

# AMENDMENT TO REVISE STANDARDS FOR STREET PATTERNS & CONTINUITY

*Planning & Public Safety Committee  
November 2, 2021*

*Division of Planning*



**LEXINGTON**



# What are we trying to accomplish with street continuity?

- A connected network of local streets
  - Better internal connection within a development
  - Better connections to adjacent developments
- More efficient usage of existing and proposed thoroughfares
- More direct and shorter connections to facilitate non-motorized trips



## Why are street patterns and continuity important for regional mobility?

- The MPO is concerned with performance of regional arterial and collector network
  - Carries nearly 40% of regional miles of travel
  - Degradation of arterial and collector performance impacts significant proportion of all regional traffic flow
  - Lextran services dependent upon arterial and collector network
- The MPO is also interested in a transportation system in which all persons have equal ability to access important life destinations



## Why are street patterns and continuity important for regional mobility?

- A connected network of local streets provides alternatives for shorter trips and reduces traffic volumes on arterial / collector network
  - May postpone, reduce or eliminate need for very costly and intrusive arterial expansion projects
  - Transit, bicycle and pedestrian modal benefits
    - Not required to negotiate a congested arterial or collector facility
    - More direct pathway to desired destination



# What changes with the street continuity SRA?

1. SRAs and ZOTAs only apply to new development and significant redevelopment
2. As with all ordinances, a waiver process is available to address situations where strict compliance would create an unreasonable hardship
3. Existing facilities and developments are not required to adapt to new standards



## **Planning Division staff conducted several follow-up meetings to discuss concerns**

- Jul 21 Clark Property representatives
- Aug 4 BIA representatives
- Aug 11 Clark Property representatives
- Aug 17 Clark Property representatives
- Oct 5 Police & Fire representatives



# Update the Definition of a “Block”

## CURRENT DEFINITION

A surface land area which is separated and distinguished from other surface land areas by visible physical boundaries such as streets, railroads, rivers, extremely steep land, or other physical barriers.

## UPDATED DEFINITION

A block is the smallest basic unit of a city’s urban fabric. It is surrounded by streets and usually contains several buildings.



# Revise Block Length Requirements

## CURRENT REQUIREMENT

1,600 FT maximum block length with a minimum of 500 FT

## UPDATED REQUIREMENT

800 FT maximum block length with no minimum block length





# Block Lengths

## Response to Concerns:

- 86% of the existing residential blocks within the Urban Services Area are 800 feet or less
- Best practices recommend a residential block length ranging from 250 - 600 feet
- This change is not impacted by intersection spacing requirements



# Revise Street Continuity Requirements

## CURRENT REQUIREMENT

Street continuity between subdivisions shall be provided for “generally”

## UPDATED REQUIREMENT

Street continuity between subdivisions shall be provided in all directions at  $\frac{1}{4}$  mile intervals



# Street Continuity

## Response to Concerns:

- Street continuity is extremely important for first responders and reduces response time
- A connected network of local streets provides alternatives for shorter trips and reduces traffic volumes



# Revise Cul -de-Sac Requirements

## CURRENT REQUIREMENT

Cul-de-sacs shall be no longer than 1,000 FT

## UPDATED REQUIREMENT

Cul-de-sacs shall be no longer than 500 FT and a cul-de-sac shall not be located off another cul-de-sac



# Cul-de-sac Lengths

## Response to Concerns:

- 76% of the existing residential cul-de-sacs within the Urban Services Area are 500 feet or less
- The density maximizing factor of a cul-de-sac is primarily related to the “bulb” at the end of the street
- A cul-de-sac length exceeding 500 feet would require more than one fire hydrant



# Public Facility Frontage

## CURRENT REQUIREMENT

Whenever a proposed subdivision is adjacent to a conflicting land use or a major road or railroad, measures must be taken to afford separation

## THE UPDATED REQUIREMENT ADDS

... and whenever a proposed subdivision is adjacent to an existing or proposed public space **no less than 60%** of the total facility length shall abut an approved street and shall be designed to provide safe pedestrian access to the facility.



# Public Facility Frontage

## Original Proposal

Whenever the proposed subdivision contains, or is adjacent to, an existing or proposed public park, **open space**, **greenway**, school, or other publicly accessible facility, the Planning Commission shall require that no less than sixty (60) percent of the total perimeter length of the facility abuts an approved street.

## *Updated* Staff Recommendation:

**Strike the terms “open space & greenway”**

# Questions?



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