

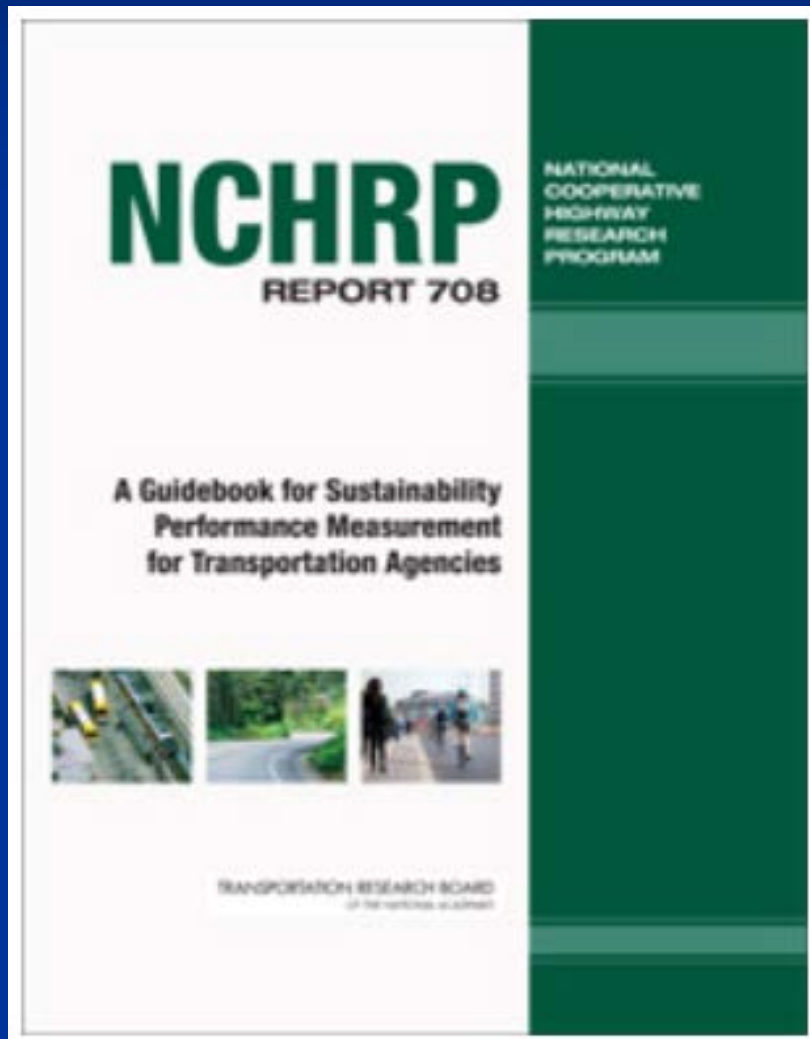
# Newtown Pike Extension Project Sustainable Practices

Phil Logsdon

Stuart Goodpaster

Kentucky Transportation Cabinet

# Sustainability entails meeting human needs for the present and future while:



- Preserving/restoring environmental/ecological systems,
- Fostering community health and vitality
- Promoting economic development and prosperity, and
- Ensuring equity between and among population groups over generations.

# The Triple Bottom Line

- Environmental
- Economic
- Social

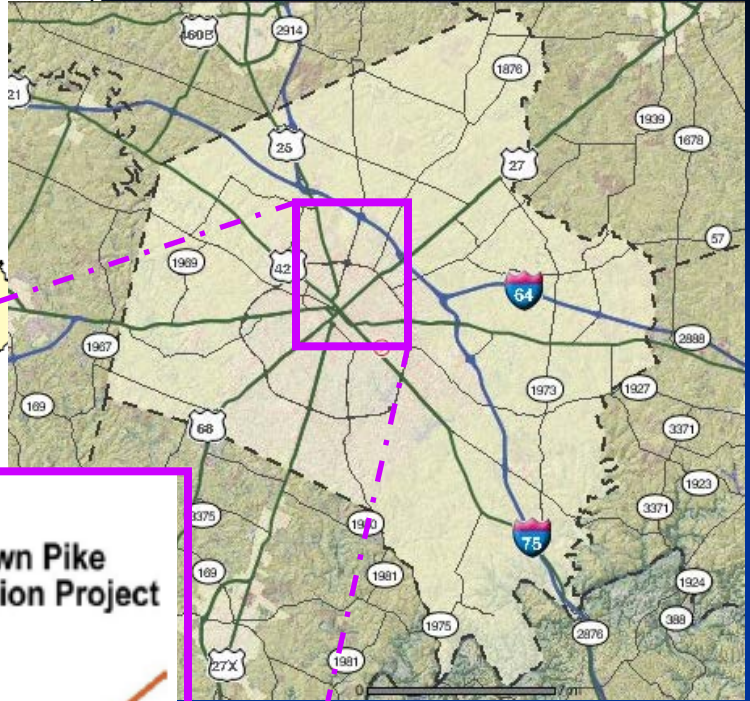
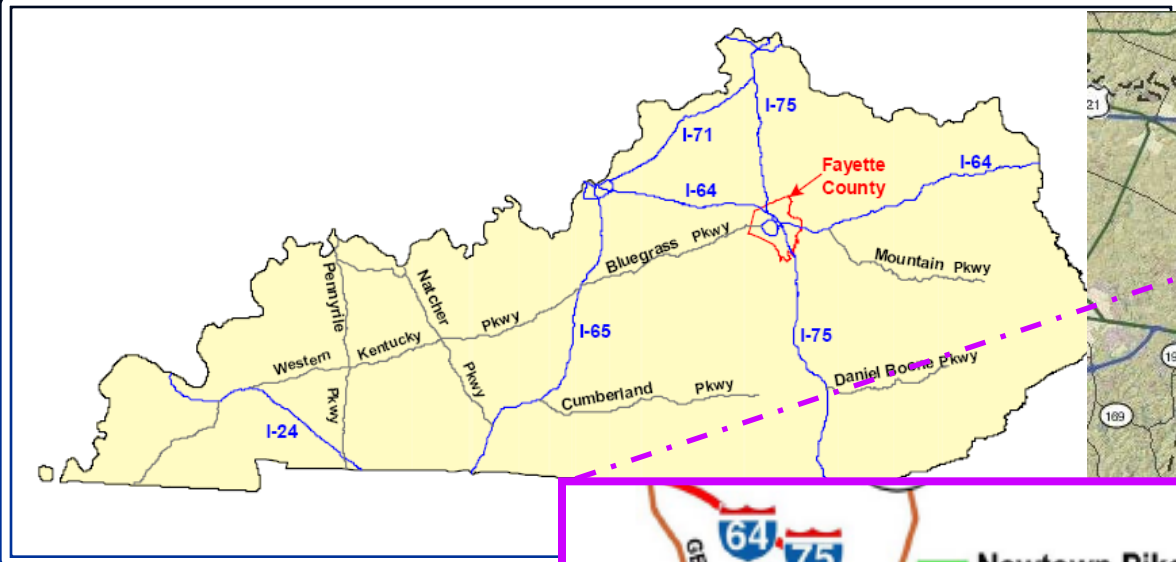
*Of the three major objectives, transportation agencies struggle most with assessing social sustainability*

