

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
October 8th, 2013
1:00pm**

- | | | | |
|----|--|--|----------------|
| 1. | Approval of Summary | Bill Farmer | (1-5) |
| 2. | Erecting Large Utility Poles
In the Right of Way | Harry Clarke/Jonathan Hollinger | (6-14) |
| 3. | Capital Road Projects for Major
Corridors and the Ability of LFUCG
To Maintain Maintenance of Those
Roads | Kevin Wentte/Derek Paulsen | (15-21) |
| 4. | Merge the Divisions of Streets and
Roads and Traffic Engineering into
A New Division of Transportation | Kevin Wentte/Richard Moloney | (22-27) |
| 5. | Private Streets: Enforcement,
Maintenance, Specification | Jennifer Mossotti/Kevin Wentte | (28-66) |
| 6. | Items in Committee | Bill Farmer | (67) |

Future Committee Meetings

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 September 17th, 2013 Summary and Motions

Chair Bill Farmer Jr. called the meeting to order 1:00pm. Council Members Jennifer Mossotti, Charles Ellinger, Steve Kay, Chris Ford, Julian Beard, Harry Clarke and Peggy Henson were in attendance. Vice Mayor Linda Gorton and Diane Lawless were absent.

1. Approval of Summary

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

2. Adult Day Care

Henson told the committee members that she had an amendment to the definition of Adult Day Care.

Motion by Henson to adopt the definition of Adult Day Care Centers as follows: 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. Seconded by Clarke. Motion passed without dissent.

Henson asked Farmer to move the issue to the full Council. He agreed to do that when he reports out the summary.

3. Elm Tree Lane Sidewalk Closure

Ford introduced the item. He said that he referred the item to committee for further discussion.

Kevin Wenthe said that this request came to his office and since it was the first request he had ever received to close a sidewalk, he treated it like a road closure. He asked for comments from the impacted division directors and no one dissented to the actual closure. Wenthe examined the KRS and it requires the consent of all abutting property owners. The Shiloh Baptist Church did not consent to the closure, which, in turn, limited the area that could be closed among the abutting property owners. Wenthe said if the Council voted to not close the section of the sidewalk, he suggests that they remove and replace the existing sidewalk due to its condition.

Ford asked Wenthe to illustrate where the sidewalk closure would be. Wenthe put an illustration up on the overhead. The sidewalk connects Elm Tree Lane and Rand Avenue. It runs north and south between 5th and 6th street.

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Eight constituents spoke on the issue. Five were in favor of keeping the sidewalk open because of its connectivity function and three spoke to close the sidewalk due to crime.

Henson asked Wentle if the Administration wanted to close the sidewalk. Wentle said they are impartial. Henson then asked about the cost. Wentle said that under current unit price contract numbers it would be approximately \$5,000 to remove and replace the current sidewalk.

Henson said that it concerns her that we would close a sidewalk when the LFUCG is constructing trails all around Fayette County.

Wentle said that since there was a petition filed to close it, the mechanism was triggered to begin the process to convert that right-of-way. It was then brought to the Council for approval, where it was referred into committee.

Henson said that the sidewalk gives the area character but is in terrible shape.

Beard asked how long the stretch of sidewalk is. Farmer said it is 200 feet and is the standard four foot wide sidewalk.

Beard said that the property owners would be responsible for upkeep on the area if the area was quit claimed to them.

Ford said that this issue was studied three or four years ago but was never pushed through to a committee or the docket.

Ford said that since the sidewalk is in his district, his constituents have challenged him to determine if the closure would be for the public good. Ford said he wants to find a balance between safety and connectivity.

Ford said that he visited the area and saw three groups passing through. Two groups seemed to be just passing through and the third did not seem to be just passing through.

Ford said that with this proposal, only half of the sidewalk would be closed. Ford asked committee members if the option was still out to reduce crime but keep the pedestrian path open. Finally, Ford said that it is tough to get a stroller and a bicycle through the area. The LFUCG is at fault because it is their right-of-way.

Clarke said that he appreciated Ford's comments because he felt the same. He said that he was not convinced that closing the sidewalk would reduce crime. Clarke said that they may need more police enforcement and a more accessible, cleaner sidewalk. Clarke asked Wentle if they vote to close the sidewalk, what guarantee would the Council have that the neighbors would even close it. Wentle said that once they transfer the right-of-way, the LFUCG would not have control over how or if access would be restricted.

Mossotti asked Wentle if the LFUCG owned the right-of-way. He said yes. Mossotti asked why it hasn't been maintained. Wentle said that until a situation in the right-of-way is brought to the attention of someone at the LFUCG, some areas are not maintained. Wentle said that easements are not mapped in GIS. They are constantly changing. He said that it is a reactive measure, not a proactive measure.

Mossotti asked how much it would cost to put in a streetlight to deter criminal activity. Wentle said that it would require further evaluation. Wentle said that they may need to request from a property owner the permission to add a streetlight on their property.

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Kay asked Derek Paulsen, the Commissioner of Planning, if he was in favor of closing the sidewalk. Paulsen said that in order to prepare for the meeting, he visited the site that morning.

Paulsen said that because of his experience with the Secured by Design program, he would normally be involved in these types of decisions on the front end. He told committee members that he would not have supported building the sidewalk as a cut through. He said that he would discourage that type of design because they do create opportunities for crime. He said that when these types of sidewalks are built, they should be much wider. Sidewalks work well to deter crime because they are usually out in front of a property and are at the same level as cars. You can see and be seen.

Paulsen said that in this situation, you cannot see or be seen. Paulsen does not have crime statistics for the area.

Paulsen said that the high fence and the overgrowth make it a dark area. He said that there is one light on one side of the sidewalk.

Kay asked Paulsen if closing half of it would reduce or increase crime. Paulsen said that it could have an impact on crime.

Kay said that the property owner would have to take down the fence and move it to increase visibility. Paulsen said that they may not have to move it, but the type of fence and lack of lightening is a concern.

Paulsen said that just fixing the sidewalk would not reduce the opportunity for crime. Kay asked that even with increased usage, could crime decrease?

Paulsen said what makes it attractive to criminals is that it is off the street. Paulsen said the light may or may not stay on at all times.

Kay said that the property is 3.5 blocks from his house. He said that it is hard for him to believe that closing the sidewalk will stop crime. Kay said he is inclined to keep it open.

Beard said that the LFUCG should have kept the area maintained and clean.

Ford asked if the LFUCG now has the opportunity to redesign and improve the sidewalk. Paulsen said that there is an opportunity. Paulsen said that the question is what could we do? The answer depends on how much right-of-way we have. Paulsen also said that he wants to discuss this with the Division of Police. Paulsen said that zoning allows for an eight foot privacy fence on a property line. Paulsen said that we need to work with them to improve visibility. Paulsen said that we can enforce that the landscaping is kept trimmed, but the fence height will still be an issue. Paulsen said that 10 feet is his preference.

Clarke said it might be appropriate to have crime statistics for the area.

