ORDINANCE NO. 7 - 2018

AN ORDINANCE AMENDING ARTICLES 6-8 AND 6-9 AND EXHIBITS 6-1, 6-2, 6-3 AND 6-4 OF THE LAND SUBDIVISION REGULATIONS TO AMEND THE DESIGN AND IMPROVEMENT STANDARDS FOR MAJOR SUBDIVISIONS. (URBAN COUNTY COUNCIL).

WHEREAS, the Lexington-Fayette Urban County Council has initiated a text amendment to Articles 6-8 and 6-9 and Exhibits 6-1, 6-2, 6-3 and 6-4 of the Land Subdivision Regulations to amend the Design and Improvement Standards for Major Subdivisions; and

WHEREAS, the Planning Commission has considered a text amendment to Articles 6-8 and 6-9 and Exhibits 6-1, 6-2, 6-3 and 6-4 of the Land Subdivision Regulations to amend the Design and Improvement Standards for Major Subdivisions. Planning Commission did recommend APPROVAL of the alternative text by a vote of 8-0; and

WHEREAS, this Council agrees with the recommendation of the Planning Commission; and

WHEREAS, the recommendation form of the Planning Commission is attached hereto and incorporated by reference herein.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That Articles 6-8 and 6-9 of the Land Subdivision Regulations of the Lexington-Fayette Urban County Government are hereby amended as follows:

ARTICLE 6-8 AND 6-9 OF THE LAND SUBDIVISION REGULATIONS – DESIGN AND IMPROVEMENT STANDARDS FOR MAJOR SUBDIVISIONS, Street Standards and Reserved for Traffic Calming or Speed Reduction Techniques.

6-8(h) MEDIANS - Medians may be permitted in street cross-sections when approved by the Commission. Medians shall only be allowed when the street cross-section is designed to provide for all necessary traffic movements inherent in the standard cross-sections contained in Exhibits 6-1 and 6-3. Provision for the maintenance of any median areas and associated plantings shall be noted on the final subdivision plat of the property. Plantings shall be of a nature that will not conflict with sight distance or other traffic-related requirements. Location and design of medians and the installation of obstructions in the median shall be subject to the approval of the Planning Commission.

6-8(n)(1) SIDEWALK STANDARDS - Conventional pedestrian sidewalks shall be required on both sides of all roads unless the street is specifically exempted by these Subdivision Regulations, or a specific waiver is granted by the Planning Commission. A meandering sidewalk alignment may be approved by the Planning Commission to save trees or other major plantings, avoid rock outcroppings, or to avoid other physical conditions. Sidewalks shall be constructed of concrete and shall be four and one-half (4½) inches in thickness and a minimum width of four (4)

feet. Sidewalks shall be placed adjacent to the street right-of-way line, except as noted in Exhibit 6-7 for cul-de-sacs. Slope toward curb shall be one-quarter (¼) of an inch to the foot. Sidewalks shall include a curb ramp wherever an accessible route crosses a curb. Where sidewalks are required on bridges, they shall have a minimum, barrier-free, width of six (6) feet. The Standard Sidewalk Alignment shall be as described in Table A.

TABLE A: STANDARD SIDEWALK ALIGNMENT

STREET CLASSIFICATION	WIDTH (FEET)	
	DISTANCE FROM ROADWAY	WIDTH OF SIDEWALK
Non-Residential and Industrial Collectors/Connectors (40' Street Width)	10.5	4.0
Non-Residential and Industrial Collectors/Connectors (51' Street Width)	5.0	4.0
Residential Collectors/Connectors and Industrial Locals	5.5	4.0
Local Residential	5.5	4.0
Local Residential Cul-de Sac	7.0	4.0

6-8(p) STREET IMPROVEMENT REQUIREMENTS FOR DEVELOPMENT ADJOINING EXISTING ROADWAYS - Any substantial development of subdivided property may reasonably be anticipated to create a burden on existing public roads, thereby posing a traffic and safety hazard. In order to ameliorate that hazard and to advance the public's interest in having safe and adequate roadways, the following requirements shall apply whenever a subdivision is proposed for property abutting an existing public roadway which does not meet the right-of-way and pavement width standards for the functional classification of that street:

1) PROPOSED SUBDIVISIONS WHICH ABUT LOCAL OR COLLECTOR / CONNECTOR STREETS - Whenever a subdivision is proposed for property which abuts a local or collector/connector street, as defined in these Land Subdivision Regulations, the developer shall be required to dedicate right-of-way along the entire street frontage to a width which will provide one-half of the total right-of-way necessary to comply with the standards as set out in Exhibit 6-1 of these Land Subdivision Regulations. It is assumed that the same right-of-way dedication will be required on the opposite side of the roadway at such time as that property develops, thereby providing the full necessary right-of-way width. Construction of roadway widening improvements (including paving, curb, gutter and sidewalk, where appropriate) shall also be required as necessary to bring the roadway up to full cross-section requirements as set forth in Exhibits 6-1 and 6-3 of these Land Subdivision Regulations. Upon the recommendation of the Commissioner of Public Works, the Commission may permit a long-term surety to be posted in lieu of construction of such improvements where such are intended to augment programmed improvements to be made by the government.

6-9 TRAFFIC CALMING

Traffic calming measures shall be integrated into all existing and proposed street designs to improve public safety, ensure safe operating speeds, and facilitate context sensitive design that results in a safe multi-modal street network.

The Division of Traffic Engineering will consider traffic calming measures on a case-by-case basis, and make recommendations to the Division of Planning and the Urban County Planning Commission.

Traffic calming measures have been established by the Division of Traffic Engineering in the Neighborhood Traffic Management Manual. Type 2 techniques or additional design measures may include, but are not limited to: bump-outs/curb extensions, pinch points, pavement narrowing (chokers), change in paving materials, roundabouts and/or traffic circles, raised intersections and/or crosswalks, site furniture/bike racks for intersections adjacent to open space, and/or reducing block lengths. Road closures and restrictions (Type 3 techniques) should not be utilized.

Section 2 – That Exhibits 6-1, 6-2, 6-3 and 6-4 to Article 6 of the Land Subdivision Regulations are amended as shown on Attachment A which is attached

hereto and incorporated herein.

Section 3 - That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL: February 8, 2018

MAYOR

ATTEST:

Clerk of Urban County Council

Published : February 15, 2018

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MAYOR JIM GRAY

LEXINGTON

JIM DUNCAN
DIRECTOR
PLANNING

MEMORANDUM

TO: Vice-Mayor Steve Kay
Urban County Council Members
Ms. Martha Allen, Council Clerk
Ms. Tracy Jones, Law Department

FROM: Traci L. Wade, AICP, Planning Manager, Division of Planning TLW

DATE: January 26, 2018

RE: Land Subdivision Regulation Text for SRA 2017-4

Attached is the Land Subdivision Regulation text amendment language, as recommended by the Urban County Planning Commission, to you regarding changes to Article 6. These changes involve cross-section improvements to reflect off-street parking limitations, deletion of the neo-traditional standards, and new traffic calming measures (SRA 2017-4). All other information included in the original report is correct, but the recommended text was omitted.

This text amendment was reviewed by the Planning Commission on December 14, 2017 and should appear on your January 30th Work Session Docket for consideration.

On behalf of Planning Services, I want to apologize for the omission of this text and any confusion that may have created. Please feel free to contact me should you have any questions about this information and I thank you for your understanding.

C: Jim Duncan, AICP – Division of Planning
Planning Services staff

ARTICLE 6

DESIGN AND IMPROVEMENT STANDARDS FOR MAJOR SUBDIVISIONS

6-1 PURPOSE - The purpose of this Article is to establish the basic and minimum design and improvement standards which will be required as a pre-condition to development or in conjunction with development for lots, streets, utilities, and other physical elements in the subdivision. Standards exceeding these minimum requirements may be provided by the developer, or required by the Commission. A major direction of this Article is to promote development that is most harmonious with the existing environment, while providing guidelines and standards to protect the public health, safety and welfare. To achieve this end, development should follow as closely as possible the contour of the land and should be designed to minimize cuts and fills. The project engineer shall design the work. Accuracy, completeness, and construction feasibility of designs and construction plans, and inspection of all improvements during construction are the responsibility of the project engineer. The Division of Engineering will administer the development process and rely on the project engineer to adequately design the infrastructure and comply with the Division of Engineering Technical and Procedures Manuals.

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6-8 STREET STANDARDS - All streets (which are classified herein as either expressways, arterials, collectors/connectors or locals) shall conform to the Division of Engineering Roadway Manual, the Standard Drawings and following standards:

6-8(a) STREET GEOMETRICS - All streets shall conform to the applicable geometric, cross-section and sight triangle standards of Exhibits 6-1 through 6-7.

6-8(b) STREET CONTINUITY - Streets shall be related to topography and shall generally provide for the continuation of existing or dedicated streets in adjoining or nearby tracts, and provide for connection to adjoining unsubdivided tracts, especially those which would otherwise be land-locked. Freeways and arterials shall not penetrate or bisect existing or proposed neighborhoods, but rather shall be located as appropriate boundaries for such. Collectors/Connectors shall carry traffic from arterials into neighborhoods. Locals shall carry traffic from collectors into the neighborhood for the primary purpose of access to individual properties.

6-8(c) STREET NAMES - Streets that are obviously in alignment with existing streets shall bear the name of the existing street. Street names, including cul-de-sacs, shall not duplicate or closely approximate the names of other streets in Lexington-Fayette County; and all street names, subdivision names, property and building numbers, etc., shall be as determined by the Planning Commission.

