

Farmer, Chair
Ellinger, Vice Chair
Gorton
Kay
Ford
Blues
Lawless
Beard
Martin
Henson

AGENDA PLANNING & PUBLIC WORKS COMMITTEE

March 13, 2012
1:00 P.M.

1. **Re Paving Program** – Martin (1-11)
2. **Addressing Ordinance** – Lawless (12-19)
3. **Valley View Ferry** – Environmental Quality Link (20-23)
4. **Items Referred to Committee** (24)

“Planning & Public Works Committee, to which should be referred matters relating to the Division of Planning and including, but not limited to, matters relating to housing, infill & redevelopment, purchase of development rights and historic preservation, and any related partner agencies and the Department of Public Works and its related divisions, including capital improvement projects and any related partner agencies.”

-Council Rules & Procedures, Section 2.102(1)

Road Resurfacing Update/Statistics for FY12

- \$6,449,443.62 allocated for resurfacing within the Urban Service Area
- \$947,333.03 allocated for County Road resurfacing
- 14% of LFUCG maintained roads have a rating of 65 or less (September 2011)
- Resurfacing all 14% would require roughly \$29 Million (September 2011)
- Resurfacing estimates are based upon milling and resurfacing 1 ½ inches in depth
- Current contract price for asphalt is \$90.85 per ton
- Maintenance dollars allocated from resurfacing budget:

2% for traffic loop replacement
 4% for crack seal operations (5 years after resurfacing)
 5% for asphalt rejuvenation (5 years after resurfacing)
 6% for manhole adjustment (Mr. Manhole)
 Remaining funds are applied to resurfacing

Percentage of fund allocation per Council District was calculated as follows:

CD1	7%	\$451,461.05
CD2	10%	\$644,944.36
CD3	5%	\$322,472.18 (Not Complete)
CD4	8%	\$515,955.49
CD5	11%	\$709,438.80
CD6	11%	\$709,438.80
CD7	11%	\$709,438.80
CD8	5%	\$322,472.18
CD9	7%	\$451,461.05
CD10	13%	\$838,427.67 (Not Complete)
CD11	7%	\$451,461.05
CD12	5%	\$322,472.18

- Approximately 75%-80% of FY12 resurfacing is complete and 65% of budgeted funds expended
- Contract specifications are currently under review by Dwight Walker (Asphalt Materials)
 - Items under consideration for future resurfacing contracts:
 - Bidding in incremental tonnage
 - Milling costs – partial milling vs full milling
 - Extending current 1 year warranty on resurfacing
 - Including line item costs for non-material related costs (i.e. traffic control)

URBAN COUNTY COUNCIL

Planning & Public Works Committee

Summary/Table of Motions

October 1, 2011

1:00 p.m.

Committee Chair, CM Farmer called the meeting to order at 1:02 p.m. Committee members Vice Mayor Gorton, CMs Ellinger, Kay, Ford, Blues, Martin, Lawless and Beard were all present. CM Henson was absent. CM Stinnett also attended the meeting.

1. Repaving Program
2. Renegotiate and Expand Paving Warranties
(Referred from Environmental Quality Link)

Cheryl Taylor began the presentation by stating her intention to discuss repaving concerns as well as upcoming leaf collection and snow plans. She asked Kevin Wenthe to begin the discussion on repaving and paving warranties.

Wenthe provided the four now-completed steps of the paving management system:

- Road assessment and data collection (Div. of Engineering): Currently assessing half of LFUCG-maintained roads per year, alternating east and west areas of the county.
- Updating the Pavement Management System (Div. of Engineering): Currently working to convert Pavement System into GIS application
- Process collected data (Div. of Streets & Roads): Determined from the collected data the total linear footage of pavement rated 65 or less within the Urban Service Area
- Rates for each Council district (Div of Streets & Roads): From the calculated total linear footage, determined the percentage of pavement rated 65 or less within each Council district.

Wenthe stated that resurfaced roads have warranties of one year. Resurfacing specifications are outlined in LFUCG paving contracts and are based on specific engineering guidelines. Crack seal applications are performed every five years as warranted. Resurfacing is a maintenance function rather than a capital construction project.

Wenthe recently met with James Ballinger from the Kentucky Transportation Cabinet (District 7). Ballinger explained to Wenthe that having experienced inspectors onsite during repaving work greatly reduced the need for warranties. The inspectors check for consistency and make sure the grading is to specification as the work is being done.

Wente stated that to extend warranties for capital construction and the longevity that would ensue would greatly increase costs.

Wente went on to discuss a recent meeting with the Fayette County School Board and the University of Kentucky. He said that there was some talk of reassignment of areas to be salted during snow events. He stated that this is a work in progress between the schools, Street and Roads and the Division of Water Quality. He mentioned that E-911 is planning to issue snow declarations via landline phones, and that the Lexington's Emergency Alerts and Notifications (LEAN) program is key to alerting the public to snow emergencies. Signage has also been updated along snow emergency routes.

Wente stated that 1 million dollars is allocated in the FY12 budget for salt. There will be 8,000 tons available to begin the salt season. Local school systems will continue to work toward a reimbursement agreement for areas outside the current area map. There has also been preliminary discussion about reimbursement from utility companies should, for example, there be a water main break and subsequently a need for treatment in the area.

Wente went on to provide an update for the FY12 leaf collection schedule. He said that by ordinance, LFUCG is required to make one pass-through within the Urban Service Area. There will be an educational push for residents to use Lennys and yard waste bags to offset costs associated with the program. Last year, over 900 tons of leaf matter were collected. The program is scheduled to begin on November 28th, and letters will be sent to all residents regarding the program.

CM Farmer thanked Wente for his presentation and opened the floor for questions.

CM Lawless asked for clarification on street/paving ratings provided for the 3rd District. Many of the streets in that district are rated at 90 or higher, but in reality "ride" more like they should be rated under 65. She stated that roads in that district are heavily traveled and sustain more wear and tear than districts outside the downtown core. She stated that traffic volume should factor into calculations made per district when money is allocated for resurfacing.

