DRAFT

RESOLUTION NO. _____-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:

_____
MAYOR

ATTEST:

_____
CLERK OF URBAN COUNTY COUNCIL
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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

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.

Clerk of Urban County Council
Published :
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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.~~

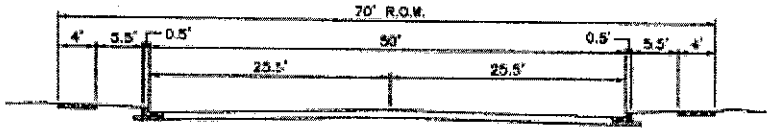
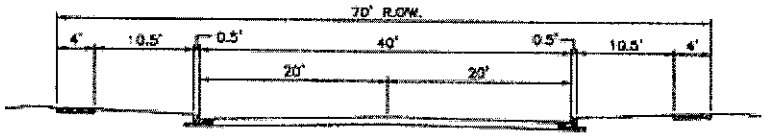
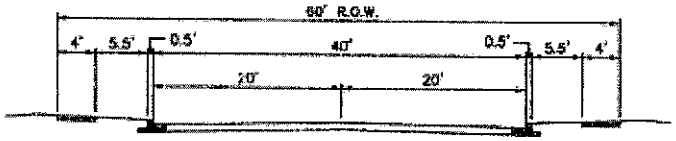
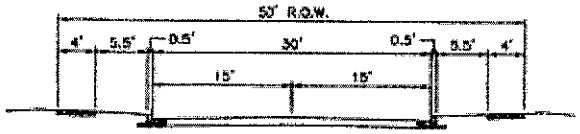
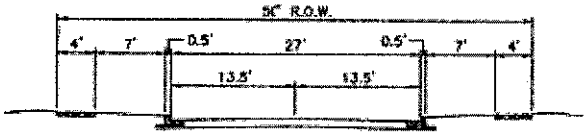
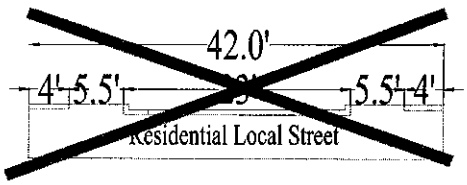
~~(*2) Intersection spacing shall apply as described in Section 6-8(q).~~

~~(*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 c**~~C~~ommercial 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)
~~  ~~	~~**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.**~~

~~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)~~