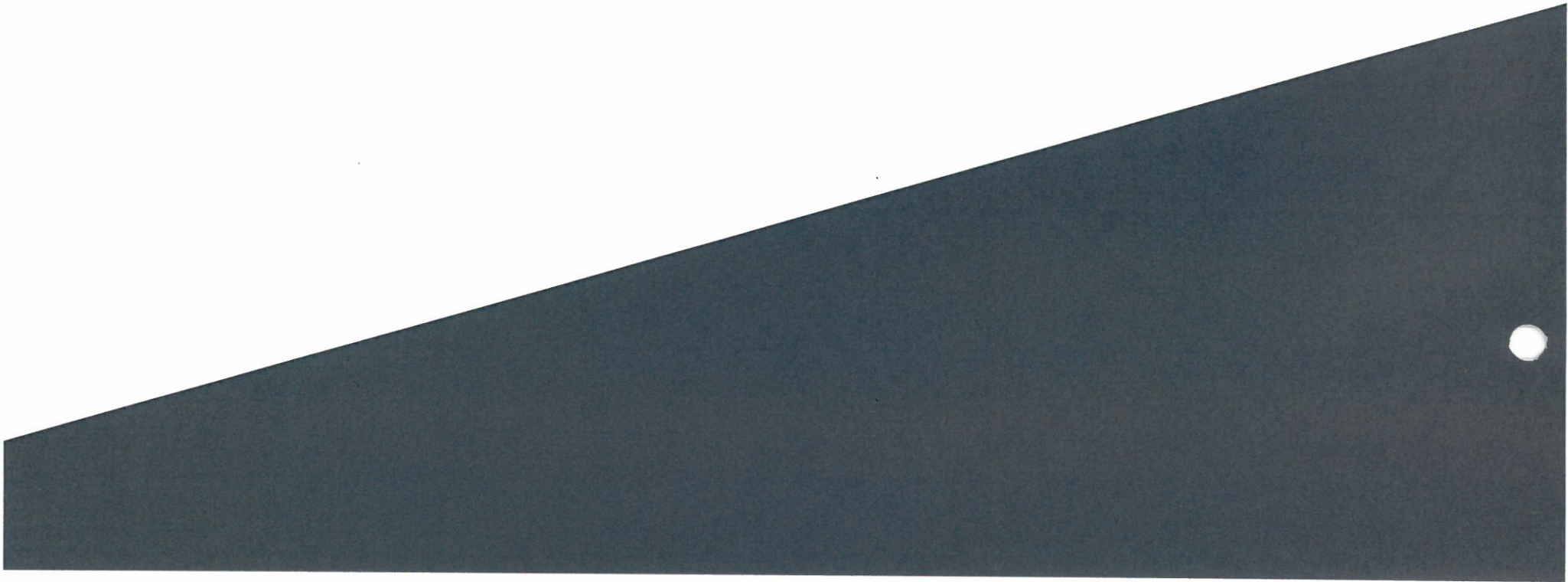

22-ZONE-0012 & 22-ZONE-0076



This development
is not compatible.

1. Density & Transition
2. Style & Design
3. Geotechnical Impact
4. Laurel Springs Entrance
5. Traffic

1. Density & Transition

Plan 2040 Violations

Community Form Goal 1 – 2.1.2,
2.1.4, 2.2.4, 4, 5, 7, 9

Community Form Goal 3 – 7, 8, 9,
10, 12

Community Form Goal 4 – 2

Mobility Goal 1 – 1, 4

Mobility Goal 2 – 1, 4, 7.2, 7.4, 8,
9, 10, 14, 16.4, 16.11

Mobility Goal 3 – 1, 2, 3, 4.1, 4.2,
4.3, 4.4, 4.5, 4.6, 5, 6, 9, 11, 21

- The proposed development is 18.48 dwelling units per acre.
- The abutting Walnut Hills / Laurel Springs neighborhood is 0.63 dwelling units per acre.
- The proposed development is about **30x** the size of the abutting neighborhood.
- A large development of this size will negatively impact the welfare of the residents in the valley below; the air we breath, water, and the environment
- Smog, emissions and particulates will float to the valley we live in and will settle.



