

CITY OF FRANKFORT

Subdivision and Development Plan Regulations

Frankfort Board of Commissioners

Adopted February 16, 2004

Amendment #1 adopted

November 28, 2005

Amendment #2 - Revised Open Space

September 25, 2006

Amendment #3 - Certificate of Occupancy

August 27, 2007

Initial Adoption by
Frankfort and Franklin County Planning Commission

November 20, 2003

November 20, 2003

These regulations were prepared under the auspices of the Legislative and Planning Commission members listed below. Thanks to the many other staff and citizens of Frankfort and Franklin County that participated in the development of the Subdivision and Development Plan Regulations.

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Part 1

General Provisions

1.01.00 TITLE

These regulations shall be known and may be cited as the Frankfort and Franklin County Subdivision and Development Plan Regulations.

1.02.00 PURPOSE

The Frankfort and Franklin County Subdivision and Development Plan Regulations are intended to guide the design and **DEVELOPMENT** of land for residential, commercial, industrial, and civic purposes. These regulations are intended to ensure: the proper arrangement of **STREETS**; safe, convenient, and efficient traffic circulation; adequate and convenient open spaces and recreation areas; protection of environmentally sensitive areas; minimization of fire hazards; adequate light and air; mitigation of flood hazards; provision of potable water, sewage treatment, drainage facilities, and other utilities, facilities, and services; and enhancement of the unique character and aesthetics of the City, County, individual communities, and neighborhoods. It is further intended that these regulations provide guidelines for development in the City, County, individual communities, and neighborhoods in a manner that is consistent with the **COMPREHENSIVE PLAN FOR FRANKFORT AND FRANKLIN COUNTY**.

1.03.00 LEGISLATIVE AUTHORITY

The Frankfort and Franklin County Subdivision and Development Plan Regulations are adopted under authority granted by the Kentucky Revised Statutes (KRS), Chapter 100.273.

1.04.00 APPLICABILITY

The provisions of the Frankfort and Franklin County Subdivision and Development Plan Regulations shall apply to all lands within the municipal limits of the City of Frankfort, Kentucky, and within the boundaries of Franklin County, Kentucky.

1.05.00 EFFECT ON PREVIOUSLY APPROVED PLATS AND DEVELOPMENT PLANS

The design and construction requirements of the Frankfort and Franklin County Subdivision and Development Plan Regulations shall not apply to:

- A. **SUBDIVISIONS** that have previously received Preliminary Plan approval, provided that such approvals have not expired at the time of adoption of the Frankfort and Franklin County Subdivision and Development Plan Regulations;
- B. **SUBDIVISIONS** that have received a Preliminary Plan review by the **TECHNICAL REVIEW TEAM**, provided that the Preliminary Plan is approved by the **PLANNING COMMISSION** within six months of the effective date of these regulations;
- C. **SUBDIVISIONS** within the municipal boundaries of the City of Frankfort and were approved by the **PLANNING COMMISSION** prior to July 12, 1983, provided that such approval has not expired at the time of adoption of these regulations; and
- D. **SUBDIVISIONS** within the jurisdiction of Franklin County and were approved by the **PLANNING COMMISSION** prior to December 7, 1987, provided that such approval has not expired at the time of adoption of these regulations.
- E. **DEVELOPMENT PLANS** approved by the **PLANNING COMMISSION** prior to the effective date of these regulations.

1.06.00 EXEMPTIONS

Pursuant to KRS Chapter 100.111(22), the division of land for **AGRICULTURAL USE** and not involving a new **STREET** is exempt from the regulations of this Chapter.

Commentary Pertaining to Section 1.06.00
The definition of “agricultural use” used in Section 1.06.00 “means the use of (a) a tract of at least five (5) contiguous acres for the production of agricultural or horticultural crops, including, but not limited to, livestock, livestock products, poultry, poultry products, grain, hay, pastures, soybeans, tobacco, timber, orchard fruits, vegetables, flowers, or ornamental plants, including provision for dwellings for persons and their families who are engaged in the above agricultural use on the tract, but not including residential building development for sale or lease to the public; (b) regardless of the size of the tract of land used, small wineries licensed under KRS 243.155, and farm wineries licensed under the provisions of KRS 243.156; (c) a tract of at least five (5) contiguous acres used for the following activities involving horses...; or (d) a tract of land used for the following activities involving horses...”. KRS 100.111 (2), as amended July, 2004.

1.07.00 MAP OF URBAN, SUBURBAN, AND RURAL AREAS

Figure 1.1 depicts the location and extent of designated Urban, Suburban, and Rural areas. This map shall be known as the “Map of Urban, Suburban, and Rural Areas.” The purpose of the map is to depict those areas subject to **SUBDIVISION** and **DEVELOPMENT PLAN** regulations applicable to Urban areas as set forth in Part 2, those areas subject to **SUBDIVISION** and **DEVELOPMENT PLAN** regulations applicable to Suburban areas as set forth in Part 3, and those areas subject to **SUBDIVISION** and **DEVELOPMENT PLAN** regulations applicable to Rural areas as set forth in Part 4. When a property is located in more than one area type, the following rules shall apply:

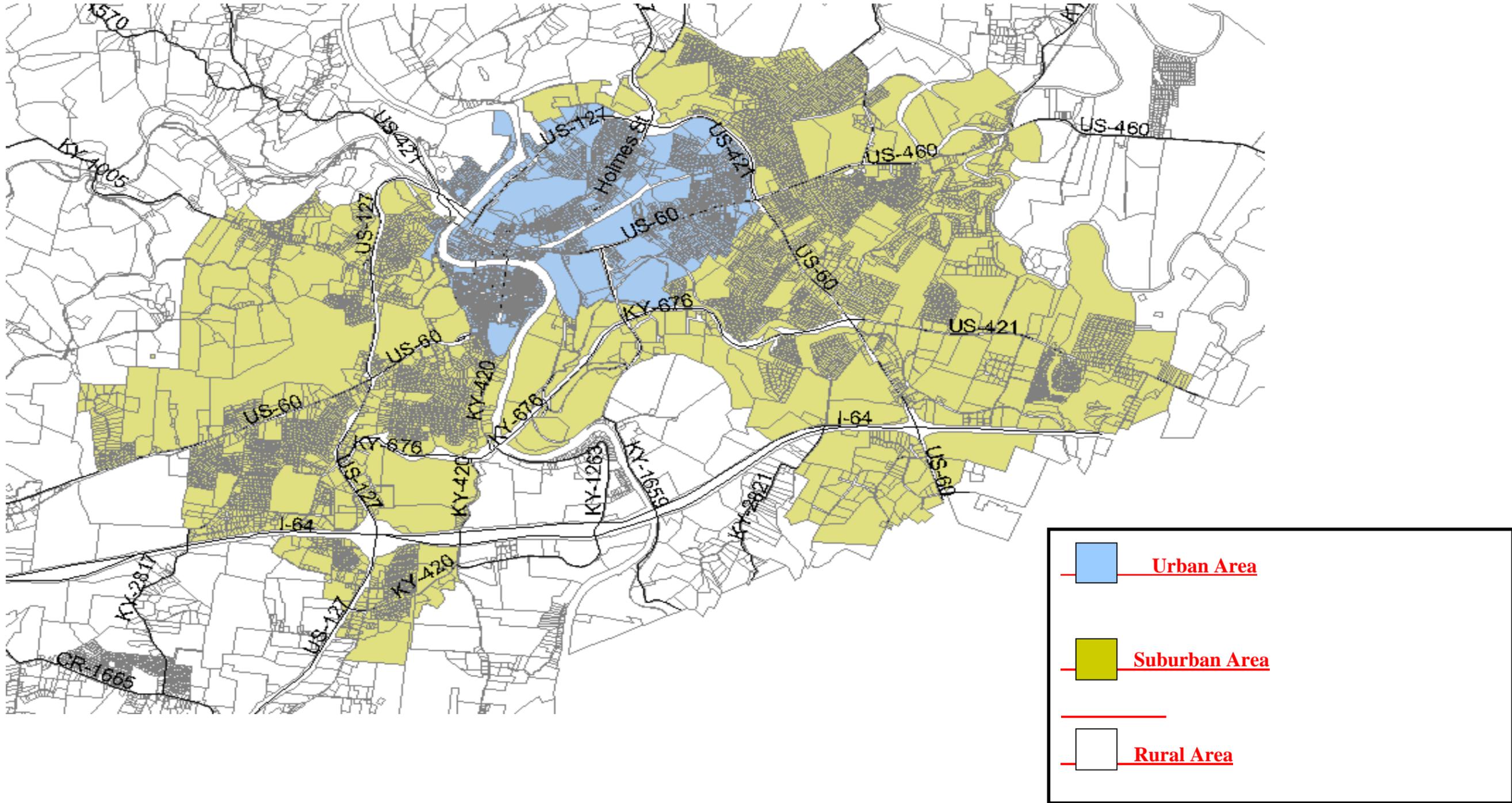
- A. For a property located in an Urban and Suburban Area, the requirements of Part 2 shall apply to the entire property;
- B. For a property located in a Suburban and Rural Area, the requirements of Part 3 shall apply to the entire property; and
- C. For a property located in a Urban, Suburban and Rural area, the **PLANNING COMMISSION** shall determine which area requirements shall apply.

1.08.00 INTERPRETATION OF MAP BOUNDARIES

Where uncertainty exists as to the boundaries of Urban, Suburban and Rural areas shown on Figure 1.1, the following rules shall apply.

- A. Boundaries indicated as approximately following the centerlines of **STREETS**, highways, **ALLEYS**, or other public **RIGHTS-OF-WAY** shall be construed to follow such centerlines. Where the **STREET**, highway, **ALLEY**, or **RIGHT-OF-WAY** has been vacated through official action of the governing body, the boundary shall be construed to follow the centerline of the vacated **RIGHT-OF-WAY**.
- B. Boundaries indicated as approximately following platted lot lines, section lines, or tract lines, shall be construed to follow such lines.
- C. Boundaries indicated as approximately following city limits lines shall be construed to follow such city limits lines.
- D. Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks.
- E. Boundaries indicated as following shorelines shall be construed to follow such shorelines, and in the event of change in the shoreline shall be construed as moving with the actual shoreline; boundaries indicated as approximately following the centerlines of canals, streams, or other bodies of water shall be construed to follow such centerlines.
- F. Where features existing on the ground are different than those shown on the Figure 1.1, or where other uncertainty exists, the **PLANNING COMMISSION** shall render an interpretation on the location of the boundary line in question.

**Figure 1.1 Urban, Suburban and Rural Areas
Frankfort and Franklin County**



1.09.00 ADMINISTRATION OF REGULATIONS

The **FRANKFORT AND FRANKLIN COUNTY PLANNING COMMISSION**, and its designees, shall administer these regulations. All applications, fees, maps, and documents relative to plan approval shall be submitted to the Commission. The City of Frankfort and Franklin County shall designate appropriate and sufficient staff to handle the daily administration of these regulations on behalf of the **PLANNING COMMISSION**. The **FRANKFORT AND FRANKLIN COUNTY PLANNING COMMISSION** is empowered to appoint a **SUBDIVISION** committee, composed of members of the Commission, to study proposed **SUBDIVISIONS** and site developments. However, no plan may be approved except by official action of the **PLANNING COMMISSION** or its duly authorized designee. The administration of these regulations shall be carried out in conformance with the requirements of Part 7 of these regulations.

1.10.00 PLANNING COMMISSION ACTION ON VARIANCES TO THESE REGULATIONS

The **PLANNING COMMISSION** is hereby empowered to do all things necessary and proper to administer and enforce these regulations, including, but not limited to, the power to hear and finally decide applications for **VARIANCES** when a proposed development involves a **SUBDIVISION** and one or more **VARIANCES** from the dimensional requirements of these regulations. In considering applications for variances under these regulations, the **PLANNING COMMISSION** shall assume all powers and duties otherwise exercised by the Board of Zoning Adjustment pursuant to KRS, 100.231 through 100.251. The applicant for the **SUBDIVISION**, at the time of filing of the application for the **SUBDIVISION**, may elect to have a **VARIANCE** for the same development to be heard and finally decided by the **PLANNING COMMISSION**, or by the Board of Zoning Adjustment as otherwise provided by KRS 100.

Commentary Pertaining to Section 1.10.00

This Section authorizes the **PLANNING COMMISSION** to act as the Board of Zoning Adjustment when a request for a variance is filed in conjunction with an application for subdivision approval.

1.11.00 SUBDIVISION REQUIRES A PLAT

No person shall subdivide land without the approval and recording of a **MAJOR** or **MINOR RECORD PLAT** in accordance with the requirements of these regulations. In the event that any unapproved plat has been recorded, land has been sold or transferred, or a contract has been entered into for the sale or transfer of land in violation of the provisions of these regulations, then the requirements of KRS 100.292 shall apply.

Commentary Pertaining to Section 1.11.00

KRS 100.292 states as follows, "When it has been discovered that land has been sold or transferred, or that a contract has been entered into for the sale or transfer of land in violation of the provisions of this chapter pertaining to the regulation of **SUBDIVISIONS**, the owner or owners of record shall file plats of the land in accordance with this chapter. When land is sold or transferred, or a contract has been entered into for the sale or transfer of land in violation of this chapter, the land shall be governed by **THE SUBDIVISION** regulations both prior to and after the platting of the land by the owner of record as if a plat had been filed in accordance with the provisions of this chapter pertaining to **SUBDIVISION** regulations. Plats filed pursuant to this section may be filed by the last transferee in the chain of title including holders of deeds which may otherwise be void under KRS 100.277(2)."

1.12.00 STATUS OF LOTS CREATED IN VIOLATION OF THE PROVISIONS OF THIS CHAPTER

No **BUILDING PERMIT** or certificate of occupancy shall be issued for any structure on any parcel or **LOT** that was created in violation of these regulations.

1.13.00 MINIMUM STANDARDS

In their interpretation and application, the provisions of these regulations shall be held to these minimum requirements, adopted for the promotion of the public health, safety, and general welfare. All developers should consider developing their **SUBDIVISIONS** at higher standards. The **PLANNING COMMISSION** may require standards above the minimum contained herein whenever it finds that public health, safety, and welfare purposes justify such increases. Whenever the provisions of these regulations are at variance with the requirements of any other lawfully adopted rules, regulations, or ordinances, the provisions that is more restrictive or imposes a higher standard or requirement shall govern.

1.14.00 SEVERABILITY OF REGULATIONS

These regulations are severable and the invalidation of any portion hereof by any court of competent jurisdiction shall in no way affect the validity of any other portion.

1.15.00 AMENDMENT OF REGULATIONS

These regulations may be amended from time to time as provided by law, and in accordance with the provisions of 1.15.01 below.

1.15.01 Amendment of Textual Provisions of Subdivision and Development Plan Regulations (Exclusive of Figure 1.1)

The process for amending any textual provision (excluding Figure 1.1) of these regulations shall be as set forth below.

- A.** An amendment of any textual provision of these regulations shall only be initiated by the Frankfort and Franklin County Planning Commission, the City of Frankfort Board of Commissioners or the Franklin County Fiscal Court.
- B.** The amendment process and public notice provisions shall be as set forth in Part 7.11.00 of these regulations.
- C.** A textual amendment approved by the Frankfort and Franklin County Planning Commission shall become effective upon the date specified in the ordinance adopting the amendment.

1.15.02 Amendment of Urban, Suburban or Rural Areas (Figure 1.1)

The process for amending Figure 1.1, Urban, Suburban and Rural Areas shall be as follows:

- A.** A proposed amendment shall be for a specific parcel (s) of land and the application shall describe the parcel (s) subject to the amendment by a legal description prepared by a registered surveyor and depicted on a plat of survey.
- B.** An application to amend an Urban, Suburban or Rural Area boundary may be submitted by the owner of the property described in the application; by the Frankfort and Franklin County Planning Commission; by the City of Frankfort Board of Commissioners; or by Franklin Fiscal Court.
- C.** The application process and public notice provisions for an Amendment of Urban, Suburban or Rural Areas (Figure 1.1) shall be as set forth in Part 7.11.00 of these regulations.

D. An application for amendment of Figure 1.1 shall not be reviewed concurrently with an application for a zoning map amendment, or any application for **SUBDIVISION** or **DEVELOPMENT PLAN** review for the property subject to the proposed amendment.

E. An amendment of Figure 1.1 approved by the Frankfort and Franklin County Planning Commission shall become effective upon the date specified in the ordinance adopting the amendment.

1.16.00 RULES OF INTERPRETATION

1.16.01 Generally

For the purposes of these regulations, certain terms, words and symbols are to be interpreted as follows, unless the context clearly indicates otherwise:

- A. The word “person” includes an individual, a corporation, a partnership, an incorporated association, or any other similar entity.
- B. Tense: Words used in the present tense include the future.
- C. Number: Words in the singular number include the plural; and words in the plural include the singular, unless the obvious construction of the wording indicates otherwise.
- D. Gender: Words in the masculine gender include the feminine, and neuter, and vice-versa.
- E. Shall, Should, May, Includes – The word “shall” is mandatory; the word “should” is directive but not mandatory; the word “may” is permissive. The word “includes” shall not limit a term to the specific examples, but is intended to extend its meaning to all other instances or circumstances of like kind or character.
- F. The phrase “used for” includes “arranged for,” “designed for,” “intended for,” “maintained for,” or “occupied for.”
- G. The word “**LOT**” includes the words “plat” or “parcel.”
- H. Measurement of Distances: Unless otherwise specified, all distances shall be measured horizontally and at right angles to the line in relation to which the distance is specified.
- I. Interpretation of Undefined Terms: Terms not otherwise defined herein shall be interpreted first by reference to the adopted **COMPREHENSIVE PLAN** or **ZONING REGULATIONS**, if specifically defined therein; secondly, by reference to generally accepted engineering, planning, or other practices; and otherwise according to common usage, unless the context clearly indicates otherwise.

1.16.02 Responsibility for Interpretation

In the event that any question arises concerning the application of regulations, design standards, construction and improvement standards, other criteria, definitions, procedures, or any other provisions of the Frankfort and Franklin County Subdivision and Development Plan Regulations, the **PLANNING DIRECTOR**, or duly authorized designee, shall, on behalf of the **PLANNING COMMISSION**, be responsible for interpretation.

1.16.03 Computation of Time

The time within which an act must be done shall be computed by counting working days, excluding the first and including the last day. Saturdays, Sundays, and legal holidays shall be excluded from the computation. The **PLANNING COMMISSION** shall determine and cause to be published a list of legal holidays applicable to the computation of time prior to the beginning of each calendar year.



Part 2

Urban Area Subdivision and Development Design Requirements

2.01.00 GENERALLY

2.01.01 Intent

The requirements of Part 2 are provided to ensure that the **SUBDIVISIONS** and **DEVELOPMENT PLANS** within the Urban Area are consistent with the predominant characteristics of urban types of **DEVELOPMENT**. It is the intent of the **PLANNING COMMISSION** that land proposed to be subdivided shall be suitable for development, including consideration of flood hazards; geologic hazards; availability of adequate water supply, sewage disposal, storm water facilities, transportation facilities, and schools; or consideration of other such conditions as may endanger the health, life, or property of the citizens of Frankfort and Franklin County.

Commentary Pertaining to 2.01.00
A building site is any group of one (1) or more lot(s) or parcel(s) occupied or intended for development as a unit, whether or not as part of a larger development site. Building site area does not include surface water bodies or floodways, but does include wetlands. (From Part 10 – Definitions)

2.01.02 Applicability

SUBDIVISIONS and **DEVELOPMENT PLANS** within the boundaries of the Urban Area, as depicted on the Map of Urban, Suburban, and Rural Areas (Figure 1.1 located in Part 1), shall comply with the requirements of this Part. (See Section 1.07.00 for the rule applicable to properties located in more than one type of area.)

2.02.00 STANDARDS FOR LOT LAYOUT AND DEVELOPMENT DESIGN

2.02.01 Compliance with Zoning District Requirements

SUBDIVISIONS and **DEVELOPMENT PLANS** within the Urban Area shall comply with the requirements of the zoning district in which the **SUBDIVISION** or site is proposed. Zoning district regulations govern **BUILDING PLACEMENT**, density and intensity of use.

2.02.02 Lot and Block Design Requirements

- A. **LOT AREA** and dimensions shall conform to the applicable zoning district standards, except as otherwise provided herein. **LOT AREA** shall be consistent with the average **LOT AREA** within the **NEIGHBORHOOD**, but not less than the minimum standards established for the applicable zoning district(s). Consistency means that the proposed **LOTS** are within ten (10) percent of the **AVERAGE LOT AREA** of all **LOTS** within the **NEIGHBORHOOD**.
- B. **LOT DEPTH** to width ratio standards will be based on the type of access. Where access to a **LOT** is from a frontage **STREET**, the lot depth to width ratio should not exceed 2.5 to 1. Where access is located at the rear of a **LOT**, either by **ALLEY**, **STREET** or **EASEMENT**, the lot depth to width ratio should not exceed 5 to 1 or a maximum depth of two hundred (200) feet.

Commentary Pertaining to 2.02.02(B)

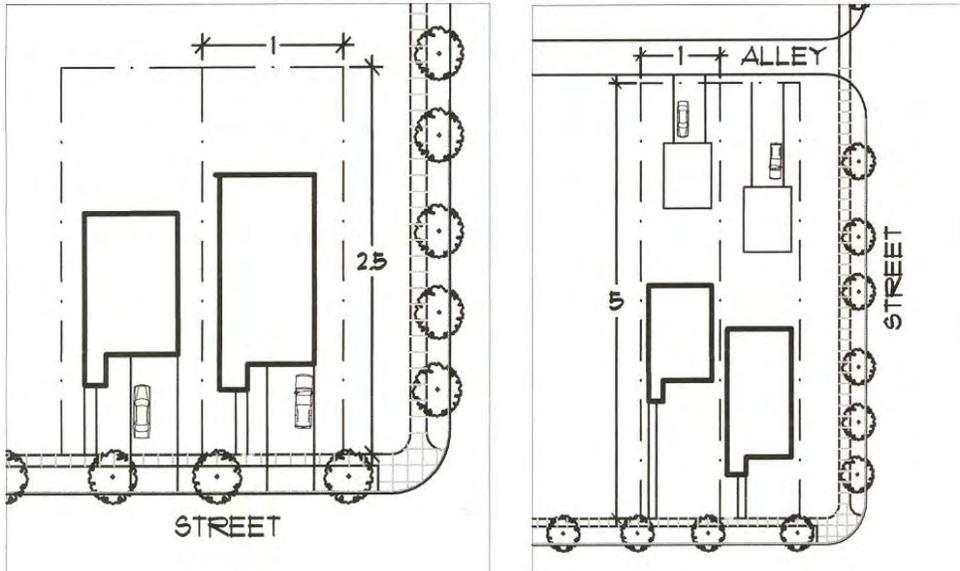
The intent of Section 2.02.02 (B) is to ensure that new subdivisions and Building Sites in the urban area are of similar configuration and that lot or building site area is as similar as possible to the existing development pattern.

Average lot area is determined by summing the total lot area of all lots within the “neighborhood.” Neighborhood can be defined by one of three methods depending on the context. The first method is generally applicable for residential neighborhoods with a predominant housing type. In this context the average lot area is determined by summing the area of all lots and/or Building Sites within the same block and all abutting blocks, then dividing by the total number of lots and/or Building Sites within the same area.

The second method is for neighborhoods with multiple housing types. In this context the average lot area is determined by summing the width of all lots and Building Sites within the same block face along both sides of the street, then dividing by the total number of lots and Building Sites within that same area.

The third method is intended to address a mixed use or non-residential context. Average Building site Area can be determined by summing the area of all Building Sites fronting the same street within two blocks of the proposed subdivision or site development, and dividing by the total number of Building Sites in that same area.