6-8(d) PLANNING FOR CONFLICTING TRAFFIC OR LAND USE - Whenever the proposed subdivision contains, or is adjacent to, a railroad right-of-way; arterial or expressway right-of-way; or conflicting changes in land uses, the Planning Commission shall require service roads; reverse frontage lots; lots with rear service alleys; lots with additional depth; or other such treatment as the Commission finds necessary for protection of abutting properties and to afford separation of conflicting types of traffic or land use.

6-8(e) HALF STREETS AND RESERVE STRIPS - New half or partial streets shall not be permitted. Existing half streets generally shall be completed to full right-of-way requirements. All streets to extend into an adjoining property shall have full right-of-way dedicated and street improvements constructed. When streets are constructed adjacent and parallel to an adjoining property, the right-of-way shall be established at the common property line. Reserve strips shall be prohibited.

6-8(f) CUL-DE-SACS - Cul-de-sacs shall not gener- ally be longer than one thousand (1,000) feet, including the turnaround, which shall be provided at the closed end with a right-of-way radius of fifty (50) feet; curb radius of forty (40) feet; and a transition curve radius of seventy-five (75) feet. Alternate turnaround designs depicted in these regulations (See Exhibit 6-7) shall also be permitted. Longer cul-de-sacs may be permitted because of unusual topographic or other conditions; and, in such cases, the Planning Commission may require additional paving width if necessary to prevent overloading of street capacity. Temporary turnarounds may be required at the end of stub streets as long as they are retained within the street right-of-way.

6-8(g) RURAL ROADS - Where right-of-way has not been previously dedicated or otherwise acquired along a rural road, the owner shall be requested to dedicate right-of-way from the centerline of the road to meet the rural local right-of-way standard. In all cases, the plan shall show the right-of-way which at least meets the statutory right-of-way minimum. The Planning Commission may require the construction of

additional pavement, such as turn lanes when necessary, to provide as safe a situation as possible under the circumstances.

6-8(h) MEDIANS - Medians may be permitted in street cross-sections when approved by the Commission. Medians shall only be allowed when the street cross-section is designed to provide for all necessary traffic movements inherent in the standard cross-sections contained in Exhibits 6-1~~, 6-2,~~ and 6-3. Provision for the maintenance of any median areas and associated plantings shall be noted on the final subdivision plat of the property. Plantings shall be of a nature that will not conflict with sight distance or other traffic-related requirements. Location and design of medians and the installation of obstructions in the median shall be subject to the approval of the Planning Commission.

6-8(i) BICYCLE ROUTE STANDARDS - Where indicated in the Comprehensive Plan, the Planning Commission shall require the construction of a bicycle lane on the vehicular roadway in accordance with the Roadway Manual.

6-8(j) STREET AND SIDEWALK LIGHTING AND EASEMENTS - All streets, sidewalks, and walkways shall be properly lighted as required by the Commission. Such lighting shall be installed at the direction and expense of the Urban County Government. Easements necessary for provision of such lighting shall be provided and shall be labeled as "street light easement." Release or modifications of street light easements shall require the expressed approval of the Urban County Council. Encroach- ments and provision of street light facilities shall be at the approval of the Commissioner of Public Works or the Commissioner's authorized agent.

6-8(k) STREET NAME SIGNS - Temporary street name signs shall be provided, installed and maintained by the developer at all intersections, as required by the Department of Public Safety. Permanent signs shall be installed by the Urban County Government, as determined by the Urban County Traffic Engineer.

6-8(l) PRIVATE STREETS - Private streets may be permitted by the Planning Commission. Subdivision plans containing private streets shall conform to the same design standards as subdivision plans utilizing public streets and shall conform to all other subdivision regulations, unless different requirements are listed in the following:

(1) NO DISRUPTION TO THROUGH MOVEMENT - Private streets may be permitted only if they meet the definition of "local" streets; if they provide absolutely no present or future impediment to necessary through traffic movement in the general area; and if adjoining properties in the general area already have, or are capable of providing, a proper, efficient and safe street system that will in no way depend upon the private streets.

(2) RIGHT-OF-WAY AND SETBACK - Private street rights-of-way and building setback lines shall be shown on the plat and shall meet at least the minimum requirements of these Subdivision Regulations and the Zoning Ordinance as required for public streets to assure conformance if such streets are ever accepted for public dedication at a later date.

(3) STREET IMPROVEMENT STANDARDS - Any permitted private street also shall conform to the design and improvement standards for public streets. All private street improvements (excepting only the final course of asphalt, as noted below) shall be constructed in compliance with the approved improvement plan before the final subdivision plan is recorded. For the final course of asphalt only, the developer shall be permitted to post a surety in favor of the final maintenance association responsible for the private street, as provided in Article 4 of these Subdivision Regulations, and shall note such requirement on the final plat of the property. The developer shall be required to submit an affidavit to the Division of Planning, attesting that the surety for the private street has been properly posted prior to recording the final record plan.

(4) MAINTENANCE RESPONSIBILITY - A homeowners' association or other mechanism which provides for equitable common responsibility for private street maintenance and repair shall be required to be established by the developer. The developer's responsibility to create such a mechanism shall be noted on the final plat of the subdivision. A requirement that each property owner be individually responsible for maintenance and repair of the portion of the street abutting the lot shall not be considered as acceptable for fulfilling the requirements of this section.

6-8(m) ACCESS EASEMENT STANDARDS - Access easements (as opposed to public or private streets) shall be permitted to provide sole access to a lot only in rare and extreme circumstances where the Commission finds that the application of the requirements and standards for public or private streets would clearly be excessive or impossible due to existing development or other just cause. Prior to permitting an access easement as sole access to a lot, the Commission shall first thoroughly examine the possibility of utilizing a public or private street as access, and shall give specific reasons for permitting the access easement in its action on the proposed

subdivision. The Commission shall have the right to fully regulate such access easements as to width, construction standards, use and any other relevant factor. Nothing within this section shall be construed so as to abrogate the power of the Planning Commission to deny that the easement will not be adequate to satisfy the traffic needs of the proposed subdivision. Access easements which are not for the sole purpose of access to property and are primarily provided for convenience and/or improved flow of traffic between adjoining properties may also be fully regulated by the Commission; however, no special findings shall be required in these cases.

6-8(n) SIDEWALK AND SHARED-USE PATH STANDARDS - All sidewalks and shared-use paths primarily provided for convenience and/or improved flow shall conform to the following standards and shall be designed in accordance with the Division of Engineering Roadway Manual, the Division of Engineering Standard Drawings, and in conformance with the Americans with Disabilities Act (ADA).

6-8(n)(1) SIDEWALK STANDARDS - Conventional pedestrian sidewalks shall be required on both sides of all roads unless the street is specifically exempted by these Subdivision Regulations, or a specific waiver is granted by the Planning Commission. A meandering sidewalk alignment may be approved by the Planning Commission to save trees or other major plantings, avoid rock outcroppings, or to avoid other physical conditions. Sidewalks shall be constructed of concrete and shall be four and one-half (4½) inches in thickness and a minimum width of four (4) feet. Sidewalks shall be placed adjacent to the street right-of-way line, except as noted in Exhibit 6-7 ~~6-6~~ for cul-de-sacs. Slope toward curb shall be one-quarter (¼) of an inch to the foot. Sidewalks shall include a curb ramp wherever an accessible route crosses a curb. Where sidewalks are required on bridges, they shall have a minimum, barrier-free, width of six (6) feet. The Standard Sidewalk Alignment shall be as described in Table A.

6-8(n)(2) OTHER PEDESTRIAN WALKWAYS - In addition to the sidewalks paralleling streets, the Commission also may require pedestrian walkways, with at least a 10-foot easement, at mid-block or other locations, to provide better pedestrian access to parks, schools, cemeteries, greenways or other land uses.

6-8(n)(3) SHARED-USE PATH STANDARDS - Where these paths are indicated in the Comprehensive Plan, the Commission shall require the dedication of right-of-way, or an easement of sufficient width for the construction and use of the path. If a shared-use path is required by the Commission in lieu of a sidewalk, the maximum obligation of the developer shall be the cost of a conventional pedestrian sidewalk. The shared-use path shall be designed and constructed in conformance with the Roadway Manual.

6-8(o) STREET CONSTRUCTION - Specifications for streets, including grading and embankments, excavation, subgrade preparation, fill materials, curbs and gutters, and street paving, shall be designed and constructed in conformance with the Division of Engineering Standard Drawings, the Technical Manuals, and these Subdivision Regulations.

6-8(p) STREET IMPROVEMENT REQUIREMENTS FOR DEVELOPMENT ADJOINING EXIST- ING ROADWAYS - Any substantial development of subdivided property may reasonably be anticipated to create a burden on existing public roads, thereby posing a traffic and safety hazard. In order to ameliorate that hazard and to advance the public's interest in having safe and adequate roadways, the following requirements shall apply whenever a subdivision is proposed for property abutting an existing public roadway which does not meet the right-of-way and pavement width standards for the functional classification of that street:

TABLE A: STANDARD SIDEWALK ALIGNMENT

STREET CLASSIFICATION	WIDTH (FEET)	
	DISTANCE FROM ROADWAY	WIDTH OF SIDEWALK
Non-Residential and Industrial Collectors/Connectors (40' Street Width)	10.5	4.0
Non-Residential and Industrial Collectors/Connectors (51' Street Width)	5.0	4.0
Residential Collectors/Connectors and Industrial Locals	5.5	4.0
~~Local Residential Neo-Traditional~~	~~5.5~~	~~5.0~~
Local Residential	5.5	4.0
Local Residential Cul-de Sac	7.0	4.0

(1) PROPOSED SUBDIVISIONS WHICH ABUT LOCAL OR COLLECTOR / CONNECTOR STREETS - Whenever a subdivision is proposed for property which abuts a local or collector/connector street, as defined in these Land Subdivision Regulations, the developer shall be required to dedicate right-of-way along the entire street frontage to a width which will provide one-half of the total right-of-way necessary to comply with the standards as set out in Exhibit **6-1**~~6-2~~ of these Land Subdivision Regulations. It is assumed that the same right-of-way dedication will be required on the opposite side of the roadway at such time as that property develops, thereby providing the full necessary right-of-way width. Construction of roadway widening improvements (including paving, curb, gutter and sidewalk, where appropriate) shall also be required as necessary to bring the roadway up to full cross-section requirements as set forth in Exhibits 6-1~~, 6-2,~~ and 6-3 of these Land Subdivision Regulations. Upon the recommendation of the Commissioner of Public Works, the Commission may permit a long-term surety to be posted in lieu of construction of such improvements where such are intended to augment programmed improvements to be made by the government.

