

Farmer, Chair
Mossotti, Vice Chair
Gorton
Ellinger
Kay
Ford
Lawless
Beard
Clarke
Henson

A G E N D A

Planning & Public Works Committee

May 6, 2014

1:00 P.M.

1. **April 15, 2014 Special Committee Summary** (1-5)
2. **Leaf Collection Review - Stinnett** (6-32)
3. **Assistance for Code Enforcement Compliance – Gorton/Links**
Code Enforcement Fines – Lawless (33-53)
4. **Initiate Text Amendment on the P-1 Zone for**
Food Trucks – Akers (54)
5. **Valley & Glendover 3-Way Stop – Beard** (55-72)
6. **Items Referred** (73)

“Planning & 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 privation, and any related partner agencies and the Department of Public Works and its related divisions, including capital improvement projects and any related partner agencies”

-Council Rules & Procedures, Section 2.102(1)

2014 Meeting Schedule

January 14	June 10
February 11	July 1
March 4	August 12
April 8	September 9
May 6	October 7



Special Planning and Public Works Committee Meeting
April 15, 2014
Summary and Motions

Chair Bill Farmer Jr. called the meeting to order 1:02pm. All committee members except Lawless were in attendance. Lane, Akers, Stinnett and Scutchfield also attended but were not part of the Committee quorum.

1. March 4, 2014 Committee Summary

No action was taken on the Committee summary as it was approved at the Work Session on Thursday April 8, 2014.

2. Affordable Housing Fund

Paulsen presented the information on the Homelessness and Affordable Housing Programs. He discussed the proposed organization and coordination. He introduced the new Homelessness Coordinator Mr. Charles Lanter. Paulsen stated that the Homelessness effort will be directed by an Advisory Board. He stated funds \$ 500,000 will be used to encourage public-private partnerships. Paulsen gave a few program examples, including a "Housing First" pilot program, creation of a mental health court, street outreach and intervention, employment support and Homeless Information Management System.

Mr. Lanter and the Advisory Board will report out recommendations on programs, funding and other topics aimed at reducing homelessness.

Paulsen stated that the Affordable Housing Fund has \$ 3 million. It will be administered by the Office of Affordable Housing and managed by an Advisory Board. He stated funds \$ 500,000 will be used to encourage public-private partnerships. He stated that the fund will include competitive application processes, coordination with public and private entities and manage the awarded projects.

Funds will be used to leverage existing affordable housing programs and public private partnerships.

Paulsen stated that the Office of Homelessness Intervention & Prevention will be part of the CAO's Office. He also stated that the Office of Affordable Housing will be part of the Department of Planning, Preservation and Development. Paulsen also stated that the proposal will move Grants & Special Programs into the Department of Planning, Preservation & Development.

He discussed the make up of the Advisory Board

He discussed the program development process.

He discussed the affordable housing program deliverables including the establishment of a housing fund goal; recommended inventory of affordable housing programs, recommended funding level for the various programs, and the establishment of a long term funding source recommendation.

Paulsen discussed various program examples, including choice rental assistance, place based rental assistance, gap financing, rehabilitation programs, use of the Low Income Housing Tax Credit, and the utilization of a land bank and land trust efforts.

Paulsen discussed the program timetable. He wants to get draft organizational guidelines to Council before the summer break and to have Council approve program ordinances in late summer early fall.

Beard discussed the organization structure. In response Paulsen discussed the roles of the directors for the Homelessness and Affordable Housing efforts and the corresponding stakeholder groups.

Kay discussed the 2 separate programs. He stated that both recent efforts recommended that efforts should be linked. He thought that there should be greater coordination between the Homelessness Prevention efforts and the Affordable Housing programs. Kay thought they needed to be housed in the same department with the same funding mechanism. In response Paulsen discussed the coordination and linkages between the 2 efforts as well as differences between the efforts.

O'Mara discussed the \$ 3.5 million Housing Fund with earmarks of \$ 500,000 for Homelessness and \$ 3 for affordable housing within the Fund.

Clarke stated that he was supportive of plan efforts to but wanted to see coordination between the 2 efforts. In response Paulsen discussed efforts of the 2 Advisory Boards.

In response to a question from Clarke, Rabold discussed the existing HUD mandated homeless information management system. She discussed the uses of the system and efforts to make the system more effective.

Lane discussed the overall structure of the needed housing sites. In response Paulsen discussed the various programs used to improve existing housing stock as well as the development of new units.

Gorton discussed the need to develop the plan and program guidelines from the presentation outlined. She also discussed the affordable housing deliverables and their respective timetables. She stated that this was the beginnings of a sustainable plan with a much better framework.

A motion was made by Gorton, second Mossotti, to support the Plan outline and to have Administration continue to develop Program Guidelines. Motion was discussed.

Stinnett asked about timing of the budget amendment for the \$ 3 million Affordable Housing and the \$ 500,000 for Homelessness. In response O'Mara stated that the full packet of FY 14 reappropriations will be presented at the Apr 22 Work Session.

In response to a question from Stinnett, Paulsen stated that a representative from the Kentucky Housing Corp will be part of the Stakeholder group.

In response to a question from Stinnett, Paulsen stated that the HUD funds will still be administered out of the Consolidated Plan framework but in conjunction with the Office of Homelessness and the Office of Affordable Housing.

Stinnett stated that any recommendation from the stakeholder group about long term funding would be for FY 16.

Henson discussed the make up of the Stakeholder Advisory Boards. She also discussed the need to disperse affordable housing and homelessness facilities throughout the community so that they are not concentrated geographically.

Akers stated that she was concerned about the separation of the Office of Homelessness and the Office of Affordable Housing. She stated based on best practices the programs should be linked and consolidated in order to be successful.

Akers asked about measurable goals of the programs. In response Paulsen stated the measures still to be fully developed by the stakeholder groups. He stated that the goals and measures should be flexible to address needs of the community.

Ford stated that he was very supportive of the motion. He stated that it was an opportunity to improve the lives of Fayette County citizens. Ford stated that he saw value in the 2 separate programs because they were distinctive differences,

Ford also addressed the need for numerous long term public private partnerships to foster affordable housing opportunities.

Mossotti stated that she was supportive of the motion. She also was supportive of Paulsen's presentation and had a better sense of what the offices would accomplish.

Kay addressed the separate office issues. He stated that from the presentation it appears that there will be complete integration on the planning level, but a separation on implementation and program management. In response Paulsen agreed and stated that presentation could have more accurately articulated that distinction. Kay stated he wanted to see the revised structure that more fully integrated the planning elements of the offices.

Kay stated that he was supportive of the motion but that it should not preclude the Council from taking any action consistent with the guidelines as outlined.

Kay stated that he would bring a motion for a dedicated revenue stream in support of the affordable housing trust fund to Work Session.

Gorton stated that she was looking forward to the stakeholder groups recommendations.

A motion by Gorton, second Mossotti, to support the Plan outline and to have Administration continue to develop Program Guidelines. Motion passed unanimously.

3. Design Excellence Update

Kay introduced the design excellence topic. He stated that the Design Excellence Task Force is working on dual tracks. He stated that the Design Excellence Text Amendment will be reported back to the Council at the April 24 Council Meeting. In addition the Task Force is working on potential incentives.

Fugate summarized the incentive work. He stated that they were examining potential physical and regulatory constraints that might preclude projects in the design areas. Fugate stated that they are also examining potential economic solutions to those constraints. This includes, but is not limited to the development of public parking garages, a revolving predevelopment fund, a land bank, a redevelopment fund, leveraging publically held properties for economic development, and adjustments in sewer fee structure. Fugate also identified process solutions, including the creation of an Infill Project Manager Position, Create a Design Excellence Officer position, and streamline permit review processes.

Fugate discussed the Lexington Parking Authority 10 year capital plan to development new parking garages. He stated that the Parking Authority should be completed with its capital plan by the end of the calendar year.

