

Attachment #8: Summary of LDC Main Committee's Actions Related to Transportation Sub-committee Report & Recommendations

Planning Commission Meeting Date: 8/11/14



Case No:	14AMEND1003
Project Name:	Transportation Sub-committee Final Report
Case Manager:	Christopher Brown, Planner II

LDC MAIN COMMITTEE REVIEW & ACTION SUMMARY

The recommendations of the Transportation LDC Sub-committee were discussed at various LDC Main Committee meetings, the last one occurring on 4/22/14. Items #1, 3, 4-6, 8, 10-17, 19-25, 28, 31-41 & 43 listed below in this report have all been recommended for approval by the LDC Main Committee. Items #2, 7, 9, 18, 20A, 20B, 26, 27, 29, 30, 42 & 44-49 listed below were debated by the LDC Main Committee, but did not result in an official recommendation. Two staff recommendations are also included in this report.

This sub-committee was charged with reviewing Chapters 5 (Form District Regulations), 6 (Mobility Standards) and 9 (Parking and Loading) of the Land Development Code (LDC) with the objective of making suggestions to improve various regulations and polices related to transportation issues.

TRANSPORTATION SUB-COMMITTEE BACKGROUND INFORMATION

Between June 13, 2012 and July 24, 2013 the Transportation Sub-committee met 14 times. The meetings averaged 7 participants per meeting. The 28 individuals listed below participated in this sub-committee.

Nicholas Seivers – Transit Authority of the River City	Paula Wahl – Louisville Metro Transportation Planning/Public Works
Cassandra Culin - Clifton Neighborhood Pedestrian Committee	Beau Baustien - Councilman Jim King's Office
Jennifer Caummisar – Land Design & Development	Kevin Young - Land Design & Development
Bradley Coomes – Air Pollution Control District	Glenn Price - Frost Brown Todd
Dirk Gowin – Louisville Metro Public Works	Mike Hill - Planning and Design Services
Joe Reverman - Planning and Design Services	Joshua Poe - Transit Authority of the River City
Tammy Markert – Louisville Metro Transportation Planning	Mike King – Louisville Metro Economic Growth & Innovation
Steve Sizemore – Louisville Metro Economic Growth & Innovation	Tim Corrigan - The Rotunda Group
Bill Sanders – Heritage Engineering	Curtis Stauffer - Metropolitan Housing Coalition
Bill Bardenwerper - Bardenwerper Talbott & Roberts	Tommy Clark - Economic Growth & Innovation
Aida Copic- Transit Authority of the River City	Maika Arnold - Louisville Metro Government Intern
Jim Mims - Codes & Regulations	Patti Clare – Economic Growth & Innovation
Abigail Free - Transit Authority of the River City	Larry Summers – Louisville Metro Transportation Planning
David Coyte – CART	Laura Humphrey - Planning & Design Services Intern

SUMMARY OF RECOMMENDATIONS

The 49 recommendations listed in this report are the result of the efforts of this sub-committee based upon discussion and research completed by the Committee. Research was conducted by the group into identified peer cities of Louisville and other cities with either a similar size or extensive guidelines regarding transportation issues. The cities used for the purposes of research are as follows:

- Raleigh, NC
- Charlotte, NC
- Richmond, VA
- Columbus, OH
- Nashville, TN
- Omaha, NE
- Cincinnati, OH
- Birmingham, AL
- Indianapolis, IN
- Greensboro, NC
- Kansas City, MO
- Memphis, TN
- Jacksonville, FL
- Dayton, OH
- Lexington, KY
- Baltimore, MD
- Denver, CO

The items are split into sections by chapter with each of the recommendations related to the three chapters under the jurisdiction of the Transportation subcommittee. Items 1-13 are directly related to changes to the Land Development Code under Chapter 5, Form District Regulations. Items 14-29 are directly related to changes to the Land Development Code under Chapter 6, Mobility Standards. Items 30-44 are directly related to changes to the Land Development Code under Chapter, Parking and Loading. Items 45-49 are related to changes to either the Land Development Code appendixes, Cornerstone 2020 Core Graphics or the existing Louisville Metro Code of Ordinances. Each of the 49 items has been acted on separately by the LDC Main Committee.

TRANSPORTATION LDC SUB-COMMITTEE **FINAL RECOMMENDATIONS**

OFFICIAL RECOMMENDATIONS

The following LDC text amendments were recommended by the Transportation LDC sub-committee and have been recommended for approval by the LDC Main Committee:

TRAN ITEM #1 – Consolidation of 5.8 (Street and Roadside Design Standards), 5.9 (Transit and Connection Standards) and 5.10 (Traffic Impacts) (Approved on 12/3/13)

The existing three sections of Chapter 5 are recommended to be consolidated into one section that takes into account all forms of mobility in the Louisville Metro area. This section of Chapter 5 would address and outline when items are required and the details of installation or design would move to Chapter 6. An example Table of Contents is attached:

Chapter 5	Form District Regulations		
	Part 1	General Provisions	5.1-1
	Part 2	Traditional Form Districts	5.2-1
	5.2.1	Downtown Form District	5.2-1
	5.2.2	Traditional Neighborhood Form District	5.2-5
	5.2.3	Traditional Marketplace Corridor Form District	5.2-12
	5.2.4	Town Center Form District	5.2-15
	5.2.5	Traditional Workplace Form District	5.2-19
	5.2.6	Village Form District - CENTER	5.2-22
	Part 3	Suburban Form Districts	5.3-1
	5.3.1	Neighborhood Form District	5.3-1
	5.3.2	Suburban Marketplace Form District	5.3-11
	5.3.3	Regional Center Form District	5.3-14
	5.3.4	Suburban Workplace Form District	5.3-17
	5.3.5	Campus Form District	5.3-20
	5.3.6	Village Form District - OUTLYING	5.3-24
	Part 4	Residential Site Design Standards	5.4-1
	5.4.1	Traditional Form Design Standards	5.4-1
	5.4.2	Suburban Form Design Standards	5.4-9
	Part 5	Non-Residential/Mixed Use Site Design Standards	5.5-1
	5.5.1	Traditional Form Design Standards	5.5-1
	5.5.2	Suburban Form Design Standards	5.5-4
	5.5.3	Mixed Use Development	5.5-5
	5.5.4	Form District Specific Compatibility Standards	5.5-6
	Part 6	Building Design Standards	5.6-1
	Part 7	Transition Standards	5.7-1
	Part 8	Mobility Standards Streets and Road-Side Design Standards	5.8-1
	Part 9	Transit and Connection Standards	5.9-1
Part 10	Traffic Impacts	5.10-1	
Part 11	Form District Open Space Standards	5.11-1	
Part 12	Special Design Requirement	5.12-1	

April 2012

LAND DEVELOPMENT CODE

TRAN ITEM #1 – VOTE

Motion to approve Tran Item #1 made by Tom FitzGerald and seconded by Kevin Dunlap at the 12/3/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for Kathy Linares), David Proffitt, Chuck Kavanaugh (2 votes; also alternate for Pat Dominik), Deborah Bilitski, Barbara Sinai, Steve Porter, Tom FitzGerald (2 votes; also alternate for Teena Halbig), Kevin Dunlap, Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King

Tran Item #1 recommended for approval by a vote of: 14 in favor, 0 opposed, 0 abstentions and 1 absent.

TRAN ITEM #3 – Add form district specific requirements regarding parking and loading from Chapter 5.5 to each specific form district (Approved on 12/3/13)

Chapter 5.3.4 Suburban Workplace Form District:

D. Dimensional Requirements

5. Loading Areas

- a. **Loading areas shall not be located in the required front or street side setback.**

Chapter 5.3.5 Campus Form District:

C. Dimensional Requirements

4. Parking Lot Location

- a) **Parking Lot Location - Parking shall not be located in the required front, side or rear setbacks. No more than 50% of the required parking spaces shall be located between a building and the abutting primary street or private access easement that provides the principal means of access to parcels in major subdivisions.**
- b) **Loading docks are not permitted on primary facades.**

TRAN ITEM #3 – VOTE

Motion to approve Tran Item #3 made by Tom FitzGerald and seconded by Donnie Blake at the 12/3/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for Kathy Linares), David Proffitt, Chuck Kavanaugh (2 votes; also alternate for Pat Dominik), Deborah Bilitski, Barbara Sinai, Steve Porter, Tom FitzGerald (2 votes; also alternate for Teena Halbig), Kevin Dunlap, Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King

Tran Item #3 recommended for approval by a vote of: 14 in favor, 0 opposed, 0 abstentions and 1 absent.

TRAN ITEM #4 – Add reference to parking location within setbacks from Chapter 9.1.5.B to each form district (Approved on 12/3/13)

Examples from Traditional Neighborhood and Neighborhood Form Districts:

Traditional Neighborhood:

c. Parking and maneuvering is not permitted within the minimum setback areas. Also, see Section 9.1.5.B.

Neighborhood:

NOTE: With regard to the setback requirements listed in Tables 5.3.1 & 5.3.2, parking and maneuvering is not permitted within the minimum setback areas. Also, see Section 9.1.5.B.

TRAN ITEM #4 – VOTE

Motion to approve Tran Item #4 made by Barbara Sinai and seconded by Tom FitzGerald at the 12/3/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh (2 votes; also alternate for Pat Dominik), Deborah Bilitski, Barbara Sinai, Steve Porter, Tom FitzGerald (2 votes; also alternate for Teena Halbig), Kevin Dunlap, Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Donnie Blake and Kathy Linares

Tran Item #4 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #5 – Creation of 5.8.1.A, Vehicular Connectivity (Approved on 12/3/13)

This change relocates all existing vehicular connectivity related regulations to one section.

5.8.1 Connectivity Standards ~~Streets and Sidewalk Standards~~

~~The following standards are applicable to all form districts. In addition, standards specific to a given form district may apply (listed in 5.8.1 C).~~

A. Vehicular Connectivity ~~Streets/Alleys –~~

1. **Public and Private Streets** - Developments that create public and private streets or alleys shall connect with and provide for the future extension of the community's street network. **See also 6.2.6A.**
 - a. **Existing stub streets shall be extended to serve the new development and connect with adjacent residential areas unless the Director of Works and the Planning Director jointly determine such extension is infeasible due to physical constraints or when the connection would increase the street classification of the extended street inappropriately or a connection would be the primary means of access for a high density development through a low density development. This requirement is not subject to the LDC waiver provision listed in Chapter 11, Part 8, however the legislative body may approved a development plan with an alternative plan for connectivity in conjunction with a change in zoning or review of Planning Commission action on a development plan pursuant to section 11.7.5 of the LDC.**
 - b. **Sites abutting vacant parcels shall create stub streets to serve future developments unless the Director of Works and the Planning Director jointly determine such extension is infeasible due to physical or environmental constraints**
 - c. **All residential block faces shall be no more than 1,600 feet in length.**
 - d. **Pedestrian paths linking adjacent residential areas may be substituted for street connections, when approved by the Director of Works and the Planning Director.**
 - e. **Abutting non-residential uses shall provide for vehicular circulation between their sites, through parking lot or alley connections.**
 - f. **Curb cuts –The number and width of curb cuts shall be limited in conformance with the access management principles contained in Chapter 6 Part 4 the Access Management Design Manual(Appendix 6A). Sites with multiple buildings shall have unified/joint access.**
 - g. **Truck Access – Site access shall be designed so that truck and service vehicle traffic generated by a development shall gain access to the site from the primary corridor rather than through adjacent residential areas.**
 - h. **Alternative vehicular access points from secondary roads are encouraged to relieve traffic on the adjacent main thoroughfare and to separate local from through traffic.**
 - i. **Where appropriate, "backage" roads shall be provided along the rear lot lines of outlots and parcels of comparable depth along the primary corridor to provide an alternative means of vehicular access to adjacent developments.**
2. **Alleys – Existing back and side alleys shall be retained and used for public access into the development as an alternative means of vehicular, pedestrian and service access. Underused alleys or those in disrepair, as determined by the Director of Works, shall be repaired in conjunction with new development as a means of encouraging future use. Within traditional form districts, cases where no alley currently exists, the possibility of acquiring the needed land to create an alley should be explored. The Works Director or designee will determine which improvements are needed.**
3. **Traffic Impacts - The applicant shall undertake an assessment of the potential air quality and traffic impact of development projects if the projects entail new construction or land use changes which meet the thresholds established in the current version of the "Guidelines for Traffic Impact Studies and Air Quality Analysis in Jefferson County, Kentucky" or successor document as approved by the Planning Commission (see Appendix 6E). The study shall be prepared in conformance with the standards contained in Chapter 6 Part 5. The assessment shall identify potential adverse impacts and recommend mitigation measures to avoid or eliminate such impacts. The applicant and**

subsequent developer(s) shall implement said measures, as required by the approved final study.

TRAN ITEM #5 – VOTE

Motion to approve Tran Item #5 made by Barbara Sinai and seconded by Gabe Fritz at the 12/3/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for Kathy Linares), David Proffitt, Chuck Kavanaugh (2 votes; also alternate for Pat Dominik), Deborah Bilitski, Barbara Sinai, Steve Porter, Tom FitzGerald (2 votes; also alternate for Teena Halbig), Kevin Dunlap, Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King

Tran Item #5 recommended for approval by a vote of: 14 in favor, 0 opposed, 0 abstentions and 1 absent.

TRAN ITEM #6 – Creation of 5.8.1.B, Pedestrian Connectivity (Approved on 12/3/13)

This change relocates all existing pedestrian connectivity related regulations to one section.

B. Pedestrian Connectivity Sidewalks

1. All developments shall provide sidewalks in the abutting right-of-way to serve the development site (same side of street). **Sidewalk shall extend to the adjacent lot lines and meet design requirements in** ~~Sidewalks shall be provided along all road frontages in accordance with Section 6.2.6. If sidewalks are present in the public right-of-way fronting adjacent lots, the location and alignment of the new sidewalk shall connect directly with this existing network.~~
2. **Abutting non-residential uses shall provide for pedestrian circulation between their sites.**
3. **Internal Pedestrian paths shall be provided to connect residential developments with adjacent non-residential uses, unless the Planning Director determines such connection is redundant or inappropriate because of the nature of the non-residential use. Non-residential uses adjacent to vacant residentially zoned sites shall provide an access easement for pedestrian access, unless the Planning Director determines such extension is infeasible due to physical or environmental constraints. This requirement is not subject to the LDC waiver provision listed in Chapter 11, Part 8.**
4. **A Clearly defined, safe pedestrian access shall be provided from adjacent public rights-of-way (public sidewalk) through off-street parking area to non-residential building entrances following standards of internal walkways below:**
 - a. **If a transit stop exists or is proposed adjacent to the site, the safe pedestrian access shall connect the transit stop to the public sidewalk.**
5. ~~Pedestrian walkways traversing a parking lot with more than 100 spaces shall meet the following standards:~~
 - b. **Walkways adjacent to parking spaces shall be at least 4 feet wide and shall be separated from vehicles by a change in grade (4 inch minimum), curbing, bollards, wheel stops or landscaping.** ~~Walkways connecting handicapped parking spaces with building entrances shall be at least 5 feet wide.~~
 - c. **Walkways crossing parking lot drive aisles shall be delineated by striping, contrasting pavement materials, elevated pavement, or a combination of these measures. Walkways shall not be delineated to pass behind a row of parking spaces.**

~~(Move to Chapter 6): C. The minimum sidewalk width shall be four (4) feet for local level roads, and five (5) feet for collector and arterial level roadways and six (6) feet along the back of vertical curb where no verge exists. The Director of Works may require greater width or, for infill sidewalks connecting existing sidewalks of lesser width, may approve a sidewalk of lesser width upon finding that divergence from the five (5) foot standard is consistent with public safety. (Eliminate): If sidewalks are present in the public right of way fronting adjacent lots, the location and alignment of the new sidewalk shall connect directly with this existing network.~~

1. ~~(Move to Chapter 6): Sidewalks shall be designed in such a manner that a walkway at least 4 feet wide or other dimension as approved by the Director of Works is left unobstructed.~~
2. ~~(Move to Chapter 6): Where the sidewalk along a public street is interrupted by a curb cut, the walkway across the driveway shall be delineated, to enhance pedestrian safety. The walkway~~

may be delineated by striping or by use of contrasting pavement materials that meet ADA standards.

C. Form District Specific Requirements

5. Downtown **and Traditional Marketplace Corridor** Form District **Specific Sidewalks Standards**

~~Sidewalks~~ — Sidewalks shall be provided as part of all developments, as follows:

a. Sidewalks shall be constructed from the back of curb to the existing or newly created **street wall**.

~~a~~ New sidewalks shall be extended to the **adjacent** lot lines. In the case of a corner lot, sidewalks shall be extended to the adjacent lot along each **block face**.

b. **The width of the sidewalk shall be consistent with the prevailing pattern within the corridor. If there is not a prevailing pattern, the minimum sidewalk width shall be 7' and a minimum of 12' is required in areas where there will be outdoor dining or seating or merchandise display.** Sidewalks shall be at least 84" wide measured from the face of curb to the building façade, **Sidewalk widths may be reduced in accordance with Table 6.2.2 when not immediately adjacent to a building or when adjacent to an alley and not providing primary access to a building.**

c. **Sidewalks** shall include a **pedestrian zone** and a **streetscape zone**, and may include a **storefront zone as defined below:**

i. **Pedestrian zone.** The pedestrian zone is that portion of the sidewalk that is maintained free of any obstructions to allow for the passage of pedestrians. The pedestrian zone shall be at least 48 inches wide and shall not be shared with the streetscape or storefront zones. ~~If the width of the pedestrian zone is less than five feet wide for more than 50 linear feet, passing spaces must be provided at intervals of no less than 200 feet apart and must provide an area of at least five feet by five feet to allow two wheelchairs to pass each other.~~ (Move to 6.2 for all sites and form districts)

ii. **Streetscape Zone** – That portion of the sidewalk located between the curb line and the Pedestrian Zone in which the following elements are located, following authorization by the Public Works Department:

- Street trees/grates, planting strips, raised planters
- Street light standards
- Street signs/pedestrian wayfinding signs
- Transit stops and transit related amenities
- Media boxes
- Postal/freight collection boxes
- Parking meters
- Utility boxes/public phones/ fire protection
- Seating (with/without tables)
- Trash receptacles
- Public art/water feature
- Bike racks

The Streetscape Zone shall be at least 48" wide when trees are included.

iii. **Storefront Zone** – That portion of the sidewalk located between the pedestrian zone and the building facade in which the following elements are permitted, following authorization by the Public Works Department:

- Seating (with/without tables)
- Bollards
- Recessed lighting for the building facade
- Bike racks
- Valet or hostess station/canopies
- Temporary sale/display of merchandise
- Moveable sandwich boards
- Postal/freight collection boxes
- Planters



- ~~c. Sidewalks may be reduced to a minimum width of 5 feet when not immediately adjacent to a building (e.g., River Road) or 6 feet when adjacent to an alley and not providing primary access to a building.~~
 - d. Special sidewalk pavement treatments shall only be permitted when part of a streetscape plan for the full block face or, where interrupted by an alley, from street corner to the alley as approved by the Director of Works.
 - e. ~~Pedestrian walkways~~
Overhead walkways or pedways that cross a public street or alley are only permitted following review and approval by the Planning Commission. All overhead walkways or pedways must provide public access at grade. No overhead walkway or pedway shall be permitted over public streets with a right-of-way greater than or equal to 50 feet within a designated Preservation District.
- ~~**NOTE:** Overhead pedestrian walkways or pedways detract from a healthy, active street environment and are strongly discouraged.~~
- f. ~~If the width of the pedestrian zone of a sidewalk is less than five feet wide for more than a short distance, passing spaces must be provided at intervals of no less than 200 feet apart and must provide an area of at least five feet by five feet to allow two wheelchairs to pass each other. (move to 6.2)~~

~~D. Sidewalks in Traditional Marketplace Corridor Form District~~

~~1. Sidewalks~~

- ~~a. All developments shall provide sidewalks constructed from the back of curb to the existing line of the right-of-way abutting the development site. New sidewalks shall be extended to the adjacent lot lines. In the case of a corner lot, sidewalks shall be extended to the adjacent lot along each block face.~~
- ~~b. The width of the sidewalk shall be consistent with the prevailing pattern within the corridor. If there is not a prevailing pattern, the minimum sidewalk width shall be six feet and minimum of twelve feet is required in areas where there will be café seating or merchandise display.~~
- ~~c. Sidewalks shall include a pedestrian zone and a streetscape zone, and may include a storefront zone as described in C.1.b, i, ii, iii above.~~

TRAN ITEM #6 – VOTE

Motion to approve Tran Item #6 made by Tom FitzGerald and seconded by David Proffitt at the 12/3/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for Kathy Linares), David Proffitt, Chuck Kavanaugh (2 votes; also alternate for Pat Dominik), Deborah Bilitski, Barbara Sinai, Steve Porter, Tom FitzGerald (2 votes; also alternate for Teena Halbig), Kevin Dunlap, Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King

Tran Item #6 recommended for approval by a vote of: 14 in favor, 0 opposed, 0 abstentions and 1 absent.

TRAN ITEM #8 – Update Transit Related Definitions in Chapter 1 (Approved two definitions - boarding area, transit route on 1/7/14)

BOARDING AREA – a paved area that allows for the extension of a wheelchair lift and safe boarding and alighting of a person in a wheelchair. A 5-ft by 8-ft concrete pad required at all new or renovation bus/ transit stops.