(2) PROPOSED SUBDIVISION OF PROPERTY ABUTTING AN ARTERIAL STREET - Whenever a subdivision is proposed for property that abuts an arterial street which is, or is proposed to be, four lanes or more in width, the developer may be required to dedicate sufficient right-of-way to permit any necessary widening. In consideration of the fact that such dedication requirement may exceed that which would ordinarily be required for subdivisions abutting local or collector/connector streets, the developer shall not be required to construct roadway widening improvements for the full road frontage; but rather, improvements such as turn lanes for new intersecting streets or other access points may be required when necessary to provide as safe a situation as possible under the circumstances.

6-8(q) INTERSECTION AND ACCESS SPACING GUIDELINES - The following guidelines shall be the basis for the determination of proper spacing for street intersections and driveway access for subdivisions. It is recognized that these guidelines will not be able to be adhered to in all cases, especially in areas where existing development is present. The Planning Commission shall attempt in all cases, however, to apply these guidelines to the greatest extent feasible in order to create safe and efficient traffic movement systems:

(1) SPACING MEASUREMENT DEFINITION - Distance shall be defined as the distance between the centerlines of intersecting streets and roads. However, in the case of an interchange, distances shall be measured from the centerline of any intersecting roadway to the closest near edge (projected) of the ramp roadway or, in the case of a free flow ramp terminal, to the gore of the nearest ramp.

(2) ACCESS STANDARDS BY FUNCTIONAL CLASSIFICATION

(a) EXPRESSWAYS - Expressways shall have intersections with arterials and/or other expressways. There shall be no intersections with lower type facilities. All intersections shall be of the grade-separation interchange type. The spacing of interchanges on expressways within the Urban County shall be determined jointly by the Lexington-Fayette Urban County Government and the Kentucky Department of Transportation.

(b) PRINCIPAL ARTERIALS - Principal arterials shall have intersections with expressways, other principal arterials, minor arterials and collector streets. Intersections shall be signalized as warranted. Any access to a principal arterial must be located at a minimum of 1,600 feet from any other access along that principal arterial (i.e., principal arterials, minor arterials, collectors/ connectors, major commercial or industrial driveway accesses). No new residential driveway access shall be allowed on a principal arterial. Protected left and right turn lanes with ample storage space must be provided at all intersections. The Kentucky Department of Transportation will be consulted when state maintained roads are involved.

(c) MINOR ARTERIAL - Minor arterials shall have intersections with expressways, principal arterials, other minor arterials and collector/ connector streets. Intersections shall be signalized as warranted. No new residential driveway access shall be allowed on a minor arterial. Commercial or industrial driveways shall be treated according to the non-residential spacing formula. Adequate provisions for left and right turn lanes shall be determined by the Division of Traffic Engineering and the Kentucky Department of Transportation for state maintained facilities. The spacing of intersections along a minor arterial shall be as follows:

1. Between an intersection with an expressway and an intersection with a principal or minor arterial, the distance shall be a minimum of 1,600'.

2. Between an expressway and a collector/ connector -- minimum 1,400'.
3. Between one principal or minor arterial and another -- minimum 1,400'.
4. Between a principal or minor arterial and a collector/connector -- minimum 1,200'.
5. Between a collector/connector and another collector/connector -- minimum 1,000'.

(d) COLLECTOR/CONNECTOR STREETS - Collector/connector streets shall have intersections with arterials, collectors/connectors and locals. Collector/connector streets shall be designed for system continuity and traffic flow. The spacing of intersections along collectors/ connectors shall be as follows:

1. Between a principal or minor arterial and another, the distance shall be a minimum of 1,400'.
2. Between a principal or minor arterial and a collector/connector -- minimum 1,000'.
3. Between one collector/connector and another -- minimum 800'.
4. Between one principal or minor arterial and a local -- 500'.
5. Between a collector/connector and a local -- minimum 400'.
6. Between a local and another local -- minimum 250'.

(e) LOCAL STREETS - Local streets shall have intersections with collectors/connectors and other local streets. Some designs may warrant exceptions. The spacing of intersections on local streets shall be as follows:

1. Between one collector/connector and another collector/connector -- minimum 800'.
2. Between a collector/connector and a local -- minimum 250'.
3. Between a local and another local -- minimum 250'.

6-8(q)(3) LAND USE ACCESS

(a) RESIDENTIAL - All single-family residential structures shall be allowed one access per lot. An additional point of access may be permitted for corner lots, loop driveways, or other instances where public safety will not be impaired by utilizing a second point of access. Duplexes and four-plexes shall be permitted two accesses. Subdivisions shall be designed such that these uses have no direct driveway to either principal or minor arterials.

Apartment complexes, condominium developments, as well as all other developments that are accessed through a common private drive or street system, shall be treated as high density residential developments regardless of the actual overall density of the development. These developments shall not have access to principal arterials. However, they may be allowed access to minor arterials, provided that the private driveways are allowed, consistent with the access spacing standards governing the access of collector/ connector streets to minor arterial streets. The access of these private driveways to collector/ connector streets shall be spaced according to the minimum distances produced by the following formula: $A = 50 (\sqrt{x})$

Where:

A = the required access spacing in feet from the nearest intersecting street or another high density private driveway. (This figure should be rounded to the nearest 10 feet).

x = the number of units in the development.

50 = the minimum access spacing (in feet).

The minimum spacing requirement shall not exceed the spacing standards established for the spacing of local streets along a collector/ connector street. Distances for high density private driveway access shall be measured from the centerline of the driveway to the right-of-way line of the nearest intersecting street or to the centerline of another high density private driveway access. High density private driveways should not intersect local streets. All other residential accesses shall not be less than 25 feet from any local street intersection (whether public or private streets), nor less than 50' from any public collector street intersection.

(b) NON-RESIDENTIAL - All non-residential land uses may have access to principal arterial streets via service roads. Non-residential land uses may also have access to minor arterials and to collector/connector streets. Non-residential land uses shall generally not have access to residential local streets. The spacing of these accesses shall be measured from the right-of-way line of the nearest intersecting street or the centerline of the nearest intersecting non-residential access point (i.e., driveway). The minimum spacing on non-residential access points shall be based upon the maximum potential trip generation of the contiguous area which has been zoned and/or planned for non-residential land use that

abuts the subject road facility and encompasses the area which has been proposed for development by the developer. Access to a minor arterial via a service road shall be allowed only in accordance with the spacing standards based upon the trip generation of the total area immediately served by the service road. The determination of potential trip generation shall be made using sources and methods approved by the Lexington-Fayette Urban County Government, Division of Planning. The spacing of access points shall be determined as follows: D = 1400 - (1000 (1 - TE/3000))

Where:

D = the required distance between access points (in feet).

TE = the maximum potential trip ends of the area in which the development will take place.

If D exceeds 1,400 feet, then the minimum standard of 1,400 feet shall apply to all access points of that development. D shall be rounded to the nearest 50 feet. For properties fronting along street facilities where the required spacing would not allow an individual access to properties adjacent to the property currently being developed, an arrangement shall be made for the joint use of entrances or the construction of service roads by developers.

6-9 **TRAFFIC CALMING** – Traffic calming measures shall be integrated into all existing and proposed street designs to improve public safety, ensure safe operating speeds, and facilitate context sensitive design that results in a safe multi-modal street network.

The Division of Traffic Engineering will consider traffic calming measures on a case-by-case basis, and make recommendations to the Division of Planning and the Urban County Planning Commission.

Traffic calming measures have been established by the Division of Traffic Engineering in the Neighborhood Traffic Management Manual. Type 2 techniques or additional design measures may include, but are not limited to: bump-outs/curb extensions, pinch points, pavement narrowing (chokers), change in paving materials, roundabouts and/or traffic circles, raised intersections and/or crosswalks, site furniture/bike racks for intersections adjacent to open space, and/or reducing block lengths. Road closures and restrictions (Type 3 techniques) should not be utilized.

