the minimum lot width requirement and instead require that a lot must accommodate two means of ingress/egress to/from a primary arterial. This will have the effect of limiting the number of smaller lots that only have room for a single curb-cut.
2. Remove the standard 20-foot front yard setback requirement in favor of a greenspace requirement along the primary artery right-of-way proportionate to the width of the right-of-way (1/2 of the right-of-way width for lots with a depth less than 500 feet and equal to the right-of-way width for lots with a depth of 500 feet or greater. This will establish a greenway buffer along the right-of-way to provide separation from development, which may include residential uses, and a more hospitable pedestrian environment. For B-3 zoned lots not fronting on a principal artery, the minimum front yard setback would be 40 feet to allow for one row of front yard parking and a drive aisle if desired.

3. Add a provision that more than one principal building may be located on a lot as long as they meet all fire separation codes.
4. Many of the B-3 zoned properties at their rear abut a residential zone or a property with a residential use. Include a rear yard setback minimum of 60 feet if abutting a residential zone or a property otherwise containing residential uses, as is the case with many of the lots in a B-3 zone, and a 40-foot minimum setback if abutting a commercial zone.
5. Most of the B-3 zoned properties abut other commercial properties along their side lot lines. Include a standard 20-foot side yard setback from adjacent lots to provide for separation and greenspace in between developments. Where shared parking arrangements are in place, there will be no side yard minimums.
6. Include a provision relative to internal block size to promote walkable developments within a large lot.
7. To reduce the amount of impervious surfaces and better control stormwater runoff, establish an impervious surface maximum of 40% excluding buildings.
8. Parking areas should be located on the side and rear yards and only up to 20% of total parking should be allowed in the front yard.
9. Special standards for nodes will create a greater sense of place, define corners visually, and begin to create a more cohesive built environment along Northeast New Circle Road.
10. Additional permitted uses reflect some of the innovative/new use concepts previously discussed. New uses to explore which have been added to the use table recommendations include the following:

- Multi-tenant mixed-commercial use
- Mobile Food Unit Vendors;
- Brewery, Winery, or Distillery;
- Temporary or Pop-up Retail Sales or Services (must be an existing permitted use); and
- Artisan Manufacturing or Maker's Space.





INNOVATIVE STRATEGIES

The biggest challenge of any planning process is the resultant effort required to implement the recommended initiatives, policy changes and capital projects. These steps require funding, community support, political support, leadership, coordination and advocacy. This section of the study lays out a framework for advancing the Imagine New Circle including innovative implementation recommendations that will address four key elements:

- **Community Coalition Building:** For the plan vision to become systemic and offer the broad ranging and long-term benefits the community is seeking, it will be important for a sustainable organizational structure to emerge to both advocate for the community and connect people, business owners, and key stakeholders to opportunities that will activate the vision for the corridor.
- **Pathways for Public Realm and Infrastructure Improvements:** Many of the priority challenges and opportunities along Northeast New Circle Road

require both short-term and long-term investments and may require significant resources to improve things like complete streets, pedestrian safety, traffic flow and more. Numerous local, state, and federal funding sources can be pursued to more quickly advance these initiatives which benefit from strong community advocacy and support.

- **Strategies for Improving Private Properties and Placemaking:** It is often less clear how private property owners, neighborhood associations and local businesses may become involved in the implementation of public planning recommendations. This document includes a number of potential grants, strategies, and recommendations for incentives that will help advance the community vision for the corridor and connect private property owners to opportunities for creative implementation.
- **Innovative Development Policy Recommendations:** The plan also includes a number of innovative policy recommendations related to small business and

affordable housing that, in collaboration with the community, could be advocated for and implemented to support achievement of community vision.

COMMUNITY COALITION BUILDING: SHORT-TERM/ LONG-TERM

Building a community framework for advocacy and action is paramount for any community planning process to take root and turn from vision to implementation. Because of the gravity of the equity challenges that face the communities along Northeast New Circle Road, the Imagine New Circle planning team believes extraordinary effort is warranted to implement the proposed changes. Communities and businesses along Northeast New Circle Road face systemic issues related to environmental justice, transportation safety, and economic opportunity, and an innovative solution is required.

Northeast New Circle Road, like many of the other city area/corridor planning study areas, needs a leader, someone thinking about them every day, whose sole responsibility it is to ensure community engagement, advocacy and action. This person could be the director of a community-focused non-profit organization potentially supported by both LFUCG and/or foundational grant dollars. However, while not a standard outcome of a planning study, it is recommended that LFUCG consider innovative ways to support jump-starting this effort. One possible pathway would be the appointment of a short-term (2-3 year) special project coordinator position, ideally within the Mayor's office, responsible for coordinating plan recommendation outcomes for major corridors in Lexington, inclusive of the Imagine New Circle Study Area. This position would have a sunset date and would be responsible for organizing non-profit community development corporations (CDCs) to support policy implementation and pursue grant funding. This position would also coordinate and

engage the community to begin achieving community-stated goals from their individual plans.

This temporary position could be partially grant-funded through organizations like the Knight Foundation and Bluegrass Community Foundation. While not a standard plan recommendation, due to the gravity of the equity challenges that face this study area and the high level of competition for state and federal funding, having dedicated staff focused on these efforts is a strategic move for LFUCG and the corridor planning areas alike. Based on the data collected, Imagine New Circle should be highly competitive as a grant funded project. A high return on investment for this position is possible, both short-term through potential grant funds that could be received, but also long-term through the implementation of those grants and the

resultant health, environmental justice, housing, and transportation equity outcomes of these efforts.

Positions such as this have been implemented previously in Lexington, most recently in the successful and award-winning completion of Town Branch Commons which is now a nationally recognized success story – due in no small part to the dedicated staff to this effort.

With leadership in place, the next step will be to convene stakeholders to begin shaping the organizational structure and lay the groundwork for future transition to a community-led organization. For Imagine New Circle the final organization should include, but not be limited to, representatives from the following organizations and communities:

- Council Districts 1,2,5,6, and 7
- Neighborhoods including but not limited to Castlewood, Winburn, Radcliffe, Bryan Station, Eastland Parkway, Liberty, Fairway, Danby Corners, Meadow Park, and Lakewood
- Small and large business owners
- Property owners
- Representatives of local advocacy/community organizations focused on housing, transit, education, economic development, and more

While a community leader is being identified and coalition building takes shape, there are numerous opportunities for advancement of the community identified plan goals which include public realm improvements, opportunities for private properties and potential policy recommendations as outlined on the following pages.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE):

In FY 2023 \$1.5 billion in grant funding was made available for transportation projects that prioritize equity, sustainability, resiliency and environmental justice issues. Northeast New Circle Road, especially north of Winchester, includes a significant number of census tracts that have been identified by the federal government as Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC) which face distinct environmental justice challenges related to air quality. Additionally, the safety data and demographic data point to systemic roadway safety issues, all of which are a priority of this grant program. RAISE Grants allow for submissions for planning and/or implementation dollars and would be a logical funding source to pursue for this corridor. Grants through RAISE may not exceed \$25 million and require a 20% match, with some flexibility on match if the project is within an APP or HDC.

Federal Transit Authority (FTA):

There is a potentially relevant FTA Grant programs for Lexington and Imagine New Circle and beyond. According to Lextran’s recent Comprehensive Operational Analysis, numerous communities along and near the corridor including the Winburn Neighborhood have high Transit Market Index Scores (COA Page 79), meaning those communities have a high likelihood of relying on the bus for day-to-day needs. This overlaid with the areas of persistent poverty and historically disadvantaged community data may indicate a strong need for the following grant opportunity:

Areas of Persistent Poverty (APP) Program:

The FTA describes this program as a competitive funding source for planning studies or financial plans to improve transit services in areas experiencing long-term economic distress. Eligible activities may include planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative

PATHWAYS FOR PUBLIC REALM AND INFRASTRUCTURE IMPROVEMENTS

The Imagine New Circle process clearly documented through both public input and technical data collection the need to dramatically improve the roadway and multi-modal transportation network both along Northeast New Circle Road as well as along corridors that cross New Circle. Some of the documented challenges include traffic congestion, but most importantly traffic safety, especially for the most vulnerable roadway users including pedestrians, cyclists, and transit riders. In fact, it has been found that the segment of Northeast New Circle Road between Russell Cave and Bryan Station is one of the highest scoring in the county for both fatal and serious injury crashes, making this a priority improvement. There are multiple opportunities for improving these conditions and going beyond to achieve community goals for improved beautification, safety, traffic flow and environmental sustainability. Current grant programs that have been identified as relevant to the Northeast New Circle Road include:

The following case studies exist for the Community led organization model including here in Lexington and in other regional cities:

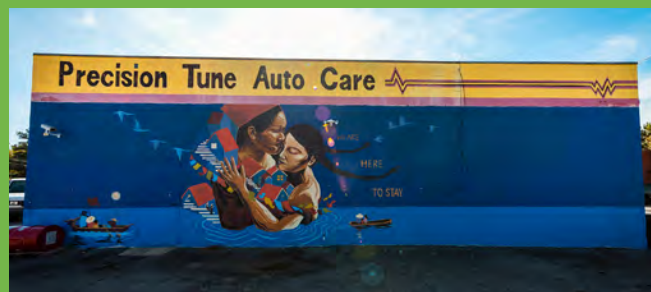
Greater Gardenside (Lexington, KY)

Greater Gardenside is an organization made up of multiple neighborhoods and stakeholders whose goals are to support, promote and attract businesses, prevent crime through engagement and improved infrastructure, and encourage neighborhood activity and interaction among its diverse residents. The organization has a board of directors including a president, secretary and communications director and thirteen at-large board members. This organization has increased engagement in the community, hosted events, advocated for solutions to community challenges, and more.



