

Planning and Public Works Committee

Bill Farmer – 5th District - Chair
Jennifer Mossotti – 9th District –Vice Chair
Linda Gorton – Vice Mayor
Charles Ellinger – At-Large
Steve Kay - At-large
Chris Ford – 1st District
Diane Lawless – 3rd District
Julian Beard – 4th District
Harry Clarke – 10th District
Peggy Henson – 11th District

Staff: Jenifer Benningfield

AGENDA
PLANNING AND PUBLIC WORKS
COMMITTEE
September 17th, 2013
1:00pm

- | | | | |
|----|--|--------------------------|------------------|
| 1. | Approval of Summary | Bill Farmer | (1 - 6) |
| 2. | Elm Tree Lane Sidewalk Closure | Chris Ford | (7 - 9) |
| 3. | Private Streets: Enforcement, Maintenance, Specifications | Jennifer Mossotti | (10 - 48) |
| 4. | Adult Day Care | Peggy Henson | (49) |
| 5. | Items in Committee | Bill Farmer | (50) |

Future Committee Meetings

October 8th, 2013
November 12th, 2013
December 3rd, 2013

“Planning and Public Works Committee, to which should be referred matters relating to the Division of Planning and including, but not limited to, matters related to housing, infill and 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.”



Planning and Public Works Committee August 20th, 2013 Summary and Motions

Chair Bill Farmer Jr. called the meeting to order 1:00pm. Committee members Jennifer Mossotti, Charles Ellinger, Steve Kay, VM Linda Gorton, Chris Ford, Diane Lawless, Julian Beard, Harry Clarke and Peggy Henson were in attendance. Kevin Stinnett and Shevawn Akers attended as non-voting members.

1. Approval of Summary

Motion by Beard to approve the summary. Seconded by Ellinger. Motion passed without dissent.

2. Capital Road Projects for Major Corridors and the Ability of the Lexington-Fayette Urban County Government (LFUCG) to Maintain Maintenance of those Roads

Planning Commissioner Derek Paulsen provided information on the major corridors owned by the LFUCG and associated maintenance costs, including a list of all city owned roads and the cost to repave them.

Farmer suggested that it is a policy discussion to determine how they will fund it.

Stinnett stated that these are the roads that the LFUCG owns and that the Council Members are expected to maintain in their repaving budget, but there are not sufficient funds in the budget to do so. The thought is to add funds to the budget going forward to pave these roads outside of the normal paving dollars. He is hopeful that we can agree on a list and go back to evaluate and come up with a plan going forward to maintain these roads.

Lawless stated that we do not own Alumni Drive but the city is responsible for maintaining it. She added that the University of Kentucky (UK) Master Plan wants to change the way it runs. She is hoping to get assistance from the state. Paulsen said they had talked with UK about their interest to redo Alumni Drive and the way it flows, along with people from District 7, representatives from the state and the Department of Transportation. They are meeting again in October and are still hazy as to what the alignment will be. They do know that there is a lot of construction going on around the stadium. They also have the FEMA project that ends by Nicholasville Road and are trying to come up with a way to do all of the projects together. They are going to discuss a budget number and design, will come up with a proposal. UK is trying to get state funds for the projects.

Farmer commented on pg 14 of the packet and asked that the list be broken down, adding Council Districts so they can get an idea of where they are, along with adding their current rating. They will not necessarily all need to be paved on the first day. Kevin Wentz came to the podium and announced that there is a contract with a developer

in Northern Kentucky who is assisting them with putting together a GIS application, a pavement management system. It is initially complete and is in the process of being implemented on an iPad. What he would like to see this do is to assist them in predicting when roads will need to be resurfaced. He envisions that all roads will be evaluated on an annual basis. This will not happen immediately but this application will allow them to implement the system. This will increase efficiencies and allow budgeting ahead of time. Farmer asked about a timeframe for this. Wente said it is ready now and he is in the process of ordering an iPad because he had it developed on an Apple based computer system, which will be facilitated on an iPad so that they would no longer have to drive each corridor with a spreadsheet. It will have GPS-based locator so that there is no question as to which street is being evaluated. There will be no more spreadsheets. Council Members will receive a color-coded map based on roads of greatest need so that they can allocate your resurfacing moneys to those roads or roads they deem necessary based on the needs of their constituency.

Farmer asked if next month would be too soon for a follow-up. Wente stated that this is a policy decision. The first part of the policy would be to effectively agree on what are the critical LFUCG corridors because some are completely within council districts and some of the roads divide council districts. It would be a matter of the committee determining the roads of greatest need, based on Council Member Stinnett's inquiry into this issue. From there we would move to look at current ratings and track those moving forward for budgetary allotments.

Akers thought Citation Boulevard was a state road. Wente said it is ours to maintain, such as Man O War.

Lawless asked if the GIS program would give a view of the roads and if they will be able to look at them. Wente said no, they would be in the field evaluating roads as they do now but the information reported will be in a graphic format as opposed to an excel sheet. Lawless stated that the rating doesn't always look like the road does. Lawless added that they had also commented on the traffic as a policy (dead end streets versus a cut through across town) and asked if there will be ability to gauge that also. Wente said that was the intent. He forecasts that the efficiencies provided by this program will allow them to rate roads on an annual basis as opposed to doing half of the county every other year.

Clarke asked if we adopted a policy such as this, will we be talking about two different funding sources (one for primary corridors and another fund for neighborhood district paving). Paulsen said he would defer to Council to decide how they would like it done. Clarke asked if we went with one fund, how would they determine which comes first? Maloney stated that they will have to see how much Municipal Aid Program (MAP) money we receive next year and then come up with a percentage for what goes to Council Districts and what goes to major corridors. He reminded Council Members that \$1.5MM will come right off the top for bond repayment. They will need to determine what to set aside for each. Clarke asked Stinnett for a specific reason for doing it this way. Stinnett stated that prior to 2006 the government only used MAP money for resurfacing and did not put local dollars from our budget toward resurfacing. In 2006, we started adding \$3MM in bonding to catch our roads up and were in a deficit of about \$30MM. This was halted for a couple of years due to the recession. We came back last year and added \$13MM in local dollars to fund some of our road issues. However, you will never have enough district money to do Beaumont Circle, nor would you want to use all of your money to do one road. Stinnett used Lansdowne as an example. It would cost approximately \$850K and five or six neighborhood roads could be done for the same cost. The thought is to come up with roads everyone used and come up with a list of roads and a

plan to maintain these roads. Once they come up with a plan, they can decide during the budget process how to fund it.

Henson asked what determined if it made the critical list; was it a rating of 65 or below? Paulsen said it was him going through and deciding which were most expensive. Farmer added that this was not about ratings, it was about arterial. Paulsen said the attempt was to get a starting list that everyone agreed were the most critical.

Gorton asked about Reynolds Road being on the critical list and feels that Malibu Drive is equally travelled but was not on the list. Paulsen commented on the list and how it was created. The point was to provide a starting point and add/remove from the list. Gorton suggested they look at Malibu Drive. Farmer stated that the problem will be to define critical roads as they are a moving target.

Akers suggested that they look at all corridors from the first list and assess them to determine which roads need it most and divide up the rest between districts.

Brad Frasier came to the podium and recommended that rather than focus on page 14, they should add the information requested; Council District, cost, traffic volumes, and classification of the roadway. He feels the classification of the roadway is very important (local streets versus collector roads, minor and major arterials). Typically, the level of importance goes up, the critical functionality increases along with the road classification. Frasier suggested they modify the information and re-present it for feedback. The committee was in agreement. Farmer asked how much time they would need. Frasier said they could give their preliminary work up in a month but he does not want to lock in traffic volumes at this point as he does not know their schedule is or what they have as far as existing data. Farmer stated that they will see where they are in a month. This issue can remain in committee until everyone is comfortable with the information.

3. Private Streets: Enforcement, Maintenance, Specifications

Mossotti commented on the item and her request for information. She stated that there have been instances in the past of private streets being brought into the public domain and concerns about traffic enforcement, parking, etc. We have accepted private streets in the past that were not up to standard. In the future, should we even consider having more private streets done? She understands that there are developments and gated communities that have private streets and the homeowners pay for maintenance, plowing, etc. But when the development is complete or they no longer want to do it, we end up getting these private streets dedicated to us. She felt it was important to bring it up as a point of discussion to see if others shared her concerns and move it forward. Bill Sallee is going to provide additional information regarding this issue for the packet next month.

Stinnett asked for the resolution and the Chief Administrative Office (CAO) Policy that is referenced in the memo from Paul Schoninger. Farmer agreed that this is relevant information for the next meeting.

Stinnett said that if we want to continue to take private streets, we need to figure out how to take them. He added that on one of the streets identified, we are making them put in sidewalks before we take over the street. Citizens cannot afford to pay for curb and gutters on private streets. We need an approach for new

neighborhoods; do we allow private streets going forward and then develop an approach for existing private streets?

Farmer said that next month we will have another discussion with more information included in the packet on the issue. Maloney came to the podium to give an update on repaving.

4. Design Excellence Update

Kay provided an overview of where the Task Force is in their work and where they are going in the next month or two. He said that the draft is almost complete and will be reviewed by the Law Department. It will then be reviewed by the Division of Planning. They are working to schedule a workshop for Council Members after the next task force meeting on September 16th. The workshop would allow the Council to review the completed draft to ask questions and offer input before it goes out to the public. The framework makes a distinction between standards and guidelines. A section on standards provides quantitative information on what we believe offers design excellence in the downtown area (height, windows, etc.). The guidelines sections gives examples of things they would like to encourage as well as things they would like to discourage, along with illustrations. In addition, they are working on a set of incentives, but this is in the early stages and will be available at the workshop. They also plan to incorporate the work of the Courthouse Area Design Review Board. They will be dissolved and their work will be incorporated into the design standards.

Clarke asked Kay for the footprint of the area. Brandy Berryman, from the Downtown Development Authority, stated that it was mostly the downtown core (B-2, B-2a and B-2b). Gorton provided a visual of the area. Third Street is the northernmost point. To the south it is mostly along High Street but juts down to the parking lot at Rupp Arena. It goes over to Midland Avenue and a little further East to Woodland to get the Eastside of Downtown. On the Westside, it cuts off at Jefferson Street and almost to Newtown Pike along the Main Street corridor.

Farmer asked about the length of the current draft in pages. Kay said approximately 50 pages.

Farmer asked about the purpose of the incentive program. Kay said there had been talk in the Infill & Redevelopment Committee for a while about incentives as it presents more hurdles to go through. This is a continuation of that because if we are going to ask the community to impose additional regulation upon itself, it would be helpful to have incentive provided.

Gorton commented on the history of the Downtown Master Plan. One recommendation was to adopt form based codes. This recommendation drove us to Design Excellence rather than Form Based Codes.

Farmer asked when Kay would come back to committee. Kay said that after the workshop and public comment, they would come back to the Planning committee in October or November. He would like to complete it before the end of the year.

5. Adult Day Cares

Henson commented on the definition of adult day care center versus a day shelter, which serves drop-ins and people in need and provides services. The Division of Planning provided a definition of an adult day care center, which Henson received walking into the meeting. Henson asked that this item be deferred until the next meeting.

Ford commented that he was agreeable to waiting until next month to discuss this issue.

Ford commented on four motions made at the last meeting (page 19 of the packet). He commented on the changes that Henson wants to make to those motions.

6. Items in Committee

Farmer stated that the Elm Tree Lane sidewalk closure was referred to the Planning Committee at the July 9th Work Session and needs to be added to the items in committee list.

Clarke would like to make a recommendation at the next meeting about erecting large poles in Right Of Way or dismiss the issue.

Clarke would like to remove the re-paving program and the review of street tree and tree protection ordinances from the list.