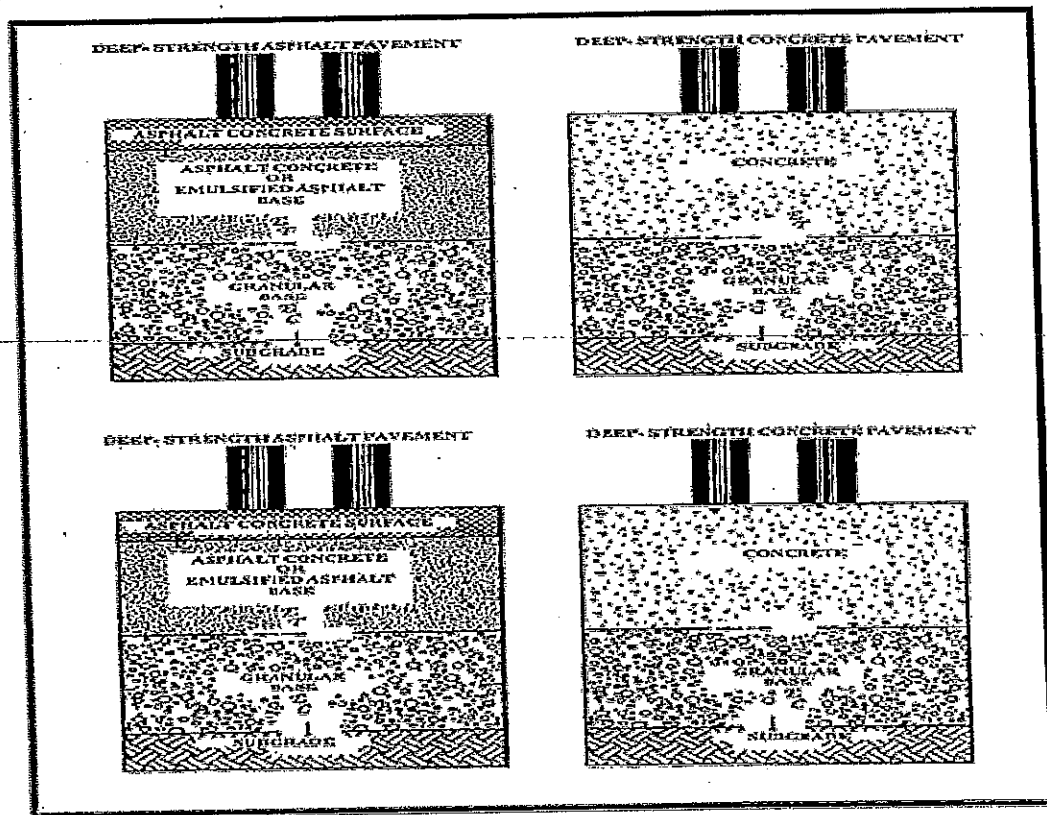
Wente responded that GPS tracking during inspection would better indicate what roads needed the most attention. He stated that graphic representation would be helpful in creating a better dialog in this regard. As to more heavily-traveled arterials, he pointed to Sir Barton Way as an example of a road that had an expectation of longevity of 20 years, but with such traffic volume, its timeline had been reduced to approximately 5 years.

CM Beard asked how the decision to distribute repaving funds per district was determined. Beard stated that there seems to be a disparity between the districts. Wente replied that the number of streets rated 65 or lower was the first factor per

district. Each district's percentage of such roads determined how much funding would be allocated. He stated that in years past, money was distributed equally across the county, but that practice created an inequity because some of those districts did not have as many troubled areas, which resulted in some roads being repaved when they could have lasted longer.

CM Beard asked how Streets and Roads decides the best manner in which to close roads during construction work. Sam Williams responded that road crews assess base issues and cut out areas of obvious failure; these areas mostly include roads that were constructed in the past when lesser standards were adhered to during construction. The goal in such situations is to cut out all bad material. He addressed the four components of paving, as shown below.

FIGURE 4. 1 - Pavement Design



CM Martin asked that the process and specifications for the resurfacing program be explained. Brian Billings from ATS stated that milling and prep work takes place first—more often “curb cut” milling, which preserves a crown at the top of the road. Crews then “tie in” to the curb, or if the curb has been overlaid in the past, the old asphalt is removed and replaced with new.

Martin inquired specifically about base failures and how they are addressed. Billings stated that his crews follow the instructions of the inspector onsite and base failures are removed at his or her discretion. He concurred with Martin that fixing base failures is included in the specifications in repaving contracts. He stated ATS is paid by the amount of work they do each day; the removed milling is weighed by the ton; to remove extra base failures would be to incur additional costs calculated by tonnage. The same applies for the placement of asphalt.

Martin asked Billings if he could provide an estimate or percentage per district of base failings found in each. Billings stated that such an estimate would be difficult to provide because assigned work is based on what is provided by LFUCG Council direction. Martin asked how they determine when to pave over base failures. Billings replied that as a general rule, if the base is crumbling enough to be picked up by hand, it needs to be replaced. If it is just cracked, then it is acceptable to pave over it.

For clarification, Martin then asked if ATS repairs all base failures. Billings said they do not; they lay out the milling limits and make adjustments with Streets and Roads crews as directed by LFUCG inspectors. They are required only to lay out the repaving repairs. It is up to LFUCG to review, inspect and make recommendations as to which base failures are removed and replaced. Martin asked Billings if he agreed that the ATS/LFUCG contract required that they replace base failures. Billings stated that he is required to do that at LFUCG’s direction.

CM Martin suggested that the contracts be examined.

(Repaving specifications are outlined at the end of this summary.)

Martin stated that to his knowledge, none of the base failures [in the 10th District] were fixed in 2010 or during 2011. He stated that he wants to know who is authorizing that the contract specifications not be followed. Billings stated that ATS would be glad to do as much work as the city wants them to. He again stated that it is based on the amount of work that they do—milling, surfacing and the replacement of surfacing. He said that the removal and replacement of base failures is at the discretion of Sam Williams (Director of Streets and Roads). Martin responded that the Urban County Council approves contracts, from which neither hired entities nor LFUCG employees can vary.

Martin went on to say that it has been his understanding that ATS is drastically cutting corners and putting down cheap paving jobs that the city will have to replace in five years. Billings stated that he disagreed with that assessment.

CM Stinnett inquired of Kevin Wente as to whether all of the paving lists had been turned in from the 12 Council districts. Wente responded that they are moving through the lists they have received, and those represent the majority of the 12 districts. Sam Williams added that Streets and Roads has completed almost one third of the lists submitted. He stated that the submitted lists will "keep them busy" until the beginning of December. Lists that have not yet been submitted will more than likely be held until spring due to weather constraints.

CM Stinnett asked Williams if, while he has served as Director of Streets and Roads, he has noticed any shortcuts or similar issues in relation to paving jobs. He also asked if recent harsh winters were more of a contributing factor to accelerated failures. Williams responded that the life of a standard design pavement is 15-20 years, but due to growth and the resulting heavy traffic, roads are starting to mature at a faster rate. He added that Lexington has progressed as a city in specification requirements for redevelopments from a standard of 8 to 9 inches of total paving depth to an upgrade of over 12 inches. However, those areas that were constructed under the lesser specifications are starting to fail.

CM Stinnett suggested that the paving specifications are not "keeping up with the design" of redeveloped areas. Williams stated that during the first years of construction in newly developed areas, there is tremendous stress placed on new paving due to the heavy weight of construction vehicles and equipment.

