

CORRIDORS COMMISSION GUIDEBOOK

T TYPOLOGY AND STRATEGIC DESIGN GUIDE

**LEXINGTON-FAYETTE URBAN COUNTY
GOVERNMENT CORRIDORS COMMISSION**

April 2024



LEXINGTON



ACKNOWLEDGMENTS

Corridors Commission

Chair - Councilmember James Brown, Councilmember At-Large Representative	Councilmember Preston Worley, Councilmember Representative from district 4, 7, or 8	Kathleen M. Franklin, Lexington Council Garden Clubs
Vice Chair - Councilmember Whitney Baxter, Councilmember Representative from district 9, 10, or 12	Jennifer M. Carey, Commissioner of Environmental Quality and Public Works Designee	Councilmember Denise Gray, Councilmember Representative from district 1, 2, or 6
Jessica Pence, At large Community Member	Amy Sohner, Bluegrass Greensource Representative	Mikhail S. Potapov, Tree Board Representative
Patricia J. Knight, At large Community Member	P. Scott Thompson, Alternative Modes of Transportation Representative	Hilary Angelucci, Administrative Officer Senior
Joseph David, MPO Staff Representative	Patrick Shane Tucker, KYTC District 7 Representative	
Councilmember Jennifer R. Reynolds, Councilmember Representative from district 3, 5, or 11	Hunter E. Pace, KYTC District 7 Representative	
Eric Sutherland, Urban Forester	Commissioner Chris Ford, Commissioner of General Services/ Designee	
Lane E. Boldman, At large Fayette County Neighborhood Council Representative	Adam Smith, Utility Industry Representative	

Prepared by



GreshamSmith.com
502.627.8900
100 West Main Street
Suite 350
Lexington, KY 40507



kentuckylandscapedesign.com
502.695.7020
100 Old Georgetown Rd
Frankfort, KY 40601

TABLE OF CONTENTS

INTRODUCTION ii

Section 1
CORRIDOR CLASSIFICATIONS.....1

Section 2
SITE SELECTION.....17

Section 3
DESIGN STRATEGIES 33

Section 4
CONCEPTUAL APPLICATIONS.....71

Section 5
OPPORTUNITIES..... 97

APPENDIX 103

INTRODUCTION

It shall be the purpose of the Corridors Commission to assess the major roads of Lexington-Fayette County, especially the major and minor arterials, regarding but not limited to aesthetic qualities, viewsheds, landscaping, fencing, signage, litter control, bike and pedestrian considerations, and other elements the Commission may deem appropriate.

In coordination with the mission of the Corridors Commission, this guidebook aims to develop a toolkit in determining placemaking strategies that support the Commission's goals. This guidebook utilizes the following goals as guiding principles. These goals should be considered when using this document and applied to site specific design.

- Promote biodiversity
 - Eliminate lawn where feasible
 - Select diverse native hardy species
- Increase tree canopy
 - Improve air quality along our roadway corridors
 - Reduce heat island effect
 - Provide shade for pedestrians and cyclists
- Celebrate cultural identity
 - Use materials that showcase the unique features of a place (regionally or locally)
 - Integrate art that relates to the context and is curated with local artists
 - Provide a sense of place through gateway and entry signage
- Encourage bike and pedestrian use of corridors for a healthy life
 - Provide a more welcoming experience through landscape
 - Improve access to transit through bus stop improvements
 - Introduce site furnishings like seating and bike racks
 - Include pedestrian scale wayfinding to promote adjacent features and connectivity



GLOSSARY

Average Daily Traffic (ADT)

The average daily traffic counted at a specific location or along a roadway (Federal Highway Administration).

Biodiversity

Biological diversity in an environment as indicated by numbers of different species of plants and animals (Merriam-Webster Dictionary).

Canopy Tree

Large deciduous tree with broad spreading limbs that provides shade.

Flowering Tree

A tree that develops a flower or fruit (Merriam-Webster Dictionary).

Heat Island Effect

Heat islands are usually measured by the temperature difference between cities relative to the surrounding areas. Temperature can also vary inside a city. Some areas are hotter than others due to the uneven distribution of heat-absorbing buildings and pavements, while other spaces remain cooler as a result of trees and greenery. These temperature differences constitute intra-urban heat islands (United States Environmental Protection Agency).

Highway Interchange

Grade separated roadway crossover or intersection.

Impervious Surface

Impervious surfaces are areas that are impervious to the water from precipitation, such as roads, buildings, and parking lots (USGS).

Justice 40 Initiative

The Federal Government has made it a goal that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution (WH.GOV. Justice40 Initiative | Environmental Justice | The White House).

Major Arterial Road (Otherwise know as a Principle Arterial)

These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly (Federal Highway Administration). Example: Nicholasville Road

Median

A median is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users (Federal Highway Administration).

Minor Arterial Road

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system (Federal Highway Administration). Example: Old Frankfort Pike

Monoculture

A monoculture is when there is a single plant species selected and established within landscapes.

Native Species or Plant

A native plant is a plant that is a part of the balance of nature that has developed over hundreds or thousands of years in a particular region or ecosystem (U.S. Department of Agriculture).

Placemaking

Placemaking is a process of creating places that involves aspects such as sociability, uses, activities, access, comfort, and image. It involves community participation and the creation of bonds between people and their places (ArchDailey).

Population Density

Population density is the concentration of individuals within a species in a specific geographic locale (National Geographic).

Shared-use Path

A path or trail that is physically separated from the motorized vehicular traffic of a roadway. It is designed for the exclusive use of non-motorized uses, including bicycle riders, pedestrians, and other non-motorized recreational uses (Roadway Manual LFUCG).

Typology

Study of or analysis or classification based on types or categories (Merriam-Webster Dictionary).

Viewsheds

An area that is visible from a specific point.

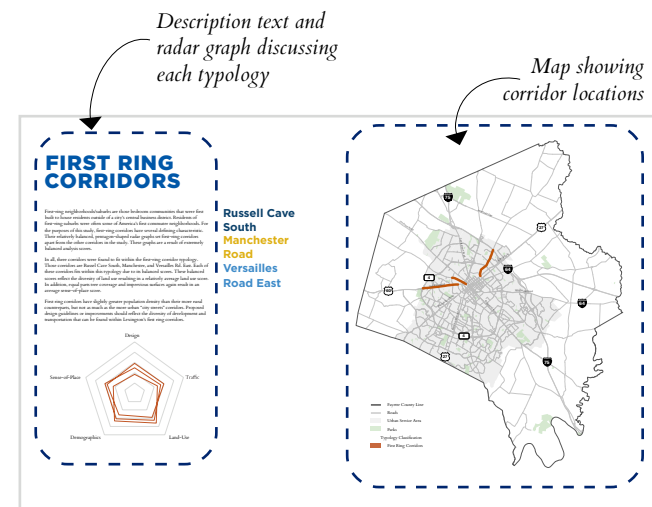
HOW TO USE THE GUIDEBOOK

This guidebook is comprised of four major sections; Corridor Classifications, Site Selection, Design Strategies, and Conceptual Applications. Each of these sections aims to walk the guide users through decision-making processes and options for projects along major corridors in Lexington. These sections are supported by graphics, diagrams, maps, and guidelines to help make decisions and inform the Commission and designers regarding the intent and opportunities. The last section of this document provides information about the grant program and partnership agencies that should be utilized. The appendix provides detailed information about typology data and the full grant application information.

1. UNDERSTAND THE CHARACTERISTICS OF THE CORRIDORS

Section: Corridor Classifications

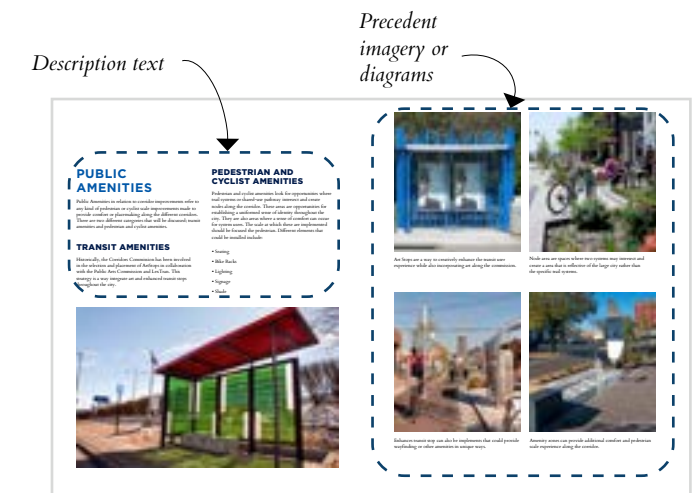
The purpose of this study is to organize the 31 corridors into classifications that would allow the Commission to easily assess and plan for improvements based on like characteristics. After compiling data, corridors were compared and ultimately grouped into similar classifications.



3. IMPLEMENT AN APPROPRIATE DESIGN STRATEGY

Section: Design Standards

This section will break down various design strategies that could be implemented along the 31 corridors. Strategies are categorized into landscaping, signage and wayfinding, and placemaking.

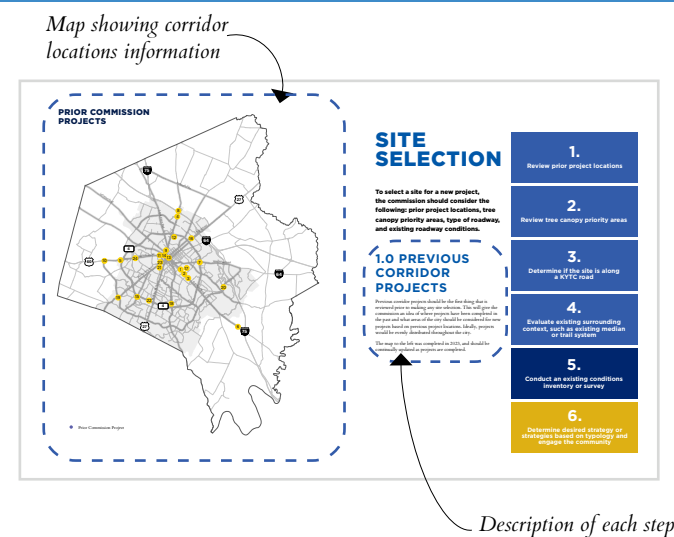


2. CHOOSE A SITE FOR A PROJECT

Section: Site Selection

This section walks through the steps the Commission and designers should utilize when determining which site(s) should be selected and which strategies should be utilized. These steps include:

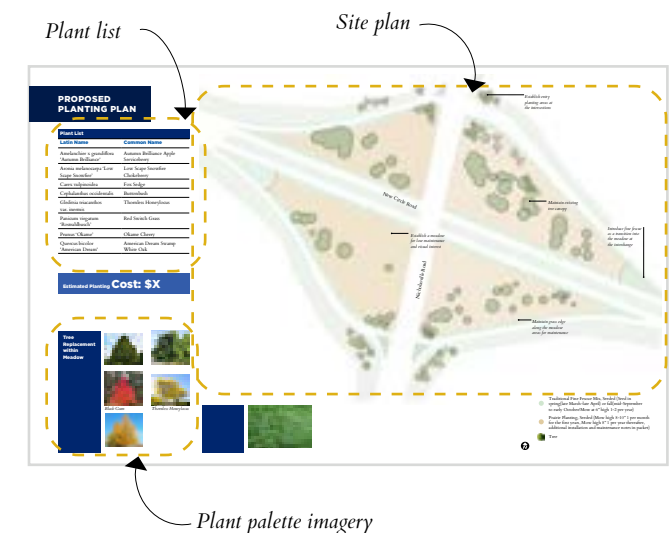
1. Review data through an equity lens
2. Review tree canopy priority areas
3. Determine if the site is along a KYTC road
4. Evaluate existing surrounding context, such as existing median or trail system
5. Conduct an existing conditions inventory or survey
6. Determine desired strategy or strategies based on typology and engage the community

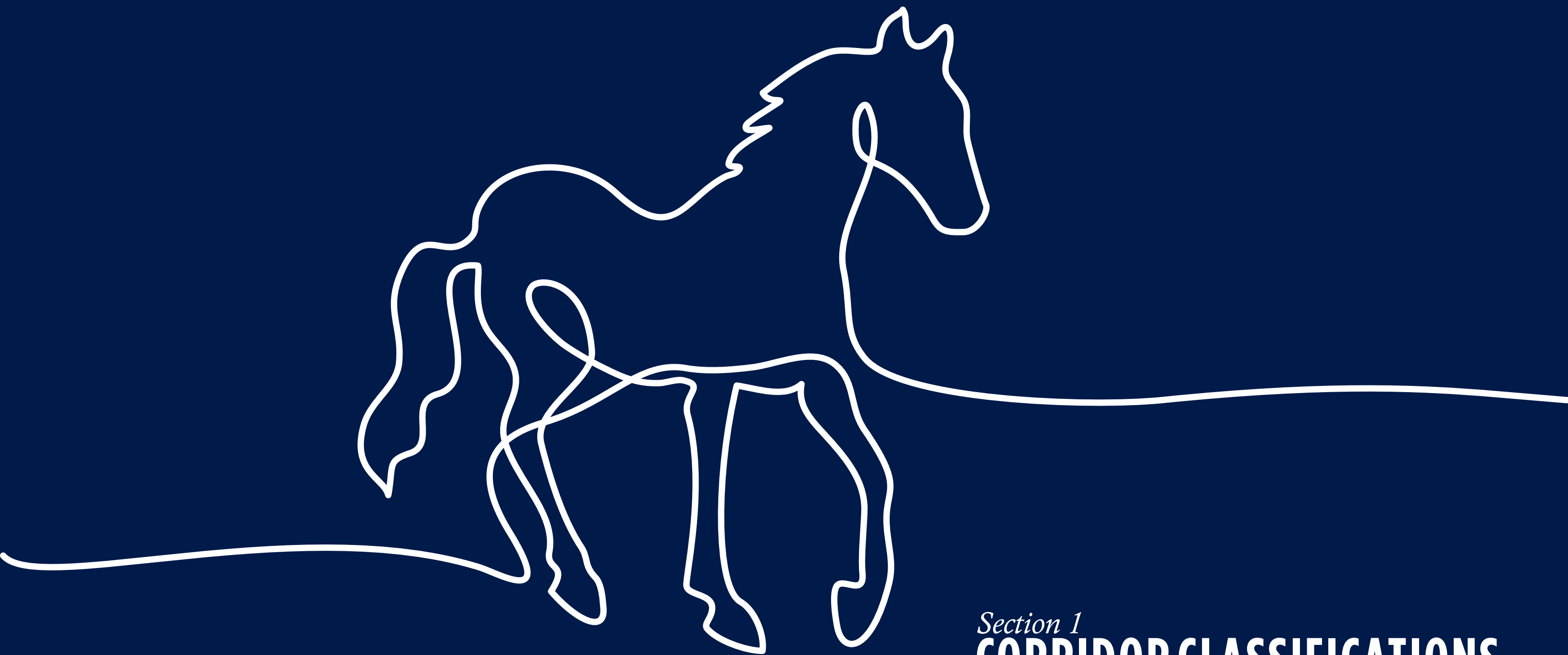


4. LEARN THE PROCESS FROM THREE CASE STUDIES

Section: Conceptual Application

Utilizing the first three steps, this section demonstrates a step-by-step decision-making process when applied to a real site. For demonstration purposes, Citation Blvd, Nicholasville Road, and Russell Cave Road were selected as conceptual sites.





Section 1
CORRIDOR CLASSIFICATIONS

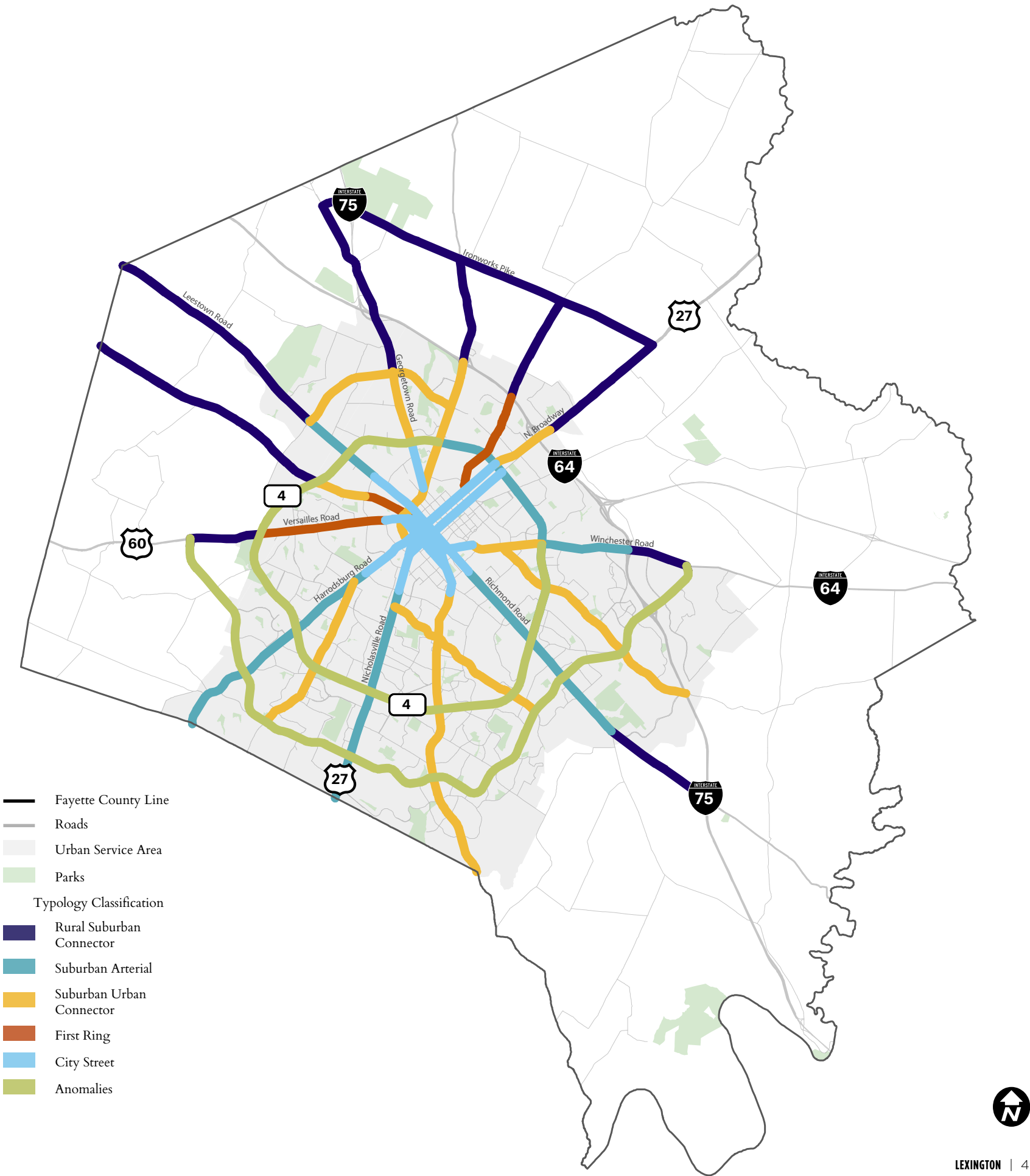
CORRIDORS CLASSIFICATIONS

The purpose of this study is to organize the 31 corridors into classifications that will allow the Commission to easily assess and plan for improvements based on like characteristics. After compiling data, corridors were compared and ultimately grouped into similar classifications.

Upon completing an analysis of each corridor using the metrics discussed in the appendix, a number of corridors were split into multiple portions to reflect changes in characteristics between segments. This analysis resulted in nine corridors being segmented into multiple parts (Winchester Rd., Versailles Rd., Russell Cave, Old Frankfort Pike, Newtown Pike, New Circle Rd., Leestown Rd., Georgetown Rd., and Broadway). As a result, 42 corridors were identified and assigned to six separate corridor typologies.

The various scores of each corridor (which were analyzed during the assessment phase) resulted in noticeable visual trends once placed into radar graphs. All 42 corridors were assigned to one of the following six typology categories: city streets; first ring corridors; suburban-urban connectors; suburban arterials; rural-suburban connectors; and corridor anomalies. While most corridors fit neatly into their typology, those that did not were placed in the “corridor anomalies” typology.

Full analysis of each corridor can be seen in the appendix of this document. It will include a breakdown of the various factors that were considered and analyzed along the 42 corridors.



CITY STREETS

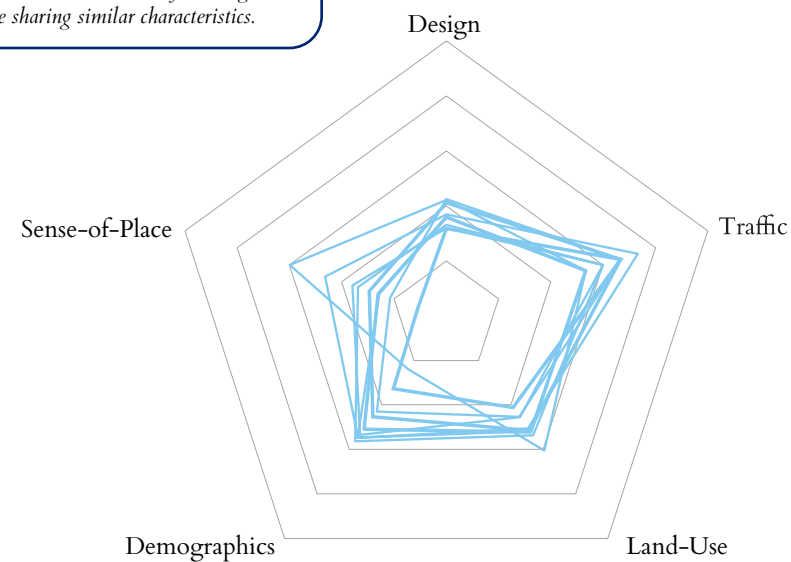
The first corridor typology developed as part of the analysis process was “City Streets.” Several characteristics helped define this typology. Generally, corridors that fit this typology shared similar radar graph shapes that stood out for their similar sense-of-place and corridor design element scores. As a result, many of the corridors that fit this category shared a similar right-slanting shape, making them easy to visually identify.

Ten corridors were identified as belonging to the “City Street” typology. These include Broadway Central, Broadway South, Limestone St., High St., Maxwell St., Midland Ave., Vine St., Main St., and Upper St. Some of the most identifiable shared characteristics in these corridors included increased population densities, less vegetative coverage/extant tree canopy, and more impervious surfaces. As a result, most of these corridors can be found near or directly adjacent to Lexington’s central business district.

One corridor, Georgetown St., was originally identified as a “Corridor Anomaly.” Georgetown St. is an extremely short corridor, which allowed small data variations to skew its radar graph and scores more significantly than some larger corridors. However, upon closer examination of the corridor, its characteristics and location were more reflective of city streets than its radar graph originally showed. In the end, Georgetown St. location and characteristics make its “City Street” designation an easy conclusion to make.

Radar Graphs

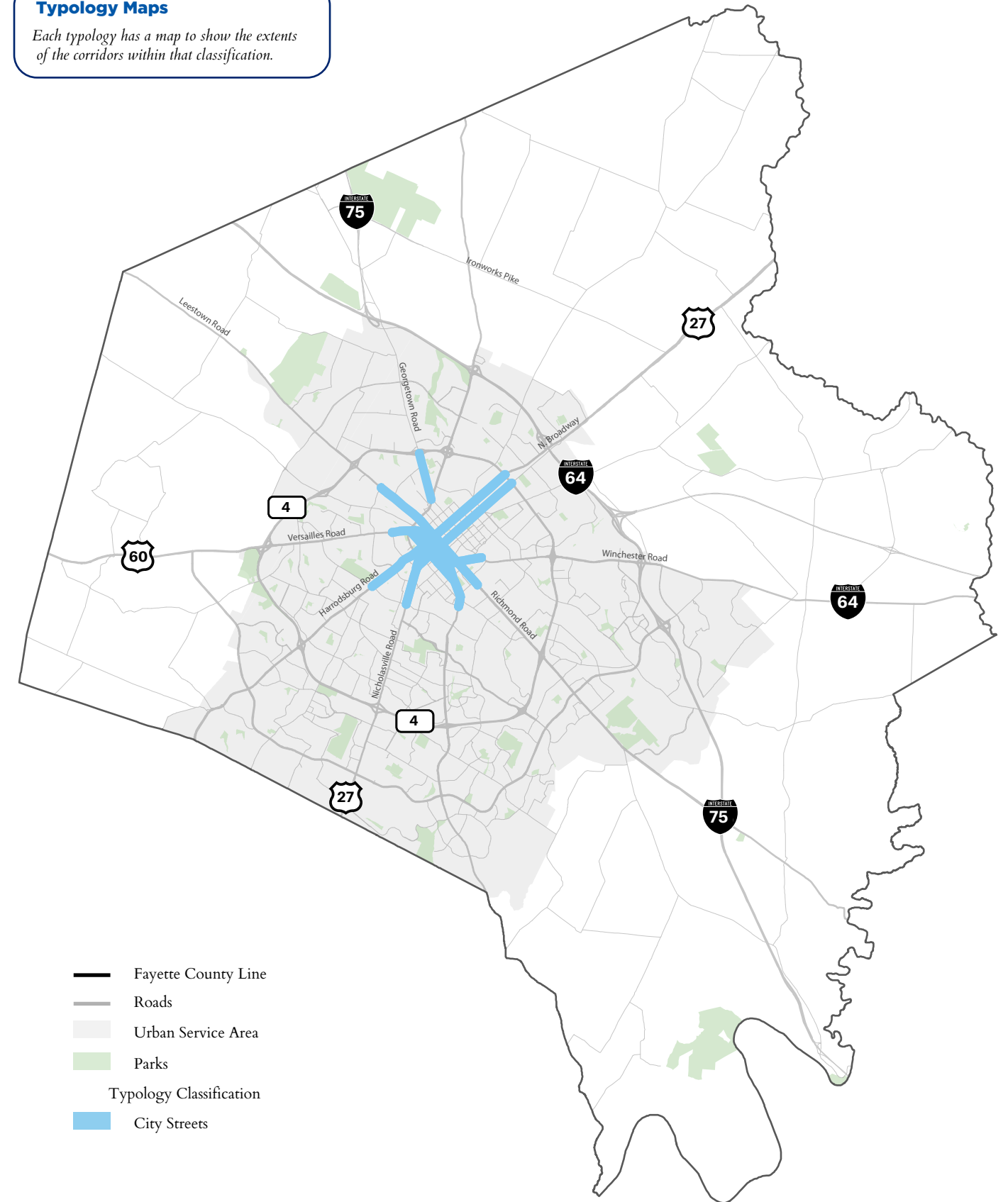
The radar graph overlays the scores of each corridor within the corridor classifications for each typology. Their pattern shows that they each score similar in the five categories, therefore sharing similar characteristics.



Broadway Central
Broadway South
Limestone Street
High Street
Maxwell Street
Midland Avenue
Vine Street
Main Street
Upper Street
Georgetown Street

Typology Maps

Each typology has a map to show the extents of the corridors within that classification.

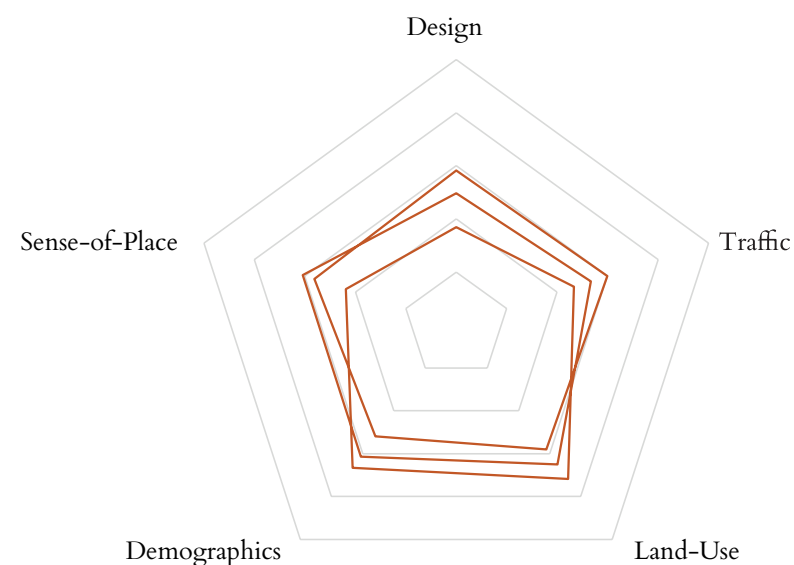


FIRST RING CORRIDORS

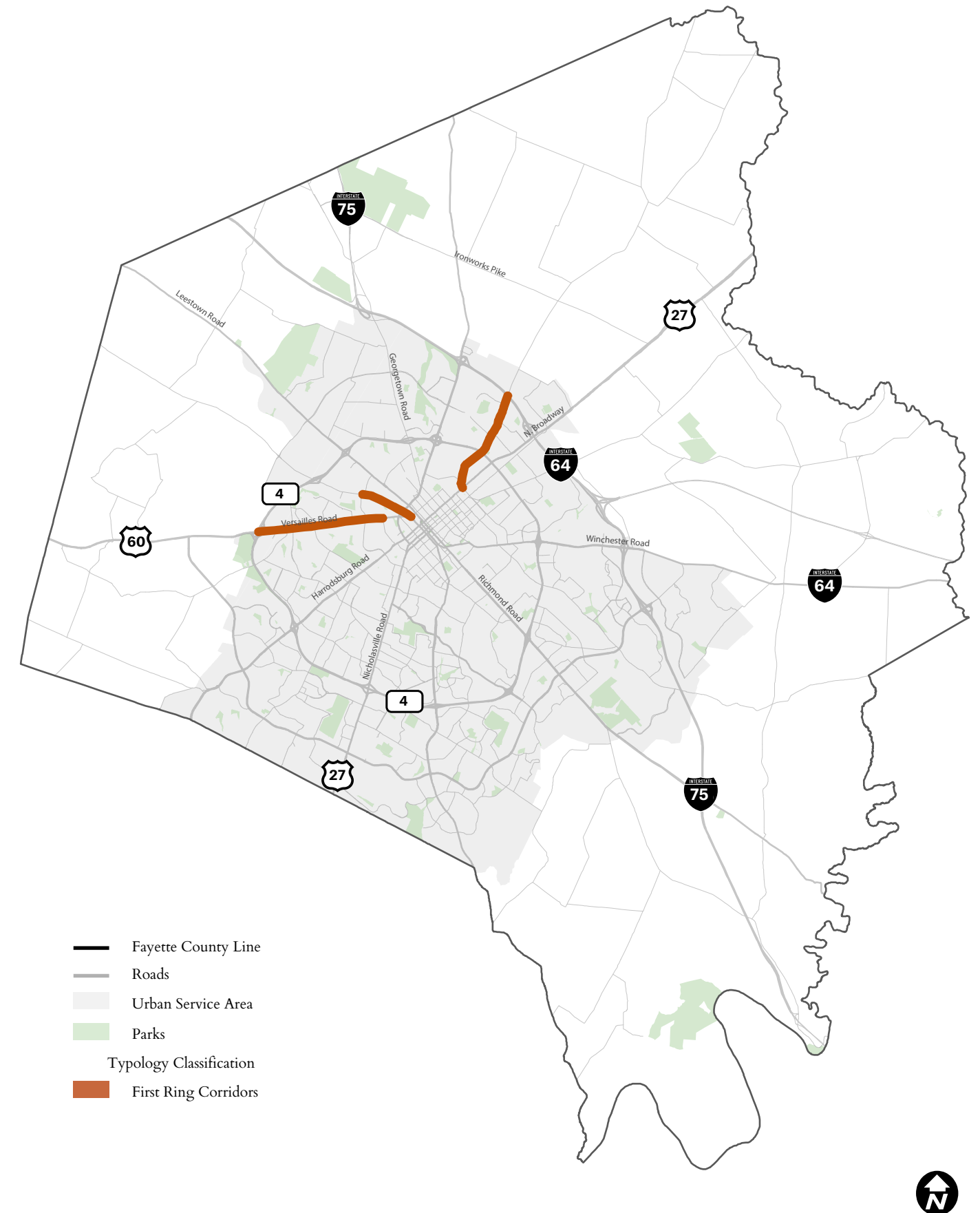
First Ring neighborhoods/suburbs are those neighborhoods that were first built to house residents outside of a city's central business district. Residents of First Ring suburbs were often some of America's first commuter neighborhoods. For the purposes of this study, First Ring corridors have several defining characteristics. Their relatively balanced, pentagon-shaped radar graphs set First Ring corridor apart from the other corridors in the study. These graphs are a result of extremely balanced analysis scores.

In all, three corridors were found to fit within the First Ring corridor typology. Those corridors are Russell Cave South, Manchester St., and Versailles Rd. East. Each of these corridors fits within this typology due to its balanced scores. Finally, while some of the radar graphs generated by the First Ring corridor scores may seem similar to Suburban Urban Connectors; however, First Ring corridors have smaller demographic scores. These lower demographic scores are most often the result of increased population density along the corridor. Those corridors with higher/more urban population densities received scores of 1 (12,000+ people per square mile) or 2 (9,000 – 11,999 people per square mile), while more rural corridors received higher scores of 4 (3,000 – 5,999 people per square mile) or 5 (0 – 2,999 people per square mile).

First Ring corridors have slightly greater population density than their more rural counterparts, but not as much as the more urban "city streets" corridors. Proposed design guidelines or improvements should reflect the diversity of development and transportation that can be found within Lexington's First Ring corridors.



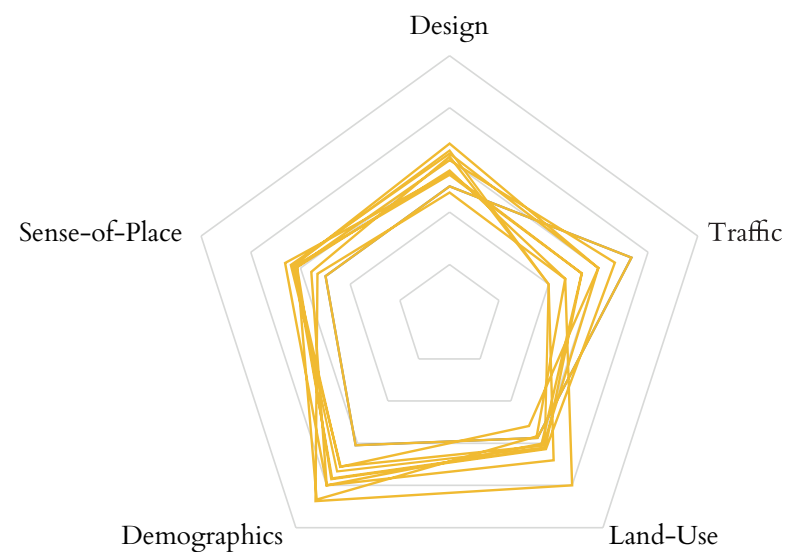
Russell Cave South Manchester Street Versailles Road East



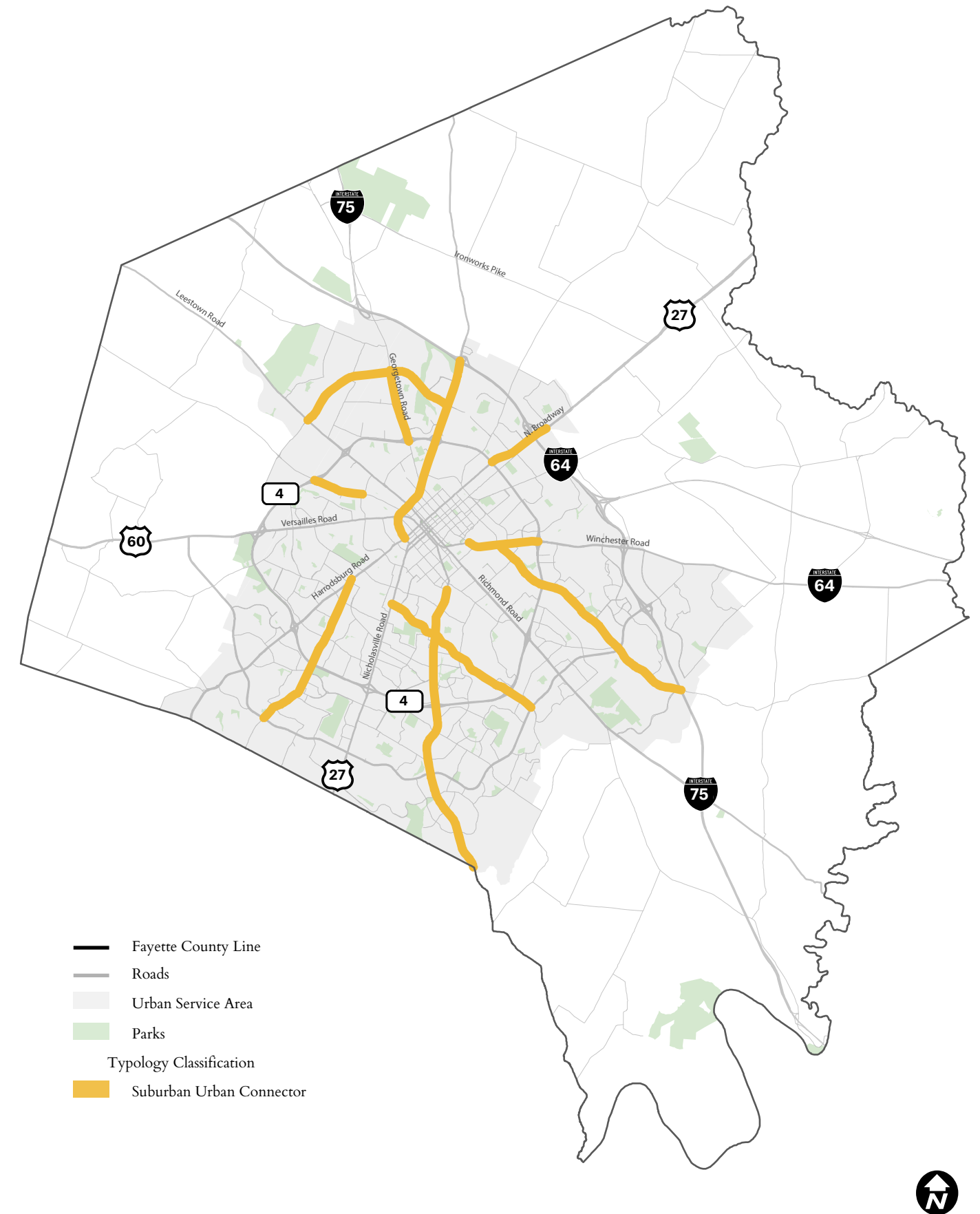
SUBURBAN URBAN CONNECTOR

Another 10 corridors share similar characteristics—most notably when it comes to their demographics and design scores. These 10 corridors fall into the “Suburban Urban Connector” typology. These corridors have high demographic scores that are caused by the almost complete lack of Justice40 disadvantaged census tracts within each area. Population densities slightly less than First Ring Corridors and City Streets also cause higher demographic scores. In addition, relatively few lanes in each direction (accompanied by what are often relatively slow speed limits) means that most of the corridors in this typology have relatively average corridor design element scores.

Suburban Urban Connector corridors can generally be described as those secondary corridors that suburban community residents utilize to access Lexington’s central business district and urban core. These corridors often occupy a liminal space between dense urban centers and more residential-heavy suburban areas. These corridors are often distinguished from First Ring corridors by a higher demographic scores. Higher demographic values are a result of fewer Justice40 thresholds exceeded, fewer Block Groups along the corridor defined as “housing disadvantaged” by the federal government, and less population density. The diversity of scores that comes with corridors that occupy such transitional spaces results in radar graphs with a nearly perfect pentagon shape. In all, 10 corridors fall within the suburban urban connector typology (Alumni Dr., Broadway North, Citation Blvd., Winchester Rd. West, Clays Mill Rd., Georgetown Rd. South, Liberty Rd., Old Frankfort Pike East, Bates Creek Rd., and Todds Rd.).



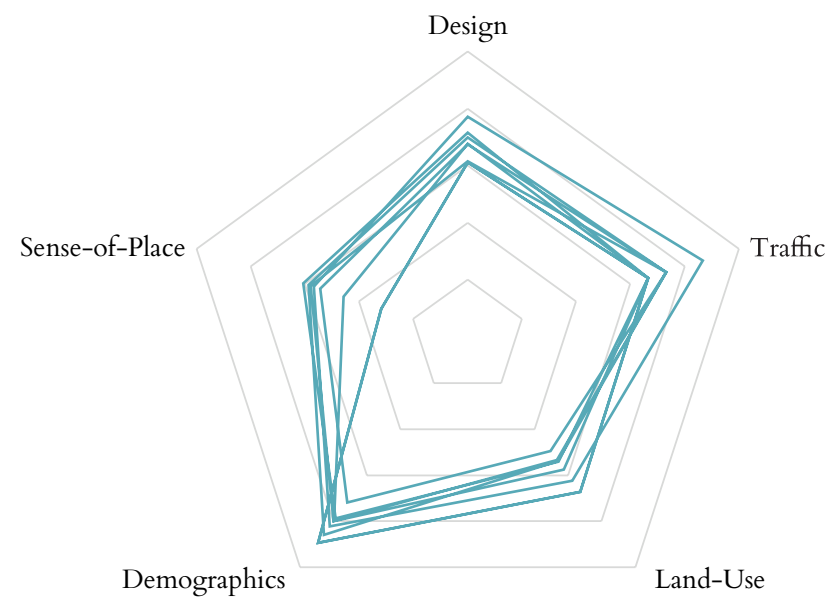
Alumni Drive
Broadway North
Citation Boulevard
Winchester Road West
Clays Mill Road
Georgetown Road South
Liberty Road
Newtown Pike South
Old Frankfort Pike East
Tates Creek Road
Todds Road
Oliver Lewis Way



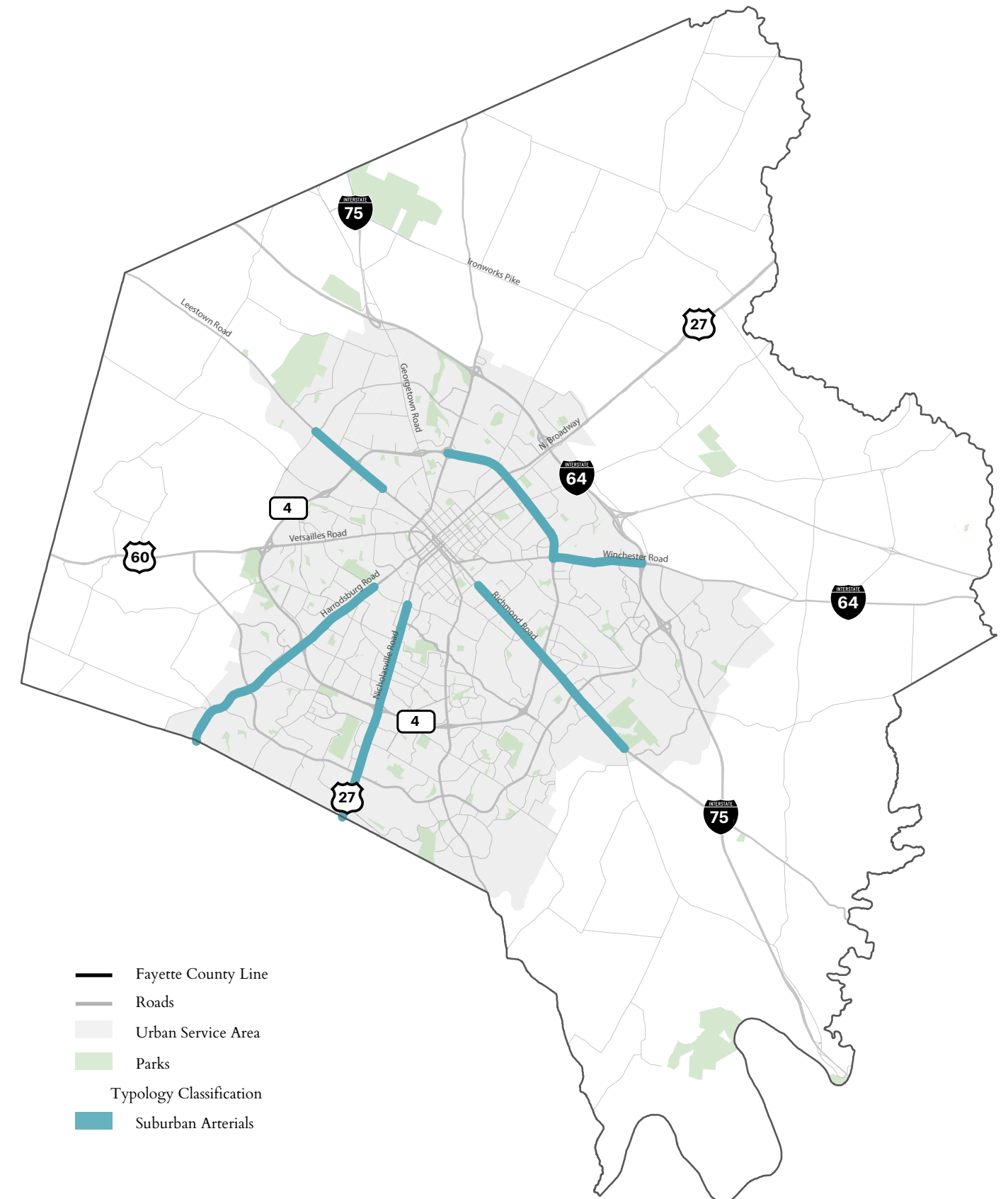
SUBURBAN ARTERIALS

The Suburban Arterial corridor typology includes six different roadway segments. These segments can be identified by two unique metric score averages that set them apart: higher than typical traffic scores and higher than average typical demographic scores. These scoring trends are due in large part to the affluent populations that exist within more suburban environments (resulting in higher demographic values), as well as the higher concentrations of residential development in general.

