

**MINUTES OF THE MEETING
OF THE
LOUISVILLE METRO PLANNING COMMISSION MEETING
August 1, 2019**

A meeting of the Louisville Metro Planning Commission was held on Thursday, August 1, 2019 at 1:00 p.m. at the Old Jail Building, located at 514 W. Liberty Street, Louisville, KY 40202.

Commissioners present:

Vince Jarboe, Chair
Marilyn Lewis, Vice Chair
Rich Carlson
Ruth Daniels
Jeff Brown
Emma Smith

Commissioners absent:

Robert Peterson
Donald Robinson
David Tomes
Lula Howard

Staff members present:

Emily Liu, Planning & Design Director
Brian Davis, Planning & Design Manager
Dante St. Germain, Planner II
Jay Lockett, Planner I
Michael King, Urban Planner
John Carroll, Legal Counsel
Beth Stuber, Transportation Planning
Tony Kelly, Metropolitan Sewer District
Jackson Reid, Planning & Design Intern
Evan Mitchell, Planning & Design Intern
Rachel Dooley, Management Assistant (minutes)

The following matters were considered:

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CASE NO. 19-AREAPLAN-0001

Request:	Amendment to Complete Streets Ordinance
Project Name:	Complete Streets Ordinance Update
Location:	Louisville Metro
Owner:	Louisville Metro
Applicant:	Louisville Metro
Representative:	Louisville Metro
Jurisdiction:	Louisville Metro
Council District:	All Council Districts

Case Manager: **Michael King, Urban Planner**

Notice of this public hearing appeared in The Courier-Journal.

The staff report prepared for this case was incorporated into the record. The Commissioners received this report in advance of the hearing, and this report was available to any interested party prior to the public hearing. (The staff report is part of the case file maintained in Planning and Design Services offices, 444 S. 5th Street.)

Agency Testimony:

Michael King from Louisville Metro Office of Advanced Planning & Sustainability presented the case and showed a Power Point presentation (see staff report and recording for detailed presentation).

Mr. King stated Louisville Metro Council originally adopted Ordinance 15, Series 2008 on February 18, 2008. This ordinance established Louisville Metro's first Complete Streets Policy. Recently, Kentucky Youth Advocates and the American Heart Association have worked together with Louisville Metro Department of Health and Wellness, Develop Louisville and Public Works to draft an update to this ordinance. The proposed amendment will make no changes to the existing regulations in the Land Development Code.

The following spoke in support of this request:

Patricia Tennan, Kentucky Youth Advocates, 10200 Linn Station Road, Suite 310, Louisville, KY 40223

Cathy Hinko, Metropolitan Housing Coalition, PO Box 4535, Louisville, KY 40201

Rita Morrow, 701 Wickfield Drive, Louisville, KY 40245

Alison Johnson, 67 Lake Avenue, Louisville, KY 40206

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Shannon Smith, American Heart Association, 354 Walker Avenue, Lexington, KY 40504

David James, Metro Council District 6, 601 E. Jefferson Street, Louisville, KY 40202

Sarah Moyer, Department of Public Health and Wellness, 400 E. Gray Street, Louisville, KY 40202

Emilee McCubbins, Kentucky Youth Advocates, 8913 Lippincott Road, Louisville, KY 40222

Noa Weiss, 8913 Lippincott Road, Louisville, KY 40222

David Algood, 501 S. Second Street, Louisville, KY 40202

Summary of testimony of those in support:

Patricia Tennan spoke in support. Their organization thinks Complete Streets is an important component to raising healthy kids in our community. The coalition of groups who worked together on this project stretch across a wide spectrum which helps to show the importance of this initiative and this document.

Cathy Hinko spoke in support. The Metropolitan Housing Coalition became involved because of the correlation of pedestrian and bike related accidents and people who live below the median household income level.

Rita Morrow spoke in support. She is speaking as a volunteer for AARP Kentucky. Complete Streets are an important thing in regards to the multi-modal movement of older citizens throughout the community to keep them connected to goods and services.

Alison Johnson spoke in support. She is an avid walker in the community, and there needs to be more work to ensure safe pedestrian movement throughout our streets.

Shannon Smith spoke in support. She stated a Complete Streets Policy will help provide safer streets, and safer streets mean more economic activity.

David James spoke in support. He stated having safer ways and modes of transportation allows for more equitable treatment of all our citizens.

Sarah Moyer spoke in support. She believes this is the first step in having a happy and healthy Louisville.

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Emilee McCubbins spoke in support. She has assisted Kentucky Youth Advocates to take data to help understand what it is like to be a pedestrian in different parts of the city.

