

Legend:

Black-original language, Red-HB 443 Proposed language, Blue-amended language

Sec. 12-8. - Minimum design standards.

Motion to Amend:

12-8(h)(1) - For all commercial centers ~~located along~~ abutting a transit route, a minimum of one (1) transit shelter ~~and~~ with seating shall be provided on such route, and shall have sidewalk connections a minimum of five (5) feet in width to both the internal and perimeter pedestrian circulation systems. Such transit shelter shall not be required when an existing transit shelter is present within 1/4 mile of the development along the same side of the roadway, and connected to the development with a continuous sidewalk pedestrian network.

Sec. 12-9. - Design standards for "big-box" retail establishments.

Motion to delete:

~~12-9(b) - Customer entrances are required along all exterior walls facing a public or private street or access easement constructed to serve as frontage. Where this involves more than two sides of a principal building, this shall only apply to two (2) sides of such building.~~

Motion to amend:

12-9(c) - Loading docks, trash collection areas, and outdoor storage of materials items not intended for sale shall not be located within the front yard. Accessory outdoor sales areas for merchandise shall be permitted within the front yard.

Motion to amend:

12-9(d) - Sidewalks a minimum of five (5) feet in width are required along the full length of any exterior wall featuring a customer entrance or an abutting off-street parking lot, and along sides of the lot that abut a public or private street.

Motion to amend:

12-(f) Sidewalks a minimum of five (5) feet in width shall be provided to connect the customer entrance locations to the public or private right-of-way. A maximum of ~~one (1)~~ two (2) crosswalks ~~is~~ are allowed to make the connection.

Sec. 16-6. Vehicular use area, pedestrian facilities, and loading and unloading areas permitted in nonresidential and mixed-use zones.

Motion to refer to General Government & Planning Committee:

16-6(a)(3)(c) - Where internal pedestrian walkways are required to cross a drive aisle at a distance of greater than twenty-four (24) feet, raised pedestrian crossing shall be utilized. A minimum vertical deflection of six (6) inches shall be utilized as part of the raised pedestrian crossing.

Sec. 16-9. Drive-Through Facilities and Drive-Up Windows

Motion to refer the entire section to General Government & Planning Committee:

Sec. 16-12. Bicycle parking and storage.

Motion to amend:

~~16-12(d) 50% or greater of the required bicycle parking for multi-family developments shall be covered and either located directly adjacent to the dwellings structure, or in a secure location internal to the structure. The bicycle parking shall be divided equally by total number of units per building and then multiplied by the number of buildings in order to serve the development equally. Bicycle parking shall be allocated proportionately between the residential structures on a development based on the number of residential units in each structure.~~

Sec. 16-15. Commercial Access Standards.

Motion to REPLACE Section 16-15 :

~~(a) - Proposed additional or new commercial entrances shall be aligned with existing curb cuts or existing street features on the opposite side of the street. If entrance locations cannot align, then the proposed commercial entrance shall be a minimum distance away from any other entrance the corresponding curb cut or street feature on the opposite side of the street based upon the posted speed as the following:~~

Posted Roadway Speed	Distance Between Commercial Entrances
25 MPH	100 feet
35 MPH	150 feet
45 MPH or greater	200 feet

~~(b) Proposed commercial entrances shall conform to LFUCG engineering standard drawing 307-2. except for right in/ right out access points, shall be a minimum width of twenty (20) feet and a maximum width of thirty (30) feet, measured at the right-of-way line. Driveway width, apron flare and curb radius and must meet all Fire Code or LFUCG Division of Fire standards.~~

~~(c) A minimum fifteen (15) foot curb radius shall be provided for commercial entrances, shared access points and for any entrance from an arterial street. A maximum curb radius of thirty-five (35) feet shall be provided and must be supported by tracking path simulation (e.g. AutoTURN).~~

~~(d) Entrance spacing along frontage roads shall meet local road access spacing, with a maximum of two (2) access points.~~

~~(e) - Proposed commercial entrances shall be a minimum of one hundred (100) feet from any at-grade railroad crossing right-of-way.~~

~~(f) Where a median exists in the right-of-way, entrances shall be aligned with median openings.~~

~~(g) Appropriate storage and taper lengths, pavement markings (including raised pavement markings) for left turn lanes and monolithic median noses shall comply with design standards established by the Traffic Engineering Manual and LFUCG Standard Drawing #####.~~

~~(h) - No parking spaces shall be permitted to back directly into a public or private street right-of-way. Existing parking lots shall be revised to meet current standards when there is a zone change.~~

change of use, or addition made to a principal structure of more than thirty percent (30%) of the floor area.

(i) When a site is redeveloped, existing entrances shall ~~be removed, replaced or relocated unless they are in compliance~~ **comply** with LFUCG Standard Drawing 307 for entrance apron design and width.

(j) Commercial entrances shall be located a minimum of three (3) feet from the property line or more to allow the corresponding apron flare to remain inside the projected property line and be in compliance with LFUCG Standard Drawing 307-1 or 307-2.

(k) Existing damage or damage caused during construction activity to existing right-of-way shall be repaired or replaced in concert with permitted construction activities, per Article 5 of the Zoning Ordinance.

(l) Gated primary entrances for a private street shall be prohibited. Gates shall meet the performance and operation guidelines of the Division of Fire and Emergency Services.

(m) Gated access points for “exit only” or “emergency access only” shall be located a minimum of thirty (30) feet from the curb to ensure vehicles can see the gate before entering. A “do not enter” sign shall be posted on the gate.

(n) Any proposed modifications to existing LFUCG or KYTC signaling equipment must be reviewed and approved by the Division of Traffic Engineering. Grade changes adjacent to existing LFUCG signaling equipment will require replacement to current LFUCG Traffic Engineering Standards.

Sec. 18-3. - Where landscape materials required.

Motion to amend:

18-(3)(b)(4)(c) Every other row of double-loaded parking requires a continuous interior landscape area of a minimum of eight (8) feet in width when trees are provided. ~~or five (5) feet when no trees are provided.~~

Sec. 21-9 Waivers:

Motion to amend:

*(a)(1)(c)(i) The applicant has incorporated other design measures that exceed the minimums of the zone and ~~compensate~~ **mitigate** for non-compliance with the requirements to be waived (net beneficial effect); or*

Motion to amend:

*(e): The Commission may impose additional conditions or restrictions intended to mitigate the **specific** impact of the modification or waiver. These conditions or restrictions shall be noted on the plan and are only able to be modified by the Planning Commission.*