The higher traffic scores seen within Suburban Arterial corridors are due in large part to higher traffic volumes and higher volume capacity ratios along these roadways. Many of the Suburban Arterial corridors (Harrodsburg Rd., New Circle Rd. North, Nicholasville Rd., Richmond Rd., Leestown Rd. East, and Winchester Rd. Central) are larger capacity corridors that carry more vehicles than their city street and first ring corridor peers. The Suburban Arterial typology corridors are also less likely to be home to historic resources or districts and more likely to have intact tree canopy coverage (giving them a lower average sense-of-place score). Each of the trends present in Suburban Arterial corridors causes the resulting radar graphs to be elongated and stretched to the right—making them easily identifiable when depicted visually.



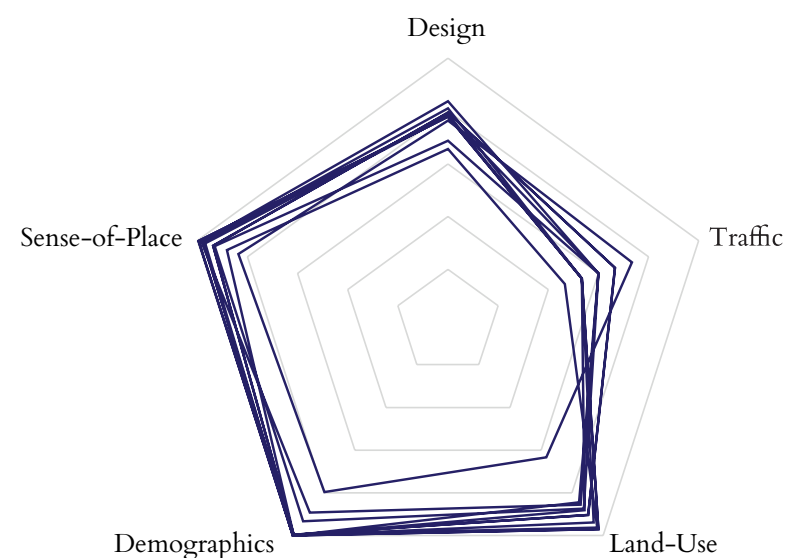
Harrodsburg Road
New Circle Road North
Nicholasville Road
Richmond Road
Leestown Road East
Winchester Road Central



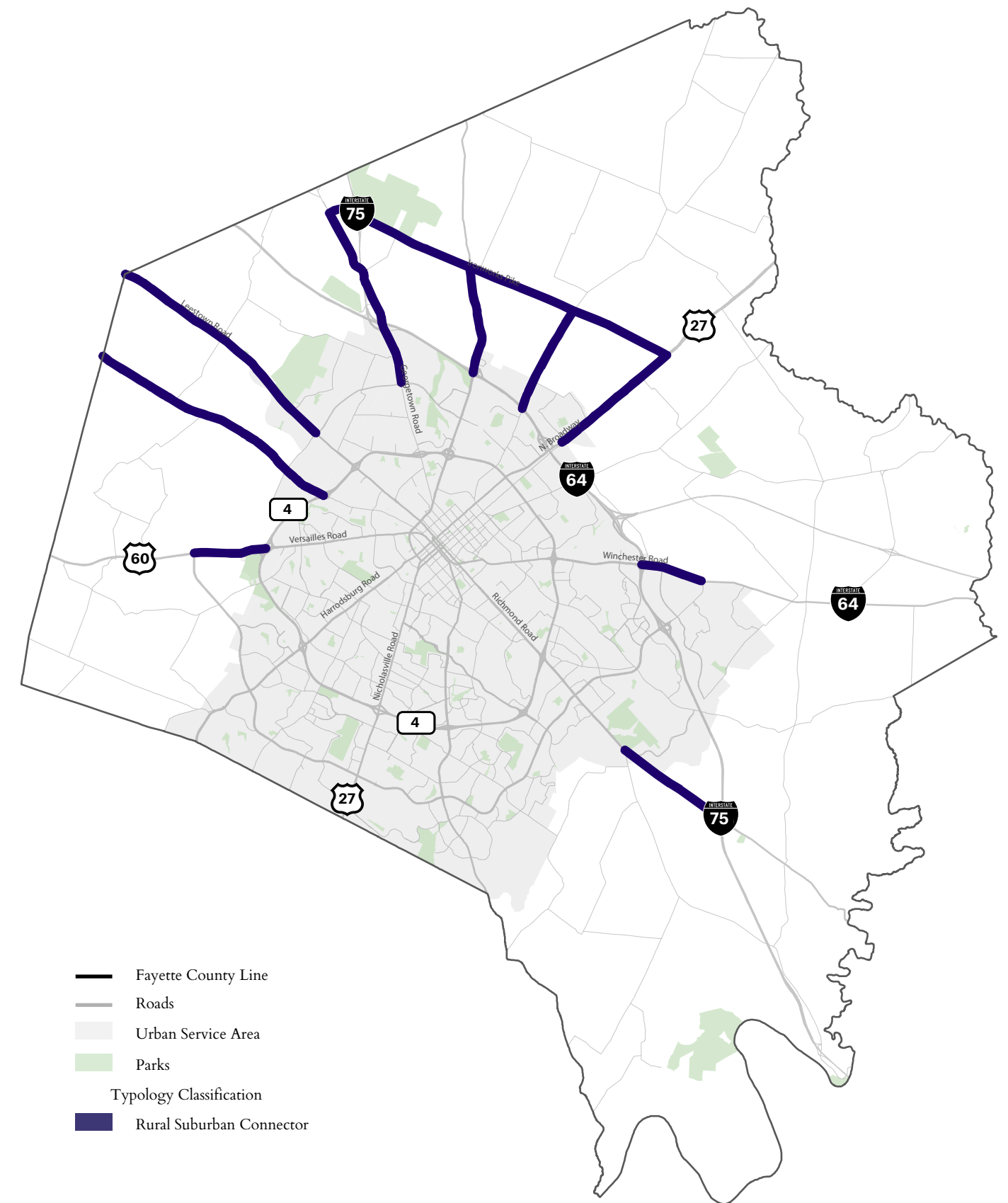
RURAL SUBURBAN CONNECTOR

The typology group with the largest number of roadway segments identified during the data processing phase is Rural Suburban Connectors. Eleven separate corridor segments fell into the Rural Suburban Connectors typology after the project's assessment phase, including Athens-Boonesboro Rd., Old Frankfort Pike West, Paris Pike, Winchester Rd. East, Georgetown Rd. North, Iron Works Pike, Russell Cave North, Newtown Pike North, Leestown Rd. West, and Versailles Rd. West. Each of the roadway corridors that qualified as a Rural Suburban Connector had higher than average sense-of-place, demographics, and land use scores.

Most Rural Suburban Connectors corridors connect rural areas outside Lexington's urban growth boundary to the suburban communities that exist immediately inside the boundary. These corridors stand out as they have higher than average vegetation coverage scores (as well as significantly smaller impervious surface coverage). In addition, a sizable portion of each of the Rural Suburban Connectors typologies is their high land use scores. This is because of the copious amount of agriculturally zoned land within these corridors. Finally, most Rural Suburban Connectors corridors have significantly less population density and do not qualify as disadvantaged at the same rates as other typologies.



Athens-Boonesboro Road
Old-Frankfort Pike West
Paris Pike
Winchester Road East
Georgetown Road North
Iron Works Pike
Russell Cave North
Newtown Pike North
Pike North
Leestown Road West
Versailles Road West



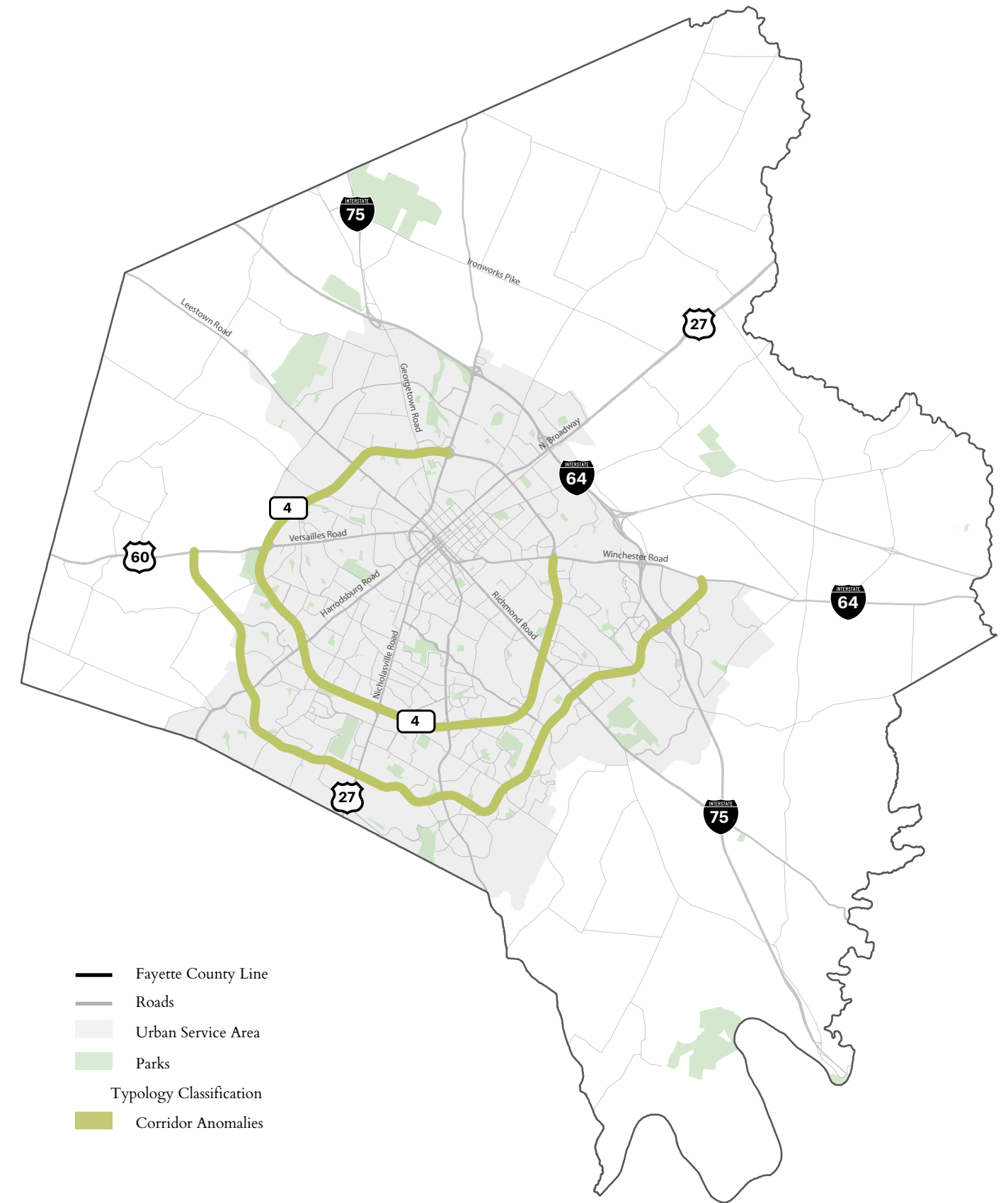
- Fayette County Line
- Roads
- Urban Service Area
- Parks
- Typology Classification
- Rural Suburban Connector

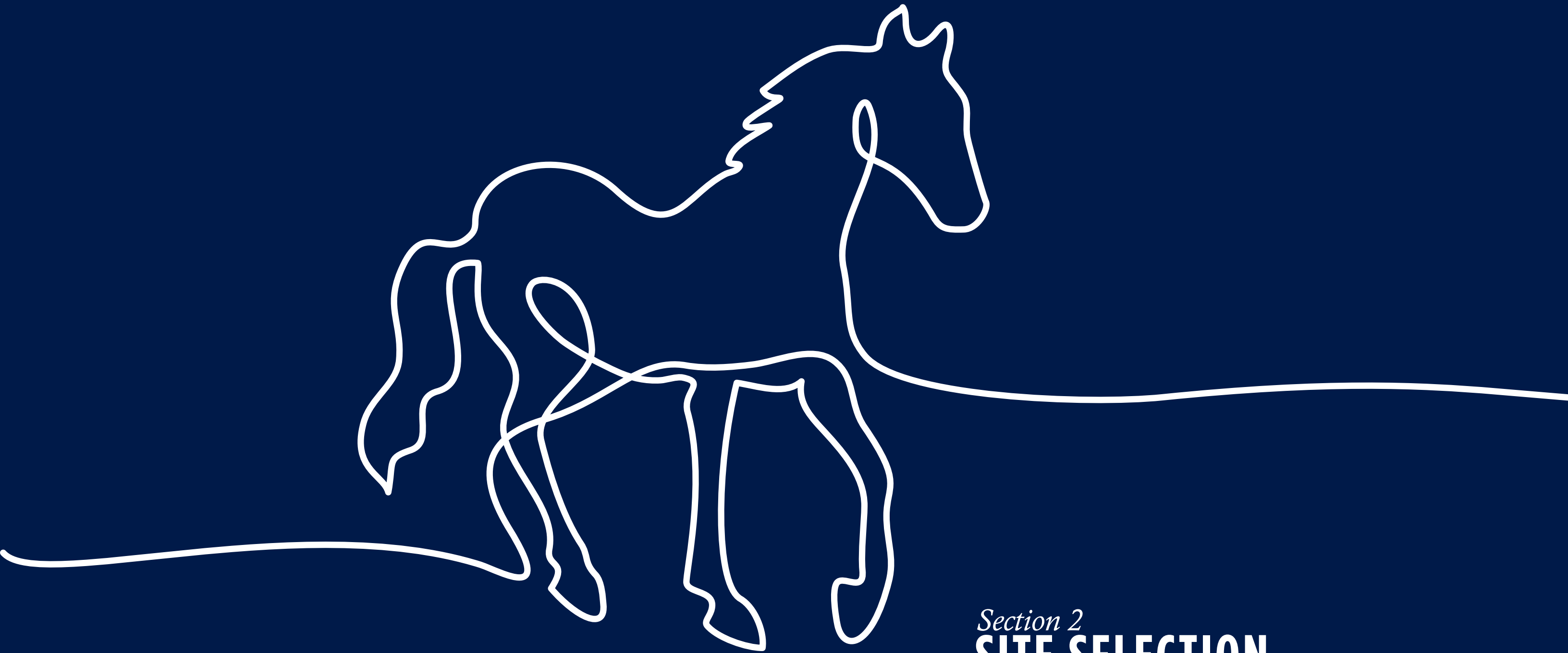
CORRIDOR ANOMALIES

After assessing each of the corridor segments, two roadway corridors failed to fit neatly within the existing typologies: New Circle Rd. South and Man O War Blvd. Both of these corridors fall squarely outside of each typology. New Circle Rd. South is one of the study corridors' most heavily traveled roadway segments, giving it a higher traffic score than most other corridors. New Circle Rd. South is also the only limited-access divided highway among the study corridors. The limited access nature of the corridor also requires extended transportation right-of-way along either side of New Circle Rd. South—meaning that pedestrian and cyclist activity is non-existent (also unique amongst all corridors). New Circle Rd. South also maintains some of the highest speed limits among all corridors so close to Lexington's urban core. Each of these outlier characteristics helps lead to the conclusion that New Circle Rd. South requires individualized design guidelines or improvement plans.

Man O War Blvd., much like New Circle Rd. South, has high-capacity corridor segments that move a significant number of vehicles. The high vehicle volumes mean Man O War Blvd. is less pedestrian and cyclist-friendly than most of the other study corridors. Man O War Blvd.'s land-use trends also vary widely along the length of the corridor (including rural/agricultural, regional commercial nodes, and suburban residential developments). The diversity of development types along the entirety of Man O War Blvd. complicates the development of the corridor's design guidelines, potentially necessitating many more tools and approaches to design guidelines. The overall length of the Man O War Blvd. corridor also creates complications and may require additional design guidelines or improvement approaches outside of what may be applicable to the other typology groups.

Man O War Boulevard New Circle Road South





Section 2
SITE SELECTION

SITE SELECTION

This section walks through the steps the Commission, stakeholders, and designers should follow when determining which site(s) should be selected and which strategies should be utilized. These steps include:

1. Review data through an equity lens
2. Review tree canopy priority areas
3. Determine if the site is along a KYTC road
4. Evaluate existing surrounding context, such as existing median, land use or existing trail system
5. Conduct an existing conditions inventory or survey
6. Determine desired strategy or strategies based on typology and engage the community



PRIOR COMMISSION PROJECTS

1. Richmond Road Area Two (Phase I)
2. Richmond Road Area Three (Phase I)
3. Richmond Road Area One (Phase II)
4. Welcome Sign - Newtown Pike
5. Welcome Sign - Versailles Road
6. Welcome Sign - Athens Boonesboro Road
7. New Circle Road Interchange
8. Newtown Pike at I75
9. Newtown Pike at Main Street
10. Man O War at Versailles
11. Oliver Lewis Way at Maxwell Street Beautification
12. Global Lex Horticulture Beds/Beautification
13. Downtown Lexington Partnership (DLP) -Artistic Traffic Boxes
14. Henry Clay Art Installation Partnership - John Henry Sculpture
15. Clays Mill at Wellington Way Median Beautification
16. Broadway Median Greening
17. Liberty Road Median Beautification
18. Tates Creek Tree Replanting Project
19. Tree Planting - Man O War / Harrodsburg
20. Tree Planting - Man O War / Hamburg
21. Tree Planting - Virginia Avenue
22. Man O War RR Bridge Clean Up
23. S. Broadway RR Viaduct Pigeon Remediation
24. Versailles Road Fence Repair

● Prior Commission Project



SITE SELECTION

To select a site for a new project, the Commission should consider the following: prior project locations, tree canopy priority areas, type of roadway, and existing roadway conditions.

1.0 REVIEW DATA THROUGH AN EQUITY LENS

Previous Corridor projects should be reviewed prior to making any site selection. This will inform the Commission where projects have been completed in the past and what areas of the city should be considered for new projects based on previous project locations. Ideally, projects would be evenly distributed throughout the city creating equitable investment along the corridors.

Equitable transportation infrastructure is also a priority of the federal government especially with the new Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. This program provides funding for major infrastructure improvement projects with a focus on what the federal government has identified as “Areas of ‘Persistent Poverty’ and/or ‘Historically Disadvantaged Communities’”. Communities with this designation have faced disinvestment and inequity challenges for decades. Refer to Appendix section for a map of the areas identified with these distinctions.

The map to the left was completed in 2023, and should be continually updated as projects are completed.

1.

Review data through an equity lens

2.

Review tree canopy priority areas

3.

Determine if the site is along a KYTC road

4.

Evaluate existing surrounding context, such as existing median or trail system

5.

Conduct an existing conditions inventory or survey

6.

Determine desired strategy or strategies based on typology and engage the community



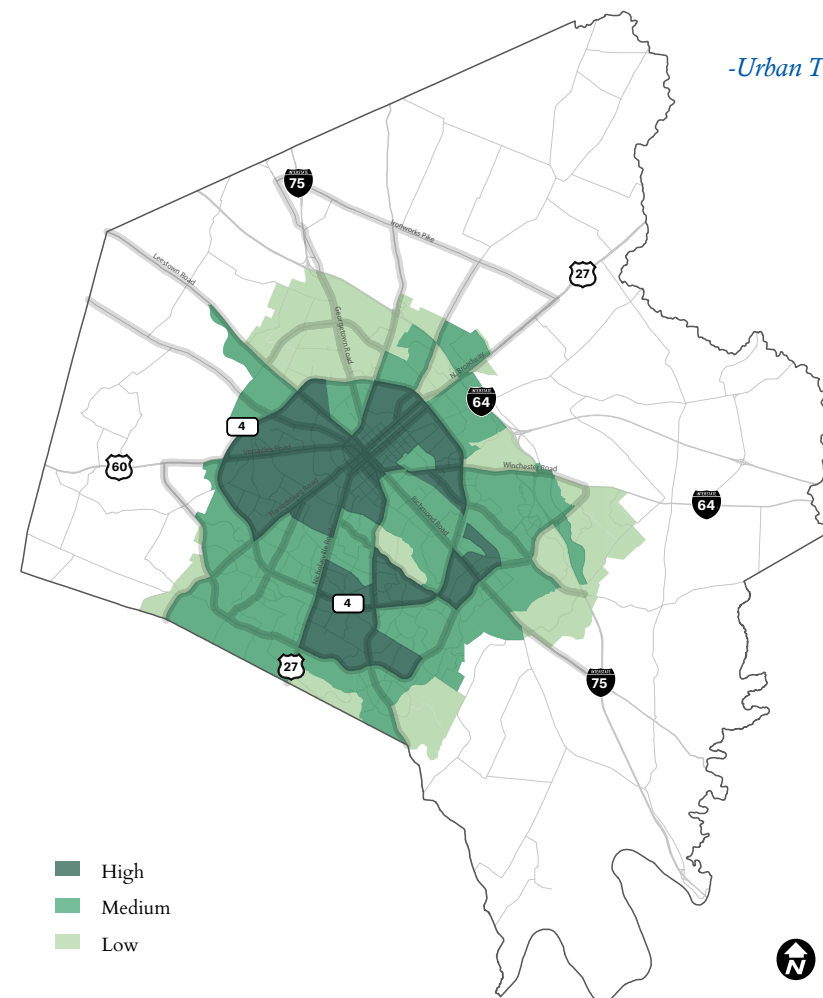
2.0 REVIEW TREE CANOPY PRIORITY AREAS

In 2022, an Urban Tree Canopy Assessment was conducted to identify the condition and prioritization of increasing and improving the urban tree canopy within Lexington-Fayette Urban Area.

The tree planting prioritization scoring was developed to rank city council districts and census tracts on each area's needed improvements that trees can provide. Rankings are sorted from highest priority (dark green) to lowest priority (light green) and were calculated for each individual criteria as well as overall to show where multiple needs overlap.

This information should be used to prioritize areas for corridor projects that focus on increasing tree canopy and providing additional tree and vegetative benefits to the surrounding community.

[Link to Report](#)



“The results of this analysis (Urban Tree Canopy Assessment) can be used to develop a continued strategy to protect and expand Lexington’s urban forest. This study revealed that Lexington’s citywide canopy has grown by over 1,700 acres. With 17,668 acres of possible planting area, LFUCG has the opportunity to continue to increase urban tree canopy coverage on both public and private property.”

-Urban Tree Canopy Assessment Report

Roadways that have a High Tree Canopy Priority Include:

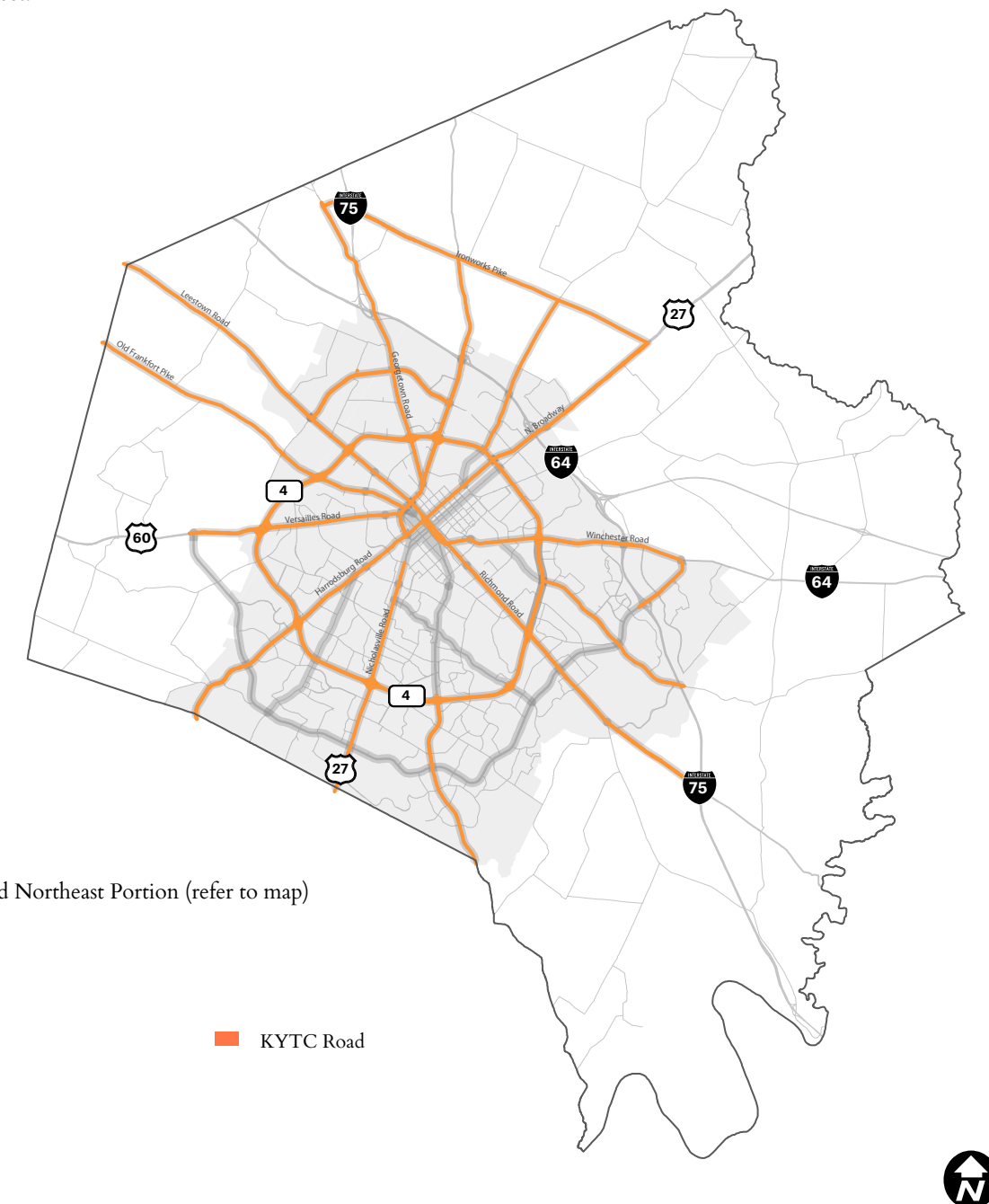
- Leestown Road
- Winchester Road
- Richmond Road
- Nicholasville Road
- Harrodsburg Road
- Versailles Road
- New Circle Road
- Man O War Boulevard
- Bates Creek Road
- Alumni Drive
- Clays Mill Road
- Russell Cave Road
- Broadway
- Limestone Street
- High Street
- Maxwell Street
- Midland Avenue
- Vine Street
- Main Street
- Upper Street
- Georgetown Street
- Oliver Lewis Way

3.0 DETERMINE IF THE SITE IS ALONG A KYTC ROAD

Kentucky Department of Transportation (KYTC) roadways have additional restrictions or conditions to be considered when determining the type of strategy that can be implemented along a corridor. While most of the corridor roadways are considered KYTC, this step will ensure that designers and the Commission maintain coordination with KYTC during the design and implementation of the project.

KYTC Roadways Include:

- Leestown Road
- Winchester Road
- Richmond Road
- Nicholasville Road
- Harrodsburg Road
- Versailles Road
- New Circle Road
- Bates Creek Road
- Russell Cave Road
- Broadway
- Limestone Street
- High Street
- Vine Street
- Liberty Road
- Midland Avenue
- Georgetown Street
- Georgetown Road
- Oliver Lewis Way
- Ironworks Pike
- Citation Boulevard
- Man O War Boulevard Northeast Portion (refer to map)



4.0 EVALUATE EXISTING SURROUNDING CONTEXT

As site selection narrows, early considerations of the types of strategies should be evaluated. A cursory review of the site conditions include determining if the site has a median or if there is a trail or shared-use path located near or along the site.

ROAD MEDIANS

If there is a median located along the potential site corridor, it should be considered as a strategy. The entire condition of the project area should be considered and if possible provide additional planting within the median.

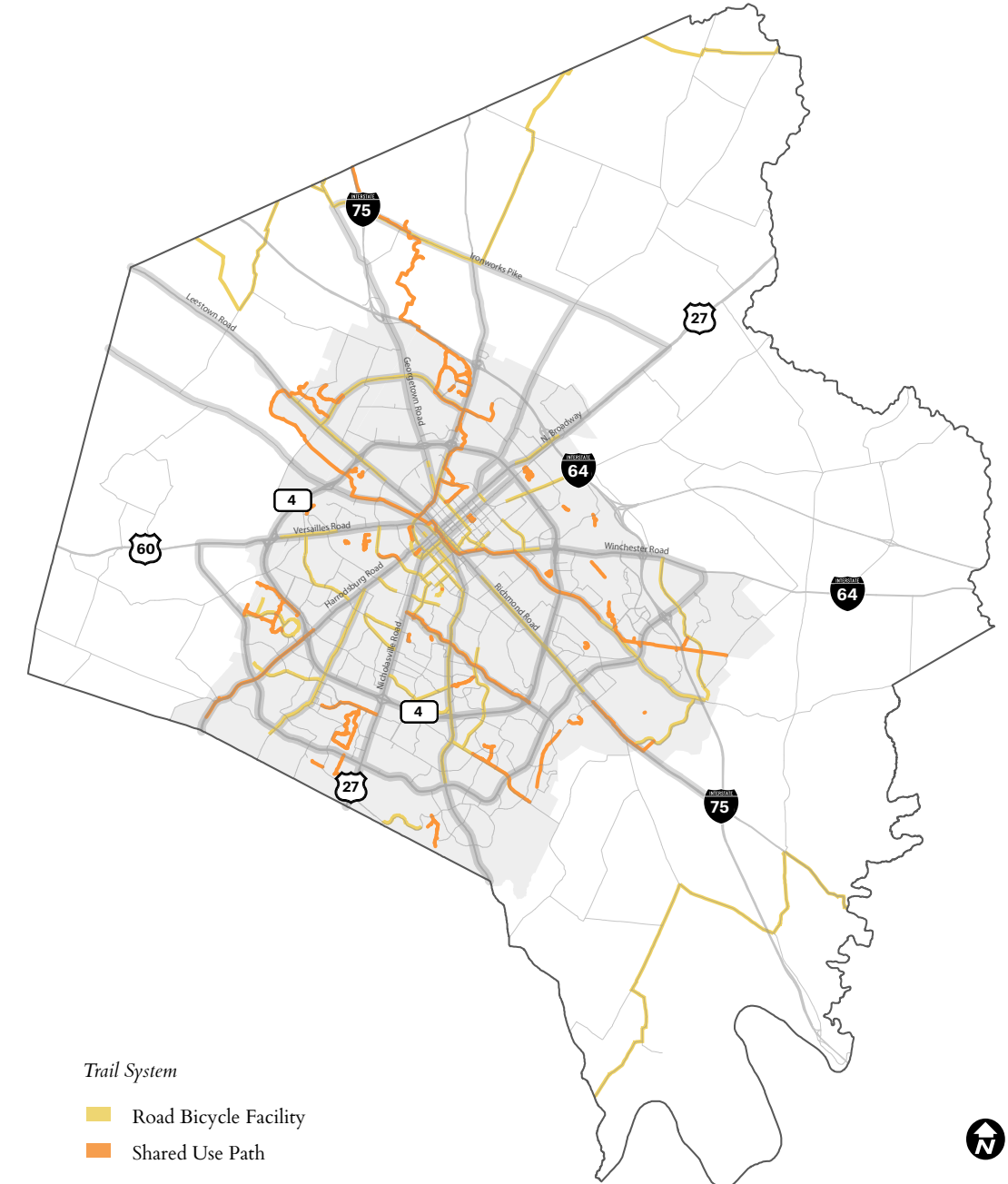
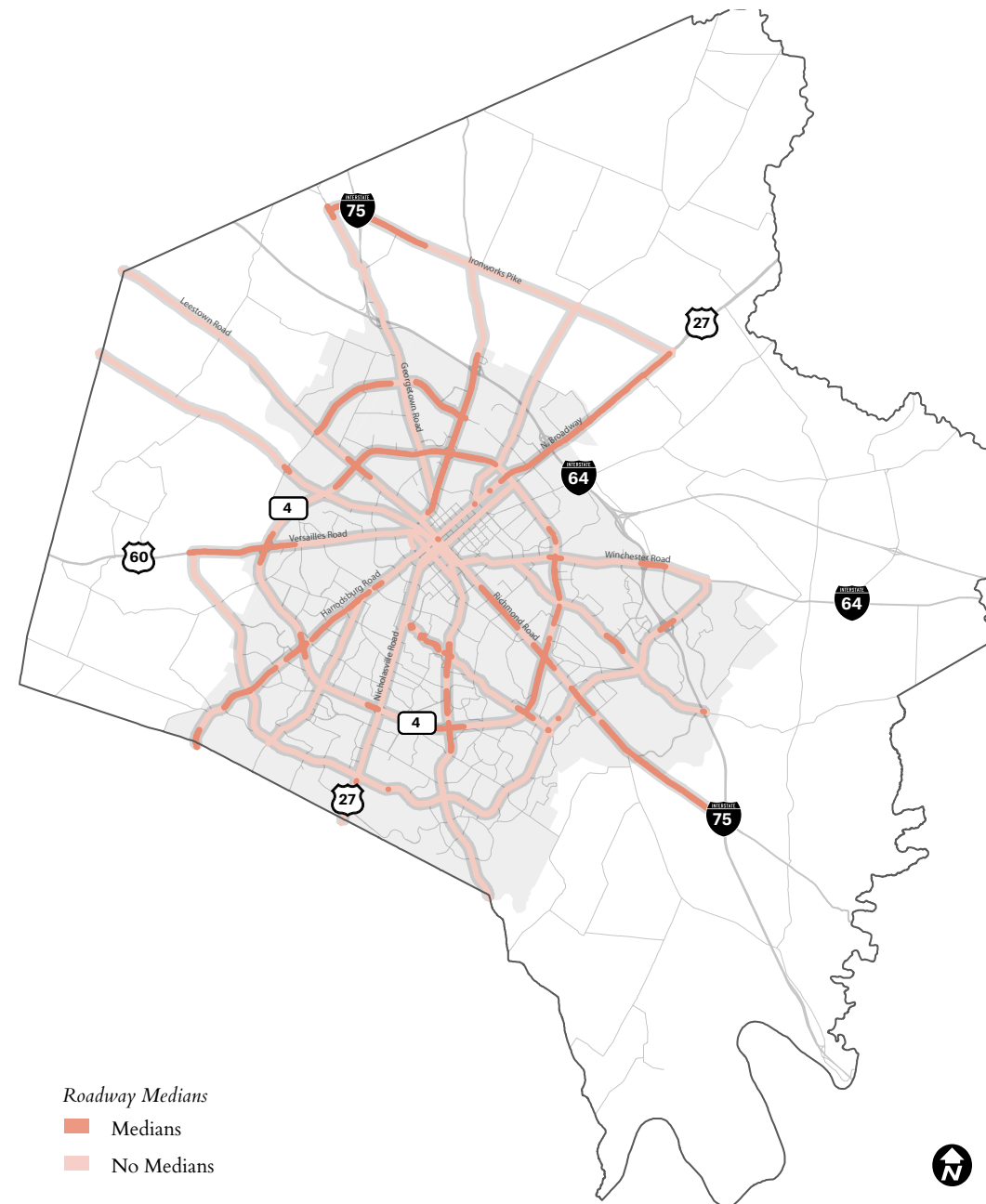
Several things should be evaluated and noted if a median is present:

- Is it a KYTC Road?
- Is the median easily accessible for maintenance?
- Is the median grass or is it concrete? (note if the median is not a pervious surface, project costs will increase significantly to remove and haul in good soil)
- What are the dimensions of the median, in both length and width?

TRAIL SYSTEM REGIONAL AND LOCAL

Similar to medians, another condition that should be noted early on is the existence or proximity to a trail or shared-use pathway. If these systems exist near the potential site, the designers and Commission should consider a range of strategies that are scaled to enhance the pedestrian experience. Some of the strategies include:

- Shared-use Pathway Plantings
- Wayfinding
- Art
- Pedestrian and Cyclist Amenities
- Interpretive Materials
- Interpretive Signage



5.0 CONDUCT AN EXISTING CONDITIONS INVENTORY OR SURVEY

Once a site is selected the next step is developing a preliminary technical review. These guidelines will walk through an initial technical review one should conduct when determining what kind of strategy should be considered along a corridor. After the review is completed, a formal survey by a licensed professional surveyor should always be developed prior to construction.

TECHNICAL REVIEW

Right-of-way Availability

When deciding what strategies to implement in the selected site the amount of right-of-way (ROW) available behind the curb or edge of pavement along a roadway to the adjacent properties

will determine where and what can be implemented as part of the design.

To determine this distance, refer to the [LFUCG online open data asset](#). This will confirm the area in which a design strategy may be implemented.

Roadway Classification

Determination of roadway typology for the corridor will help assess the type and scale of the design strategy to be pursued. The designer should reference the roadway typologies to better understand the roadway condition and function. The table below is an example of the information that should be determined early in the process.

ROADWAY INFORMATION		
	Road Name	Road Name
Speed Limit (mph)		
Average Daily Traffic		
Approximate Clear Zone (offset from travel lane)		
Roadway Classification		

Utility Coordination

Prior to design and installation of any plan coordination with utility companies will be critical. The following utility and government parties should be contacted and coordinated with during the design and installation process:

- Electric: LG&E KU
- Natural Gas: Columbia Gas
- Waste Water: LFUCG Division of Water Quality
- Stormwater: LFUCG Division of Water Quality
- Water: Kentucky American Water Company
- Telephone and Cable: Windstream, Spectrum, Metronet, Crown Castle, and AT&T

Sight Lines

Roadway intersections should maintain clear visibility to maintain safe traffic movement. Designers should reference the LFUCG and KYTC standard roadway guidelines when maintaining sight triangles.

It is recommended at a minimum plans should always allow for a 20’ clear zone from any intersection. This means that there should be visibility from the car at the intersection. It is recommended that there be planting materials no higher than 3’ to ensure clear visibility.

Transit Stops

Transit stops are important public infrastructure. These guidelines recommend the project include improving any existing stops that are in the project area. Coordination with Lextran for appropriate improvements should happen during the planning phase of the project.

This analysis will help determine if the site is an potential location for a new Art Stop. If considered a viable option, the designers should work with the Corridors Commission to coordinate with the Art’s Commission and Lextran to design

INTER-AGENCY COORDINATION

Kentucky Transportation Cabinet

Along any KYTC roadway there are specific considerations that will need to be taken when planting within the ROW. Designers should contact KYTC District 7 Representatives to determine which guidelines they are required to follow throughout the design process. All projects must apply for a ROW encroachment permit from KYTC. KYTC will review and approve ROW encroachment permits prior to construction.

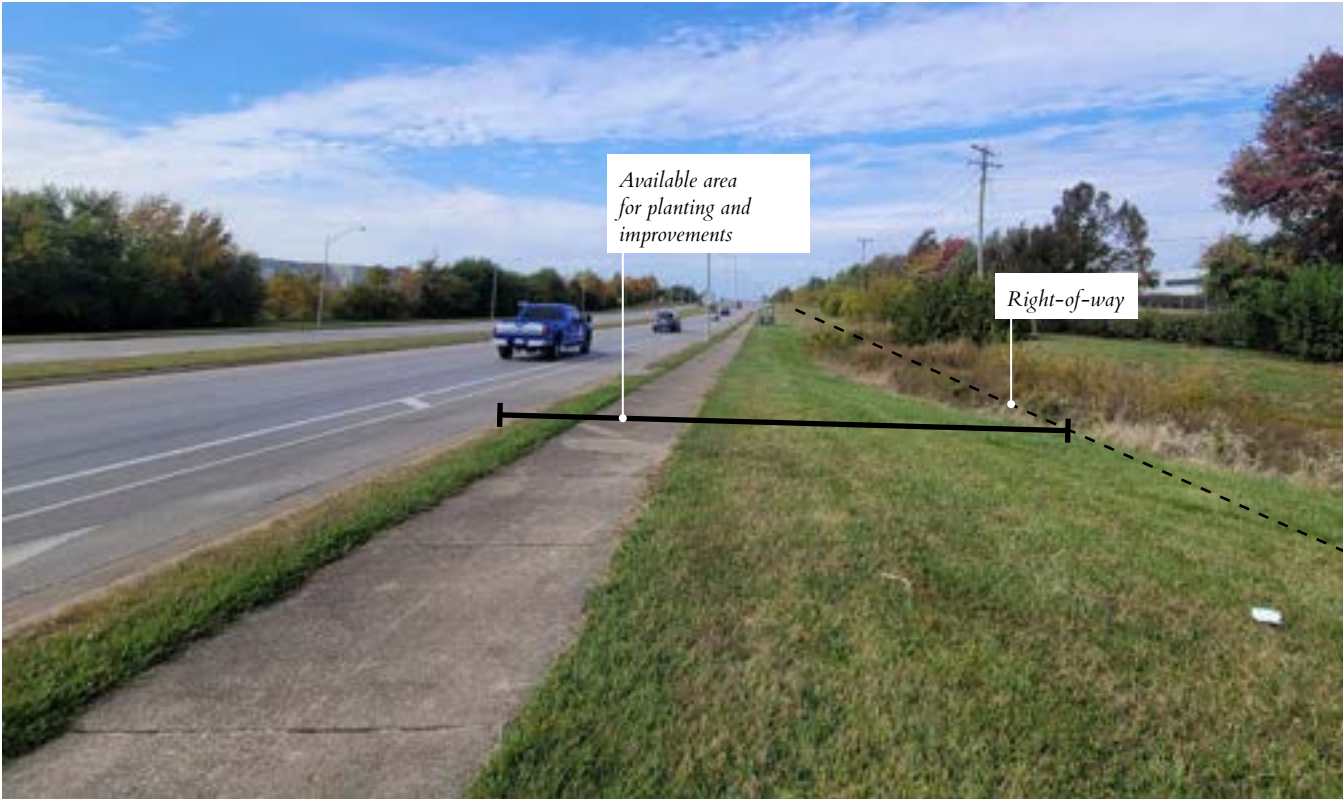
LFUCG Water Quality

Early consideration should examine if the site area has any stormwater infrastructure implemented. If drainage does exist, site planning consideration should provide a solution that does not disturb the intent of the system. All improvements and implementation should be in coordination with LFUCG Water Quality Department.

Lexington Area Metropolitan Planning Organization (MPO)

Coordination with the Lexington Area MPO will identify any current projects occurring or planned along the different corridors. Once projects are identified, the Commission and the MPO should consider partnership opportunities to determine strategies implemented.

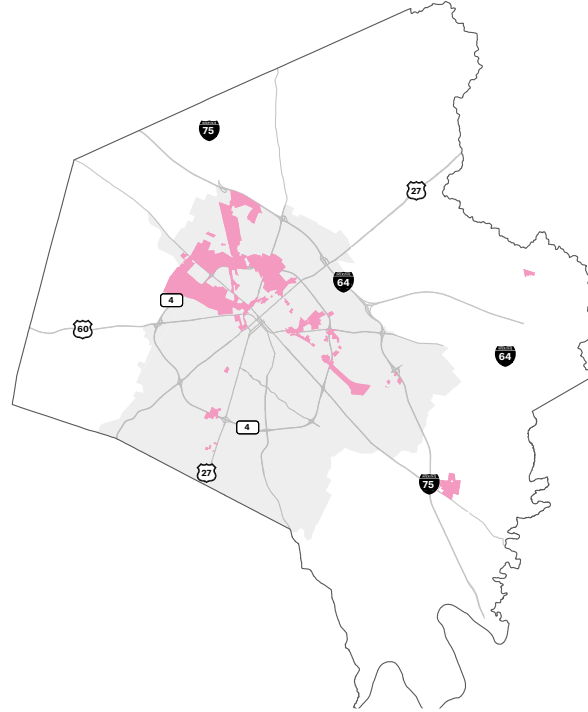
Example Site Right-of-way Area



and install a new transit facility.

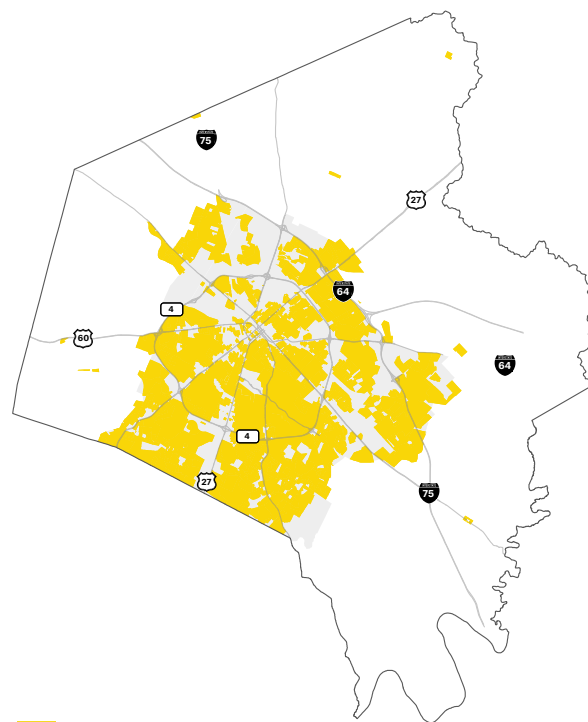
Zoning/Land Use

Surrounding land use and zoning will be important to note when determining which strategies should be utilized. For example, in industrial areas designers may want to consider screening, fencing, or tree planting for air quality improvement, while in commercial areas streetscape planting or signage should be considered. These different land uses and

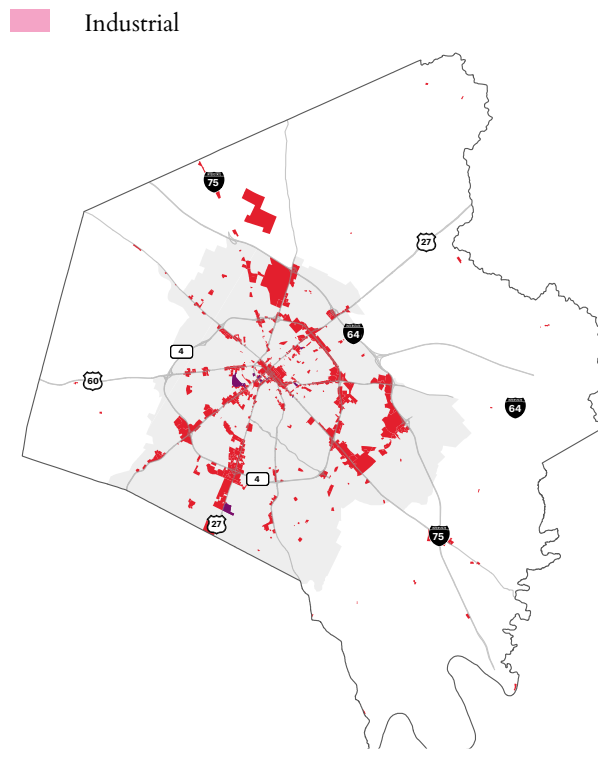


Land Use County Wide Maps

Industrial, Residential, and Commercial



Residential



Industrial

Commercial

Mixed-Use

zones can be found through the LFUCG zoning map and should be referenced prior to making strategy decisions.