Motion by Ford to keep the sidewalk that connects Elm Tree Lane and Rand Avenue open and remove the item from the Council docket. Seconded by Clarke. Motion passed without dissent.

Motion by Ford to request that the Administration proceed with the redesign of the sidewalk that will improve pedestrian and bicycle access as well as safety, and return to the Planning and Public Works Committee with the redesign. Seconded by Mossotti. Motion passed without dissent.

4. Private Street: Enforcement, Maintenance, and Specifications

Bill Sallee, from the Division of Planning, came to the podium to offer an overview of the process. He said that most often private streets are not maintained by the LFUCG, but instead are maintained by an

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association of property owners. Small homeowners associations have reported difficulty at times, maintaining easements.

Sallee said that private streets account for far less than 8% of all streets in Fayette County. He went on to say that the other problem is street connectivity issues. This has not happened as much recently. There is now more flexibility for public street design.

Mossotti asked for Council Members input on whether or not the LFUCG should continue to allow private streets. Mossotti said that many of the streets we take in have not been maintained and we have to get them up to grade. Mossotti asked if the LFUCG should continue to allow private streets at all.

Chris King, the Director of the Division of Planning said that private streets have been allowed through the subdivision regulations. King said that the older streets have been more problematic than the new private streets. The regulations have gotten tighter. King said that the development community should be allowed to weigh in on this discussion if the Council wants to pursue this.

King said that the Council should include the commercial development community in the discussion as well.

King said that Mossotti is correct in saying that often the LFUCG does take in streets that have not been maintained. He went on to say that the communities that pursue private streets should know the responsibilities that go along with private streets because the language is strict. The language also says that before the LFUCG takes the private street in, it should be brought up to code.

Stinnett said that before 2009, it was difficult to determine which roads were public or private. He referenced a situation where the LFUCG put a sewer on private property. The LFUCG had to go back and get the easement.

Stinnett asked what standard we hold the property owners to in order to bring the road up to grade. He provided an example of one neighborhood with 20 homes with a cost of \$400,000. Average price of a home in that neighborhood is \$150,000. The road will deteriorate and we will have a safety hazard on our hands. The LFUCG is making them put in curbs, gutters, and sidewalks. Stinnett expressed concern that We may be quoting these prices to discourage the property owners. It is a way to say that LFUCG does not want the street.

Stinnett said all streets should be up to our standard, period. Stinnett asked King if the LFUCG allows sub-standard private roads. King said that some are. King said in commercial, there is a whole different situation. King said that sometimes non-traditional parking is allowed on a private street.

Stinnett said that they need to separate commercial from residential. Stinnett said that he does not want the LFUCG approving sub-standard specifications. King said that there have not been any sub-standard specifications in terms of engineering since he has worked at the LFUCG.

King said that he would not have a problem not allowing private streets in residential zones. But he said that townhouse projects require excessive improvements in order to allow an easement.

Stinnett said that he has no problem requiring property owners to bring the paving and resurfacing up to code, but things like adding curbs and gutters seems excessive.

Clarke said that he just received a call yesterday from a constituent that wants to make their private street public. Clarke asked King how there is a private street in Palomar. King said that the subdivision regulations allow this. There are criteria that must be followed. King said that the privacy that comes with this is appealing to some.

Clarke said that there is only one street in Palomar that is private according to his research.

Henson asked Sallee what they do when they have a private street that is not properly maintained. Henson said that she has drainage issues on a particular street. Now the neighborhood downstream is flooding. Sallee said that the older subdivisions do not always have drainage easements.

Charlie Martin from the Division of Water Quality came to the podium and said that from a stormwater system perspective, the community has made mistakes. There is a major disconnect between public and private systems.

Martin went on to say that he does not think we should have private systems. Henson said she may refer this issue to the Environmental Quality Committee.

Beard asked Wente if school busses go up into these areas and he also inquired about fire apparatus. Wente said that the fire apparatus do enter these areas but is unsure about school buses. Beard said that there are times that fire apparatus may not always have the means to get into these areas.

Mossotti asked if we can set parameters for new developments. Wente said that he believes that Public Works have done a good job moving towards the notion of complete streets. Wente said that the LFUCG has a number of private streets requesting to become public, but the costs and stormwater requirements are going to be too expensive, so they decide not to change them to public streets.

Wente said that they are operating off of a CAO policy. He said that there can be improvements made to ensure a defined set of standards.

Mossotti said that she understands that there may be pushback on this. King said that if they want to get the conversation going about not allowing any new private streets in residential areas, the Council can initiate an amendment to the land subdivision regulations that would remove that option from the development application.

King said that then folks from the public could come and participate in that conversation. Mossotti asked Farmer to move that option into the Planning and Public Works Committee for the next month's meeting. She asked to discuss the option of a text amendment.

Farmer said that he would like a motion and a second because it is separate issue from the one that had been referred.

Mossotti then asked only for further discussion on this issue for the October meeting.

Farmer said that there were already three items on the October meeting agenda. Farmer said that he will add this item to that agenda as well.

5. Items in Committee

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

Submitted by Jenifer Benningfield, Council Administrative Specialist

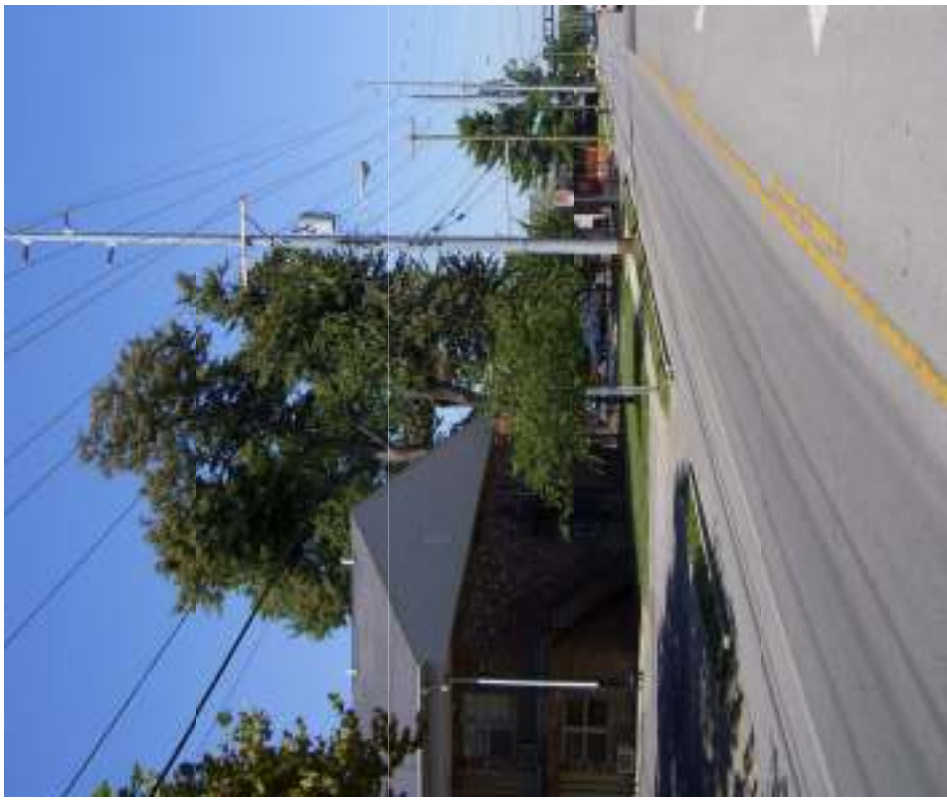
Utility Poles in the Right-of-Way

October 8, 2013

Utility Poles in the Right-of-Way



Utility Poles in the Right-of-Way



Original Policy Proposals



- Require more stringent review of proposed overhead utility structures by amending Chapter 17C.
- Require notification of property owners upon application to install major utility infrastructure.
- Establish aesthetic guidelines already referenced in Chapter 17C.