Fugate also discussed regulatory solutions, including increasing waste management options in the infill/redevelopment area and amending parking requirements outside of the B2 areas.

Farmer, Kay and Fugate agreed to report back on related consultant work discussing gap support needed for conceptual developments in the downtown area.

4. Residential Parking Permit District Procedures

Farmer noted a memo from Clarke on the subject. Clarke's memo noted several potential changes to the Residential Parking Permit District procedures, including having the Lexington Parking Authority (LPA) responsible for public notification about a potential parking permit district, LPA would host the public meeting and also notify traffic generators.

Means discussed the proposed changes. He stated that the Authority would like to add to the list of changes as they have examined best practices. He also stated that the public notification may become very labor intensive.

Clarke stated that he found that the Council has considered only 2-3 district permits annually so it shouldn't over burden the LPA.

A motion by Clarke, second Kay to direct Law to draft an amendment to the procedures taking Clarke's revisions and any other revisions from the Parking Authority. Motion passed unanimously.

There were no changes to the referral list.

The meeting adjourned at 2:40

PAS 4.27.14



Leaf Collection Program Status & Alternatives

Planning & Public Works
Committee
May 6, 2014





2013 Overview

- Twelve collection units available:
 - Five packer trucks
 - Seven retrofitted dump trucks
- Staffing Availability
 - Twelve street sweeper drivers
 - Seasonal staff (started with 36, down to 23 by January)



2013 Overview

- Completion Goal – finish in eight weeks
- Start date – November 18
- First snow – November 12
- As of January 30, 2014
 - Missed sixteen working days due to weather
 - Missed six working days due to holidays

**Twenty two working days lost out of
fifty-five days available!**



2013 Overview

Public Information / Outreach

- GTV3 – Lexington Now segments and bulletin board
- Print ads were purchased – Lexington Herald-Leader and Chevy Chaser/Southsider
- Television ads were purchased on Time Warner, WKYT, WLEX and WTVQ
- Mark York appeared on noon show segment on WLEX



Public Information / Outreach

Cont.

- Web banners were purchased that appeared on Kentucky.com
- Promoted on livegreenlexington Facebook page; purchased Facebook ads
- Program was promoted by several council members via newsletter or news release

This program is only for residents who receive trash collection through the Lexington-Fayette Urban County Government, not those who have private trash collection.

Residential leaf collection service for 2013 has been completed.

Type your address in the box below to find out when we expect to
collect leaves on your street.

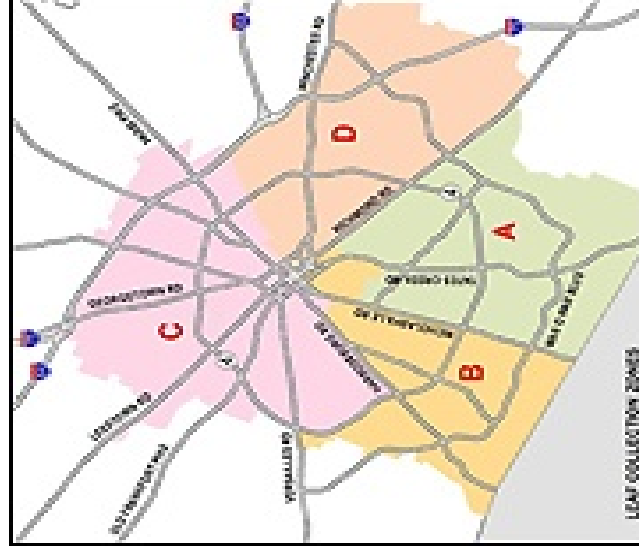
Find Your Zone/Collection Date

Want to know what leaf collection zone you are in or
when your collection date is?

Please enter your house number and the name of
your street below

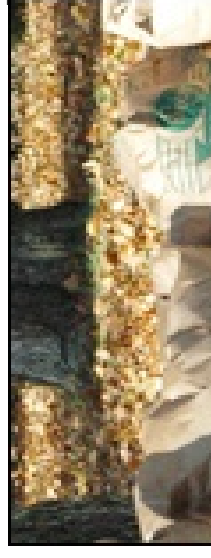
Find

LEARN MORE:



[Collection map and facts](#)

[About the program](#)





Risks In Current Program

- “Hand me down” collection units
 - Some units “pulled” from surplus list
 - Operating “up time” less than 100 percent
 - Dump truck enclosures – not a one size fits all
- Lost collection time emptying loads
 - All loads to Old Frankfort Pike
 - Dump trucks must empty loads twice a day (dump trucks represent more than 50 percent of fleet)



Risks In Current Program

- Staffing

- Exclusive use of Streets & Roads employees:

Risk: snow

- Over reliance on seasonal / temporary support staff:

Risk: Attrition of temporary staff hard to manage over long periods.



Risks In Current Program

- Single dumping location
 - Decreased productivity / increased operating cost
- Schedule
 - Leaf collection season inherently conflicts with holidays / end of year plans for assigned staff
 - Holidays often when staff wants to use scheduled vacation
 - Holiday “use it or lose it” further exacerbates problem



Risks In Current Program

Overall Scheduling Approach?

- Too much focus on start time and not enough focus on completion time?





Risks In Current Program

Overall Scheduling Approach?

- Too much focus on start time and not enough focus on completion time?
- 40 hour week without scheduled OT invites schedule creep?



Research – What are other cities doing?



CITIES WITH NO VACUUM COLLECTION PROVIDED		
Municipality	Published Frequency - Type of Collection	Personal Contact - Information Obtained
Dayton, OH	Four times during the fall, must be in bags	
Nashville, TN	Four times between November and March, must be in bags	
Ann Arbor, MI	Weekly April through December, must be in bags	
Omaha, NE	Weekly during fall, must be in bags	
Kansas City, MO	Weekly during fall, must be in bags (City divided into sections, each section's pickups last 4-6 weeks)	
Baltimore, MD	Weekly between October and January, must be in bags	
Cincinnati		
Columbus		
St. Louis, MO	Weekly in fall, leaves must be in dumpster	
Louisville, KY	Drop-off services	
Denver, CO	Drop-off services	
Nicholasville, KY	Weekly during fall, must be in bags	

CITIES WITH VACUUM COLLECTION PROVIDED		
Municipality	Published Frequency - Type of Collection	Personal Contact - Information Obtained
Frankfort, KY	Late October thru December	2 to 3 passes per season - zone by zone
Greensboro, NC	Twice between November and January	Utilizes 30 full-time and 34 seasonal employees plus employees "loaned" from other departments. Run 15 four person crews and 4 two man crews using an automated leaf vac truck. Works is light areas only due to long commute to landfill - unless satellite dump locations available. Farmers sometimes want for compost. Tried contract operations on limited scale - was not a success.
Charleston, WV	Twice between November and December	Utilizes 10 hour / day - 6 day per week schedule. Uses dump trucks with boxes - maximum drive for unload 5 - 6 miles. Utilizes snow plow drivers to operate equipment.
Chattanooga, TN	Multiple times during the fall	Would not return phone calls
Toledo, OH	Two to Four times between November and December depending on zip code	2013 schedule was one pass with a 2nd pass through heavy areas as time allows
Knoxville	The leaf collection season begins Nov. 1 and concludes Feb. 1. The Public Service Department crews will visit your neighborhood several times to vacuum loose leaves	Four vacuums per year - completed by yard waste crews that use knuckle booms to collect pipe yard waste the rest of the year (every two weeks). Funded by taxes. City service polls always have yard waste service in top 5 needs (up there with public safety). A completely off the charts program. Does supplement crews from horticulture department.