*- FHWA Sustainability Initiative*

# Newtown Pike Extension

## Partners

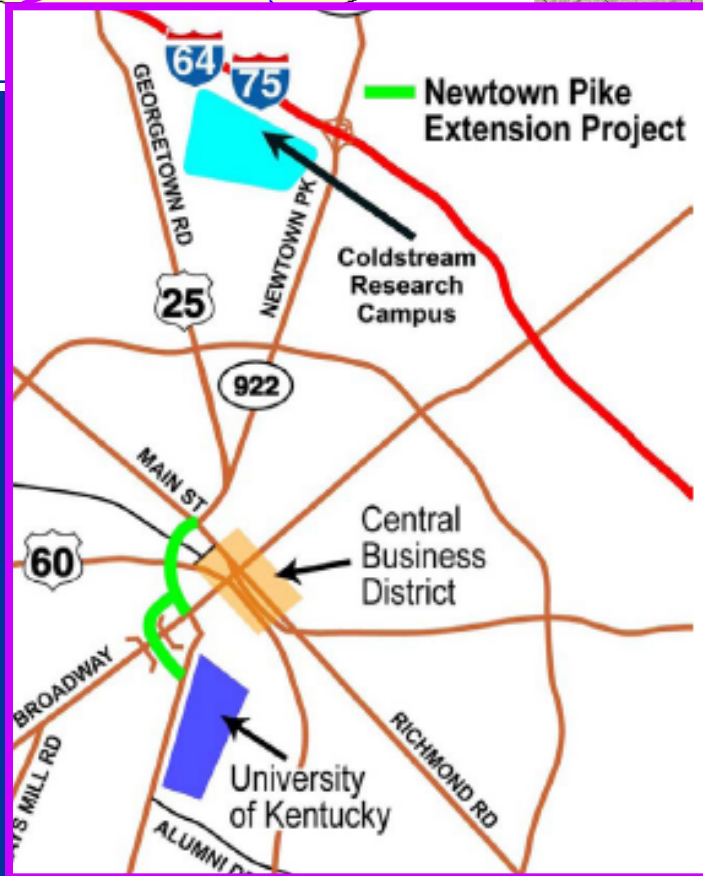




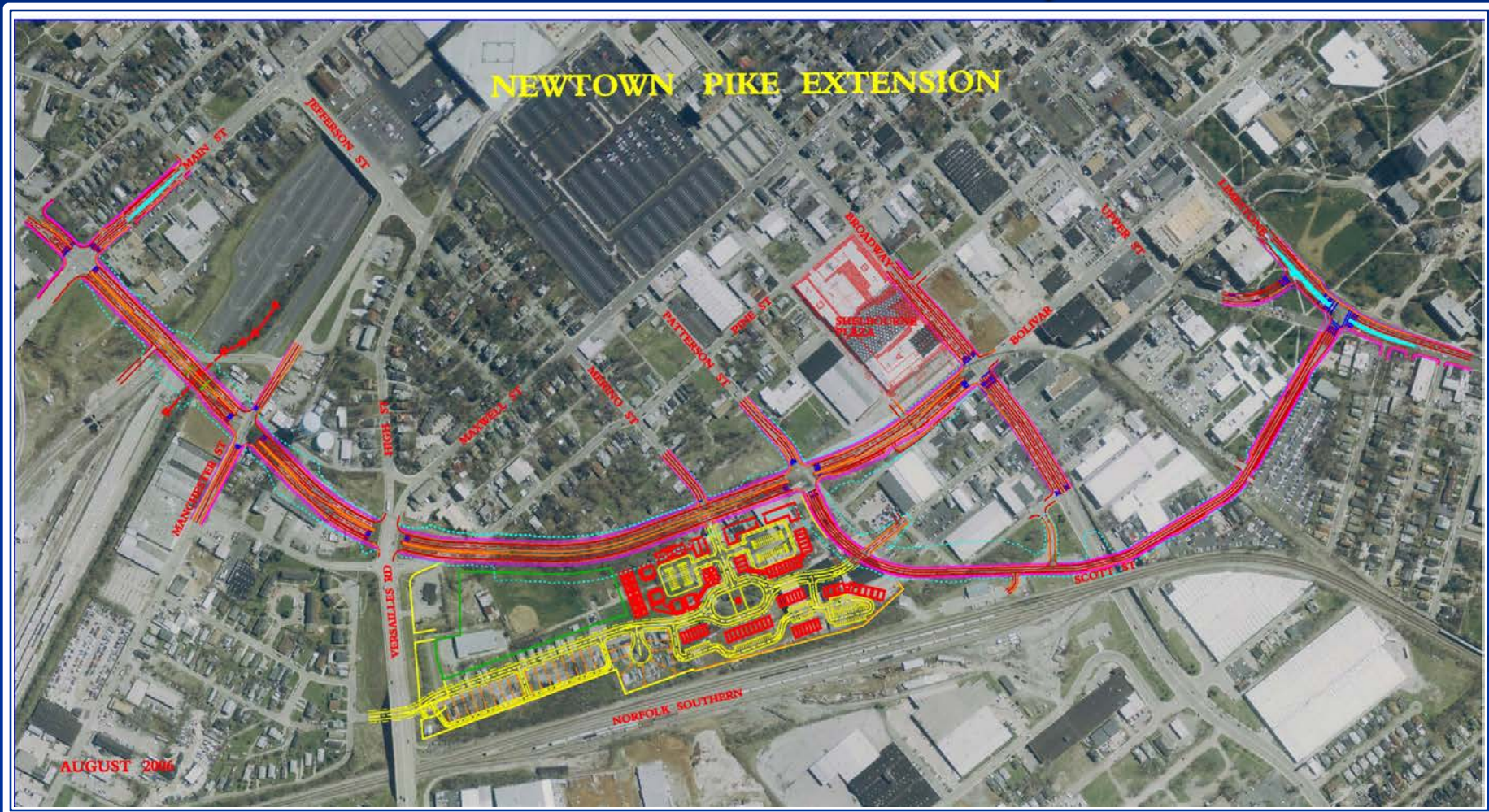
Lexington,  
Kentucky

Population  
295,803

2010 Census

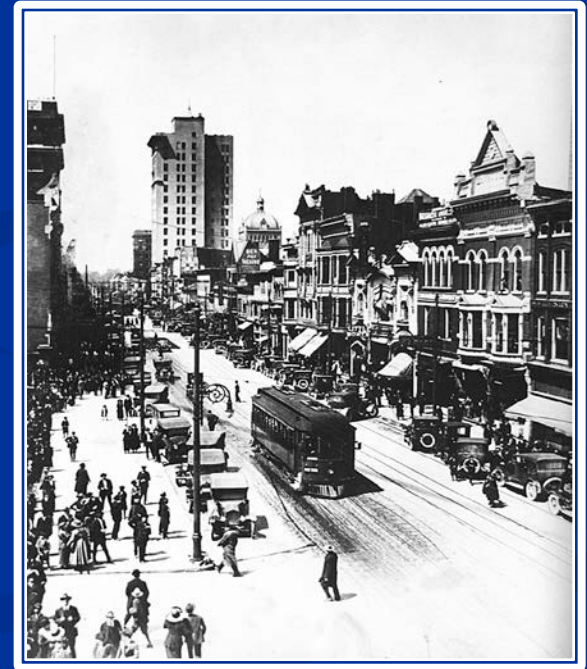


# Newtown Pike Extension Project



# Newtown Pike Extension History

- 1930's – Proposed in Lexington City Master Plan
- 1960's – 1970's – Interstate type facility studied
