

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

A G E N D A

Planning & Public Works Committee

September 9, 2014

1:00 P.M.

1. **Committee Summary** (1-5)
2. **Permanent Barricading of Agape Drive – Clarke** (6-14)
3. **Municipal Aid Program (MAP) – Stinnett** (15-23)
4. **Todd’s Road Widening Phase II – Stinnett** (24-27)
5. **Fiber Optic Technology – Farmer** (28-38)
6. **Items Referred** (39-40)

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

-Council Rules & Procedures, Section 2.102(1)

2014 Meeting Schedule

January 14	June 17
February 11	July 1
March 4	August 12
April 8	September 9
May 6	October 7

Planning and Public Works Committee Meeting
August 12, 2014
Summary and Motions

Chair Bill Farmer Jr. called the meeting to order 1:02 p.m. All committee members except Mossotti and Lawless were in attendance. Akers, Scutchfield, and Stinnett were also in attendance.

1. July 1, 2014 Special Committee Summary

Motion by Beard, second Ellinger to approve the July 1, 2014 Special Committee summary.
Motion passed unanimously.

2. University of Kentucky Master Plan Update

Judy Needham, Facilities Planning Manager for the University of Kentucky, presented the components of the University of Kentucky Master Plan.

Farmer asked if the planning process started before UK President Capiluto started his tenure. Needham responded that the planning process began in summer of 2012 when UK started their housing initiative and subsequently made the decision to move forward with a master plan update. UK's Board accepted the master plan in October 2013.

Needham stated that UK reviewed their borders, and how those areas affect Lexington. Over 70 meetings and charettes were held within one year with community stakeholders. Current renovation and/or expansion of academic facilities include the Gatton Expansion (April 2016 expected completion), University Lofts at Bolivar (March 2015 expected completion), and the Academic Science Building (Fall 2016 expected completion).

In response to a question from Farmer, Needham commented that the Chemistry/Physics building will remain and will be used for first and second-year programs and classes.

Needham presented new student housing projects, including Champions Court I and II, Woodland Glen, Limestone Park, and other new facilities.

Farmer asked how many beds are being added by these projects. Needham responded that 5,733 total beds will exist on campus with the new projects, not including other facilities in the planning phase. UK has a goal of providing a total of 9,000 beds on campus.

Needham reported that a total renovation of the Student Center will be completed by December 2017, and a new Commons building will be completed in Fall of 2015 near the library. The university has also focused on mobility throughout the campus and multi-modal safety, with an emphasis on pedestrian and transit improvements as well as regional connectivity.

In response to a comment by Farmer, Needham noted that studies and traffic counts are underway to identify the best solution for Rose Street.

Needham stated that the university has formally requested the transfer of ownership of Washington Avenue from the LFUCG back to UK for greenspace reclamation and to enhance pedestrian usage of the space. UK is working with the Fire Department to ensure adequate access for emergency vehicles in the reconfigured area. Improvements are also being planned for Alumni Drive, which are programmed for completion within one year.

Needham reported that a landscape plan is also being implemented to provide for cohesive greenspace connectivity throughout the campus.

Beard asked if the Law School was planned for relocation to Scott Street. Needham responded that the project is approved to move forward for expansion and renovation, but requires fundraising.

Gorton made positive comments about the plan, and in favor of the planning process for Rose Street. Needham responded to a question from Gorton regarding improvements adjacent to Washington Avenue. Gorton asked if the streets within UK's boundaries are city-owned, and Needham stated that ownership varied on streets throughout the campus. Gorton spoke in favor of the proposed roundabouts and the protection of the Arboretum.

In response to questions from Stinnett, Needham stated that the proposed Alumni Drive roundabouts are at University Drive and Commonwealth Drive, which is a proposed street near where Sports Center Drive currently connects to Alumni Drive. She stated that the improvements are being studied, and construction should begin by early Spring 2015. Once improvements are completed, UK would like to transfer ownership of the right-of-way to the LFUCG.

Stinnett asked for the total cost of improvements being completed by UK, and Needham responded that \$1 billion in improvements are authorized and underway.

Henson spoke in favor of the improvements, and requested information regarding the economic impact of the improvements. Needham stated that UK does not have a calculated total of economic impact.

In response to a question from Farmer, Needham stated that Alumni Drive would be slightly realigned for safety and to accommodate the proposed roundabouts. Farmer spoke in favor of the improvements, and of potentially including public art as part of the right-of-way improvements.

3. P-1 Text Amendment for Mobile Food Vendors

Akers introduced the item, and stated that this item is being brought forth to allow food trucks to operate in the P-1 zone per requests from food truck operators and business owners, and introduced Chris King to present the item.

King reviewed the history of this item, and reviewed current zones and requirements that allow mobile food units as principal and/or accessory uses. He stated that this amendment to the code would allow food trucks to serve existing uses in professional office zones, and presented four alternatives: 1) unrestricted accessory use; 2) unrestricted accessory use when 500' or greater from residential zoning (conditional otherwise); 3) conditional use (Board of Adjustment approval required); or 4) unrestricted accessory use in a designated "Professional Office Project".

King stated that, should the Committee choose to move forward with one of these options, it would be considered by the Planning Commission within 60 days, and then move forward to the Council for final approval.

In response to a question from Akers, King stated that the LFUCG does not currently have a mapped inventory of Professional Office Projects.

Henson voiced concerns regarding the appearance of food trucks, and the fact that some set up outside dining areas near the food truck. King responded that the appearance cannot be regulated, and tables and chairs are allowed as long as they do not impede the traffic circulation or parking requirements for the site. He stated that signage could be regulated through the Code.

Kay spoke in support of moving forward with Alternative 2.

Gorton reviewed each alternative's requirements with King, and asked Akers to provide additional background for this item. Akers provided examples of requests for food trucks in professional office zones.

Gorton requested information regarding creating additional restrictions on Alternative 4, and King responded that staff must first create a mapped inventory of Professional Office Projects. Gorton inquired regarding the possibility of placing a threshold within the requirement, such as minimum number of employees in the Professional Office Project. King responded that it would be difficult to enforce this requirement.

In response to a question from Stinnett, King stated that food trucks currently operating in P-1 zones are presumed to be operating illegally, and reviewed the streamlined approval process for food truck operations. He stated that the food truck requirements are different if they seek to locate on public rights-of-way. Stinnett asked why food trucks would be accessory to principal uses in P-1, and King responded that P-1 zones do not otherwise allow retail/restaurant uses as principal uses.