Alternatives to Consider



Additional Collection Options

- Residents can also utilize their Lenny yard waste container.
- 30-gallon paper yard waste bags
- Leaves can be taken to the Haley Pike composting facility
- Residents may make a compost bin
- Mow your lawn with a mulching mower



Alternative 1 Concept

- Goal – shorten duration of collection so that all customers are serviced at least seven calendar days before Christmas
- Method – 100 percent LFUCG operations



Alternative 1 Actions

- Increase LFUCG performance capacity by adding additional collection units to the fleet. Will require additional staff to operate additional units.
- Transfer primary collection responsibilities away from Streets & Roads so that snow events do not compromise collection schedule.
- Increase uptime and reliability of existing collection units to maximize productivity.
- Implement mandatory overtime for leaf collection staff so that duration of collection period is shortened to a narrower timeframe.



Alternative 2 Concept

- Goal – shorten duration of collection so that all customers are serviced at least seven calendar days before Christmas
- Method – Blended approach - LFUCG operations and vendor supplied services



Alternative 2 Actions

- Transfer primary collection responsibilities away from Streets & Roads so that snow events do not compromise collection schedule.
- Increase uptime and reliability of existing collection units to maximize productivity.
- Implement mandatory overtime for leaf collection staff so that duration of collection period is shortened to a narrower timeframe.



Alternative 2 Actions

(continued)

- Issue an RFP to subcontract loose leaf collection services to critical leaf subzones within the Urban Service Area. Subcontracted services would be a supplement to LFUCG services and be targeted for exclusive service within particular subzone. All collection services within that subzone would be collected within a defined timeframe (begin and end dates). Subzones could be advertised in selective add/alternate format beneficial to LFUCG.

Improved Communications Plan

(Current Communication System)



- Dedicated web page www.lexingtonky.gov/leaves
- Website homepage displays button to direct citizens to leaf collection page
- Current process includes manual system updates of leaf collection starting dates for each zone prior to the start of leaf collection
- If the scheduled dates need to be changed, there is not a way in the current system to update the dates and show the updates on the GIS zones map
- A static GIS zones map is generated prior to the start of the leaf collection based on the schedule information at that time



Improved Communications Plan (Current Communication System) Cont.

- When the citizen accesses the web page for leaf collection the information that is displayed is based on the setup in the above steps
- LexCall 311 receives a report from Streets and Roads in the morning of leaf collection areas serviced from the previous day
- LexCall 311 receives a report from Streets and Roads in the afternoon of assigned leaf collection areas scheduled for the next service day
- LexCall 311 utilizes the leaf collection web page to answer citizen calls regarding collection dates



Improved Communications Plan

(Proposed Communication System)

- At the start of each leaf collection season, the system will set the start dates per zone based on the default leaf collection schedule provided to Computer Services
- The system will be updated to allow modifications to scheduled start dates per zone as leaf collection season progresses
- The GIS map will be dynamically generated based on the scheduled start date modifications
- Citizen web page will reflect the updates based on the information entered to the system



Improved Communications Plan

(Proposal Limitations)

- An individual must be responsible for updating the leaf collection schedule changes via manual entry into the system
- Schedule deviations must be communicated to the individual responsible for updating start dates for zones
- Involves significant programming changes to current system
- LexCall 311 will continue to receive reports from Streets and Roads regarding leaf collection daily progress and assignments
- LexCall 311 will continue to utilize the web page to relay information to citizens that call 311



Questions and Answers



Code Enforcement Assistance Programs

Planning & Public Works Committee

May 6, 2014

Overview

- The goal of Code Enforcement is a safe, well maintained community, not the issuance of fines, penalties, and liens.
- Several programs are available to assist low-income homeowners with violations, but gaps may exist in coverage due to eligibility requirements.

Housing Violation Process

- ❑ Complaint is inspected by Code Enforcement.
- ❑ Owner is given 30 days to repair or 20 days to appeal.
- ❑ If no action is taken, a final compliance letter is sent stating when civil penalties will be issued.
- ❑ Civil penalties are issued based on the number of violations and the number of re-inspections.
- ❑ Liens are filed based on unpaid civil penalties.
- ❑ The city can initiate foreclosure.



Nuisance Violation Process

- ❑ Complaint is inspected by Code Enforcement.
- ❑ Owner is given 14 days to address issue or 10 days to appeal.
- ❑ If no action is taken, Code Enforcement can abate the nuisance or issue civil penalties.
- ❑ Civil penalties are issued based on the number of complaints within a 12-month period.
- ❑ Liens are filed based on unpaid civil penalties.
- ❑ The city can initiate foreclosure.



Sidewalk Violation Process

- ❑ Complaint is inspected by Code Enforcement.
- ❑ Owner is given 30 to 60 days to repair or 20 days to appeal.
- ❑ If no action is taken, a final compliance letter is sent stating when civil penalties will be issued.
- ❑ Civil penalty are issued based on the square footage of unrepaired sidewalks.
- ❑ Liens are filed based on unpaid civil penalties.
- ❑ The city can initiate foreclosure.



Violation Process Notes

- ❑ Housing violations cannot be abated by the city.
- ❑ Nuisance violations can be abated by the city.
- ❑ Code Enforcement can demolish structures in extreme cases.
- ❑ An appeal or eligibility for assistance programs stops the Code Enforcement process.
- ❑ Code Enforcement only inspects the exterior of a building, unless given permission to enter.

Assistance Programs

LFUCG

- Sidewalk Assistance Program
 - ▣ Covers 100% of cost for those that meet income requirements, 50% match for all others.
- Emergency Repair Program
 - ▣ HVAC, Plumbing, and Electrical up to \$5,000.
- Housing Rehab Program
 - ▣ Whole house rehab, does not include accessory structures.
 - ▣ Limited to \$25,000, except in the case of historic properties or environmental concerns.
 - ▣ Waiting list is currently one year long.

Assistance Programs

Outside Agencies

- ❑ Realtors Community Housing Foundation
 - ▣ Exterior home repairs.
 - ▣ Emergency repairs for HVAC, plumbing, and roofing.
 - ▣ Accessibility ramp program.
 - ▣ For elderly residents that meet income requirements.
- ❑ Community Action Council
 - ▣ Weatherization program.
 - ▣ Income eligibility requirements.
- ❑ Assisting Better Living Everywhere (ABLE)
 - ▣ Interior and exterior home repairs.

Recommendations

- Work with Social Services, Grants and Special Programs, and community groups to create a flyer with information about all existing assistance programs to be sent with every Code Enforcement notice.
- Hold training sessions with Social Workers and Code Enforcement Officers to share information and resources.
- Explore the establishment of an assistance program for housing violations:
 - ▣ Coordination of a volunteer-based community program.
 - ▣ Matching grant program modeled after the sidewalk assistance program.

Questions?

Code Enforcement Fines

Planning & Public Works Committee

May 6, 2014

Overview

- Code Enforcement cites three types of violations:
 - ▣ Housing
 - ▣ Nuisance
 - ▣ Sidewalk
- The Code of Ordinances authorizes fine and civil penalty options for all three violation types.
- Opportunities exist to clarify several processes through Standard Operating Procedures (SOPs).

Housing Violation Process

- Housing notices are issued when a property fails to meet the property maintenance standards found in the International Property Maintenance Code and Chapter 12 of the Code of Ordinances.
- Housing Violations cannot be abated by the city.

Housing Violation Fines

- **Option 1: Per Day Fines**
 - ▣ \$100 to \$2,500 per offense, per day.
 - ▣ Only used in extreme cases, as the case must go through District Court.

Housing Violation Fines

- ❑ **Option 2: Number of Re-Inspections and Violations**
 - ❑ Civil Penalties of \$100 to \$10,000 per parcel based on re-inspections and number of violations.
 - ❑ \$250 administrative cost can be assessed for inspections.