~~NEO TRADITIONAL RESIDENTIAL DEVELOPMENTS The Planning Commission may approve the use of Street Geometrics for Neo-Traditional Residential Developments, Exhibit 6-2, only when the Commission finds that the overall development meets the criteria below. Plans are not required to incorporate all of these concepts to be considered neo-traditional, but plans that use only a few of these concepts should not be eligible to use the neo-traditional street geometrics. Only when these concepts have been shown in the preliminary subdivision plan, approved by the Commission, may the neo-traditional street geometrics be used in the final record plan.~~

~~6-9(a) STREET WIDTH The streets shall be designed for multiple modes of transportation (i.e., bicycles and pedestrians, as well as cars).~~

~~6-9(b) INTERCONNECTED STREET PATTERN The streets shall be interconnected, using a grid pattern, allowing locations to be reached via multiple, redundant paths that diffuse traffic through the entire neighborhood. Cul-de-sacs are not part of a neo-traditional design, except in locations where extreme topographic or wetland conditions preclude a connection. Wherever possible in these situations, a close street should be used over a cul-de-sac, and non-vehicular connections for pedestrians and bicycles should be used.~~

~~6-9(c) TRAFFIC CALMING AND VISTA TERMINATION The design should incorporate devices that encourage traffic calming, such as central squares that break up straight road segments, shorter blocks, center island traffic circles that require the driver to deviate from the road's straight path, and curb narrowing at intersections.~~

~~6-9(d) STREET TREES AND LANDSCAPING Trees and other landscaping and open space should be incorporated into the design.~~

~~6-9(e) SIDEWALKS AND SHARED USE PATHS The design should incorporate wider sidewalks and/or shared use paths to encourage walking and ensure connectivity between different areas of the development.~~

~~6-9(f) OPEN SPACES The design should be organized around squares, village greens, and other types of formal and informal spaces.~~

EXHIBIT 6-1: STREET GEOMETRICS

	COLLECTOR/ CONNECTOR STREETS		LOCAL STREETS				
	RESIDENTIAL	NON-RESIDENTIAL	CONTINUING	~~LOOP~~/ CONTINUING OR CUL-DE-SAC	COMMERCIAL SERVICE ROAD	NON-RESIDENTIAL	RURAL LOCAL
STREET DIMENSIONS							
Right-of-Way Width	60'	70'	50'	50' (*3)	40' – 50'	60'	60'
Roadway Width (face to face)	36' - 40' (*5)	40' - 50'	~~27'~~ 30'	27' – 30' (*3)	30'	40'	20'
Curbs and Gutters	Yes	Yes	Yes	Yes	Yes	Yes	No
Sidewalk (width and sides)	4' (both)	4' (both)	4' (both)	4' (both)	4' (*1)	4' (both)	No
Driveway Access	(*1) Yes	(*1) Yes	Yes	Yes	Yes	Yes	Yes
Double-Frontage Lots	(*1) No	(*1) No	No	No	No	No	No
Street Grade (Maximum)	8%	8%	10%	10%	10%	6%	8% (*4)
Street Grade (Minimum)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Pavement Cross Slope	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.
Cut Slopes (Minimum)	2:1	2:1	2:1	2:1	2:1	2:1	2:1
Fill Slopes (Minimum)	2:1	2:1	2:1	2:1	2:1	2:1	2:1
STREET ALIGNMENT							
Horizontal Curve Radius	500'	500'	250'	100'	150'	300'	250'
Stopping Sight Distance	250'	250'	200'	200'	200'	200'	250'
Crest Vertical Curve Formula	(*6)	(*6)	(*6)	(*6)	(*6)	(*6)	(*6)
Crest Vertical Curve (Minimum)	100'	100'	100'	100'	100'	100'	100'
Sag Vertical Curve Formula	(*7)	(*7)	(*7)	(*7)	(*7)	(*7)	(*7)
Sag Vertical Curve (Minimum)	100'	100'	100'	100'	100'	100'	100'
STREET INTERSECTION							
Maximum Street Legs	4	4	4	4	4	4	4
Intersection Angle (Preferred and Minimum)	90° - 80°	90° - 80°	90° - 80°	90° - 80°	90° - 80°	90° - 80°	90° - 80°
Intersection Spacing	(*2)	(*2)	(*2)	(*2)	(*2)	(*2)	(*2)
Curb Radius Along Street	(*1)	(*1)	20'	20'	20'	20' – 40'	N/A
Max. Grade within 50' of Intersecting Gutter	3%	3%	3%	3%	3%	3%	N/A
Max. Tangent Offset within 100' of Intersecting Gutter	8.3'	8.3'	11.3'	11.3'	11.3'	11.3'	N/A

(*1) As approved by the Planning Commission.

(*2) Intersection spacing shall apply as described in Section 6-8(q).

(*3) ~~Alternate dimensions of 22' (face-to-face roadway width may be utilized as described in Exhibit 6-3).~~ The 27' cross-section shall restrict on-street parking to one side of the roadway.

(*4) The Planning Commission may grant a variance in conformance with Section 1-5 to permit grades of up to 12% in the Rural Service Area and greater than 12% in areas near the Kentucky River.

(*5) The 36' cross-section shall be used for transition to older sections of collector/connector streets. See Exhibit ~~6-2~~ 6-3: Typical Cross-Sections for further information.

(*6) Refer to the Division of Engineering Roadway Manual for design controls for crest vertical curves.

(*7) Refer to the Division of Engineering Roadway Manual for design controls for sag vertical curves.

Note: Typical cross-section applications are described in Exhibit 6-3.

6-2: RESERVED FOR TRAFFIC CALMING or SPEED REDUCTION GRAPHICS
~~STREET GEOMETRICS FOR NEO-TRADITIONAL RESIDENTIAL STREETS~~

	~~COLLECTOR/ CONNECTOR STREETS~~	~~LOCAL STREETS~~			
		~~TWO-SIDED STREET PARKING~~	~~ONE-SIDED STREET PARKING~~	~~CLOSE~~	~~ALLEYS~~
~~STREET DIMENSIONS~~					
~~Right-of-Way Width~~	~~55' – 65'~~	~~45'~~	~~40'~~	~~40'~~	~~20'~~
~~Roadway Width (face to face)~~	~~36'~~	~~24'~~	~~20'~~	~~20'~~	~~10'~~
~~Curbs and Gutters~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~N/A~~
~~Sidewalk (width and sides)~~	~~5' (both)~~	~~5' (both)~~	~~5' (both)~~	~~5' (*1)~~	~~N/A~~
~~Driveway Access~~	~~(*1)~~	~~No~~	~~No~~	~~No~~	~~Yes~~
~~Double Frontage Lots~~	~~(*1)~~	~~No~~	~~No~~	~~No~~	~~Yes~~
~~Street Grade (Maximum)~~	~~8%~~	~~10%~~	~~10%~~	~~10%~~	~~10%~~
~~Street Grade (Minimum)~~	~~0.8%~~	~~0.8%~~	~~0.8%~~	~~0.8%~~	~~0.8%~~
~~STREET ALIGNMENT~~					
~~Horizontal Curve Radius~~	~~425'~~	~~205'~~	~~205'~~	~~100'~~	~~25'~~
~~Stopping Sight Distance~~	~~250'~~	~~200'~~	~~200'~~	~~200'~~	~~100'~~
~~Crest Vertical Curve Formula~~	~~(*3)~~	~~(*3)~~	~~(*3)~~	~~(*3)~~	~~(*3)~~
~~Crest Vertical Curve Minimum~~	~~100'~~	~~100'~~	~~100'~~	~~100'~~	~~100'~~
~~Sag Vertical Curve Formula~~	~~(*4)~~	~~(*4)~~	~~(*4)~~	~~(*4)~~	~~(*4)~~
~~Sag Vertical Curve Minimum~~	~~100'~~	~~100'~~	~~100'~~	~~100'~~	~~100'~~
~~STREET INTERSECTIONS~~					
~~Maximum Street Legs~~	4	4	4	4	4
~~Intersection Angle (Preferred and Minimum)~~	~~90° – 80°~~	~~90° – 80°~~	~~90° – 80°~~	~~90° – 80°~~	~~90° – 80°~~
~~Intersection Spacing~~	~~(*2)~~	~~(*2)~~	~~(*2)~~	~~(*2)~~	~~(*2)~~
~~Curb Radius Along Street~~	~~(*1)~~	~~15'~~	~~15'~~	~~10' – 15'~~	~~N/A~~
~~Max. Grade within 50' of Intersecting Gutter~~	~~3%~~	~~3%~~	~~3%~~	~~3%~~	~~3%~~
~~Max. Tangent Offset within 100' of Intersecting Gutter~~	~~8.3'~~	~~11.3'~~	~~11.3'~~	~~11.3'~~	~~11.3'~~

~~(*1) As approved by the Planning Commission.~~

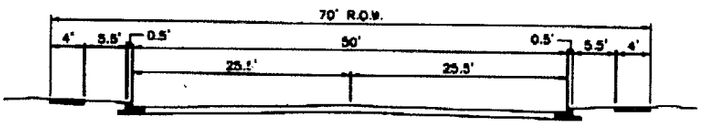
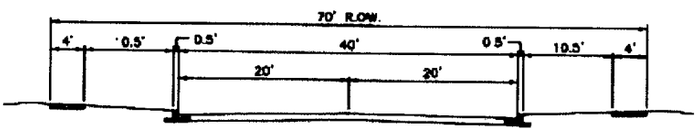
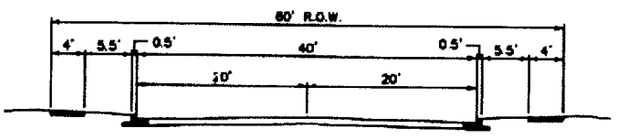
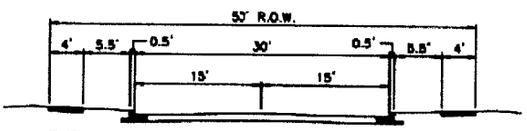
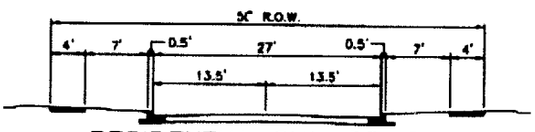
~~(*2) Intersection spacing shall apply as described in Section 6-8(q).~~

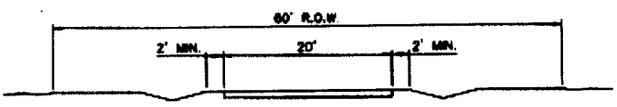
~~(*3) Refer to the Division of Engineering Roadway Manual for design controls for crest vertical curves.~~

~~(*4) Refer to the Division of Engineering Roadway Manual for design controls for sag vertical curves.~~

EXHIBIT 6-3: TYPICAL STREET CROSS-SECTIONS

Note: The following cross-sections shall be considered typical for the situations listed. Other cross-sections may be required by the Planning Commission upon advice from the Division of Traffic Engineering and the Division of Planning, based upon the design of the actual situation encountered. Some existing stub streets were constructed using cross-sections that are now obsolete. These streets should be completed using the obsolete cross-section to an appropriate stopping point, which is customarily the next street intersection. Cross-sections for arterial streets or other roadways, larger than those shown in this exhibit, shall be designed by the LFUCG or the Kentucky Department of Transportation, as appropriate.

