

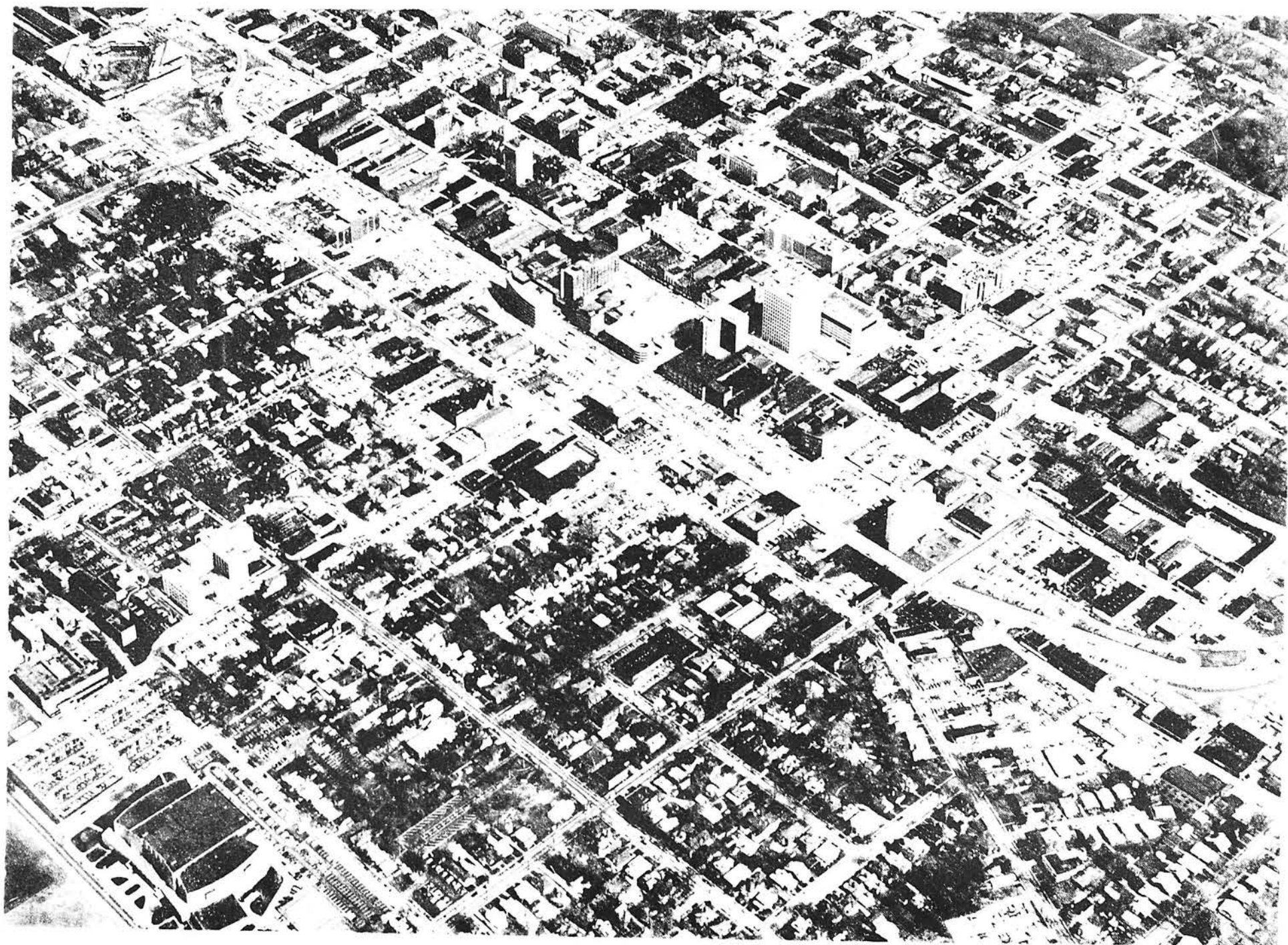


NA9127
.L4A3
fol.

DOWNTOWN FOR PEOPLE

LEXINGTON
R/UDAT
MAY '76







LEXINGTON RUDAT TEAM

Joseph Buckley

Henry Arnold

David Lewis

Ralph Evans

David Harrison

Joseph Passonneau

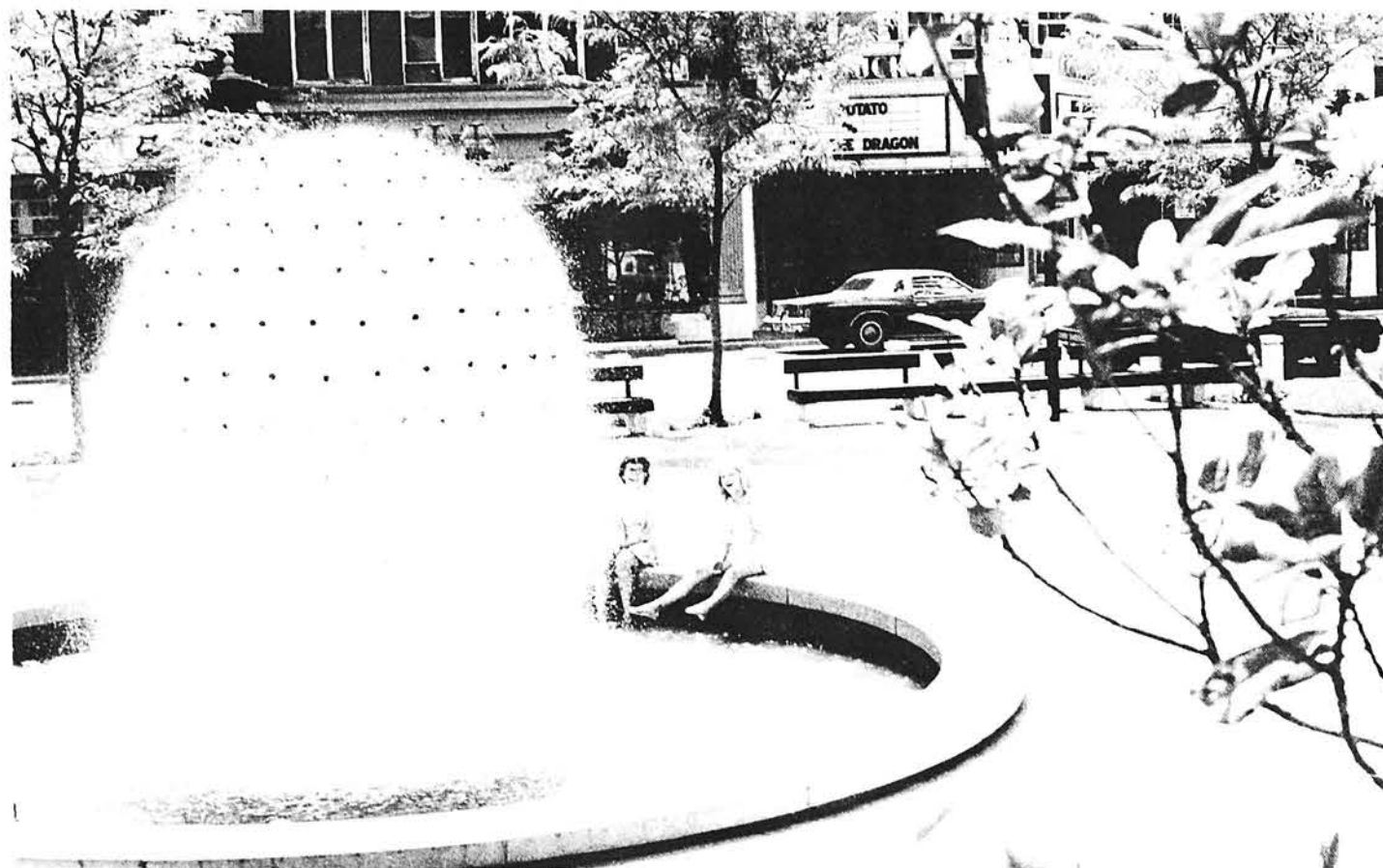
NA9127.L4A3 fol. C.20



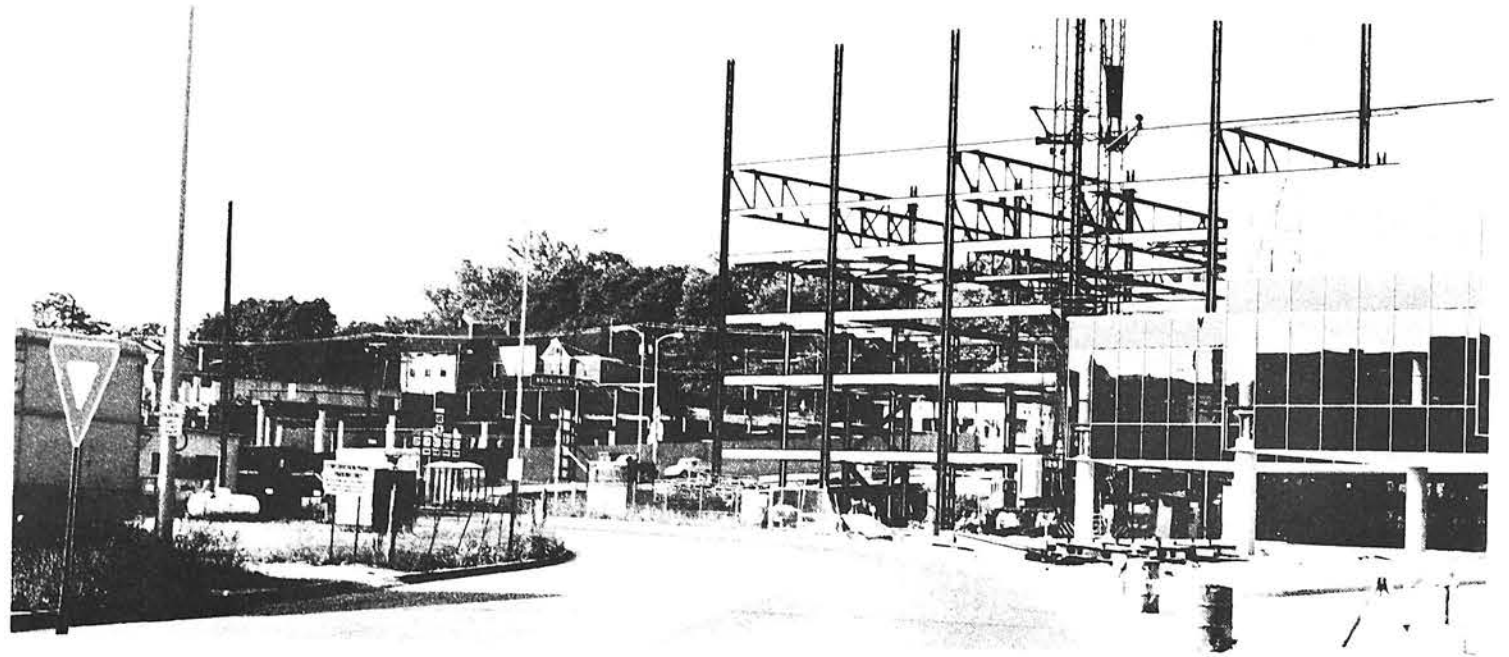
MAIN STREET LATE 1800's



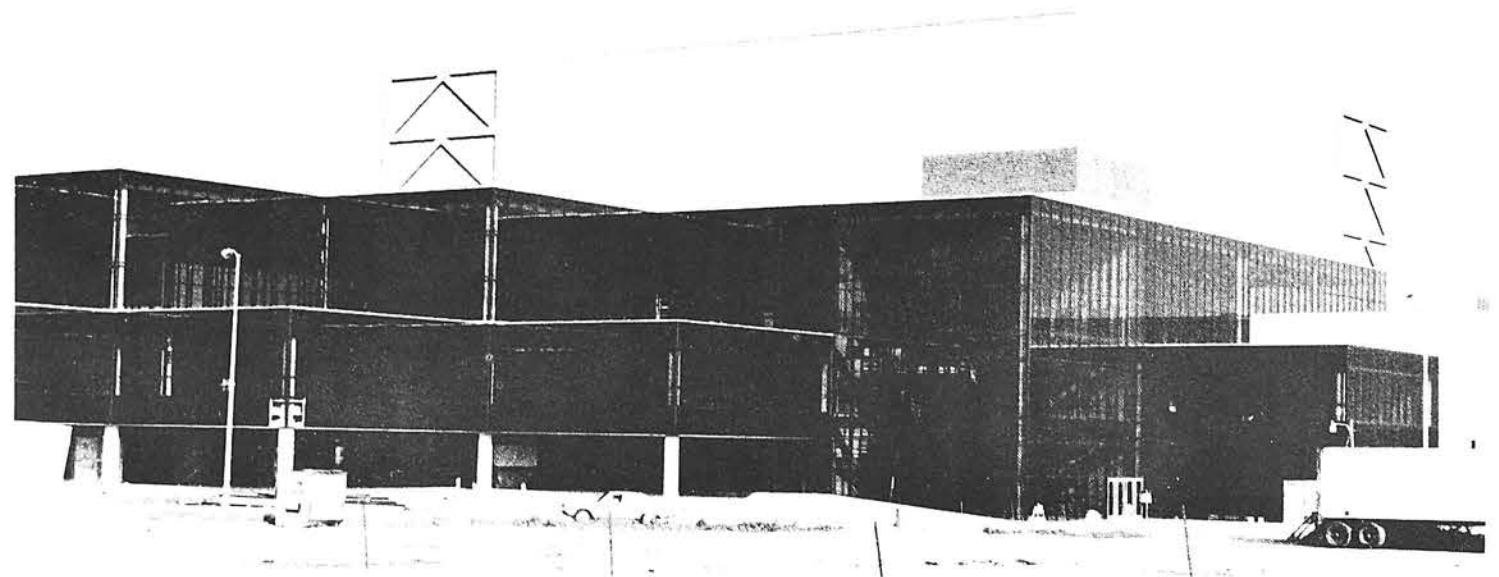
MAIN STREET



FIRST SECURITY PLAZA FOUNTAIN



LEXINGTON CIVIC CENTER



CONTENTS

INTRODUCTION

PRESENT AND FUTURE
TRANSPORTATION

LEXINGTON CENTER
NEIGHBORHOODS

DOWNTOWN URBAN DESIGN
MECHANISMS

ACKNOWLEDGEMENTS

**LEXINGTON
R/UDAT**



R/UDAT TEAM MEMBERS

JOSEPH R. PASSONNEAU, FAIA, Chairman
3015A "Q" Street
Washington, D.C. 20007

Architect, Urban-Designer, Specialist in
Transporation, Teacher, Author

HENRY ARNOLD, ASLA
Henry Arnold Associates
40 Witherspoon Street
Princeton, New jersey 08540

Landscape Architect, Planner,
Ecologist, Lecturer

JOSEPH R. BUCKLEY
Blue Bell Company, Inc.
Dublin Hall, Suite 423
1777 Walton Road
Blue Bell, Pennsylvania 19422

Tax Increments, Real Estate
Finance, City Planner

RALPH EVANS, AIA
Architects/ Planners Alliance
124 Trolley Square
Salt Lake City, Utah 84102

Architect, Urban Designer

DAVID HARRISON, JR., Ph.D.
Gund Hall
Harvard University
Cambridge, Massachusetts 02138

Assistant Professor of City and
Regional Planning, Economics, Urban
Law, Environmental Regulation

DAVID LEWIS, ARIBA, AIA, AIP
Urban Design Associates
249 North Craig Street
Pittsburgh, Pennsylvania 15213

Architect, Urban Designer, Author

THE RUDAT PROGRAM AND OBJECTIVES

The Urban Planning and Design Committee of the American Institute of Architects has been sending Urban Design Assistance Teams to various American cities since 1967.

The Lexington Team is the 36th such team to be invited into a specific area to deal with environmental and urban problems which range in scale from a region to a small town, and in type from recreational areas to public policy and implementation methods.

The teams respond to the problems as described by the local AIA Chapters and their sponsors from the community leadership.

Each Regional/Urban Design Assistance Team is specially selected to include professionals experienced in the particular problems of the area under study. Members are not compensated for their service and agree not to accept commissions for work resulting from their recommendations.

The team acquaints itself with the community and its people, presents its analysis from a fresh perspective, offers its recommendations and perhaps a new approach for planning for action.

The objectives of the RUDAT Program are:

- To improve physical design throughout the nation.
- To illustrate the importance of urban and regional planning
- To stimulate public action
- To give national support to local AIA Chapters in their efforts to improve their own communities and become actively involved in urban design and planning issues.

An assistance team cannot provide detailed analysis, solutions, nor final plans to complex problems in the four day visit, but it can objectively approach long standing problems with:

- A new look by experienced outsiders
- A new impetus and perhaps new directions for community action
- Clear and comprehensive recommendations which are professionally responsible as well as politically and economically feasible and publicly understandable.

THE VISIT

A letter requesting information concerning the R/UDAT program was sent by the East Kentucky chapter to the AIA on January 12, 1976. On February 6th, a reconnaissance meeting to determine community interest and support was held by Larry Melillo with Mayor Foster Pettit and interested community leaders. The Lexington Downtown Development Commission pledged a maximum of \$8,000 on February 18th to underwrite the costs of a R/UDAT visit, and an organizing committee had its initial meeting on February 22nd to organize tasks and establish a tentative schedule.

A charge to the R/UDAT team was drafted by coordinator Fran Scott on February 25th, after draft statements had been obtained from Sam Halley, President of the East Kentucky Chapter AIA, Bill Kingsbury, Executive Director of the Lexington Downtown Development Commission, Dennis Carrigan, Commissioner of Parks, Housing and Community Development, Frank Mattone, Director of the Division of Planning, and from Helm Roberts and, Martha Alexander, two individuals with extensive experience in private and public planning in Lexington.

The AIA confirmed the Lexington R/UDAT visit of May 21st-24th on March 10th. On April 7th, the organizing committee established a final budget and composed a tentative itinerary. The Lexington R/UDAT team with Joseph Passoneau was announced by the AIA on April 26th. Mr. Passoneau made a reconnaissance visit to Lexington on May 10th to meet with the organizing committee and established a final itinerary for the May 21st-24th R/UDAT visit.

The request of the East Kentucky Chapter to the AIA was accompanied by letters of interest and support from the following organizations:

University of Kentucky Student Chapter AIA, Northside Neighborhood Association, Commonwealth Property Management, Inc., Lexington-Fayette Urban County Government, Department of Parks, Housing, and Community Development, Lexington Center Corporation, Lexington Jaycees, Lexington-Fayette County Historic Commission, League of Women Voters, and Bluegrass Lay and Nature Trust. The expenses of the R/UDAT visit and this report were underwritten by the Lexington Downtown Development Commission.

CHARGE TO THE RUDAT TEAM
February 25, 1976

"I'd rather be in Lexington", a bumper sticker sentiment, expresses a pride and affection most Lexingtonians feel. A rapidly growing community, Lexington has a strong heritage, a unique "town and country" atmosphere, a healthy economy, a progressive urban-county form of government, enthusiastic citizens and a new Downtown Development Commission. It is a center of education, government, health-care and commerce for much of Kentucky.

Unlike the unfortunate circumstances which prevail in many other communities, Lexington's problems are mostly solvable without the use of drastic surgical tactics. Clearly a part of Lexington's uniqueness is its great potential and opportunity to direct its own future in a manner which will preserve its unique character, accomodate growth and enhance the quality of life for its people. As recently expressed by a local architect and planner, Helm Roberts, "Lexington could easily become one of America's great cities."

Recent changes in the community, some of them dramatic, have given rise to expressions of serious concern about the effectiveness of our efforts to manage our future. An 18% population increase in the past five years, a somewhat frustrated experience with Urban Renewal, new peripheral development coupled with inadequate sewer systems, housing shortages, zoning conflicts and other issues resulting from growth pressures have sparked much citizen concern.

The Downtown Urban Renewal Project, the new Lexington Center, three new office buildings and other recent downtown developments are accompanied by controversies over parking, movement of retail businesses out of Downtown, and unresolved questions about revitalization of the city's core. What should Downtown Lexington be? How should we plan its revitalization? What movement systems should serve Downtown? How should parking be handled? What are the economic, legal, political, social and cultural realities involved? Who plays which role in the planning and implementation process? How are other communities dealing with Downtown redevelopment? Can we avoid their mistakes and profit from their successes? How does the revitalization of Downtown Lexington fit into the overall planning and development of the community? In a rapidly growing community, what benefits will be derived from revitalization of the Downtown? These are among the major questions to be considered by the RUDAT team.

In essence, the charge placed before the RUDAT team is,

DEVELOP A CONCEPT OF WHAT DOWNTOWN LEXINGTON CAN BE AND DEFINE THE BEST MEANS BY WHICH TO IMPLEMENT THIS CONCEPT WHILE PRESERVING AND ENHANCING LEXINGTON'S UNIQUE CHARACTER AND QUALITY OF LIFE.

LEXINGTON
R/UDAT

INTRODUCTION



INTRODUCTION

The State of The City

Our team of visitors has spent the last three days in Lexington, the first day listening to people talk about the city, the second day listening again and reacting to what we have heard. During the third day we completed this report. All of the members of our group share at least one conviction: If every city in America had only Lexington's problems, our society would be in great shape.

Consider these facts about Lexington:

With respect to the urban region:

1. The city is surrounded by a spectacular natural and cultivated landscape; this landscape is valued by all of the people in the city.
2. Population growth in the Lexington region over the past decade has been substantially higher than rates of growth in the rest of the country; a large number of people are voting in favor of Lexington.
3. At a time when many cities in America are beginning to question the value of growth, Lexington has a history, that goes back almost 20 years, of controlling the location of growth; plans for controlling future growth exist together with means for implementation.
4. Lexington has a true Metropolitan Government.

With respect to the downtown:

1. Lexington is older than Washington, D.C. and one year older than the United States of America.
2. Downtown Lexington has been, historically, the economic center of a very large trading area; this trading area has a bright economic future.
3. With respect to the distribution of retail activity between the central city and the suburbs, the first Mall in Lexington was built in 1967, after other Downtowns had already decayed and some had disintegrated.
4. During the past few years private sector growth in the Downtown has been very large, on a percentage basis one of the highest rates in the country.
5. During the last five years public investments in the Downtown, in rail-road relocation, in street improvements, and in other civic accomplishments have been substantial.
6. Two fine universities, one very large and one very old, are located within walking or short bus distance of the Downtown.
7. An active interest in the performing arts is focused on the Downtown; a fine old Opera House has been restored.

8. There must be few cities in the country that have, even on an absolute basis, a richer store of nineteenth century buildings than Lexington; it probably has more federal architecture than Georgetown and its Victorian architecture rivals that of the fine old cities of upstate New York or the Mississippi Valley.
9. There are more fine neighborhoods, containing a larger number of good homes, within walking distance or short bus distance of the Downtown than any city of any size with which the members of this team are familiar.
10. These neighborhoods seem to include integrated neighborhoods which have been stable for several decades.
11. Black neighborhoods close to the downtown appear to provide a reasonable basis for further community development; at the same time there are suburban black neighborhoods and what seems to be an operational open housing policy.
12. Private investment plans for the Downtown are, to this R/UDAT team, both ambitious and apparently realistic.
13. The needs and the resources for major government investments in the Downtown provide a public policy instrument for guiding both the quality and location of Downtown growth.

CONFLICTING OBJECTIVES

It seems to members of our team that the people of Lexington face the same problems that are faced by any family or individual. Our economist members call this "the selection of trade-offs". Bertrand Russell talks about "the right choice of sacrifice". The citizens of Lexington have to decide which future needs they consider essential and, to attain these most important objectives, which objectives must be sacrificed.

There seems to be a consensus among the people to whom we have listened that Lexington has the following needs:

- * More parking spaces.
- * Better access; traffic congestion in the Downtown is a problem.
- * More careful preservation of residential neighborhoods, in particular, those close to Downtown.
- * Greater economic vitality; more retail trade, commercial and government office employment, and hotel activity.

That these four issues are seen as having the highest priority is revealing. Congestion and inadequate parking are, in the strictest sense of the word, signs of success, for if Downtown Lexington had unfilled parking spaces and no congestion, it would be in trouble. And the existence in Lexington of a very large number of individual neighborhoods and individual

buildings that are worth the most careful preservation is one of the most encouraging characteristics of Lexington's past, its present and its future. Nevertheless the need for Downtown development and the need for neighborhood preservation in some instances conflict.

Beside these four needs, which statistically rank highest in the minds of most people, the following important objectives have been described:

"Better bus service"

"More planning" (although the meaning of "planning" varies from person to person).

"More citizen participation in political processes."

"Less interference from people simply trying to block good projects."

"A greater interest in Downtown Lexington, on the part of everyone in the region."

"An end to the funneling of public funds into the Downtown."

"Protection of the scenic landscape that surrounds the city."

"More attraction of people to Downtown living."

"A 'healthy mix' of activities in the Downtown." (This objective is shared by both consumers and suppliers of such mixes.)

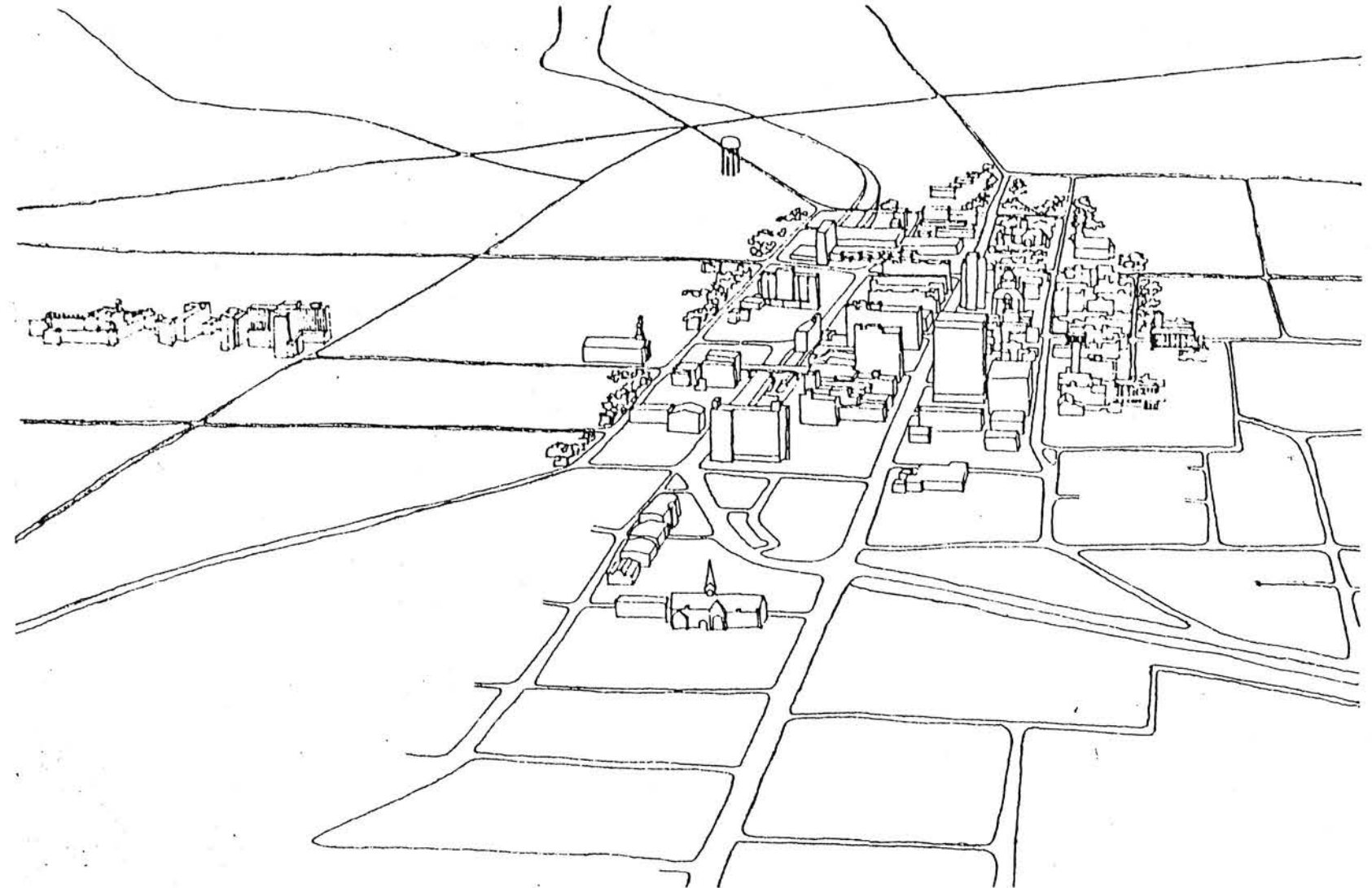
"Improvement in utilities," specifically improvement of electrical power delivery in the Downtown and sewer distribution in the suburbs.

"Personal security." (It is interesting to this team that security was very low in the list of concerns about the Downtown. This is in marked contrast to concerns of citizens in most other cities in the United States at this time. Most members of this team have grown up in small midwestern towns, during the second quarter of the century. It is our impression that the crime rate in those small towns was at least as high, possibly higher, than it is in Lexington today. It is almost certainly the case that the crime rate in Lexington today is dramatically lower than it was in Lexington during most of the nineteenth century.)

