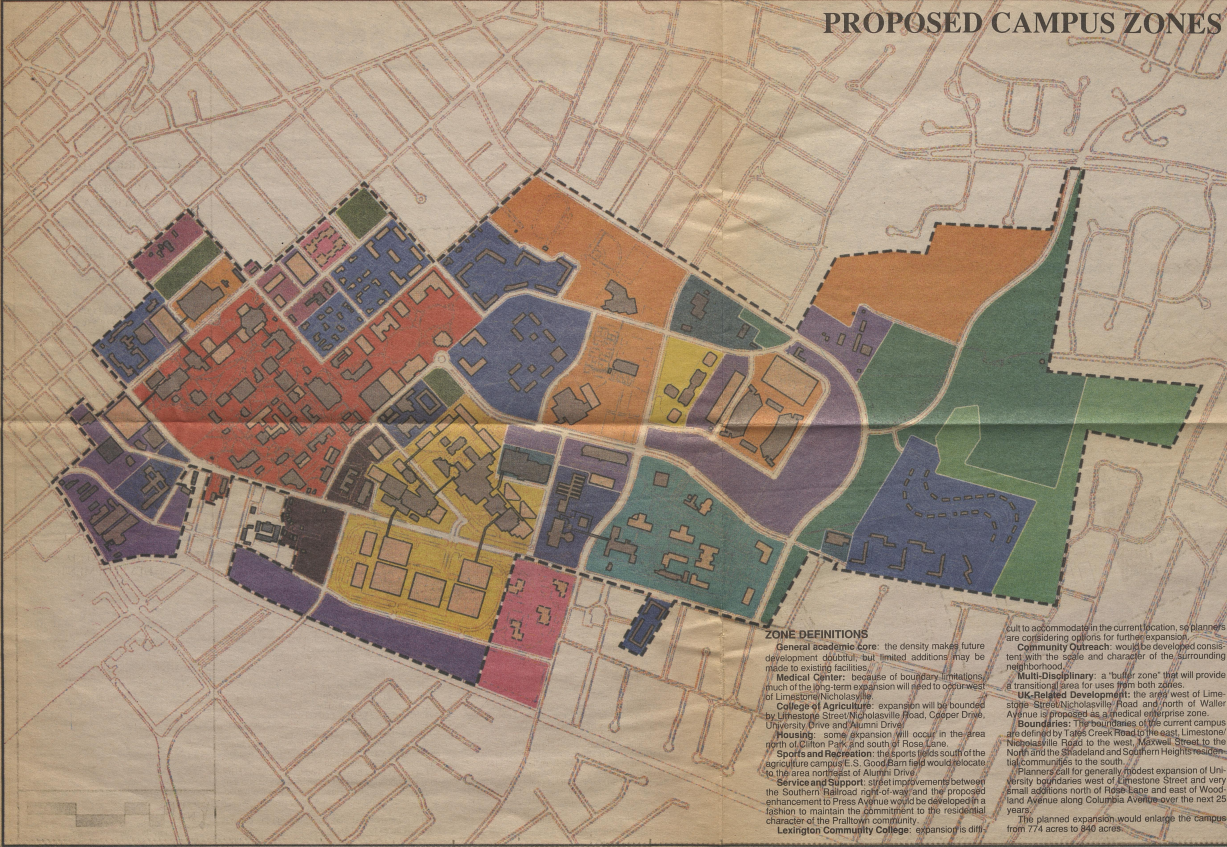


PROPOSED CAMPUS ZONES



- EXISTING U.K. BUILDINGS
- EXIST. NON-U.K. BUILDINGS
- NEW U.K. BUILDINGS
- ACADEMIC CORE
- AGRICULTURE
- ARBORETUM (50 YR. LEASE)
- ASSOCIATED U.K. USAGE
- COMMUNITY OUTREACH
- HOUSING
- LEXINGTON COMM. COLLEGE
- MEDICAL CENTER
- MULTI-DISCIPLINARY
- OTHER
- UNIVERSITY USES
- RECREATION
- SERVICE & SUPPORT
- SPORTS & RECREATION
- TRANSITIONAL
- U.K. RELATED DEVELOPMENT

ZONE DEFINITIONS

General Academic Core: the density makes future development doubtful; but limited additions may be made to existing facilities.