		Number of Re-Inspections				
		1	2	3	4	5+
Violations at Inspection	1 – 5	\$100	\$200	\$300	\$400	\$500
	6 – 10	\$200	\$300	\$400	\$500	\$750
	11 – 15	\$300	\$400	\$500	\$750	\$1,000
	16 – 20	\$400	\$500	\$750	\$1,000	\$1,500
	21 or More	\$500	\$750	\$1,000	\$1,500	\$2,000

Nuisance Violation Process

- Nuisance notices are issued for tall grass, weeds, junk vehicles, indoor furniture outdoors, and trash and debris.
- Nuisance violations can be abated by the city, the cost is billed to the owner.
- Violations can be standard ten day notices, or 24-hour emergency notices in certain circumstances.

Nuisance Violations

- **Option 1: Per Day Fines**
 - ▣ \$100 to \$2,500 per offense, per day.
 - ▣ Only used in extreme cases, as the case must go through district court.

Nuisance Violations

- **Option 2: Number of Notices in a 12-month Period**
 - ▣ Civil penalties of \$100 to \$1,000 per property based on the number of violations in a 12 month period.

Notices Within 12-Month Period			
2	3	4	5
\$100	\$250	\$500	\$1,000

Sidewalk Violations

- **Option 1: Per Day Fines**

- Up to \$25 per offense, per day.
- Not typically used, as the case must go to District Court.

- **Option 2: Civil Penalties Per Square Foot**

- Civil penalties of \$10 per square foot, up to a maximum of \$500 for each 30 day period in which work remains incomplete.

Recommendations

- ❑ Establish a new SOP clearly indicating cases where fines are to be used, where civil penalties should be assessed, and the amount of fines or civil penalties.
- ❑ Establish a new SOP providing guidance for cases where nuisance violations are to be abated by the city, and the timeline for abatement.
- ❑ Clarify existing SOP to provide specific guidance regarding notice timelines and extensions for all types of violations.

Questions?

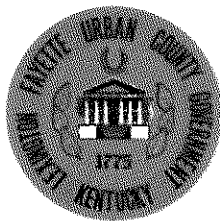
8-15(a) Intent - This zone is primarily for offices and related uses. Retail sales are prohibited, except where directly related to office functions. This zone should be located as recommended in the Comprehensive Plan.

8-15(b) Principal Uses (Other uses substantially similar to those listed herein shall also be deemed permitted.)

1. Banks, credit agencies, security and commodity brokers and exchanges, credit institutions, savings and loan companies, holding and investment companies.
2. Offices for business, professional, government- tal, civic, social, fraternal, political, religious, and charitable organizations, including, but not limited to, real estate sales offices.
3. Research development and testing laboratories or centers.
4. Schools for academic instruction.
5. Libraries, museums, art galleries, and reading rooms.
6. Funeral parlors.
7. Medical and dental offices, clinics, and laboratories.
8. Telephone exchanges, radio and television studios.
9. Studios for work or teaching of fine arts, such as photography; music; drama; dance and theater.
10. Community centers and private clubs, churches, and Sunday schools.
11. Hospitals, nursing homes, rest homes and assisted living facilities.
12. Computer and data processing centers.
13. Ticket and travel agencies.
14. Kindergartens, nursery schools and child care centers for four (4) or more children. A fenced and screened play area shall be provided, which shall contain not less than twenty-five (25) square feet per child.
15. Cable television system signal distribution centers and studios.
16. Dwelling units, provided the units are not located on the first floor of a structure and provided that at least the first floor is occupied by another permitted use or uses in the P-1 zone, with no mixing of other permitted uses and dwelling units on any floor.
17. Business colleges, technical or trade schools or institutions.
18. Athletic club facilities, when located at least one hundred fifty (150) feet from a residential zone.
19. Beauty shops and barber shops not exceeding 2,000 square feet in floor area, which employ not more than five licensed cosmetologists, with all service provided only by licensed cosmetologists and/or barbers.
20. Rehabilitation homes, but only when more than five hundred (500) feet from a residential zone.
21. Adult day care centers.

8-15(c) Accessory Uses (Uses and structures which are customarily accessory, clearly incidental and subordinate to permitted uses.)

1. Establishments limited to the filling of prescriptions and retail sale of pharmaceutical and medical supplies.
2. Parking areas or structures.
3. Incidental retail sales or personal services, including facilities for serving food, only for employees, residents or visitors to any permitted use, and having no primary access to the exterior; and limited to a maximum of ten percent (10%) of the gross floor area of the building in which it is located, with no single such use being in excess of 5,000 square feet. Mobile food unit vendors may also serve this purpose, and be parked outside of a building to serve employees and visitors, provided that the requirements of Section 15-11 of the Code of Ordinances are met.
4. Sales offices for the display of merchandise and the acceptance of orders.
5. Swimming pools, tennis courts, putting greens, and other similar non-commercial recreational uses.
6. Satellite dish antennas, as further regulated by Article 15-8.
7. One dwelling unit for owners, operators, or employees of a permitted use, provided that such dwelling unit shall be part of the building and located above, to the side, or to the rear of such permitted use.
8. Retail sales and storage areas accessory to internet-based businesses, for which Certificates of Occupancy are issued after November 15, 2001; provided that the retail sales and storage area occupies no more than twenty-five percent (25%) of the business area, nor more than 2,500 square feet, whichever is less; and having no display space, storage space or signs visible from the exterior of the building.
9. Drive-through facilities for the sale of goods or products or the provision of services otherwise permitted herein, when approved by the Planning Commission on a development plan.



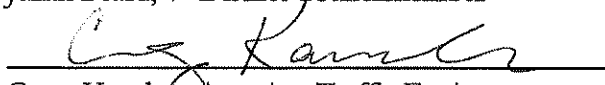
Lexington-Fayette Urban County Government
DEPARTMENT OF ENVIRONMENTAL QUALITY & PUBLIC WORKS

Jim Gray
Mayor

Richard Moloney
Commissioner

MEMORANDUM

TO: Julian Beard, 4th District Councilmember

FROM: 
Casey Kaucher, Associate Traffic Engineer

DATE: December 8, 2012

SUBJECT: Multiway Stop Analysis at Intersection of Glendover Road and Valley Road

Based on a request from your office a warrant study has been completed at the intersection of Glendover Road and Valley Road to determine the feasibility of installing a multiway stop at this intersection. *Manual on Uniform Traffic Control Devices (MUTCD) – 2003 Edition* criteria were used in the analysis of the intersection to determine if a multi-way stop was warranted at this location. The following is the warrant criteria used in the analysis:

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

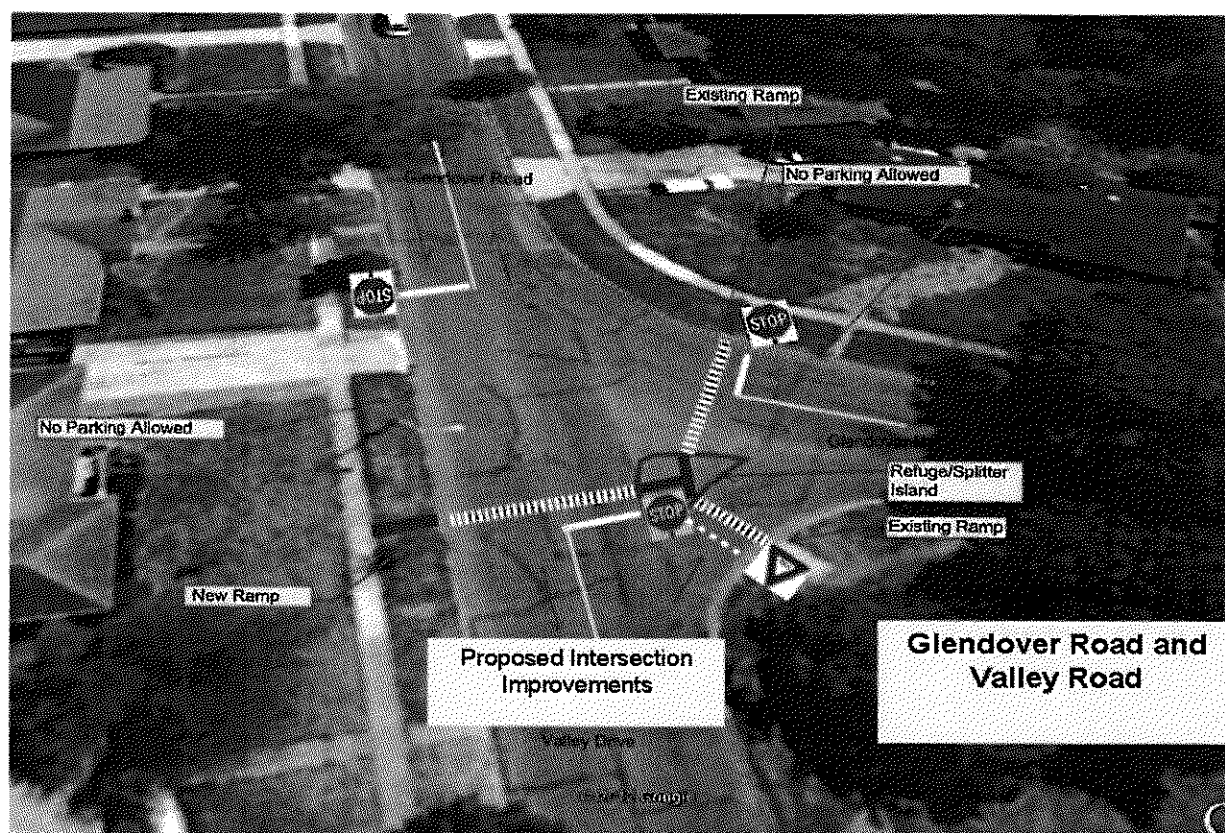
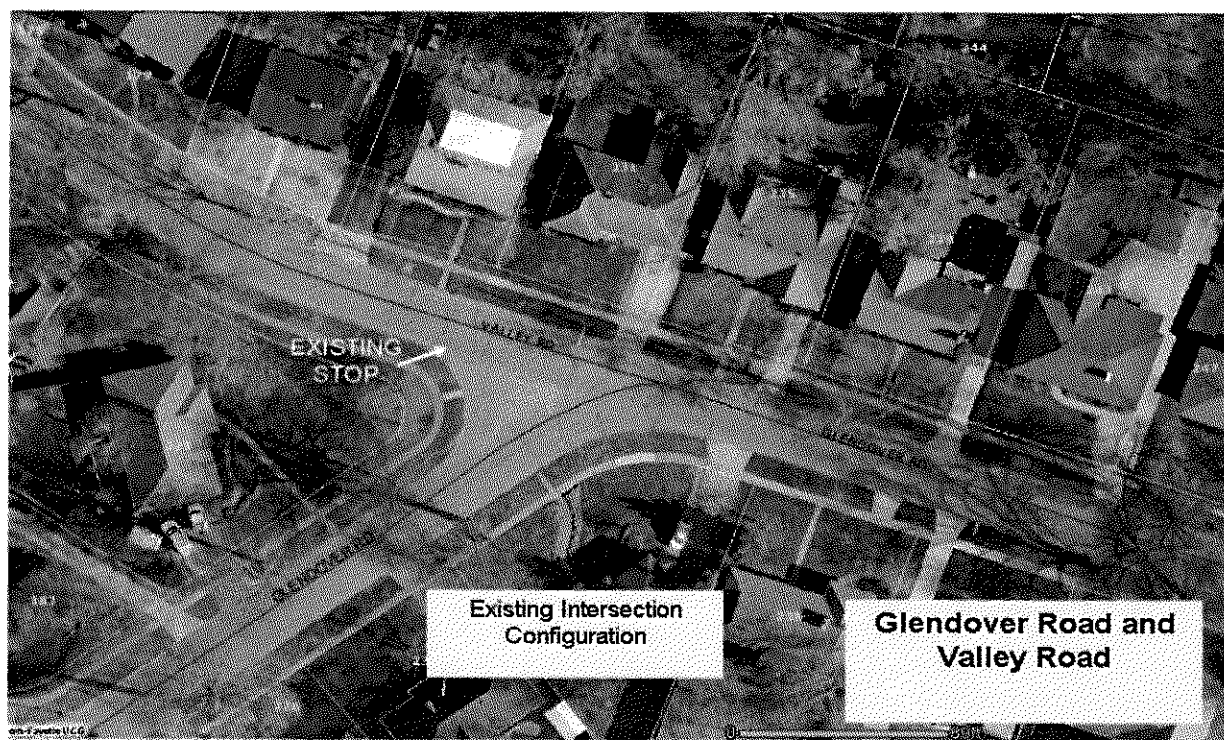
- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Multiway stop signs comprise a form of intersectional control that may enhance or diminish traffic safety. The *Manual on Uniform Traffic Control Devices (MUTCD)* defines warrant criteria to determine whether multiway stop signs would have a greater potential for a positive or a negative impact on traffic conditions. The *MUTCD's* warrants for multiway stop controls focus on two areas of concern: (1) traffic volumes and congestion and (2) a collision history that would be susceptible to correction with the installment of multiway stop signs.

Speed data was collected on Glendover Road. Data revealed that the 85th percentile speeds were 29.56 mph on eastbound Glendover Road and 36.08 mph on westbound Glendover Road. Based on this speed data, there would not be a reduction in the volume requirements as allowed in the *MUTCD* warrant criteria. The average 8-hour traffic volume which was collected on the major approaches of Glendover Road revealed 184.3 vehicles per hour or 61% of the volume required. The average 8-hour traffic volume which was collected on the minor approach of Valley Road revealed a total of 144.5 vehicles per hour or 72% of the volume required. **The major and minor street approach volumes fall short of the warrant criteria. Therefore, the volume warrants are not met at this time.**

A review of the collision history at this intersection revealed 1 collision in the 3 years prior to this analysis. Based on the warrant criteria, that is, a collision history of five (5) or more collisions in a 12-month period that are susceptible to correction by installation of a multiway stop, **the collision warrant is not met at the intersection of Glendover Road and Valley Road.**

Glendover Road and Valley Road are classified as local streets. Both roadways are lined with utility strips and sidewalks along both sides of the road. The intersection of Glendover Road and Valley Road is a three leg intersection. Motorist traveling on Glendover Road have the right of way and the stopping condition is located on the Valley Road approach. The roadways intersect at an angle as opposed to the more traditional 90 degree intersection. This geometry creates a large amount of pavement within the intersection and a large distance between stop and yield conditions. Installing a multiway stop at the intersection of Glendover Road and Valley Road without further intersection improvements would increase the potential for collisions. Improvements may be made to shrink and better define the intersection through construction of a raised island, handicap ramps and installation of enhanced crosswalks and signage. Below are pictures of the existing intersection configuration and potential intersection improvements.



Based on the intersection's unique geometry, **The Division of Traffic Engineering would not object to the installation of a multiway stop at the intersection of Glendover Road and Valley Road if installed along with the above intersection improvements.**

If you have any questions, please contact me anytime.

Casey Kaucher
Division of Traffic Engineering

xc: Richard Moloney, Commissioner of Environmental Quality & Public Works
Melissa Lueker
Willy Fogle, 4th District Legislative Aide
Jim Woods, P.E., P.L.S.
Brad Frazier, P.E.
Officer Doug Smith
Robyn Miller, Southern Heights Neighborhood Association President

William G. McAtee, President
Zandale Neighborhood Association, Inc.
2029 Dellwood Drive
Lexington KY 40503-2413

To: Councilmember Julian Beard
 From: Bill McAtee
 Re: Valley-Glendover Multiway Stop Analysis

The intersection in question is several blocks beyond our neighborhood. However, we do have interest because we are very familiar in our neighborhood with “cut-through routes” like Lowry Lane, Zandale Drive and others between Nicholasville Road and Bates Creek Road. Some of our residents are probably users of the intersection in question in this analysis.