This report will bring some of these needs more sharply into focus and, in particular, it will suggest ways that might resolve conflicting objectives. For instance, the need for increased development and the need for more meticulous preservation clearly conflict. At some point, the conflict between these needs could become irreconcilable. Such conflicts are largely a matter of scale. It is our opinion, or rather our conviction, that, as far into the future as anyone can plan, these conflicts can be kept under control. We believe, in fact, that the objective of Downtown development and the objective of neighborhood conservation can support each other.

Resolution of these conflicts and the attainment of other important objectives, to considerable extent depends on careful design of two kinds: physical design in the conventional sense that architects and engineers use that phrase, and the design of institutions.

Most of our recommendations bear on these two kinds of design.



LEXINGTON
R/UDAT

PRESENT AND FUTURE

PRESENT AND FUTURE

Downtown Lexington is defined in this section as the area of Lexington bounded by Maxwell Street, Newtown Pike, Second Street and Woodland Avenue. This area conforms generally to people's notion of the Downtown (some urban design material in this Report uses a somewhat larger geographic area), although the specific boundaries were chosen because the economic data that were available are for that area. Most of our economic projections are based on a recent report entitled "Analysis of Development Potentials in Downtown Lexington, Kentucky," prepared by Economic Research Associates (ERA). These data were supplemented by the limited additional data we were able to gather in our brief stay, and tempered by our judgments about the future of the Downtown area, after talking to a great many Lexingtonians.

The Regional Context

Downtown Lexington is connected economically to regions of widely varying sizes. The city of Lexington is embedded in the 17-county region of the Bluegrass Area Development District and a 7-county Standard Metropolitan Statistical Area (SMSA) and accounts for a large portion of Fayette County. While for some purposes the Downtown area functions as an attracting force for the larger geographic areas, its greatest function is as the core of the urban area represented by Fayette County.

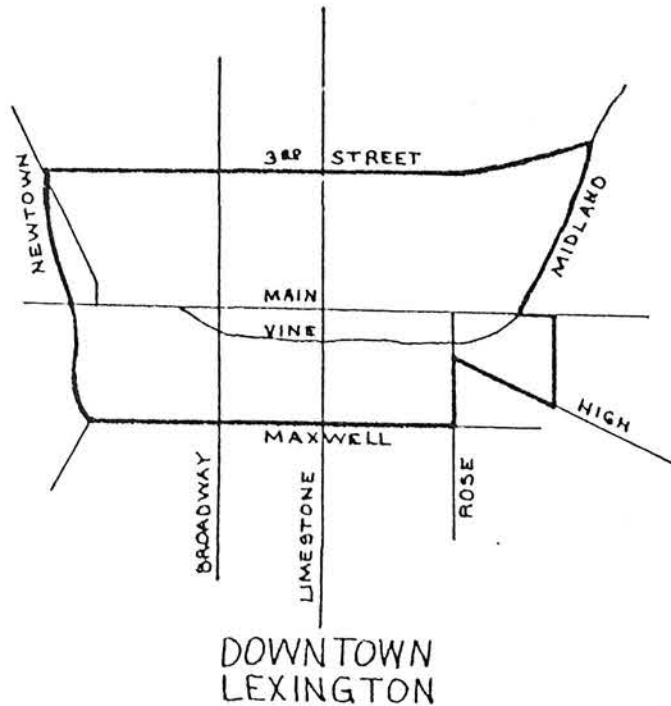
The importance of the Downtown area for employment and population in 1970 is displayed graphically in the two accompanying figures. The first shows the relative shares of employ-

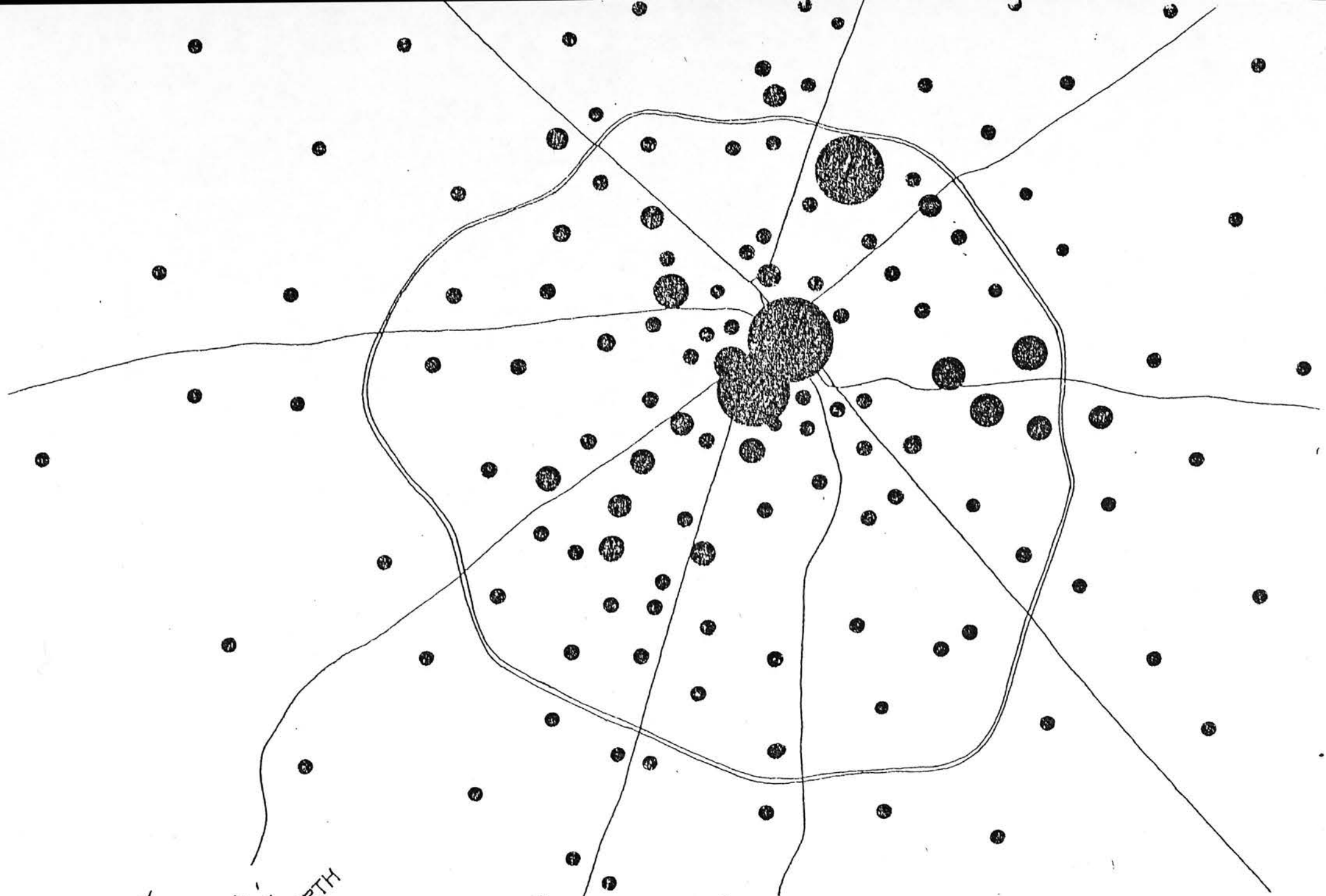
ment for various geographic subdivisions of Fayette County. The Downtown area accounts for 17 percent of the total employment in Fayette County in 1970. The remaining employment in Lexington is rather evenly distributed throughout the county, with the noticeable exception of the IBM facility in the northeast quadrant. The other figure uses the same zonal grid to display population shares in Fayette County. The Downtown area accounts for a much smaller share of the region's population, roughly 3 percent in 1970.

The conclusion from these two figures is clear; The Downtown area represents a large share of the regional employment while accounting for a much smaller share of the population. The traffic patterns resulting from these employment and population distributions are discussed in the chapter on Transportation. The issue this chapter addresses is the future economic vitality of the Downtown.

Projections to 1985

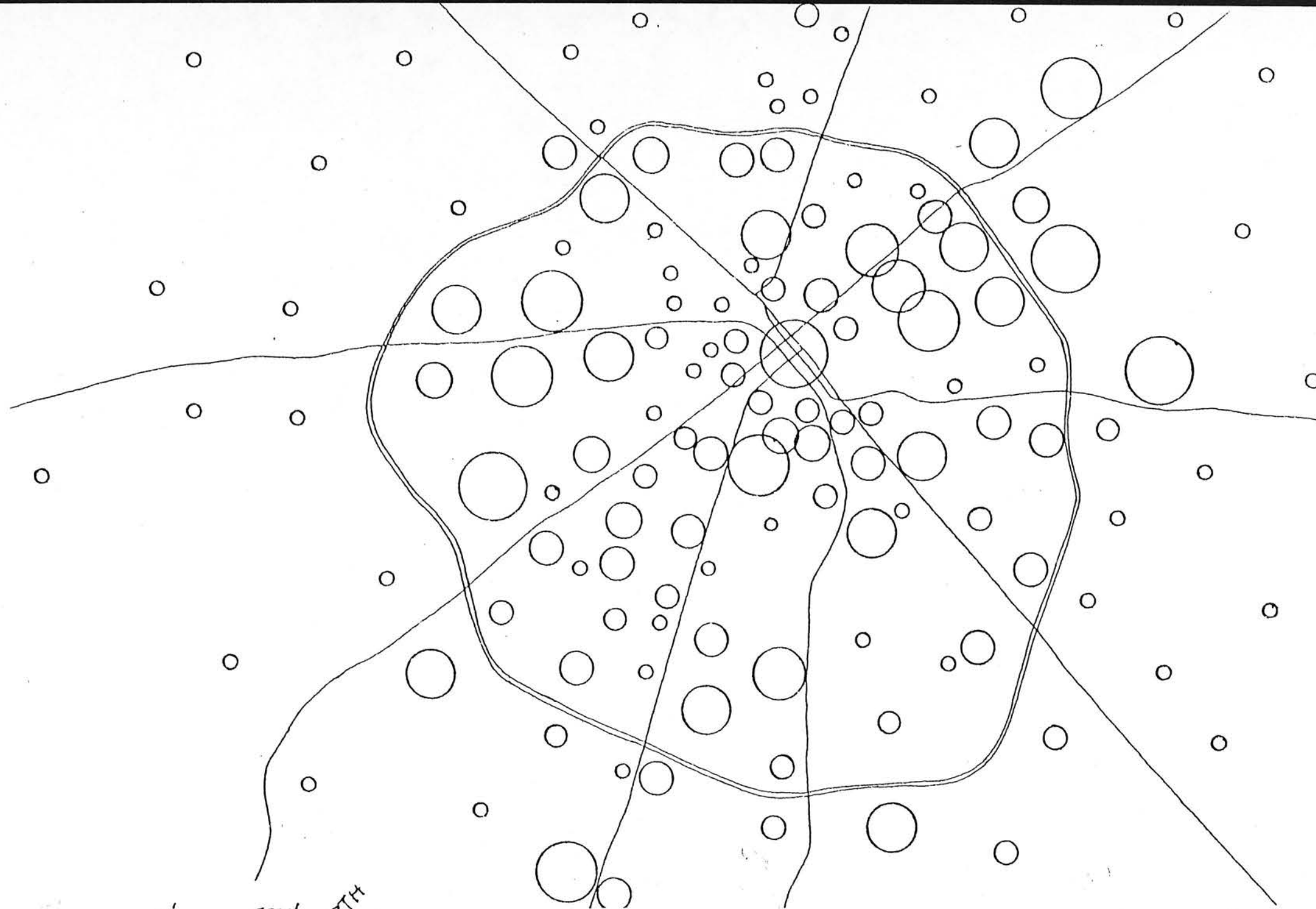
The last five years in Lexington has witnessed major public and private commitment to the Downtown area. The most dramatic evidence is in commercial office construction. Between 1964 and 1972, only 10,000 square feet of office space were added to the 590,000 square feet existing in the Downtown in 1964. But since 1972 three major office buildings have been constructed in the Downtown, accounting for approximately 342,500 additional square feet of commercial office space (see figure). Perhaps





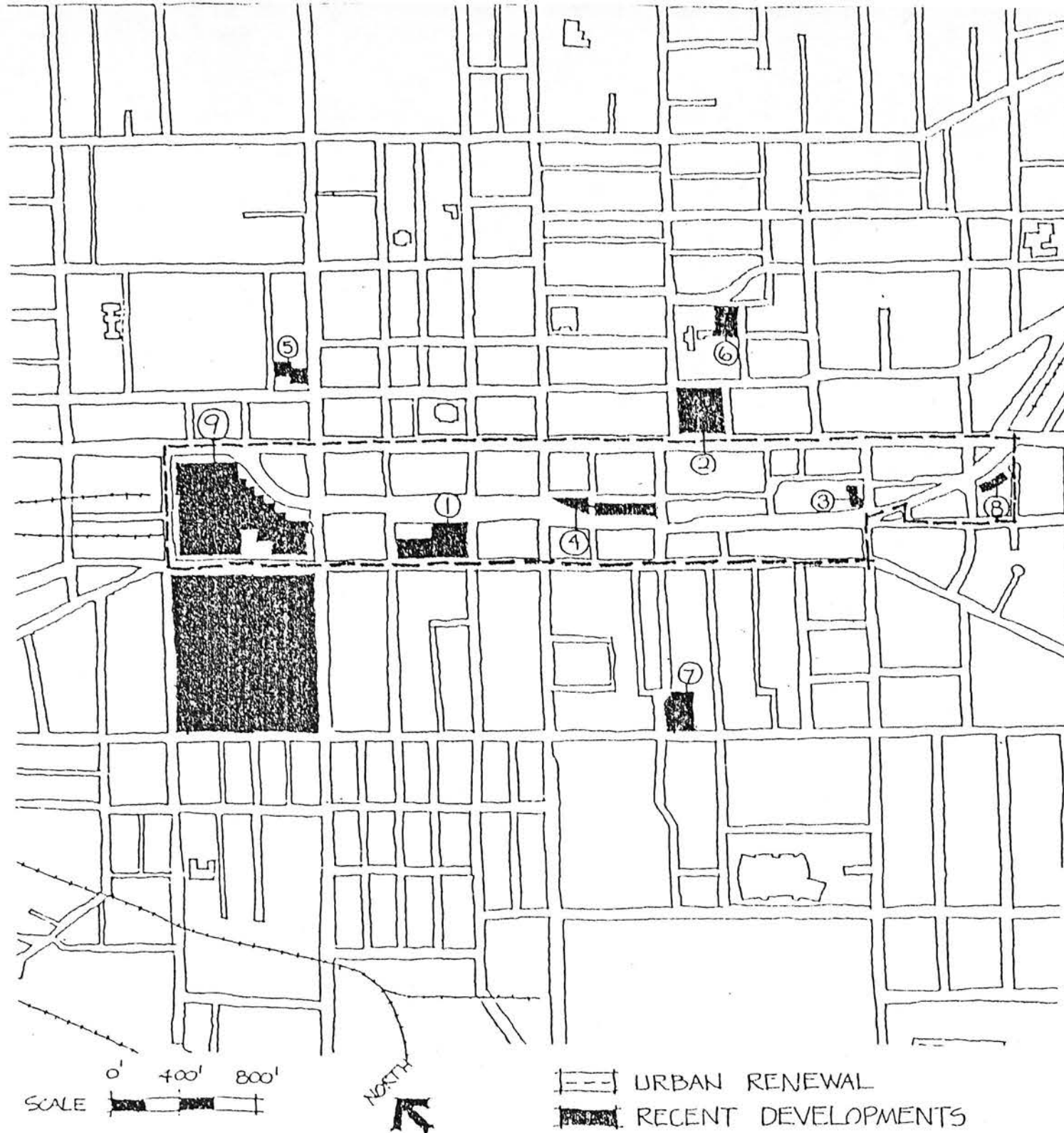
SCALE 0' 4000' NORTH

DISTRIBUTION OF EMPLOYMENT 1970



SCALE 0' 4000' NORTH

DISTRIBUTION OF POPULATION 1970



DEVELOPMENT	DATE	COST *
URBAN RENEWAL	1966-75	12.5
1 Citizens Bank	1972	5.0
2. First Security	1974	7.0
3 Christ Church Apts.	1975	2.0
4 Bank of Lexington	1975	3.0
5 Opera House	1976	2.5
6 Metro Jail	1976	5.0
7 Professional Arts	1976	1.1
8 Spectrum III Bldg.	1976	1.5
9 Civic Center	1976-7	50.0

* Investment in \$ millions

RECENT DEVELOPMENT AND INVESTMENT IN DOWNTOWN LEXINGTON

even more importantly, the Lexington Center Corporation (a public body established by the Urban County Council) has virtually completed construction of a \$52 million complex containing an arena, convention center, hotel, and mall. (The nature and detailed impacts of the Lexington Center are discussed in the next chapter.) These two factors, the dramatic increase in commercial office space and the construction of a massive government-sponsored arena and convention center complex, signify the beginning of a revitalization of the Downtown area, a revitalization which is the product of both public and private commitments. The issue is therefore not whether the Downtown area of Lexington will be invigorated in the future but rather what the extent of the economic vitality in the Downtown will be.

The accompanying table presents our estimates of the projected space requirements in the Downtown for 1985. These figures are our "best guesses," but we should reiterate that they are based on information presented in the ERA report and what supplemental information and judgements we have been able to acquire in the exceedingly short time we have been in Lexington. These 1985 estimates represent an economically vital Downtown area, a vitality which is the product of a continuing public and private commitment to the Downtown area. The linchpins for the physical growth and revitalization of the downtown are private commercial office construction, which is predicted to grow by 500,000 over the 10-year period, and government office construction, which is predicted to grow by 354,000 square feet from 1975 to 1985.

This expansion of government and commercial office space and retail trade will serve to increase the demand for first class hotel space in the Downtown. The Hyatt Hotel located in the Lexington Center complex will include 377 rooms; we expect that the total Downtown hotel rooms will be 700 by 1985.

The retail space projection is tied to our view that the Downtown will take on a somewhat different retail character in the future, concentrating on specialty shops which operate as magnets for shoppers in an enlarged regional shopping area. Roughly 70,000 of the projected increase of 110,000 additional square feet of retail space is accounted for by the Lexington Center Mall which will open in 1977. The roughly 65 speciality shops in the Mall will set the tone for a resurgence in retail activity in the Downtown area. The Downtown has generally been losing retail sales to the suburban shopping centers in recent years (see figure). While suburban shopping centers will no doubt continue to increase retail sales as both regional populations and regional per capita incomes increase, the Downtown can provide a vital function to the entire region as the center of a high quality speciality shop area. We expect that the non-Mall retail areas of the Downtown will capitalize on the heritage of Lexington and the charms of restored shop fronts to provide additional retail sales of these specialty goods.

Population increases in the Downtown area (as we have defined it) are projected to be modest; total dwelling units in the area are expected

PROJECTED SPACE REQUIRMENTS IN DOWNTOWN LEXINGTON			
Category	Actual 1975	Projected 1985	Increase 1975-1985
Commercial Office Space	885,000	1,385,000	500,000
Government Office Space	238,000	526,000	354,000
Urban County Govt.	172,000	347,000	175,000
State	40,000	84,000	44,000
County	26,000	95,000	69,000
Retail Space	100,000	210,000	110,000
Hotel Rooms	-0-	700	700
Occupied Housing Units	2,700	3,000	300
Parking Spaces	7,700	12,300	4,600



● -1960

○ -1970

SCALE 0' 4000' NORTH

CHANGES IN RETAIL SALES 1960-1970

ESTIMATED AND PROJECTED POPULATION AND EMPLOYMENT IN DOWNTOWN LEXINGTON					
Category	1950	1960	1970	1975	Projected 1985
Population	10,700	9,200	6,800	6,300	8,500
Employment	NA	10,200	12,900	14,400	20,000

to increase from 2,700 to 3,000 in the 10-year period. This modest increase represents an expectation that the long-term trend toward absolute declines in Downtown population will be halted. The accompanying table shows historical data on population and employment in the Downtown as well as the projections to 1985 based on our "best guesses".

One important factor which may be obscured by concentrating on the 1985 forecast is the process of economic invigoration. The scenario we envision begins with the construction of the Lexington Center and the growth in commercial office and government office employment. Closely following these changes is the development of a regional center for specialty items, begun by the Lexington Center Mall shops and reinforced by additional specialty retail activity in older renovated retail shops in the Downtown area. Additional hotel and other retail activity should follow the expansion of the employment and Convention Center and Arena activity. The last link in this process is increases in (or modifications of) the Downtown housing stock. Recognizing this cumulative nature of economic revitalization is important to prevent expectations for improvement from outrunning the actual progress being made.

Uncertainties

While the figures reported here represent "best guesses" as to the economic vitality of the Downtown in 1985, forecasting is inherently an uncertain art. Uncertainties in these forecasts are blunted somewhat by the unquestionable economic vitality of the Lexington urban area and thus the likelihood that all geographic areas will share in the general growth from 1975 to 1985. But it is possible to identify some factors which might make economic activity in the Downtown area different than suggested by our projections.

Several factors might cause the economic activity in the Downtown area to be greater in 1985 than we have projected. Greater economic growth in the Lexington region may translate into greater Downtown employment. For example, several officials and developers we talked to suggested that development of coal in the region may increase demand for commercial office space in the Downtown by the head offices of coal companies. A more positive general perception of the Downtown area may generate additional retail trade and expanded residential growth. More cultural amenities, such as the recently renovated

Opera House, may create this improved image as might the growth of a distinctive historically preserved retail space.

Two factors which might serve as obstacles to the economic revitalization of the Downtown are crime rates and transportation problems. Although several people we interviewed mentioned higher Downtown crime rates as obstacles to additional growth, we were left with the general impression that Lexington is quite a safe city. Parking and traffic congestion probably represent more important obstacles. Indeed, inadequate parking was by far the most often mentioned complaint about the Downtown area. Chapter 4 of this report deals at some length with the transportation problems of the Lexington Downtown area.

Perhaps the greatest uncertainties in the economic future of the Downtown revolve around government policy, either directly or indirectly. For example, the projections of government office construction assume a consolidation of existing Urban County government and court facilities offices in a new space and the construction of a major local/state/federal office complex in Downtown Lexington, policies that are described in the ERA report and were recommended by many persons we interviewed. This undertaking, however, appears to be highly uncertain and may not be constructed, at least by 1985. Government action will influence the economic vitality of the Downtown indirectly by its policy on transportation improvements for the Downtown, police activity, and other public service delivery in the Downtown. In

addition, potential local government limitations on additional suburban development may generate greater residential activity in the Downtown.

Trade-Offs in Downtown Revitalization

The emphasis in this chapter is on the economic vitality of the Lexington Downtown area. But as mentioned in the introduction, virtually all choices involving objectives for the Downtown entail trade-offs among competing objectives. As economists are prone to remark, "there is no such thing as a free lunch." Decisions to pursue some objectives often entail sacrificing other objectives. Moreover, policies to encourage economic vitality in the Downtown might aid some groups and harm others. How are these competing objectives to be weighed?

In the course of projecting economic activity in Downtown Lexington, a number of trade-offs become evident. The R/UDAT team is certainly not of one mind as to how to deal with these complicated matters; the following remarks on three trade-offs only state the issues involved.

1. Economic vitality versus historic preservation:

Policies to encourage economic development by, for example, condemning land to allow full blocks to be acquired for office construction conflict with the efforts of others to preserve historic buildings. Reconciling these competing objectives

may be difficult, but not impossible. For example, one can allow office construction on some blocks while preserving blocks which contain beautiful, structurally sound and historically significant.

2. Providing better government service versus minimizing the cost of government;

Constructing a major centralized Urban County complex in Downtown Lexington will probably increase local government costs. While some will certainly feel that the increased convenience and improved service from modernized government facilities is worth the added cost, others will undoubtedly disagree.

3. Economic vitality versus expanding opportunities for the poor:

Perhaps the most complicated and troubling trade-off is between economic vitality in the Downtown and possible harm to low income households in the path of redevelopment. Lexington has had to face this difficult issue in the process of building the Lexington Center. Providing just compensation to those displaced by government actions is a difficult task which is made more compelling when the displaced households are low income households with limited options for relocation. This trade-off is dealt with in some detail in the final section of this report.

LEXINGTON
R/UDAT

TRANSPORTATION

TRANSPORTATION

Axioms

Because of the importance of transportation, in both minimizing Lexington's problems and attaining its objectives, certain axioms, or premises, from which this report starts will be listed as 'givens'.

Transportation, is not an end, but a means.

In American cities the appetite for travel (or rather, for the satisfactions to be gained at the ends of the trip) are so great that the only way that congestion can be controlled is by either reducing the intensity of urban activities or by increasing, rather dramatically, the costs of travel.

The private automobile will be the principal mode of travel as far into the future as anyone in Lexington can now foresee; there is, in low density American cities, not even a theoretical public transit alternative to the private automobile.

Grade separated, limited access parkways are the 'best' streets for private automobile travel, for urban trips of over a mile in length; parkways are the best, both from the point of view of the traveller and from the point of view of the neighborhood through which their vehicles pass. However, near the centers of cities the rights of way necessary for the roadways, plus buffer strips, cannot be reasonably acquired except in unusual circumstances.

Public transit in low density areas is a service. The level of service is established by public policy. In establishing that policy it is important to remember that every improvement in the private automobile system, which does not at the same time improve the quality of public transit, rather automatically increases the cost and reduces the quality of public transit.

Downtown Lexington is, with the University of Kentucky, the only sector of the city that can be well connected by public transit to the rest of the urban region.

Space age technology will not, in the opinion of the members of this team, solve the urban transportation problem.

Improvement in the public transit service will not come much from improved vehicle design. It will come, on the short term, from new management practices now being discussed by both Lextran and by community groups and by, in the long run, changes in roadway design.

For short trips in dense areas, such as travel around Downtown Lexington, good public transit of the kind now available can probably compete with the private automobile on the basis of travel cost, travel time, and travel quality.

Improvements in access to and egress from Downtown Lexington must come primarily from small scale incremental improvements in arterial streets, particularly through improved intersection design.

One of the most difficult transportation problems, the design of the edge condition between dense neighborhoods and arterial streets carrying traffic through or around these neighborhoods and into the Downtown, is a transportation problem and the repair of this edge should be paid for by transportation funds.

Transportation improvements in the arterials should be accompanied by environmental improvements; tree lined arterial streets are some of the finest public open spaces in American cities.

Traffic in Lexington

Lexington has good traffic monitoring during rush hour from the traffic helicopter. A summary of the observations from this helicopter are useful in understanding in the vehicular traffic in the city.

In the morning: "...traffic on the Loop Road starts slowing up and getting congested from about 7:15 to 7:30, slowing down at Russell Cave. Russell Cave used to back up to the entrance of Hollow Creek Apartments..."

"Loop Road in this area begins to get back to normal about 8:00 o'clock..."

"...From about 7:30 until 8:00 travel on Tates Creek Road backs up about to the light of the Loop Road..."

"...Nicholasville Road begins getting congested about 7:30 at a couple of intersections and stays congested until almost 8:00..."

"...South Broadway backs up at Waller signal to about Clays Mill station from about 7:30 until close to 8:00 o'clock...it also backs up where Mason Headley turns into Broadway, although this only once in awhile..."

"...When there is a train on the tracks at the Broadway crossing this really dings things up; at the tracks across Waller..."

"...There are short delays in traffic from Meadthorpe headed for Lexington, and Georgetown where it hits Main Street..."

In the afternoon: "...There is a delay on Rose outbound at Limestone..."

"...There is a backup on Southland Drive, cars are bumper to bumper from Rose and Lime past Southland Drive..."