- The proposed uphill development has 3-story buildings with walkouts and balconies towering over rural single-family homes, directly looking at our most private spaces.
- This is the projected view from backyard of 4707 Walnut Hills Dr vs the current view.
- Why can't these buildings be turned perpendicular with a larger setback to preserve privacy and not block natural light?



- This is the projected view from the backyard of 4805 Walnut Hills Dr vs current view.
- These buildings are too tall to be that close to a downhill 0.63 density neighborhood.
- Shorter buildings turned perpendicular with a larger setback would be more appropriate.



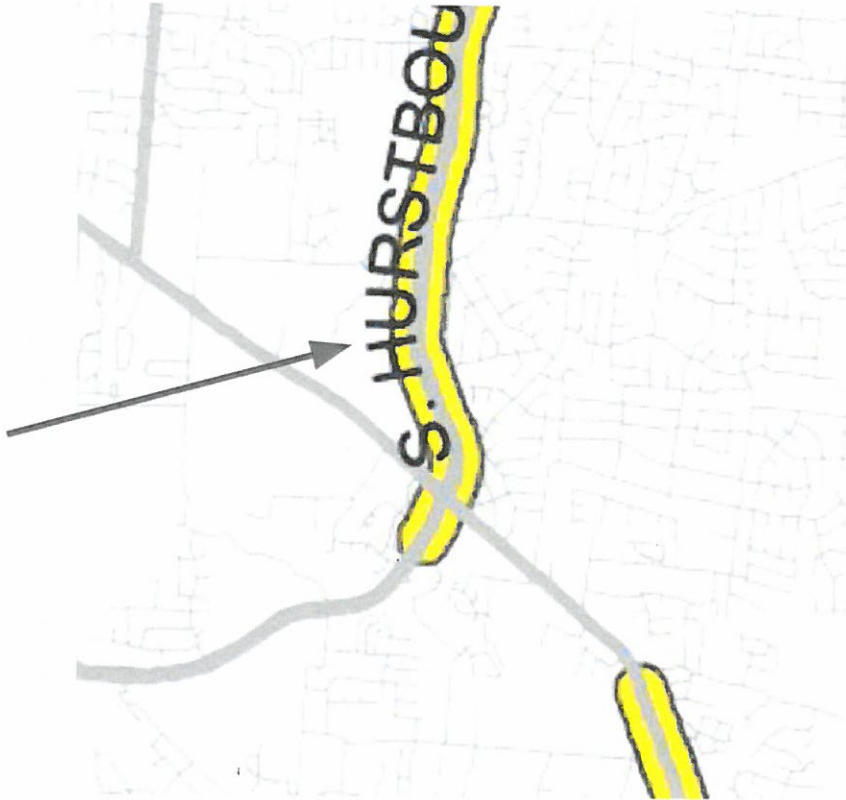
- The proposed uphill development is directing car lights and pollution directly toward single family homes.
- The abutting neighborhood is rural with homes on septic tanks, well water, and propane heat.
- This is the projected view from backyard of 4905 Walnut Hills Dr vs current view.
- A continuous berm, fence, and tree combo along the entire perimeter would assist the transition.