- 1997-2000 – Corridor Study
- 2001 – Design Initiated
- 2007 – Record of Decision



Main Street ~ 1915

# Purpose and Need:



- Improve traffic flow
- Reduce congestion
- Improve pedestrian and bicycling environment
- Improve Access to UK
- Increase quality of life in surrounding neighborhoods







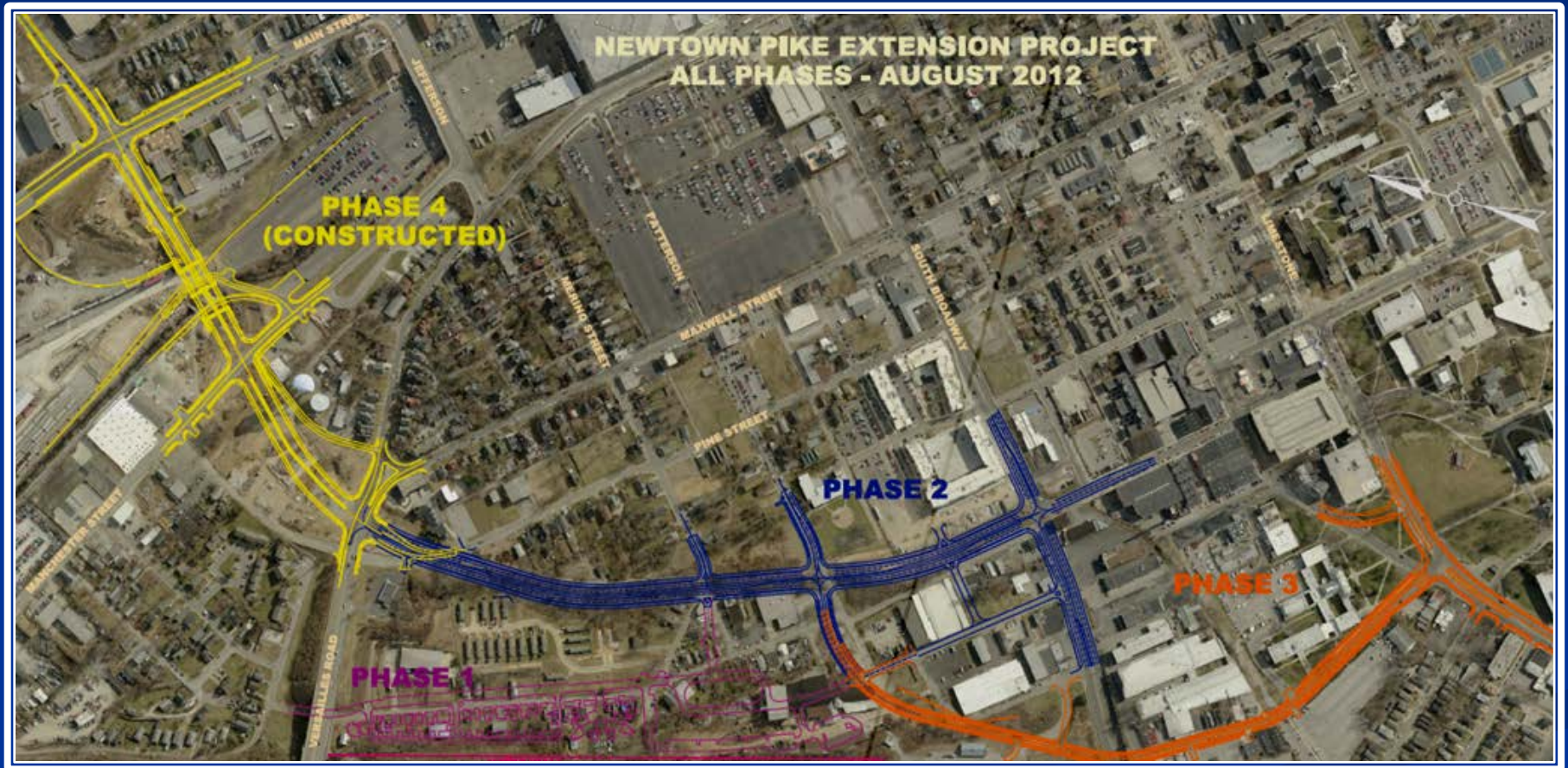
... and without an unfair burden on  
other areas