TRANSIT ROUTE – a defined series of stops along one or more streets between two terminal locations designated by a number and/or a name for identification internally and to the public.

TRAN ITEM #8 – VOTE

Motion to approve Tran Item #8 made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #8 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #10 – Creation of 5.8.1.C, Greenway/Trail System Connectivity (Approved on 12/17/13)

This change relocates all existing greenway/trail system connectivity related regulations to one section.

A. Greenway/Trail System Connectivity

Where the property being developed is depicted in a legislatively adopted greenway/trail plan as the recommended location of a community access greenway/trail, an easement or other provisions for public access through the site shall be provided in accordance with the standards found in Chapter 10 Part 5. If the greenway/trail already has been constructed on the abutting property or if the proposed development falls under the category 3 threshold within the applicable form district, the greenway/trail shall be extended through the subject site at time of development of the site.

TRAN ITEM #10 – VOTE

Motion to approve Tran Item #10 made by Pat Dominik and seconded by Matt Meunier at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #10 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #11 – Creation of 5.8.2, Streetscape (Approved on 12/17/13)

Combines existing elements of Streetscape sections in Chapter 5 into one section under Chapter 5.8.2 known as streetscape. The streetscape requirements will remain for Suburban Form Districts, Traditional Form Districts and Downtown Form Districts. Streetscape will be added to the name of each subsection for further clarification.

TRAN ITEM #11 – VOTE

Motion to approve Tran Item #11 made by Steve Porter and seconded by Barbara Sinai at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #11 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #12 – Move Street Design section (currently 5.8.4) to Chapter 6 with Typical Street Sections (Approved on 12/17/13)

This section of the code references street design elements that are more appropriate to the mobility design elements of Chapter 6. It helps to create a more clear separation between the mobility standards of Chapter 5 and their corresponding design elements of Chapter 6.

TRAN ITEM #12 – VOTE

Motion to approve Tran Item #12 made by Chuck Kavanaugh and seconded by Steve Porter at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #12 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #13 – Move pedestrian court requirement to Form District Open Space requirements section (Approved on 12/17/13)

Move to Open Space Requirements: All residential structures on a pedestrian court shall face a landscaped common open space at least 20 feet wide, in addition to the front yard required in Table 5.3.1. The yard abutting the pedestrian court shall be considered the front yard. Street trees shall be planted in accordance with Section 10.2.8.

TRAN ITEM #13 – VOTE

Motion to approve Tran Item #13 made by Chuck Kavanaugh and seconded by Steve Porter at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #13 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #14 – Change name of Chapter 6 to Mobility Design Requirements (Approved on 12/17/13)

Creates and reinforces separation between standard requirements of Chapter 5 and design elements of Chapter 6. It allows for better organization of existing LDC language within the chapters.

TRAN ITEM #14 – VOTE

Motion to approve Tran Item #14 made by Steve Porter and seconded by Barbara Sinai at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #14 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #15 – Update Chapter 6 to include green infrastructure opportunities (Approved on 12/17/13)

6.1.1 Intent

The intent of this section is to manage vehicular access to land development, while preserving traffic flow in terms of safety, capacity, and speed **and to promote green management practices (GMP) within the context of stormwater management techniques and reduction of impervious materials.** The site access approval procedures established herein are intended to balance the right of reasonable access to private property with the right of the citizens of Louisville ~~Metro and Jefferson County~~ to safe and efficient travel. These regulations are intended to implement the Mobility Goals and Objectives of Cornerstone 2020, and Guideline 7 of the Plan Elements.

6.1.2 Approval Required

Construction of curb cuts or access to a public right-of-way serving any new development shall occur only after review of plans and receipt of the necessary permits from the Director of Works or the Kentucky Transportation Cabinet. All new development shall be reviewed for compliance with the Access Management Design Manual. The Director of Works may approve deviations from the Design Manual when site conditions prevent adherence to the manual, **or if GMPs are proposed,** based on a determination that the deviation is in accordance with AASHTO standards and will not create a public safety hazard. Deviations from portions of the Design Manual relating to joint access and connections between adjacent uses may be approved if the Director of Works and the Planning Director jointly determine such deviations are consistent with public safety, the form district standards and the intent of the Comprehensive Plan. **Proposed GMPs within the public right-of-way are subject to approval by the Department of Public Works, MSD and Kentucky Transportation Cabinet, as required.**

In addition to new development, the following changes to existing development are subject to this Part:

- A. existing structure is replaced by new structure or improvements; or
- B. existing structure or parking lot is expanded by 20% or more beyond the size existing at the effective date of this regulation (incremental changes that cumulatively increase the size by 20% fall within the regulated activities of this paragraph); or
- C. an existing use is changed to a use for which Chapter 9 of the Land Development Code specifies a higher parking ratio.

NOTE: Refer to the Access Management Design Manual (Appendix 6A) for specific design guidance.

TRAN ITEM #15 – VOTE

Motion to approve Tran Item #15 made by Teena Halbig and seconded by Barbara Sinai at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #15 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #16 – Insert language to 6.1.3 to allow Fire Protection District to help determine separate roadway access (Approved on 12/17/13)

6.1.3 Residential Developments

When a residential subdivision is proposed that abuts an arterial or collector roadway, it shall be designed to provide lots abutting the roadway with access only from an alley, frontage road or interior local road. **See also Section 5.4.2.B.1.a.**

Direct driveway access to individual one and two family dwellings from arterial and collector roadways are prohibited unless the Planning Commission determines, in consultation with the Director of Works, that there is no acceptable access alternative.

Developments with an aggregate of 200 or more dwellings (single family or multi-family) shall have at least two separate access roadways connecting directly to existing roadway(s) **or as determined by the Planning Commission, or authorized committee of the Planning Commission, with consultation with the Fire Protection District having authority as well as the Director of Public Works.** Developments created prior to the effective date of this paragraph and not in compliance with it may be modified, including construction of ancillary facilities and improvements to existing structures, provided that the modifications do not increase the number of dwelling units.

TRAN ITEM #16 – VOTE

Motion to approve Tran Item #16 made by Steve Porter and seconded by Deborah Bilitski at the 12/17/13 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), and Matt Meunier

NO: Teena Halbig

ABSTAIN: None

ABSENT: Jim King, David Proffitt and Kevin Dunlap

Tran Item #16 recommended for approval by a vote of: 11 in favor, 1 opposed, 0 abstentions and 3 absent.

TRAN ITEM #17 – Change language of 6.2.1 – Applicability and General Standards (Approved on 12/17/13)

Some of this section has been relocated elsewhere in the LDC leaving this section a more general applicability statement.

6.2.1 Applicability and General Standards

- A. ~~All new streets located in or adjoining any subdivision of land hereafter proposed shall conform to the standards of design established in this Part. (Repeat from Ch 7) In any subdivision of land hereafter proposed, the subdivider shall agree to make all dedications and complete all physical improvements as required in Table 6.2.1 before the Commission may approve the preliminary plan or minor plat. Move to private roads In no case shall any new lots be created or new street constructed that does not meet a pavement width of at least 18 feet, except that a five lot, five acre per lot subdivision may be accessed by a 12 foot gravel road with 3 foot earthen shoulders. The Director of Works may approve exceptions from the standards of Tables 6.2.1 and 6.2.2 where new development extends an established pattern of roadway design that has been shown to adequately serve the area's transportation needs.~~

TRAN ITEM #17 – VOTE

Motion to approve Tran Item #17 made by Barbara Sinai and seconded by Steve Porter at the 12/17/13 meeting.

YES: Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, James Peden, David Proffitt and Kevin Dunlap

Tran Item #17 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #19 – Change entire section of Chapter 6.2.3 – General Layout of Streets (Approved on 12/17/13)

This section has been reorganized with existing text relocated from other sections.

6.2.5 6.2.3 General Layout of Streets

A. Relationship of Streets to Topography (Previously 6.2.2). New streets shall be so related to the topography and to existing streets as to promote the public convenience and safety and to facilitate the proper use of the land they are constructed to serve. ~~In particular, streets shall be designed to facilitate the drainage and storm water runoff objectives set forth in Appendix 4H (Erosion Prevention Sediment Control).~~ **Street Grades shall conform, as closely as practicable to the original topography.**

A.B. Coordination with Surrounding Streets - A proposed street shall recognize and extend the plan and profile of off-site existing streets, and shall make possible the future extension of streets into adjacent undeveloped land. Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations. Subdivisions shall be designed to ensure that existing public and private streets, which stub into the subject property must be extended through the subject property. For subdivisions creating any lot that abuts or has access to any proposed stub street extension, right-of-way shall be dedicated sufficient to accommodate the extension of the street, and the street shall be constructed in accordance with the requirements of this Land Development Code for constructing public or private roads.

C. Traditional Grid Pattern. For Traditional Form Districts the following guidelines shall apply.– Residential Development Only

~~1. Street design and right-of-way requirements shall be consistent with the standards for Traditional Neighborhoods located in Chapter 6 Part 2 of this Development Code, with the following additional requirements:~~

1. Street layout should follow a traditional grid pattern.

a. 2. Connection with existing street network. Developments shall utilize and connect with existing street networks where available. Where an existing or planned network of streets does not exist, a standard or modified grid street pattern shall be provided.

b. 3. Alleys. Vehicles shall have access through existing alleys. Underutilized alleys, or those in disrepair, shall be repaired in conjunction with new development for the length of the development site's frontage on the alley as a means of encouraging future use unless the Public Works and Planning Directors jointly determine this is infeasible.

~~Ingress and Egress – Access from new lots or a new street connecting an existing street shall not be approved unless the existing street has adequate pavement width to provide for ingress and egress to the proposed development.~~

C.D. Alignment - The alignment of all streets shall be related to the centerline and shall be as follows, unless a different alignment is required by the Director of Works because of special topographical considerations or sound engineering practices:

1. Major and Minor Arterials and Collectors - the radius of all horizontal curves shall be at least 573 feet and horizontal curves shall have a desired stopping site distance of 325 feet with the minimum stopping sight distance of 275 feet. All vertical crest and sag curves shall conform to the formula $L = KA$. The desired K value shall be 80 with a minimum K value of 55. The design of the horizontal and vertical curves may vary based on the design speed of the roadway as determined by the Director of Works.

2. Local and Cul-de-sac Streets - All local and cul-de-sac streets shall be related to the topography of the subdivision and shall generally tend to discourage fast or through traffic.

6.2.3 E. Grade

A. No street grade shall be neither less than one per cent nor more than ten percent, unless a different grade is expressly approved by the Director of Works because of special topographical conditions.

B. The maximum grade at any point on a street constructed without curb and gutter shall be 6 percent, unless approved by Director of Works.

C. Grades at Intersections

1. Where the grade of any street at the approach to an intersection exceeds three percent, a leveling area shall be provided, having not greater than a three per cent grade for a distance

of fifty feet from the intersection of the street centerline. A sag immediately adjacent to the intersecting street and a vertical curve shall be used to connect the intersection grades.

2. The cross slope of the pedestrian path through an intersection shall not exceed 2%.

F. Street Intersections

~~A.1. Number of Approaches - Intersections involving more than four basic street legs or approaches shall be prohibited. Merging lanes, deceleration lanes, "Y" intersections and traffic circles are not included in this prohibition, but are considered as being parts of one street leg or approach.~~

~~B.2. Angle of Intersection - For a tangent distance of at least one hundred feet measured from the intersection of right-of-way lines, all streets shall intersect at an angle of ninety degrees, where practical, but in no case shall the angle be less than seventy five degrees.~~

~~C.3. Intersection Offset and Spacing - Spacing of intersections on the same and opposing sides of streets shall be in accordance with the access management principles contained in the Access Management Design Manual (Appendix 6A). When appropriate, deviations from the spacing criteria presented in Appendix 6A may be approved by the Director of Works to promote the public convenience, safety and to facilitate the proper use of the surrounding land.~~

~~**Intersection Offset** - Streets entering opposite sides of another street shall be laid out either directly opposite one another or with a minimum offset of one hundred feet between their centerlines.~~

~~D.4. **Intersection Spacing** - All local and cul-de-sac streets intersecting with and entering the same side of other collector, local or cul-de-sac streets shall be located at least two hundred feet apart measured from centerline to centerline. When the intersected street is an arterial, the distance between intersecting streets shall be at least 1,000 feet. All other streets intersecting with and entering the same side of any other street shall be located at least five hundred feet apart, measured from centerline to centerline, unless a closer spacing is expressly approved by the Director of Works, to promote the public convenience and safety and to facilitate the proper use of the surrounding land.~~

~~E. **Grades at Intersections** - Where the grade of any street at the approach to an intersection exceeds three percent, a leveling area shall be provided, having not greater than a three per cent grade for a distance of fifty feet from the intersection of the street centerline. A sag immediately adjacent to the intersecting street and a vertical curve shall be used to connect the intersection grades.~~

~~D.G. **Corner Radii** - The minimum radii at the pavement edge, or the back of the curb where required, shall be twenty-five feet for all street intersections, unless a different figure is expressly approved by the commission because of special topographical considerations or sound engineering practices. The minimum radii at the property line shall be fifteen feet for all street intersections, unless a different figure is expressly approved by the Director of Works because of special topographical considerations or sound engineering practices.~~

~~E. **Continuation of Existing Streets** - Subdivisions shall be designed to ensure that existing public and private streets, which stub into the subject property must be extended through the subject property. For subdivisions creating any lot that abuts or has access to any proposed stub street extension, right-of-way shall be dedicated sufficient to accommodate the extension of the street, and the street shall be constructed in accordance with the requirements of this Land Development Code for constructing public or private roads.~~

~~F. **Cul-de-sac or Dead End Streets** - Proposed closure of a section of cul-de-sac or dead end streets shall require installation of a turn-around or cul-de-sac unless waived by the Directors of Public Works and Planning or their designees. Signs shall be installed meeting the Manual on Uniform Transportation Control Devices (MUTCD).~~

~~B. H. **Cul-de-sacs. Cul-de-sacs may be permitted only where special circumstances preclude through street connection. Such circumstances include:**~~

~~i. Where natural features exist that are not practical to traverse (e.g., wetlands, steep slopes) or are not desirable to remove (e.g., wooded areas).~~

~~ii. Where connection to the next street is blocked by existing permanent structures, an existing or proposed expressway or limited access highway, or protected open space area.~~

~~iii. If a cul-de-sac is permitted, it shall contain a planting island at its terminus with an outside edge of pavement radius of at least 40 feet.~~

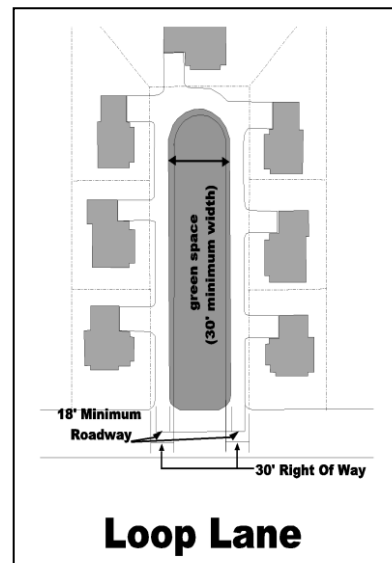
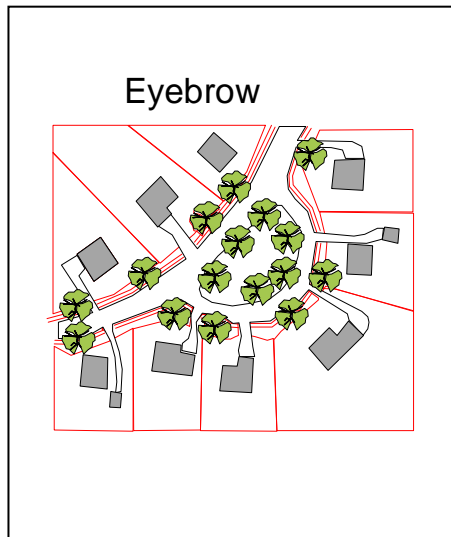
~~1. Cul-de-sacs are permitted for residential uses if less than 1,500 feet in length, measured from the nearest intersecting street (eyebrows and loop lanes do not qualify as streets for measurement purposes). Longer cul-de-sacs may be permitted if the Planning Commission finds that one of the following special circumstances applies.~~

2. Local level through streets that have no more than 20 single family lots when fully developed may be built to cul-de-sac right-of-way and pavement width standards, with a finding from the Director of Works that through traffic is adequately accommodated.
3. Proposed closure of a section of cul-de-sac or dead end streets shall require installation of a turn-around or cul-de-sac unless waived by the Directors of Public Works and Planning or their designees. Signs shall be installed meeting the Manual on Uniform Transportation Control Devices (MUTCD).

1. e. Alternate Street Designs. Alternative street designs not included above may be appropriate if a) consistent with the pattern of development in adjacent traditional or suburban neighborhoods, b) due to unique physical or environmental features, or c) due to innovative housing designs. Alternate street designs shall meet applicable AASHTO and local standards for pavement widths and turning radii.

The alternative street design examples listed below. The following alternative street designs are preferred to cul-de-sacs and shall may be permitted where appropriate to supplement the more formal grid pattern according to the following standards:

- i. 1. Eyebrow. ~~An eyebrow is a semicircular shaped road with a central planting island extended from the local road and provides a through connection to the local road.~~ Each eyebrow shall be surrounded by streets on all sides, shall be generally configured as a semi-circle, and shall be configured so that a circle with a radius of 30 feet can fit within the confines of the eyebrow. The central space within the eyebrow shall be planted with natural vegetation such as trees, shrubs, and/or groundcover to absorb stormwater runoff.
- ii. 2. Loop Lane. A continuous road (minimum pavement width of 18 feet and 30 feet of right-of-way) with two access points from an adjacent road, separated by a central open space/planting island. ~~Loop lanes shall have a minimum 50 foot outside edge of pavement turning radius and a minimum 25 foot wide central planting island. The island shall be a landscaped open space.~~



(REMOVE MINIMUM WIDTHS FROM THE LOOP LANE DIAGRAM ABOVE AS THEY CONFLICT WITH TEXT.)

- iii. 3. Pedestrian Court. ~~See B.1.b-iii. below.~~ Houses face a central open space with walkways; vehicular access to building sites is provided by alleys or service drives only. ~~Pedestrian courts shall not exceed 200 feet in length, measured from the nearest intersecting street, alley or service drive open to vehicular traffic.~~
- iv. 4. Green Streets. The construction of Green streets, green intersections, storm water curb extensions, green alleys or other types of Green Management Practices (GMPs) shall be reviewed

and approved by the Director of Works, MSD and the Kentucky Transportation Cabinet (within State controlled right-of-way) on a case by case basis. Pavement width, verge width and sidewalk requirements for Green Streets shall be determined by the Director of Works.

TRAN ITEM #19 – VOTE

Motion to approve Tran Item #19 made by Teena Halbig and seconded by Barbara Sinai at the 12/17/13 meeting.

YES: Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski (2 votes; also alternate for Gabe Fritz), Barbara Sinai, Steve Porter (2 votes; also alternate for Tom FitzGerald), Teena Halbig, and Matt Meunier

NO: None

ABSTAIN: David Proffitt

ABSENT: Jim King, James Peden and Kevin Dunlap

Tran Item #19 recommended for approval by a vote of: 11 in favor, 0 opposed, 1 abstention and 3 absent.

TRAN ITEM #20 – Update Chapter 6.2.6 (now 6.2.4) – Sidewalk Requirements – Make Pedestrian Facilities a priority (Approved with changes on 1/7/14; Proposal to Increase Sidewalk Width for Local Streets in Neighborhood and Village Outlying Form Districts rejected at 2/11/14 meeting (See TRAN ITEM #20A & 20B below))

This section has been reorganized with mostly existing text. The proposal to increase certain sidewalk widths was rejected (See TRAN Item #20B). This section also includes some changes to verge requirements.

6.2.6 6.2.4 Sidewalk Requirements for Specific Types of Streets and Alleys

A. **Sidewalk Construction Threshold.** ~~Minimum Requirements~~ – New streets **and development activity which meet the threshold in the appropriate Form District Table for “Mobility Standards”** shall provide **sidewalks** ~~right-of-way~~ and improvements **as** specified in Tables ~~6.2.1 and~~ 6.2.2, according to the functional class of the street and the form district in which it is located, subject to the following exceptions:

B. ~~Development activity that meets the thresholds in the form district for Street and Roadside Design and new streets shall provide sidewalks in accordance with Tables 6.2.1 and 6.2.2 subject to the following exceptions:~~

- Sidewalks shall not be required on lots that are five acres or greater in area and developed for single family residential uses unless they connect with existing sidewalks on both sides of the property.
- Lots within approved major subdivisions in which the sidewalk(s) were waived as part of the subdivision approval for the applicable street frontage shall not be required to provide sidewalks.
- The Planning Commission, with comments from the Director of Works, may approve deviations from the standards (reductions and exceedences) of ~~Table 6.2.1 and~~ Table 6.2.2. where new development extends an established pattern of roadway design that **which** has been shown to adequately serve the area’s ~~transportation~~ needs.
- **In subdivisions only, sidewalks can be placed on only one side of a green street as described in Section 18.4.1 of the MSD design manual.**

B. Additional Sidewalk Requirements

- a. **Sidewalk is required on both sides of all streets. For local roads, sidewalk may be reduced to only one side of the street if necessitated by topography and with the concurrence of the Director of Public Works.**
- b. **Minimum five feet width is required in all form districts.**
- c. **Where sidewalk is located along the back of vertical curb or where no verge exists, the minimum width shall be six (6) feet exclusive of curb.**
- d. **If the width of the pedestrian zone of a sidewalk is less than five feet wide for more than a short distance, passing spaces must be provided at intervals of no less than 200 feet apart per ADA standards.** ~~and must provide an area of at least five feet by five feet to allow two wheelchairs to pass each other.~~

- e. Sidewalks shall maintain an unobstructed passage way (clear of fire hydrants, street trees, utility poles, other obstructions) at least 4 feet wide, or other dimension as approved by the Director of Works.
- f. The Director of Works may require greater width or, for infill sidewalks connecting existing sidewalks of lesser width, may approve a sidewalk of lesser width upon finding that divergence from the five (5) foot standard is consistent with public safety.
- g. With approval of the Director of Works, meandering sidewalks are specifically allowed.
- h. Where the sidewalk along a public street is interrupted by a curb cut, the walkway across the driveway shall meet required ADA cross slope requirements. ~~be delineated, to enhance pedestrian safety.~~ To enhance pedestrian safety, the walkway may be required to be delineated by striping or by use of contrasting pavement materials that meet ADA standards.