Figure 2.1 Lot Depth to Width Standards

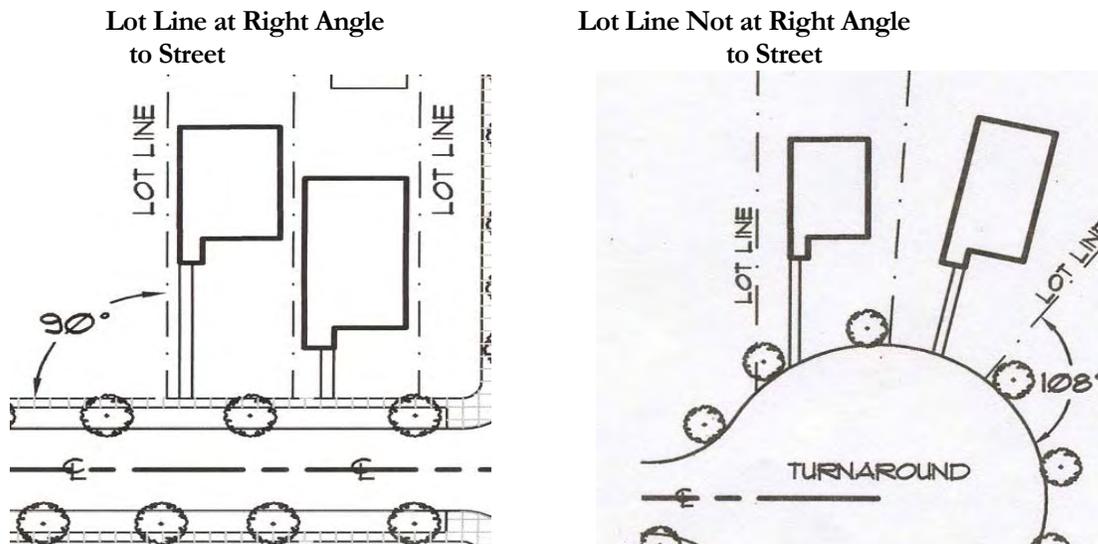


Front Access Lot - 2.5 : 1 Ratio

Rear Access Lot - 5 : 1 Ratio

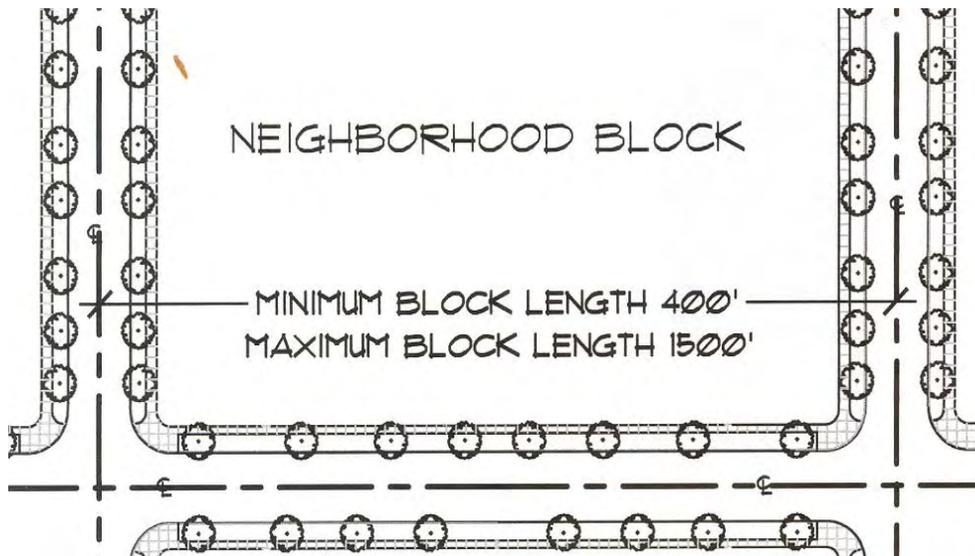
- C. **LOTS** should be configured so that side **LOT** lines are at right angles to the **LOT FRONTAGE** or **STREET FRONTAGE** whenever practical. Lots fronting on the turnaround portion of a CUL-DE-SAC street present one situation where it may not be practical for side **LOT** lines to form a right angle with **Lot** or **STREET** frontage.

Figure 2.2 Illustration of Lot Line Standards



- D. **SUBDIVISIONS** should not be configured with **DOUBLE FRONTAGE** or **REVERSE FRONTAGE LOTS** unless the configuration is needed to provide for the separation of residential development from major transportation **THOROUGHFARES**; **LOTS** developed or zoned for commercial use; **LOTS** developed or zoned for industrial use; or lots developed or zoned as Planned Unit Developments (PUD).
- E. **CORNER LOTS** shall have sufficient frontage on the two **ABUTTING STREETS** to ensure that all **BUILDING PLACEMENT** standards are met.
- F. The length of **BLOCKS** along the primary **STREET** frontage shall be consistent with the average **BLOCK** length of the **NEIGHBORHOOD**, but shall not be less than 400 feet or more than 1,500 feet. **BLOCK** length shall be measured from the centerline of intersecting **STREETS** that establish the **BLOCK**. The determination of the primary **STREET** frontage shall be based on highest functional classification. Where all **STREETS** that form the **BLOCK** are of the same functional classification, the primary **STREET** frontage shall be determined from the longest **STREET**.

Figure 2.3 Block Design Standards



- G. **BLOCKS** should be configured to accommodate two (2) rows of **LOTS**. An exception may be granted where **DOUBLE FRONTAGE LOTS** or **REVERSE FRONTAGE LOTS** are allowed, pursuant to 2.02.02 (E).
- H. **FLAG LOTS** shall not be permitted in the Urban Area.

2.03.00 TRANSPORTATION SYSTEM REQUIREMENTS

2.03.01 Street System Classification

- A. The proposed **STREET** system of the **SUBDIVISION** or site shall conform to the system of **THOROUGHFARES** and **NEIGHBORHOOD STREETS** established in the Urban Area. Extensions and connections of new **THOROUGHFARES** and **STREETS** to existing **THOROUGHFARES** and **STREETS** shall be required to continue the transportation system and pattern of the Urban Area. The proposed transportation system shall provide for adequate and safe on and off-street parking, and adequate and safe loading and unloading of goods and equipment.
- B. The proposed street system of the **SUBDIVISION** or site shall conform to the **MAJOR STREET PLAN**. (See Transportation Plan contained in the Frankfort and Franklin County Comprehensive Plan)

2.03.02 Design Standards - Thoroughfares and Neighborhood Streets

- A. The minimum **RIGHT-OF-WAY** width, as measured from **LOT** line to **LOT** line, shall be as provided in the **MAJOR STREET PLAN**, but shall not be less than the standards shown below in Table 2.1.

Table 2.1 Minimum Right-of-Way Requirements – Urban Area

Urban Area Street Type Classification	Minimum ROW (feet) No On-Street Parking CG Section(1)		Minimum ROW (feet) With On-Street Parking One or Both Sides CG Section (1)	
	3 lanes	5 lanes	3 lanes	5 lanes
Thoroughfares				
Arterial	80	104	96	NA
Collector	70/80(3)	94/104(3)	86/96 (3)	110/120 (3)
Marginal/Frontage	50	NA	NA	NA
Neighborhood Streets	2 lanes	3 lanes	2 lanes	3 lanes
Major	60	71	76/87(3)	87/97(3)
Minor	40	NA	50 (5)	NA
Alley/Common Drive (2)	30 (4)	NA	NA	NA

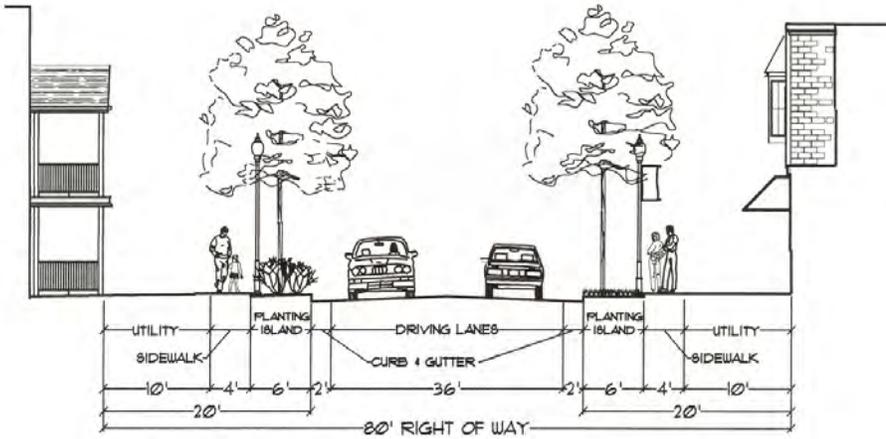
- (1) A CG section includes the **CURB** and gutter along both sides of the **STREET** as well as raised medians.
- (2) Curbs and gutters are required for the Alley/Common Drive unless waived by the applicable **ENGINEERING OFFICIAL**.
- (3) The additional 10 feet of right-of-way may be required for the purpose of increasing the width of sidewalks when the Major Thoroughfare provides access to commercial properties.
- (4) The minimum right-of-way may be increased to provide for drainage facilities and a portion of the required right-of-way may be provided in a utility easement.
- (5) On-street parking is only permitted along one side of the street opposite to side containing fire hydrants and potable water lines. Where on-street parking is provided the curb shall be painted and a sign placed at the entrance to the **SUBDIVISION** to denote where on-street parking is permitted.

Note: The references to 3 and 5 lanes for street types are based on two or four travel lanes and one left turn lane.

Note: The **RIGHT-OF-WAY** standards assume that left turn lanes are painted to separate movements. If a raised median is planned, the right-of-way requirements will be increased to accommodate the additional curb and gutter.

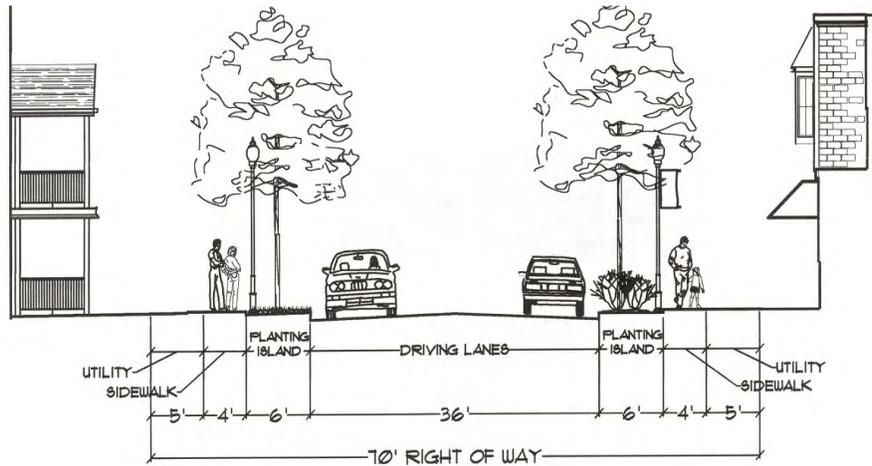
- B. Typical Cross-Sections and Requirements for Thoroughfares and Neighborhood Streets – The following Figures contain all right-of-way and design requirements that shall be applicable for these classifications.

Figure 2.4 Thoroughfare Design Standards



Arterial Thoroughfare Cross-Section

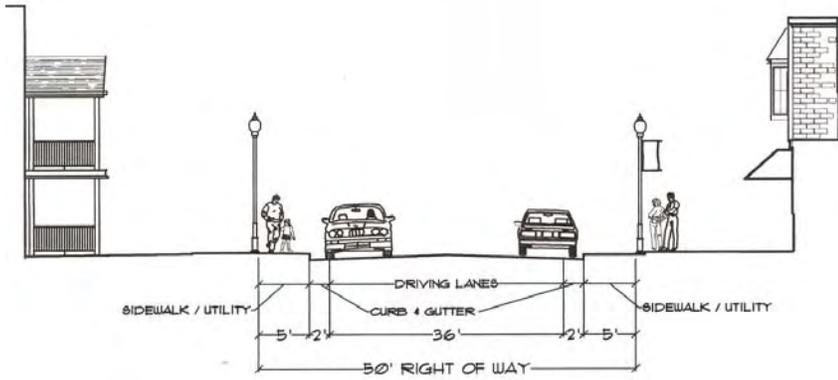
If on-street parking is included, an additional 8 feet per side is recommended for parking lanes



Collector Thoroughfare Cross-Section

If on-street parking is included, an additional 8 feet per side is recommended for parking lane

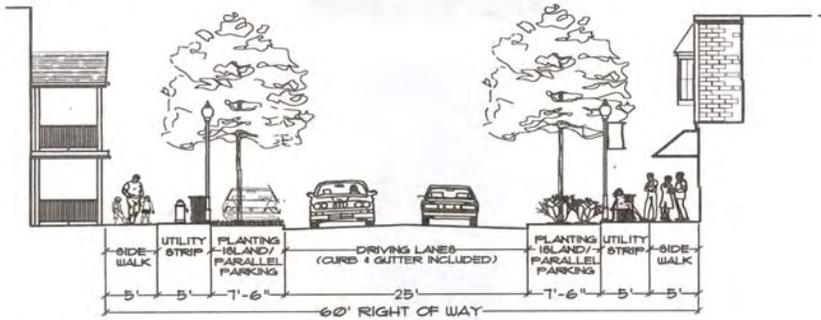
FRANKFORT AND FRANKLIN COUNTY SUBDIVISION
AND DEVELOPMENT PLAN REGULATIONS



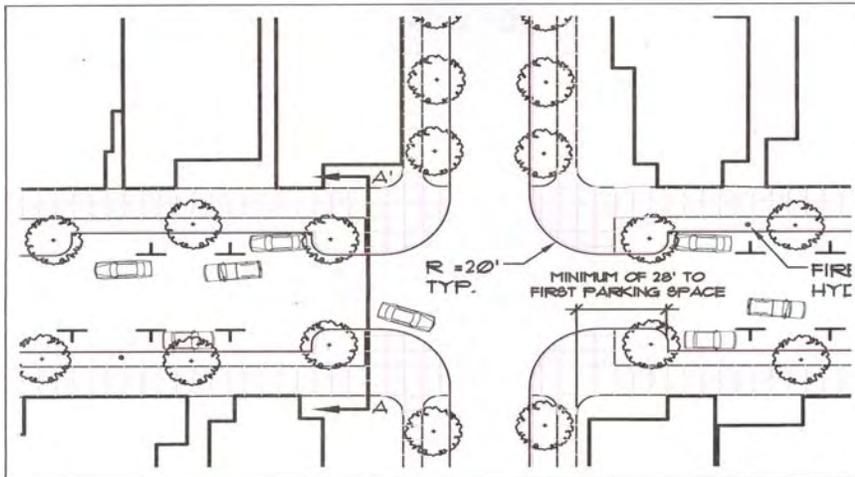
Marginal/Frontage Thoroughfare Cross-Section

Figure 2.5 Major Neighborhood Street Design Standards

Major Neighborhood Streets should be utilized within SUBDIVISIONS and sites when serving a mixture of residential and non-residential LAND USES, or high density or intensity development. This classification of Local Street is also appropriate when the road will serve as an internal residential collector, providing access from Minor Streets to Major Thoroughfares.



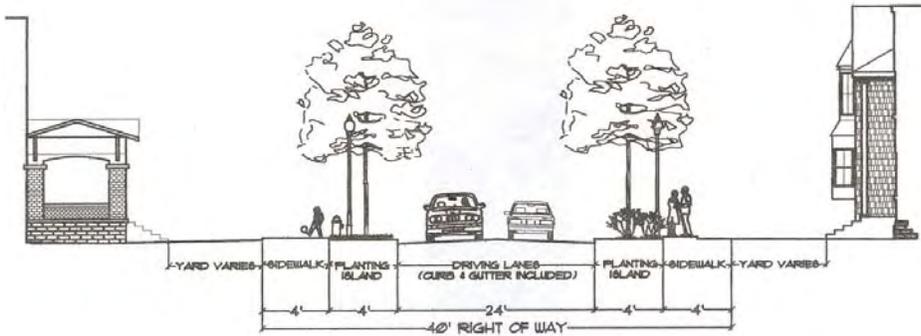
MAJOR STREET ELEVATION A-A'



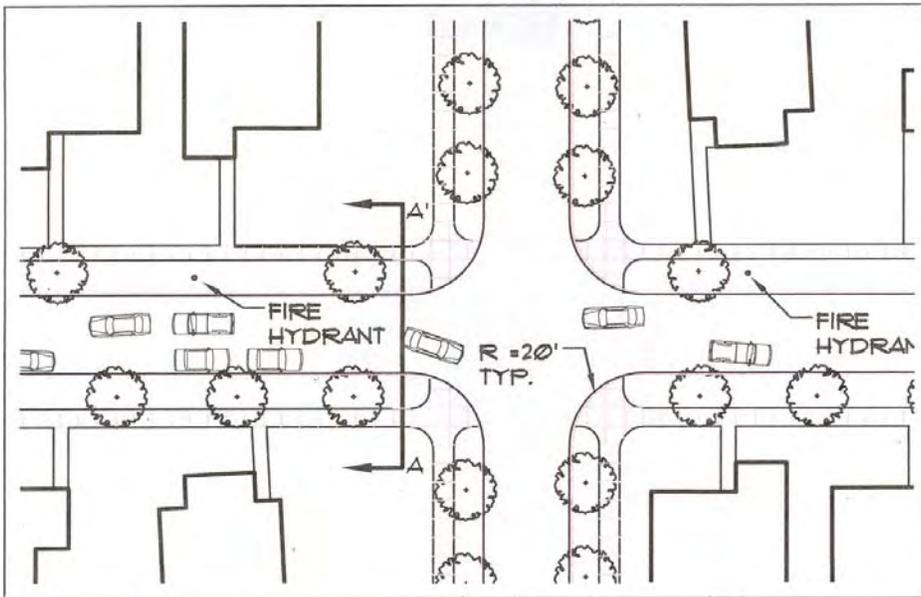
(Major Street Plan – Internal Layout - not an entrance detail.)

Figure 2.6 Minor Neighborhood Street Design Standards

Minor Neighborhood Streets should be utilized within SUBDIVISIONS and sites to provide access to individual LOTS and BUILDINGS SITES. When Minor Neighborhood Streets are utilized in conjunction with ALLEYS, on-STREET parking along one side of the STREET should be provided. When ALLEYS are not present, on-STREET parking should not be provided.



NEIGHBORHOOD MINOR STREET ELEVATION A-A'

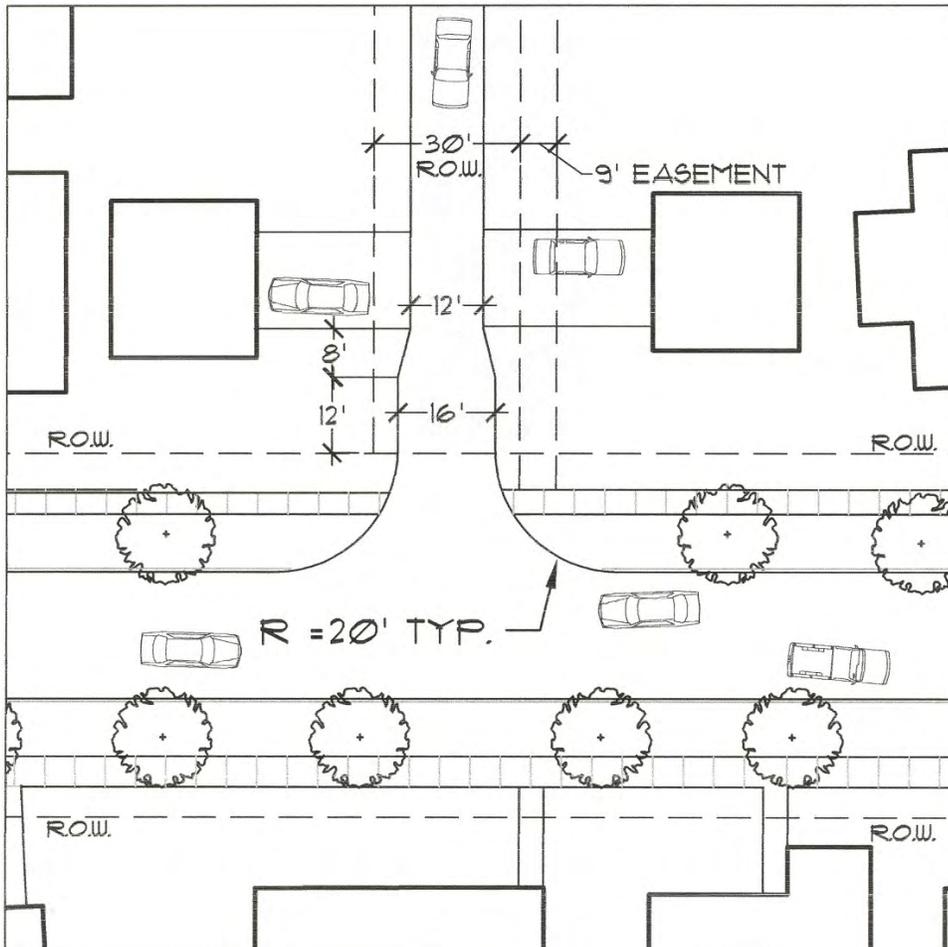


NEIGHBORHOOD MINOR STREET PLAN

50' RIGHT-OF-WAY, ON-STREET PARKING ONLY PERMITTED ALONG ONE SIDE OF THE STREET 20' CURB RADIUS AT TRAVEL LANE. SIDEWALKS 4' WIDTH MINIMUM
(Minor Street Plan – Internal Layout - not an entrance detail.)

Figure 2.7 Neighborhood Alley/Common Drive Design Standards

The ALLEY/Common Drive street type should be utilized when rear access to LOTS and BUILDING SITES are planned. A variable width (9 feet is shown on the drawing) utility easement may be required in addition to the thirty foot RIGHT-OF-WAY when electric service is provided from the rear of LOTS and BUILDING SITES. Also, the minimum pavement width may be increased when the alley/common drive is intended to serve LOTS and/or BUILDING SITES within a block longer than four hundred (400) feet.



C. **SUBDIVISIONS** that are platted or sites proposed for **DEVELOPMENT** along existing **THOROUGHFARES** and **STREETS** that do not meet the standards of 2.03.02(A) shall provide additional **RIGHT-OF-WAY** sufficient to meet the minimum standards.

1. Where the **SUBDIVISION** is located on one side of the existing **STREET** that does not meet the minimum **RIGHT-OF-WAY** standards, one-half (1/2) of the needed **RIGHT-OF-WAY** shall be provided. The required **RIGHT-OF-WAY** shall be based on a measurement from the centerline of the existing **STREET**.

2. Where the **SUBDIVISION** or site is located along both sides of an existing **STREET** that does not meet the minimum **RIGHT-OF-WAY** standard, all additional **RIGHT-OF-WAY** shall be provided.
 3. The minimum pavement width for **THOROUGHFARES** and **STREETS** shall be as indicated in the cross sections for **THOROUGHFARES** and **STREETS**.
- D. The centerline of all **THOROUGHFARES** and **STREETS** shall intersect as nearly at a ninety (90) degree angle as possible for a tangent distance of at least one hundred (100) feet, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred and five (105) degrees.
- E. Where T-type intersections are permitted, the following minimum offsets set forth in Table 2.2 shall be required.

Table 2.2 Minimum Offset Requirements for T-type Intersections

Intersection Type	Minimum Offset Between Centerlines (in feet)
Arterial with Arterial	600
Arterial with Collector or Frontage	600
Arterial with Major Neighborhood St.	600
Arterial with Minor Neighborhood St.	600
Collector with Collector	400
Collector with Frontage	400
Collector with Major Neighborhood St.	400
Collector with Minor Neighborhood St.	400
Major Neighborhood St. with Minor or Alley/Common Dr.	150

- F. Intersections shall not be designed with more than four (4) approaches. This design requirement shall not be construed to prohibit merging lanes, deceleration lanes, or traffic circles.
- G. The highest classification of **THOROUGHFARE** or **NEIGHBORHOOD STREET** shall be considered the through **STREET** when intersecting with any other classification of **THOROUGHFARE** or **NEIGHBORHOOD STREET**.
- H. The minimum and maximum **GRADES** for all classified **STREETS** is shown in the following table:

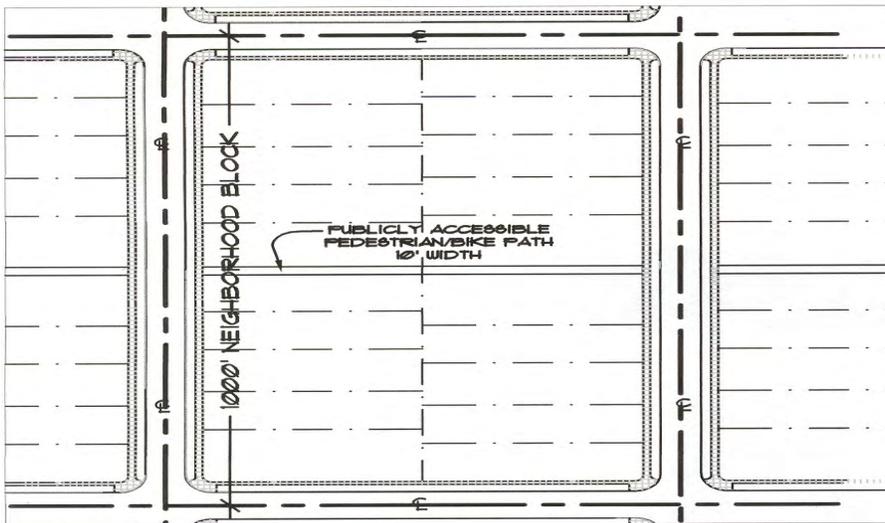
Table 2.3 Minimum and Maximum Grades

Thoroughfare or Neighborhood Street Type	Grades	
	Minimum	Maximum
Arterial	0.5%	5%
Collector/Frontage	0.5%	8%
Major/Minor/Alley	0.5%	8-12% (1)

(1) The **GRADE** may not exceed 8% unless specifically authorized by the applicable **ENGINEERING OFFICIAL** and provided that additional landing area is provided where the **STREET** intersects with another **STREET**.

- I. Where the grade of any **THOROUGHFARE** or **NEIGHBORHOOD STREET** at the approach to an intersection exceeds three (3) percent, a leveling area shall be provided, having a **GRADE** not greater than three (3) percent for a distance of fifty (50) feet back from the edge of the **RIGHT-OF-WAY** of the intersecting **STREET**.
- J. A change in **GRADE** shall be connected by a vertical curve that provides a minimum sight distance equal to: the distance an automobile will travel in six (6) seconds at the design speed of the road; or 220 feet at 25 MPH, 310 feet at 35 MPH, 400 feet at 45 MPH, 500 feet at 55 MPH. This standard may be reduced at the discretion of the applicable **ENGINEERING OFFICIAL** in order to preserve scenic, cultural or historic resources.
- K. The minimum horizontal curve radius for **THOROUGHFARES** shall be 600 feet and 100 feet for **NEIGHBORHOOD STREETS** unless an alternative is approved by the applicable **ENGINEERING OFFICIAL**.
- L. The minimum radius for **THOROUGHFARE** curb intersections shall be thirty-five (35) feet. The minimum radius for **NEIGHBORHOOD STREET** curb intersections shall be twenty (20) feet. All measurements shall be from the **PAVEMENT** edge.
- M. Dead-end **NEIGHBORHOOD STREETS** shall not be included in **SUBDIVISIONS** proposed in the Urban Area, unless topography or the existing **STREET** pattern requires a dead-end **STREET**. When a dead-end **STREET** is proposed, the **STREET** shall meet the following standards:
 - 1. The **STREET** shall be designed as a permanent dead-end street.
 - 2. The dead-end **STREET** shall not be longer than 500 feet.
 - 3. The **STREET** shall be designed with a closed end with a turn-around at a minimum centerline radius of fifty (50) feet.
- N. **THOROUGHFARE** and **NEIGHBORHOOD STREET** names shall meet the following standards as well as those in Part 9 Street Naming, Closing and Site Addressing Procedures
 - 1. **THOROUGHFARE** and **NEIGHBORHOOD STREET** extensions shall bear the same name as the existing **STREET**.
 - 2. **THOROUGHFARE** and **NEIGHBORHOOD STREETS** that align with existing **STREETS** shall bear the same name as the existing **STREET**.
- O. There shall be no private **THOROUGHFARES** or **NEIGHBORHOOD STREETS** in Urban area **SUBDIVISIONS**, except that dedication to the public of a cross-access **EASEMENT** for **ALLEYS** is acceptable.
- P. In **BLOCKS** over eight hundred (800) feet in length, the **PLANNING COMMISSION** may require one (1) or more publicly accessible pedestrian and/or bike paths ten (10) feet in width to extend approximately from the midpoint of one **BLOCK** face to the midpoint of the opposing blockface.