Issues with Original Policy Proposals



- ❑ Width, height, ground clearance, material, and other aspects of utility poles are dictated by National Electrical Safety Code (NESC).
- ❑ LFUCG cannot have requirements in conflict with these regulations.
- ❑ Kentucky Utilities already has notification procedures for utility projects.

Issues with Original Policy Proposals



- ❑ Per KRS 100.324, PSC regulated utilities are exempt from planning commission approval of the location or relocation of any service facilities.
- ❑ Location or land-use based restrictions may conflict with this statute.

New Proposal – Notification Process



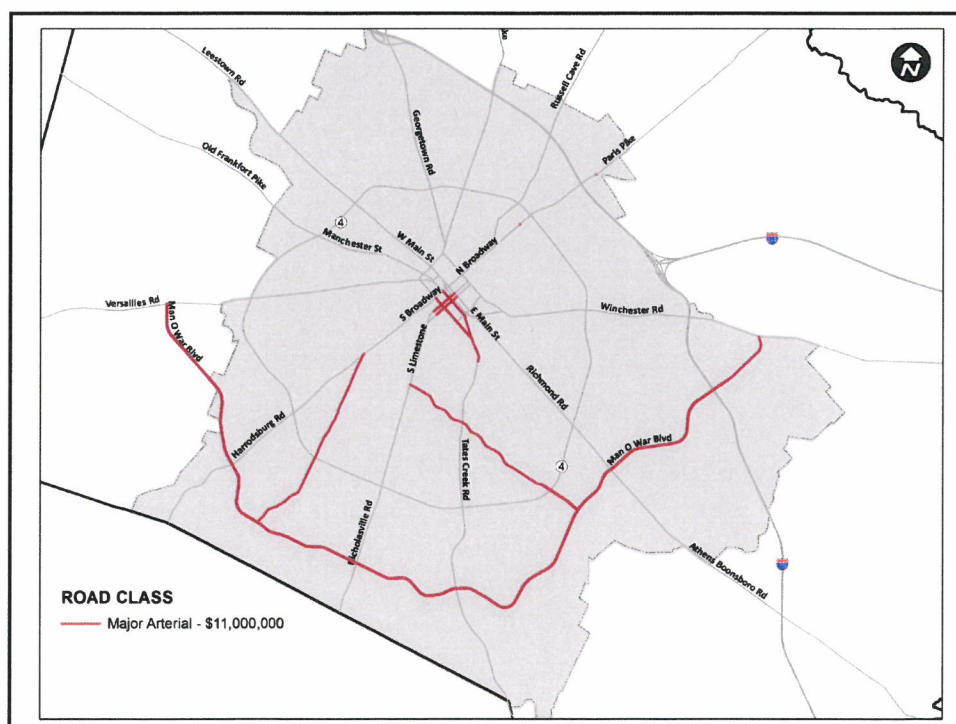
- Create a notification system for the Council and the Mayor for significant utility projects.
 - ▣ A staff member would attend utility coordinating meetings and report back to the Council and Mayor a summary of upcoming projects.
 - ▣ The summary would include a district level synopsis for Councilmembers.

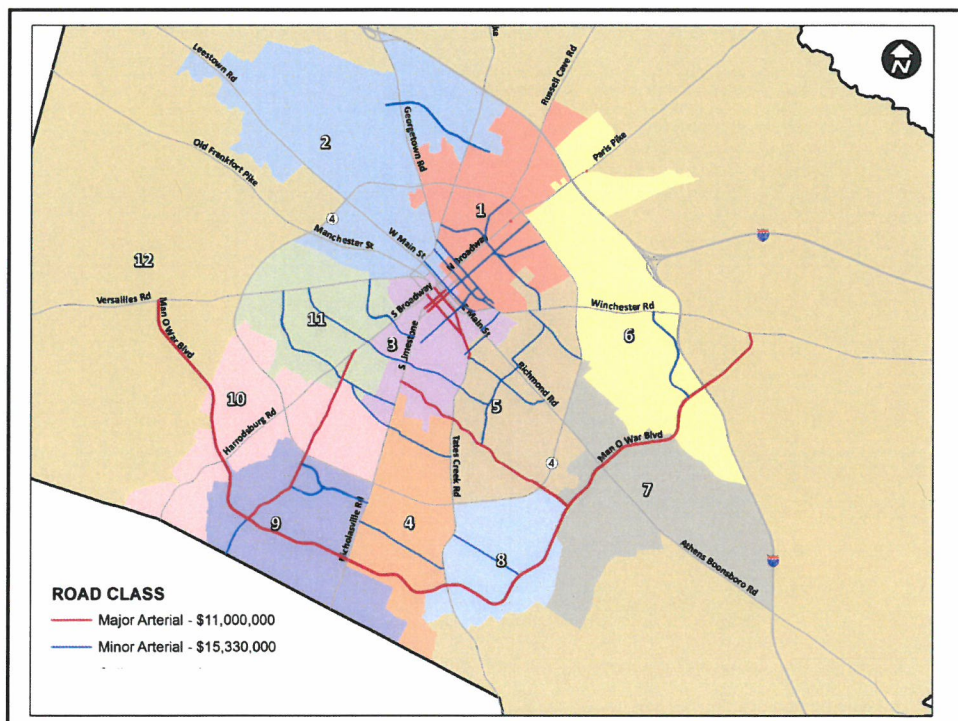
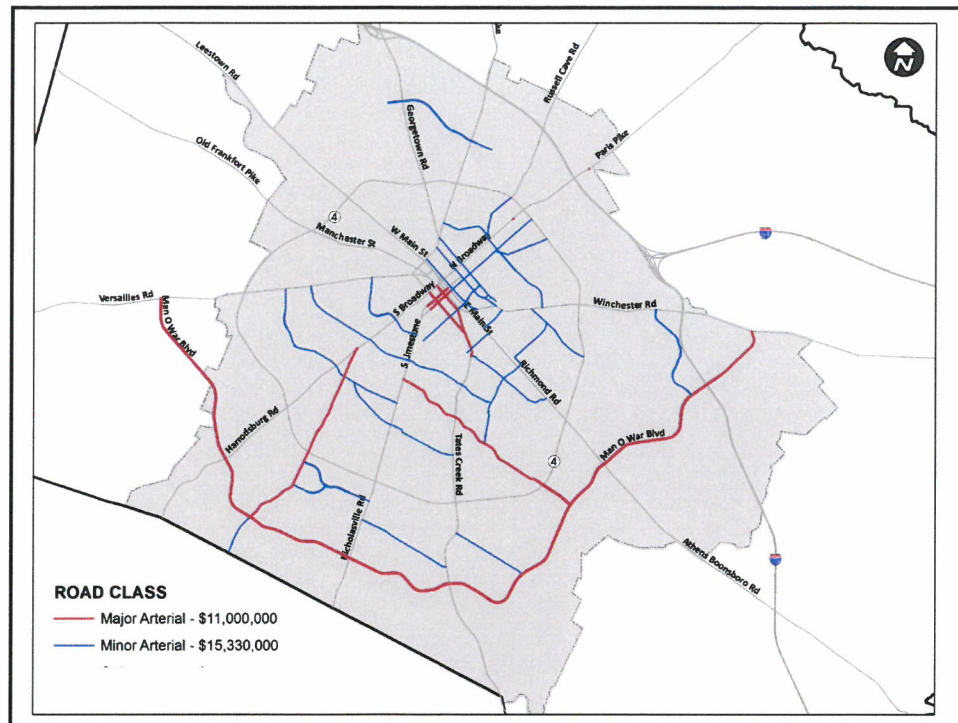
Notification Process