Table 6.2.2: Sidewalk and Verge* Width Requirements

Form District Standards	The following standards are specific to the form district in which a roadway is located					
	Major Arterial	Minor Arterial	Collector	Local	Cul-de-sac	Alley
Neighborhood	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft Verge: 10 ft	If <20 lots, cul-de-sac standards ⁴ ; Sidewalk: 4 ft	Sidewalk (4 ft) if more than 20 dwellings	15 ft pavement with 5 ft utility easements
Traditional Neighborhood	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft	
Village	Sidewalk: 6 ft in Center Verge: 6 ft	Sidewalk: 6 ft in Center Verge: 6 ft	Sidewalk: 6 ft in Center Verge: 4 ft	Sidewalk: 6 ft in Center; 4 ft in Outlying Areas Verge: 6 ft	Sidewalk (5 ft) if more than 20 dwellings	
Town Center	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	
Traditional Marketplace	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	
Suburban Marketplace	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 4 ft	Sidewalk: 5 ft; Verge: 4 ft	
Traditional Workplace	Sidewalk: 5 ft, Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk 5 ft; Sidewalk required unless < 5 lots	
Suburban Workplace	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk required unless < 5 lots	
Regional Center	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 6 ft	
Campus	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk required unless < 5 lots	
Downtown**	Sidewalk: 7 ft	Sidewalk: 7 ft	Sidewalk: 7 ft	Sidewalk: 7 ft		

***Verge widths listed in table are recommended. Verge width will be determined by the Director of Works, depending on right-of-way width and site specific factors.**

**** 5 ft. sidewalk width is acceptable in some situations.**

- 4- **B. Fee in Lieu Option** - The Director of Works and the Director of Planning or designees may allow the payment in lieu of sidewalk construction upon a finding that construction of a sidewalk is not appropriate

⁴ Local level through streets that have no more than 20 single family lots when fully developed may be built to cul-de-sac right of way and pavement width standards, with a finding from the Director of Works that through traffic is adequately accommodated. (Moved Below)

due to one of the following applicability requirements:

- Sidewalks construction is impracticable due to topographical conditions or site constraints; or
- A determination by the Director of Works and the Director of Planning or designees that sidewalks do not exist in the area and there is not a likelihood for sidewalks to be constructed in the future, except for areas where sidewalks are recommended within a Planning Commission or legislatively adopted plan recommending sidewalk construction.

1.a. Amount of fee shall be set by Metro Public Works based on average sidewalk construction.

The fee in lieu amount for single family residential property that is not part of a major subdivision plan shall be calculated based on the minimum lot frontage of the applicable zoning district or actual lot width, whichever is less. All fees paid shall be used for sidewalk construction within the same Metro Council District. It should be noted that payment of a fee in lieu of sidewalk construction is an option available to developers that must be approved by the Director of Works and the Director of Planning or designees. Applicants retain the right to request a sidewalk waiver (see B.2 below); in no case shall the Planning Commission or Director of Works require the payment of a fee in lieu of sidewalk construction.

2. The fee in lieu option shall not be approved and the sidewalk shall be constructed when one of the following situations apply:

- Where an existing sidewalk network can be completed or extended, except in locations where site constraints cause construction difficulties as determined by the Director of Works and the Director of Planning or designees.
- The required sidewalk would provide a direct means of access to **an existing transit facility within safe distance of proposed or existing structure** ~~a lot that contains a pedestrian generator such as a school, church, library, community center or park.~~

3.b. A new fee in lieu or sidewalk shall not be required in the future for a street frontage in which a fee in lieu has already been approved and paid.

2. C. Sidewalk Waiver

1.a. Applicability:

Any development site required to provide a sidewalk in accordance with applicable form district threshold tables of Chapter 5 of this code may submit an application for a sidewalk waiver **or partial sidewalk waiver** in accordance with the submittal requirements of paragraph 2b below.

2.b. Submittal Requirements:

- i. A plan (e.g. development plan (plan certain or category review), minor plat, preliminary subdivision plan or conditional use permit plan.)
- ii. A justification document, which addresses as applicable the following items:
 - (a) How the proposed waiver conforms to the Comprehensive Plan and the intent of this Land Development Code;
 - (b) Why compliance with the regulations is not appropriate and granting of the waiver will result in a development more in keeping with the Comprehensive Plan and the overall intent of this Land Development Code;
 - (c) What impacts granting of the waiver may have on adjacent property owners;
 - (d) Why strict application of the provision of the regulations would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant.

3.e. Review Process:

- i. Notice shall be given in accordance with the provisions of LDC waivers as listed in Chapter 11 of this code.
- ii. The Planning Commission or designee or BOZA (only in conjunction with a review of a variance or conditional use permit request) shall review the waiver request in order to hear comments from concerned citizens and to review comments from Planning and Design Services staff and other agencies.
- iii. The Planning Commission or designee or BOZA (only in conjunction with a review of a variance or conditional use permit request) may approve waivers or modifications of standards upon a finding that:
 - (a) The waiver will not adversely affect adjacent property owners; and
 - (b) The waiver will not violate the Comprehensive Plan; and
 - (c) The extent of waiver of the regulation is the minimum necessary to afford relief to the applicant.
- iv. The Planning Commission or designee or BOZA (only in conjunction with a review of a variance or conditional use permit request) may grant a waiver to allow a reduced sidewalk

requirement where less than 50% of the street frontage is being developed. A reduction waiver shall not exempt future development on the parcel from the construction of the remainder of the sidewalk.

C. ~~Exceptions~~ — The Director of Works may approve exceptions from the standards of Tables 6.2.1 and 6.2.2 where new development extends an established pattern of roadway design that has been shown to adequately serve the area's transportation needs. The Planning Commission, with comments from the Director of Works, may approve deviations from the standards (reductions and exceedences) of Table 6.2.1 and Table 6.2.2. *(this section was divided and moved to the appropriate sections above).*

General Standard	Major Arterial	Minor Arterial	Collector	Local	Cul-de-sac	Alley
R.O.W Width	130 feet	120 feet	80 feet	60 feet/50 feet if curb & gutter	50 feet	25 feet
Pavement Width	As determined by the Director of Works; refer to Street Cross Sections for general guidance on pavement widths					
Sidewalk	Required	Required	Required	Required	See Table 6.2.2	N.A.
Bicycle Lane	Bike Plan	Bike Plan	Bike Plan	Bike Plan		N.A.
Verge (Planting Strip)	Width to be determined by Director of Works; refer to form district standards for recommended width (if adequate right-of-way)					N.A.

TRAN ITEM #20 – VOTE

Motion to approve Tran Item #20 made by Deborah Bilitski and seconded by Barbara Sinai at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #20 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #21 – Update Chapter 6.2.7 (now 6.2.5) – Roadway Construction Standards (Approved excluding paragraph B.3 on 1/7/14)

This item includes a renaming of the section and some relocation of existing items. New language proposed in section B.3 was rejected by the LDC Main Committee.

6.2.7 6.2.5 Roadway Construction Standards

Construction plan showing materials, methods of construction and detailed specifications for all required physical improvements, for public and private roadways, shall be submitted to and approved by the Director of Works before construction is begun.

- A. Materials - The engineer shall be guided by sound engineering practices in the selection of materials for street construction and other physical improvements. Wearing surfaces shall be limited to high-type asphalt or Portland cement concrete. Base courses may be of, but not limited to, the following: Portland cement concrete, hot mixed asphalt concrete, crushed limestone, stabilization of acceptable soils with soil-cement, asphalt, lime or other recognized materials or combinations thereof. Sub-base stabilization with recognized materials may also be used. If a pervious pavement system is proposed, the materials are to be approved by the Department of Public Works and MSD.
- B. Design Standards - The engineer designing the subdivision and the approving agency shall be guided by recognized procedures for determining adequacy of the various structures. Examples and guidelines are as follows:
 - 1. Drainage - MSD Design Criteria or the Kentucky Department of Highways Drainage Manual will be acceptable for determining hydraulic adequacy of drainage facilities.
 - 2. Structures - Design shall be by acceptable methods using AASHTO design loading as follows:
 - a. Local and Cul-de-sac H - 15
 - b. Collector H - 20

- c. Arterial and All Industrial and Commercial Zoning Districts As required by Director of Works
- ~~3. Minimum Pavement Width. Access from new lots or a new street connecting an existing street shall not be approved unless the existing street has adequate pavement width to provide for ingress and egress to the proposed development.~~
3. Street Pavement and Base - Design methods suggested by, but not limited to, trade associations, such as Asphalt Institute, Portland Cement Association, National Limestone Institute, and others shall be used. The following basic elements shall be considered: soil characteristics, design life, traffic usage, material strengths and provisions for maintenance.
4. Pavement Design Criteria - Pavement design for all street classifications shall conform to the current pavement design standards established by the Director of Works.
5. Road Shoulder Design - The design of new roadway shoulders must comply with the most recent AASHTO publication.
6. Construction Sequencing- The construction phasing of all sections within an approved preliminary plan shall be contiguous to completed subdivision sections. Any deviation from this scheduling must be approved by the Director of Works prior to beginning of construction.
7. Construction Specifications - The construction plans shall include complete specifications to guide construction and fully explain the intent of the drawings. Because of general familiarity by contractors, the current edition of MSD or Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction or other adopted standards may be incorporated by reference to the extent applicable, or separate detail specifications may be written to satisfy the conditions. In any event, complete specifications shall be provided which include, but are not limited to the following:
- a. Materials and requirements for acceptance
 - b. Methods of construction, and
 - c. Basis for acceptance or rejection of the project
- ~~8. Private Roadways — All private roadways shall meet the right-of-way width and construction standards of sections 6.2.6 and 6.2.7, unless the Planning Director, with concurrence of the Director of Works, approves in writing a waiver of said standards, or unless eligible for the standards contained in section 6.2.8. Private streets/access easements located in the OR, OR-1, OR-2, OR-3, OTF, CN, CR, C-1, C-2, C-3, CM, EZ-1, M-1, M-2, M-3, PD, PRO and PEC zones shall make all dedications and complete all physical improvements or provide a financial instrument adequate to ensure completion of the improvements as required under these regulations before the Commission may approve the subdivision plat.~~
- ~~9. Sidewalks shall maintain an unobstructed passage way (clear of fire hydrants, street trees, utility poles, other obstructions) at least 4 feet wide, or other dimension as approved by the Director of Works.~~

TRAN ITEM #21 – VOTE

Motion to approve Tran Item #21 made by Deborah Bilitski and seconded by David Proffitt at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #21 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #22 – Update Chapter 6.2.8 (now 6.2.6) – Private Roadway Construction Standards (Approved on 1/21/14)

Changes in this item include relocation of existing text and clarifying phrases are added in multiple places.

6.2.8 6.2.6 Private Roadways Construction Standards

A. All single family residential developments or detached unit condominium developments shall not create private streets unless written approval is obtained from the Directors of Works and Planning.

B. Private Roadways – All private roadways shall meet the right-of-way width and construction standards of sections 6.2.6 and 6.2.7, unless the Planning Director, with concurrence of the Director of Works, approves in writing a waiver of said standards, or unless eligible for the standards contained in section 6.2.8. *Developments containing private streets/access easements located in the OR, OR-1, OR-2, OR-3, OTF, CN, CR, C-1, C-2, C-3, CM, EZ-1, M-1, M-2, M-3, PD, PRO and PEC zones shall make all dedications and complete all physical improvements or provide a financial instrument adequate to ensure completion of the improvements as required under these regulations, unless waived by Public Works, before the Planning Commission or designee may approve the subdivision plat. The pavement/roadway design shall conform to the minimum physical improvements for private access easements required by Louisville Metro Code of Ordinances, Chapter 94.80 - 94.82.*

A- **C. Standards – Private roadways serving no more than five lots restricted for single family residential use may be constructed in accordance with the following standards:**

Table 6.2.3 Minimum Physical Improvements for Private Roadways Serving Fewer Than 5 Lots	
Number of Lots	Private Street Design
1-2	<u>Pavement 18 ft/Right-of-Way or Easement 30 ft</u>
3-5	<u>Pavement 18 ft/Right-of-Way or Easement 50 ft</u>

P = Pavement width

R = Right-of-way or easement width

B. ~~Grade – No private access easement grade shall be less than one percent or more than ten percent, unless a different grade is expressly approved by the Commission and the Director of Works because of special topographical conditions.~~

D. Minimum Pavement Standards - The Pavement/roadway design shall conform to the minimum physical improvements for private access easements issued by the Director of Works and to the requirements of the Louisville Metro Code of Ordinances, Chapter 94.80 - 94.82. Lots shall have frontage on an existing public or private street with pavement at least 18 feet wide (does not include driveways). With the approval of both Metro Public Works and the Fire Department a roadway serving five or fewer lots, each of which are at least two acres in area, and containing no more than two dwelling units per lot, may be 12 feet wide, gravel, with a three-foot earthen shoulder on each side of the roadway; provided, however, that the provisions of this subparagraph shall not apply to roads that are Designated Road under the System Development Charges for Roadways Ordinance [Louisville Metro Code of Ordinances 98.40].

~~D. (Move to Minimum Yard Requirements) Lots – All applicable zoning regulations, as pertaining to minimum yard requirements, shall be interpreted as being measured from the nearest boundary of the private access easement.~~

TRAN ITEM #22 – VOTE

Motion to approve Tran Item #22 made by Steve Porter and seconded by Kevin Dunlap at the 1/21/14 meeting.

YES: Chuck Kavanaugh (2 votes; also alternate for Donnie Blake), Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier), Deborah Bilitski (2 votes; also alternate for David Proffitt), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig, Kevin Dunlap and Gabe Fritz

NO: None

ABSTAIN: None

ABSENT: Jim King, James Peden and Barbara Sinai

Tran Item #22 recommended for approval by a vote of: 12 in favor, 0 opposed, 0 abstentions and 3 absent.

TRAN ITEM #23 – Insert Chapter 6.2.7 – Right of Way Illustrations (Approved on 1/7/14)

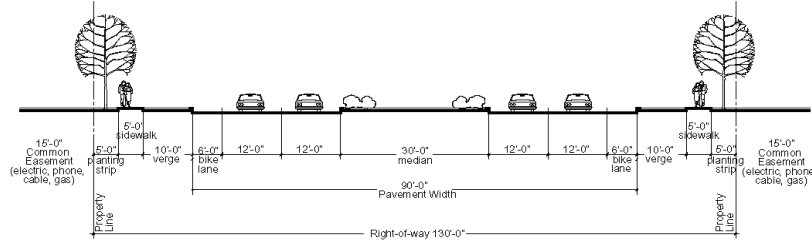
Existing right-of-way illustrations are being given their own section number, 6.2.7.

6.2.7 Right-of-Way Illustrations

The following illustrations depict right-of-way configurations based on the standards contained in Tables 6.2.1 and 6.2.2. Streets developed prior to adoption of these standards may diverge significantly from the illustrations. Subdivisions and new developments along pre-existing routes may be required to dedicate right-of-way or make improvements in accordance with the Tables 6.2.1 and 6.2.2 standards and the following illustrations: (Only one example shown below)

Major Arterial

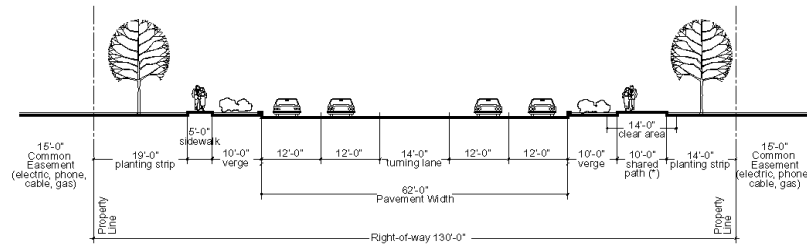
Urban Type A: Two-way, four-lane with median and bike lane / No parking



Major Arterial

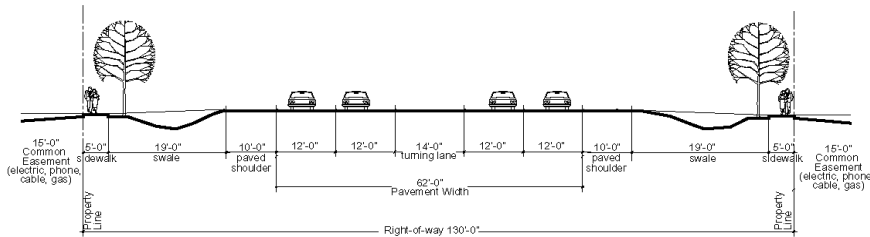
Urban Type B: Two-way, four-lane and turning lane / Shared use path / No Parking

(*) Shared use path (serving pedestrians and bicycles) may be located within the arterial right-of-way or on separate alignment, depending on factors such as frequency of street intersections and curb cuts.



Major Arterial

Rural: Two-way, four-lane + turning lane / paved shoulder / no parking



TRAN ITEM #23 – VOTE

Motion to approve Tran Item #23 made by Kathy Linares and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, and Matt Meunier

NO: Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald),

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #23 recommended for approval by a vote of: 8 in favor, 3 opposed, 0 abstentions and 4 absent.

TRAN ITEM #24 – Move updated Landscaping within the Right of Way section to Chapter 10 (Approved on 1/7/14)

The section below on landscaping in the right-of-way has been reorganized and is being relocated from Section 6.2.7 (Right-of-way Illustrations) to Section 10.2.

10.2.X Landscaping within the Right-of-Way

- A.** Type, size and location of landscaping within the right-of-way must be in accordance with the requirements of the entity responsible for the right-of-way. Street trees shall be placed in accordance with requirements of the agency having jurisdiction over the roadway and applicable form district standards. Ground cover and low growing vegetation (two feet maximum height) compatible with utility line maintenance are recommended for the verge. If a green street design is proposed, refer to Chapter 13: Native Revegetation from the MSD Design Manual (a link to document found in Appendix 10A) for required plantings and exemptions from street trees.
- ~~4. Sidewalk widths and setbacks vary according to form district; refer to the applicable form district regulation. Minimum five feet width is required in all form districts other than local level roadways in the Neighborhood Form District. Meandering alignment of walkways is permitted.~~
- B.** **All vegetated verges, median and swales shown in the illustrations in Section 6.2.7 may be depressed, with slopes no greater than 4:1 and planted in such a fashion that promotes the infiltration of stormwater as set forth in Chapter 10 of the LDC and Chapter 18 of the MSD Design Manual, allowable plantings can be found in Chapter 13: Native Revegetation of the MSD Design Manual (a link to the document found in Appendix 10A). In no case shall the plantings impair the vision of automobile traffic, causing an unsafe condition.**

TRAN ITEM #24 – VOTE

Motion to approve Tran Item #24 made by Deborah Bilitski and seconded by Barbara Sinai at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #24 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #25 – Eliminate Pre-Application Requirement for Permanent Street Closings (Approved on 1/7/14)

The pre-application requirement for street closings has been eliminated.

6.3.3 Permanent Street Closing

C. Application Requirements

The following information items are required for acceptance of a formal application to the Louisville and Jefferson County Planning Commission to permanently close a public right-of-way.

- ~~1. Pre-Application Conference – The staff of the Division of Planning and Development Services will meet with applicants prior to formal submittal of the request to discuss the requirements, procedures and standards of the street closure process.~~
- 2. 1. Formal Application –** A complete application form available through the Division of Planning and Development Services including the following information and attachments:
 - a. A metes and bounds description of the public right-of-way proposed for closure signed and sealed by a registered Land Surveyor in the Commonwealth of Kentucky.
 - b. Justification for the request.
 - c. The application shall be signed by the applicant or a person authorized by the applicant.

TRAN ITEM #25 – VOTE

Motion to approve Tran Item #25 made by Deborah Bilitski and seconded by Chuck Kavanaugh at the 1/7/14 meeting.
YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier
NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #25 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #28 – Update Appendix 6E to Current Air Quality Analysis Standards (Approved on 1/7/14)

Various updates to Appendix 6E Guidelines for Traffic Impact Studies and Air Quality Analysis are included in this item. Most changes consist of minor updates to terminology and technology references. The charts below are updates to the emission rates used for air quality analysis and will replace current outdated charts in the appendix.