Figure 2.8 Location of Publicly Accessible Pedestrian/Bike Path



Q. **THOROUGHFARE** and **NEIGHBORHOOD STREET PAVEMENT** design and construction standards are shown in Table 2.4. **PAVEMENT** base shall consist of not less than two courses (five inch maximum per lift) of dense graded aggregate laid and rolled separately to at least ninety (90) percent maximum density, totaling the required number of inches based on **STREET** type for the full width of **PAVEMENT** and including any proposed shoulder/curb. Sub-grade shall have been graded and rolled to ninety (90) percent of maximum density prior to the placement of the first course of aggregate. A bituminous binder course shall be applied with the thickness at the thinnest point as required for the applicable street type. A surface or wearing course of Asphalt Concrete, Class I, Type "A", or the equivalent shall be applied, with a thickness at the thinnest point of one (1.5) inches.

Table 2.4 Pavement Design and Construction Standards

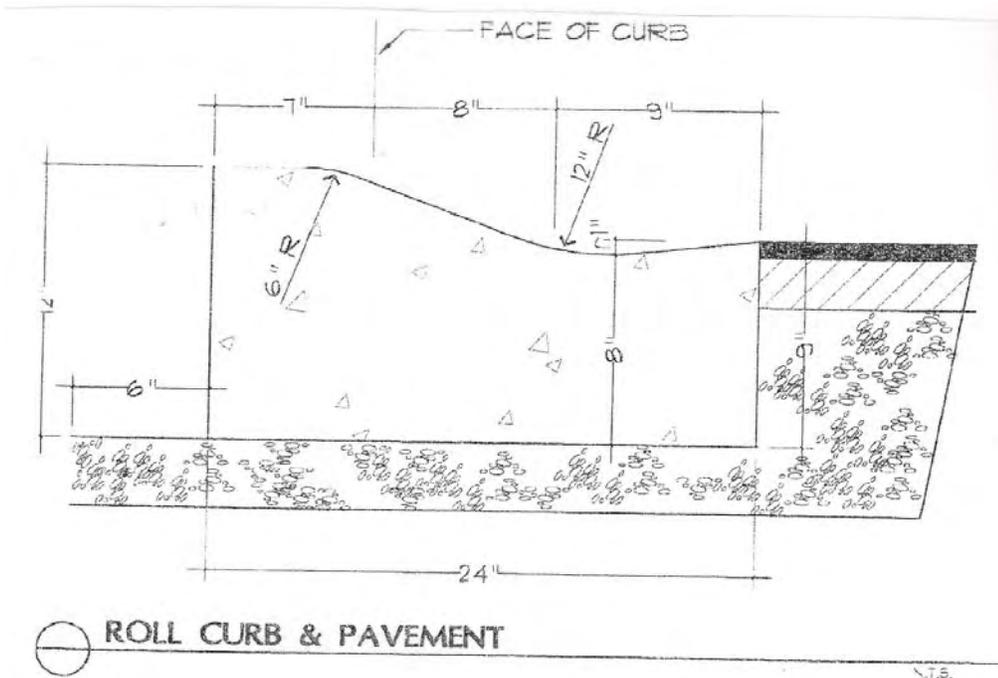
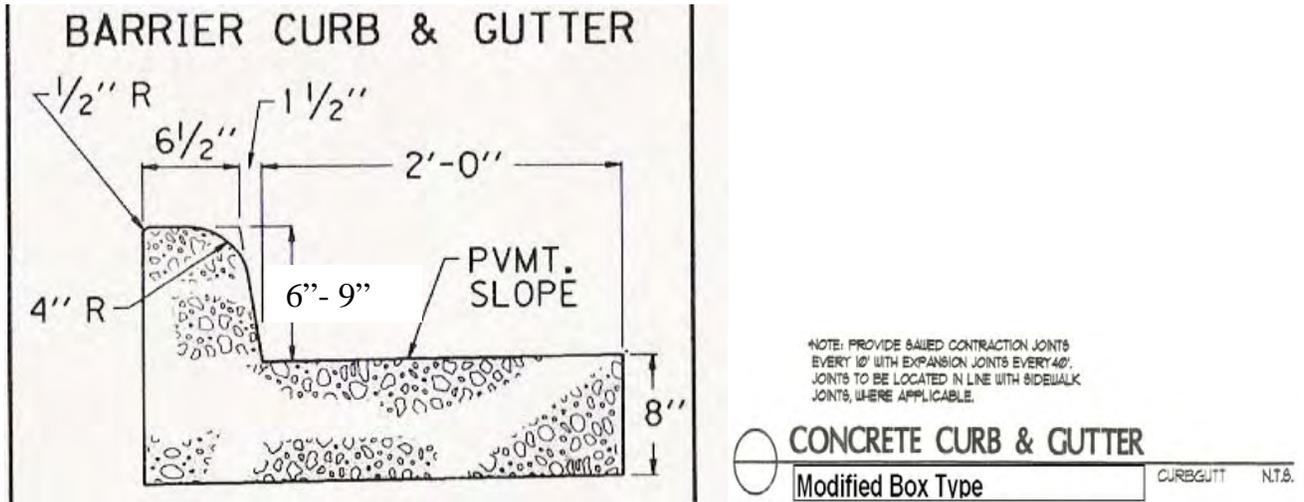
Type	Compacted DGA Base (inches)	Bituminous Asphalt Base (inches)	Finish Grade Bituminous Asphalt (inches)
Arterial	12	4	1.5
Collector	10	4	1.5
Neighborhood Streets	10	3	1.5

R. Straight battered Portland cement box type, or Portland cement roll type, concrete curbs and gutters shall be designed in accordance with current Kentucky Bureau of Highways or AASHTO standards. The box type curb and gutter section shall be required for use on all Thoroughfares and the curb or roll type sections may be constructed in conjunction with a Neighborhood Street in the Urban Area. This standard shall not be modified. In addition, the following is required when box or roll type curb and gutter sections are planned and constructed.

1. Cut-outs and repair of straight or roll type curb and gutter sections to accommodate driveways, alleys or other forms of access shall be completed prior to the issuance of a certificate of occupancy for any principal structure on the building site served by the driveway, alley or other form of access.

2. Developers may install all driveway aprons at time of installation of the curbs to avoid the costs associated with removing such curbs at time of installing a driveway connection onto the new road system.

Figure 2.9 Illustration of Box Type Concrete Curb and Gutter Alternatives



2.03.03 Design Standards for Street Drainage

All **STREETS** shall be designed in accordance with the applicable storm water management and design guidelines for the City of Frankfort or Franklin County.

2.03.04 Design Standards for Street Signs

Developers of **SUBDIVISIONS** and sites are responsible for placement of **STREET** signs in accord with the following requirements:

- A. The developer shall place at least two **STREET** name signs at each four-way **STREET** intersection and one at each “T” intersection.;
- B. **STREET** signs shall be installed within the parkway, free of visual obstruction, and easily legible;
- C. All **STREET** signs must be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) standards and shall be metal with reflective lettering; and,

Commentary Pertaining to 2.03.03 (C)

The MUTCD can be viewed or downloaded from the following website. http://mutcd.fhwa.dot.gov/12.28.01.htm
--

- D. The developer, or successor in interest, will be responsible for the maintenance and replacement, when necessary, of any aspect of a required **STREET** sign that exceeds the minimum requirements of the MUTCD and has been approved by the applicable **ENGINEERING OFFICIAL**. This would include decorative features associated with the signage.

2.03.05 Street Connectivity Standards

- A. Wherever a proposed **SUBDIVISION** or site abuts unplatted land or a future **DEVELOPMENT** phase of the same **DEVELOPMENT**, **STREET** stubs shall be installed to allow access to abutting properties or to logically extend the **STREET** system into the surrounding area.
- B. All **STREET** stubs shall be installed with a turn-around having a radius at the outside of the **PAVEMENT** of forty-five (45) feet, and a radius at the outside of the **RIGHT-OF-WAY** of at least fifty (50) feet.

2.03.06 Design Standards for Sidewalks

- A. All **SIDEWALKS** shall be constructed of Portland Cement concrete, or other material acceptable to the applicable **ENGINEERING OFFICIAL**, with a minimum three thousand five hundred (3,500) pounds per square inch Class A concrete, and shall have a minimum thickness of four inches and contain fiber reinforced mesh.
- B. **SIDEWALKS** shall be constructed on thoroughly compacted sub grade and shall conform in width to the requirements for specific **THOROUGHFARE** or **NEIGHBORHOOD STREET** classifications.

- C. **SIDEWALKS** shall be scored in squares, with the minimum spacing based on one (1) foot per foot of **SIDEWALK** width. Expansion joints shall be placed at thirty-two (32) foot intervals, or where necessary based on the **GRADE**, location of driveways, and other features of the **SIDEWALK** corridor. **SIDEWALK** slope toward the curb shall be one-quarter (1/4) of an inch to the foot.
- D. **SIDEWALKS** shall be located not less than six (6) inches from the property line in residential areas to prevent interference or encroachment by fencing, walls, hedges, or other planting or structures placed on the property line at a later date.
- E. **SIDEWALKS** shall be designed to connect to and extend existing **SIDEWALKS**.
- F. Ramps at intersections shall be provided to comply with the design requirements of the Americans with Disabilities Act.
- G. **SIDEWALKS** should properly connect with pedestrian crosswalks, and part of the responsibility of the developer for the installation of **SIDEWALKS** will include the delineation of pedestrian crosswalks on the surface of the **STREET** consistent with the requirements of the applicable **ENGINEERING OFFICIAL**.
- H. **SIDEWALKS** are required along both sides of a street as depicted in Section 2.03.02.

2.03.07 Emergency Vehicle Access

- A. **SUBDIVISIONS** or sites shall provide for emergency vehicle access consistent with the type and density or intensity of use.
- B. For proposed **DEVELOPMENTS** of fifty (50) or fewer residential **LOTS** or 30,000 square feet or less of gross floor area of non-residential use (Type A Development) a single two (2) lane, two-way access from the **SUBDIVISION** or site to the transportation system shall be sufficient for emergency access. A single one-way lane may be permitted as an alternative to the standard above with the written approval of the applicable **ENGINEERING OFFICIAL**.
- C. For proposed **DEVELOPMENTS** with fifty-one to one hundred (51-100) residential **LOTS** or 30,001-150,000 square feet of gross floor area of non-residential use (Type B Development), a single lane ingress and a two lane egress access divided by a raised median shall be sufficient for emergency access. The length of this divided access, measured from the centerline of the connecting **THOROUGHFARE** or **STREET**, shall be determined from Table 2.5 below.
- D. For proposed **DEVELOPMENTS** with more than one hundred (100) residential **LOTS** or 150,001 or more square feet of gross floor area of non-residential use (Type C Development), a minimum of two (2) separate access **STREETS** or driveways to the abutting transportation system shall be provided. The type and design requirements for these access **STREETS** or driveways shall be separated with a raised median as shown in figure 3.10 above unless otherwise determined by the **PLANNING COMMISSION** upon recommendation of the applicable **ENGINEERING OFFICIAL**.

Figure 2.10 Illustration of Driveway Design for Emergency Vehicle Access

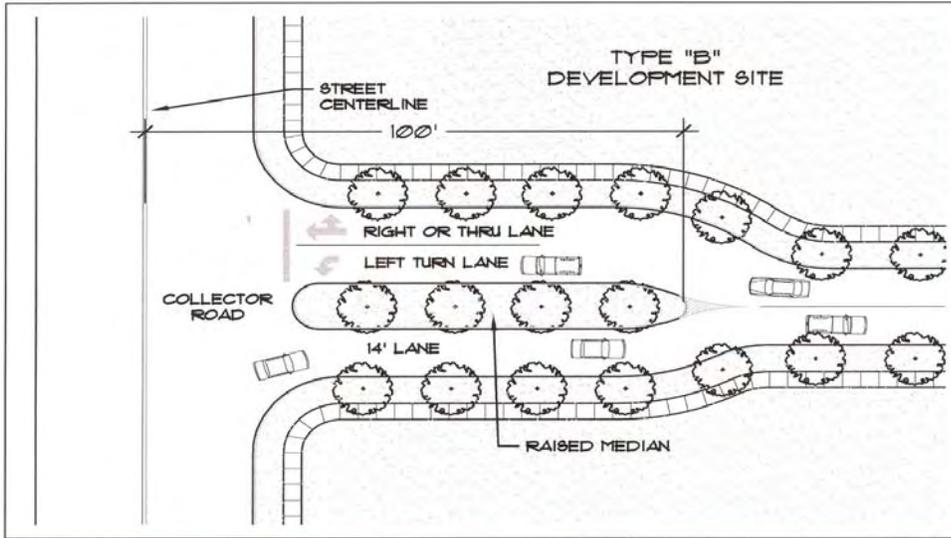


Table 2.5 Length of Access Based on Street Classification

Roadway Type	Type A Development	Type B Development	Type C Development
Arterial	100 ft.	120 ft.	160 ft.
Collector	80 ft.	100 ft.	140 ft.
Neighborhood Streets	60 ft.	100 ft.	120 ft.

2.03.08 Access from Residential Lots to Thoroughfares

Access from residential **LOTS** to **THOROUGHFARES** shall be prohibited in the Urban Area except where the provision of access is determined by the **PLANNING COMMISSION** to be an important element in the preservation of the scenic or historic character of the **THOROUGHFARE** or **STREET**. Where such access is allowed, the spacing of such access locations shall conform to the general pattern of **LOT** access driveways along the roadway.

Commentary Pertaining to Sections 2.03.07 and .08

In addition to the access management standards of these sections, please refer to the access management requirements of the Zoning Regulations.

2.03.09 Access Connection and Driveway Design Standards

Driveways from individual **LOTS** or **DEVELOPMENT SITES** to **THOROUGHFARES** or **NEIGHBORHOOD STREETS** shall be designed in accordance with the standards below:

- A. Driveway width shall be determined by the following requirements:

1. If the driveway is a one-way in or one-way out drive, then the driveway shall be a minimum width of sixteen (16) feet and shall have appropriate signage designating the driveway as a one-way connection.
 2. For two-way access, each lane shall have a width of twelve (12) feet. Whenever more than two (2) lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall be ten (10) feet wide if three (3) lanes are proposed or sixteen (16) feet wide if four (4) or more lanes are proposed.
 3. Driveways that enter the major **THOROUGHFARE** or **NEIGHBORHOOD STREET** at traffic signals must have at least two outbound lanes (one for each turning direction) of a least twelve (12) feet in width, and one inbound lane with a fourteen (14) foot width.
- B. On-street parking shall be prohibited within the entire length of the access driveway as determined from Table 2.5.
- C. Driveway **GRADES** shall conform to the requirements of the Kentucky Transportation Cabinet Standard Index, Roadways and Traffic Design Standard Indices, latest edition, but in no case shall a driveway **GRADE** exceed twelve (12) percent.
- D. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers is not permitted.

2.04.00 PUBLIC FACILITY AND SERVICE REQUIREMENTS

2.04.01 Required Facilities and Services

SUBDIVISIONS AND DEVELOPMENT PLANS proposed within the Urban Area shall provide for the following facilities and services: potable water, sanitary sewer, flood hazard protection, storm water management, gas, electricity, cable, and telephone.

2.04.02 Water System Design and Fire Protection Standards

All Urban Area **SUBDIVISIONS** and sites are required to have adequate potable water service from a public utility provider for drinking water and fire protection. All **SUBDIVISIONS** and sites shall comply with the design standards below and, where applicable, those standards adopted by the Frankfort Plant Board. Where standards contained herein are determined to conflict with the standards adopted by the Frankfort Plant Board or other potable water provider, the more stringent standard shall apply. The applicable Engineering Official shall consult with the utility service provider and make the final determination that standards are in conflict and which standard is more stringent.

- A. Water mains shall be not less than six (6) inches in diameter, including fire hydrant branch connections. Larger mains may be required when warranted by service or topographic conditions
- B. Dead end water service to a **SUBDIVISION** or **DEVELOPMENT SITE** should not be permitted. Water service mains should connect to the distribution system at a minimum of two (2) points to avoid interruption of service should one main be out of service. A single point of connection to the public distribution system may be permitted when it is determined that a second connection is not feasible due to the physical limitations of the site.

- C. Water mains should be so arranged that the distance between intersecting mains does not exceed eight hundred (800) feet. If intersecting mains are at a distance in excess of this standard, eight (8) inch or larger mains must be used.
- D. The distribution system for **SUBDIVISIONS** and sites shall be equipped with a sufficient number of valves located in a manner such that breakage or other interruption will not cause the shut down of any portion of a main greater than eight hundred (800) feet.
- E. Fire hydrants shall meet the minimum specifications and be installed in conformity with the requirements of the public water service provider.
- F. Fire hydrants shall be able to deliver a minimum of five hundred (500) gallons per minute or other rate of water flow as determined by the applicable FIRE DEPARTMENT OFFICIAL, for fire fighting purposes. Friction loss between the main and the hydrant should be minimized to ensure that the hydrant can deliver the specified flow of water.
- G. Fire hydrants shall be equipped with not less than two (2) two and one-half (2 ½) inch outlets and one (1) four and one-half (4 ½) inch main steamer or pumper outlet and an isolation valve must be installed between the **STREET** main and the hydrant.
- H. Hydrant spacing shall be determined by the fire flow demand standards below or as determined for a specific **SITE** by the applicable FIRE DEPARTMENT OFFICIAL:
 - 1. Higher density residential and commercial areas, where the proposed density is greater than three (3) dwelling units per net acre or greater than a 0.15 **FLOOR AREA RATIO**, shall have hydrants located as to keep hose lines at a maximum of five hundred (500) feet. At a minimum, there shall be enough hydrants appropriately spaced within the **SUBDIVISION** or **SITE** to make two (2) streams of water available at every part of the interior and exterior of each building not covered by standpipe protection. Private hydrant design and installation (private hydrants are those located on private property and not within a public right-of-way or easement) may also be required to comply with the standard to make available two (2) streams of water at every part of the interior and exterior of each building not covered by standpipe protection.

Commentary Pertaining to Section 2.04.02 (H) (1)

The property owner will be responsible for the design, installation and maintenance of the water distribution system and fire hydrants to be placed within a site, outside of a public right-of-way or easement.

- 2. For lower density or intensity residential or commercial areas, hydrant spacing shall not exceed eight hundred (800) feet between hydrants. In higher density residential and commercial developments, hydrant spacing shall not exceed 500 feet between hydrants, nor shall any portion of a building be further than 500 feet from a hydrant installed to protect it.
- 3. Fire hydrants shall be located as close to a **STREET** intersection as possible with intermediate hydrants along the **STREET** or on the site of the premises so as to meet area requirements. Hydrants should be located in designated **STREET** tree planting areas or other portion of the right-of-way designated for utilities.

4. Measurements for distances referenced above shall be made along an all-weather road (never measured through or across yards, fields, woods, creeks, or other avenues not accessible to fire apparatus) for laying hose lines.
- I. All fire hydrants shall be placed a minimum of fifty (50) feet from the exterior wall of any building to be protected. When such placement is impossible, hydrants shall be placed where the chance of injury by falling walls is minimized and where firefighters are not likely to be driven away by smoke or heat. The height of proposed buildings shall be considered for minimum distance when the fifty (50) foot distance is not possible.

2.04.03 Sanitary Sewer System Design Standards

All Urban Area **SUBDIVISIONS** and sites are required to have adequate sanitary sewer service from a public utility provider. All **SUBDIVISIONS** and sites shall comply with the design standards adopted by the public utility provider as well as those listed below:

- A. The maximum length of sanitary sewer pipe between manholes is 350 feet.

2.04.04 Flood Hazard Protection Standards

Any land lying below the intermediate regional flood elevation as designated by the U.S. Army Corps of Engineers or five hundred seven (507) feet above mean sea level (MSL) as determined from the published data and maps of the U. S. Geological Survey (USGS) shall be considered as subject to repeated flooding unless the land is rendered flood free by a flood protection facility or is flood proofed by acceptable FEMA regulations. Land that is subject to repeated flooding or is deemed to be topographically unsuitable for any residential or non-residential use shall not be approved for **SUBDIVISION** or site **DEVELOPMENT**, nor for any other use that may create danger to the public health, life, or property or aggravate erosion or flood hazards.

All **SUBDIVISIONS** and sites shall be designed to conform to the requirements of any applicable Floodplain Zone (See the Frankfort and Franklin County Zoning Regulations).

2.04.05 Storm Water Management Design Standards

All Urban Area **SUBDIVISIONS** and sites are required to have adequate storm water management facilities to limit the post development peak runoff from a **SUBDIVISION** or site to the predeveloped value for the ten (10) year, one (1) hour and one-hundred (100) year, six (6)hour storm events. Additionally, such facilities shall be capable of conveying the one hundred (100) year, twenty four (24)hour peak flow rate assuming the principle spillway is fully clogged. All **SUBDIVISIONS** and sites shall comply with the storm water standards for Frankfort and Franklin County.

2.04.06 Gas, Electricity, Cable, and Telephone Service Design Standards

Except as provided in (A) or (B) below, all gas, electric, cable, telephone, and similar utilities provided to new **SUBDIVISIONS** and **DEVELOPMENT SITES** shall be placed underground in **RIGHTS-OF-WAY** or **EASEMENTS** as required. Above-ground utility service facilities, other than junction boxes, transformers and related ground-mounted equipment, are prohibited except as provided in accordance with (A) or (B) below. All permitted above ground service facilities shall be appropriately placed in or near front, side, or rear yard setbacks and should not be placed any closer than two (2) feet to the front or rear property line.

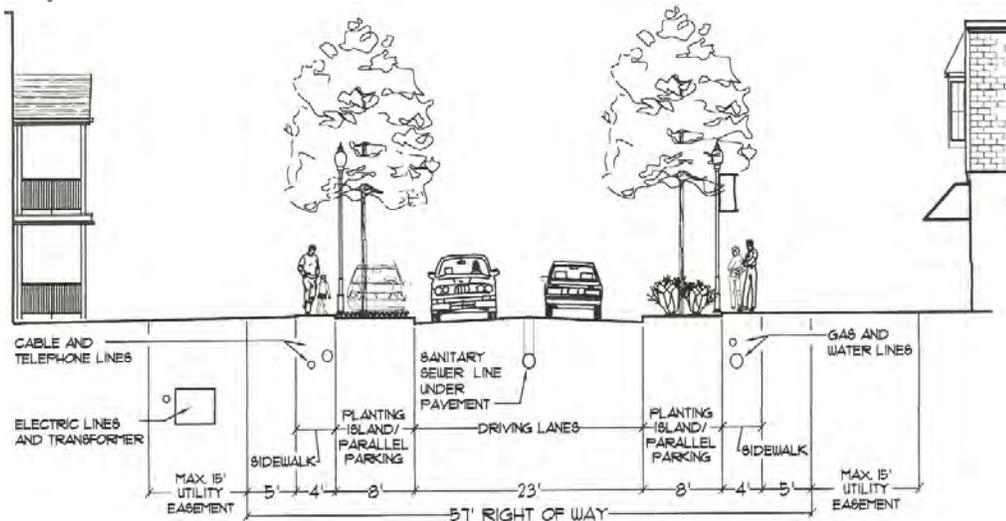
- A. **SUBDIVISIONS** or **SITES**, wherein more than seventy-five percent of the total number of residential units qualify as **AFFORDABLE HOUSING**, will be permitted to be serviced by above ground electric and telephone utility service facilities. In order to qualify for this provision, the developer of the **SUBDIVISION** or **SITE** shall

provide to the PLANNING COMMISSION a written statement justifying and certifying that the requisite number of residential units will be sold at a price consistent with the definition of “affordable” as described in the commentary below or as may be determined by policy of the PLANNING COMMISSION from time to time. Also, the developer’s certification statement shall also describe a binding method of enforcement to ensure that the requisite number of affordable dwelling units will be achieved over the life of the project, and the actions that the developer will take to ensure enforcement.

- B. Above ground electric service may be provided to a SUBDIVISION or SITE when it is determined by the applicable PLANNING DIRECTOR or more of the following conditions exist: 1) the SUBDIVISION or SITE is located in an area where adjoining developed SUBDIVISIONS or SITES are served from above ground facilities; and/or 2) the SUBDIVISION or SITE can be served from existing overhead electric facilities without the need to construct new overhead facilities.
- C. For all commercial and multi-tenant residential developments, a minimum three (3) inch ID, Schedule 40 PVC conduit will be provided to the Service Demarcation Point for Frankfort Plant Board Cable/Telecommunication facilities. The Demarcation Point is within a six (6) foot radius of the electric meter for external BUILDING terminations, or the mechanical room (wiring closet) near the electric service panel for terminations inside a BUILDING. A pull box is required for conduit runs having more than two (2) sweeping, ninety (90) degree bends between the Frankfort Plant Board cable/telecommunication access point and the Service Demarcation Point.