Medical Center: because of boundary limitations, much of the long-term expansion will need to occur west of Limestone/Nicholasville.

College of Agriculture: expansion will be bounded by Limestone Street, Nicholasville Road, Cooper Drive, University Drive and Warm Drive.

Housing: some expansion will occur in the area north of Gilson Park and south of Ross Lane.

Sports and Recreation: the sports fields south of the agriculture campus (E. S. Good Barn field) would relocate to the area northeast of Alumni Drive.

Service and Support: street improvements between the Southern Railroad right-of-way and the proposed enhancement to Press Avenue would be developed in a fashion to maintain the character of the Fallown community.

Lexington Community College: expansion is difficult to accommodate in the current location, so planners are considering options for further expansion.

Community Outreach: would be developed consistent with the scale and character of the surrounding neighborhood.

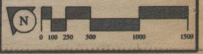
Multi-Disciplinary: a "buffer zone" that will provide a transitional area for uses from both zones.

U.K. Related Development: the area west of Limestone Street, Nicholasville Road and north of Waller Avenue is proposed as a medical wife/lease zone.

Boundaries: The boundaries of the current campus are defined by Tates Creek Road to the east, Limestone/Nicholasville Road to the west, Maxwell Street to the North and the Shadeland and Southern Heights residential communities to the south.

Planned expansion: for generally a modest expansion of University boundaries west of Limestone Street and very small additions north of Ross Lane and east of Woodland Avenue along Columbia Avenue over the next 25 years.

The planned expansion would enlarge the campus from 774 acres to 840 acres.



Landscaping Designed to Improve Appearance, Unify

A couple of the main goals of the plan are improving the campus appearance and making the campus more cohesive.

To that end, the plan calls for developing more inviting entrances to the campus, similar to the one on Administration Drive.

The proposed campus edge treatment is meant to define the limits of the campus. Planners recommend three primary well-marked routes of entry to the campus be treated similarly as tree-lined boulevards with generous medians.

The space that will be created at the Rose Street/Limestone Street intersection will be redeveloped as the "front door" to the medical complex at the confluence of Rose and Limestone streets.

An entry gateway is planned for Martin Luther King Jr. Boulevard, one block north of Faculty Avenue. A major pedestrian entryway from downtown will be created.

Planners also recommend a greater use of directional signs on campus, appropriate landscaping, and the development of several new plazas and the enhancement of several others.



Taking on the Tough Problems: Traffic and Parking

In addition to addressing needs for expansion of academic and support facilities, the Physical Development Plan tackles two other major problems campus planners have tried to deal with for years — what to do about the congestion of Rose Street and how to provide efficient parking for the campus.

TRAFFIC

Rose Street bisects the campus and typically is congested with vehicles and pedestrians. Planners termed Rose Street "the nemesis of the campus."

Several approaches were considered for the Rose Street problem. They ranged from pedestrian underpasses and overpasses, to tunneling or bridging Rose Street, to closing portions of Rose Street and creating alternate routes around all or portions of the campus.

The planners' assessment is that people rarely use underpasses or overpasses, and that tunneling or bridging Rose Street creates serious problems and would be very expensive. The planners felt the alternative of closing portions of Rose Street and creating an alternate route around the campus was the best solution to the problem.

Closing Rose Street would limit traffic to ac-

hicles destined for the main campus or the Chandler Medical Center. A better entry to the area would be designed.

Any decision on the closing of Rose Street and the creation of an alternate route would be made by the Urban County Government. UK will be working with the Lexington/Fayette Urban County Government on the broader dimensions of the parking plans and on the solution of the Rose Street problem.

University Architect Warren Denny said the plan tries to separate University traffic from community traffic, thereby easing congestion on major roads such as Limestone/Nicholasville.

PARKING

Although a common complaint is that there is not enough parking on campus, planners found that not to be true.

There is enough parking, but it needs to be better distributed, planners said. A goal of the plan is to focus on a commitment to the pedestrian and the quality of the campus environment. The goal of the parking reconfiguration is to eliminate as much parking as possible from the academic core, allowing more green space to be developed.