We Love Buford Highway (BuHi) (Atlanta, GA)

We Love Buford Highway (BuHi) is an Atlanta-based 501(c)3 nonprofit focused on preserving the multicultural identity of Atlanta’s Buford Highway. We Love BuHi is working to preserve immigrant community stories and raise inclusive awareness of multicultural populations along the corridor, also supporting economic mobility, specifically of immigrant owned businesses, and youth empowerment through orchestral music and the arts. We Love BuHi published an [annual report](#), in 2022 documenting their engagement, progress and funding partners.



technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change.

Safe Streets for All (SS4A):

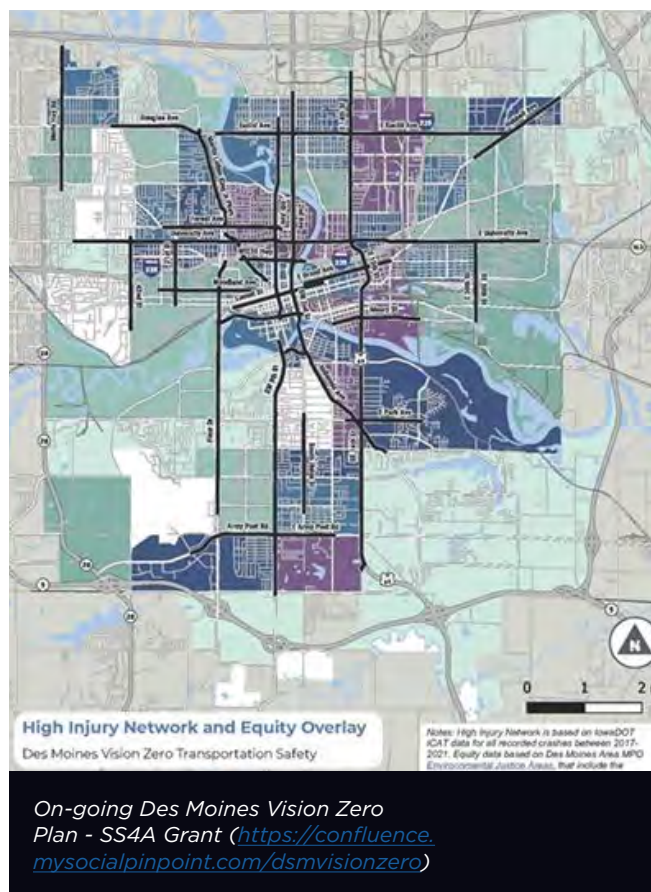
At the time of this writing, LFUCG is undertaking the development and finalization of a Transportation Safety Action Plan. Data collected on Northeast New Circle Road indicates that segments along this corridor are among some of the least safe and highest risk segments in the region. As such, future improvements may be logical projects for SS4A grant applications. Safe Streets for All grants are intended to fund the development or update of a comprehensive safety action plan (Action Plan) and the implementation of recommended actions. SS4A grant funded projects typically include:

- Developing an Action Plan;
- Conducting supplemental planning in support of an Action Plan; and
- Carrying out demonstration activities in support of an Action Plan.
- Conducting planning, design, and development activities for projects and strategies identified in an Action Plan.
- Carrying out projects and strategies identified in an Action Plan.

There are two types of SS4A grants: Planning and Demonstration Grants and Implementation Grants, both of which could be strong considerations especially for the northern section of Northeast New Circle Road .



Federally Funded Town Branch Commons



On-going Des Moines Vision Zero Plan - SS4A Grant (<https://confluence.mysocialpinpoint.com/dsmvisionzero>)

Reconnecting Communities Program:

The new Reconnecting Communities Pilot Program is a first-of-its-kind initiative to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions. In FY 22 \$185 million in grant awards for 45 projects were awarded. Eligible roadways include a highway- including a road, street, or parkway or other transportation facility, such as a rail line- that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. In 2024 it is anticipated that there will be \$50 million for planning and technical assistance, and \$150 million for capital construction.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program:

From 2023-2026 CMAQ is anticipated to have over \$10 billion for funding projects that improve traffic and air quality. CMAQ is intended to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Imagine New Circle priorities should be evaluated with the Lexington Area MPO to identify potentially relevant funding opportunities.

Transportation Alternatives:

According to the FHWA the Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes

to school projects; and vulnerable road user safety assessments. Numerous projects identified within Imagine New Circle would be relevant to this program and should be coordinated with the Lexington Area MPO.

STRATEGIES FOR IMPROVING PRIVATE PROPERTIES AND PLACEMAKING

Themes from the community engagement process included activating the corridor through urban infill, providing housing options, and creating an inviting public realm. Often these types of recommendations require creative thinking to develop implementation strategies since they rely significantly on private property owners to either seek out, or at least allow, implementation of these ideas on their property. Below are a series of ideas for encouraging infill development, supporting small businesses and potential funding sources to advance placemaking and public realm improvements along the corridor.

Stormwater Incentive Grants:

For over a decade the Lexington Stormwater Quality Incentive Grant program has provided funding to private property owners looking to improve water quality on their properties. These projects have had a major impact on stormwater, and also add vital community amenities in both social and ecological systems. The city offers grants for neighborhoods, education, and the design and implementation of stormwater infrastructure. Infrastructure grants are eligible for up to \$360,000 with a 20% cost share. Properties with high levels of impervious surfaces, for instance auto dealerships and large shopping centers, would be highly competitive for these grants. More details on these grants can be found on the [LFUCG Water Quality webpage](#).

Corridors Commission Neighborhood Enhancement Match Grant Program:

New Circle Road is one of 31 eligible corridors for this grant program which will fund up to \$20,000



with a 2:1 match. This program is intended to fund physical improvements for public or community property, activities necessary to plan, promote or finance voluntary general clean up and neighborhood improvement efforts, and the removal of dead or diseased trees that impact the beauty of that corridor. More details for eligible and ineligible activities can be found at the [Corridors Commission website](#).

Knight Foundation Placemaking and Community Impact/Engagement Grants:

The Knight Foundation invests in cities where the Knight brothers once published newspapers, helping them attract and nurture talent, promote economic opportunity, and foster civic engagement. The Knight Foundation serves Lexington, KY which is one of the 18 small to mid-sized communities identified in the Community Foundations Program. Many funding opportunities are available through the Knight Foundation that would address key community goals for the Imagine New Circle Corridor. More information can be found at the [Knight Foundation's website](#).

Bluegrass Community Foundation Community Funds Program:

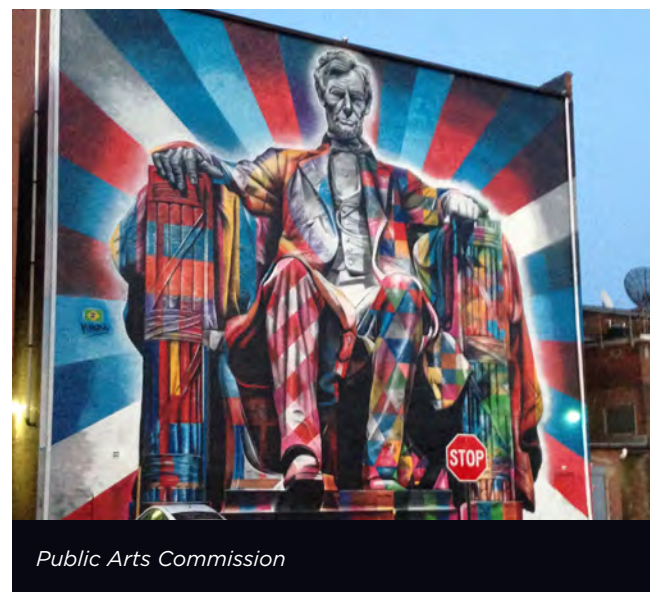
The Blue Grass Community Foundation hosts a network of endowed community funds, each seeking to improve the quality of life in their geography. In partnership with local leaders, these funds work to increase charitable giving and build local charitable resources to impact their region's greatest needs and opportunities. The fund for Greater Lexington is a public endowment – a permanent, ever-growing, charitable resource that's an investment in our shared future. It's a source of transformative funding to address our most critical needs and interesting opportunities. The opportunities and challenges of tomorrow will differ from those of today. A public endowment ensures that our aspirations for Lexington are realized for generations to come. More information is available at the [BGCF website](#).



Oakland Avenue Urban Farm- Detroit- Knight Foundation



Prosperity Backpacks- Bluegrass Community Foundation Community Funds Program



Public Arts Commission

Public Art Commission:

The Public Art Commission was formed to advise the Mayor and the Urban County Council on developing a long-range plan for the selection, acquisition, placement and maintenance of public art and public monuments. The commission has a Public Art Masterplan and approved 2023 work plan. The North/Northeast New Circle Road Corridor has been identified as a priority project area for FY24/FY25 and is an immediate action item that should ideally be utilized as future grant match funding and paired with funding from LFUCG Stormwater Incentive Grants and or Corridor Commission Grants to maximize potential impact. The [Public Art Master Plan and Approved Work Plan](#) can be found at their website.