Stinnett and King commented regarding noise issues related to the use of generators, and the challenges in regulating this issue.

Farmer commented that no action is required for this issue, and that may be the best option.

Ford requested clarification regarding retail uses in P-1 zones, and King stated that retail and restaurants are only allowed as incidental and accessory to principal uses. Per Ford's request, King reviewed zones where food trucks are currently allowed as principal and accessory uses. Ford asked if a pilot program is still operating for food trucks on public rights-of-way, and Farmer stated that the program was reauthorized for an additional year in December 2013. Ford noted that some of the areas where food trucks are currently allowed are underutilized.

In response to a question from Clarke, King stated that Alternative 2 would approve a much broader area, and clarified that Alternative 2 would include the area referenced in Alternative 4. Clarke asked how the request would proceed in Alternative 3, and King stated that the request must be authorized by the owner of the property.

Gorton asked for a new alternative that combines alternatives 2 and 4. King clarified the request, and discussed the possibility of amending Alternative 4 to include a minimum distance requirement from residential uses. Gorton and King requested the potential for minimum site acreage requirements.

Kay motioned, second Ellinger, to approve Alternative 2 – unrestricted accessory use when 500 feet or greater from residential zoning, and conditional if less than 500 feet – and forward to Council for consideration.

Gorton stated a concern that the Board of Adjustment could approve the accessory use when less than 500 feet from residential zoning, and clarified that any P-1 zoned property can apply.

In response to a question from Ford, King stated that the LFUCG generally cannot regulate the hours of the accessory use. King discussed the intent of P-1 uses as transitions between residential and higher-intensity commercial uses.

Kay asked for clarification regarding Board of Adjustment approvals, and King stated that any alternative requiring conditional approvals would involve the Board of Adjustment.

Motion failed via tie vote. Ellinger, Kay, Beard, and Clarke voted "yes". Farmer, Gorton, Ford, and Henson voted "no".

4. Municipal Aid Program

Stinnett introduced the item, and stated the need to review the administration of the program funds.

Commissioner O'Mara stated that the MAP fund represents Fayette County's share of the state gasoline tax, presented the allowed uses of the funds, and reviewed the budget process for the program.

In response to a question from Beard, O'Mara stated that state law required allocation of funds based on population rather than gallons of gasoline used.

O'Mara responded to a question from Stinnett and stated that MAP funds pay for a percentage of personnel costs for relevant divisions. Stinnett asked for a list of MAP projects over the past five years, and asked if MAP funds can be used for trails. CAO Hamilton is researching this with Law, and will report back to the committee.

5. Streetlight Installation Plan

Dowell Hoskins Squier reported that the calendar year goal for streetlight installation is 400, and 214 had been installed as of August 11, 2014. Kentucky Utilities has three crews actively installing lights, and 60 to 90 lights can be installed each month. She stated that the process is monitored on a weekly basis, and the timeline for installation is typically two months from the date the locations are marked.

Squier stated that a policy is being developed for adding new developments to the list of streetlight installations. There are currently 652 lights on the list, and approximately 450 still require installation.

Meeting adjourned at 2:53 PM.

Agape Closing Information
September 9, 2014

- I. Summary
- II. Development Plan
- III. Aerial Map
- IV. Pictures of Neighborhood Roads
- V. Response to Planning
- VI. Westerfield Way Example

I. Summary - Proposed Agape Barricade

Purpose

To establish by resolution, a permanent barricade at the current northern terminus of Agape Drive.

Background

The change of zoning from A-U (Agricultural Urban) to R-3 (Planned Neighborhood Residential) for the property known as Old Schoolhouse or the Harvey Property, allows development of that property for 196 apartments and 45 single-family residences. With the existing and connecting English Station Drive 45 residences, that combination of units would include something over 528 bedrooms. The Comprehensive Plan calls for connections at both Agape Drive and Twain Ridge. Twain Ridge was considered the major connector street but was not included in the development plan, presumably because of cost. The Planning Staff and the Planning Commission both recommended the connection of Agape.

The Residents' Concerns

To consider Agape Drive a “connector” would change a narrow, quiet, residential street into a major thoroughfare, which some think would be a distinct disservice to those Agape residents. A “connector” street is considered to be at least 36’ in width. Agape is less than 30’. It is estimated that there would be at least 400 cars moving from the area each day, many of which would use Agape not only as a “connector” but also as an **escape route** to Harrodsburg Road instead of using the planned main entrance/exit on Harrodsburg Road across from Military Pike.