Core Graphic 9

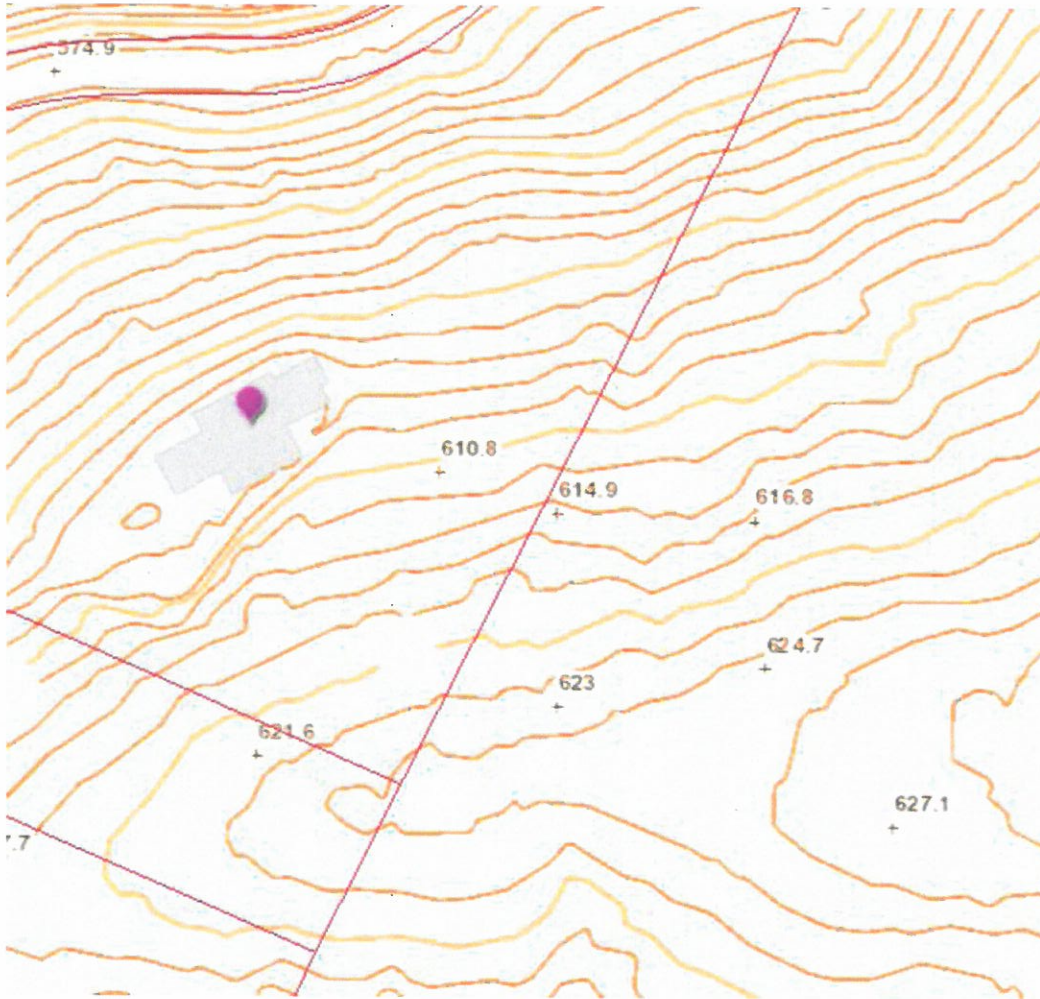
Air Quality Areas of Concern

Legend

- Potential Carbon Monoxide Hotspots
- Potential areas of concern for Carbon Monoxide



- Adding ~1,200 vehicles, more sitting traffic, and removing all of the trees will make this even worse.
- By adding more tree coverage along the perimeter, we can help improve the air quality and reduce health problems from carbon monoxide exposure.
- This will also assist in the restoration of all of the mature trees that will be destroyed by the developer.