INNOVATIVE DEVELOPMENT POLICY RECOMMENDATIONS

Achieving a mixed-use bustling corridor with a range of successful businesses and appropriately scaled infill and redevelopment often requires public support and creative thinking. Small businesses along the corridor may require assistance to ensure existing buildings meet their needs. While the private market may provide residential development at certain sites without public assistance, over time it may be necessary to facilitate smaller scale residential infill development along the corridor. The recommendations listed below will help support existing and emerging small businesses and ensure affordable residential development is available for corridor-area residents.

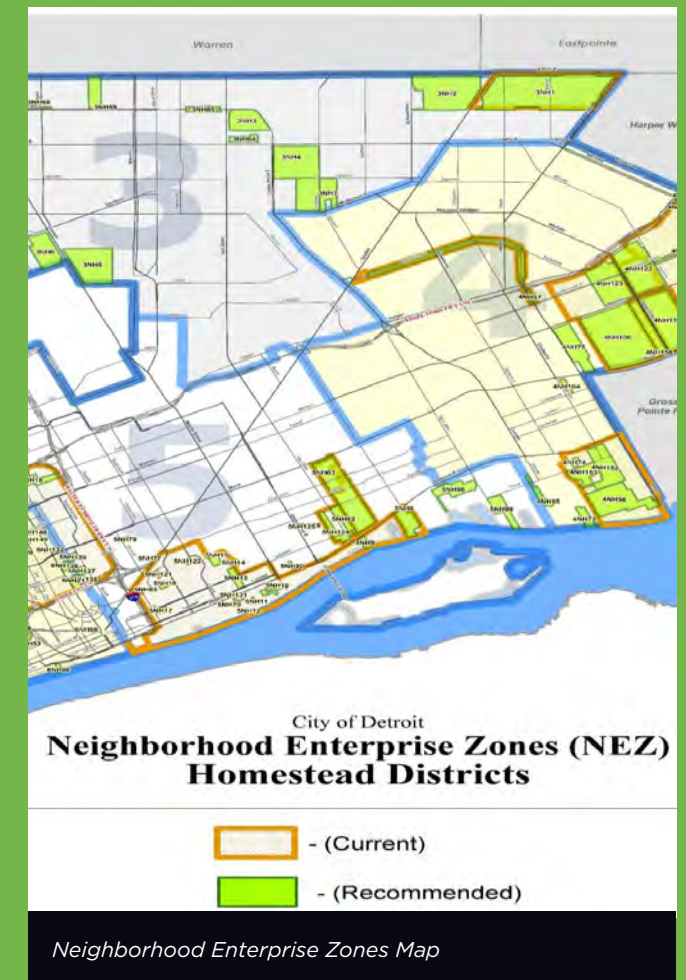
Affordable Housing:

The first step to support development of more housing is to ensure that zoning allows flexibility for residential development at a scale that is economically feasible. Many communities have implemented affordable housing development incentives in key geographies to facilitate development. Through entitlement incentives or zoning overlays, developers who provide a certain number of affordable units can be provided zoning relief for the development, often in the form

The following case study is an example of how one community has created Neighborhood Enterprise Zones to promote revitalization of existing neighborhoods and promote the creation of new residential areas.

Grand Rapids, MI Neighborhood Enterprise Zone

"The Neighborhood Enterprise Zone Act (Act 147 of 1992, as amended) (the "Act") provides a tax incentive for a defined period of time for new construction or substantial rehabilitation of residential structures, and under certain circumstances, for rental apartments. The stated purpose of the legislation is to: improve the housing stock in distressed or declining urban areas where little or no new construction is occurring and where housing is in need of repair."



of additional allowable height, reduced setbacks, fee waivers or other incentives.

Legally restricted affordable housing, which is required through deed restrictions on the property to maintain affordability over time, is typically funded with federal low-income housing tax credits (LIHTC). Proposed developments in only certain portions of the corridor are likely to score highly enough under the current Kentucky Qualified Allocation Plan to receive an allocation of the highly competitive 9% LIHTC. Advocacy may be needed to ensure a broader range of scoring criteria in future QAPs that would benefit areas like the corridor in need of affordable housing. In addition, LFUCG should prioritize the use of federal entitlement funds like HOME and Community Development Block Grants to provide funding for developers using 4% and 9% LIHTC. Additional local funding sources may be needed to fill financing gaps for 4% deals; many cities use tax increment financing (TIF), general obligation funding, or other locally controlled mechanisms to support development of affordable housing.

Small Business:

New and even established small businesses often find it challenging to obtain the necessary capital to rehabilitate older properties to meet their needs. The corridor has many aging buildings that may need relatively simple facade improvements or more substantial rehab to meet modern needs, or support a new type of land use such as a production space with retail in front. While the U.S. Small Business Administration (SBA) assists small businesses in obtaining local lending, the process can be time-consuming and cumbersome for small businesses. Communities can help support local businesses by establishing programs to support them. These could include providing development fee waivers for those businesses undertaking more substantial rehabs or abating a portion of property taxes over time. To support smaller-scale rehabs or build outs, an adaptive use or rehab program cut may be set up using TIF or other local funding sources. These programs often provide matching funds for small businesses. Grant or loan programs can be structured to ensure community goals are met by supporting only small, locally-owned businesses or those that provide certain desired services. Creation of community investment vehicles (CIVs) would further support small business owners and generate wealth-building opportunities. CIVs support local ownership of real estate assets and provide opportunities for residents and business owners to own modest shares in real estate and receive dividends over time, supporting community wealth building.

City of Phoenix Adaptive Reuse Program

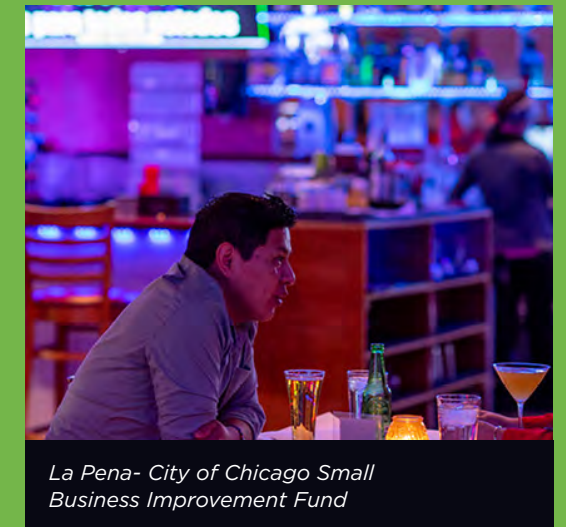
"The City of Phoenix's award-winning Adaptive Reuse Program began as a pilot program in April 2008, and today is one of the most comprehensive programs of its kind in the country. The program offers development guidance, streamlined processes, reduced timeframes, and cost savings to customers looking to adapt older buildings for new business uses. Additionally, the adaptive reuse of existing buildings preserves our history, contributes to economic vitality, promotes building effort, and creates more vibrant neighborhoods."



Cobra Arcade - City of Phoenix Adaptive Reuse Program

City of Chicago Small Business Improvement Fund

"The Small Business Improvement Fund (SBIF) provides grant funding for permanent building improvements and repairs across the city. Offered by the Department of Planning and Development (DPD) to tenants and owners of industrial and commercial properties, SBIF grants are funded by Tax Increment Financing (TIF) revenues in designated TIF districts citywide. Program participants can receive grants to cover between 30 percent and 90 percent of the cost of remodeling work, with a maximum grant of \$150,000 for commercial properties and \$250,000 for industrial properties. The grant, which is administered by SomerCor on the City's behalf, does not have to be repaid"