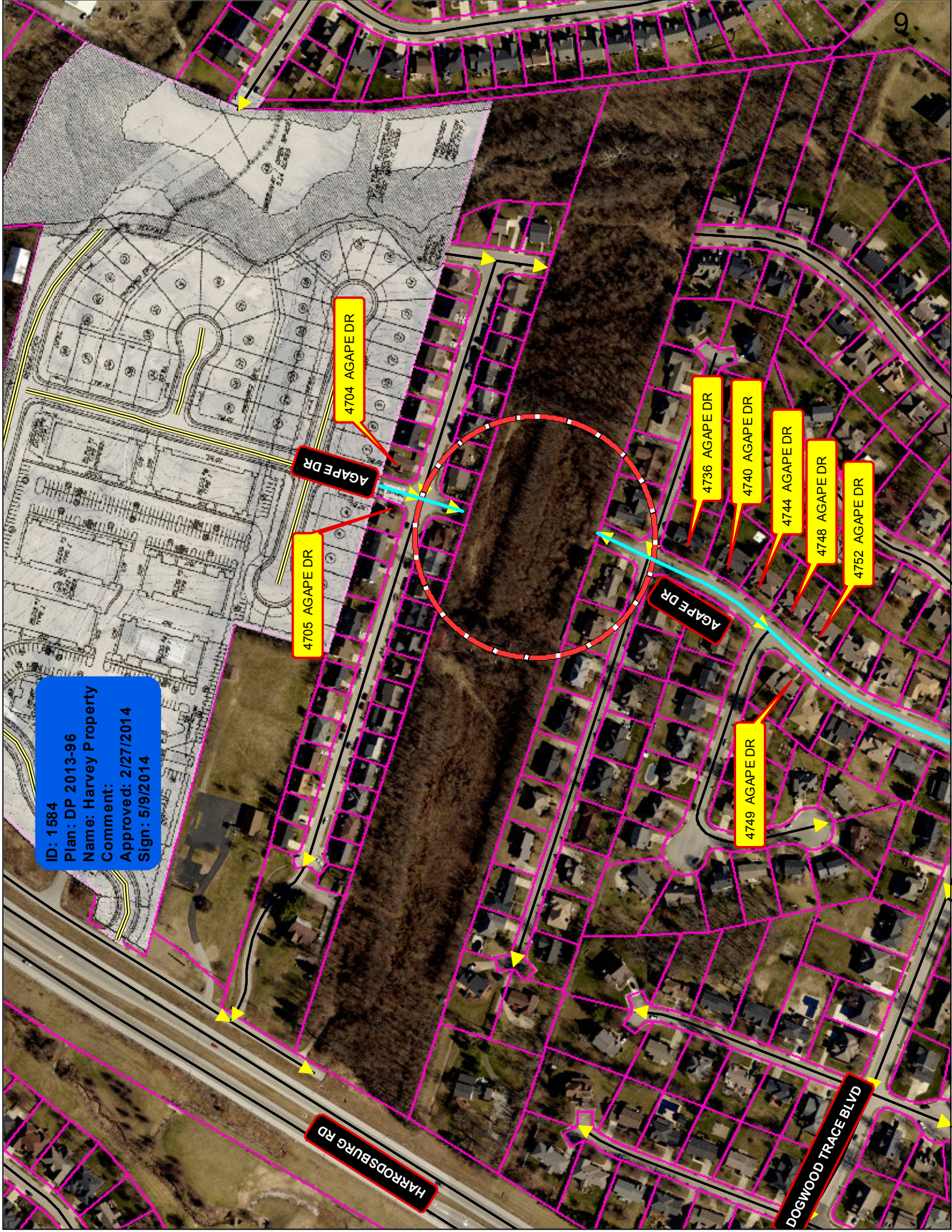
Street Name

The E911 concerns about having two unconnected Agape streets, one in Dogwood Trace and the other in the new development, would be solved by naming the new street differently. Interestingly, Bur Oak was suggested.

The Process

The Council’s Planning and Public Works Committee is asked to recommend the barricading issue to the full Council. With that action, the Department of Law will be asked to draft a Resolution to present to Council that confirms the requested barricade, with waiver of a 1981 process if necessary.

ID: 1584
Plan: DP 2013-96
Name: Harvey P Property
Comment:
Approved: 2/27/2014
Sign: 5/9/2014

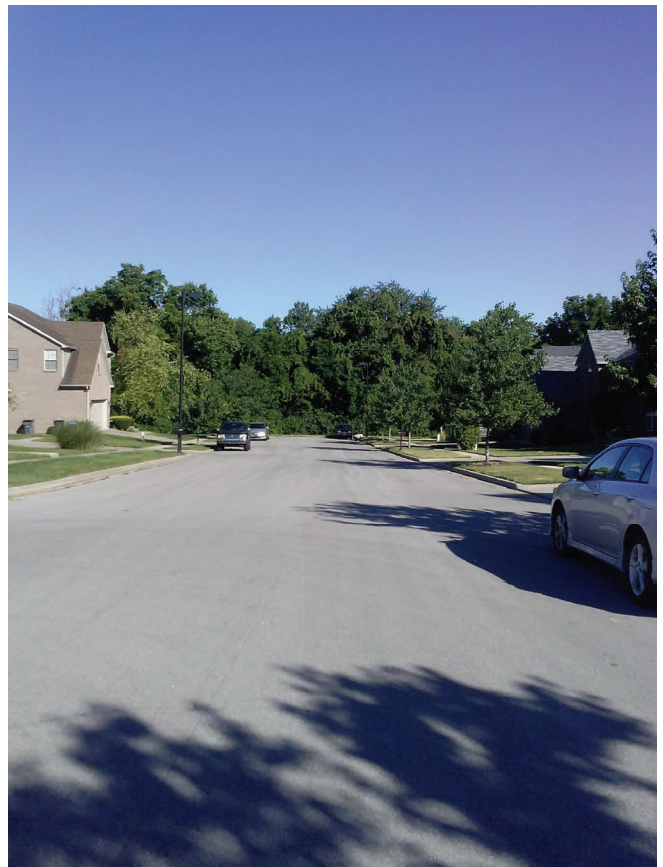


Pictures of Neighborhood Streets

Top Left: Agape, looking away from the dead end

Bottom Right: Agape, looking at dead end and the proposed barricade location

Bottom Left: Twain Ridge looking at dead end, proposed connector according to 2007 Comprehensive Plan



To: Chris King

From: Councilmember Harry Clarke

Date: June 13th

Re: Response to Planning Opposition

Chris,

I am responding to your memo of May 30 to Kevin Wentz related to the closure of Agape Drive. First I should say that I am cognizant of your need to follow your inclinations and directives for development. And with respect, nothing that I say further is in any way meant as an impingement of your task or opinions. In short, I will say “I understand.” But I must also add that I disagree with your reasoning as strongly as you pronounce them.

1. Connectivity. **It is unconscionable to use a small residential street as a primary connector to a major apartment and single family home development.** Counting on this connection to be the primary north-south street as a parallel to Harrodsburg Road is unreasonable imagery. If my judgment has any validity, such connectivity will actually put additional burden on the intersection of Dogwood Trace and Harrodsburg Road.
2. To assume that Agape as a small residential street with on-street parking can be called a safe and efficient pedestrian, bicycle, school, public safety and public service is difficult to imagine.
3. Relative to #2 above, the claim that access to Dogwood Park via Agape is critical for bicycles and pedestrians avoids the fact that this would indeed be the long way around, given the tremendous potential that the greenway around and between the new development and Dogwood Park holds for residents in the development as a “direct and walkable route.” Why should these residents have to get in their cars to go to the park that is right next door? **The option isn’t Harrodsburg Road, but a walking/biking trail to the park.**
4. Even though you say that “myriad existing streets ...mimic the condition in Fayette County” is true. It is also true that there are substantial examples of streets that have been closed for the same reasons. I give you Westerfield Drive as an example. And as you know better than I do that there are other street examples that have been stubbed through development plan or its modification.
5. You mention that “Agape is one of the primary local streets running the entire length of the neighborhood” That is true, and the closure of Agape at La Cross would do nothing to change that.