CM Stinnett suggested that Streets and Roads take core samples of areas slated for repaving and go down to the original base of the roads. Williams responded that they have done that in certain areas, but the cost is prohibitive considering the amount of repairs needed across the county. CM Stinnett countered that doing so would save money "down the road" and that there is a trade-off in investing now rather than later. Williams agreed to look into implementing such measures in the future.

CM Ford turned the discussion to paving allocations for FY12. He stated that the need for repaving far outweighs the funds available in FY12. He said that in the past, there was equitable distribution across district lines for such repairs. He asked why that distribution practice was changed. Kevin Wente responded that the number of streets rated 65 or lower was the first factor per district. Each district's percentage of such roads determined how much funding would be allocated. He said that there are districts that have a higher percentage of roads that rate 65 or lower. He stated that a rating of 65 is a breakpoint for immediate repair because degradation increases rapidly once a road reaches that rating.

CM Beard stated that there is a need to continually maintain roads that lead into or are within the "hub of the city" no matter their rating because of heavy traffic flow. Traffic patterns should be considered. Cheryl Taylor responded that when the distribution practice was changed, the purpose was to address priority issues. She stated that suggestions for change are welcome.

CM Lawless agreed with CM Beard's suggestion. She stated that many of the roads in the 3rd District are rated 75 and above, yet they are in obvious disrepair. She said that she receives calls from constituents from across the county from people who travel the "hub streets" complaining about bad road conditions. She also stated that certain areas that have been repaired were not milled down enough, the result of which are drains and curbs that have been overpaved.

Cheryl Taylor responded that Council has the authority to reject reported ratings. She also suggested that in the future, there might possibly be created a "pool of funds" created by taking a portion of available repaving dollars out of the budget before the districts are each given their percentage. This would result in funding for the more heavily-traveled roads in the city's core. She again suggested that she is open to suggestions to better the process.

CM Martin stated that the 10th District has the worst roads in the county, and suggested that to go back to the old distribution process would put the county in a place where it could not catch up. Martin asked if a tack coat is applied before repaving begins. Brian Billings from ATS responded that there is functionally no need to apply a tack coat. CM Martin asked Billings what measurement of asphalt is applied during repaving. Billings responded that currently most roads are paved to 1¼ inches. CM Martin referred to the specifications and contracts, which state that paving should be applied at 1½ inches. He pointed to Lyon Drive as an example where the depth is not up to specifications. He also stated that there are curbs next to which the roads have been milled down by ½ inch and the pavement has begun to flake. He asked for clarification as to this application.

Billings responded that there are situations where the curb has been overlaid with asphalt and ATS has removed that asphalt to the curb line. It is then up to the discretion of the inspectors to determine that the exposed area is unsafe and needs to be covered back up. In such situations, milling down to ½ inch is not beneficial. Billings went on to speak to thin asphalt paving. He stated that ATS is paid by what they "put down" and it isn't in their best interest to provide thin paving.

CM Martin asked if the administration has discussed paving warranties. Billings said ATS has met with Cheryl Taylor, Sam Williams and Kevin Wente. He has also met with the Asphalt Institute. He said that in a perfect world, paving warranties are a good idea. However, using Sir Barton Way as an example, Billings explained that warranties are unrealistic. He stated that when roads are designed in newly developed areas like Hamburg, the design does not take into

account the continual influx of heavyweight construction vehicles travelling the roads during the period of time it takes to establish the new development. These vehicles place tremendous strain on the roads, and diminish their lifespan. By the time construction is complete, the new roads have endured "100 times" what they were designed to endure during the first few years of their existence. He also made the point that often utility companies come in after the roads are constructed and dig trenches to lay their lines. The replacement work that follows is often substandard. Therefore, warranties cannot be adequately estimated due to disclaimers that must be assumed.

CM Ford again brought up the inequity of paving allocations and his concerns regarding the rating schedule. He stated that the attempt by the administration lacks a comprehension of strategy, "meaning the need will always outweigh the resource, and so just to allocate funds based upon a rating at face value may demonstrate an attempt to address the areas in greatest need, but it does not necessarily do so." CM Ford suggested that in FY13, there should be an equitable split of funding across the 12 districts.

CM Farmer stated that a rating of 65 has been the standard with which LFUCG has dealt for the past 15 years or more. He suggested that several factors will be considered as future paving allocations are decided upon.

Vice Mayor Gorton stated that there is room for discussion for ways to determine how funds are allocated. She referred to a study that was completed before the allocation equation was changed. She said that based on the study, it was determined that many roads that were in need of repaving were not being paved, creating a greater inequity than one related just to funding. She stated that she would not be in favor of across-the-board funding per district.

CM Stinnett revisited the idea of "shaving funds off the top" of each district's funding in order to apply said funds to the paving of major arterials. He mentioned that no matter the allocation per district, there is never enough to cover what needs to be repaired and repaved. Each district must work to repave the areas that are in the most need, and each district finds doing so challenging.

CM Blues asked Wentz how often roads are evaluated for repair. Wentz responded that in the past, based on a four-year time period, one third of the county was evaluated per year until the fourth year, at which point the entire county had been assessed. Currently, the full county is evaluated every other year so that the rating numbers stay current based on impact of winter damage and the like.

CM Blues referred to the matter of equity as unfair due to the fact that some districts have more roads than others. He also stated that some areas with ratings higher than 65 must be repaved in order to connect those that are lower.

CM Beard made the statement that Lexington long ago passed the tipping point of keeping roads up-to-date. Funding is now more directed toward maintenance.

Vice Mayor Gorton reminded the committee that district lines will soon be redrawn and certain roads will be the responsibility of new representation. She inquired as to whether a new assessment would be in order based on the new district boundaries. Wentz said the new boundaries will be considered in the new evaluation. There will also be opportunity for an updated level of assessment of degradation through a GIS component that will allow for graphic representation of areas that need repair.

Motion by CM Martin to allow additional time for questions from the committee: Seconded by CM Beard. Motion passed without dissent.

CM Lawless asked that the ratings for the 3rd District be readdressed, as they don't accurately represent the level of degradation in several areas.

CM Martin requested that a study be conducted to evaluate the degradation of roads and base failures to better address contracts and specifications listed therein. He stressed that preservation is critical to extending the life of roads throughout the county.

Motion by CM Ford to request that the administration present options that would help ensure the equitable distribution of repaving funds. Motion failed for lack of a Second.

Cheryl Taylor suggested the use of an independent source of expertise to evaluate the repaving evaluation process. She will present findings as soon as they are available.