# A Holistic Approach to Improve Quality of Life

- Roadway Project – 4-lane Boulevard
- Neighborhood Liaison
- Neighborhood Redevelopment Plan
- Community Land Trust



# NPE Phasing Plan



*Newtown Pike  
Extension  
Corridor Plan  
Lexington, Kentucky*

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**Draft 2**

**August 22, 2002**  
*Section I  
Background Information*

*Section II  
Plan Elements*

*Section III  
Implementation*

## **NEWTOWN PIKE EXTENSION CORRIDOR PLAN**



# Corridor Plan

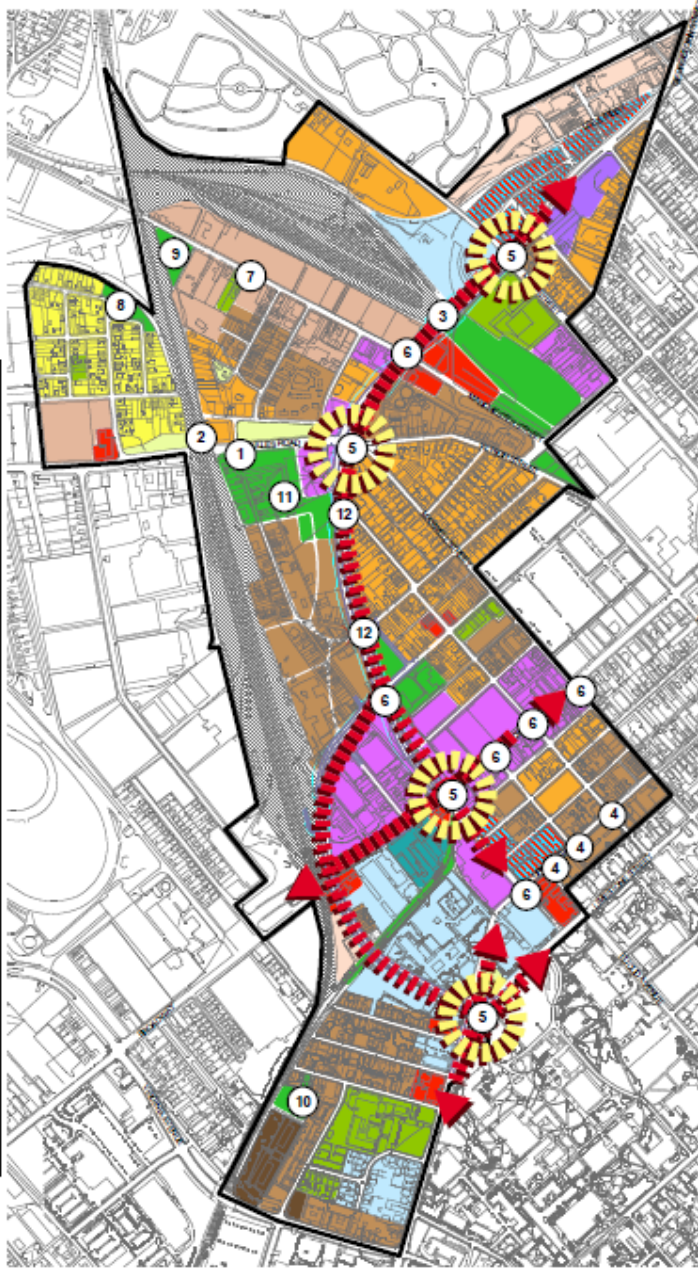
- Project funded
- 500 Acres
- Neighborhoods adjacent to NPE
- Approved January 2003

# Plan Features

- Land Use Changes
- Urban Boulevard
- Gateway Intersections
- Bike, Pedestrian and Bus Accommodations
- Landscaping

## Legend

- 1 Improve pedestrian connection between Inntown and Southend Park
  - 2 Improve pedestrian connection between Speigle Heights and Inntown
  - 3 Provide grade separated pedestrian connection
  - 4 Provide enhanced pedestrian connection between South Hill and University of Kentucky
  - 5 Provide gateway enhancements
  - 6 Provide major intersection enhancements
  - 7 Provide Manchester Street enhancements
  - 8 Provide enhancements and improved access to Speigle Heights Park
  - 9 Provide enhancements and improved access to Pyramid Park
  - 10 Provide enhancements and improved access to Lou Johnson Park
  - 11 Provide enhancements and improved access to Southend Park
  - 12 Provide enhanced pedestrian connection
- Proposed Road Improvements
- Gateway
- UK Aquilition Boundary
- Subarea Boundary
- Project Area
- Note: See Map #23 for Land Use Legend.



