



25-LDC-0003

Planning Commission
Staff Report
July 30, 2026

Land Development Code Text Amendment – Road Width

Location: Louisville Metro
Applicant: Louisville Metro
Jurisdiction: Louisville Metro
Council District: All Districts
Case Manager: Joel Dock, AICP, Planning Manager

REQUEST

Text Amendment to the Louisville Metro Land Development Code (LDC) for road width

RECOMMENDED ACTION

Staff finds the text amendment conforms to the goals, objectives, and policies of Plan 2040 and the Planning Commission should **APPROVE** the proposed amendments to Chapter 7 (Subdivision Regulations) of the LDC and **RECOMMEND** to the Louisville Metro Council and those legislative bodies having zoning authority that all other changes be **APPROVED**.

CASE SUMMARY

Louisville Metro Council Resolution No. 137, Series 2024 directed the Planning Commission to review and consider amendments to the LDC for development on substandard roads. In this resolution, the Louisville Metro Council found that updates to Chapter 94 (Fire Prevention) of the Louisville Metro Code of Ordinances (LMCO) in 2023 increased the minimum road width from 18' to 20' and development along substandard roadways needed to be restricted to prevent potential public health and safety emergencies.

The proposal modifies how an adequate street network providing access to new lots or new streets connecting an existing street proposed for a major subdivision will be determined by the Planning Commission. Roadways providing the most direct means of access to development will be required to have a minimum pavement width of 20' instead of 18' and all new roadways created internal to the proposed major subdivision must now have a minimum pavement width of 20'. Lots created by minor subdivision (5 or fewer lots) on a new roadway must also have a minimum pavement width of 20'. Other changes have been made throughout the LDC to maintain consistency with the minimum roadway width of LMCO 94.80(A). These standards will apply to new construction only and are not to be retroactively applied. The Jefferson County Fire Inspectors Association issued an opinion on this matter on May 5, 2024. It has been included in the record.

TECHNICAL REVIEW

Kentucky Revised Statutes (KRS) Chapter 100, specifically KRS 100.273, provides the Planning Commission final authority to adopt regulations for land subdivision within its boundaries. All changes to Chapter 7 of the LDC, which are the land subdivision regulations, are under the authority of the Planning Commission and no action by the legislative body is required. All other amendments to the LDC require final action by the legislative body having zoning authority.

STAFF ANALYSIS FOR TEXT AMENDMENT

In addition to the consistency that will be maintained between the LMCO and LDC, the text amendment advances the goals, objectives, and policies of Plan 2040. Mobility Goal 3 encourages land use and transportation patterns that connect Louisville Metro and support future growth. To achieve this goal, Land Use and Development Policy 5 states that development should be evaluated for its impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services). Policy 6 provides that those who propose new developments bear or share in the rough proportionality of the costs of transportation facilities and services made necessary by development, and Policy 7 continues by adding that new and substantially improved development should be consistent with applicable standards for rights-of-way. Lastly, Policy 9 puts forward that when existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.

The proposed amendments satisfy each of these policies by ensuring the LDC requires an adequate pavement width to serve new development that is safe, supports future growth, and accommodates its users, including emergency services.

PLANNING COMMITTEE MEETING

The Planning Committee considered the proposed text amendment on November 5, 2025 and determined that it was ready for a public hearing at its meeting on May 27, 2026.

NOTIFICATION

Notification of the Planning Commission public hearing was provided in accordance with KRS 100. In addition, staff provided notice to those registered neighborhood groups and individuals on the list for electronic notification for development proposals in all Metro Council Districts (GovDelivery).

ATTACHMENTS

1. Proposed Text Amendment to the LDC
2. Proposed Findings for the Planning Commission

1. PROPOSED TEXT AMENDMENT TO THE LDC

Chapter 1, Part 2 Definitions

Loop Lane - A loop lane is a continuous road (~~minimum pavement width of 18 feet and 30 foot right-of-way~~) with two access points from an adjacent road, separated by a central open space/planting island

Chapter 4, Part 2 Conditional Uses

4.2.12 Camping Areas and Recreational Vehicles Parks, Public and Private

G. Vehicular Use Areas - Vehicular use areas shall be paved and shall be clearly marked as to internal circulation and direction of travel. Pavement widths for travel lanes shall be as follows:

1. One-way Travel Lane - ~~48~~ 20 Feet
2. Two-way Travel Lane - 24 Feet
3. Cul-de-sac Diameter - 80 Feet

4.2.36 Mobile Home Parks:

F. Driveways - All mobile home spaces shall front on a paved driveway of not less than ~~48~~ 20 feet in width, which shall have unobstructed access to a public way.