Motion by Clarke to remove the re-paving program and the review of street tree and tree protection ordinances from the items in committee list. Seconded by Ellinger. Motion passed without dissent.

Gorton asked for an update on working with Fayette County Public Schools (FCPS) on road salt services and asked if anyone is looking at it. Farmer does not think anyone is looking at this issue and will place it on the agenda for the next meeting.

Farmer commented on the possible revision of the sign ordinance and would like to leave it on the list.

Farmer felt we were moving in the right direction on the use of alternative fuel resources and felt this can be removed unless someone wants to leave it on the list. Henson asked for an update on alternative fuel issue prior to removing it from committee. Farmer is amenable to having an update at a future meeting.

Farmer stated that we talked about adult day care centers and private streets.

Farmer met with Myers about the notification process for H1 overlay and Myers is close to having something to bring to committee.

Farmer added that we talked about capital road projects.

Farmer said performance bonds versus letters of credit was discussed last month but did not sense that there was an interest in committee action. Stinnett referred the item and it can remain on the list until Stinnett can comment.

Farmer said the B1 ZOTA issue was sent back to the Division of Planning because the changes made were material and the item will remain on the list.

Farmer talked about the last four items since they are just updated. Paulsen will find out about the Oliver Lewis Way Project and update the committee.

Farmer commented on the Todds Road widening project and the downtown traffic study, which are quarterly updates. Kay updated the committee on the Design Excellence Task Force.

Lawless asked when the B1 ZOTA issue will be heard by Planning Commission. Sallee said either this week or at the September meeting. Lawless asked if there would still be an opportunity to make additional changes when it comes back. Farmer said that there would be an opportunity to do that.

Ford commented on the Oliver Lewis Way project and would like clarification on what we are studying (Newtown Pike extended to campus with various phases or Oliver Way), suggested that perhaps we need to rename the issue "Newtown Pike Extension."

Motion by Beard to adjourn. Seconded by Ellinger. Motion passed without dissent.



Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY & PUBLIC WORKS

Jim Gray
Mayor

Richard Moloney
Commissioner

MEMORANDUM

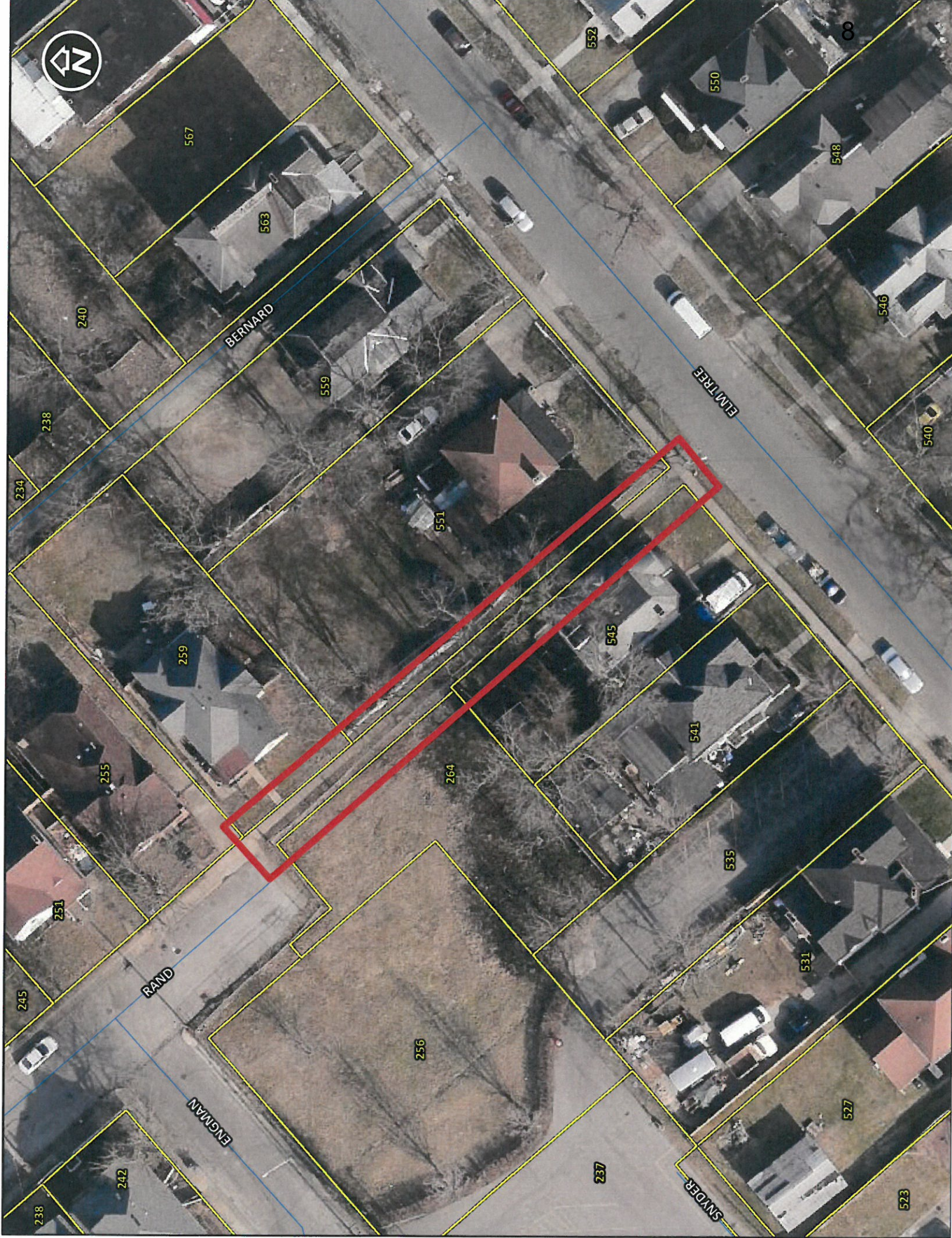
To: CM Bill Farmer, Planning & Public Works Committee Chair
Richard Moloney, Commissioner

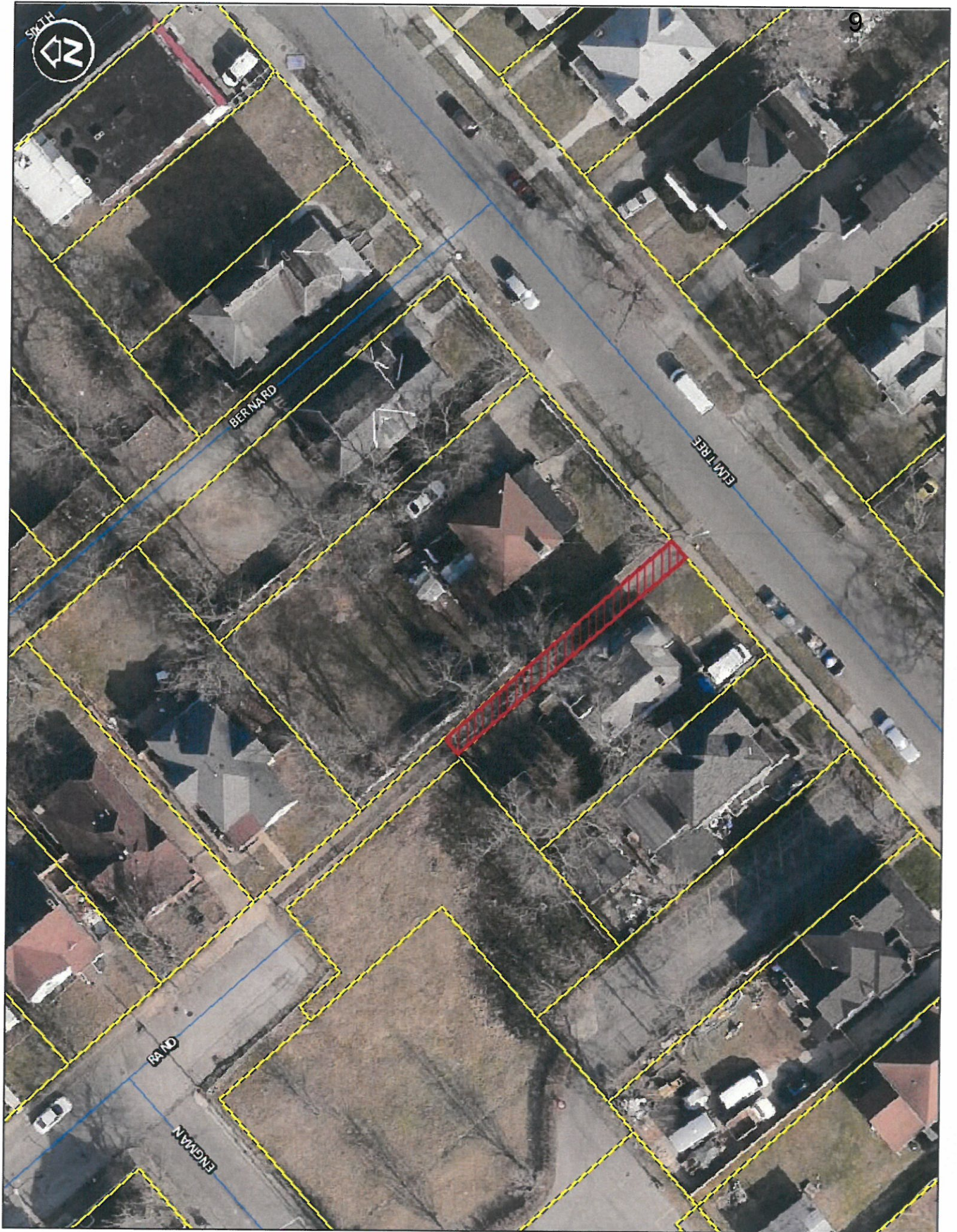
From: Kevin Wentz, Administrative Officer

Date: September 10, 2013

RE: Elm Tree Lane / Rand Ave sidewalk proposed closure

This memorandum is to provide a brief history into the proposed closure of the public sidewalk that spans approximately 200' from Elm Tree Lane to Rand Ave. Approximately 3 years ago, a request was presented to the Department of Environmental Quality & Public Works (DEQPW) to review a proposal to close the sidewalk right-of-way located between 545 & 551 Elm Tree Lane and spanning to Rand Ave. There was no dissent among DEQPW Division Directors to close the right-of-way. The sidewalk is bound by four (4) property owners – all but 1 agreed to the closure. Shiloh Baptist Church expressed no interest in the closure which, in turn, limited the area that could be closed among the abutting property owners, per KRS (see attached). Moving forward, should the Urban County Council vote down the proposed closure, I believe it would be incumbent upon the DEQPW to remove and replace the existing sidewalk due to its current condition. Costs associated with the removal and replacement, per current Unit Price Contract numbers, would be approximately \$5000. Should you have any questions regarding this information please feel free to contact me at 258-3407.



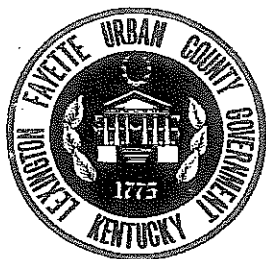


BERNARD

ELM TREE

RAND

ENGMAN



Lexington-Fayette Urban County Council

Linda Gorton
Vice-Mayor

Chuck Ellinger
At-Large Member

Steve Kay
At-Large Member

Chris Ford
1st District

Shevawn Akers
2nd District

Diane G. Lawless
3rd District

Julian Beard
4th District

Bill Farmer, Jr
5th District

Kevin Stinnett
6th District

Jennifer Scutchfield
7th District

George Myers
8th District

Jennifer Mossotti
9th District

Harry Clarke
10th District

Peggy Henson
11th District

Ed Lane
12th District

TO: Jennifer Mossotti, Councilmember
9th Council District

FROM: Paul Schoninger
Research Analyst

DATE: August 1, 2013

SUBJECT: Accepting Private Streets into the Public Right of Way

This is pursuant to your recent request pertaining to the issue of accepting private streets into the public right of way.