3. Sustaining Salting Services: Working with Fayette County Public Schools

Kevin Wentz recently met with members of the Fayette County School Board and the University of Kentucky. Discussed were reimbursements of materials requested by Fayette County Public Schools. Also discussed was the option of FCPS hiring outside contractors to provide additional support for other services. Wentz will meet again with these entities and present to the committee a report on progress made.

Vice Mayor Gorton asked that Wentz provide a list of streets and roads that are serviced by LFUCG at the request of FCPS—specifically those that fall outside the LFUCG snow plan. Wentz also will provide historical information detailing where FCPS has requested service.

CM Farmer stated that this item will remain in committee.

Resurfacing Specifications Summary

One Year Guarantee (Pg. 19)

ONE YEAR CORRECTION PERIOD:

If within one (1) year after the date of completion or such longer period of time as may be prescribed by laws or regulations or by the terms of any applicable special guarantee required by the Contract Documents or by any specific provision of the Contract Documents, any work is found to be defective, Contractor shall promptly, without cost to Owner and in accordance with Owner's written instructions, either correct such defective work, or, if it has been rejected by Owner, remove it from the site and replace it with non-defective work. If Contractor does not promptly comply with the terms of such instructions, or in an emergency where delay would cause serious risk of loss or damage, Owner may have the defective work corrected or the rejected work removed and replaced, and all direct, indirect, and consequential costs of such removal and replacement (including but not limited to fees and charges of engineers, architects, attorneys, and other professionals) will be paid by Contractor. In special circumstances where a particular item of equipment is placed in continuous service before completion of all work, the correction period for that item may start to run from an earlier date if so provided in the Specifications or by Change Order.

Base Preparation (Pg. 28)

Where there are depressions in the surface of the existing pavement, but the existing base is satisfactory, the surface material shall be cut out, squared up and refilled with bituminous base to the height of the surrounding surface; where it is determined that there is a failure of the base, this portion shall be cut out, squared up and base concrete of a compressive strength of three thousand five hundred (3,500#) pounds per square inch is to be placed to the height of the surrounding base.

Tack Coat (Pg. 29)

TACK COAT:

Apply the tack coat with a spray bar that can be raised to a sufficient height so as to uniformly and completely coat the entire surface.

The STREETS, ROADS and FORESTRY' Representative will only accept complete and uniform coverage. Unless otherwise specified in the requirements for the asphalt mixture being placed, apply tack at a rate to achieve an undiluted residue of 0.40 pounds (0.05 gallons) per square yard.

Base Course (Pg. 29)

BASE COURSE:

Where existing asphalt surface is removed and elsewhere when used as a leveling course, bituminous concrete, base course shall be used as directed by the Engineer. It may be hand raked or machine spread and rolled ahead of the surface course. The preparation of the materials for this course and the laying are to be in accordance with Division 400 of the KENTUCKY TRANSPORTATION CABINET, DEPARTMENT OF HIGHWAYS, FRANKFORT, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, EDITION OF 2004.

Surface Coat (Pg. 30)

SURFACE COURSE:

This shall be C.L.2 bituminous concrete Surface 0.38D PG64-22, one and one half (1 ½") inches thick, weighing approximately one hundred and sixty five (165) pounds per square yard or as directed by the Engineer. The preparation of the material for this course and the laying of this course shall be in accordance with the KENTUCKY TRANSPORTATION CABINET, DEPARTMENT OF HIGHWAYS, FRANKFORT, STANDARD SPECIFICATIONS AND FOR ROAD AND BRIDGE CONSTRUCTION, EDITION OF 2004, Section 403 and Section 404.

Milling (Pg. 35-36)

Milling and Texturing

- (1) General – After milling and texturing, the finished surface shall provide a smooth riding surface free from gouges, ridges, oil film, and other imperfections of workmanship, having a uniform texture, and true to the required grade and cross section. The elevation of the longitudinal edges of adjacent cuts shall not be more than 1/8 inch/4 mm. When practical, vertical longitudinal faces shall not be left during non-working hours in areas exposed to public traffic. When it is necessary to expose public traffic to vertical longitudinal faces, the faces shall be no more than 1 ¼ inches/30 mm in height and shall be tapered in a manner approved by the STREETS, ROADS and FORESTRY' representative to avoid creating a hazard for traffic.

Where sound pavement has been gouged, torn, or otherwise damaged during the milling operations, or damage is done to any other property of any kind including utility frames, grates, covers, curbs, driveways or sidewalks, repairs shall be made by the CONTRACTOR at no cost to the Lexington-Fayette Urban County Government.

- (2) Cut more than 1-inch/25 mm – Where a cut deeper than 1-inch/25 mm is required. The depth of the cut shall be determined by the Streets, Roads and Forestry Representative. The cut shall be measured at the edge of the cutting drum. Each cut shall be completed over the entire length and width of the area; the next cut shall not be started until the area has been examined by the STREETS, ROADS and FORESTRY' representative and the representative determines that additional cutting is necessary or desirable.

The depth of cut indicated in the Contract is approximate only. The STREETS, ROADS and FORESTRY representative on the project will determine the actual depth of cut.

- (3) Texture – The texture shall be uniform throughout the project and shall provide, in the judgment of the STREETS, ROADS and FORESTRY' representative, a satisfactory riding surface.
- (4) Surface Tolerance – The finished surface after the final cut shall not show a deviation greater than 1/8 inch/4 mm from a 10-foot/3 meter straightedge, and the cross slope shall not deviate more than 3/8 inch/10 mm in 10 feet/3 meters. All irregularities exceeding these limits shall be corrected.
- (5) Approaches and Tapers – Approaches and tapers shall be acceptably textured when required by the STREETS, ROADS and FORESTRY' representative. The STREETS, ROADS and FORESTRY' representative will determine length, width, and depth of cut on approaches and tapers. The approaches and tapers shall match the finished cut on the main line and shall be transitioned to the existing surface to with +/- 1/8 inch/4 mm.

ORDINANCE NO. ____-2012

AN ORDINANCE AMENDING SECTION 7-2.1(a) OF THE CODE OF ORDINANCES OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT TO PROVIDE FOR THE USE OF LESS THAN WHOLE NUMBERS AND THE NONSEQUENCING OF STREET NUMBERS IN LIMITED INSTANCES.

BE IT ORDAINED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 - That subsection 7-17(b) of the Code of Ordinances be and hereby is amended to read as follows:

Street number. All addresses must contain a street number. No street number may contain more than four (4) digits or less than two (2) digits. Only whole numbers may be used in addresses unless the particular address at issue already uses less than whole numbers and it is determined by urban county government that there is a historical and/or cultural significance to that numbering and that the continued use of such numbers will not create E911 response issues. There shall be no non-sequencing of street numbers contained in addresses unless the particular address at issue already uses non-sequencing in relation to other addresses and it is determined by urban county government that there is a historical and/or cultural significance to that sequencing and that the continued use of such numbers will not create E911 response issues. Street number ranges shall be based on the Lyman Uniform Street Numbering System. The properties on Main Street, its extensions, and all thoroughfares parallel therewith shall be numbered east and west from Limestone and the properties on Limestone, its extensions, and all thoroughfares parallel therewith shall be numbered north and south from Main Street and shall be so numbered that the even numbers shall be on the south and east sides of the street and the uneven numbers shall be on the north and west sides of the street.