Table with multiple sections for CO, PM2.5, and PM10. Each section contains columns for 'Avg Speed (mph)' (2.5, 5, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75+) and years from 2010 to 2030. The data represents 'Grams per Mile' emissions for various vehicle types in Jefferson County, KY.

4/7/2013

CO		Grams per mile																			
Ang Speed [mph]	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2.5	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764	11.809764
5	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658	7.139658
10	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513	4.854513
15	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958	4.074958
20	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865	3.598865
25	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575	3.189575
30	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596	2.890596
35	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485	2.658485
40	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235	2.471235
45	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738	2.312738
50	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141	2.206141
55	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121	2.125121
60	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893	2.061893
65	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808	2.002808
70	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178	1.947178
75+	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223	1.892223

TRAN ITEM #28 – VOTE

Motion to approve Tran Item #28 made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.
YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier
NO: None
ABSTAIN: None
ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #28 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #31 – Update Chapter 9.1.3 – Use of Required Parking Spaces (Approved on 1/7/14)

The section below has been relocated from Section 9.1.11. No content changes.

9.1.3 Use of Required Parking Spaces

The following shall apply to the use of required parking spaces and areas:

- A. Required parking spaces must be available for the use of residents, customers, visitors or employees of the use. They may not be assigned in any way to a use on another site, except where the joint use parking provisions are employed (see Section 9.1.6).
- B. Fees may be charged for the use of required parking spaces.
- C. Required parking spaces and areas shall not be used for the display, advertisement, sale, repair, dismantling or wrecking of any vehicles, equipment or materials.
- D. Buildings or structures shall be permitted for shelters for guards, attendants or watchmen; however, any such structure shall not occupy required parking spaces and shall be appropriately delineated on the approved development plan.

Example: If a development is required to provide a minimum of eighty (80) parking spaces and provides one-hundred (100) parking spaces, then the developer shall have the option of surfacing twenty-five (25) percent of the development's total parking area using concrete, surfacing twenty parking spaces using semi-pervious paving systems, locating twenty parking spaces within a parking structure or elevator parking facility, or of providing 25% more canopy trees within the site's ILA's than is otherwise required.

TRAN ITEM #31 – VOTE

Motion to approve Tran Item #31 made by Deborah Bilitski and seconded by Barbara Sinai at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #31 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #32 – Add new transit related parking reductions (old 9.1.3, new 9.1.4) (Approved on 1/7/14)

The following transit related parking reduction opportunities have been amended as follows (Section 9.1.3.F (changed to 9.1.4.F)):

F. Off-street Parking Reductions (see Table 9.1.1 for applicable reductions by form district/ planned development district)

1. ~~A ten (10) percent reduction in the minimum required number of spaces shall apply to any development within 200 feet of a designated transit route.~~

Applicants may reduce the minimum number of parking spaces based on form district/ planned development district by the following percentages:

- a. **A fifty (50) percent reduction in the minimum number of parking spaces may be applied to any development within the Traditional Form Districts which is within 1,000 feet of a transit route. The reductions listed in 9.1.4.F.1.a may not be combined with any other reductions listed in 9.1.4.F.**
- b. **A thirty (30) percent reduction in the minimum number of parking spaces may be applied to any development within the Suburban Form Districts which is within 1,000 feet of a transit route. The reductions listed in 9.1.4.F.1.b may not be combined with any other reductions listed in 9.1.4.F.**

TRAN ITEM #32 – VOTE

Motion to approve Tran Item #32 made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #32 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #33 – Move note regarding reductions (Approved on 1/7/14)

Relocation of note below table.

Table 9.1.1 Minimum and Maximum Parking Spaces Based on Form District/Planned Development District			
Form District/Planned Development District	Minimum Requirement Table 9.1.2	Maximum Requirement Table 9.1.2	Applicable Reductions
Neighborhood, Village, Town Center, Planned Village Development District	Applicable	Applicable	1, 2, 7, 8 & 9
Traditional Neighborhood, Traditional Marketplace Corridor, Traditional Workplace	Applicable	Applicable	1, 2, 4, 6, 7, 8 & 9
Campus, Suburban Workplace	Applicable	Applicable	1, 3, 7, 8 & 9
Downtown	Not Applicable	Not Applicable	Not Applicable
Regional Center, Suburban Marketplace Corridor	Applicable	Applicable	1, 2, 5, 7 & 9
Planned Transit Development District	80% Applicable	Applicable	2, 7, 8 & 9

Note: All reductions are cumulative unless otherwise specified and, when utilized, all percentages shall be calculated using the minimum number of parking spaces required by Table 9.1.2.

TRAN ITEM #33 – VOTE

Motion to approve Tran Item #33 made by Deborah Bilitski and seconded by Barbara Sinai at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #33 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #34 – Reorganize Parking Tables (Approved on 1/7/14)

Table 9.1.2A Residential Minimum and Maximum Motor Vehicle Parking Based On Use			
SPECIFIC USES		MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Group Housing	Assisted Living Residences	.5 spaces for each dwelling unit, plus 1 space for each 2 employees on maximum shift	1.5 spaces for each dwelling unit, plus 1 space for each employee on maximum shift
	College Dormitories	1 space for each sleeping room OR as determined upon review by the Planning Director	2 spaces for each sleeping room OR as determined upon review by the Planning Director

	Dwellings for Persons with Disabilities that Preclude Driving	.25 spaces for each dwelling unit intended for occupancy by persons with disabilities that preclude driving, plus 1.5 spaces for each dwelling unit intended to be occupied by support staff	.75 spaces for each dwelling unit intended for occupancy by persons with disabilities that preclude driving, plus 2 spaces for each dwelling unit intended to be occupied by support staff
	Fraternities and Sororities	2 spaces for each 3 bedrooms, or 1 space for each 50 sq. ft. of floor area used for meeting rooms, whichever is greater	1.5 spaces for each 3 bedrooms, or 1 space for each 30 sq. ft. of floor area used for meeting rooms, whichever is greater
	Rehabilitation Home	.75 spaces for each bedroom	1.5 spaces for each bedroom
	Rooming, Boarding and Lodging Houses/Bed and Breakfast	.75 spaces for each bedroom	1.5 spaces for each bedroom
	Senior Citizen or Retirement Facilities	.5 spaces for each dwelling unit, plus 1 space for each 2 employees on maximum shift	1.5 spaces for each dwelling unit, plus 1 space for each employee on maximum shift
Household Living	Accessory Residential Uses (e.g. swimming pools, club houses, tennis courts, etc.)	As determined upon review by the Planning Director	As determined upon review by the Planning Director
	Duplexes	1 space for each dwelling unit (driveways, carports and garages may be used to fulfill this requirement)	No more than 3 vehicles owned or leased by a resident may be parked outdoors. This does not include vehicles parked in garages or carports with at least 3 sides enclosed (See Sec. 9.1.15)
	Multiple Family Dwellings located within the Traditional Neighborhood and Traditional Marketplace Corridor Form Districts	1.5 spaces for each dwelling unit	2.5 spaces for each dwelling unit
	Multiple Family Dwellings located within any other Form District	1.5 spaces for each dwelling unit	3 spaces for each dwelling unit
	Single Family Dwellings located on a lot less than 6,000 sq. ft. in size	1 space for each dwelling unit in Traditional Form Districts and 2 spaces for each dwelling unit within Suburban Form Districts (driveways, carports and garages may be used to fulfill this requirement)	No more than 3 vehicles owned or leased by a resident may be parked outdoors. This does not include vehicles parked in garages or carports with at least 3 sides enclosed (See Sec. 9.1.15)

Single Family Dwellings located on a lot between 6,000 and 20,000 sq. ft. in size	1 space for each dwelling unit in Traditional Form Districts and 2 spaces for each dwelling unit within Suburban Form Districts (driveways, carports and garages may be used to fulfill this requirement)	No more than 4 vehicles owned or leased by a resident may be parked outdoors. This does not include vehicles parked in garages or carports with at least 3 sides enclosed (See Sec. 9.1.15)
Single Family Dwellings located on a lot greater than 20,000 sq. ft. in size	1 space for each dwelling unit in Traditional Form Districts and 2 spaces for each dwelling unit within Suburban Form Districts (driveways, carports and garages may be used to fulfill this requirement)	No more than 5 vehicles owned or leased by a resident may be parked outdoors. This does not include vehicles parked in garages or carports with at least 3 sides enclosed (See Sec. 9.1.15)

Table 9.1.2B Office/Financial Minimum and Maximum Motor Vehicle Parking-Based On Use

SPECIFIC USES	MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Banks, Credit Unions and related financial institutions (Drive-Through and/or Walk-In Facility)	1 space for each 300 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts (See Section 9.1.14 for queue space requirements)	1 space for each 200 sq. ft. of gross floor area
Banks, Credit Unions and related financial institutions (Drive-Through Only)	1 space for each 2 employees on maximum shift, plus 2 additional spaces (See Section 9.1.14 for queue space requirements)	1 space for each employee on maximum shift, plus 2 additional spaces
General/Professional Office (excluding medical)	1 space for each 350 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 200 sq. ft. of gross floor area
Medical/Dental/Veterinary Office or Clinic	1 space for each 250 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 150 sq. ft. of gross floor area
Studios for Artist, Designers, Photographers and Similar Professionals	1 space for each practitioner occupying the site on a full time basis, plus 1 space for every student if classes are conducted on the site	3 spaces for each practitioner occupying the site on a full time basis, plus 1 space for every student if classes are conducted on the site
Studios for Audio and Video	2 spaces plus 1 space for each employee on maximum shift	5 spaces plus 1 space for each employee on maximum shift
Telemarketing Facility/Call Centers and Similar Uses	1 space for each 250 sq. ft. of gross floor area	1 space for each 125 sq. ft. of gross floor area

Table 9.1.2C Industrial and Manufacturing Minimum and Maximum Motor Vehicle Parking-Based on-use

SPECIFIC USES	MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
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Industrial, Manufacturing, Warehouses and Storage Uses	1 space for each 1.5 employees based on combined employment count of the main shift plus the second shift	1 space for each employee based on combined employment count of the main shift plus the second shift
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Table 9.1.2D Retail Minimum and Maximum Motor Vehicle Parking Based on Use

SPECIFIC USES	MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Book, Art, Gift, Pet, Music, Flower Shops and Similar Uses (if greater than 50,000 sq. ft., parking requirements for department/discount stores shall apply)	1 space for each 250 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 150 sq. ft. of gross floor area
Convenience Stores and Gas Stations	1 space for each 200 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts (Parking spaces at gasoline pumps may be used to satisfy these requirements)	1 space for each 100 sq. ft. of gross floor area
Department/Discount Stores	1 space for each 300 sq. ft. of gross floor area in Suburban Form Districts, plus the requirements for any outdoor sales area OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts, plus the requirements for any outdoor sales area	1 space for each 200 sq. ft. of gross floor area, plus the requirements for any outdoor sales area
Furniture Stores	1 space for each 400 sq. ft. of gross floor area	1 space for each 200 sq. ft. of gross floor area
Greenhouses and Nurseries	1 space for each 300 sq. ft. of gross floor area, plus the requirements for any outdoor sales area	1 space for each 150 sq. ft. of gross floor area, plus the requirements for any outdoor sales area
Grocery Stores	1 space for each 250 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 200 sq. ft. of gross floor area
Hardware/Home Improvement Stores	1 space for each 300 sq. ft. of gross floor area, plus the requirements for any outdoor display or sales area	1 space for each 200 sq. ft. of gross floor area, plus the requirements for any outdoor display or sales area
Liquor Stores (packaged sales no consumption on site)	1 space for each 250 sq. ft. of gross floor area	1 space for each 150 sq. ft. of gross floor area
Manufactured/Modular Home Sales	2 spaces for each employee on maximum shift, plus requirements for offices	3 spaces for each employee on maximum shift, plus requirements for offices

Motor Vehicle Sales	1 space for each 7,000 sq. ft. of outdoor display/sales area, plus 1 space for each 250 sq. ft. of interior display/sales area, plus parking requirements for auto service establishment if applicable	1 space for each 5,000 sq. ft. of outdoor display/sales area, plus 1 space for each 150 sq. ft. of interior display/sales area, plus parking requirements for auto service establishment if applicable
Outdoor Display/Sales	1 space for each 500 sq. ft. of outdoor display or sales area	1 space for each 300 sq. ft. of outdoor display or sales area
Pawn Shops	1 space for each 300 sq. ft. of gross floor area	1 space for each 200 sq. ft. of gross floor area
Pharmacies/Drug Stores	1 space for each 300 sq. ft. of gross floor area used by pharmacist and related waiting areas, plus 1 space for each 250 sq. ft. of gross floor area of retail space in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts (See Section 9.1.14 for queue space requirements)	1 space for each 200 sq. ft. of gross floor area used by pharmacist and related waiting areas, plus 1 space for each 150 sq. ft. of gross floor area of retail space
Shopping Centers and Malls (A primarily commercial development that includes one or more retail uses. The total gross leasable area must be in excess of 50,000 sq. ft., in one or more buildings, located on one or more lots which are designed and laid out to function as an interrelated development, as evidenced by both shared driveways and common parking areas.)	(Any use or group of uses located within a shopping center as defined herein shall have the option of meeting the parking requirements for the individual uses within the shopping center or the requirements for a shopping center, except that the minimum parking requirements for restaurants, taverns, night clubs, dance halls, pool halls and similar uses as well as movie theaters and bingo halls shall be calculated independently.)	(Any use or group of uses located within a shopping center as defined herein shall have the option of meeting the parking requirements for the individual uses within the shopping center or the requirements for a shopping center, except that the minimum parking requirements for restaurants, taverns, night clubs, dance halls, pool halls and similar uses as well as movie theaters and bingo halls shall be calculated independently.)
Shopping Centers and Malls less than 400,000 sq. ft. of gross leasable area	4 spaces for each 1,000 sq. ft. of gross leasable area in Suburban Form Districts OR 1 space per 500 sq. ft. of gross floor area in Traditional Form Districts	5 spaces for each 1,000 sq. ft. of gross leasable area
Shopping Centers and Malls between 400,000 – 600,000 sq. ft. of gross leasable area	4.5 spaces for each 1,000 sq. ft. of gross leasable area in Suburban Form Districts OR 1 space per 500 sq. ft. of gross floor area in Traditional Form Districts	5.5 spaces for each 1,000 sq. ft. of gross leasable area
Shopping Centers and Malls greater than 600,000 sq. ft. of gross leasable area	5 spaces for each 1,000 sq. ft. of gross leasable area in Suburban Form Districts OR 1 space per 500 sq. ft. of gross floor area in Traditional Form Districts	6 spaces for each 1,000 sq. ft. of gross leasable area

Table 9.1.2E Non-Retail Commercial Minimum and Maximum Motor Vehicle Parking Based on Use

SPECIFIC USES	MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Auto Rental Agency	1 space for each 400 sq. ft. of gross floor area in the building, plus 1 space for each 2 employees on maximum shift, with a minimum of 5 spaces	1 space for each 200 sq. ft. of gross floor area in the building, plus 1 space for each 2 employees on maximum shift, with a minimum of 5 spaces

Auto Service Establishments	1 space for each employee on maximum shift, plus 2 spaces for each service bay (service bay may count as 1 of the required spaces)	1 space for each employee on maximum shift, plus 5 spaces for each service bay (service bay may count as 1 of the required spaces)
Barber and Beauty Shops	1 space for each 250 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 350 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 100 sq. ft. of gross floor area
Bingo Halls	1 space for each 100 sq. ft. of gross floor area	1 space for each 50 sq. ft. of gross floor area
Car Wash Conveyor Type Operated by Customer	1 space for each conveyor unit or stall plus 1 space for each vacuum unit (if not accessible to queue spaces) (See Sec. 9.1.14 for queue space requirements)	2 spaces for each conveyor unit or stall, plus 1 space for each vacuum unit (if not accessible from queue spaces)
Car Wash Conveyor Type Operated/Washed by Employees	1 space for each 2 employees on maximum shift (See Sec. 9.1.14 for queue space requirements)	1 space for each employee on maximum shift
Car Wash Self-Service Manual Type	2 spaces for each stall, plus 1 space for each vacuum unit (if not accessible to queue spaces) (See Sec. 9.1.14 for queue space requirements)	3 spaces for each stall, plus 1 space for each vacuum unit (if not accessible from queue spaces)
Catering Kitchen preparing food for off-site consumption	2 spaces, plus 1 space for each 1.5 employees on maximum shift, plus 1 space for each business vehicle	4 spaces, plus 1 space for each 1 employee on maximum shift, plus 1 space for each business vehicle
Drive-In Movie Theaters	1 space for each vehicle at maximum capacity, plus 3 spaces	1 space for each vehicle at maximum capacity, plus 10 spaces
Electronic and Electrical Repair Service Shop	1 space for each 300 sq. ft. of gross floor area, with a minimum of 3 spaces	1 space for each 200 sq. ft. of gross floor area
Hotels and Motels	1 space for each sleeping room or individual suite of sleeping rooms, plus 1 space for each 250 sq. ft. of gross floor area within the restaurant/bar/entertainment facility (if applicable)	1.5 spaces for each sleeping room or individual suite of sleeping rooms, plus 1 space for each 100 sq. ft. of gross floor area within the restaurant/bar/ entertainment facility (if applicable)
Ice Cream Parlor/Coffee Shop (outside dining subject to same requirements as inside dining)	1 space for each 200 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts (See Section 9.1.14 for queue space requirements)	1 space for each 100 sq. ft. of gross floor area
Laundromats and Dry Cleaners	1 space for each 300 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 350 sq. ft. of gross floor area in Traditional Form Districts (See Section 9.1.14 for queue space requirements)	1 space for each 150 sq. ft. of gross floor area
Movie Theaters and Cinemas (Indoors)	1 space for each 4 seats	1 space for each 3 seats
Night Clubs, Taverns, Dance Halls, Pool Halls and similar uses	1 space for each 100 sq. ft. of gross floor area	1 space for each 50 sq. ft. of gross floor area
Pet Grooming and Kennels	3 spaces, plus 1 space for each 2 employees on maximum shift, plus 1 space for each 3 pet owners at maximum capacity if animal training classes taught on-site	5 spaces, plus 1 space for each 2 employees on maximum shift, plus 1 space for each 3 pet owners at maximum capacity if animal training classes taught on-site

Picture Framing, Photo Copying, Tailor Shops and Similar Service Shops	1 space for each 250 sq. ft. of gross floor area, with a minimum of 3 spaces	1 space for each 150 sq. ft. of gross floor area
Reception Hall	1 space for each 100 sq. ft. of gross floor area	1 space for each 50 sq. ft. of gross floor area
Restaurants, Sit-Down (with or without drive-through) (outside dining subject to same requirements as inside dining)	1 space for each 125 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 250 sq. ft. of gross floor area in Traditional Form Districts (See Section 9.1.14 for queue space requirements)	1 space for each 50 sq. ft. of gross floor area
Restaurants, Carry-out only (with or without drive-through) (outside dining subject to same requirements as inside dining)	1 space for each 200 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 500 sq. ft. of gross floor area in Traditional Form Districts (See Section 9.1.14 for queue space requirements)	1 space for each 125 sq. ft. of gross floor area

Table 9.1.2F Recreational Minimum and Maximum Motor Vehicle Parking Based on Use

SPECIFIC USES	MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Arcades, Game Rooms, Go-Cart Facilities and other similar uses	Indoor: 1 space for each 125 sq. ft. of gross floor area Outdoor: 1 space for each 300 sq. ft. of gross floor area for facilities and designated play areas	Indoor: 1 space for each 100 sq. ft. of gross floor area Outdoor: 1 space for each 200 sq. ft. of gross floor area for facilities and designated play areas
Athletic Fields	To be determined by the Planning Director	To be determined by the Planning Director
Bowling Alleys	4 spaces for each alley or lane	6 spaces for each alley or lane
Coliseums, Stadiums and similar facilities	1 space for each 4 seats or 4 people accommodated at maximum capacity	1 space for each 2.5 seats or 2.5 people accommodated at maximum capacity
Golf Courses	2 spaces for each hole, plus 1 space for each 2 employees on maximum shift	4 spaces for each hole, plus 1 space for each employee on maximum shift
Golf Driving Ranges and Miniature Golf Courses	1 space for each 1.5 tees, plus 1 space for each 1.5 employees on maximum shift	1 space for each tee, plus 1 space for each employee on maximum shift
Horseback Riding Stables (Commercial)	1 space for each horse boarded at the facility	3 spaces for each horse boarded at the facility
Indoor Athletic and Exercise Facilities/Health Club/ Gymnastic, Karate, Yoga Studios and similar facilities	1 space for each 300 sq. ft. of gross floor area	1 space for each 100 sq. ft. of gross floor area
Public Swimming Pools	1 space for each 100 sq. ft. of water surface areas, plus 1 space for each 50 sq. ft. of site area used for spectator seating	1 space for each 60 sq. ft. of water surface areas, plus 1 space for each 30 sq. ft. of site area used for spectator seating
Skateboard Parks, Water Slides and similar uses	1 space for each 5 people the facility is designed to accommodate at maximum capacity	1 space for each 2 people the facility is designed to accommodate at maximum capacity
Tennis Centers	1 space for each 2 employees on maximum shift, plus 4 spaces for each court	1 space for each employee on maximum shift, plus 6 spaces for each court

Table 9.1.2G Institutional Minimum and Maximum Motor Vehicle Parking Based on Use