Commentary Pertaining to Section 2.04.06
Subpart (A) is intended to help reduce the cost of site development and eventual housing cost in order to support the production of affordable housing units in Frankfort and Franklin County. The definition of “affordable” is a maximum sale price, including closing costs, equal to 2.5 times the median household income for Franklin County.

Figure 2.11 General Illustration of Underground Utility Locations Within or Adjoining Street Right-of-Way



Notes: Figure 2.11 indicates two alternative placements for electric and cable/telecommunication service. One alternative is within a five-foot area between the sidewalk and the planting area. The second alternative is within a fifteen foot wide EASEMENT adjoining the STREET RIGHT-OF-WAY. The Frankfort Plant Board should determine the best

placement of the electric and cable/telecommunication service based on the type of area, site conditions and constraints, and design considerations. All other utilities shall be placed within the public RIGHT-OF-WAY. (Map is for illustration only – the specific text dimension requirements within these regulations shall be followed)

2.04.07 Public Transit Standards

- A. All non-residential developments with more than 100,000 square feet of gross floor area shall be required to conform to the following public transit standards:
 - 1. Provide a transit shelter in a location as determined appropriate by the public transit authority, if the location is not currently identified in the long-range plan for transit facilities.
 - 2. Provide a publicly accessible sidewalk from the transit shelter to the principal entrance to the development. The principal entrance for a multi-tenant structure shall be the entrance for the principal tenant, or the tenant with the largest amount of gross floor area.
- B. Residential **SUBDIVISIONS** are encouraged, but not required, to construct a multi-purpose pedestrian shelter (s) in common open space areas within in the development to provide a covered waiting area for school children and transit-riders.

2.05.00 EROSION AND SEDIMENTATION

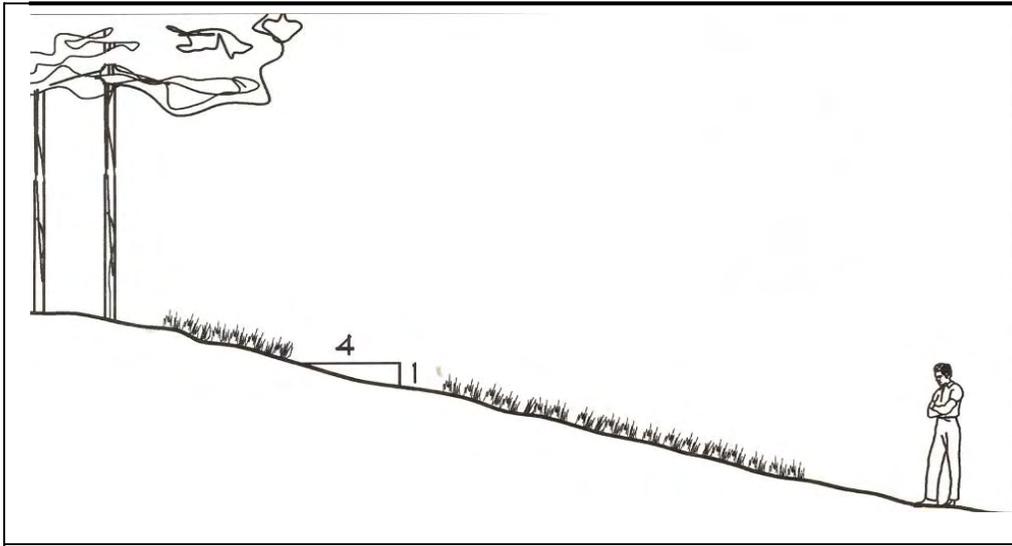
2.05.01 Control Measures

- A. All areas disturbed by grading shall have temporary vegetative cover provided. Such cover shall consist of annual grasses or small grains. Slopes exceeding 4:1 shall have additional protection of mulching and/or seeding to prevent erosion. To protect ditches and other areas from erosion, the following protective measures shall be required for all **SUBDIVISIONS** and **SITES**:

<u>Grade of Ditch</u>	<u>Required Protection</u>
Less than 1%	Seed and fertilize entire ditch and slopes.
1% to 5%	Seed, mulch, fertilize and peg invert and sides to top of 2:1 slope.
5.01% to 7%	Paved invert, and paved slope to six (6) inches above maximum flow depth, with four (4)inch thick reinforced concrete. Seed all other areas not paved in the right-of-way.
All over 7.01%	Seeded and pave as above, but with alternate side diagonal baffles at about three (3) to four (4) foot on center to retard flow.

- B. All seeding and fertilization shall be done in conformance with the guidelines established by the Franklin County Conservation District. During grading, excavation, or construction no erosion, siltation or water impoundment shall occur on any adjoining property as the result of such grading, excavating, or construction activity. If erosion, siltation or water impoundment should occur, the contractor will correct it immediately, to the satisfaction of the applicable **ENGINEERING OFFICIAL**.

Figure 2.12 Illustration of a 4 : 1 Slope Ratio



C. Effective sediment control measures shall be incorporated in the planning and construction of **SUBDIVISIONS** and sites. A Notice of Intent (NOI) for storm water discharge is required on all construction sites that will disturb one (1) or more acres. The permit shall be obtained from the Division of Water, the Natural Resources and Environmental Protection Cabinet (Division of Water) prior to grading. Practical combinations of the following technical principles shall be applied:

1. The smallest practical area of land shall be exposed at any one (1) time during development.
2. When land is exposed during development, the exposure shall be kept to the shortest practical period of time.
3. Temporary vegetation and/or mulching shall be used to protect critical areas exposed during development.
4. Sediment basins (debris basins, desilting basins, or silt traps) shall be installed and maintained to remove sediment from runoff waters from land undergoing development.
5. Provisions shall be made to effectively accommodate the increased runoff caused by changed soil and surface conditions during and after development.
6. The permanent final vegetation and structures shall be installed as soon as practical in the development.
7. The development plan shall be fitted to the topography and soils so as to create the least erosion potential.
8. Wherever feasible, natural non-invasive vegetation shall be retained and protected.

2.06.00 DEDICATION OF EASEMENTS

2.06.01 Type, Location and Extent of Easements

Where appropriate and to the fullest extent possible, **EASEMENTS** required by these regulations shall be located and of sufficient width and extent as to provide for the installation and ongoing maintenance of the facilities or service installed within the **EASEMENT**, without creating a conflict with the application of other **SUBDIVISION** or zoning regulations. **EASEMENTS** shall be fully indicated on the **RECORD PLAT** or **DEVELOPMENT PLAN**.

Commentary Pertaining to Section 2.06.01

The location and extent of easements should be planned to reduce the potential for conflicts with the application of other land development regulations. For example, where required landscape buffers and easements overlap in area with utility easements coordination between the utility provider, property owner and planning commission will be required in order to accomplish the objectives of both the landscape and utility easements.

- A. The **PLANNING COMMISSION** may require, when it deems it necessary to facilitate pedestrian access to community facilities or other nearby streets, perpetual unobstructed **EASEMENTS** at least twelve (12) feet in width. The Commission may require a paved sidewalk for pedestrian safety within such an **EASEMENT**.
- B. Where a **SUBDIVISION** or **SITE** borders on a watercourse in an area designated in the **COMPREHENSIVE PLAN** for public recreational use, the **PLANNING COMMISSION** may require easements to be reserved for public access to the water.
- C. Where topography or other conditions are such as to make impractical the inclusion of utilities or drainage facilities within **STREET RIGHTS-OF-WAY**, perpetual unobstructed **EASEMENTS** of sufficient width for such utilities shall be provided across property outside the **STREET** lines and with satisfactory access to the **STREET**.
- D. Where a **SUBDIVISION** or **SITE** is traversed by a watercourse, drainage way, channel, or stream, there shall be provided a storm water **EASEMENT** or drainage **RIGHT-OF-WAY** conforming substantially with the lines of such watercourse, and such further width as may be deemed necessary by the applicable **ENGINEERING OFFICIAL** to permit the construction of improvements designed to restrict flooding on adjoining properties. Parallel **STREETS** or medians may be required.

2.07.00 STREETSCAPE, LANDSCAPE, LIGHTING, AND OPEN SPACE DESIGN STANDARDS

2.07.01 Public Open Space Required *(amended 9-25-06)*

- A. Any Subdivision, Condominium, or Development proposing a residential land use of twenty-six (26) lots/units or more shall provide public open space based on the following design standards:
 1. 1,089 sq.ft. of platted open space area per lot or unit OR 5% of the gross acreage of the original parent tract, whichever is less.
 2. Platted open space shall be maintained by the homeowners association of the development/subdivision/condominium. Alternative to maintenance:
 - a. The Developer may choose not to provide the required homeowners association for the development and dedicate the required open space area to an accepted land trust provided

the land trust is willing to accept the dedication and the Planning Commission approves this alternative method.

3. Platted open space areas shall be allowed to contain common amenities such as pavilions, playgrounds, accessory structures, walkways, bike paths, trails, and the like. These areas may also consist of natural preserved scenic corridors, steep slopes, retention basins, and golf courses; however, rights-of-way, driveways, parking for residential uses and areas from the top of rim to the lowest elevation of detention basins or sink holes shall not be credited as open space area. The required open space areas should be properly designed to provide a functional purpose within the development or to other public open spaces outside of the development. The developer shall adequately demonstrate how the development and/or open space areas will protect ecologically sensitive areas, preserve natural or cultural features of the site, and preserve viewsheds or scenic vistas.
4. Developers of a new development that is located equal to or less than 2640 feet (half mile) from an existing and accepted public open space may request to the Planning Commission to be exempt from the above requirements, provided they submit the following minimum justification:
 - a. Verification that the subject property is equal to or less than 2640 feet from an existing public open space – measured from the parent tract boundaries and along the existing public rights-of-way or other acceptable access ways to the existing open space;
 - b. How they have attempted to provided connections to nearby parks, greenways, public buildings, schools, or the like;
 - c. Adequately demonstrate how the development will protect ecologically sensitive areas, preserve natural or cultural features of the site, and preserve viewsheds or scenic vistas.

Commentary

The National Park and Recreation Association and Urban Land Institute publish standards for the amount of land for parks and open space that communities should strive to provide. Generally, this standard is 10 acres per 1,000 of population. This standard would yield a factor of 1,089 square feet of park and open space area per dwelling unit based on an average household size of 2.5 persons. Another way of describing this standard, when applied to a suburban subdivision, is that about 8% of the gross developable acreage of a subdivision should be set aside for park and open space purposes. (The 8% assumes that approximately 20% of every subdivision is occupied by roads, storm water facilities or other areas that are not developable for homes). Within the urban and suburban area defined herein, there is an existing system of parks and open space available to serve new development. Therefore, the 8% factor has been reduced to 5% to reflect the availability of some existing park and open space resources. The existing inventory of public green space/open space within Frankfort/Franklin County is as follows:

Urban area = 2,162.28 ac. x 8% = 172.98 acres

Suburban area = 13,371.69 ac. x 8% = 1,069.74 acres

Total open space per subdivision regulations = 1242.72 acres

Total existing open space (only governmentally owned) = 1,296.86 acres

Total existing open space (including private golf courses) = 1,792.09 acres

2.07.02 Streetscape Requirements

STREET trees shall be planted along a **STREET TREE ALIGNMENT LINE** at an average spacing not greater than thirty (30) feet on center. **STREET** trees shall be at least 2.0 inch **CALIPER** and should be six (6) feet in overall height at time of installation. The following list contains all species approved for use as **STREET** trees. It contains native species, or adapted non-native trees or species. When the primary access to **LOTS** and **BUILDING SITES** is from the frontage **STREET** (as opposed to from a rear alley), the average spacing standard may be modified by the applicable **PLANNING DIRECTOR** to accommodate driveways.

Canopy and Understory Trees

<u>Latin Name</u>	<u>Common Name</u>
▪ Acer rubrum	Red Maple *
▪ Acer buergerianum	Trident Maple
▪ Acer griseum	Hedge Maple
▪ Acer tartaricum	Tartarian Maple
▪ Acer saccharum	Sugar Maple *
▪ Acer truncatum	Shantung Maple
▪ Aesculus pavia	Red Buckeye
▪ Amelanchier arborea	Downey Serviceberry
▪ Amelanchier canadensis	Shadblow Serviceberry
▪ Amelanchier laevis	Allegheny Serviceberry
▪ Betula Nigra	River Birch
▪ Carpinus caroliniana	American Hornbeam
▪ Catalpa speciosa	Northern Catalpa *
▪ Celtis laevigata	Sugar Hackberry *
▪ Celtis occidentalis	Hackberry *
▪ Cercis Canadensis	Redbud
▪ Cercidiphyllum japonicum	Katsura Tree
▪ Chionanthus virginicus	Fringetree
▪ Cornus florida	Flowering Dogwood
▪ Cornus kousa	Kousa Dogwood
▪ Cornus mas	Corneliancherry Dogwood
▪ Cotinus obovatus	American Smoketree
▪ Cotinus coggygria	Smokebush
▪ Cladrastis kentuckea	Yellowwood
▪ Crataegis crusgalli inermis	Thornless Cockspur
▪ Crataegis phaenopyrum	Washington Hawthorn (these contain thorns)
▪ Crategis punctata var. inermis	Thornless Hawthorne 'Ohio Pioneer'
▪ Crategis viridis	Green Hawthorne (these contain thorns)
▪ Fraxinus americana	White Ash *
▪ Fraxinus pennsylvanica	Green Ash *
▪ Fraxinus pennsylvaiica ' Johnson'	Leprechaun Ash
▪ Fraxinus quadrangulata	Blue Ash *
▪ Ginkgo biloba	Ginkgo (male only) *
▪ Gleditsia triacanthos inermis	Thornless Honeylocust
▪ Gymnocladus dioicus	Kentucky Coffeetree (male only) *

FRANKFORT AND FRANKLIN COUNTY SUBDIVISION
AND DEVELOPMENT PLAN REGULATIONS

▪ Koelreutaria paniculata	Golden Raintree
▪ Liquidambar styracifolia	Sweetgum *
▪ Liriodendron tulipifera	Tulip Poplar *
▪ Maackia amurensis	Amur maackia
▪ Magnolia virginiana	Sweetbay Magnolia
▪ Malus spp	Crabapples
▪ Nyssa sylvatica	Tupelo Black Gum
▪ Ostrya virginiana	Hophornbeam
▪ Parrotia persica	Persian Parrotia
▪ Platanus x acerifolia	London Planetree *
▪ Platanus occidentalis	Sycamore *
▪ Prunus spp.	Plums, Cherries
▪ Quercus acutissima	Sawtooth Oak *
▪ Quercus alba	White Oak *
▪ Quercus bicolor	Swamp White Oak *
▪ Quercus borealis	Northern Red Oak *
▪ Quercus coccinea	Scarlet Oak *
▪ Quercus imbricaria	Shingle Oak *
▪ Quercus macrocarpa	Bur Oak *
▪ Quercus muchlenbergii	Chinkapin Oak *
▪ Quercus nigra	Water Oak *
▪ Quercus phellos	Willow Oak *
▪ Quercus robur	English Oak *
▪ Quercus rubra	Red Oak *
▪ Quercus shumardii	Shumard Oak *
▪ Sophora japonica	Japanese Pagoda
▪ Syringa pekinensis	Pekin Lilac
▪ Syringa reticulata	Japanese Tree Lilac
▪ Taxodium distichum	Bald Cypress *
▪ Tilia tomentosa	Silver Linden
▪ Ulmus parvifolia	Chinese Elm*
▪ Ulmus americana	American Elm *
▪ Viburnum prunifolium	Blackhaw Viburnum
▪ Viburnum rufidulum	Southern Blackhaw Virburnum
▪ Zelkova serrata	Japanese Zelkoba *

NOTE: (1) The species listed above that contain an asterisk (*) require a tree lawn of six (6) feet or more. (2) The list of species above may not be suitable for all sites, soils, or other conditions that may exist on a development streetscape. Consulting with an arborist is recommended prior to final approval. (3) Other species may be deemed acceptable by the City Arborist.

2.07.03 Lighting Required

- A. **STREET** lighting shall be required for all **THOROUGHFARE** and **STREET** classifications in the Urban Area.
- B. Lighting fixtures shall be placed within the **STREET RIGHT-OF-WAY**, alternating along both sides of the street with a minimum spacing as determined by appropriate design standards of the utility provider. Lighting fixtures should be placed at the intersection of major streets serving the subdivision or site.
- C. Lighting fixtures shall have a maximum height of eighteen (18) feet above the **GRADE** of the **SIDEWALK**, and a minimum clearance above the **GRADE** of the **STREET** of not less than fifteen feet. All fixtures shall be of an appropriate design to shed light downward and away from residential structures to the rear of the fixture. The height of street lights to be placed in State or Federal rights-of-way may vary from the standards in order to maintain conformance with State or Federal lighting standards.

2.08.00 COMMUNITY FACILITIES

2.08.01 Reservation of Lands for Community Facilities

The **PLANNING COMMISSION** may require the reservation of lands for community facilities as a condition of preliminary plat or **DEVELOPMENT PLAN** approval. Community facilities for which a reservation of land may be required include community parks, schools, and other public uses. Reservations are subject to the following criteria:

- A. The maximum period of time that land shall be reserved, unless voluntarily extended by the property owner, will be two years. This period shall begin with the date that the **RECORD PLAT** containing the reservation is officially recorded by the Clerk of Franklin County.
- B. The reservation will be deemed to be extended beyond the two (2) year period if a public agency or organization, such as a Board of Education, has made a bona fide offer for the purchase of the reserved land. The extension will be null and void if the property owner formally rejects the offer.
- C. The property owner may elect to voluntarily reserve the lands beyond the two (2) year period, but such reservation shall be made in writing to the **PLANNING COMMISSION**.

Commentary Pertaining to Section 2.08.01

The Kentucky Revised Statutes, Chapter 100.281 (5) provides that subdivision regulations may include “specifications for the extent to which land is to be used for public purposes shall be reserved as a condition precedent to approval by the commission of any subdivision plat.” The maximum time period for such reservation is two (2) years.

Part
3

Suburban Area Subdivision and Development Design Requirements

3.01.00 GENERALLY

3.01.01 Intent

The requirements of Part 3 are provided to ensure that the **SUBDIVISIONS** and **DEVELOPMENT PLANS** within the Suburban Area are consistent with the predominant characteristics of suburban types of development. It is the intent of the **PLANNING COMMISSION** that land proposed to be subdivided shall be suitable for development, including consideration of flood hazards; geologic hazards; availability of adequate water supply, sewage disposal, storm water facilities, transportation facilities, and schools; or consideration of other such conditions as may endanger the health, life, or property of the citizens of Frankfort and Franklin County.

Commentary Pertaining to 3.01.00

A **BUILDING SITE** is any group of one (1) or more **LOT(S)** or parcel(s) occupied or intended for **DEVELOPMENT** as a unit, whether or not as part of a larger **DEVELOPMENT SITE**. **BUILDING SITE** area does not include surface water bodies or floodways, but does include wetlands. (From Part 10 – Definitions)

3.01.02 Applicability

SUBDIVISIONS and **DEVELOPMENT PLANS** within the boundaries of the Suburban Area, as depicted on the Map of Urban, Suburban, and Rural Areas (Figure 1.1 located in Part 1), shall comply with the requirements of this Part. (See Section 1.07.00 for the rule applicable to properties located in more than one type of area.)

3.02.00 STANDARDS FOR LOT LAYOUT AND SITE DESIGN

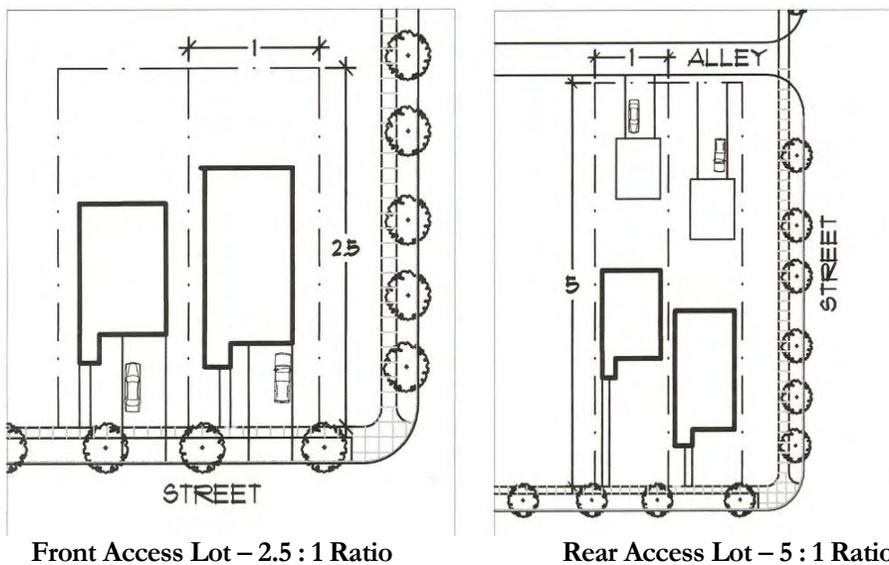
3.02.01 Compliance with Zoning District Requirements

The **SUBDIVISIONS** and **DEVELOPMENT PLANS** within the Suburban Area shall comply with the requirements of the zoning district in which the **SUBDIVISION** or site is proposed. Zoning district regulations govern **BUILDING PLACEMENT**, density, and intensity of use.

3.02.02 Lot and Block Design Requirements

- A. **LOT AREA** and dimensions shall conform to the applicable zoning district standards, except as provided below. **LOT AREA** shall be consistent with the average **LOT AREA** within the **NEIGHBORHOOD**, but not less than the minimum standards established for the applicable zoning district(s). Consistency means that the proposed **LOTS** are within ten (10) percent of the average **LOT AREA** of all **LOTS** within the **NEIGHBORHOOD**.
- B. **LOT DEPTH** to width ratio standards will be based on the type of access. Where access to a **LOT** is from a frontage **STREET**, the lot depth to width ratio should not exceed 2.5 to 1. Where access is located at the rear of a **LOT**, either by **ALLEY**, **STREET** or **EASEMENT**, the lot depth to width ratio should not exceed 5 to 1 or a maximum depth of two hundred (200) feet.

Figure 3.1 Lot Depth to Width Standards



Commentary Pertaining to 3.02.02(B)

The intent of Section 3.02.02 (B) is to ensure that new subdivisions and Building Sites in the Suburban area are of similar configuration and that lot or building site area is as similar as possible to the existing development pattern.

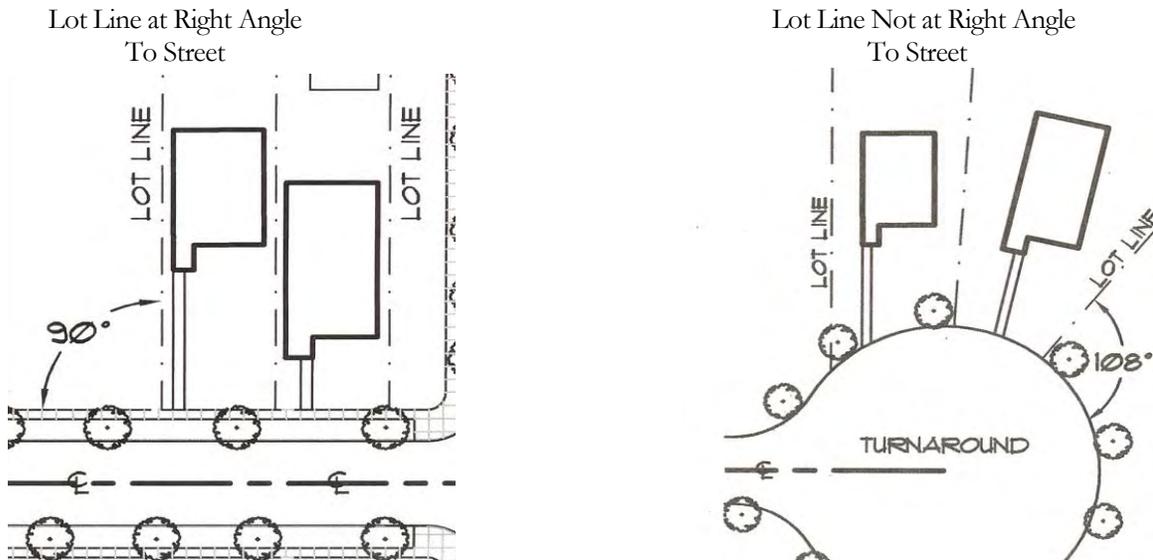
Average lot area is determined by summing the total lot area of all lots within the “neighborhood.” Neighborhood can be defined by one of three methods depending on the context. The first method is generally applicable for residential neighborhoods with a predominant housing type. In this context the average lot area is determined by summing the area of all lots and/or Building Sites within the same block and all abutting blocks, then dividing by the total number of lots and/or Building Sites within the same area.

The second method is for neighborhoods with multiple housing types. In this context the average lot area is determined by summing the width of all lots and Building Sites within the same block face along both sides of the street, then dividing by the total number of lots and Building Sites within that same area.

The third method is intended to address a mixed use or non-residential context. Average Building site Area can be determined by summing the area of all Building Sites fronting the same street within two blocks of the proposed subdivision or site development, and dividing by the total number of Building Sites in that same area.

C. **LOTS** shall be configured so that side **LOT** lines are at right angles to the **LOT FRONTAGE** or **STREET FRONTAGE** wherever practical. Lots fronting on the turnaround portion of a cul-de-sac street represent one situation where it may not be practical for side lot lines to form a right angle with the lot or street frontage.