Existing Conditions Inventory

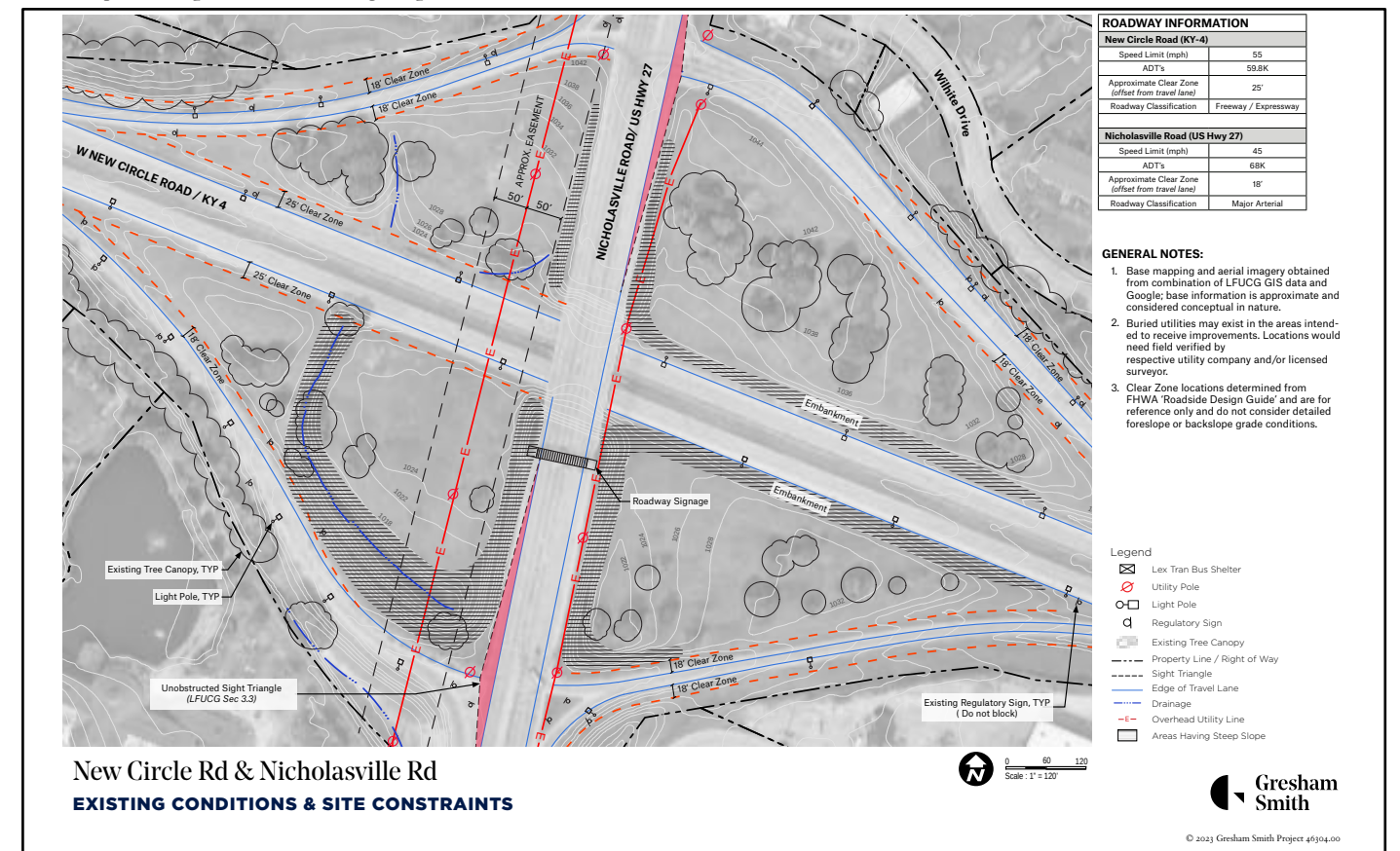
Existing conditions along the corridor should always be taken into consideration when determining what kind of strategy or where a strategy should be implemented. The following are the primary conditions that should be evaluated, but each site may need further investigation.

- **Existing Vegetation:** An inventory of all existing vegetation should be taken prior to any design planning begins. This inventory should examine existing species, the current condition, and the placement of the plant material.
- **Sidewalks and Shared-use Path:** Determining if there is a

sidewalk or shared-use path will help define the available land within the ROW and the different strategies that can be implemented in relation to pedestrian experience.

- **Signage:** If there is existing signage, the designer can determine what kinds of strategies can help emphasize the existing signage on the site. Additionally, planting strategies can be utilized to emphasis existing signage on a site.
- **Elevation and Topography:** Critical to maintenance, installation, and function the elevation and topography of the site will determine which strategies can and should be implemented on the site.

Example Existing Conditions Inventory Diagram



6.0 DETERMINE DESIRED STRATEGY BASED ON TYPOLOGY

Below are the recommended strategies as they relate to the five different typologies. While these are the recommendations, final strategy selection should be carefully considered after reviewing the strategy guidelines.

Note: Anomalies are not listed here, selection of strategies should follow context considerations when selecting strategies.

COMMUNITY ENGAGEMENT

After the strategies are determined and if placemaking is selected as the recommended implementation, the Commission and designers should engage the community to understand the cultural story and importance of the surrounding neighborhood. The surrounding community should drive and support the recommended placemaking elements or signage.

CITY STREETS

Landscaping

- Entryway Planting
- Streetscape Planting
- Shared-use Pathway

Wayfinding and Signage

- Entry Signage
- Wayfinding

Placemaking

- Art
- Pedestrian and Cyclist Amenities
- Transit Amenities
- Interpretive Materials
- Interpretive Signage

FIRST RING

Landscaping

- Screening
- Median Planting
- Entryway Planting
- Streetscape Planting
- Shared-use Pathway

Wayfinding and Signage

- Entry Signage
- Wayfinding

Placemaking

- Art
- Pedestrian and Cyclist Amenities
- Transit Amenities
- Interpretive Materials
- Interpretive Signage

SUBURBAN URBAN CONNECTOR

Landscaping

- Screening
- Median Planting
- Entryway Planting
- Streetscape Planting
- Shared-use Pathway
- Highway Interchange Planting

Wayfinding and Signage

- Entry Signage
- Wayfinding

Placemaking

- Art
- Pedestrian and Cyclist Amenities
- Transit Amenities
- Interpretive Materials

SUBURBAN ARTERIAL

Landscaping

- Screening
- Median Planting
- Entryway Planting
- Streetscape Planting
- Shared-use Pathway
- Highway Interchange Planting

Wayfinding and Signage

- Gateway Signage
- Entry Signage
- Wayfinding

Placemaking

- Art
- Pedestrian and Cyclist Amenities
- Transit Amenities
- Interpretive Materials

RURAL SUBURBAN CONNECTOR

Landscaping

- Screening
- Median Planting
- Entryway Planting
- Highway Interchange Planting

Wayfinding and Signage

- Gateway Signage
- Entry Signage

Placemaking

- Art
- Interpretive Materials





Section 3
DESIGN STRATEGIES

DESIGN STRATEGIES

This section will break down various design strategies that could be implemented along the 31 corridors. Strategies are categorized into landscaping, signage and wayfinding, and placemaking.

LANDSCAPING

Landscape strategies look at how landscaping can enhance the corridors. Implementing and utilizing these landscaping strategies throughout the city will help enhance the roadways. These sub-strategies look at screening, median plantings, entryway plantings, streetscape plantings, and shared-use pathways. The landscape strategies aim to be low input, low maintenance, and sustainable.

SIGNAGE AND WAYFINDING

Signage and wayfinding strategies provide a visual link between public and private spaces. These features complement built and natural environments and deliver a variety of information to users.

PLACEMAKING

Placemaking is a combination of different sub-strategies that aim to make corridors feel welcoming, create a sense of place and identity, and encourage exploration. These sub-strategies include art, pedestrian and cyclist amenities, transit amenities, and fencing, interpretive materials and storytelling.



LANDSCAPING

Landscape strategies consider how landscaping can enhance the corridors. Implementing and utilizing these landscaping strategies throughout the city will help enhance the roadways while maintaining visibility and safety. These sub-strategies look at screening, median plantings, entryway planting, streetscape plantings, and shared-use pathways. The landscape strategies aim to be low input, low maintenance, and sustainable. Always refer to the LFUCG Planting Manual when selecting, installing and maintaining these landscape strategies.

SCREENING

Landscape along a corridor can utilize a dense landscaping palette to help provide screening from unsightly adjacent land uses. Additionally, screening planting can be utilized to create a buffer between large residential areas, and high volume roadways.

MEDIAN PLANTING

Median planting can increase the landscape coverage within underutilized median areas. This strategy will be regulated heavily by Kentucky Department of Transportation due to current restrictions. Ideally, this strategy will include an increased tree canopy and shrub layer with grasses for texture where possible.

ENTRYWAY PLANTING

Entryway planting areas should occur at entrances into the city, neighborhoods and commercial development, as well as significant roadway intersections. This planting strategy looks at a small area that typically includes a entry or gateway sign. This strategy can vary in the look and feel of the site, but should conform to the recommended guidelines in regards to height, materials, and visibility.

STREETSCAPE PLANTING

Streetscape plantings include tree canopy and low shrubs along roadways. These planting areas can occur along and roadway, but may vary in type of planting. Within a urban dense areas, the streetscape planting maybe provided as a buffer between the roadway and pedestrian space and may include tree canopy

and low level plants. In more rural or suburban conditions, the streetscape planting may just include tree canopy and be placed within the right-of-way.

SHARED-USE PATHWAY PLANTING

Landscape along shared-use pathways can provide a buffer between the roadway and facilities, shade for users and potentially performance landscaping, such as stormwater management, along corridors that have existing or proposed trail systems. This landscape strategy looks at increasing the planting density along these systems to provide comfort, safety, filter noise, and provide shade.

HIGHWAY INTERCHANGE PLANTING

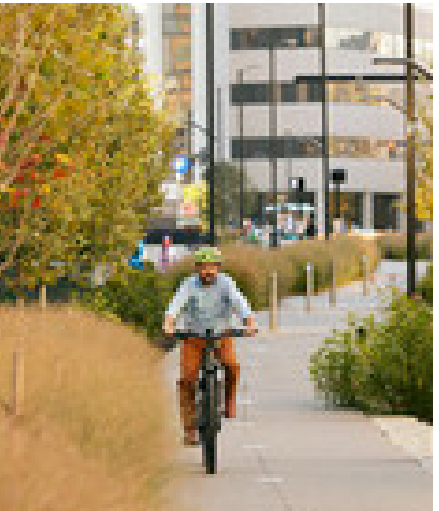
Planting strategies at highway interchanges can vary depending on size and other placemaking strategies. Variations of plantings from larger meadows to more formal clusters of trees and shrubbery can be utilized at interchange areas. These areas are typically very large in size and planting schemes should consider how to make these spaces not only visually appealing, but also performative. Due to the size of the area maintenance and cost should be considered when determining plant material, and installation method for long term success.



Median Planting



Streetscape Planting



Shared-Use Pathway Planting



Entryway Planting



Streetscape Planting



Highway Interchange Planting



Screening



Shared-use Pathway Planting



Entryway Planting



SCREENING

Screening would occur where there is a land use or site that may be seen as an undesirable view from the corridors. These sites might include industrial sites or even a large residential development that wishes to be obstructed from high volume roadways. This planting strategy uses a dense planting of trees, both evergreen and deciduous, to obstruct the view from the roadway. This planting strategy may also include using tall shrubs to create the visual barrier.

In addition to the linear corridor improvements, these spaces may also support other placemaking strategies including:

- Identity Signage: Entry Signage
- Interpretive Materials: Fencing, Non-vegetative Screening

This spread shows variations of different planting opportunities and patterns that can be implemented along the corridors depending on surrounding land use and level of intended maintenance and available right-of-way.

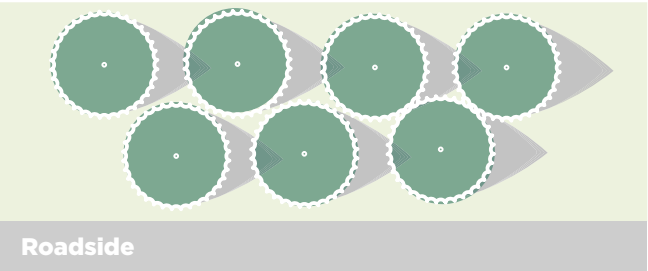
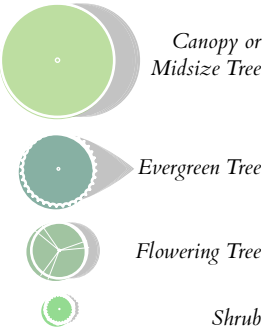
While this strategy can be supported by other placemaking strategies, the planting strategy itself should determine the level of annual maintenance, look and feel, and intent of the plantings.

The plant selection should be diverse and designers should alternate species to minimize monoculture landscapes. While these strategies do not show mulch boundaries, these can be implemented with different types of mulching methods. These methods include green mulch, fine fescue mix, or other mulching materials that protect the root zones, tree trunks, and reduce maintenance and overall input cost and labor.

Visibility and safety should always be considered when developing landscape strategies along the corridors. Sight lines must be identified based on speed, vehicular and pedestrian movements of a specific location.

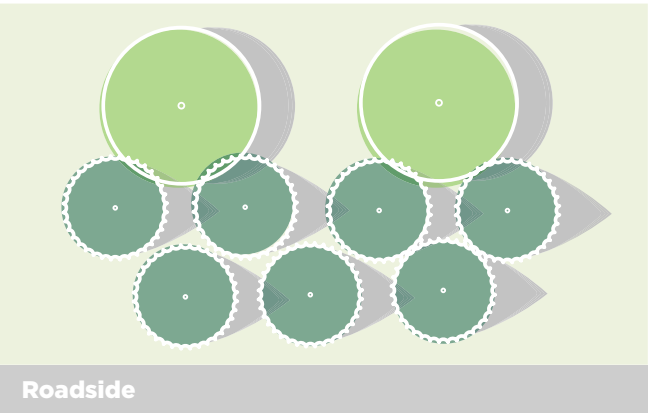
Typology Diagrams

Diagrams show a high level conceptual pattern or organizational rules that should be considered when implementing the different strategies. Patterns are intended to repeat as extended along the corridors.



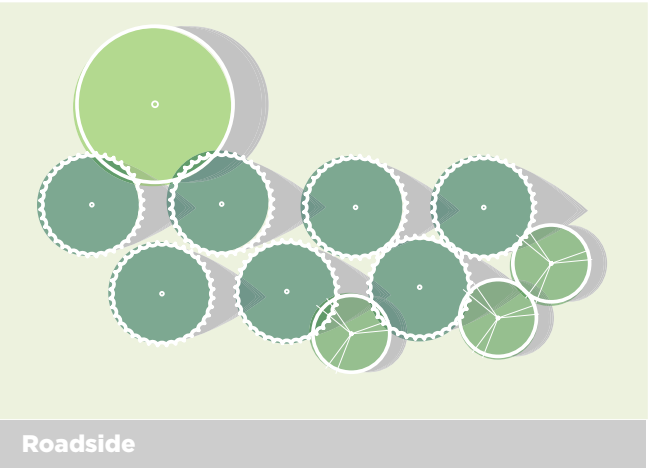
Informal Screening A

Evergreen (spacing dependent on tree species)



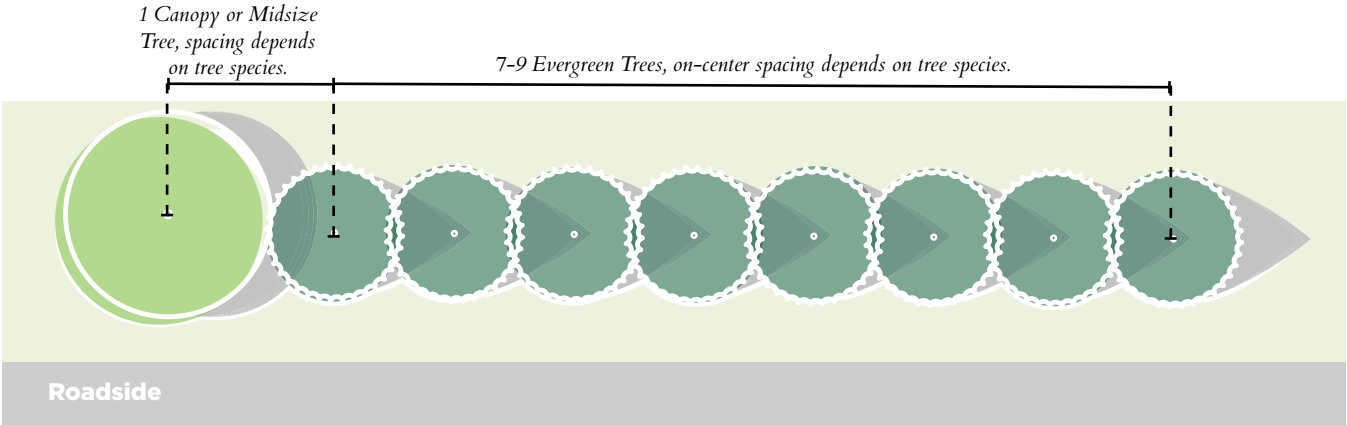
Informal Screening B

Evergreen and Canopy or Midsize Tree (spacing dependent on tree species)



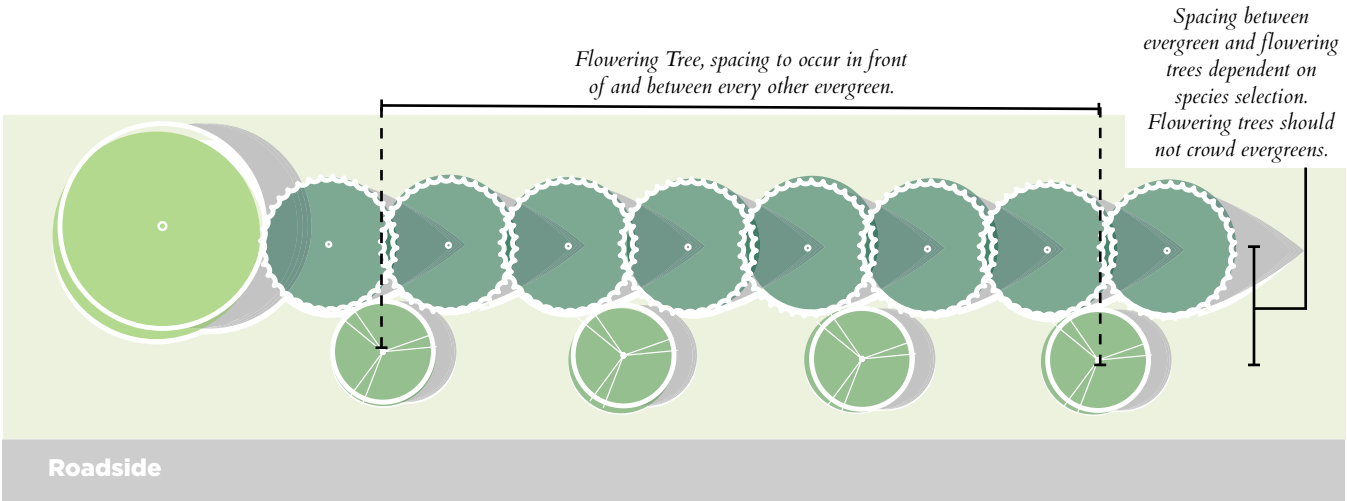
Informal Screening C

Evergreen, Canopy or Midsize Tree, and Flowering Tree (spacing dependent on tree species)



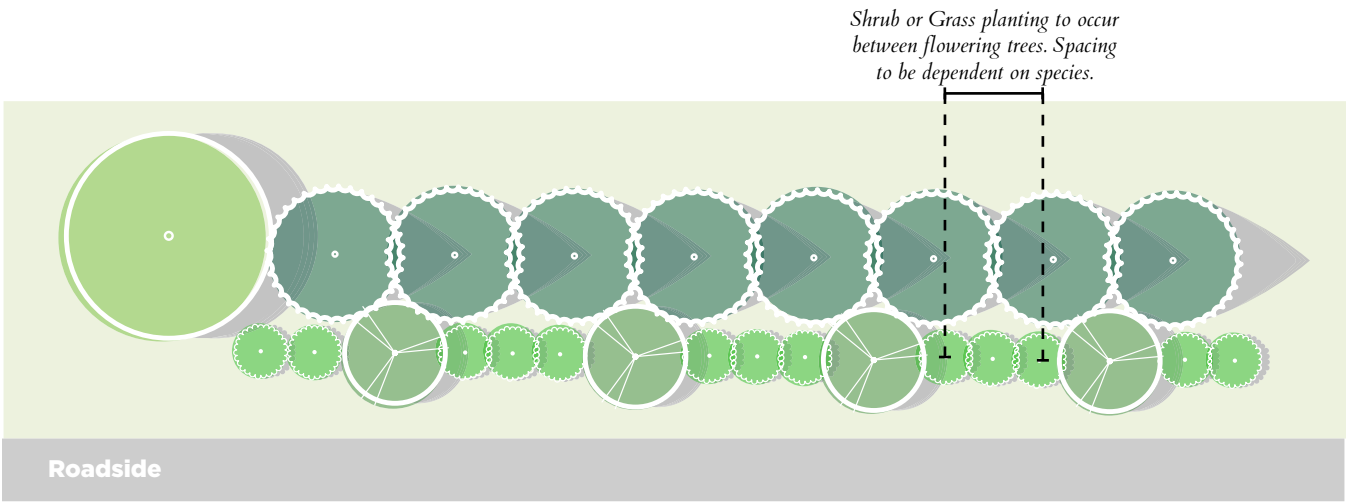
Formal Screening A

Evergreen and Canopy or Midsize Tree



Formal Screening B

Evergreen, Canopy or Midsize Tree, and Flowering Tree



Formal Screening C

Evergreen, Canopy or Midsize Tree, Flowering Tree, and Shrubs

MEDIAN PLANTING

Median Plantings occur where there is an existing median. This strategy aims to create beautification along corridors and increase the potential area for tree canopy. When implementing this strategy it is critical to consider visibility at intersections and entrances to developments and growth pattern of selected species so that they do not impede traffic and visibility. Coordination with the Lexington Area Metropolitan Organization for upcoming roadway projects may help identify existing roadways that could implement new medians in place of turn lanes.

This strategy’s opportunities include providing some of the following planting material, if not all:

- Shrubs
- Grasses
- Tree Canopy

In addition to the linear corridor improvements, these spaces may also support other placemaking strategies including:

- Identity Signage: Entry Signage
- Wayfinding: Vehicular
- Art

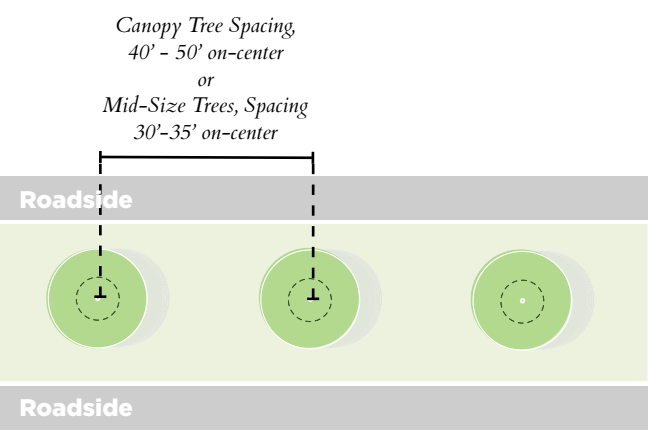
This spread shows variations of different planting opportunities and patterns that can be implemented along the corridor depending on surrounding land use and level of intended maintenance.

Planting in medians must always consider site visibility and sight triangles and clear zones when along KYTC roadways. In particular trees are often difficult to plant in medians due to these restrictions. Each site should be evaluated for tree planting opportunities. When tree canopy is not feasible, planting strategies should be considered without tree canopies, utilizing only the shrub and grass layer.

While this strategy can be supported by other placemaking strategies, the planting strategy itself should determine the level of annual maintenance, look and feel, and intent of the plantings.

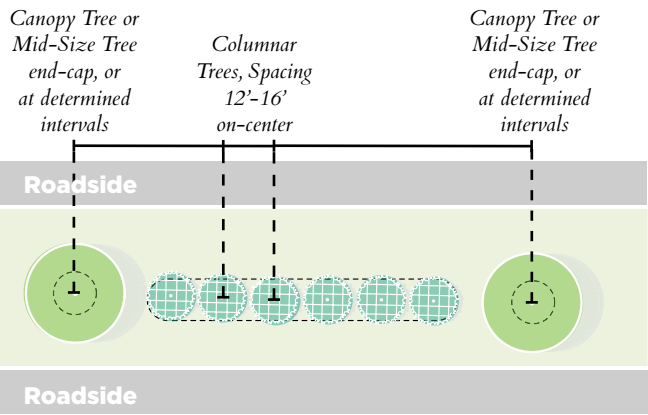
The plant selection should be diverse and designers should alternate species to minimize monoculture landscapes. While these strategies do not show mulch boundaries, these can be implemented with different types of mulching methods. These methods include green mulch, fine fescue mix, or other mulching materials. These methods protect the root zones, tree trunks, and reduce maintenance and overall input cost and labor.

Visibility and safety should always be considered when developing landscape strategies along the corridors. Sight lines must be identified based on speed, vehicular and pedestrian movements of a specific location.



Median Planting A

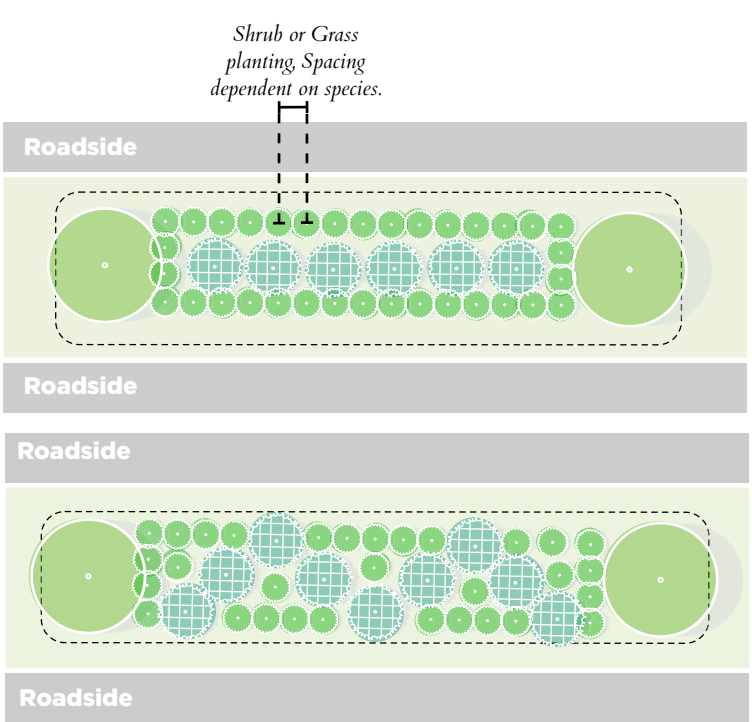
Canopy or Mid-Size Tree Planting Only with options for a Mulch rings with turf or no mulch approach with Fine Fescue Mix



Median Planting B

Canopy or Mid-Size Tree & Columnar Tree Planting with options for a mown strip with mulch rings around trees or fine fescue mix or similar groundcover to mow once annually

Note: This option should only be used when surrounding area is not in need of more tree canopy coverage

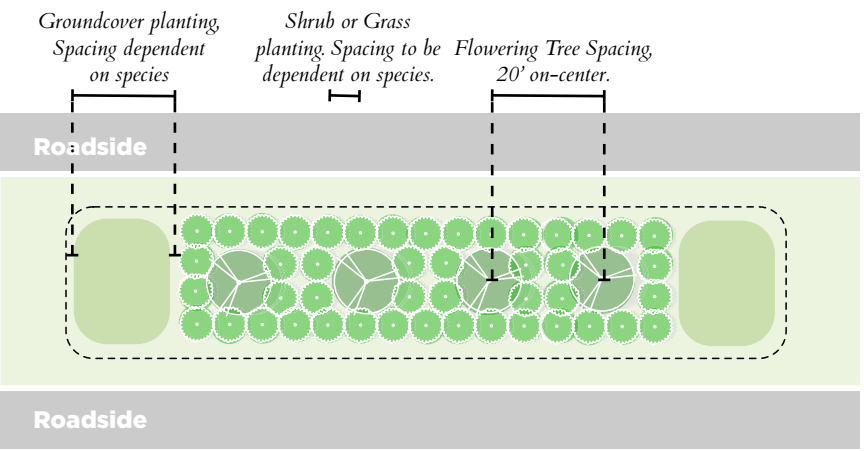


Median Planting C

Linear or Organic Canopy or Mid-Size Tree, Columnar Tree and Low Shrub or Low Grass Planting with an option of mulch or green mulch

Note 1: Ensure that shrubs or grasses, at mature size, do not block vehicular sight-lines.

Note 2: This option should only be used when surrounding area is not in need of more tree canopy coverage.



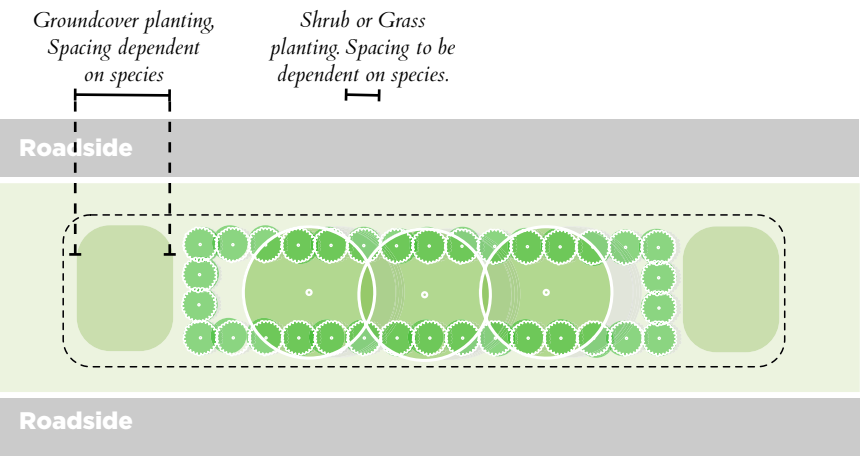
Median Planting D

Flowering Tree and Low Shrub or Low Grass Planting with an option of mulch or green mulch

Note 1: Ensure that shrubs or grasses, at mature size, do not block vehicular sight-lines.

Note 2: this option should only be used when canopy trees will not work due to overhead lines.

Note 3: Groundcover could be replaced by annuals, if there's a neighborhood group that commits to taking that on.



Median Planting E

Canopy Tree and Low Shrub or Low Grass Planting with an option of mulch or green mulch

Note 1: Ensure that shrubs or grasses, at mature size, do not block vehicular sight-lines.

Note 2: this option should only be used when canopy trees will not work due to overhead lines.

Note 3: Groundcover could be replaced by annuals, if there's a neighborhood group that commits to taking that on.

ENTRYWAY PLANTING

Entryway Plantings should be used when there is a point of significance along a corridor. While the level of significance can range from beautifying an intersection or identifying a neighborhood or development, the entryway planting areas are typically small dense planting areas. Different consideration should include:

- Is this area identifying a neighborhood or development?
If so, the planting should be in coordination with the neighborhood plantings. This may also be an opportunity for neighborhood to utilize the grant for planting and signage.
- Does this site want to include seasonal plantings?
If so, maintenance should be considered.
- Is it desired to provide ecological benefits in this specific location? If so, native species should be included and stormwater management may need to be included.
- Does the planting sit at the intersection of any roadways?
Site lines will be critical in determining which types of planting materials and placement of the planting area.

In addition to the planting area, these spaces may also support other placemaking strategies including:

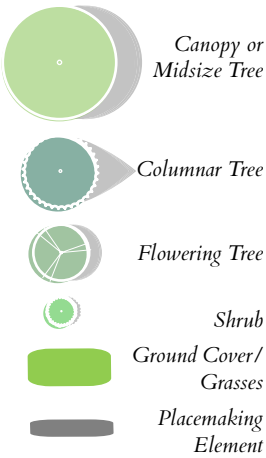
- Identity Signage: Entry Signage
- Wayfinding: Vehicular or Pedestrian
- Art
- Pedestrian or Cyclist Amenities
- Interpretive Materials
- Interpretive Signage

While this strategy can be supported by other placemaking strategies, the planting strategy itself should determine the level of annual maintenance, look and feel, and intent of the plantings. This spread shows examples of what different entryway planting area can look like based on different intentions.

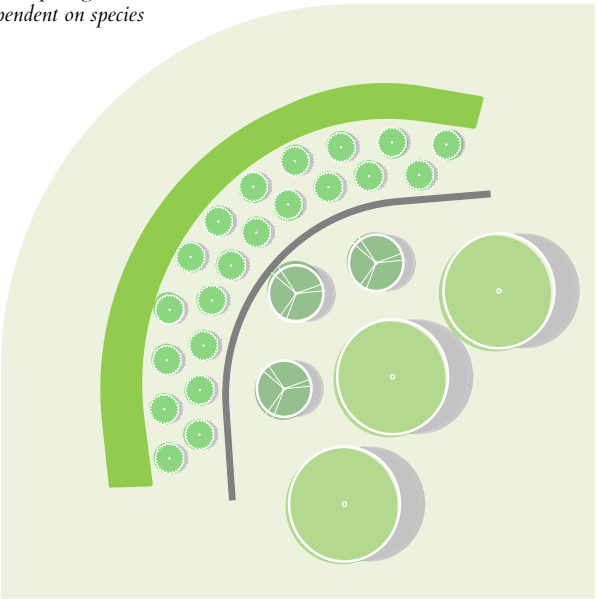
The plant selection should be diverse and designers should alternate species to minimize monoculture landscapes. While these strategies do not show mulch boundaries, these can be implemented with different types of mulching methods. These methods include green mulch, fine fescue mix, or other mulching materials that protect the root zones, tree trunks, and reduce maintenance and overall input cost and labor.

Visibility and safety should always be considered when developing landscape strategies along the corridors. Sight lines must be identified based on speed, vehicular and pedestrian movements of a specific location.

Note: Median round-a-bout plantings are considered as combination of the entry planting and median planting strategies.



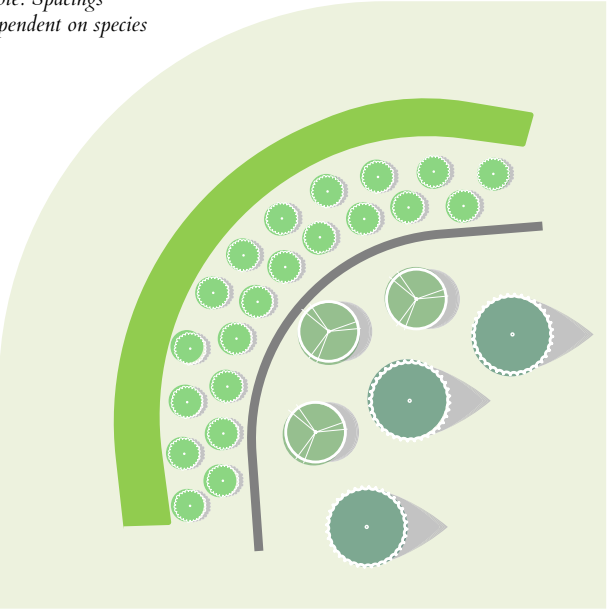
Note: Spacings dependent on species



Entryway Planting A

Canopy or Midsize Tree, Flowering Tree, Shrubs, and Ground Covers

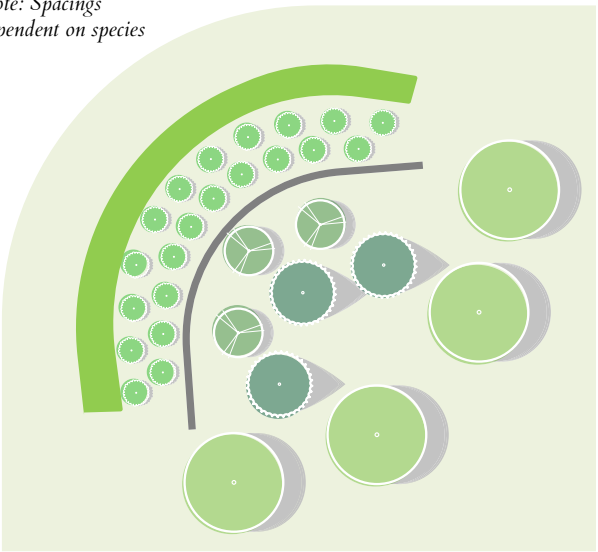
Note: Spacings dependent on species



Entryway Planting B

Evergreen Trees, Flowering Tree, Shrubs, and Ground Covers

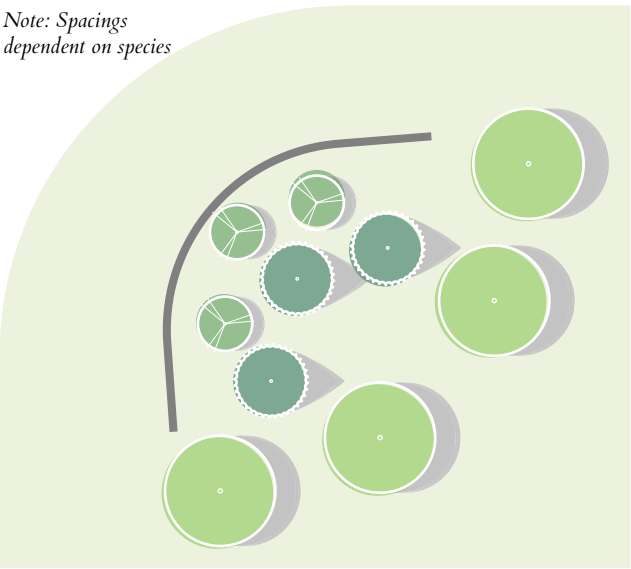
Note: Spacings dependent on species



Entryway Planting C

Evergreen and Canopy, Flowering Tree, Shrubs, and Ground Covers

Note: Spacings dependent on species



Entryway Planting D

Evergreen and Canopy, and Flowering Tree

STREETSCAPE PLANTING

Streetscape planting aims at improving tree canopy along the corridors. This strategy can range in the level and intensity of planting. Some variations include adding only canopy trees to providing a denser planting along the roadway with shrubs, grasses, and tree canopy. When implementing this strategy it is critical to consider visibility at intersections and entrances to developments.

In addition to the linear corridor improvements, these spaces may also support other placemaking strategies including:

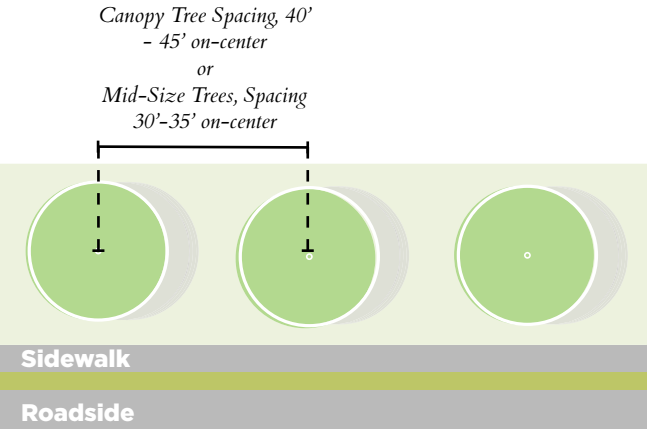
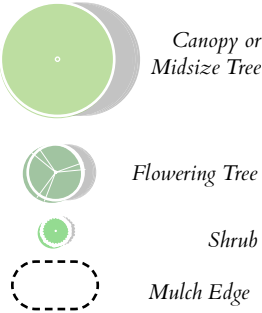
- Identity Signage: Entry and Gateway Signage
- Wayfinding: Vehicular and Pedestrian
- Interpretive Materials

This spread shows variations of different planting opportunities and patterns that can be implemented along the corridor depending on surrounding land use and level of intended maintenance.

While this strategy can be supported by other placemaking strategies, the planting strategy itself should determine the level of annual maintenance, look and feel, and intent of the plantings.

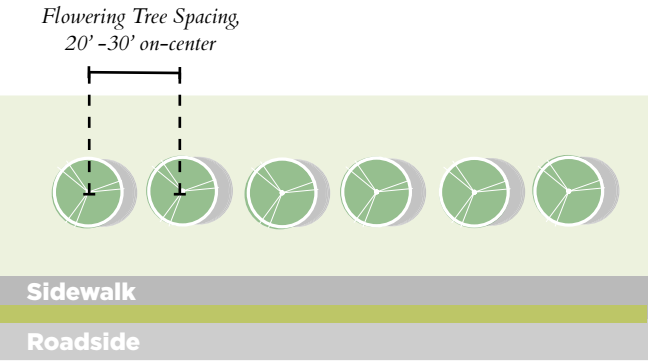
The plant selection should be diverse and designers should alternate species to minimize monoculture landscapes. While these strategies do not show mulch boundaries, these can be implemented with different types of mulching methods. These methods include green mulch, fine fescue mix, or other mulching materials that protect the root zones, tree trunks, and reduce maintenance and overall input cost and labor.

Visibility and safety should always be considered when developing landscape strategies along the corridors. Sight lines must be identified based on speed, vehicular and pedestrian movements of a specific location.



Streetscape Planting A

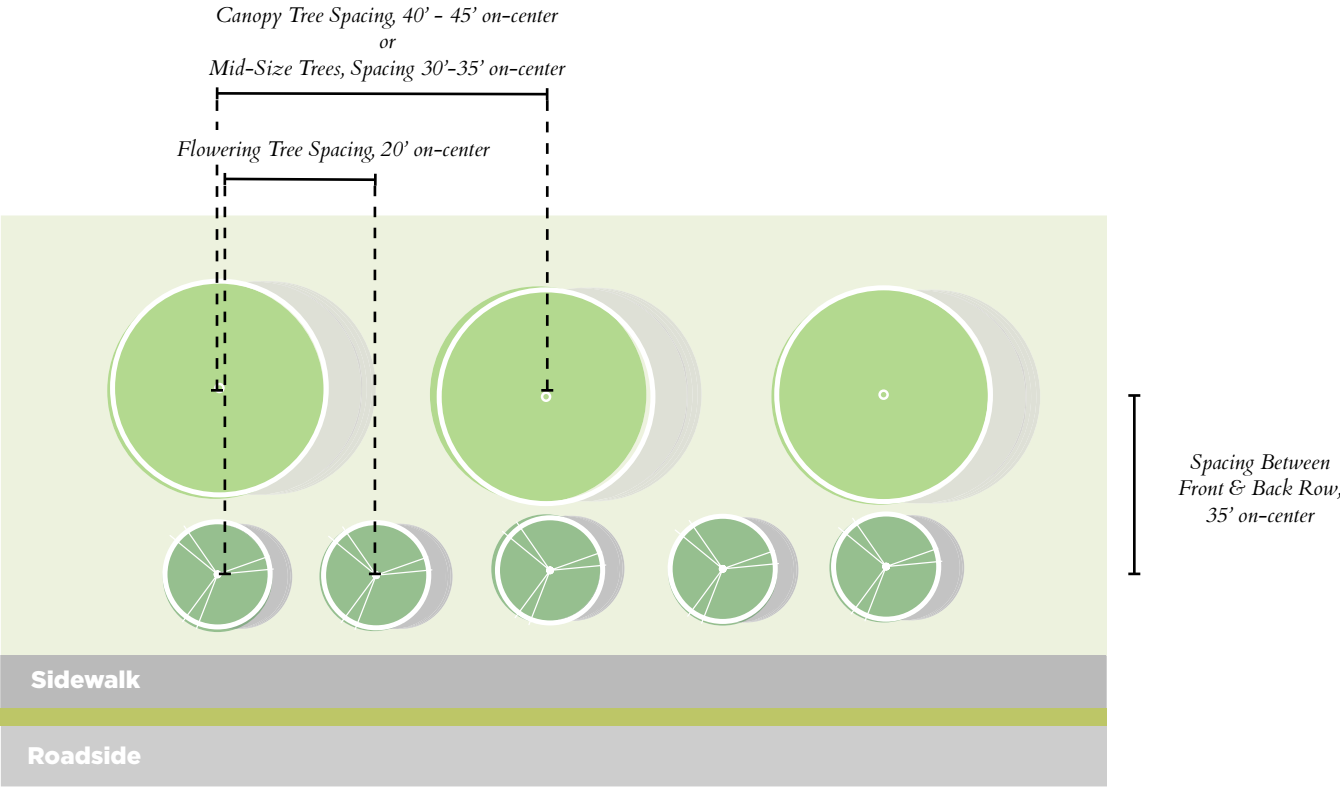
Canopy or Mid-Size Tree Planting Only



Streetscape Planting B

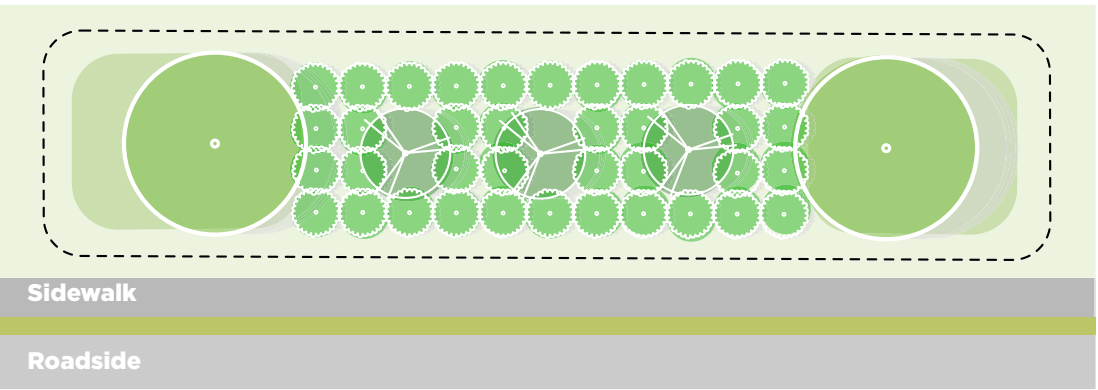
Flowering Tree

Note: This option should be used when canopy trees will not work due to overhead lines.