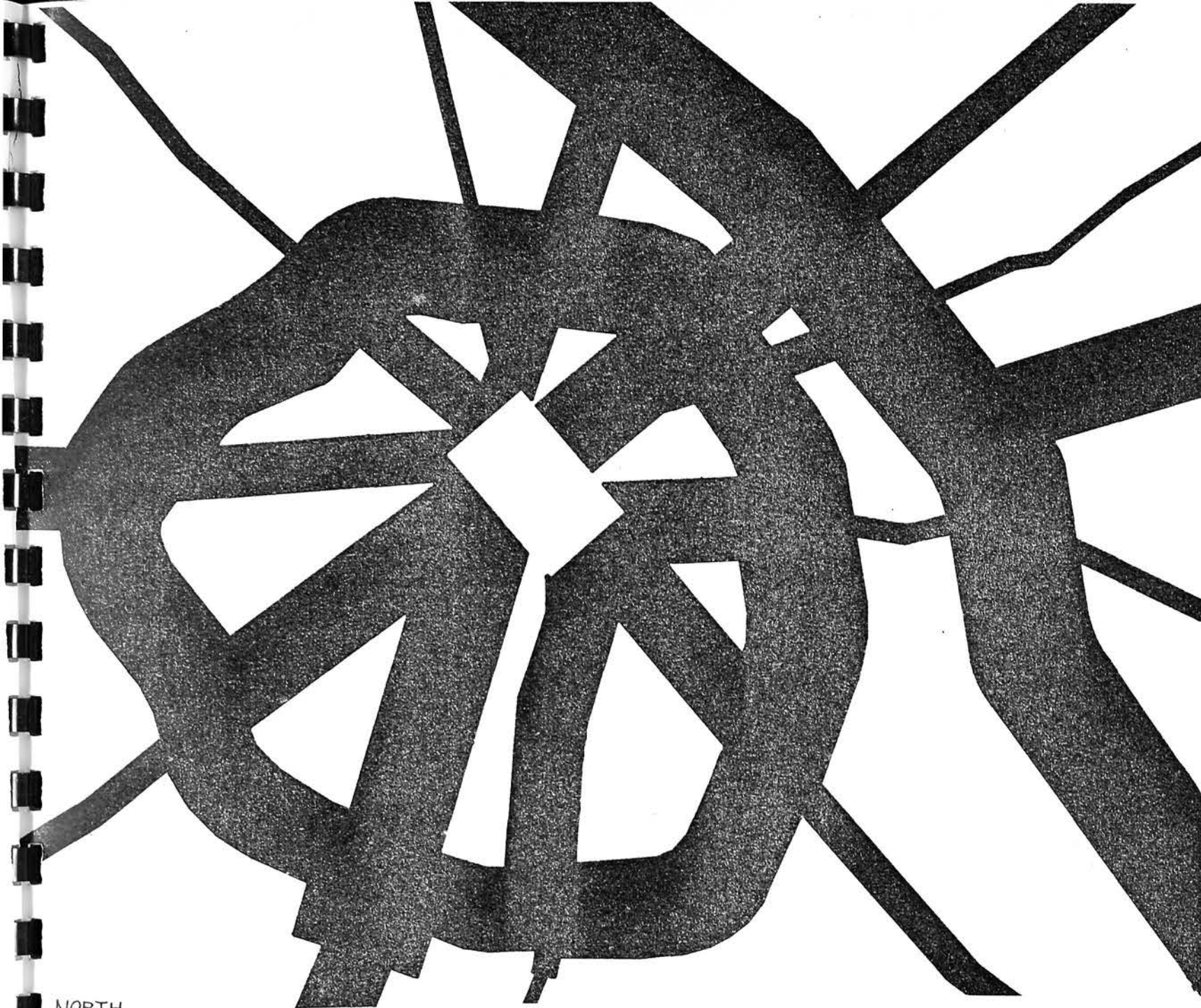
"...Traffic is slowed on Limestone by signals at the Loop...There is a spaghetti sandwich at Fayette Mall..."

"...There is a big backup on Broadway at the Waller signal at least to Virginia (if there is a train the backup is as far as High Street)..."

"...Traffic from Virginia turning into Broadway is backed up about three to four signal cycles..."

"...There is a backup from Cooper to the Chevy Chase area (bumper to bumper) from about 4:35 to 5:20..."

In the afternoon: "...In Downtown, east bound traffic on Vine Street backs up at the Rose Street signal from about 4:45 to 5:20..."



AVERAGE DAILY VEHICULAR TRAFFIC 1975

SCALE: $\frac{1}{8}$ " = 2,500 VEHICULAR TRIPS

"...Main Street is okay..."

"...There is a backup on Midland outbound at about Third Street and Winchester; there is a 25 to 30 car delay from about 4:20 to 5:15..."

To summarize, there is congestion for about half an hour, from about 7:30 to 8:00 in the morning and for about three quarters of an hour from 4:30 to 5:15 in the afternoon. This congestion always occurs at intersections.

The traffic volumes shown in the diagram, about 20,000 plus cars maximum on the radial arterials correspond to these observations. Traffic in Lexington would flow fairly well even during rush hour if there were intersection improvements, and fewer left turn opportunities.

Lexington is blessed with fairly high capacity arterials. With intersection improvements and access control (minimizing strip commercial) the Lexington street system will probably handle the traffic from rather large increases in central city employment.

Transportation Recommendations

With respect to transit:

1. The Downtowner bus service, much discussed by many people in the city, should be started with available buses. In the fairly near future, if the Downtowner service is successful, the city should look to somewhat smaller buses with special attention to rapid loading and unloading, and perhaps with a greater percentage of standing room. Note that reducing the size of the bus will not much reduce the cost; it will contribute to easy fare collection and to short headways. There should be simple fare collection, probably free service and at most, dime service. Headways between 7:30 am and 5:30 pm should be five minutes maximum. Evening and weekend service should be a matter of experiment and further public policy decisions.
2. The University of Kentucky bus service, which seems to be very successful, should connect to the downtown, possibly with a turn-a-round at Transylvania University.
3. The city should consider modifying and clarifying line haul bus service. It is not clear what form that should take. We suggest an investigation of a 15 minute service with all buses reaching the Downtown at some point on the hour, quarter after, half past and quarter to the hour.

There should possibly be a one or two minute wait at a clearly designated spot to make it possible for easy transfer between most lines.

4. Buses on arterial routes should get preferential treatment, particularly at lights. We do not see any great improvements possible here, but every effort should be made to regularize the schedule. Substantial improvements in speed are probably not possible, and are less important than 'on time' scheduling and short headways.
5. We do not believe that park and ride for commuters has in the near future any great attractiveness in Lexington, although we may be wrong. The connection of free parking lots to major events, in particular the Civic Center, by special bus service, is one way of increasing use of Downtown without corresponding increases in congestion.
6. We recommend that the city look at various kinds of para-transit, that is, buses of various sizes, types, routes, and level of services. We do not have much faith in elaborately controlled systems; it will be a while before dial-a-ride is very useful in Lexington. However such things as jitney taxis (taxis with multiple fares, operating in corridors), taxis with low fares (possibly free) for the elderly and handicapped, and so forth, should be examined. (This is dial-a-ride service without the dial.)

7. We recommend heavy investment in the improvement of the arterial intersections, particularly on the radials. This should include buying of land and, in extreme instances, 'land taking' (in consultation with the affected individuals and neighborhoods). In particular, there should include large investments in trees to soften the damaging effect of auto travel on the neighborhood through which they pass, while making travel more pleasant for the traveller.
8. Lexington should consider judicious arterial grade separation. The city should at some point consider redesigned intersections at Loop Roads to eliminate stop lights on the arterials.
9. Extension of Newtown Pike should be seen as a part of general arterial improvements procedure. If this extension is built, investments and returns should be judged on that basis. We could only take a position on the effect of the displacement on the people in the neighborhoods it passes through after lengthy discussion with the people in the neighborhoods.
10. We recommend bikeways, particularly those connecting to the Downtown. These should be associated with pedestrian ways, wherever possible. Bike riding is increasing rapidly in many cities, and Lexington is of such a scale that commuters could travel by bike.

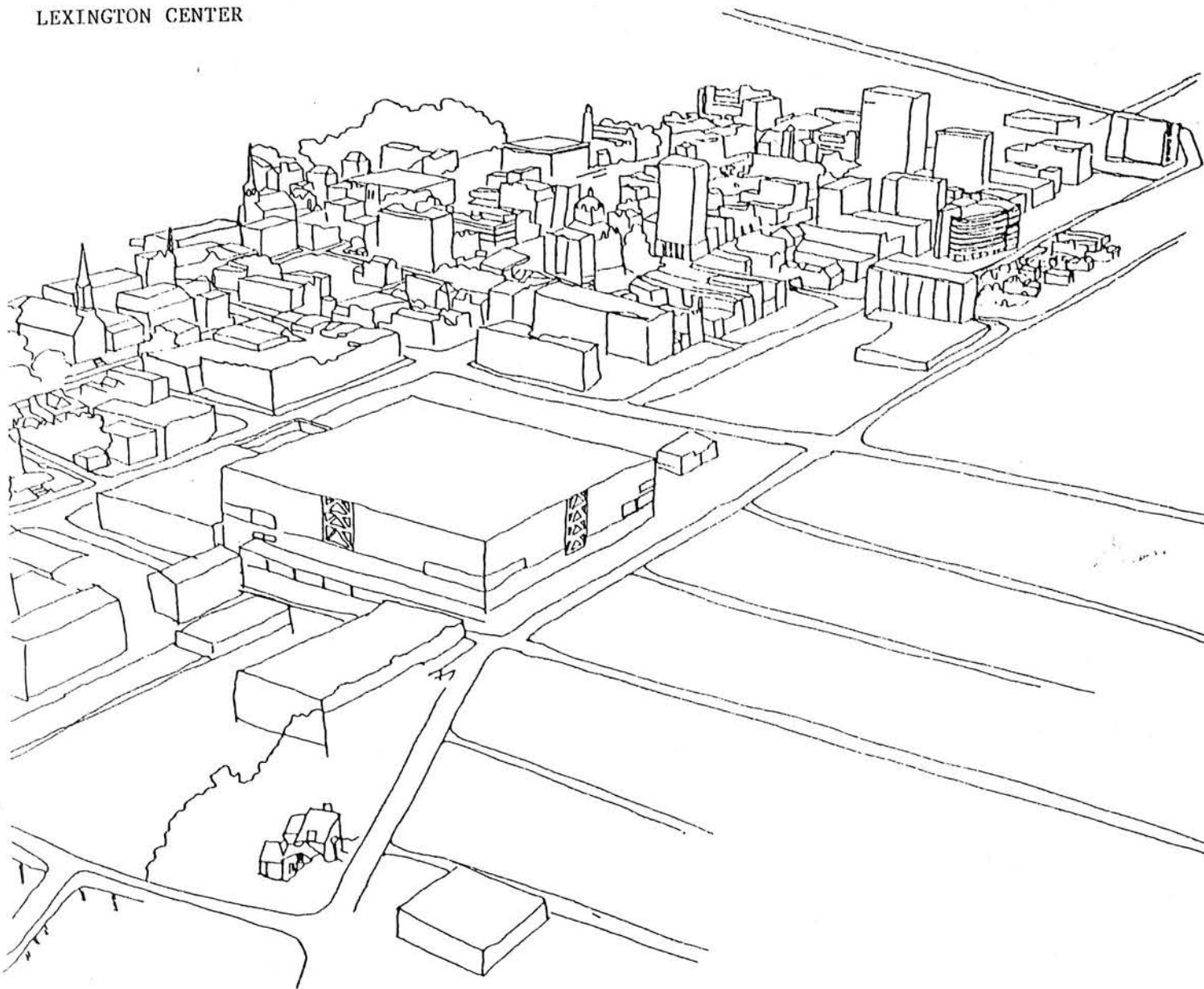
Many people see parking as the most serious Downtown issue. Yet utilization of parking spaces is not particularly high. The problem seems to be the cost, safety, and location of spaces. If the downtown continues to develop, more parking will be needed. We recommend small, infill garages, with no new garages between Main and Vine. Access should be from High Street and Short Street. Traffic on Main and Vine should be minimized.

12. Parking policy, not details, is the immediate issue. Parking spaces are simply extensions of the public rights of way, parking is the most important part of the auto trip. The cost, location, number and operating of parking spaces should be determined by public policy for Downtown development.
13. We see our most important transportation recommendation addressed to the extraordinary fragmentation of physical and policy planning. Traffic management, street planning, bus planning and operations done by separate agencies. We see no parking planning at all. Transportation planning is isolated from land use planning, of which it should be an extension. Lexington, with an effective Metro-government, should recognize that these problems are all aspects of a single problem-the use and conservation of urban land-and develop planning and operating agencies accordingly.

LEXINGTON
R/UDAT

LEXINGTON CENTER

LEXINGTON CENTER



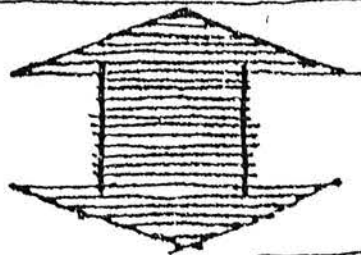
Lexington Center is a \$52 million mixed use hotel-convention-entertainment complex now under construction on a 29 acre parcel on the western side of Downtown Lexington. Roughly, it is bordered by Main Street on the north, Maxwell Street on the south, Patterson Street on the east, and Broadway on the west. This complex is both a major element in the long term redevelopment of Downtown, and a telling symbol of the problems and opportunities inherent in a renewal/revival process. By the standards of scale, size, use, and activity generation, Lexington Center is a stunning departure from past Downtown Lexington development patterns.

When completed, the Lexington Center Complex will contain a multi-purpose 23,000 seat arena; a three-level 70,000-square foot retail mall; a 48,000 square foot exhibit/convention hall; and a seventeen story, 377-room, full service convention hotel. Servicing the Center is an 18 acre/1800-space, surface parking lot. The Center will require substantial additional parking facilities as Center usage increases. The complex is fully integrated in use, providing direct and internal connections between various uses and activities.

As a major public controversy has developed over numerous aspects of the Lexington Center proposal, a discussion of the particular impacts of the Center on both the Downtown area and the entire community is clearly necessary.

The Lexington Center project began in April 1972 when the Lexington Center Corporation, a non-profit authority, was founded pursuant to Kentucky law. Its board, composed of eleven mem-

URBAN # COUNTY
GOVERNMENT



LEXINGTON CENTER CORP.

- RUPP ARENA
- CONVENTION HALL
- OPERA HOUSE

LEASED AND
OPERATED BY
HUNT /
LANDMARK LTD.

- HYATT HOTEL
- MALL AREA
- PARKING

bers, appointed by the Mayor with the consent of the Urban County Council, was charged with the responsibility to develop an arena/convention complex for Lexington. The corporation determined that a public-private joint venture vehicle was the most feasible method to develop the center. In 1973, the Lexington Center Corporation entered into agreements with both the Hunt Development Company and the Landmark Development Corporation (Hunt/Landmark Ltd.) to develop, build, and operate Lexington Center as a joint venture with the Lexington Center Corporation.

In December 1973, the Lexington Center Corporation and the Urban County Government issued a \$37 million, 30-year 'moral obligation' revenue bond for construction and development of the Center. Construction began in May of 1974. The mall and the arena portion of the Center will be complete and in operation by September or October of 1976. The Hyatt Hotel portion of the center will open in the Spring of 1977.

The Lexington Center Corporation will own the entire Lexington Center Complex including the Hyatt Hotel when it is completed. Through a series of lease and operating agreements Hunt/Landmark Ltd. will operate the retail mall, and Hyatt Hotel, and adjacent parking facilities. The Lexington Center Corporation will operate both the arena and the exhibition mall and will receive a portion of all revenues generated from the operation of all Lexington Center facilities.

As an activity generator, Lexington Center will have truly dramatic impact on the Downtown Lexington area. Assuming the entire facility is

aggressively marketed and allowing for a reasonable initial marketing period, an excess of 350,000 visitors will use the convention/exhibition facilities each year. The arena will average approximately 100 events per year, and draw an excess of 750,000 customers annually. The new mall retail facility will increase the competitiveness of the Downtown shopping district vis-a-vis the suburban shopping malls outside Downtown Lexington. On an estimated 20 nights per year, in excess of 20,000 people will use the Lexington Center arena creating particular problems for both existing and proposed access and parking systems in the Downtown and its environs.

As in most matters of civic importance and public policy, the Lexington Center development involves a number of trade-offs greatly affecting the quality of life in both Downtown Lexington and its surroundings. Without question, Lexington Center will create a great number of serious problems, yet it also offers great opportunities for the development of Downtown Lexington.

Perhaps the least noticed, but most telling issue raised by the Lexington Center proposal, is the completeness of its break with Lexington's past experience in its size, use, scale, methods of financing, and organizational structure. The development of the Center should be viewed as a symbolic end-point to Downtown's long deterioration and clear evidence of its future growth. Yet inherent to that symbol is the potential for the destruction of those elements in the Downtown so central to its present fabric.

The access and parking issues raised by the Lex-

ington Center are major issues of public concern. Traffic resulting from Center events and activities will be substantial and, particularly at peak conditions, difficult for the street and movement systems to accommodate. The resulting parking demand will severely tax the existing downtown supply of parking spaces. Development of parking facilities to support Lexington Center has already required the destruction of an established Downtown neighborhood, eighteen acres in size, containing approximately 200 homes. In addition, the planned parking facilities will also have great and undesirable impact on the larger residential communities bordering Lexington Center. Since the onsite parking system, presently under construction by the Lexington Center Corporation, is admittedly less than required for long-term operations, there is a clear need in the near future for additional onsite parking to support the Lexington Center.

Due to its impact on Downtown movement systems, Lexington Center is a clear threat to the expressed public concern for historic preservation. In addition, the scale of Lexington Center continued throughout Downtown would so alter the appearance of the area as to preclude retention of its present character. While the Center presents obvious and serious challenges to the present Downtown character, it also creates numerous opportunities for Downtown growth and development.

The heavy public investment in Lexington Center to date, requires that the facility be a successful operation. The center will bring numerous people Downtown, creating a large potential market for a variety of goods and

services. The Center can give impetus to additional Downtown development both in the immediate area surrounding the Center and, it properly linked, throughout the balance of Downtown. The project will return regional mall-type retailers to the Downtown area, and provide direct competition with the regional shopping centers on the periphery of the community.

Perhaps most importantly, Lexington Center supports and re-emphasizes the concept that Downtown Lexington is the actual and symbolic center of the community, a place of vitality and excitement, an urban place.

Lexington Center Project remains a prime example of the type of conflicting goals, decisions, and trade-offs typically present and required in any redevelopment process. How the remaining development of the Center and its future operations are handled will affect the future shape of Downtown Lexington.

**LEXINGTON
R/UDAT**

NEIGHBORHOODS



NEIGHBORHOODS

Historic Forms

Lexington's most important asset is, without doubt, its quality of historic continuity.

This is not simply a matter of fragments -- a building here and there, and a collection of furniture and artifacts in a museum -- which happen to survive from the past into time present. Woven into contemporary Lexington, particularly in the central areas of the city, are ways of life which have deep roots in tradition.

Lexington's heritage is so rich and so particular that the RUDAT Team is convinced that the future of the city must be an evolution carefully grafted to its past.

The language of this heritage is physical form. Not only in the older residential neighborhoods, but throughout Downtown, there are sequences of historic buildings. These are not just old buildings. They give us:

- a vocabulary of form, scale, and materials (building heights, densities, cornice lines, roof forms, entrances, etc.)
- because we are all, in a sense, hermit crabs, this physical vocabulary gives us a tradition of particular social forms, varying from block to block, which we call neighborhoods
- it also gives us an interrelationship of neighborhoods which we call "city".

The First Town Plan: The Basis of Modern Lexington

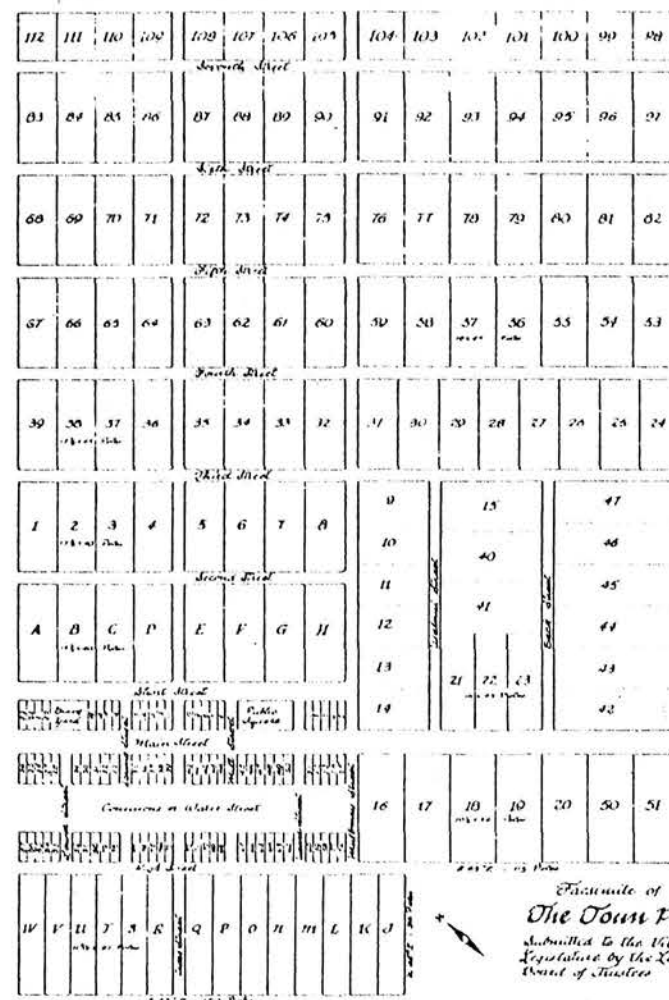
From the beginning, Lexington grew quickly and with a commendable certainty of its own future. The founding of the city can be dated and sited precisely. In April, 1779, Robert Patterson, an ensign in Captain Levi Todd's company, with 25 men built a stockade on a site on the south side of Main Street, between Broadway and Mill, where there was a spring of water.

Only two years later, in May 1781, the Virginia Legislature formally ratified the establishment of the town of Lexington, following submission of a Town Plat by the Town's Board of Trustees.

The Plat, covering 710 acres, was unusual. Its grid street system was not oriented north-south east-west, but responded to topography, and is therefore about 45 degrees off the north-south east-west orientation.

The Plat is worth referring to in the present debate about the future of the Downtown. The original town plan called for:

- a central commons space, providing for marketing meeting, recreation, and even horse racing (how did they know!) -- in other words, a "lung" of green in the heart of town
- two major cross streets, 66 feet wide, Main and Broadway, for horse and wagon movement with buildings set back a further 8 feet 6 inches on each side.



The town grew quickly on the basis of this plan. Its growth was hardly surprising. It was a confluence of some twelve turnpike routes, and consequently Lexington became a commercial hub for stage coach and wagon travel in the rapidly developing west.

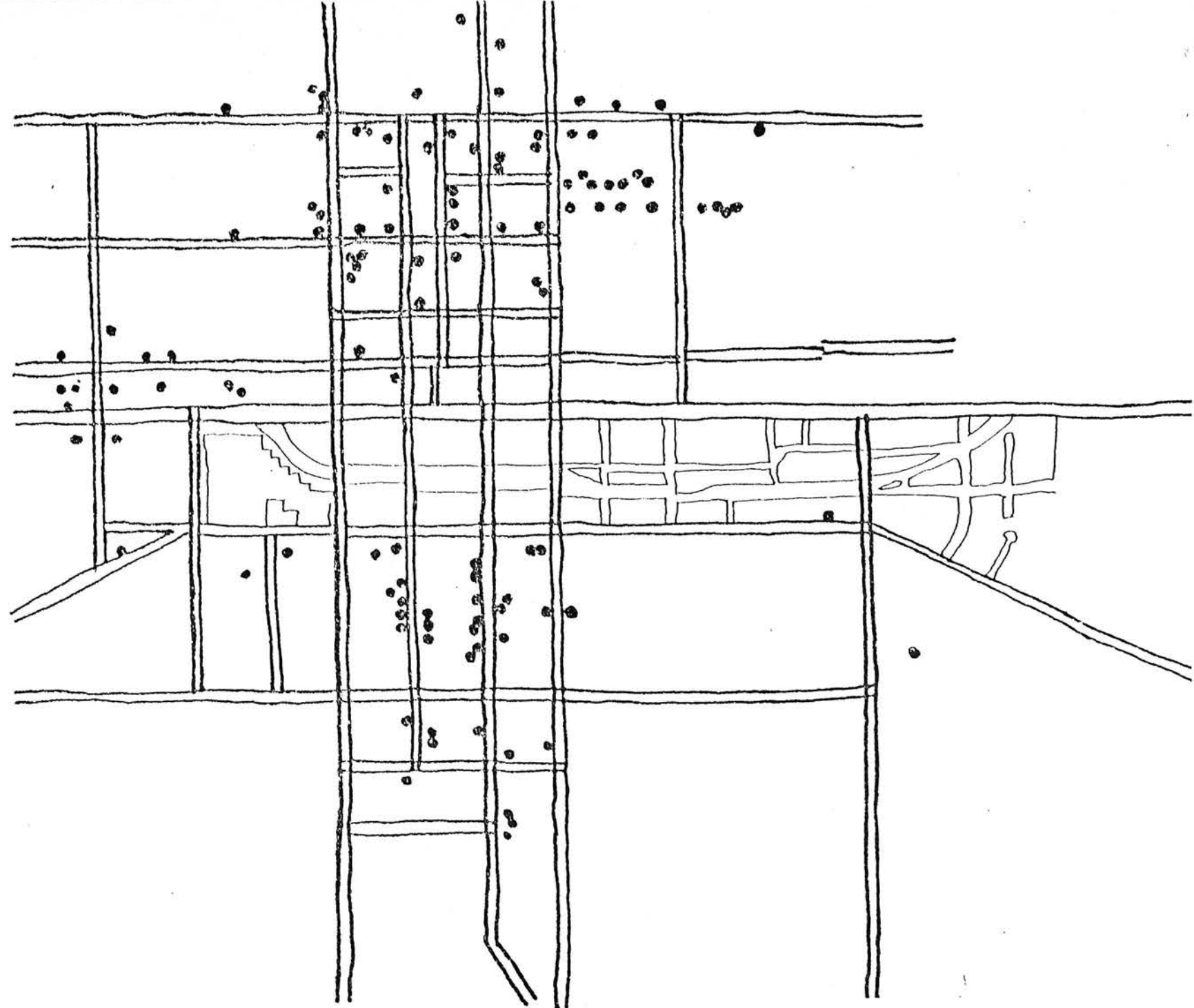
Lexington: A Treasure-Trove of Historic Buildings

The maps on the next page show how many of the houses built before 1840 survive to the present day. It is easily discernible how whole sequences of these buildings can be restored and interrelated in terms of landscaping, color, and pedestrian access to become comprehensive environments enormously satisfying to the families who live in them and very appealing to visitors to the city.

The oldest of these surviving buildings is the Adam Rankin House. It was built in 1784, only five years after Patterson built his stockade and only three years after the submission of the Town Plat.

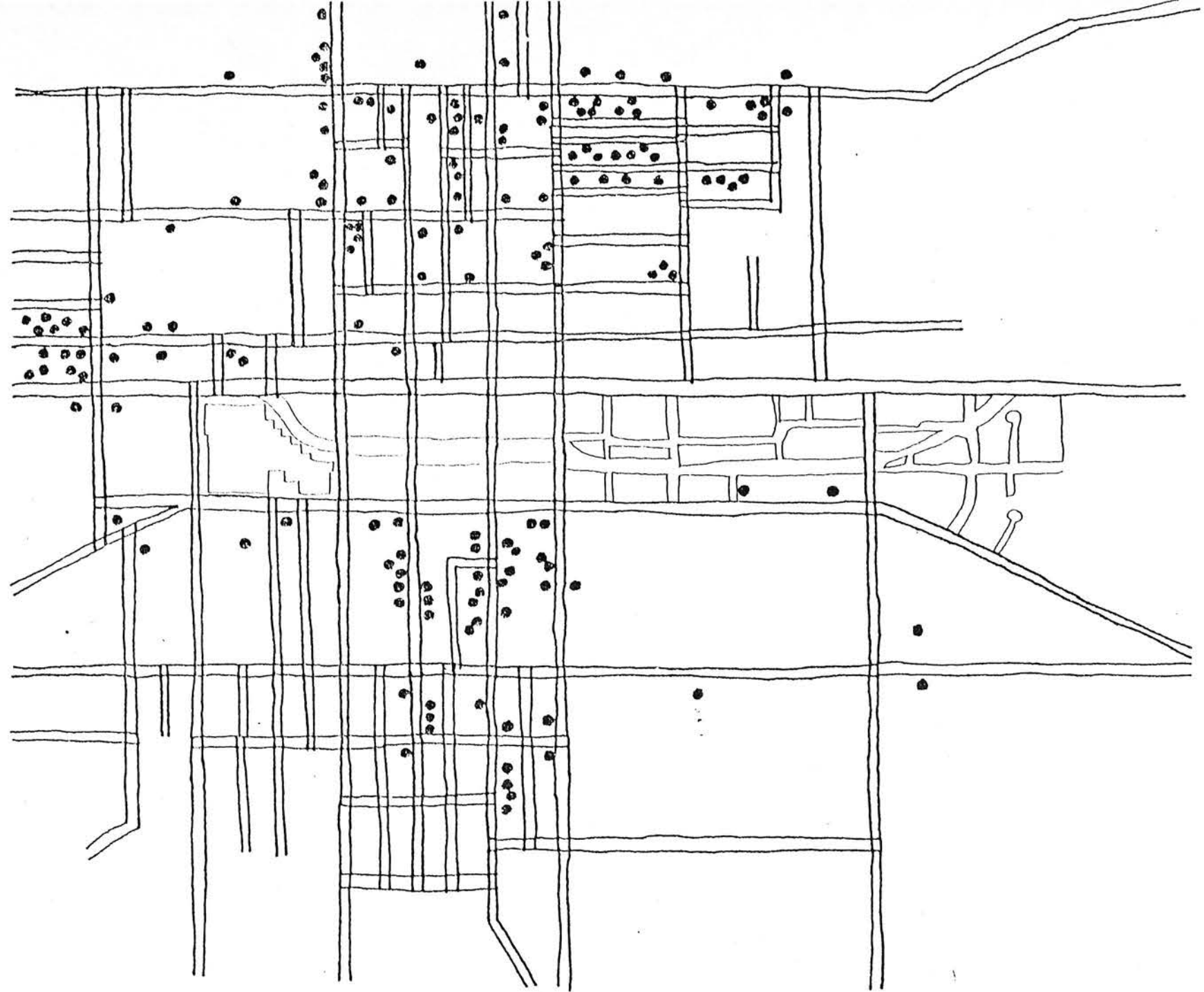
The Rankin House is restored and lived in, on South Mill Street, where it was moved in 1971 from its original Downtown site at 215 West High Street to make way for the Citizens Union Bank building.