La Pena- City of Chicago Small Business Improvement Fund

Urban Institute: New Models for Community Shareholding

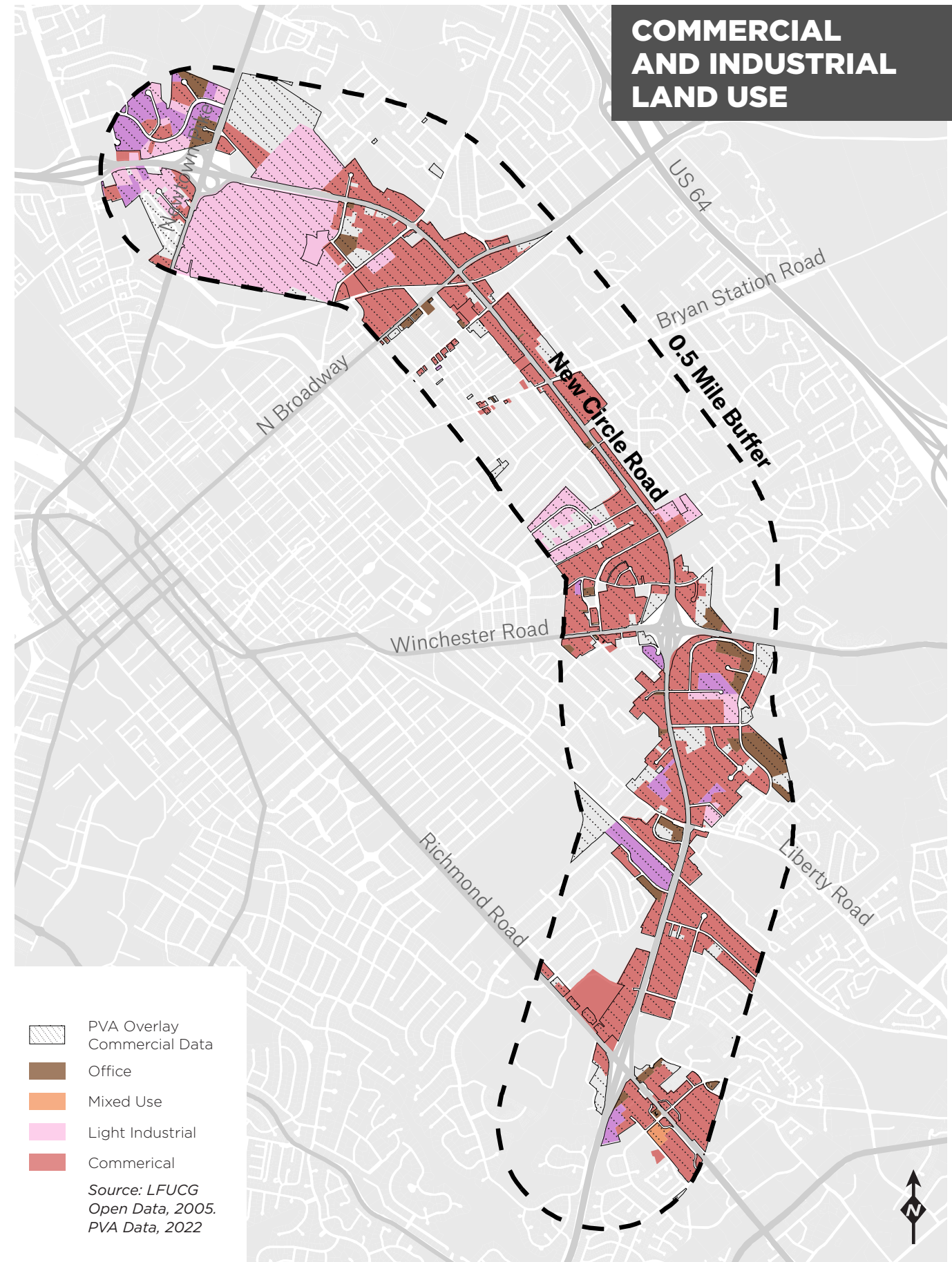
"Community equity investment offers residents the ability to buy shares in local commercial real estate and to profit from the development. These models, unlike other types of community ownership, do not require residents to live or work in the development. While new, community equity investment has emerged conceptually and structurally from other models, including real estate investment trusts (REITs), cooperatives, community benefits agreements (CBAs), and community land trusts."



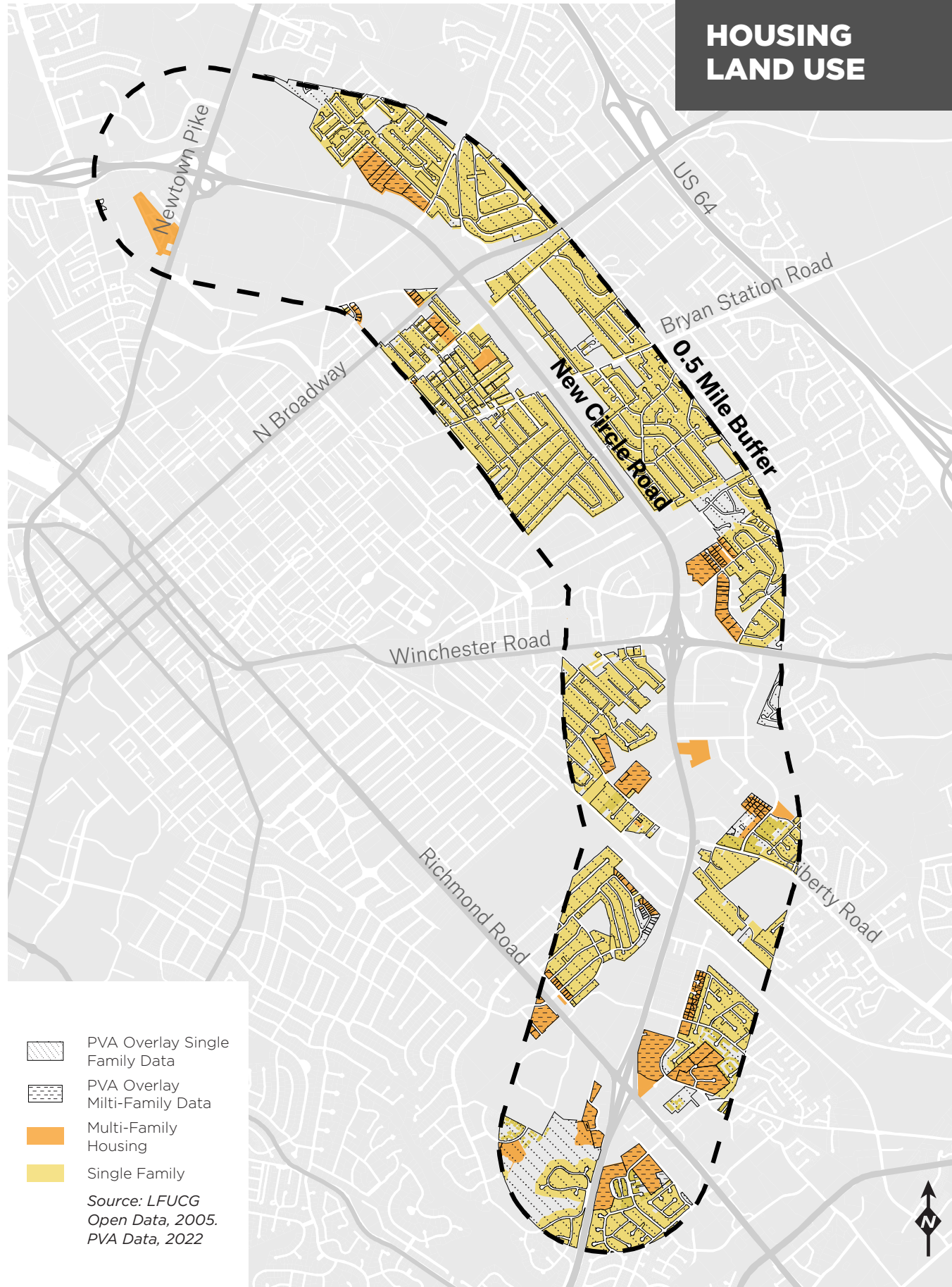
LAND USE CHANGES





Utilizing the Land Use data from LFUCG last published in 2005 and the current PVA data, the following maps demonstrate a change in land use within the last 15 years. While this data shows areas of change for the commercial, housing, and civic lane use areas, further investigation of current land use should be evaluated.

It should be noted that the PVA data combines industrial, warehouse, office, mixed-use, and commercial land use into one data set.