Streetscape Planting C

Canopy or Mid-Size Tree and Flowering Tree Planting with option of green mulch between trees



Streetscape Planting D

Canopy or Mid-Size Tree, Flowering Tree Planting, Shrub or Grasses, and Groundcover Planting with option of ground cover or green mulch under trees. Spacing dependent on species.

SHARED-USE PATHWAY PLANTING

Shared-use Pathway Plantings should occur where there is either an existing trail, a proposed future trail, or a widened shared-use pathway. This would be a linear corridor improvement that would follow along and potentially between the trial and the roadway. The intent of this planting strategy is to create a comfortable pedestrian and cyclist experience by providing a dense planted corridor that would create buffer between the roadway and the pedestrian and cyclist infrastructure. This strategy’s opportunities include providing some of the following, if not all:

- Stormwater management and other ecological benefits
- 5’-8’ minimum vegetative buffer
- Increased tree canopy for shade

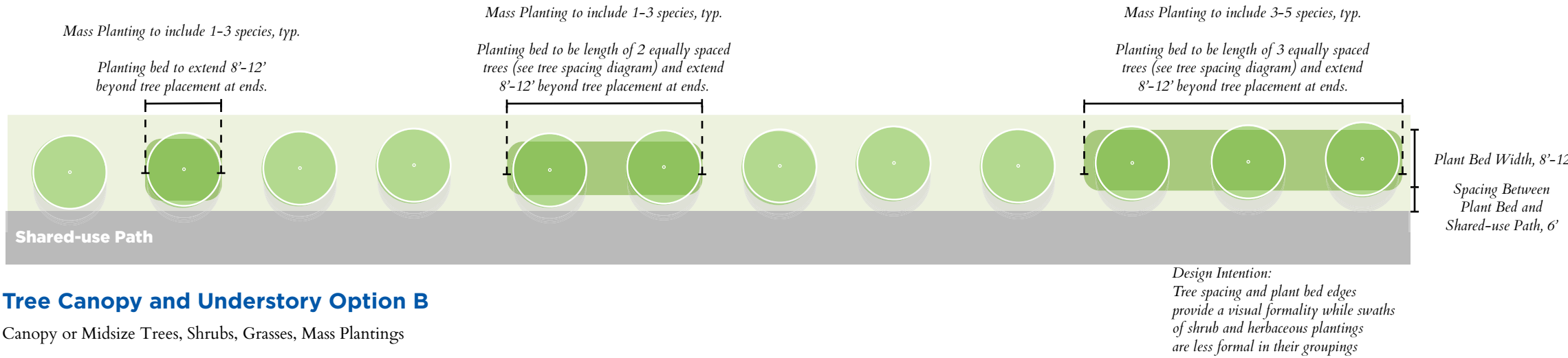
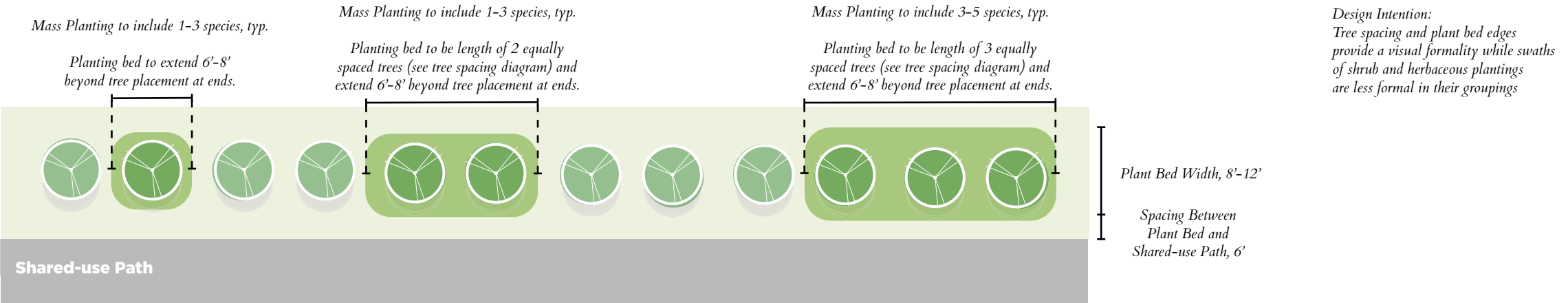
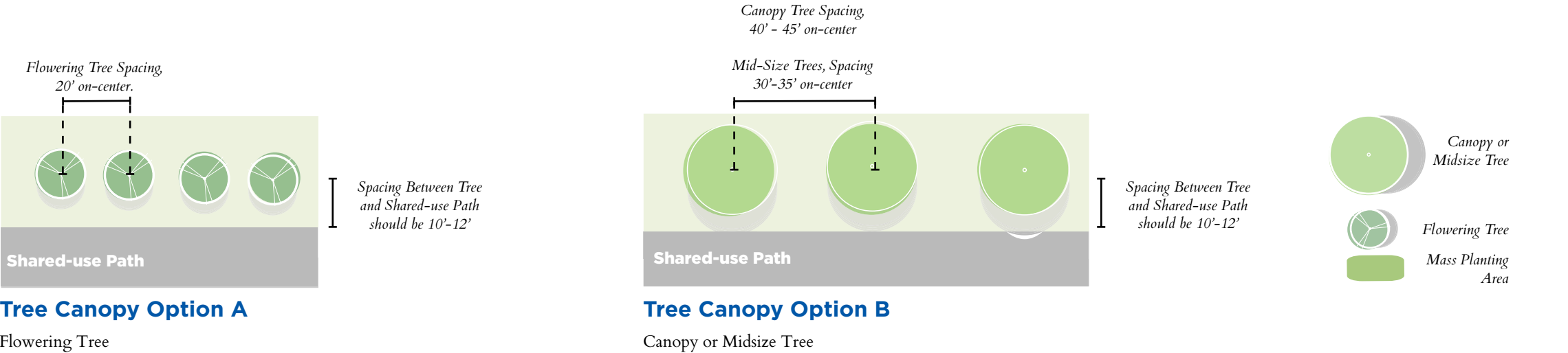
In addition to the linear corridor improvements, these spaces may also support other placemaking strategies including:

- Identity Signage: Entry Signage
- Wayfinding: Vehicular or Pedestrian
- Art
- Transit Amenities
- Pedestrian or Cyclist Amenities
- Interpretive Materials
- Interpretive Signage

While this strategy can be supported by other placemaking strategies, the planting strategy itself should determine the level of annual maintenance, look and feel, and intent of the plantings.

The plant selection should be diverse and designers should alternate species to minimize monoculture landscapes. All plant species selected should be considering sun/shade conditions, size, salt tolerance, resiliency, and seasonal interest. While these strategies do not show mulch boundaries, these can be implemented with different types of mulching methods. These methods include green mulch, fine fescue mix, or other mulching materials. These methods protect the root zones, tree trunks, and reduce maintenance and overall input cost and labor.

Visibility and safety should always be considered when developing landscape strategies along the corridors. Sight lines must be identified based on speed, vehicular and pedestrian movements of a specific location.



HIGHWAY INTERCHANGE PLANTINGS

Highway Interchange Plantings should occur where there is a large amount of area at highway on and off ramps. Most commonly, these areas would be along the New Circle Road corridor where there are large intersection areas. Due to the significant size of the area, the strategy will look at how to maximize the space in cost effective measures. This strategy’s opportunities include providing some of the following, if not all:

- Meadows filled with native plants
- Different grass types like fine fescue that would need less maintenance and less mowing
- Entry planting area that may reflect the entry planting strategy
- Clusters of tree which would break up the space

In addition to the linear corridor improvements, these spaces may also support other placemaking strategies including:

- Identity Signage: Entry and Gateway Signage
- Wayfinding: Vehicular
- Art
- Interpretive Materials

While this strategy can be supported by other placemaking strategies, the planting strategy itself should determine the level of annual maintenance, look and feel, and intent of the plantings. The plant selection should be diverse and designers should alternate species to minimize monoculture landscapes.

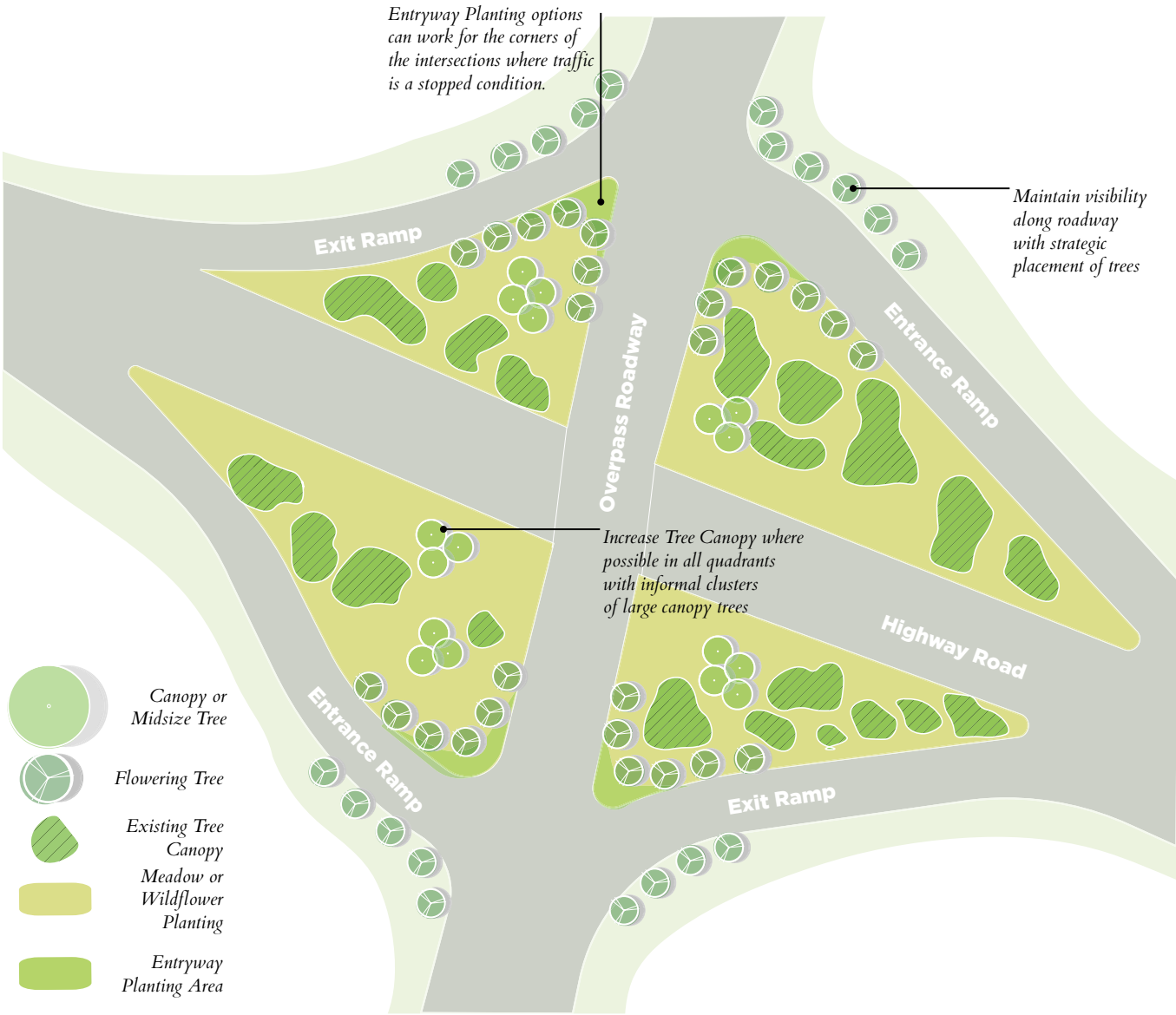
Visibility and safety should always be considered when developing landscape strategies along the corridors. Sight lines must be identified based on speed, vehicular and pedestrian movements of a specific location.



Large meadow area would help fill the space and provide a minimized maintenance plan. This method can help create a massive visual interest that should support local ecology.



Exploration of different grasses, sedges, and fine fescues would help reduce the overall maintenance, while maintaining a clean look and feel that is already present on these sites.



Intersections should respond to existing conditions such as steep slopes, drainage conditions, etc. These conditions will be site specific and planting choices should reflect those conditions.

Sight Lines

Maintain sight lines in plantings so that visibility in vehicles is not hampered. This might mean pulling plantings back and away from intersections, to meet KYTC requirements.

Depending on speeds, the scale of the plantings should fluctuate up or down:

- For faster speeds, keep a simple massing planting with larger plants because fast moving vehicles won't see much detail and layering in the planting.
- For slower speeds consider using an "Entryway Planting" option because in slower moving vehicles you can see more layering and details

RECOMMENDED PLANT LIST

This is a recommended list of plants that can be used for the different planting strategies. While this list is recommended, designers and the Commission should carefully consider all plants during the selection and installation process. Invasive species should never be used when installing any planting strategies. Additional plant selection installation, and maintenance considerations are found in the LFUCG Planting Manual. ([LFUCG Planting Manual 2015](#)).

Screening Trees	
Latin Name	Common Name
Ilex opaca	American Holly
Ilex x attenuata 'Fosteri'	Foster
Juniperus chinensis Hetzii Columnaris	Columnar Juniper
Juniperus virginiana	Eastern Cedar
Juniperus virginiana Taylor	Taylor Juniper
Magnolia grandiflora 'Bracken's Brown Beauty'	Bracken's Brown Beauty Magnolia
Picea abies	Norway Spruce
Pinus strobus	White Pine
Thuja plicata	Green Giant Arborvitae

Large Shade Trees	
Latin Name	Common Name
Gingko biloba (male only)	Gingko
Gleditsia triacanthos f. inermis	Thornless Honey Locust
Gymnocladus dioicus (consider fruitless varieties)	Kentucky Coffee Tree
Platanus x acerifolia	London Planetree
Platanus occidentalis	Sycamore
Quercus alba	White Oak
Quercus bicolor	Swamp White Oak
Quercus coccinea	Scarlet Oak
Quercus imbricaria	Shingle Oak
Quercus lyrata	Overcup Oak
Quercus macrocarpa	Bur Oak
Quercus phellos	Willow Oak

Large Shade Trees	
Taxodium distichum	Common Bald Cypress
Tilia americana	American Linden
Tilia cordata	Littleleaf Linden
Ulmus americana 'Jefferson'	Jefferson American Elm
Ulmus americana 'New Harmony'	New Harmony American Elm
Ulmus americana 'Valley Forge'	Valley Forge American Elm
Zelkova serrata	Japanese Zelkova

Medium Trees	
Latin Name	Common Name
Betula nigra	River Birch
Celtis occidentalis	Hackberry
Cladrastis kentuckea	American Yellowwood
Magnolia virginiana	Sweetbay Magnolia
Nyssa sylvatica	Black Gum
Nyssa sylvatica Wildfire	Wildfire Black Gum
Ostrya virginiana	American Hophornbeam
Prunus x yeodensis	Yoshino Cherry
Quercus muehlenbergii	Chinkapin Oak
Quercus nuttalli	Nuttall Oak

Small/Medium Ornamental Trees	
Latin Name	Common Name
Amelanchier arborea	Downy Serviceberry
Amelanchier canadensis Shadblow	Amelanchier canadensis Shadblow
Amelanchier x grandiflora Autumn Brilliance	Serviceberry Autumn Brilliance
Amelanchier laevis	Allegheny Serviceberry
Cercis canadensis	Redbud
Crataegus phaenopyrum	Washington Hawthorn
Crataegus spp.	Hawthorn
Magnolia stellata	Star Magnolia
Magnolia soulangeana	Saucer Magnolia

Large Shrubs 8'+	
Latin Name	Common Name
Aesculus parviflora	Bottlebrush Buckeye
Cephalanthus occidentalis	Buttonbush
Hamamelis x intermedia Jelena	Jelena Witch Hazel
Morella pensylvanica	Bayberry
Sambucus canadensis	American Elder
Sambucus spp.	Elderberry
Viburnum x burkwoodii	Burkwood Viburnum

Medium Shrubs 36”-8’	
Latin Name	Common Name
Aronia arbutifolia Brilliantissima	Brilliant Red Chokeberry
Aronia melanocarpa Snowfire	Chokeberry Snowfire
Aronia spp.	Chokeberry

Medium Shrubs 36”-8’	
Cephalanthus occidentalis Sugar Shack or Fiber Optics	Buttonbush Sugar Shack or Fiber Optics
Diervilla spp.	Orange honeysuckle
Diervilla x Kodiak Orange	Kodia Orange
Itea Henry's Garnet	Sweetspire
Itea Little Henry	Sweetspire
Itea Ruby Spice	Sweetspire
Hydrangea paniculata Little Lime	Little Lime Hydrangea
Juniper Montana Moss	Juniper Montana Moss
Taxus Everlow	Yew Everlow
Taxus Monloo	Yew Monloo
Viburnum Brandywine	Viburnum Brandywine
Viburnum dentatum Autumn Jazz	Arrowwood Viburnum Autumn Jazz
Viburnum dentatum Blue Muffin	Arrowwood Viburnum Blue Muffin

RECOMMENDED PLANT LIST CONTINUED

Small Shrubs 36”>	
Latin Name	Common Name
Abelia Rose Creek	Abelia Rose Creek
Aronia Low Scape Mound	Chokeberry Low Scape Mound
Aronia Ground Hug	Chokeberry Gound Hug
Ceanothus americanus	New Jersey Tea
Itea Fizzy Mizzy	Sweetspire Fizzy Mizzy
Juniperus Blue Rug	Juniper Blue Rug
Juniperus Buffalo	Juniper Buffalo
Juniperus Daubs Frosted	Juniper Daubs Frosted
Juniperus Effusa	Juniper Effusa
Juniperus Moor Dense	Juniper Moor Dense
Juniperus Pancake	Juniper Pancake
Juniperus sargentii Virdis	Juniper sargentii Virdis
Juniperus Tortuga	Juniper Tortuga
Juniperis virginiana Grey Owl	Juniper Grey Owl
Taxus cuspidata Monloo Emerald Spreader	Emerald Spreader Japanese Yew

Perennials 3’+/-	
Latin Name	Common Name
Agastache foeniculum	Agastache Blue Fortune
Amsonia hubrichtii	Threadleaf bluestar
Coreopsis spp.	Coreopsis spp.
Echinacea pallida	Pale Purple Coneflower
Penstemon spp.	Beardtongue
Pycnanthemum muticum	Clustered Mountain Mint
Pycnanthemum tenuifolium	Narrowleaf Mountain Mint
Pycnanthemum virginianum	Virginia Mountain Mint
Solidago Fireworks, Solar Cascade	Goldenrod Fireworks or Solar Cascade

Perennials under 2’	
Latin Name	Common Name
Achillea millefolium	Yarrow
Amsonia Blue Ice	Amsonia Blue Ice
Aster ericoides Snow Flurry	Aster Snow Flurry
Calamintha nepeta	Calamint
Coreopsis spp.	Coreopsis
Geranium Rozanne or Geranium macrorrhizum Bevens	Geranium Rozanne or Bevens
Nepeta spp.	Catmint
Rudbeckia American Gold Rush	Rudbeckia American Gold Rush
Sedum (Hylotelephium) spectabile	Sedum Autumn Fire
Stachys byzantina	Lambs Ear
Symphotrichum oblongifolium October Skies	October Skies Aster

Grasses and Sedges 3.5’ +	
Latin Name	Common Name
Panicum spp.	Switchgrass

Grasses and Sedges 3’	
Latin Name	Common Name
Carex vulpinoidea	Fox Sedge
Chasmanthium laxum	Slender Woodoats

Muhlenbergia capillaris	Pink Muhly Grass
Panicum virgatum Cape Breeze	Cape Breeze Switchgrass
Panicum virgatum Prairie Winds 'Apache Rose'	Apache Rose Switch Grass
Panicum virgatum Rotstrahlbusch	Red Switchgrass
Panicum virgatum Shenendoah	Shenendoah Switchgrass
Schizachyrium scoparium	Little bluestem varieties

Grasses and Sedges 18”>	
Latin Name	Common Name
Bouteloua Honeycomb	Gama Grass Honeycomb
Carex blanda	Eastern Woodland Sedge
Carex spp.	Sedges
Eragrostis spectabilis	Purple Love Grass
Sporobolus heterolepis	Prairie Dropseed

No/Low mow Areas
Name
Traditions Fine Fescue /Chewings Fescue

Bulbs
Name
Daffodils, naturalizing blend, mix up to 2-3 varieties based on bloom time and color

SIGNAGE AND WAYFINDING

Signage and wayfinding strategies provide a visual link between public and private spaces. These features complement built and natural environments and deliver a variety of information to users.

IDENTITY SIGNAGE

Identity signage often serves as the first impression to visitors of an area or destination. The signage announces the regional brand image or identity, serving as the “front porch” to the area.

Gateway Signage

Gateway signage identifies where main entry points to Lexington could occur. While these locations share an overarching brand for identifying Lexington as a whole, unique visual elements are incorporated to celebrate distinctive attractions, destinations, or neighborhoods.

Gateway signage can include large, freestanding monuments or sign elements that can be applied to existing portals, such as bridges or overpasses.

Entry Signage

Like gateways, entry signage are used for identifying areas. Entry signage is unique and is visually diverse, incorporating more elements that define the personality of the destination. Entry signage is flexible and uses a relational scale to the location it serves, often using the form of monument and pylon signs.

WAYFINDING

The wayfinding strategy looks at ways to provide strategic signage throughout the city helping visitors and residents navigate to key location, and attractions. This strategy includes two different scales: vehicular and pedestrian. These signs or features should reference existing signage themes, format and identity.

Vehicular Wayfinding

Vehicular signs should utilize the US DOT recommendations for visual acuity in moving vehicles. Vehicular wayfinding signs should have consistency in style and messaging to provide clear direction and establish visual hierarchy. These signs provide directions to key locations relative to driving.

Pedestrian Wayfinding

Pedestrian wayfinding should be scaled to the pedestrian, cyclist, and transit users. This wayfinding strategy looks at providing directional signage along trail and major corridors that have pedestrian and cyclist infrastructure.



Wayfinding



Entry Signage



Entry Signage



Entry Signage



Gateway Signage



Gateway Signage



Wayfinding



Wayfinding



Wayfinding

Precedent Imagery

Imagery was selected to represent opportunities for each strategy method. These images do not reflect final design intent of decisions, but aim to present a range of ideas and opportunities.

IDENTITY

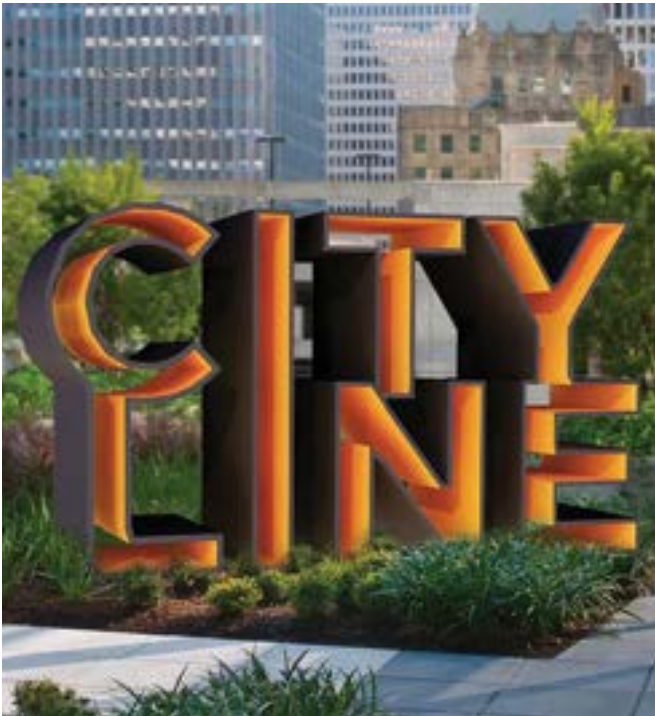
The primary role of identity signage is to display the name of an area or destination and greet visitors upon arrival. This signage should be placed appropriately to clearly identify entrances and support safe and efficient traffic flow. All signage and supporting entrance elements must be in compliance with State and local codes and ordinances. Other factors to be considered when planning an identity or entrance sign are location (urban-metropolitan, suburban, and rural) and budget.



Identity signage is typically scaled for moving vehicular traffic, although may also contain elements that are scaled for pedestrians or bicycles.



Identity signage may be constructed using materials consistent with that of building construction for the immediately surrounding properties on which the identity sign is to be located adjacent to.



Landforms, features, and landscaping should be used to enhance the gateway signage and give prominence appropriate to the role of the gateway.



Identity signage shall be illuminated where possible. Signs may be internally or externally illuminated to complement surrounding structures and landscapes, while ensuring optimal visual acuity.

WAYFINDING

Wayfinding signage are elements that are used to direct a person to a specific area or destination. Directional signage can be focused toward motorists, cyclists, or pedestrians, and may be freestanding or mounted to existing buildings or structures.

Directional signage within the public right-of-way shall conform to the U.S. Department of Transportation Federal Highway Administration Manual of Uniform Traffic Control Devices, latest edition.

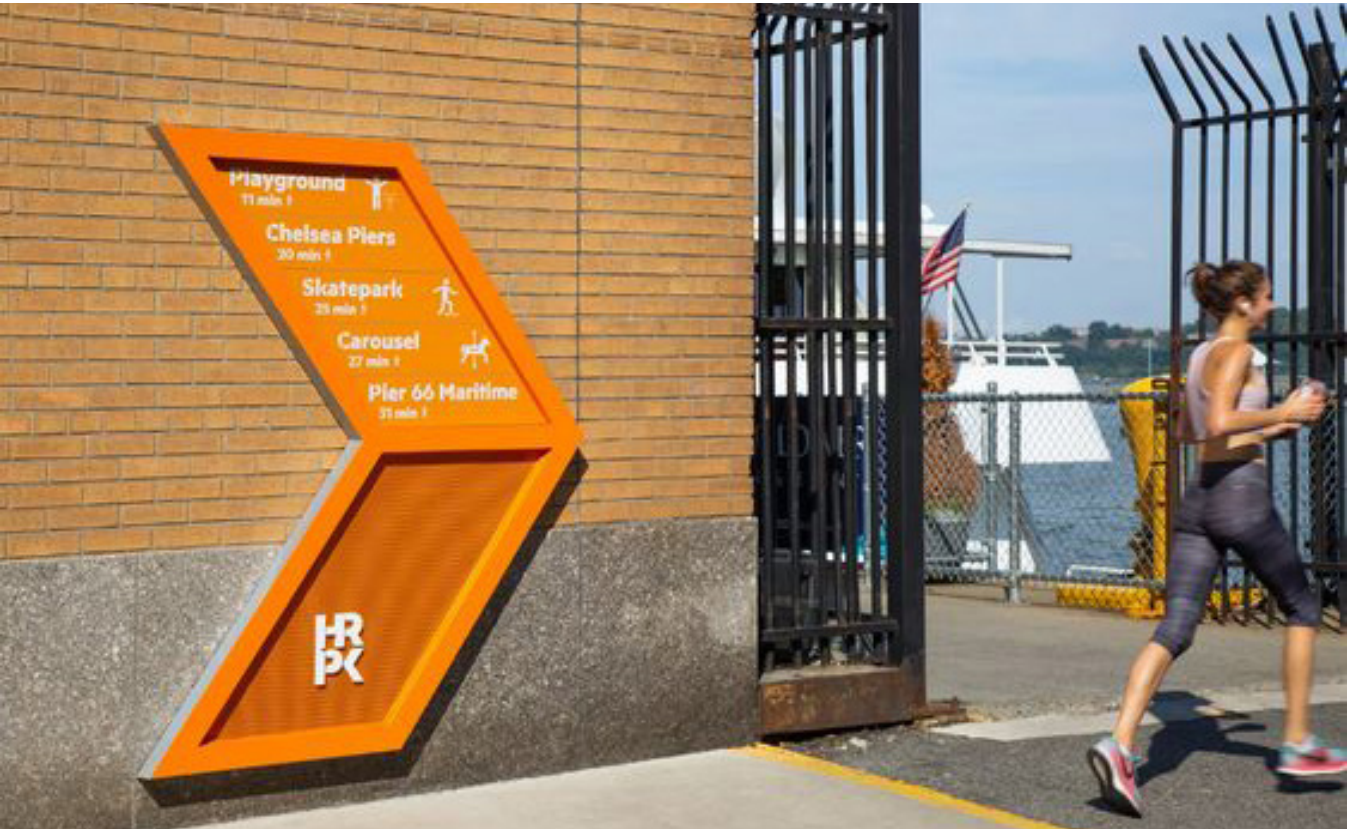
Along the corridors, wayfinding signage should be used to direct pedestrians, cyclists, and motorists to culturally important areas of the city, trails and trailheads, parks, neighborhoods, and other amenities nearby.



Wayfinding signage is scaled depending on the audience and site-specific messaging. In addition, the cap height of message text should be adjusted in consideration of speed of travel for optimal readability.



Directional signage should be prominently located for ease of use. Destination mapping exercises determine the best placement of wayfinding signs to serve multiple destinations and limit the overall number of signs needed.



Wayfinding signage should utilize a vocabulary of materials that reflect the surrounding contextual areas. Color, typography, and materials should complement the destinations.



Vehicular wayfinding signage should be illuminated or use highway reflective (retroreflective) coatings. All other wayfinding signage should consider forms of illumination where appropriate.

PLACEMAKING

Placemaking is a combination of different sub-strategies that aim to make corridors feel welcoming. These sub-strategies include art, pedestrian and cyclist amenities, transit amenities, and fencing, interpretive materials, and storytelling.

ART

Art is a strategy that can be utilized to honor, acknowledge or celebrate culture, people, and places. While art itself is broad, for the corridors art can be utilized within murals, sculptures, and even signage. These strategies should be scalable to the different corridor typologies, for example a building mural may be more suitable for the city streets corridor; but not for an rural connector corridor.

PUBLIC AMENITIES

Pedestrian and Cyclist Amenities

Pedestrian and cyclist amenities aim to provide seating, bike racks, trashreceptacles, and other amenity element along corridors that have trail systems, high volume pedestrian usage, and bike facilities located along the roadways. These amenities would only be provided if there is room within the right-of-way to implement the elements.

Transit Amenities

Transit amenity, similar to pedestrian and cyclist amenity, look to provide additional comfort and identity along the corridor transit systems. Historically, the amenities for transit are focused on providing art stops throughout the city creating unique bus stops along Lextran Routes.

INTERPRETIVE PLACEMAKING

Interpretive Materials

Fencing, hardscape materials, or screen walls provide an alternative to dense landscaping and can create an artful or structural element along roadways. This strategy looks at how to create a physical buffer from the roadway to surrounding uses and provides a clear defined edge along the roadways. Utilizing locally significant material this strategy can create a sense of identity, and place within a space.

Interpretive Signage

When used to tell stories of historical or cultural significance, interpretive signage can amplify a sense of connection and belonging. Interpretive signs strategically placed near landmarks or attractions improve placemaking and encourage behavior.



Art



Art



Pedestrian and Cyclist Amenities



Art



Interpretive Materials



Interpretive Material



Interpretive Signage



Art



Interpretive Material

THE PUBLIC ARTS COMMISSION

RELATIONSHIP WITH CORRIDORS COMMISSION

Implementation of murals, sculptures, or transit Art Stops should be done in coordination with the Public Arts Commission. The Commission has a master plan and approval process that should be referred to when determining where and what kind of art installation could be implemented along a corridor.

ROLE OF THE PUBLIC ARTS COMMISSION AND THE URBAN COUNTY REVIEW BOARD

The Public Arts Commission was created in 2002 by the Lexington Fayette County Government for the purpose of advising the Mayor and the Urban County Council on the development of a long-range plan for selection, acquisition, placement, and maintenance of public art and public monuments. The Public Arts Commission was approved to proceed when a resolution was passed that would provide funding for a public art program.

In 2004, the Urban County Art Review Board (UCARB) was established for the purpose of reviewing proposals for permanent visual artwork including memorials, monuments and lighting projects. Duties of this ten-member board, appointed by the Mayor, includes reviewing proposals for permanent artwork in public spaces and advising the appropriate LFUCG departments and councilmembers about the proposed works. Public safety, appropriateness of scale, social and physical context and location, permanence, and installation and maintenance are considered throughout the selection and approval process.

UCARB has served the City of Lexington for 18 years, reviewing and supporting dozens of public art projects that have been installed in parks, along the Legacy Trail, in medians, and in city owned facilities such as the Family Care Center and the Lexington Senior Center. UCARB operated in this capacity until a funding mechanism was established for the Public Arts Commission, and until a Public Art Master Plan was completed.¹

¹ Text supplied from the Public Arts Commission Master Plan Document

GOALS AND IMPLEMENTATION STRATEGIES

The following goals and implementations strategies have been laid out by the Public Arts Commission to achieve the mission of the board.

1. Embrace local identity, be reflective of the community and tell local stories.
2. Initiate and support public art through projects originated by the Public Arts Commission, city and county planning collaborations, and by neighborhood and community groups.
3. Distribute Public Art equitably county-wide, enhancing and activating public spaces, and providing a vehicle for communities to express their unique identity.
4. Include all visual arts media and creative disciplines.
5. Include temporary and permanent installations.
6. Prioritize local artists while also providing opportunities for regional, national, and international artists.
7. Employ a variety of strategies to identify and support a diverse range of artists and perspectives.
8. Include opportunities for community involvement throughout the planning and implementation processes.
9. Celebrate artistic excellence by adopting and utilizing professional standards throughout the planning, artist selection and installation processes.
10. Present educational opportunities through collaborative processes, integrated programming and workshops.
11. Establish collection management, conservation and maintenance procedures for the city's public art works.

FUNDING SOURCES FOR PUBLIC ARTWORK

Currently there are two main funding sources for public artwork in Lexington:

1. Percent for Art (PFA) program
 - An amount equal to 1% of the funds budgeted by LFUCG for general fund capital improvement projects is designated annually within the Department of General Services for the purchase, commissioning, installation, and maintenance of public art
2. Collaboration Program
 - Public Arts Commission accepts proposals from independent arts groups, partnering organizations, businesses, developers, artists, and others that align with the goals of the Public Art Master Plan



PUBLIC AMENITIES

Public Amenities in relation to corridor improvements refer to any kind of pedestrian or cyclist scale improvements made to provide comfort or placemaking along the different corridors. There are two different categories that will be discussed: transit amenities and pedestrian and cyclist amenities.

TRANSIT AMENITIES

Historically, the Corridors Commission has been involved in the selection and placement of Art Stops in collaboration with the Public Arts Commission and Lextran. This strategy integrates art and enhanced transit stops throughout the city.

PEDESTRIAN AND CYCLIST AMENITIES

Pedestrian and cyclist amenities look for opportunities where trail systems or shared-use pathways intersect and create nodes along the corridor. These areas are opportunities for establishing a uniform sense of identity throughout the city. They are also areas where a sense of comfort can occur for system users. The scale at which these are implemented should focus on the pedestrian. Different elements that could be installed include:

- Seating
- Bike Racks
- Lighting
- Signage
- Shade
- And more



Art Stops are a way to creatively enhance the transit user experience while also incorporating art along a corridor.



Amenity nodes are spaces where two systems may intersect and create a area that offers space to provide placemaking and amenities in a high use area.



Transit stop enhancements offer unique opportunities to provide wayfinding and other amenities.



Amenity zones can provide additional comfort and pedestrian scale experience along a corridor.

INTERPRETIVE PLACEMAKING

Interpretive placemaking looks at using materials, history, or storytelling to create pedestrian and other tourism experiences. This strategy looks at how the designer can use local materials or signage that considers the uniqueness of Lexington.

INTERPRETIVE MATERIALS

Interpretive materials can include a range of opportunities to use local materials or even temporary elements to reflect a sense of place. These elements could include:

- Fencing types such as dry stone walls, limestone walls, running board fence or others
- Screen wall can be used when screen planting is not sufficient

- Pavement patterns that indicate a unique sense of place
- Temporary paint to activate spaces

While this is an initial list of ideas, other interpretive materials could be utilized and should be vetted through public works and the Corridors Commission during the design process.

Note: If there are any proposed changes to hardscape elements within the ROW and are publicly maintained, Public Works should be involved in the decision-making process.

INTERPRETIVE SIGNAGE

Interpretive signage can be utilized in spaces where storytelling could take place. When determining the location and elements told on the signage, the Historic Preservation, Public Art’s Commission, and Local Neighborhood Association or Advocacy should be included in the process.



Dry stack stone walls are an iconic feature throughout the Bluegrass region. This material or interpretation of the material could be utilized as an interpretive material example.



Interpretive signage can also be utilized in markers or other symbols to be implemented at a small scale.



Temporary or permanent changes to a pathway help provide a unique sense of place along the corridor. These changes can be temporary in nature to test if a permanent change could be made in the future.



Storytelling is a way to create a sense of historical place along corridors. This signage can be develop at a range of sizes, but should be directed towards pedestrians.

DECISION MAKING MATRIX

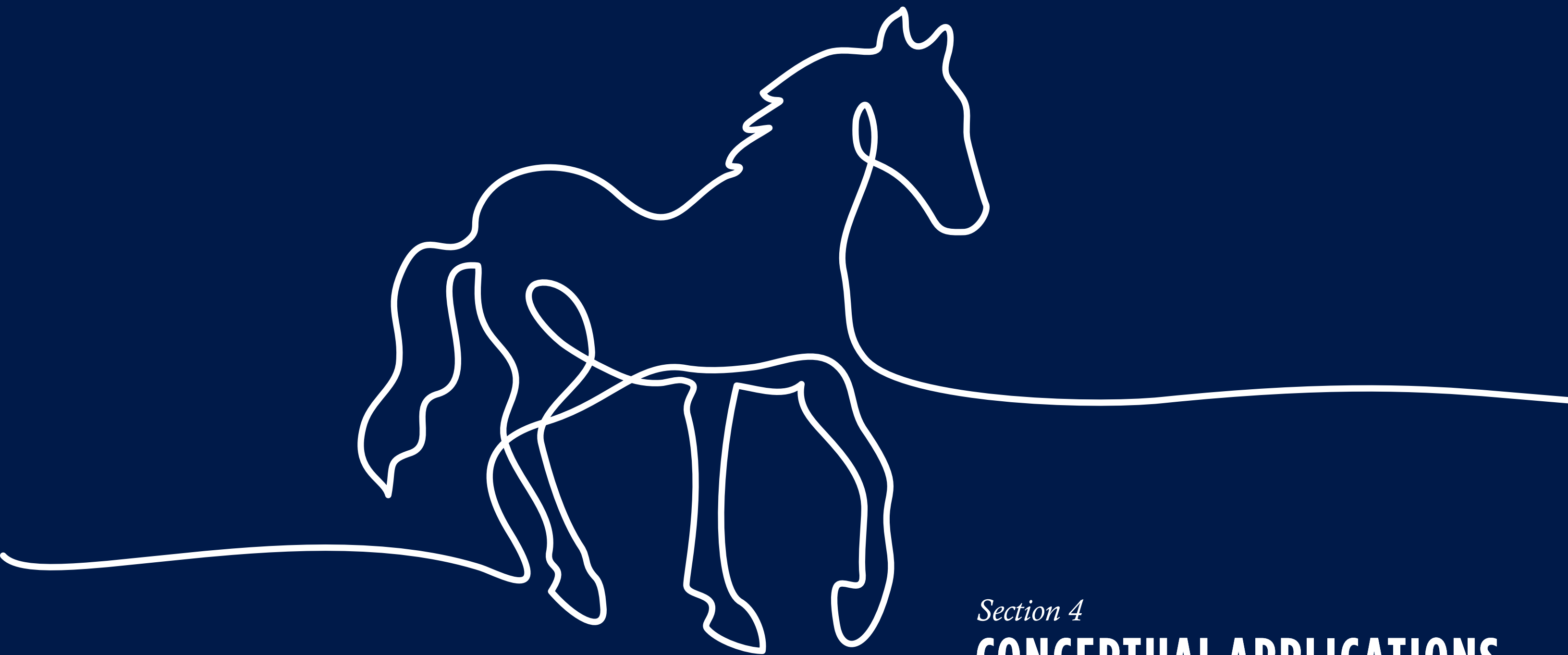
This matrix provides a range of different strategies and evaluates them based on cost, maintenance, sustainability or long- vs short-term opportunities. All final cost should be individually evaluated based on the site development and design process. This matrix aims to help frame overall impact of different strategies to help with the decision-making processes.

LANDSCAPE				
Strategy	Cost	Maintenance	Ecological Sustainability	
Screening				
Informal Screening A (Evergreen)	Low	Low	Low	
Informal Screening B (Evergreen + Canopy or Midsize Tree)	Low	Low	Medium	
Informal Screening C (Evergreen + Canopy or Midsize Tree + Flowering Tree)	Medium	Medium	High	
Formal Screening A (Evergreen + Canopy or Midsize Tree)	Low	Low	Medium	
Formal Screening B (Evergreen + Canopy or Midsize Tree + Flowering Tree)	Medium	Medium	High	
Formal Screening C (Evergreen + Canopy or Midsize Tree + Flowering Tree + Shrub)	High	High	High	
Median Planting				
Median Planting A (Canopy or Mid-size Tree)	Low	Medium	Medium	
Median Planting B (Canopy or Mid-size + Columnar Tree)	Low	Medium	Medium	
Median Planting C (Canopy or Mid-Size Tree + Columnar Tree + Low Shrub or Low Grass Planting)	Medium	High	High	
Median Planting D (Flowering Tree + Low Shrub or Low Grass Planting)	Medium	High	High	
Median Planting E (Canopy or Mid-size Tree + Low Shrub or Low Grass Planting)	Medium	High	High	
Entry Planting				
Entryway Planting A (Canopy or Midsize Tree + Flowering Tree + Shrubs + Groundcovers)	Medium	High	Medium	
Entryway Planting B (Evergreen Trees + Flowering Tree + Shrubs + Ground Covers)	Medium	High	High	
Entryway Planting C (Evergreen + Canopy + Flowering Tree, Shrubs + Ground Covers)	High	High	High	
Entryway Planting D (Evergreen + Canopy + Flowering Tree)	Low	Medium	Medium	
Streetscape Planting				
Streetscape Planting A (Canopy or Midsize Tree)	Low	Low	Low	
Streetscape Planting B (Flowering Tree)	Low	Low	Low	
Streetscape Planting C (Canopy or Midsize Tree + Flowering Tree)	Low	Low	Medium	
Streetscape Planting D (Canopy or Midsize Tree + Flowering Tree+ Shrub or Grass + Groundcover Planting)	High	High	High	

LANDSCAPE				
Strategy	Cost	Maintenance	Ecological Sustainability	
Shared-use Pathway Planting				
Tree Canopy Option A (Flowering Tree)	Low	Low	Low	
Tree Canopy Option B (Canopy or Midsize Tree)	Low	Low	Low	
Tree Canopy and Understory Option A (Flowering Trees + Shrubs, Grasses + Mass Plantings)	High	High	High	
Tree Canopy and Understory Option B (Canopy or Midsize Trees + Shrubs + Grasses + Mass Plantings)	High	High	High	
Highway Interchange Planting				
Additional Tree Canopy	Low	Low	Medium	
Entry Planting Areas	Medium-High	Medium-High	Medium	
Meadow	Medium	Low	High	
Alternative Fescue or Grasses	Low	Low	Medium	

SIGNAGE AND WAYFINDING				
Strategy	Cost	Maintenance	Long-Term	Short-Term
Identity Signage				
Gateway Signage	High	Low	X	
Entry Signage	Medium	Low	X	
Wayfinding				
Vehicular Wayfinding	Low- Medium	Low	X	
Pedestrian Wayfinding	Low- Medium	Low	X	

PLACEMAKING				
Strategy	Cost	Maintenance	Long-Term	Short-Term
Art				
Mural	Medium	Low	X	X
Sculpture	Medium-High	Low	X	
Temporary Tactile Art	Low	Low		X
Public Amenities				
Transit Amenities	Medium	Medium-High	X	
Pedestrian and Cyclist Amenities (Bike Racks, Benches, Lighting, Shade Structures, and more)	Medium- High	Low-Medium	X	X
Interpretive Placemaking				
Interpretive Materials (Fencing, Walls, Screening, Pavement Materials, Tactile Activation Tools)	Medium-High	Low-Medium	X	X
Interpretive Signage	Low-Medium	Low-Medium	X	X



Section 4
CONCEPTUAL APPLICATIONS

CITATION BOULEVARD & GEORGETOWN ROAD

SITE SELECTION DESCRIPTION

When selecting the site, the design team studies at Tree Priority areas located throughout Lexington-Fayette County. This process, in addition to a cursory review of the site, led to the selection of the intersection of Citation Boulevard and Georgetown Road. This area is surrounded by commercial, light industrial, office space, and residential development. Due to the surrounding land use and the roadway typology, the design team decided to utilize screening and entry plantings as the recommended strategies.