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**Newtown Pike Extension  
Commercial Design and Property  
Access Standards**

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# Commercial Design Standards

Approved by LFUCG  
June 2009

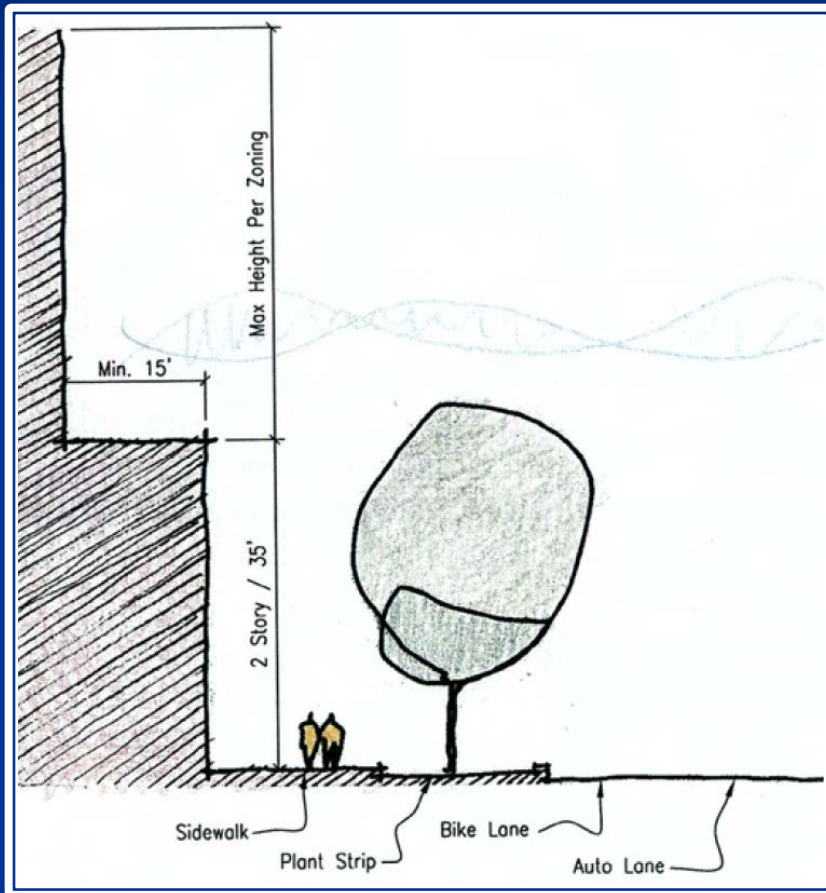
# Minimum Set Back



Fig. 05 Bulk Plane Set Back Example

- Urban Infill Design
- Building Façade at property line
- Bulk Plane Set Back

# Pedestrian Accommodations and Aesthetics



- Street side pedestrian entrances
- Off-street parking/screening
- Bike parking
- Landscaping & Signage



# NPE Environmental Documents



# Environmental Elements

- Section 106 Historic Impacts Mitigation
  - Enhancement of Carver Center
  - Public Education
  - Archaeology
- Hazardous Materials
- Noise Wall



# Environmental Justice

Avoid, minimize, or mitigate

Disproportionately **high** and adverse effects

On minority or **low-income** populations

- Executive Order 12898 (1994)