6. You are right to state that the closing of English Station will also impact Agape traffic. I point to that as a negative factor as well. It is obvious that the residents will use Agape as their principal entrance and exit to Harrodsburg Road, not the new entrance/exit on Harrodsburg Road and Twain Ridge.
7. The idea of “more efficient and less costly public services” must refer primarily to garbage pickup. **If that is the principal representative of that term, it should be noted that Dogwood Trace uses private garbage service.** So why would Lexington Waste Management need Agape?
8. You state that comprehensive planning tradition calls for “safe, efficient and connected transportation infrastructure. If that is the case, and we are determined to serve that cause, **the primary connector of Twain Ridge should have been part of the mandates for zoning and development approval as it is clearly stated in the Comprehensive Plan.**
9. Furthermore, the Comprehensive Plan indicates that connector streets, particularly the primary connector to a major development should be 33 feet in width. **Agape is not connector width.** Agape is a quiet residential street that the residents use and need for on-street parking. The suggestion by the Planning Commission to ban parking was unreasonable at best.
10. I agree that connection to Dogwood Park is important. The Greenway surrounding the development is the perfect pathway for the pedestrian and bicycle connections to the park and beyond. **The developer said in the public hearing that there was a planned path/trail around the development,** an actual answer to a question posed by me. So where does this path go, and is it in the final development plan?
11. You state correctly that “when Twain Ridge is completed the neighborhoods will be connected by a continuous collector system.” That statement of fact represents the greatest fear by the Dogwood Trace community and the residents of Agape Drive in particular that small, quiet Agape between La Cross and Dogwood Trace becomes a major thoroughfare. More significant is that even before Twain Ridge is connected, Agape will be a major escape route from the development property. **And the community sees this as serious change in the nature and value of Agape residents on that section.** It is inevitable and it is my intent to do what I can, even as a lone voice, to prevent that from happening.

RESOLUTION NO. 655-97

A RESOLUTION DIRECTING THAT WESTERFIELD WAY BE PERMANENTLY BARRICADED AT ITS PRESENT TERMINATION POINT.

WHEREAS, in order to protect the character of the Open Gates neighborhood it is necessary that Westerfield Way be barricaded at its present termination point; and

WHEREAS, permitting Westerfield Way, a street which has no sidewalks east of Neal Drive, to be extended and connected to Neal Drive would cause traffic congestion and endanger the safety and welfare of the residents of Westerfield Way; and

WHEREAS, historically, traffic flow on Westerfield Way has not been a problem and sufficient evidence has not been presented to demonstrate that granting the barricade requests will create a traffic flow problem in the area; and

WHEREAS, the portion of Westerfield Way that would be extended is currently a short stub street with only seven homes and barricading Westerfield Way at its present termination point will not effect the adequacy of the ingress and egress points for the residents of this portion of the street; and

WHEREAS, the owner of the property located at 2920 Clays Mill Road has agreed to complete Neal Drive.

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

Section 1 - That the Division of Streets and Roads take whatever action is necessary to erect a permanent barricade at the present termination point of Westerfield Way.

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

PASSED URBAN COUNTY COUNCIL: November 20, 1997



MAYOR

ATTEST:


CLERK OF URBAN COUNTY COUNCIL

PUBLISHED: November 26, 1997-1t

KH/res138

MUNICIPAL AID PROGRAM

MAP Fund Restrictions

2

□ KRS 177.365

- Funds are to be used “for the construction, reconstruction and maintenance of urban roads and streets and for no other purpose.”
- The definition of construction, reconstruction, and maintenance includes “all other items defined in the Department of Highways, design, operations, and construction manuals.”