In December 1999 the Council adopted Resolution 631-99 which codified a procedure when consideration is given to accept a private street into the public right-of-way (attached). Subsequently CAO policy 32 in July 2000 was developed to standardize the private street process (attached).

Prior to the development of Res 631-99 and CAO policy 32 it was not uncommon to bring substandard private streets into the public right of way. CAO policy 32 follows a multi-step approach including:

The process as identified in CAO # 32 includes:

1. **Initiating request.** CAO receives a request to convert a private street into a public street. The request is to be accompanied with a petition signed by at least 65% of the affected property owners. If the roadway owned by a homeowners' association the applicant must show proof that the association held a vote on the proposal and a majority voted to convert to a public street
2. **CAO consideration.** The CAO will solicit comments from affected LFUCG divisions/departments. This includes at least comments from the Division of Police, Division of Fire, Division of Traffic Engineering, Division of Engineering, Division of Streets & Roads, Division of planning and Department of Law.

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Engineering will provide a report that includes a detailed listing of items which would be required to bring the roadway to public street standards. This will include a cost estimate of the items.

3. **The CAO will submit its recommendation to the Planning Commission.** The Planning Commission shall schedule a public hearing on the proposal after receiving the proposal and CAO recommendations.
4. **Council Consideration.** The Planning Commission shall submit its recommendation to the Urban County Council
5. **Council Consideration/Funding Approval.** The Council shall consider the proposal and any other information submitted. If public funds are needed to accept the roadway an ordinance shall be considered. If no LFUCG funds are needed the Council shall consider a resolution.

Prior to the 1999 Council adopted resolution and the subsequent CAO policy several private streets were brought into the public right of way at the public's expense. The current policy requires that any capital expense be identified and is the responsibility of the petitioners.

At present there are 545 private streets within Fayette County (list attached with Council District). There is also an accompanying map showing the private streets. (attached)

In the last four (4) years only three private streets (Derby Landing, Lochmere and Forest Spring) have been approved to come within the public right of way. An additional 2 streets (Laclede and Tabor Oaks) are in process and 4 streets (Kennedy Landing, Longleaf, Squires Woods and Wilhoit Ct) were withdrawn by the petitioner. (attached)

Finally, I have attached two samples (Derby Landing & Laclede) of the information submitted to the CAO, the Planning Commission and ultimately to the Council. Engineering the first is an engineering review of a petitioner's request.

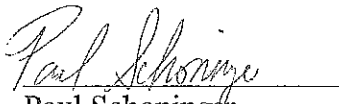
Regarding the Derby Lane petition, Engineering recommended that 50 feet of right-of-way be part of the approval process. For the Laclede Court petition Engineering estimated a capital cost of \$ 402,000 to bring the street up to public standards. This included construction of sidewalks, sidewalk ramps, curbs & gutters, and drainage facilities. (attached)

In my opinion there seems to be little if any public good in the policies that allow private streets. The private streets may not be constructed at public street standards. While the

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private streets are not served by Urban Services such as Solid Waste, Street lighting and Street cleaning, it is served by emergency vehicles from Police & Fire. If you or the Council wanted to prohibit the dedication of private streets the Sub division regulations would need to be amended.

Should you need any further information please do not hesitate to contact via e mail at paulas@lexingtonky.gov, or at 258.3208.


Paul Schoninger
Research Analyst

Attachments:

Res 631-99
CAO Policy # 32
List of Private Streets by Council District
Map of Private Streets
Private Streets Accepted in the Public Right-Of-Way Since 2009
Derby Lane Analysis
Laclede Court Analysis

c: Rob Bolson
Stacey Maynard
Jenifer Benningfield

RESOLUTION NO. 631-99

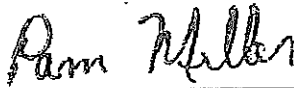
A RESOLUTION ADOPTING A PROCEDURE FOR ACCEPTING PRIVATE STREETS IN TO THE PUBLIC RIGHT-OF-WAY SYSTEM, FOR THE OFFICE OF THE MAYOR.

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

Section 1 - That the Council, on behalf of the Lexington-Fayette Urban County Government, hereby adopts a procedure, which is attached hereto and incorporated herein by reference for accepting private streets in to the public right-of-way system, for the Office of the Mayor.

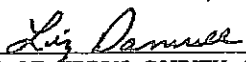
Section 2 - That this Resolution shall become effective upon the date of its passage.

PASSED URBAN COUNTY COUNCIL: December 7, 1999



MAYOR

ATTEST:



CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: December 15, 1999-lt

CW/Res248

R-631-99

PROCEDURE FOR ACCEPTING PRIVATE STREETS INTO PUBLIC RIGHT-OF-WAY

PURPOSE AND APPLICABILITY

The following procedure will be utilized for accepting privately owned streets into the public street system, and is intended to provide a more flexible range of alternatives than currently exists for private street owners. This procedure will outline the responsibilities of the actual private street owners, the LFUCG, and the sequence of events which must be undertaken in order for private street owners to submit an official request to the LFUCG, review of the request, recommendation to the Planning Commission by the Chief Administrative Officer concerning requests received, Planning Commission approval / denial of the request, and Urban County Council approval / denial of the request. All such requests will be subject to the provisions contained in the Land Subdivision Regulations of the LFUCG Division of Planning unless provided for otherwise under this policy, and to the final determination of the Planning Commission / Urban County Council.

PROCEDURES

Section 1: Initiating A Request

Any request to consider LFUCG acceptance of a privately owned street into the public right-of-way shall be made to the Chief Administrative Officer or the Mayor's designee (Mayor's designee incorporated herein by further reference to the Chief Administrative Officer). Each such request shall be submitted in the form of a written request, and shall set forth the reasons for the request. If ownership of a private street is vested with each individual property owner fronting the street, a petition must accompany the request and shall include the original signatures and addresses of 65% of the private owners of each and every street submitted for consideration. Alternatively, if ownership of a private street is vested in a homeowner's association or similar entity, which has authority to convey title of the private street to LFUCG based upon a vote of the membership, that entity may initiate a request accompanied by official documentation of the required vote of the membership, and the 65% petition requirement is waived. The Chief Administrative Officer may require additional information if he deems it appropriate. The written request shall also designate the primary contact person representing the private street owners in order to facilitate communications with the LFUCG. The Chief Administrative Officer will forward a copy of any such request received to the Councilmember in whose district the private street in question is located. Once all pertinent information is received, the CAO will consider the request and forward a recommendation to the Planning Commission within 60 days.

Section 2: CAO Consideration and Recommendation to Planning Commission

Upon receipt of any such request for consideration of LFUCG acceptance of a privately owned street into the public right-of-way, the Chief Administrative Officer will request, through

the respective Commissioners, reports concerning the request from the Division of Police, Division of Fire and Emergency Services, Division of Traffic Engineering, Division of Engineering, Division of Streets and Roads, Division of Planning, Department of Law, and any other office he deems appropriate.

- Included in the report from the Division of Planning will be documentation of the street construction standards for pavement, construction, street sections / widths, curbs, gutters, and sidewalks that applied at the time the private street was constructed, if known. These standards shall be considered in contrast with current public street standards when making the final determination of any street improvements required of the private street owners prior to acceptance of the private street by the LFUCG. Additional right-of-way dedication may be required of the private street owners regardless of pre-existing standards, in order to accept the private street into the public right-of-way.
- Included in the report from the Division of Engineering will be a detailed listing of items which would bring the private street up to current public street standards, and an estimated costs of these items.

Within a reasonable time thereafter, each of the Division Directors shall make a report to their Commissioner, for the latter's review and forwarding of the recommendation to the Chief Administrative Officer. After receipt of all reports, the Chief Administrative Officer will consider the reports, prevailing private street standards at time of original street construction, cost estimates of bringing the private street up to public street standards, and public purpose validity of the request. Based on these the Chief Administrative Officer will formulate a general recommendation on a case by case basis to either accept or decline the request. This recommendation cannot include a requirement that the private street owners be responsible for street improvements beyond the street construction standards that applied at the time of original street construction, or to remedy any original street construction deficiencies. The recommendation of the Chief Administrative Officer and copies of all reports shall then be forwarded to the Planning Commission for consideration of the request. The private street owners initiating the request and the Councilmember in whose district the private street in question is located shall also be provided a copy of the recommendation of the Chief Administrative Officer and copies of all reports.

Section 3: Planning Commission Consideration / Recommendation to Urban County Council

The Planning Commission shall schedule the request for consideration upon receipt of both 1.) the recommendation of the Chief Administrative Officer and, 2.) the filing of an amended plat by the private street owners initiating the request, per the requirements of the Division of Planning. The Planning Commission shall schedule the matter for hearing in accordance with all standard legal notification requirements and render a decision within 90 days of receipt of these items. Upon consideration of the request the Planning Commission shall vote to either approve or deny the request. In deliberating the request, the Planning Commission shall give substantial weight to the recommendation of the Chief Administrative Officer, and shall consider the street construction standards that applied at the time the private street was constructed, if known. In considering approval of a private street request, the Planning

Commission may attach any conditions deemed appropriate, based upon staff recommendations or related to the remedy of any existing substandard conditions of the private street as compared to the current Land Subdivision Regulations public street standards. Further, the Planning Commission may grant any waivers of current public street standards deemed appropriate, with regard to the provision of curbs, gutters, sidewalks, and street section widths, but may not waive any current public street pavement construction standards. (For private streets located in the Rural Service Area, the applicable standards may include the rural road section geometric and construction standards contained in the Roadway Manual being prepared by the Division of Engineering. - language in parentheses to be removed upon approval by the Urban County Council of the Roadway Manual.)

Any approval vote by the Planning Commission to accept a private street into the public right-of-way shall be contingent on:

- 1.) subsequent approval by the Urban County Council;
- 2.) the meeting of any conditions imposed by the Planning Commission and/or Council, and;
- 3.) the amended plat being signed by 100% of the private street owners or the homeowner's association within one year of the date of final Urban County Council approval. When completed, the signed amended plat shall be submitted to the Division of Planning. If these approval contingencies remain unmet one year after the Urban County Council vote, the request shall be considered closed, unless re-approval of the Urban County Council is obtained.

Upon casting a vote to approve or deny acceptance of a private street into the public right-of-way, the Planning Commission shall forward its report, findings, and decision to the Urban County Council. These findings shall include the estimated cost, if any, to the LFUCG of any anticipated expenses associated with acceptance of the private street into the public right-of-way, in bringing the street to an acceptable public street standard.

Section 4: Urban County Council Consideration / Funding Approval

Upon receipt of the Planning Commission report and vote, the Urban County Council shall consider the request, including any funding required of the LFUCG, if any, that will be needed to bring the private street to an acceptable public street standard. The Urban County Council may, at its discretion, schedule a public meeting on the request. If a public meeting is scheduled, all standard legal notification requirements must be met, and the Council shall take final action to approve or deny the request within 60 days of the Planning Commission's final vote, or the decision of the Planning Commission becomes final. If LFUCG funding is required, the Council's final approval vote shall take the form of an ordinance including a budget amendment appropriating funds for the needed improvements. If LFUCG funding is not required, or funding is not available within the current fiscal year, the Council shall consider a resolution of intent to accept the private street into the public right-of-way and request any needed funding in the next budget cycle, and take a final vote to either approve or disapprove the request, subject to all outstanding contingencies being met under Section 3. The decision of the Council is final. The outcome of this consideration shall be reported back to the private street owners initiating the request. When a private street request is approved by the Urban County Council, the CAO will notify the private street owners of the approval and the date in writing, in order for the private street owners to pursue the other contingencies imposed by the Planning Commission under Section 3.