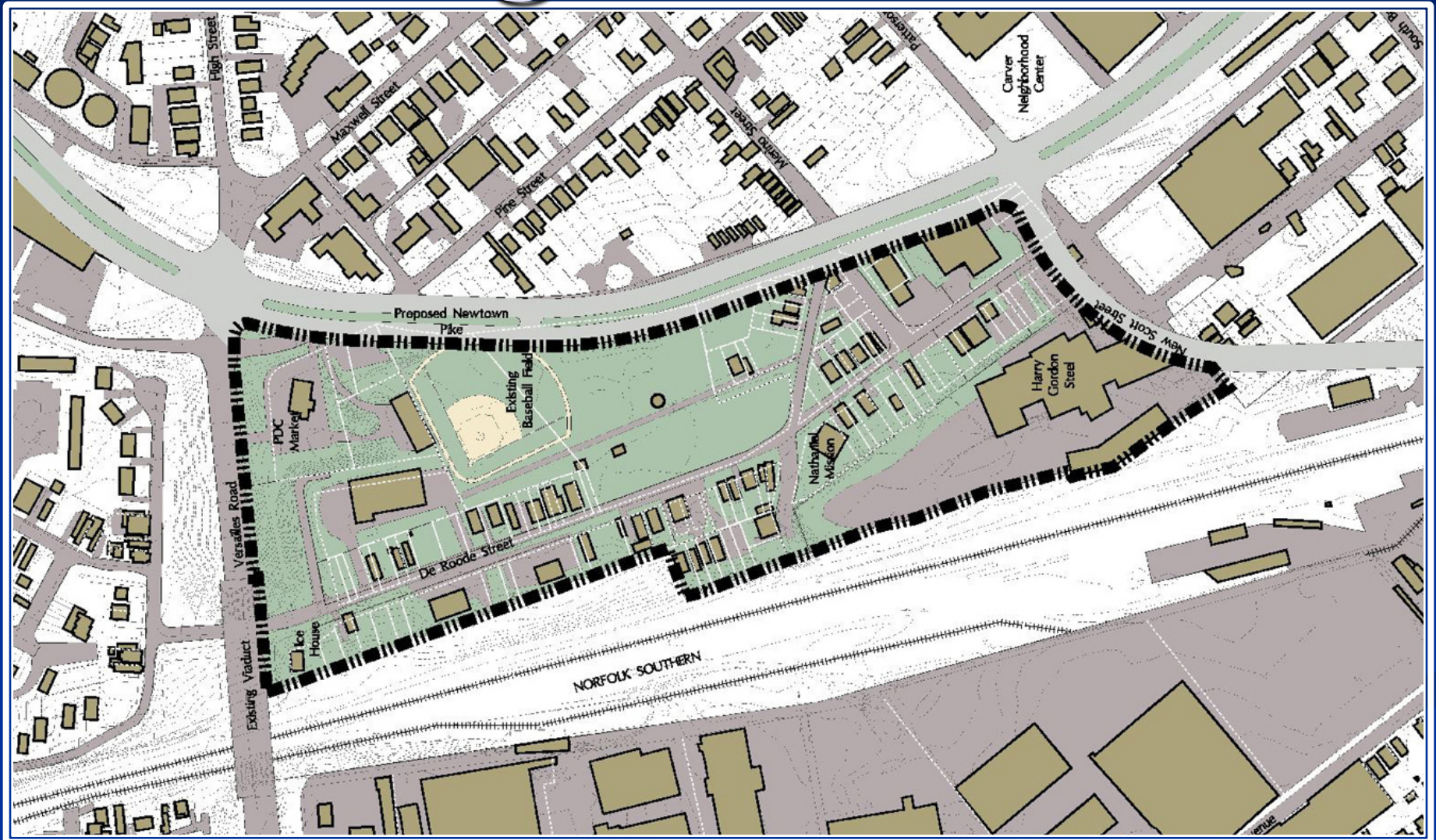
# Housing Trends

	<b>1934</b>	<b>1958</b>	<b>1990</b>	<b>2000</b>	<b>Change</b>
<b>Southend Park (Davis Bottoms)</b>	130	128	76	48	<b>-82</b>
<b>Davistown</b>	605	443	197	142	<b>-463</b>



- Industrial Zoning
- Urban  
Renewal/Rupp  
Arena Parking  
(1976)
- Newtown Pike  
Extension

# Existing Davis Bottom



Scrap yard looming over neighborhood  
*Lexington Herald Leader 1980*



# Community Impact Assessment Demographics

	Fayette County	Davistown	Irishtown	Pralltown	Woodward Heights
<b>Total Households</b>	<b>89,542</b>	<b>197</b>	<b>115</b>	<b>341</b>	<b>109</b>
<b>Median Household Income</b>	<b>\$28,056</b>	<b>\$6,698</b>	<b>\$8,499</b>	<b>\$7,741</b>	<b>\$26,307</b>
<b>% Minority</b>	<b>17.6%</b>	<b>43.7%</b>	<b>35.4%</b>	<b>27.5%</b>	<b>4.2%</b>



- 80% long term residents
- 31 years average residency
- 2/3 renters

# Davistown



- 74% below poverty level (1990)
- Median rent \$288
- 92% have friends or family in neighborhood



# Existing Davis Bottom



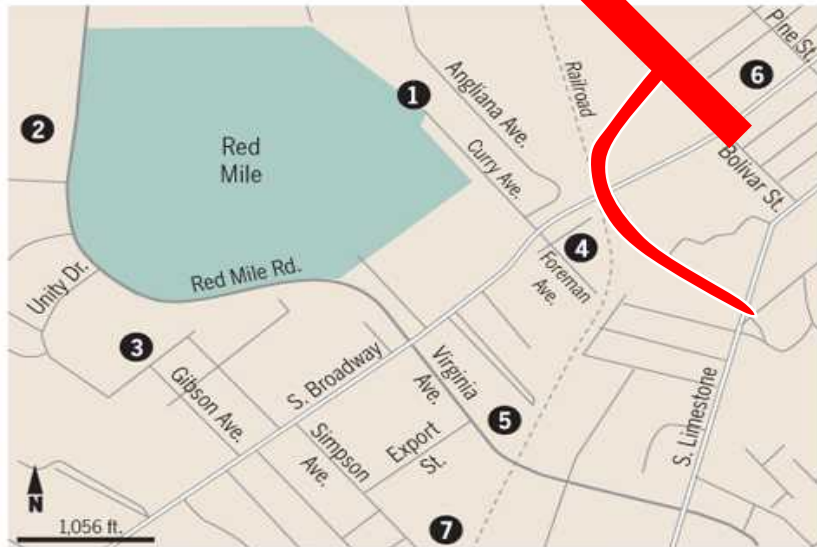
# Project Impacts

- Residential Relocations: 10
- Indirect/secondary impacts, including land value increases



*Disproportionately  
High*

The area along South Broadway has become a hotbed for student housing complexes.



1. Angliana Project (planned)
2. College Park - The Courtyard
3. Ingleside Mobile Home Park (proposed site)
4. Newtown Crossing: 351 Foreman Ave.
5. Royal Lexington
6. Shelbourne Plaza (planned)
7. University Village

CAMILLE WEBER | cweber1@herald-leader.com

- Displacements
- Units unavailable at current rental rates
- Decent Safe and Sanitary housing unavailable
- Impacts community cohesion

Lexington Herald-Leader  
January 7, 2008

*An Unfair  
Burden*

# Environmental Justice Mitigation

- Maintain Community Cohesion
- Provide Support Services and Counseling
- Design livable, affordable, and sustainable neighborhood
- Long-term affordable housing

# Community Liaison

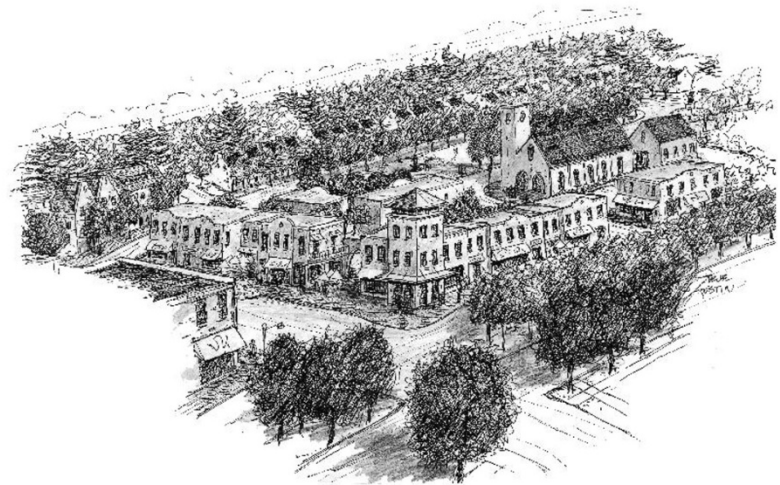
- Reported to Project Team
- Office in neighborhood
- Newsletter and Web Site
- Community Unity Day
- LCLT Executive Director  
now responsible



