

ORDINANCE NO. 92-87

AN ORDINANCE ADOPTING A TRANSPORTATION POLICY FOR THE HARRODSBURG ROAD CORRIDOR WHICH POLICY ADDRESSES THE DEDICATION OF RIGHT OF WAY, ACCESS SPACING, LANDSCAPING, ALTERNATIVE TRANSPORTATION MODES, AND TRAFFIC IMPACTS AS A CONDITION FOR DEVELOPMENT APPROVAL AND COLLECTOR STREETS.

WHEREAS, Harrodsburg Road from the South Broadway Railroad underpass to the Jessamine County line is one of the most heavily traveled arterials in Fayette County; and

WHEREAS, the intensity of development and traffic along this corridor is likely to increase over the next several years, particularly in light of the completion of the South Elkhorn Trunk Sewer in the fall of 1986; and

WHEREAS, the Urban County Council authorized a traffic study of the Harrodsburg Road corridor based upon existing land use proposed by the 1980 Comprehensive Plan; and

WHEREAS, a committee composed of owners of properties in the area, residents of the area, persons who drive Harrodsburg Road and other interested citizens consulted with professional planners and traffic engineers in completing this study and has forwarded its recommendations to the Urban County Council; and

WHEREAS, the Urban County Council has reviewed the recommendations of the committee; and

WHEREAS, the Urban County Council is desirous that the transportation system can adequately handle the projected traffic count for the Harrodsburg Road corridor and that the improvements to the transportation system will reasonably coincide with development along the corridor; and

WHEREAS, in order to advance these goals, certain policies shall be adhered to by the Urban County Council and those governmental agencies making decisions on land use under the powers granted to this Urban County Government by the constitutions and laws of the United States and Commonwealth of Kentucky, including the police power and KRS Chapter 100; and

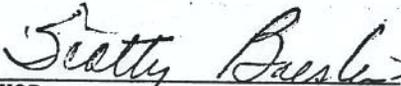
WHEREAS, these policies have been reviewed by the Planning Commission and recommended for approval at a public hearing held on October 16, 1986;

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

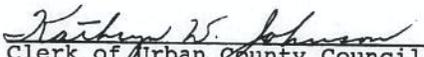
Section 1 - That the "Harrodsburg Road Transportation Policy," attached hereto and incorporated herein by reference, be and hereby is adopted and shall govern decisions and recommendations made by the Urban County Council and any agency, department, employee, or other agent or servant of this Government with respect to development and land use decisions as to properties adjacent to or located within the Harrodsburg Road corridor from the South Broadway underpass to the Jessamine County line.

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

PASSED URBAN COUNTY COUNCIL: May 14, 1987


MAYOR

ATTEST:


Clerk of Urban County Council

PUBLISHED: May 20, 1987-1t

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HARRODSBURG ROAD
TRANSPORTATION POLICY

These policies apply to developing properties adjacent to or within the Harrodsburg Road corridor from the South Broadway underpass to the Jessamine County line.

1. Dedication of Right of Way

Outside New Circle, dedication of right of way land for the widening, ultimately to seven lanes, should be required as part of the development process.

Between Cardinal Lane and Virginia Avenue, the remaining median should be removed and improvements made in the existing right of way if possible. Inside Virginia Avenue, right of way should be required as redevelopment occurs. This will allow for minimal impacts upon businesses and residences.

2. Access Spacing

Access spacing for new development and redevelopment should be at least 1600 feet apart (See Section 6-8(p) of Land Subdivision Regulations). This spacing requirement is consistent with the Access Standards Report approved by the Transportation Policy Committee and made part of the Urban County Government's Subdivision Regulations. No driveway access will be permitted for new developments. However, existing driveway access will be retained until development occurs. At that time, the driveway access shall be closed.

3. Landscaping

It is recommended that the Division of Parks and Recreation develop a landscaping plan for the area along Harrodsburg Road from Cardinal Lane to the Jessamine County line. The plan should provide for preservation of the median and shall be implemented in conjunction with any highway construction. Bikeways should also be considered as part of this plan. Until such time as a landscaping plan is adopted, appropriate landscaping should be required along Harrodsburg Road from Cardinal Lane to Jessamine County line, where feasible, in conjunction with development or roadway improvements and the median should be preserved.

For the remaining section of Harrodsburg Road (from Cardinal Lane to Virginia Avenue), the median should be removed to facilitate improvements in the existing right-of-way as discussed in paragraph 1.

Wherever feasible, plantings or landscape materials adjoining the roadway at the time of redevelopment of roadway improvements for the section of Harrodsburg Road between Cardinal Lane and the South Broadway underpass.

4. Alternative Transportation Modes

Given the level of service based upon full development in the study area, emphasis should be placed upon greater vehicle occupancy through transit and ridesharing. The vehicle occupancy in the Harrodsburg Road corridor during the peak periods is 1.23 people per vehicle in the morning and 1.44 in the afternoon. The Lexington-Fayette County average is 1.27 and 1.45 respectively. The Lexington Transit Authority should review their routes and schedules in the Harrodsburg Road corridor and make changes as appropriate. The Lexington Ridesharing Office should increase the number of carpools and vanpools. A matching program should be aimed at employers and neighborhood associations.

5. The Administration of the Lexington-Fayette Urban County Government is hereby encouraged to work with the Commonwealth of Kentucky on improvements to the Harrodsburg Road and New Circle Road interchange.
6. Other collectors as shown in the 1980 Comprehensive Plan, any subsequent amendments, or actions taken by the Planning Commission shall be required of the developer. These issues are to be addressed through the land development process through zone changes and subdivision activity.
7. In the review of development plans for those areas adjacent to or within the Harrodsburg Road corridor, traffic impacts should be considered as a condition for development. Traffic impact studies shall be prepared by the Transportation section of the Division of Planning or a consultant as an employee of the developer to be reviewed by the Transportation section of the Division of Planning. This determination shall be made by the Division of Planning in consultation with the developer. These studies shall be reviewed by the Planning Commission and the Urban County Council in their deliberation of zone changes and development plans.

Development should be permitted if the available capacity at level of service "D" exists on Harrodsburg Road and the adjacent transportation facilities taking into account the developer's proposal. Committed projects as shown in the Urban County Government's Capital Improvements Program, those in the design phase in the Commonwealth of Kentucky's Six Year Transportation Plan, and those proposed by the developer shall be included in the capacity calculations.

Improvements programmed in adjacent corridors as they impact the corridor in question should also be considered as they affect the traveling public. Level-of-service "D" represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

It is recognized that this level of service standard only applies to those areas of the Harrodsburg Road corridor that are developing or will be developing in the near future. This standard does not apply to those areas that have developed unless a major redevelopment is anticipated. It is further recognized that the developer will only be responsible for the traffic impacts as a result of new development and not for improvements as a result of a previous deficiency in the transportation system.

When applying this level of service "D" standard to areas of the community, it is recognized that certain facilities presently function at a service level lower than "D" and that improvements needed to obtain a level of service "D" may be infeasible for any number of reasons. It is also recognized that a development project may be in the community's best interests based upon other community goals in spite of its impact upon the transportation system.

Therefore, if the proposed development causes level of service on Harrodsburg Road and on the adjacent transportation facilities not to meet level of service "D", as described above, the Planning Commission and the Urban County Council in their deliberation of zone changes and associated development plans, may approve the development if they can adopt findings that the development, in spite of its impact upon the transportation system, advances other community goals such as growth and development, economic and housing opportunities, and essential public facilities and services.