My daily walking route has taken me by the Glendover Road-Valley Road intersection between 3:30-5:30 on a daily basis, weather permitting, for many years making me very familiar with traffic patterns in the area. As a matter of fact I saw what I assume was the “one collision in the last 3 years” mentioned in the Multiway Analysis @ Glendover and Valley. It involved a FedEx van. I also have seen many near misses and “honks” and thought there had been more. The analysis concludes that the collision warrant does not meet the MUDTC criteria.

My observations are anecdotal rather than scientific, but give a perspective on what happens many times in reality. More is involved than just what occurs at this one intersection. A vehicle traveling between the Bellefonte/Glendover intersection and the Jesslin/Nicholasville Road intersection or vice versa has the right of way without stopping. One can maintain a fairly constant pace near speed limit the entire way, equivalent to at least eight city blocks. In doing so a vehicle passes three non-90 degree intersections: Valley at Glendover, Glendover at Jesslin and Crestwood at Jesslin. Of the three, I have observed that the Glendover-Valley intersection seems to be the most problematic. I also walk by on my regular route by the other two intersections that have some different traffic issues of their own needing attention.

Glendover Road and Valley Road are classified as local [is this the same as residential?] streets in the analysis. This designation may be true most of the time, but at rush hour they become something else in fact, especially in the afternoon as “cut-through routes” from the back of Central Baptist Hospital; to and from Nicholasville Road on Jesslin and from Glendover School on Glendover Road. The analysis concludes that the volume warrant does not meet the MUDTC criteria. The volume criteria are based on “the average 8-hour traffic volume.” However, to me this may not fully take into account the increased volume concentrated between 3:30 and 5:30 or so in the afternoon that may significantly change the warrant variables and assessment of the problems.

The analysis seems to indicate that the non-90 degree design of this intersection creates some real safety issues, not only for vehicles but pedestrians as well. After reading the report and recommendations I went back and walked the area. I regularly walk Glendover on the side opposite where Valley intersects it, although I have driven Valley Road many times coming from

Central Baptist Hospital to avoid Nicholasville Road. This time I walked over to the Valley side to look at the “new ramp” recommendation for handicap access and see the intersection from that perspective. I discovered that the two existing ramps on either side of Glendover were so far apart with no crosswalk markings that it was a daunting feeling to walk from one side to the other in the late afternoon traffic. It is a long way across that span of unmarked pavement. This reminded me that only a week ago I helped an elderly person cross Glendover on the east side of the intersection. That was a lot of ground to cover with no clear markings while looking in three different directions for oncoming traffic.

I do not know the positive or negative impact on traffic of Multiway Stops Signs at this intersection. Looking at the existing intersection configuration and the proposed intersection improvement, even if the stop signs were not erected on Glendover in both directions, it would make sense to me from what I have experienced to install the Refuge/Splitter Island with the right turn and yield sign; move the Valley stop sign to the island; and add the new ramp with the three new pedestrian crosswalk markings to the island. This gives better definition to the intersection: by giving vehicles stopping on Valley better lines of vision further out in the intersection; by giving westbound vehicles on Glendover the island as a marker that breaks up the wide expanse of pavement and helps define the way through the intersection; and by giving pedestrians shorter distances to walk using the refuge island and clearly marked crosswalks.

These comments are my personal opinion and do not necessarily represent opinions of others in the Association. I hope they are a helpful contribution to reaching a satisfactory and safe solution.

From: [Willy Fogle](#)
To: [Paul Schoninger](#)
Subject: FW: opinion from GNA regarding traffic stops
Date: Tuesday, April 29, 2014 12:39:47 PM

[Here is Glendover NA e-mail.](#)

[Willy](#)

From: tony hicks [mailto:thicks74@yahoo.com]
Sent: Wednesday, March 12, 2014 7:54 AM
To: Willy Fogle
Subject: opinion from GNA regarding traffic stops

Hi Willy, this is Tony Hicks with the GNA. Here are the votes from our board regarding the two intersections and three-ways stops:

Of the 8 members who responded via email:

8 votes agree on a 3-way stop at Glendover and Valley (unanimous)

6 votes yes to a 3-way stop at Shady and McDonald, 1 vote no, and 1 uncertain who wanted to wait and see what the bicycle outlet through the arboretum would change.

The only "contingency" mentioned was with regards to making sure to follow the diagram(s).

Let me know if we can be any more assistance and we appreciate the request for input, thanks, Tony Hicks 421-0731

From: [Paul Schoninger](#)
To: [Stacey Maynard](#)
Subject: FW: Glendover at Valley Intersection
Date: Thursday, May 01, 2014 11:26:54 AM
Attachments: [Multiway Stop Analysis @ Glendover and Valley.pdf](#)

From: Willy Fogle
Sent: Tuesday, April 29, 2014 12:54 PM
To: Paul Schoninger
Subject: FW: Glendover at Valley Intersection

[Here is e-mail with cost estimates.](#)

[Willy](#)

From: Jim Woods
Sent: Friday, February 14, 2014 12:29 PM
To: Linda Gorton
Cc: Julian Beard; Charles Martin; Bryan Radabaugh
Subject: Glendover at Valley Intersection

Vice Mayor Gorton:

The following information is in response to your request earlier this week at the Planning and Public Works Committee meeting. More detailed information on this topic can be found in the August 26, 2013 email correspondence to Legislative Aide, Willy Fogle, as noted below.

Estimated Costs for Improvements

An estimated cost for the proposed multi-way stop and raised island intersection improvements per the December 8, 2012 Traffic Engineering intersection analysis (attached file), is estimated at \$12,000.

Cost estimate for implementing a traffic circle is \$20,000.

Estimated cost for a multi-way stop application without raised islands is \$7,000.

Traffic Volume

- It is estimated that approximately 4,045 vehicles travel through the intersection daily.

How can the intersection be made more safe?

- With the intersection crossing at a skewed angle, geometric countermeasures such as a traffic circle or raised islands can be expensive. Positive traffic control, for both motorists and pedestrians, may be obtained by utilizing an all-way stop application with appropriate traffic control devices including signs and pavement markings.

- Please let me know if you have any questions.

- Jim Woods, P.E., PLS, Acting Director

From: Jim Woods
Sent: Monday, August 26, 2013 10:36 AM
To: Willy Fogle
Subject: Waterford/Pinnacle Traffic Concerns

Willy:

Yes, the division has looked at a few different options for improving safety and traffic control at the intersection of Glendover and Valley Road.

Constructing a raised island (as suggested in the December 8, 2012 multi-way stop study as attached) is an option, it does come with a drawback in terms of cost and also the raised island could become an obstacle to motor vehicles traveling through the intersection. It is estimated that a raised island will cost \$12,000.

Although the idea of a traffic circle is a good one (one of my suggestions that Vice-Mayor Gorton really liked); there really isn't sufficient right of way for which to safely and effectively implement it. Moreover, there is at least one adjacent driveway that would conflict with a traffic circle at the intersection. The traffic circle, which could cost upwards of \$20,000, is not recommended.

- Of all the traffic control options, an all-way stop application would be the more economical and effective approach for which to improve safer travel while controlling traffic movements at the intersection. Intersections improvements such as pavement markings, handicap ramps, crosswalks, and signs that enhance public safety traffic control and flow through the intersection, would need to be implemented as a part of an all-way stop application. In addition to this effort, the division would consider introducing speed reduction countermeasures on Glendover Road from Bellefonte Drive.

Let me know if Vice Mayor Gorton, Councilman Beard and the neighborhood could support an all-way stop application at Glendover Road & Valley Road.