Many fine homes and mansions followed, including the Hunt-Morgan House, Ashland and the Gideon Shyrock House. But the most impressive legacies of Lexington's past are undoubtedly the city's historic neighborhoods and sequences of antebellum and Victorian houses.



0' 400' 800'
SCALE

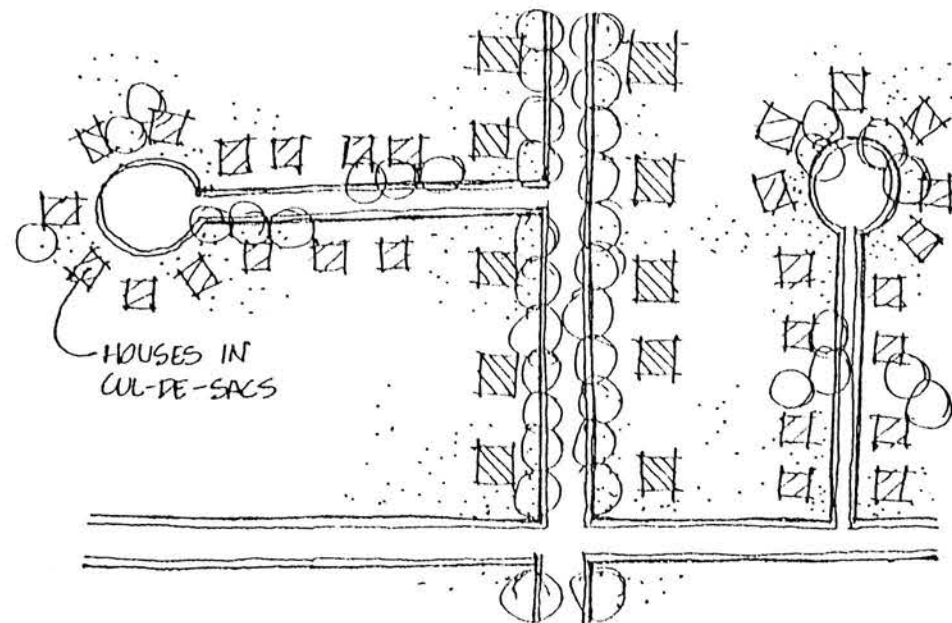
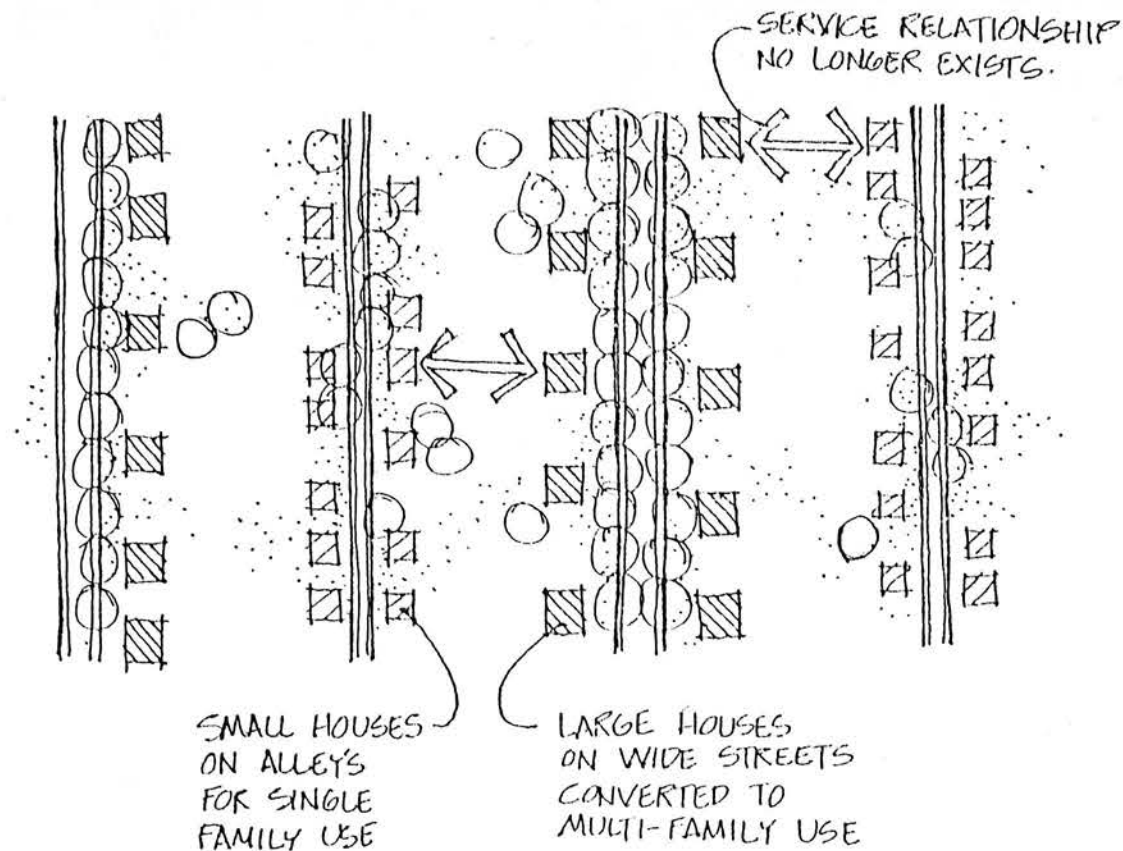
NORTH
HOUSES SURVIVING SINCE 1840



SCALE 0' 400' 800'

NORTH

HOUSES SURVIVING SINCE 1860



The Growth of Neighborhoods

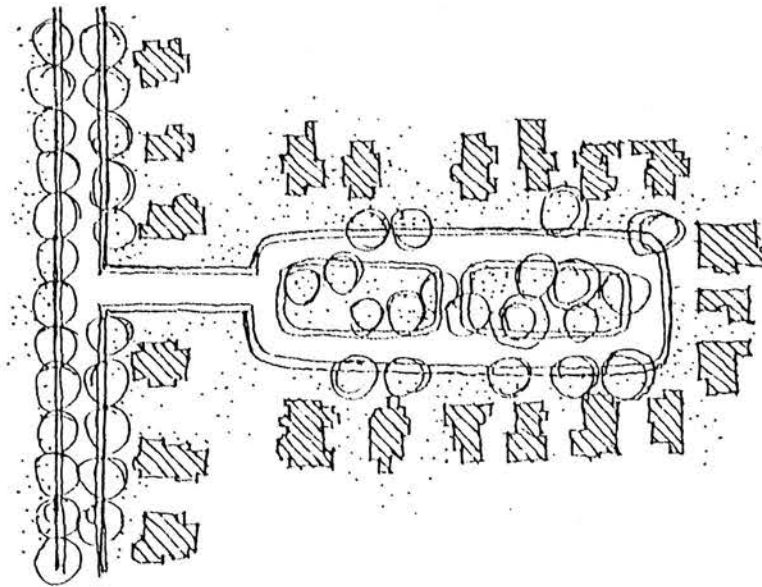
In every city neighborhood the quality of community life is shaped to a large degree by inherited environmental forms.

Clear environmental forms emerge even in the earliest residential streets of Lexington. In the early 1800's, the large houses fronted the main streets. In alleys behind them lived servants and tradesmen.

An alternating pattern in a linear form emerges. Large houses: big streets, broad sidewalks, shade trees. Small houses: alley. Large houses: higher incomes, white. Small houses: lower incomes, black and white. Large houses: brick, carved stone cornices, classical porticos. Small houses: frame.

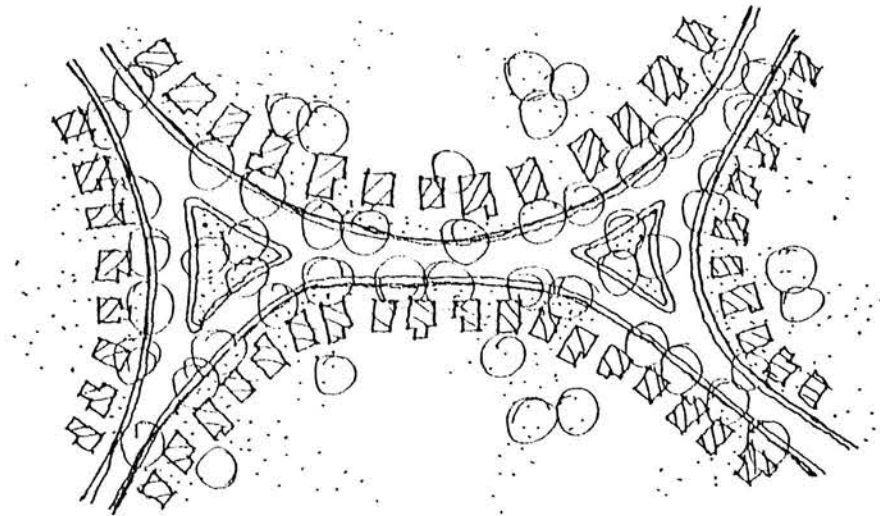
By mid-century the large homes fronting main streets were built on all four sides of the grid-system block, necessitating the development of internal cul-de-sacs for the smaller houses.

In the second half of the nineteenth century the cul-de-sac form became appealing to higher income families. As traffic on the main streets increased, and as the city grew and extended outwards, the cul-de-sac form offered unique advantages. It provided seclusion from traffic; a sense of neighborliness which the linear form did not provide; and a more economic use of land while actually increasing "liveability".



The effect of using the interior of blocks for cul-de-sacs was to develop new entire blocks of frame houses for lower-income families. To maximize on land, lots had to be narrow and deep. This led to high-density developments of single family detached wood frame clapboard houses on a narrow and deep central corridor or "shot gun" plan.

These blocks were located adjacent to the blocks of higher income homes, giving quadrants of the city a chequer board effect. One can see this very clearly in the Northside area of Lexington, where there are the large houses along major streets such as Broadway, the Fayette Park cul-de-sac, and several blocks of frame houses with "shot gun" plans. Consequently Northside is a naturally and traditionally integrated section of Lexington unusual in large U.S. cities.



By the early 1900's there was a rapid growth of middle-income families. In the Chevy Chase section of Lexington, Frederic Law Olmsted was asked in 1920 to plan a residential neighborhood combining the best of Lexington's traditions, at middle-income prices. His solution was narrow lots, deep yards, and streets which by curving prevent the long vistas of the grid, imply the cul-de-sac, and create a secluded and neighborly living environment. Today, fifty years later Lexington's suburbs still echo Olmsted's principles.

Historic Conservation: Citizen Action

Americans are at long last becoming aware of their rich heritage. In Lexington, conservation through citizen action was galvanized by the demolition in 1955 of the John Bradford House on Mill at Second. Public outcry led to the establishment of the Blue Grass Trust for Historic Preservation.

The Trust's first major work was saving the Hunt-Morgan House from being torn down to provide a parking area. The Trust subsequently made inventories of historic structures, placing plaques on the buildings and giving awards to citizens for outstanding work in conservation.

Conservation was legitimized in 1972 when the metropolitan Lexington-Fayette County Historic Commission was established.

The Commission is charged with:

- Planning the bicentennial celebration
- Identifying historic buildings for conservation
- Encouraging sensitivity to historic heritage through historic zoning, publications, etc.

As a result of the work of the Trust and the Commission a growing inventory of houses has been restored by private investors. As with

all operations of this kind, the early years were slow and pioneers were hard to find. But now that whole restoration environments are emerging, more and more people are becoming aware of the personal and economic satisfaction derived from restoration.

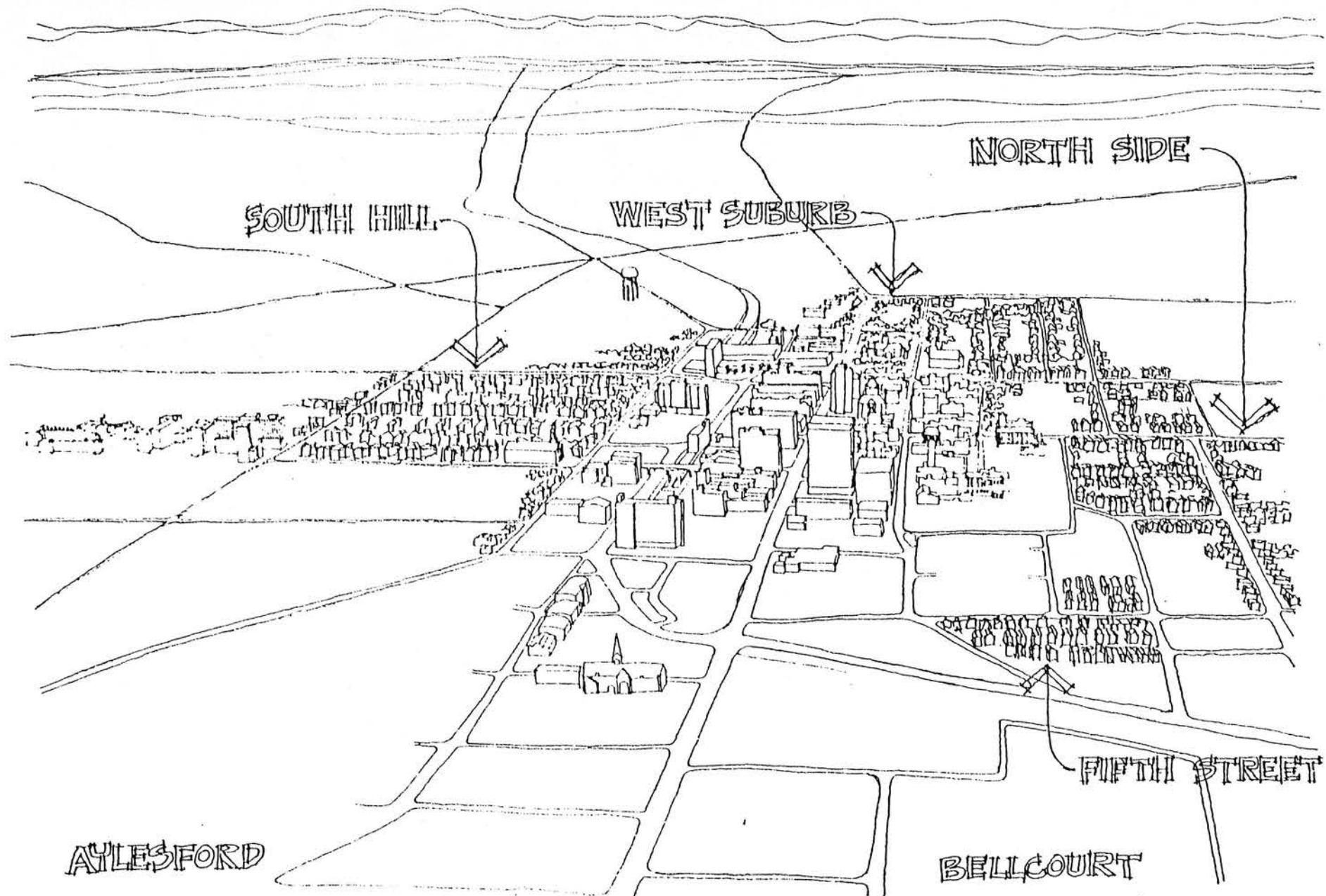
Courageous restorers are finding that historic houses are far better built and detailed than most new buildings are in today's world of inflation. As a bonus, there is a cultural cohesion, holding whole neighborhoods together. For example, the families of Elsmere Park have recently come together to propose their entire cul-de-sac for the National Register.

Meanwhile major individual buildings in Lexington are being restored. The Lexington Center Corporation has recently completed restoration of the Opera House. The Mary Todd Lincoln House is in the process of being restored by the Kentucky Mansions Preservation Foundation, using State and private funds, with a budget of \$500,000, including the parking area.

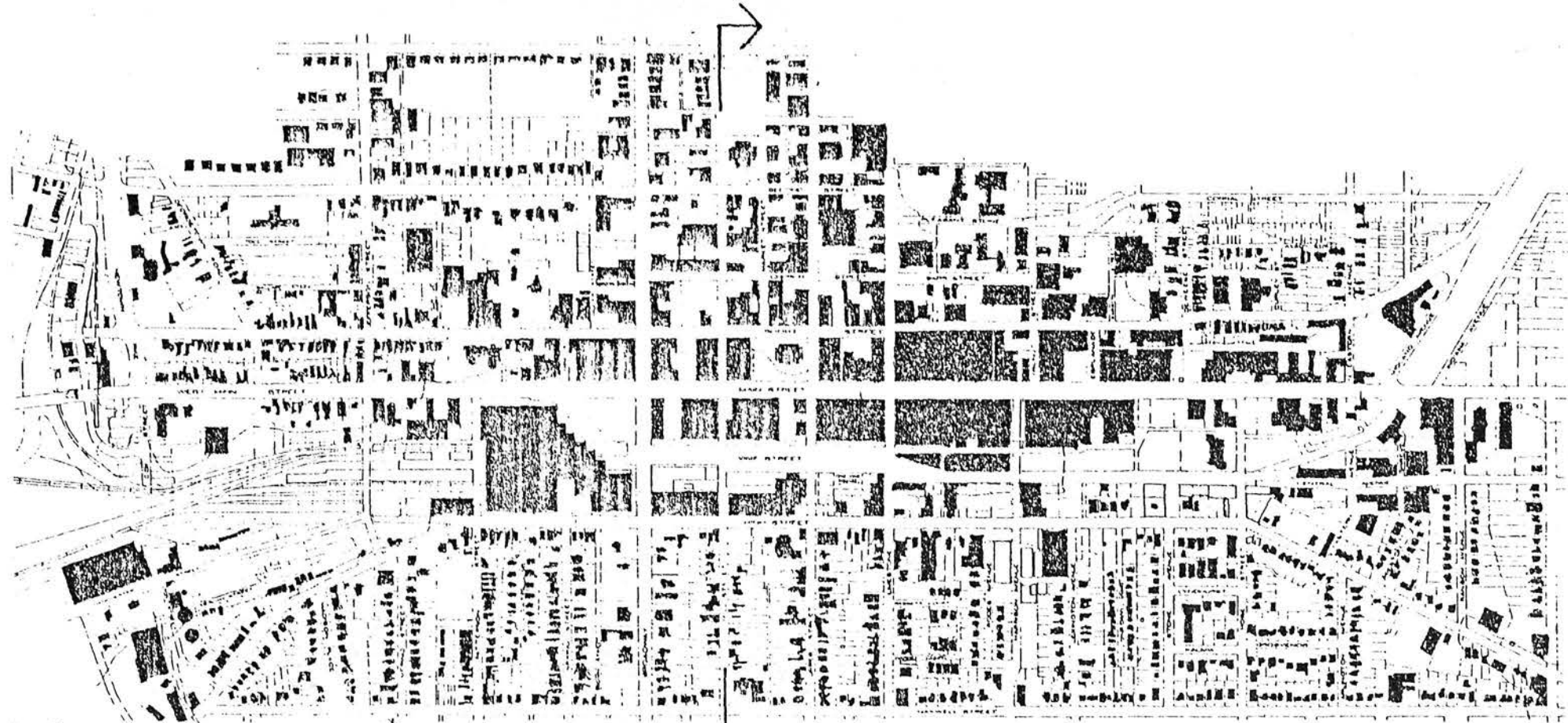
Historic Areas Surround the Downtown

The growth of Lexington has been radial, particularly to the southeast. Consequently the older areas are adjacent to Downtown as the accompanying sketch maps show.

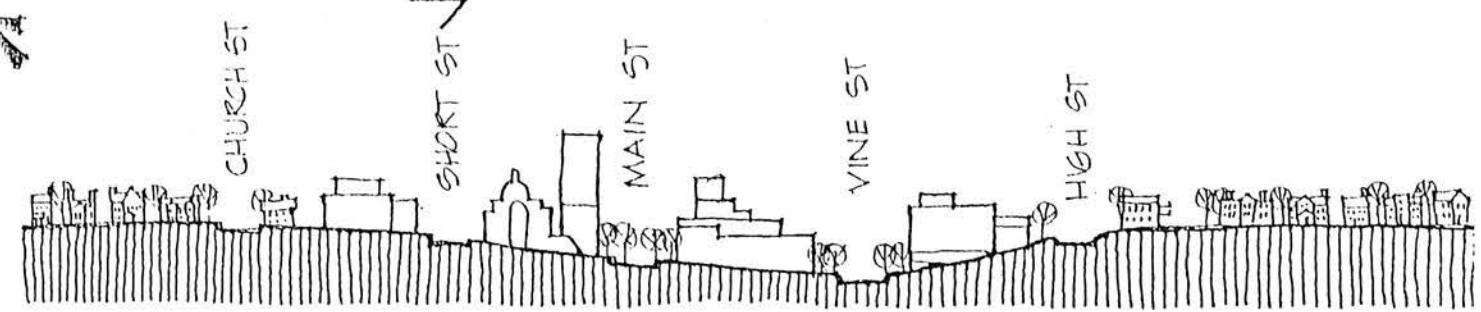
At one time all of the streets adjacent to Main were fully developed as residential structures. Cross streets, lined with shade trees, led into the Downtown. Over the years many of these old buildings have been demolished for one reason or another, but a sufficient number



HISTORIC NEIGHBORHOODS ADJACENT TO DOWNTOWN



SCALE 0' 400' 800'



SCALE 0' 175' 350'

RESIDENTIAL * DOWNTOWN * RESIDENTIAL
 HILL SMALL BUILDINGS VALLEY LARGE BUILDINGS HILL SMALL BUILDINGS

DOWNTOWN & ADJACENT RESIDENTIAL AREAS

remain for the Downtown to inherit a tradition of density, scale, and qualities of urban living on which to base future development.

The recent establishment of the Urban Service Area has done much to prevent the "leap-frogging" practices of suburban developers thrusting out into valuable agricultural country. Consequently all new development in Lexington is being forced to use fill-in vacant land within the service area, or to develop vacant land in historic districts.

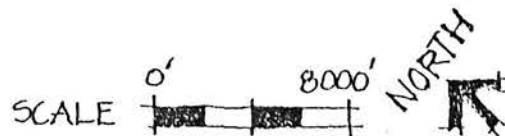
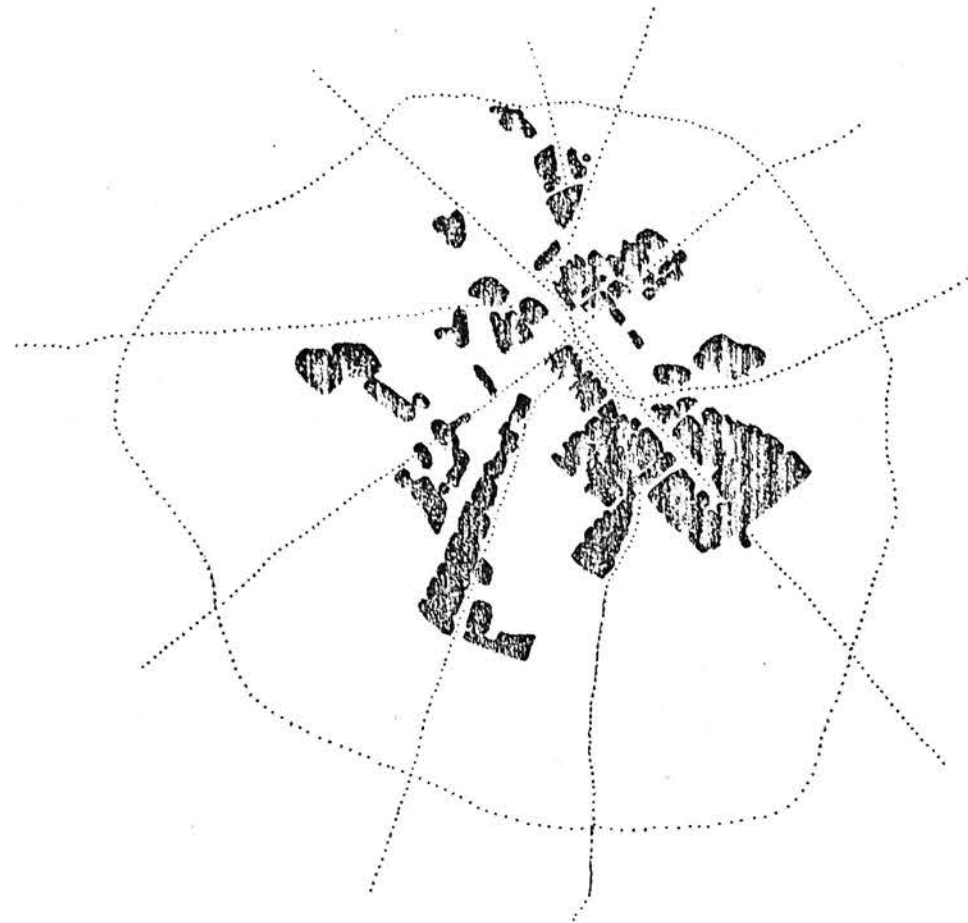
The sensitivity of the Board of Architectural Review is therefore critical, and the recommendations of the Historic Commission and the Blue Grass Trust are also crucial.

At the same time, the city must support the Urban Service Area concept by adopting a Growth Management policy for the entire Urban Service Area based on a comprehensive planning process which properly interrelates densities and mixes of uses with their impact on traffic, services, sewers, and waste disposal.

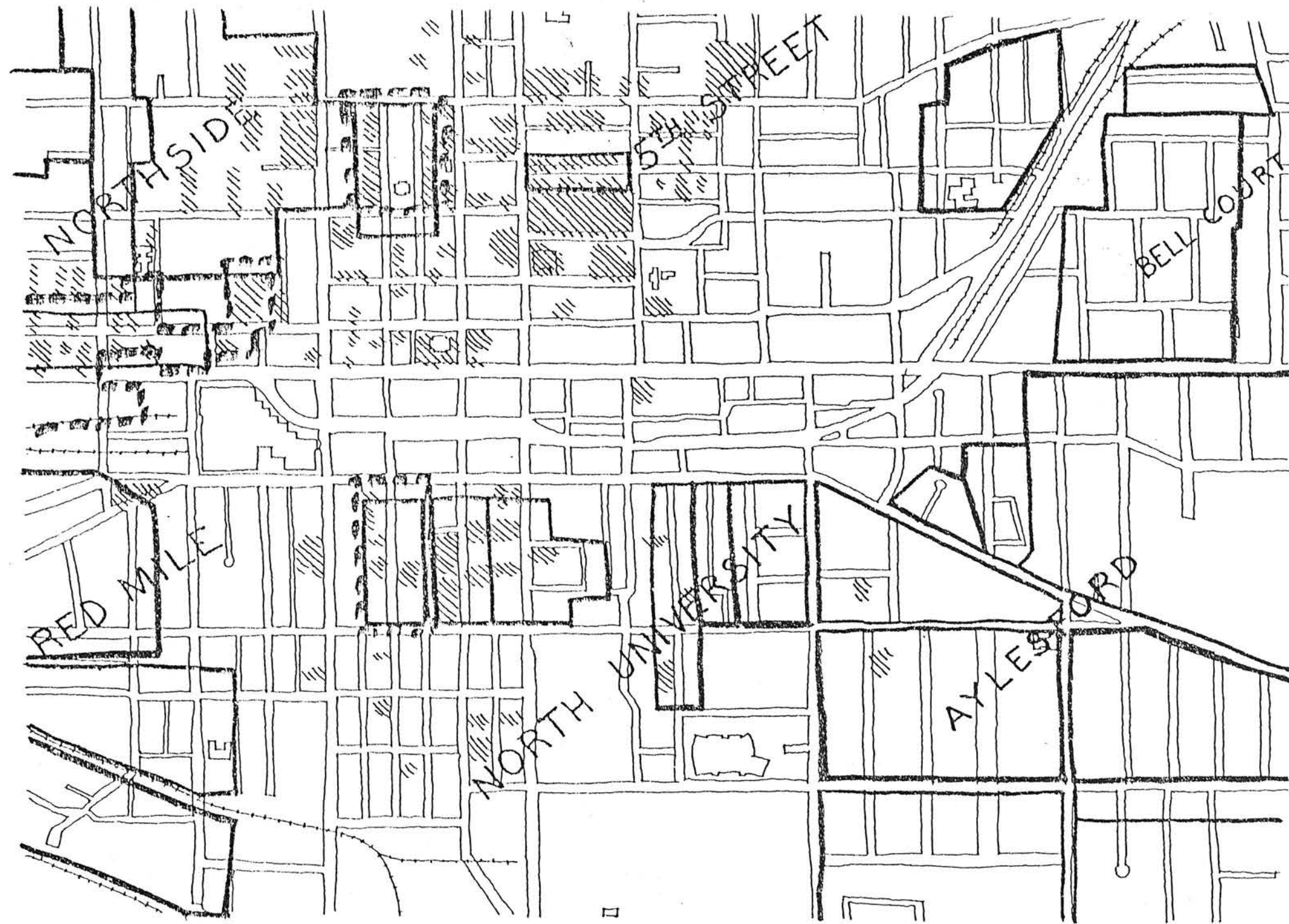
The Character of Lexington's Neighborhoods

In most major cities neighborhoods are defined by ethnic patterns, the service areas of elementary schools, and by major topographic or man-made configurations (valleys, highways, railroads).