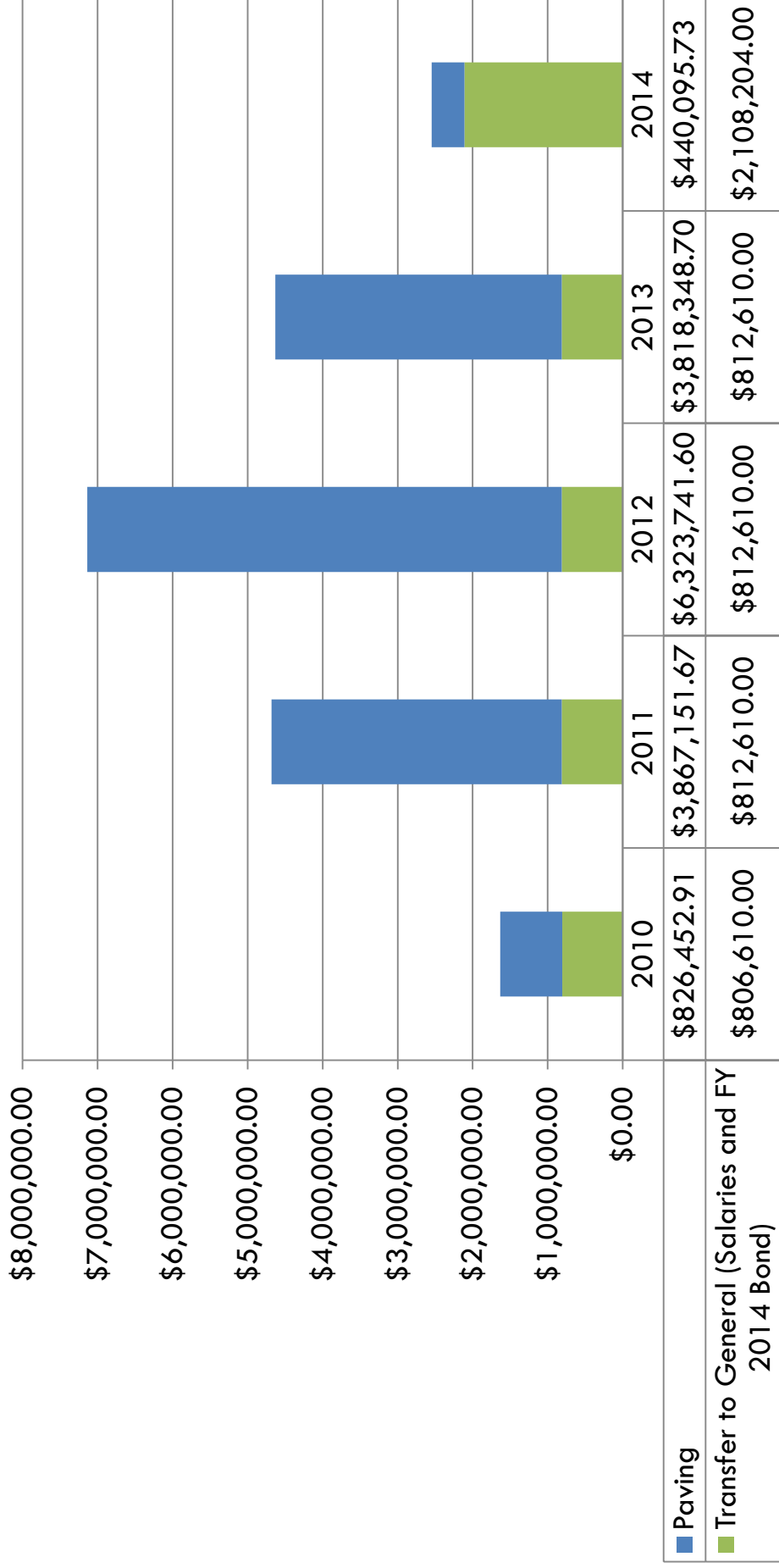
MAP Fund Restrictions

3

- Section 1502 of the KY Highway Design Manual provides Guidelines for Pedestrian & Bicycle Accommodations.
- This section includes provisions for shared use paths, stating that “a shared use path serves as part of a transportation circulation system and supports multiple modes, such as walking, bicycling, and inline skating.”