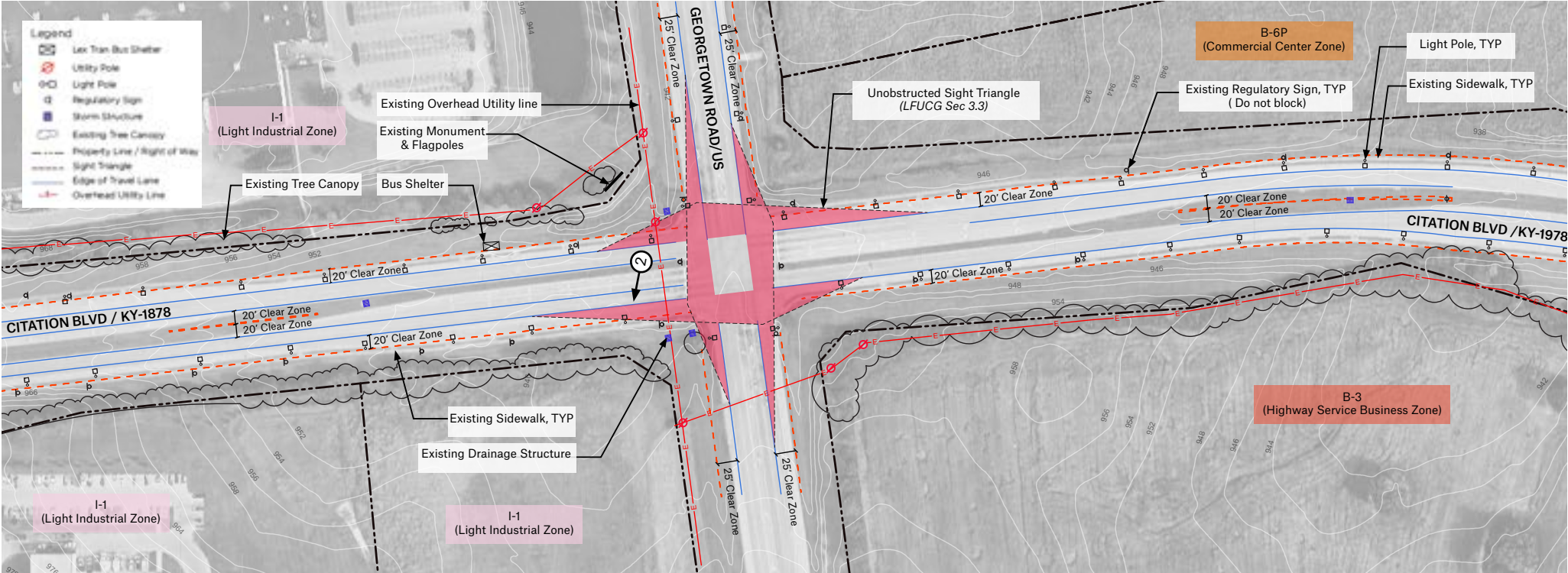
See Site Selection Pages 17-22 for Guidelines

SITE INFORMATION

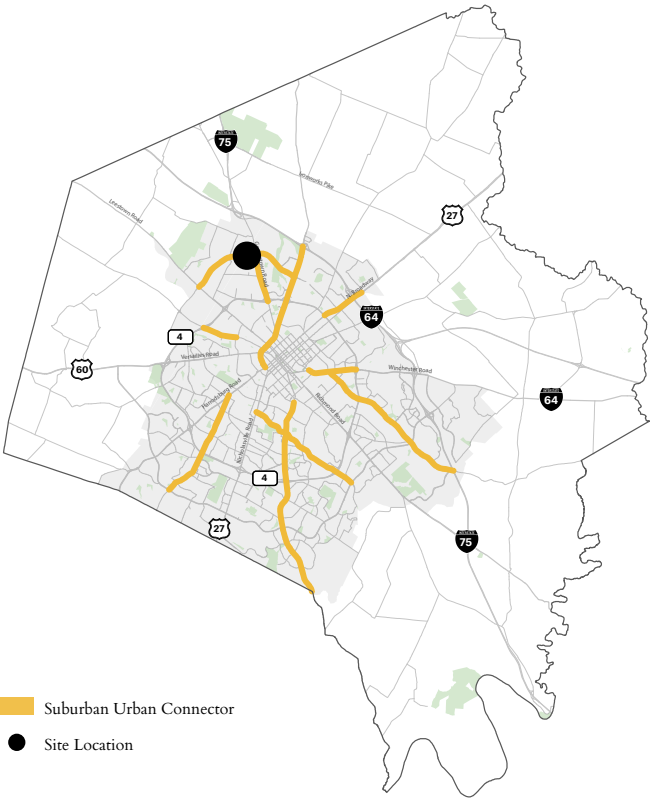
Citation Boulevard is the primary corridor that will be modified. This corridor is classified as a Suburban Urban Connector. Due to the classification and the roadway information (see below) the selected strategies will be scaled to fit the existing site information and condition.

ROADWAY INFORMATION		
	Citation Blvd(KY-1878)	Georgetown Road (US 25)
Speed Limit (mph)	50	55
Average Daily Traffic	15.8K	23.5K
Approximate Clear Zone (offset from travel lane)	20'	25'
Roadway Classification	Minor Arterial	Minor Arterial

See Roadway Typology Pages 3-14 for Descriptions



Existing Conditions and Site Constraints



CONSIDERATIONS

Early examination of the site will note and identify the following element:

- **Visibility:** Primary visibility concerns for this site happen at the intersection of Citation Boulevard and Georgetown Road.
- **ROW Availability:** There is ROW availability along the linear corridor and within the median area.
- **Utility Locations:** There are overhead electrical utility lines visible on the site.
- **Existing Vegetation:** There is currently existing screening along the corridor.
- **Adjacent Land Use:** The area is surrounded by commercial, industrial and some residential development.
- **Drainage:** Drainage is unclear due to lack of information, an official survey would need to be conducted.

The map above shows an inventory map example of where you may see existing infrastructure, ROW availability, drainage, existing vegetation, and more.

See Site Inventory Pages 23-26 for Guidelines



Existing Bus stop and Median



Existing Overhead Utility at the Intersection

STRATEGY DIAGRAM

After evaluating the site and the surrounding content, the design team began selecting relevant and applicable strategies. They determined based on existing conditions that there was opportunity for the following:

- Landscape Strategies
 - Screening
 - Median Planting
 - Entryway Planting
- Wayfinding and Signage Strategies
 - No strategies were selected as it they did not fit the context of the site
- Placemaking Strategies
 - Art
 - Transit Amenities

See Design Strategies Starting on Page 29 for Guidelines



Strategy Diagram

LANDSCAPING

- Screening to shield some of the existing land uses and to provide a barrier between land use and roadway noise, this strategy is introduced.
- Median Planting within the existing median, exploration into proposed median planting is introduced. This will be restricted by KYTC requirements.
- Entryway Planting at the intersection area introduce additional visual interest and provide variety in the planting palette.



PLACEMAKING

- Interpretive Materials such as stone walls and fencing could accent the proposed landscaping.
- Transit Amenities should be considered for the existing transit stop in the project areas.

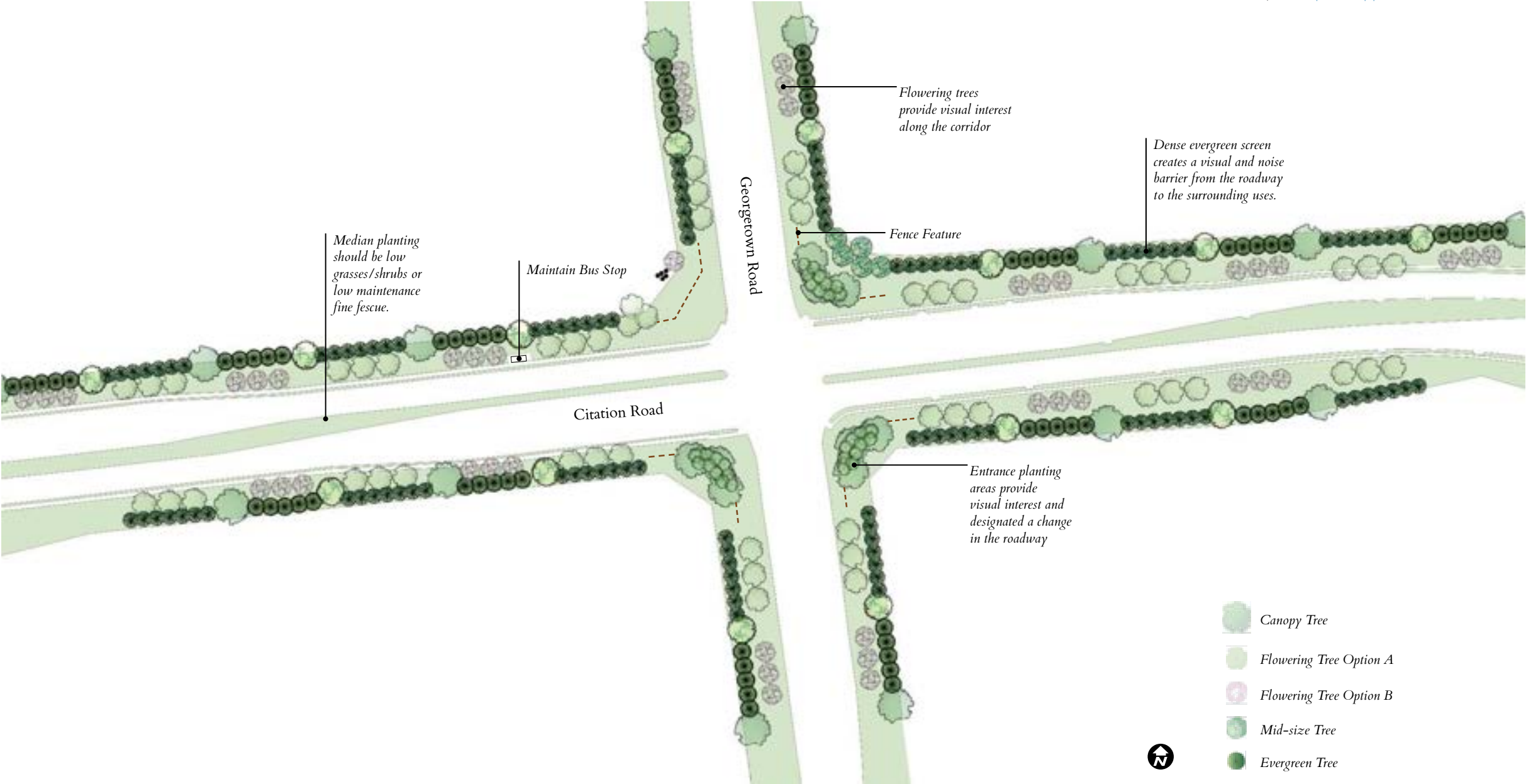


PROPOSED PLANTING PLAN

Plant List	
Latin Name	Common Name
Aesculus parviflora	Bottlebrush Buckeye
Amelanchier x grandiflora Autumn Brilliance	Serviceberry Autumn Brilliance
Aronia spp.	Chokeberry
Ceanothus americanus	New Jersey Tea
Cercis canadensis	Redbud
Cephalanthus occidentalis	Buttonbush
Juniperus chinensis ‘Hetzii Columnaris’	Columnar Juniper
Juniperus virginiana	Eastern Cedar
Juniperus virginiana ‘Taylor’	Taylor Juniper
Morella pensylvanica	Bayberry
Nyssa sylvatica	Black gum
Picea abies	Norway Spruce
Prunus x yedoensis Yoshino	Yoshino Cherry
Quercus alba	White Oak
Sambucus canadensis	American Elder
Tilia americana	Linden Tree
Viburnum Brandywine	Viburnum Brandywine
Viburnum dentatum Autumn Jazz	Arrowwood Viburnum Autumn Jazz

Estimated Planting Cost: \$600K-650K

Estimated Fencing Cost: \$45,000



Tree Species



Serviceberry



Eastern Red Cedar



Norway Spruce



Eastern Redbud



Taylor Juniper



Yoshino Cherry





NICHOLASVILLE ROAD & NEW CIRCLE ROAD INTERCHANGE

SITE SELECTION DESCRIPTION

When determining the site, the team considered the location of Tree Priority area locations throughout Lexington-Fayette County and also where large planting areas would be available. This process in addition to a cursory review of the site led to the selection of the interchange of New Circle Road and Nicholasville Road. The team also identified this site as a KYTC road and will follow required KYTC restrictions. This large space led the design team to utilize the Highway Interchange Planting, and considerations by the team for other strategy implementations.

SITE INFORMATION

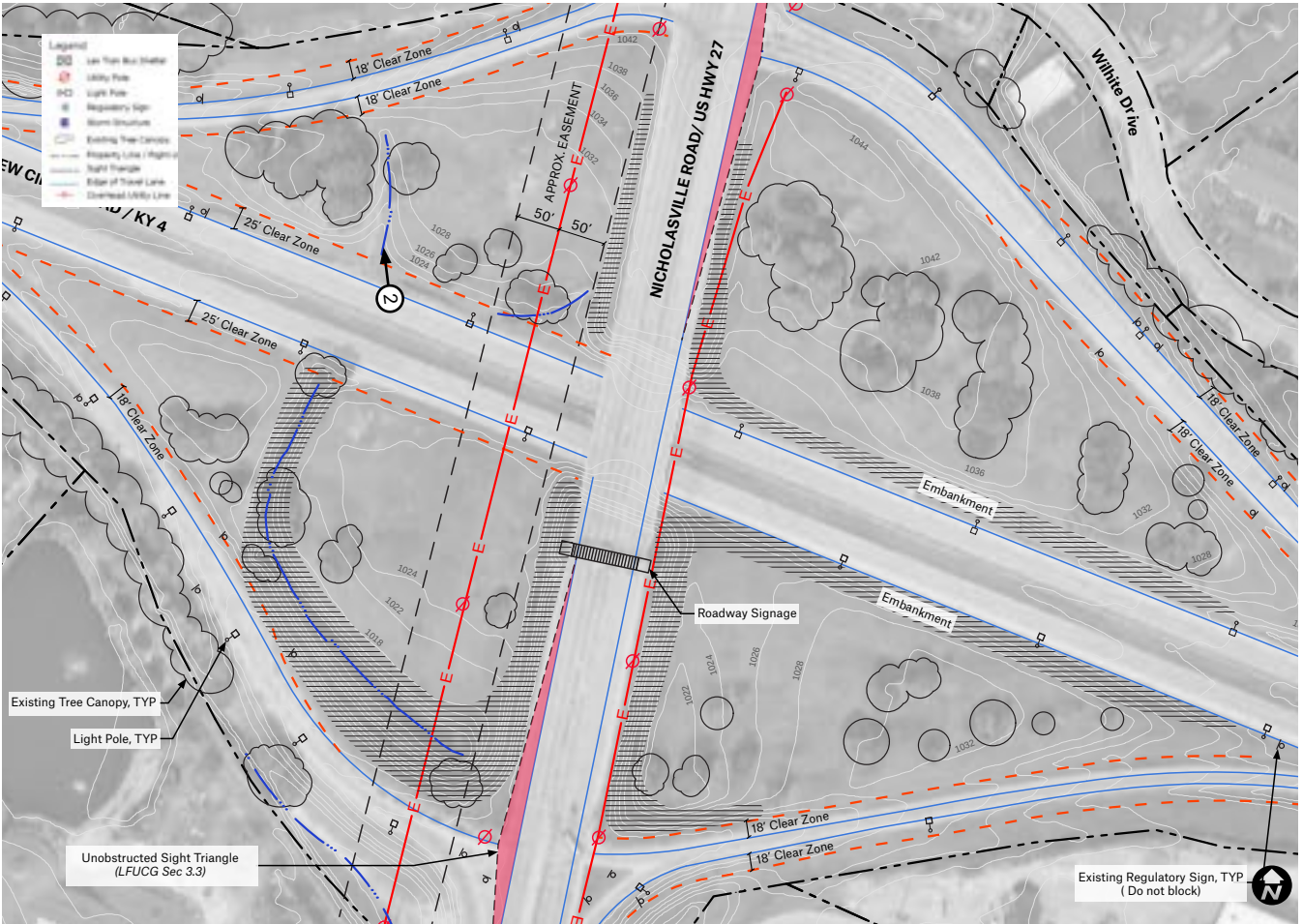
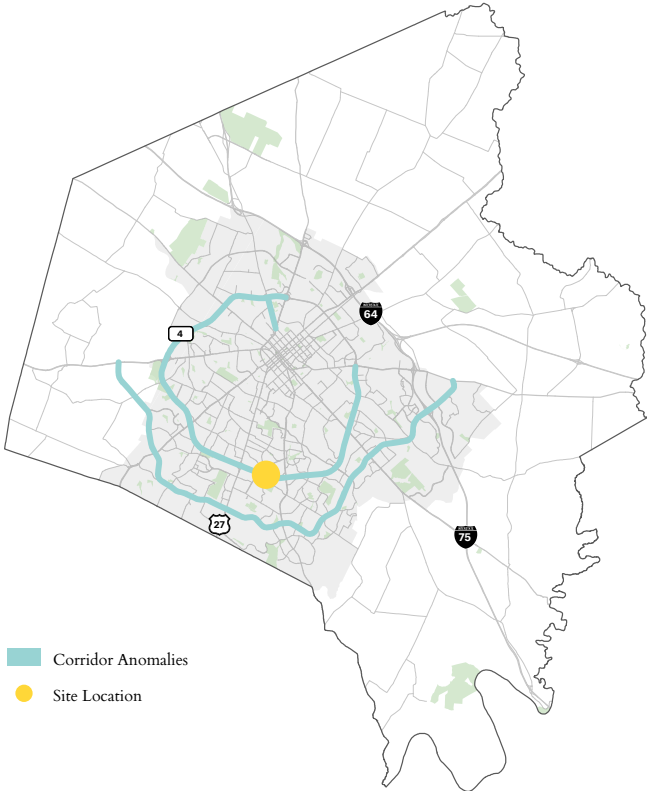
New Circle Road is the primary corridor that will be modified. This corridor is classified as an Corridor Anomaly. Due to the classification and the roadway information (see below) the selected strategies will be scaled to fit the existing site information and condition.

ROADWAY INFORMATION		
	New Circle Road (KY-4)	Nicholasville Road (US Hwy 27)
Speed Limit (mph)	55	45
Average Daily Traffic	59.8K	68K
Approximate Clear Zone (offset from travel lane)	25'	18'
Roadway Classification	Freeway / Expressway	Major Arterial

CONSIDERATIONS

Early examination of the site will note and identify the following element:

- **Visibility:** Primary visibility concerns for this site happen at the intersection onto Nicholasville Road.
- **ROW Availability:** There is a large amount of available space within the interchange area.
- **Utility Locations:** There are overhead electrical utility lines visible on the site.
- **Existing Vegetation:** There is currently a swale and a series of tree clusters.



Existing Conditions and Site Constraints

- **Adjacent Land Use:** The area is surrounded by commercial development,
- **Drainage:** The area currently has stormwater drainage, but the steep edges along New Circle Road should be evaluated and considered for any strategy implementation.

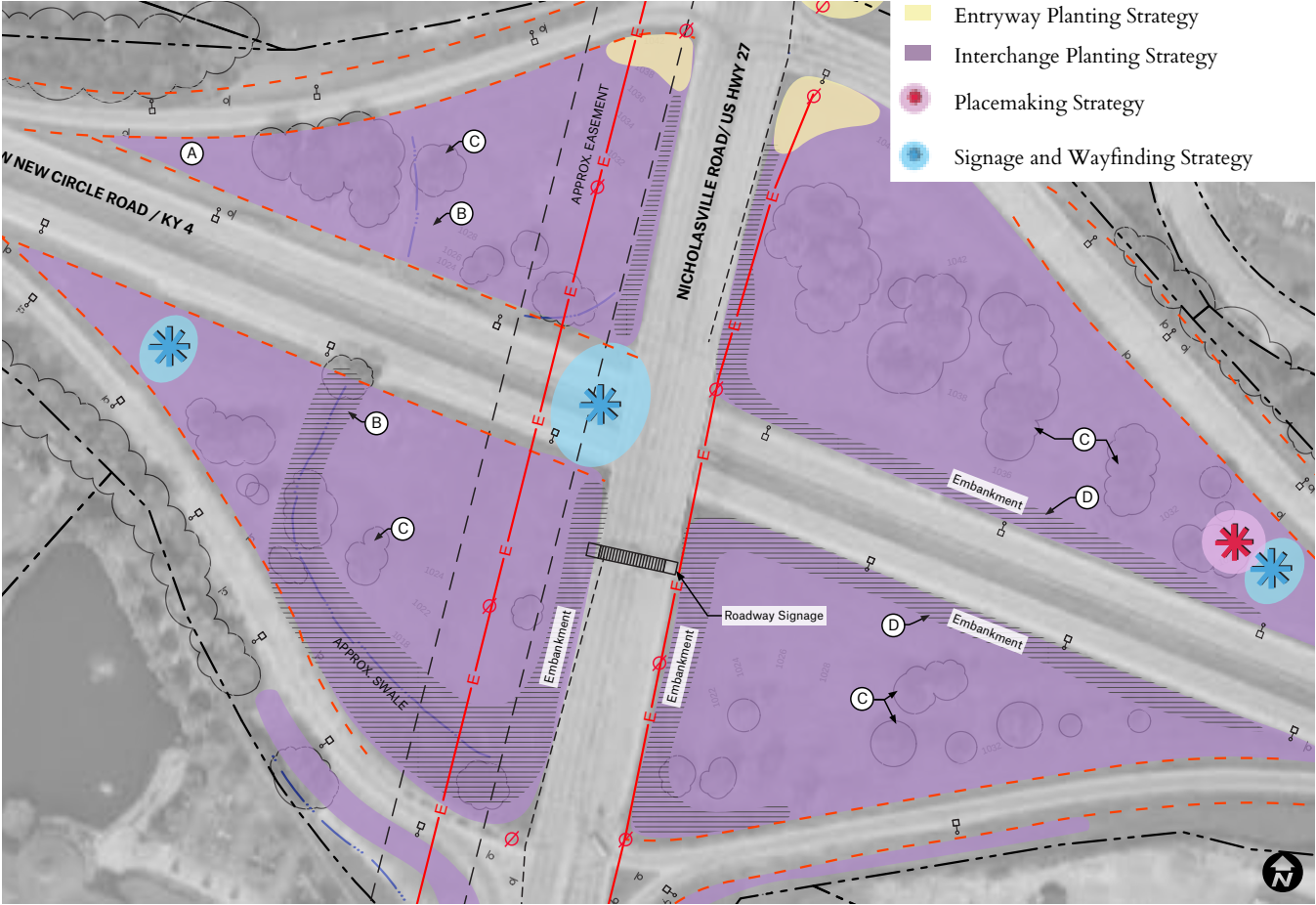
The map above shows an inventory map example of existing infrastructure, ROW availability, drainage, existing vegetation and more.



Existing Tree Canopy



Intersection onto New Circle Road



Strategy Diagram

STRATEGY DIAGRAM

After evaluating the site and the surrounding content, the design team began selecting relevant and applicable strategies. They determined based on existing conditions that there was opportunity for the following:

- Landscape Strategies
 - Entryway Plantings
 - Highway Interchange Plantings
- Wayfinding and Signage Strategies
 - Entry Signage
- Placemaking Strategies
 - Art
 - Interpretive Materials

KEY NOTES:

A

Do not block visibility of on-ramp merge condition with proposed plantings

B

Proposed planting strategy to consider stormwater existing drainage channel and associated maintenance.

C

Health of existing vegetation needs evaluated and invasive material removed from trees to remain

D

Strategy for existing embankment shall consider severe slopes and maintenance in these areas.



LANDSCAPING

- Entryway Planting Strategy at the intersections
- Highway Interchange Planting Strategy through the larger site area



WAYFINDING & SIGNAGE

- Gateway Signage reflecting the roadway intersection



PLACEMAKING

- Art in the form of large sculptural element that can be placed within the landscape
- Interpretive Materials such as wall and fence elements within the landscaping



PROPOSED PLANTING PLAN

Plant List	
Latin Name	Common Name
Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry
Aronia melanocarpa 'Low Scape Snowfire'	Low Scape Snowfire Chokeberry
Carex vulpinoidea	Fox Sedge
Cephalanthus occidentalis	Buttonbush
Gleditsia triacanthos var. inermis	Thornless Honeylocus
Panicum virgatum 'Rostrahlbusch'	Red Switch Grass
Prunus 'Okame'	Okame Cherry
Quercus bicolor 'American Dream'	American Dream Swamp White Oak
Quercus robur x bicolor 'long'	Regal Prince Oak

Estimated Planting Cost: \$700,000

Estimated Art Cost: \$400,000

Estimated Wall Cost: \$100,000

Estimated Sign Cost: \$50,000

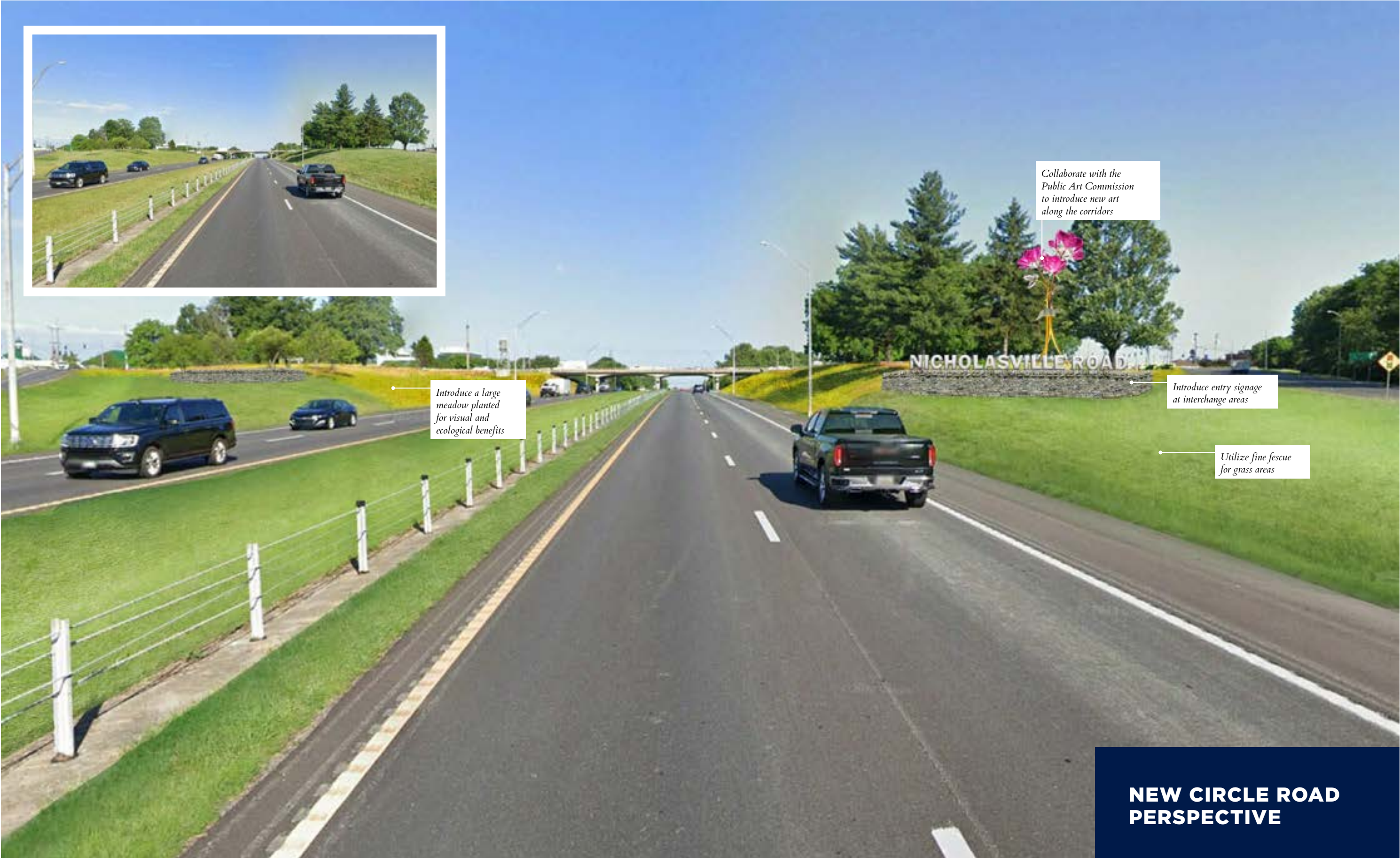
Tree Replacement within Meadow



Meadow and Fine Fescue Planting



- Fine Fescue Mix, Seeded (Seed in spring(late March-late April) or fall(mid-September to early October/Mow at 6" high 1-2 per year)
 - Prairie Planting, Seeded (Mow high 8-10" 1 per month for the first years, Mow high 8" 1 per year thereafter, additional installation and maintenance notes in packet)
 - Canopy Tree
 - Flowering Tree
 - Existing Canopy
- N



RUSSELL CAVE ROAD AT PUBLIC LIBRARY

SITE SELECTION DESCRIPTION

As part of site determination, the design team considered Tree Priority area locations throughout Lexington-Fayette County and opportunities for public partnerships. This process in addition to a cursory review of the site led to the selection of the area in front of the LFUCG Public Library along Russell Cave Road. As part of site determination, the design team considered Tree Priority area locations throughout Lexington-Fayette County and opportunities for public partnerships. This space has a large amount of available land that would support many different types of strategies.

SITE INFORMATION

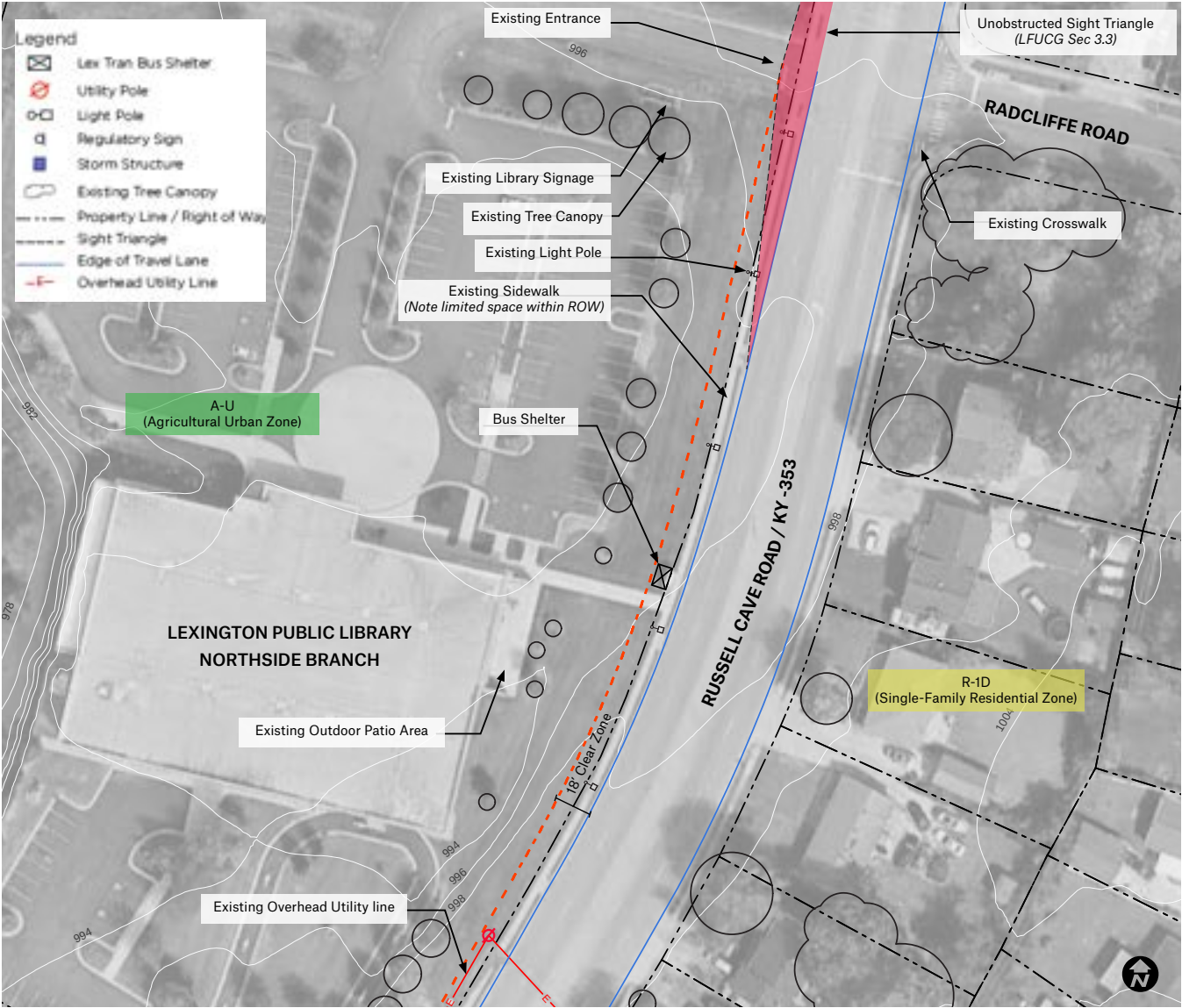
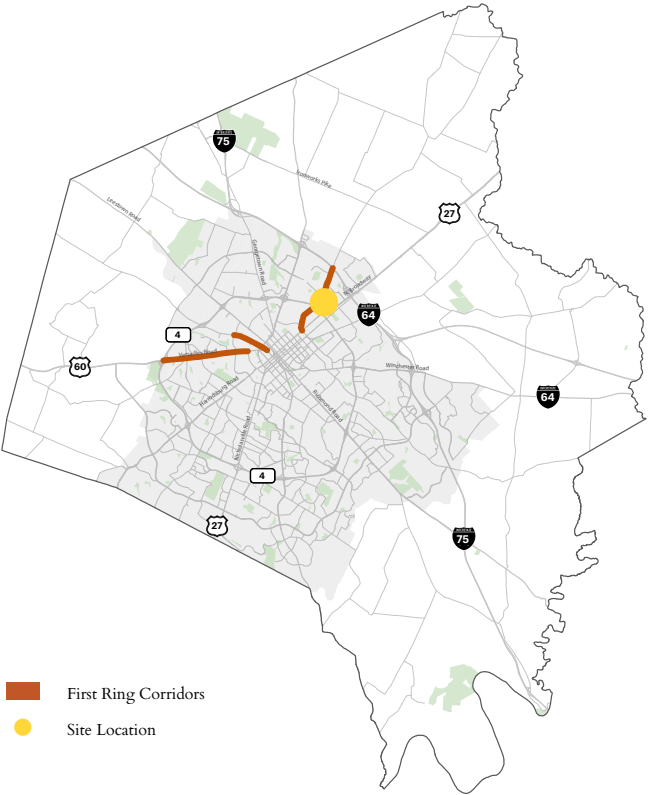
Russell Cave Road is the primary corridor that will be modified. This corridor is classified as a First Ring corridor. Due to the classification and the roadway information (see below) the selected strategies will be scaled to fit the existing site information and condition.

ROADWAY INFORMATION	
Russell Cave / KY- 353	
Speed Limit (mph)	45
Average Daily Traffic	13K
Approximate Clear Zone (offset from travel lane)	18'
Roadway Classification	Minor Arterial

CONSIDERATIONS

Early examination of the site will note and identify the following element:

- **Visibility:** Primary visibility concerns for this site occur at the entrance of the Public Library.
- **ROW Availability:** There is significant available ROW along Russell Cave Road in front of the Public Library.
- **Utility Locations:** There are overhead electrical utility lines visible on the site.
- **Existing Vegetation:** There is currently some tree canopy along Russell Cave Road and the Public Library.
- **Adjacent Land Use:** The area is surrounded by public space and residential.



Existing Conditions and Site Constraints

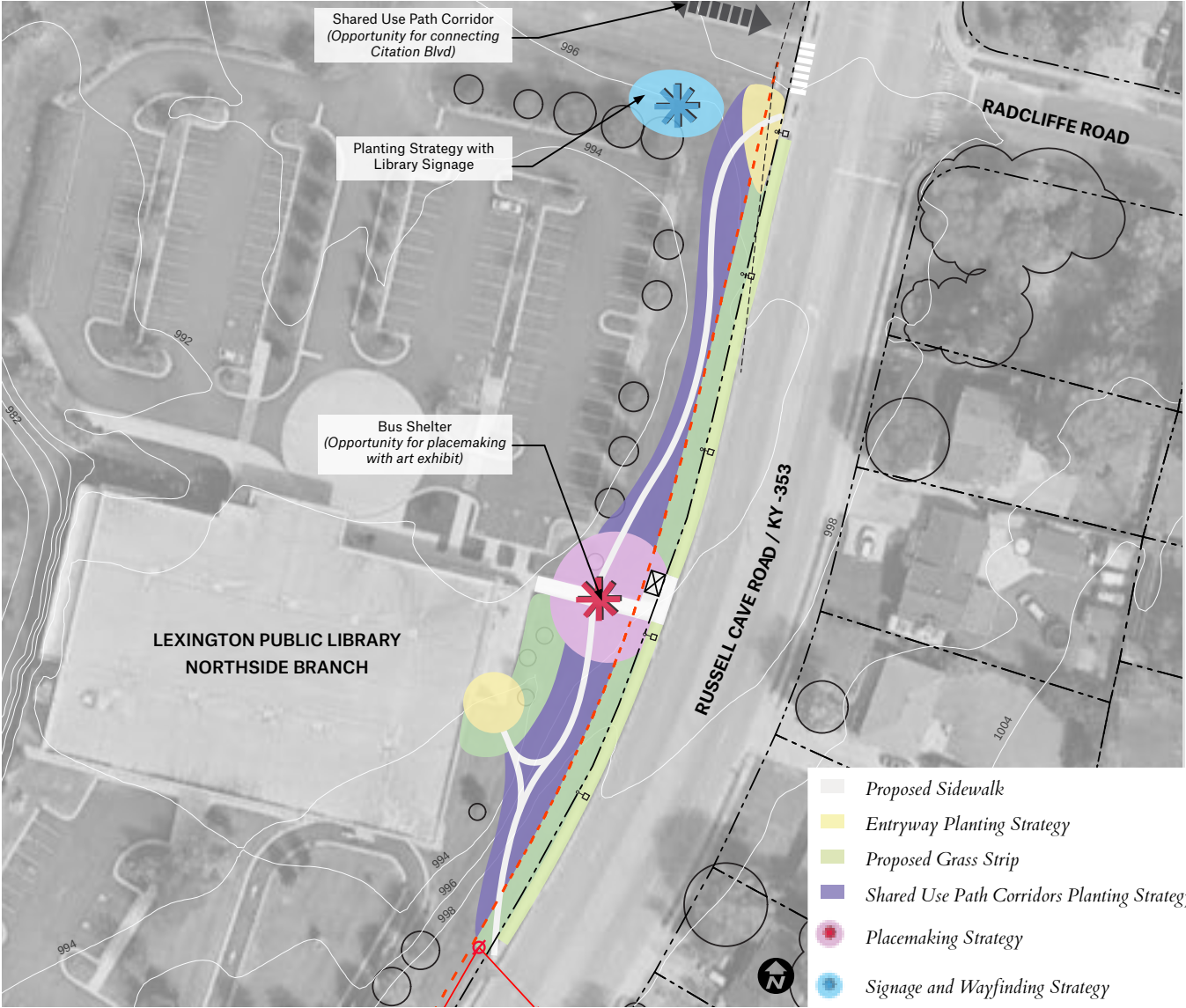
- **Drainage:** Site slopes toward the library from Russell Cave, but no roadway drainage flows onto site. Overland flow is either directed away from site through surface drainage or is directed onto the parking lot where it drains into catch basins where it discharges off-site.
- The map above shows an inventory map example of where you may see existing infrastructure, ROW availability, drainage, existing vegetation and more.



Existing Bus Stop and the Sidewalk



Existing Entrance & the Library Signage



Strategy Diagram

PROPOSED STRATEGY DIAGRAM

After evaluating the site and the surrounding content, the design team began selecting relevant and applicable strategies. They determined based on existing conditions that there was opportunity for the following:

- Landscape Strategies
 - Entryway Planting
 - Shared-use Pathway Planting

- Wayfinding and Signage Strategies
 - Entry Signage
 - Wayfinding Signage: Pedestrian
- Placemaking Strategies
 - Art
 - Transit Amenities
 - Pedestrian and Cyclist Amenities
 - Interpretive Materials
 - Interpretive Signage



LANDSCAPING

- Entryway Planting at the entrance of the library
- Shared-use Pathway Planting along the roadway and pathway



WAYFINDING & SIGNAGE

- Entry Signage to support the Public Library
- Wayfinding Signage: Pedestrian scale signage for path users



PLACEMAKING

- Art to be incorporated throughout the area.
- Transit Amenities and enhancements at existing transit stop
- Pedestrian and Cyclist Amenities such as benches and lighting within the site area
- Interpretive Materials incorporation within site area such as wall or pathway materials
- Interpretive Signage to reflect elements from the Public Library



PROPOSED
PLANTING PLAN



Plant List	
Latin Name	Common Name
Amelanchier canadensis Shadblow	Serviceberry Shadblow
Amelanchier Laevis	Allegheny Serviceberry
Amsonia hubrichtii	Arkansas Amsonia
Agastache ‘Blue Fortune’	Blue Fortune Giant Hyssop
Aronia melanocarpa ‘UCONNAM165’	Low Scape Mound Chokeberry
Carex blanda	Eastern Woodland Sedge
Carpinus Betulus ‘Fastigita’	Frans Fontaine Hornbeam
Cornus amomum	Silky Dogwood
Diervilla rivulars 'Kodiak Orange'	MNT Bush Honeysuckle Kodiak Orange
Eragrostis spectabilis	Purple Love Grass
Hamamelis x intermedia ‘Jelena’	Jelena Witch Hazel
Juniperus communis 'Tortuga'	Tortuga Juniper
Narcissus jonquilla	Jonquil
Panicum virgatum 'Cape Breeze'	Cape Breeze Switchgrass
Panicum virgatum ‘Shenendoah’	Shenendoah Switchgrass
Pycnanthemum tenuifolium	Narrowleaf MTN Mint
Quercus phellos	Willow Oak
Sedum x ‘Autumn Fire’	Autumn Fire Stonecrop
Symphotrichum oblongifolium October Skies	October Skies Aster
Taxus cuspidata ‘Monloo’ P.P #10335	Emerald Spreader Japanese Yew
Taxus x media 'Everlow'	Everlow Yew
Fine Fescue Mix	

Estimated Planting Cost: \$200-250K

Estimated Sidewalk Cost: \$50,000

Estimated Interpretive Signage Cost: \$15,000

Estimated Art Stop Cost: \$100,000

Entry
Planting



Blue Fortune
Giant Hyssop



Chokeberry



Cape Breeze
Switchgrass



Arkansas Amsonia



Jonquil



Autumn Fire
Stonecrop

Tree Canopy



Frans Fontaine
Hornbeam



Willow Oak

Shared-
use Path
Planting



Eastern Woodland
Sedge



Arkansas Amsonia



Narrowleaf
MTN Mint



Fine Fescue Mix



Transform existing bus stop to a new Art Stop

Introduce a interior entry planting area

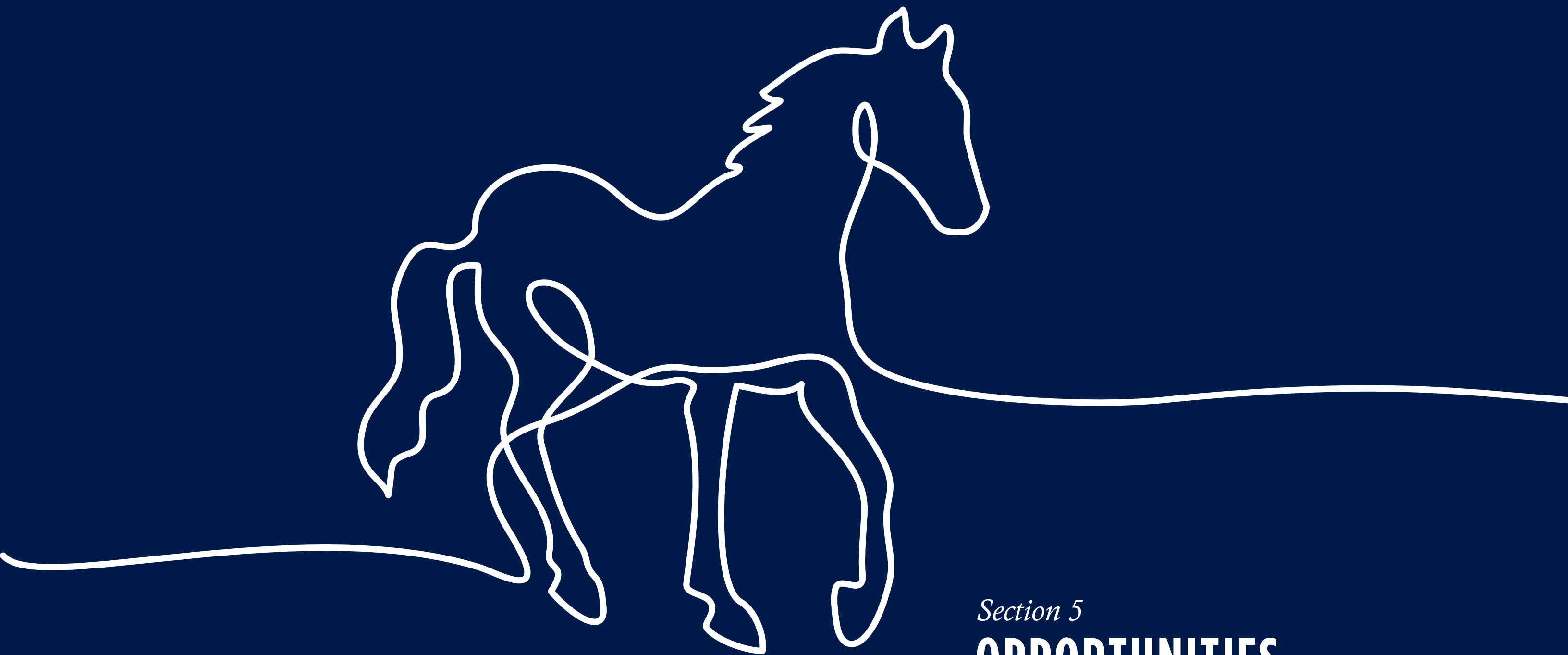
Utilize low maintenance fine fescue

Increase tree canopy along shared-use path

Introduce signage for education, storytelling, and wayfinding

Move existing sidewalk to provide a shared-use path

**RUSSELL CAVE ROAD
PERSPECTIVE**



Section 5
OPPORTUNITIES

GRANT PROGRAM

A local neighborhood grant is available for applicants to enhance Lexington’s corridors. This grant is run and organized through the Corridors Commission.