Lexington's neighborhoods are not like this. Although the Board of Education has built three new schools (Russell, Johnson and Lexington), and completely rebuilt three others (Harrison,



NEIGHBORHOODS



Maxwell and Ashland), it seems that these schools are not the focus of neighborhood identity.

Lexington's neighborhoods are much smaller. In their smallest dimension, they are block clubs, such as Fayette Park or Elsmere Park. In their larger dimension they are residential areas which have an architectural and/or income scale or ethnic character in common, for example the blocks of "shotgun" plan houses, Irishtown at Davis Bottom, or the Fifth Street black community.

In consequence, the task of preservationists is made a lot easier. It is possible for groups of families on an antebellum block, such as East Second Street, to work comprehensively together. Similarly, the Historic Commission can work to promote a new sense of identity in a historic district, such as Mill Street, on a block by block basis.

Architects and developers in turn are able to address the problem of infill housing with a very clear heritage of scale, set backs, materials, and even plan forms. Processes for citizen participation are rewarding at this scale because goals and issues can be discussed and resolved between citizens, developers and local government at levels of detail unusual in normal planning circumstances.

Lexington is fortunate to have this advantage, and developers and planners should make the fullest possible use of the human resources and concern of the citizens.

Urban Design Residential Types for Downtown, Based On Heritage

The R/UDAT team projects a growth of 20,000 to 25,000 units of housing in the Lexington-Fayette County service area by 1990.

Properly marketed with proper promotion, there is no doubt that the Downtown area could attract at least 1,000 units, or more, during the same time span. As we have said, the central areas are surrounded by historic heritage. The scales of these streets are extremely delicate, and every effort must be made to insulate them from high density Downtown development, whether in the form of commercial and office blocks or high density housing.

The R/UDAT team therefore recommends at least five categories of scale to respond to the sharp contrast which occurs within three blocks on either side of Main Street, between high density high-rise offices and Antebellum historic houses.

The R/UDAT team recommends the construction, during the next five years, of two high-rise apartment towers; one, containing market apartments and/or condominiums; the other exclusively elderly, with a mix of market and subsidized rental for low and moderate income families.

Several of the fine historic commercial buildings on Main Street, including the two cast iron front buildings, contain large square footage of vacant space on the upper floors.

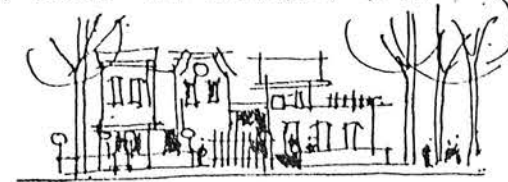
TYPE **A** DOWNTOWN HIGHRISE HOUSING PARK.



TYPE **B** DOWNTOWN RENOVATED HOUSING OVER STREET LEVEL COMMERCIAL



TYPE **C** DOWNTOWN EDGE MULTI-FAMILY TOWNHOUSE / NEW



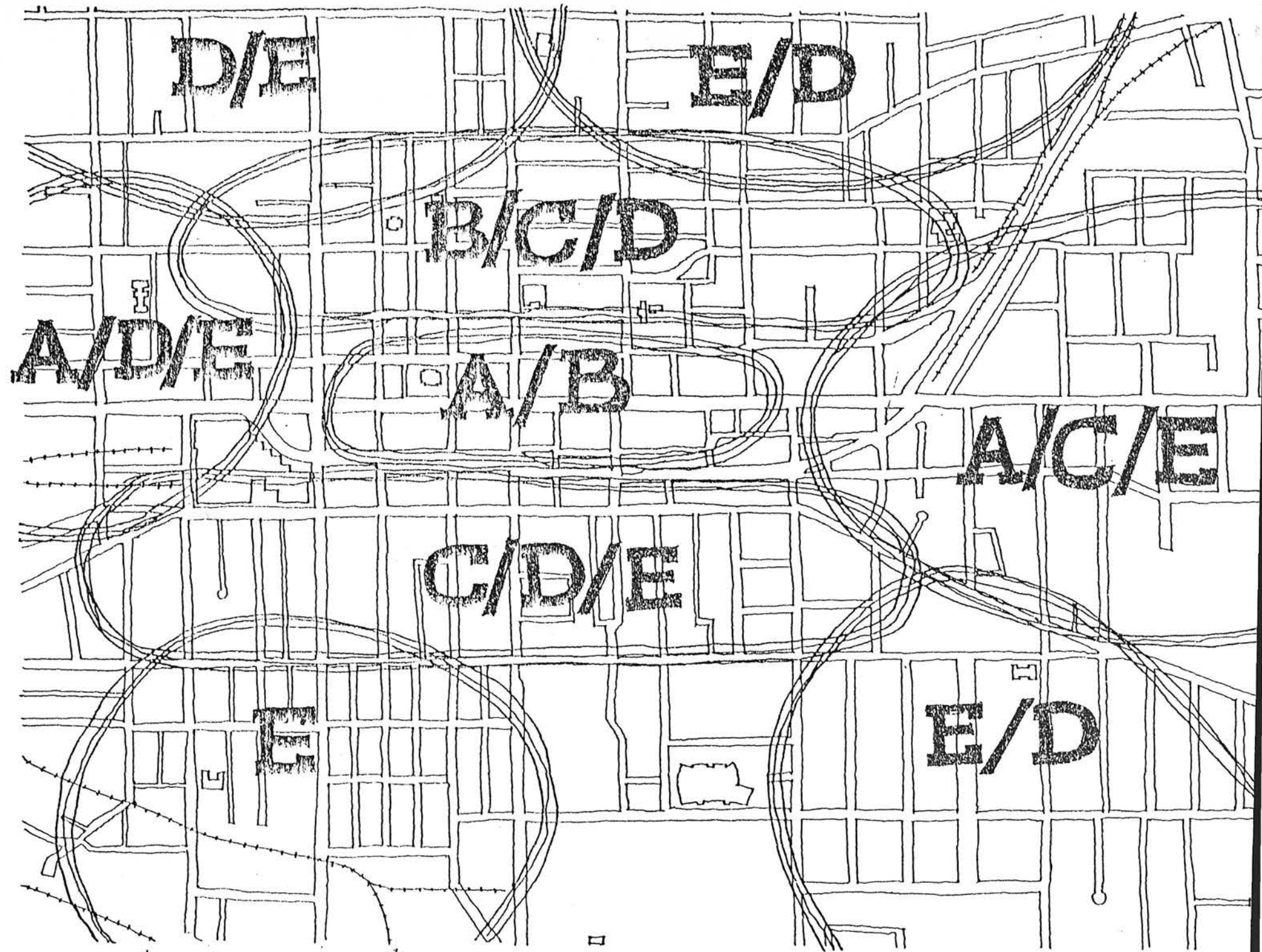
TYPE **D** RESTORED "VINTAGE" SINGLE / MULTI FAMILY HOUSING



TYPE **E** DETACHED SINGLE FAMILY INFILL / EXISTING NEIGHBORHOODS



DOWNTOWN HOUSING = ECONOMIC / SOCIAL MIX



0' 400' 800'
SCALE

NORTH
N

DOWNTOWN HOUSING-DISTRIBUTION

R/UDAT recommends a variety of programs to encourage a diversity of uses in these floors above small-scale quality shops. Among the uses recommended in buildings of suitable plan shape is apartment housing.

On the edge of Downtown, particularly to the south, where there has been urban renewal clearance, RUDAT recommends new multi-family housing developments in the form of townhouses and duplexes. These should be designed as modern units, but using the vernacular of scales, materials, and elevational forms of the traditional environment as points of design departure.

R/UDAT encourages the work of the Blue Grass Trust and the Historic Commission in helping new owners to restore houses in historic streets. However, present efforts in this regard could be meaningfully expanded by the establishment of a revolving fund, possibly in the form of an outright grant from the city's Community Development budget line. This will be discussed in the later section of the report which details either method of implementation.

Great care must be taken to provide a responsive relocation plan for families, particularly renters, whose houses are sold by absentee landlords in response to the escalating market for historic homes.

The Downtown Development Commission, the Historic Commission, or some other suitable agency should have subsidy funds available to them, perhaps also from the city's Community Development line, to enable the present renters to exercise the option to buy and renovate the homes they live

in now, at a suitably less-than-market interest rate.

This is particularly important, as R/UDAT foresees that the next wave of restoration may well concern itself with some of the blocks of "shotgun" frame houses still occupied by low income renters.

R/UDAT urges that low income citizens be involved in planning and design processes for relocation and the construction of new housing, in the same way, and with the same sensitivity, in which citizens in other income brackets are presently being involved. There is no reason for architects and planners to assume that they know what is best for their consumers. Indeed, the history of public housing subsidy programs strongly indicates the contrary. And planner and architects who involve citizens will be surprised at the depth of cultural and social cohesion which not only exists in low-income communities but which is capable of basically affecting design.

**LEXINGTON
R/UDAT**

DOWNTOWN URBAN DESIGN

The Downtown Neighborhood: Urban Options

Until the mid-sixties, Lexington Downtown was the commercial hub of its seventeen county region.

The construction of New Circle Road, accompanied by suburban expansion and new shopping centers, has caused a sharp decline in the central areas.

In spite of considerable investment in the Downtown in new office buildings, several of the older buildings are vacant. Others are underutilized, particularly their upper floors. Yet others, especially those owned in trust, are decaying. There are many cleared sites for which there are presently no plans for development.

Many striking efforts to improve Downtown have been made in recent years. Some of these are large investments, such as the new bank buildings, the Civic Convention Center, the magnificently refurbished Opera House, and the landscaping of Main and Vine Streets.

Nevertheless, perceptions of the Downtown by many people who live in Lexington, particularly suburbanites, do not help in the CBD's recovery. Families living outside the core area are anti-Downtown. Few housewives shop there. Dominant perceptions are that the Downtown is dirty, decaying and unsafe.

Women, we have been told repeatedly, are afraid to use the parking areas, especially after dark when these areas are dimly lit. Complaints include inadequate police protection against molestation and purse-snatching. Other complaints include inadequate public transit, poor route planning, and the charge for parking

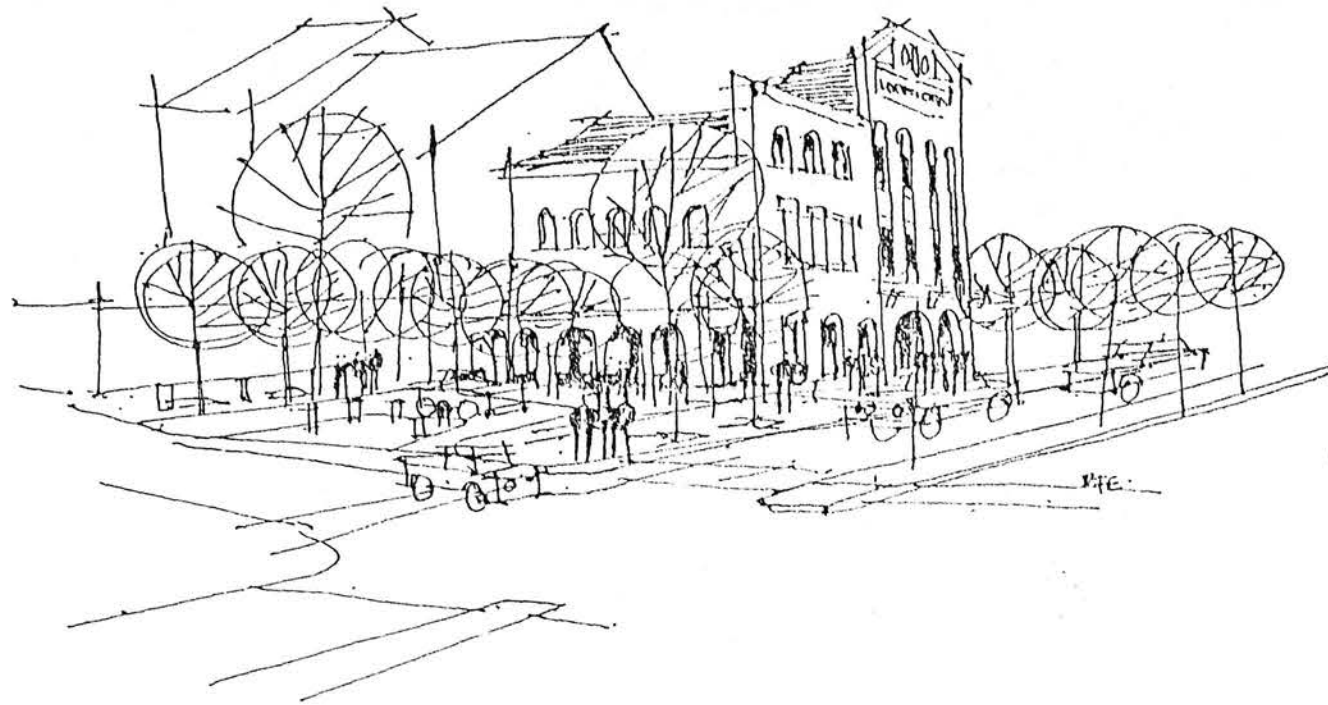
in contrast with the free and secure parking to be found at the shopping centers.

The University of Kentucky owns 700 acres within three blocks of Main Street. It has 23,000 students, 25% of whom are housed on the campus; and it has 7,000 faculty and staff. Yet its impact on Downtown is minimal.

Most of the students who do not live on campus find off-campus accommodation in beltway locations. They shop in shopping centers, or at Chevy Chase, not in the Downtown. The University owns or controls much of the acreage adjacent to the campus, thus preventing developers from building housing or commercial facilities close to the campus.

The University locates none of its academic facilities in the Downtown area. Indeed it conducts few of its activities off-campus. Many University facilities and programs have significance to the citizens as well as students, but few of these are located in off-campus situations.

A prime example of the failure of the city and the University to get together on planning and cultural issues of mutual concern is the new University art gallery and auditorium. For some years citizens have held meetings in an effort to launch a Lexington Museum and Art Gallery. The city has talked of phasing out the old Courthouse, thus making it available for such purpose. It appears that the University did not formally participate in these meetings, nor did it include the citizens who were working for the city museum in its planning for the University art gallery. It is R/UDAT's



THE LEXINGTON OPERA HOUSE

understanding that both sides moved forward independently of each other. As a result the university's art gallery and auditorium will be built on the site of its recently demolished stadium; and meanwhile the city, through the Lexington Center Corporation, has completely rehabilitated the Opera House. Consequently there are two auditoria, where only one would have been needed, and the art gallery will be built on a site several blocks from the Downtown.

In spite of the considerable assets of the new buildings, clearly this is no time for complacency. The new Downtown Development Commission has an important and challenging task ahead of it.

Not least among its challenges, ironically, is the new Civic Convention Center, with its 70,000 square feet of new commercial space.

Without doubt the Convention Center will attract large numbers of people to the Downtown. But will they leave the Center, with its air-conditioned shopping mall, to patronize Main Street?

The R/UDAT Team believes that the Downtown will survive only if steps are taken to make it a special place. But it must be a special place in its own right, rather than in competition with the shopping centers on the beltway or the shopping mall in the Convention Center.

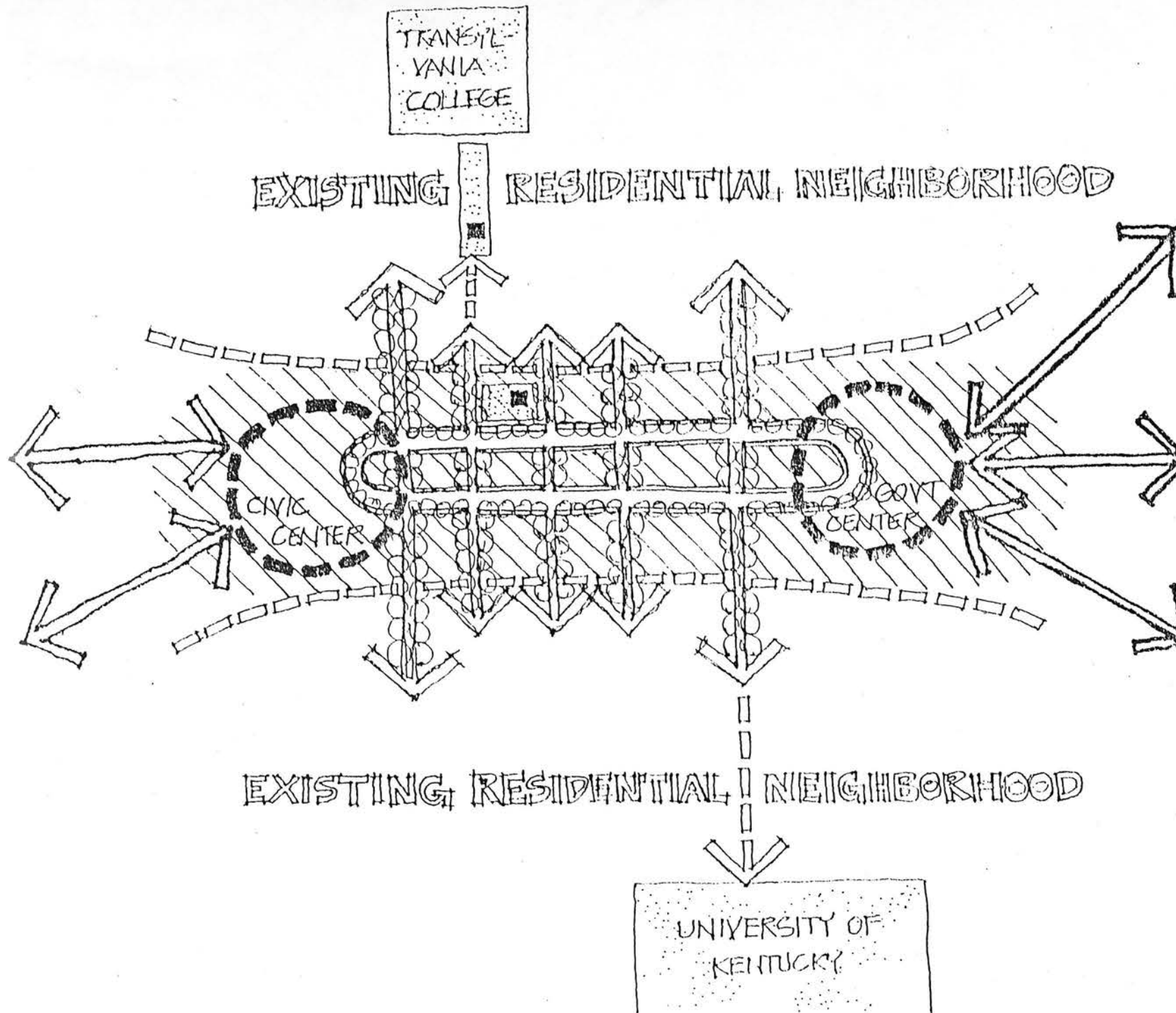
The critical question is whether the Downtown can optimize on its assets.

The Downtown's Historic Heritage

Like its adjacent residential areas, the Downtown has a considerable historic architectural heritage. There are several fine buildings, including the Courthouse, the Opera House, several fine churches, two cast-iron fronts (including one which is now on the National Register of Historic Places), and the old jail.

But also like the adjacent areas, its architectural heritage lies as much in its sequences of old buildings as it is in the individual structures. These buildings, along Main Street and around the Cheapside Park, have an architectural character and human scale, particularly at pedestrian level, and a richness of form and vocabulary, which shopping centers simply cannot match.

Part of the purpose of the R/UDAT recommendations is to show how these assets can be turned to account without the expenditures of huge sums of public money.



The construction of the Civic Convention Center (Lexington Center) with its 70,000 square feet of air-conditioned commercial space, its 377 room hotel, and its massive parking areas, threaten to shift the center of gravity of Main Street!

This tendency will be given further impetus by the proposed construction of a new 20-story bank and office structure on Broadway and Vine.

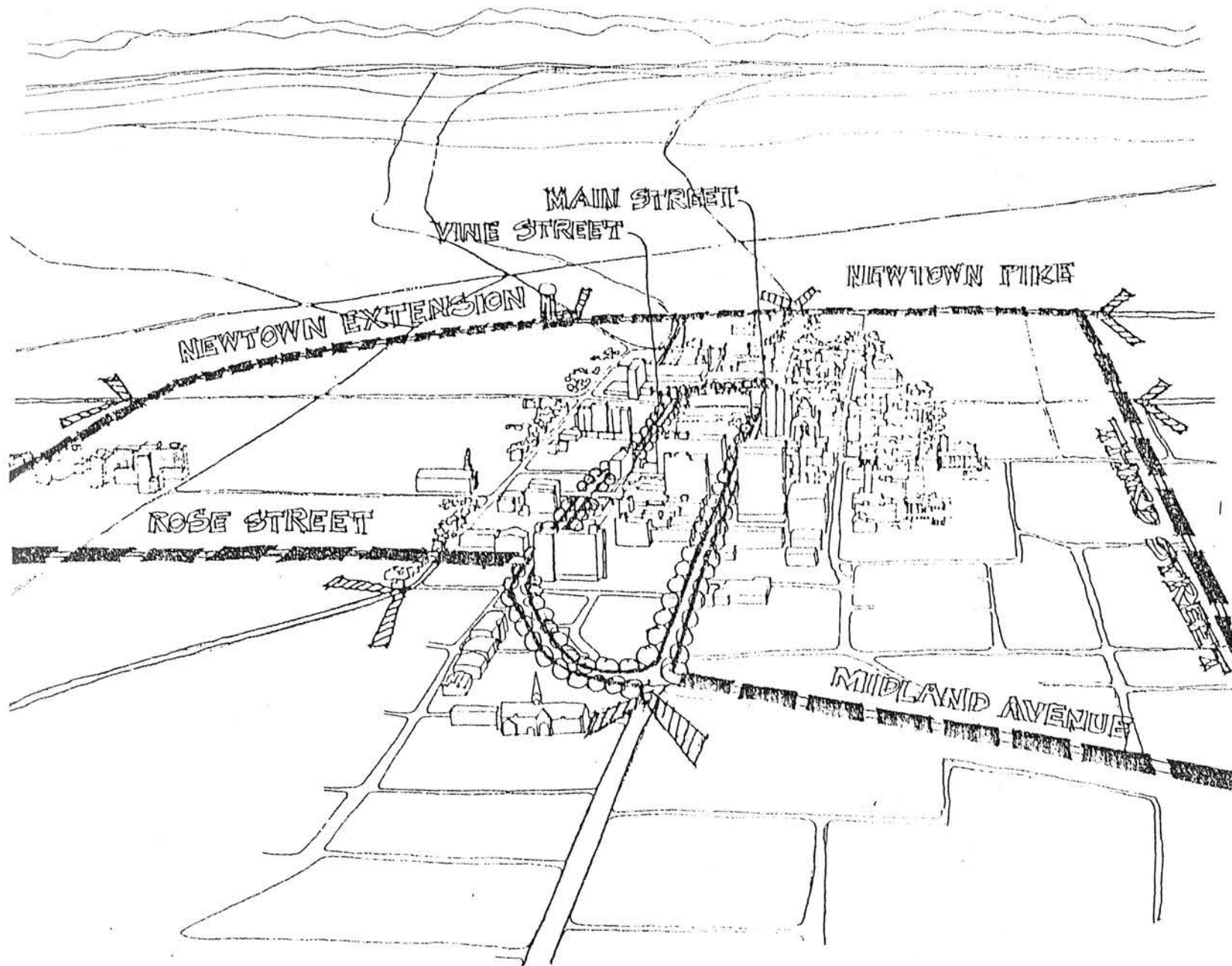
The R/UDAT Team is of the opinion that a comparable "anchor" must be built at the opposite end of Main Street. The Team recommends that a major Government Center be considered for this location.

At the present time many government agencies are dispersed in locations throughout the metropolitan region.

Several of these are arbitrarily located, more in response to space or site availability than to consumer need or convenience. In many instances the public, particularly the elderly or people of low or moderate incomes, have difficulty in reaching them by public transit.

The R/UDAT Team recommends bringing as many of these public agencies as possible into one complex in the central areas. This would have several advantages.

The complex could be reached easily from all directions by transit as well as by automobile, since it would be at the focal point of the city's radial highway system.



MOVEMENT SYSTEM

Since the complex would house many agencies it would be possible for the public to do business with more than one agency during a single visit

Among these agencies the R/UDAT Team urges the location of the Health Clinic in this central complex instead of its presently proposed location on Broadway.

Interrelating government departments would be improved. Capital and operating economics would result from combining facilities, such as heating, food services, storage, computing, maintenance, and other services.

The Government Center and the Civic Convention Center would be linked by a bus loop on which transit vehicles would circulate continuously at five minute headways.

In addition there would be an outer town lane loop. The primary goal is to get traffic to and from the two nodal complexes.

The success of Downtown depends very much on the future success of Main Street. The R/UDAT Team encourages the rehabilitation and recycling of existing structures, reinforced with new buildings which do not violate the heritage of historic scale and vernaculars.

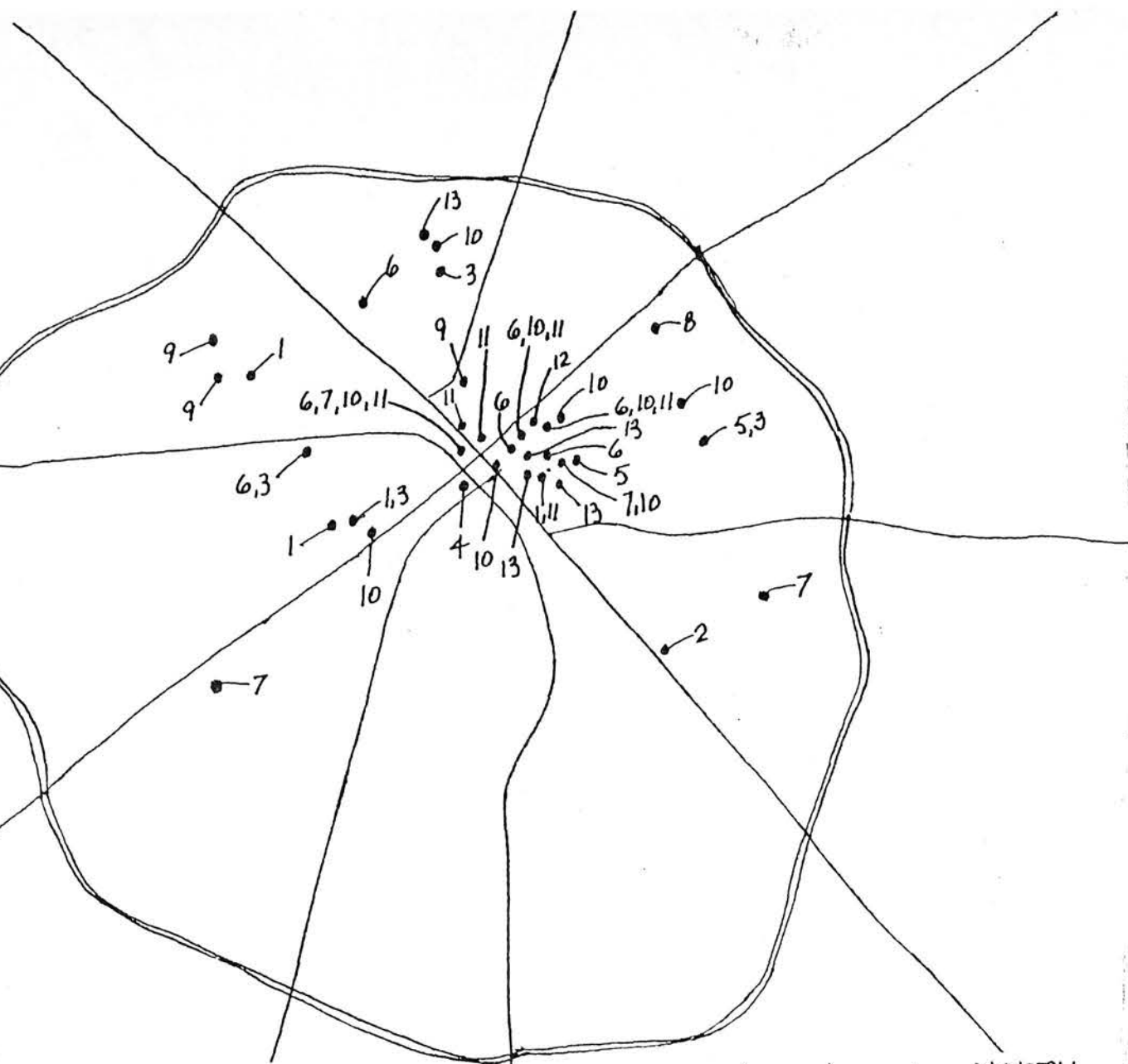
As already indicated in this report, the R/UDAT Team also strongly endorses the relation of Main Street to the adjacent historic residential areas. This would be done by landscaping the cross-streets, and making them convenient and exciting for pedestrians to use.