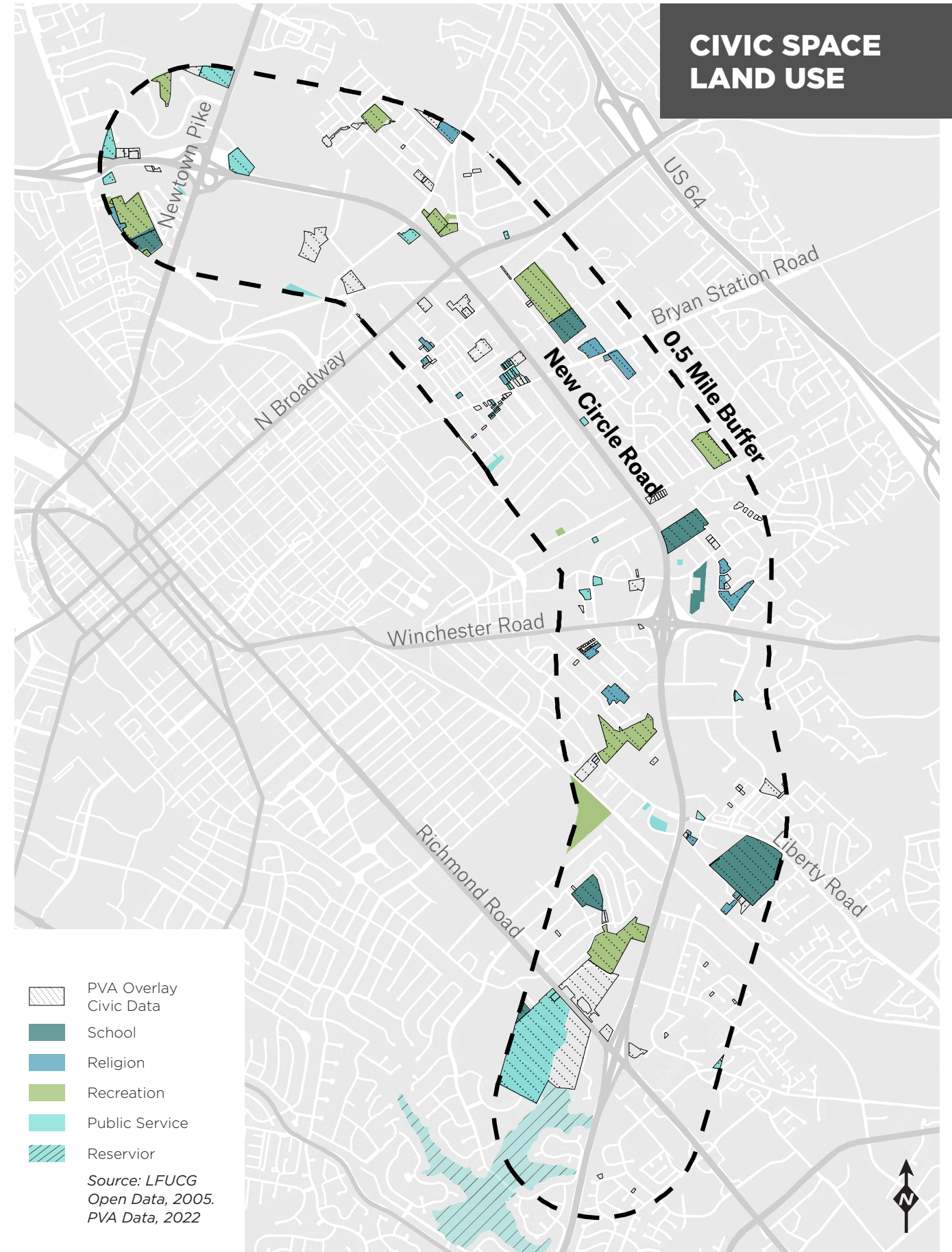
HOUSING LAND USE









-  PVA Overlay Single Family Data
-  PVA Overlay Multi-Family Data
-  Multi-Family Housing
-  Single Family

Source: LFUCG
Open Data, 2005.
PVA Data, 2022

CIVIC SPACE LAND USE



-  PVA Overlay Civic Data
-  School
-  Religion
-  Recreation
-  Public Service
-  Reservoir

Source: LFUCG
Open Data, 2005.
PVA Data, 2022



REGULATORY FRAMEWORK LANGUAGE

The following tables provide language recommendations for the B-3 Zone. This language is a recommendation and should be reviewed further by the LFUCG Long Range Planning Staff and LFUCG Planning Commission. If approved through council, these recommendations can be regulated.

DISTRICT NAME:	HIGHWAY SERVICE BUSINESS (B-3) ZONE - EXISTING	CORRIDOR MIXED (B-3) ZONE - NEW	NODE SUB-AREA, CORRIDOR MIXED (B-3) ZONE - NEW
Purpose Statement:	The intent of this zone is to provide for retail and commercial uses, which are necessary to the economic vitality of the community but may be inappropriate in the more neighborhood oriented zones. Development in this zone should front on an arterial or major collector roadway and should serve the needs of the broader Lexington community. Consideration should be given to the relationship of the uses in the zone to the surrounding land uses and to the adequacy of the street system to serve the traffic needs. Developments should avoid nuisance impacts of light, air, and sound that may be caused on adjacent neighborhoods. Where necessary, developments should include service roads to reduce the impact on highway movement, while also providing appropriate frontage to meet the needs of businesses. This zone should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.	The intent of the Corridor Mixed-Use (B-3) Zone is to promote a mix of higher-intensity residential and commercial uses within the Urban Growth Boundary primarily along or extending from "Other Principal Arteries" as defined by the Kentucky Transportation Cabinet.	The intent of the Node Sub-Area regulations is to facilitate an appropriate urban form at centers of activity. The standards foster visual distinction for the node, fostering an urban form that connects adjacent areas to the corridor through cohesive design between the primary and secondary rights-of-way.
Applicability		Applicable to the establishment of new lots, new construction, and additions.	
STANDARD			
Lot Size (Min.)	None	1 Acre; where adjacent uses share parking and access to the public right-of-way, the minimum lot size shall be 0.5 acres.	5 acre (proposals for smaller-scale mixed-use or residential structures that can secure a shared parking agreement with an adjacent lot shall be permitted on a minimum lot size of 2 acres)
Lot Frontage (Min.)	40 ft.	40 ft.	None; provided that the lot includes one means of ingress and egress that satisfied the minimum distance between an intersection and ingress/egress curb cut.
Front Yard Setback (Min.)	20 ft.	A. Every lot less than 500 ft. in depth as measured from the edge of the Other Principal Artery right-of-way to the rear most portion of the lot shall have an amount of greenspace of one-half (1/2) of the width of the primary arterial right-of-way in which is abuts. B. For lots with a depth of 500 ft. or greater in depth as measured from the edge of the Other Principal Artery right-of-way to the rear most portion of the lot shall have an amount shall have an amount of greenspace of equal width as the width of the primary arterial right-of-way in which is abuts. No additional building setback is required from the greenspace. C. For all lots not fronting on an Other Principal Artery, the minimum front yard setback shall be 40 ft. Special Standards for Outdoor Sales: Outdoor Sales. All outdoor sales shall be subject to additional open space standards to mitigate runoff and visual clutter. In addition to (over and above) the 10% minimum open space standard set forth in Article 20 and required landscaping per Article 18, all outdoor sales shall have a grassed or landscaped strip no less than 15 feet directly adjacent to a thoroughfare/front and secondary front street. Within the grassed or landscaped strip, plantings must include continuous planted hedge wall or one tree per 45 feet lineal feet of frontage along the front and secondary street shall be planted, with space between each tree planting per the tree spacing guidelines in Chapter 17B - STREET TREES. Existing trees maintained within the grassed or landscaped strip shall be counted toward tree planting minimum."	"The public right-of-way shall be directly bordered by a min. 10 ft. tree lawn and sidewalk, after which the front yard setback shall be 0'; additional setback allowance is permitted for patios and courtyards.
Secondary Front Street Setback (Min.)	n/a	n/a	The public right-of-way shall be directly bordered by a min. 10 ft. tree lawn and sidewalk, which may count toward the open space minimum set forth in Article 20, after which the front yard setback shall be 0'; additional setback allowance is permitted for patios and courtyards.
Side Yard Setback (Min.)	No limitation, except as provided in Subsection (o) of this section.	Multiple buildings may be situated on a lot in compliance with all applicable fire separation codes. The distance between any building and the side lot line shall not be less than 20 ft. For adjacent commercial and mixed-use properties that have a shared parking agreement, there is no minimum side yard standard.	20 ft.
Rear Yard Setback (Min.)	No limitation, except as provided in Subsection (o) of this section.	Multiple buildings may be situated on a lot in compliance with all applicable fire separation codes. The distance between any building and the rear lot line shall not be less than 40 ft. if abutting a residential zone or a non-residential zone containing residential uses and not less than 20 ft. if abutting a commercial zone.	20 ft.



DISTRICT NAME:	HIGHWAY SERVICE BUSINESS (B-3) ZONE - EXISTING	CORRIDOR MIXED (B-3) ZONE - NEW	NODE SUB-AREA, CORRIDOR MIXED (B-3) ZONE - NEW
Internal Block Size		The length along the centerline of a street between two sequential intersections may not exceed 350 feet; in no case shall the length between two sequential intersections exceed 660 feet. No street may dead-end, except when such street stub-ends to allow for future extension. Although alleys are not currently permitted per the Roadway Manual, if alleys are permitted at a future date, flexibility from these standards shall be provided at the discretion of the Planning Division Director or their designee.	n/a
Height of Building (Max.)	Seventy-five (75) feet, except where a side or rear yard abuts a Professional Office or a Residential zone, then a 3:1 height to yard ratio.	60 ft. max. on a lot with a depth of less than 500 ft.; 75 ft. max. on a lot with a depth greater than 500 ft. within the first 500 ft.; buildings in the next 300 ft. shall not exceed 60 ft. max.; buildings in the remainder of the lot shall not exceed 40 ft. The ground floor of any building must have at least 14 feet of floor-to-ceiling height throughout.	None
Lot Coverage (Min.)	None	Impervious surfaces excluding buildings shall not exceed 40% of the total lot area. Outdoor sales on a property and the corresponding storage of any goods for sale may not comprise more than half of the maximum impervious surface area.	Impervious surfaces excluding buildings shall not exceed 60% of the total lot area.
Open Space (Min.)	See Article 20 for open space regulations. Just adopted new language - vegetated open space, community open space (10% usable, 10% vegetable), Article 20	The minimum open space, as defined per Article 20, shall not be less than 10%.	Impervious surfaces excluding buildings shall not exceed 60% of the total lot area.
Parking Area	Article 16 and 18, recently adopted, Maximum setback (48 to 60-feet with one angled and 8' buffering)	All parking areas shall be located in the side or rear yard; however, 20% of parking may be located in a front yard. Where parking is located along the front street or secondary front street, the maximum setback shall be 60 feet.	Parking shall not be immediately adjacent to a front street or a secondary front street.
Special Provisions		<p>"Outdoor Sales. All outdoor sales shall be subject to additional open space standards to mitigate runoff and visual clutter. In addition to (over and above) the 10% minimum open space standard set forth in Article 20 and required landscaping per Article 18, all outdoor sales shall have a grassed or landscaped strip no less than 15 feet directly adjacent to a thoroughfare/front and secondary front street. Within the grassed or landscaped strip, plantings must include continuous planted hedge wall or one tree per 45 feet lineal feet of frontage along the front and secondary street shall be planted, with space between each tree planting per the tree spacing guidelines in Chapter 17B - STREET TREES. Existing trees maintained within the grassed or landscaped strip shall be counted toward tree planting minimum.</p> <p>Landscaping. All other landscape buffer areas shall be required as set forth in Article 18.</p> <p>Buildings Larger than 80,000 sf. No building to be used principally as a single store selling food, produce, grocery items or general merchandise shall exceed eighty thousand (80,000) square feet in floor area unless:</p> <p>a) Approved by the Planning Commission prior to April 27, 2000 for a larger area; or</p> <p>b) The building is designed to meet the design guidelines for "big-box" retail establishments (Section 12-8), unless specific guidelines are waived by the Planning Commission through its approval of a final development plan."</p>	<p>There shall be a primary entrance at the corner of the structure, or as an alternative, there shall be an entrance facing both the primary street and secondary front street. Design corner buildings to "turn the corner" and present equally important facades of similar appearance on both sides.</p> <p>For non-residential structures, front facade transparency on the first floor must be 80%; when directly adjacent to a corner, this standard applies to the front street and the secondary front street facades. Massing should be more prominent at the corner to better define the corner. A tower or distinct architectural feature should define the corner, in addition to greater height. Consider the promotion of non-residential uses at corner structures, like community amenities.</p>
Building Articulation	N/A	A minimum 40% of the facade adjacent to any street must be articulated with recessing varied between a minimum of 18' and no greater than 36'. Balconies must be recessed into the facade or extend not less than six feet (6') from the extension of the building. The entire first floor facade of a building shall be masonry. All roof lines shall include a cornice.	A minimum 40% of the facade adjacent to any street must be articulated with recessing varied between a minimum of 18' and no greater than 36'. Balconies must be recessed into the facade or extend not less than six feet (6') from the extension of the building. The entire first floor facade of a building shall be masonry. All roof lines shall include a cornice.
Uses	See New & Existing Uses Tab	See New & Existing Uses Tables	See New & Existing Uses Tables