PURPOSE

The Corridors Commission encourages local neighborhoods and other community-based groups to enhance Lexington’s corridors or roadways, through projects such as beautification, litter awareness and clean-ups, and repairs of dilapidated neighborhood features.

The purpose of the grant is:

1. To partner with neighborhood and other community-based groups to enhance Fayette County’s corridors.
2. To increase awareness of corridor enhancements.
3. To allow the Corridors Commission to advance its mission and purpose in a more timely and productive manner.

PRIOR SUCCESSFUL GRANT PROJECTS

Prior successful grant projects included:

- Neighborhood entrance beautification and landscaping
- Placemaking art and signage such as the Cubes at the Warehouse Block and the Southland Drive sign at Nicholasville Rd.
- Neighborhood entrance sign and rock wall repairs
- Historical marker signs
- Fencing
- Artistic bush shelters

“These grants provide an opportunity for our community partners to make the statement that we care about our city and create a project that makes their neighborhood stand out.”

-Councilman James Brown, Chair of the Commission

DEADLINES

The Neighborhood Enhancement Match Grant Program opens on September 1, accepting applications through Oct. 1.

ELIGIBILITY

There are 31 eligible corridors and grant proposals must be for areas that abut a corridor or is on a corridor. See Appendix for full application and eligibility requirements.

Activities must occur in an area that abuts a corridor or is on a corridor. The applicant is responsible for all ongoing maintenance. The improvements must be open and available to the public and must benefit the whole corridor.

- A. Physical improvements for public or community property (other than those listed as ineligible).
 - A. Planting of street trees or landscaping (not in private yards)
 - B. Sidewalk or bike lane repair
 - C. Repair or installation of fencing
 - D. Street furniture such as benches
 - E. Educational, historical significance, neighborhood entrance or way-finding signage/banners
 - F. Maintenance or installation of public art
 - G. Other improvement projects

- B. Activities necessary to plan, promote, or finance voluntary general cleanup and neighborhood improvement efforts.
 - A. Street or alley cleanup programs
 - B. Removal of abandoned vehicles
 - C. Demolition of abandoned buildings
- C. Activities to enhance the beauty of corridors by the removal of dead or diseased trees.
- D. Litter awareness, prevention and cleanup activities. Applicants are encouraged to incorporate the addressing of litter with their proposal.

Eligible Organizations

- E. Incorporated, active neighborhood or homeowners associations.
- F. Federally recognized non-profit organizations 501(c)(3).

Organizations are not required to be a 501(c)(3) but must be a charitable or non-profit organization and be active and in good standing with the Kentucky Secretary of State.

FUNDING AVAILABILITY AND REQUIREMENTS

The grant program as of 2024 has \$20,000 available to partner with the community to support the Corridors Commission in improving the city’s most traveled roadways.

The program is a 2:1 matching grant, which means for every \$1 requested, the applicant must provide an additional \$0.50 match.



Previous Corridor Project Incorporating Art



Previous Grant Project



INTERNAL PARTNERS

The Corridors Commission will work with LFUCG departments and divisions in the early planning and development stages to identify potential sites, set priorities for projects, and to enhance (not compete with) existing plans. Departments and other partners may include:

LFUCG Planning and LAMPO

LFUCG Planning creates policy anordinances related to landscape and roadway requirements. LAMPO plans for roadway improvements, future roadways and roadway/mutli-modal studies.

Parks & Recreation

Parks and Recreation oversee over 100 parks, six community centers, five golf courses, six pools, and three arts venues. Coordinate with Parks and Recreation on any potential projects that are within or near Parks and Recreation facilities.

Historic Preservation

Historic Preservation is responsible for activities related to the preservation of historic structures, districts and resources in Lexington.

Environmental Quality & Public Works

Environmental Quality and Public Works preserves, protects, and enhances the Bluegrass environment, protecting public infrastructure systems that are safe, efficient and economical; and promotes a healthy and sustainable quality of life for the citizens of Lexington

Public Arts Commission

The Public Art Commission was formed to advise the Mayor and the Urban County Council on developing a long-range plan for the selection, acquisition, placement and maintenance of public art and public monuments.

Urban Co. Art Review Board

Currently the Urban Co Art Review board is transitioning to the Public Arts Commission. In the meantime, the Urban Co. Art Review Board should be engaged when establishing art opportunities for a corridor or project.

Water Quality

The Division of Water Quality provides residents of Lexington-Fayette County with wastewater treatment and stormwater management services. Additionally, Water Quality works with community groups and other LFUCG divisions to provide opportunities for the public and local businesses to improve water quality for the community.

Urban Forestry

Urban forestry provides a multitude of benefits for local communities in the form of improving air and water quality, as well as providing social and economic benefits. Growing and maintaining Lexington's urban forest is a community effort. City staff, volunteers and private land owners all play an important role in planting and maintaining our urban forest.

LFUCG Tree Board

The Lexington Tree Board is a champion of trees and their environmental, economic and social benefits for our community.

EXTERNAL PARTNERS

The development of partnerships and community engagement is a vital part of creating beautiful corridors. Engaging the community early and often will help to ensure productive and meaningful input to the corridor process. Potential partners include:

LexArts

An organization that serves as Lexington's Local Arts Council and United Arts Fund in support of the arts across Lexington-Fayette County.

Neighborhood Associations

Lexington-Fayette Co. has a network of over 250 registered neighborhood and homeowner's associations.

Fayette County Public Schools

Fayette Co. Public Schools serves over 40,000 students throughout Lexington and Fayette County and operates 70 schools, technical centers and alternative programs.

VisitLex

The Lexington Convention and Visitors Bureau, VisitLex, is a public service organization dedicated to showcasing Lexington as an outstanding destination for leisure travel, business travel, meetings and conventions.

Lexington Public Library

Located throughout Lexington-Fayette County, the public library has six locations. The Lexington Public Library stands for free and open access to information. We're a safe, welcoming space for neighbors to come together — opening the door so all Lexingtonians can find what they're looking for.

Home Owner Associations

Often when there is not a neighborhood association an existing Home Owner Association exist, applicants should work with the board and neighbors to determine potential strategies for the area.



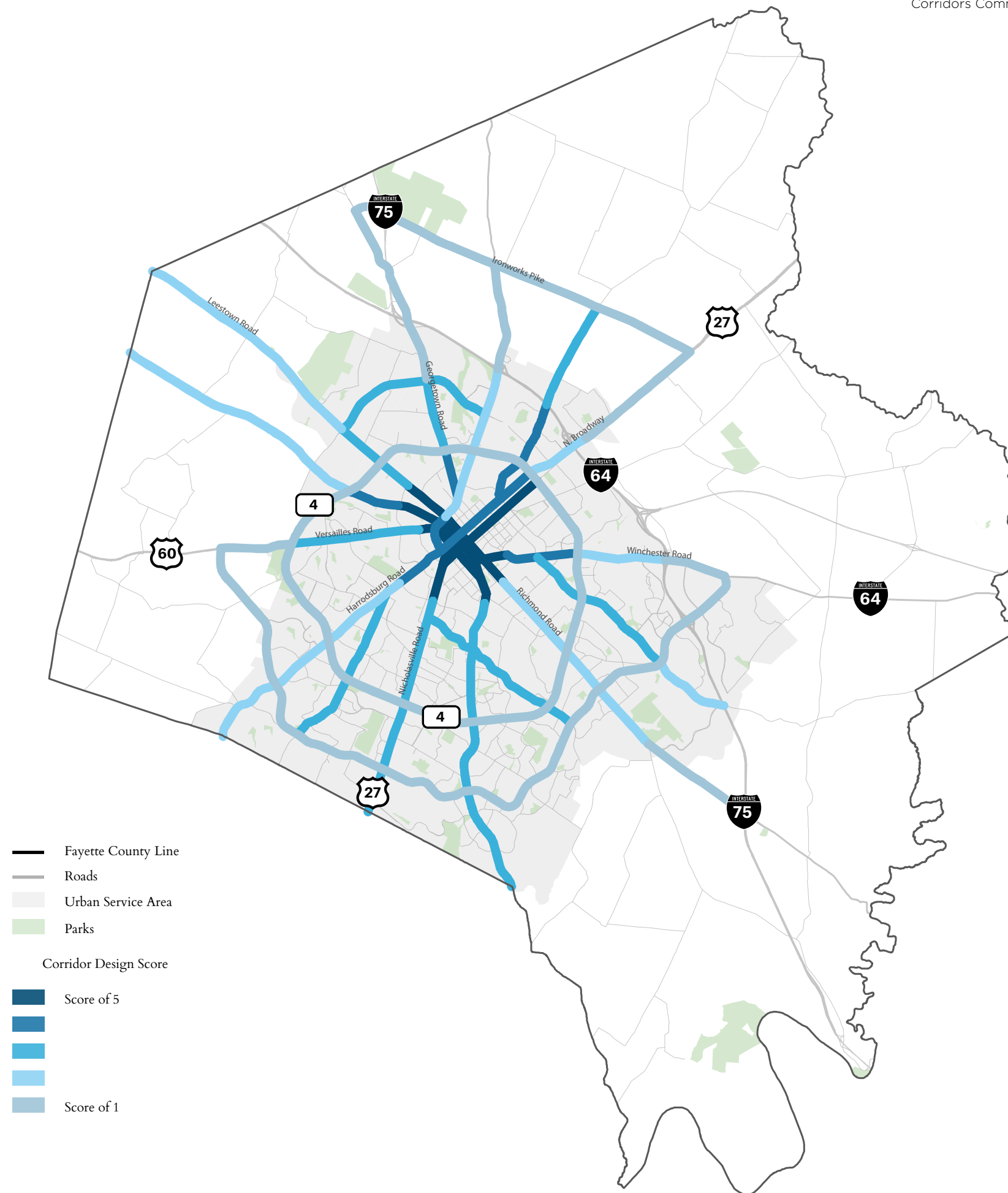


APPENDIX

CORRIDOR DESIGN ELEMENTS

How the traveling public utilizes a corridor is influenced most greatly by the design characteristics of the roadway itself (how fast the vehicles are driving; how many lanes are present; how many intersections are there, etc.). To help categorize and generalize future design standards for each corridor, the project team first set out to identify what design characteristics are already in place.

For the purposes of this exercise, the project team looked at each roadway segment's speed limit, number of lanes, presence of medians, proximity to a signalized intersection, proximity to transit infrastructure, the presence of bicycle or pedestrian infrastructure, and the roadway's assigned functional classification.



SPEED LIMIT

The legal speed limit is a defining characteristic of any roadway corridor. It can influence how walkable or bikeable a corridor might be and can also influence how close pedestrian activity can be planned to existing roadways. For this reason, each corridor was assigned a score based on its speed limit. Corridors with speed limits of 39mph or less were given a score of “1”, those with limits between 40 and 44mph were given a score of “2”, and so on – with “5” being the highest score. If speed limits were variable along a given corridor, a score was given based on the average of the speeds across all corridor segments. For example, if a 10-mile-long corridor had 35mph as a speed limit for one portion and 45mph during another, the score for that corridor would be the average of “1” and “2” (1.5).

As was to be expected, corridors closest to Lexington’s urban core had the lowest scores in this category, while larger, commuter-heavy corridors (such as New Circle Road) received the highest scores.

LANES PER DIRECTION

The number of traffic lanes within a given corridor is often its most defining feature. How fast vehicle travel moves, how often cyclists and pedestrians travel along a roadway, and the amount of commercial activity close to the roadway – each of these features is directly influenced by the number of lanes a roadway may have. To analyze Lexington’s corridors, a score between “1” and “5” was assigned to each roadway segment based on the number of lanes per direction that segment might have (one lane in each direction receives a score of “1”, two lanes in each direction receives a score of “2”, and soon). Total corridor scores were then given based on the length of each of those segments. For example, if a 10-mile corridor had one lane in each direction for six miles (60% of the corridor), and three lanes in each direction for four miles (40% of the corridor), the score would be $[0.6(1) + 0.4(3)] = 1.8$.

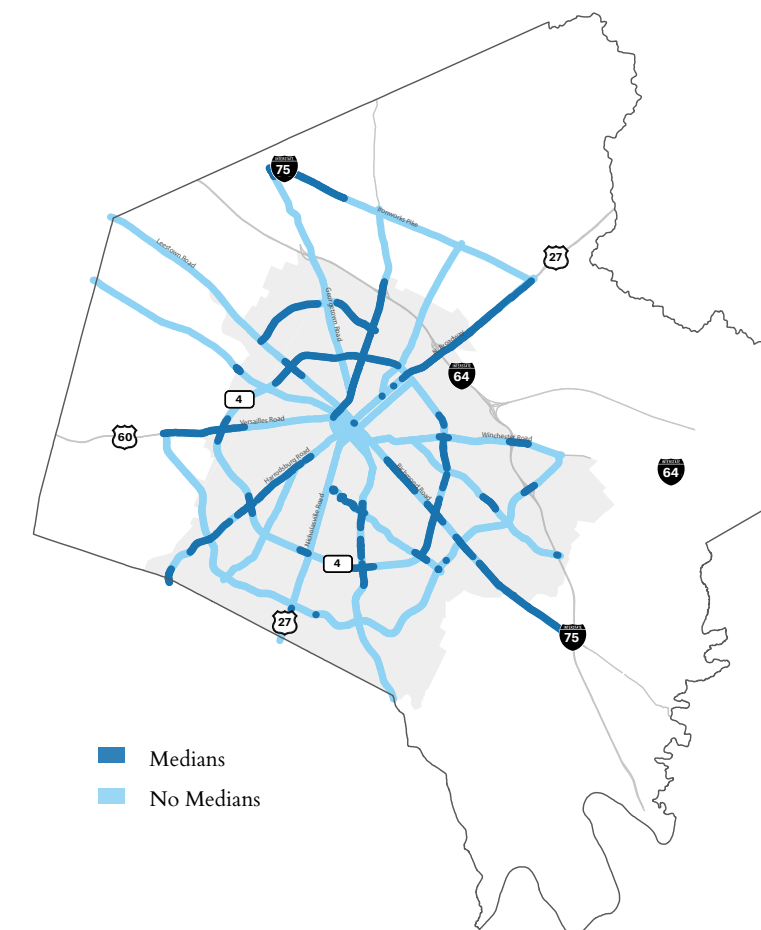
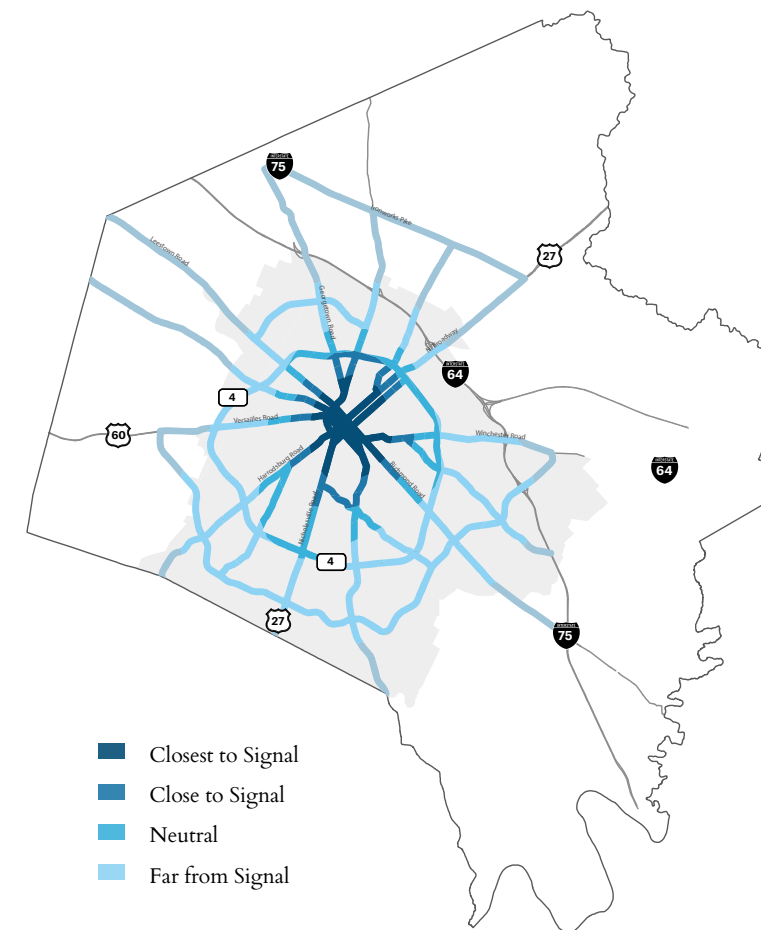
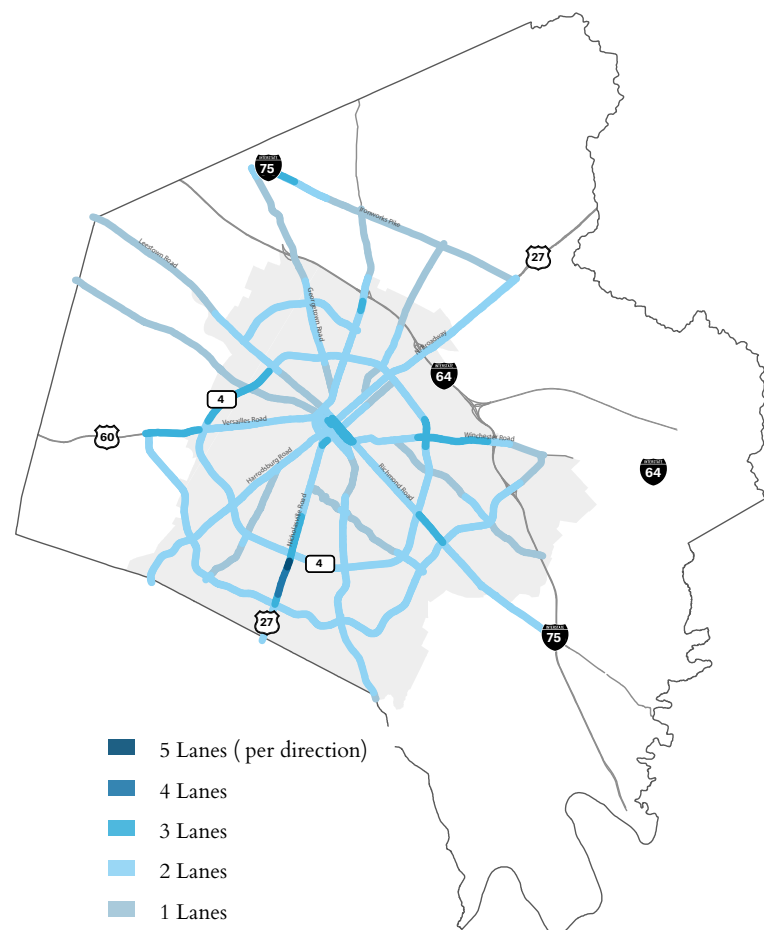
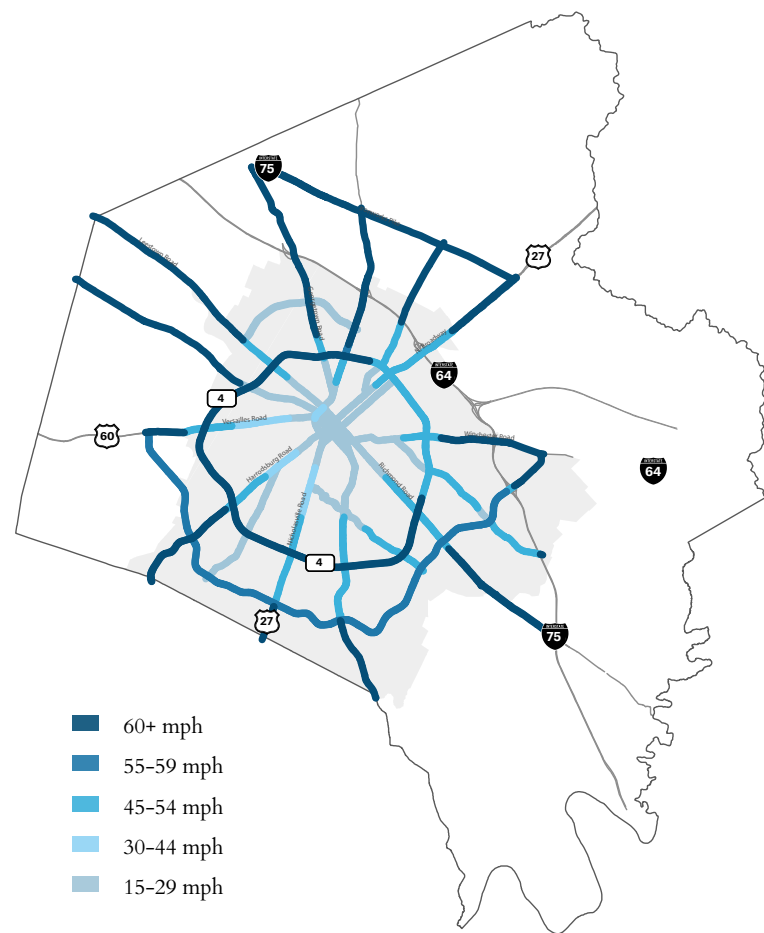
Unlike speed limits, scores for lanes per direction were variable across geography. One-way streets downtown often scored as high as more suburban corridors, as both technically had the same number of lanes per direction (two or three). More historic corridors that have not been widened often received the lowest scores.

SIGNAL HEAT

Signalized intersections are defining characteristics within corridors. More signalized intersections can often be more disruptions to free-flowing traffic, which in turn can cause slower average corridor speeds. Signalized intersections often represent some of the few places within a corridor where pedestrians can make protected roadway crossings. For this reason, the team analyzed concentrations of signalized intersections within the study corridors by producing a heatmap that identified significant concentrations. For more concentrated signals, a corridor scored 1 and for lower concentrated signals a corridor was scored 5.

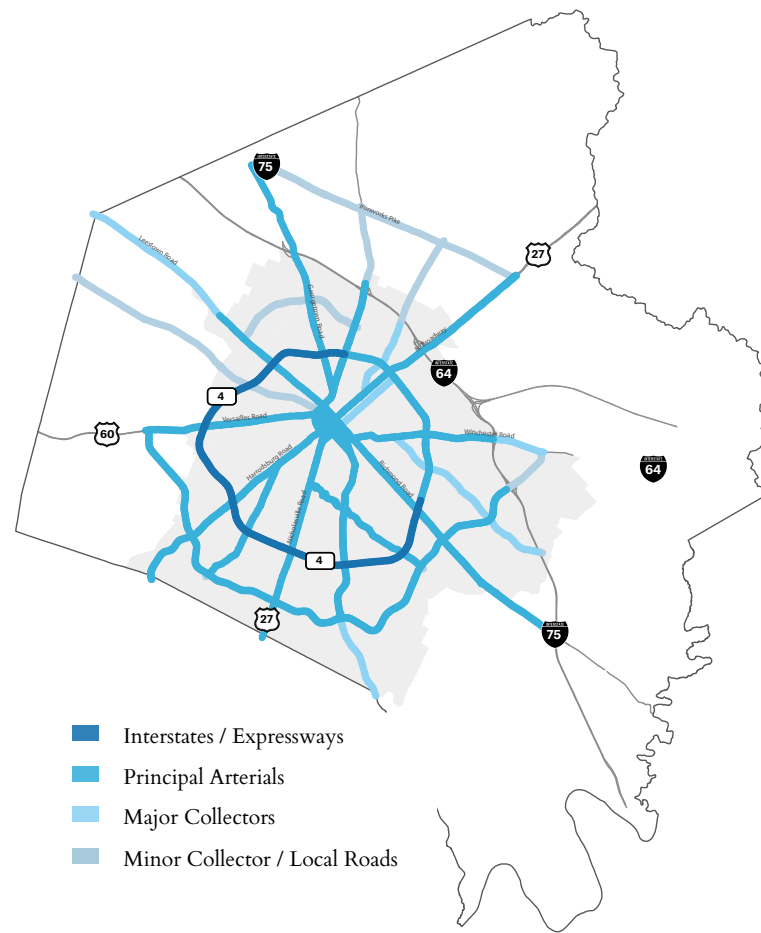
MEDIANS

Medians are defined as the area between opposing lanes of traffic. Medians often take the form of pavement markings or raised concrete islands in the center of roadways. Medians are significant roadway design characteristics, as they can often be used as refuges for pedestrians attempting to cross a major roadway but can also often impede left-turn motions. For this reason, the presence of medians was mapped within each corridor. Those corridors with medians were given a score of 5, while those without were given a score of 0.



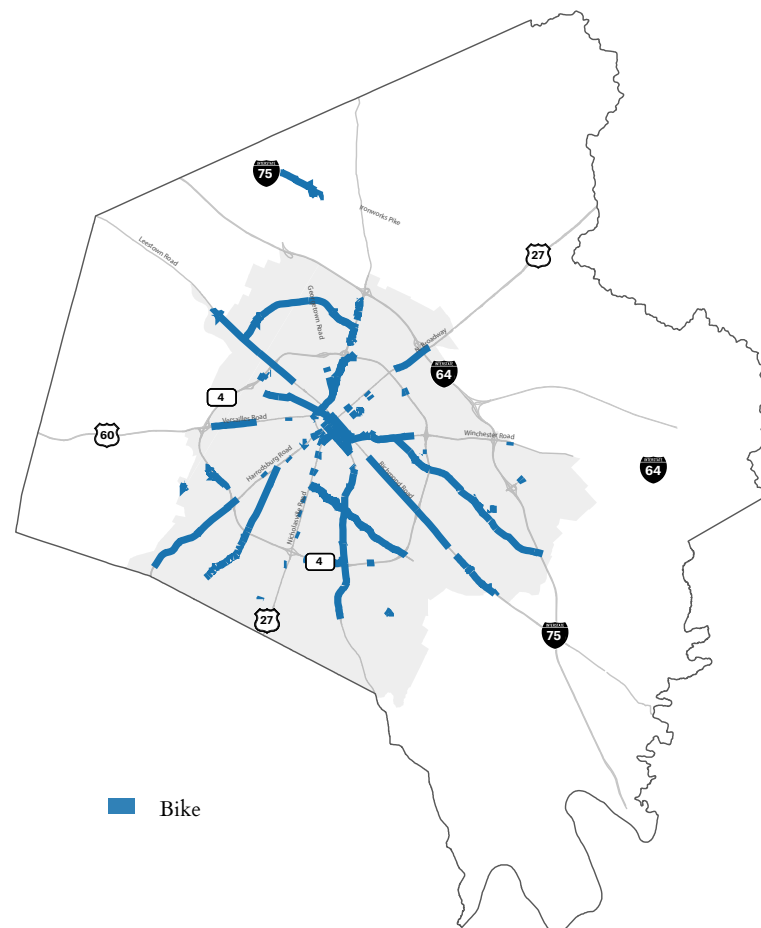
FUNCTIONAL CLASSIFICATION

Functional classification is the term given to the defining role a roadway may play in serving larger traffic flow patterns. All public roads within the State of Kentucky are assigned one of seven functional classifications (principal arterial – interstate, principal arterial – freeway, principal arterial – other, minor arterial, major collector, minor collector, and local road). Identifying the functional classification of each roadway segment within the corridors allows the project team to help identify how that corridor's design elements fit into larger regional traffic patterns. The less pedestrian friendly a roadway's functional classification, the higher a score it was given (e.g. freeways were given a score of 5, while minor collectors received a score of 0, etc.).



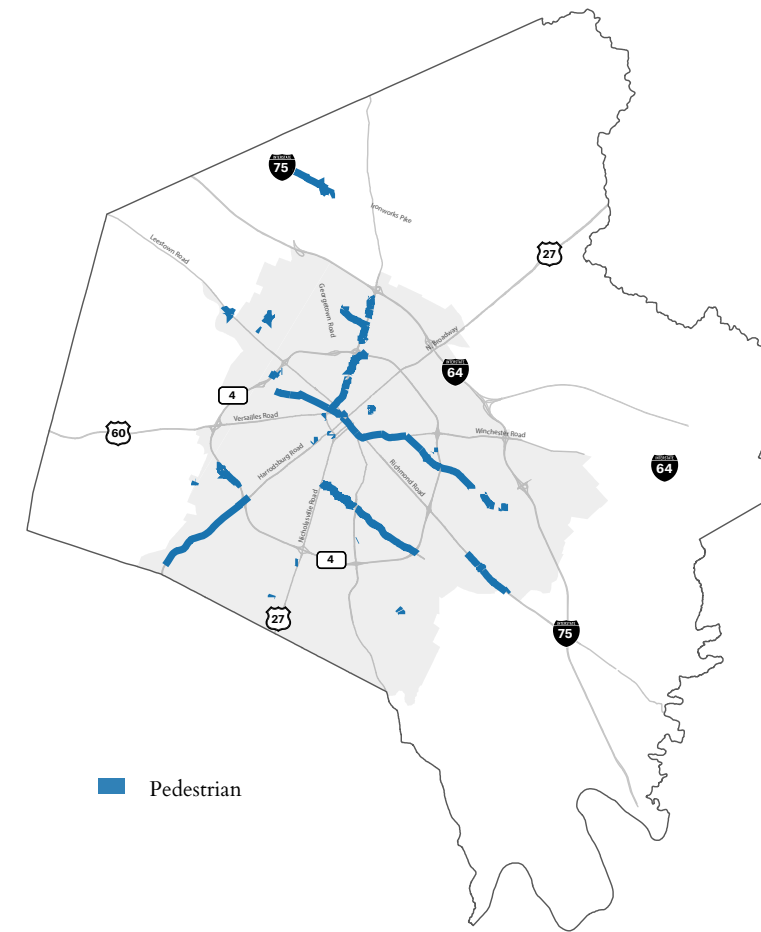
INFRASTRUCTURE

The presence of multi-modal transportation infrastructure within a corridor is significant. Corridors that have multi-use trails, bicycle lanes, or sidewalks may have larger numbers of pedestrians and vulnerable road users than those corridors that lack similar infrastructure. In addition, identifying those corridors where multi-modal improvements have already been made can also help the project team identify those locations where more investments in multi-modal projects may be consequential. The closer a corridor is to existing bicycle or pedestrian infrastructure (protected bike lanes, multi-use trails, etc.) the lower the score it received. Those corridors far removed from multi-modal infrastructure were given a score of 5.



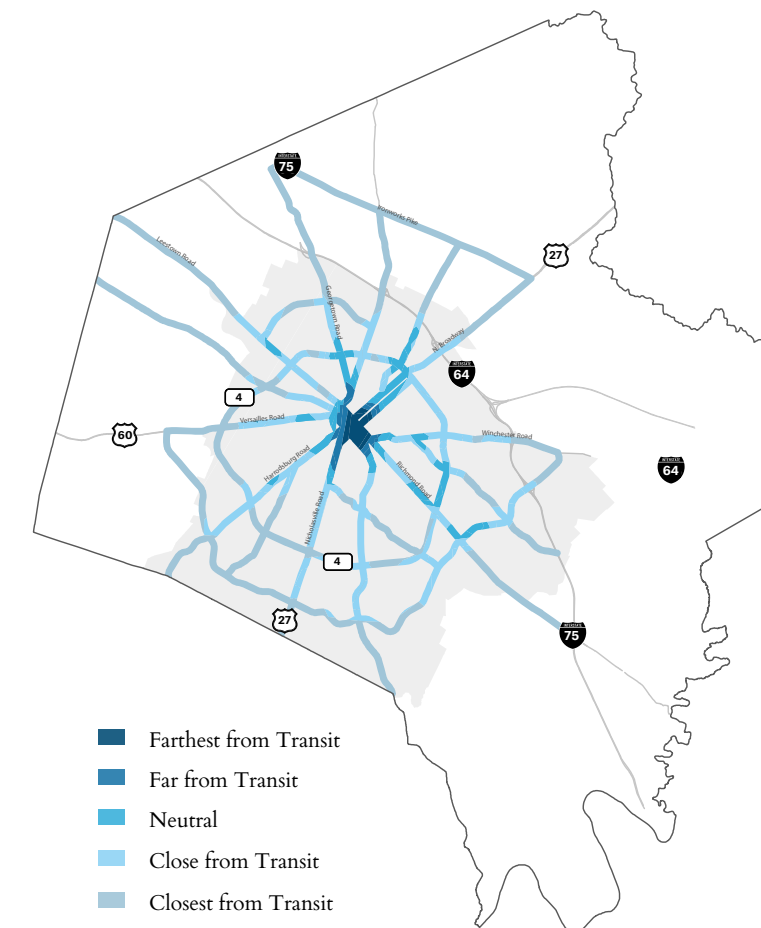
PEDESTRIAN INFRASTRUCTURE

The presence of multi-modal transportation infrastructure within a corridor is significant. Corridors that have multi-use trails, bicycle lanes, or sidewalks may have larger numbers of pedestrians and vulnerable road users than those corridors that lack similar infrastructure. In addition, identifying those corridors where multi-modal improvements have already been made can also help the project team identify those locations where more investments in multi-modal projects may be consequential. The closer a corridor is to existing bicycle or pedestrian infrastructure (protected bike lanes, multi-use trails, etc.) the lower the score it received. Those corridors far removed from multi-modal infrastructure were given a score of 5.



TRANSIT HEAT

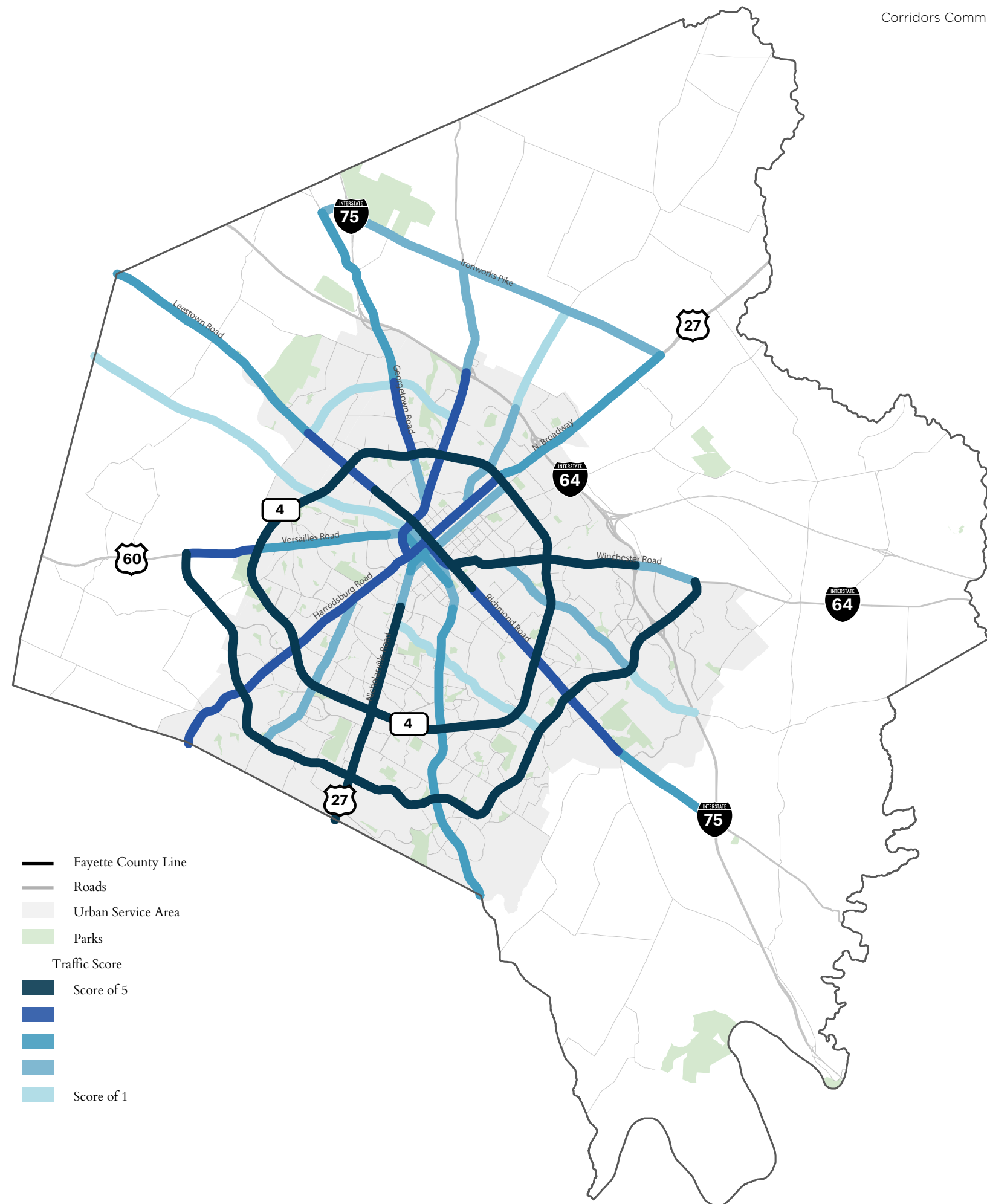
The presence of mass transit stops and routes (public buses, in this case) can influence a number of roadway characteristics. Frequent bus stops within a corridor can often moderate high vehicle speeds, bringing pedestrians closer to a roadway edge-of-pavement roadway. In addition, the presence of transit stops may also signal the need for investments in vegetative shade coverage or pedestrian refuges. For this reason, the project team has generated a heat map of transit stops and routes to show where investments in transit have already taken place and where future investments might bridge existing system gaps. Scores were given based on general proximity to the transit system – with those far removed from the system receiving a higher score (5) and those nearer to it receiving a lower score (1).



TRAFFIC

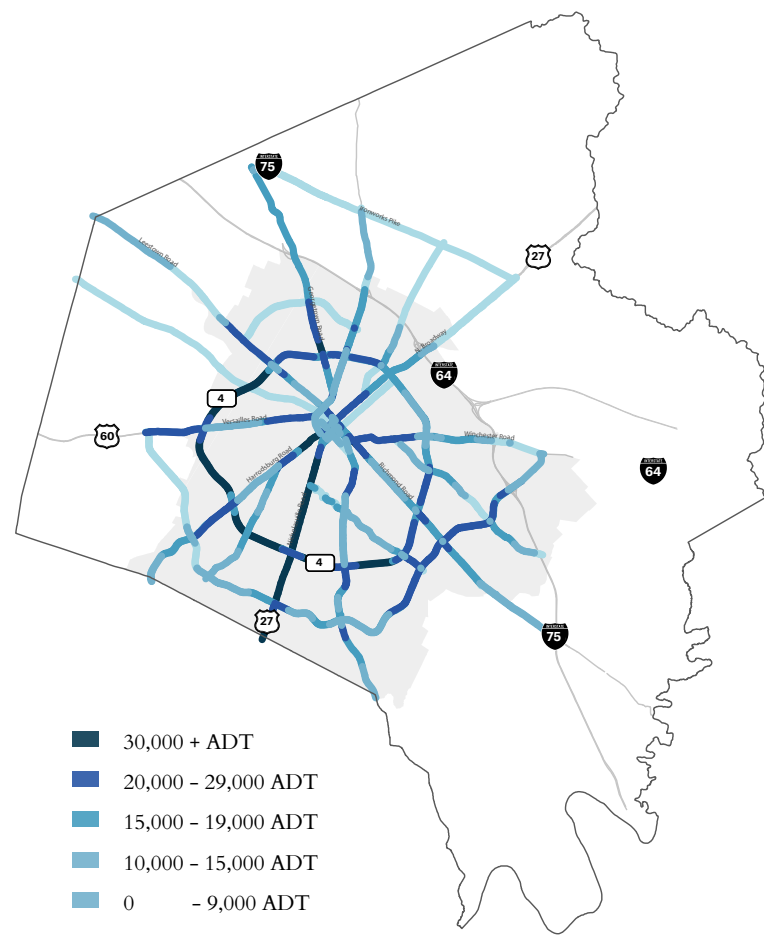
Analyzing existing traffic patterns within each corridor is crucial to identifying what future improvements or design guidelines may be appropriate for each area. Corridors that service substantial amounts of commuter vehicles have different investment needs and priorities than those corridors that service a large number of freight traffic. Identifying traffic trends within each corridor can help “right-size” any future improvement plans or metrics.

For this study, each corridor was analyzed and evaluated for its existing traffic volumes, truck volumes, and volume capacity ratio (congestion). Each of these characteristics can influence how the traveling public utilizes a given corridor. Corridors with large vehicle traffic volumes will often have less pedestrian traffic (and may need more dedicated pedestrian or bicycle infrastructure). In addition, corridors with significant freight vehicle volumes will also have their own design needs.



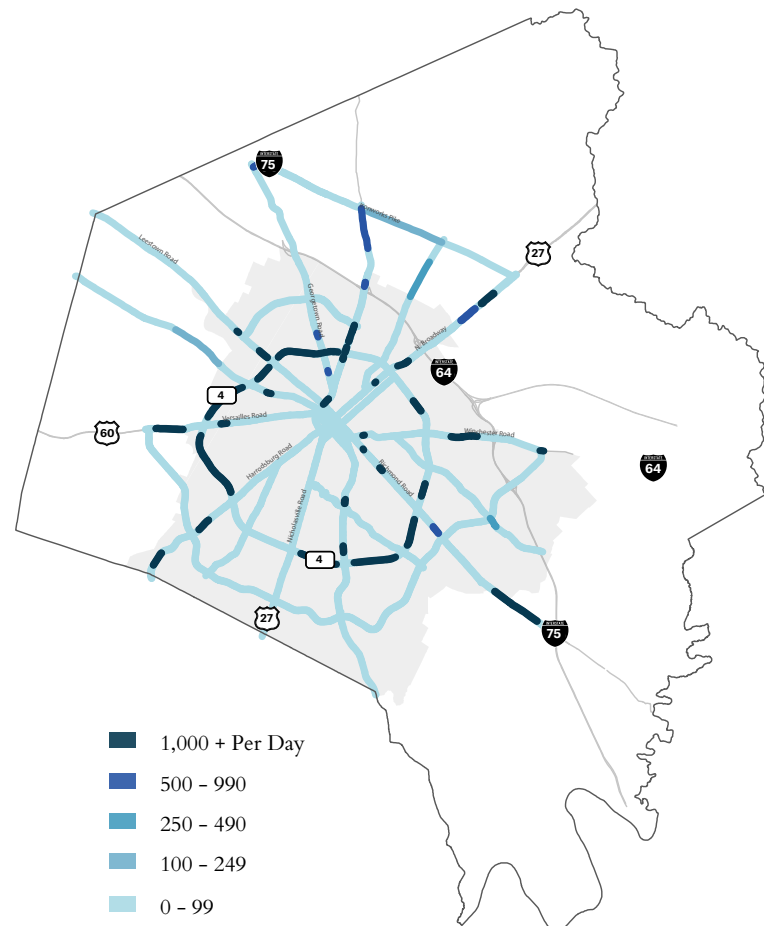
TRAFFIC VOLUMES

The number of vehicles a roadway carries on average can influence a number of other roadway characteristics. The greater volume of traffic a roadway carries, the less pedestrian-friendly a corridor may feel. In addition, roadways with large traffic volumes are also often less safe in general for vulnerable road users (pedestrians and cyclists). High-traffic volume corridors may signal opportunities for future traffic calming measures. Scores were assigned based on the level of vehicle volumes present – with large traffic volumes receiving higher scores (out of 5), and those with less receiving smaller scores (closer to 1).