SPECIFIC USES		MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Educational Facilities	Colleges and Universities	To be determined by the Planning Director	To be determined by the Planning Director
	Grade, Elementary, and Junior High Schools	2 spaces for each classroom, or 1 space for each 5 seats in the primary assembly area, whichever is greater OR as determined upon review by the Planning Director	3 spaces for each classroom, or 1 space for each 3 seats in the primary assembly area, whichever is greater OR as determined upon review by the Planning Director
	High Schools	5 spaces for each classroom, or 1 space for each 4 seats in the primary assembly area, whichever is greater OR as determined upon review by the Planning Director	10 spaces for each classroom, or 1 space for each 3 seats in the primary assembly area, whichever is greater OR as determined upon review by the Planning Director
	Trade, Business and Other Proprietary Schools	1 space for each 4 classroom seats, plus 1 space for each 3 employees on maximum shift	1 space for each 2 classroom seats, plus 1 space for each employee on maximum shift
Health/Day Care Facilities	Asylums, Institutions, and Homes for Convalescents, Orphans or Indigents	1 space for each 6 beds	1 space for each 2 beds
	Day Care Centers, Day Nurseries, Nursery Schools and similar uses	2 spaces for each employee on maximum shift or 1 space for each employee on maximum shift plus an area designated for children drop-off and pick-up that must be approved by the agency responsible for the approval of off-street parking facilities	4 spaces for each employee on maximum shift or 2 spaces for each employee on maximum shift plus an area designated for children drop-off and pick-up that must be approved by the agency responsible for the approval of off-street parking facilities
	Hospitals	To be determined by the Planning Director	To be determined by the Planning Director
Religious Institutions	Churches, Synagogues and similar religious uses (When calculating the required parking for this use, one shall consider all uses associated with the primary use on the site and their hours of operation and peak hours of usage to determine the minimum number of parking spaces needed to adequately serve all uses associated with the primary use. The Planning Director may waive the requirements of Sec. 9.1.3.E of this Part if adequate information is provided by the applicant to determine the cumulative parking needs on the site.)	With Permanent Seats Installed: 1 space for each 3 seats in the sanctuary or primary assembly area Without Permanent Seats Installed: 1 space for each 50 sq. ft. of seating area in the sanctuary or primary assembly area	125% of the minimum number of spaces required

Table 9.1.2H Other Minimum and Maximum Motor Vehicle Parking ~~Based on Use~~

SPECIFIC USES	MINIMUM SPACES REQUIRED	MAXIMUM SPACES ALLOWED
Agricultural, Silvicultural, Mining and Quarrying Operations	1.5 spaces for each 2 employees on maximum shift	1.5 spaces for each 2 employees on maximum shift
Airports	To be determined by the Planning Director	To be determined by the Planning Director
Bus and Train Stations	To be determined by the Planning Director	To be determined by the Planning Director
Penal and Correctional Facilities	To be determined by the Planning Director	To be determined by the Planning Director
Post Office	1 space for each 300 sq. ft. of gross floor area	1 space for each 150 sq. ft. of gross floor area
Sanitary Landfill	To be determined by the Planning Director	To be determined by the Planning Director
Social/Fraternal Clubs or Lodges, Union Halls and Similar Uses (individual recreational components should be counted separately)	1 space for each 150 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 350 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 75 sq. ft. of gross floor area
Fire Stations	With full-time staff: 1 space for each 2 employees on maximum shift, plus 3 additional spaces With voluntary staff: 4 spaces for each piece of apparatus OR to be determined by Planning Director	With full-time staff: 1 space for each employee on maximum shift, plus 3 additional spaces With voluntary staff: 6 spaces for each piece of apparatus OR to be determined by Planning Director
Funeral Homes and Mortuaries	1 space for each 150 sq. ft. of floor area in parlors or assembly areas in Suburban Form Districts OR 1 space for each 350 sq. ft. of floor area in parlors or assembly areas in Traditional Form Districts	1 space for each 75 sq. ft. of floor area in parlors or assembly areas
Libraries, Museums, Art Galleries and similar uses	1 space for each 300 sq. ft. of gross floor area in Suburban Form Districts OR 1 space for each 1,000 sq. ft. of gross floor area in Traditional Form Districts	1 space for each 150 sq. ft. of gross floor area

TRAN ITEM #34 – VOTE

Motion to approve Tran Item #34 made by Deborah Bilitski and seconded by Barbara Sinai at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #34 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #35 – Consolidate Chapter 9.1.4 and 9.1.5 – Parking Area Layout and Design (Approved on 1/7/14)

Section 9.1.4 (Location of Parking on Lot) and 9.1.5 (Off-Site Parking) have been consolidated as shown below.

9.1.4 Location of Parking on Lot

~~Off-street parking is prohibited in all required building setbacks unless specifically authorized in the Form District Regulations. *Exception: Parking for single-family residential uses and duplexes is permitted in the required front or street side yard only on a hard surface or approved semi-pervious driveway that does not exceed twenty (20) feet in width and that leads to a garage, carport, house or rear yard. Parking on approved circular driveways may be permitted as long as the circular driveway has been approved by the Director of Public Works or designee. The circular driveway shall be constructed in accordance with Metro Public Works standards.*~~

9.1.435 Parking Area Layout and Design

A. General Design Criteria

- 1. The parking areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity making hazardous turning movements.**
- 2. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians, bicyclists, or other vehicles and without interfering with parking areas. This includes the provision for “stop”, “yield”, “speed limit”, “do not enter” and other traffic signs at appropriate locations.**
- 3. Vehicles parked on private driveways shall be arranged to avoid pedestrian / vehicle conflict (i.e. vehicles should not extent across sidewalks or other pedestrian facilities).**

B. Location of Parking on Lot

~~**Off-street parking is prohibited in all required building setbacks unless specifically authorized in the Form District Regulations. *Exception: Parking for single-family residential uses and duplexes is permitted in the required front or street side yard only on a hard surface or approved semi-pervious driveway that does not exceed twenty (20) feet in width and that leads to a garage, carport, house or rear yard. Parking on approved circular driveways may be permitted as long as the circular driveway has been approved by the Director of Public Works or designee. The circular driveway shall be constructed in accordance with Metro Public Works standards.***~~

A-C. Access to Parking Spaces.

- All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without requiring another vehicle to move.
- Except for single-family dwellings and duplexes, each off-street parking space shall open directly upon a private aisle or private driveway of such width and design as to provide a safe and efficient means of vehicular access between the parking space and public streets. Parking spaces shall be designed to preclude vehicles backing from or onto a public street. Non-residential off-street parking facilities designed for vehicles backing from or onto an alley may be allowed at the discretion of the Director of Works, while those designed for vehicles backing from or onto a private access easement may be allowed at the discretion of the agency responsible for approval of off-street parking facilities.

B-D. Parking Space and Aisle Dimensions

- ~~The dimensions of off-street parking spaces and associated drive aisles shall be determined by applying the minimum dimensional requirements found within Table 9.1.3. ~~The width of compact vehicles spaces shall be at least eight (8) feet and the recommended length is 14' to 16'. The recommended aisle width for compact space parking areas is 20'. The width of motorcycle spaces shall be at least five (5) feet.~~~~
- Parking structures developed to provide the minimum number parking spaces required by this Part must meet the minimum dimensional requirements specified in Table 9.1.3, below. The design and layout of all other parking structures, including but not limited to those used to create parking spaces in excess of the maximum allowed for a particular use and those for-profit parking structures not associated with any particular use, shall be approved by the agency responsible for approval of off-street parking facilities.
- Parking spaces serving single family residential developments located within driveways and garages need only meet the Stall Width and Stall Depth to Wall standards set forth in Table 9.1.3.

4. **On-site** Parallel parking spaces shall be at least ten (10) feet in width and twenty- two (22) feet in length.
5. The Director of the Permit Issuing Authority may modify the dimensional requirements of this Section when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it (such as the use of other acceptable standards like ITE Manual standards).

C. General Design Criteria

- ~~1. The parking areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity making hazardous turning movements.~~
- ~~2. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians, bicyclists, or other vehicles and without interfering with parking areas. This includes the provision for “stop”, “yield”, “speed limit”, “do not enter” and other traffic signs at appropriate locations.~~
- ~~3. Vehicles parked on private driveways shall be arranged to avoid pedestrian / vehicle conflict (i.e. vehicles should not extent across sidewalks or other pedestrian facilities).~~

Table 9.1.3: Minimum Parking Dimensions

Minimum Off-street Parking Dimension Modules							
Parking Angle (degrees)	Sw Basic Stall Width (ft)	WP Stall Width Parallel to Aisle (ft)	VPw Stall Depth to Interlock (ft)	Vpi Stall Depth to Interlock (ft)	AW Aisle Width (ft)	W2 Wall to Wall (ft)	W4 Interlock to Interlock (ft)
45	8.5	12	17.5	15.3	13	48	44
45	9	12.7	17.5	15.3	12	47	43
45	9.5	13.4	17.5	15.3	11	46	42
60	8.5	9.8	19	17.5	18	56	53
60	9	10.4	19	17.5	16	54	51
60	9.5	11	19	17.5	15	51	50
75	8.5	8.3	19.5	18.8	25	64	63
75	9	9.3	19.5	18.8	23	62	61
75	9.5	9.8	19.5	18.8	22	61	60
90	8.5	8.5	18.5	18	26	62	60
90	9	9	18.5	18	24	60	60
90	9.5	9.5	18.5	18	24	60	60

Key for Table 9.1.3

W2	Parking Module Width (wall to wall)
W4	Parking Module Width (interlock to interlock)
AW	Aisle Width
WP	Stall Width
VPi	Stall Depth to Interlock
VPw	Stall Depth to Wall
Sw	Basic Stall Width

NOTE: The parking dimensions required by this Part are based on the parking turnover rate for various uses. The concept, which is published and recommended by ITE is based upon the premise that the more frequently a parking space is entered and exited, the more space is needed to accommodate for driver error.

TRAN ITEM #35 – VOTE

Motion to approve Tran Item #35 made by Barbara Sinai and seconded by Kathy Linares at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #35 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #36 – Consolidate special parking types into Chapter 9.1.6 (Approved on 1/7/14)

This item relocates all specialized parking requirements to this section. No content changes.

9.1.56 Special Types of Parking Spaces

- A. Accessible Parking Spaces.** Accessible parking spaces shall be provided as required by local ordinances or as well as Federal or and State law. All accessible parking spaces shall be located so that:
- 1. The spaces provide easy access from the closest parking area to the major entrances of the use for which they are provided;**
 - 2. The disabled individual is not compelled to wheel or walk behind parked cars other than his or her own; and**
 - 3. A pedestrian way accessible to physically disabled persons shall be provided from each parking space to related facilities including curb cuts and/or ramps.**
- B. Compact Vehicle Spaces.** Up to 15% of the minimum required parking spaces may be assigned as compact vehicles spaces with approval from the agency responsible for approval of off-street parking facilities and the requirements listed below:
- 1. Compact vehicles spaces shall be clearly labeled for 'Compact Cars' and shall be approved in accordance with paragraph H above.**
 - 2. Design techniques such as use of lampposts, bollards, and extra landscaped areas at the front of compact spaces or the location of compact spaces shall be incorporated into the parking lot plan to preclude the parking of standard size vehicles in compact vehicle spaces.**
 - 3. The width of compact vehicle spaces shall be at least eight (8) feet and the recommended length is 14' to 16'. The recommended aisle width for compact space parking areas is 20'.**
- C. Carpool Parking.** For office, industrial, and institutional uses where there are more than 20 parking spaces designated for employee use on the site, the following standards must be met:
- A. 1. Five spaces or five percent of the parking spaces on the site, whichever is less, must be reserved for carpool use. More spaces may be provided, but are not required.**
- B. 2. The spaces designated for carpool use will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed or intended for exclusive customer use.**
- C. 3. Signs must be posted, or painted within the spaces, indicating that these spaces are reserved for carpool use.**
- D. Motorcycle Parking.** A commercial or other non-residential development may substitute motorcycle spaces for required automobile spaces at the rate of one (1) motorcycle space for each 25 automobile spaces, up to a maximum of five (5) percent of the minimum required motor vehicles spaces. No more than one (1) motorcycle space shall be permitted per row of parking. The width of motorcycle spaces shall be at least five (5) feet.
- E. Bicycle parking.** Refer to Chapter 9 Part 2 for minimum bicycle parking requirements. Bicycle parking may substitute for up to five (5) percent of required parking spaces (as required by Table 9.1.2) in accordance with the following calculation method. For every five (5) non-required bicycle parking spaces (non-required spaces are those bicycle spaces provided in excess of those required by Table 9.2.1) that meet the short or long-term bicycle parking standards, the motor vehicle parking minimum requirement shall be reduced by one space. Existing parking may be converted to take advantage of this provision.
- F. Elevator Parking Systems.** Elevator parking systems or vertical parking towers may be used to meet the minimum number of parking spaces required in accordance with the following:
- A.1. The use of elevator parking systems or vertical parking towers may be permitted by the Planning Commission or its designee for any use as long as an attendant is present during all business or working hours to move vehicles. The applicant must file an agreement/guarantee with the Planning**

Commission or its designee ensuring that an attendant will always be present when the system/tower is in operation.

B-2. The use of elevator parking systems or vertical parking towers may be permitted by the Planning Commission or its designee for any office or industrial use without an attendant present if the parking spaces provided in this manner are designated for employee use only.

NOTE: Explanatory material on vertical parking towers is available from planning and Design Services.

G. Stacked Parking. Stacked or valet parking may be used to meet the minimum number of parking spaces required in accordance with the following:

1. The use of stacked or valet parking may be permitted by the Planning Commission or its designee for any use as long as an attendant is present during all business or working hours to move vehicles. The applicant must file an agreement/guarantee with the Planning Commission or its designee ensuring that an attendant will always be present when the lot is in operation.
2. The use of stacked parking may be permitted by the Planning Commission or its designee for any office or industrial use without an attendant present if the parking spaces used in this manner are designated for employee use only.
3. The specific design and layout of stacked or valet parking areas shall be approved by the agency responsible for approval of off-street parking facilities.
4. Parking within a driveway shall not be considered stacked parking.

TRAN ITEM #36 – VOTE

Motion to approve Tran Item #36 made by Barbara Sinai and seconded by Kathy Linares at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #36 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #37 – Eliminate 9.1.7.A – Repetitive Language (Approved on 1/7/14)

Changes in this item are intended to eliminate repetitive language that already exists elsewhere in the LDC.

9.1.57 Off-Site Parking

~~A. Parking spaces required by this Part may be located off-site on property under the same ownership as the use the parking spaces are intended to serve. Such parking spaces must be located within 1,000 feet of the buildings or uses requiring the parking. The 1,000 foot requirement shall be measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking spaces are located, to the nearest point of the property on which the use is located and which the parking is intended to serve. The site must be properly zoned and have all proper approvals for automobile parking areas.~~

B. A. Off-Site Parking spaces required by this Part may be located on property under the same or separate ownership from the use the parking is intended to serve as long as the following conditions are satisfied.

1. The applicant(s) demonstrates that one or more uses located off-site exceed the minimum number of parking spaces required by this Part and are willing to allocate a certain number of the excess spaces to another use to meet its minimum number of required spaces.
2. The site is properly zoned and has all proper approvals for automobile parking areas.
3. Off-site parking spaces must be located within 1,000 feet of the buildings or uses requiring the parking. The 1,000 foot requirement shall be measured by the shortest walking distance (using sidewalks and designated crosswalks) from the nearest point of the property on which the parking spaces are located, to the nearest point of the property on which the use is located and which the parking is intended to serve.
4. All parties shall execute a properly drawn legal instrument/agreement providing for the use of the off-site parking spaces. This instrument shall be drawn to the satisfaction of the Planning Commission's attorney and shall be executed by all parties concerned assuring the availability of the number of spaces designated for off-site use and shall be recorded in the County Clerk's Office. No lease, easement or license of parking spaces may be cancelled without sixty (60) days prior written notice to the Planning Director and a copy of the signed lease,

easement, license or agreement must be filed with the application. The applicants and their successors shall annually provide certification to the Planning Director that the parking spaces associated with the off-site parking agreement are still available. The applicant shall provide the Planning Director with immediate written notice at any time that any of the parking spaces associated with the off-site parking agreement become unavailable and shall have thirty (30) days from the time that the parking spaces associated with the off-site parking agreement became unavailable to provide the required number of parking spaces or to apply for a Parking Waiver to reduce the required number of spaces. The use's Certificate of Occupancy shall be conditioned upon the continued availability of the required number of parking spaces.

NOTE: Any joint use parking site must be properly zoned and have all proper approvals for automobile parking areas.

TRAN ITEM #37 – VOTE

Motion to approve Tran Item #37 made by Barbara Sinai and seconded by Kathy Linares at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #37 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #38 – Add 9.1.8.A to Joint Use Parking section (Approved on 1/7/14)

Sentence relocated from another LDC section.

9.1.68 Joint Use Parking

The Planning Director or designee may authorize the joint use of required parking spaces when two or more uses on the same or separate properties are able to share the same parking spaces because their peak parking demands occur at different times. Joint use of off-street parking spaces shall be subject to the following:

- A. Any joint use parking site must be properly zoned and have all proper approvals for automobile parking areas.**

TRAN ITEM #38 – VOTE

Motion to approve Tran Item #38 made by Barbara Sinai and seconded by Kathy Linares at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #38 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #39 – Update 9.1.10 – Parking Area Improvements and Maintenance (Approved on 1/7/14; Section 9.1.10.2 change approved at 2/11/14 meeting)

This item consolidates and relocates existing text, but also revises the requirement to plant additional trees within parking lots when more than the minimum number of required parking spaces are being constructed on the site.

9.1.4210 Parking Area Improvements and Maintenance

A. Surfacing and Facility Type.

1. All off-street parking areas except for those serving agricultural uses shall be of a hard and durable surface that limits or precludes particulate air pollution. Asphalt, brick, concrete paving and interlocking paving blocks, including semi-pervious systems that retain space for vegetation, are acceptable paving materials. Other paving materials (including gravel) may be permitted upon approval by the agency

responsible for approval of off-street parking facilities but must include a binding agent to stabilize the surface and prevent dust.

2. Developments that provide more than fifty (50) off-street parking spaces and exceed the minimum number of parking spaces required by this Part shall either:
 - ~~a. Surface a portion of its total parking area proportional to the extent to which the minimum number of parking spaces is exceeded using concrete; or~~
 - ~~b. Surface the parking spaces in excess of the minimum using semi-pervious paving systems, or locate those parking spaces in excess of the minimum within parking structures or elevator parking systems; or~~

Provide 25% more trees within the required Interior Landscape Area (ILA) than is otherwise required by Chapter 10 of the Land Development Code for the site's entire parking area. **An additional tree shall be provided for every four (4) parking spaces above the minimum number of parking spaces required by this Part, up to 25% more trees than would otherwise be required.** The trees provided shall be Type A trees that maximize the amount of shade that is provided within the parking area. Additionally, the ILA's shall be designed to maximize their ability to absorb the site's stormwater runoff in an effort to improve the water quality of the stormwater runoff and to provide an adequate water supply to ensure the long term health of the canopy trees. The Planning Commission may modify this requirement if the applicant demonstrates that an alternative site design, surfacing material or facility type offers greater environmental benefits than those associated with the requirements in this Part.
- B. **Striping.** All off-street parking spaces, except for those serving detached single-family uses and agricultural uses, shall be delineated using durable painted lines that meet the Manual of Uniform Traffic Control Devices (MUTCD) standards or be approved by the agency responsible for approval of off-street parking facilities. The agency responsible for approval of off-street parking facilities may waive this requirement based on the particular surfacing material being used and other relevant factors.
- C. **Wheel Stops and Protective Curbing.** Concrete wheel stops or curbing at least six (6) inches high and six (6) inches wide shall be provided to prevent vehicles from overhanging abutting sidewalks, properties or public rights-of-way, to protect landscaped areas and to protect adjacent properties. Such wheel stops or curbing shall be located at least three (3) feet from any adjacent wall, fence, property line, woody vegetation, walkway or structure.
- D. **Landscaping.** Parking area landscaping shall be provided in accordance with Chapter 10 of the Land Development Code.
- E. **Lighting.** Parking area lighting shall be provided in accordance with Chapter 4 of the Land Development Code.
- F. **Litter Receptacles.** All off-street parking areas serving retail uses and restaurants shall provide at least one outdoor litter receptacle within the parking area or at the building entrance. One additional outdoor litter receptacle shall be provided within the parking area or at the building entrance for each seventy-five (75) parking spaces located on the site.
- ~~G. Accessible Parking Spaces. Accessible parking spaces shall be provided as required by local ordinances or Federal or State law. All accessible parking spaces shall be located so that:
 1. The spaces provide easy access from the closest parking area to the major entrances of the use for which they are provided;
 2. The disabled individual is not compelled to wheel or walk behind parked cars other than his or her own; and
 3. A pedestrian way accessible to physically disabled persons shall be provided from each parking space to related facilities including curb cuts and/or ramps.~~
- H. **Signage.** All signs within off-street parking areas shall be approved by the agency responsible for approval of off-street parking facilities.
- I. **Maintenance.** All off-street parking areas shall be permanently and continually maintained in good condition and free from potholes, weeds, dirt, trash and other debris.
- ~~J. Compact Vehicle Spaces. Up to 15% of the minimum required parking spaces may be assigned as compact vehicles spaces with approval from the agency responsible for approval of off-street parking facilities and the requirements listed below:
 1. Compact vehicles spaces shall be clearly labeled for 'Compact Cars' and shall be approved in accordance with paragraph H above.
 2. The minimum dimensions of compact vehicles spaces shall be in conformance with Section 9.1.13.~~

- ~~3. Design techniques such as use of lampposts, bollards, extra landscaped areas at the front of compact spaces or the location of compact spaces shall be incorporated into the parking lot plan to preclude the parking of standard size vehicles in compact vehicle spaces.~~
- ~~K. Motorcycle Parking. A commercial or other non-residential development may substitute motorcycle spaces for required automobile spaces at the rate of one (1) motorcycle space for each 25 automobile spaces, up to a maximum of five (5) percent of the minimum required motor vehicles spaces. No more than one (1) motorcycle space shall be permitted per row of parking.~~
- ~~L. Bicycle parking may substitute for up to five (5) percent of required parking spaces (as required by Table 9.1.2) in accordance with the following calculation method. For every five (5) non-required bicycle parking spaces (non-required spaces are those bicycle spaces provided in excess of those required by Table 9.2.1) that meet the short or long-term bicycle parking standards, the motor vehicle parking minimum requirement shall be reduced by one space. Existing parking may be converted to take advantage of this provision.~~

~~**NOTE:** The parking dimensions required by this Part are based on the parking turnover rate for various uses. The concept, which is published and recommended by ITE is based upon the premise that the more frequently a parking space is entered and exited, the more space is needed to accommodate for driver error.~~

TRAN ITEM #39 – VOTE 1

Motion to approve Tran Item #39 made by Deborah Bilitski and seconded by David Proffitt at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #39 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #39 – VOTE 2 (Section 9.1.10.2)

Motion to approve Tran Item #39 made by Teena Halbig and seconded by Pat Dominik at the 2/11/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares (2 votes; also alternate for Deborah Bilitski), Barbara Sinai, Teena Halbig (2 votes; also alternate for Tom FitzGerald), Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt, Steve Porter and Kevin Dunlap

Tran Item #39 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #40 – Eliminate existing 9.1.13 – Parking Area Layout and Design (consolidated under Item #35) (Approved on 1/7/14)

The sections below have been relocated to Section 9.1.5 under TRAN Item #35 above.