Section 2 - That this Ordinance shall become effective on the date of its passage.

PASSED URBAN COUNTY COUNCIL:

MAYOR

ATTEST:

CLERK OF URBAN COUNTY COUNCIL

PUBLISHED:

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Sec. 17-2. - Numbering property, buildings and fire gates; display of numbers. [69]

- (a) For purposes of sections 17-2 through 17-4, the following definitions shall apply:
- (1) *Address*: A unique identification of a location which may consist of a street number, street direction, street name, street type, and unit, or any part thereof.
 - (2) *Property number*: An identifying number assigned to a parcel of land.
 - (3) *Site number*: The street number component, or any part thereof, of an address.
 - (4) *Building number*: The number or other designation, or any part thereof, assigned to a principal building or structure. Where there is more than one (1) principal building or structure on a property, each principal building or structure will be assigned a building number or other designation in addition to or instead of the site number.
 - (5) *Principal building or structure*: A structure such as an office building, apartment building, retail structure or other similar structure wherein the primary or major activity on the property takes place. The term as used in this section does not include accessory or incidental structures such as garages, storage sheds or similar structures. The department of public safety shall determine whether, for purposes of this section only, a structure constitutes a principal building or structure.
 - (6) *Private access easement*: The private right of a land owner to ingress and egress to his property over the adjoining property of another for the purpose of accessing the public right-of-way.
- (b) All properties within the urban county shall be assigned an address for the purposes of taxation, public safety and provision of services.
- (c) All principal buildings and leasable/salable portions of such buildings which have separate and direct outside entrances shall have the site number and assigned unit number permanently and prominently displayed at the expense of the owners thereof.
- (d) *Minimum criteria*. Unless otherwise provided herein, any site number that is required to be posted pursuant to sections 17-2 through 17-4 shall comply with the following minimum criteria or standards of visibility:
- (1) It shall be made up of numbers, contrasting in color with the background on which they are affixed, which clearly identify the correct building or structure and which are clearly visible and identifiable at all times during daylight hours to persons in vehicles traveling in both directions of all streets or named easements from which the structure is accessed;
 - (2) It shall be a minimum of four (4) inches in height, except for industrial or commercial buildings or structures from which such numbers are not readily visible from the street or named easement, which shall be a minimum of ten (10) inches in height, with a minimum stroke of one and three-quarter (1.75) inches, and which shall be affixed above or beside the main entrance of such industrial or commercial building or structure whenever possible;
 - (3) It shall be at least three (3) feet above ground level; and
 - (4) It shall be affixed to the structure or displayed not more than four (4) feet from the street or named easement upon which the structure is located and addressed (i.e., on both sides of a single mailbox); however, postings which are not on the structure will only be satisfactory if they clearly indicate the correct structure.
- Notwithstanding the above, where more than one (1) principal building or structure is located upon a property and where the site number is clearly displayed at the street entrance to the property, each principal building or structure shall not be required to display the site number so long as each building or structure is clearly identified by a building number or other designation.
- (e) The department of public safety shall be the only department of the urban county government authorized to assign or cause to be assigned, delete, or change a property number, site number, unit number, and/or a building number where appropriate so as to ensure no duplication of numbers or street names. The department of public safety shall maintain a street index file containing the official list of valid street names. No other government entity, agency, department or division is authorized to assign site, unit, property or building numbers or street names. All such actions are to be reviewed and approved by the addressing committee, which is comprised of members of the divisions of enhanced 911 and its addressing office, fire and emergency services, police, planning, and GIS; the Fayette County Property Valuation Administrator's Office, and the United States Post Office, as further provided in The Addressing Guide for Lexington-Fayette Urban County Government, which is attached hereto and incorporated herein by reference as additional guidance in numbering and addressing properties, and filed with the urban county council clerk as a part of the public records of this government. In addition, the commissioner of public safety is hereby empowered to prescribe, adopt, promulgate and enforce rules and regulations relating to any matter or thing pertaining to the administration and enforcement of the provisions of sections 17-2 through 17-4, and which are not otherwise inconsistent with this section.
- (f) No private access easement shall be named without the prior approval of the department of public safety. All private access easements that are named with the approval of the department of public safety shall have a regulation street sign placed at each intersection of the named easement and any other named easement or street. The regulation street sign shall be purchased and erected at the expense of the owner of the private

access easement unless the street sign is located at the intersection of a private access easement and the public right-of-way.

(Ord. No. 231-89, § 1, 12-7-89; Ord. No. 3-96, § 1, 1-11-96; Ord. No. 329-2002, § 1, 12-5-02; Ord. No. 374-2006, §§ 1, 2, 12-12-06; Ord. No. 8-2010, § 1, 1-14-10)

Sec. 17-2.1. - Addressing.

- (a) **Street number.** All addresses must contain a street number. No street number may contain more than four (4) digits or less than two (2) digits. Only whole numbers may be used in addresses. There shall be no non-sequencing of street numbers contained in addresses. Street number ranges shall be based on the Lyman Uniform Street Numbering System. The properties on Main Street, its extensions, and all thoroughfares parallel therewith shall be numbered east and west from Limestone and the properties on Limestone, its extensions, and all thoroughfares parallel therewith shall be numbered north and south from Main Street and shall be so numbered that the even numbers shall be on the south and east sides of the street and the uneven numbers shall be on the north and west sides of the street.
- (b) **Street direction.** The directional terms of "north," "south," "east" and "west" shall only be used for addresses along streets crossing Main Street or Limestone as they extend to the Fayette County line. Such directional terms shall only be used as a prefix to the name of the street.
- (c) **Street name.** All addresses must contain a street name. Such names may contain a maximum of twenty (20) letters, however, such names shall not contain fewer than two (2) letters. The following are prohibited in street names:
 - (1) Punctuation;
 - (2) Numerical digits or numerical names;
 - (3) Leading single letter phrases or articles;
 - (4) Initiating a street name with a directional term;
 - (5) Confusing, obscene or irregularly spelled words;
 - (6) Duplicate or closely approximate names of existing streets;
 - (7) Abbreviations, except for the following which may be abbreviated: (a) Fort shall be abbreviated as "FT"; (b) Mount shall be abbreviated as "MT"; and (c) Saint shall be abbreviated as "ST"; and
 - (8) Use of the words "service", "street", "drive", "avenue", or "court".
- (d) **Street type.** An address may contain the following street type, abbreviated as stated:

Alley	ALY	Pass	PASS
Avenue	AVE	Path	PATH
Bayou	BYU	Pike	PIKE
Bluff	BLF	Place	PL
Bottom	BTM	Plaza	PLZ
Boulevard	BLVD	Point	PT
Canyon	CYN	Rest	RST
Causeway	CSWY	Road	RD
Circle	CIR	Row	ROW
Court	CT	Service Road	SRD
Cove	CV	Spur	SPUR
Drive	DR	Square	SQ
Flat	FLT	Street	ST
Fork	FRK	Terrace	TER
Gateway	GTWY	Trace	TRCE
Lane	LN	Trail	TRL
Loop	LOOP	Viaduct	VIA
Oval	OVAL	Walk	WALK
Park	PARK	Way	WAY
Parkway	PKWY		

- (1) The term "SRD" is reserved for service road designation and shall only be assigned to streets by the urban county government.
- (2) An address shall not contain a duplication of the type of street within its name (e.g., James Street Street). When an address contains the names of two types of streets, the first type becomes part of the street name and second type must be abbreviated (i.e., Fifth Street CT).
- (3) Streets having the same name, yet designated as different types of streets, are acceptable only when the streets are contiguous and have unique number sequences.
- (4) Structures must have an entrance easement to the street on which their address is assigned.
- (5) Name and number sequence continuation across intersecting roadways shall also result in continuation of

the type of street.

- (6) Incomplete yet separate streets shall maintain duplicate names until it is determined that their connection is not applicable. Once the roadways are assessed as unconnectable, the addresses shall be changed to assign unique addresses for all affected segments.
- (e) *Unit.* Structures with multiple units shall have each major doorway labeled with a range of numbers or other approved designations when said doorways lead to groups of leasable/salable portions of a building. Unit designations shall be required for addresses of multi-divided structures. Such designations shall be used to distinguish individual suites, units, rooms, or apartments within the same building or structure. No more than five (5) characters may be used in such unit designations. Such designations shall contain only letters or numbers. If abbreviations are used, they must follow the United States Postal Service's Standards for Secondary Address Unit Designators.

(Ord. No. 3-96, § 2, 1-11-96; Ord. No. 73-96, § 1, 5-16-96; Ord. No. 374-2006, § 3, 12-12-06; Ord. No. 8-2010, §§ 2—5, 1-14-10)

Sec. 17-3. - Renumbering.

- (a) Whenever, in the opinion of the urban county council, it shall become necessary or advisable to renumber any or all properties and/or sites on a street, the department of public safety shall make a list of all properties and/or sites on such street and designate the numbers for all such properties or sites, and thereupon notify the owners, or occupants, if the owner be a nonresident thereof, to have the designated number properly displayed on such property or site.
- (b) Any changes, updates or modifications to a property address will require the submittal of a new, updated or amended plat or such other documentation as is required by the department of public safety or the Fayette County Clerk to give notice of such change, update or modification.
- (c) Any property owner requesting a change or modification to a property or site address shall be responsible for the payment of all costs incurred as a result of the change or modification. All such requests shall be submitted in writing to the addressing office of the division of enhanced 911, and shall be reviewable and subject to a determination by the address committee, which determination may be appealed to the address board as further provided herein.

(Ord. No. 231-89, § 2, 12-7-89; Ord. No. 3-96, § 3, 1-11-96; Ord. No. 73-96, § 2, 5-16-96; Ord. No. 329-2002, § 2, 12-5-02; Ord. No. 8-2010, § 6, 1-14-10)

Sec. 17-4. - Maintenance of number display; defacement; noncompliance, penalties.

- (a) The department of public safety is authorized to require the owner of any business or residential structure within the urban county from which the address, or any part thereof, has been removed or damaged to cause the same to be replaced at the expense of the owners thereof. The department of public safety shall also have the power to require the owner of any business or residential structure within the urban county to affix an address and/or building, site and/or property numbers, or any part thereof, as required in sections 17-2 through 17-4. The commissioner of public safety and citation officers authorized by ordinance may issue notices of violations and citations to enforce sections 17-2 through 17-4 and subsection 6-8(k) of the Land Subdivision Regulations of the Zoning Ordinance and such citations may be enforced as civil offenses pursuant to the procedure set forth in this section and section 17-4.1.
- (b) *Violations.* The following shall constitute violations:
 - (1) The failure of any owner of a business or residential structure to affix an address and/or building, site and/or property numbers, or any part thereof, upon a structure or other device, within ten (10) business days of notification by the department of public safety;
 - (2) The failure of any owner of a private access easement to erect regulation street signs in accordance with this section within thirty (30) days from the date the department of public safety approves said request;
 - (3) The maintenance, by any person, of an address and/or a building, site or property number, or any part thereof, in such a way that it is not clearly visible and identifiable at all times during daylight hours, including, but not limited to, the removal of anything that obstructs such visibility;
 - (4) Defacing, moving, removing, or causing to be moved or removed any address and/or building, site or property number, or any part thereof, affixed upon a structure or other device, or any part thereof, placed by lawful authority;
 - (5) Naming a private access easement without the prior approval of the department of public safety; or
 - (6) Placing or causing to be placed any sign bearing a name not approved by the department of public safety upon any private access easement.
 - (7) Once the appropriate building permit(s) is issued, the owner of the property is required to post the assigned numbers for the site on a temporary sign that is conspicuously posted and visible, until such time as the permanent numbers can be been displayed in accordance with the requirements of this section, which is to be done prior to any final inspection for occupancy.
- (c) *Criminal penalty.* Every person failing to perform the duties required of him by or to comply with the provisions of sections 17-2 through 17-4, or subsection 6-8(k) of the Land Subdivision Regulations of the Zoning Ordinance, shall for every offense be fined not less than fifty dollars (\$50.00) nor more than five hundred dollars (\$500.00), and each day's continuance of any such violation shall be a separate offense.
- (d) *Alternative civil enforcement.* As an alternative remedy to the criminal penalties contained in this section, any

person who violates any provision of sections 17-2 through 17-4, or subsection 6-8(k) of the Land Subdivision Regulations of the Zoning Ordinance, may be assessed civil fines of not less than fifty dollars (\$50.00) nor more than five hundred dollars (\$500.00), pursuant to the civil fine guidelines in section 17-4.1. For the purposes of civil enforcement, "person" means an individual, corporation, partnership, association, or any other legal entity, and "owner" means any person, agent, operator, firm, or corporation or other legal entity having a legal or equitable interest in the property where the violation occurs.