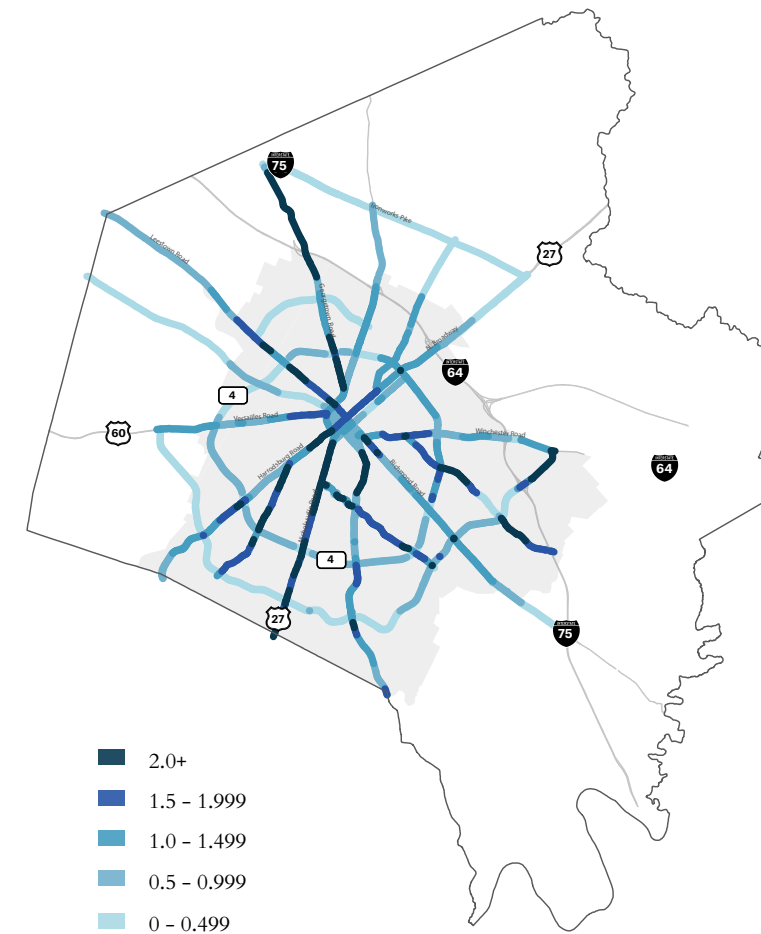
TRUCK VOLUMES

Whether or not a corridor needs to accommodate substantial amounts of vehicle freight traffic can often influence what investment and design opportunities can be pursued in that corridor. Accommodating large trucks often requires larger turning radii at intersections and increased lane widths. For this reason, average truck volumes in each corridor have been mapped to show where vehicle freight movements may be a significant part of existing traffic patterns. Like the scoring used for total traffic volumes, those corridors with larger truck volumes received higher scores (5) than those with less or no truck volumes (1).



VOLUME CAPACITY RATIO

A roadways volume capacity ratio is an easy metric to identify how congested a corridor may be. The larger the roadways volume capacity ratio value, the more congested the corridor. Mapping each corridor's volume capacity ratio is an effective way to identify those corridors that may need future investment to increase levels of service. Lower volume capacity ratios – signifying excess roadway capacity – received higher scores (5), while those with higher volume capacity (and therefore slower moving traffic) received lower scores (1).

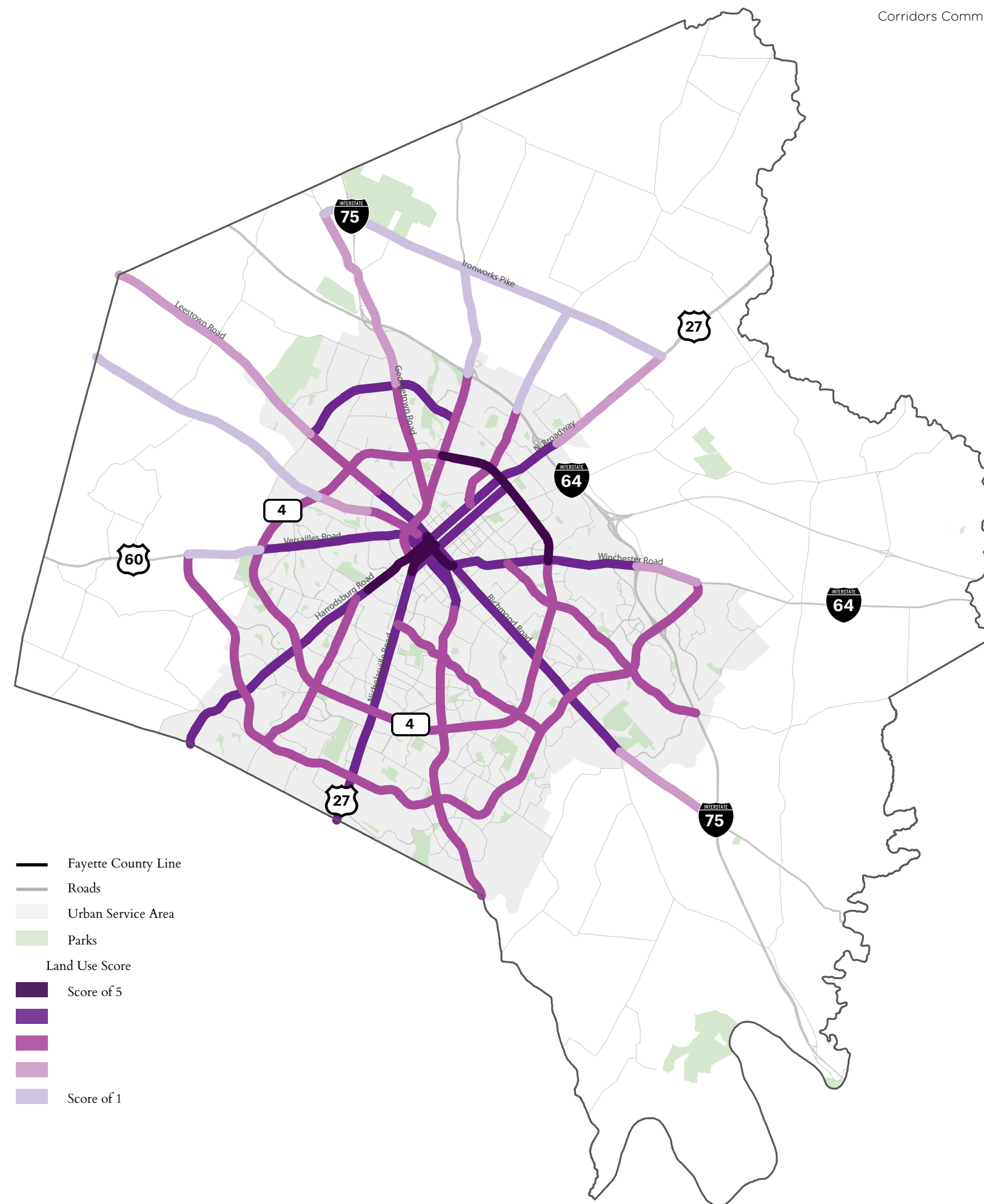


LAND USE

The nexus between land use/development patterns and traffic trends is well documented. For decades, America has learned the truth of “induced demand” when it comes to roadway widening (the phenomenon that widening congested roadways often leads to more intense/denser development, which in turn congests those same roadways again). While capacity-adding projects still have their place in transportation improvement plans, transportation planners know today that smaller and more subtle transportation improvements can also influence land use/development patterns. In addition, not all improvements are always appropriate for every potential adjoining land use.

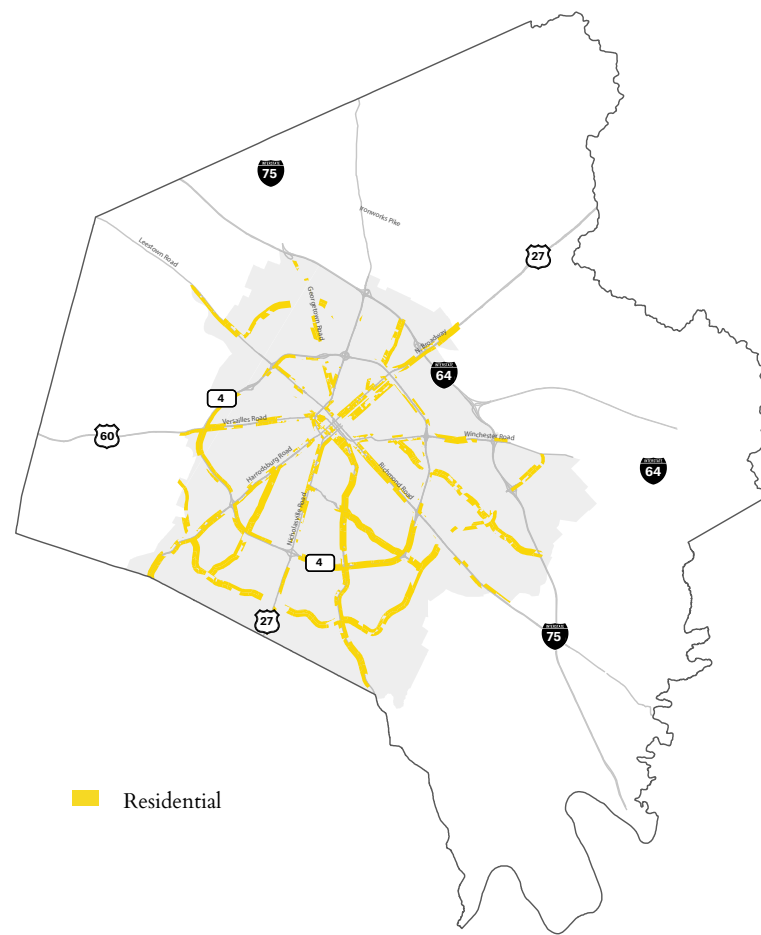
For the purposes of this study, the project team identified and mapped the land uses of all parcels in each corridor. This will allow future design guidelines or potential improvements to be targeted to the needs that the development patterns in each corridor require. For example, industrial-heavy corridors might need improvements targeted for freight vehicle traffic that predominantly residential corridors may not appreciate (for example, dedicated truck parking, freight vehicle signal prioritization, etc.). By mapping all land uses within each corridor, potential improvements and guidelines can be targeted to be most effective.

For each land use category (residential, commercial, industrial, agricultural, and mixed-use) a value was assigned out of five. With “5” being the highest score of those scores was then calculated to find each corridor’s overall land use score.



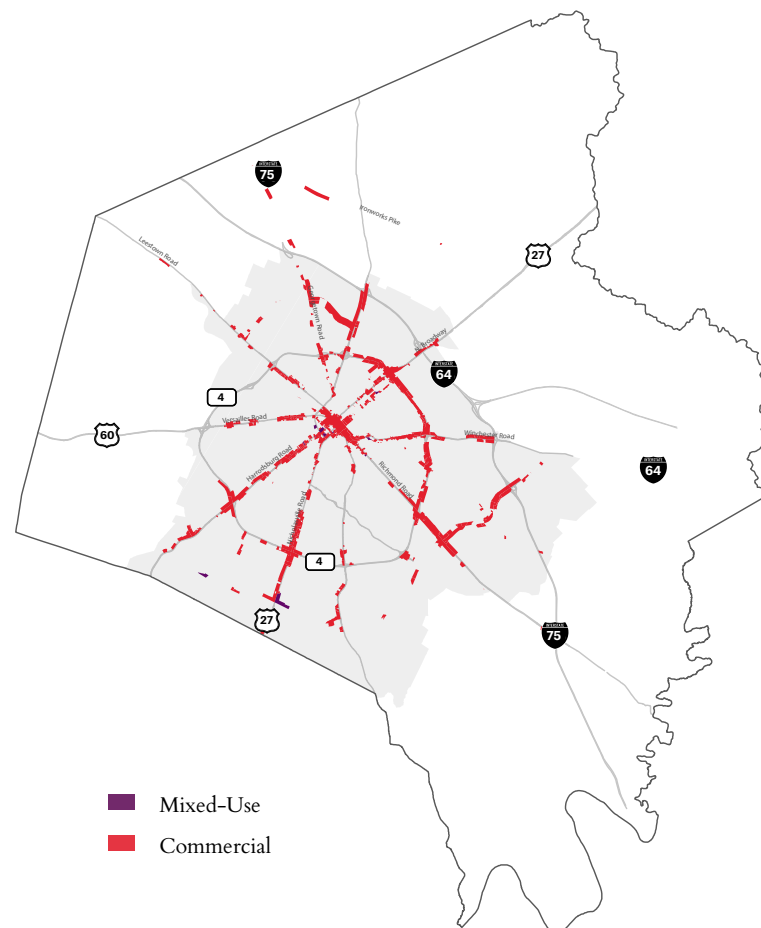
RESIDENTIAL

Residential land uses are those areas where housing is the most prominent characteristic of the built environment. Those corridors with larger amounts of residential property are also often home to calmer streets with slower traffic and smaller volumes (although there are exceptions to every trend). Potential improvements in residential areas differ from more intensive improvements that are necessary in areas with more intensive land uses. Residential land-uses were assigned a value of 3, and each corridor received a percentage of that value equal to the percentage of total land along the corridor classified as residential.



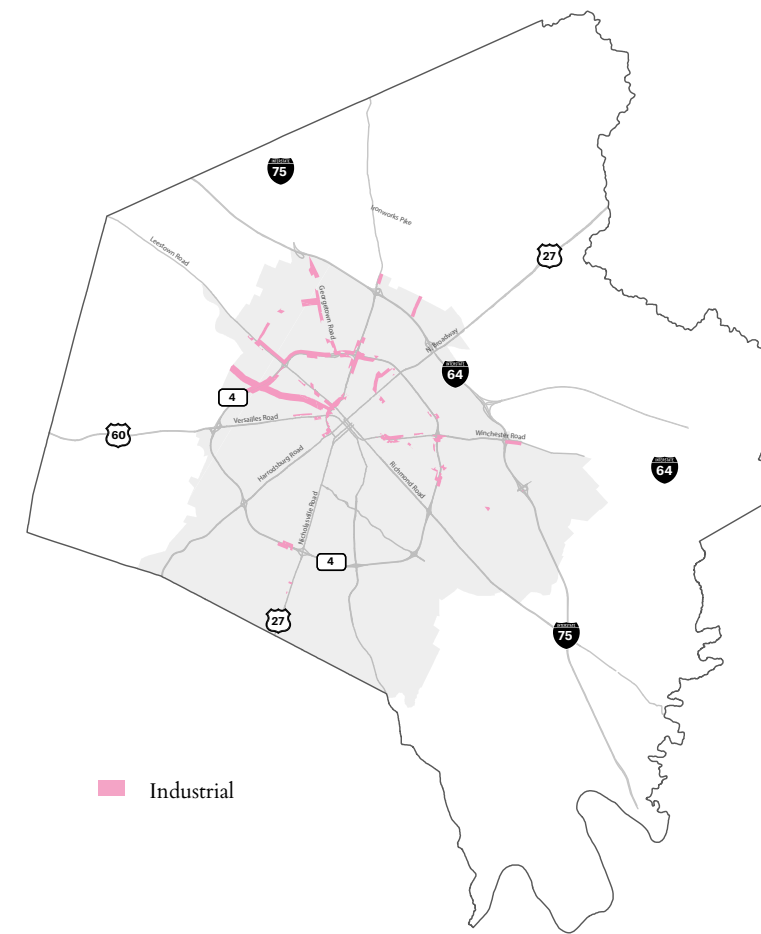
COMMERCIAL & MIXED-USE

Commercial and mixed-use properties are those properties where either commerce is the primary function of the built environment or where properties have multiple uses (often residential and commercial) at the same location. These two land use classifications are often the most traffic intensive, drawing shoppers and residents from more regional geographic areas. Those areas that are home to mixed-uses may also be areas that are prime for future pedestrian improvements—as mixed-use developments often entice greater numbers of pedestrians and cyclists. Commercial land-uses were assigned a value of 2, and each corridor received a percentage of that value equal to the percentage of total land along the corridor classified as commercial. Mixed-use properties, meanwhile, were assigned a value of 1, and each corridor received a percentage of that value equal to the percentage of total land along the corridor classified as mixed-use.



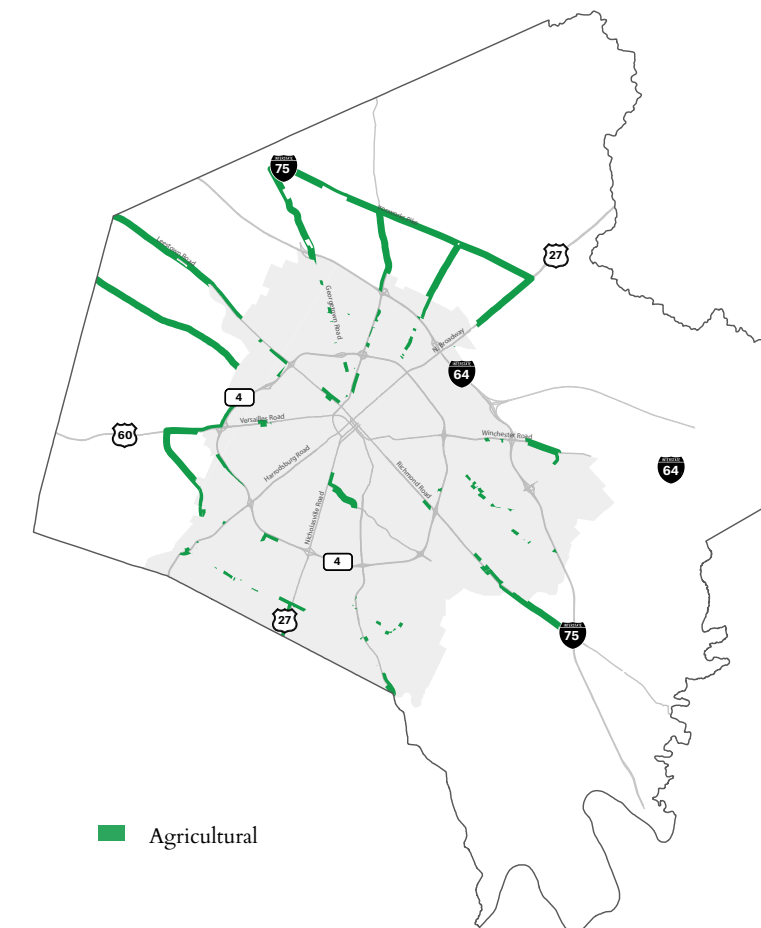
INDUSTRIAL

Industrial land uses are those that pertain primarily to the fabrication or production of goods or services (factories, package distribution centers, logistics hubs, quarries, cement plants, et al.). Properties that fall into this land use category often attract larger amounts of freight vehicle traffic. Any potential improvements to areas with large amounts of industrial uses should be willing to accommodate those increased truck traffic percentages. Industrial land-uses were assigned a value of 4, and each corridor received a percentage of that value equal to the percentage of total land along the corridor classified as industrial.



AGRICULTURAL

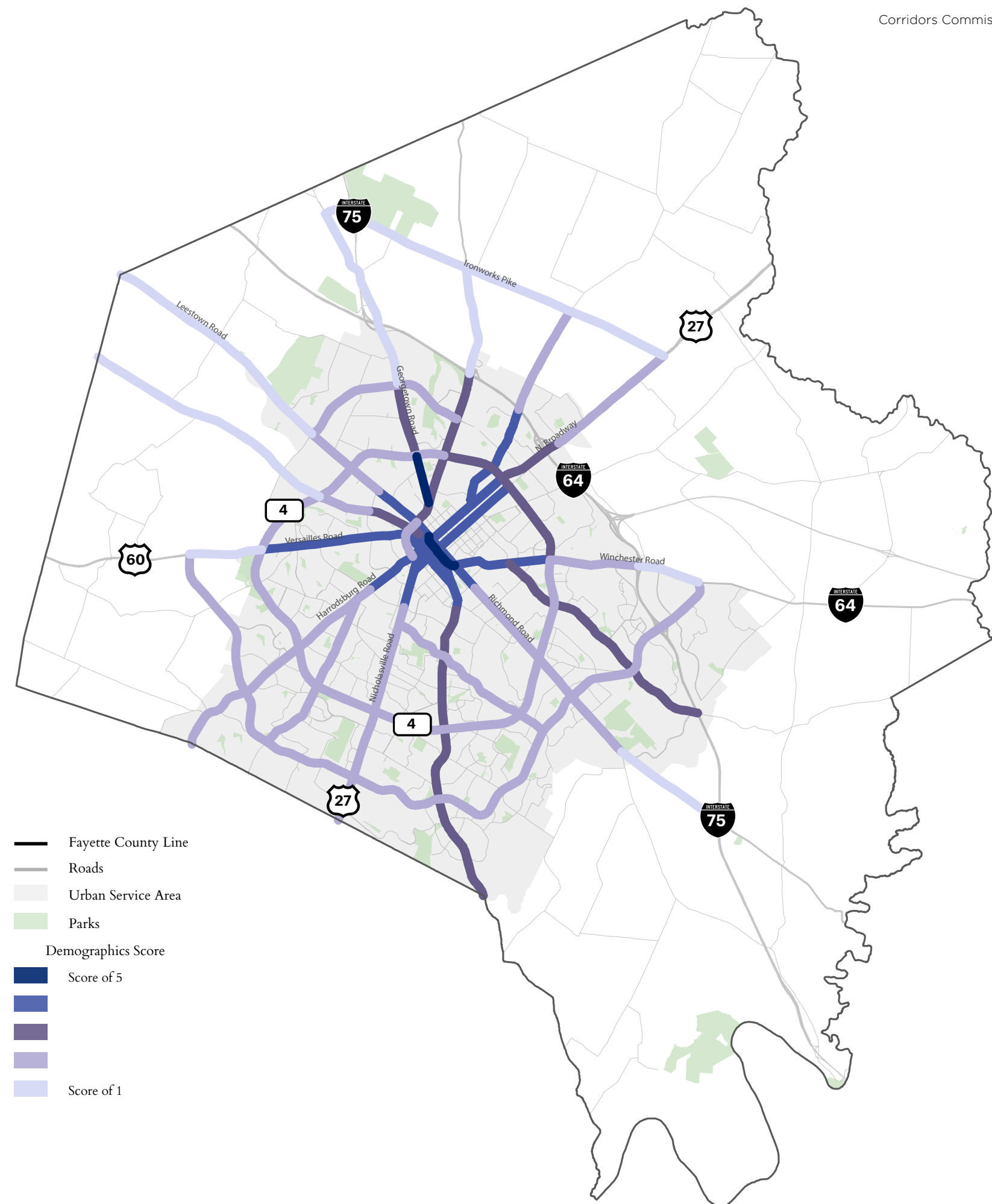
Agricultural land uses are those that pertain to either arable farming (corn, wheat, soybeans, tobacco, et al.) or pastureland (land dedicated to farming cattle, goats, chickens, et al.). Like industrial land uses, agricultural land uses also often attract larger vehicles with specialized uses (including freight vehicles, but also tractors and other farm equipment). Any potential improvements to areas with substantial amounts of agricultural land uses should attempt to accommodate those diverse vehicle types. Agricultural land-uses were assigned a value of 5, and each corridor received a percentage of that value equal to the percentage of total land along the corridor classified as agricultural.



DEMOGRAPHICS

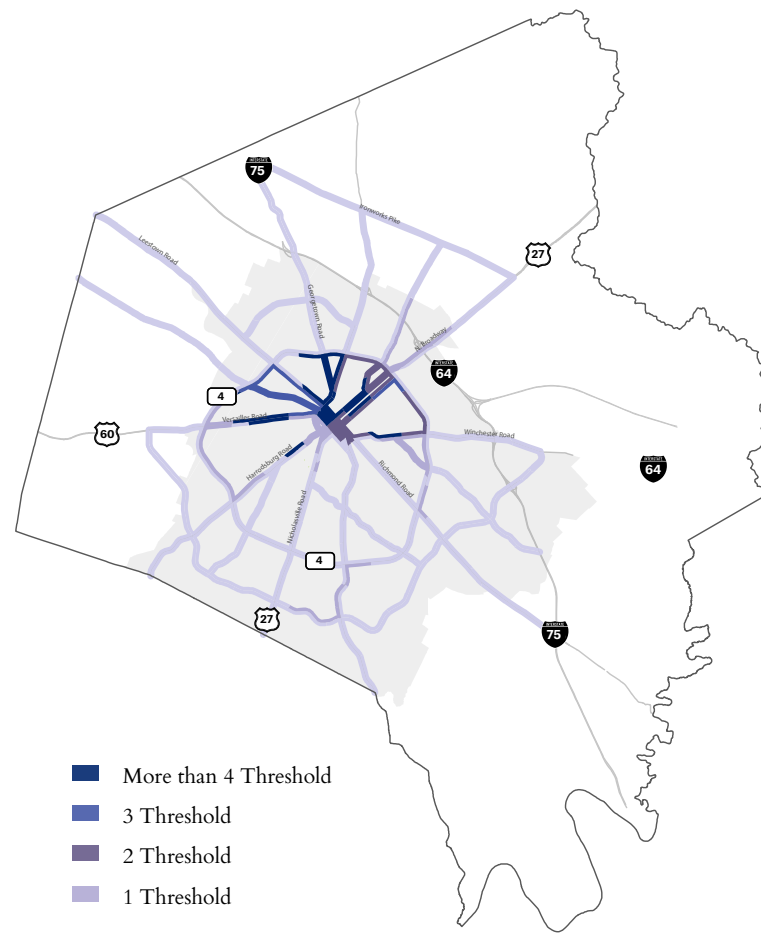
An area's demographics often significantly influence how a corridor may be navigated or utilized. For example, a roadway corridor with a significant elderly population may see fewer vehicle users and more walkers. Conversely, those corridors with significant populations of people under the age of 18 may see a larger number of bus/transit trips to and from school. Identifying and mapping each corridor's demographics is, therefore a crucial aspect of developing appropriate and relevant design guidelines, and improvements.

Fortunately, recent executive orders have created data tools that agglomerate demographic trends and data into easy-to-consume metrics. In this case, that tool is the Justice40 data created to help identify historically disadvantaged communities. Using the Justice40 data and population density data within each corridor, the project team has been able to “right-size” its design guidelines to make them as specific and appropriate as possible.



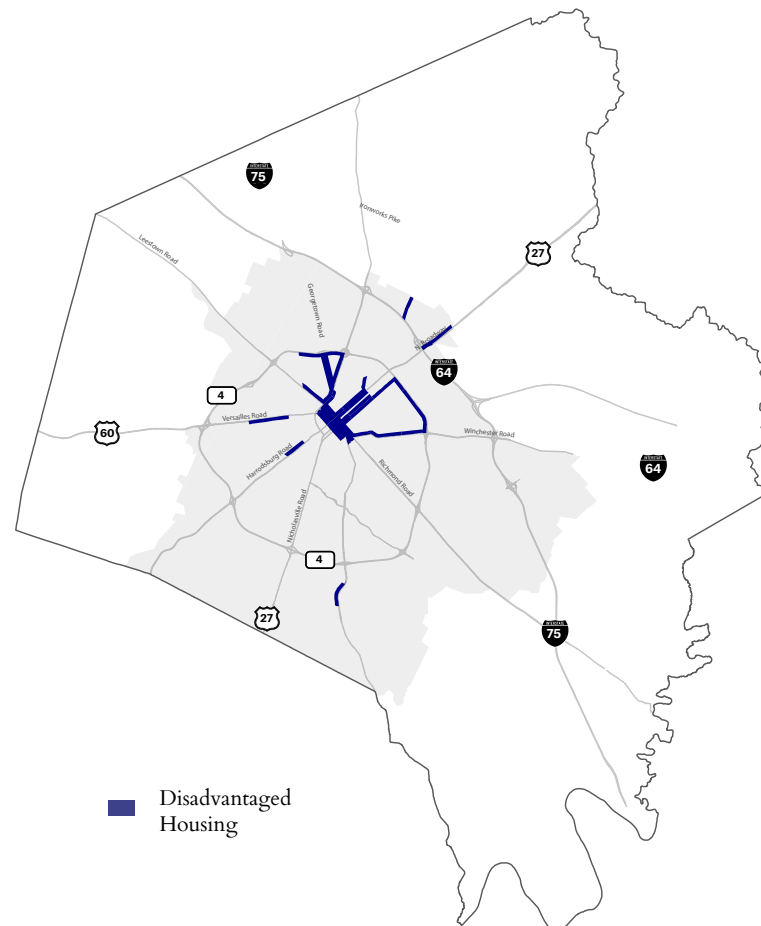
DISADVANTAGED / JUSTICE40

The U.S. government's Justice40 initiative seeks to ensure that at least 40% of investments from some government programs are used in historically disadvantaged areas. While there are more than 20 separate Justice40 metrics, they are separated into five categories: transportation insecurity; environmental burdens; social vulnerability; health vulnerability; and climate/disaster risk burden. The project team set out to map and identify all census tracts in each corridor that qualified as "disadvantaged" in one of those five larger categories to inform where future federal grant opportunities may be best utilized. Scores were given based on the number of disadvantaged thresholds crossed by block groups along each corridor, with the more disadvantaged thresholds crossed creating a lower score and those with fewer thresholds crossed receiving a higher score.



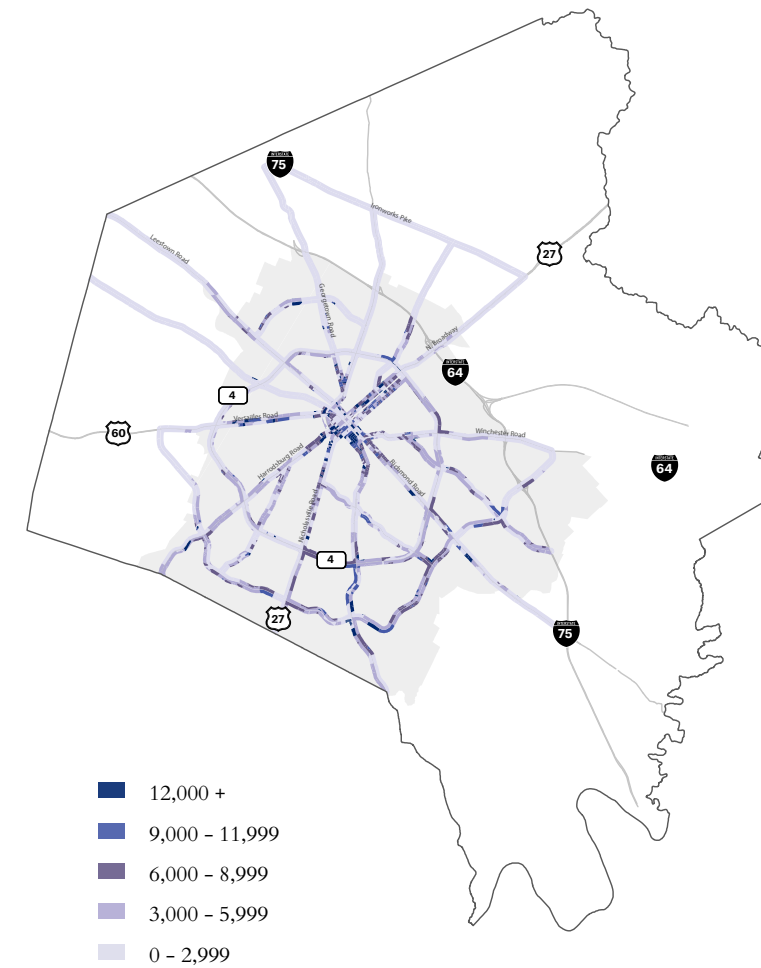
DISADVANTAGED HOUSING

Those areas identified by the government's Justice40 initiative as being "housing disadvantaged" are those census tracts where the population spends a sizable portion of their average annual income (30%+) on housing. Corridors with disadvantaged housing burdens are often home to residents who are more likely to utilize public transit, bicycle or walk. Locating those housing-disadvantaged corridors is another way for the project team to identify areas where more diverse transportation modes may be utilized. Those corridors where no census tracts qualified as "housing disadvantaged" were given a value of five, while those where census tracts did qualify were given a value of one.



POPULATION DENSITY

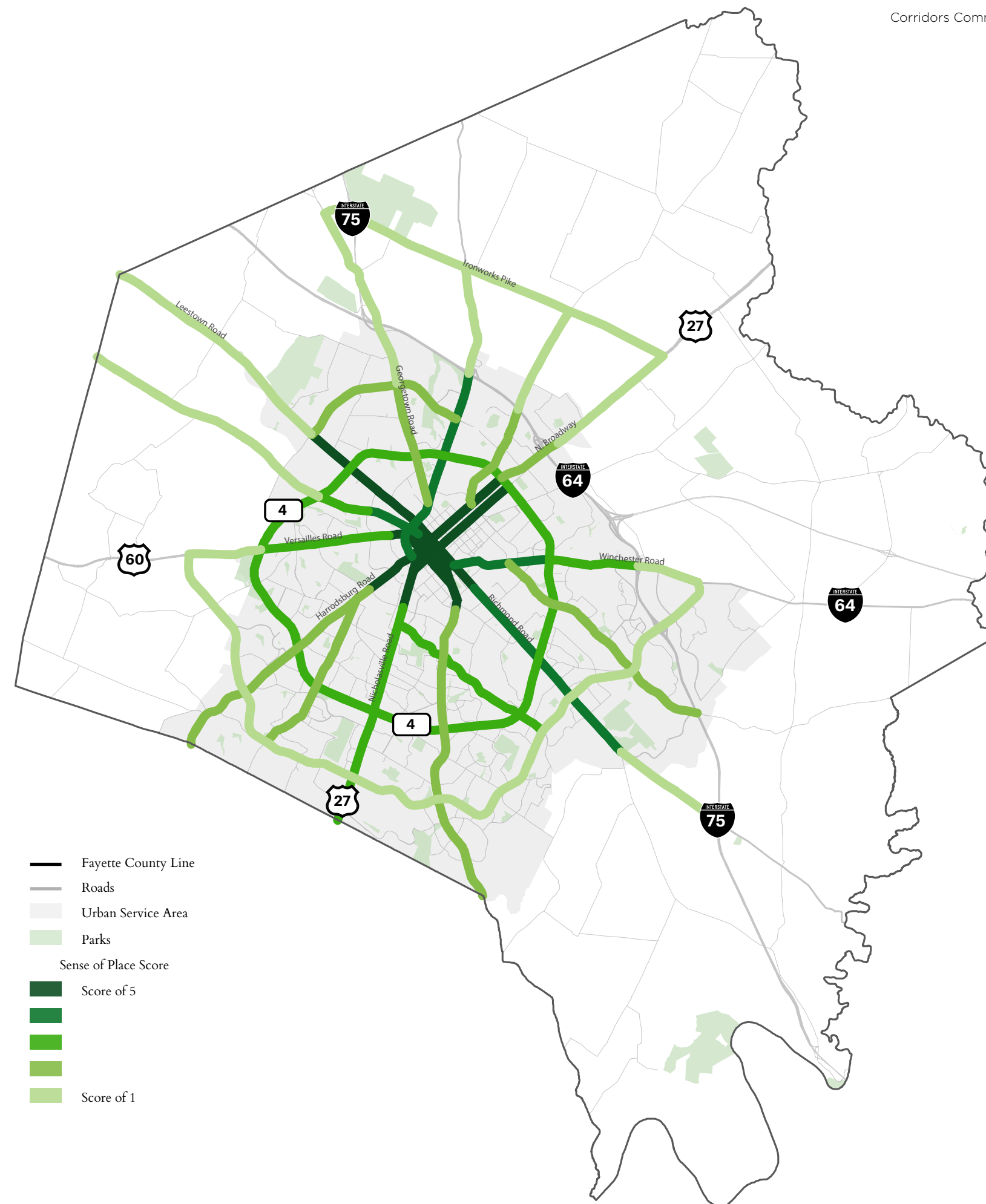
Perhaps no other demographic trait impacts the look and feel of a roadway corridor more than the density of that area's population. Corridors with dense urban populations often see more cyclists and pedestrians and larger numbers of transit users. Less dense corridors often see significantly less vehicle traffic, far fewer signalized intersections, and higher average vehicle speeds. Corridors with higher population densities received lower scores, while those with lower population densities received higher scores.



SENSE OF PLACE

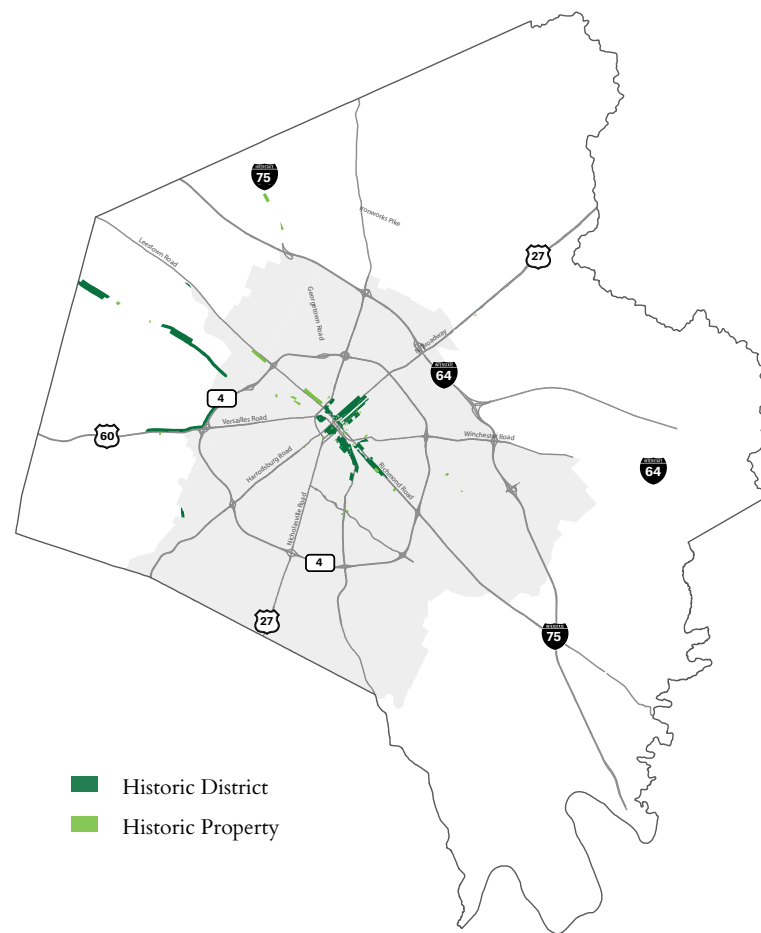
A corridor's "sense of place" refers to the hard-to-quantify characteristics of the built environment along each roadway that help define the "look" and "feel" of the corridor. Attempts to identify an area's sense of place are important, as developing potential design guidelines or improvements without doing so may lead to outcomes that—while influential and even beneficial—may seem out of place. For example, some corridors are home to significant historic landmarks; any future improvements that fail to adhere to existing design and development patterns near those landmarks may seem jarringly out-of-place at best or possibly run afoul of historic preservation ordinances at worst.

For the purposes of this planning effort, the presence of historic properties, existing tree canopies, impervious surfaces, and the scale of the built environment all help contribute to each corridor's sense of place. By mapping and analyzing each of those characteristics across all corridors, the project team can help target and "right-size" design guidelines for each corridor type.



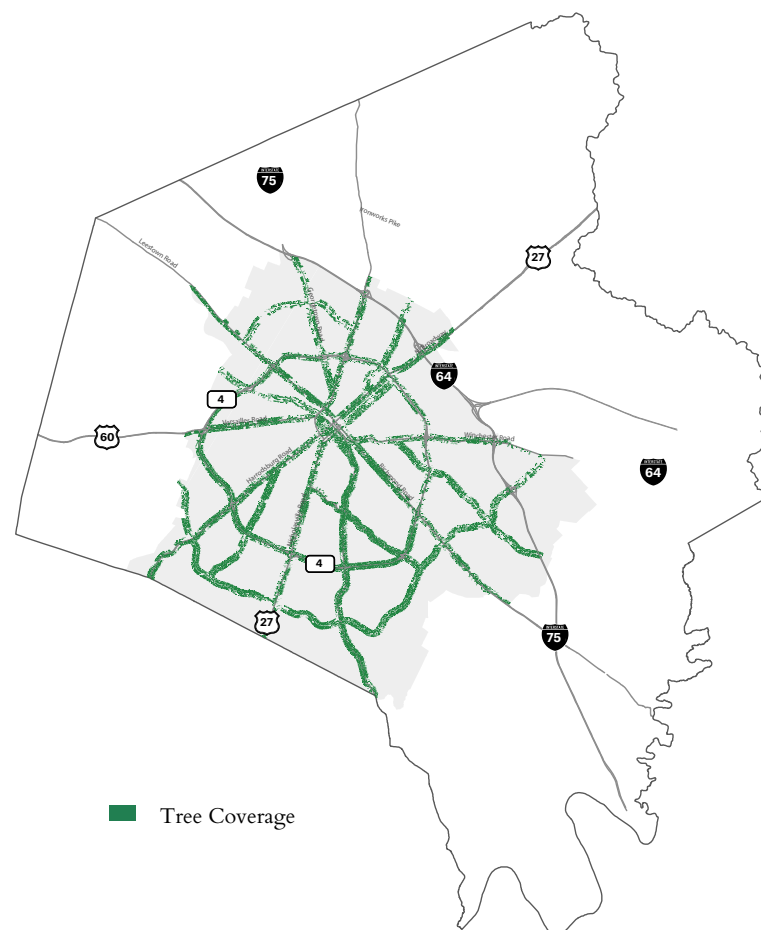
HISTORIC PROPERTIES AND DISTRICTS

The presence of protected historical resources within a corridor can influence what future improvements might be possible. Impacts to historic resources can often greatly increase project costs or oversight. Any potential improvements to corridors with significant historic resources would need to conform to existing development patterns (and often match historic design guidelines). Those corridors with fewer historic properties or districts received higher scores (out of 5), while those with more historic properties or districts received lower scores.



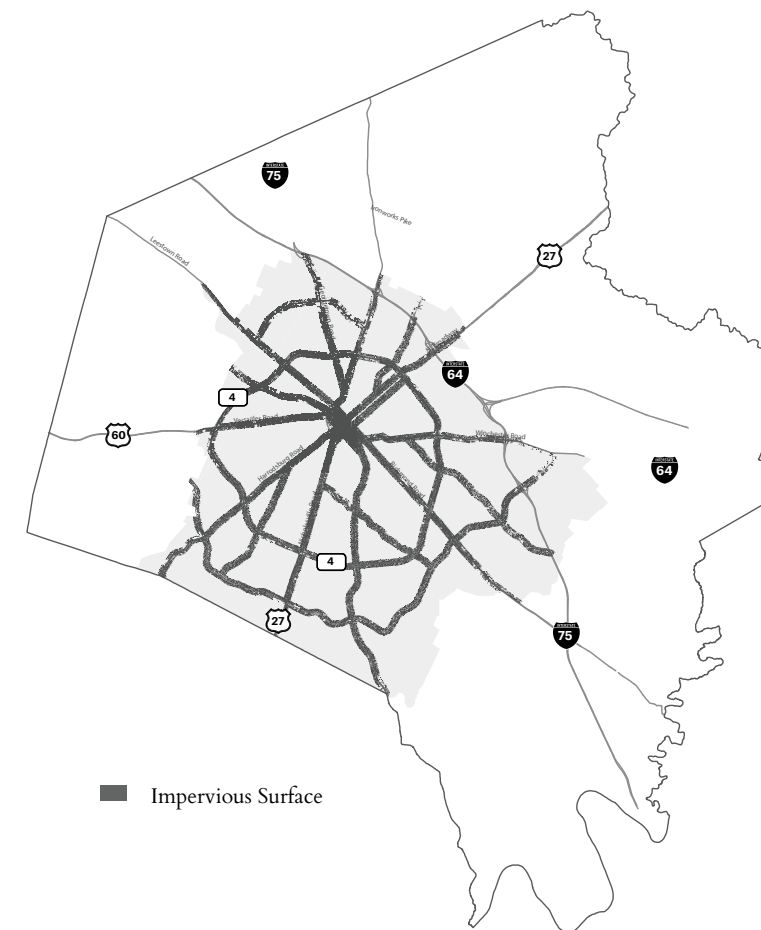
TREE COVERAGE

Tree coverage is an essential aspect of walkability in most American cities. During summer months, the propensity to walk or bike as a form of transportation often depends on the presence of shade trees. For this reason, the project team has mapped where the tree canopy is still intact within each corridor. This can help show where future pedestrian or bicycle investments may have the largest number of future users or where investments in tree plantings may help increase the existing number of pedestrian trips. Those corridors with less vegetative coverage (often more urban and less rural) received lower scores, while those with more vegetative coverage received higher scores (out of a possible 5).



IMPERVIOUS SURFACES

Conversely, make areas with large amounts of impervious surfaces (asphalt, concrete, et al.) often increase urban heat island effects, increasing surface temperatures and making walking or biking uncomfortable. Mapping those areas in every corridor where impervious surfaces are present helps identify those places where future landscape plans or tree plantings may have the greatest immediate impact on a corridor's quality of life. Corridors with more impervious surfaces were given lower scores, and those with less impervious surfaces were given higher scores (out of 5).



