

Case No. 16AMEND1011

LDC Text Amendment - Access Separation



Louisville Metro Planning Commission

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Request

Hold a public hearing and recommend action on an amendment to the text of the Land Development Code (LDC) regarding Section 6.1.3 of the LDC to require a minimum distance between access roadways connecting developments with an aggregate of 200 or more dwellings to the same existing roadway

Background

- December 8, 2016 - Metro Council passed Resolution No. 123, Series, 2016, requesting:
 - Planning Commission to hold a public hearing regarding potential amendments to Section 6.1.3 of the LDC.
 - Planning Commission to make a recommendation to the Metro Council regarding whether an amendment should be approved or disapproved, and stating the reasons for its recommendation.

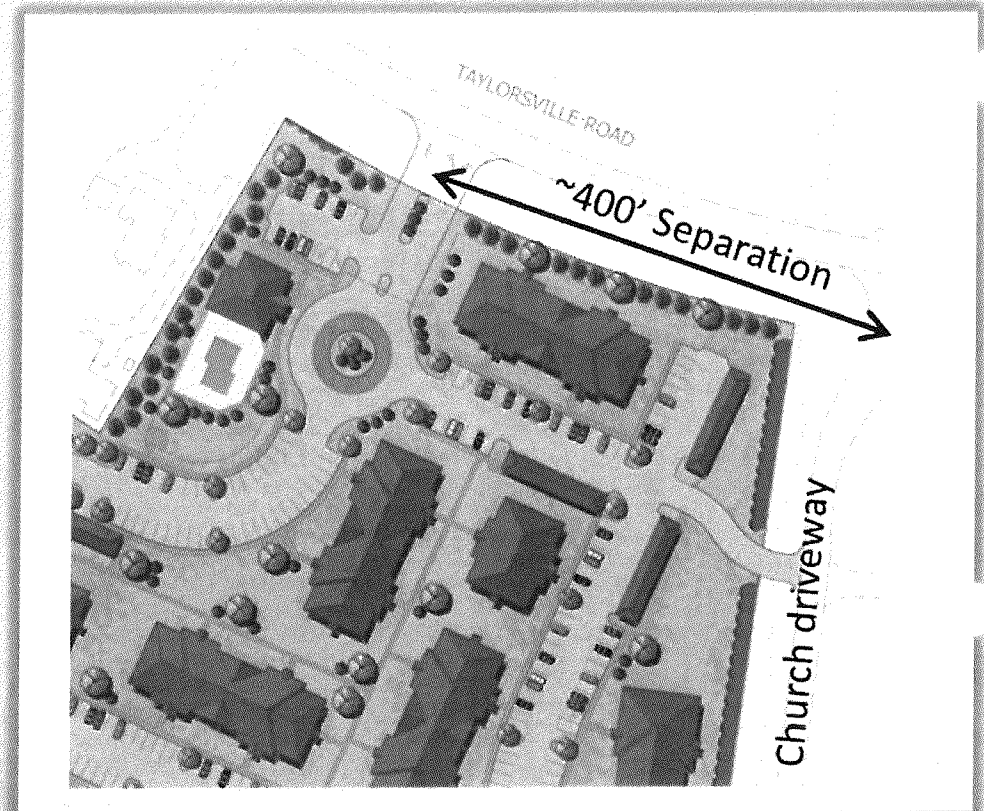
Background

Section 6.1.3, Residential Developments, of the LDC reads, in part:

- 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). 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.

Background

- Brought about due to a recent zoning case 16ZONE1020, a multifamily project on Taylorsville Road.
- At Metro Council, CM Benson, expressed concern that the entrances to the development needed to be farther apart and that there should be a 3rd entrance.



Research – Peer Cities

- Staff researched how comparable jurisdictions regulate separation of residential access points onto an existing road and found the following
 - Indianapolis - Separation of 500'
 - Austin - Separation of 330'
 - Memphis - Separation of 400' (public ROW intersections only, not including driveways)
- In addition to those above, Staff looked at regulations from Cincinnati, Nashville, and New Orleans without obtaining useful results.

Research – Other Communities

- At the request of Staff APA conducted nationwide research. See Attachment 3. The APA found it rare for local governments to have minimum separation requirements as part of an LDC.
 - Fort Collins, CO - local or collector street intersections every 1,320' and local or collector street intersections every 660'
 - Gastonia, NC - subdivisions with 100 or more lots must have 2 external connections, spaced at least 200' apart
 - Lake Oswego, OR - local or collector street connections at least every 530'
 - Manatee County, FL - 300'

Research – Louisville

- Staff researched 12 recently approved developments with 200 or more units/lots
 - Average access separation for single-family: 1,475 feet
 - Average access separation for single-family: 503 feet
 - Overall average: 806

Research – Louisville

1.3 Access Classification System and Standards

- A. The Director of Works (City or County depending upon location) is responsible for approving the number and location of curb cuts. The Director issues permits in accordance with the design principles presented in this manual, AASHTO standards and good engineering practice.
- B. Roadways within Jefferson County are classified for the purposes of access management as shown in Core Graphic 10, “Roadway Classification and Projected Corridors.”
- C. Separation between access points on all City and County maintained roadways should meet or exceed the following minimum standards for that classification.

Table 4: Jefferson County Access Classification System & Standards: ¹

Functional Classification	Driveway Spacing	Spacing of Median Openings or Major Intersections ²	Signal Spacing
Major Arterial with a Median	600 ft. ³ , 400 ft. ⁴	1200 ft. ³ , 800 ft. ⁴	¼ - ½ mile
Minor Arterial	600 ft.	600 ft	¼ mile
Collector	300 ft.	300 ft. to 600 ft.	¼ mile
(1) It is recognized that some locations, due to existing development characteristics, may not meet the standards provided in this section. Access to such properties is allowed to continue.			
(2) Applies to full median openings on roadways with medians. Directional median opening spacing shall be ¼ mile on all major arterials.			
(3) Applies to facilities with a speed of 45 mph or greater. Speed refers to posted speed or 85 th percentile speed, whichever is lower.			
(4) Applies to facilities with a speed of less than 45 mph. Speed refers to posted speed or 85 th percentile speed, whichever is lower.			

Staff Conclusions

- Staff does not recommend amending Section 6.1.3 of the LDC. This recommendation is based on the following:
 - Table 4 in Appendix 6A, Part 1 of the LDC contains driveway and intersection spacing standards (Attachment 2).
 - Separation distances of access points in recently approved residential developments generally align with, or exceed, the minimum requirements of peer and non-peer communities.
 - When Public Works/Transportation Planning reviews a development plan, it relies heavily on engineering practice and on manuals that provide recommended spacing between driveways and intersections based on road width, speed, and other factors.
 - The Kentucky Transportation Cabinet is not bound by regulations in Metro's LDC; therefore, spacing on state roads may not comply with any newly adopted provisions.

Required Actions

The Planning Commission must recommend to Metro Council to amend or to not amend Section 6.1.3 of the LDC.