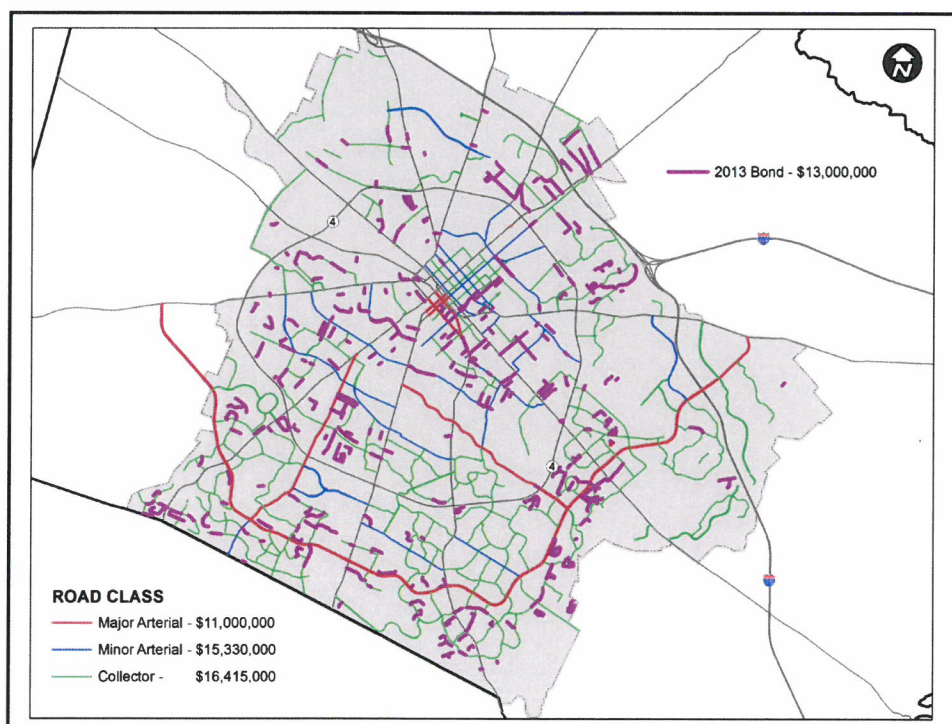
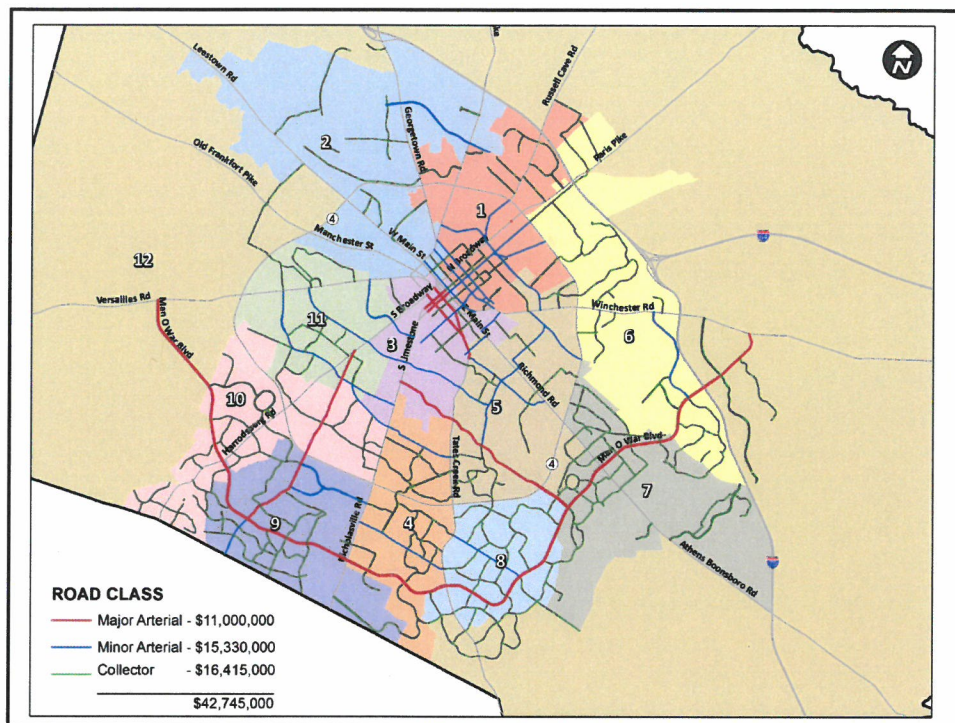
- Allows elected officials to stay in the loop on significant projects.
- Creates an avenue for input early in the project timeline.
- Provides a means of coordinating public information about projects.
- The process would be operated on a pilot basis:
 - ▣ A draft utility projects report would be brought to the committee.
 - ▣ The format and delivery timeline can then be codified.



Questions?