# Southend Park Urban Village Plan

*Approved by  
LFUCG  
Planning  
Commission  
November 2003*

October, 2003



**Southend Park  
Urban Village Plan**



# Redevelopment Plan

- 25 Acres
- 32 households
- Resident engagement



# Land Management Options

- Deed Covenants
- Community Development Corporation
- Community Land Trust
- Community Land Trust (CLT) met all of the goals, other models fell short.



# What's a Community Land Trust?

- Non-profit corporation owns the land
- Ground lease
  - Cost of land eliminated
  - Structure is owned
  - Long-term and renewable
  - Restrict resale price

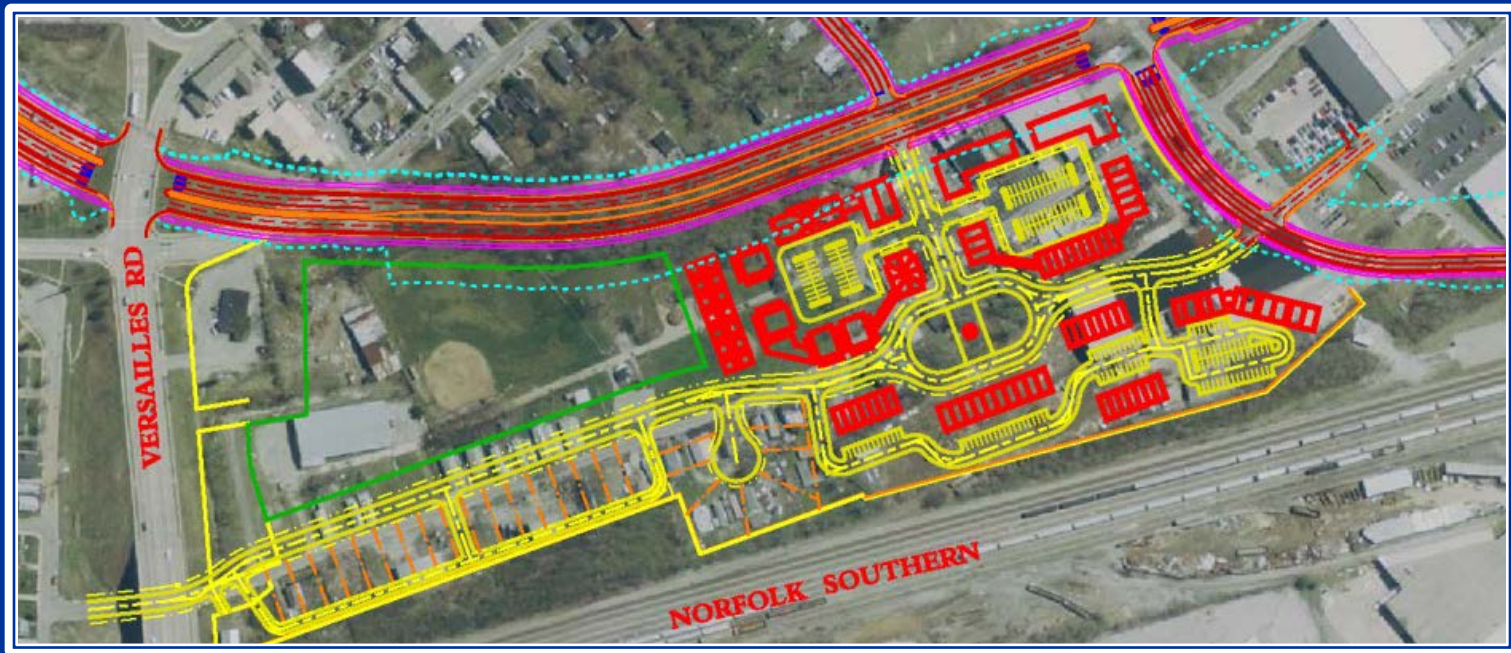


# Lexington CLT

- Incorporated as a 501C(3) non-profit
- Board of Directors
  - 4 residents
  - 4 at large community members
  - 4 agency representatives
- Executive Director hired 2012

# Lexington CLT

- Project constructing 14 rental units and 5 houses
- Project providing \$250K/year for 5-years
- CLT will develop and manage remaining build-out



# Temporary Housing



# Temporary Housing

- New Manufactured Housing (~ 1,000 square feet)
- Rent and utility free (project absorbs costs)