Chapter 5, Part 8 Street and Roadside Design

5.8.4 Street Design

A.1.e.ii: Loop Lane. A loop lane is a continuous road (~~minimum pavement width of 18 feet and 30 foot 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.

- B.1.b.ii: 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 and a minimum 30 foot wide central planting island. The island shall be a landscaped open space.

Chapter 6, Part Streets and Rights-of-Way

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. 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. In no case shall any new lots be created or new street constructed that does not meet a pavement width of at least ~~18~~ 20 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.

6.2.8. Private Roadways

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

Minimum Physical Improvements for Private Roadways	
Number of Lots	Private Street
1-2 lots	P 18 <u>20</u> /R30
3-5 lots	P 18 <u>20</u> /R50
P = Pavement Width R = Right-of-way or easement width	

Chapter 7, Part 3 Standards of Designs for Major Subdivision

7.3.10 Streets

- A. In or adjoining any major subdivision of land hereafter proposed, access from new lots or a new street connecting an existing street shall not be approved unless the Planning Commission, with input from the Director of Works, determines that the subdivision will be served by an adequate street network. ~~In order to be considered adequate, the street or combination of streets providing most direct means of access to an arterial level street shall have a minimum roadway~~

~~width of 18 feet of pavement. The Commission may determine, based on input from the Director of Works, that the traffic flow associated with a proposed subdivision will utilize more than one route to one or more arterial streets. As a result of such determination, the Planning Commission may require that more than one route (street or combination of streets) must have a minimum roadway width of 18 feet. In addition to the roadway width, the Planning Commission may require other off-site improvements to correct conditions that would impede the safe flow of traffic associated with the new subdivision. Subdivisions that create no more than five lots of five acres or more each are not subject to the requirements of this paragraph. (Arterial level streets are shown on Core Graphic 11 (Roadway Classification)). The provisions of this paragraph shall not apply to roads that are Designated Roads under the System Development Charges for Roadways Ordinance [see Chapter 164 of the Louisville Metro Code of Ordinances].~~

1. In order to be considered adequate, the street or combination of streets providing the most direct means of access to an arterial level street shall have a minimum roadway width of at least 20 feet of pavement.
2. The Commission may determine, based on input from the Director of Works, that the traffic flow associated with a proposed subdivision will utilize more than one route to one or more arterial streets. As a result of such determination, the Planning Commission may require that more than one route (street or combination of streets) must have a minimum roadway width of 20 feet.
3. In addition to the roadway width, the Planning Commission may require other off-site improvements to correct conditions that would impede the safe flow of traffic associated with the new subdivision.
4. Any new streets approved after November 28, 2023 shall have a minimum roadway width of at least 20 feet of pavement in compliance with LMCO 94.80.
5. Exceptions: Subdivisions that create no more than five lots of five acres or more each are not subject to these requirements. The provisions of this paragraph shall also not apply to roads that are Designated Roads under the System Development Charges for Roadways Ordinance [see Chapter 164 of the Louisville Metro Code of Ordinances].

Chapter 7, Part 8 Minor Subdivisions

7.8.12 Administrative Approval

- E. All resulting lots have frontage on an existing public or private street with pavement at least 18 20 feet wide except that roads serving no more than 5 lots of 5 acres or more may be 12 feet wide with 3 foot shoulders on each side; 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 [~~insert LMCO citation~~ LMCO 164]; All new roads created shall have a minimum pavement width of 20 feet.