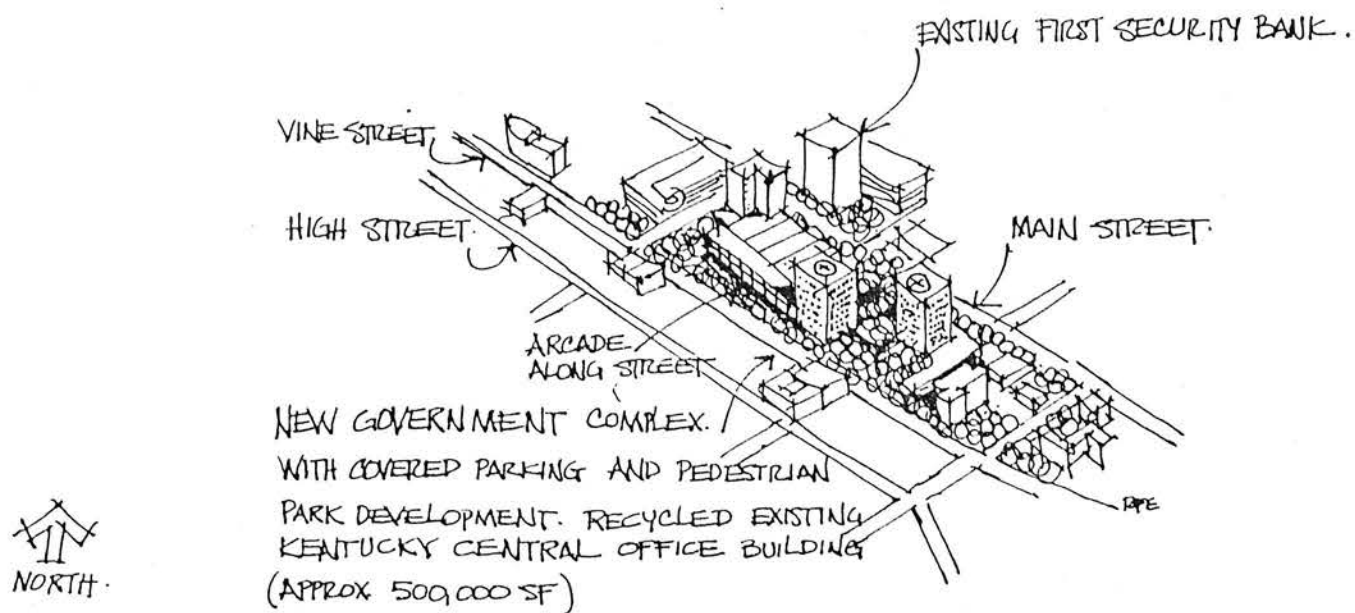
GOVERNMENT SERVICES LOCATION STUDY

SCALE 0' 400' 800'

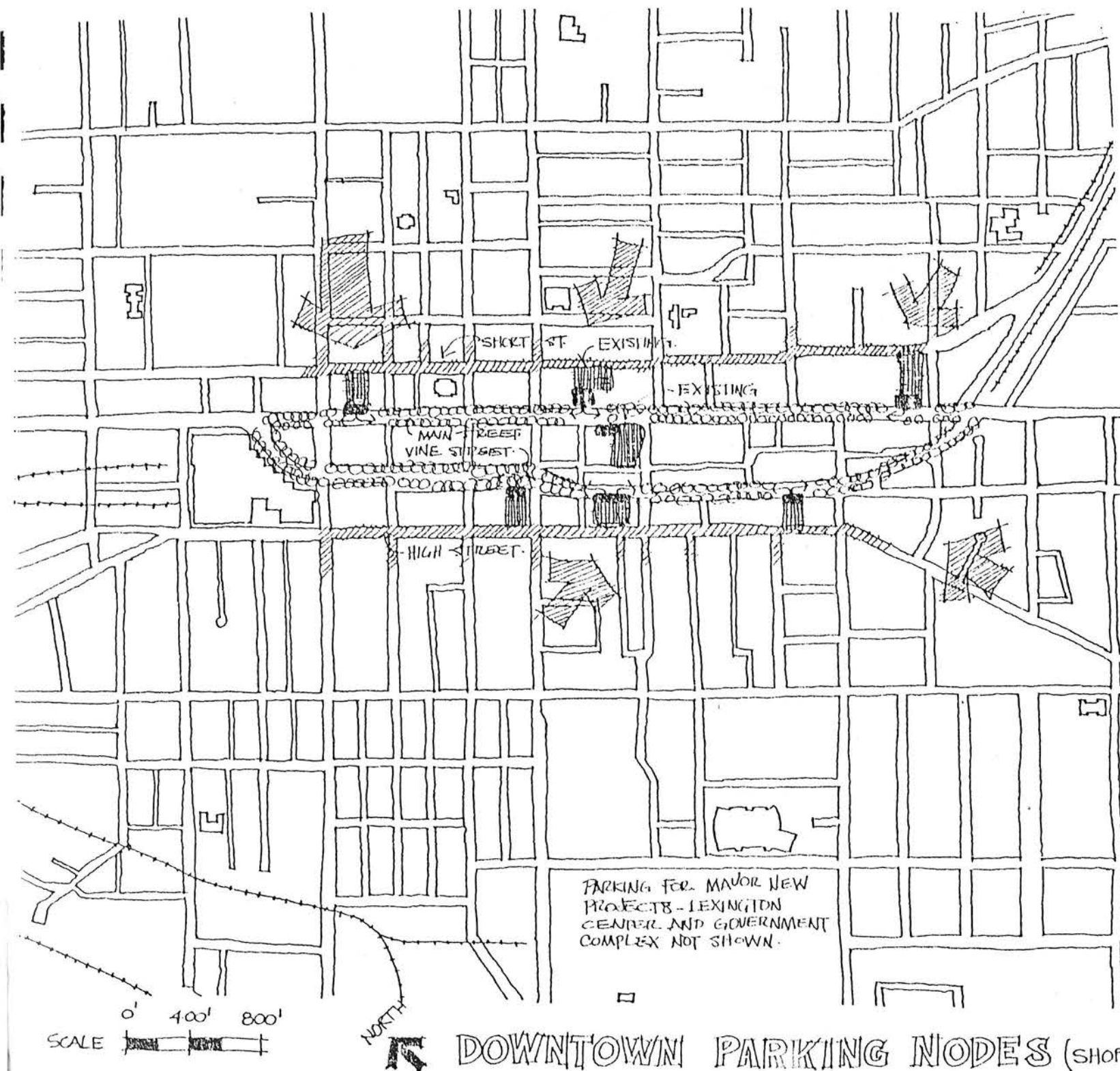


1. HEALTH
County Health Dept, Animal Control
2. EDUCATION
Admin. Offices, Cont. Education
3. SOCIAL SERVICES
Public Assist, Personal Services
4. ECONOMIC OPPORTUNITY
Unemployment, Welfare Services
5. PUBLIC SAFETY
Fire & Emergency, Civil Defense
6. JUSTICE
Courts, Police, Legal Assistance
7. PARKS & RECREATION
Admin. Offices, Programs, Maintenance
8. PUBLIC TRANSPORTATION
Lextran Admin, Garage & Maintenance
9. PUBLIC WORKS
Sanitation, Sewage Treatment, Roads
10. COMMUNITY DEVELOPMENT
Planning, Urban Renewal, Housing etc.
11. GENERAL ADMINISTRATION
General & Regulatory, Public Records
12. LIBRARIES
Admin. Offices, Main Circulation
13. DETENTION CENTERS
Child & Adult





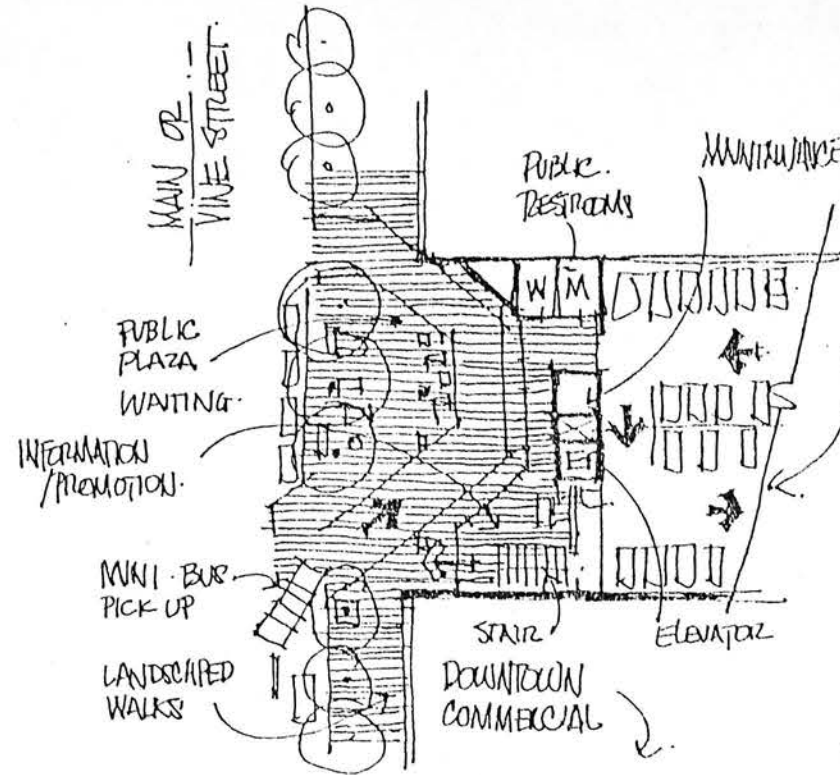
CONSOLIDATED GOVERNMENT OFFICES



Main Street and Vine Street, in this R/UDAT proposal, would be restricted to bus traffic, drop-off traffic, and to pedestrians. As shown in a later illustration, these streets would have broadened sidewalks which would be heavily landscaped with trees.

Automobile traffic would use Short Street and High Street. New parking structures would be located at convenient positions along these streets on the in-town side.

As shown in the next sequence of illustrations, these parking structures would not house automobiles alone, but would be multi-usage structures.



LOCATION BEHIND RECLAIMED STREET FRONT - TO MAINTAIN SCALE OF TOWN.

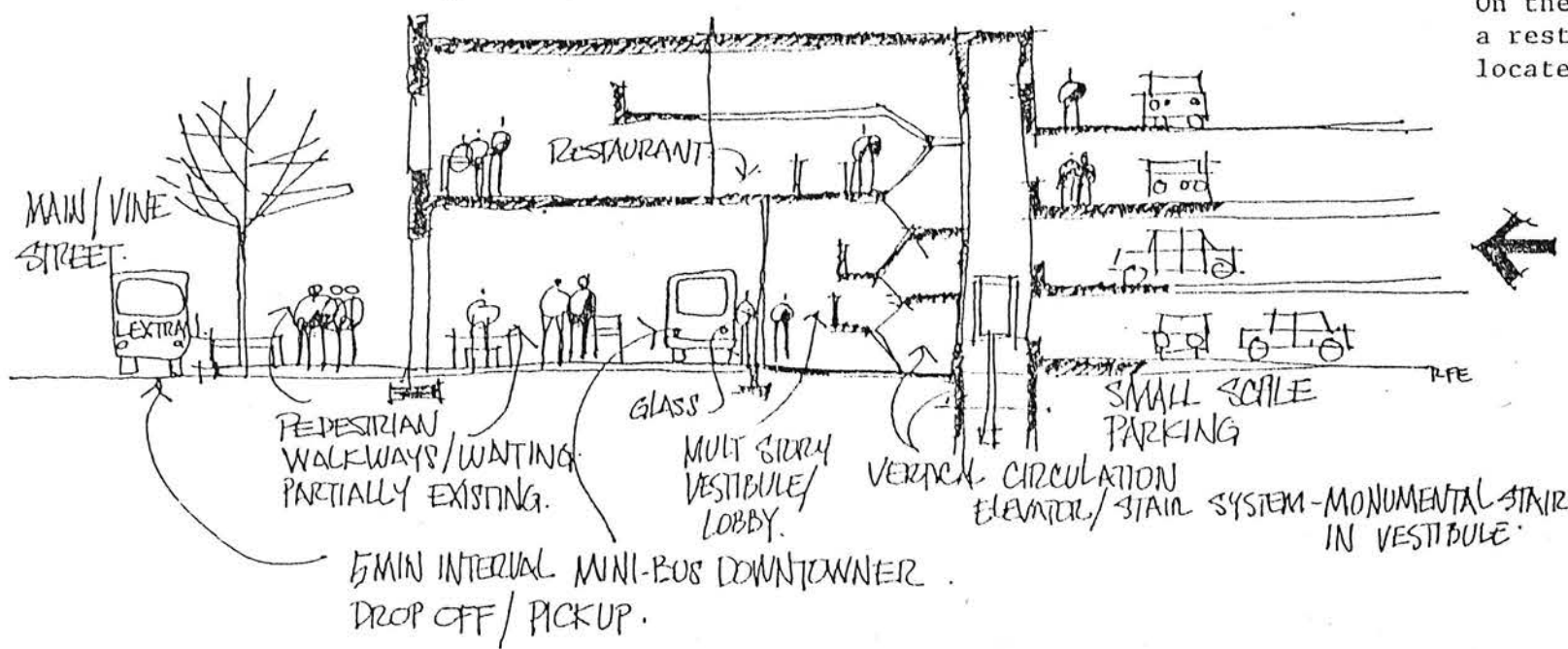
TYPICAL PARKING STORAGE
2-4 STORIES - APP. 200
CARS EACH.

AUTOMOBILE
ACCESS FROM
HIGH OR SHORT
STREET

The drawings on this page illustrate the R/UDAT concept for parking structures off High Street and Short Street.

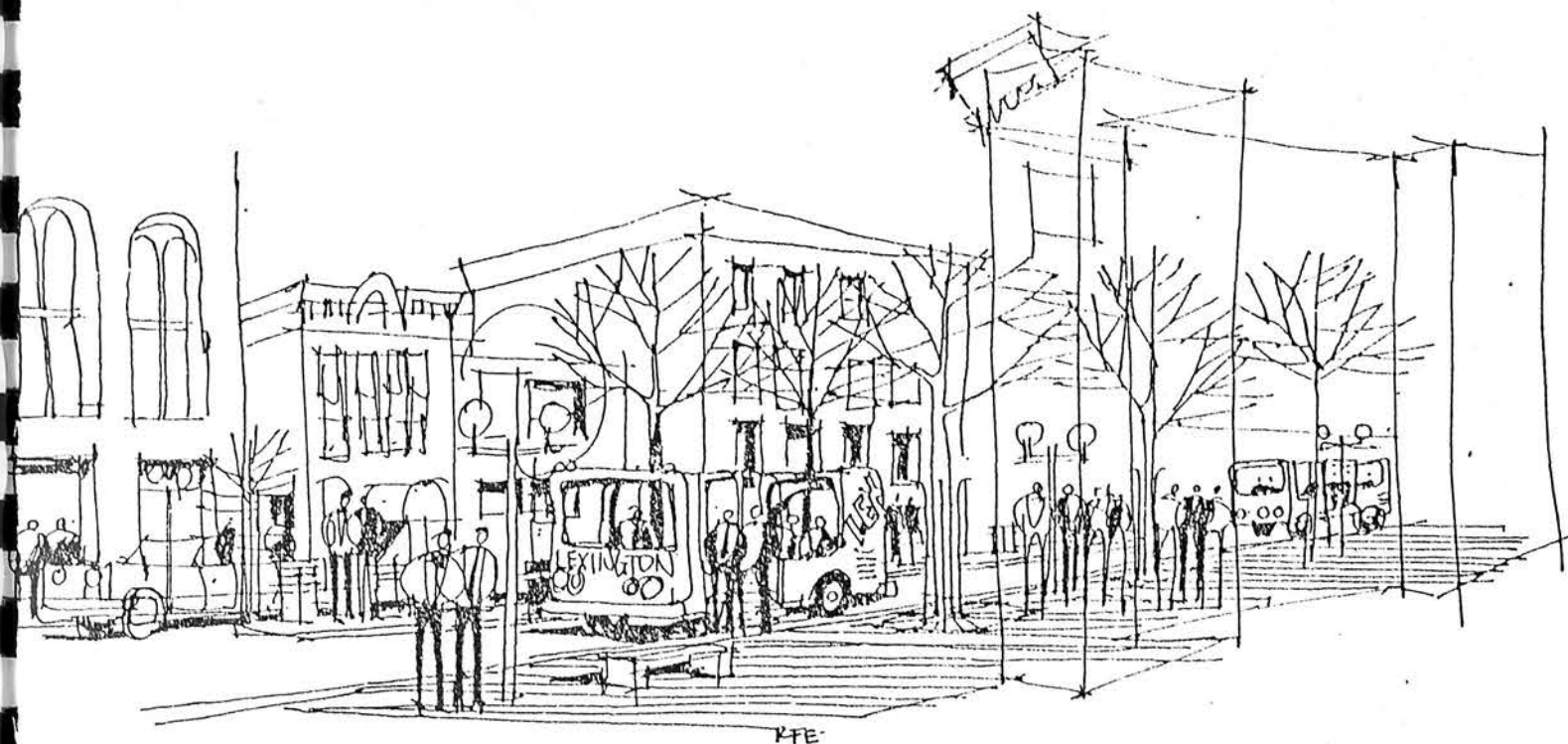
The parking decks would be on the Short or High Street side of the complex. On the Main or Vine Street side there would be a lobby for buses and a waiting room.

On the second floor, a commercial use, such as a restaurant, offices, or a shop would be located.



AUTOMOBILE
ACCESS FROM
SHORT OR
HIGH STREET.

LEXINGTON DOWNTOWN PARKING / STREET VESTIBULES



Outside the lobby on Main Street or Vine Street. The upper floors of older buildings are rehabilitated as apartment house or offices.

The R/UDAT Team recommends the Board of Education, the University of Kentucky, and Transylvania University to consider converting some upper floor space on Vine and/or Main for Downtown outreach program. Adjacent buildings should be investigated to see whether their upper floors could be linked internally, thus providing horizontal space without interrupting the integrity of the historic facades.

New buildings may be introduced, but care should be taken to accord with historic scales, eave and sill lines, and materials.

LEXTRAN - MINI-BUS-MAIN/VINE 5MIN SYSTEM

On the next page is a general view of Main Street showing how the vestibule and the upper commercial floor of a parking structure can be integrated into the historic street.

Consideration should be given to studios and workshops for artists and craftsmen, possibly under the auspices of a local foundation or non-profit arts corporation.

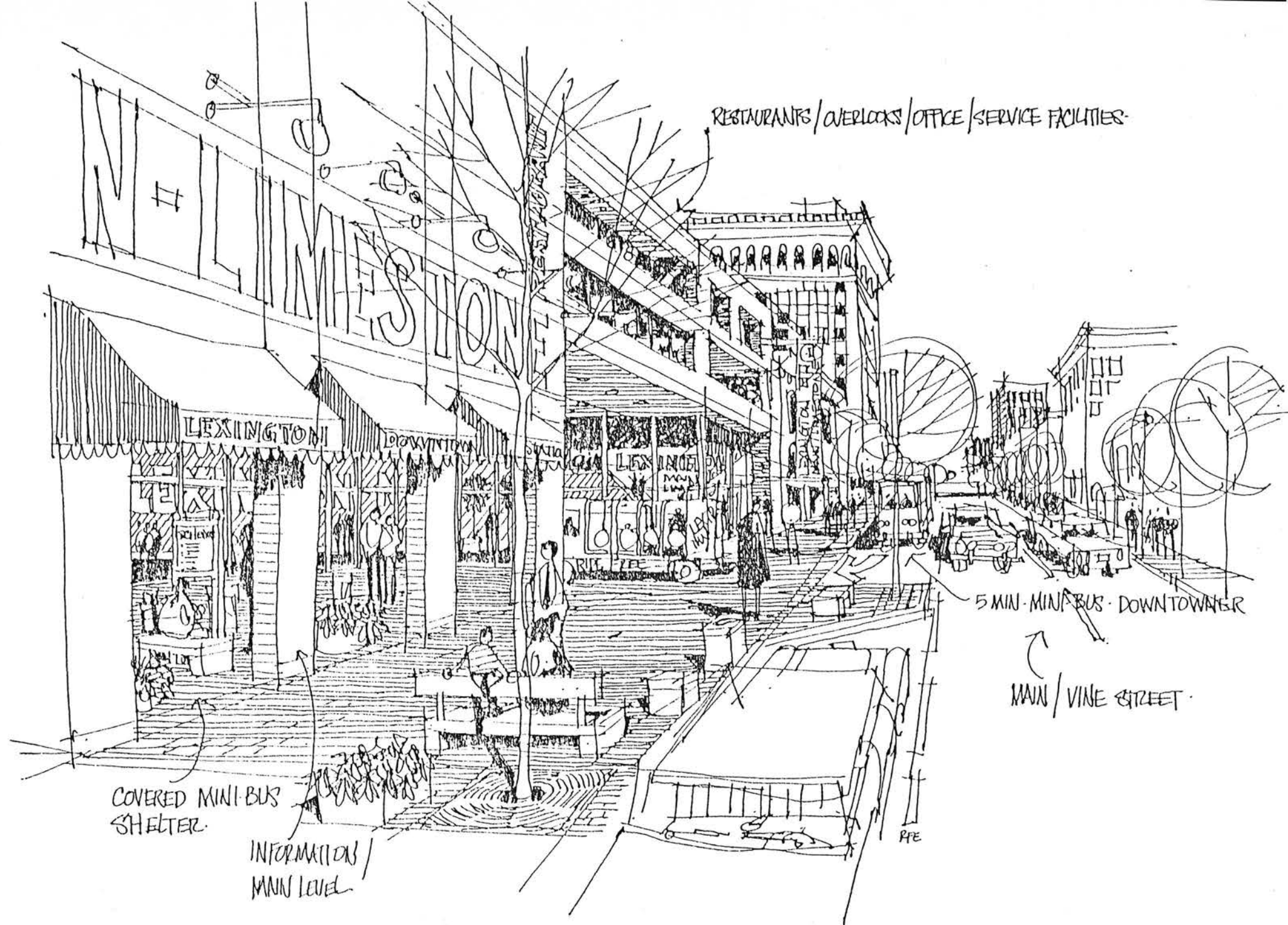
Main Street and Vine Street should also be considered as the site for frequent seasonal festivals in both summer and winter. Flea markets, vegetable markets, and antique shows can be held weekly throughout the summer in the open air.

Special festivals and parades devoted to horse racing, the tobacco harvest, university commencements, and other annual events could be held. Special events for children such as puppet shows, clowns, street theater, art carts, and dancing could be arranged.

Restaurants should be encouraged to set out tables and umbrellas on the broad tree-shaded sidewalks in the summer. Merchants could also have tree-standing glass display cases on the sidewalks also.

This is a general view of Main Street, showing how the vestibule and the upper commercial floor of a parking structure can be integrated into the historic street.

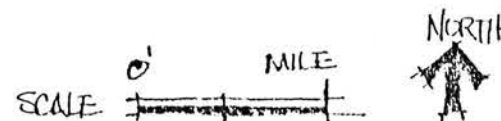
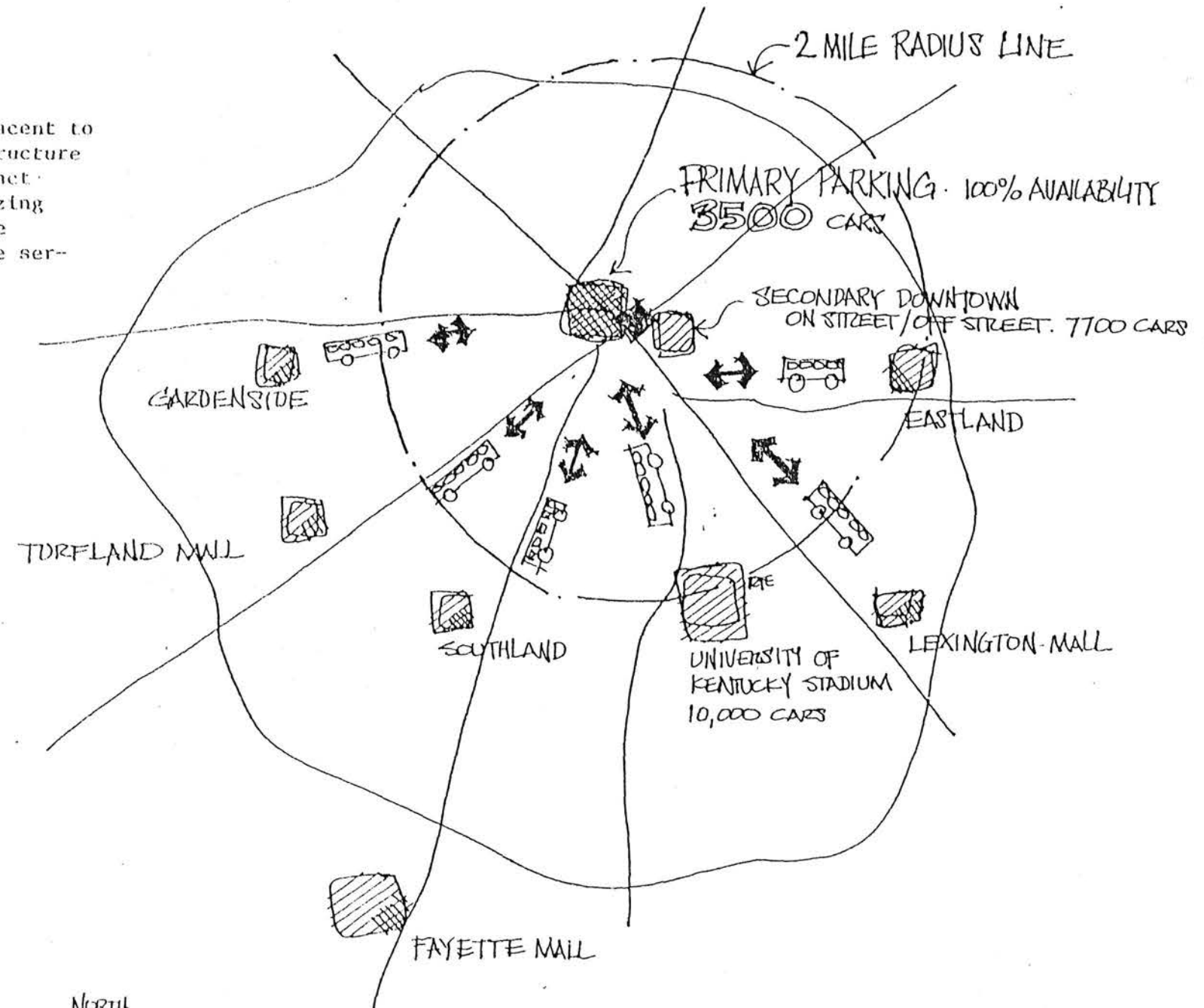
If Main Street is to survive, R/UDAT believes that its shops should be quality and specialist. A pedestrian route and bikeway should link Main and Vine with the University of Kentucky at the site of the new Art Museum, and the Main Street and Vine Street stores should include shops with university appeal, such as young men's and women's clothes, bookshops, sporting goods, and arts and crafts.