- (e) Nothing contained in sections 17-2 through 17-4.8 of the code shall prohibit the urban county government from taking any action permitted by law to remedy a violation of its ordinances when there is reason to believe that the existence of the violation presents a serious threat to the public health, safety and welfare, or if in the absence of immediate action, the effects of the violation will be irreparable or irreversible.

(Ord. No. 231-89, § 3, 12-7-89; Ord. No. 3-96, § 4, 1-11-96; Ord. No. 329-2002, § 3, 12-5-02; Ord. No. 374-2006, § 4, 12-12-06; Ord. No. 8-2010, § 7, 1-14-10)

Sec. 17-4.1. - Notice of violation; fines.

- (a) *Notice of violation.* Prior to issuing the initial civil citation for any violation, the director, enhanced 911 or his representative, who shall be referred to hereinafter as the "code enforcement officer", shall first issue a written notice of violation. The notice of violation shall provide the following:
- (1) The date and time of issuance;
 - (2) The name and address of the person to whom the notice of violation is issued;
 - (3) The date and time the offense was committed;
 - (4) The facts constituting the offense;
 - (5) The section of the code of ordinances or zoning ordinance violated;
 - (6) The name of the code enforcement officer issuing the notice of violation;
 - (7) The period of time within which the violation must be corrected in order to avoid the issuance of a citation; and
 - (8) A statement to the effect that the failure to abate or correct the violation may result in the issuance of a citation and civil fine in the amounts set forth in this section.
- (b) The provisions of chapter 2B of the code shall apply to the issuance of all civil citations and the administrative hearing process.
- (c) Notices of violation and citations shall be served upon the person in violation, which in most instances shall be the owner of the property where the violation(s) exists. The following methods of service are deemed to be sufficient: any method of personal service recognized under Kentucky law and/or the Kentucky Rules of Civil Procedures; mailing the notice or citation, via regular U.S. mail to the last known address of that person as it appears on the current tax assessment roll; delivery of the notice or citation by certified mail, return receipt requested; or in the event that the address of the person in violation cannot readily be ascertained from the tax rolls in the exercise of reasonable diligence, publication in a newspaper of general circulation for two (2) consecutive days upon the code enforcement officer making an affidavit to that effect. If notice is made by publication, a copy of such notice shall also be posted in a conspicuous place on the premises affected by the notice. All costs incurred in serving a person are recoverable. Any person may designate, in writing on a form provided by and filed with the division of enhanced 911, the name and address to where any notice or citations can be provided, and service to said name and address shall be sufficient. However, such designation does not shift or change the responsibility for compliance with the provisions of sections 17-2 to 17-4 to the designee, instead of the designating person.
- (d) Civil fines assessed for violations of sections 17-2 through 17-4 shall be based on the number of citations issued within a twelve-month period as follows:
- (1) The civil fine imposed upon the issuance of the first citation within any twelve-month period shall be a maximum of one hundred dollars (\$100.00) but shall be fifty dollars (\$50.00) if the person pays the civil fine within seven (7) days of the date of the issuance of the citation, or corrects or abates the violation prior to the issuance of another citation for the same offense and does not appeal the citation in accordance with chapter 2B of the code;
 - (2) The civil fine imposed upon the issuance of the second citation within any twelve-month period shall be a maximum of two hundred dollars (\$200.00) but shall be one hundred dollars (\$100.00) if the person pays the civil fine within seven (7) days of the date of the issuance of the citation, or corrects or abates the violation prior to the issuance of another citation for the same offense and does not appeal the citation in accordance with chapter 2B of the code;
 - (3) The civil fine imposed upon the issuance of the third citation within any twelve-month period shall be a maximum of three hundred dollars (\$300.00) but shall be one hundred fifty dollars (\$150.00) if the person pays the civil fine within seven (7) days of the date of the issuance of the citation, or corrects or abates the violation prior to the issuance of another citation for the same offense and does not appeal the citation in accordance with chapter 2B of the code; and
 - (4) The civil fine imposed upon issuance of the fourth or more citation of the same nature within any twelve-month period shall be a maximum of five hundred dollars (\$500.00) but shall be two hundred fifty dollars (\$250.00) if the person pays the civil fine within seven (7) days of the date of the issuance of the citation, or corrects or abates the violation prior to the issuance of another citation for the same offense and does not appeal the citation in accordance with chapter 2B of the code;

(Ord. No. 374-2006, § 5, 12-12-06; Ord. No. 77-2011, § 22, 6-23-11)

Sec. 17-4.2. - Address enforcement administrative hearing board.

A hearing board is hereby created pursuant to KRS 65.8801 through 65.8839, to be known and referred to as the address enforcement administrative hearing board or address hearing board, to hear matters regarding enforcement of ordinances by the department of public safety through its division of enhanced 911, as specified in code sections 17-2 through 17-4. The board shall be composed of three (3) members. Two (2) alternate members may serve on the board in the absence of regular members. The board shall operate under and be subject to the provisions of chapter 2B of the Code.

(Ord. No. 374-2006, § 6, 12-12-06; Ord. No. 77-2011, § 23, 6-23-11)

Sec. 17-4.3. - Meetings.

The board shall meet on a designated day of each calendar month, as established by the board, if written applications for appeal have been filed or other business is pending before the board, or at such other times as deemed necessary by the board. The board secretary shall give seven (7) days' public notice of board meetings. The board shall not hear a request for an appeal until the required public notice has been given.

(Ord. No. 374-2006, § 8, 12-12-06; Ord. No. 77-2011, § 25, 6-23-11)

Editor's note—

Ord. No. 77-2011, § 24, adopted June 23, 2011, deleted § 17-4.3 which pertained to powers of address board and derived from Ord. No. 374-2006, § 7, adopted Dec. 12, 2006; and Ord. No. 8-2010, § 8, adopted Jan. 14, 2010. Ord. No. 77-2011, § 25, renumbered § 17-4.4 as § 17-4.3 to read as set out herein.

Secs. 17-4.4—17-4.7. - Reserved.

Editor's note—

Ord. No. 77-2011, § 26, adopted June 23, 2011, deleted §§ 17-4.5—17-4.7, which pertained to right to appeal, notice of hearing; hearing; and appeal, respectively, and derived from Ord. No. 374-2006, §§ 9—11, adopted Dec. 12, 2006; and Ord. No. 8-2010, § 9, adopted Jan. 14, 2010.

Sec. 17-4.8. - Lien(s).