9.1.13 Parking Area Layout and Design

A. Access to Parking Spaces.

- ~~1. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without requiring another vehicle to move.~~
- ~~2. Except for single family dwellings and duplexes, each off-street parking space shall open directly upon a private aisle or private driveway of such width and design as to provide a safe and efficient means of vehicular access between the parking space and public streets. Parking spaces shall be designed to preclude vehicles backing from or onto a public street. Non-residential off-street parking facilities designed for vehicles backing from or onto an alley may be allowed at the discretion of the Director of Works, while those designed for vehicles backing from or onto a private access easement may be allowed at the discretion of the agency responsible for approval of off-street parking facilities.~~

B. Parking Space and Aisle Dimensions

- ~~1. The dimensions of off-street parking spaces and associated drive aisles shall be determined by applying the minimum dimensional requirements found within Table 9.1.3. The width of compact vehicle spaces shall be at least eight (8) feet and the recommended length is 14' to 16'. The recommended aisle width for compact space parking areas is 20'. The width of motorcycle spaces shall be at least five (5) feet.~~
- ~~2. Parking structures developed to provide the minimum number parking spaces required by this Part must meet the minimum dimensional requirements specified in Table 9.1.3, below. The design and layout of all other parking structures, including but not limited to those used to create parking spaces in excess of the maximum allowed for a particular use and those for-profit parking structures not associated with any particular use, shall be approved by the agency responsible for approval of off-street parking facilities.~~
- ~~3. Parking spaces serving single family residential developments located within driveways and garages need only meet the Stall Width and Stall Depth to Wall standards set forth in Table 9.1.3.~~
- ~~4. Parallel parking spaces shall be at least ten (10) feet in width and twenty-two (22) feet in length.~~
- ~~5. The Director of the Permit Issuing Authority may modify the dimensional requirements of this Section when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it (such as the use of other acceptable standards like ITE Manual standards).~~

C. General Design Criteria

- ~~1. The parking areas of all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity making hazardous turning movements.~~
- ~~2. Circulation areas shall be designed so that vehicles can proceed safely without posing a danger to pedestrians, bicyclists, or other vehicles and without interfering with parking areas. This includes the provision for "stop", "yield", "speed limit", "do not enter" and other traffic signs at appropriate locations.~~
- ~~3. Vehicles parked on private driveways shall be arranged to avoid pedestrian / vehicle conflict (i.e. vehicles should not extend across sidewalks or other pedestrian facilities).~~

D. Stacked Parking. Stacked or valet parking may be used to meet the minimum number of parking spaces required in accordance with the following:

- ~~1. The use of stacked or valet parking may be permitted by the Planning Commission or its designee for any use as long as an attendant is present during all business or working hours to move vehicles. The applicant must file an agreement/guarantee with the Planning Commission or its designee ensuring that an attendant will always be present when the lot is in operation.~~
- ~~2. The use of stacked parking may be permitted by the Planning Commission or its designee for any office or industrial use without an attendant present if the parking spaces used in this manner are designated for employee use only.~~
- ~~3. The specific design and layout of stacked or valet parking areas shall be approved by the agency responsible for approval of off-street parking facilities.~~
- ~~4. Parking within a driveway shall not be considered stacked parking.~~

TRAN ITEM #40 – VOTE

Motion to approve Tran Item #40 made by Deborah Bilitski and seconded by David Proffitt at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #40 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #41 – Update 9.1.11 – Queuing for Drive-Through Facilities (Approved on 1/7/14)

This item includes reorganizing of existing text, adding clarifying language and labeling the table.

9.1.4411 Queuing for Drive-Through Facilities

In addition to meeting the parking requirements of this Part, drive-through facilities shall comply with the following standards.

- A. Spaces Required. The minimum number of queue spaces required shall be **based on use as outlined in Table 9.1.4** as follows. The Director of the Permit Issuing Authority may permit variations from these minimums when he/she finds that such modifications would not adversely affect the functionality of the parking area and the safety of those that use it. The Director of Works may require queue spaces in excess of the minimum when he/she finds that the proposed facility would cause traffic to back-up on a public thoroughfare.
- B. **Minimum Dimensions. Each queue space shall be at least ten (10) feet in width and twenty (20) feet in length.**
- C. **Design. Each queue lane shall be clearly defined and designated so as not to conflict or interfere with other pedestrian or vehicular traffic on the site.**

Table 9.1.4 Queuing for Drive-Through Facilities		
Use	Minimum Spaces	Measured From
Bank Teller Lane, Laundromats/Dry Cleaners, Drug Store, Ice Cream Parlor, Liquor Store and all other Drive-Through Lanes not specifically listed	3 per lane	Teller or Window
Automated Teller Machine (ATM)	2 per machine	Teller Machine
Restaurant, Coffee Shop Drive-Through	6 per lane	Pick-up Window
Car Wash (Conveyor Type Operated by Customer)	4 per conveyor unit/stall	Entrance
Car Wash (Conveyor Type Operated/Washed by Employees)	6 per conveyor unit/stall	Entrance
Car Wash (Self Service/Manual)	2 per stall	Stall

- ~~B. Minimum Dimensions. Each queue space shall be at least ten (10) feet in width and twenty (20) feet in length.~~
- ~~C. Design. Each queue lane shall be clearly defined and designated so as not to conflict or interfere with other pedestrian or vehicular traffic on the site.~~

TRAN ITEM #41 – VOTE

Motion to approve Tran Item #41 made by Deborah Bilitski and seconded by David Proffitt at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #41 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

NON-RECOMMENDATIONS

Items below were discussed, but proposed changes were either rejected or not voted on and did not achieve official recommendation status.

TRAN ITEM #2 – Form District Threshold Table Updates – Mobility Standards (At 4/22/14 meeting two attempted motions failed to adopt any of the following changes; a revised proposal may be presented at the Planning Commission hearing)

Each of the Form District threshold tables is recommended to be updated to account for the change to mobility standards. The mobility standards threshold will be met and accounted for except in cases of accessory structure construction, new or expansion, expansion to the building footprint of an existing residential structure, construction of building footprint less than 3,000 square feet in Traditional and Suburban Workplace as well as Campus, construction of building footprint less than 1,000 square feet in Neighborhood, Suburban Marketplace Corridor and Regional Center. The threshold tables

would lower the square footage requirement from construction of building footprint less than 3,000 square feet to construction of building footprint less than 1,000 square feet in Neighborhood, Suburban Marketplace Corridor and Regional Center. Mobility standards would be required to be followed at a lower threshold and give greater priority to mobility issues existing within Louisville Metro. The threshold tables are attached below:

Table 5.2.1 Downtown Form District Thresholds

DFD Table 5.2.1 Thresholds	Part 5 Non-Residential /Mixed Use Site Design	Part 6 Building Design Standards	Part 7 Transition	Part 8: Mobility Standards			Part 11 Open Space
				Part 8--Street and Road-Side Design	Part 9 Transit and Connections	Part 10 Traffic Impacts	
Category 2A							
Accessory Structure: New or Expansion	X						
Construction of a street or alley				X	X	X	
Category 2B							
Construction of any parking spaces	X			X	X	X	
Construction of building footprint less than 3,000 square feet	X	X		X	X	X	
Construction of building footprint between 3,000 - 5,000 square feet	X	X	X	X	X	X	X
Category 3							
Construction of a building addition resulting in a structure greater than 14 stories in height.	X	X	X	X	X	X	
Construction of building footprint greater than 5,000 square feet.	X	X	X	X	X	X	X

Table 5.2.3 TNFD Thresholds

TNFD Table 5.2.3 Thresholds	Part 4 Residential Site Design	Part 5 Non-Residential and Mixed-Use Site Design	Part 6 Building Design	Part 7 Transition	Part 8: Mobility Standards			Part 11 Open Space	Part 12 Special Design Requirement
					Part 8 Street and Road-side Design	Part 9 Fleet and Connection	Part 10 Traffic Impacts		
Category 2A									
Accessory Structure: New or Expansion (Residential)	X								
Accessory Structure: New or Expansion (Non-Residential)		X							
Construction of less than 10 multi-family dwelling units	X				X	X	X		
Construction of non-residential building footprint less than 1,000 square feet		X			X	X	X		
Expansion to the building footprint of an existing residential dwelling (principal structure)	X								
Construction of a single family dwelling on existing lot.	X				X	X	X		
Creation of 5 or fewer single-family residential lots	X				X	X	X		
Category 2B									
Construction of 10 or more off-street parking spaces		X			X	X	X		
Construction of non-residential/mixed use building footprint between 1,000 - 5,000 square feet		X	X	X	X	X	X		
Category 3									
Creation of more than 5 residential lots	X				X	X	X		
Construction of 10 or more multi-family residential dwelling units	X		X		X	X	X	X	

Table 5.2.4 Traditional Marketplace Corridor Thresholds

The following parts of chapter 5 shall apply to all developments meeting the thresholds and applicability requirements set forth in Table 5.2.4. below.

<p>Table 5.2.4 TMCFD Thresholds</p>	<p>Part 5 Non-Residential and Mixed Use Site Design</p>	<p>Part 6 Building Design Standards</p>	<p>Part 7 Transition</p>	<p>Part 8 Streets and Road-Side Design Standards</p>	<p>Part 9 Transit and Connections</p>	<p>Part 10 Traffic Impacts</p>	<p>Part 12 Special Design Requirement</p>
Category 2A							
Accessory Structure: New or Expansion	X						
Construction of building footprint less than 2,000 square feet	X			X	X	X	
Category 2B							
Construction of 10 or more off-street parking spaces	X			X	X	X	
Construction of building footprint between 2,000 - 35,000 square feet	X	X	X	X	X	X	
Category 3							
Projected traffic generation exceeding 200 trip-ends per peak hour				X	X	X	
Construction of building footprint greater than 35,000 square feet	X	X	X	X	X	X	X

Part 8: Mobility Standards

Table 5.2.5 Town Center Thresholds

The following parts of chapter 5 shall apply to all developments meeting the thresholds and applicability requirements set forth in Table 5.2.5 below.

TCFD Table 5.2.5 Thresholds	Part 5 Non-Residential and Mixed Use Site Design	Part 6 Building Design	Part 7 Transition	Part 8: Mobility Standards			Part 12 Special Design Requirement
				Part 8 Streets and Road Side Design	Part 9 Transit and Connection	Part 10 Traffic Impacts	
Category 2A							
Accessory Structure: New or Expansion	X						
Construction of non-residential/mixed use building footprint less than 3,000 square feet	X			X	X	X	
Projected traffic generation exceeding 200 trip –ends per peak hour				X	X	X	
Category 2B							
Construction of 25 or more off –street parking spaces	X			X	X	X	
Construction of non-residential/mixed use building footprint between 3,000 - 30,000 square feet	X	X	X	X	X	X	
Category 3							
Creation of more than 5 lots				X	X	X	
Construction of non-residential/mixed use building footprint greater than 30,000 square feet	X	X	X	X	X	X	X

Table 5.2.6 Traditional Workplace Thresholds

The following parts of chapter 5 shall apply to all developments meeting the thresholds and applicability requirements set forth in Table 5.2.6 below.

TWFD Table 5.2.6 Thresholds	Part 5 Non-Residential and Mixed Use Site Design	Part 6 Building Design Standards	Part 7 Transition	Part 8: Mobility Standards			Part 12 Special Design Requirement
				Part 8 Street and Road Side Design	Part 9 Transit and Connection	Part 10 Traffic Impacts	
Category 2A							
Accessory Structure: New or Expansion	X						
Construction of building footprint less than 3,000 square feet	X						
Category 2B							
Construction of 25 or more off-street parking spaces	X			X	X	X	
Construction of building footprint between 3,000 – 50,000 square feet	X	X	X	X	X	X	
Category 3							
Construction of building footprint greater than 50,000 square feet	X	X	X	X	X	X	X
Projected traffic generation exceeding 200 trip-ends per peak hour				X	X	X	
Creation of more than 5 lots				X	X	X	

applicability requirements set forth in Table 5.3.3. below.

**Part 8:
Mobility
Standards**

NFD Table 5.3.3 Thresholds	Part 4	Part 5	Part 6	Part 7	Part 8	Part 9	Part 10	Part 11	Part 12
	Residential Site Design	Non-Residential and Mixed Use Site Design	Building Design	Transition	Street and Roadside	Transit and Connection	Traffic Impacts	Open Space	Special Design Requirement
Category 2A									
Expansion to the building footprint of an existing residential dwelling (principal structure) by less than 50%	X								
Construction of non-residential/mixed use building footprint less than 1,000 3,000 square feet		X			X	X	X		
Residential Accessory Structure: New or Expansion	X								
Non-residential Accessory Structure: New or Expansion		X							
Expansion to the building footprint of an existing residential dwelling (principal structure) by 50% or more	X				X				
Construction of a single family residence on an existing lot	X				X				
Construction of less than 10 multi-family dwelling units	X				X				
Category 2B									
Construction of 25 or more off-street parking spaces		X			X	X	X		
Construction of non-residential/mixed use building footprints between 3,000 - 30,000 square feet		X	X	X	X	X	X		
Category 3									

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NEIGHBORHOOD FORM DISTRICT - EXPANSION TO BUILDING FOOTPRINT OF A RESIDENTIAL DWELLING BY 50% OR MORE – RED X ABOVE REMOVED BY COMMITTEE AT 2/11/14 MEETING

SMCFD Table 5.3.4 Thresholds	Part 5 Non-Residential and Mixed Use Site Design	Part 6 Building Design	Part 7 Transition	Part 8: Mobility Standards			Part 12 Special Design Requirement
				Part 8 Street and Roadside Design	Part 9 Transit and Connection	Part 10 Traffic Impacts	
Category 2A							
Accessory Structure: New or Expansion	X						
Construction of building footprint less than 1,000 3,000 square feet	X			X	X	X	
Category 2B							
Construction of 50 or more off-street parking spaces	X			X	X	X	
Construction of building footprint between 3,000 – 30,000 square feet	X	X	X	X	X	X	
Category 3							
Projected traffic generation exceeding 200 trip-ends per peak hour				X	X	X	
Creation of more than five lots				X	X	X	
Construction of building footprint between 30,001 – 75,000 square feet	X	X	X	X	X	X	
Construction of building footprint greater than 75,000 square feet	X	X	X	X	X	X	X

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Table 5.3.5 RCFD Thresholds	Part 5 Non-Residential and Mixed Use Site Design	Part 6 Building Design	Part 7 Transition	Part 8: Mobility Standards			Part 12 Special Design requirement
				Part 8 Street and Roadside Design	Part 9 Transit and Connection	Part 10 Traffic Impacts	
Category 2A							
Accessory Structure: New or Expansion	X						
Projected traffic generation exceeding 200 trip-ends per peak hour				X	X	X	
Construction of a building footprint less than 1,000 3,000 SF	X			X	X	X	
Category 2B							
Construction of 50 or more off-street parking spaces	X			X	X	X	

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LDC

Chapter 5 Part 3
Suburban Form Districts

Construction of a building footprint between 3,000 - 30,000 SF	X	X	X	X	X	X	
Category 3							
Creation of more than five lots				X	X	X	
Construction of a building footprint between 30,001 - 75,000 SF	X	X	X	X	X	X	
Construction of a building footprint greater than 75,000 SF	X	X	X	X	X	X	X

Table 5.3.6 Suburban Workplace Thresholds

The following parts of chapter 5 shall apply to all developments meeting the thresholds and applicability requirements set forth in Table 5.3.6 below.

Expansion of existing and creation of new residential structures or units, and creation of residential lots shall be subject to the standards of the Neighborhood Form District (Section 5.3.1)

Table 5.3.6 SWFD Thresholds	Part 5 Non-residential and Mixed Use Site Design	Part 6 Building Design	Part 7 Transition	Part 8: Mobility Standards			Part 12 Special Design Requirement
				Part-8 Street and Roadside -Design	Part-9 Transit and Connection	Part-10 Traffic Impacts	
Category 2A							
Accessory Structure: New or Expansion	X						
Construction of building footprint less than 3,000 square feet	X						
Category 2B							
Construction of 50 or more off-street parking spaces	X			X	X	X	

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LAND DEVELOPMENT CODE

5.3-17



Chapter 5 Part 3
Suburban Form Districts

Construction of building footprint between 3,000 - 75,000 square feet	X	X	X	X	X	X	
CATEGORY 3							
Construction of building footprint greater than 75,000 square feet	X	X	X	X	X	X	X
Projected traffic generation exceeding 200 trip-ends per peak hour				X	X	X	
Creation of more than five lots				X	X	X	

Table 5.3.67									
CFD									
Thresholds		Part 5 Non-residential and Mixed Use	Part 6 Building Design	Part 7 Transition	Part 8 Street and Roadside Design	Part 9 Transit and Connection	Part 10 Traffic Impacts	Part 11 Open Space	Part 12 Special Design Requirement
Category 2A									
Accessory Structure: New or Expansion		X							
Construction of building footprint less than 3,000 square feet		X							
Category 2B									
Construction of 50 or more off-street parking spaces		X			X	X	X		
Construction of building footprint between 3,000 – 30,000 square feet		X	X	X	X	X	X		
Category 3									
Construction of building footprint greater than 30,000 square feet		X	X	X	X	X	X	X	X
Creation of a more than five lots					X	X	X		
Development of a site of 10 acres or more		X	X	X	X	X	X	X	X

**Part 8:
Mobility
Standards**

TRAN ITEM #2 – VOTE

Multiple motions attempting to approve some or all of the proposed 16 individual changes to the form district threshold tables failed to receive the minimum number of votes (eight) to become an official committee recommendation at the 4/22/14 meeting. A revised proposal may be forwarded to the Planning Commission after committee members and staff revisit this issue.

TRAN ITEM #7 – Creation of 5.8.1.C, Transit Connectivity (At 1/7/14 meeting the committee decided to postpone any action on this item until Move Louisville transportation study has been completed.)