- Jim

From: Willy Fogle
Sent: Monday, August 26, 2013 9:31 AM
To: Jim Woods
Subject: RE: Waterford/Pinnacle Traffic Concerns

Jim:

Any news on the three way at Glendover and Valley?

Willy

From: Jim Woods
Sent: Tuesday, August 13, 2013 4:22 PM
To: Julian Beard
Subject: Waterford/Pinnacle Traffic Concerns

Councilman Beard:

I am preparing a response. Please stay tuned....

- Jim

From: Julian Beard
Sent: Tuesday, August 13, 2013 1:20 PM
To: Jim Woods
Subject: RE: Waterford/Pinnacle Traffic Concerns

Jim, Thanks for the info. Have you all had the opportunity to look at the three way intersection at Glendover Road and Valley road. It has been a while since the Vice Mayor and I met with you a few months ago. If you will remember, my biggest concern was traffic from Jesselin Drive and meeting Valley Road. The sight line is normally bad but in the late spring, summer and early fall it gets very dangerous. Let's at least take a look before winter. Julian Beard 4th District Councilmember.

VALLEY RD @ GLENDOVER RD

The study began on 4/9/12 at 02:00 PM and concluded on 4/10/12 at 02:00 PM, lasting a total of 24 hours. Data was recorded in 15 minute time periods.

EB 234 GLENDOVER RD

A study of vehicle traffic was conducted with HI-STAR unit number 5849. The study was done in the EB lane on GLENDOVER RD in Lexington, KY in Fayette County. The total recorded volume of traffic showed 521 vehicles passed through the location. The AADT Count for this study was **521**. The peak hour period was from 4:30-5:30 PM, and its volume was **56**.

SPEED

At least half of the vehicles were traveling in the 20 - 25 mph range or a lower speed. The average speed for all classified vehicles was 25 mph with 13.02 percent exceeding the posted speed limit of 25 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was **29.56**.

WB 239 GLENDOVER RD

A study of vehicle traffic was conducted with HI-STAR unit number 4371. The study was done in the WB lane on GLENDOVER RD in Lexington, KY in Fayette County. The total recorded volume of traffic showed 1,814 vehicles passed through the location. The AADT Count for this study was **1,814**. The peak hour period was from 7:30-8:30 AM, and its volume was **333**.

SPEED

At least half of the vehicles were traveling in the 25 - 30 mph range or a lower speed. The average speed for all classified vehicles was 30 mph with 46.07 percent exceeding the posted speed limit of 25 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was **36.08**.

SB 187 VALLEY RD

A study of vehicle traffic was conducted with HI-STAR unit number 3092. The study was done in the SB lane on VALLEY RD in Lexington, KY in Fayette County. The total recorded volume of traffic showed 1,722 vehicles passed through the location. The AADT Count for this study was **1,722**. The peak hour period was from 4:30-5:30 PM, and its volume was **325**.



Lexington Fayette Urban County Government
 Division of Traffic Engineering
 101 East Vine Street, Suite 300
 Lexington, KY 40507

Council District: 4
 Counter: Various
 Counted By: DBT
 Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
 Site Code : 15649141
 Start Date : 04/09/2012
 Page No : 1

Groups Printed- All									
VALLEY RD Southbound			GLENDOVER RD Westbound			GLENDOVER RD Eastbound			
Start Time	All Movements	App. Total	All Movements	App. Total	App. Total	All Movements	App. Total	App. Total	Int. Total
02:00 PM	31	31	27	27	27	10	10	10	68
02:15 PM	32	32	23	23	23	6	6	6	61
02:30 PM	34	34	34	34	34	7	7	7	75
02:45 PM	35	35	53	53	53	7	7	7	95
Total	132	132	137	137	137	30	30	30	299
03:00 PM	29	29	30	30	30	6	6	6	65
03:15 PM	40	40	31	31	31	14	14	14	85
03:30 PM	59	59	32	32	32	8	8	8	99
03:45 PM	46	46	31	31	31	5	5	5	82
Total	174	174	124	124	124	33	33	33	331
04:00 PM	71	71	21	21	21	6	6	6	98
04:15 PM	46	46	24	24	24	9	9	9	79
04:30 PM	74	74	30	30	30	11	11	11	115
04:45 PM	68	68	36	36	36	10	10	10	114
Total	259	259	111	111	111	36	36	36	406
05:00 PM	97	97	26	26	26	16	16	16	139
05:15 PM	86	86	25	25	25	19	19	19	130
05:30 PM	50	50	31	31	31	10	10	10	91
05:45 PM	29	29	24	24	24	9	9	9	62
Total	262	262	106	106	106	54	54	54	422
06:00 PM	29	29	19	19	19	5	5	5	53
06:15 PM	32	32	21	21	21	5	5	5	58
06:30 PM	28	28	32	32	32	7	7	7	67



Lexington Fayette Urban County Government
Division of Traffic Engineering
101 East Vine Street, Suite 300
Lexington, KY 40507

Council District: 4
Counter: Various
Counted By: DBT
Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
Site Code : 15649141
Start Date : 04/09/2012
Page No : 2

Groups Printed- All									
Start Time	VALLEY RD Southbound			GLENDOVER RD Westbound			GLENDOVER RD Eastbound		
	All Movements	App. Total		All Movements	App. Total		All Movements	App. Total	Int. Total
06:45 PM	27	27		30	30		9	9	66
Total	116	116		102	102		26	26	244
07:00 PM	19	19		12	12		7	7	38
07:15 PM	11	11		24	24		9	9	44
07:30 PM	23	23		13	13		13	13	49
07:45 PM	19	19		20	20		6	6	45
Total	72	72		69	69		35	35	176
08:00 PM	9	9		15	15		9	9	33
08:15 PM	12	12		14	14		4	4	30
08:30 PM	14	14		5	5		2	2	21
08:45 PM	5	5		14	14		4	4	23
Total	40	40		48	48		19	19	107
09:00 PM	14	14		9	9		4	4	27
09:15 PM	10	10		6	6		2	2	18
09:30 PM	3	3		9	9		3	3	15
09:45 PM	3	3		4	4		5	5	12
Total	30	30		28	28		14	14	72
10:00 PM	3	3		3	3		3	3	9
10:15 PM	7	7		1	1		2	2	10
10:30 PM	2	2		3	3		1	1	6
10:45 PM	4	4		1	1		1	1	6
Total	16	16		8	8		7	7	31



Lexington Fayette Urban County Government
 Division of Traffic Engineering
 101 East Vine Street, Suite 300
 Lexington, KY 40507

Council District: 4
 Counter: Various
 Counted By: DBT
 Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
 Site Code : 15649141
 Start Date : 04/09/2012
 Page No : 3

Groups Printed- All											
	VALLEY RD Southbound			GLENDOVER RD Westbound			GLENDOVER RD Eastbound				
	All Movements	App. Total		All Movements	App. Total		All Movements	App. Total			
Start Time											
11:00 PM	1	1		0	0		0	0		1	Total
11:15 PM	1	1		2	2		3	3		0	3
11:30 PM	3	3		3	3		1	1		2	8
11:45 PM	2	2		1	1		6	6		2	5
Total	7	7		6	6		4	4		17	
12:00 AM	2	2		1	1		1	1		0	3
12:15 AM	0	0		1	1		1	1		1	2
12:30 AM	1	1		0	0		0	0		0	1
12:45 AM	1	1		0	0		0	0		0	1
Total	4	4		2	2		1	1		7	
01:00 AM	1	1		0	0		0	0		0	1
01:15 AM	0	0		0	0		0	0		0	0
01:30 AM	0	0		0	0		0	0		2	2
01:45 AM	0	0		0	0		0	0		0	0
Total	1	1		0	0		2	2		3	
02:00 AM	0	0		0	0		0	0		0	0
02:15 AM	0	0		0	0		0	0		0	0
02:30 AM	0	0		0	0		0	0		1	1
02:45 AM	0	0		0	0		0	0		0	0
Total	0	0		0	0		1	1		1	
03:00 AM	0	0		1	1		1	1		0	1
03:15 AM	2	2		0	0		0	0		0	2
03:30 AM	1	1		1	1		1	1		0	2