USES	USE DEFINED	B-3 EXISTING	USES	B-3 PROPOSED
Permitted Uses			Permitted Uses	
Establishments and lots for the display, rental, sale, service, and minor repair of farm equipment, contractor equipment, automobiles, motorcycles, trucks, boats, travel trailers, mobile homes, or supplies for such items.	No	P	Outdoor sales	A
Automobile service stations, subject to the conditions of Article 16.	Yes	P	Automobile service station	A
Restaurants, cocktail lounges and nightclubs, with entertainment, dancing, and/or sale of alcoholic beverages.	Partial	P	Restaurant; Brew-pub; Live Entertainment	P
Car washing establishments, provided that surface water from such use shall not drain onto adjacent property or over a public sidewalk, and that adequate on-site storage lanes and parking facilities shall be provided so that no public way shall be used for such purposes.	No	P	Car wash facility	P
Motel or hotel.	Yes	P	Motel; Hotel; Extended Stay Hotel	P
Indoor amusements, such as billiard or pool halls; dancing halls; skating rinks; miniature golf or putting courses; theaters or bowling alleys.	No	P	Athletic club facility; Indoor recreation facility	
Self-service laundry, laundry pick-up station, or clothes cleaning establishments of not more than forty (40) pounds capacity and using a closed-system process.	No	P	Dry cleaning establishment	P
Garden centers.	Yes	P	Garden center	P
Kennels, animal hospitals or clinics, including offices of veterinarians, provided that such structures or uses, not including accessory parking areas, shall be at least one hundred (100) feet from any residential zone.	No	P	Animal care facility	C
Drive-in restaurants, provided that all outside food service areas shall be at least one hundred (100) feet from any residential zone.	Yes	P	Drive-in restaurant	P
Establishments for the retail sale of merchandise as permitted in the B-1 zone, unless prohibited by Subsection (e) of this section.	Yes	P	Retail sales establishment; Bulk merchandise retail sales establishment	P
Minor automobile and truck repair.	Yes	P	Minor automobile and truck repair	P
Banks, credit agencies, security and commodity brokers and exchanges, credit institutions, savings and loan companies, holding and investment companies.	No	P	Financial services	P
Beauty shops and barber shops.	No	P	Personal service or personal service establishment	P
Shoe repair, clothing alteration, tailoring services and tattoo parlors.	No	P	Personal service or personal service establishment	P

USES	USE DEFINED	B-3 EXISTING	USES	B-3 PROPOSED
Permitted Uses			Permitted Uses	
Carnivals, special events, festivals and concerts on a temporary basis, and upon issuance of a permit by the Divisions of Planning and of Building Inspection, which may restrict the permit in terms of time, parking, access or in other ways to protect public health, safety, or welfare; or deny such if public health, safety or welfare are adversely affected. A carnival, special event, festival, or concert may not displace more than twenty-five percent (25%) of the minimum required parking for the site it occupies.	Yes	P	Carnivals, special events, festivals and concerts on a temporary basis, and upon issuance of a permit by the Divisions of Planning and of Building Inspection, which may restrict the permit in terms of time, parking, access or in other ways to protect public health, safety, or welfare; or deny such if public health, safety or welfare are adversely affected. A carnival, special event, festival, or concert may not displace more than twenty-five percent (25%) of the minimum required parking for the site it occupies.	P
Offices and medical clinics.	Partial	P	Offices; Medical clinic	P
Taxidermy establishments.	No	P	Delete use	-
Kindergartens, nursery schools and childcare centers, where enrollment of children is sponsored and licensed by established places of religious assembly and non-profit community-based groups, and/or where enrollment may be limited to children of employees and staff of an office, business or commercial establishment which is located on or abutting the same lot as the proposed childcare facility. A fenced and screened play area shall be provided in an area, located a minimum of ten (10) feet from a collector or arterial street, and shall contain not less than twenty-five (25) square feet per child.	Partial	P	Childcare center; Type II childcare center	P
Pawnshops which: (1) Were in operation prior to August 31, 1990, and in compliance with the provisions of KRS 226.010 et seq. and Code of Ordinances, Sections 13-52 and 13-53; or (2) Had on file with the Lexington-Fayette Urban County Government, prior to August 31, 1990, an application for a business license or certificate of occupancy.	Yes	P	Pawnshops which: (1)Were in operation prior to August 31, 1990, and in compliance with the provisions of KRS 226.010 et seq. and Code of Ordinances, Sections 13-52 and 13-53; or (2) Had on file with the Lexington-Fayette Urban County Government, prior to August 31, 1990, an application for a business license or certificate of occupancy.	P
Indoor athletic clubs and recreational facilities.	No	P	Athletic club facility	P
Parking lots and structures.	Yes	P	Parking lot, area, or structure	A



USES	USE DEFINED	B-3 EXISTING	USES	B-3 PROPOSED
Permitted Uses		Permitted Uses		
Adult arcades, massage parlors, adult bookstores, adult video stores, adult cabarets, adult dancing establishments, adult entertainment establishments, and sexual entertainment centers, provided that none shall be located within a 500-foot radius of any agricultural or residential zone, any elementary or secondary school, any park attended by persons under eighteen (18) years of age, or within a 1,000-foot radius of any other similarly regulated adult business.	Partial	P	Adult entertainment establishment	P
Commissaries for preparation of food for restaurant use.	Yes	P	Commissary	P
Retail sale of automotive parts with storage and distribution of inventory to other local establishments under the same ownership, when such use is at least two hundred (200) feet from a residential zone.	No	P	Bulk merchandise retail sales establishment	P
Automobile and vehicle refueling stations, provided such uses conform to all requirements of Article 16.	Yes	P	Automobile and vehicle refueling station	A
Commercial farm markets and market gardens.	Yes	P	Commercial farm market; Market garden	P
Banquet Facilities.		P	Banquet facility	P
	New	New	Multi-tenant mixed-commercial use	P
	New	New	Mobile Food Unit Vendors	P
	New	New	Brewery, Winery, or Distillery	C
	New	New	Temporary or Pop-up Retail Sales or Services (must be an existing permitted use)	P
	New	New	Artisan Manufacturing or Maker's Space	P

ACCESSORY USES	USE DEFINED	B-3 EXISTING	ACCESSORY USES	B-3 PROPOSED
Permitted Uses		Permitted Uses		
Wholesale, warehouse, and storage facilities.	Yes	A	Wholesale establishment; Wholesale establishment with warehouse; Storage	A
Parking areas and structures.	Yes	A	Parking lot, area, or structure	A
Swimming pools.	No	A	Active recreation	A
Newsstands and retail shops when accessory to a motel or hotel, provided there are no exterior entrances or signs visible from outside the structure in which they are located.	No	A	Remove	-
Not more than one (1) dwelling unit for owners, operators, or employees of a permitted use, provided that such dwelling unit shall be a part of and located above or to the rear of such permitted use.	Partial	A	Accessory dwelling unit	A
Major automobile and truck repair, when accessory to an establishment primarily engaged in the sale of automobiles and trucks.	Yes	A	Major automobile and truck repair	A
Drive-through facilities for sale of goods or products or provision of services otherwise permitted herein.	Yes	A	Drive-through facilities	A
Satellite dish antennas, as further regulated by Section 15-8.	Yes	A	Satellite dish antenna; Ground mounted satellite dish antenna; Pole-mounted satellite dish antenna; Roof-mounted satellite dish antenna	
Micro-brewery, when accessory to a restaurant permitted herein; and shall be located at least one hundred (100) feet from a residential zone and shall be soundproofed to the maximum extent feasible by using existing technology, with noise or other emissions not creating a nuisance to the surrounding neighborhood.	Yes	A	Micro-brewery	A
Retail sale of liquid propane (limited to twenty-pound (20 lb.) containers), when accessory to the retail sale of merchandise or an automobile service station permitted under Subsection (b) of this section.	Within other definition	A	Automobile service station	A