MAJOR ARTERIALS

ALUMNI
MAN O WAR
CLAYS MILL
HIGH
LIMESTONE
MAXWELL
UPPER

MINOR ARTERIAL

ALBANY RD
ALEXANDRIA DR
ARMSTRONG MILL RD
BRYAN AVE
CHINOE RD
CITATION BLVD
CLAYS MILL RD
COOPER DR
CRESTWOOD DR
E FOURTH ST
E LOUDON AVE
E REYNOLDS RD
E SHORT ST
E THIRD ST
ELM TREE LN
FAIRWAY DR
FONTAINE RD
HENRY CLAY BLVD
HOLIDAY RD
JESSELIN DR
KEITHSHIRE WAY
LANE ALLEN RD
LIBERTY RD
MASON HEADLEY RD
N LIMESTONE
OLD PARIS RD
RACE ST
RED MILE RD
ROSE ST
ROSEMONT GARDEN
RUSSELL CAVE RD
S ASHLAND AVE
SIR BARTON WAY
SOUTHLAND DR
VIRGINIA AVE
W FOURTH ST
W LOUDON AVE
W MAXWELL ST
W REYNOLDS RD
W SHORT ST
W THIRD ST
WALLER AVE
WALTON AVE
WELLINGTON WAY
WILSON DOWNING RD

ROADNAME
ABBEYWOOD RD
AGAPE DR
ALBANY RD
ALEXANDRIA DR
ALUMNI DR
ANDOVER FOREST DR
ANGLIANA AVE
ANNISTON DR
APPIAN WAY
APPOMATTOX RD
ARISTIDES BLVD
ARMSTRONG MILL RD
ARROWHEAD DR
ASBURY LN
AUTUMN RIDGE DR
BEACON HILL RD
BEAUMONT CENTRE CIR
BEAUMONT CENTRE LN
BEAUMONT CENTRE PKWY
BEAVER CREEK DR
BELLEAU WOOD DR
BELLEFONTE DR
BLACKFORD PKWY
BLAZER PKWY
BOILING SPRINGS DR
BOLD BIDDER DR
BOSTON RD
BRIGHTON PLACE DR
BROOKHAVEN DR
BRYANWOOD PKWY
BRYNELL DR
BUCK LN
BUCKHORN DR
CAMBRIDGE DR
CAMELOT DR
CENTRAL AVE
CENTRE PKWY
CHILESBURG RD
CHINOE RD
CLEARWATER WAY
CLEMENS DR
COCHRAN RD
CODELL DR
COLUMBIA AVE
COPPER RUN BLVD
COPPERFIELD DR
CORNWALL DR
CRAMER AVE
CREEKWOOD DR
CROMWELL WAY
CROSBY DR
DEAUVILLE DR
DELLA DR
DELMONT DR
DOGWOOD TRACE BLVD
DOVE RUN RD
DOVER RD
DUNKIRK DR
E FIFTH ST
E REYNOLDS RD
E SEVENTH ST
E SIXTH ST
E TIVERTON WAY
EASTHILLS DR
EASTIN RD
EASTLAND DR
EASTLAND PKWY

ELLERSLIE PARK BLVD
ELM TREE LN
EUREKA SPRINGS DR
FAIRCREST DR
FAULKNER AVE
FERNDAL PASS
FERNDAL PASS
FIREBROOK BLVD
FOREST HILL DR
FT HARRODS DR
GAINESWAY DR
GARDEN SPRINGS DR
GLADMAN WAY
GRASSY CREEK DR
GREENTREE RD
HABERSHAM DR
HAGGARD LN
HART RD
HARTLAND PKWY
HAYS BLVD
HELMSDALE PL
HOLLOW CREEK RD
INDUSTRY RD
JAGGIE FOX WAY
JEFFERSON ST
JOAN DR
JOUETT CREEK DR
KAVERNAUGH LN
KEARNEY RIDGE BLVD
KEATS GROVE LN
KENESAW DR
KINGSTON RD
LAFAYETTE PKWY
LAKESHORE DR
LANE ALLEN RD
LANSDOWNE DR
LAREDO DR
LYON DR
MALABU DR
MAPLE AVE
MAPLELEAF DR
MASTERSON STATION DR
MCCULLOUGH DR
MCGARRY DR
MEADOW LN
MENIFEE AVE
MERCER RD
MILLPOND RD
MONTAVESTA RD
MONTICELLO BLVD
MOORE DR
MT TABOR RD
N EAGLE CREEK DR
N FORBES RD
N LOCUST HILL DR
N LOCUST HILL DR
N LOCUST HILL DR
N MARTIN LUTHER KING BLVD
N MT TABOR RD
N UPPER ST
NANDINO BLVD
NEWTOWN SPRINGS DR
OLD HIGBEE MILL RD
OLD PARIS RD
OLD TODDS RD
OLD VINE ST
OVERLAKE BLVD
OWSLEY AVE
OXFORD CIR
PALMETTO DR

PALOMAR BLVD
PALUMBO DR
PARKERS MILL RD
PARKSIDE DR
PASADENA DR
PATCHEN DR
PATCHEN WILKES DR
PEPPERHILL RD
PIERSON DR
PIMLICO PKWY
PINK PIGEON PKWY
PLEASANT RIDGE DR
PRICE RD
RADCLIFFE RD
RAPID RUN DR
REDDING RD
REGENCY RD
RIDGEPOINT RUN
RIDGEWAY RD
RIO DOSA DR
RIVER PARK DR
ROCKBRIDGE RD
ROMANY RD
ROSWELL DR
S EAGLE CREEK DR
S LOCUST HILL DR
S MARTIN LUTHER KING BLVD
SANDERSVILLE RD
SARON DR
SHAFTSBURY RD
SHROPSHIRE AVE
SNAFFLE RD
SOUTHPOINT DR
SOUTHVIEW DR
SPANGLER DR
SPRING RUN RD
SPRINGHILL DR
SQUIRE OAK DR
SQUIRES RD
ST MARGARET DR
ST MICHAEL DR
STAR SHOOT PKWY
SUMMERHILL DR
SUNSET DR
THUNDERSTICK DR
TRADE CENTER DR
TRENT BLVD
TWAIN RIDGE DR
VICTORIA WAY
W FIFTH ST
W LOWRY LN
W SECOND ST
W SEVENTH ST
W SIXTH ST
W TIVERTON WAY
WALDEN DR
WAVELAND MUSEUM LN
WELLINGTON WAY
WINBURN DR
WINTHROP DR
WOODHILL DR
WOODLAND AVE
WYNDHAM HILLS DR
YELLOWSTONE PKWY
YORKSHIRE BLVD
YOUNG DR
ZANDALE DR

Reorganization of Traffic Engineering & Streets and Roads Proposal

Purpose:

To create an efficient and cost effective unit of government capable of a holistic approach to the management and maintenance of Lexington's existing roadways.

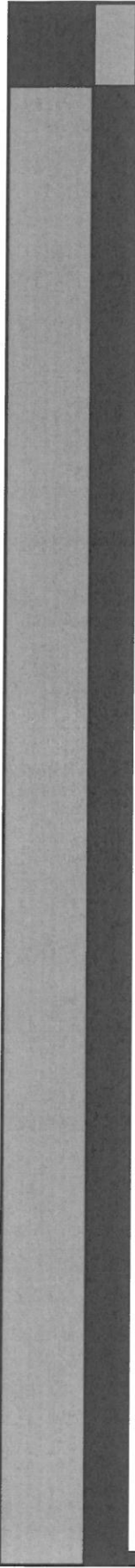
Currently two separate divisions are responsible for traffic control and roadway maintenance and marking, resulting in operational challenges and the inefficiencies inherent in such as system. This proposal seeks to streamline operations of both divisions under unified leadership in an effort to maximize efficiency, minimize cost and increase the city's ability to be responsive to changing needs and conditions.