LEXINGTON DOWNTOWN PARKING / STREET VESTIBULES

LEXINGTON CENTER PARKING RESOURCES

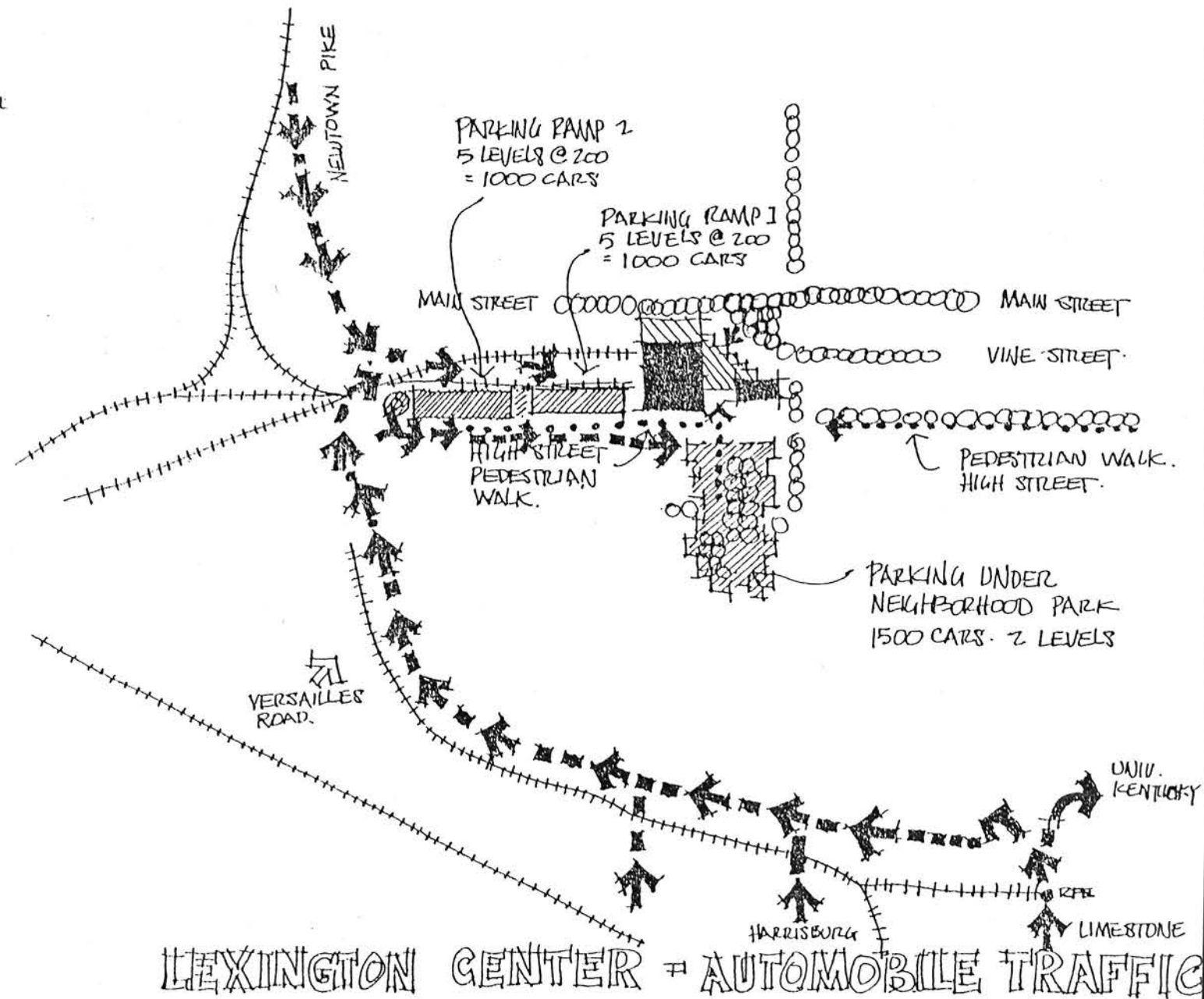
Parking for most events is provided adjacent to the Civic Center in 3500 new parking structure spaces. Extraordinary events that attract larger crowds are accommodated by utilizing satellite parking facilities such as the University stadium and providing shuttle service connections.



LEXINGTON CENTER + PARKING RESOURCES

LEXINGTON CENTER - AUTOMOBILE TRAFFIC

Redesign of Newtown Pike and extension of this primary access highway are required to serve future parking. Primary access from the south may be satisfied with a road alignment adjacent to the railroad to cause minimum disruption to South Hill houses.



LEXINGTON CENTER - PARKING

Parking is provided west of the Civic Center in multi-level structures that utilize the railroad right-of-way. To the south parking is accommodated in a low structure built on land that has already been cleared. The roof of this structure is designed as a park-like plaza that connects the south side community to the Civic Center. Only selective clearing occurs in the rest of the area presently slated for renewal, and a mosaic of varied new housing types is added to restore this old neighborhood.

1. RAMP WEST OF LEX. CENTER - 5 LEVELS @ 200 / LEVEL = 1000 3 BELOW ROAD WITHIN WAREHOUSE SHELL.
2. RAMP WEST OF LEX. CENTER - 5 LEVELS @ 200 / LEVEL = 1000 3 BELOW ROAD

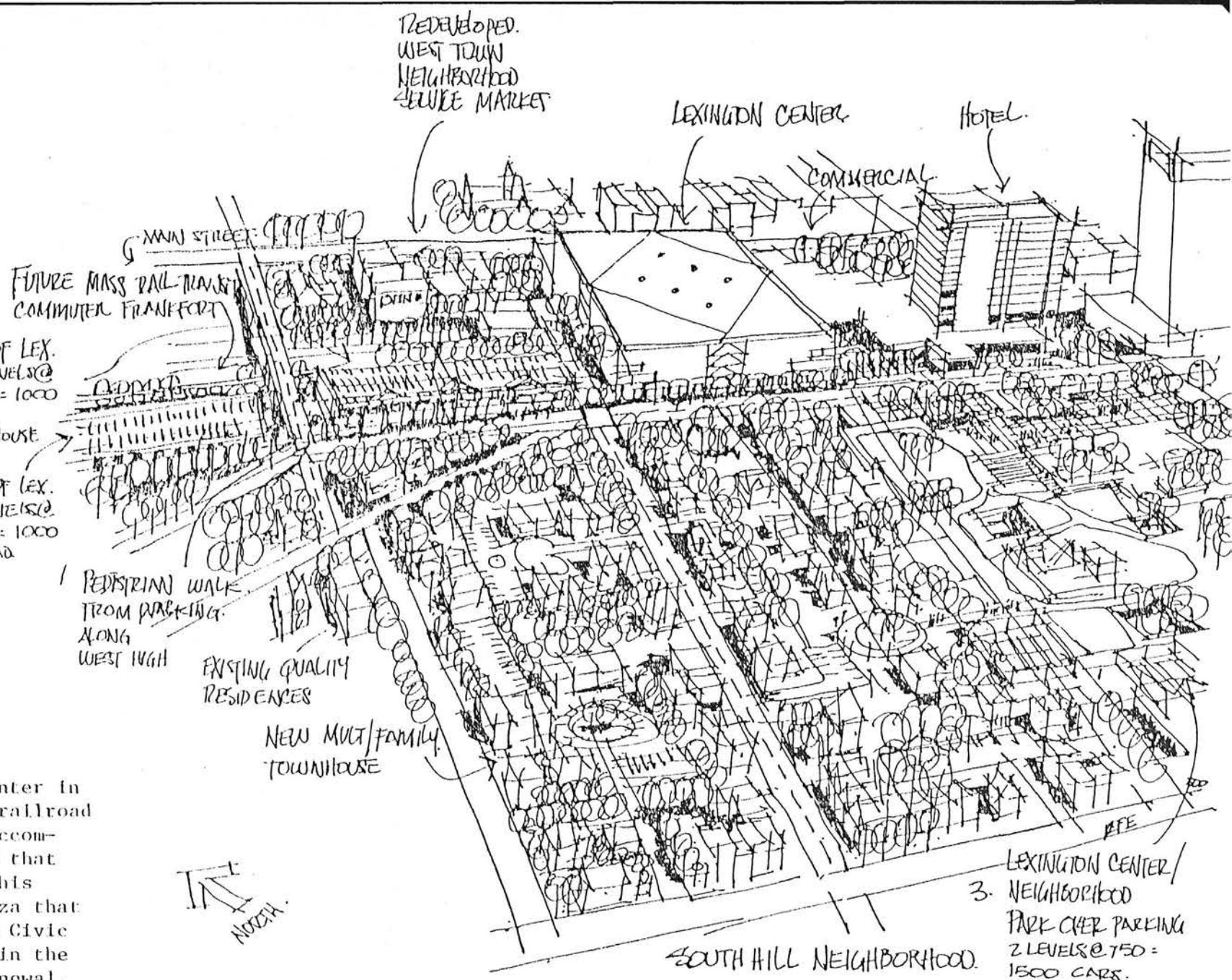
1. PEDESTRIAN WALK FROM PARKING ALONG WEST HIGH

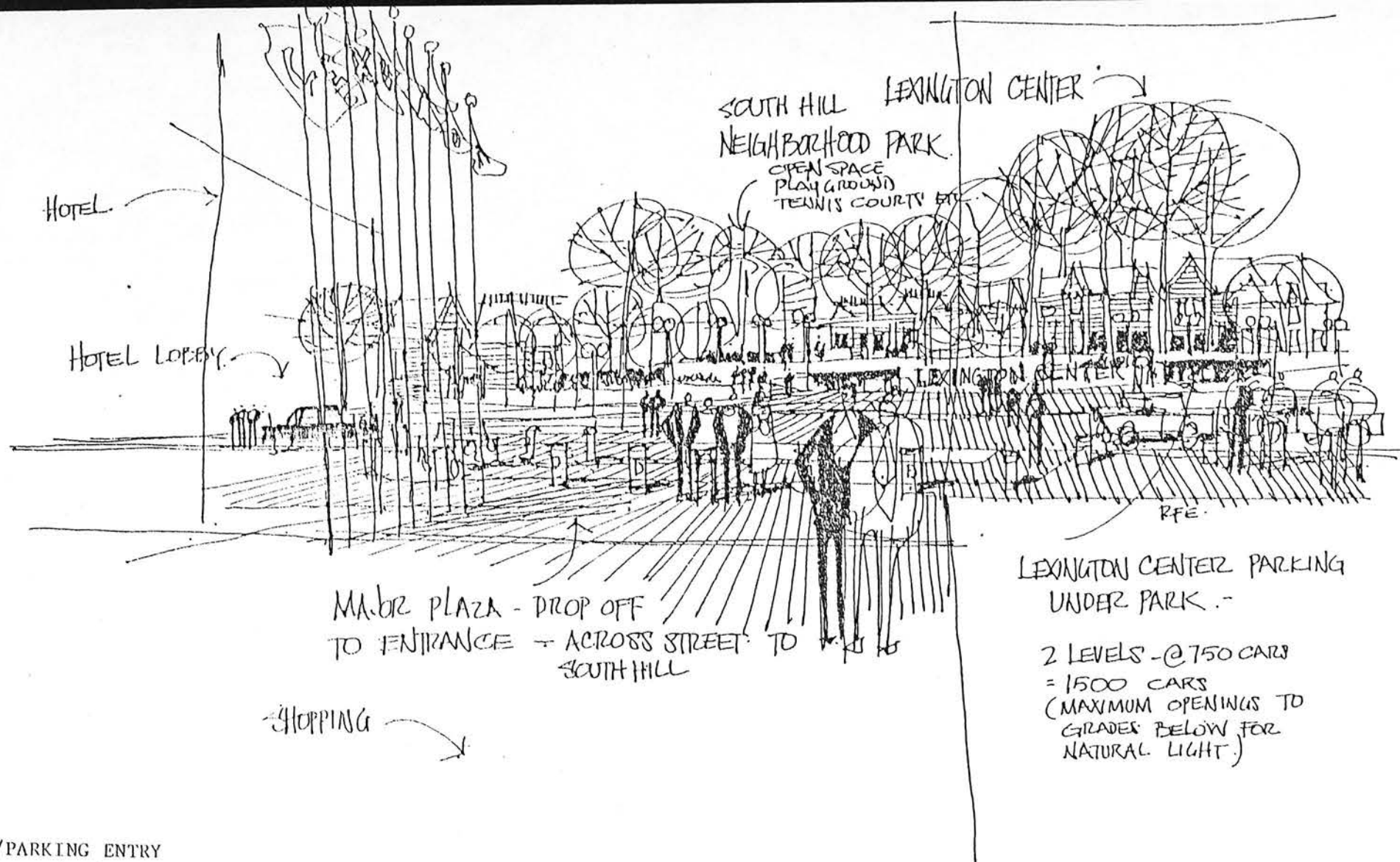
EXISTING QUALITY RESIDENCES

NEW MULT/FAMILY TOWNHOUSE



LEXINGTON CENTER - PARKING



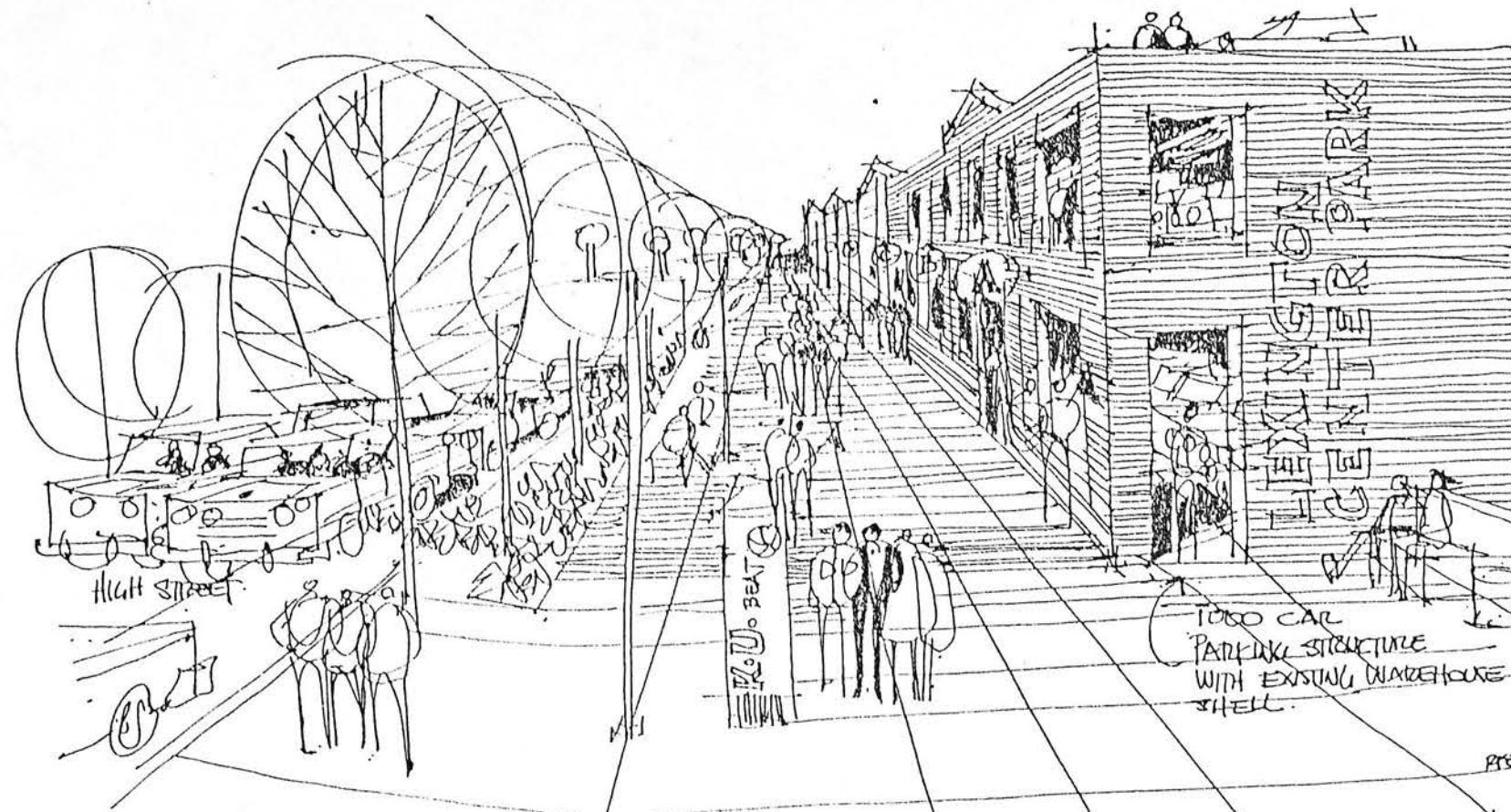


LEXINGTON CENTER - PARK/PARKING ENTRY
View from Civic Center toward plaza roof
of parking structure on South Hill

LEXINGTON CENTER - PARK // PARKING ENTRY

LEXINGTON CENTER PEDESTRIAN WALKWAY AT WEST
HIGH STREET

Intermediate level promenade along High Street
links west parking structure with Civic Center.



LEXINGTON CENTER - PEDESTRIAN WALKWAY AT W. HIGH ST.

OPEN SPACE

Purpose

To organize the visual environment for coherence, orientation and pleasure.

Philosophy

By conscious and sensitive design, all of the public open spaces of the City should be attractive and functional to reinforce the desire of people to go there to live, shop, be entertained, and obtain services. This is accomplished by sensitive design of new building exteriors and use of materials especially water and trees. High branched tree canopies to shade paved areas with benches should dominate the public areas. All city streets should be lined with deciduous trees planted close enough to provide continuity. Where buildings are taller than two stories, the trees create an intricate arcade that preserve the pedestrian scale of the street.

Classification

All open spaces, whether functionally conceived, esthetically designed, or simply left over, should be incorporated into an organized system. This would include bikeways, walkways, and roads in addition to plazas, parks and recreational spaces. The visual organization is accomplished in a major way by trees, and in a secondary way by paving materials, street furniture, fountains and other landscape details.

Design Criteria

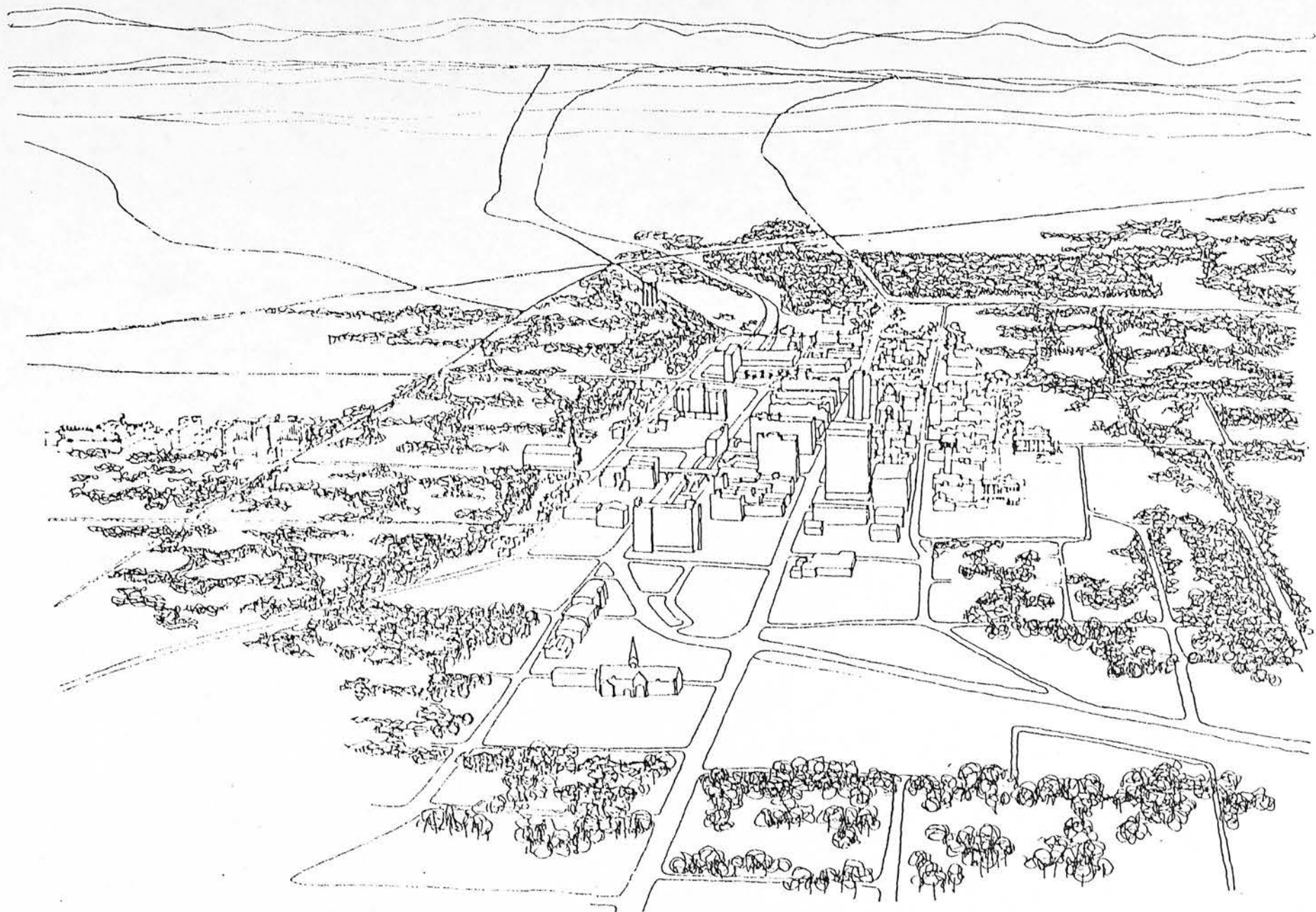
The first step in bringing about an integrated and visually coherent Downtown by open space design is to establish a set of criteria.

These should specify objectives in a way that is concrete but allows sufficient flexibility to meet varying site conditions. The criteria should include: qualitative and quantitative standards for building, siting, paving, planting drainage, grading, street furniture, roads, walkways, sitting areas and bikeways.

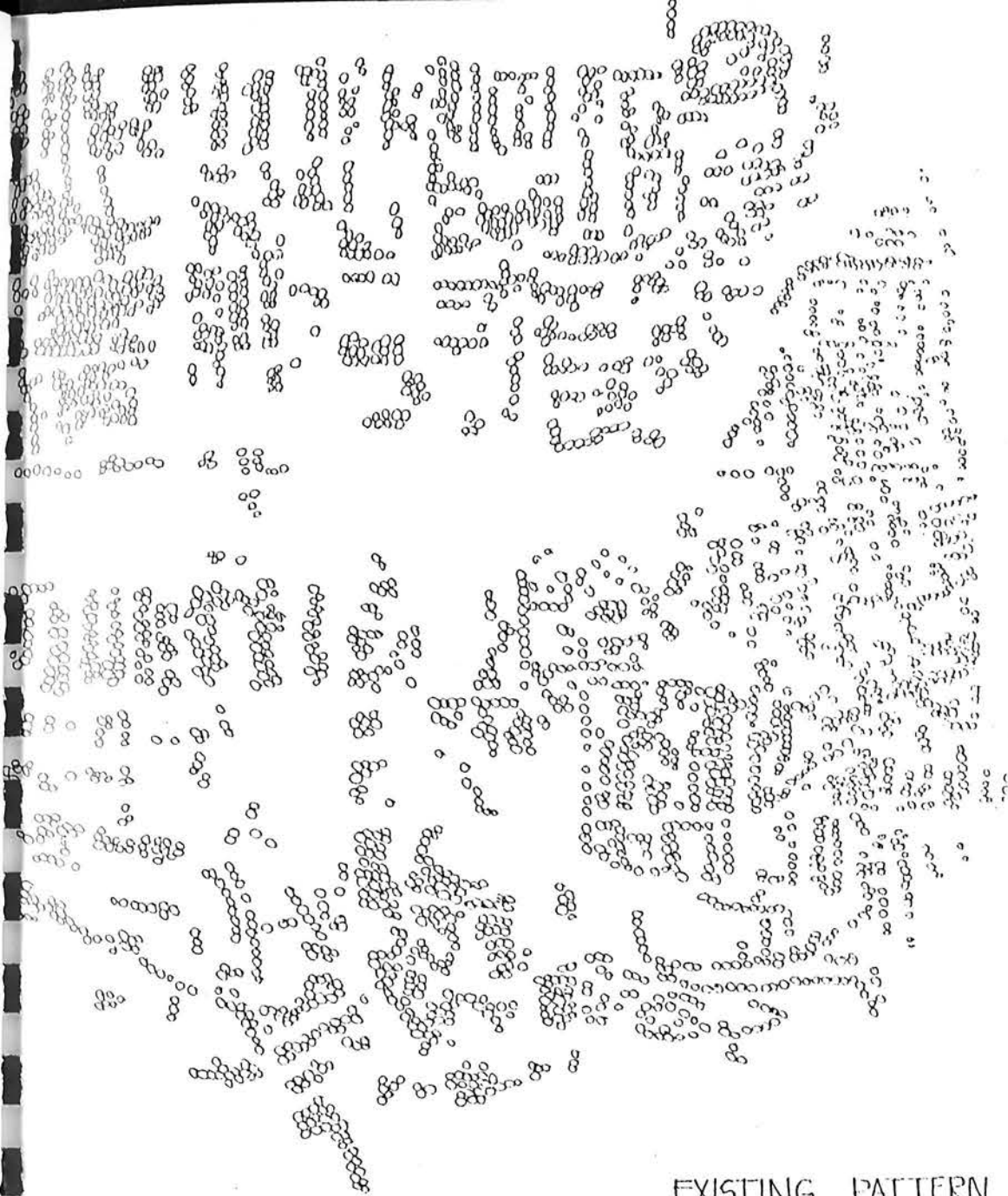
They should require that both the siting and design of new buildings respect the intricate scale of the older building facades. Where monumental buildings are required, design of the surrounding landscape should receive mandatory special attention and assurance that there is an adequate budget to complete the building at street level by making necessary transitions with trees and other elements.

First Security Bank Building is an example of a new tall building that is clumsy in the way it meets the ground, damaging the scale of the pedestrian environment.

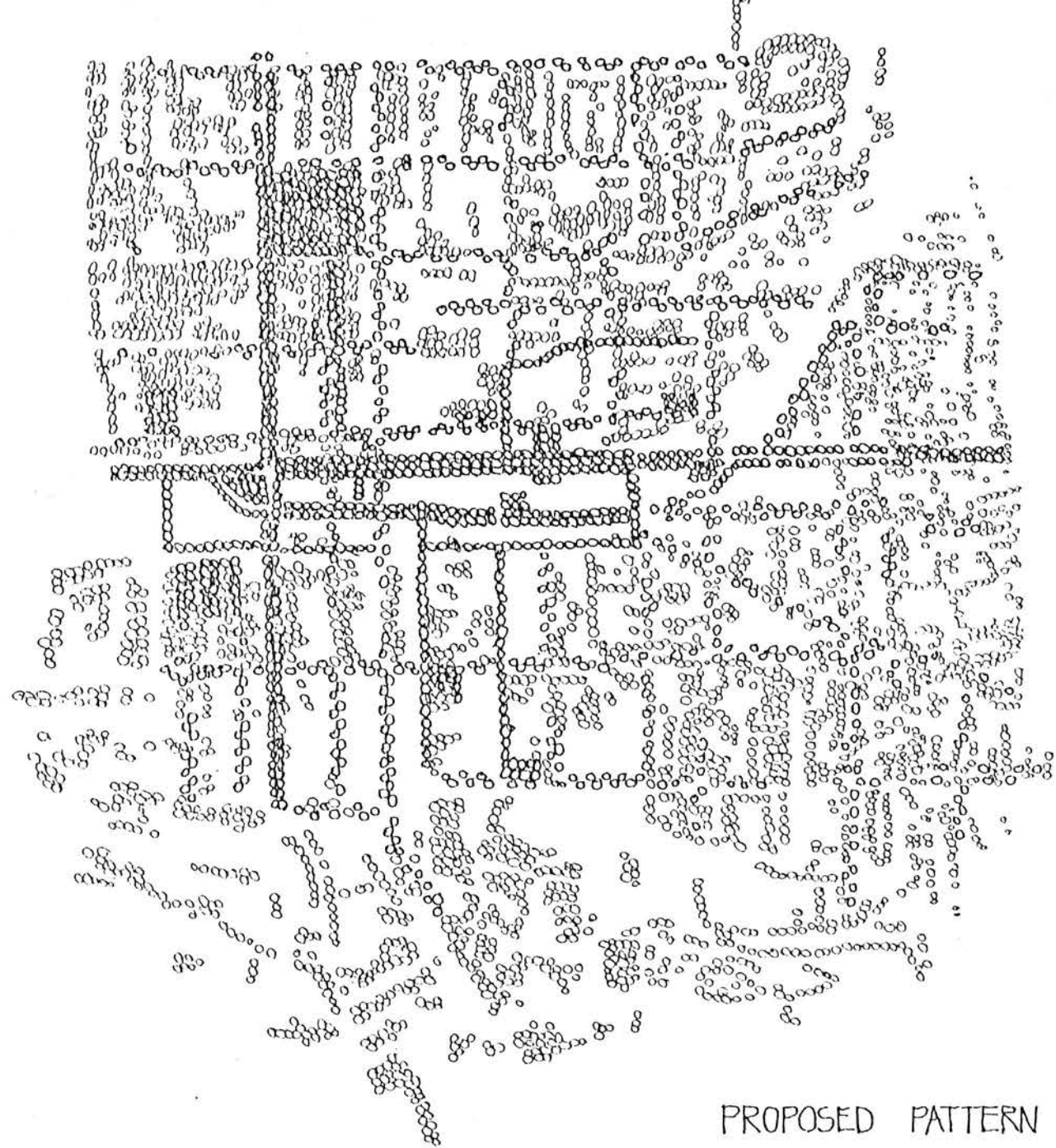
The triangular space in front of the new Civic Center Building should have been designed with and included as part of the new building construction. The critical function of this open space is to create forecourt entryway to the auditorium that is complementary in scale and detail. The design and siting of this new building leaves nearly an acre of barren unfinished entry space that is likely never to be appropriately developed because of the difficulty financing construction of a large plaza as an independent project.



