

Memo

Diane B. Zimmerman Traffic Engineering, LLC

To: Jay Lockett, A.I.C.P.
Beth Stuber, P.E.

From: Diane Zimmerman, P.E. *Diane B. Zimmerman*

CC:

Date: February 9, 2022

Re: 21-DDP-0055 Access Roads
7300 S. Hurstbourne Parkway

The purpose of this memo is to demonstrate that a safe and efficient vehicular roadway plan has been provided for the 3 lots that are shown on the development plan 21-DDP-0055, revisions dated 12/27/2021.

Chapter 6 of the Land Development Code states in 6.1.1 “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 to safe and efficient travel. These regulations are intended to implement the Comprehensive Plan’s Goals, Objectives, and Policies related to Mobility.”

The terms safe and efficient are not defined in measurable terms, making them subjective. The staff report doesn’t specifically identify any portion of the street system as unsafe or inefficient. All intersections on the plan will have adequate sight distance and be designed in accordance to Metro Street standards.

The internal streets shown on the development plan provide connectivity between South Hurstbourne Parkway and Fegenbush Lane via Street “A” and a private roadway. Noltemeyer has submitted a letter which shows anticipated connections between Patriot Crossing Trail, Kyle Ridge Road, and Street “A”. The Noltemeyer connections allow the residential traffic to access both S. Hurstbourne Parkway and Fegenbush Lane without having to enter the Planned Employment Center (PEC) streets.

Speed bumps have been installed on Kyle Ridge Road to lower the speed. The addition of a mid-block intersection with the private road between lots 1 and 2 will create additional traffic friction and result in slower speeds. The status of the road being private will allow the owners of the road to closely monitor and modify the traffic calming devices as necessary.

Streets classified as local should be designed and located in a way that discourages cut-thru traffic from adjacent arterials. It is my opinion that the street network proposed on this development plan allows access to the two lots without encouraging general traffic. The proposed streets provide for the future connections of the adjoining undeveloped tracts.

The area covered by this development plan does not contain a designated roadway shown in Core Graphic 11. (6.2.1.C)

The proposed street network provides for the safe and efficient vehicular access to the two developable lots and the two adjacent lots. The proposed street network separates the Planned Employment Center traffic from the adjacent residential traffic.