Section 5: Approved Requests

The Division of Planning will notify the Chief Administrative Officer in writing if and when all approval contingencies have been met within the required one-year time frame. Upon receipt of such notice, the Chief Administrative Officer shall take any needed actions to place the formerly private street into the public right-of-way by notifying the appropriate divisions and authorizing any required documents, or any other needed actions. The formerly private street will be placed by Urban County Council action into the same urban services tax district as the surrounding public streets (if necessary), and all appropriate urban services provided. Additionally, the Chief Administrative Officer will notify the Councilmember in whose district the formerly private street is located that the private street has been accepted into the public right-of-way.

Chief Administrative Office POLICY MEMORANDUM	Date of Issue July 10, 2000	Expiration Date N//A	No. 32
TO: ALL Divisions and Departments		Subject: PROCEDURE FOR ACCEPTING PRIVATE STREETS INTO PUBLIC RIGHT-OF-WAY	
COMMENTS:			

PURPOSE AND APPLICABILITY

The following procedure will be utilized for accepting privately owned streets into the public street system, and is intended to provide a more flexible range of alternatives than currently exists for private street owners. This procedure will outline the responsibilities of the actual private street owners, the LFUCG, and the sequence of events which must be undertaken in order for private street owners to submit an official request to the LFUCG, review of the request, recommendation to the Planning Commission by the Chief Administrative Officer concerning requests received, Planning Commission approval / denial of the request, and Urban County Council approval / denial of the request. All such requests will be subject to the provisions contained in the Land Subdivision Regulations of the LFUCG Division of Planning unless provided for otherwise under this policy, and to the final determination of the Planning Commission / Urban County Council.

PROCEDURES

Section 1: Initiating A Request

Any request to consider LFUCG acceptance of a privately owned street into the public right-of-way shall be made to the Chief Administrative Officer or the Mayor's designee (Mayor's designee incorporated herein by further reference to the Chief Administrative Officer). Each such request shall be submitted in the form of a written request, and shall set forth the reasons for the request. If ownership of a private street is vested with each individual property owner fronting the street, a petition must accompany the request and shall include the original signatures and addresses of 65% of the private owners of each and every street submitted for consideration. Alternatively, if ownership of a private street is vested in a homeowner's association or similar entity, which has authority to convey title of the private street to LFUCG based upon a vote of the membership, that entity may initiate a request accompanied by official documentation of the required vote of the membership, and the 65% petition requirement is waived. The Chief Administrative Officer may require additional information if he deems it appropriate. The written request shall also designate the primary contact person representing the private street owners in order to facilitate communications with the LFUCG. The Chief Administrative Officer will forward a copy of any such request received to the Councilmember in whose district the private street in question is located. Once all pertinent information is received, the CAO will consider the request and forward a recommendation to the Planning Commission within 60 days.

POLICY MEMORANDUM #32	PROCEDURE FOR ACCEPTING PRIVATE STREETS INTO PUBLIC RIGHT-OF-WAY	Page 2
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Section 2: CAO Consideration and Recommendation to Planning Commission

Upon receipt of any such request for consideration of LFUCG acceptance of a privately owned street into the public right-of-way, the Chief Administrative Officer will request, through the respective Commissioners, reports concerning the request from the Division of Police, Division of Fire and Emergency Services, Division of Traffic Engineering, Division of Engineering, Division of Streets and Roads, Division of Planning, Department of Law, and any other office he deems appropriate.

- Included in the report from the Division of Planning will be documentation of the street construction standards for pavement, construction, street sections / widths, curbs, gutters, and sidewalks that applied at the time the private street was constructed, if known. These standards shall be considered in contrast with current public street standards when making the final determination of any street improvements required of the private street owners prior to acceptance of the private street by the LFUCG. Additional right-of-way dedication may be required of the private street owners regardless of pre-existing standards, in order to accept the private street into the public right-of-way.
- Included in the report from the Division of Engineering will be a detailed listing of items which would bring the private street up to current public street standards, and an estimated costs of these items.

Within a reasonable time thereafter, each of the Division Directors shall make a report to their Commissioner, for the latter's review and forwarding of the recommendation to the Chief Administrative Officer. After receipt of all reports, the Chief Administrative Officer will consider the reports, prevailing private street standards at time of original street construction, cost estimates of bringing the private street up to public street standards, and public purpose validity of the request. Based on these the Chief Administrative Officer will formulate a general recommendation on a case by case basis to either accept or decline the request. This recommendation cannot include a requirement that the private street owners be responsible for street improvements beyond the street construction standards that applied at the time of original street construction, or to remedy any original street construction deficiencies. The recommendation of the Chief Administrative Officer and copies of all reports shall then be forwarded to the Planning Commission for consideration of the request. The private street owners initiating the request and the Councilmember in whose district the private street in question is located shall also be provided a copy of the recommendation of the Chief Administrative Officer and copies of all reports.

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Section 3: Planning Commission Consideration / Recommendation to Urban County Council

The Planning Commission shall schedule the request for consideration upon receipt of both 1.) the recommendation of the Chief Administrative Officer and, 2.) the filing of an amended plat by the private street owners initiating the request, per the requirements of the Division of Planning. The Planning Commission shall schedule the matter for hearing in accordance with all standard legal notification requirements and render a decision within 90 days of receipt of these items. Upon consideration of the request the Planning Commission shall vote to either approve or deny the request. In deliberating the request, the Planning Commission shall give substantial weight to the recommendation of the Chief Administrative Officer, and shall consider the street construction standards that applied at the time the private street was constructed, if known. In considering approval of a private street request, the Planning Commission may attach any conditions deemed appropriate, based upon staff recommendations or related to the remedy of any existing substandard conditions of the private street as compared to the current Land Subdivision Regulations public street standards. Further, the Planning Commission may grant any waivers of current public street standards deemed appropriate, with regard to the provision of curbs, gutters, sidewalks, and street section widths, but may not waive any current public street pavement construction standards. (For private streets located in the Rural Service Area, the applicable standards may include the rural road section geometric and construction standards contained in the Roadway Manual being prepared by the Division of Engineering. *- language in parentheses to be removed upon approval by the Urban County Council of the Roadway Manual.*)

Any approval vote by the Planning Commission to accept a private street into the public right-of-way shall be contingent on:

- 1.) subsequent approval by the Urban County Council;
- 2.) the meeting of any conditions imposed by the Planning Commission and/or Council, and;
- 3.) the amended plat being signed by 100% of the private street owners or the homeowner's association within one year of the date of final Urban County Council approval. When completed, the signed amended plat shall be submitted to the Division of Planning. If these approval contingencies remain unmet one year after the Urban County Council vote, the request shall be considered closed, unless re-approval of the Urban County Council is obtained.

Upon casting a vote to approve or deny acceptance of a private street into the public right-of-way, the Planning Commission shall forward its report, findings, and decision to the Urban County Council. These findings shall include the estimated cost, if any, to the LFUCG of any anticipated expenses associated with acceptance of the private street into the public right-of-way, in bringing the street to an acceptable public street standard.

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Section 4: Urban County Council Consideration / Funding Approval

Upon receipt of the Planning Commission report and vote, the Urban County Council shall consider the request, including any funding required of the LFUCG, if any, that will be needed to bring the private street to an acceptable public street standard. The Urban County Council may, at its discretion, schedule a public meeting on the request. If a public meeting is scheduled, all standard legal notification requirements must be met, and the Council shall take final action to approve or deny the request within 60 days of the Planning Commission's final vote, or the decision of the Planning Commission becomes final. If LFUCG funding is required, the Council's final approval vote shall take the form of an ordinance including a budget amendment appropriating funds for the needed improvements. If LFUCG funding is not required, or funding is not available within the current fiscal year, the Council shall consider a resolution of intent to accept the private street into the public right-of-way and request any needed funding in the next budget cycle, and take a final vote to either approve or disapprove the request, subject to all outstanding contingencies being met under Section 3. The decision of the Council is final. The outcome of this consideration shall be reported back to the private street owners initiating the request. When a private street request is approved by the Urban County Council, the CAO will notify the private street owners of the approval and the date in writing, in order for the private street owners to pursue the other contingencies imposed by the Planning Commission under Section 3.

Section 5: Approved Requests

The Division of Planning will notify the Chief Administrative Officer in writing if and when all approval contingencies have been met within the required one-year time frame. Upon receipt of such notice, the Chief Administrative Officer shall take any needed actions to place the formerly private street into the public right-of-way by notifying the appropriate divisions and authorizing any required documents, or any other needed actions. The formerly private street will be placed by Urban County Council action into the same urban services tax district as the surrounding public streets (if necessary), and all appropriate urban services provided. Additionally, the Chief Administrative Officer will notify the Council member in whose district the formerly private street is located that the private street has been accepted into the public right-of-way.

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ACCEPTANCE OF PRIVATE STREETS INTO PUBLIC RIGHT-OF-WAY

PROCESS STEP

ACTIONS

- | | |
|--|--|
| 1. Request Initiated to CAO by
Private Street Owners | <i>*65% Signatures of Property Owners Required
or Majority Vote of Homeowner's Assn
*Contact Person Identified
*Councilmember Notified</i> |
| 2. CAO Conducts Administrative Review
60 Days to Review / Recommend | <i>*Divisional Review & Reports Submitted
*CAO Formulates Recommendation</i> |
| 3. CAO Forwards Recommendation to
Planning Commission | <i>*Recommendation & Reports Forwarded to
Commission, Requester and Councilmember</i> |
| 4. Requester Submits Unsigned Amended
Plat to Planning Commission | <i>*Required for Hearing to be Scheduled</i> |
| 5. Planning Commission Consideration | <i>*Hearing Scheduled upon Receipt of CAO
Recommendation and Unsigned Amended
Plat from Requester</i> |
| 6. Planning Commission Decision
90 Days to Render Decision | <i>*If Approved, Requester to Meet Following
Contingencies:</i> |
- *Subsequent Urban County Council Approval*

**Requester to Meet all Conditions Imposed by
Planning Commission and/or Council*

*+Amended Plat Returned to Planning
Commission with 100% Signatures of
Property Owners*

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**OR, Deny Request*

7. Urban County Council Consideration
60 Days to Render Decision

**Funding Considerations for LFUCG*

**Approve Budget Amendment or Resolution of
Intent to Accept Private Street upon Return of
Amended Plat, OR;*

**Deny Request.*

**8. If Request Approved and Contingencies
Met, CAO Takes Appropriate Actions to
Accept Private Street into Public Right-
Of-Way**

**Appropriate Divisions Notified*

**Necessary Documents Authorized by Mayor*

**Councilmember Notified*

ROADNAME	MAINTENANCE	DISTRICT
ADCOLOR DR	P	1
BARON AVE	P	1
COUNT CT	P	1
DUCHESS AVE	P	1
EARL CT	P	1
IMPERIAL AVE	P	1
IMPERIAL CT	P	1
KELLER CT	P	1
LEGENDS LN	P	1
PRINCE AVE	P	1
PRINCE CT	P	1
QUEEN AVE	P	1
RUSSELL SPRINGS DR	P	1
SNYDER CT	P	1
SPRUCE ST	P	1
ABIGAIL WAY	P	2
ALEX LN	P	2
APRICOT ST	P	2
AVOCADO ST	P	2
BEALE ALY	P	2
BETSY LN	P	2
BLUE GROUSE CIR	P	2
BLUES ALY	P	2
BOYSENBERRY ST	P	2
BRIDGESTONE DR	P	2
BUCK PL	P	2
BULL LEA RUN	P	2
CANTALOUPE ST	P	2
CASPER CT	P	2
CRANBERRY ST	P	2
DAIRY RD	P	2
DALRAY ST	P	2
DREW LN	P	2
EMBASSY DR	P	2
ESTATES HILL CIR	P	2
EVANS ST	P	2
FAIRDALE DR	P	2
FISTER WAY	P	2
FOX INDUSTRIAL RD	P	2
FURLONG VIEW CT	P	2
GRIFFIN GATE DR	P	2
HANSON CIR	P	2
HAYDEN PARK LN	P	2
HEATHER GATE CT	P	2
HEATHER HILLS LN	P	2
HOGAN DR	P	2
LOCUST FARM RD	P	2
LOIS LN	P	2
OMER LN	P	2
PALMER CT	P	2