CROSS-SECTION	APPLICATION
 NON-RESIDENTIAL COLLECTOR	Collector/Connector street in non-residential areas; intersection with an arterial street for at least 250'. A transition section is required to the normal collector/connector street cross-section.
 NON-RESIDENTIAL OR INDUSTRIAL COLLECTOR	Collector/connector street in non-residential areas; industrial area collectors/ connectors and locals. (Note: Sidewalk may be eliminated on one side when street is completely contained within an industrial area)
 RESIDENTIAL COLLECTOR AND INDUSTRIAL LOCAL	Residential collector/connector street depicted in the Comprehensive Plan; industrial area locals and cul-de-sacs. (Note: Sidewalk may be eliminated on one side when street is completely contained within an industrial area).
 RESIDENTIAL CONTINUING LOCAL OR COMMERCIAL SERVICE	Residential local street or cCommercial service roads. (parking allowed on both sides of the roadway)
 RESIDENTIAL CUL-DE-SAC AND CONTINUING LOCAL	Residential cul-de-sacs and continuing residential local streets. (parking restricted to one side of roadway) (Note: 4-foot dimension is sidewalk)
~~42.0' 4' 5.5' 5.5' 4' Residential Local Street~~	~~Residential local, where 15 units or less have access or the average lot width is greater than or equal to 100' (single family only); and where two parking spaces are provided behind the building line, each having independent access to the street. Easement area for sidewalks and utilities required.~~



RURAL LOCAL

Rural Local Streets are intended to carry a low volume of traffic.

EXHIBIT 6-4: ~~TYPICAL CROSS-SECTIONS FOR NEO-TRADITIONAL RESIDENTIAL STREETS~~

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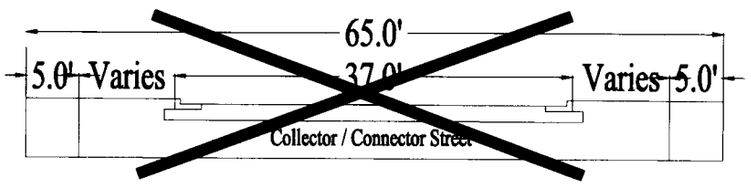
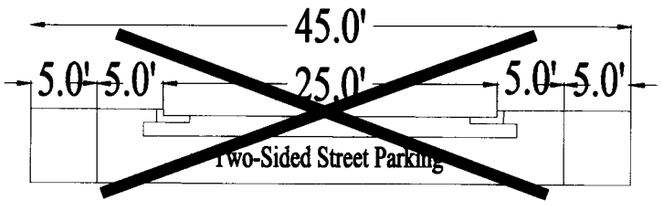
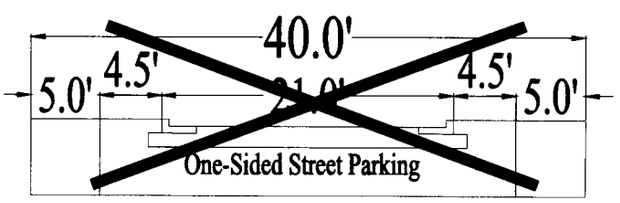
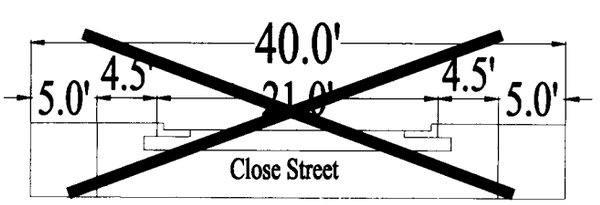
~~The following street cross-sections shall be used for Neo-Traditional developments.~~
~~(Note: The 5-foot dimension on each of the first four diagrams indicates sidewalks)~~









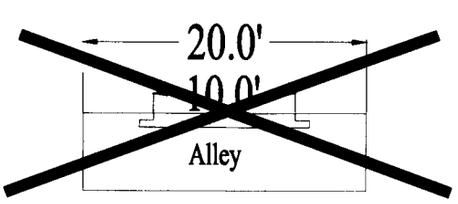


EXHIBIT 6-5: CORNER SIGHT DISTANCES AT INTERSECTIONS

TYPE OF ROADWAY(*1)	PUBLIC OR PRIVATE STREET(*2)	DRIVEWAY(*2)
MAJOR ARTERIAL	325L/150R/15M(*3)	325L/150R/15M
MINOR ARTERIAL	275L/150R/15M	275L/150R/15M
COLLECTOR	200L/150R/15M	200L/150R/15M (non-res.) 150L/120R/15M (res.)
LOCAL	175L/130R/15M	75L/55R/10M

(*1) This column considered as "major" street or intersection.

(*2) This column considered as "minor" street or intersection.

(*3) 325L/150R/15M - Sight triangle to the left/Sight triangle to the right/Distance from edge of curb on minor street or drive approach.

Note: This table assumes right angle intersections and straight major street movement within the sight distance. Situations involving skewed intersections, curvilinear streets and other mitigating factors shall have sight distances determined by the Division of Traffic Engineering.

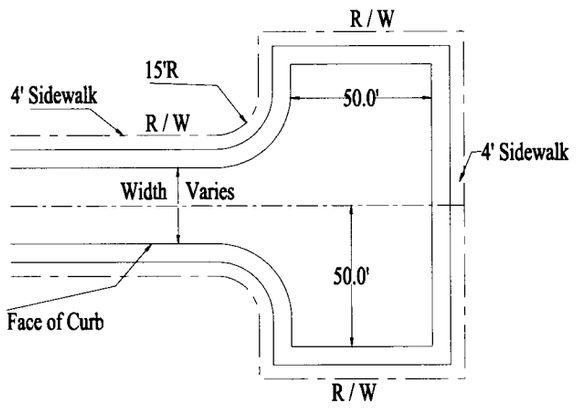
EXHIBIT 6-6: MINIMUM PAVING SPECIFICATIONS

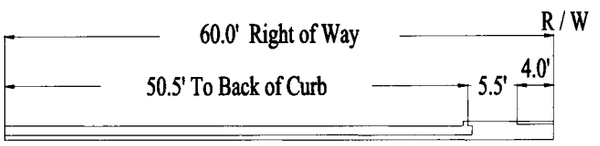
FUNCTIONAL CLASSIFICATION	ASPHALT SURFACE COURSE/ASPHALT BASE COURSE/GRANULAR BASE	PORTLAND CEMENT SINGLE COURSE/ GRANULAR BASE
RESIDENTIAL LOCAL STREETS (URBAN AND RURAL)	1"/3"/9"	6"/4"
RESIDENTIAL COLLECTOR/CONNECTOR STREETS (URBAN AND RURAL)	1"/6"/8"	7"/4"
ARTERIALS AND NON-RESIDENTIAL STREETS (ALL CLASSIFICATIONS)	1"/9"/6"	8"/4"

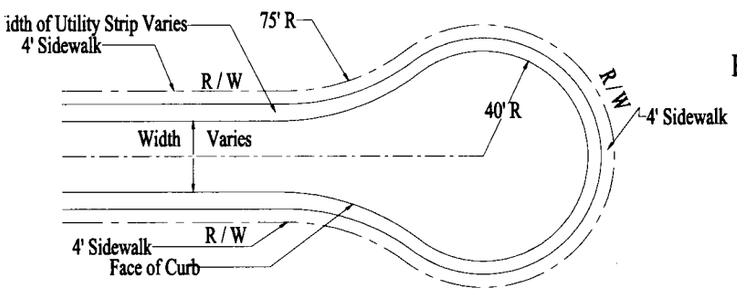
NOTE: These paving specifications are the minimum. The project engineer shall design the granular base and asphalt/ concrete thickness in conformance with the standards of the Division of Engineering Roadway Manual. In no case shall the thickness of the granular base and asphalt/cement course be less than shown above.

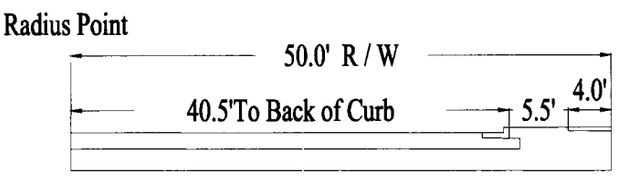
EXHIBIT 6-7: ALTERNATE CUL-DE-SAC DESIGNS

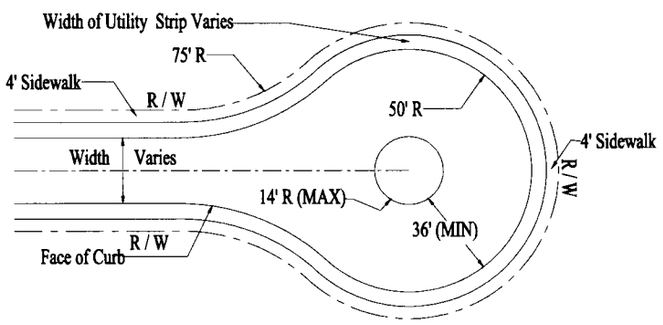
Note: For all cul-de-sacs, the width of utility strip shall remain constant around the ball of the cul-de-sac, or around the hammerhead, to match the utility strip width in the tangent section.