Noa Weiss spoke in support. Ms. Weiss believes Complete Streets are important to help people, especially kids, feel safe on the streets.

David Algood spoke in support. Mr. Algood expressed the importance of Complete Streets for citizens with disabilities. Inclusivity starts with this ordinance.

Commissioner Calson asked what kinds of education will be provided to the public, local officials, etc. Michael King stated when the Complete Streets Design Manual is updated there will be a number of public meetings and opportunities for education.

Chairman Jarboe asked what kinds of funds are available to help implement this program. Mr. King said nothing is in place at the moment.

The following spoke in opposition to this request:

No one spoke in opposition.

Deliberation:

Commissioners' deliberation.

An audio/visual recording of the Planning Commission hearing related to this case is available on the Planning & Design Services website, or you may contact the Customer Service staff to view the recording or to obtain a copy.

Comprehensive Plan Review of Blight Determination per Louisville Metro Code of Ordinances 32.777

On a motion by Commissioner Carlson, seconded by Commissioner Daniels, the following resolution, based on Plan 2040 Staff Analysis, and evidence and testimony heard today, was adopted:

WHEREAS, the Louisville Metro Planning Commission finds that the Complete Streets Ordinance amendment complies with multiple adopted plans and transportation initiatives in Louisville Metro; and

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WHEREAS, the Commission further finds the proposed amendment was reviewed by and agreed upon by all applicable Louisville Metro Government agencies; and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Community Form Goal 2, 16 which states "Encourage activity centers to be easily accessible by bicycle, car, transit, and for pedestrians and people with disabilities. Large activity centers should be considered for designation as transit nodes;" and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Community Form Goal 3, 5 which states "Provide access to greenways whenever possible" and 8 which states "Conserve, restore and protect vital natural resource systems such as mature trees, steep slopes, streams and wetlands. Open spaces should be integrated with other design decisions to shape the pattern of development. Encourage the use of greenways as a way to connect neighborhoods. Encourage use of conservation subdivisions, conservation easements, transfer of development rights and other innovative methods to permanently protect open space;" and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Community Form Goal 4, 1 which states "Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, massing, scale, architecture style and placement when located within the impact area of such resources" and 2 which states "Encourage preservation of distinctive cultural features including landscapes, natural elements and built features;" and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Mobility Goal 1, 1 which states "To promote healthy lifestyles and reduce congestion, new development and redevelopment should provide for the movement of pedestrians, bicyclists and transit users, where appropriate," 2 which states "Develop criteria for the type of appropriate bicycle facilities as part of a Complete Streets Design Manual. Bicycle facility type (e.g., shared roadway, bike lane, or bike path) will depend on the current and anticipated volume of bicycle traffic, the nature of the connections between residential areas and employment/activity centers, and the magnitude of vehicle or pedestrian conflict as indicated by vehicle speeds and volumes. Planned bicycle facilities should be interconnected, direct, and continuous. Separate connections to greenway systems are encouraged. Facilities should be designed in accordance with nationally recognized standards," 12 which states "Develop policies to achieve and maintain National Ambient Air Quality Standards (NAAQS)," and 14 which states "Promote the use of bicycle and pedestrian facilities as both a means of transportation and as a form of recreation;" and

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WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Mobility Goal 2, 1 which states "Provide transportation facilities and systems that accommodate all users and allow for context-sensitive solutions that recognize the distinguishing characteristics of each of the Form Districts," 2 which states "Coordinate use of rights-of-way with community design policies. Ensure accessible rights-of-way to accommodate mobility needs of all transportation network users," 7 which states "The design of all new and improved transportation facilities should be accessible," 8 which states "Protect and/or enhance environmentally sensitive areas through responsible and sustainable best practices in the planning and design of transportation network projects," 10 which states "Increase funding to maintain the existing infrastructure and build a multi-modal transportation network that supports the needs of the entire community," and 16 which states "Develop a Complete Streets Design Manual for consideration during the development and redevelopment of roads in accordance with roadway classification and street character that provide for safe, healthy and accessible streets;" and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Mobility Goal 3, 1 which states "Provide transportation services and facilities to promote and accommodate growth and change in activity centers through improved access management. Provide walking and bicycling opportunities to enable activity centers to minimize single-occupant vehicle travel. Encourage a mix of complementary neighborhood serving businesses and services in neighborhood and village centers to encourage short trips easily made by walking or bicycling," 2 which states "To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers," 3 which states "Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices," 8 which states "The Planning Commission or legislative body may require the developer to dedicate rights-of-way for street, transit corridors, bikeway and walkway facilities within or abutting the development as set forth in the Land Development Code. Dedication of street rights-of-way should ensure that transit service can be provided where appropriate," 10 which states "Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel," 11 which states "Provide street improvements and/ or transit solutions to mitigate the impacts of development and redevelopment," 23 which states "Review and update the Land Development Code to make it consistent with changes to road classifications, access management regulations, Complete Streets guidelines, advancements in technology, transportation system management, parking requirements and transit measures," 25 which states "Encourage the adoption of trip reduction and travel demand management