PARSLEY DR	P	2
PEABODY WAY	P	2
PHILLIPS LN	P	2
PINTAIL DR	P	2
PISACANO DR	P	2
PLAYER DR	P	2
PRINTERS ALY	P	2
PRODUCE LN	P	2
ROY H MARDIS DR	P	2
RUFFIAN WAY	P	2
RUSTIC WAY	P	2
SHAMROCK LN	P	2
SILVER PHEASANT CIR	P	2
SNOW GOOSE CIR	P	2
SUGAR MAPLE CT	P	2
SUGAR MAPLE LN	P	2
SUNNYBROOK LN	P	2
TOWNE CENTER DR	P	2
WATSON CT	P	2
WILD TURKEY CT	P	2
WOOD DUCK CT	P	2
WOODCHUCK WAY	P	2
ZOELLER CT	P	2
ADMINISTRATION DR	P	3
CAMPUS DR	P	3
CHAMPE ALY	P	3
CHEVY CHASE PL	P	3
COLISEUM ALY	P	3
COLLEGE VIEW AVE	P	3
COLLEGE WAY	P	3
COLLINS LN	P	3
COLUMBIA TER	P	3
COMPLEX DR	P	3
COURTYARD PL	P	3
DONOVAN DR	P	3
FARM RD	P	3
FUNKHOUSER DR	P	3
GARDEN GROVE WALK	P	3
GLADSTONE AVE	P	3
GRAHAM AVE	P	3
HILLTOP AVE	P	3
HOSPITAL DR	P	3
HUGUELET DR	P	3
LIBRARY DR	P	3
MCMEEKIN PL	P	3
PATTERSON DR	P	3
ROSE SRD	P	3
SPORTS CENTER DR	P	3
STADIUM VIEW	P	3
UNIVERSITY CT	P	3
UNIVERSITY DR	P	3
VETERANS DR	P	3

WILDCAT CT	P	3
WOODLAND AVE	P	3
ALLANTE BROOK CT	P	4
BAYBERRY BEND	P	4
CANARY RD	P	4
LAREDO CT	P	4
LAUREN WAY	P	4
LOCH NESS DR	P	4
OVERBROOK FOUNTAIN	P	4
PROFESSIONAL HEIGHTS DR	P	4
REDCOACH TRL	P	4
SOUTHWIND TER	P	4
TATES CREEK CENTRE DR	P	4
TRAILS END	P	4
WATERWOOD TER	P	4
WILHITE CT	P	4
WINDGATE WAY	P	4
ATIYA PL	P	5
AUTUMN LN	P	5
BARROW WOOD LN	P	5
CLAIR RD	P	5
COMMODORE DR	P	5
CREATIVE DR	P	5
EASTBROOK CT	P	5
EASTBROOK DR	P	5
EASTWOOD DR	P	5
EASTWOOD LN	P	5
EDGEWATER DR	P	5
ELLISON CT	P	5
ELLISON PL	P	5
FOUR PINES CT	P	5
FOUR PINES DR	P	5
GLEN CREST	P	5
GROT DR	P	5
HARBOR PT	P	5
HARMONY HALL LN	P	5
HOBCAW LN	P	5
HONEYHILL LN	P	5
HUMPHREY LN	P	5
ISLAND CV	P	5
ISLAND DR	P	5
ISLAND PT	P	5
LAKE CLAIR CT	P	5
LAKESHORE DR	P	5
MALLARD BAY	P	5
MANOR DR	P	5
MEGANWOOD CIR	P	5
MERRICK CT	P	5
MERRICK DR	P	5
MILAM LN	P	5
MOUNDVIEW PL	P	5
OAK KNOLL	P	5

ORLEAN CIR	P	5
RICHMOND PLZ	P	5
SIESTA CV	P	5
TABOR OAKS LN	P	5
THE CURTILAGE	P	5
TRUMPETER ROW	P	5
WALKERS WAY	P	5
WARRENTON CIR	P	5
WARRENWOOD WYND	P	5
WATER COMPANY DR	P	5
WILLOW GLEN	P	5
ALYSHEBA WAY	P	6
ARISTOCRACY CIR	P	6
ATKINSON AVE	P	6
BEL SHEBA PL	P	6
BLAIRDON CIR	P	6
BOXER WAY	P	6
BRADEN WAY	P	6
BRYAN CENTER DR	P	6
BRYANT RD	P	6
CALGARY	P	6
CANNOCK DR	P	6
CANTER ALY	P	6
CONTINENTAL SQ	P	6
CORINTHIAN CT	P	6
CORNERSTONE DR	P	6
CRUSADERS WAY	P	6
DANIELLE LN	P	6
ELKHORN RD	P	6
FENCING ALY	P	6
FLYING EBONY DR	P	6
FORTUNE HILL LN	P	6
GAIT ALY	P	6
GALLOP ALY	P	6
GASKIN ALY	P	6
GOLDEN WAY	P	6
GREY LAG WAY	P	6
HADDON DR	P	6
HARRIGAN WAY	P	6
HORSESHOE ALY	P	6
HUTCH ALY	P	6
KNIGHTSBRIDGE LN	P	6
LACLEDE CT	P	6
LADY BEDFORD PL	P	6
LIBERTY RIDGE LN	P	6
LIGHTHOUSE LN	P	6
LINDENWOOD LN	P	6
MACKENZIE LN	P	6
MAXIMA	P	6
MICKEY LN	P	6
OLD ROSEBUD RD	P	6
PALMANOVA PL	P	6

PAUL JONES WAY	P	6
PAVILION WAY	P	6
RANCH ALY	P	6
RIDER ALY	P	6
ROPE ALY	P	6
SADDLE ALY	P	6
STABLE ALY	P	6
STAR SHOOT PKWY	P	6
STEM POST ALY	P	6
SUNSHINE LN	P	6
TANGLEWOOD DR	P	6
VAULTING ALY	P	6
VENDOR WAY	P	6
VICKI WAY	P	6
WAR ADMIRAL WAY	P	6
WHISPERING WOOD LN	P	6
WOODWARD LN	P	6
YANKEE ST	P	6
AMICK WAY	P	7
BIRCHWOOD LN	P	7
BLAKE JAMES DR	P	7
BLANDVILLE RD	P	7
BRANHAM PARK	P	7
BURNING TREE CIR	P	7
BURNING TREE LN	P	7
CASTLEBRIDGE LN	P	7
CHRISTY ALLYN CT	P	7
DELONG CIR	P	7
DELONG LN	P	7
DELONG PL	P	7
DONNINGTON CT	P	7
DORAL PL	P	7
DUDEE CT	P	7
DURNING RD	P	7
ENGLEBROOK WAY	P	7
EVANGELINE LN	P	7
FOUNTAIN CT	P	7
GINGERMILL LN	P	7
GOLD FINCH ALY	P	7
GOLF TOWN CIR	P	7
GRASSER WAY	P	7
GRASSLAND PARK	P	7
HANNON WAY	P	7
JOEY WAY	P	7
KELBURN CT	P	7
LINDENHURST LOOP	P	7
LOCHMERE PL	P	7
LORENZO PL	P	7
MAPLELEAF SQ	P	7
MCCLANAHAN LN	P	7
MULDOON DR	P	7
ROUNDTABLE WAY	P	7

RUBY LN	P	7
RYAN CIR	P	7
SKYLARK ALY	P	7
SOMERSLY PL	P	7
SQUIRES WOODS WAY	P	7
SUMMIT SQUARE PL	P	7
TATTON PARK	P	7
THADEUS CT	P	7
TRADITION CIR	P	7
TRADITION WAY	P	7
WALNUT CREEK DR	P	7
WENTWORTH PL	P	7
WESTON PARK	P	7
YORKSHIRE MEDICAL PARK	P	7
ALUMNI PARK PLZ	P	8
ANGELICA ALY	P	8
ARROW ROOT ALY	P	8
COTTLE PL	P	8
LANTERN CREEK CT	P	8
LEISURE CREEK CT	P	8
NETTLE ALY	P	8
OLIVE MYRTLE ALY	P	8
PASSAFLOA ALY	P	8
REVA RIDGE WAY	P	8
STYX CT	P	8
TATES CREEK LN	P	8
TEA TREE ALY	P	8
YARROW ALY	P	8
BLUE BONNET CT	P	9
BLUE BONNET DR	P	9
BRUNSWICK RD	P	9
CANTERBURY GREEN WAY	P	9
COSMOS WAY	P	9
DYLAN PL	P	9
EMMERT FARM LN	P	9
GOLDON TROPHY TRL	P	9
HAMPTON RIDGE	P	9
JOHNS TURN TRL	P	9
KELLI ROSE WAY	P	9
LEXINGTON GREEN CIR	P	9
LOCHDALE TER	P	9
MALL RD	P	9
MANNINGTON CT	P	9
MARKETPLACE DR	P	9
MEIJER WAY	P	9
NADIA LN	P	9
NICHOLASVILLE CENTRE DR	P	9
NICHOLS PARK DR	P	9
OUTRIDER WAY	P	9
PINE RIDGE WAY	P	9
ROJAY DR	P	9
SHILLITO PARK RD	P	9