CONDITIONAL USES	USE DEFINED	B-3 EXISTING	ACCESSORY USES	B-3 PROPOSED
Permitted Uses		Permitted Uses		
Outdoor athletic facilities that would be compatible in a Highway Service Business (B-3) zone, such as a football stadium; tennis courts; a soccer or polo field, and a baseball field.	No	C	Active recreation	C
Amusement parks, fairgrounds, or horse racing tracks, if all buildings are located not less than two hundred (200) feet from any residential zone; and further provided that all buildings for housing animals shall be two hundred (200) feet from any residential zone, residence, school, place of religious assembly, hospital, nursing home, or personal care facility.	Partial	C	Amusement park	C
Outdoor theaters, provided that all facilities, other than highway access drives, are not less than one thousand (1,000) feet from any residential zone, residence, school, place of religious assembly hospital, nursing home, or personal care facility; and further provided that a vehicle storage area equal to thirty percent (30%) of the capacity of the theater be provided between the highway and theater ticket gate.	No	C	Remove	-
Outdoor recreational facilities, including go-cart tracks; archery courts; skate-board and roller skating tracks; trampoline centers; rifle and other fire-arm ranges; swimming pools; water slides and other water-related recreational facilities, and other similar uses.	No	C	Active recreation	C
Passenger transportation terminals.	Yes	C	Passenger transportation terminal	C
Pawnshops, except as permitted herein.	Yes	C	Pawnshop	C
Mining of non-metallic minerals, but only when the proposal complies with the requirements of the Mining/Quarrying Ordinance (Code of Ordinances #252-91) and the conditions and requirements as set forth therein. The Board of Adjustment shall specifically consider and be able to find: <ul style="list-style-type: none"> a. That the proposed use will not constitute a public nuisance by creating excessive noise, odor, traffic, dust, or damage to the environment or surrounding properties; b. That a reasonable degree of reclamation and proper drainage control is feasible; and c. That the owner and/or applicant has not had a permit revoked or bond or other security forfeited for failure to comply with any federal, state or local laws, regulations or conditions, including land reclamation, pertaining to the proposed use. 	Yes	C	Mining	C
Adult arcades, adult bookstores, adult video stores, adult cabarets, adult dancing establishments, adult entertainment establishments, and sexual entertainment centers, except as permitted herein, provided none shall be located within a 500-foot radius of any elementary or secondary school, any park attended by persons under eighteen (18) years of age, or within a 1,000-foot radius of any other similarly regulated adult business.	Partial	C	Adult entertainment establishment	C
Places of religious assembly and Sunday schools.	No	C	Religious assembly	C

CONDITIONAL USES	USE DEFINED	B-3 EXISTING	ACCESSORY USES	B-3 PROPOSED
Permitted Uses		Permitted Uses		
The above- or below-ground storage of any flammable material in gaseous form, including compressed natural gas; except as permitted herein, or except in conformance with the Kentucky Building Code and all applicable fire safety codes. Except in association with an automobile and vehicle refueling station, total above-ground storage of gas is limited to six hundred (600) square feet. There may be no filling or re-filling of gas containers in this zone.	Partial	C	Hazardous materials storage	NP
Temporary structures designed for use or occupancy for sixty-one (61) to one hundred eighty (180) days per 12-month period on a single property, calculating said period by cumulative consideration of the use of any and all such structures on a single property.	No	C	Temporary structure	C
Circuses, provided all structures are located not less than two hundred (200) feet from any residential zone; and further provided that all structures for housing animals shall be two hundred (200) feet from any residential zone, residential use, school, hospital, nursing home or rest home. A circus may not displace more than twenty-five percent (25%) of the minimum required parking for the site it occupies.	Yes	C	Circus	C
Ecotourism activities to include campgrounds; commercial hiking, bicycling, equine and zip line trails; tree canopy trails; canoeing and kayaking launch sites; fishing and hunting clubs; botanical gardens; nature preserves; and seasonal activities.		C	Ecotourism	C



PROHIBITED USES	USE DEFINED	B-3 EXISTING	PROHIBITED USES	B-3 PROPOSED
Permitted Uses		Permitted Uses		
The prohibited uses in the B-1 zone, items 1 through 5 (Sections 8-16(e)1 through 5).	The prohibited uses in the B-1 zone, items 1 through 5 (Sections 8-16(e)1 through 5).	The prohibited uses in the B-1 zone, items 1 through 5 (Sections 8-16(e)1 through 5).	The prohibited uses in the B-1 zone, items 1 through 5 (Sections 8-16(e)1 through 5).	NP
Automobile, truck, ATV, motorcycle, bicycle motocross, or other vehicle or bicycle race tracks.	No	NP	Vehicle race tracks	NP
Establishments for cleaning, dyeing, and the like, except as permitted herein.	No	NP		
Dwellings, except as accessory uses herein.	Yes	NP	Dwellings	P
Major automobile and truck repair, except as permitted herein.	Yes	NP	Major automobile and truck repair	NP
Boardinghouses.	No	NP		
Outdoor retail sale of merchandise, unless accessory to a permanent retail sales establishment that conducts most of its activities within a completely enclosed building or group of buildings.	No	NP	Outdoor sales	A
The above- or below-ground storage of any flammable material in gaseous form, including compressed natural gas, except as permitted herein.	No	NP	Hazardous materials storage	NP
Hospitals.	No	NP	Hospital	C
Museums, including historic house museums.	No	NP	Museums	P
Farm tours, hayrides, corn mazes, outdoor rodeos, riding stables, horse shows, fishing lakes, hunting or trapping, sportsmen's farms, and zoological gardens.	Partial	NP	Farm tour	NP



Release Date: 6.22.2022

Engagement Recap

Neighborhood Meeting 4.30.2022

On Saturday, April 30, 2022, the consultant team held a neighborhood meeting at the Lexington Public Library, Northside Branch. During the meeting, representatives from Lexington-Fayette Urban County Government, Lexington-Fayette MPO, and the consultant team met with community members to discuss the Imagine New Circle project's progress and share ideas and concerns about the area. Community members were able to share ideas that were site-specific and general themes they wanted to see proposed. The following list summarizes many of the main points that we heard:

- Improve corridor visually
- Improve pedestrian safety
- Reduce heat island effect; add trees and green space
- Reduce and slow down traffic
- Provide better access to bus stops
- Offer more bus and public transportation options

Community members also indicated where their favorite places were along the corridor. Popular locations included; Wal-Mart, Parkette, and Kroger. In addition to existing locations, participants indicated that they would like to see nice restaurants, fabric stores, a car wash, and a public park along the corridor.



Questions or
comments?

Contact Samantha Castro
at Imagine@lexingtonky.gov
or (859) 258-3179
ImagineNewCircle.org

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Release Date: 6/11/2022

Events Recap

Business Canvassing 05.24.2022

On Tuesday, May 24, 2022, the consultant team led by the team's community engagement lead, CivicLex, canvassed businesses along New Circle Road in Lexington, Kentucky. While canvassing, the group visited restaurants, insurance offices, pawnshops, furniture stores, and other retail and service businesses. The goal was to speak with employers and employees about their experience with New Circle. We asked employees and business owners how their companies interact with New Circle Road and what improvements they would like to see along the corridor.

Business owners and employees shared the following improvements that they would like to see for New Circle Road:

- Better access to businesses
- Sidewalks and access for visitors
- Additional and improved crosswalks
- Rapid-Flash beacons for pedestrians
- Improved vegetation along the corridor
- Increase shade for pedestrians

In addition to improvements, business owners and workers shared their personal modes of travel to and from work. **One manager stated that more than half of his employees walk to work or take the bus, while another said he walked 25 minutes each day along the corridor to work for the last 15 years.** Some of the more predominant conversations the team heard were observed traffic incidents, including accidents involving pedestrians.



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Release Date: 6.22.2022

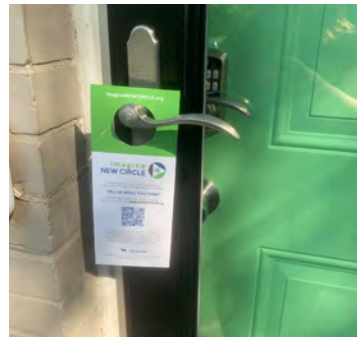
Engagement Recap

Neighborhood Canvassing 06.01.2022

On Wednesday, June 1st, 2022, the consultant team canvassed neighborhoods within the New Circle Road study area in Lexington, Kentucky. While canvassing, the group visited portions of the following neighborhoods:

- Woodhill
- Idlehour
- Eastland Parkway
- Bryan Station
- Meadows
- Castlewood
- Elkhorn Park
- Green Acres

While canvassing, 1,000 bilingual door hangers (in English and Spanish) were distributed to neighbors sharing information about the project and the website. During informal conversations held while walking around the neighborhoods, many community members mentioned they would like to see transportation and pedestrian safety improvements along New Circle Road. In addition to safety, the community members discussed having new restaurants and different types of businesses other than automobile-focused industries.