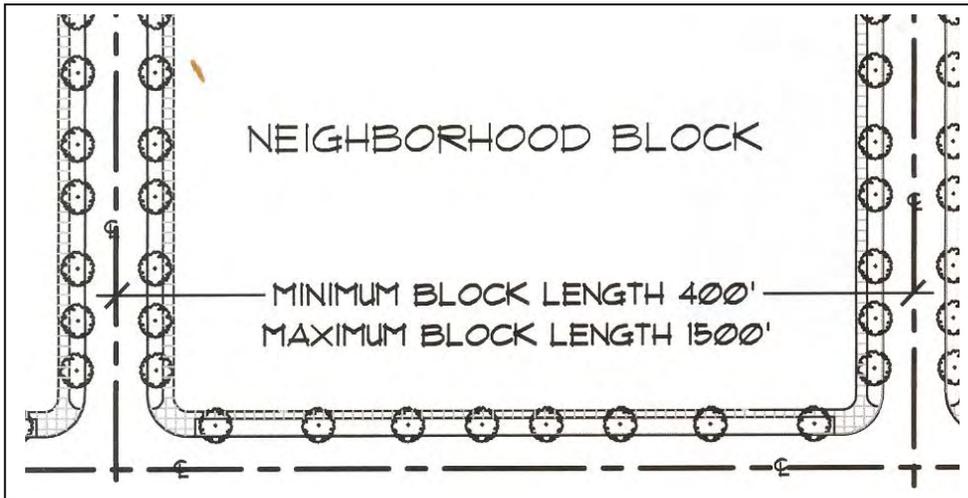
Figure 3.2 Illustration of Lot Line Standards



- D. **SUBDIVISIONS** should not be configured with **DOUBLE FRONTAGE** or **REVERSE FRONTAGE LOTS**, unless the configuration is needed to provide for the separation of residential **DEVELOPMENT** from major transportation **THOROUGHFARES**; **LOTS** developed or zoned for commercial use; **LOTS** developed or zoned for industrial use; or lots developed or zoned Planned Unit Developments (PUD).
- E. **CORNER LOTS** shall have sufficient frontage on the two **ABUTTING STREETS** to ensure that all **BUILDING PLACEMENT** standards are met.
- F. The length of **BLOCKS** along the primary street frontage should be consistent with the average **BLOCK** length of the **NEIGHBORHOOD**, but shall not be less than 400 feet or more than 1500 feet. **BLOCK** length shall be measured from the centerline of intersecting **STREETS** that establish the **BLOCK**. The determination of the primary street frontage shall be based on the highest functional classification. Where all streets that form the **BLOCK** are of the same functional classification, the primary street frontage shall be determined from the longest **STREET**.
- G. **BLOCKS** should be configured to accommodate two (2) rows of **LOTS**. An exception may be granted where **DOUBLE FRONTAGE LOTS** or **REVERSE FRONTAGE LOTS** are allowed, pursuant to 3.02.02 (E).

- H. All **LOTS** shall abut a **THOROUGHFARE** or **NEIGHBORHOOD STREET** for a minimum of twenty feet.
- I. **FLAG LOTS** shall not be permitted in the Suburban Area.

Figure 3.3 Block Design Standards



3.03.00 TRANSPORTATION SYSTEM REQUIREMENTS

3.03.01 Street System Classification

- A. The proposed **STREET** system of the **SUBDIVISION** or site shall conform to the system of **THOROUGHFARES** and **NEIGHBORHOOD STREETS** established in the Suburban Area. Extensions and connections of new **THOROUGHFARES** and **STREETS** to existing **THOROUGHFARES** and **STREETS** shall be required to continue the transportation system and pattern of the Suburban Area. The proposed transportation system shall provide for adequate and safe on and off-street parking, and adequate and safe loading and unloading of goods and equipment.
- B. The proposed street system of the **SUBDIVISION** or site shall conform to the **MAJOR STREET PLAN**. (See Transportation Plan contained in the Frankfort and Franklin County Comprehensive Plan.)

3.03.02 Design Standards - Thoroughfares and Neighborhood Streets

- A. The minimum **RIGHT-OF-WAY** width, as measured from **LOT** line to **LOT** line, shall be as provided in the **MAJOR STREET PLAN**, but shall not be less than the standards shown below in Table 3.1.

Table 3.1 Minimum Right-of-Way Requirements – Suburban Area

Urban Area Street Type Classification	Minimum ROW (feet) No On-Street Parking CG Section(1)		Minimum ROW (feet) With On-Street Parking One or Both Sides CG Section (1)	
	3 lanes	5 lanes	3 lanes	5 lanes
Thoroughfares				
Arterial	80	104	96	NA
Collector	70/80(3)	94/104(3)	86/96 (3)	110/120 (3)
Marginal/Frontage	50	NA	NA	NA
Neighborhood Streets	2 lanes	3 lanes	2 lanes	3 lanes
Major	60	71	76/86(3)	87/97
Minor	40	NA	50 (5)	NA
Alley/Common Drive (2)	30 (4)	NA	NA	NA

(1) CG section includes the curb and gutter along both sides of the **STREET** as well as raised medians.

(2) Curbs and gutters are required for the Alley/Common Drive unless waived by the applicable **ENGINEERING OFFICIAL**.

(3) The additional 10 feet of **RIGHT-OF-WAY** may be required for the purpose of increasing the width of sidewalks when the **THOROUGHFARE** or **NEIGHBORHOOD STREET** provides access to commercial properties or pedestrian traffic is significant.

(4) The minimum **RIGHT-OF-WAY** may be increased to provide for drainage facilities and a portion of the required **RIGHT-OF-WAY** may be provided in an utility easement.

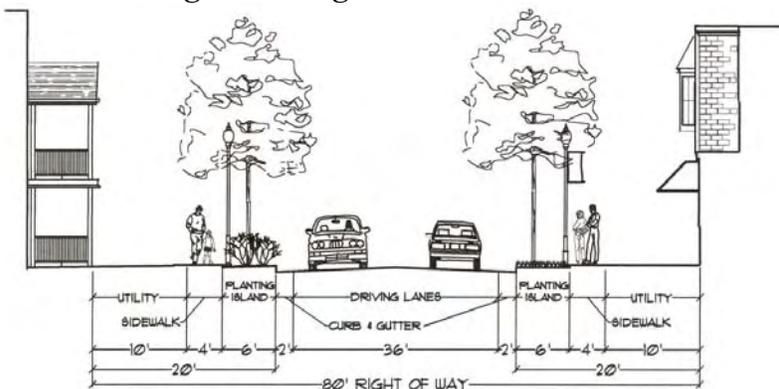
(5) On-street parking is only permitted along one side of the street opposite to side containing fire hydrants and potable water lines. Where on-street parking is provided the curb shall be painted and a sign placed to denote where on-street parking is prohibited.

*Note: The references to 3 and 5 lanes for **STREET** types are based on two or four travel lanes and one left turn lane.*

*Note: The **RIGHT-OF-WAY** standards assume that left turn lanes are painted to separate movements. If a raised median is planned, the right-of-way requirements will be increased to accommodate the additional curb and gutter.*

B. Typical Cross-Sections and Requirements for Thoroughfares and Neighborhood Streets – The following Figures contain all **RIGHT-OF-WAY** and design requirements that shall be applicable for these classifications.

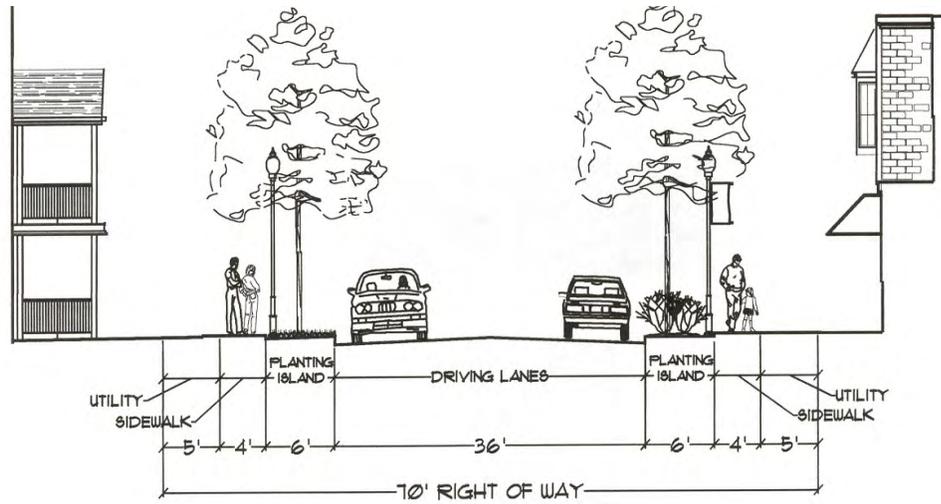
Figure 3.4 Thoroughfare Design Standards



Arterial Thoroughfare Cross-Section

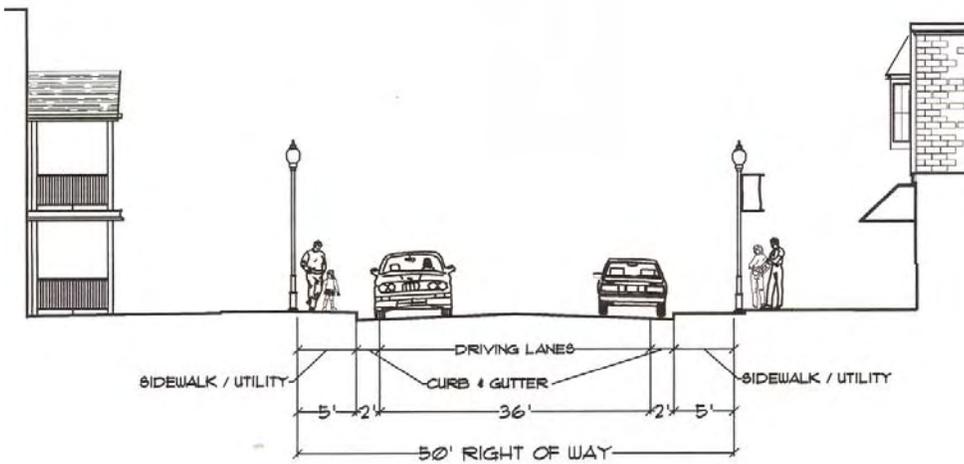
If on-street parking is included, an additional 8 feet per side is recommended for parking lanes

Figure 3.4 Thoroughfare Design Standards - continued



Collector Thoroughfare Cross-Section

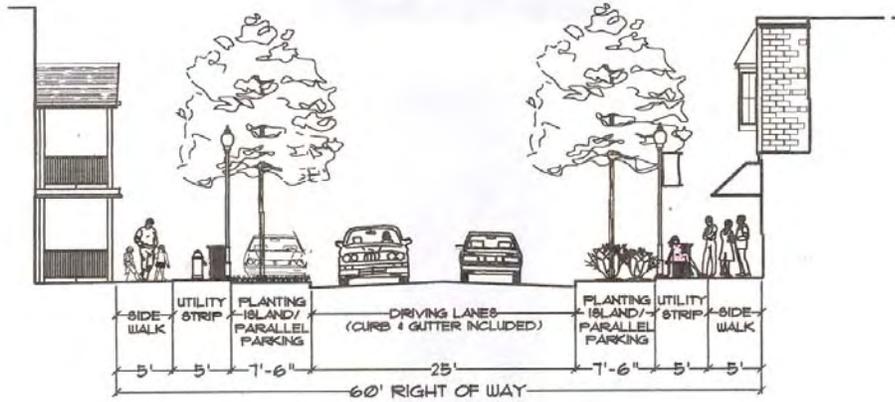
If on-street parking is included, an additional 8 feet per side is recommended for parking lane



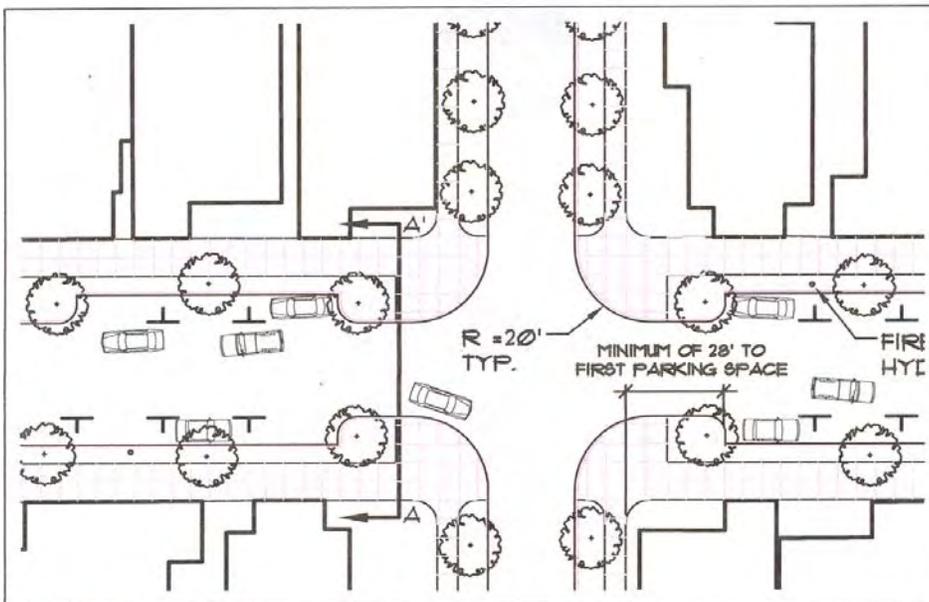
Marginal/Frontage Thoroughfare Cross-Section

Figure 3.5 Major Neighborhood Street Design Standards

Major Neighborhood Streets should be utilized within SUBDIVISIONS and sites when serving a mixture of residential and non-residential LAND USES, or high density or intensity development. This classification of Local Street is also appropriate when the road will serve as an internal collector, providing access from Minor Neighborhood Streets to Major Thoroughfares.



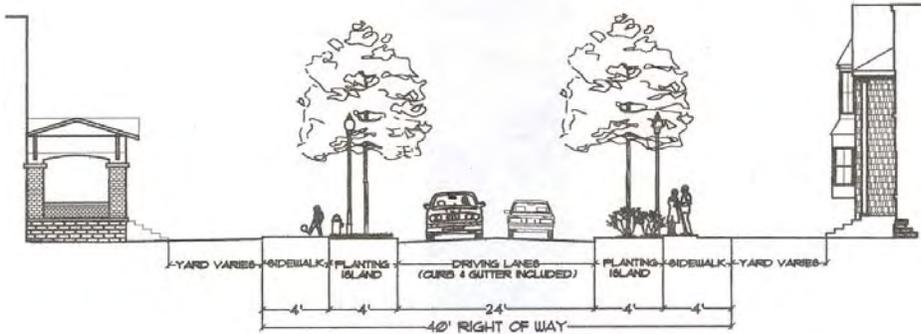
MAJOR STREET ELEVATION A-A'



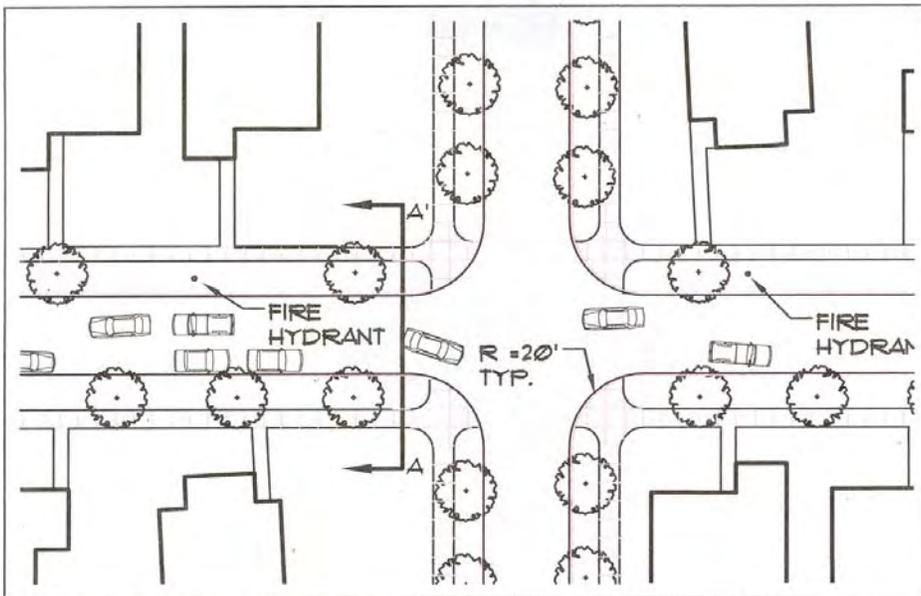
MAJOR STREET PLAN
(Major Street Plan – Internal Layout - not an entrance detail.)

Figure 3.6 Minor Neighborhood Street Design Standards

Minor Neighborhood Streets should be utilized within SUBDIVISIONS and sites to provide access to individual LOTS and BUILDING SITES. When Minor Neighborhood Streets are utilized in conjunction with ALLEYS, on-street parking along one side of the STREET should be provided. When ALLEYS are not present, on-STREET parking should not be provided.



NEIGHBORHOOD MINOR STREET ELEVATION A-A'

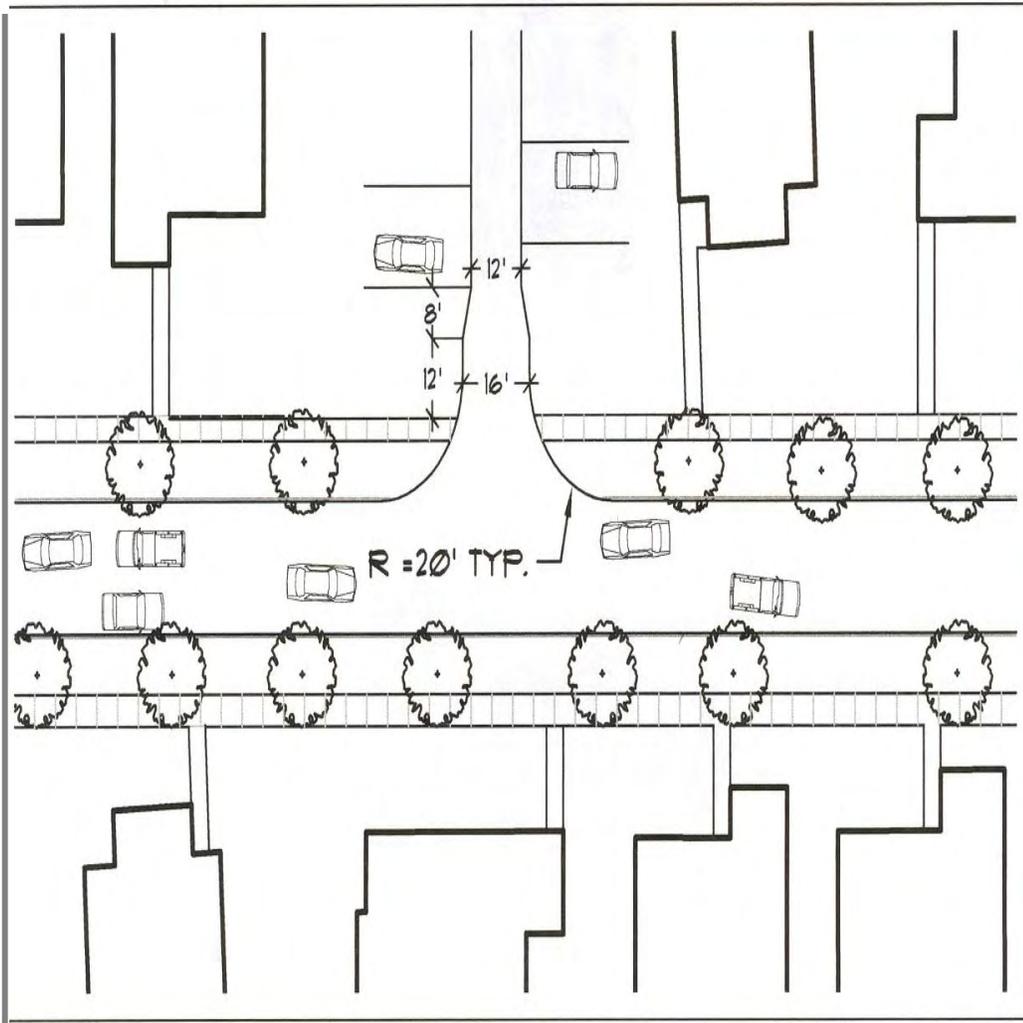


NEIGHBORHOOD MINOR STREET PLAN

50' RIGHT-OF-WAY, ON-STREET PARKING ONLY PERMITTED ALONG ONE SIDE OF THE STREET 20' CURB RADIUS AT TRAVEL LANE. SIDEWALKS 4' WIDTH MINIMUM

(Minor Street Plan – Internal Layout - not an entrance detail.)

Figure 3.7 Neighborhood Alley/Common Drive Design Standards



- C. **SUBDIVISIONS** that are platted or sites proposed for **DEVELOPMENT** along existing **THOROUGHFARES** and **STREETS** that do not meet the standards of 3.03.02(A) shall provide additional **RIGHT-OF-WAY** sufficient to meet the minimum standards.
1. Where the **SUBDIVISION** or **SITE** is located on one side of the existing **STREET** that does not meet the minimum **RIGHT-OF-WAY** standards, one-half (1/2) of the needed **RIGHT-OF-WAY** shall be provided. The required **RIGHT-OF-WAY** shall be based on a measurement from the centerline of the existing **STREET**.
 2. Where the **SUBDIVISION** or site is located along both sides of an existing **STREET** that does not meet the minimum **RIGHT-OF-WAY** standard, all additional **RIGHT-OF-WAY** shall be provided.

- 3. The minimum pavement width for **THOROUGHFARES** and **STREETS** shall be as indicated in the cross sections for **THOROUGHFARES** and **STREETS**.
- D. The centerline of all **THOROUGHFARES** and **STREETS** shall intersect as nearly at a ninety (90) degree angle as possible for a tangent distance of at least one hundred (100) feet, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred and five (105) degrees.
- E. Where T-type intersections are permitted, the following minimum offsets set forth in Table 3.2 shall be required.

Table 3.2 Minimum Offset Requirements for T-type Intersections

Intersection Type	Minimum Offset Between Centerlines (in feet)
Arterial with Arterial	600
Arterial with Collector or Frontage	600
Arterial with Major Neighborhood St.	600
Arterial with Minor Neighborhood St.	600
Collector with Collector	400
Collector with Frontage	400
Collector with Major Neighborhood St.	400
Collector with Minor Neighborhood St.	400
Major Neighborhood St. with Minor or Alley/Common Dr.	150

- F. Intersections shall not be designed with more than four (4) approaches. This design requirement shall not be construed to prohibit merging lanes, deceleration lanes, or traffic circles.
- G. The highest classification of **THOROUGHFARE** or **NEIGHBORHOOD STREET** shall be considered the through **STREET** when intersecting with any other classification of **THOROUGHFARE** or **NEIGHBORHOOD STREET**.
- H. The minimum and maximum **GRADES** for all classified **STREETS** is shown in the following table:

Table 3.3 Minimum and Maximum Grades

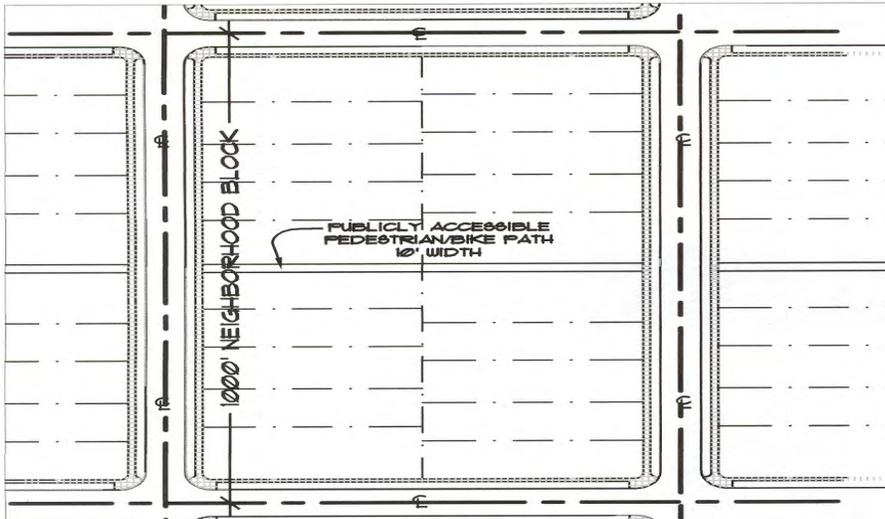
Thoroughfare or Neighborhood Street Type	Grades	
	Minimum	Maximum
Arterial	0.5%	5%
Collector/Frontage	0.5%	8%
Major/Minor/Alley	0.5%	8-12% (1)

(1) The **GRADE** may not exceed 8% unless specifically authorized by the applicable **ENGINEERING OFFICIAL** and provided that additional landing area is provided where the **STREET** intersects with another **STREET**.