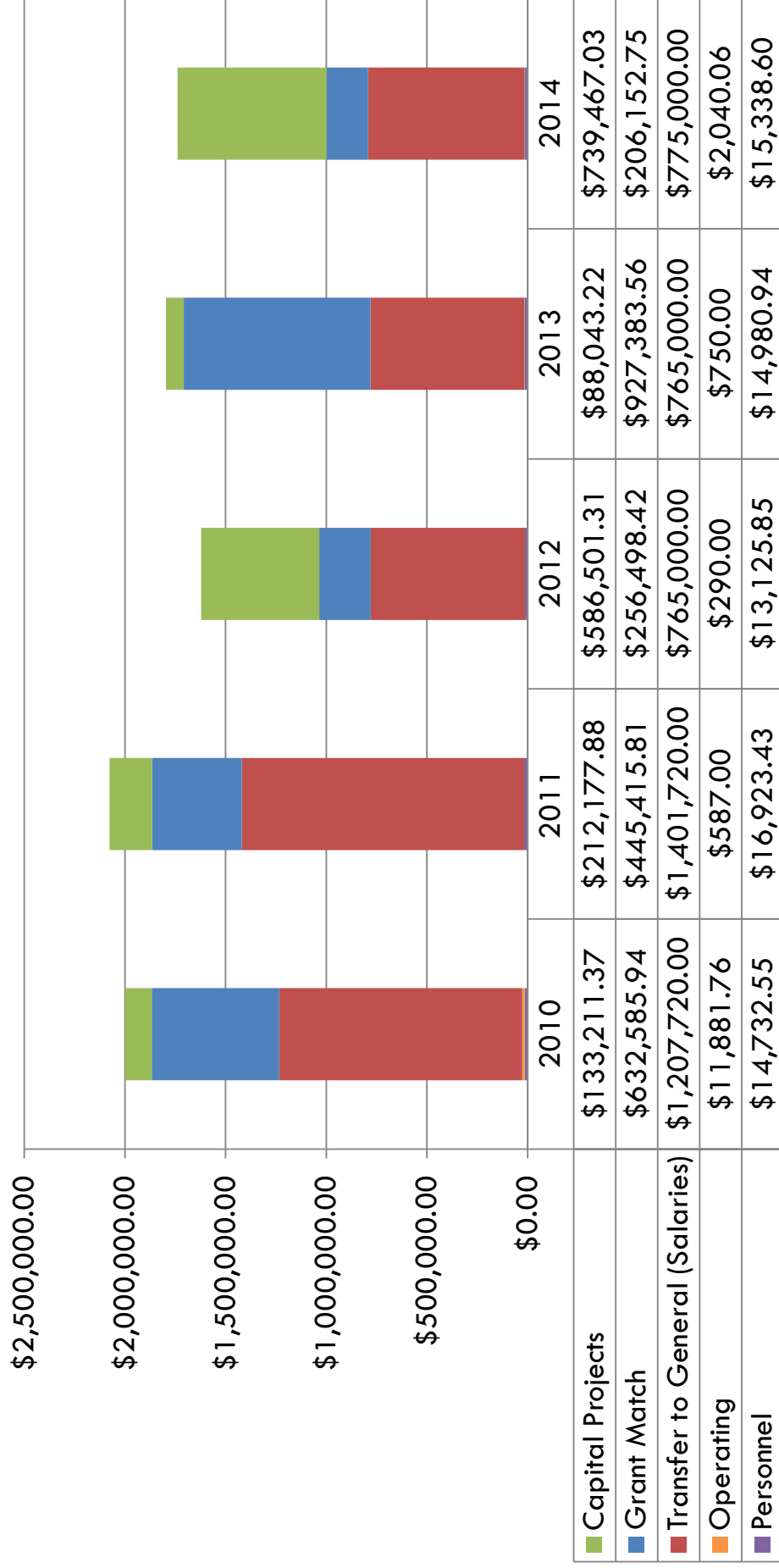
Division of Streets and Roads

4



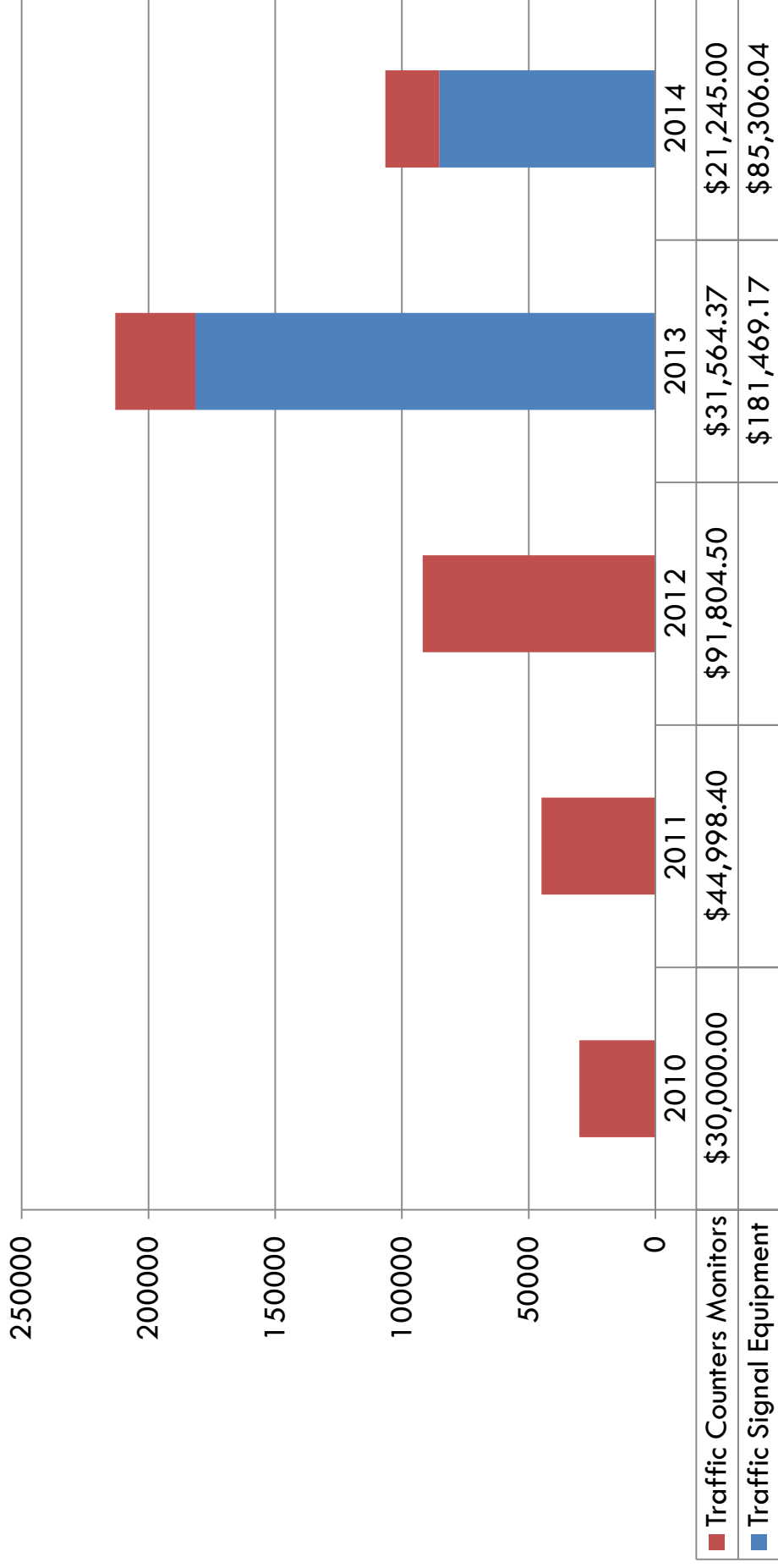
Division of Engineering

5



Division of Traffic Engineering

6



Shared Use Path Expenses

	2010	2011	2012	2013	2014
Bike Projects	\$3,534.37				
Brighton East	\$3,735.83			\$20,046.34	\$58,588.53
South Elkhorn Trail	\$2,315.50	\$652.00	\$2,594.50	\$135.00	
Town Branch	\$28,394.08				
West Hickman Trail	\$28,397.01	\$60,660.09	\$10,080.72		
Total	\$66,376.79	\$61,312.09	\$12,675.22	\$20,181.34	\$58,588.53

Total Spent on Trails 2010-2014: \$219,133.97

Questions?



Lexington-Fayette Urban County Government
DEPARTMENT OF LAW

Jim Gray
Mayor

Janet Graham
Commissioner

TO: Planning and Public Works Committee Members

FROM: Department of Law

DATE: September 2, 2014

RE: Use of MAP Funding On Trails (14CC-0571)

The Committee raised an issue as to the legal appropriateness of the expenditure of Municipal Aid Program ("MAP") funds on trails at its August 12, 2014 meeting. It is the Department of Law's opinion that the Lexington-Fayette Urban County Government may expend such funds on trails if they are located within the right-of-way (see e.g., OAG 84-271) or are the type of trail (i.e., shared use paths) contained in the relevant Department of Highways manual (see KRS 177.365(2)).

It is the Department of Law's understanding that this is also consistent with previous guidance provided by the Department of Local Government, which is the agency in charge of monitoring the expenditure of these funds.

Please contact me should you have any questions related to this matter, or if you would like for LFUCG to request any additional guidance from the Department of Local Government related to the expenditure of these funds.

David J. Barberie
Managing Attorney (with research assistance
from Andrea Brown, Attorney)

cc (via e-mail):

Sally Hamilton, Chief Administrative Officer
Janet M. Graham, Commissioner of Law
Derek Paulsen, Commisioner of Planning
Brad Frazier, Director Engineering
Andrea Brown, Attorney
Craig Bencz, Research Analyst

00452447

KY 1927 – Liberty/Todds Road Widening
Section 2
September 9, 2014

Project Description

The project begins on Todds Road near Andover Forest Drive, where the Liberty/Todds Road Section 1 improvements ended, and extends 1.6 miles southeast to the future Polo Club intersection just east of the I-75 overpass. The project will widen the existing rural 2-lane section of Todds Road to an urban 2-lane section plus a center turn lane, bike lanes, curb and gutter and sidewalks. Existing right of way is being utilized as much as possible, to minimize new right of way acquisition.

Design Phase

The design plans are approximately 95% complete. The only modifications are related to requests to adjust plans based upon right of way negotiation, or requests from the utility companies.

Right of Way Phase

The Right of Way acquisition phase has begun. Approximately 80 parcels will need to be acquired. Agreements have been reached with 48 property owners. Nine closing have been completed.

Utility Relocation Phase

Agreements with the five major utilities have been finalized and executed. Relocation schedules as provided by the utilities are as follows:

KAWC has started work and has completed its relocation up to Cyprus Way. The rest of the relocation will be complete within 30 days of the right of way acquisition for parcels 18 and 19. Scheduled for mid to late October.

Kentucky Utilities has started work and will be finished in November.

Time Warner Cable will start when KU is finished

Columbia Gas will start in September and be completed in October.