Parking demands will grow in the future, and the current parking space total is not far from the anticipated demand. But various parts of the campus will be developed, and land use will change, resulting in a net loss of about 1,700 surface parking spaces.

Planners propose locating several large parking structures in a "ring" surrounding the campus core. That provides parking within easy walking distance of the major destinations without using valuable "core" property.

A second "ring" of structures and structure additions provides parking for the Medical Center.

A majority of the parking spaces will be made more convenient to both the academic core and the medical center areas than the existing stadium parking.

The plan replaces spaces lost to campus development or changes in land use and rid the campus core of unwanted surface parking. Parking structures will be located within a five-minute walk of their areas of influence.

Campus transit services should be expanded to meet shifted demands.

Meeting Tomorrow's Challenges

In 1991, campus planners are looking 25 years ahead and encountering such age-old problems as a dense campus core, traffic/pedestrian conflicts and parking.

The need to develop a campus-wide plan became obvious a couple of years ago. In the summer of 1989, the University authorized a Campus Planning Symposium. That symposium resulted in an analysis of the University called "A Plan for a Plan," which called for implementing master planning concepts immediately.

In response to that report, the University's Board of Trustees called for a new physical development plan, which was commissioned by UK in late 1989. The Chicago firm of Hansen Lind Meyer developed the plan.



Warren Denny
University Architect

With several construction projects in the works, and the UK Medical Center considering expansion, the University was pressed to develop a plan that would include the entire campus.

UK had already started the planning when the state Legislature last year required all state universities to submit such plans.

Using the strategic plan as a starting point, several steps were taken in developing the plan. Goals were established, information was collected, and tours were taken.

The planners met with various University and community groups, gathering input for the plan. University officials participated in retreats devoted to the project.

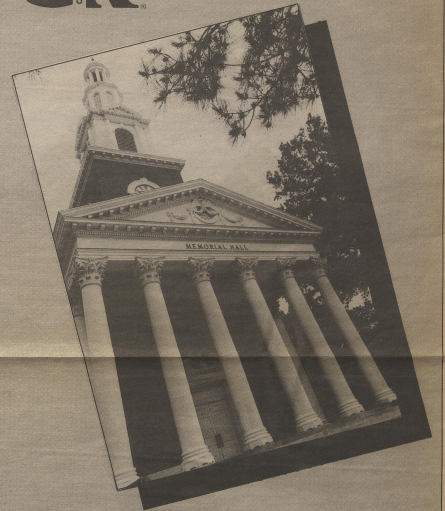
Input also was obtained through meetings with employees from such areas as physical plant, student services and safety. The Faculty Senate sent questionnaires, which were reviewed by the consultants.

University architect Warren Denny says a key aspect of the plan is that it is reality based. Denny said the 1991 plan is based on the idea that "we shouldn't propose something not within reality."

The plan honors as much of the existing campus as possible. Denny also stresses the plan is a dynamic one. "This is a living document — it's not static."

The plan does not attempt to define the needs of the campus once and for all. It's a snapshot of

UK Physical Development Plan



To the Faculty and Staff:

IN LATE 1989, THE UNIVERSITY OF KENTUCKY BOARD OF TRUSTEES COMMISSIONED A PHYSICAL DEVELOPMENT PLAN THAT ENVISIONS THE GROWTH OF THE CAMPUS IN LEXINGTON IN THE NEXT 25 YEARS.

A DRAFT PLAN WAS DEVELOPED AND, BEFORE ITS DISSEMINATION, WAS PRESENTED TO THE BOARD THIS SPRING.

PLEASE REVIEW THE DETAILS OF THE PLAN CONTAINED IN THIS SECTION. YOUR ADDITIONAL COMMENTS ARE WELCOME.

the condition of the campus at that time, and it will be updated on an annual or biennial basis," he said.

This summer, Denny and other representatives of UK's design and construction division are returning to many of the groups they consulted before writing the plan.

The plan will come before the board of trustees again for action in late summer or fall.

This supplement to The Kentucky Kernel was prepared by the UK Office of Public Relations in cooperation with the UK Division of Design and Construction.

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