Proposal:

Merge the divisions of Streets & Roads and Traffic Engineering into a new Division of Transportation. A director will head the new Division of Transportation; assisted by two deputy directors. The deputy directors will have responsibility for daily operations related to traffic engineering and road maintenance; allowing the director time to focus on strategic planning and improving delivery of services.

Benefits:

- ❖ Maximize potential to coordinate maintenance & management of Lexington's road system;
- ❖ Proposed management structure will facilitate strategic planning such as improving the paving plan, seeking new grant opportunities and addressing areas with unique traffic challenges, while ensuring appropriate management of daily operations;
- ❖ Opportunity to utilize personnel & equipment efficiently to accomplish division mission.
- ❖ Single point of contact for existing road system for council, administration, and KYTC.
- ❖ Cost savings due to elimination of one director's position.



Proposed Reorganization

Department of Environmental Quality & Public
Works



Division of Transportation

- Create a new Division of Transportation by merging the Division of Traffic Engineering and the Division of Streets & Roads.



Benefits

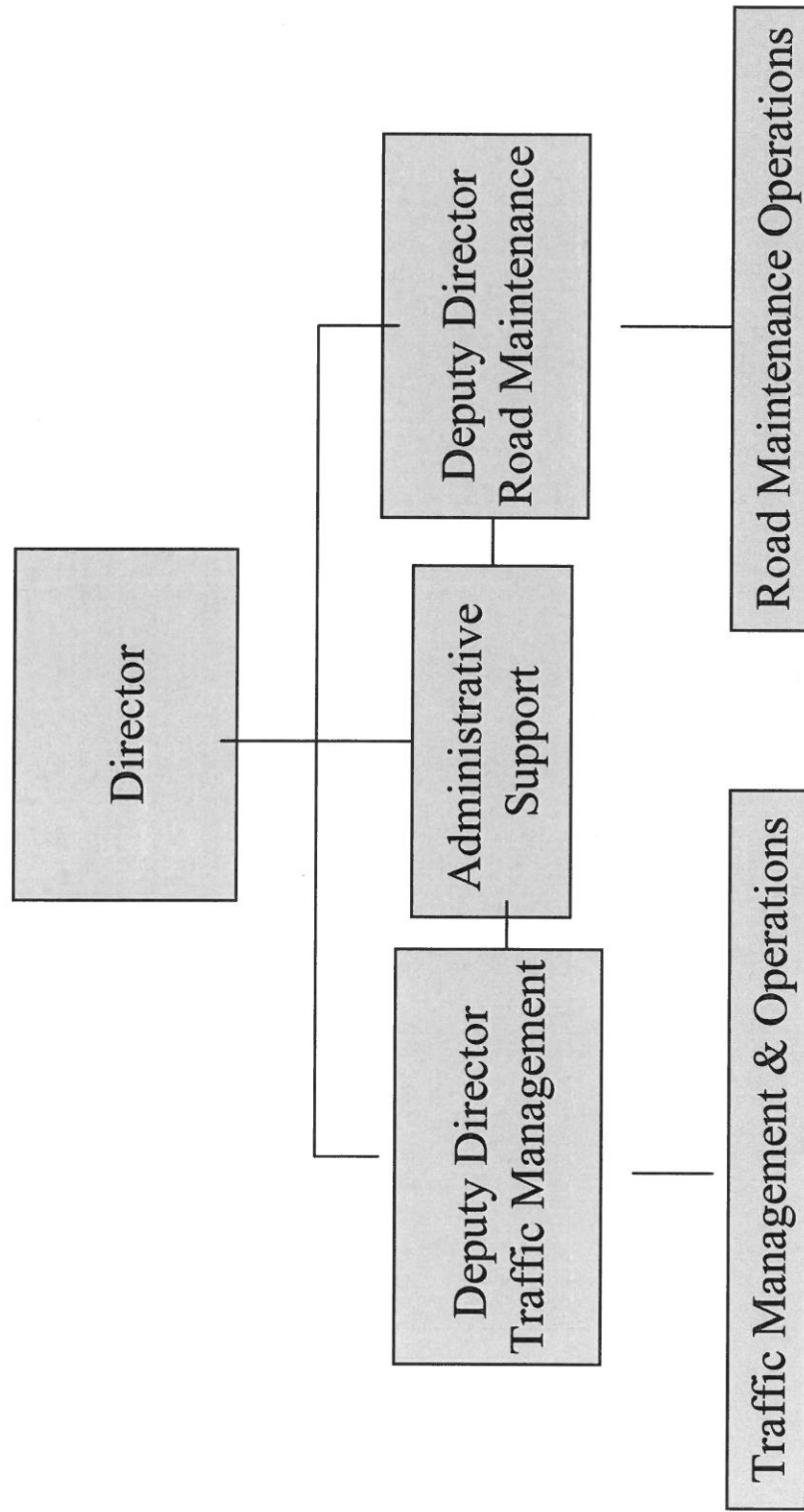
- Maximize potential to efficiently coordinate maintenance & management of existing road system;
- Efficient utilization of personnel & equipment;
- Consolidation of administrative functions;
- Facilitates effective strategic planning for the benefit of Lexington's road system.



Proposed Management Structure

- Division headed by a director
- Two deputy directors will be responsible for daily operations related to traffic control and road maintenance.
- Director will recommend optimal realignment of operational/administrative units.

Division of Transportation



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. The 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 is 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 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 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

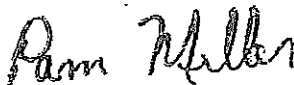
A RESOLUTION ADOPTING A PROCEDURE FOR ACCEPTING PRIVATE STREETS IN TO THE PUBLIC RIGHT-OF-WAY SYSTEM, FOR THE OFFICE OF THE MAYOR.