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strategies to reduce vehicular use of roadways,” and 27 which states “Identify infill development opportunities to support biking, walking, and transit service. Encourage the use of, and provide incentives to incorporate, transportation demand management by new development and redevelopment;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Community Facilities Goal 1, 2, which states “Design community facilities intended for public use so that they are accessible to all citizens with multimodal transportation options,” 3 which states “Provide secure, convenient and appropriate bicycle storage opportunities in community facilities that are open to the public,” 5 which states “Establish a comprehensive, coordinated bicycle and pedestrian system connecting parks, greenways, and recreational facilities,” and 8 which states “Connect new and existing parks and open spaces around Louisville Metro with accessible trails and greenways where possible;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Economic Development Goal 1, 10 which states “Support infrastructure and development practices which integrate and are adaptable to future technology innovations;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Economic Development Goal 2, 1 which states “Ensure direct, safe, accessible and convenient multi-modal access between designated employment and population centers;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Livability Goal 1, 2 which states “To encourage preservation of certain natural features, develop indices to aid in determining value of environmental features and identify appropriate measures to offset impacts of development,” 14 which states “Include greenways as integral components of a comprehensive water quality program,” 31 which states “Consider the impact of traffic from proposed development on air quality,” 32 which states “Mitigate sources of pollution through measures that reduce traffic congestion, promote the use of multi-modal transportation options, and implement land use strategies and policies that encourage transit-oriented development to achieve compliance with air quality standards,” 33 which states “Continue to modify existing roads, particularly at intersections, to alleviate traffic congestion and enhance mobility for all users. When making road-widening decisions ensure that road projects are sensitive to impacts on air quality and surrounding land uses as well as factor in the impact of such projects on induced travel demand,” 34 which states “Create incentives and modify regulations in order to improve air quality,” 35 which states “Ensure critical connections are built and maintained in the pedestrian and bicycle networks including the development of sidewalks, bike lanes, shared use paths and walkways to promote

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the use of multimodal transportation options,” 39 which states “Land use planning and development review processes should encourage a reduction in emissions of regulated pollutants and greenhouse gases by creating incentives and enhancing regulations that streamline the process for green development proposals,” and 41 which states “Require tree preservation Best Management Practices during land development and construction activities. Increase the Metro-wide tree canopy coverage toward 45% that is equitably distributed either by planting new trees or preserving existing trees;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Livability Goal 2, 4 which states “Establish baseline criteria for critical health and infrastructure (Infrastructure to include access to food, health care, air quality, schools, and other social determinates of health). Provide visual impact assessments and equity reports for land use and community development planning to evaluate Louisville Metro programs and policies,” 6 which states “Enhance access to parks and open spaces to promote positive health outcomes throughout Louisville Metro,” and 8 which states “Encourage site design standards that incorporate elements intended to promote safe, healthy and accessible places;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Livability Goal 4, 7 which states “Develop a plan to reduce carbon emissions and address potential threats due to changing weather patterns and climate change;” and

WHEREAS, the Commission further finds the proposed amendment adheres to Plan 2040 Housing Goal 2, 6 which states “Ensure adequate access between employment centers and population centers.

RESOLVED, the Louisville Metro Planning Commission does hereby **RECOMMEND** that the Louisville Metro Council **APPROVE** the amendment by substitution of Ordinance No. 15, Series 2008 relating to Louisville Metro’s Complete Streets Policy with the request that they reword the exceptions section so that language included to provide reasonable degree of public safety when exceptions are considered.

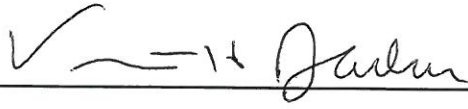
The vote was as follows:

YES: Commissioners Daniels, Brown, Lewis, Carlson, Smith, and Jarboe.

NOT PRESENT: Commissioners Howard, Tomes, Robinson, and Peterson.

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This case concluded at 1:56 p.m.



Chairman



Division Director

