



# Lexington-Fayette Urban County Government

200 E. Main St  
Lexington, KY 40507

## Legislation Text

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**File #:** 0099-18, **Version:** 1

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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). Approval of the Staff Alternative Text 8-0 [Div. of Planning, Duncan]  
[An Ordinance amending Article 6 of the Land Subdiv. Regulations to update 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. Approval of the Staff Alternative Text 8-0 [Div. of Planning, Duncan]]

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 Subdiv. Regulations to amend the Design and Improvement Standards for Major Subdiv.s; 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 Subdiv. Regulations to amend the Design and Improvement Standards for Major Subdiv.s. 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 Subdiv. Regulations of the Lexington-Fayette Urban County Government are hereby amended as follows:

### **ARTICLE 6-8 AND 6-9 OF THE LAND SUBDIV. 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 subdiv. 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 Rd.s unless the street is specifically exempted by these Subdiv. 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 Rd.s, 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 Rd.ways, the following requirements shall apply whenever a subdiv. is proposed for property abutting an existing public Rd.way 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 subdiv. is proposed for property which abuts a local or collector/connector street, as defined in these Land Subdiv. 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 Subdiv. Regulations. It is assumed that the same right-of-way dedication will be required on the opposite side of the Rd.way at such time as that property develops, thereby providing the full necessary right-of-way width. Construction of Rd.way widening improvements (including paving, curb, gutter and sidewalk, where appropriate) shall also be required as necessary to bring the Rd.way up to full cross-section requirements as set forth in Exhibits 6-1 and 6-3 of these Land Subdiv. 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 Subdiv. 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:

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Clerk of Urban County Council