Windstream Communications will start when KU is finished

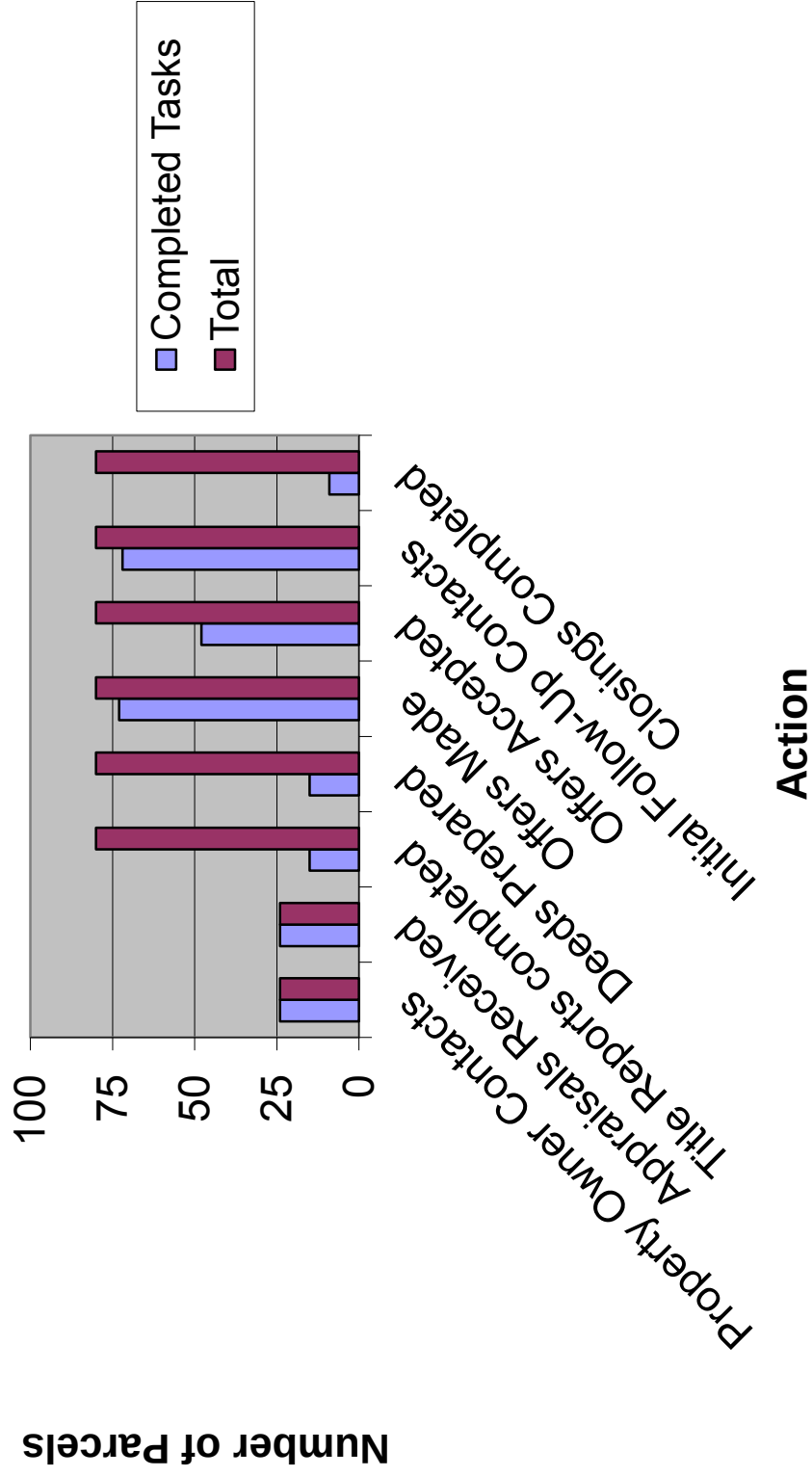
Construction Phase

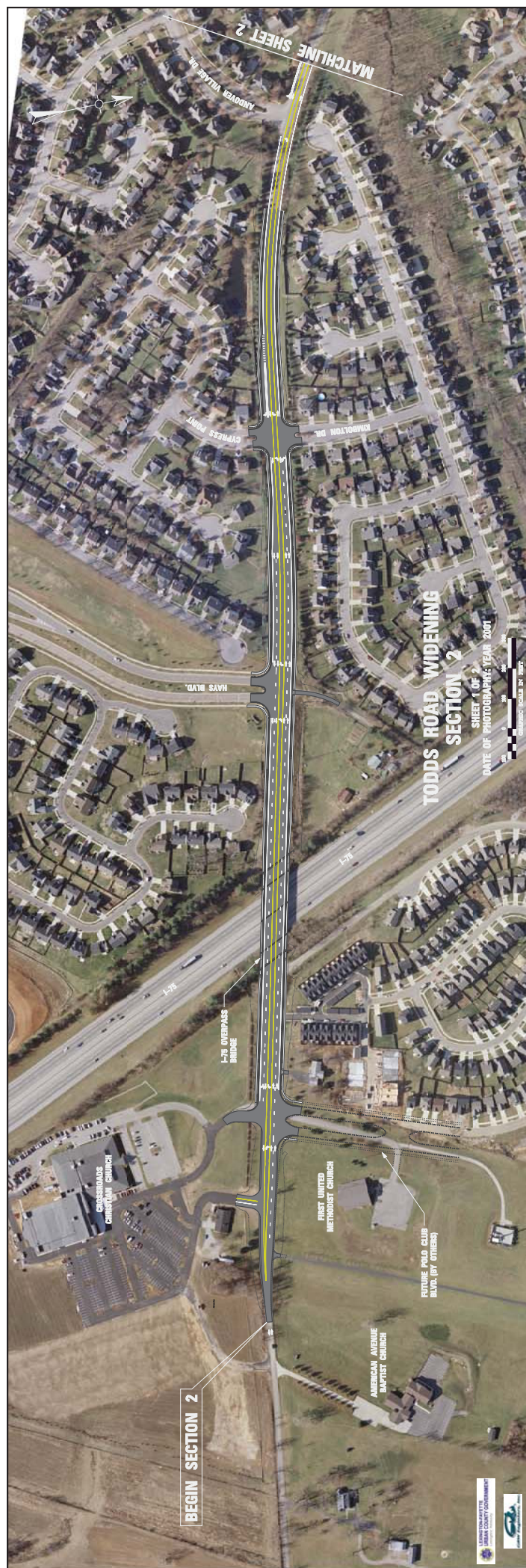
Construction funding, currently estimated at \$12 million. Construction is to be let by District 7. The LFUCG will hand over the project once right of way and utility relocation is near completion. Funding will be 100% SLX (toll credit match)