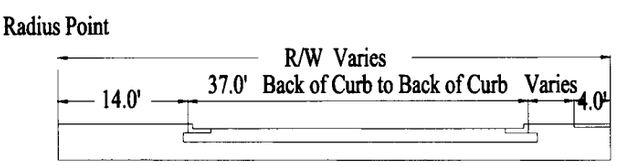


EXHIBIT 6-1: STREET GEOMETRICS

	COLLECTOR/ CONNECTOR STREETS		LOCAL STREETS				
	RESIDENTIAL	NON-RESIDENTIAL	CONTINUING	~~LOOP~~/ CONTINUING OR CUL-DE-SAC	COMMERCIAL SERVICE ROAD	NON-RESIDENTIAL	RURAL LOCAL
STREET DIMENSIONS							
Right-of-Way Width	60'	70'	50'	50' (*3)	40' – 50'	60'	60'
Roadway Width (face to face)	36' - 40' (*5)	40'	30'	27' – 30' (*3)	30'	40'	20'
Curbs and Gutters	Yes	Yes	Yes	Yes	Yes	Yes	No
Sidewalk (width and sides)	4' (both)	4' (both)	4' (both)	4' (both)	4' (*1)	4' (both)	No
Driveway Access	(*1) Yes	(*1) Yes	Yes	Yes	Yes	Yes	Yes
Double-Frontage Lots	(*1) No	(*1) No	No	No	No	No	No
Street Grade (Maximum)	8%	8%	10%	10%	10%	6%	8% (*4)
Street Grade (Minimum)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Pavement Cross Slope	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.	¼" / ft.
Cut Slopes (Minimum)	2:1	2:1	2:1	2:1	2:1	2:1	2:1
Fill Slopes (Minimum)	2:1	2:1	2:1	2:1	2:1	2:1	2:1
STREET ALIGNMENT							
Horizontal Curve Radius	500'	500'	250'	100'	150'	300'	250'
Stopping Sight Distance	250'	250'	200'	200'	200'	200'	250'
Crest Vertical Curve Formula	(*6)	(*6)	(*6)	(*6)	(*6)	(*6)	(*6)
Crest Vertical Curve (Minimum)	100'	100'	100'	100'	100'	100'	100'
Sag Vertical Curve Formula	(*7)	(*7)	(*7)	(*7)	(*7)	(*7)	(*7)
Sag Vertical Curve (Minimum)	100'	100'	100'	100'	100'	100'	100'
STREET INTERSECTION							
Maximum Street Legs	4	4	4	4	4	4	4
Intersection Angle (Preferred and Minimum)	90° - 80°	90° - 80°	90° - 80°	90° - 80°	90° - 80°	90° - 80°	90° - 80°
Intersection Spacing	(*2)	(*2)	(*2)	(*2)	(*2)	(*2)	(*2)
Curb Radius Along Street	(*1)	(*1)	20'	20'	20'	20' – 40'	N/A
Max. Grade within 50' of Intersecting Gutter	3%	3%	3%	3%	3%	3%	N/A
Max. Tangent Offset within 100' of Intersecting Gutter	8.3'	8.3'	11.3'	11.3'	11.3'	11.3'	N/A

(*1) As approved by the Planning Commission.

(*2) Intersection spacing shall apply as described in Section 6-8(q).

(*3) The 27' cross-section shall restrict on-street parking to one side of the roadway.

(*4) The Planning Commission may grant a variance in conformance with Section 1-5 to permit grades of up to 12% in the Rural Service Area and greater than 12% in areas near the Kentucky River.

(*5) The 36' cross-section shall be used for transition to older sections of collector/connector streets. See Exhibit 6-3: Typical Cross-Sections for further information.

(*6) Refer to the Division of Engineering Roadway Manual for design controls for crest vertical curves.

(*7) Refer to the Division of Engineering Roadway Manual for design controls for sag vertical curves.

Note: Typical cross-section applications are described in Exhibit 6-3.

6-2: RESERVED FOR TRAFFIC CALMING or SPEED REDUCTION GRAPHICS

EXHIBIT 6-3: TYPICAL STREET CROSS-SECTIONS

Note: **The following cross-sections shall be considered typical for the situations listed. Other cross-sections may be required by the Planning Commission upon advice from the Division of Traffic Engineering and the Division of Planning, based upon the design of the actual situation encountered. Some existing stub streets were constructed using cross-sections that are now obsolete. These streets should be completed using the obsolete cross-section to an appropriate stopping point, which is customarily the next street intersection. Cross-sections for arterial streets or other roadways, larger than those shown in this exhibit, shall be designed by the LFUCG or the Kentucky Department of Transportation, as appropriate.**

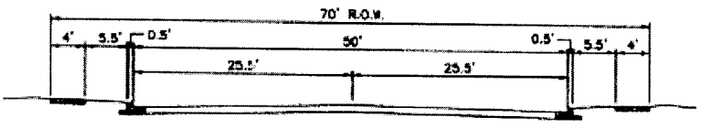
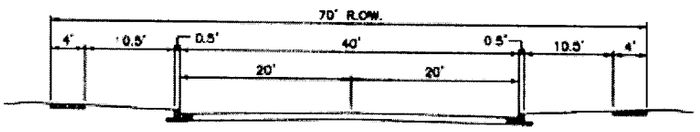
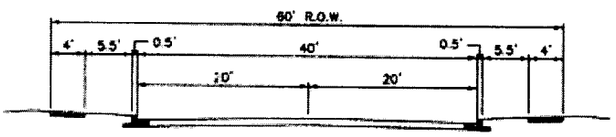
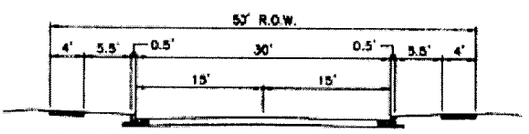
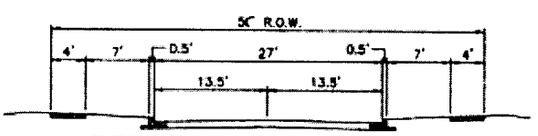
CROSS-SECTION	APPLICATION
 NON-RESIDENTIAL COLLECTOR	Collector/Connector street in non-residential areas; intersection with an arterial street for at least 250'. A transition section is required to the normal collector/connector street cross-section.
 NON-RESIDENTIAL OR INDUSTRIAL COLLECTOR	Collector/connector street in non-residential areas; industrial area collectors/ connectors and locals. (Note: Sidewalk may be eliminated on one side when street is completely contained within an industrial area)
 RESIDENTIAL COLLECTOR AND INDUSTRIAL LOCAL	Residential collector/connector street depicted in the Comprehensive Plan; industrial area locals and cul-de-sacs. (Note: Sidewalk may be eliminated on one side when street is completely contained within an industrial area).
 RESIDENTIAL CONTINUING LOCAL OR COMMERCIAL SERVICE	Residential local street or commercial service roads. (parking allowed on both sides of the roadway)
 RESIDENTIAL CUL-DE-SAC AND CONTINUING LOCAL	Residential cul-de-sacs and continuing residential local streets. (parking restricted to one side of roadway) (Note: 4-foot dimension is sidewalk)
	Rural Local Streets are intended to carry a low volume of traffic.

EXHIBIT 6-4

Intentionally left blank

EXHIBIT 6-5: CORNER SIGHT DISTANCES AT INTERSECTIONS

TYPE OF ROADWAY(*1)	PUBLIC OR PRIVATE STREET(*2)	DRIVEWAY(*2)
MAJOR ARTERIAL	325L/150R/15M(*3)	325L/150R/15M
MINOR ARTERIAL	275L/150R/15M	275L/150R/15M
COLLECTOR	200L/150R/15M	200L/150R/15M (non-res.) 150L/120R/15M (res.)
LOCAL	175L/130R/15M	75L/55R/10M

(*1) This column considered as "major" street or intersection.

(*2) This column considered as "minor" street or intersection.

(*3) 325L/150R/15M - Sight triangle to the left/Sight triangle to the right/Distance from edge of curb on minor street or drive approach.

Note: This table assumes right angle intersections and straight major street movement within the sight distance. Situations involving skewed intersections, curvilinear streets and other mitigating factors shall have sight distances determined by the Division of Traffic Engineering.

Recd by _____

Date: _____

RECOMMENDATION OF THE

URBAN COUNTY PLANNING COMMISSION

OF LEXINGTON AND FAYETTE COUNTY, KENTUCKY

IN RE: **SRA 2017-4: AMENDMENT TO ARTICLE 6 TO UPDATE STANDARD CROSS SECTIONS TO REFLECT ON-STREET PARKING LIMITATIONS AND TO DELETE NEO-TRADITIONAL STANDARDS** - updating the street cross-sections to match the current Engineering Manuals, restricting on-street parking on local streets less than 30-feet wide, deleting all references to neo-traditional design standards and the cross-section currently listed for "residential local for 15 or less units," and adding references to traffic calming (aka speed reduction) techniques for Lexington-Fayette County.

Having considered the above matter on **December 14, 2017,** at a Public Hearing and having voted **8-0** that this Recommendation be submitted to the Lexington-Fayette Urban County Council, the Urban County Planning Commission does hereby recommend **APPROVAL OF THE ALTERNATIVE TEXT** for this matter for the following reasons:

1. The proposed text amendment to Article 6 of the Land Subdivision Regulations will maintain standard right-of-way widths, but restrict on-street parking to maintain large vehicle clearance within residential subdivisions. In this regard, the public health, safety and welfare of the community is preserved and the general intent of the regulations to "encourage the development of sound, healthful and economically stable residential areas; to provide for safe, convenient and efficient traffic circulation; and to provide for the overall harmonious development of the community in accordance with the adopted Comprehensive Plan" is upheld.
2. The proposed text amendment to Article 6 will allow for traffic calming measures in accordance with the LFUCG *Neighborhood Traffic Management Manual* to be integrated into all street designs in order to improve overall public safety by ensuring safe operating speeds. Traffic calming measures will also help to facilitate context sensitive design that results in a safe multi-modal street network.