- I. Where the **GRADE** of any **THOROUGHFARE** or **NEIGHBORHOOD STREET** at the approach to an intersection exceeds three (3) percent, a leveling area shall be provided, having a **GRADE** not greater than three

- (3) percent for a distance of fifty (50) feet back from the edge of the **RIGHT-OF-WAY** of the intersecting **STREET**.
- J. A change in **GRADE** shall be connected by a vertical curve that provides a minimum sight distance equal to: the distance an automobile will travel in six (6) seconds at the design speed of the road; or 220 feet at 25 MPH, 310 feet at 35 MPH, 400 feet at 45 MPH, 500 feet at 55 MPH. This standard may be reduced at the discretion of the applicable **ENGINEERING OFFICIAL** in order to preserve scenic, cultural or historic resources.
- K. The minimum horizontal curve radius for **THOROUGHFARES** shall be 600 feet and 100 feet for **NEIGHBORHOOD STREETS** unless an alternative is approved by the applicable **ENGINEERING OFFICIAL**.
- L. The minimum radius for **THOROUGHFARE** curb intersections shall be thirty-five (35) feet. The minimum radius for **NEIGHBORHOOD STREET** curb intersections shall be twenty (20) feet. All measurements shall be from the pavement edge.
- M. Dead-end **NEIGHBORHOOD STREETS** shall not be included in **SUBDIVISIONS** proposed in the Suburban Area, unless topography or the existing **STREET** pattern requires a dead-end street. When a dead-end street is proposed, the **STREET** shall meet the following standards:
1. The **STREET** shall be designed as a permanent dead-end street
 2. The dead-end **STREET** shall not be longer than 500 feet.
 3. The **STREET** shall be designed with a closed end with a turn-around at a minimum centerline radius of fifty (50) feet.
- N. **THOROUGHFARE** and **NEIGHBORHOOD STREET** names shall meet the following standards as well as those in Part 9 Street Naming, Closing and Site Addressing Procedures
1. **THOROUGHFARE** and **NEIGHBORHOOD STREET** extensions shall bear the same name as the existing **STREET**.
 2. **THOROUGHFARE** and **NEIGHBORHOOD STREETS** that align with existing **STREETS** shall bear the same name as the existing **STREET**.
- O. There shall be no private **THOROUGHFARES** or **NEIGHBORHOOD STREETS** in Suburban Area **SUBDIVISIONS**, except that dedication to the public of a cross-access **EASEMENT** for **ALLEYS** is acceptable.
- P. In **BLOCKS** over one thousand (1,000) feet in length, the **PLANNING COMMISSION** may require one (1) or more publicly accessible pedestrian and/or bike paths ten (10) feet in width to extend approximately from the midpoint of one **BLOCK** face to the midpoint of the opposing blockface.

Figure 3.8 Location of Publicly Accessible Pedestrian/Bike Path



Q. **THOROUGHFARE** and **NEIGHBORHOOD STREET PAVEMENT** design and construction standards are shown in Table 3.4. **PAVEMENT** base shall consist of not less than two courses (five inch maximum per lift) of dense graded aggregate laid and rolled separately to at least ninety (90) percent maximum density, totaling the required number of inches based on **STREET** type for the full width of **PAVEMENT** and including any proposed shoulder/curb. Sub-grade shall have been graded and rolled to ninety (90) percent of maximum density prior to the placement of the first course of aggregate. A bituminous binder course shall be applied with the thickness at the thinnest point as required for the applicable **STREET** type. A surface or wearing course of Asphalt Concrete, Class I, Type "A", or the equivalent shall be applied, with a thickness at the thinnest point of one (1.5) inches.

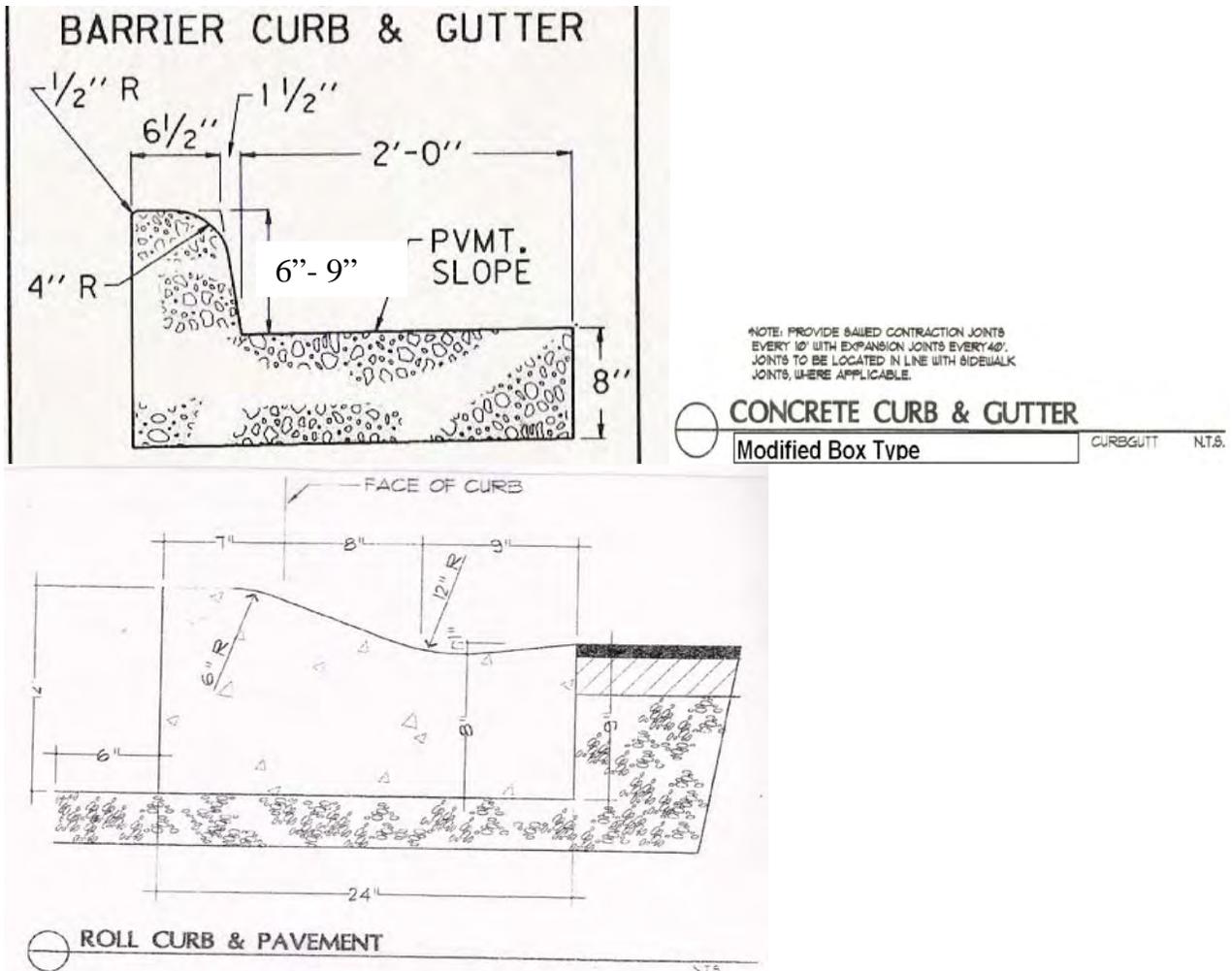
Table 3.4 Pavement Design and Construction Standards

Type	Compacted DGA Base (inches)	Bituminous Asphalt Base (inches)	Finish Grade Bituminous Asphalt (inches)
Arterial	12	4	1.5
Collector	10	4	1.5
Neighborhood Streets	10	3	1.5

R. Straight battered Portland cement box type or Portland cement roll type, concrete curbs and gutters shall be designed in accordance with current Kentucky Bureau of Highways standards or AASHTO. The box type curb and gutter section shall be required on all **THOROUGHFARES** and the roll type CURB and gutter section may be constructed in conjunction with a **NEIGHBORHOOD STREETS** in the Suburban Area. This standard shall not be modified. In addition, the following is required when box or roll type curb and gutter sections are planned and constructed.

1. Cut-outs and repair of straight or roll type curb and gutter sections to accommodate driveways, alleys or other forms of access shall be completed prior to the issuance of a certificate of occupancy for any principal structure on the building site served by the driveway, alley or other form of access. (8-27-07)
2. Developers may install all driveway aprons at time of installation of the curbs to avoid the costs associated with removing such curbs at time of installing a driveway connection onto the new road system.

Figure 3.9 Illustration of Box Type Concrete Curb and Gutter Alternatives



3.03.03 Design Standards for Street Drainage

All **STREETS** shall be designed in accordance with the applicable storm water management and design guidelines for the City of Frankfort or Franklin County.

3.03.04 Design Standards for Street Signs

Developers of **SUBDIVISIONS** and sites are responsible for placement of **STREET** signs in accord with the following requirements:

- A. The developer shall place at least two **STREET** name signs at each four-way **STREET** intersection and one at each “T” intersection.;
- B. **STREET** signs shall be installed within the parkway, free of visual obstruction, and easily legible;
- C. All **STREET** signs must be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) standards and shall be metal with reflective lettering; and,

Commentary Pertaining to 3.03.03 (C)

The MUTCD can be viewed or downloaded from the following website. http://mutcd.fhwa.dot.gov/12.28.01.htm
--

- D. The developer, or successor in interest, will be responsible for the maintenance and replacement, when necessary, of any aspect of a required **STREET** sign that exceeds the minimum requirements of the MUTCD and has been approved by the applicable **ENGINEERING OFFICIAL**. This would include decorative features associated with the signage.

3.03.05 Street Connectivity Standards

- A. Wherever a proposed **SUBDIVISION** or site abuts unplatted land or a future **DEVELOPMENT** phase of the same development, **STREET** stubs shall be installed to allow access to abutting properties or to logically extend the **STREET** system into the surrounding area.
- B. All **STREET** stubs shall be installed with a turn-around having a radius at the outside of the **PAVEMENT** of forty-five (45) feet, and a radius at the outside of the **RIGHT-OF-WAY** of at least fifty (50) feet.

3.03.06 Design Standards for Sidewalks

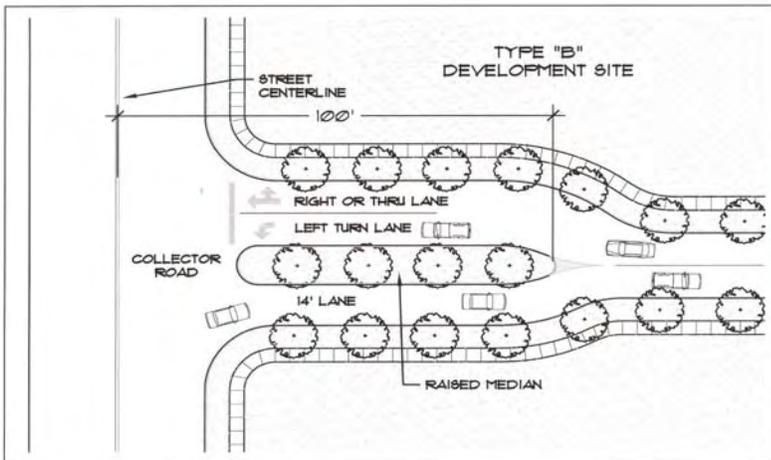
- A. All **SIDEWALKS** shall be constructed of Portland Cement concrete, or other material acceptable to the applicable **ENGINEERING OFFICIAL**, with a minimum three thousand five hundred (3,500) pounds per square inch Class A concrete, and shall have a minimum thickness of four inches and contain fiber reinforced mesh.
- B. **SIDEWALKS** shall be constructed on thoroughly compacted sub **GRADE** and shall conform in width to the requirements for specific **THOROUGHFARE** or **NEIGHBORHOOD STREET** classifications.
- C. **SIDEWALKS** shall be scored in squares, with the minimum spacing based on one (1) foot per foot of **SIDEWALK** width. Expansion joints shall be placed at thirty-two (32) foot intervals, or where necessary based on the **GRADE**, location of driveways, and other features of the sidewalk corridor. **SIDEWALK** slope toward the curb shall be one-quarter (1/4) of an inch to the foot.

- D. **SIDEWALKS** shall be located not less than six (6) inches from the property line in residential areas to prevent interference or encroachment by fencing, walls, hedges, or other planting or structures placed on the property line at a later date.
- E. **SIDEWALKS** shall be designed to connect to and extend existing **SIDEWALKS**.
- F. Ramps at intersections shall be provided to comply with the design requirements of the Americans with Disabilities Act.
- G. **SIDEWALKS** should properly connect with pedestrian crosswalks, and part of the responsibility of the developer for the installation of **SIDEWALKS** will include the delineation of pedestrian crosswalks on the surface of the **STREET** consistent with the requirements of the applicable **ENGINEERING OFFICIAL**.
- H. **SIDEWALKS** are required along both sides of a **STREET** as depicted in Section 3.03.01.

3.03.07 Emergency Vehicle Access

- A. **SUBDIVISIONS** or sites shall provide for emergency vehicle access consistent with the type and density or intensity of use.
- B. For proposed developments of fifty (50) or fewer residential **LOTS** or 30,000 square feet or less of gross floor area of non-residential use (Type A Development) a single two (2) lane, two-way access from the **SUBDIVISION** or site to the transportation system shall be sufficient for emergency access. A single one-way lane may be permitted as an alternative to the standard above with written approval of the applicable **ENGINEERING OFFICIAL**.
- C. For proposed developments with fifty-one to one hundred (51-100) residential **LOTS** or 30,001-150,000 square feet of gross floor area of non-residential use (Type B Development), a single lane ingress and a two lane egress access divided by a raised median shall be sufficient for emergency access. The length of this divided access, measured from the centerline of the connecting **THOROUGHFARE** or **STREET** shall be determined from Table 3.5 on the following page.

Figure 3.10 Illustration of Driveway Design for Emergency Vehicle Access



- D. For proposed **DEVELOPMENTS** with more than one hundred (100) residential **LOTS** or 150,001 or more square feet of gross floor area of non-residential use (Type C Development), a minimum of two (2) separate access **STREETS** or driveways to the abutting transportation system shall be provided. The type and design requirements for these access **STREETS** or driveways shall be separated with a raised median as shown in figure 3.10 above unless otherwise determined by the **PLANNING COMMISSION** upon recommendation of the applicable **ENGINEERING OFFICIAL**.

Table 3.5 Length of Access Based on Street Classification

Roadway Type	Type A Development	Type B Development	Type C Development
Arterial	100 ft.	120 ft.	160 ft.
Collector	80 ft.	100 ft.	140 ft.
Neighborhood Streets	60 ft.	100 ft.	120 ft.

3.03.08 Access from Residential Lots to Thoroughfares

Access from residential **LOTS** to **THOROUGHFARES** shall be prohibited in the Suburban Area except where the provision of access is determined by the **PLANNING COMMISSION** to be an important element in the preservation of the scenic or historic character of the thoroughfare or street. Where such access is allowed, the spacing of such access locations shall conform to the general pattern of **LOT** access driveways along the roadway.

Commentary Pertaining to Sections 3.03.07 and .08

In addition to the access management standards of these sections, please refer to the access management requirements of the Zoning Regulations.

3.03.09 Access Connection and Driveway Design Standards

Driveways from individual **LOTS** or **BUILDING SITES** to **THOROUGHFARES** or **NEIGHBORHOOD STREETS** shall be designed in accordance with the standards below:

- A. Driveway width shall be determined by the following requirements:

1. If the driveway is a one-way in or one-way out drive, then the driveway shall be a minimum width of sixteen (16) feet and shall have appropriate signage designating the driveway as a one-way connection.
 2. For two-way access, each lane shall have a width of twelve (12) feet .Whenever more than two (2) lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall be ten (10) feet wide if three (3) lanes are proposed or sixteen (16) feet wide if four (4) or more lanes are proposed.
 3. Driveways that enter the major **THOROUGHFARE** or **NEIGHBORHOOD STREET** at traffic signals must have at least two outbound lanes (one for each turning direction) of a least twelve (12) feet in width, and one inbound lane with a fourteen (14) foot width.
- B. On-street parking shall be prohibited within the entire length of the access driveway as determined from Table 3.5.
- C. Driveway **GRADES** shall conform to the requirements of the Kentucky Transportation Cabinet Standard Index, Roadways and Traffic Design Standard Indices, latest edition, but in no case shall a driveway **GRADE** exceed twelve (12) percent.
- D. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers is not permitted.

3.04.00 PUBLIC FACILITY AND SERVICE REQUIREMENTS

3.04.01 Required Facilities and Services

SUBDIVISIONS AND DEVELOPMENT PLANS proposed within the Suburban Area shall provide for the following facilities and services: potable water, sanitary sewer, flood hazard protection, storm water management, gas, electricity, cable, and telephone.

3.04.02 Water System Design and Fire Protection Standards

All Suburban Area **SUBDIVISIONS** and sites are required to have adequate potable water service from a public utility provider for drinking water and fire protection. All **SUBDIVISIONS** and sites shall comply with the design standards below and, where applicable, those standards adopted by the Frankfort Plant Board. Where standards contained herein are determined to conflict with the standards adopted by the Frankfort Plant board or other potable water provider, the more stringent standard shall apply. The applicable **ENGINEERING OFFICIAL** shall consult with the utility service provider and make the final determination that standards are in conflict and which standard is more stringent.

- A. Water mains shall be not less than six (6) inches in diameter. Larger mains may be required when warranted by service or topographic conditions. Four (4) inch water mains may be considered by the applicable **ENGINEERING OFFICIAL**, but only for mains which do no serve as a fire hydrant branch. Blow-off's shall be installed as necessary and pursuant to **ENGINEERING OFFICIAL** requirements.
- B. Dead end water service to a **SUBDIVISION** or **DEVELOPMENT SITE** should not be permitted. Water service mains should connect to the distribution system at a minimum of two (2) points to avoid interruption of service should one main be out of service. A single point of connection to the public distribution system may be permitted when it is determined that a second connection is not feasible due to the physical limitations of the site.

- C. Water mains should be so arranged that the distance between intersecting mains does not exceed eight hundred (800) feet. If intersecting mains are at a distance in excess of this standard, eight (8) inch or larger mains must be used.
- D. The distribution system for **SUBDIVISIONS** and sites shall be equipped with a sufficient number of valves located in a manner such that breakage or other interruption will not cause the shut down of any portion of a main greater than eight hundred (800) feet.
- E. Fire hydrants shall meet the minimum specifications and be installed in conformity with the requirements of the public water service provider.
- F. Fire hydrants shall be able to deliver a minimum of five hundred (500) gallons per minute or other rate of water flow as determined by the applicable FIRE DEPARTMENT OFFICIAL, for firefighting purposes. Friction loss between the main and the hydrant should be minimized to ensure that the hydrant can deliver the specified flow of water.
- G. Fire hydrants shall be equipped with not less than two (2) two and one-half (2 ½) inch outlets and one (1) four and one-half (4 ½) inch main steamer or pumper outlet and an isolation valve must be installed between the street main and the hydrant.
- H. Hydrant spacing shall be determined by the fire flow demand standards below or as determined for a specific site by the applicable FIRE DEPARTMENT OFFICIAL:
 - 1. Higher density residential and commercial areas, where the proposed density is greater than three (3) dwelling units per net acre or greater than a 0.15 **FLOOR AREA RATIO**, shall have hydrants located as to keep hose lines at a maximum of five hundred (500) feet. At a minimum, there shall be enough hydrants appropriately spaced within the **SUBDIVISION** or **BUILDING SITE** to make two (2) streams of water available at every part of the interior and exterior of each building not covered by standpipe protection. Private hydrant design and installation (private hydrants are those located on private property and not within a public right-of-way or easement) may also be required to comply with the standard to make available two (2) streams of water at every part of the interior and exterior of each building not covered by standpipe protection.

Commentary Pertaining to Section 3.04.02.H.1:

The property owner will be responsible for the design, installation and maintenance of the water distribution system and fire hydrants to be placed within a site, outside of a public right-of-way or easement.

- 2. For lower density residential areas, hydrant spacing shall not exceed eight hundred (800) feet between hydrants. In higher density residential and commercial developments, hydrant spacing shall not exceed 500 feet between hydrants, nor shall any portion of a building be further than 500 feet from a hydrant installed to protect it.
- 3. Fire hydrants shall be located as close to a **STREET** intersection as possible with intermediate hydrants along the **STREET** or on the site of the premises so as to meet area requirements. Hydrants should be located in designated **STREET** tree planting or other portion of the **RIGHT-OF-WAY** designated for utilities.

4. Measurements for distances referenced above shall be made along an all weather road (never measured through or across yards, fields, woods, creeks, or other avenues not accessible to fire apparatus) for laying hose lines.
- I. All fire hydrants shall be placed a minimum of fifty (50) feet from the exterior wall of any building to be protected. When such placement is impossible, hydrants shall be placed where the chance of injury by falling walls is minimized and where firefighters are not likely to be driven away by smoke or heat. The height of proposed buildings shall be considered for minimum distance when the fifty (50) foot distance is not possible.

3.04.03 Sanitary Sewer System Design Standards

All Suburban Area **SUBDIVISIONS** and sites are required to have adequate sanitary sewer service from either a public utility provider or by an on-site system approved by the Franklin County Health Department. All **SUBDIVISIONS** and sites shall comply with the design standards adopted by the public utility provider or administered by the Franklin County Health Department. In addition, the following standards are applicable:

- A. The maximum length of sanitary sewer pipe between manholes is 350 feet;
- B. Residential **LOTS** served by an on-site sanitary sewer system shall be a minimum of two-hundred (200) feet wide as measured at the building line, and one-half (1/2) acre in area. A greater area than specified may be required for residential **LOTS** if, in the opinion of the County Health Officer, there are factors of drainage or soil condition to cause potential health hazards.

3.04.04 Flood Hazard Protection Standards

Any land lying below the intermediate regional flood elevation as designated by the U.S. Army Corps of Engineers or five hundred seven (507) feet above mean sea level (MSL) as determined from the published data and maps of the U. S. Geological Survey (USGS) shall be considered as subject to repeated flooding unless the land is rendered flood free by a flood protection facility. Land that is subject to repeated flooding or is deemed to be topographically unsuitable for any residential use shall not be approved for **SUBDIVISION** or site **DEVELOPMENT**, nor for any other use that may create danger to the public health, life, or property or aggravate erosion or flood hazards. All **SUBDIVISIONS** and sites shall be designed to conform to the requirements of any applicable Floodplain Zone (See Article 8 of the Frankfort and Franklin County Zoning Regulations).

3.04.05 Storm Water Management Design Standards

All Suburban Area **SUBDIVISIONS** and sites are required to have adequate storm water management facilities to limit the post development peak runoff from a **SUBDIVISION** or site to the predeveloped value for the ten (10) year, one (1) hour and one-hundred (100) year, six (6)hour storm events. Additionally, such facilities shall be capable of conveying the one hundred (100) year, twenty four (24)hour peak flow rate assuming the principle spillway is fully clogged. All **SUBDIVISIONS** and sites shall comply with the storm water standards for Frankfort and Franklin County.

3.04.06 Gas, Electricity, Cable, and Telephone Service Design Standards

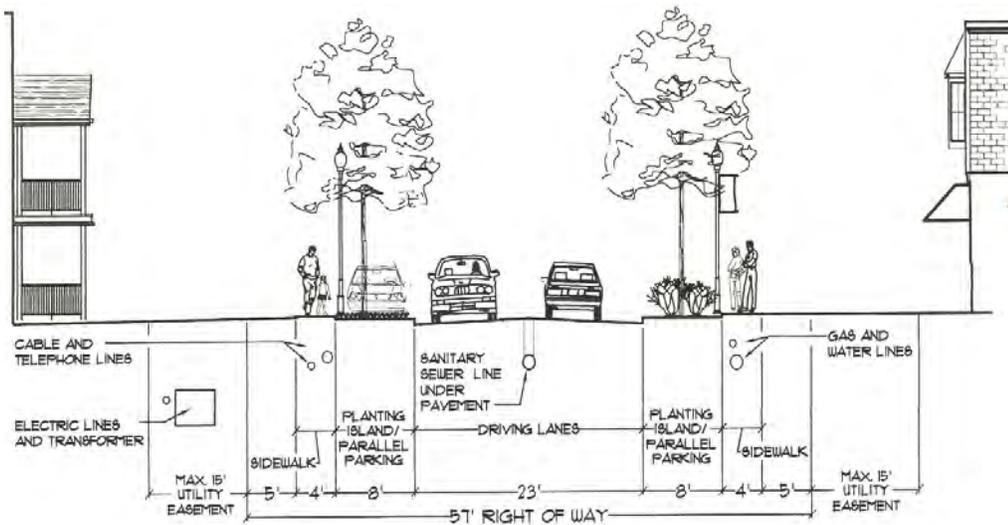
Except as provided in (A) or (B) below, all gas, electric, cable, telephone, and similar utilities provided to new **SUBDIVISIONS** and **BUILDING SITES** shall be placed underground in **RIGHTS-OF-WAY** or **EASEMENTS** as required. Above-ground utility service facilities, other than junction boxes, transformers and related ground-mounted equipment, are prohibited except as provided in accordance with (A) or (B) below. All permitted above ground service facilities shall be appropriately placed in or near front, side, or rear yard setbacks and should not be placed any closer than two (2) feet to the front or rear property line.

- A. **SUBDIVISIONS** or sites, wherein more than seventy-five percent of the total number of residential units qualify as **AFFORDABLE HOUSING**, will be permitted to be serviced by above ground electric and telephone utility service facilities. In order to qualify for this provision, the developer of the **SUBDIVISION** or **SITE** shall provide to the **PLANNING COMMISSION** a written statement justifying and certifying that the requisite number of residential units will be sold at a price consistent with the definition of “affordable” as described in the commentary below or as may be determined by policy of the **PLANNING COMMISSION** from time to time. Also, the developer’s certification statement shall also describe a binding method of enforcement to ensure that the requisite number of affordable dwelling units will be achieved over the life of the project, and the actions that the developer will take to ensure enforcement.
- B. Above ground electric service may be provided to a **SUBDIVISION** or **SITE** when it is determined by the applicable **PLANNING DIRECTOR** or more of the following conditions exist: 1) the **SUBDIVISION** or **SITE** is located in an area where adjoining developed **SUBDIVISIONS** or **SITES** are served from above ground facilities; and/or 2) the **SUBDIVISION** or **SITE** can be served from existing overhead electric facilities without the need to construct new overhead facilities.
- C. For all commercial and multi-tenant residential developments, a minimum three (3) inch ID, Schedule 40 PVC conduit will be provided to the Service Demarcation Point for Frankfort Plant Board Cable/Telecommunication facilities. The Demarcation Point is within a six (6) foot radius of the electric meter for external **BUILDING** terminations, or the mechanical room (wiring closet) near the electric service panel for terminations inside a **BUILDING**. A pull box is required for conduit runs having more than two (2) sweeping, ninety (90) degree bends between the Frankfort Plant Board cable/telecommunication access point and the Service Demarcation Point.