Release Date: 6.22.2022

Engagement Recap

Neighborhood Meeting 06.08.2022

On Wednesday, June 8, 2022, the consultant team held a second neighborhood meeting at the Loudoun House in Castlewood Park. During the meeting, representatives from Lexington-Fayette Urban County Government, Lexington-Fayette MPO, and the consultant team met with community members to discuss the Imagine New Circle project's progress and share ideas and concerns regarding the area. Community members were able to provide feedback that was site-specific and offer up general themes that they wanted to see proposed. The following list summarizes many of the main points that were heard:

- Increase opportunities for small-scale businesses
- Transportation improvements along the corridor
- Safer pedestrian crossings
- More human-scale design
- Improve neighborhood connections
- Provide frequent and reliable public transportation options
- Provide different housing types (apartments, condos, multi- and single-family)
- Improve customer access to businesses

During discussions, the team members heard concerns about food access, the importance of local economies, and improved pedestrian safety along the corridor.



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Engagement Recap

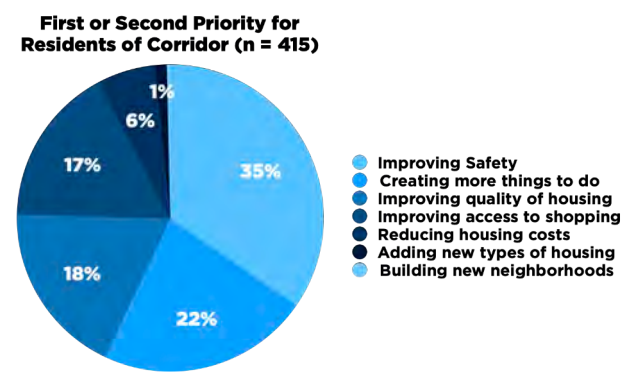
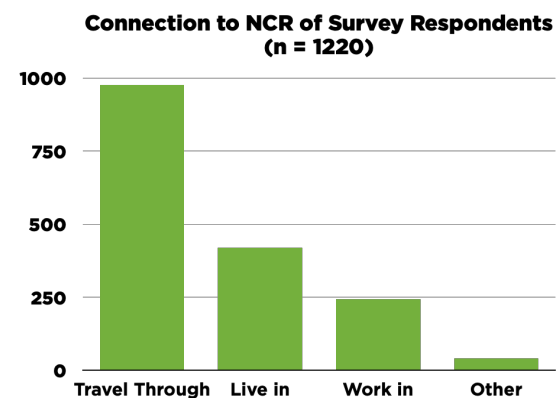
Public Input Survey 05.2022 - 08.2022

Between June and August of 2022, the consultant team hosted an open survey on imaginewewcircle.org asking residents for their thoughts on the corridor. The survey had **1,223 total responses**, making it the most utilized public input strategy during the gathering phase of the project. The survey asked multiple choice and open response questions about how residents use NCR, what living, traveling, or working on the corridor is like, what one thing they would change about NCR is, and if they had anything else to share. The survey was offered in both Spanish and English, with less than 5% of the total responses in Spanish.

The majority of responses were related to traffic. The responses also discussed different businesses in the area, safety for pedestrians and cyclists, and the “look” of the corridor. A random sampling of 189 responses revealed the following key themes:

- Walkability and safety for travelers
- Better traffic flow and light timing,
- Upgrading building fronts and landscaping
- Creating more things to do and activities for residents

The survey also asked respondents whether they live in, work along, or travel through the corridor. The number one priority for respondents who live in the corridor is **improving safety**, followed by **creating more things to do**. The number one priority for respondents who work along the corridor is **improving how the corridor looks**, and the number one issue for people who travel through the corridor is **reducing traffic and congestion**.



Release Date: 5.23.2023

Engagement Recap

Business Canvassing 04.10.2023

In April of 2023, the consultant team conducted a second round of business canvassing to gather input on the proposed changes to NE New Circle Road. While canvassing, the team visited a combination of businesses that were originally canvassed in the initial data gathering process and some new businesses. The team visited 24 total businesses, including restaurants, grocery stores, retail establishments for workwear, home goods, cellular technology, car dealerships, auto repair shops, and other business locations. The goal was to describe four key features of the plan to business owners and employees: (1) making walking and biking safer and more comfortable, (2) improving public transportation, (3) encouraging different housing types, and (4) modifying the number of lanes. After describing each goal, the team documented reactions and suggestions to the plan. All businesses canvassed lay on New Circle Road, between Russell Cave Road and Richmond Road.

Some of the key themes we noticed in the reactions include:

- The most popular change suggested was better connectivity between non-car transportation options (sidewalks, bus stations, bike lanes) and businesses. Several business owners and employees described barriers between sidewalks or bus stops and business, including grassy hills, ditches, and puddles.
- The most concern expressed was towards suggested changes that require more physical space along the corridor, primarily adding a lane for traffic or adding a walking, biking, or multi use path. Many business owners and employees expressed confusion and concern that there would not be enough space for these additions on public land, and some had alternate suggestions for the use of the space that exists.
- Reactions to improvements for pedestrians and cyclists along the corridor were mixed - some were excited about increasing safety, but many expressed frustration about walkers and bikers.

Overall, most individuals interviewed felt positively about the suggested changes, and felt that any improvements or attention to the NE New Circle Road Corridor were better than nothing. Even when more negative reactions were expressed, including frustration with pedestrians and cyclists, or feeling unsafe at existing bus stops, the root causes of these concerns can be addressed by the proposed plan.



Questions or comments?

Contact Samantha Castro at Imagine@lexingtonky.gov or (859) - 258 - 3179

ImagineNewCircle.org

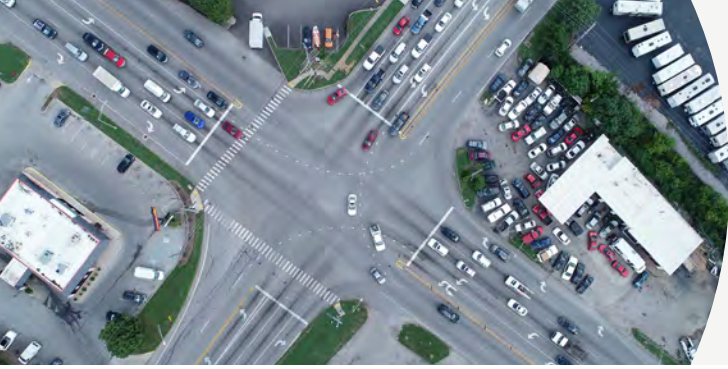
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Questions or comments?

Contact Kenzie Gleason at Imagine@lexingtonky.gov or (859) 258-3179

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Release Date: 05.23.2023

Engagement Recap

Public Input Survey 03.27.2023-05.08.2023

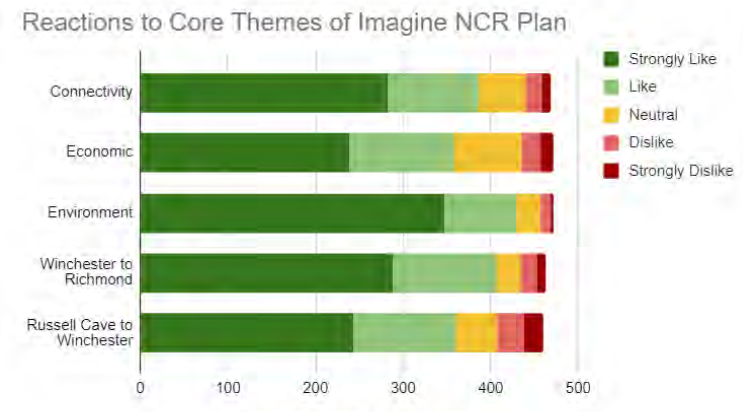
Between March and May of 2023, the consultant team hosted an open survey on the project website asking residents for their reactions to some of the key suggested changes to the Imagine New Circle Road Plan. The survey had 471 total responses, which is an excellent retention rate for a follow up survey. The survey was specifically framed as gathering feedback about a draft plan for changes to NE New Circle Road. It gathered feedback about four key aspects of the recommendations: connectivity; economic opportunity and redevelopment; environment and public spaces; and suggested traffic and lane changes. Respondents had the opportunity to rate how well they liked each set of goals, with more detailed questions for those who demonstrated interest.

Overall reactions to the draft plan were very positive. Specifically:

- 79% of respondents like or strongly like the connectivity goals
- 75% of respondents like or strongly like the economic opportunity and re-development goals
- 90% of respondents like or strongly like the environment and public space goals
- 87% of respondents like or strongly like the proposed transportation changes between Russell Cave and Winchester
- 77% of respondents like or strongly like the proposed transportation changes between Winchester and Richmond

The least popular suggested goal was to encourage different housing options like townhomes, fourplexes, condos, and apartments (67% like or strongly like). The most popular suggested goal was to increase trees, landscaping, and lighting along the corridor (95% like or strongly like).

224 respondents answered the open response question asking if there is anything else they would like to share. A random sampling of about 40% of these responses indicates that the most common themes are comments about limiting 'unsightly' businesses like used car lots, supporting non-car transportation, supporting quality of life and beautification projects, requesting improved traffic flow, and expressing concern about narrowing lanes.



Questions or comments?

Contact **Kenzie Gleason** at Imagine@lexingtonky.gov or (859) 258-3179
ImagineNewCircle.org

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