

# PRIVATE RESIDENTIAL STREETS

Environmental Quality and Public Works Committee

November 15, 2016

Divisions of Planning, Engineering, & Traffic Engineering



**LEXINGTON**



## Overview

- Process for approving private residential streets
  - Developer preference
  - Staff review
  - Planning Commission approval
- Process for accepting private streets as public
  - Staff review
  - Council action
- Issues associated with private streets
  - Limited services
  - Maintenance
  - Cost



## Process for approving private residential streets

- Developer preference identified on submitted plans
- Staff review:
  - Division of Planning
  - Division of Traffic Engineering
  - Division of Engineering
  - Division of Fire & EMS
  - Division of Waste Management
  - Other Technical Committee member agencies
- Subdivision Committee review (and approval...)
  - Technical Committee recommendation
  - Developer's preference and/or recommendation
  - Traffic Engineering, Engineering, Fire & EMS & Planning staff recommendations
- Planning Commission review (and approval...)
  - Subdivision Committee recommendation
  - Developer's preference and/or recommendation
  - Staff recommendations
  - Citizen & neighbors' commentary



## Process for accepting private streets as public

1. Request Initiated to CAO by Private Street Owners
2. CAO Conducts Administrative Review 60 Days to Review / Recommend
3. CAO Forwards Recommendation to Planning Commission
4. Requester Submits Unsigned Amended Plat to Planning Commission
5. Planning Commission considers Amended Plat
6. Planning Commission can take up to 90 Days to Render Decision
7. Urban County Council Consideration can take up to 60 Days to Render Decision
8. If Request Approved and Contingencies Met, CAO Takes Appropriate Actions to Accept Private Street into Public Right-of-Way



## Issues associated with private streets

- Limited services
  - No street sweeping
  - No street lights
- Maintenance
  - HOAs rarely know/understand their maintenance responsibility.
  - Lack of maintenance results in very costly repairs or upgrades needed bring the street up to current standards.
- Cost
  - Resurfacing
  - Base failures
  - Drainage problems
  - Curb repair/replacement
  - Sidewalk installation (when not in the original typical section)
  - Survey for new plat.





## Data

- 46 miles of private residential streets
  - 12 miles gated
  - 34 miles not-gated
  
- 14 gated/limited access developments

# Public to Private Transitions

Manor Drive (portion between Lakeshore Dr. and Laketower Dr.)



# Public to Private Transitions

Tatton Park off Ellerslie Park Blvd.



Mall Road near cinema



Rothbury Road @ Hartland Pkwy.



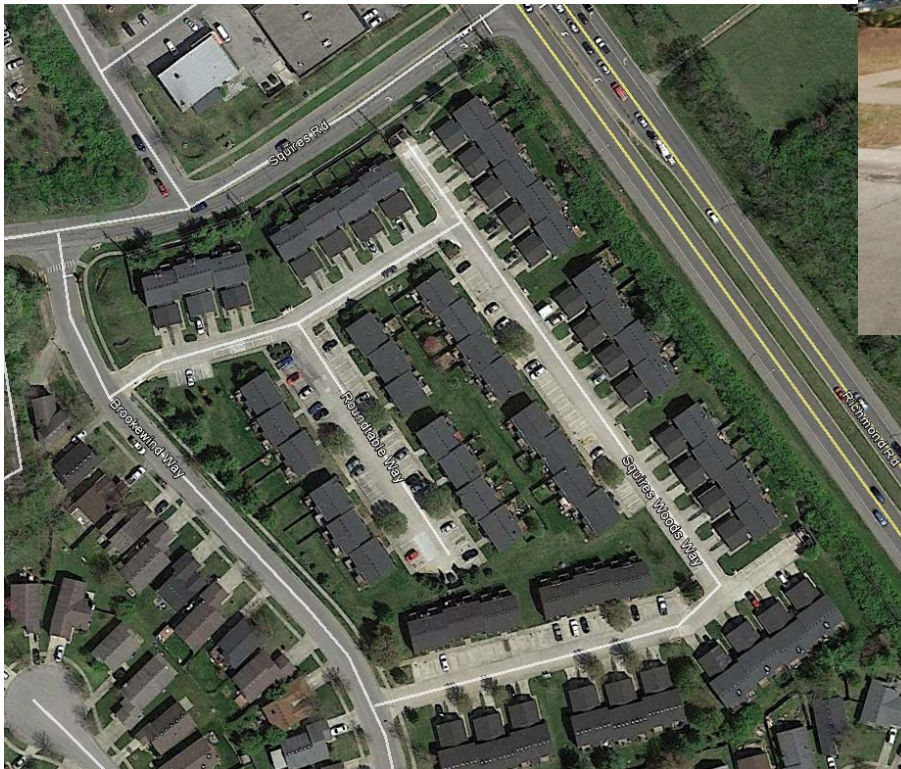
# Private Streets Accepted

## Taborlake Neighborhood



# Private Streets Not Accepted

Squires Woods Way





## Proposed Text Amendment

“Demarcation of End of Public Right-of-Way:

The developer shall be required to install a permanent sign denoting ***End of Public Maintenance*** at each location where a private street intersects or otherwise abuts a public street. Such sign shall conform to design and material standards prescribed by the Division of Traffic Engineering.”

*This text would be amended in the Land Subdivision Regulations.*

# Questions?