EXISTING TREE PATTERN



EXISTING PATTERN

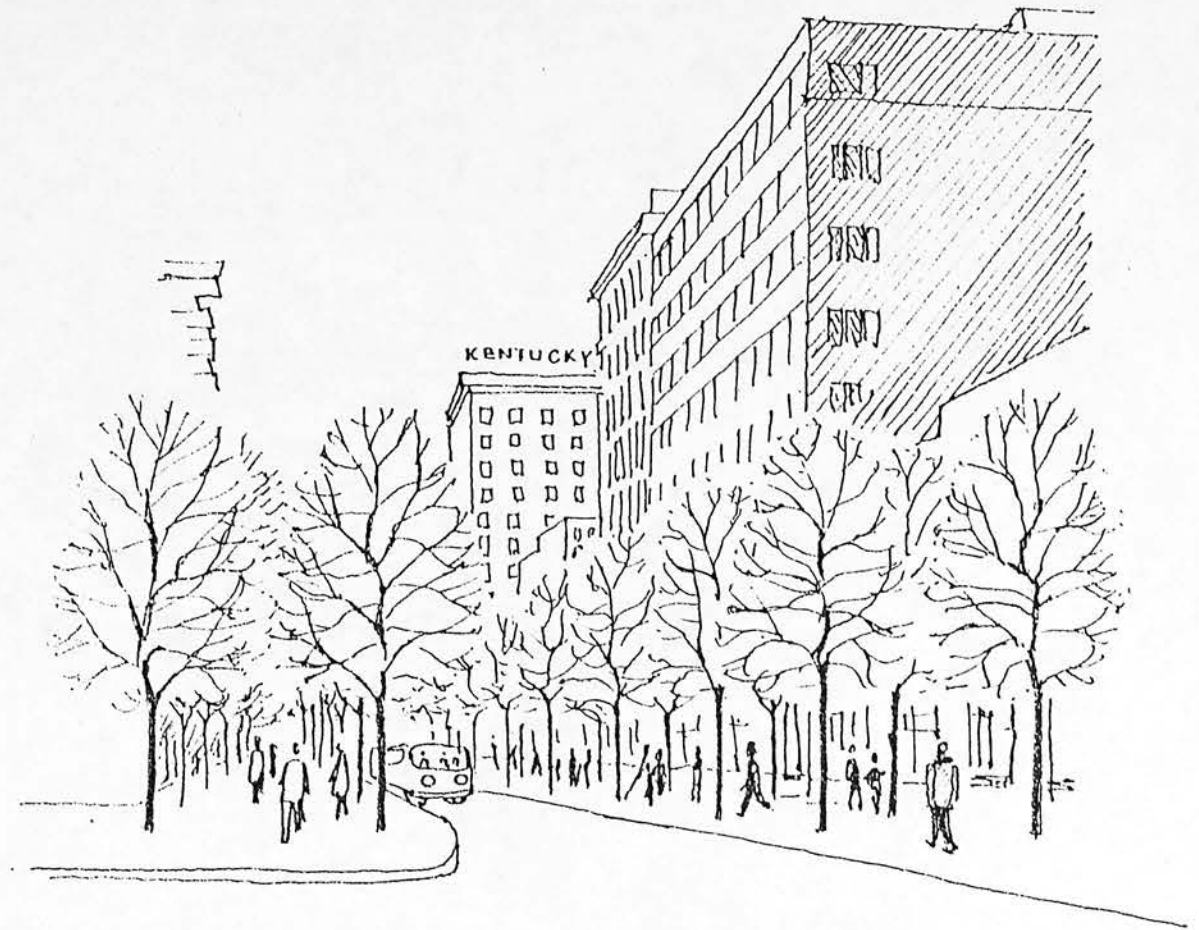


PROPOSED PATTERN

TREES AND OPEN SPACES

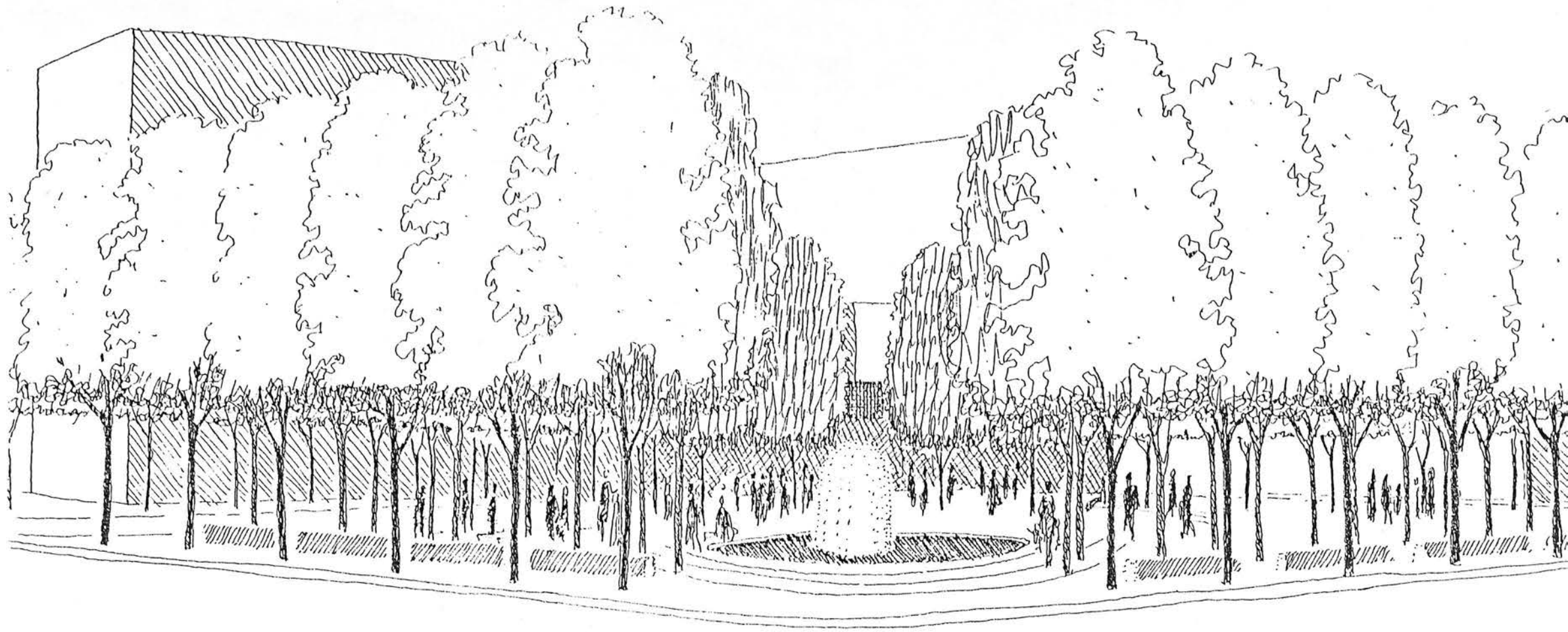
Tree Pattern

The single most efficacious way to improve the physical environment of Downtown would be to plant large deciduous trees not more than 30 ft. apart on both sides of every street. This would improve the scale, modify the climate, and create an arabesque of light patterns on the paving and building walls. Despite these obvious benefits, the Downtown area has very few street trees. This is especially evident in views of the city from the air. The contrast with the shaded, tree-lined streets of the surrounding areas is dramatic.



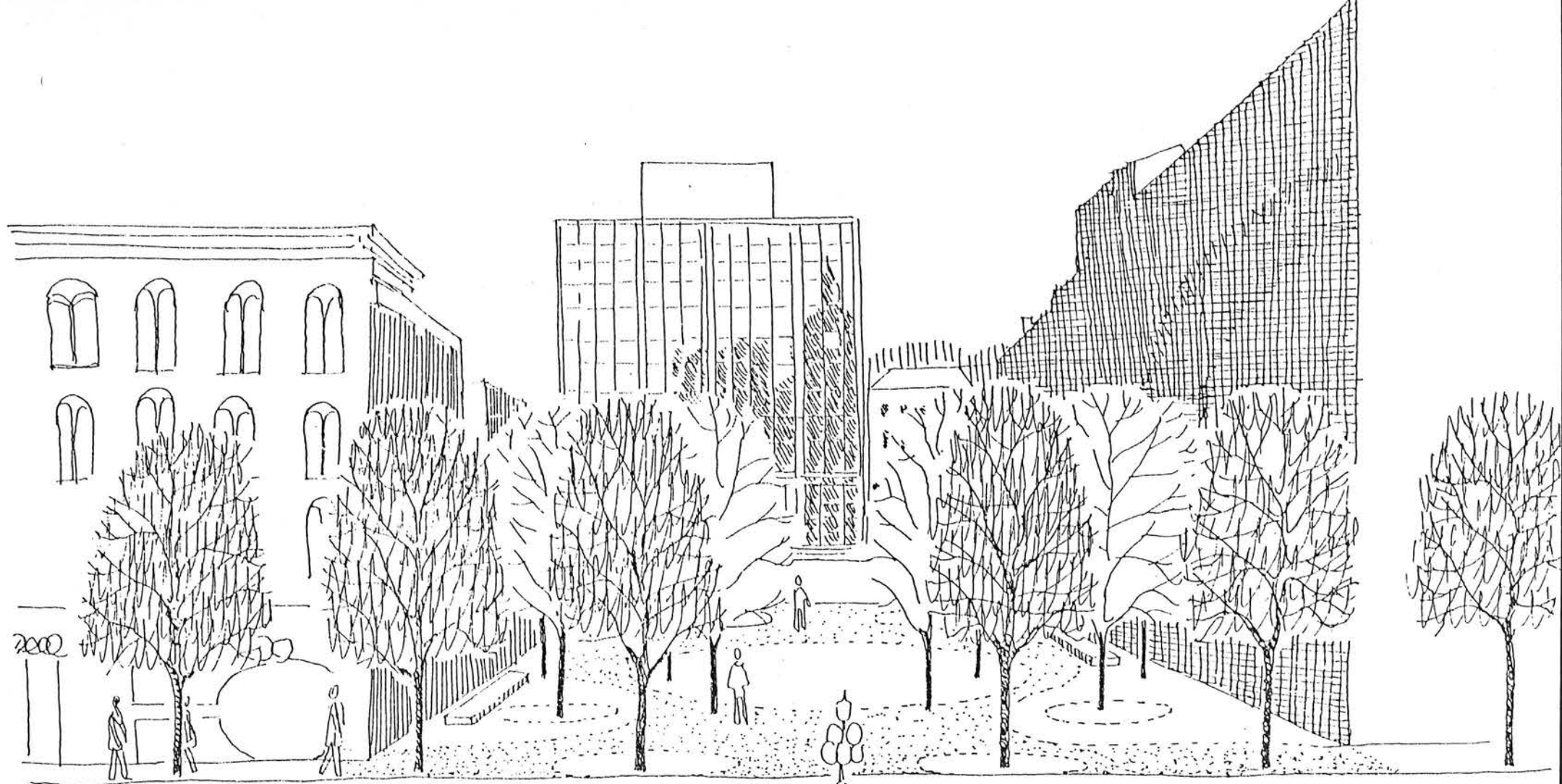
MAIN STREET COULD BECOME A
SHOP-LINED PROMENADE WITH
WIDE SIDEWALKS, DOUBLE ROWS
OF SHADE TREES SERVED BY A
SMALL-SCALE SHUTTLE VEHICLE
IN A NARROWED CARTWAY.

MAIN STREET-EAST



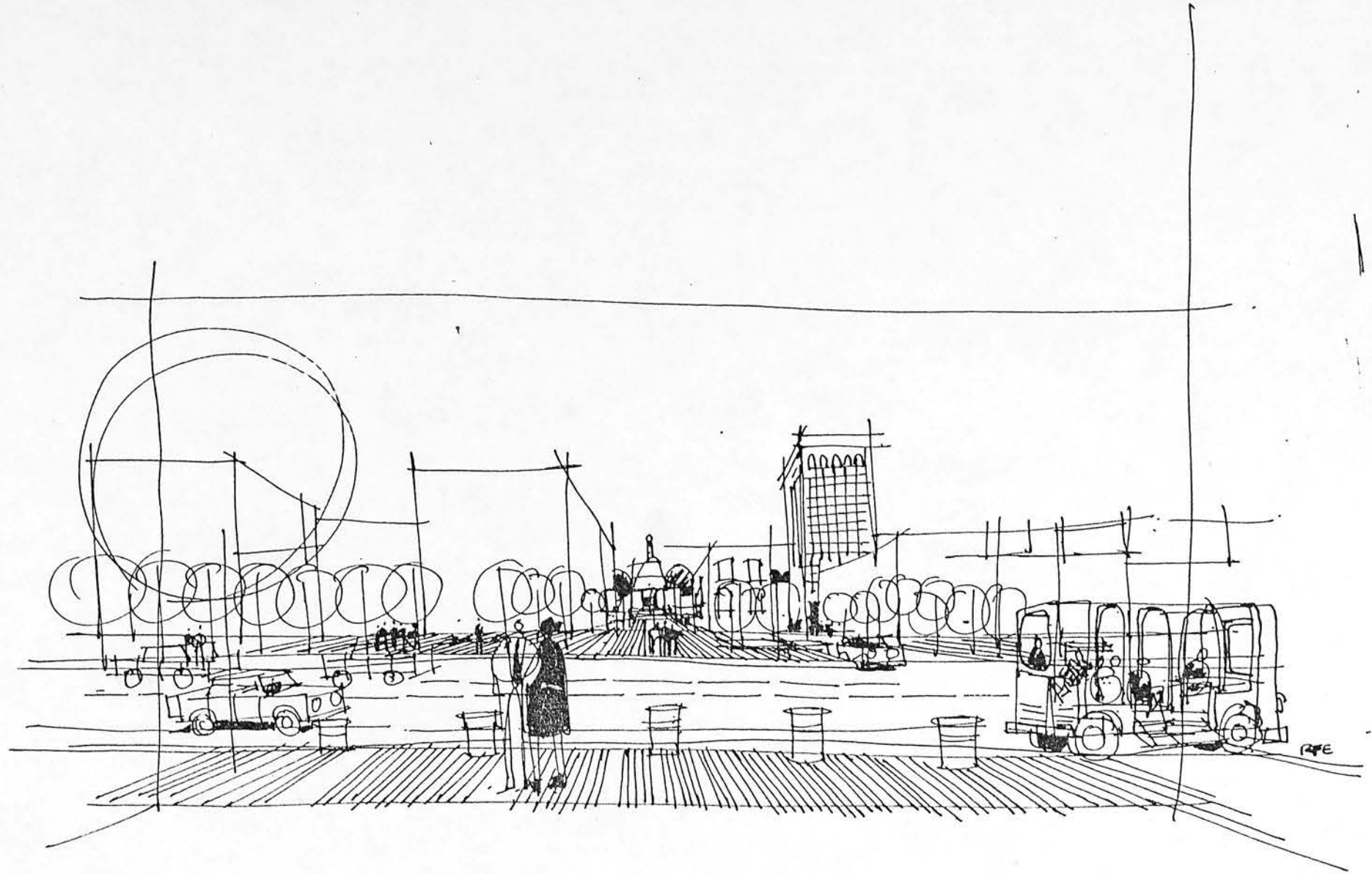
THIS SPACE CREATES A
CEREMONIAL FORECOURT FOR
THE MONUMENTAL CIVIC CENTER
BUILDING MAKING A TRANSITION
BETWEEN SCALES.

CIVIC CENTER PLAZA

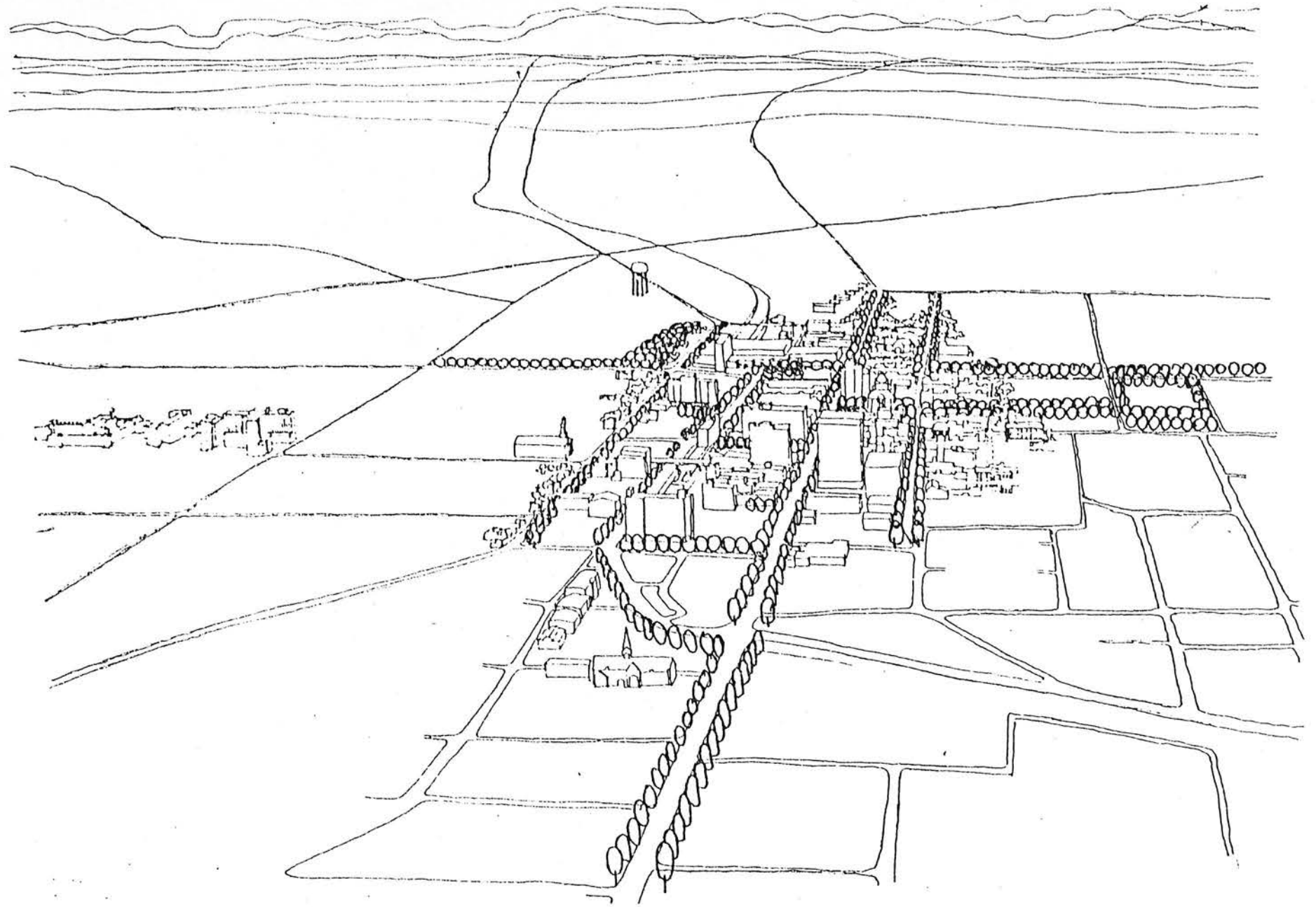


THIS SPACE LINKS THE
CENTER OF DOWNTOWN
WITH A PEDESTRIAN WAY
CONNECTING TO THE
TRANSYLVANIA CAMPUS
AND ALSO PROVIDES AN
APPROPRIATE FOREGROUND
FOR THE OLD COURT HOUSE.

VIEW FROM COURT HOUSE



LEXINGTON + FAYETTE COUNTY COURTHOUSE PARK



PROPOSED OPEN SPACE SYSTEMS

LEXINGTON
R/UDAT

MECHANISMS



MECHANISMS

In the past decade Lexington has utilized a wide range of development tools and organizations to further the growth of the Downtown area. Given this past experience the City of Lexington has made great strides in promoting Downtown development while preserving much of its historic fabric. The achievement of future development goals and sensible growth will largely depend on the City's willingness to innovate in its planning and development processes and in the financing of public improvements.

The termination of the City's Urban Renewal Agency as well as the Federal Government's new methods of financing community renewal programs indicates that new development and improvement vehicles are needed to continue the redevelopment process. Lexington needs a Local Development Authority, organized pursuant to existing Kentucky legislation, to serve Urban County-wide needs and to promote the development of housing, light industrial, research, commercial, office and retail space.

Recent state enabling legislation permitting the establishment of a local parking authorities is most useful, particularly given the specific parking proposals included in this Report. However, a Parking Authority, if created, should not limit itself simply to parking issues but should more correctly be concerned with the full range of transit, access and parking issues and needs. A wasteful and uncoordinated parking system will likely result if parking facilities are not fully integrated and coordinated with the full range of transportation policies.

The Downtown Development Commission was recently formed by the Urban County Government to promote responsible Downtown development within the context of total Urban Service Area goals and objectives. As a new organization, the Commission is now attempting to define both its role and authority in the Downtown development process. Despite its having been created by the Urban County Government, the Commission has no official governmental or quasi-governmental functions at present.

Recognizing the important role that the Downtown Development Commission must play in the future development of Downtown, certain fundamental structural considerations should be considered in terms of the long range needs of Downtown.

An alternative organizational structure based on the Non-Profit Public Corporation model may offer benefits over the Downtown Development Commission's present structure. Such a corporation could be formed by the major business, commercial, financial and property interests of the Downtown Community. While this approach would sever the direct connection with the Urban County Government presently enjoyed by the Downtown Development Commission, it would permit the new entity (the Downtown Development Corporation) to develop as a true advocate of the Downtown's business community's point of view. While formal connection with the government would be ended, a number of working or contractual relationships could be fostered in the mutual interest of both parties.

The specific goals and objectives of the corporation require careful consideration. However, several basic objectives would appear essential. The corporation should develop an action agenda for the Downtown area expressed as a 5 to 10 year capital improvement plan and program requiring both public and private funding. The corporation should then act as a catalyst to promote this program to the general public and to secure the funds from a variety of sources including the Urban County, State and Federal governments, and grants from private individuals, corporations, institutions, foundations and local capital sources. The corporation might have the authority to own and operate property; and coordinate or operate, as funding permits, a variety of Downtown improvement programs.

Promotion of the Downtown would be a central feature of the corporation's function. Promotion should be designed to attract new commercial and residential development and also to encourage the rehabilitation of existing Downtown buildings.

As a broad range of possible vehicles are clearly available for Downtown development, a correspondingly broad grouping of financing options could be utilized. Recent enactment of Tax Increment Bond enabling legislation by the Kentucky Legislature gives the Urban County Government a powerful and sensitive tool to finance a variety of public improvement projects for well defined and feasible development programs. Lexington's past experience with revenue bonds in financing certain urban renewal improvements (revenue from the occupational license taxes in the Downtown renewal area was pledged to retire the bonds) suggests that this mechanism could be effectively used for a variety of

additional Main Street renovation, capital improvement and loan programs.

A series of tax incentive programs to promote rehabilitation of property not only in the Downtown area but also throughout the City may be desirable. As this may require State enabling legislation, the subject should be thoroughly researched at an early date.

A fully consolidated performance budgeting system for all capital projects is clearly needed on Urban County level. This would provide a clear framework for relating county-wide short and long range physical plans, transportation plans and redevelopment plans. Such a budgeting process would also be invaluable to the promotion of county-wide growth control programs by relating land development decisions to the availability of necessary public services.

"Grantmanship" - the art of tapping Federal and State categorical grants is an effective method to secure needed funds for a variety of public programs and improvements. The Urban County Government should aggressively pursue these funds through its elected officials as well as staff connections with the appropriate agencies. A number of existing categorical programs at the federal level seem excellent sources of badly needed funds, including the Economic Development Assistance Program from the Department of Commerce for Downtown retail core improvements, Law Enforcement Assistance Administration Grants to fund crime prevention programs, and Demonstration Grant Funds from a number of Federal sources to provide special transit grants.

**LEXINGTON
R/UDAT**

ACKNOWLEDGEMENTS



TEAM ASSISTANCE COMMITTEES

Fran Scott, EKC/AIA Coordinator
Bill Kingsbury, LDDC Coordinator
Sam Halley, Assistant Coordinator
Larry Melillo, Committee Consultant

PUBLIC INFORMATION

Sam Halley, Chairman
Fran Scott
Stan Klausing
Barry Donaldson
Bob Babbage
David Bondurant

RESOURCE DATA

Martha Alexander, Chairman
Helm Roberts
Jim Prestridge
Lyle Aten

TEAM ORIENTATION

Helm Roberts, Chairman
Byron Romanowitz
Duane Culp
Jim Prestridge
Frank Mattone
Butch Hatcher
David Walker

TEAM ASSISTANCE

Steve Sherman, Chairman
Stan Klausing
Barry Donaldson
Jerry Noe
Anthony Eardley
Gary Soderman

PRINTED REPORT

Mike Alcorn, Chairman
Mike Barton
Jerry Noe

ACCOMMODATIONS AND MEALS

Rex Cecil, Chairman
Lynn Cravens
Martin Ginnochio

VISIT DOCUMENTATION

Anthony Eardley, Chairman
Tony Stallard
Peter Webb
Don Wallace

FOLLOW UP PLANNING

Helm Roberts, Chairman
Byron Romanowitz
Lyle Aten
Frank Mattone
Eric Karnes
Bill Kingsbury
Fran Scott
College of Architecture

RESOURCE DATA CONTRIBUTORS

Helm Roberts
Downtown Development Commission
Institute of Environmental Studies

Lexington Chamber of Commerce
Lexington/Fayette Co. Urban Planning Commission
University of Kentucky College of Architecture

CONTRIBUTORS

Barney Miller, Inc.
BMA Advertising
Chrisman, Miller and Wallace, Inc.
Citizens Union National Bank and Trust Co.
Cottrell Bakery
Crescent Coal Company
Curtis 1000
Downtown Lexington Association
First Security National Bank and Trust Co.
Hurst Printing Company
IBM
John Cooke Volkswagen
Lynn Blue Print Company
Michaels Cameras
National Mines
Phillips Petroleum Company

Phoenix Hotel
Phoenix Food Services
Shumaker's Inc.
Stanley Demos Coach House
Stone Photography
Transylvania Printing Company
Young Printing Company
University of Kentucky
P. Whitney Webb
WAXU Radio
WBLG Radio
WKYT TV
WLAP Radio
WLEX TV
WTVQ TV
WVLK Radio

Space for the Team Work Sessions and Meetings
provided by the Phoenix Hotel.

This report was printed by Young Printing Company

COMMITTEE ADVISORS

Mayor H. Foster Pettit
Senator Michael Moloney
Representative William Kenton
Dean Anthony Eardley
Donald Q. Wallace

Dennis Carrigan
Frank Mattone
Ed Moores
Ray Gillespie

DESIGN, PHOTOGRAPHY AND
TECHNICAL ASSISTANCE

Dee Ackerman
Madeline Algier
Barbara Angel
Bryant Baker
Raul Banados
Mike Barton
Susan Bower
H.K. Brinkerhoff
Steven Brown
C. C. Chenault
Debbie Collins
Steven Dugard
Charles Graves, Jr.
Peggy Golden
Roman Davila

Bob Harrett
David Howard
Kaveh Massih
Terry Parker
James Potts
Linda Sallee
Gary Scott
Lee Sims
Ben Skaggs
Gary Soderman
John Potts
Paul Underwood
Janet Wiebke
Stefani D. Ledwitz
Tony Stallard

STATISTICAL CONSULTANTS

D. Lyle Aten
Robert Crabtree
Al Florence
Joseph Graves
Homer Hale
William E. Jones
Eric Karnes
Wayne Kinder

Robert Luesing
Robert T. Mayes
R. M. McDonald
William Patterson
Byron Romanowitz
Ken Schaeffer
William B. Terry
Donald W. Webb
Dudley Webb

PARTICIPATING ORGANIZATIONS

Bank of Commerce
Bank of the Bluegrass
Bank of Lexington
Bluegrass Junior Women's Club
Bluegrass Land and Nature Trust
Bluegrass Trust for Historic Preservation
Board of Adjustment
Board of Architectural Review
Building Inspection Department
Central Bank and Trust
Central Christian Church
Citizen's Union National Bank and Trust
Columbia Gas of Kentucky
Commonwealth Property Mangement
Council of Neighborhood Organizations
Fayette County Public Schools
First Security National Bank and Trust
General Telephone Company of Kentucky
Kentucky American Water Company
League of Women Voters
Lexington Center Corporation
Lexington-Fayette County Health Department
Lexington-Fayette County Historic Commission
Lexington Jaycees

Lexington-Fayette Housing Coalition
Lexington-Fayette Housing Authority
Lexington-Fayette Sanitation and Public Works
Lexington-Fayette Urban County Government
Lexington-Fayette Urban Planning Commission
Lexington Federal Savings and Loan
LexTran
Manchester Center
MENIMCO
New Union Federal Savings and Loan
Northside Neighborhood Association
People's Federal Savings and Loan
People Not Profits
Second National Bank and Trust
South Mill Neighborhood Organization
Tenant Services & Organization Assistance
The Kentucky Organization
Transit Advisory Committee
Transylvania University
University of Kentucky
Women's Club of Central Kentucky
YWCA