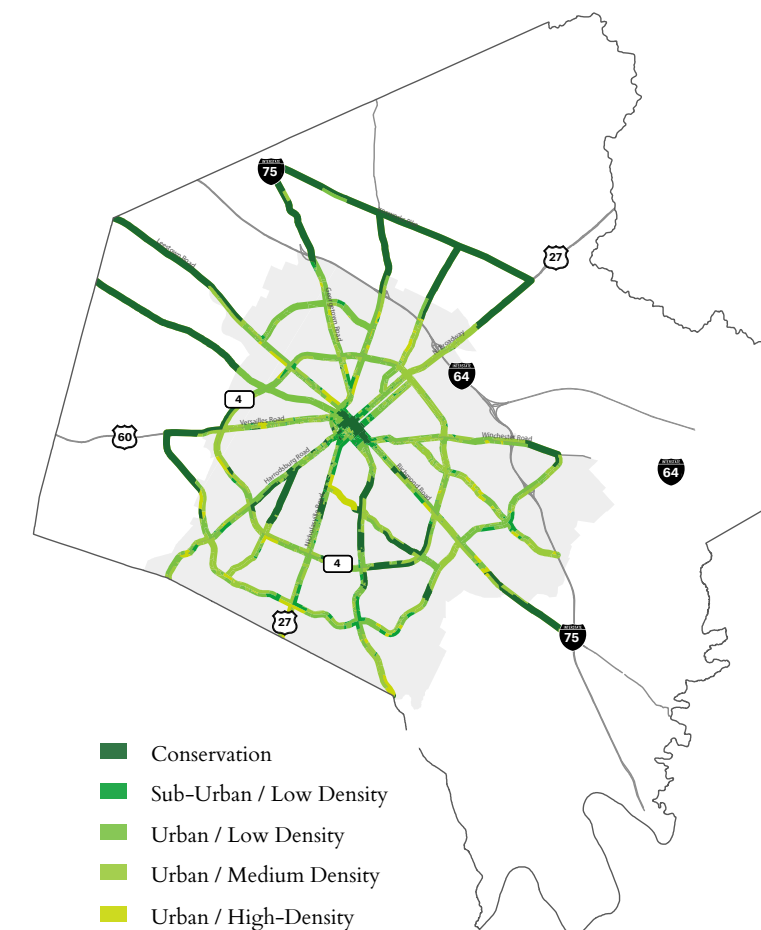
URBAN SCALE

In the most literal sense, urban scale refers to the size, density, and intensity of a place's built environment. Dense downtown areas have greater urban scale than sparsely developed agricultural areas. Mapping and defining each corridor's urban scale can help determine what types of potential future improvements are best suited to which area (more intense vertical investments in denser areas, with fewer such investments in more rural areas).

Potential zoning categories within LFUCG were divided into one of five "urban character areas" and assigned a value:

- "Urban Core Zone" = 1
- "Urban Center Zone" = 2
- "General Urban Zone" = 3
- "Sub-Urban Zone" = 4
- "Rural/Conservation" = 5

Corridors earn a percentage of each score/category based on the percentage of the corridors area devoted to that urban character area (which itself was determined by each parcel's individual zoning classification). These scores are then added all together for a total corridor score.

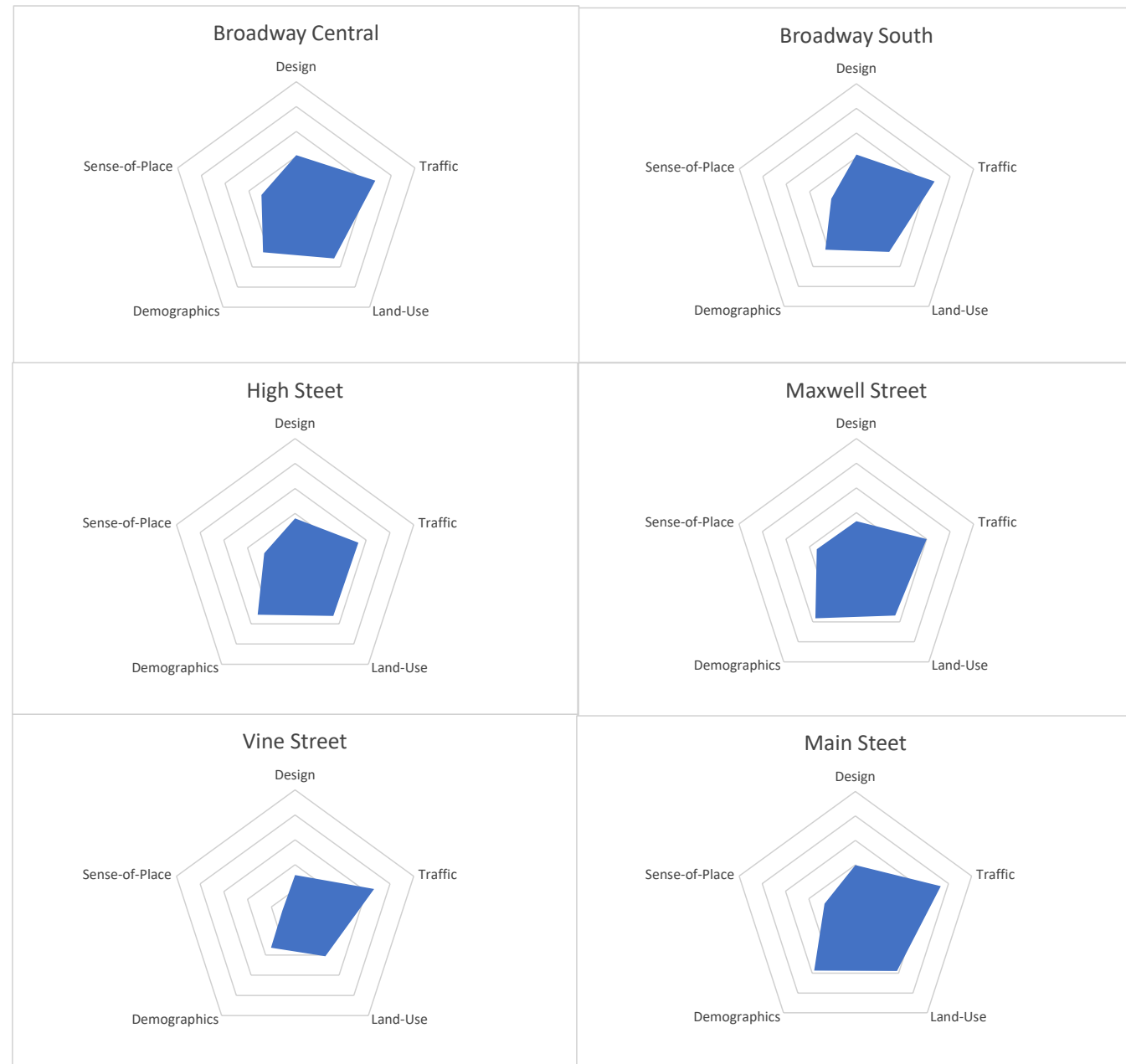


MAP SOURCES

Map Name	Data Information			Provided by
Speed Limit Map	2045 MTP TDM Exports			LFUCG Open Data
Number of Lanes	2045 MTP TDM Exports			LFUCG Open Data
Signals	Traffic_Signal			LFUCG Open Data
Medians	2045 MTP TDM Exports			LFUCG Open Data
Functional Classification	2045 MTP TDM Exports			LFUCG Open Data
Bicycle/Pedestrian Infrastructure	Bicyle_Network	KY_Bicycle_Routes	KY_MultiUsePaths	LFUCG Open Data
Transit Routes/Stops	Lextran_Routes	Lextran_Stops		LFUCG Lextran
Traffic Volumes	2045 MTP TDM Exports			LFUCG Open Data
Volume/Capacity Ratio	2045 MTP TDM Exports			LFUCG Open Data
Truck Volumes	KYTC_Highway_Freight_Network	2045 MTP TDM Exports		LFUCG Open Data
Percent Residential (Extant)	Zoning	Conditional_Zoning_Boundary		LFUCG Open Data
Percent Commercial (Extant)	Zoning	Conditional_Zoning_Boundary		LFUCG Open Data
Percent Industrial (Extant)	Zoning	Conditional_Zoning_Boundary		LFUCG Open Data
Percent Agricultural (Extant)	Zoning	Conditional_Zoning_Boundary		LFUCG Open Data
Percent Mixed-Use (Extant)	Zoning	Conditional_Zoning_Boundary		Client
Total J40 Disadvantaged Thresholds Exceeded (#)	Justice40 Tracts (Version 1.0)			ESRI Demographics
Disadvantaged (Housing)	Justice40 Tracts (Version 1.0)			ESRI Demographics
Population Density (per square mile)	ACS 2021 5-Year Dataset			American Community Survey
Urban Tree Canopy/Vegetation Coverage (%)	Impervious	Tree Canopy Prioritization Zone		LFUCG Urban Tree Canopy
Historic Properties/Districts	H1 Overlay	National_Register_Property	National_Register_District	LFUCG Open Data
Urban Scale (Qualitative)	Zoning	Conditional_Zoning_Boundary		LFUCG Open
Impervious Surfaces (%)	Impervious	Tree Canopy Prioritization Zone		LFUCG Open Data



CITY STREETS RADAR GRAPHS



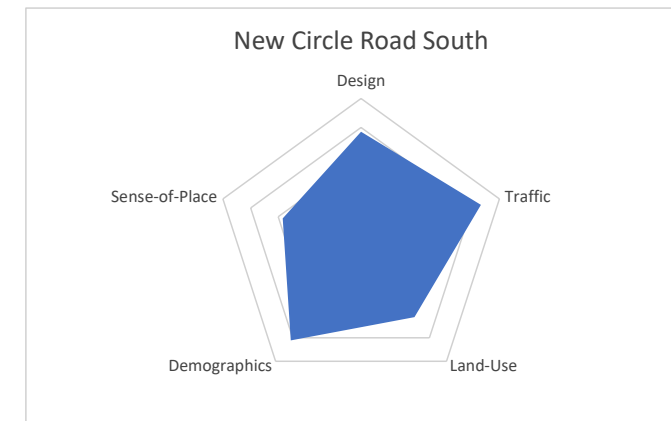
FIRST RING RADAR GRAPHS



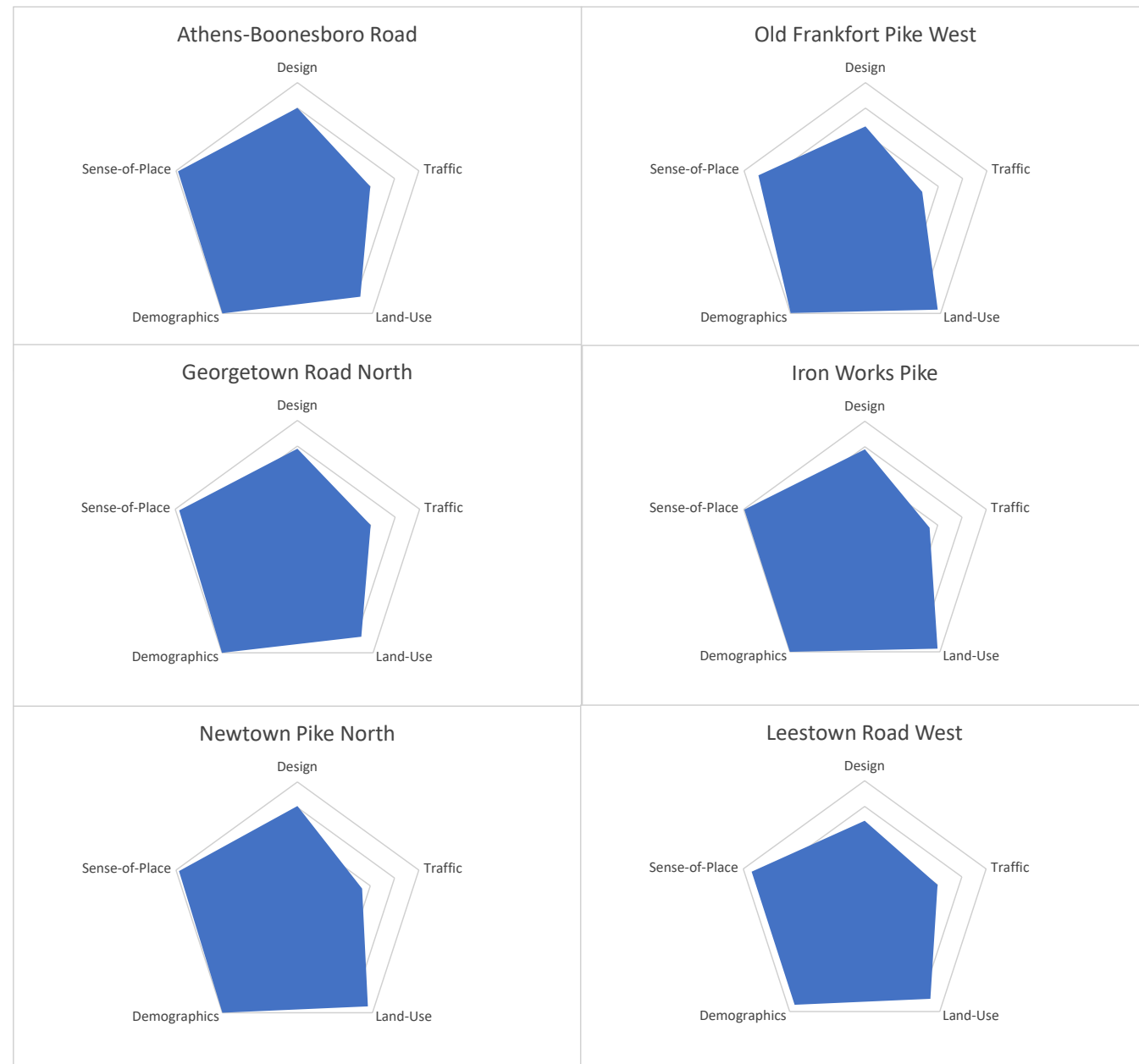
SUBURBAN URBAN CONNECTOR RADAR GRAPHS



SUBURBAN ARTERIAL RADAR GRAPHS



SUBURBAN RURAL CONNECTOR RADAR GRAPHS

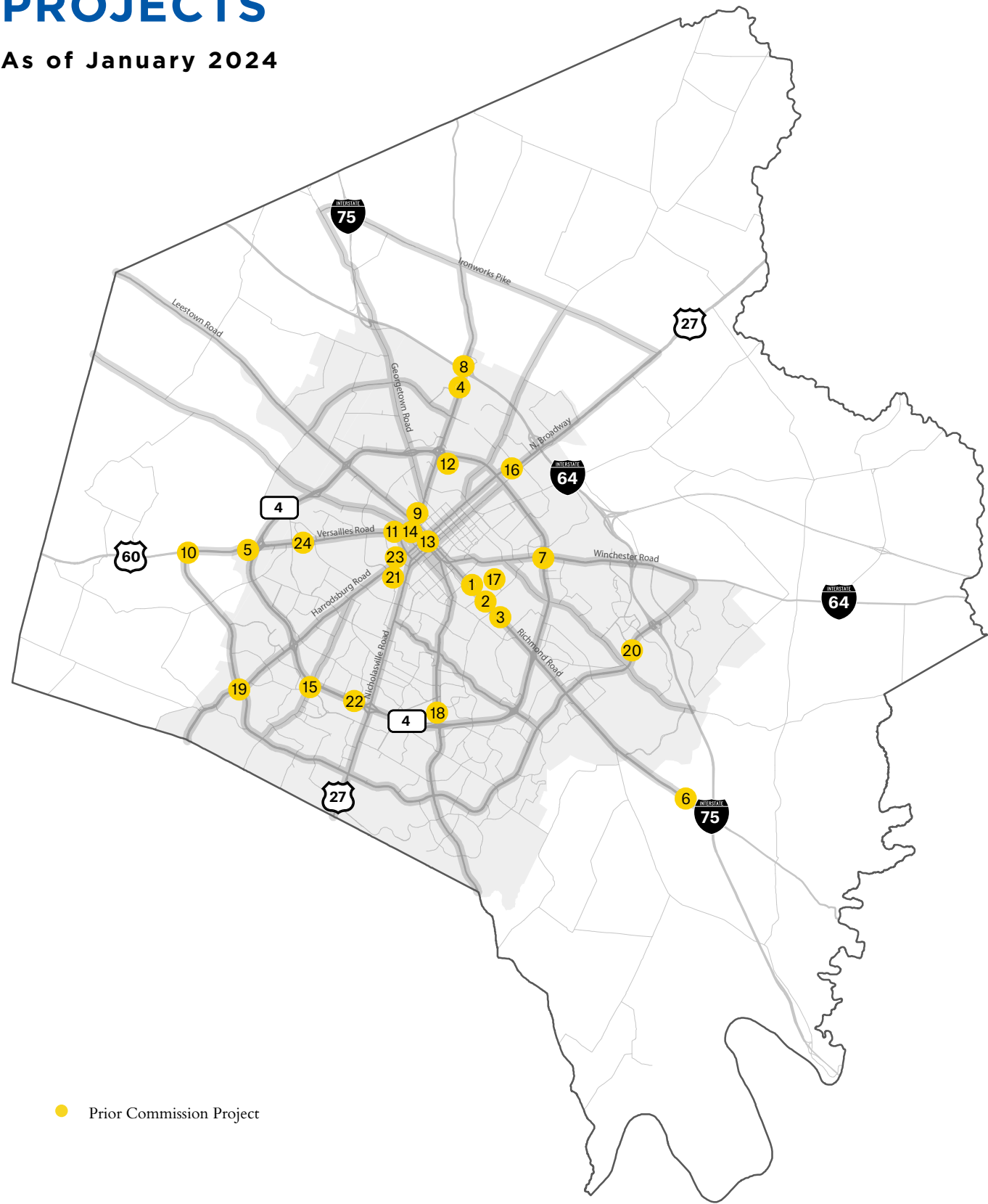


CORRIDOR ANOMOLIES RADAR GRAPHS



PRIOR COMMISSION PROJECTS

As of January 2024

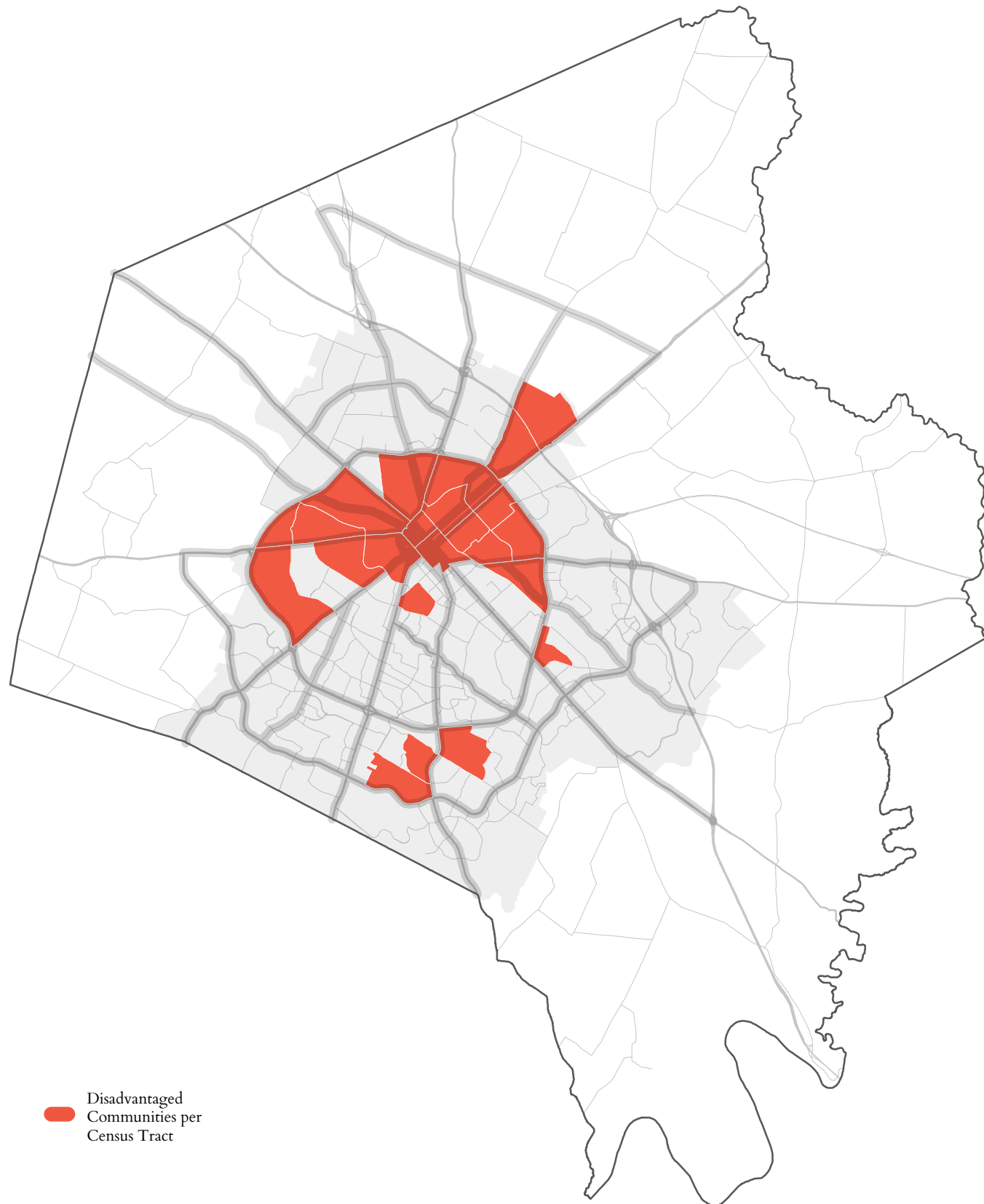


Key	Project Name	Location
1	Richmond Road Area Two (Phase I)	Richmond Road median at Shriners
2	Richmond Road Area Three (Phase I)	Richmond Road ROW North side at Mentelle Park & Desha
3	Richmond Road Corridor Phase 2	Richmond Road ROW North side from St. Margaret Drive to St Ann Drive
4	Welcome Sign - Newtown Pike	Newtown Pike at Coldstream Research Campus
5	Welcome Sign - Versailles Road	Versailles Road at New Circle Road ramp
6	Welcome Sign - Athens Boonesboro Road	Athens Boonesboro Road - Approximately: 5159 Athens Booneboro Rd
7	New Circle Road Interchange	New Circle Road Interchange at Winchester Road
8	Newtown Pike at I75	Newtown Pike median north and south of I-75
9	Newtown Pike at Main Street	Newtown Pike median north from West Short to 3rd Street and ROW at Main Street Intersection
10	Man O War at Versailles	Man O War median and ROW from Airport to Versailles Road
11	Oliver Lewis Way at Maxwell Street Beautification	ROW at Northeast corner of Oliver Lewis Way and Maxwell Street
12	GlobalLex Horticulture Beds/Beautification	Versailles Road ROW south adjacent to Global Lex
13	Downtown Lexington Partnership (DLP) -Artistic Traffic Boxes	Short St. between Broadway and Limestone - 4 traffic boxes
14	Henry Clay Art Installation Partnership - John Henry Sculpture	Originally located at Henry Clay Estate, now relocated to Central Bank Center
15	Clays Mill at Wellington Way Median Beautification	Clays Mill medians north and south of intersection with Wellington Way
16	Broadway Median Greening	Broadway median greening between Dover Road and Parkway Baptist Church entrance
17	Liberty Road Median Beautification	Liberty Road median at intersection with Henry Clay Blvd.
18	Tates Creek Tree Grass Median Tree Planting (5 medians)	Tates Creek medians from north the Gainesway intersection to north of the Armstrong Mill/Redding intersection
19	Tree Planting - Man O War / Harrodsburg	Man O War near Palomar and Harrodsburg Road - project referenced "Harrodsburg Ash"; near Rabbit Run area
20	Tree Planting - Man O War / Hamburg	Man O War medians and ROW near Hamburg (Pink Pigeon to I75 Ramp)
21	Tree Planting - Virginia Avenue	Virigina Avenue ROW near viaduct
22	Man O War RR Bridge Clean Up	Bridge over railroad near Nichols Park Drive
23	S. Broadway RR Viaduct Pigeon Remediation	South Broadway below railroad, between Hayman Avenue and Angliana Avenue
24	Versailles Road Fence Repair	Versailles Road and Village Drive

DISADVANTAGED COMMUNITIES

Equitable transportation infrastructure is also a priority of the federal government especially with the new Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. This program provides funding for major infrastructure improvement projects with a focus on what the federal government has identified as "Areas of Persistent Poverty" and/or "Historically Disadvantaged Communities". Communities with this designation have faced disinvestment and inequity challenges for decades.

The map to the left showcases the Disadvantaged Communities per census tract as of 2024.



MAINTENANCE AND INSTALLATION

Always refer to the LFUCG Planting Manual when selecting, installing and maintaining landscaping.

PRAIRIES & MEADOWS INSTALLATION

Creating a prairie or meadow supports biodiversity, enhances the beauty of local landscapes, sequesters carbon, reduce runoff, reduce erosion and create habitat. Successful prairies follow these guidelines for installation:

1. Site Selection and Planning:

- Choose a suitable location: Select a sunny area with well-drained soil. Prairies typically thrive in areas with at least 6-8 hours of direct sunlight per day. Full sun is crucial. Planting in an area without sufficient sunlight will favor woody species thriving instead of wildflowers and grasses, resulting in increased maintenance.
- Assess the soil: Conduct a soil test to determine its pH and nutrient levels and assess the soil type. (Or have a prairie company specify the seed mix).
- Grade and topography are big factors when planning a prairie. A sloped site favors spring seeding as opposed to fall to avoid washout of ungerminated seed. Aggressive species may work best for sloped sites and lower maintenance sites. North slopes receive less sun and therefore are not favorable for planting prairie plants. Low-lying areas that stay moist require plants that can thrive in wet soils.

2. Plant Selection:

- Choose a variety of native prairie plants that are adapted to Lexington, Kentucky and the soils present on site.
- Mixes should include grasses and forbs (perennials/ wildflowers) to create a diverse prairie ecosystem and also include a seasonal annual cover and pioneer species (those will germinate and grow in the first season).
 - Forbs: Herbaceous (not woody), broadleaf flowering plants that are not grass-like. It is recommended that 40% of the prairie be made up of forbs.
 - Ground covers: Ranging from 4” to 3’, ground covers spread easily and form colonies to hold soil in place. 30% is a general recommendation.
 - Prairie Grasses & Sedges: Grasses and sedges are the dominant prairie plant often making up 30% of the prairie.

- Seasonal annual cover: Recommended rates may change per site.

3. Site Preparation/Removing Existing Vegetation:

- Evaluating the existing site conditions and the conditions around the proposed prairie will typically tell you what plants will or will not work and what weeds are thriving in the area that need controlling. Always control weeds before planting to avoid future problems. (See common invasive weed plant material information at end of document).
- Remove of all existing plants to reduce plant competition and ensure seedlings thrive; weeds and turf need to be treated with a non selective herbicide containing glyphosate to kill existing vegetation. This step takes several seasons – a minimum of 3 applications in 3 seasons is recommended prior to seeding.
- Never till a prairie/meadow site, as that encourages more weeds.

4. Planting Period and Method:

- Seeds to be drill sown.
- Follow recommended planting depths and spacing for your chosen plants.
- Water thoroughly after planting to help seeds or plugs settle into the soil.
- Sow after spring thaw through June and mid-October. Fall planted seeds may not germinate until next spring although some cool season grasses may emerge.
- Some seeds take several years to germinate.

PRAIRIES & MEADOWS MAINTENANCE

Establishment and Maintenance:

- Watering: Initially, it may be necessary to provide supplemental watering to help the prairie plants establish themselves, especially during dry periods.
- NEVER fertilize the prairie. Prairie plants do not require fertilizer. Weeds will thrive with it though! Herbicide application is only needed in the first few years to target specific common weeds and should be done by a certified professional.
- Weed control: Continue to monitor and control weeds, as they can compete with native plants for resources.
- Mowing or burning: Some prairies benefit from occasional mowing or controlled burns to control invasive species and promote healthy growth. During The first few years your prairie or meadow is exerting the majority of its energy into establishing a root system. It may look sparse, but don’t worry, the best is yet to come!

Year 1:

Mow high 6-8” 1x/month for the first year to keep from harming prairie seedlings. Do not pull weeds in the first year as pulling can disturb tender prairie seedlings. If you see weeds, cut the seeds heads off by mowing high or by hand, and dispose of them. Mowing may be needed if invasive species are present to cut before they go to seed.

Year 2:

Mow 1-2 times, setting mower at 8” or higher. Weeds will be more controlled by this time, but as they present themselves it is ok to pull.

Year 3:

At this point prescribed burning is recommended to stimulate growth. Mowing is still acceptable if burning is not an option. Again at a high mower setting of 8” or more in early spring. NEVER let the weeds get higher than 6-8”and do not let them go to seed. Gently rake clippings out of the prairie. Mow once yearly to promote healthy growth and keep weeds at bay. Manage dominate species. Add new seedlings if you wish to promote diversity. Continue monitoring for weeds.

Long-Term Care:

- Once your prairie is established (generally around year3, sometimes sooner if aggressive species are used), it will require less maintenance. Monitor it periodically for invasive species and manage them as needed. It is important to learn what plants included in the prairie look like so you can determine weeds from native prairie plants. When not in bloom it can be difficult to know the difference. Generally, once established little maintenance is needed for a vibrant, thriving prairie.
- Enjoy the prairie! Remember that establishing a prairie is a long-term project, and it may take several years to reach its full potential. Be prepared for ongoing maintenance and enjoy the beauty and ecological benefits it provides as it matures. Remember all plants are different and there may be some species in your prairie or meadow that takes longer than others to establish or bloom. Additionally, local climate, soil conditions, and native plant species may vary, so it’s essential to adapt these general steps to your specific region and site conditions. Consulting with local experts or conservation organizations can provide valuable guidance for a successful prairie installation and care.

FINE FESCUE INSTALLATION

Traditions Fine Fescue Mix is a type of grass seed blend designed for turf areas. It typically contains a combination of fine fescue grass species, such as creeping red fescue, chewings fescue, and hard fescue. Here’s how to install a Traditions Fine

Fescue Mix:

1. Prepare the Site:

- Kill existing vegetation from the area via non-selective herbicide where you plan to plant the fine fescue mix.
- Conduct a soil test to determine the pH and nutrient levels of your soil. Fine fescue grasses generally prefers lightly acidic to neutral soils. If your soil pH is too high or too low, you may need to amend it accordingly.

2. Seed Selection:

- Purchase high-quality Traditions Fine Fescue Mix seed from a reputable supplier or garden center.

3. Seeding:

- Timing: The best time to plant fine fescue grass seeds is in the early fall or late spring/early summer when temperatures are cooler, and there’s more natural moisture available.
- Evenly spread the fescue seed over the prepared soil with a broadcast spreader for larger areas or hand-sow for smaller areas.
- Follow the recommended seeding rate provided on the seed packaging. Typically, fine fescue grasses are seeded at around 4-6 pounds of seed per 1,000 square feet of lawn.

4. Soil Contact:

- Lightly rake the soil to ensure good seed-to-soil contact. The goal is to cover the seeds with a thin layer of soil, which helps with germination. Alternatively, the area can be hydro-mulched.

5. Watering:

- Water the seeded area thoroughly immediately after planting. Keep the soil consistently moist, but not waterlogged, during the germination period, which can take 1 to 3 weeks. Keep the soil moist.

FINE FESCUE MAINTENANCE

Maintenance:

- Once the fine fescue grasses begin to germinate and establish, reduce the frequency of watering but ensure that the soil doesn’t dry out completely.
- Begin mowing when the grass reaches a height of around 8 inches. Set your mower blade to a height of 6inches to encourage healthy growth.
- Fertilize if needed.
- Mow 1-2x/year and allow fescue to grow long.

Monitoring and Care: Continue to monitor your fine



fescue lawn for pests, weeds, and diseases. Apply appropriate treatments if issues arise.

LANDSCAPE INSTALLATION

- Only nursery-grown plant material of high quality and form following the specifications of the design should be used.
- All fastening cords, ropes, etc. from the trunks of trees should be removed directly after planting. Plant material tags and ribbons should be removed directly after planting. After placing tree in the hole, wire-on-wire basket should be removed and burlap folded down. The attached string, rope & burlap should be cut/removed from top 1/3 of rootball. Note: If burlap is synthetic or rot proof it must be carefully removed.
- Planting beds for perennials or bulbs should have compost and/or soil conditioner roto-tilled into top 6”of soil; beds should then be fine hand-graded. All trees and shrub planting areas that are not tilled should have soil conditioner mixed in.
- Select perennials should have sand mixed in with soil for improved drainage.
- A crisp well-defined edge should be created with a bed edger machine; edges against paved areas should be hand spade.
- A granular pre-emergent should be applied to all planting beds in order to inhibit weed growth if no seeds are used in the bed for green mulch.
- Planting beds should have shredded, natural, dye-free, mulch installed; trees should be individually mulched.
- Newly installed planted material should have a granular fertilizer (perennials and annuals) and fertilizer tablets(trees, shrubs and grasses) applied at time of installation.
- PHC Tree Saver, a MYCORRHIZAL FUNGI INOCULANT should be added to all woody trees, shrubs, grasses and perennials.
- Any existing or proposed lawn areas disturbed by the landscape installation should be re-sodded or seeded. All seeded areas with a slope more than 4:1 should be covered in erosion control blankets.

LANDSCAPE MAINTENANCE

Fertilization

Annuals and perennials: Starting early spring, fertilize every two weeks with an organic water soluble fertilizer or use compost to naturally fertilize; do not fertilize in mid to late fall . Trees and shrubs: If a 2-year slow-release fertilizer tab is used, no further fertilizer is needed. Azaleas and Rhododendrons: Fertilize after blooming with as low release fertilizer formulated specifically for these plants (such as 20-7-7). Also use a soil acidifier. Iron chelate(copper as) or aluminum sulphate.

Pruning

Trees and shrubs: Prune as needed in correct time frame for the specific plan. Dead, damaged, or diseased branches should always be removed promptly. Call a certified arborist for large jobs. We recommend not pruning evergreen trees. Deciduous shrubs: Prune in late fall or early spring. Flowering shrubs that bloom on the previous season’s growth should be pruned after flowers are gone. Shrubs that bloom on new growth should be pruned in early spring before the new growth begins. Azaleas and Rhododendrons: Prune after spring blooming has ended. Deciduous trees: Prune, only if necessary, during November to March while they are dormant, with the exception of maples which require pruning during the summer. Ornamental grasses: Cut grasses back to 3-6” in very early spring, usually around March 15th. Annuals and perennials: Remove spent blooms and trim as needed. Cut plants back after a hard frost or leave throughout winter, then cut back in early spring. Spring bulbs: Cut foliage back after the leaves or the plant have completely turned yellow.

Weed Control

- Use weed mat for natural weed control; weeds or grass may penetrate the cloth at times.
- Use a 2-2 1/2” layer of mulch to help prevent weeds.
- Corn gluten or granular weed preventer should be applied over the entire mulched bed every 60-90 days.
- Pull them!

Edging

- Weed eat along the edge of the bed for routine clean up.
- Edge the bed once a year by hand with a shovel or with a bed edger.

Pest and Disease

If you suspect an insect or disease problem, bring a sample in a sealed storage bag to your local extension office for diagnosis and treatment.

Mulching

Fluff your mulch once in spring and once in fall; add mulch as necessary. The level should be 2-2-1/2”. Never pile mulch at the base of the plant or tree trunk; keep the base clear.

Hand Watering Guidelines

- Transplants and container grown shrubs (count to 40) and perennials (count to 20): Water DAILY for first 2 weeks after installation. Three times weekly for the next 3 weeks. Twice weekly for the rest of the year.
- Balled and burlapped trees and shrubs: 2 times weekly for the first 3 weeks after installation. Once weekly for the rest of the year. On trees, you can just leave the hose on a slow drip and put it on the tree for about an hour each time you are supposed to water.
- Container/potted plantings: Water daily or as needed, make sure all containers have holes in bottom for proper drainage.

Drip Irrigation Watering

Water once weekly, once landscape is established, adjusting for weather conditions.

- Use a rain gauge or moisture meter to measure weekly rainfall and apply only the amount of supplemental water needed.
- It is very important to have the irrigation system zoned correctly so that the plant beds are not getting as much water as the lawn.

Over watering is the most common problem with irrigated landscapes! Remember, rain and snow counts as irrigation.

Drip irrigation conserves water, reduces weed growth, reduces plant stress and plant disease and saves time and money!

5 Watering Rules:

1. The best time to water is in early morning, and if necessary, in the evening. Do NOT water in the heat of the day.
2. These are very general guidelines, and need to be adjusted according to rainfall, weather conditions, and soil type.
3. Watering should be slow and deep, especially on trees and shrubs. If you have a drip or irrigation system, or even hand watering, please make sure every plant is getting water at its root, but be sure not to over water. (A good sign you are over watering is if nuts edge - a grassy looking weed - pops up everywhere.)
4. Dig through the mulch and feel the soil with your hands or buy a moisture meter!
5. Newly installed plants and trees need to be watered through late fall and winter.

Watering is not a schedule, it is about paying attention to environmental processes.



CORRIDORS NEIGHBORHOOD ENHANCEMENT MATCH GRANT PROGRAM

OBJECTIVES

- 1. To partner with neighborhood and other community-based groups to enhance Fayette County’s corridors.
- 2. To increase awareness of corridor enhancements.
- 3. To allow the Corridors Commission to advance its mission and purpose in a more timely and productive manner.

MATCH GRANT PROGRAM SUMMARY

The Corridors Neighborhood Enhancement Match Grant Program is a 2:1 matching grant.

For every \$1.00 of the Corridors Neighborhood Enhancement Match Grant requested, the applicant must provide an additional \$0.50 match.

ELIGIBLE CORRIDORS

- 1. Alumni Drive (Nicholasville Road to Man O War BLVD)
- 2. Athens Boonesboro Road (Man O War BLVD to I-75)
- 3. Broadway
- 4. Citation BLVD (Leestown to Newtown Pike)
- 5. Clays Mill Road
- 6. Georgetown Road (New Circle to Iron Works)
- 7. Georgetown Street
- 8. Harrodsburg Road
- 9. High Street
- 10. Iron Works Pike
- 11. Leestown Road
- 12. Liberty Road
- 13. Limestone
- 14. Main Street
- 15. Man O War BLVD
- 16. Manchester Street (Jefferson Street to Forbes)

- 17. Maxwell Street
- 18. Midland Avenue
- 19. New Circle Road
- 20. Newtown Pike (South Broadway to Iron Works Pike)
- 21. Nicholasville Road
- 22. Old Frankfort Pike
- 23. Paris Pike (New Circle Road Iron Works Pike)
- 24. Richmond Road (Hanover to I-75)
- 25. Russell Cave Road (North Broadway to Iron Works Pike)
- 26. Tates Creek Road (Sunset to Ashgrove Pk)
- 27. Todds Road (Man O War BLVD to Polo Club BLVD)
- 28. Upper Street (Main Street to South Limestone)
- 29. Versailles Road (Angliana to Man O War BLVD)
- 30. Vine Street
- 31. Winchester Road (Third Street to Man O War BLVD)

ELIGIBLE ORGANIZATIONS

- 1. Incorporated, active neighborhood or homeowners associations.
- 2. Federally recognized non-profit organizations 501(c)(3).

Organizations are not required to be a 501(c)(3) but must be a charitable or non-profit organization and be active and in good standing with the Kentucky Secretary of State.

ELIGIBLE ACTIVITIES

Activities must occur in an area that abuts a corridor or is on a corridor. The applicant is responsible for all ongoing maintenance. The improvements must be open and available to the public and must benefit the whole corridor.

- 1. Physical improvements for public or community property (other than those listed as ineligible).
 - A. Planting of street trees or landscaping (not in private yards)
 - B. Sidewalk or bike lane repair
 - C. Repair or installation of fencing
 - D. Street furniture such as benches
 - E. Educational, historical significance, neighborhood entrance or way finding signage/banners
 - F. Maintenance or installation of public art
 - G. Other improvement projects
- 2. Activities necessary to plan, promote, or finance voluntary general cleanup and neighborhood improvement efforts.

- A. Street or alley cleanup programs
- B. Removal of abandoned vehicles
- C. Demolition of abandoned buildings
- 3. Activities to enhance the beauty of corridors by the removal of dead or diseased trees.
- 4. Litter awareness, prevention and cleanup activities. Applicants are encouraged to incorporate the addressing of litter with their proposal.

INELIGIBLE ACTIVITIES

- 1. Program operational activities.
 - A. Daycare
 - B. Employment services
 - C. Recreation programs
 - D. Other such programs
- 2. Routine maintenance activities.
 - A. Annual pruning of street trees
 - B. Mulching of landscaping (Mulch is allowed if part of new planting) c. Other such activities
- 3. Activities proposing the use of labor and/or materials provided by employees of the Lexington-Fayette Urban County Government (LFUCG), other than support normally and routinely provided to residents of Fayette County.
- 4. Construction financing, capital financing, or operational financing of businesses along the corridor or of businesses wishing to become established along the corridor.
- 5. Activities involving compensation to residents of the neighborhood or individuals doing business in the neighborhood for any work associated with this program or with other neighborhood development activities, unless such work is secured through a competitive bidding process.
- 6. Acquisition of small portable or moveable equipment/appliances as opposed to permanent fixtures on community or public property.
- 7. Operational expenses of the neighborhood association not directly and exclusively related to the implementation of activities approved in a grant award under this program, except for a one-time grant, not to exceed \$1,000, for initial operating expenses of newly formed neighborhood associations. VIII. Plans/studies/feasibility reports.

APPLICATION REQUIREMENTS

- 1. All applicants must submit a completed application by the deadline.
 - A. Incomplete or late applications may not be considered for funding.
- 2. Applications must include the following information:

A. Organization Information

- 1. Name of Organization
- 2. Street Address and Zip Code
- 3. Phone Number
- 4. Email Address

B. Contact Information

- 1. Contact Person Name
- 2. Contact Person Title
- 3. Phone Number
- 4. Email Address

C. Project Narrative

- 1. Project Name
- 2. Project location (address nearest to location or GPS coordinates)
- 3. Describe what activities are proposed for funding and, if more than one activity is proposed, the priority of the activities;

D. Project Dates

- 1. Starting Date
- 2. Expected Date of Completion

E. Project Budget and Budget Narrative

- 1. Total request from the Corridor Neighborhood Enhancement Match Grant Program
- 2. Total contribution from the applicant (at least 50% of total request)
- 3. Project Total
- 4. The grant match can be provided in the form of cash, in kind services, or donated materials. Please list all sources of funds, materials, or labor as well as the respective uses by specific project elements. Describe how the match has been raised or will be raised.

- The cash match is the actual dollars provided by the 501c3, Homeowners, or Neighborhood Association.



- In-kind services and donated materials must be directly related to the project activities and performed or donated over the contract duration. Documentation on the value of the donations, such as donation letters, written estimates, etc., must be provided. With regard to in-kind services, if the services are those of a specialty nature (plumber, electrician, etc.) or professional nature (architect, engineer, attorney, etc.), the generally accepted market rate shall be used without consideration given to the firm or company position of the individual. If the services are more physical (general clean-up, planting shrubs, mowing, etc.) the value given to the labor shall be the minimum wage as set for the LFUCG.

5. Written estimates from the vendors must be attached for all goods and services to be purchased for this project. Please note that the project budget cannot include expenses incurred prior to the award of the grant by the LFUCG.

F. Project Management Plan

1. Describe the process and schedule for implementation of the activity. The organization is responsible for selection, management and payment of all contractors and suppliers. The LFUCG does not recommend nor endorse contractors and suppliers of goods and services.
2. The organization must secure all necessary permits, authorizations, inspections, and approvals for work and services.
3. Projects on public lands must be approved by the LFUCG, Division of Environmental Services (contact Demetria Kimball Mehlhorn, dkimball@lexingtonky.gov, 859-425-2554). Approval from the division must be submitted with the grant application.

G. Community Objectives

1. Brief description of how the planned activity will meet one or more of the Corridors Neighborhood Enhancement Match Grant Program objectives described above.

H. Financial Accountability

1. Copy of the organization's bank statement(s) as evidence of financial accountability.

I. Supplemental Material

1. Copy of the organization's Kentucky Secretary of State General Information showing the organization as active, in good standing and the type of the organization (<https://web.sos.ky.gov/bussearchnprofile/search>).

2. If applicable, a copy of the federal 501(c) (3) registration number.
3. A minimum of three (3) color photographs of the project area.
4. A map of the proposed project location (this can be a screenshot of a map but the project site must be identified).
5. List the Council District where the project is located.
6. List prior receipt of Corridor Neighborhood Enhancement Match Grant Program funds (how much, when and for what project).

SELECTION CRITERIA

Applications for each funding cycle will be evaluated by the Corridors Commission members.

Applications and the activities proposed will be evaluated and grant awards will be made based on consideration of the following outlined factors:

1. Neighborhood/Organizational Factors
 - A. Location relative to the corridor
 - B. Applicant's record of effectively managing activities of a similar, or near similar, nature and/or level of complexity.
 - C. Evidence of applicant's financial accountability. Please indicate the date(s) and amount(s) of prior receipt of Corridor Neighborhood Enhancement Match Grant Program funds.
2. Activity Factors
 - A. Extent to which the activity aligns with the stated purpose of the Corridors Neighborhood Enhancement Match Grant program and Corridors Commission objectives.
 - B. Extent to which match sources, especially any funding match sources, have been realistically identified and committed.
 - C. Extent to which the activity provides a long-term benefit(s).
 - D. Quality of the management plan and budget.
 - E. Feasibility of the activity proposed, given the nature of the problem addressed by the activity and the resources available.
 - F. Litter awareness, prevention and cleanup activities are a component of the proposal.
3. Ability of applicant to maintain the project after the first year.

OVERSIGHT AND PROJECT REPORTING

1. Grants will be awarded each fiscal year funding is made available in the budget.
 - A. The grant period will open on September 1st and close on October 1st. Grant recipients will be notified by November 15th. (Dates are subject to change.)
2. Participants will have one year from the time of the award to complete the projects, upon official notification of grant award.
3. Organizations receiving grants shall submit an invoice to the LFUCG, Office of the CAO, upon completion of the project for reimbursement.
 - A. No funds will be awarded prior to the completion of a project.
4. Full responsibility for management of the project lies with the organization awarded funds. This includes the following:
 - A. Obtaining approvals.
 - B. Sign-offs from LFUCG offices regarding species selection, sight distance, encroachment/ location issues, planting safety issues, and maintenance specifications.
5. A final report must be submitted within 30 days of completion of the project. This report shall:
 - A. Fully describe the project and benefits derived from implementing it; b. Include both before and after color photographs of the project; c. Include a plan for future maintenance;
 - B. Report on any financial returns on investments realized or expected to be realized as a result of carrying out the activity; describe how any financial returns are proposed to be used.