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

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

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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
<i>60 Days to Review / Recommend</i> | <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
<i>90 Days to Render Decision</i> | <i>*If Approved, Requester to Meet Following
Contingencies:</i> |
| | <i>*Subsequent Urban County Council Approval</i> |
| | <i>*Requester to Meet all Conditions Imposed by
Planning Commission and/or Council</i> |
| | <i>+Amended Plat Returned to Planning
Commission with 100% Signatures of
Property Owners</i> |

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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

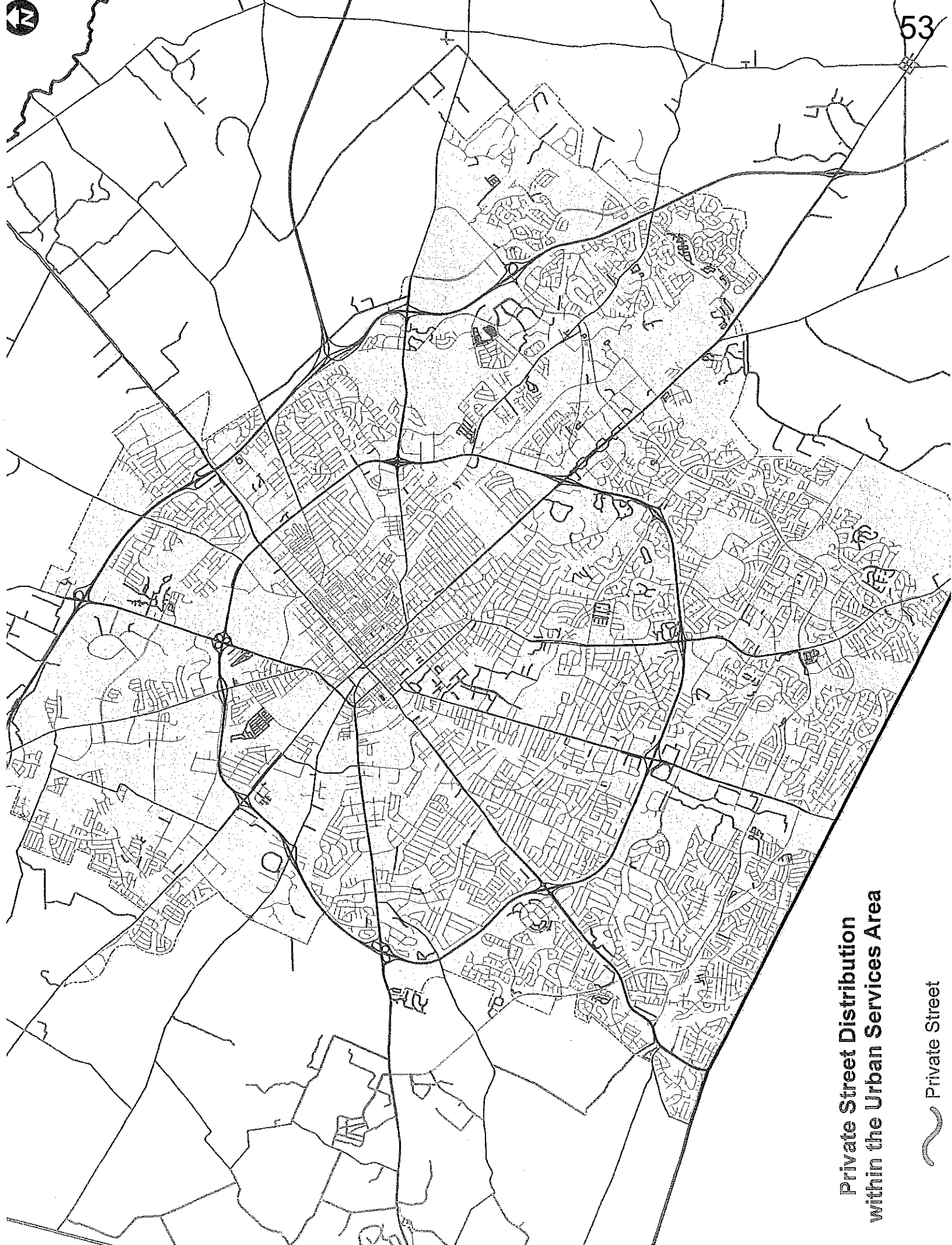
TWIN SPIRES TRL	P	9
WILLOW RIDGE RD	P	9
BEACON ST	P	10
BEAUMONT PARK DR	P	10
BURT RD	P	10
ENGLISH STATION DR	P	10
LINVILLE LN	P	10
LONGLEAF PL	P	10
LONGVIEW PLZ	P	10
MAJESTIC DR	P	10
MEMBERS WAY	P	10
MONARCH ST	P	10
PALOMAR CENTRE DR	P	10
RABBITS FOOT TRL	P	10
REGENCY POINT PATH	P	10
RESERVE CT	P	10
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

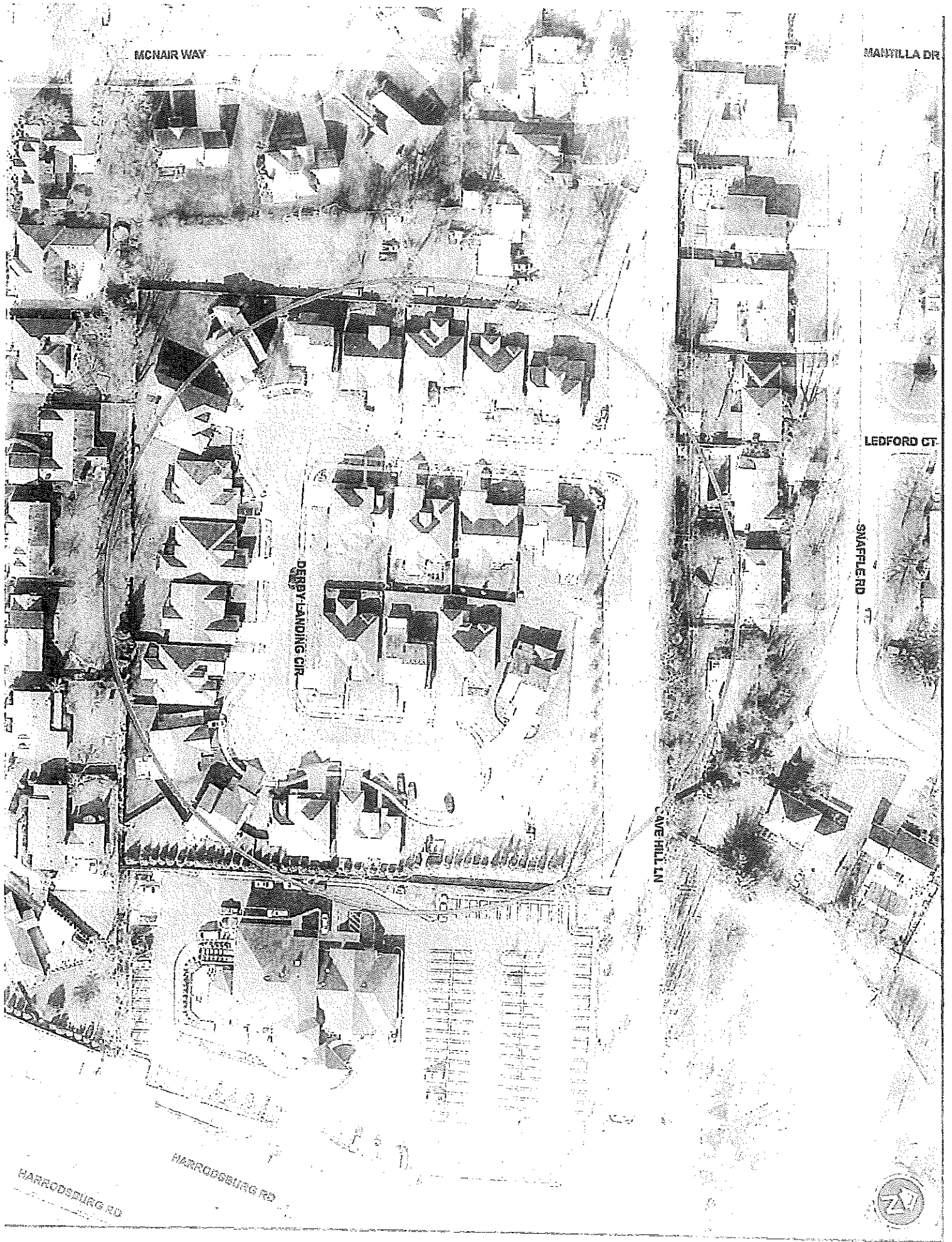
RE: Private Street Acceptance Request – Derby Landing