Other Issues

- Andover Golf Course Tunnel
- Todds Tributary Culvert
- Landscaping including fence

Liberty Todds Road Right of Way







BROADBAND / FIBER REVIEW

Planning and Public Works Committee
September 9, 2014

Challenge in the United States

- FCC National Broadband Plan calling for 100 Mbps speeds for 260M households by 2020
- FCC's goal of at least two "Gig" cities in each state
- Google selecting cities for investment / Google self-assessment widely distributed

Definitions

Broadband refers to the wide bandwidth characteristics of a transmission medium and its ability to transport multiple signals and traffic types simultaneously. The medium can be coaxial cable, optical fiber, twisted pair, DSL local telephone networks or wireless

Fiber Optics (optical fiber) is a flexible fiber made of extruded glass (silica) or plastic, slightly thicker than a human hair. Optical fibers are widely used in fiber-optic communications, where they permit transmission over longer distances and at a higher band width (data rates) than wire cables.

Broadband: Goals / Advantages

- Required infrastructure for technology companies
- Enable education
- Required for manufacturing, today's environment will be "just in time" (no warehouses)
- Households want faster download speeds to view and store photos, documents and entertainment
- Everyone wants "cheaper" and faster internet capability

Broadband: Affordability Challenge

- Cost is the major hurdle
- Leverage relationships
- Encourage competition among providers if it doesn't exist

Who is Doing What?

- Google Fiber (Google investment closed networks)
 - Kansas City, MO
 - Austin, TX
 - Provo, UT
- Self investment (building themselves)
 - Chattanooga, TN invested \$300M
 - Russellville, KY invested \$11M for 4,300 households and claims to be the first “Gig” city in Kentucky
 - Lafayette, LA costs estimated to be \$3-5B (800 miles of fiber cable)

Who is Doing What?

- North Carolina: AT&T announced investment but few details are available at this time
- Louisville KY
 - Issued RFI followed by RFP
 - Awarded franchise options to three companies
 - BGN Networks LLC (Bluegrass Net) small residential
 - SiFi Networks Louisville LLC (based in London, England) large residential
 - Fiber Technologies Networks LLC based in Rochester NY to build commercial area network

Financing Models/Options for Cities

- Invest thru utility structures and bonding
- Attempt to attract Google Fiber
- Discuss investment with cable providers (Windstream, Time Warner Cable, AT&T, etc)
- Explore Public Private Partnerships (P3)
- Explore non-traditional models
 - Macquarie Group challenges Google
 - UTOPIA (UT project)
 - Louisville model (award to several providers)

What is Lexington Doing?

- Traffic Division is in the 8th year of a 10 year plan to install fiber optic cable along major corridors for better communication with traffic signals, timing of lights and streaming video
- Formed Fiber Team with representatives from every department to educate as to what is available
- Have had presentations and discussions with
 - AT&T
 - Windstream
 - TW Communications
 - Macquarie Capital
 - SiFi Networks

Next Steps

- Continue conversations with potential providers
- Explore opportunities for continued education for Departments and Council Members to hear various options
- Issue an RFI when appropriate and evaluate responses
- Decide timing of potential RFP

Questions?



Lexington-Fayette Urban County Council

TO: Bill Farmer, Councilmember
District 5

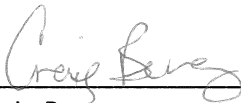
FROM: Craig Bencz
Research Analyst

DATE: September 3, 2014

In order to assist the Planning and Public Works Committee in reviewing the current list of referral items, I have highlighted those items on the list that generally meet one or more of the following criteria:

1. Item was referred two (2) or more years ago with no currently scheduled actions;
2. Item was heard by the committee recently (2014), and is not associated with a clear action item; and/or
3. Per Council Member or staff input, the item may be removed.

Items meeting these criteria are indicated on the referrals page as "potentially inactive" for the committee's consideration. Please feel free to contact me with any questions.



Craig Bencz
Research Analyst

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	Farmer	11.20.12	Summer 2014
Possible Revision of Sign Ordinance	Farmer	6.12.12	Summer 2014
Private Streets: Enforcement, Maintenance & Specifications	Mossotti	11.29.13	Summer 2014
H-1 Notification Process	Myers	1.19.13	Fall 2014
Greenway Manual & Plan	Mossotti	10.8.13	February 2014
Explore Providing Assistance to Low Income Homeowners with Code Compliance	Gorton	12.5.13	May 2014
Homeowner Associations Rights & Responsibilities	Akers	12.3.13	March 2014
Multi-Way Stop Glendover Rd @ Valley Rd	Beard	1.30.14	February 2014
Code Enforcement Fines	Lawless	2.11.14	May 2014
Building Inspection Civil Offenses	Lawless	2.11.14	Summer 2014
Off Premise Signage	Lawless	2.11.14	July 2014
Streetlight Installation Plan	Stinnett	2.11.14	August 2014
Snow Removal Plan	Stinnett	2.11.14	Fall 2014
Initiate Zoning Text Amendments for Food Trucks in the P-1 and AU Zones	Akers	2.18.14	August 2014
Design Excellence Ordinance	Kay	4.22.14	Late 2014
Affordable Housing Issue	Gorton		June-July After Break
Fiber Optic Technology	Farmer	5.6.14	September 2014
University of Kentucky Master Plan	Gorton	5.27.14	August 2014
MAP Fund Usage Policies	Stinnett	6.10.14	August 2014
Electrical Inspection Fees	Gorton	6.17.14	October 2014
Code Enforcement Nuisance Abatement Progress	General Services Link	7.10.14	Fall 2014
Landscape Examination Procedure	General Services Link	7.10.14	Late 2014
Permanent Barricading of Agape Drive	Clarke	7.1.14	September 2014
<u>Item</u>	<u>Referred By</u>	<u>Date</u>	<u>Status</u>
Oliver Lewis Way Update	Akers (Blues)	4.9.09	March 2014
Todd's Road Widening Phase II	Stinnett	4.15.09	September 2014
Downtown Traffic Study	Farmer	4.13.12	October 2014
Design Excellence Update	Kay	4.8.14	Late 2014