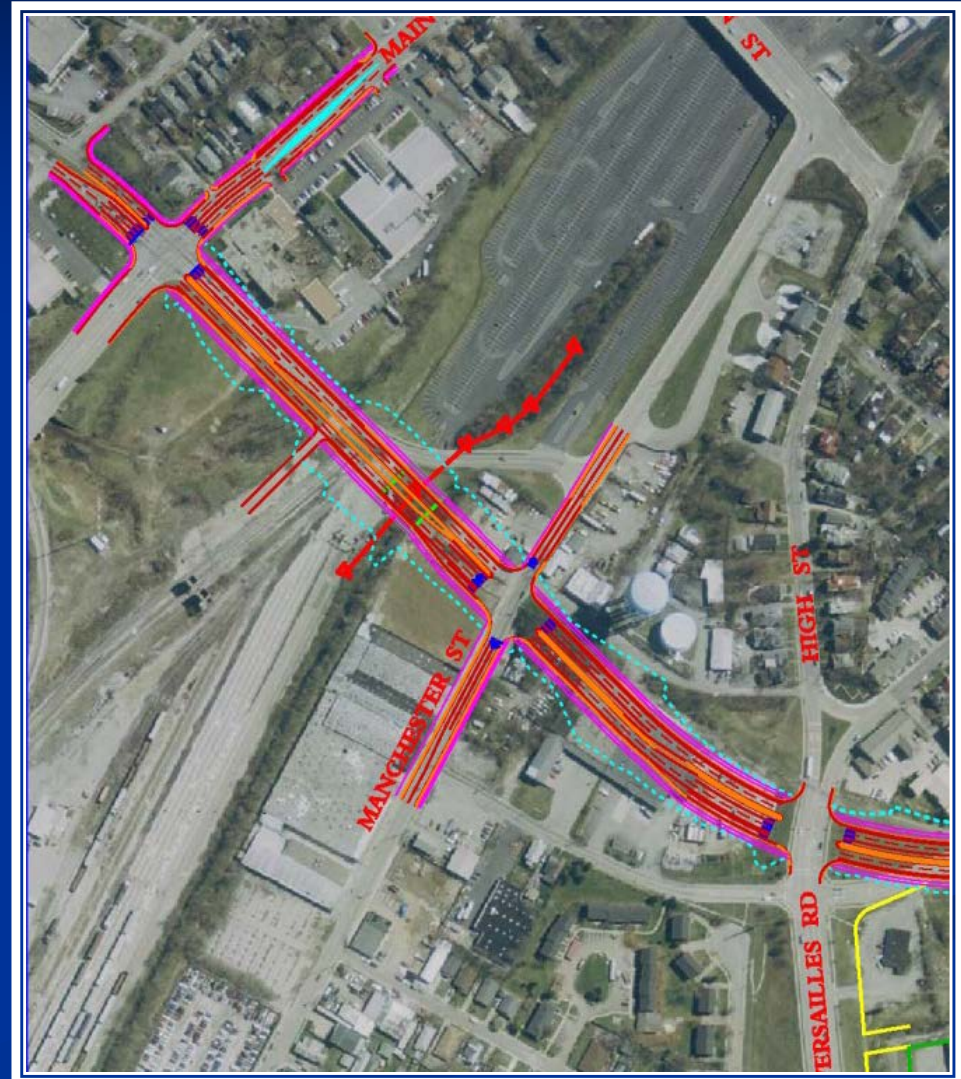


# Temporary Housing



# Phase IV Construction

- Let to Contract on July 29, 2009
- Opened On Time! September 8, 2010
- \$16,000,000



# Phase IV Construction

- Accommodates pedestrians and bicycles
- Railroad clearances for future Passenger Rail





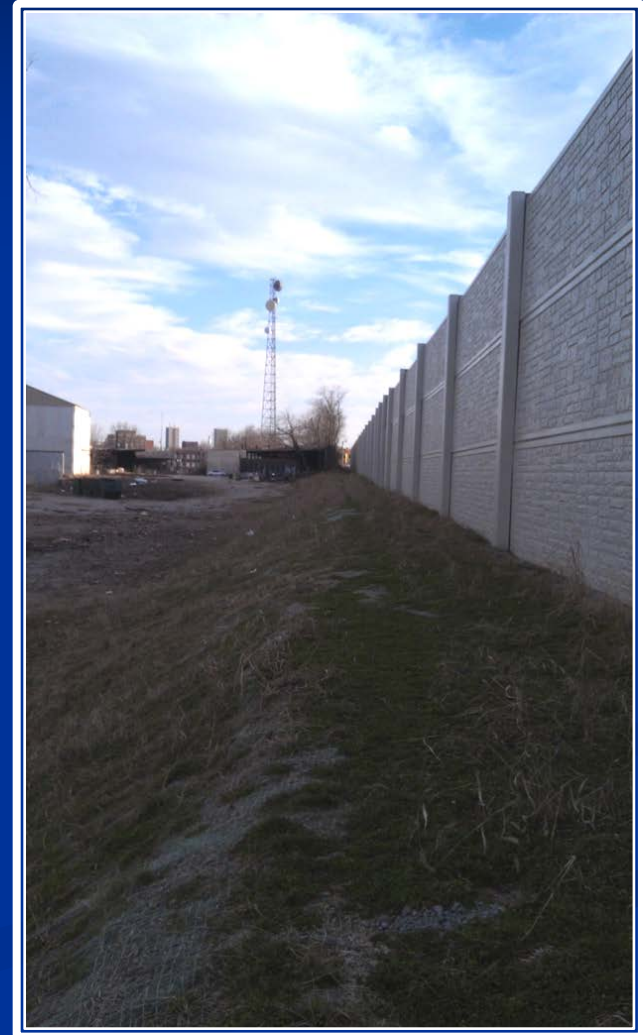
# Phase I Construction



# Phase I Construction



# Phase I Construction



# Phase I Construction





# Newtown Pike Extension

## Next Steps:

- Phase I
  - Finalizing developer financing
  - New housing starts Summer 2014
- Phase II Acquisition underway
- Phase II Funding obligated
- 2015-16 Highway Plan

# DESIGN COSTS

\$16,113,000

- Design and Environmental Work for All Phases
- Temporary Housing Construction/Expenses
- Mitigation Costs
- Corridor Study, Urban Village Plan

# Project Costs

<b>\$Millions</b>	<b>Design</b>	<b>Right-of-Way</b>	<b>Utilities</b>	<b>Construction</b>	<b>Total</b>
<b>Design</b>	16.1				16.1
<b>Phase I</b>		6.8		6.4	13.2
<b>Phase II</b>		18.0	5.4 *	16.0*	39.4
<b>Phase III</b>		8.6 *	3.5 *	10.8 *	22.9
<b>Phase IV</b>		16.5	1.9	14.0	32.4
<b>Total</b>	16.1	49.9	10.8	47.2	\$124

\* Estimated



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