B. Transit Connectivity

1. Required Transit Facilities: New Construction or Expansion of Existing Uses

- a. Public transit facilities shall be provided on sites meeting the threshold requirements and located on public transit corridors or planned corridors as listed in Table 5.8.1C.4. The transit agency may take into consideration the professional opinion of other departments and the applicant’s desired aesthetic for the development before relocating or establishing a new transit stop and the associated transit infrastructure and transit amenities.
- b. On sites required to construct or install transit infrastructure and amenities prior to transit service operation to, through, or adjacent to the site, binding elements and/or a note on the plan shall require the owner to complete the transit infrastructure and amenity improvements as required by this section at the time transit service begins operation to, through, or adjacent to the site

Table 5.8.1.C.1 Required Transit Facilities: New Construction or Expansion of Existing Uses

Table 5.8.1.C.1 Required Transit Facilities: New Construction or Expansion of Existing Uses									
				Non-Residential Uses ^{1 2}			Residential Uses		
				1,000 - 3,000 sq ft	3,001 - 10,000 sq ft	greater than 10,000 sq ft	25-100 units	greater than 100 units	
Reference to code									
Infrastructure									
	Sign and Stanchion	xx		R	R	R		R	R
	10' x 8' Landing/Boarding Area	xx		R	R	R		R	R
	Connection to Stop ³	xx		R	R	R		R	R
	Lighting	xx		R	R	R		R	R
Amenities^{4 5}									
	Shelter	xx		O	D	R		O	R
	Seating	xx		D	R	R		D	R
	Trash Receptacles	xx		O	R	R		D	R
	Route Information	xx		O	O	D		O	D
	System Map	xx		O	O	D		O	O
	Bicycle Racks ⁶	xx		O	O	D		O	D
	Shopping cart storage	xx		O	O	O		O	O
Other									
	Wayfinding Signage ⁷	xx		O	O	D		O	O
	Approved Advertising	xx		O	O	O		O	O

R- Required; D- Recommended; O- Recommended in Certain instances (case-by-case)

1 Institutional Uses, such as Healthcare Facilities; Churches, Schools, or Universities; Stadiums, Arenas, or similar; or Stations, Terminals, or Similar, require infrastructure and amenities due to the trips generated. For such uses refer to the standards for Non-Residential Uses greater than 10,000 sq ft
 2 Non-Residential Uses includes Institutional, Commercial, and Industrial Uses.
 3 Boarding Areas shall be connected to pads for transit amenities, the curb/edge of pavement, sidewalks, and to internal pedestrian circulation.
 4 The Accessory Pad should be sized so to locate all amenities while retaining full accessibility (ADA) of the transit stop and adjacent pathways and land uses.
 5 Transit Amenities contribute to the aesthetic of the street right-of-way and the edge of the property. Refer to Section 10: Landscaping for additional information
 6 The bike racks recommended at transit stops may be in addition to the minimum parking required in Chapter 9 Section 2. Wherever practical, locate the bike rack so that it may be used by patrons of both the development and the transit stop.
 7 Wayfinding signage in large master planned projects should include signs marking the direction to transit stops.
 + Boarding Areas shall be 10 feet wide, measured parallel to the street, and 8 feet deep. The Transit Design Standards Manual provides illustrations and examples of when to increase the width and depth of boarding areas and associated concrete pads to accommodate specific site conditions and amenities.

*** Update thresholds in this chart based on final recommendations from Form District subcommittee.**

2. Exceptions.

If determined by the transit authority (TARC) that the public transit facilities are not needed for a project, either in whole or in part, TARC may decline the public transit facilities requirement. The transit authority

may consult available data on existing stop activity (number of unlinked passenger trips) to determine appropriateness of additional amenities or waiving requirements for amenities.

TRAN ITEM #7 – VOTE

Motion to postpone Tran Item #7 indefinitely made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #7 postponed by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #9 – Update to Street Lighting in Chapter 4 for Transit (At 1/7/14 meeting the committee decided to postpone any action on this item until Move Louisville transportation study has been completed.)

Include in the section that addresses street lights, lighting at the transit stop, to enhance the safety and visibility of transit patrons. Lighting is recommended to be required at all new transit stops for safety. Including that consideration in the placement of street lights could greatly improve the bus stop.

TRAN ITEM #9 – VOTE

Motion to postpone Tran Item #9 indefinitely made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #9 postponed by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #18 – Insert new Chapter 6.2.2 titled Right of Way Dedication Requirements (Did not receive enough votes to become official recommendation on 1/21/14)

This section has been retitled and clarifying phrases have been added. The motion made by the LDC Main Committee related to paragraph C below specifically excluded this requirement from applying to section A.6 Minor Subdivision Plats. While that issue was only one proposed change included in Item #18, the committee voted on the item as a whole. The item did not receive the minimum eight votes to become an official recommendation likely due to the issue with paragraph C. *Staff recommends approval of all other changes shown below.*

6.2.2 Right-of-Way Dedication Requirements

- A. All new development meeting one of the criteria listed in 1 through 6 below and having frontage on a public right-of-way shall dedicate land necessary to meet the minimum right-of-way width established in Table 6.2.1, unless exempted by the Planning Director and the Director of Works. **Greater or lesser right-of-way widths may be needed, depending on topography and other circumstances.**
1. Category 3 Review (includes Major Subdivisions)
 2. Rezoning/Plan Certain Development
 3. Conditional Use Permit
 4. Developments adjacent to legislatively adopted roadway improvement projects.
 5. Developments with road improvements as required by Metro Public Works and/or the LDC.

6. Minor Subdivision Plats creating **buildable** lots.
- B. Developments meeting one of the criteria listed above that contain land that is depicted for future roadways shown in the comprehensive plan, legislatively adopted roadway plans, or an approved road alignment study shall dedicate right-of-way as outlined within the applicable plan or study.
- C. All new development **meeting one of the criteria listed in Section 6.2.2.A.1-5 (excluding 6.2.2.A.6) on any property on which a** ~~and subdivisions having frontage on roadways proposed for bicycle facilities~~ **facility, trail, shared use path, or greenway is identified** ~~Louisville Loop Trails, Shared use paths or Greenways in the Comprehensive Plan, Complete Streets Manual or adopted Bicycle and Pedestrian Plan~~ shall **dedicate** provide right-of-way necessary to accommodate such facilities. The applicant shall construct the bicycle facilities, unless the Planning Director and the Director of Works determine, based on roadway conditions or the status of adjacent segments of the bicycle facility, that construction would not be appropriate.

Table 6.2.1 Right-of-Way Requirements

General Standard	Major Arterial	Minor Arterial	Collector	Local	Cul-de-sac	Alley
Right-of-Way Width	130 ft	120 ft	80 ft	60 ft/50 ft if curb & gutter	50 ft	25 ft

Note: Refer to Section 6.2.7 for typical Right-of-Way illustrations.

TRAN ITEM #18 – VOTE

Motion to approve Tran Item #18 made by Deborah Bilitski and seconded by Kelli Jones at the 1/21/14 meeting.

YES: Chuck Kavanaugh (2 votes; also alternate for Donnie Blake), Deborah Bilitski (2 votes; also alternate for David Proffitt), Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier) and Kevin Dunlap

NO: John Torsky (alternate for James Peden), Cathy Hinko (alternate for Barbara Sinai), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig and Gabe Fritz

ABSTAIN: None

ABSENT: Jim King

Tran Item #18 does not become an official recommendation by a vote of: 6 in favor, 4 opposed, 4 abstentions and 1 absent.

TRAN ITEM #20A – Update Chapter 6.2.6 – Sidewalk Requirements (Proposal to increase sidewalk connectivity requirement on 5 acre parcels rejected at 2/11/14 meeting)

A change to the section below from “both sides of property” to “at least one side of property” was discussed, but the committee ultimately decided to leave this language alone.

“Sidewalks shall not be required on lots that are five acres or greater in area and developed for single family residential uses unless they connect with existing sidewalks on both sides of the property.”

TRAN ITEM #20A – VOTE

Motion to reject Tran Item #20A made by Teena Halbig and seconded by Donnie Blake at the 2/11/14 meeting.

YES: Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares (2 votes; also alternate for Deborah Bilitski), Teena Halbig (2 votes; also alternate for Tom FitzGerald), and Matt Meunier

NO: John Torsky (alternate for James Peden) and Barbara Sinai

ABSTAIN: Gabe Fritz

ABSENT: Jim King, David Proffitt, Steve Porter and Kevin Dunlap

Tran Item #20A rejected by a vote of: 8 in favor, 2 opposed, 1 abstention and 4 absent.

TRAN ITEM #20B – Update Chapter 6.2.6 – Sidewalk Requirements (Proposal to increase sidewalk width on local streets in Neighborhood and Village Form Districts from 4’ to 5’ rejected at 2/11/14 meeting)

While several of the proposed changes listed under this item were approved by the committee at the 1/7/14 meeting, the proposed width increase from four to five feet for sidewalks in the Neighborhood and Village Outlying Form Districts was tabled. The item was revisited at the 2/11/14 meeting and ultimately rejected by the committee. Shown below is Table 6.2.2 with changes highlighted.

Table 6.2.2: Sidewalk and Verge* Width Requirements						
Form District Standards	The following standards are specific to the form district in which a roadway is located					
	Major Arterial	Minor Arterial	Collector	Local	Cul-de-sac	Alley
Neighborhood	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft Verge: 10 ft	If <20 lots, cul-de-sac standards ⁴ ; Sidewalk: 4.5 ft	Sidewalk (4.5 ft) if more than 20 dwellings	15 ft pavement with 5 ft utility easements
Traditional Neighborhood	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft Verge: 5 ft	Sidewalk: 5 ft	
Village	Sidewalk: 6 ft in Center Verge: 6 ft	Sidewalk: 6 ft in Center Verge: 6 ft	Sidewalk: 6 ft in Center Verge: 4 ft	Sidewalk: 6 ft in Center; 4.5 ft in Outlying Areas Verge: 6 ft	Sidewalk (5 ft) if more than 20 dwellings	
Town Center	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	
Traditional Marketplace	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	Sidewalk: 6 ft; Verge: 5 ft	
Suburban Marketplace	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 4 ft	Sidewalk: 5 ft; Verge: 4 ft	
Traditional Workplace	Sidewalk: 5 ft, Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk: 5 ft; Verge: 5 ft	Sidewalk 5 ft; Sidewalk required unless < 5 lots	
Suburban Workplace	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft; Verge: 15 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk required unless < 5 lots	
Regional Center	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk: 5 ft; Verge: 6 ft	
Campus	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 10 ft	Sidewalk: 5 ft; Verge: 6 ft	Sidewalk required unless < 5 lots	
Downtown**	Sidewalk: 7 ft	Sidewalk: 7 ft	Sidewalk: 7 ft	Sidewalk: 7 ft		

TRAN ITEM #20B – VOTE

Motion to reject Tran Item #20B made by Pat Dominik and seconded by Teena Halbig at the 2/11/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, Chuck Kavanaugh, Pat Dominik, Kathy Linares (2 votes; also alternate for Deborah Bilitski), Teena Halbig (2 votes; also alternate for Tom FitzGerald), Gabe Fritz and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, David Proffitt, Barbara Sinai, Steve Porter and Kevin Dunlap

Tran Item #20B rejected by a vote of: 10 in favor, 0 opposed, 0 abstentions and 5 absent.

TRAN ITEM #26 – Update Chapter 6.4 (At 1/7/14 meeting the committee decided to postpone any action on this item until Move Louisville transportation study has been completed.)

Chapter 6 Part 4
Transit Standards

6.4.1

A. Relationship to the Comprehensive Plan

These regulations are intended to implement the Mobility Goals A2, A3 and I6 of Cornerstone 2020, and Guidelines 7 and 9 of the Plan Elements. *No change to this paragraph*

B. Adoption of Transit Design Standards Manual.

~~The Planning Commission is authorized to approve and revise as necessary the “Transit Design Standards Manual” or successor document, based on guidance from the Director of Works and of the Executive Director of the Transit Authority of River City, or successor agencies. The manual shall specify the type and design of transit related amenities and transit-related site design features to be provided, as well as thresholds for provision of various types of transit-related features.~~

~~*NOTE: The Transit Design Standards Manual is located in Appendix 6F.*~~

To enhance safety, accessibility, comfort, and convenience of transit patrons, all new development and expansions to existing development meeting the threshold for construction of transit facilities and/or transit amenities (Table 5.8.1.C.1), shall construct or improve transit facilities as described in Appendix 6F, the Transit Design Standards Manual, developed by the Transit Authority of River City.

The manual specifies the type, configuration, and site design features of transit infrastructure and amenities, including Boarding/Alighting Areas, Waiting Areas (or Accessory Pad), Benches, Shelters, Trash Receptacles, and Lighting. The manual illustrates and describes placement considerations for stops and other transit concepts, in addition to the technical guidelines for transit infrastructure and amenities.

The Transit Authority of River City retains the right to amend the Transit Design Standards Manual upon annual review.

TRAN ITEM #26 – VOTE

Motion to postpone Tran Item #26 indefinitely made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #26 postponed by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #27 – Include transit in Chapter 6.5 – Traffic and Air Quality Assessment (At 1/7/14 meeting the committee decided to postpone any action on this item until Move Louisville transportation study has been completed.)

Mention transit in traffic impact analysis: relationship to land use, trips generated, increases demand for transit, how developer can improve transit to mitigate traffic impact, design for all users including pedestrians, cyclists, transit customers, and drivers; multi-modal approach.

TRAN ITEM #27 – VOTE

Motion to postpone Tran Item #27 indefinitely made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #27 postponed by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #29 – Adopt new Transit Design Standards Manual for Appendix 6F (At 1/7/14 meeting the committee decided to postpone any action on this item until Move Louisville transportation study has been completed.)

See attached documents for appendix report

TRAN ITEM #29 – VOTE

Motion to postpone Tran Item #29 indefinitely made by Deborah Bilitski and seconded by Pat Dominik at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake (2 votes; also alternate for David Proffitt), Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #29 postponed by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #30 – Remove ADA parking sentence from Chapter 9.1.2 (On 1/7/14 the committee determined this change was not needed, sentence added in Rd. 1)

9.1.2 Applicability

The requirements of this Part shall apply to all parking and loading areas in all Form Districts, whether required by this Land Development Code or created for the convenience of property owners or users. No certificate of occupancy shall be provided unless and until the appropriate motor vehicle parking and loading facilities are provided in compliance with this Part. ~~All ADA parking spaces provided must meet ADA requirements in effect at time of construction approval.~~

TRAN ITEM #30 – VOTE

No vote on this item.

TRAN ITEM #42 – Update 9.1.14 – Parking Studies to include references to Public Works and Planning Director approvals of modifications (Rejected on 1/7/14)

9.1.4714 Parking Studies

- A. When Required. A Parking Study shall be required when any of the following occurs:
1. An applicant wishes to utilize the Joint Use Parking provisions described in Section 9.1.6.
 2. An applicant requests a General Parking Waiver to allow the provision of fewer parking spaces than are required by this Part.

3. An applicant requests a General Parking Waiver to allow the provision of more parking spaces than is allowed by this Part.
 4. An applicant wishes to use on-street parking spaces that are not directly adjacent to or abutting the development site or parking spaces in a public parking lot to meet the minimum number of parking spaces required by this Part.
 5. The ~~Planning Director~~ **Public Works director or designee**, upon consultation with the ~~Director of Works~~ **Planning Director or designee** and the agency responsible for approval of off-street parking facilities, requests a Parking Study due to unusual circumstances on or near the site.
 6. EXCEPTION: A parking study shall not be required if a corridor or area specific parking study has been conducted that includes the development site in question. The corridor or area specific parking study shall be used to fulfill the parking study requirement listed in Section 9.1.17 A1-5. A parking study shall not be required for parking waiver requests of 10% or less.
- B. Content. A Parking Study submitted to satisfy the requirements of this Part shall include the following information based upon the reason the Parking Study is required. The ~~Planning Director~~ **Public Works Director or designee**, upon consultation with the ~~Director of Works~~ **Planning Director or designee** and the agency responsible for approval of off-street parking facilities, may waive any of these required contents or require additional information depending upon the specifics of the application. The Parking Study shall be reviewed by, and must be acceptable to, the ~~Planning Director~~ **Public Works Director or designee**, upon consultation with the ~~Director of Works~~ **Planning Director or designee** and the agency responsible for approval of off-street parking facilities.

TRAN ITEM #42 – VOTE

Motion to reject Tran Item #42 made by Deborah Bilitski and seconded by David Proffitt at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #42 rejected by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #43 – Add peak hour restriction and licensing agreement language to Chapter 9.1.15 – Loading Area Requirements (Approved on 1/7/14)

Staff discovered this change was included in Round One. No further action needed by Planning Commission or legislative bodies.

- B. The following requirements for loading areas shall be applicable within the Downtown, Traditional Neighborhood, Traditional Marketplace and Traditional Workplace Form Districts:
1. New buildings or uses shall provide truck loading or unloading berths adequate to serve the proposed use. The Director of Works, upon consultation with the agency responsible for approval of off-street parking facilities, shall determine the minimum number and size of off-street loading berths required.
 2. The proposed building or use may fulfill minimum loading requirements by providing a combination of both off-street loading berths and on-street loading zones. The Director of Works, upon consultation with the agency responsible for approval of off-street parking facilities, shall make a determination of the minimum number and size of off-street loading berths based on a review of the development and circulation plans and other supporting documentation submitted by the applicant. **Peak hour restrictions and a license agreement for on-street loading/maneuvering areas may be required by Metro Public Works.**

TRAN ITEM #43 – VOTE

Motion to approve Tran Item #43 made by Deborah Bilitski and seconded by David Proffitt at the 1/7/14 meeting.

YES: John Torsky (alternate for James Peden), Donnie Blake, David Proffitt, Chuck Kavanaugh, Pat Dominik, Kathy Linares, Deborah Bilitski, Barbara Sinai (3 votes; also alternate for Steve Porter and Tom FitzGerald), and Matt Meunier

NO: None

ABSTAIN: None

ABSENT: Jim King, Teena Halbig, Kevin Dunlap and Gabe Fritz

Tran Item #43 recommended for approval by a vote of: 11 in favor, 0 opposed, 0 abstentions and 4 absent.

TRAN ITEM #44 – Look into analyzing Bicycle Parking Requirements to determine whether amendments are warranted (Did not receive enough votes to become official recommendation on 1/21/14)

AT THE 1/21/14 MEETING THE LDC COMMITTEE AMENDED THE LANGUAGE IN THIS ITEM, REMOVING REFERENCES TO EXPANDING OR ADDING ANY REQUIREMENTS AND REPLACING THOSE REFERENCES WITH “STAFF SHOULD ANALYZE EXISTING BICYCLE PARKING REQUIREMENTS FOR APPROPRIATENESS, AND PROPOSE AMENDMENTS, IF ANY, AT A FUTURE DATE.”

- Bicycle parking requirements in Chapter 9 should be expanded to include uses such as schools and multifamily developments.
- Currently limited to a select group of uses
- Bicycle parking could also expand to include a possible reduction in the required vehicular parking for an increase in bicycle parking with sites that have connectivity to an identified route as part of the Bicycle Master Plan, Louisville Loop or within traditional form districts

Existing Bicycle Parking Requirements Table

Table 9.2.1: Bicycle Parking Requirements by Land Use

Use Category	Specific Use	Required Long-Term parking Spaces	Required Short-Term Parking Spaces
Residential	Boarding Houses	2, or 1 per ten sleeping rooms	None
	Hotels, Motels	2, or 1 per 50 employees	None
Commercial/Industrial	Retail sales, service operations*	2, or 1 per 50,000 sq. ft. of gross floor area	2, or 1 per 25,000 sq. ft. of gross floor area
	Office buildings**	2, or 1 per 50,000 sq. ft. of gross floor area	2, or 1 per 50,000 sq. ft. of gross floor area
	Museums, libraries	2, or 1 per 50 employees	4, or 1 per 25,000 sq. ft. of gross floor area
	Movie Theaters	2, or 1 per 50 employees	4, or 1 per 50 seats
	Restaurants, ice cream shops, coffee shops	2, or 1 per 50 employees	4, or 1 per 50 seats
	Recreation Centers	2, or 1 per 50 employees	4, or 1 per 25,000 sq. ft. of gross floor area
	Major event entertainment (e.g. stadiums, arenas)	2, or 1 per 50 employees	8, or 1 per 500 seats
	Manufacturing	2, or 1 per 50 employees	None
	Warehousing	2, or 1 per 50 employees	None
Institutional	Medical Centers	2, or 1 per 50 employees	2, or 1 per 25,000 sq. ft. of gross floor area

	Transit park and ride lots	1 per 50 daily boardings	None
<p>*Retail businesses below 3,000 square feet of gross floor area are exempt from bicycle parking requirements. **Office buildings below 10,000 square feet of gross floor area are exempt from bicycle parking requirements.</p>			

TRAN ITEM #44 – VOTE

Motion to approve Tran Item #44 made by Teena Halbig and seconded by Cassandra Culin at the 1/21/14 meeting.

YES: John Torsky (alternate for James Peden), Cathy Hinko (alternate for Barbara Sinai), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig and Kevin Dunlap

NO: Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier) and Deborah Bilitski

ABSTAIN: Deborah Bilitski (alternate for David Proffitt), Chuck Kavanaugh (2 votes; also alternate for Donnie Blake) and Gabe Fritz

ABSENT: Jim King

Tran Item #44 does not become an official recommendation by a vote of: 6 in favor, 4 opposed, 4 abstentions and 1 absent.

TRAN ITEM #45 – Adopt the Metro Complete Streets Manual as an appendix to the LDC (Did not receive enough votes to become official recommendation on 1/21/14)

Allows existing document to be contemplated and tied to recommendations for roadway improvements.

TRAN ITEM #45 – VOTE

Motion to approve Tran Item #45 made by Teena Halbig and seconded by Cassandra Culin at the 1/21/14 meeting.

YES: John Torsky (alternate for James Peden), Cathy Hinko (alternate for Barbara Sinai), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig and Kevin Dunlap

NO: Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier) and Deborah Bilitski

ABSTAIN: Deborah Bilitski (alternate for David Proffitt), Chuck Kavanaugh (2 votes; also alternate for Donnie Blake) and Gabe Fritz

ABSENT: Jim King

Tran Item #45 does not become an official recommendation by a vote of: 6 in favor, 4 opposed, 4 abstentions and 1 absent.

TRAN ITEM #46 – Adopt the Metro Bicycle Master Plan as Cornerstone 2020 Core Graphics (Already done, no action needed) NON-LDC

- Allows the existing Bicycle Master Plan to be used when contemplating multi-modal transportation for sites going through discretionary review
- Allows use of Bicycle Master Plan regarding sidewalk and parking waiver requests
- Allows use of Bicycle Master Plan to inform need for Bicycle Parking requirements in Chapter 9.2

TRAN ITEM #46 – VOTE

No vote on this item.