Commentary Pertaining to Section 3.04.06
Subpart (A) is intended to help reduce the cost of site development and eventual housing cost in order to support the production of affordable housing units in Frankfort and Franklin County. The definition of “affordable” is a maximum sale price, including closing costs, equal to 2.5 times the median household income for Franklin County.

Figure 3.11 General Illustration of Underground Utility Location Within or Adjoining Street Right-of-Way

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Notes: Figure 3.11 indicates two alternative placements for electric and cable/telecommunication service. One alternative is within a five-foot area between the sidewalk and the planting area. The second alternative is within a fifteen foot wide EASEMENT adjoining the STREET RIGHT-OF-WAY. The Frankfort Plant Board should determine the best placement of the electric and cable/telecommunication service based on the type of area, site conditions and constraints, and design considerations. All other utilities shall be placed within the public RIGHT-OF-WAY. (Map is for illustration only – the specific text dimension requirements within these regulations shall be followed)

3.04.07 Public Transit Standards

- A. All non-residential **DEVELOPMENTS** with more than 100,000 square feet of gross floor area shall be required to conform to the following public transit standards:
 1. Provide a transit shelter in a location as determined appropriate by the public transit authority, if the location is identified in the long-range plan for transit facilities.
 2. Provide a publicly accessible sidewalk from the transit shelter to the principal entrance to the **DEVELOPMENT**. The principal entrance for a multi-tenant structure shall be the entrance for the principal tenant, or the tenant with the largest amount of gross floor area.
- B. Residential **SUBDIVISIONS** are encouraged, but not required, to construct a multi-purpose pedestrian shelter (s) in common open space areas within in the development to provide a covered waiting area for school children and transit-riders.

3.05.00 EROSION AND SEDIMENTATION

3.05.01 Erosion Control Measures

- A. All areas disturbed by grading shall have temporary vegetative cover provided. Such cover shall consist of annual grasses or small grains. Slopes exceeding 4:1 shall have additional protection of mulching and/or seeding to prevent erosion. To protect ditches and other areas from erosion, the following protective measures shall be required for all **SUBDIVISIONS** and **BUILDING SITES**:

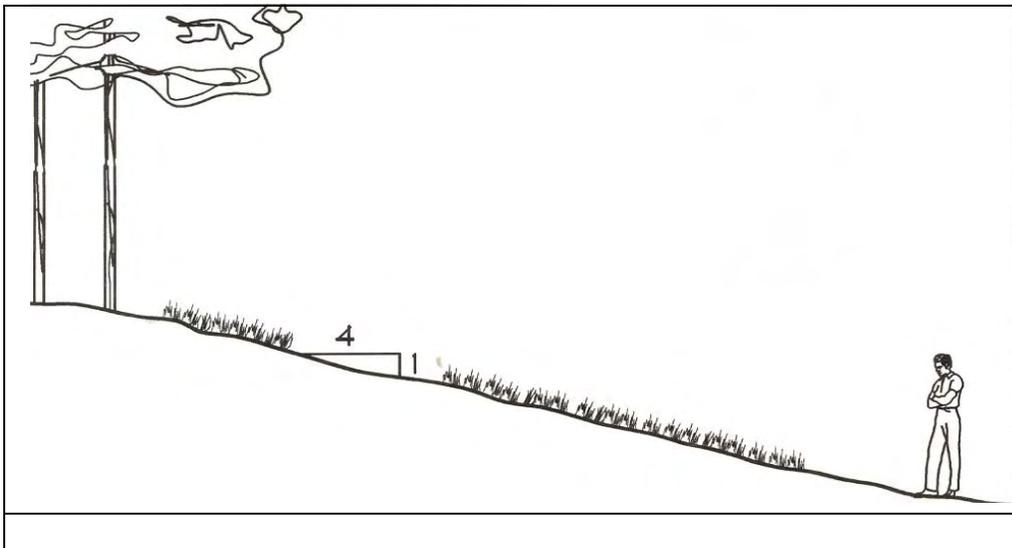
Grade of Ditch

Required Protection

Less than 1%	Seed and fertilize entire ditch and slopes.
1% to 5%	Seed, mulch, fertilize and peg invert and sides to top of 2:1 slope.
5% to 7%	Paved invert, and paved slope to six (6) inches above maximum flow depth, with four (4) inch thick reinforced concrete. Seed all other areas not paved in the right-of-way.
All over 10%	Seeded and pave as above, but with alternate side diagonal baffles at about three (3) to four (4) foot on center to retard flow.

- B. All seeding and fertilization shall be done in conformance with the guidelines established by the Franklin County Conservation District. During grading, excavation, or construction no erosion, siltation or water impoundment shall occur on any adjoining property as the result of such grading, excavating, or construction activity. If erosion, siltation or water impoundment should occur, the contractor will correct it immediately, to the satisfaction of the applicable **ENGINEERING OFFICIAL**.

Figure 3.12 Illustration of a 4 : 1 Slope Ratio



- C. Effective sediment control measures shall be incorporated in the planning and construction of **SUBDIVISIONS** and sites. A Notice of Intent (NOI) for storm water discharge is required on all construction sites that will disturb one (1) or more acres. The permit shall be obtained from the Division of Water, the Natural Resources and Environmental Protection Cabinet (Division of Water) prior to grading. Practical combinations of the following technical principles shall be applied:

1. The smallest practical area of land shall be exposed at any one (1) time during development.
2. When land is exposed during development, the exposure shall be kept to the shortest practical period of time.
3. Temporary vegetation and/or mulching shall be used to protect critical areas exposed during development.
4. Sediment basins (debris basins, desilting basins, or silt traps) shall be installed and maintained to remove sediment from runoff waters from land undergoing development.
5. Provisions shall be made to effectively accommodate the increased runoff caused by changed soil and surface conditions during and after development.
6. The permanent final vegetation and structures shall be installed as soon as practical in the development.
7. The development plan shall be fitted to the topography and soils so as to create the least erosion potential.
8. Wherever feasible, natural non-invasive vegetation shall be retained and protected.

3.06.00 DEDICATION OF EASEMENTS CONTROL

3.06.01 Type, Location and Extent of Easements

Where appropriate and to the fullest extent possible, **EASEMENTS** required by these regulations should be located and of sufficient width and extent as to provide for the installation and ongoing maintenance of the facilities or services installed within the easement, without creating a conflict with the application of other subdivision or zoning regulations. **EASEMENTS** shall be fully indicated on the **RECORD PLAT OR DEVELOPMENT PLAN**.

Commentary Pertaining to Section 3.06.01

The location and extent of easements should be planned to reduce the potential for conflicts with the application of other land development regulations. For example, where required landscape buffers and easements overlap in area with utility easements coordination between the utility provider, property owner and planning commission will be required in order to accomplish the objectives of both the landscape and utility easements.

- B. The **PLANNING COMMISSION** may require, when it deems it necessary to facilitate pedestrian access to community facilities or other nearby **STREETS**, perpetual unobstructed **EASEMENTS** at least twelve (12) feet in width. The Commission may require a paved sidewalk for pedestrian safety within such an **EASEMENT**.
- C. Where a **SUBDIVISION** borders on a watercourse in an area designated in the **COMPREHENSIVE PLAN** for public recreational use, the **PLANNING COMMISSION** may require **EASEMENTS** to be reserved for public access to the water.

- D. Where topography or other conditions are such as to make impractical the inclusion of utilities or drainage facilities within **STREET RIGHTS-OF-WAY**, perpetual unobstructed **EASEMENTS** at sufficient width for such utilities shall be provided across property outside the **STREET** lines and with satisfactory access to the **STREET**.
- E. Where a **SUBDIVISION** is traversed by a watercourse, drainage way, channel, or stream, there shall be provided a storm water **EASEMENT** or drainage **RIGHT-OF-WAY** conforming substantially with the lines of such watercourse, and such further width as may be deemed necessary by the applicable **ENGINEERING OFFICIAL** to permit the construction of improvements designed to restrict flooding on adjoining properties. Parallel **STREETS** or medians may be required.

3.07.00 STREETScape, LANDSCAPE, LIGHTING AND OPEN SPACE DESIGN STANDARD

3.07.01 Public Open Space Required *(amended 9-25-06)*

- A. Any Subdivision, Condominium, or Development proposing a residential land use of twenty-six (26) lots/units or more shall provide public open space based on the following design standards:
 - 1. 1,089 sq.ft. of platted open space area per lot or unit OR 5% of the gross acreage of the original parent tract, whichever is less.
 - 2. Platted open space shall be maintained by the homeowners association of the development/subdivision/condominium. Alternative to maintenance:
 - a. The Developer may choose not to provide the required homeowners association for the development and dedicate the required open space area to an accepted land trust provided the land trust is willing to accept the dedication and the Planning Commission approves this alternative method.
 - 3. Platted open space areas shall be allowed to contain common amenities such as pavilions, playgrounds, pools, accessory structures, walkways, bike paths, trails, and the like. These areas may also consist of natural preserved scenic corridors, steep slopes, retention basins, and golf courses; however, right-of-way, driveways, parking for residential uses, or areas from the top of rim to the lowest elevation of detention basins or sink holes shall not be

credited as the required open space area. The required open space areas should be properly designed to provide a reasonable and functional purpose within the development or to other public open spaces outside of the development boundaries. The developer shall adequately demonstrate how the development and/or open space areas will protect ecologically sensitive areas, preserve natural or cultural features of the site, and preserve viewsheds or scenic vistas

4. Developers of a new development that is located equal to or less than 2640 feet (half mile) from an existing and accepted public open space may request to the Planning Commission to be exempt from the above requirements, provided they submit the following minimum justification:
 1. Verification that the subject property is equal to or less than 2640 feet from an existing public open space – measured from the parent tract boundaries and along the existing public rights-of-way or other acceptable access ways to the existing open space;
 2. How they have attempted to provided connections to nearby parks, greenways, public buildings, schools, or the like; and
 3. Adequately demonstrate how the development will protect ecologically sensitive areas, preserve natural or cultural features of the site, and preserve viewsheds or scenic vistas;

Commentary Pertaining to Section 3.07.01

The National Park and Recreation Association and Urban Land Institute publish standards for the amount of land for parks and open space that communities should strive to provide. Generally, this standard is 10 acres per 1,000 of population. This standard would yield a factor of 1,089 square feet of park and open space area per dwelling unit based on an average household size of 2.5 persons. Another way of describing this standard, when applied to a suburban subdivision, is that about 8% of the gross developable acreage of a subdivision should be set aside for park and open space purposes. (The 8% assumes that approximately 20% of every subdivision is occupied by roads, storm water facilities or other areas that are not developable for homes).

Within the urban and suburban area defined herein, there is an existing system of parks and open space available to serve new development. Therefore, the 8% factor has been reduced to 5% to reflect the availability of some existing park and open space resources. The existing inventory of public green space/open space within Frankfort/Franklin County is as follows:

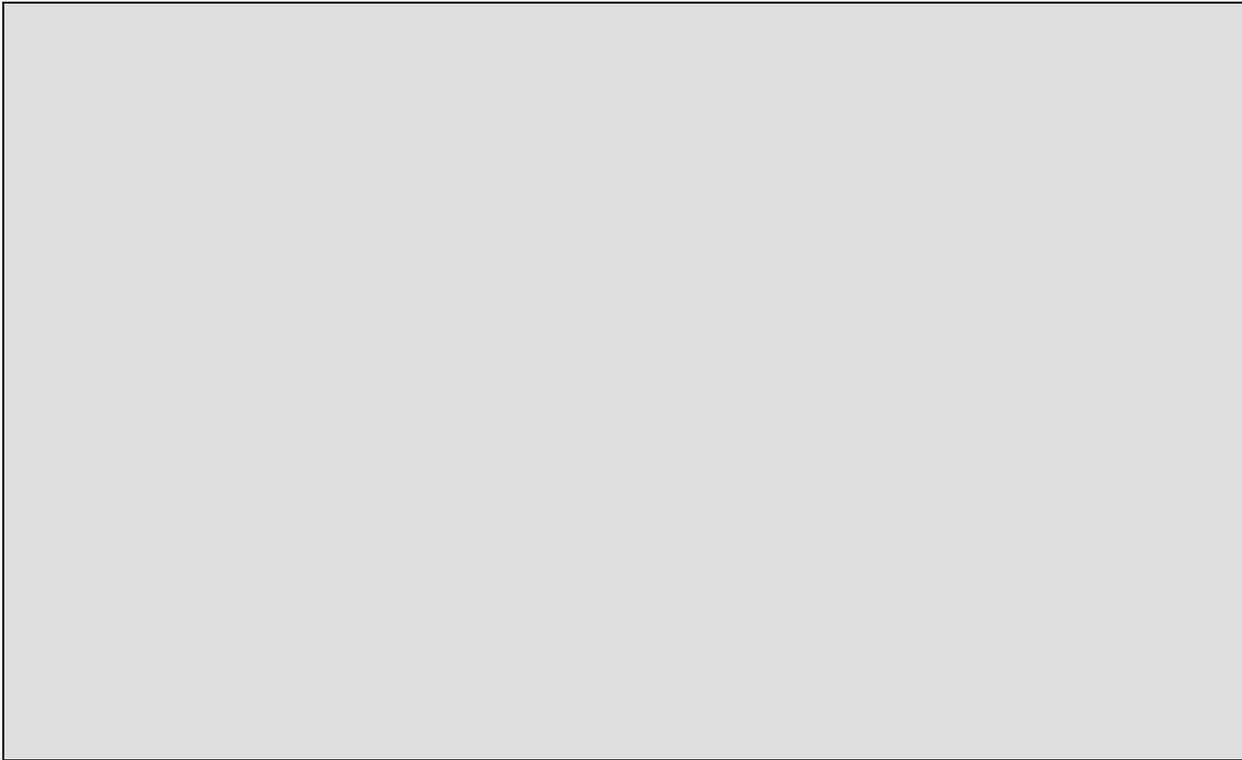
A. Urban area = 2,162.28 ac. x 8% = 172.98

B. Suburban area = 13,371.69 ac. x 8% = 1,069.74 acres

Total open space per subdivision regulations = 1,242.72 acres

Total existing open space (only governmentally owned) = 1,296.86 acres

Total existing open space (including private golf courses) = 1,792.09 acres



3.07.02 Streetscape Requirements

STREET trees shall be planted along a **STREET TREE ALIGNMENT LINE** at an average spacing not greater than thirty (30) feet on center. **STREET** trees shall be at least 1.5-2.0 inch **CALIPER** and at least twelve (12) feet in overall height at time of installation. All **STREET** trees along any given **BLOCK** face should be of the same species. The following list contains all species approved for use as **STREET** trees. It contains native species, with some acceptable adapted plants. When the primary access to lots and sites is from the frontage street (as opposed to a rear alley), the average spacing standard may be modified by the applicable planning director to accommodate driveways.

Canopy and Understory Trees

<u>Latin Name</u>	<u>Common Name</u>
▪ Acer rubrum	Red Maple *
▪ Acer buergerianum	Trident Maple
▪ Acer griseum	Hedge Maple
▪ Acer tartaricum	Tartarian Maple
▪ Acer saccharum	Sugar Maple *
▪ Acer truncatum	Shantung Maple
▪ Aesculus pavia	Red Buckeye
▪ Amelanchier arborea	Downey Serviceberry
▪ Amelanchier canadensis	Shadblow Serviceberry
▪ Amelanchier laevis	Allegheny Serviceberry

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▪ <i>Betula Nigra</i>	River Birch
▪ <i>Carpinus caroliniana</i>	American Hornbeam
▪ <i>Catalpa speciosa</i>	Northern Catalpa *
▪ <i>Celtis laevigata</i>	Sugar Hackberry *
▪ <i>Celtis occidentalis</i>	Hackberry *
▪ <i>Cercis Canadensis</i>	Redbud
▪ <i>Cercidiphyllum japonicum</i>	Katsura Tree
▪ <i>Chionanthus virginicus</i>	Fringetree
▪ <i>Cornus florida</i>	Flowering Dogwood
▪ <i>Cornus kousa</i>	Kousa Dogwood
▪ <i>Cornus mas</i>	Corneliancherry Dogwood
▪ <i>Cotinus obovatus</i>	American Smoketree
▪ <i>Cotinus coggygria</i>	Smokebush
▪ <i>Cladrastis kentuckea</i>	Yellowwood
▪ <i>Crataegis crusgalli inermis</i>	Thornless Cockspur
▪ <i>Crataegis phaenopyrum</i>	Washington Hawthorn (these contain thorns)
▪ <i>Crategis punctata var. inermis</i>	Thornless Hawthorne 'Ohio Pioneer'
▪ <i>Crategis viridis</i>	Green Hawthorne (these contain thorns)
▪ <i>Fraxinus americana</i>	White Ash *
▪ <i>Fraxinus pennsylvanica</i>	Green Ash *
▪ <i>Fraxinus pennsylvanica 'Johnson'</i>	Leprechaun Ash
▪ <i>Fraxinus quadrangulata</i>	Blue Ash *
▪ <i>Ginkgo biloba</i>	Ginkgo (male only) *
▪ <i>Gleditsia triacanthos inermis</i>	Thornless Honeylocust
▪ <i>Gymnocladus dioicus</i>	Kentucky Coffeetree (male only) *
▪ <i>Koelreutaria paniculata</i>	Golden Raintree
▪ <i>Liquidambar styracifolia</i>	Sweetgum *
▪ <i>Liriodendron tulipifera</i>	Tulip Poplar *
▪ <i>Maackia amurensis</i>	Amur maackia
▪ <i>Magnolia virginiana</i>	Sweetbay Magnolia
▪ <i>Malus spp</i>	Crabapples
▪ <i>Nyssa sylvatica</i>	Tupelo Black Gum
▪ <i>Ostrya virginiana</i>	Hophornbeam
▪ <i>Parrotia persica</i>	Persian Parrotia
▪ <i>Platanus x acerifolia</i>	London Planetree *
▪ <i>Platanus occidentalis</i>	Sycamore *
▪ <i>Prunus spp.</i>	Plums, Cherries
▪ <i>Quercus acutissima</i>	Sawtooth Oak *
▪ <i>Quercus alba</i>	White Oak *
▪ <i>Quercus bicolor</i>	Swamp White Oak *
▪ <i>Quercus borealis</i>	Northern Red Oak *
▪ <i>Quercus coccinea</i>	Scarlet Oak *
▪ <i>Quercus imbricaria</i>	Shingle Oak *
▪ <i>Quercus macrocarpa</i>	Bur Oak *
▪ <i>Quercus muchlenbergii</i>	Chinkapin Oak *
▪ <i>Quercus nigra</i>	Water Oak *
▪ <i>Quercus phellos</i>	Willow Oak *

▪ Quercus robur	English Oak *
▪ Quercus rubra	Red Oak *
▪ Quercus shumardii	Shumard Oak *
▪ Sophora japonica	Japanese Pagoda
▪ Syringa pekinensis	Pekin Lilac
▪ Syringa reticulate	Japanese Tree Lilac
▪ Taxodium distichum	Bald Cypress *
▪ Tilia tomentosa	Silver Linden
▪ Ulmus parvifolia	Chinese Elm*
▪ Ulmus americana	American Elm *
▪ Viburnum prunifolium	Blackhaw Viburnum
▪ Viburnum rufidulum	Southern Blackhaw Virburnum
▪ Zelkova serrata	Japanese Zelkoba *

NOTE: (1) The species listed above that contain an asterisk (*) require a tree lawn of six (6) feet or more. (2) The list of species above may not be suitable for all sites, soils, or other conditions that may exist on a development streetscape. Consulting with an arborist is recommended prior to final approval. (3) Other species may be deemed acceptable by the City Arborist.

3.07.03 Lighting Requirements

- A. **STREET** lighting shall be required for all street classifications in the Suburban Area.
- B. Lighting fixtures shall be placed within the **STREET RIGHT-OF-WAY**, alternating along both sides of the **STREET** with a minimum spacing as determined by appropriate design standards of the utility provider. Lighting fixtures should be placed at the intersection of major streets serving the subdivision or site.
- C. Lighting fixtures shall have a maximum height of eighteen (18) feet above the **GRADE** of the **SIDEWALK**, and a minimum clearance above the **GRADE** of the **STREET** of not less than fifteen (15) feet. All fixtures shall be of an appropriate design to shed light downward and away from residential structures to the rear of the fixture.

3.08.00 COMMUNITY FACILITIES

3.08.01 Reservation of Lands for Community Facilities

The **PLANNING COMMISSION** may require the reservation of lands for community facilities as a condition of preliminary subdivision plan plat or **DEVELOPMENT PLAN** approval. Community facilities for which a reservation of land may be required include community parks, schools, and other public uses. Reservations are subject to the following criteria:

- A. The maximum period of time that land shall be reserved, unless voluntarily extended by the property owner, will be two years. This period shall begin with the date that the **RECORD PLAT** containing the reservation is officially recorded by the Clerk of Franklin County or upon approval of a development plan.

- B. The reservation will be deemed to be extended beyond the two (2) year period if a public agency or organization, such as a Board of Education, has made a bona fide offer for the purchase of the reserved land. The extension will be null and void if the property owner formally rejects the offer.
- C. The property owner may elect to voluntarily reserve the lands beyond the two (2) year period, but such reservation shall be made in writing to the **PLANNING COMMISSION**.

Commentary Pertaining to Section 3.08.01

The Kentucky Revised Statutes, Chapter 100.281 (5) provides that subdivision regulations may include “specifications for the extent to which land is to be used for public purposes shall be reserved as a condition precedent to approval by the commission of any subdivision plat.” The maximum time period for such reservation is two (2) years.

Part 4

Rural Area Subdivision and Development Design Requirements



4.01.00 GENERALLY

4.01.01 Intent

The requirements of Part 4 are provided to ensure that **SUBDIVISIONS** and **DEVELOPMENT PLANS** within the Rural Area are consistent with the predominant characteristics of rural types of development. It is the intent of the **PLANNING COMMISSION** that land proposed to be subdivided shall be suitable for development, including consideration of flood hazards; geologic hazards; availability of adequate water supply, sewage disposal, storm water facilities, transportation facilities, and schools; or consideration of other such conditions as may endanger the health, life, or property of the citizens of Frankfort and Franklin County.

Commentary Pertaining to 4.01.00

A **BUILDING SITE** is any group of one (1) or more **LOT(S)** or parcel(s) occupied or intended for **DEVELOPMENT** as a unit, whether or not as part of a larger **DEVELOPMENT SITE**. **BUILDING SITE** area does not include surface water bodies or floodways, but does include wetlands. (From Part 10 – Definitions)

4.01.02 Applicability

SUBDIVISIONS and Development Plans within the boundaries of the Rural Area, as depicted on the Map of Urban, Suburban, and Rural Areas (Figure 1.1 located in Part 1), shall comply with the requirements of this Part. (See Section 1.07.00 for the rule applicable to properties located in more than one type of area.)

4.02.00 STANDARDS FOR LOT LAYOUT AND SITE DESIGN

4.02.01 Compliance with Zoning District Requirements

SUBDIVISIONS and **DEVELOPMENT PLANS** within the Rural Area shall comply with the requirements of the zoning district in which the **SUBDIVISION** or site is proposed. Zoning district regulations govern **BUILDING PLACEMENT**, density, and intensity of use.

4.02.02 Conventional Rural Lot Design Requirements

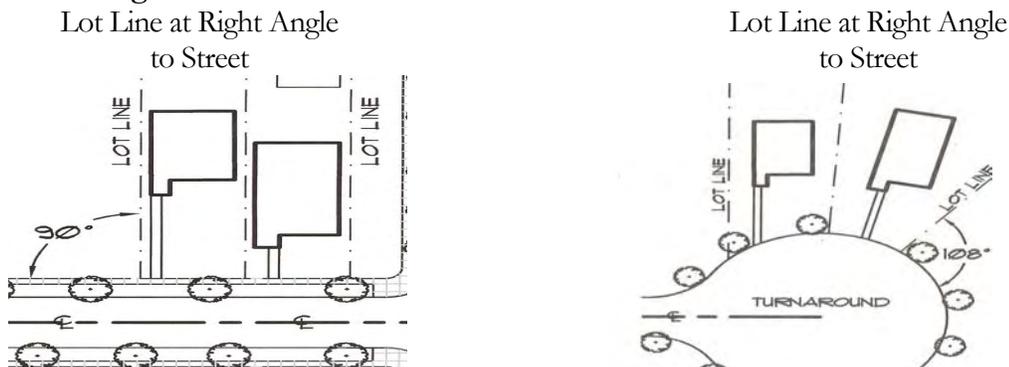
- A. **LOT AREA** for Conventional Rural **LOT SUBDIVISIONS** in the Rural Area, except as provided in 4.02.03 below and for lands zoned in the Agricultural classification, shall be a minimum of one and one-half (1.5) acres.
- B. **LOT FRONTAGE** on a public or private **STREET** for **SUBDIVISIONS** in the Rural Area shall be an average of 200 feet. Frontage can be to a classified public **THOROUGHFARE** or **NEIGHBORHOOD STREET**, or to a private access **EASEMENT**.