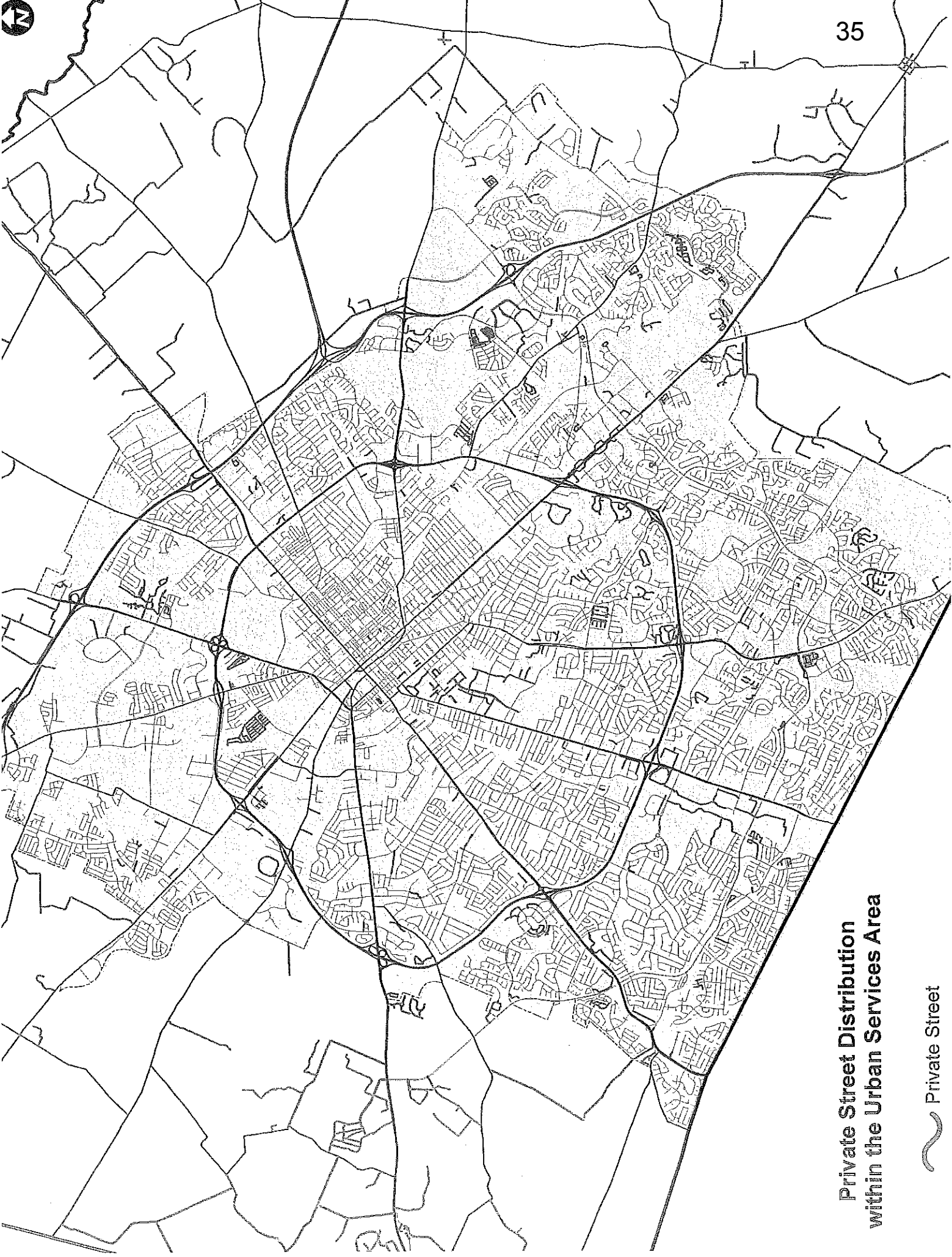
TWIN SPIRES TRL	P	9
WILLOW RIDGE RD	P	9
BEACON ST	P	10
BEAUMONT PARK DR	P	10
BURT RD	P	10
ENGLISH STATION DR	P	10
LINVILLE LN	P	10
LONGLEAF PL	P	10
LONGVIEW PLZ	P	10
MAJESTIC DR	P	10
MEMBERS WAY	P	10
MONARCH ST	P	10
PALOMAR CENTRE DR	P	10
RABBITS FOOT TRL	P	10
REGENCY POINT PATH	P	10
RESERVE CT	P	10
RESERVE RD	P	10
ROCK LEDGE LN	P	10
SILKTREE CT	P	10
STONE GARDEN LN	P	10
SWEETGRASS LN	P	10
TERRACE WOODS CT	P	10
TERRACE WOODS LN	P	10
TERRACE WOODS PARK	P	10
TORONADO DR	P	10
VERANDAH PL	P	10
WALL ST	P	10
CALUMET TER	P	11
CAPE COD CIR	P	11
GARDEN SPRINGS DR	P	11
LANE ALLEN SRD	P	11
MAYWICK VIEW LN	P	11
SHAKER DR	P	11
THE LN	P	11
WILLIAMSBURG ESTATES LN	P	11
WILLIAMSBURG RD	P	11
ADENA LN	P	12
AGRONOMY RD	P	12
AIR FREIGHT DR	P	12
AIRPORT RD	P	12
ALAMO DR	P	12
ALCOTT PL	P	12
ALLTECH LN	P	12
AMBERGY CT	P	12
AMI LN	P	12
ASHFORD LN	P	12
AVIATOR RD	P	12
BACK GATE DR	P	12
BARBARIKA DR	P	12
BEAUGAY LN	P	12
BEBOPPER WAY	P	12
BECKY SUE LN	P	12

BERKELEY LN	P	12
BIG BARN RD	P	12
BIROAK LN	P	12
BLACKSMITH RIDGE	P	12
BLUE RIBBON LN	P	12
BLUSHING GROOM LN	P	12
BOBWHITE TRL	P	12
BOONE LN	P	12
BOSWELL LN	P	12
BRIDLE RIDGE LN	P	12
BRIDLEWOOD LN	P	12
BRIER EAST RD	P	12
BRIERCROFT WAY	P	12
BRILLIANT LN	P	12
BROWNING TRCE	P	12
BUGGY LN	P	12
BUSHER LN	P	12
CABLE DR	P	12
CAMPGROUND RD	P	12
CARNEGIE LN	P	12
CASTLE ROCK WAY	P	12
CAYMAN HEIGHTS	P	12
CEDARCREEK LN	P	12
CENTERVILLE LN	P	12
CHAFFEY LN	P	12
CHANCE FARM LN	P	12
CHELMSBURY LN	P	12
CHIMES BAND DR	P	12
CHUBBY LN	P	12
CIGAR LN	P	12
CLEAR LAKE DR	P	12
CLOVER CREEK	P	12
COLLIVER LN	P	12
DALY PL	P	12
DAMAR CT	P	12
DAMAR DR	P	12
DEDMAN CT	P	12
DEER MEADOW TRCE	P	12
DIXIANA DOMINO RD	P	12
DUSTY TRL	P	12
ECLIPSE DR	P	12
ELAM VILLAGE DR	P	12
ELGIN PL	P	12
ELK LN	P	12
ENTERPRISE DR	P	12
ENTERTAINMENT CT	P	12
EQUINE CAMPUS RD	P	12
FASCINATOR LN	P	12
FAULKIRK LN	P	12
FRISCO DR	P	12
GARNER LN	P	12
GENTRY LN	P	12

GORHAM LN	P	12
GUILFORD LN	P	12
GUMBERT RD	P	12
HACKNEY PL	P	12
HANGAR DR	P	12
HARDEN LN	P	12
HAWKESBURY WAY	P	12
HAZARD CT	P	12
HEYWOOD PL	P	12
HICKORY HILL RD	P	12
HIDDEN LAKE LN	P	12
HIDDEN RIVER DR	P	12
HIGHWATER LN	P	12
HILLGATE DR	P	12
HURRICANE HALL RD	P	12
HURST LN	P	12
IRON WORKS PKWY	P	12
J DOWNS WAY	P	12
JAY TRUMP RD	P	12
JENNEY LN	P	12
JENNIE KATE LN	P	12
JET PILOT WAY	P	12
JO MARRS ST	P	12
KASP CT	P	12
KATKAY DR	P	12
KEENELAND BLVD	P	12
KENTUCKY RIVER PKWY	P	12
KINGFISHER LN	P	12
LA TROIENNE WAY	P	12
LADYS SECRET DR	P	12
LARADO DR	P	12
LEE CHOLAK DR	P	12
LEESTOWN CENTER WAY	P	12
LOADING CHUTE DR	P	12
LOFGREN CT	P	12
LONG VALLEY LN	P	12
MADDOX LN	P	12
MAHMOUD LN	P	12
MANTEWS LN	P	12
MARIA DR	P	12
MARKS LN	P	12
MARLIN ALY	P	12
MARY FAY PL	P	12
MCATEE LN	P	12
MERKEL ALY	P	12
MILDRED WAY	P	12
MISS ALLEGED DR	P	12
NEW VINE LN	P	12
NINA BONNIE BLVD	P	12
NORTHWIND RD	P	12
OLD CLUBHOUSE LN	P	12
OLD FRANKFORT CIR	P	12

OLD HICKORY LN	P	12
OLDE BRIDGE CT	P	12
OLDE BRIDGE LN	P	12
OPPORTUNITY WAY	P	12
ORIENTATE WAY	P	12
ORVIS ALY	P	12
OSCAR DR	P	12
OUR NATIVE LN	P	12
PAYSON STUD LN	P	12
PEGASUS LN	P	12
PETER PAN RD	P	12
PINE NEEDLES LN	P	12
POLO CLUB LN	P	12
POLYTRACK LN	P	12
RACE TRACK RD	P	12
RAVEN CREEK CT	P	12
RAVEN CREEK DR	P	12
RAVENS BEND CT	P	12
RAVENS CREST LN	P	12
RECREATION DR	P	12
RENO DR	P	12
RESEARCH FARM RD	P	12
RIVER RD	P	12
ROLEX LN	P	12
ROTHBURY RD	P	12
ROXIE LN	P	12
RUGER ALY	P	12
RUSHING WIND LN	P	12
SADDLECREEK LN	P	12
SAHALEE DR	P	12
SCOWBYFIELDS DR	P	12
SEEGER LN	P	12
SEWANEE LN	P	12
SHELTON RD	P	12
SHEPHARD LN	P	12
SHOSHONE LN	P	12
SILKS LN	P	12
SLEEPY HOLLOW LN	P	12
SPEARS POINT LN	P	12
SPINDLETOP WAY	P	12
SPIRIT RIDGE LN	P	12
SPORT HORSE LN	P	12
SPY COAST LN	P	12
STAR PILOT LN	P	12
STONE TAVERN LN	P	12
SUNDOWN DR	P	12
TAHOE DR	P	12
TERMINAL DR	P	12
THE GRANGE LN	P	12
TIM TAM TRL	P	12
TOM FOOL WAY	P	12
TRACK KITCHEN DR	P	12

TRAINING TRACK DR	P	12
TURNER PL	P	12
UNNAMED ST	P	12
WALMAC LN	P	12
WALNUT RIDGE RD	P	12
WALNUT STATION RD	P	12
WALT ROBERTSON RD	P	12
WAR ADMIRAL BLVD	P	12
WARNER RD	P	12
WATER TOWER DR	P	12
WATERWILD LN	P	12
WEMBLEY LN	P	12
WEXFORD LN	P	12
WHARTON WAY	P	12
WICKESBURY PL	P	12
WILDBERRY LN	P	12
WILLIAMS LN	P	12
WILSON LAKE LN	P	12
WILTSHIRE PL	P	12
WINDING WOOD LN	P	12
WINDING WOOD PL	P	12
WINDOWPANE LN	P	12
WING COMMANDER WAY	P	12
WINNERS CIR	P	12
WOODSBURY PL	P	12
WOODSONG WAY	P	12
WORLD GAMES WAY	P	12
YOUNT LN	P	12



Private Street Distribution
within the Urban Services Area

Private Street

Street - ROW transfers	Request	Action
Lewis St	1-way conversion	Accepted
Miller St	1-way conversion	Accepted
Derby Landing	Private to Public	Accepted
Forest Spring Ct	Private to Public	Accepted
Kennedy Landing	Private to Public	Withdrawn
Laclede	Private to Public	In Process
Lochmere	Private to Public	Accepted
Longleaf Pl	Private to Public	Withdrawn
Squires Woods Way	Private to Public	Withdrawn
Tabor Oaks Ln	Private to Public	In Process
Wilhoit Ct	Private to Public	Withdrawn
Bourbon Ave (444 Fayette Park)	ROW Closure/Transfer	Accepted
Camden Ave	ROW Closure/Transfer	In Process
Cross St	ROW Closure/Transfer	In Process
Dunaway (Parks & Rec)	ROW Closure/Transfer	In Process
Eastern Ave (b/t Main & Vine) CVS	ROW Closure/Transfer	Accepted
Evans St	ROW Closure/Transfer	Accepted
Fayette Park (442)	ROW Closure/Transfer	Accepted
Hamm Alley	ROW Closure/Transfer	Accepted
Kentucky Ave (DEQPW)	ROW Closure/Transfer	In Process
King St	ROW Closure/Transfer	Accepted
Leader Ave	ROW Closure/Transfer	Accepted
Manor Dr	ROW Closure/Transfer	Accepted
McFarland Ln	ROW Closure/Transfer	In Process
McGrath Alley	ROW Closure/Transfer	Accepted
McMullin (Civil Dispute)	ROW Closure/Transfer	Withdrawn
Newtown Pike (256)	ROW Closure/Transfer	Accepted
Nicholasville Service Rd (Hiltonia)	ROW Closure/Transfer	Accepted
NPE - Community Land Trust	ROW Closure/Transfer	In Process
Rand Ave / Elm Tree sidewalk	ROW Closure/Transfer	In Process
Richmond Service Road	ROW Closure/Transfer	Accepted
Rojay Dr	ROW Closure/Transfer	Accepted
Shadybrook Lane	ROW Closure/Transfer	In Process
Shropshire (Ann St - Goodloe St)	ROW Closure/Transfer	Accepted
Spring Grove (Springs Inn)	ROW Closure/Transfer	Accepted
Still Alley	ROW Closure/Transfer	Accepted
Zesta Pl	ROW Closure/Transfer	In Process