- (a) The urban county government shall possess a lien on property owned by the person found by a final, non-appealable order of the address hearing board or by a final judgment of a court of competent jurisdiction to have committed a violation of an ordinance for all fines or civil fines assessed for the violation and for all charges and fees incurred by the government in connection with enforcement of sections 17-2 through 17-4 of the code or subsection 6-8(k) of the Land Subdivision Regulations of the Zoning Ordinance, including but not limited to an administrative fee of seventy-five dollars (\$75.00) and the costs of service, publication, and recording. The lien shall be recorded in the office of the county clerk. The lien shall be notice to all persons from the time of its recording and shall bear interest until paid. The lien shall take precedence over all other subsequent liens, except state, county, school board, and city taxes and may be enforced by civil proceedings.
- (b) In addition to the remedy prescribed in the foregoing section, the person found to have committed the violation shall be personally responsible for the amount of all civil fines assessed for the violation and for all charges, fees, and costs incurred by the urban county government in connection with enforcement. The urban county government may bring a civil action against the person and shall have the same remedies as provided for the recovery of a debt.
- (c) *Release of liens.* The mayor is authorized and directed to execute a release of the lien:
 - (1) Upon payment in full of all civil fines, charges and fees evidenced by the lien, together with applicable interest,
 - (2) Upon conclusion of court proceedings resulting in the sale of the property regardless of whether any part of the liens, charges and fees were paid from the proceeds of the sale, or
 - (3) Upon a determination made in conjunction with the commissioner of law and the director of enhanced 911 that the cost of collection of the lien would be greater than the lien itself, or when intervening in existing litigation is not cost effective, or when the lien would not be enforceable as a matter of law.

The lien release shall be recorded in the office of the county clerk.
- (d) *Unenforceable liens:* The commissioner of law is hereby authorized to make the determination that liens shall not be filed if the cost of collection of the lien would be greater than the lien itself, or when intervening in existing litigation is not cost effective, or when the lien would not be enforceable as a matter of law.

(Ord. No. 374-2006, § 12, 12-12-06)

Sec. 17-29. - Definitions.

Paul Schoningher

From: Jessica Gies
Sent: Wednesday, March 07, 2012 11:35 AM
To: Paul Schoningher
Subject: FW: Addressing and Fire/EMS/Police

Jessica M. Gies

Legislative Aide to CM Bill Farmer, Jr., 5th District
jgies@lexingtonky.gov
859.425.2283

If you would like to be added to our 5th District Newsletter, please let us know!

From: Otis H Hoskins
Sent: Wednesday, March 07, 2012 11:25 AM
To: Jessica Gies
Cc: Keith Jackson; Richard Jordan
Subject: RE: Addressing and Fire/EMS/Police

I would be happy to come to the committee meeting.
I vaguely remember speaking to a citizen about the issue of GPS devices in fire apparatus. Can you refresh me on the details, as remembered by the citizen, of my conversation with me.
Thanks,

Battalion Chief Harold Hoskins
Lexington Fire Department
219 E. Third St.
Lexington, KY 40508
859.231.5667 ofc.
859.519.7411 cell

From: Jessica Gies
Sent: Tue 3/6/2012 16:49
To: Otis H Hoskins
Subject: FW: Addressing and Fire/EMS/Police

Good afternoon, Battalion Chief Hoskins.

As you may be aware, we have an item in the Planning and Public Works committee concerning addressing and the issues associated with ½ numbers. Council Member Farmer has asked me to send these questions to you from Council Member Farmer for review and comment. CM Farmer has also requested that you attend the P/PW meeting on 03/13/2012 at 1:00 p.m. if possible. If you are not available, of course we would appreciate that someone fluent in this issue attends in your place.

Please let me know if you have any questions.

Thank you very much.

Jessica

03/07/2012

Jessica M. Gies

Legislative Aide to CM Bill Farmer, Jr., 5th District

jgies@lexingtonky.gov

859.425.2283

If you would like to be added to our 5th District Newsletter, please let us know!

From: Andrea James

Sent: Wednesday, February 29, 2012 3:11 PM

To: Jessica Gies

Cc: Diane Lawless; Bill Farmer, Jr

Subject: Addressing and Fire/EMS/Police

I spoke with CM Lawless. Her comments are as follows;

1. She would like to have input from the Commander over E911 about the addressing policy.
2. Is it true that Police do not have GPS in their vehicles?
3. Is it true that Fire & Police systems cannot communicate?
4. Have there been incidents where Police and/or Fire have not been able to respond because an address was not able to be located because it was on the wrong side of the road?
5. Battalion Chief Hoskins is the name she has been given of someone who has a differing opinion. (Per Elizabeth Street resident who spoke directly with Battalion Chief about this situation.)

Andrea James

Aide to Councilwoman Diane Lawless

859.258.3464

amjames@lexingtonky.gov

Valley View Ferry

Richard Moloney

March 13, 2012

Valley View Ferry

FY 2012 Budget

- \$14,000 via contract for cash
- \$29,420 in vehicle repairs/maintenance for work performed by General Services

Valley View Ferry

FY 2012 Ridership Information

	Vehicles	Passengers
Daily Average	307	497
Monthly Average	8,710	14,076

Figures from July 2011 through December 2011

Ferry was closed 13 days during time period

Valley View Ferry

Future Support

- Grant awarded for \$600,000 for new boat
 - Should lower maintenance costs
- Administration will continue to support

Planning & Public Works Committee Referrals

Item	Referred By	Date	Status
Oliver Lewis Way Project	Blues	4-9-09	Quarterly Update/ Moved from PS/PW Committee
Todds Road Widening Phase II	Stinnett	4-15-10	Quarterly Update/ Moved from PS/PW Committee
Erecting Large Utility Poles in ROW	Martin	3-12-10	Moved from PS/PW Committee
2012 Comprehensive Plan Goals & Objectives	Farmer	3-16-11	
Re Paving Program	Martin	4-13-11	
Fence Issue	Blues	5-24-11	Moved from PS/PW Committee
Renegotiate & Expand Paving Warranties	EQ Link	6-19-11	
Develop a Better Relationship with Madison & Jessamine Counties re Valley View Ferry Authority	EQ Link	6-19-11	
Working with Fayette County Public Schools to Sustain Road Salt Services	EQ Link	6-19-11	Moved from PS/PW Committee
Downtown Traffic Management & Revitalization Study			
Right of Entry & Administrative Warrants	Stinnett	8-16-11	Law/Building Inspection Review
Department of Planning Commissioner Position	Farmer	9-6-11	
Addressing Ordinance	Farmer	9-14-11	Review UCG Ord 17-2
Review Chapter 4 of UCG Code re Harboring Animals In Residential Areas	Beard	9-27-11	
Review Street Tree & Tree Protection Ordinances	Martin	9-27-11	
Article 16 Zoning Ord: Off Parking Requirements/Stormwater Management	Lawless	11.22.11	
Building Permit Extensions in ND-1 & H-1 Designated Areas	Lawless	2.21.12	

3.5.2012