Commentary Pertaining to 4.02.02 (B)

Averaging lot frontage in a rural subdivision would permit the creation of flag lots and provide some flexibility for the use of clustering techniques. For example, a five (5) lot minor plat with three (3) flag lots and two (2) conventional lots would be required to have one-thousand (1,000) feet of frontage which would produce an average of 200 feet of frontage for the five (5) lot subdivision.

- C. There shall be no minimum **LOT DEPTH** for conventional rural **SUBDIVISIONS** in the Rural Area.
- D. **LOTS** shall be configured so that side **LOT** lines are at right angles to the **LOT FRONTAGE** or **STREET FRONTAGE** where practical. Lots fronting on the turnaround portion of a cul-de-sac represent one situation where it may not be practical for side lot lines to form a right angle with the lot or street frontage.
- E. **SUBDIVISIONS** should not be configured with **DOUBLE FRONTAGE** or **REVERSE FRONTAGE LOTS**. An exception to this requirement may be granted where the configuration is needed to provide for the separation of residential development from major transportation **THOROUGHFARES, LOTS** developed or zoned for commercial use, or **LOTS** developed or zoned for industrial use. Planned Unit Developments (PUD) will be exempt from this requirement.
- F. **CORNER LOTS** shall have sufficient frontage on the two **ABUTTING STREETS** to ensure that all **BUILDING PLACEMENT** standards are met.
- G. **FLAG LOTS** may be permitted according to the standards below:
 1. A **FLAG LOT** shall not be created when the principal method of access is to a **THOROUGHFARE**. **FLAG LOTS** shall be created only when primary access is to a **NEIGHBORHOOD STREET**.
 2. The flag driveway/access **EASEMENT** shall be a minimum width of 20 feet and maximum width of 50 feet.
 3. **FLAG LOTS** shall not constitute more than ten (10 percent) of the total number of **LOTS** proposed for platting, or three **LOTS**, whichever is greater.
 4. The **LOT** area occupied by the flag driveway/access easement shall not be counted as part of the required minimum **LOT** area.

Figure 4.1 Illustration of Lot Line Standards



4.02.03 Rural Cluster Subdivision Lot Design Requirements

- A. **LOT AREA** for cluster **SUBDIVISIONS** in the Rural Area shall be a minimum of one and one-half (1.5) acres, however, this standard may be reduced to one-half (0.5) acre when **SUBDIVISION LOTS** are clustered and the acreage difference between these standards (one acre per lot) has been placed in a permanent conservation easement.
- B. **LOT FRONTAGE** for rural cluster **SUBDIVISIONS** shall be an average of 100 feet. Frontage can be to a classified public **THOROUGHFARE** or **NEIGHBORHOOD STREET**, or to a private access **EASEMENT**.
- C. The minimum lot depth for rural cluster **SUBDIVISIONS** shall be 100 feet.

4.03.00 TRANSPORTATION SYSTEM REQUIREMENTS

4.03.01 Street System Classification

- A. The proposed **STREET** system of the **SUBDIVISION** or site shall conform to the system of **THOROUGHFARES** and **NEIGHBORHOOD STREETS** established in the Rural Area. Extensions and connections of new **THOROUGHFARES** and **STREETS** to existing **THOROUGHFARES** and **STREETS** shall be required to continue the transportation system and pattern of the Rural Area. The proposed transportation system shall provide for adequate and safe on and off-street parking, and adequate and safe loading and unloading of goods and equipment.
- B. The proposed street system of the **SUBDIVISION** or site shall conform to the **MAJOR STREET PLAN**. (See Transportation Plan contained in the Frankfort and Franklin County Comprehensive Plan.)

4.03.02 Design Standards - Thoroughfares and Neighborhood Streets

- B. The minimum **RIGHT-OF-WAY** width, as measured from **LOT** line to **LOT** line, shall be as provided in the **MAJOR STREET PLAN**, but shall not be less than the standards shown below in Table 4.1.

Table 4.1 Minimum Right-of-Way Requirements – Rural Area

Rural Area Street Type Classification	Minimum ROW (feet) No On-Street Parking		Minimum ROW (feet) With On-Street Parking One or Both Sides	
	3 lanes	5 lanes	3 lanes	5 lanes
Thoroughfares				
Arterial	80	104	96	NA
Collector	70	94	86	110
Marginal/Frontage	50	NA	NA	NA
Neighborhood Streets (2)	2 lanes	3 lanes	2 lanes	3 lanes
Major	60 (3)	71	76	87
Minor/Common Drive	40 (3)	NA	NA	NA
Country Road	40 (3)	NA	NA	NA

(1) A CG section is required and includes the curb and gutter along both sides of the street and painted medians. The **RIGHT-OF-WAY** requirements shown are for curb and gutter section, however, these requirements may be increased or decreased to incorporate an open drainage system as approved by the applicable **ENGINEERING**

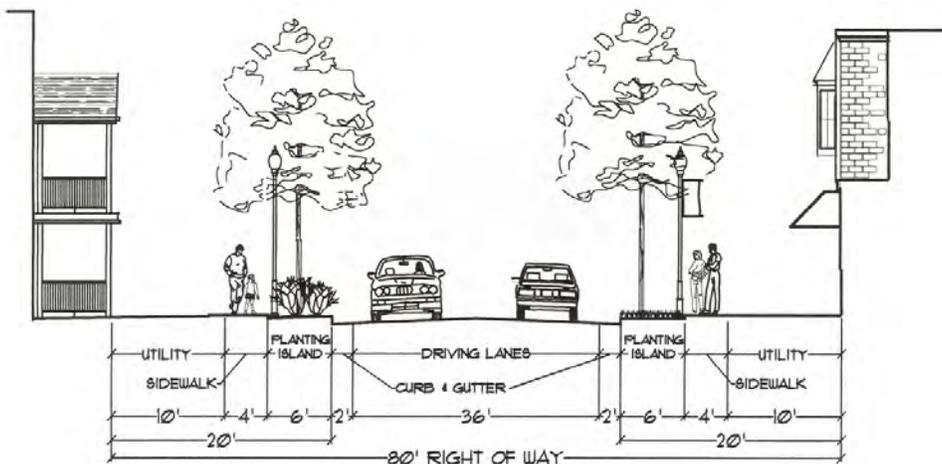
OFFICIAL. See Section 3.03.02 (Q) for curb and gutter design alternative and standards applicable when a curb and gutter section is required or provided.

- (2) Curbs and gutters are not required for **NEIGHBORHOOD STREETS**.
- (3) The minimum **RIGHT-OF-WAY** is based on a nine (9) foot parkway along both sides of the **PAVEMENT** to provide for drainage of the roadway. This is a minimum and may be increased based on more specific design requirements.

Note: The references to 3 and 5 lanes for **STREET** types are based on two or four travel lanes and one left turn lane.
Note: The **RIGHT-OF-WAY** standards assume that left turn lanes are painted to separate movements. If a raised median is planned, the **RIGHT-OF-WAY** requirements will be increased to accommodate the additional curb and gutter.

- B. Typical Cross-Sections and Requirements for Thoroughfares and Neighborhood Streets – The following Figures contain all **RIGHT-OF-WAY** and design requirements that shall be applicable for these classifications.

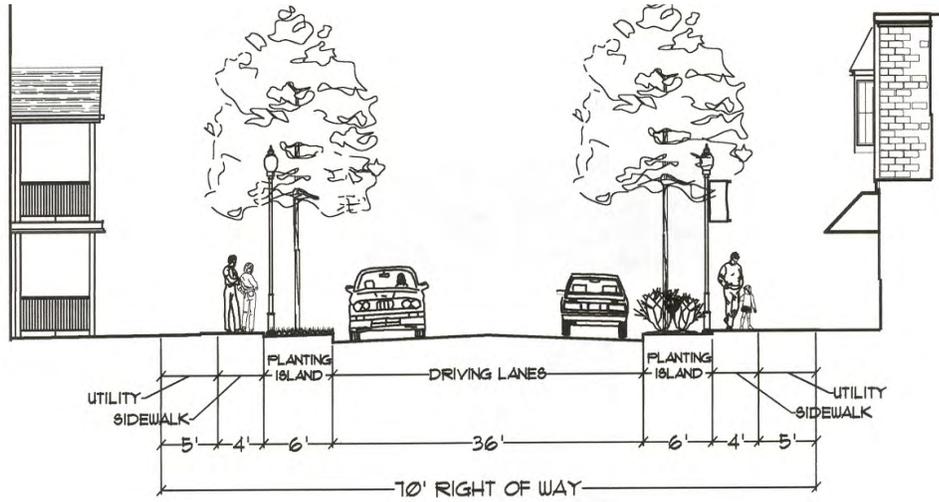
Figure 4.2 Thoroughfare Design Standards



Arterial Thoroughfare Cross-Section

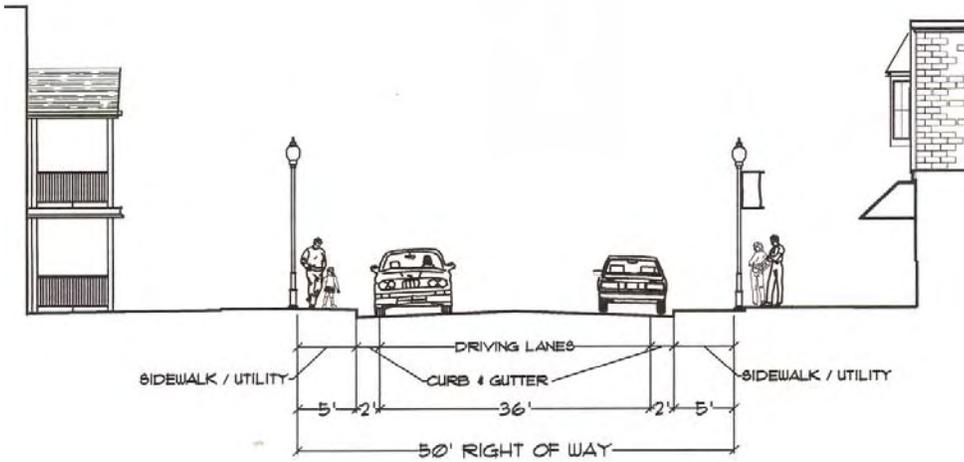
If on-street parking is included, an additional 8 feet per side is recommended for parking lanes

Figure 4.2 Thoroughfare Cross-Sections Continued



Collector Thoroughfare Cross-Section

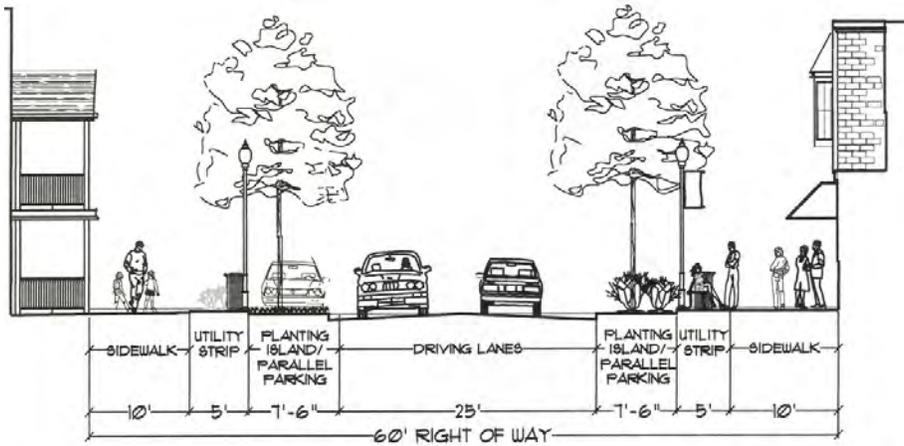
If on-street parking is included, an additional 8 feet per side is recommended for parking lane



Marginal/Frontage Thoroughfare Cross-Section

Figure 4.3 Major Neighborhood Street Design Standards

Major Neighborhood Streets should be utilized within Rural Area SUBDIVISIONS and sites when serving a mixture of residential and non-residential uses, such as in a small community center.



Major Neighborhood Street Cross-Section

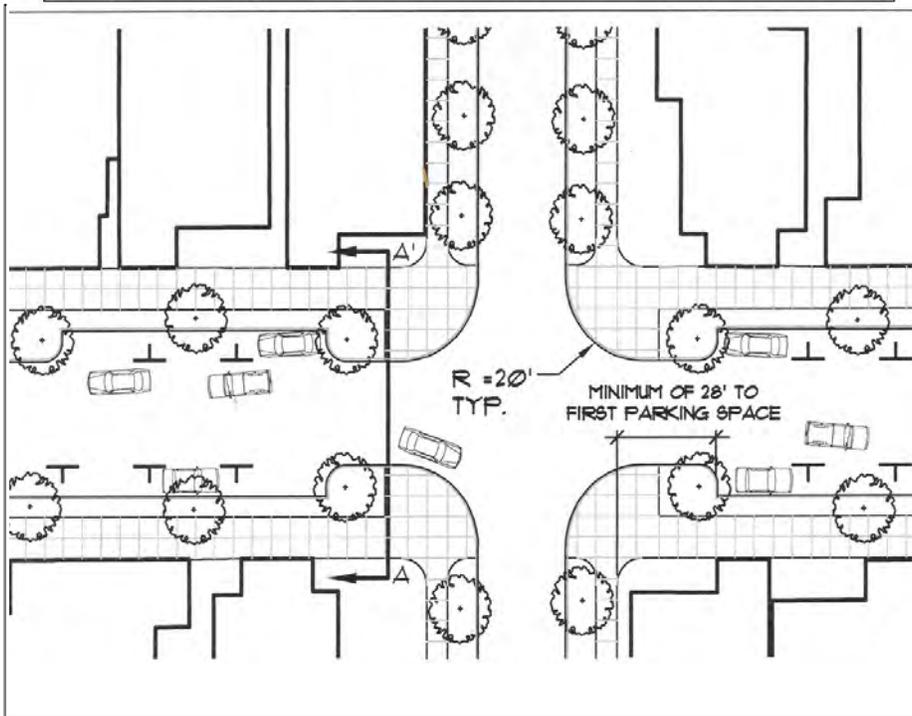
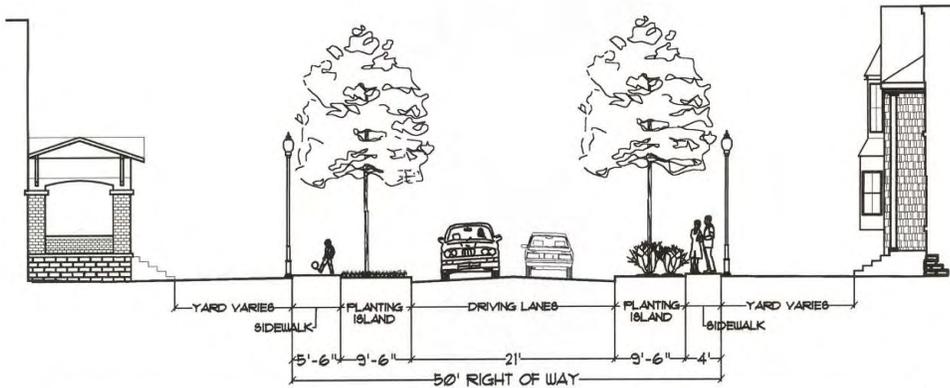


Figure 4.4 Minor/Common Drive Neighborhood Street Design Standards

Minor Neighborhood Streets should be utilized within Rural Area cluster SUBDIVISIONS and sites to provide access to individual LOTS and BUILDING SITES.



Minor Neighborhood Street Cross-Section

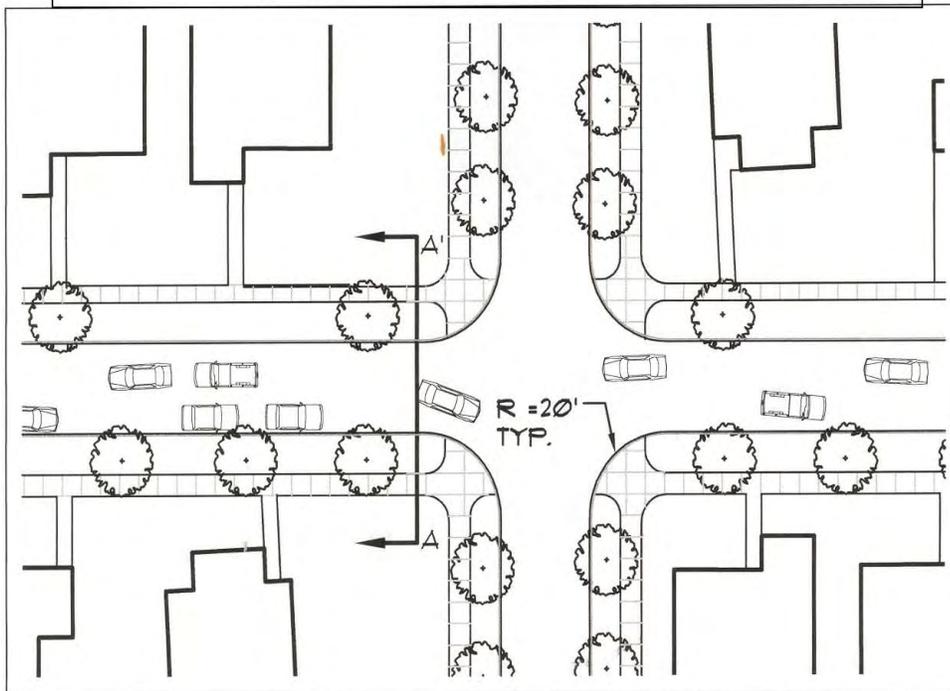
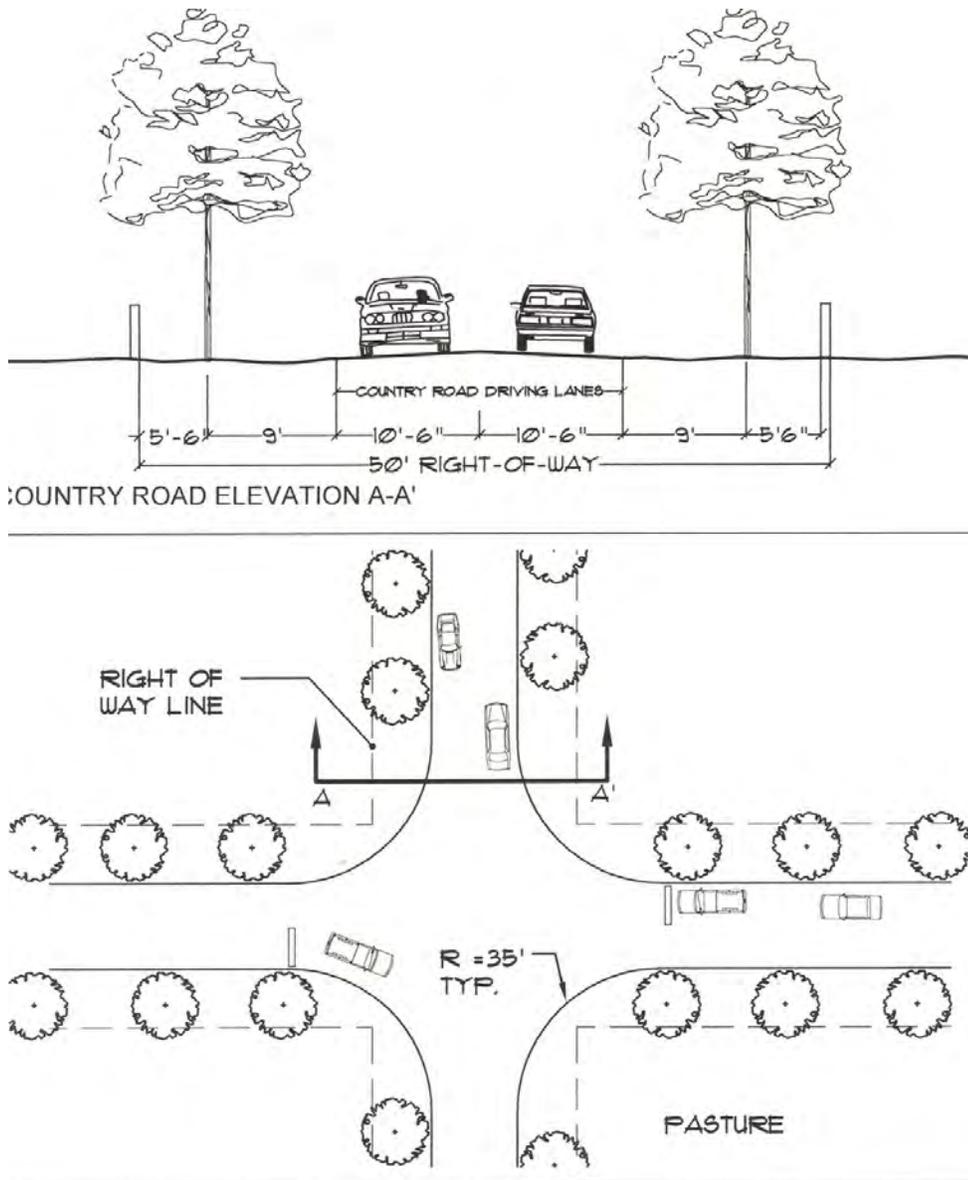


Figure 4.5 Country Road Design Standards

The Country Road typical section should be utilized when serving very low density residential and agricultural land uses where the average distance between driveways is at least 250 feet.



C. **SUBDIVISIONS** that are platted or sites proposed for **DEVELOPMENT** along existing **THOROUGHFARES** and **STREETS** that do not meet the standards of 4.03.02(A) shall provide additional **RIGHT-OF-WAY** sufficient to meet the minimum standards.

1. Where the **SUBDIVISION** or **SITE** is located on one side of the existing **STREET** that does not meet the minimum **RIGHT-OF-WAY** standards, one-half (1/2) of the needed **RIGHT-OF-WAY** shall be provided.

The required **RIGHT-OF-WAY** shall be based on a measurement from the centerline of the existing **STREET**.

2. Where the **SUBDIVISION** or site is located along both sides of an existing **STREET** that does not meet the minimum **RIGHT-OF-WAY** standard, all additional **RIGHT-OF-WAY** shall be provided.
 3. The minimum pavement width for **THOROUGHFARES** and **STREETS** shall be as indicated in the cross sections for **THOROUGHFARES** and **STREETS**.
- D. The centerline of all **THOROUGHFARES** and **STREETS** shall intersect as nearly at a ninety (90) degree angle as possible for a tangent distance of at least one hundred (100) feet, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred and five (105) degrees.
- E. Where T-type intersections are permitted, the following minimum offsets set forth in Table 4.2 shall be required.

Table 4.2 Minimum Offset Requirements for T-type Intersections

Intersection Type	Minimum Offset Between Centerlines (in feet)
Arterial with Arterial	600
Arterial with Collector or Frontage	600
Arterial with Major Neighborhood St.	600
Arterial with Minor Neighborhood St.	600
Collector with Collector	400
Collector with Frontage	400
Collector with Major Neighborhood St.	400
Collector with Minor Neighborhood St.	400
Major Neighborhood St. with Minor/Common Drive or Country Road	150

- F. Intersections shall not be designed with more than four (4) approaches. This design requirement shall not be construed to prohibit merging lanes, deceleration lanes, or traffic circles.
- G. The highest classification of **THOROUGHFARE** or **NEIGHBORHOOD STREET** shall be considered the through **STREET** when intersecting with any other classification of **THOROUGHFARE** or **NEIGHBORHOOD STREET**.

H. The minimum and maximum **GRADES** for all classified **STREETS** is shown in the following table:

Table 4.3 Minimum and Maximum Grades

Thoroughfare or Neighborhood Street Type	Grades	
	Minimum	Maximum
Arterial	0.5%	5%
Collector/Frontage	0.5%	8%
Major Neighborhood	0.5%	10%
Minor/Common Drive/Country Road	0.5%	8-12% (1)

(1) The **GRADE** may not exceed 8% unless specifically authorized by the applicable **ENGINEERING OFFICIAL** and provided that additional landing area is provided where the **STREET** intersects with another **STREET**.

- I. Where the **GRADE** of any **THOROUGHFARE** or **NEIGHBORHOOD STREET** at the approach to an intersection exceeds three (3) percent, a leveling area shall be provided, having a **GRADE** not greater than three (3) percent for a distance of fifty (50) feet back from the edge of the **RIGHT-OF-WAY** of the intersecting **STREET**.
- J. A change in **GRADE** shall be connected by a vertical curve that provides a minimum sight distance equal to: the distance an automobile will travel in six (6) seconds at the design speed of the road. This standard may be reduced at the discretion of the applicable **ENGINEERING OFFICIAL** in order to preserve scenic, cultural or historic resources.
- K. The minimum horizontal curve radius for **THOROUGHFARES** shall be 600 feet and 100 feet for **NEIGHBORHOOD STREETS** unless an alternative is approved by the applicable **ENGINEERING OFFICIAL**.
- L. The minimum radius for **THOROUGHFARE** curb intersections shall be thirty-five (35) feet. The minimum radius for **NEIGHBORHOOD STREET** curb intersections shall be twenty (20) feet. All measurements shall be from the **PAVEMENT** edge.
- M. Dead-end **NEIGHBORHOOD STREETS** shall not be included in **SUBDIVISIONS** proposed in the Rural Area, unless topography or the existing **STREET** pattern requires a dead-end **STREET**. When a dead-end **STREET** is proposed, the **STREET** shall meet the following standards: The **STREET** shall be designed as a permanent dead-end street.
 - 1. The dead-end **STREET** shall not be longer than 500 feet.
 - 2. The **STREET** shall be designed with a closed end with a turn-around having a radius at the outside of the **PAVEMENT** of forty-five (45) feet, and a radius at the outside of the **RIGHT-OF-WAY** of at least fifty (50) feet.
- N. **THOROUGHFARE** and **NEIGHBORHOOD STREET** names shall meet the following standards as well as those in Part 9 Street Naming, Closing and Site Addressing Procedures