Lexington-Fayette Urban County Government
DEPARTMENT OF PUBLIC WORKS & DEVELOPMENT

Jim Newberry
Mayor

Mike Webb
Commissioner

MEMORANDUM

To: Marwan Rayan, Director – Division of Engineering
Charles Martin, Director – Division of Water and Air Quality
Ron Herrington, Director – Division of Traffic Engineering
Steve Feese, Director – Division of Waste Management
Sam Williams, Director – Streets, Roads and Forestry
Chris King, Director – Division of Planning
Chief Robert Hendricks, Division of Fire and Emergency Services
Chief Ronnie Bastin, Division of Police
Paul Hockensmith, GIS Programmer/Analyst, E-911
Dustin Baker, GIS Analyst, Computer Services

From: Kevin Wentz, Public Works and Development

Date: February 3, 2010

RE: Private Street Acceptance Request – Derby Landing

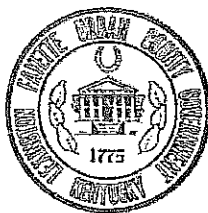
The Lexington-Fayette Urban County Government has received a request to accept the right-of-way along Derby Landing Circle. The portion to be accepted is shown on the attached exhibits. The applicant making this request is the Lexington Oaks Homeowners Association. This request is to be considered pursuant to the *Procedure for Accepting Private Streets into Public Right-of-Way* (CAO Policy 32). The policy outlines the process to be followed and provides specific direction with regard to the report you should prepare and submit.

After reviewing the procedure, please respond with a report of your findings and a recommendation of any improvements that would be required prior to the government acquiring ownership. Such items to consider would include turning radius for emergency and waste management vehicles, cost estimates for repairs such as resurfacing, if necessary, and whether the street meets current LFUCG standards.

Please prepare and submit your findings to me by **February 17, 2010**. Should you have any questions, please contact me at 258-3407. You may return your response to me either by mail or e-mail to kwentz@lfucg.com. Thank you for your prompt attention to this request.

Kevin Wentz, Administrative Officer





Lexington-Fayette Urban County Government
DEPARTMENT OF PUBLIC WORKS & DEVELOPMENT

Jim Newberry
Mayor

Mike Webb
Commissioner

MEMORANDUM

TO: Chris King, Director, Division of Planning
FROM: Bill Sallee, Planning Manager *WLS*
DATE: February 17, 2010
RE: Private Street Data on Derby Landing

Attached is the applicable Final Record Plat information Tom Martin has compiled for this private access easement.

This roadway is ten years old, and except for the width of the right-of-way, this street appears to meet most all of the geometrics required for a public street. The only other exception to this is the fact that a waiver was granted by the Planning Commission to allow more than 15 lots (23 in this instance) to be developed using this narrow (30' wide) street cross section.

To my recollection, the original developer of this residential area specifically requested this parking and access easement arrangement. It was not mandated by the Planning Commission. Other than possible issues associated with a utility easement in the space ordinarily occupied by the utility strip in a (public street) right-of-way, I see no downside to this street becoming public.

Please feel free to let Tom or me if you have any questions about this information.

C: Tom Martin

ws/memos/2010/pvt16mem.doc



Lexington-Fayette Urban County Government
DEPARTMENT OF PUBLIC WORKS & DEVELOPMENT

Jim Newberry
Mayor

Mike Webb
Commissioner

TO: Kevin Wente
Administrative Officer

FROM: Marwan Rayan, P.E.
Director of Engineering

DATE: February 17, 2010

Re: Private Street Acceptance Request – Derby Landing

Our staff has made a review of the request for acceptance of Derby Landing, a private street, as public right-of-way. The Division of Engineering does not recommend the acceptance of Derby Landing for the following reasons.

LFUCG standard's for a typical section of a residential local street is 50 feet from back of sidewalk to back of sidewalk with a road width of 27 feet and grass utility strips of 7 feet (both sides of road). The existing section for Derby Landing is 42 feet from back of sidewalk to back of sidewalk with a road width of only 23 feet and grass utility strips of only 5 ½ feet. The sections width is not recommended and could cause complication to fire and rescue vehicles.

It should be noted that any utilities placed in the existing 5 ½ foot grass strip were placed within a private easement at the time the plat was recorded, any future relocation required for public improvements will be a public expense.

A brick entrance wall and neighborhood sign restricts sight distance at the intersection of Derby Landing and Cave Hill lane. This brick entrance wall is located outside of the 42 feet under consideration of dedication. The Division of Traffic Engineering should provide an evaluation of sight restriction and recommendations.

If Derby Landing is accepted as a public street we recommend asking for the standard 50 feet of right-of-way. If the standard 50 feet of right-of-way is given existing property corners will need to be re-pinned. Per article 5-4(h)(2) of the Lexington Fayette Urban County Government's Land Subdivision Regulations – all property corners should be pinned at the established Right-of-Way.

MR:AG
Cc

Robert Bayert, P.E.
Andrew Grunwald, P.E.
File

10.3000.301.Derby Landing2-17-2010.doc

DIVISION OF PLANNING

PRIVATE STREET ACCEPTANCE REQUEST RESPONSE FORM
PART I: TECHNICAL REVIEW

Note: The below-listed request for acceptance of a private street for public dedication has been forwarded to the Division of Planning by the Chief Administrative Officer. This Technical Review Form is intended to provide the first part of the Division of planning review for distribution to other Divisions to assist them in making their recommendations to the CAO.

STREET NAME(S): Derby Lane Circle
 SUBDIVISION NAME(S): Derby Lane
 UNIT(S): 23 Lots
 ESTIMATED YEAR BUILT: 2000
 PRIVATE R.O.W./ACCESS EASEMENT WIDTH: 30 + FEET*
 PAVING TYPE: ☒ ASPHALT ☐ CONCRETE ☐ OTHER
 PAVING WIDTH: 22 CURB/GUTTER: ☒ YES ☐ NO
 SIDEWALKS: ☐ NO ☒ YES ☐ ONE SIDE ☒ BOTH SIDES
 WIDTH OF UTILITY STRIP: 5.5' FEET
 UTILITIES: ☒ WATER ☒ GAS ☒ ELECTRIC ☐ NONE ☐ UNKNOWN
 PAVING SPECS (IF NOTED): _____ " SURFACE _____ " BINDER _____ " BASE

APPLICABLE PUBLIC STREET SPECIFICATIONS AT TIME OF CONSTRUCTION:

R.O.W. WIDTH: _____ FEET
 PAVING TYPE: ☐ ASPHALT ☐ CONCRETE ☐ OTHER
 PAVING WIDTH: _____ CURB/GUTTER: ☐ YES ☐ NO
 SIDEWALKS: ☐ NO ☐ YES ☐ ONE SIDE ☐ BOTH SIDES
 WIDTH OF UTILITY STRIP: _____ FEET
 PAVING SPECS: _____ " SURFACE _____ " BINDER _____ " BASE
 _____ VARIABLE DEPENDING UPON CBR

OTHER COMMENTS OR SPECIAL CIRCUMSTANCES:

* 4- SEC 30' Private street Gas & UE plus
 10' SW & UE equals 50'. The
 23' B.C. + 5.5' utility strip AND
 4' sidewalk equal 42'.
 This is on the ORIGINAL PLAT as well.

COMPLETED BY: [Signature] DATE: 2/5/10
 CDK/DEPUTY/PVT/FORM1



Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY

Jim Newberry
Mayor

Cheryl Taylor
Commissioner

MEMORANDUM

TO: Kevin Wentz
Administrative Officer

FROM: Rodney Chervus, PE *RAC*
Collections and Conveyance Manager

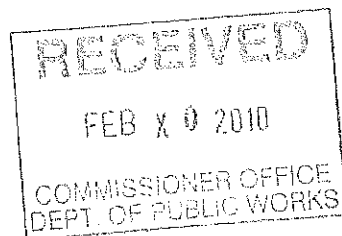
DATE: February 9, 2010

SUBJECT: Private Street Acceptance Request
Response to Requested Information

We have reviewed the situation and conditions on Derby Landing and found no issues with the sanitary sewers. We recommend that this right-of-way be accepted.

C: Steve Farmer, PE

Derby Landing Circle.doc





Lexington-Fayette Urban County Government
DEPARTMENT OF PUBLIC WORKS & DEVELOPMENT

Jim Newberry
Mayor

Mike Webb
Commissioner

MEMORANDUM

TO: Kevin Wente, Administrative Officer
Department of Public Works and Development

FROM:

Ron Herrington, Director
Division of Traffic Engineering

DATE: February 5, 2010

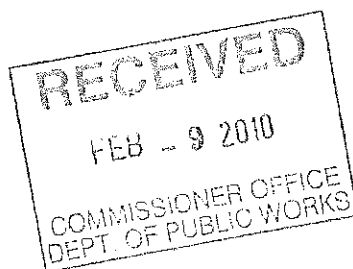
SUBJECT: Private Street Acceptance Request – Derby Landing Circle

The Division of Traffic Engineering recommends that Derby landing Circle be accepted as public right of way. Street lights for Derby Landing Circle were authorized to Kentucky Utilities Co for installation on May 12 2004. This action was taken because residents on Derby Landing Circle had previously been paying taxes for streetlights that were not installed. In July 2004 Kentucky Utilities Co installed six (6) contemporary streetlights.

If you have any questions about this issue please contact the division of Traffic Engineering at 258-3481.

RDH/NM

Xc: Jim Woods - Traffic Engineering
Jeff Neal - Traffic Engineering





Lexington-Fayette Urban County Government
DEPARTMENT OF PUBLIC WORKS & DEVELOPMENT

Jim Gray
Mayor

Cheryl A. Taylor
Commissioner

TO: Kevin Wente
Environmental Quality & Public Works

FROM: Marwan Rayan, P.E.
Director of Engineering *MAR*

DATE: April 12, 2011

Re: Private Street Acceptance Request – Laclede Court

Our staff has made a review of the request for acceptance of Laclede Court, a private street, as public right-of-way. The Division of Engineering does not recommend the acceptance of Laclede Court for the following reasons:

1. LFUCG standard's for a typical section of a residential local street is 50 feet from back of sidewalk to back of sidewalk with a road width of 27 feet and grass utility strips of 7 feet (both sides of road). The existing section for Laclede Court is 22 feet with a road width of only 20 feet and grass strips of only 1 foot on either side. The section's width is not recommended and could cause complication to fire, rescue vehicles and Solid waste vehicles.
2. Five residential properties, located in the center of the court make it impossible to dedicate the 50 feet of right-of-way needed to make this a standard street. If Laclede Court is accepted as Right-of-Way it would be accepted as non-conforming. The minimum work required to improve the street to meet accepted requirements (with the exception of the 50 right-of-way) is estimated at \$402,000. This would include construction of sidewalks, sidewalk ramps, construction of curb and gutters, construction of drainage facilities, removal of fences and the installation of traffic signs. An attached plan shows the work to be completed and Conceptual Estimate show the breakdown of the potential estimated costs.
3. It should be noted that any utilities placed in the existing access easement were placed within a private easement at the time the plat was recorded; any future relocation required for public improvements will be a public expense. This would include all buried utilities (water lines, gas lines, electric lines, cable and so on) as well as utility services to houses.
4. To be accepted as public right-of-way the existing property corners will need to be re-pinned to accommodate the new property lines (the pins would be relocated behind the proposed

sidewalk). Per article 5-4(h)(2) of the Lexington Fayette Urban County Government's Land Subdivision Regulations – all property corners should be pinned at the established Right-of-Way.