ATTEST: This 19th day of January, 2018.

Secretary, Jim Duncan

WILLIAM WILSON
CHAIR

At the Public Hearing before the Urban County Planning Commission, this petition was represented by **Traci Wade, Planning Manager, Division of Planning, Planning Services Section.**

OBJECTIONS	OBJECTORS
• Walt Gaffield, 2001 Bamboo Drive	• Narrow streets will harm the real estate values, as well as making the area less desirable.
• Amy Clark, 628 Kastle Road	• What is being proposed is a fix to a complaint driven problem

VOTES WERE AS FOLLOWS:

AYES:	(8)	Berkley, Cravens, Forester, Mundy, Owens, Penn, Plumlee, and Wilson
NAYS:	(0)	
ABSENT:	(3)	Bell, Brewer and Richardson
ABSTAINED:	(0)	
DISQUALIFIED:	(0)	

Motion for **Approval** of **SRA 2017-4** carried.

Enclosures: Recommended Text
Application
Staff Report
Applicable excerpts of minutes of above meeting.

RESOLUTION NO. 616 -2017

A RESOLUTION INITIATING A TEXT AMENDMENT TO THE LAND SUBDIVISION REGULATIONS TO AMEND DESIGN AND IMPROVEMENT STANDARDS FOR MAJOR SUBDIVISIONS AS DESCRIBED IN THE PROPOSED TEXT ATTACHED HERETO AND INCORPORATED HEREIN.

BE IT RESOLVED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 - That a text amendment to the Land Subdivision Regulations to amend design and improvement standards for major subdivisions as described in the proposed attached text is hereby initiated for Planning Commission consideration and recommendation.

Section 2 – That the draft proposed text amendment to the Land Subdivision Regulation is attached hereto and incorporated herein as an exhibit to this resolution.

Section 3 – That this Resolution shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL: October 12, 2017

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL

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DIVISION OF PLANNING

Draft

ORDINANCE NO. _____- 2017

AN ORDINANCE AMENDING ARTICLES 6-8 AND 6-9 AND EXHIBITS 6-1, 6-2, 6-3 AND 6-4 OF THE LAND SUBDIVISION REGULATIONS TO AMEND THE DESIGN AND IMPROVEMENT STANDARDS FOR MAJOR SUBDIVISIONS. (URBAN COUNTY COUNCIL).

WHEREAS, the Lexington-Fayette Urban County Council has initiated a text amendment to Articles 6-8 and 6-9 and Exhibits 6-1, 6-2, 6-3 and 6-4 of the Land Subdivision Regulations to amend the Design and Improvement Standards for Major Subdivisions; and

WHEREAS, the Planning Commission has considered a text amendment to Articles 6-8 and 6-9 and Exhibits 6-1, 6-2, 6-3 and 6-4 of the Land Subdivision Regulations to amend the Design and Improvement Standards for Major Subdivisions. Planning Commission did recommend APPROVAL of the text by a vote of _____; and

WHEREAS, this Council agrees with the recommendation of the Planning Commission; and

WHEREAS, the recommendation form of the Planning Commission is attached hereto and incorporated by reference herein.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That Articles 6-8 and 6-9 of the Land Subdivision Regulations of the Lexington-Fayette Urban County Government are hereby amended as follows:

ARTICLE 6-8 AND 6-9 OF THE LAND SUBDIVISION REGULATIONS –
DESIGN AND IMPROVEMENT STANDARDS FOR MAJOR SUBDIVISIONS,
Street Standards and Reserved for Traffic Calming or speed Reduction Techniques.

6-8(h) MEDIANS - Medians may be permitted in street cross-sections when approved by the Commission. Medians shall only be allowed when the street cross-section is designed to provide for all necessary traffic movements inherent in the standard cross-sections contained in Exhibits 6-1 and 6-3. Provision for the maintenance of any median areas and associated plantings shall be noted on the final subdivision plat of the property. Plantings shall be of a nature that will not conflict with sight distance or other traffic-related requirements. Location and design of medians and the installation of obstructions in the median shall be subject to the approval of the Planning Commission.

6-8(n)(1) SIDEWALK STANDARDS - Conventional pedestrian sidewalks shall be required on both sides of all roads unless the street is specifically exempted by these Subdivision Regulations, or a specific waiver is granted by the Planning Commission. A meandering sidewalk alignment may be approved by the Planning Commission to save trees or other major plantings, avoid rock outcroppings, or to avoid other physical conditions. Sidewalks shall be constructed of concrete and shall be four and one-half (4½) inches in thickness and a minimum width of four (4) feet. Sidewalks shall be placed adjacent to the street right-of-way line, except as

noted in Exhibit 6-7 for cul-de-sacs. Slope toward curb shall be one-quarter (¼) of an inch to the foot. Sidewalks shall include a curb ramp wherever an accessible route crosses a curb. Where sidewalks are required on bridges, they shall have a minimum, barrier-free, width of six (6) feet. The Standard Sidewalk Alignment shall be as described in Table A.

TABLE A: STANDARD SIDEWALK ALIGNMENT

STREET CLASSIFICATION	WIDTH (FEET)	
	DISTANCE FROM ROADWAY	WIDTH OF SIDEWALK
Non-Residential and Industrial Collectors/Connectors (40' Street Width)	10.5	4.0
Non-Residential and Industrial Collectors/Connectors (51' Street Width)	5.0	4.0
Residential Collectors/Connectors and Industrial Locals	5.5	4.0
Local Residential	5.5	4.0
Local Residential Cul-de Sac	7.0	4.0

6-8(p) STREET IMPROVEMENT REQUIREMENTS FOR DEVELOPMENT ADJOINING EXISTING ROADWAYS - Any substantial development of subdivided property may reasonably be anticipated to create a burden on existing public roads, thereby posing a traffic and safety hazard. In order to ameliorate that hazard and to advance the public's interest in having safe and adequate roadways, the following requirements shall apply whenever a subdivision is proposed for property abutting an existing public roadway which does not meet the right-of-way and pavement width standards for the functional classification of that street:

1) PROPOSED SUBDIVISIONS WHICH ABUT LOCAL OR COLLECTOR / CONNECTOR STREETS - Whenever a subdivision is proposed for property which abuts a local or collector/connector street, as defined in these Land Subdivision Regulations, the developer shall be required to dedicate right-of-way along the entire street frontage to a width which will provide one-half of the total right-of-way necessary to comply with the standards as set out in Exhibit 6-1 of these Land Subdivision Regulations. It is assumed that the same right-of-way dedication will be required on the opposite side of the roadway at such time as that property develops, thereby providing the full necessary right-of-way width. Construction of roadway widening improvements (including paving, curb, gutter and sidewalk, where appropriate) shall also be required as necessary to bring the roadway up to full cross-section requirements as set forth in Exhibits 6-1 and 6-3 of these Land Subdivision Regulations. Upon the recommendation of the Commissioner of Public Works, the Commission may permit a long-term surety to be posted in lieu of construction of such improvements where such are intended to augment programmed improvements to be made by the government.

6-9 **RESERVED FOR TRAFFIC CALMING or SPEED REDUCTION TECHNIQUES**.

Section 2 – That Exhibits 6-1, 6-2, 6-3 and 6-4 to Article 6 of the Land Subdivision Regulations are amended as shown on Attachment A which is attached hereto and incorporated herein.

Section 3 - That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

_____
MAYOR

ATTEST:

STAFF REPORT ON PETITION FOR LAND SUBDIVISION REGULATIONS TEXT AMENDMENT

SRA 2017-4: AMENDMENT TO ARTICLE 6 TO UPDATE STANDARD CROSS SECTIONS TO REFLECT ON-STREET PARKING LIMITATIONS AND TO DELETE NEO-TRADITIONAL STANDARDS

REQUESTED BY: Lexington-Fayette Urban County Council

PROPOSED TEXT: See attached

STAFF REVIEW:
On October 12, 2017, the Lexington-Fayette Urban County Council passed a resolution to initiate modifications to the LFUCG Land Subdivision Regulations. The changes include: updating the street cross-sections to match the current Engineering Manuals, restricting on-street parking on local streets less than 30-feet wide, deleting all references to neo-traditional design standards and the cross-section currently listed for "residential local for 15 or less units," and adding references to traffic calming (aka speed reduction) techniques for Lexington-Fayette County.

The Land Subdivision Regulations, adopted in the 1930s, create the guidelines by which land is developed and subdivisions are created. Article 6 of the Subdivision Regulations include basic standards for streets, including width right-of-way for various types of streets, sidewalk location and width, allowable slopes, alignment and curvature, and intersection and access spacing.

Most local residential streets constructed over the past twenty years are between 27 and 30 feet in pavement width, although for streets with fewer than 15 units or where lots have 100 feet of frontage, some have been constructed with only 22 feet of pavement width. The Land Subdivision Regulations have also allowed more flexibility to developers to create local streets of varying widths in the Expansion Area to accommodate greater density, improve the residential streetscape and reduce development costs. Within these residential neighborhoods, some local streets have been constructed with 24 feet of pavement. Lastly, the current Subdivision Regulations also provide for neo-traditional streets that can be as narrow as 20 feet of pavement; although these standards have only been utilized a few times since implemented.

The reduced and/or varied street widths, along with increased desire for residents to utilize on-street parking, and the increased size of vehicles that need to traverse these local streets on a regular basis (such as school buses, fire trucks and solid waste vehicles), began to create some concern about 15 years ago. The local government made a policy decision to address the issue post-development; that is, if large vehicles were hampered in traversing a local street, that on-street parking would be restricted on one or both sides.