7.8.85. Editor's Note

Delete this editor's note/illustration (150.065 is no longer a section)

~~Sec. 150.065-073 of the Code of Ordinances requires roads to be 18 feet wide; roads serving no more than 5 lots 5 acres or greater may be 12 feet wide with 3 foot shoulders on each side.~~

Chapter 7, Part 11 Conservation Subdivisions

7.11.10 Technical Standards for Conservation Subdivisions

E.1.d: Loop lanes or cul-de-sacs shall be designed to not exceed 1000 feet in length. Loop lanes shall be designed as a single one-way lane, not less than 48 20 feet in pavement width, with a central median running the entire length. The median shall be at least 30 feet wide, and shall be planted with shade trees along both sides at intervals not less than 1 Large (Type A) tree per 50 lineal feet of right-of-way, or 1 medium (Type B) tree per 40 lineal feet, or 1 Small (Type C) tree per 30 lineal feet. Small trees are permitted only where utility lines or other site constraints will not allow planting of Large or Medium trees.

Appendix 7A Conservation Subdivision Street & Sidewalk Guidelines

Table 7A-1 Typical Cross Sections*

Table 7A-1: Typical Cross-Sections						
R/W	Pavement Width	Sidewalk	Roadside	Verge	Sidewalk Width	Total Width (Pavement + Verge + Sidewalk)
36'	14'	None	Shoulder	6'	0'	26'
36	14	None	Curb & Gutter	4	0	22
36	14	One	Shoulder	6	4	30
36	14	One	C & G	4	4	26
36	14	Both	Shoulder	6	4	34
36	14	Both	C & G	4	4	30
40	16	None	Shoulder	6	0	28
40	16	None	C & G	4	0	24
40	16	One	Shoulder	6	4	32
40	16	One	C & G	4	4	28
40	16	Both	Shoulder	6	4	36
40	16	Both	C & G	4	4	32
40	18	None	Shoulder	6	0	30
40	18	None	C & G	4	0	26
40	18	One	Shoulder	6	4	34
40	18	One	C & G	4	4	30
40	18	Both	Shoulder	6	4	38
40	18	Both	C & G	4	4	34
45	20	None	Shoulder	6	0	32
45	20	None	C & G	4	0	28
45	20	One	Shoulder	6	4	36
45	20	One	C & G	4	4	32
45	20	Both	Shoulder	6	4	40
45	20	Both	C & G	4	4	36
50	22	None	Shoulder	6	0	34
50	22	None	C & G	4	0	30
50	22	One	Shoulder	6	4	38
50	22	One	C & G	4	4	34
50	22	Both	Shoulder	6	4	42
50	22	Both	C & G	4	4	38
50	24	None	Shoulder	6	0	36
50	24	None	C & G	4	0	32
50	24	One	Shoulder	6	4	40
50	24	One	C & G	4	4	36
50	24	Both	Shoulder	6	4	44
50	24	Both	C & G	4	4	40
55	26	None	Shoulder	6	0	38
55	26	None	C & G	4	0	34
55	26	One	Shoulder	6	4	42
55	26	One	C & G	4	4	38
55	26	Both	Shoulder	6	4	46
55	26	Both	C & G	4	4	42

* Pavement width shall be consistent with LMCO 94.80 as determined by the Director of Public Works or designee in consultation with the local fire division having jurisdiction

2. PROPOSED FINDINGS FOR THE PLANNING COMMISSION

WHEREAS, Louisville Metro Council Resolution No. 137, Series 2024 directed the Planning Commission to review and consider amendments to the LDC for development on substandard roads; and

WHEREAS, the Planning Commission finds that the proposed amendment creates consistency between LMCO 94.80(A) and the LDC; and

WHEREAS, the Planning Commission finds that the proposed amendment advances the goals, objectives, and policies of Plan 2040 as Mobility Goal 3 encourages land use and transportation patterns that connect Louisville Metro and support future growth; and

WHEREAS, the Commission finds that Plan 2040 Land Use and Development Policy 5 states that development should be evaluated for its impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services); and

WHEREAS, the Commission finds that Policy 6 of Plan 2040 provides that those who propose new developments bear or share in the rough proportionality of the costs of transportation facilities and services made necessary by development, and Policy 7 continues by adding that new and substantially improved development should be consistent with applicable standards for rights-of-way; and,

WHEREAS, the Commission finds that Policy 9 puts forward that when existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location; and,

WHEREAS, the Commission further finds that the proposed amendments satisfy each of these aforementioned policies of Plan 2040 by ensuring the LDC requires an adequate pavement width for new development that is safe, supports future growth, and accommodates its users, including emergency services;