Lexington Fayette Urban County Government
 Division of Traffic Engineering
 101 East Vine Street, Suite 300
 Lexington, KY 40507

Council District: 4
 Counter: Various
 Counted By: DBT
 Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
 Site Code : 15649141
 Start Date : 04/09/2012
 Page No : 4

Groups Printed- All									
Start Time	VALLEY RD Southbound			GLENDOVER RD Westbound			GLENDOVER RD Eastbound		
	All Movements	App. Total		All Movements	App. Total		All Movements	App. Total	Int. Total
03:45 AM	0	0		0	0		0	0	0
Total	3	3		2	2		0	0	5
04:00 AM	0	0		1	1		0	0	1
04:15 AM	0	0		0	0		0	0	0
04:30 AM	1	1		1	1		1	1	3
04:45 AM	0	0		0	0		0	0	0
Total	1	1		2	2		1	1	4
05:00 AM	2	2		3	3		3	3	8
05:15 AM	2	2		0	0		2	2	4
05:30 AM	4	4		5	5		3	3	12
05:45 AM	5	5		7	7		2	2	14
Total	13	13		15	15		10	10	38
06:00 AM	0	0		9	9		4	4	13
06:15 AM	3	3		17	17		1	1	21
06:30 AM	3	3		35	35		4	4	42
06:45 AM	12	12		35	35		4	4	51
Total	18	18		96	96		13	13	127
07:00 AM	12	12		29	29		9	9	50
07:15 AM	18	18		64	64		7	7	89
07:30 AM	38	38		102	102		8	8	148
07:45 AM	22	22		95	95		8	8	125
Total	90	90		290	290		32	32	412



Lexington Fayette Urban County Government
 Division of Traffic Engineering
 101 East Vine Street, Suite 300
 Lexington, KY 40507

Council District: 4
 Counter: Various
 Counted By: DBT
 Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
 Site Code : 15649141
 Start Date : 04/09/2012
 Page No : 5

Groups Printed- All									
VALLEY RD Southbound			GLENDOVER RD Westbound			GLENDOVER RD Eastbound			
Start Time	All Movements	App. Total	All Movements	App. Total		All Movements	App. Total		Int. Total
08:00 AM	18	18	64	64		5	5		87
08:15 AM	21	21	72	72		7	7		100
08:30 AM	18	18	37	37		8	8		63
08:45 AM	16	16	35	35		9	9		60
Total	73	73	208	208		29	29		310
09:00 AM	14	14	22	22		11	11		47
09:15 AM	12	12	31	31		8	8		51
09:30 AM	26	26	26	26		9	9		61
09:45 AM	15	15	12	12		11	11		38
Total	67	67	91	91		39	39		197
10:00 AM	24	24	13	13		11	11		48
10:15 AM	13	13	27	27		10	10		50
10:30 AM	17	17	23	23		7	7		47
10:45 AM	17	17	24	24		6	6		47
Total	71	71	87	87		34	34		192
11:00 AM	18	18	22	22		11	11		51
11:15 AM	20	20	18	18		10	10		48
11:30 AM	11	11	23	23		7	7		41
11:45 AM	12	12	18	18		9	9		39
Total	61	61	81	81		37	37		179
12:00 PM	22	22	24	24		3	3		49
12:15 PM	22	22	42	42		20	20		84
12:30 PM	21	21	23	23		10	10		54



Lexington Fayette Urban County Government
 Division of Traffic Engineering
 101 East Vine Street, Suite 300
 Lexington, KY 40507

Council District: 4
 Counter: Various
 Counted By: DBT
 Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
 Site Code : 15649141
 Start Date : 04/09/2012
 Page No : 6

Groups Printed- All									
Start Time	VALLEY RD Southbound			GLENDOVER RD Westbound			GLENDOVER RD Eastbound		
	All Movements	App. Total		All Movements	App. Total		All Movements	App. Total	Int. Total
12:45 PM	34	34		27	27		5	5	66
Total	99	99		116	116		38	38	253
01:00 PM	16	16		20	20		4	4	40
01:15 PM	23	23		24	24		5	5	52
01:30 PM	18	18		20	20		8	8	46
01:45 PM	28	28		21	21		9	9	58
Total	85	85		85	85		26	26	196
Grand Total	1694	1694		1814	1814		521	521	4029
Apprch %	100			100			100		
Total %	42	42		45	45		12.9	12.9	



Lexington Fayette Urban County Government
 Division of Traffic Engineering
 101 East Vine Street, Suite 300
 Lexington, KY 40507

Council District: 4
 Counter: Various
 Counted By: DBT
 Location: VALLEY RD @ GLENDOVER RD

File Name : Valley Rd @ Glendover Rd - April 2012
 Site Code : 15649141
 Start Date : 04/09/2012
 Page No : 7

Start Time	VALLEY RD Southbound		GLENDOVER RD Westbound		GLENDOVER RD Eastbound	
	All Movements	App. Total	All Movements	App. Total	All Movements	App. Total
Peak Hour Analysis From 02:00 PM to 01:45 AM - Peak 1 of 1						
Peak Hour for Each Approach Begins at:						
	04:30 PM		02:30 PM		04:30 PM	
+0 mins.	74	74	34	34	11	11
+15 mins.	68	68	53	53	10	10
+30 mins.	97	97	30	30	16	16
+45 mins.	86	86	31	31	19	19
Total Volume	325	325	148	148	56	56
% App. Total	100	100	100	100	100	100
PHF	.838	.838	.698	.698	.737	.737

Planning and Public Works Committee Referrals

<u>Item</u>	<u>Referred By</u>	<u>Date</u>	<u>Status</u>
Review Street Tree & Tree Protection Ordinances	9.27.11	11.20.12	May 2014
Possible Revision of Sign Ordinance	Farmer	6.12.12	Apr/May 2014
Private Streets: Enforcement, Maintenance & Specifications	Mossotti	1.129.13	Apr/May 2014
H-1 Notification Process	Myers	1.19.13	
Maintenance of Major Roadways	Stinnett	4.16.13	Apr/May 2014
Greenway Manual & Plan	Mossotti	10.8.13	Feb 2014
Fees to Offset Historic Preservation Services	Gorton	12.5.13	Mar 2014
Explore Providing Assistance to Low Income Homeowners with Code Compliance	Gorton	12.5.13	May 2014
Examine Fee Structure for Planning, Preservation & Development Services	Gorton	12.5.13	Mar 2014
Homeowner Associations Rights & Responsibilities	Akers	12.3.13	Mar 2014
Leaf Collection Review	Stinnett	1.14.14	May 2014
Multi-Way Stop Glendover Rd @ Valley Rd	Beard	1.30.14	Feb 2014
Code Enforcement Fines	Lawless	2.11.14	May 2014
Building Inspection Civil Offenses	Lawless	2.11.14	
Off Premise Signage	Lawless	2.11.14	
Streetlight Installation Plan	Stinnett	2.11.14	
Snow Removal Plan	Stinnett	2.11.14	May/Later 2014
Residential Parking Permit District Procedures	Farmer	2.13.14	After PA Reviews
Initiate Zoning Text Amendments for Food Trucks in the P-1 and AU Zones	Akers	2.18.14	May 2014
Affordable Housing Issue	Gorton	2.25.18	June-July After Breal
<u>Item</u>	<u>Referred By</u>	<u>Date</u>	<u>Status</u>
Oliver Lewis Way Update	Blues	4.9.09	Mar 2014
Todd's Road Widening Phase II	Stinnett	4.15.09	Feb 2014
Downtown Traffic Study	Farmer		Feb 2014
Design Excellence Update	Kay	4.8.14	After May