



Environmental Quality & Public Works (EQPW) Committee

August 12, 2025

Summary and Motions

Chair Hannah LeGris called the meeting to order at 1:00 p.m. Committee Members James Brown, Tyler Morton, Emma Curtis, Liz Sheehan, Joseph Hale, Amy Beasley, Dave Sevigny, and Hil Boone were present. Vice Mayor Dan Wu, Council Members Shayla Lynch, Whitney Elliott Baxter, and Jennifer Reynolds were present as non-voting members.

I. APPROVAL OF JUNE 10, 2025 COMMITTEE SUMMARY

Motion by Sheehan to approve the June 10, 2025 Environmental Quality & Public Works Committee Summary. Seconded by Sevigny. Motion passed unanimously.

Motion by Beasley to change the order of agenda items, making the MS4 Program the first presentation. Seconded by Morton. Motion passed unanimously.

II. MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) PROGRAM OVERVIEW

Bailee Young, MS4 Program Manager, provided an overview of the Municipal Separate Storm Sewer System (MS4), starting with definitions. An MS4 means our storm sewers are separate from sanitary sewers. Sanitary sewers carry waste to our wastewater treatment plants, while storm sewers drain directly into creeks without treatment. A watershed is an area of land that drains into a common body of water. In Lexington, an MS4 Permit is managed by the Kentucky Division of Water. This falls under the Kentucky Pollutant Discharge Elimination System (KPDES) permitting. The permit allows Lexington to discharge stormwater from the separate system into the waters of the Commonwealth while emphasizing water quality. Young explained that the MS4 program aims to maintain and enhance the quality of the state's waterways by reducing the number of pollutants in stormwater that enters the MS4. Increased runoff and pollution can harm fish and wildlife, kill native plants, contaminate drinking water sources, and make recreational areas unsafe and unpleasant. **No action was taken on this item.**

III. MINT LANE PUMP STATION

Charles Martin, Director of Water Quality, provided a presentation to clarify the necessary information for moving forward with the design of the new Mint Lane pump station. \$2 million is allocated in the FY26 budget for design and property acquisition for this Consent Decree project, stemming from a history of overflows at the existing pump station, and must be completed by December 2030. Screenshots were shared to illustrate the Urban Growth Master Plan's connection to the 2023 Expansion Area, which may be served by Mint Lane. The proposed pump station would be located on land owned by Fayette County Public Schools, adjacent to the existing Mint Lane Pump Station. Martin noted that projections of infrastructure costs are based on fluctuating parameters, including population density, the distinction between developable and undevelopable land, and timing. Given the deadlines imposed by the Consent Decree, it is recommended to proceed with the construction of a new pump station and wet weather storage tank within the existing Urban Services Boundary (USB) limits, as well as to initiate design services and property acquisition in Fiscal Year 2026.

Barberie explained that staying within the USB is not codified, but it is a common practice that sewer infrastructure is not constructed outside the boundary without the Council's approval. Regarding the

proposed location, Martin stated it is the best site potentially available within the boundary. Currently, Fayette County Public Schools (FCPS) owns the land, and the city would need to acquire it. Committee members inquired about the land on Bowman Mill Road that Mill Ridge Farm had offered to donate as a site for a pump station. Martin explained that the Mill Ridge Farm location, which is outside the USB, was considered for the sewerability study because it's easier to construct there as opposed to the tight space behind Dubar High School. When asked whether building a pump station at Mill Ridge Farm would commit the Council to future expansion, Barberie noted that it would depend on the conditions for acquiring the property. Ultimately, the location decision is up to the Council, but they will send a spreadsheet of the proposed locations. Martin noted that the Consent Decree wet weather capacity is what drives everything, but if we build infrastructure large enough to handle this, it causes odor problems. The plan for this pump station is not to oversize it, but to incorporate a dry weather component that would handle the base flow and construct a separate wet weather storage tank.

Motion by Sevigny to have a complete site analysis and cost feasibility study of the two locations: the existing site and downstream at Bowman Mill Rd (on Mill Ridge Farm property), that includes future growth of the facility and the region per the Master Plan for Area 1, delivered to Council at a regularly scheduled Work session by March 1, 2026. Seconded by Curtis. Motion passed by a vote of 7 - 2 (Yes: Brown, Morton, Curtis, Sheehan, Hale, Beasley, Sevigny; No: LeGris and Boone).

IV. STREET ART FOR LEXINGTON

Hannah Crepps, Planner Principal in Outreach and Strategic Planning, explained that Street Art (sometimes called asphalt art or street murals) is a way to creatively activate a city's largest public space: its transportation system. Street Art is a visual intervention with two goals: it functions as "traffic calming" by reducing vehicle speeds, making it safer and more comfortable to walk, bike, and drive. It also promotes "placemaking" by creating people-centered spaces that foster community. She emphasized that Street Art is not a complete solution; rather, it is one of many tools the city can use, and it should be implemented through extensive collaboration and dialogue across city departments and within the community.

Local conditions will determine whether street art prioritizes traffic calming or placemaking. For example, a street art piece might celebrate a neighborhood's historic achievement or help prepare the community for the redesign of an intersection. Street art can be applied in various locations, including intersections, curb extensions (also called bulb-outs), crosswalks, pedestrian refuge islands, and mid-block areas. It has been shown to enhance driver awareness, increase perceived and actual safety for pedestrians and cyclists, and promote more positive behavior across all modes of travel. Projects can be driven by the city, approved by the city, or externally initiated and sanctioned by the city. Municipalities can also link their projects to policies and plans, such as Vision Zero, the Public Art Master Plan, and Complete Streets.

Steps in this process include identifying a funding source, connecting the community with artists, coordinating with the Division of Planning and Traffic Engineering to obtain design approval, securing approval from the Public Arts Commission, installing the artwork, and collecting data. The Division of Planning is working with Councilmember Morton to continue the temporary chalk art demonstration that took place at the city's StreetFest event on Shropshire Avenue in May. This pilot project aims to help define what a future process could look like for installing street art as a form of placemaking and traffic calming throughout Lexington. **No action was taken on this item.**

V. ITEMS REFERRED TO COMMITTEE

No action was taken on this item.

The meeting adjourned at 2:39 p.m.