While this approach has generally worked to address existing streets, the Division of Fire and Emergency Services has requested that Article 6 of the Land Subdivision Regulations be amended to prevent problems before they arise in the development process. However, the Division of Traffic Engineering has expressed concern about creating streets that are too wide, because they can encourage speeding. Over the past year, the Divisions of Fire and Emergency Services and Traffic Engineering have worked together to develop a compromise; one that maintains between 16 and 20 feet of vehicle clearance on all local streets by restricting on-street parking for streets that are less than 27 feet wide. The proposed text amendment also eliminates the ability to construct neo-traditional streets by deleting these regulations completely.

Residential neighborhood speeding is an everyday occurrence and a common complaint within the community. In order to minimize the potential for neighborhood speeding on local streets with on-street parking restrictions, traffic calming (also known as speed reduction techniques) should be utilized at the time of street construction. The text amendment initiated by the Urban County Council had a placeholder for text related to this concept in Section 6-9 (to replace the neo-traditional standards). At this time, the staff recommends including specific language in the Subdivision Regulations to address traffic calming, and such text is reflected in the attached text amendment.

Traffic calming techniques are already outlined in the Division of Traffic Engineering's *Neighborhood Traffic Management Manual* and may include shorter block lengths, bump-outs/curb extensions, change in paving materials, roundabouts and/or traffic circles, raised intersections and raised crosswalks. Such traffic calming measures should be considered on a case-by-case basis by the Division of Traffic Engineering, with recommendations being shared with the Division of Planning and/or the Planning Commission, as necessary. Integrating traffic calming measures will not impair emergency response times, but rather strive to improve overall public safety of streets by ensuring safe operating speeds. The traffic calming measures will also help to facilitate context sensitive design that results in a safe multi-modal street network.

The proposed text amendment will maintain standard right-of-way widths, but restrict on-street parking to maintain necessary vehicle clearance within residential subdivisions. In this regard, the public health, safety and welfare of the community is preserved and the general intent, stated in Article 1 of the regulations, to "encourage the development of sound, healthful and economically stable residential ... areas; to provide for safe, convenient and efficient traffic circulation; ... and to provide for the overall harmonious development of the community in accordance with the adopted Comprehensive Plan" is upheld.

The Staff Recommends: **Approval of the Staff Alternative Text**, for the following reasons:

1. The proposed text amendment to Article 6 of the Land Subdivision Regulations will maintain standard right-of-way widths, but restrict on-street parking to maintain large vehicle clearance within residential subdivisions. In this regard, the public health, safety and welfare of the community is preserved and the general intent of the regulations to "encourage the development of sound, healthful and economically stable residential ... areas; to provide for safe, convenient and efficient traffic circulation; ... and to provide for the overall harmonious development of the community in accordance with the adopted Comprehensive Plan" is upheld.
2. The proposed text amendment to Article 6 will allow for traffic calming measures in accordance with the LFUCG *Neighborhood Traffic Management Manual* to be integrated into all street designs in order to improve overall public safety by ensuring safe operating speeds. Traffic calming measures will also help to facilitate context sensitive design that results in a safe multi-modal street network.

TLW/dw
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VI. COMMISSION ITEMS

A. PUBLIC HEARINGS ON SUBDIVISION REGULATIONS AMEMENDMENTS

1. SRA 2017-4: AMENDMENT TO ARTICLE 6 TO UPDATE STANDARD CROSS SECTIONS TO REFLECT ON-STREET PARKING LIMITATIONS AND TO DELETE NEO-TRADITIONAL STANDARDS

REQUESTED BY: Lexington-Fayette Urban County Council

PROPOSED TEXT: Copies are available from the staff.

The Subdivision Committee recommended: **Approval**.

The Staff Recommends: **Approval of the Staff Alternative Text**, for the following reasons:

1. The proposed text amendment to Article 6 of the Land Subdivision Regulations will maintain standard right-of-way widths, but restrict on-street parking to maintain large vehicle clearance within residential subdivisions. In this regard, the public health, safety and welfare of the community is preserved and the general intent of the regulations to "encourage the development of sound, healthful and economically stable residential areas; to provide for safe, convenient and efficient traffic circulation; and to provide for the overall harmonious development of the community in accordance with the adopted Comprehensive Plan" is upheld.
2. The proposed text amendment to Article 6 will allow for traffic calming measures in accordance with the LFUCG *Neighborhood Traffic Management Manual* to be integrated into all street designs in order to improve overall public safety by ensuring safe operating speeds. Traffic calming measures will also help to facilitate context sensitive design that results in a safe multi-modal street network.

Staff Presentation – Ms. Wade presented a PowerPoint presentation, and gave a brief description of each slide. Ms. Wade described the proposed changes to the standard cross-sections, noting that parking would be restricted on one side of residential local streets if the developer elects to build a street that is less than 30 feet wide. She stated that the right-of-way widths are not proposed to be altered with this text amendment. She indicated that the staff was recommending approval of the text amendment to Article 6 of the Land Subdivision Regulations, subject to the reasons provided on today's agenda.

Commission Questions – Ms. Mundy said that she had lived in an area where the streets were very narrow and designated as private. The neighborhood association had restricted parking to one side of the street, opposite of the fire hydrants. She explained that there was a situation in that neighborhood where the street was note wide enough for the fire trucks to maneuver around the parked cars to access the fire hydrants. She asked if there was a way to ensure the fire hydrants are open and available to the fire trucks. Ms. Wade said that the Fire Department can restrict the parking to the opposite side of the fire hydrants. Ms. Mundy said that the fire hydrants was on the opposite side of the street, but there were cars parked directly across from the fire hydrants. Captain Legal explained that the Fire Department will restrict the parking in front of the fire hydrants, but as far as cars parked directly across from the fire hydrants, that is associated with the street width not being adequate. He said that the Fire Department prefers the street width to be 30 feet, but they can compromise with a street width of 27 feet. If the streets are restricted to parking on one side, then the 27 foot width would allow the fire trucks to maneuver through the area, as needed. Mr. Martin said that the Land Subdivision Regulations require private streets to meet all public standards as well as acquire the Commission's approval. If this text amendment becomes an approved regulation, then private streets will have to comply.

Mr. Cravens asked if the text amendment would apply to access easements. Ms. Wade replied that access easements are created with a separate finding, which is approved by the Commission. Mr. Martin also said that the Commission has the authority to impose additional conditions on an access easement. Ms. Wade noted that the Division of Traffic Engineering could also impose a restriction of no parking on the access easement.

Mr. Wilson asked if the Commission is initiating this text amendment. Ms. Wade indicated that the Urban County Council initiated the text amendment, at which time the Commission has 60-days to review the proposed amendment.

Ms. Wade noted that the Staff and the Subdivision Committee recommend approval of the Staff Alternative Text, for the following reasons:

1. The proposed text amendment to Article 6 of the Land Subdivision Regulations will maintain standard right-of-way widths, but restrict on-street parking to maintain large vehicle clearance within residential subdivisions. In this regard, the public health, safety and welfare of the community is preserved and the general intent of the regulations to "encourage the development of sound, healthful and economically stable residential areas; to provide for safe, convenient and efficient traffic circulation; and to provide for the overall harmonious development of the community in accordance with the adopted Comprehensive Plan" is upheld.
2. The proposed text amendment to Article 6 will allow for traffic calming measures in accordance with the LFUCG *Neighborhood Traffic Management Manual* to be integrated into all street designs in order to improve overall public safety by ensuring safe operating speeds. Traffic calming measures will also help to facilitate context sensitive design that results in a safe multi-modal street network.

Citizen Comments – Walt Gaffield, Fayette County Neighborhood Council, believed that if 30 feet was needed to accommodate the fire trucks, it would be easier to require 30 feet than compromising with 27 feet. He indicated that existing neighborhoods do not want narrow streets because it will harm the real estate values, as well as making the area less desirable. He asked who would be responsible with informing a potential homeowner that parking is restricted to one side of the street and who would be responsible for maintaining the sign posting. He expressed that if Traffic Engineering calls for traffic calming devices then they should be able to require that as a condition versus making a suggestion.

Amy Clark, 628 Kastle Road, indicated what is being introduced is a retro fit to a complaint driven problem and asked if the Commission could consider type II physical barrier traffic calming devices. She noted that in her neighborhood the resident's park on both sides of the street, which acts as traffic calming devices to reduce the speed. She believe a parking pattern along the street would accommodate what the Fire Department needs.

Staff Rebuttal – Captain Legal said that, with regards to the complaint driven comment, when someone calls in saying a fire truck cannot access their road, the Fire Department takes those types of calls very seriously. He then said that they do not turn a blind eye to the citizens' concerns and should there be an emergency, they want a clear path with no obstacles. This issue has been a talking point for the Fire Department for 10 years and recently it has picked up speed due to Council involvement. He added that 27 feet of width was a doable compromise with all the parties involved.

Ms. Wade said that this text amendment would allow the Division of Traffic Engineering to make suggestions, but require those particular changes on the street through their signoff. If the applicant disagrees, they could present their proposal to the Commission for further consideration. She said that the type II traffic calming devices are not typically suggested for existing streets because it costs the city money, so less invasive solutions are done first, then if more is required the Division of Traffic Engineering can investigate the problem through a very detailed study.

Citizen Rebuttal - Mr. Gaffield said that it is his experience the best traffic calming is to park cars on both sides of the street.

Action – A motion was made by Mr. Berkley, seconded by Ms. Mundy, and carried 8-0 (Brewer, Bell and Richardson absent) to approve **SRA 2017-4: AMENDMENT TO ARTICLE 6 TO UPDATE STANDARD CROSS SECTIONS TO REFLECT ON-STREET PARKING LIMITATIONS AND TO DELETE NEO-TRADITIONAL STANDARDS**, for the reasons provided by the staff.