TRAN ITEM #47 – Adopt Pedestrian Master Plan as part of Cornerstone 2020 Core Graphics (Did not receive enough votes to become official recommendation on 1/21/14) NON-LDC

- Allows the pedestrian master plan to inform decisions regarding sidewalk waivers
- Helps identify priority corridors for pedestrian network connections

TRAN ITEM #47 – VOTE

Motion to approve Tran Item #47 made by Teena Halbig and seconded by Cassandra Culin at the 1/21/14 meeting.

YES: John Torsky (alternate for James Peden), Cathy Hinko (alternate for Barbara Sinai), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig and Kevin Dunlap

NO: Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier) and Deborah Bilitski

ABSTAIN: Deborah Bilitski (alternate for David Proffitt), Chuck Kavanaugh (2 votes; also alternate for Donnie Blake) and Gabe Fritz

ABSENT: Jim King

Tran Item #47 does not become an official recommendation by a vote of: 6 in favor, 4 opposed, 4 abstentions and 1 absent.

TRAN ITEM #48 – Revise Sight Triangle Ordinance to meet AASHTO standards (Did not receive enough votes to become official recommendation on 1/21/14) NON-LDC

This ordinance should be updated to reflect national standards. See below recommended language and update LDC 5.1.7.H & Figure 10.4.1 to reference the ordinance.

ORDINANCE _____, SERIES 20__

AN ORDINANCE AMENDING THE PROVISIONS OF CHAPTER 97, SECTIONS 97.050 THROUGH 97.052, OF THE LOUISVILLE/JEFFERSON COUNTY METRO CODE OF ORDINANCES PERTAINING TO SIGHT DISTANCE AND OBSTRUCTIONS TO CROSS-VISIBILITY

Sponsored By:

WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Metro Council") understands that the current subsection, Application of Regulations, contained in Sections 97.050 through 97.052 of the Louisville/Jefferson County Metro Code of Ordinances addresses the provision of adequate sight distance at intersecting streets in the interest of public safety and the orderly flow of traffic, and,

WHEREAS, the Metro Council wishes to clarify these requirements and to recognize that every instance of intersecting streets presents its own unique challenges and circumstances that may not be fully encompassed by the strict application of this Ordinance, and to that point, the Council wishes to afford sufficient discretion to the Department of Public Works and Assets to address the special character of each intersection within the general confines of the Ordinance,

NOW THEREFORE BE IT ORDAINED BY THE METRO COUNCIL AS FOLLOWS:

Section I: Sections 97.050 through 97.052 of the Louisville/Jefferson County Metro Code of Ordinances is hereby amended as follows:

§ 97.050 Application of Regulations

(A) _____ The following regulations shall apply to:

~~(A)(1) Property which is located at corners formed by intersecting streets and which also lies within the Affected Area the triangular area bounded by the property lines abutting such streets and a diagonal line joining points on the property lines 35 feet from the point of intersection of the property lines; and~~

~~(B)(2) Property that is located at corners formed by the intersection of an alley or driveway with a street, and which also lies within the Affected Area triangular area bounded by the property lines that abut such streets, alleys, or driveways, along with a diagonal line that joins points on the property lines that are 20 feet from the point of intersection of the property lines.~~

(B) _____ For purposes of this subsection, the following definitions shall apply:

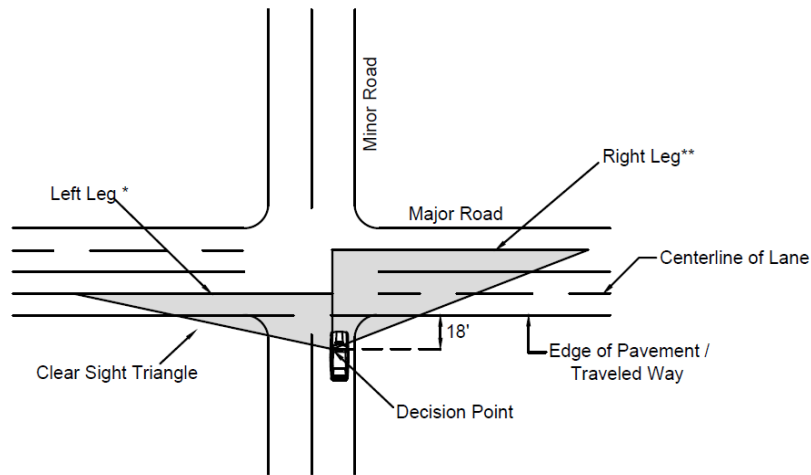
(1) AFFECTED AREA. The triangular area bounded by a Decision Point and a distance to the left and right of said Decision Point as more particularly specified in the table below, and following the centerline of the corresponding approach lane as shown in the figures below or as directed by the most current edition of AASHTO's *A Policy on Geometric Design of Highways and Streets*.

(2) DECISION POINT. A point being eighteen (18) feet from the edge of a Travelled Way.

(3) TRAVELLED WAY. The portion of the street or roadway intended for the movement of vehicles, exclusive of the shoulders, berms, sidewalks and parking lanes

(C) The following figure and table shall be used for purposes of interpreting this subsection:

Intersection Sight Triangles



Speed (mph)	Left Leg* Distance (ft)	Right Leg** Distance (ft)
15	145	170
20	195	225
25	240	280
30	290	335
35	335	390
40	385	445
45	430	500
50	480	555
55	530	610
60	575	665
65	625	720

Note: Table applies only to passenger cars on two-lane highway with no median and grades of three (3) percent or less. For other conditions increased length adjustments are required to sight triangle dimensions.

§ 97.051 MAINTENANCE OF OBSTRUCTION PROHIBITED.

Within the Affected Area this described area, except as provided in § 97.052, it shall be unlawful to install, set out, maintain, or allow the installation, setting out, or maintenance of any sign, hedge, shrubbery, tree, natural growth, or other obstruction of any kind which obstructs cross-visibility at a level between 24 inches and 72 inches above the level of the center of the adjacent intersection. The Department of Public Works may, on request of an applicant and/or adjacent property owner, increase or decrease the required Affected Area, based on existing grades, road geometry, traffic control and/or applicable zoning requirements. Such a decision shall be based on sound engineering principles and public safety concerns.

§ 97.052 EXCEPTIONS.

The provisions of § 97.051 shall not apply to the following:

- (A) Permanent buildings.
- (B) Existing grades which by reason of natural topography exceed 24 inches above the level of the center of the adjacent intersection, provided that no obstruction to cross-visibility not specifically excepted here from shall be installed, set out, or maintained on any existing grade which is more than 24 inches and less than 72 inches above the level of the center of the adjacent intersection.
- (C) Trees having limbs and foliage trimmed in such manner that no limbs or foliage extend into the area between 24 inches and 72 inches above the level of the center of the adjacent intersection.
- (D) Fire hydrants, public utility poles, street markers, and traffic-control devices.
- (E) Regulated obstructions identified by Sections 97.076 and 97.077 of this Chapter.
- (F) Intersection approaches controlled by traffic signals.

Section II: This Ordinance shall take effect upon passage and approval.

Kathleen J. Herron
Metro Council Clerk

Jim King
President of the Council

Greg Fischer
Mayor

Approved: _____
Date

APPROVED AS TO FORM AND LEGALITY:

Michael J. O'Connell
Jefferson County Attorney

By: _____

TRAN ITEM #48 – VOTE

Motion to approve Tran Item #48 made by Teena Halbig and seconded by Cassandra Culin at the 1/21/14 meeting.

YES: John Torsky (alternate for James Peden), Cathy Hinko (alternate for Barbara Sinai), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig and Kevin Dunlap

NO: Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier) and Deborah Bilitski

ABSTAIN: Deborah Bilitski (alternate for David Proffitt), Chuck Kavanaugh (2 votes; also alternate for Donnie Blake) and Gabe Fritz

ABSENT: Jim King

Tran Item #48 does not become an official recommendation by a vote of: 6 in favor, 4 opposed, 4 abstentions and 1 absent.

TRAN ITEM #49 – Recommend Revisions to the ADA Parking Ordinance (Did not receive enough votes to become official recommendation on 1/21/14) NON-LDC

- Revises the local ordinance in order to prevent conflict with the federal regulations regarding ADA parking
- Recommended draft below:

§ 72.001 DEFINITIONS.

For the purpose of this chapter, the following definition(s) shall apply unless the context clearly indicates or requires a different meaning.

ACCESSIBLE PARKING. Parking set aside for a person with a disability, which limit or impair the ability to walk.

PERSON WITH A DISABILITY. Any person who has a severe visual, audio, or physical impairment, including partial paralysis, lower limb amputation, chronic heart condition, emphysema, arthritis, rheumatism, or other debilitating condition which limits or impairs one's personal mobility or ability to walk.

PERSON WITH A TEMPORARY DISABILITY. Any person who has a severe temporary visual, audio, or physical impairment, including partial paralysis, heart condition, emphysema, arthritis, rheumatism, or other debilitating condition, which limits or impairs one's personal mobility defined in KRS 186.042. (1994 Jeff. Code, § 72.01) (Jeff. Ord. 4-1979, adopted and effective 3-27-1979; Lou. Metro Am. Ord. No. 64-2005, approved 5-17-2005)

§ 72.002 ACCESSIBLE PARKING SPACES REQUIRED; SPECIFICATIONS.

(A) All owners of off-street parking facilities intended for public use shall **provide accessible** ~~have a number of level~~ parking spaces as set forth in the **American with Disabilities Act (ADA) Accessibility Guidelines**, ~~following table, with each space identified by an above grade sign as reserved for accessible parking. Each reserved parking space shall be so designated by striping and shall be either 12 feet wide or eight feet wide with five foot attached designated walkway. The five foot adjacent walkway may be contiguous to, and shared by, two eight foot wide parking spaces. Either on or affixed to each above grade sign required by this subsection shall be a clearly visible warning that states the maximum fine according to state law.~~

(B) The number of accessible spaces shall be as follows:

Total Parking Spaces in Lot	Required Number of Accessible Spaces
0 to 3	Optional
4 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
Over 1,000	20 plus 1 for each 200 over 1,000

(C) ~~Accessible parking spaces for a person with a disability or a temporary disability shall be located as close as possible to elevators, ramps, walkways, and entrances. Parking spaces shall be located so that the person with a disability or a temporary disability is not compelled to wheel or walk behind parked cars to reach entrances, ramps, walkways and elevators.~~

(1994 Jeff. Code, § 72.02) (Jeff. Ord. 4-1979, adopted and effective 3-27-1979; Jeff. Am. Ord. 4-1986, adopted and effective 5-13-1986; Jeff. Am. Ord. 27-2002, adopted and effective 10-8-2002; Lou. Metro Am. Ord. No. 64-2005, approved 5-17-2005) [Penalty, see § 72.006](#)

TRAN ITEM #49 – VOTE

Motion to approve Tran Item #49 made by Teena Halbig and seconded by Cassandra Culin at the 1/21/14 meeting.

YES: John Torsky (alternate for James Peden), Cathy Hinko (alternate for Barbara Sinai), Steve Porter, Cassandra Culin (alternate for Tom FitzGerald), Teena Halbig and Kevin Dunlap

NO: Kelli Jones (alternate for Pat Dominik), Kathy Linares (2 votes; also alternate for Matt Meunier) and Deborah Bilitski

ABSTAIN: Deborah Bilitski (alternate for David Proffitt), Chuck Kavanaugh (2 votes; also alternate for Donnie Blake) and Gabe Fritz

ABSENT: Jim King

Tran Item #49 does not become an official recommendation by a vote of: 6 in favor, 4 opposed, 4 abstentions and 1 absent.

STAFF RECOMMENDATIONS

TRAN STAFF ITEM A – Mixed-Use Parking Reduction Clarification

The intent of this item is to make it clear that this particular parking reduction opportunity should only apply to mixed-use developments. The fact that additional clarifying language is needed to fully explain this was recently discovered by staff during the review of a 100% residential development proposal that attempted to utilize this parking reduction. See the changes below.

Section 9.1.3.F.2

- F. Off-street Parking Reductions (see Table 9.1.1 for applicable reductions by form district/ planned development district)
2. A ten (10) percent reduction in the minimum required number of spaces shall apply to any **mixed-use** development site that incorporates at least 25% of the gross floor area of the development site to residential use. An additional ten (10) percent reduction for the development site shall be applicable to developments that incorporate at least one mixed use structure that contains a minimum of five (5) residential units.

TRAN STAFF ITEM B – Green Management Practices, Green Streets

The changes below are associated with other Green Management Practices text amendments found in other sections of the LDC revision proposal (Landscaping section, several Round One changes). The additions highlighted in Section 6.2.5 & 6.2.6 below are related to road design and sidewalk requirements associated with a green street. The Round One approved definition of a green street is as follows: “**Green Streets** - A street designed to integrate a system of GMPs within its right of way, reduce the amount of water that is piped directly to streams and rivers, be a visible component of a system of green infrastructure that is incorporated into the aesthetics of the community, make the best use of the street tree canopy for stormwater interception as well as temperature mitigation and air quality improvement, ensure the street has the least impact on its surroundings, particularly at locations where it crosses a stream or other sensitive area.” Renumbering/relocating will be completed as necessary as a result of previous reorganization items.

6.2.5 General Layout of Streets

- A. Coordination with Surrounding Streets - A proposed street shall recognize and extend the plan and profile of off-site existing streets, and shall make possible the future extension of streets into adjacent undeveloped land. Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.
- B. Ingress and Egress - Access from new lots or a new street connecting an existing street shall not be approved unless the existing street has adequate pavement width to provide for ingress and egress to the proposed development.
- C. Alignment - The alignment of all streets shall be related to the centerline and shall be as follows, unless a different alignment is required by the Director of Works because of special topographical considerations or sound engineering practices:
1. Major and Minor Arterials and Collectors - the radius of all horizontal curves shall be at least 573 feet and horizontal curves shall have a desired stopping site distance of 325 feet with the minimum stopping sight distance of 275 feet. All vertical crest and sag curves shall conform to the formula $L = KA$. The desired K value shall be 80 with a minimum K value of 55. The design of the horizontal and vertical curves may vary based on the design speed of the roadway as determined by the Director of Works.
 2. Local and Cul-de-sac Streets - All local and cul-de-sac streets shall be related to the topography of the subdivision and shall generally tend to discourage fast or through traffic.
- D. Corner Radii - The minimum radii at the pavement edge, or the back of the curb where required, shall be twenty-five feet for all street intersections, unless a different figure is expressly approved by the commission because of special topographical considerations or sound engineering practices. The minimum radii at the property line shall be fifteen feet for all street intersections, unless a different figure is expressly approved by the Director of Works because of special topographical considerations or sound engineering practices.
- E. Continuation of Existing Streets – Subdivisions shall be designed to ensure that existing public and private streets, which stub into the subject property must be extended through the subject property. For subdivisions creating any lot that abuts or has access to any proposed stub street extension, right-of-way shall be dedicated sufficient to accommodate the extension of the street, and the street shall be constructed in accordance with the requirements of this Land Development Code for constructing public or private roads.
- F. Cul-de-sac or Dead End Streets – Proposed closure of a section of cul-de-sac or dead end streets shall require installation of a turn-around or cul-de-sac unless waived by the Directors of Public Works and Planning or their designees. Signs shall be installed meeting the Manual on Uniform Transportation Control Devices (MUTCD).
- G. **Green Streets, Green Intersections, Stormwater Curb Extensions and Green Alleys all use linear landscape and hardscape GMP's to capture and reduce runoff from public right-of-way areas and adjacent properties. MSD and Kentucky Transportation Cabinet (in State Controlled**

Right-of-Way) will concurrently review these types of applications from a stormwater management perspective, but because the layout standards for these types of streets and alleys may differ from conventional roadway design, the Director of Works shall approve GMP road designs on a case by case basis.

6.2.6 Requirements for Specific Types of Streets and Alleys

- A. Minimum Requirements - New streets shall provide right-of-way and improvements specified in Tables 6.2.1 and 6.2.2, according to the functional class of the street and the form district in which it is located, subject to the following exception:
 - B. Development activity that meets the thresholds in the form district for Street and Roadside Design and new streets shall provide sidewalks in accordance with Tables 6.2.1 and 6.2.2 subject to the following exceptions:
 - Sidewalks shall not be required on lots that are five acres or greater in area and developed for single family residential uses unless they connect with existing sidewalks on both sides of the property.
 - Lots within approved major subdivisions in which the sidewalk(s) were waived as part of the subdivision approval for the applicable street frontage shall not be required to provide sidewalks.
 1. Fee in Lieu Option - The Director of Works and the Director of Planning or designees may allow the payment in lieu of sidewalk construction upon a finding that construction of a sidewalk is not appropriate due to one of the following applicability requirements:
 - Sidewalks construction is impracticable due to topographical conditions or site constraints; or
 - A determination by the Director of Works and the Director of Planning or designees that sidewalks do not exist in the area and there is not a likelihood for sidewalks to be constructed in the future, except for areas where sidewalks are recommended within a Planning Commission or legislatively adopted plan recommending sidewalk construction.
 - a. Amount of fee shall be set by Metro Public Works based on average sidewalk construction. The fee in lieu amount for single family residential property that is not part of a major subdivision plan shall be calculated based on the minimum lot frontage of the applicable zoning district or actual lot width, whichever is less. All fees paid shall be used for sidewalk construction within the same Metro Council District. It should be noted that payment of a fee in lieu of sidewalk construction is an option available to developers that must be approved by the Director of Works and the Director of Planning or designees. Applicants retain the right to request a sidewalk waiver (see B.2 below); in no case shall the Planning Commission or Director of Works require the payment of a fee in lieu of sidewalk construction. The fee in lieu option shall not be approved and the sidewalk shall be constructed when one of the following situations apply:
 - Where an existing sidewalk network can be completed or extended, except in locations where site constraints cause construction difficulties as determined by the Director of Works and the Director of Planning or designees.
 - The required sidewalk would provide a direct means of access to a lot that contains a pedestrian generator such as a school, church, library, community center or park.
 - b. A new fee in lieu or sidewalk shall not be required in the future for a street frontage in which a fee in lieu has already been approved and paid.
2. Sidewalk Waiver
 - a. Applicability:

Any development site required to provide a sidewalk in accordance with applicable form district threshold tables of Chapter 5 of this code may submit an application for a sidewalk waiver in accordance with the submittal requirements of paragraph 2b below.
 - b. Submittal Requirements:
 - i. A plan (e.g. development plan (plan certain or category review), minor plat, preliminary subdivision plan or conditional use permit plan.)
 - ii. A justification document, which addresses as applicable the following items:
 - (e) How the proposed waiver conforms to the Comprehensive Plan and the intent of this Land Development Code;
 - (f) Why compliance with the regulations is not appropriate and granting of the waiver will result in a development more in keeping with the Comprehensive Plan and the overall intent of this Land Development Code;
 - (g) What impacts granting of the waiver may have on adjacent property owners;

- (h) Why strict application of the provision of the regulations would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant.
- c. Review Process:
- j. Notice shall be given in accordance with the provisions of LDC waivers as listed in Chapter 11 of this code.
 - ii. The Planning Commission or designee or BOZA (only in conjunction with a review of a variance or conditional use permit request) shall review the waiver request in order to hear comments from concerned citizens and to review comments from Planning and Design Services staff and other agencies.
 - iii. The Planning Commission or designee or BOZA (only in conjunction with a review of a variance or conditional use permit request) may approve waivers or modifications of standards upon a finding that:
 - (a) The waiver will not adversely affect adjacent property owners; and
 - (b) The waiver will not violate the Comprehensive Plan; and
 - (c) The extent of waiver of the regulation is the minimum necessary to afford relief to the applicant.
 - iv. The Planning Commission or designee or BOZA (only in conjunction with a review of a variance or conditional use permit request) may grant a waiver to allow a reduced sidewalk requirement where less than 50% of the street frontage is being developed. A reduction waiver shall not exempt future development on the parcel from the construction of the remainder of the sidewalk.

Table 6.2.1

General Standard	Major Arterial	Minor Arterial	Collector	Local	Cul-de-sac	Alley
R.O.W Width	130 feet	120 feet	80 feet	60 feet/50 feet if curb & gutter	50 feet	25 feet
Pavement Width	As determined by the Director of Works; refer to Street Cross Sections for general guidance on pavement widths					
Sidewalk	Required ¹	Required ¹	Required ¹	Required	See Table 6.2.2	N.A.
Bicycle Lane	Bike Plan ²	Bike Plan ²	Bike Plan ²	Bike Plan ²		N.A.
Verge ³ (Planting Strip)	Width to be determined by Director of Works; refer to form district standards for recommended width (if adequate right-of-way)					N.A.

¹ Sidewalk is required on both sides of all streets. Minimum sidewalk width is 5 feet unless different width specified in Form Districts. With approval of the Director of Works, meandering sidewalks are specifically allowed. **In subdivisions only, sidewalks can be placed on only one side of a green street as described in Section 18.4.1 of the MSD Design Manual.**

² Bicycle facilities will be required along selected streets based on the adopted Bicycle and Pedestrian Plan.

³ Verge width will be determined by the Director of Works, depending on right-of-way width and site specific factors. Recommended widths are listed in the table.