

ORDINANCE NO. 07-12

**AN ORDINANCE OF THE MADISON COUNTY FISCAL COURT, KENTUCKY
UPDATING A SECTION OF THE LAND USE REGULATIONS, ORDINANCE
NO. 00-02 OF THE MADISON COUNTY OFFICE OF PLANNING AND
DEVELOPMENT.**

WHEREAS, the Madison County Planning Commission met in a Public Hearing on May 14, 2007 for the purpose of discussing and making unanimous recommendation to change and/or update the Land Use Regulations, amending Section 308.17;

WHEREAS, the Madison County Fiscal Court authorizes the Madison County Office of Planning and Development to change and/or update the Land Use Regulations, amending amending Section 308.17;

NOW, THEREFORE, be it ordained by the Fiscal Court of the County of Madison, Commonwealth of Kentucky, as follows:

Severability.

If any word, phrase, sentence, part, section, subsection, or other portion of this Ordinance or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the proscribed Application thereof, shall be severable, and the remaining provisions of this Ordinance, and all applications thereof, not having been declared void, unconstitutional, or invalid, shall remain in full force and effect.

SEE THE ATTACHED AS IT WILL READ IN THE REGULATIONS...

Section 8. Effective Date.

This Ordinance shall be effective immediately upon passage, pursuant to applicable legal and procedural requirements.

Section 9. Authority.

This Local Ordinance is enacted pursuant to applicable authority granted by the Commonwealth and federal government.

That the County Clerk cause this ordinance to be published in accordance with the appropriate Kentucky Revised Statues.

This Ordinance No. shall become effective on the date of the second reading and adoption.

DATE OF FIRST READING: July 10, 2007

MOTION BY: William Tudor

SECONDED BY: Roger Barger

VOTE: YES NO

JUDGE, KENT CLARK ✓
MAGISTRATE LARRY COMBS absent
MAGISTRATE ROGER BARGER ✓
MAGISTRATE WILLIAM TUDOR ✓
MAGISTRATE HAROLD K. BOTNER ✓

DATE OF SECOND READING: 7-24-2007

MOTION BY: William H Tudor

SECONDED BY: Harold K Botner Jr.

VOTE: YES NO

JUDGE, KENT CLARK ✓
MAGISTRATE LARRY COMBS ✓
MAGISTRATE ROGER BARGER ✓
MAGISTRATE WILLIAM TUDOR ✓
MAGISTRATE HAROLD K. BOTNER ✓
[Signature]

MADISON COUNTY JUDGE EXECUTIVE

Attest

[Signature]
MADISON COUNTY CLERK

308.17 Turn Lane Specifications –

In an effort to enhance public safety and the flow of traffic as it relates to accessing a new development as well as exiting from the new development onto existing County or State roads the Planning Commission may require turn lanes where deemed appropriate. Where additional phases or extensions to existing subdivisions increase the total number of lots for the new development and the existing subdivision combined total 50 or more, it shall be the responsibility of the developer creating the increase to 50 or more lots to provide the turn lanes as required in the following sections.

Turn Lanes Required from Existing Roads

Where a development is proposed, containing fifty (50) lots or more, the developer is required to construct a turn lane, on the existing county road, at their sole expense. The developer must construct the turn lane to county road specifications given by the Madison County Road Department and the specifications contained herein.

The turn lane would be required to be constructed and completed before the final plat could be considered for approval. Where turn lanes are required on development plans, the turn lanes shall be completed prior to occupancy of the building or structure in part or whole.

Turn Lanes Required from within New Development

Where a development is proposed, containing fifty (50) lots or more, the entrance to the subdivision must be designed with one entrance lane and two exit lanes exiting from within the development onto the existing state or county road.

The turn lane shall be constructed and completed before the final plat for any phase will be considered for approval. Where turn lanes are required on development plans, the turn lanes shall be completed prior to occupancy of the building or structure in part or whole.

308.11 Street Classification System - The following functional street classification shall be considered in the planning of a subdivision:

Federal and State Highways - Primarily designed to move vehicles at moderate speeds and connect communities.

Collector Streets – Streets that are primarily designed to collect traffic from local streets and channel it to local arterial streets or state/federal highways.

County Roads - Primarily designed to move vehicles at low to moderate speeds and to channel local traffic from rural communities and subdivisions to highways.

Frontage or Service Roads - Roads that are designed to provide access to property adjacent to major highways at moderate rates of speed. They normally run parallel to the major highway and have access to it at intersections with other highways or county roads.

Local Streets - Streets primarily designed to provide access to individual lots that are located within subdivisions. Cul-de-sac streets (streets with only one end open to traffic and the other end terminated by a turn-around) are allowed.

308.12 Street Classification Standards

TYPE OF STREET	MINIMUM RIGHT OF WAY (FT)	MINIMUM PAVEMENT WIDTH* (FT)	MINIMUM LANE WIDTH (FT)	MAX. (b)	GRADE MIN.	NUMBER OF LANES
Highways/ Arterials	100	24	12	6%	0.5%	2-4
Collector Streets	60	36	12	8%	0.5%	2-4
County & Service Roads	50	20	10	8%	0.5%	2
Frontage & Service Roads	50	20	10	8%	0.5%	2
Local (Subdivision)	50	20	12	12%	0.5%	2
Cul-de-sac(a)	100	80	10	15%	0.5%	2
Subdivision Entrance	60	36 (c)	12	6% (b)	0.5%	3

Note:

(a) Turn-around diameters are 100 ft. for R-O-W and 80 ft. for pavement.

(b) In addition to the grade requirements above, where subdivision streets intersect with other streets/roads, a minimum area 150 feet in length with no more than a 6% slope will be provided.

(c) Minimum does not include the curve radius at the entrance.

(d) Depth of entrance is determined by the design of the road and traffic.