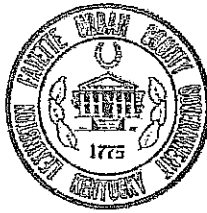
The Lexington-Fayette Urban County Government has received a request to accept the right-of-way along Derby Landing Circle. The portion to be accepted is shown on the attached exhibits. The applicant making this request is the Lexington Oaks Homeowners Association. This request is to be considered pursuant 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

wls/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/FORM I



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

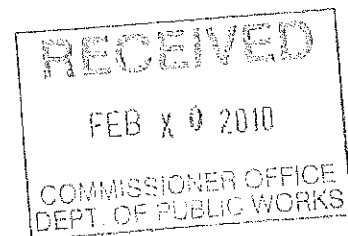
DATE: February 9, 2010

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





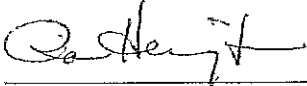
Lexington-Fayette Urban County Government
DEPARTMENT OF PUBLIC WORKS & DEVELOPMENT

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

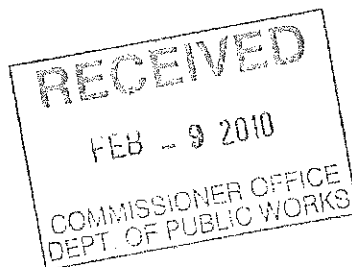
SUBJECT: Private Street Acceptance Request – Derby Landing Circle

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

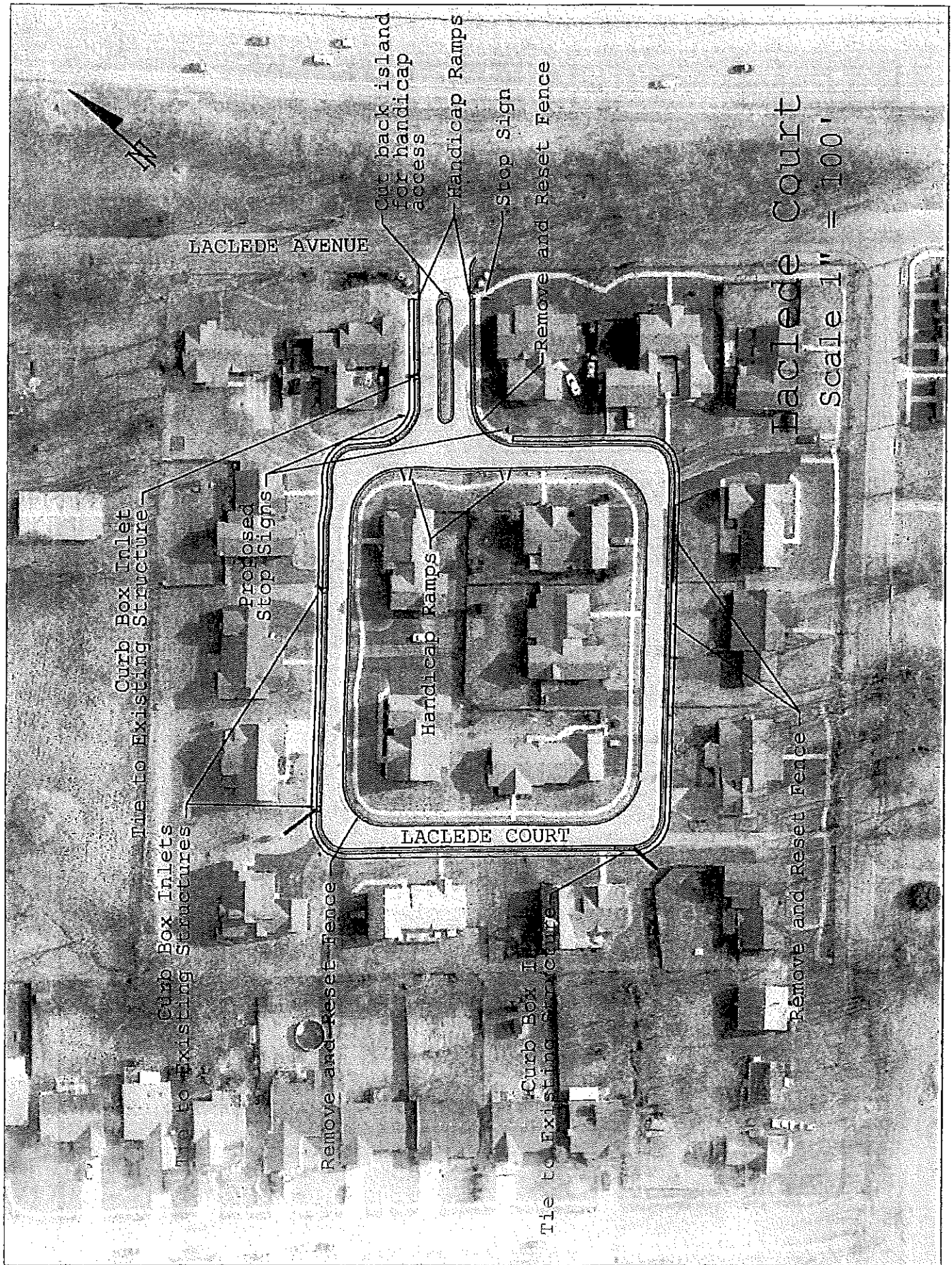
ADDITIONAL COMMENTS

For Estimating and Budgeting Purposes The Total Project Cost is

\$ 402,000.00

Southeast side, from Sunset Drive to Ashland Terrace

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Planning and Public Works Committee Referrals

Item	Referred by	Date	Status
Current Committee Items			
Erecting Large Utility Poles in ROW	Clarke	3/12/2010	12/11/2012, 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
Private Streets: Enforcement, Maintenance, Specifications	Mossotti	1/29/2013	09/17/2013, 10/08/2013
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	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 Divisions of Streets and 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 11/12/2013