If Laclede Court is accepted as public Right-of-Way without the minimum improvements suggested in Item #2 it would be prudent for the LFUCG to enter into a legally binding agreement with the Home Owners Association (the current owners), holding the LFUCG and its employees harmless for potential accidents which could occur in the future due to inadequate design. This would include the existing fence located next to the edge of the road (within one or two feet), the potentially dangerous entrance island (with collapsed pillar) and the absence of curb, gutter and sidewalks (around the outside of Laclede).

MR:AG

Cc

Robert Bayert, P.E.
Andrew Grunwald, P.E.
File

10.3000.301Laclede Court.doc

DETAILED PROJECT COST ESTIMATE

PROJECT NAME	Laclede Court (Private Street Acceptance)		
PROJECT NUMBER	N/A - Conceptual Estimate		
PROJECT LIMITS	As shown on Project Map		
TYPE OF PROJECT	Request for Acceptance		
ESTIMATE DONE BY	AFG		
DATE (Estimate)	April-11		
COST ESTIMATE PHASE	CONCEPTUAL	PRELIMINARY	FINAL

NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	EXTENSION
Curb Installation and Street Reconstruction					
1	Mobilization / Set Up / Clean Up	EA	1	\$ 1,000.00	\$ 1,000.00
2	Excavation/Removal	CY	760	\$ 20.00	\$ 15,200.00
3	Embankment	CY	95	\$ 15.00	\$ 1,425.00
4	Remove Entrance Pavement on Laclede Ct.	SY	160	\$ 15.00	\$ 2,400.00
5	Saw Cut	LF	2550	\$ 10.00	\$ 25,500.00
6	Construct Curb LFUCG - Type 4	LF	2550	\$ 40.00	\$ 102,000.00
7	Install Curb Box Inlet	EA	4	\$ 3,000.00	\$ 12,000.00
8	Tie-in to Existing Storm Structures	EA	4	\$ 1,000.00	\$ 4,000.00
9	Remove and Reset Fence	LF	300	\$ 30.00	\$ 9,000.00
10	Remove and Reconstruct Walks	EA	9	\$ 500.00	\$ 4,500.00
11	Seed and Straw	SY	800	\$ 3.00	\$ 2,400.00
12	Sod	SY	27	\$ 5.00	\$ 135.00
13	Install New Driveways and Entrances	SY	460	\$ 50.00	\$ 23,000.00
14	Install 18" RCP	LF	50	\$ 50.00	\$ 2,500.00
15	DGA (12")	TN	750	\$ 25.00	\$ 18,750.00
16	Asphalt Base (8")	TN	250	\$ 95.00	\$ 23,750.00
17	Asphalt Surface (1.5")	TN	336	\$ 100.00	\$ 33,600.00
18	Signage	LS	1	\$ 1,500.00	\$ 1,500.00
Sub Total					\$ 282,660.00
Contingency @ 15%					\$ 42,399.00
Total					\$ 325,059.00
Construct Sidewalks					
1	Construct 4' Sidewalk	SY	530	\$ 30.00	\$ 15,900.00
Sub Total					\$ 15,900.00
Contingency @ 15%					\$ 2,385.00
Total					\$ 18,285.00
Construct Sidewalk Ramps					
1	Construct Sidewalk Ramp	SY	6	\$ 1,000.00	\$ 6,000.00
Sub Total					\$ 6,000.00
Contingency @ 15%					\$ 900.00
Total					\$ 6,900.00
Surveying, Engineering, and Legal					
1	Engineering	LS	1	\$ 10,000.00	\$ 10,000.00
2	Survey, Plat	LS	1	\$ 5,000.00	\$ 5,000.00
3	Deed Preparation and Transfer	EA	20	\$ 1,500.00	\$ 30,000.00
Sub Total					\$ 45,000.00
Contingency @ 15%					\$ 6,750.00
Total					\$ 51,750.00
TOTAL					\$ 401,994.00

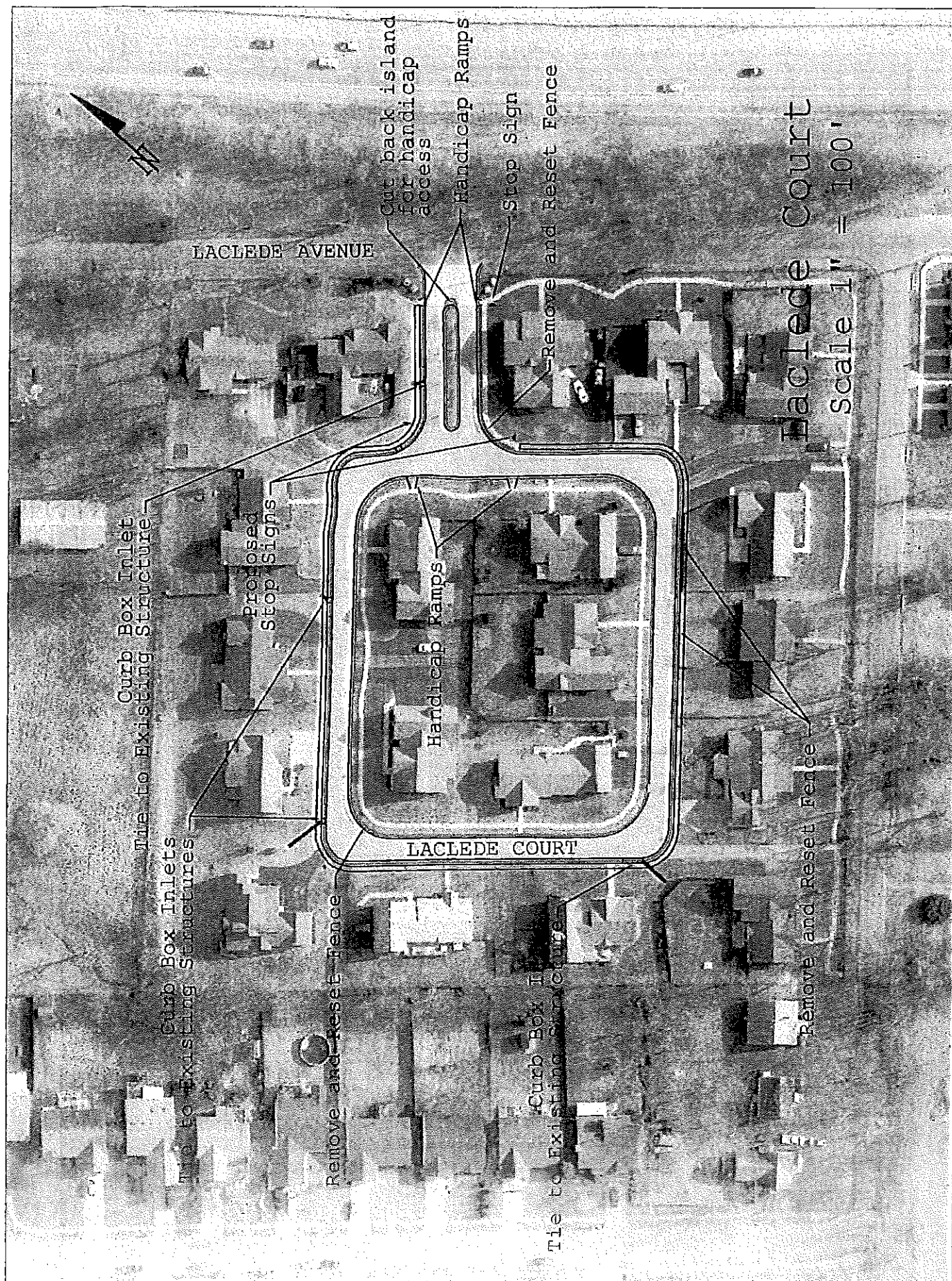
ADDITIONAL COMMENTS

For Estimating and Budgeting Purposes The Total Project Cost is

\$ 402,000.00

Southeast side, from Sunset Drive to Ashland Terrace

PAGE 1 OF 1
DS-025 Dec98



ZOTA 2012-10
Council Planning & Public Works Committee
Henson Recommended Text
9/11/13

ARTICLE 1-11: DEFINITIONS

ADULT DAY CARE CENTER – Any adult care facility which provides part-time care, day or night, but less than twenty-four (24) hours, to at least four (4) adults, who are not related to the operator, by blood, marriage or adoption. The operator must be certified or licensed by a state public agency and may include personal care assistance, administering and/or assistance with medication, and social recreational activities.

DAY SHELTER – A facility providing basic services generally during daylight hours, which may include food; personal hygiene support; information and referrals; employment, mail and telephone services; but excluding overnight sleeping accommodations, to people with limited financial resources, including people who are homeless.

ARTICLE 8: SCHEDULE OF ZONES

PROFESSIONAL OFFICE (P-1) ZONE

8-15(b) Principal Uses

21. Adult day care centers.

8-15(d) Conditional Uses

7. Day shelters.

8-15(n) Off-Street Parking

Adult Day Care Center – One (1) space for every ten (10) persons being provided care, plus one (1) space per caregiver on the maximum shift.

Day Shelter – One (1) space for every ten (10) persons being provided services, plus one (1) space per staff member on the maximum shift.

NEIGHBORHOOD BUSINESS (B-1) ZONE

8-16(b) Principal Uses

20. Adult day care centers.

8-16(d) Conditional Uses

15. Day shelters.

DOWNTOWN BUSINESS (B-2) ZONE (carries forward to the B-2A zone)

8-17(d) Conditional Uses

10. Day shelters.

OFFICE, INDUSTRY AND RESEARCH PARK (P-2) ZONE

8-24(b) Principal Uses

28. Adult day care center.

8-24(d) Conditional Uses

6. Adult day care centers and day shelters.

8-24(n) Off-Street Parking

Adult Day Care Center – One (1) space for every ten (10) persons being provided care, plus one (1) space per caregiver on the maximum shift.

Day Shelter – One (1) space for every ten (10) persons being provided services, plus one (1) space per staff member on the maximum shift.

Item	Referred by	Date	Status
Current Committee Items			
Erecting Large Utility Poles in ROW	Clarke	3/12/2010	12/11/2012, 9/2013, 10/8/2013
Working with FCPS to Sustain Road Salt Services	EQ Link	6/19/2011	11/20/2012
Possible Revision of Sign Ordinance	Farmer	6/12/2012	
Exploring the Use of Alternative Fuel Resources for Fayette County	Farmer	7/10/2012	08/14/2012, 01/15/2013
Adult Day Care Centers	Ford	10/11/2012	09/18/2012, 05/14/2013, 06/18/2013, 9/17/2013
Private Streets: Enforcement, Maintenance, Specifications	Mossotti	1/29/2013	8/20/2013, 9/17/2013
Notification Process for H1 Overlay	Myers	1/29/2013	
Capital Road Projects for Major Corridors and the Ability of LFUCG to Maintain Maintenance of Those Roads	Stinnett	4/16/2013	8/20/2013, 10/8/2013
Performance Bonds vs. Letters of Credit	Stinnett	4/23/2013	6/18/2013
B1 ZOTA	Henson	3/8/2013	05/14/2013, 06/18/2013
Elm Tree Lane Sidewalk Closure	Ford	7/9/2013	9/17/2013
Merge the Division of Streets & Roads and Traffic Engineering into a New Division of Transportation	Farmer	8/20/2013	10/8/2013
Recurring Committee Items			
Oliver Lewis Way Project	Blues	4/9/2009	Quarterly Update
Todds Road Widening Phase II	Stinnett	4/15/2010	Quarterly Update
Downtown Traffic Study	Farmer		Quarterly Update
Design Excellence Update	Kay		Quarterly Update, Council Workshop in September