- 4805 Walnut Hills Dr is at approximately 610 feet (Lojic Online)
- The proposed 45 foot building behind it will be at approximately 623 feet.
- According to the Geotechnical and Karst Reports, an additional 8-feet of backfill may also be added, making the massive building appear to be 66 feet tall from those who live below.
- $(623 - 610) + 45 + 8 = 66$ feet



Example of 2-story building turned perpendicular to abutting property, placed more than 100-ft back with tree, berm, and fence combo. (Fenwick Place Apartments - Hurstbourne Pkwy)



Example of 2-story building turned perpendicular to abutting property with berm, privacy fence, and tree combo. (Hurstbourne Crossing - Hurstbourne Pkwy)

2. Style & Design

Plan 2040 Violations

Community Form Goal 1 – 2.1.4, 4, 5, 9

Community Form Goal 3 – 7, 9

Community Form Goal 4 – 2

- This is essentially the last green space left on Hurstbourne.
- This property has beautiful mature trees, wild life, wetlands, and rolling hills (and karst terrain).
- Fern Creek flows through the property.
- The design and building materials of the proposed development do not blend with the rural landscape of the area or the scenic corridor.



2. Style & Design

Plan 2040 Violations

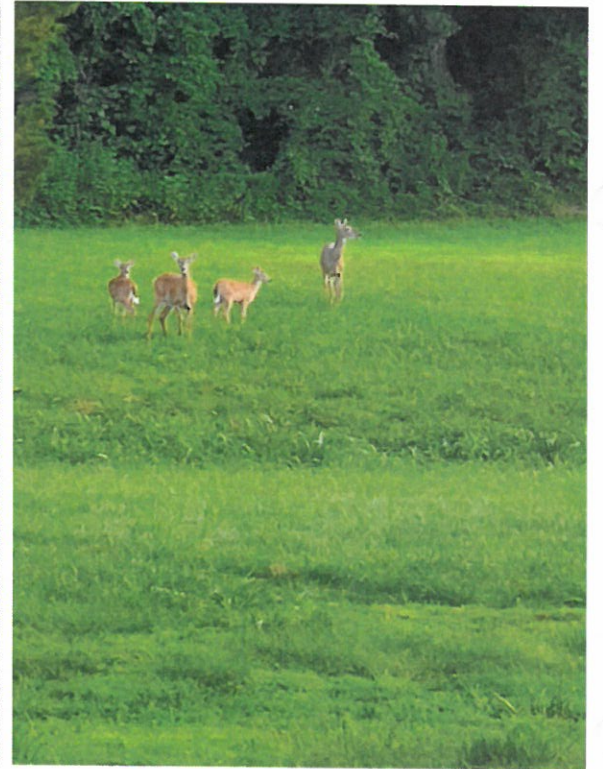
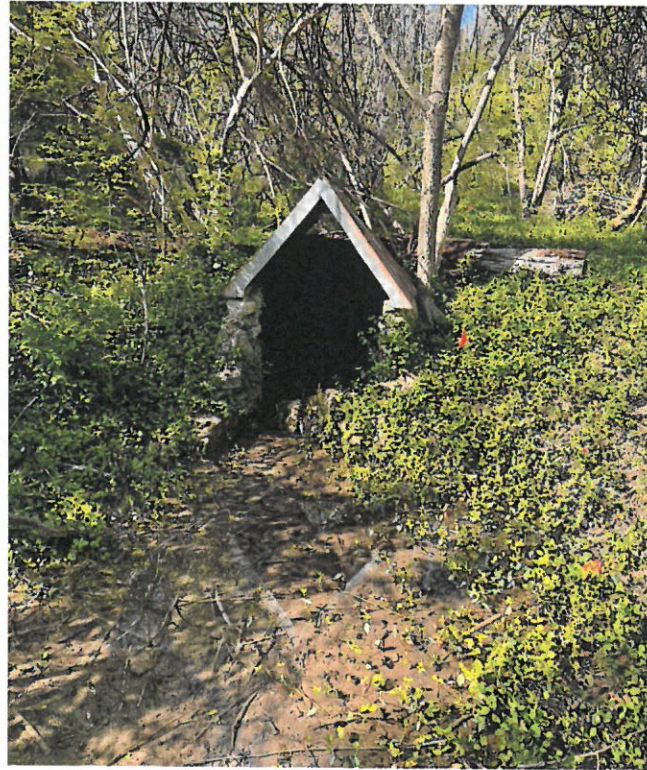
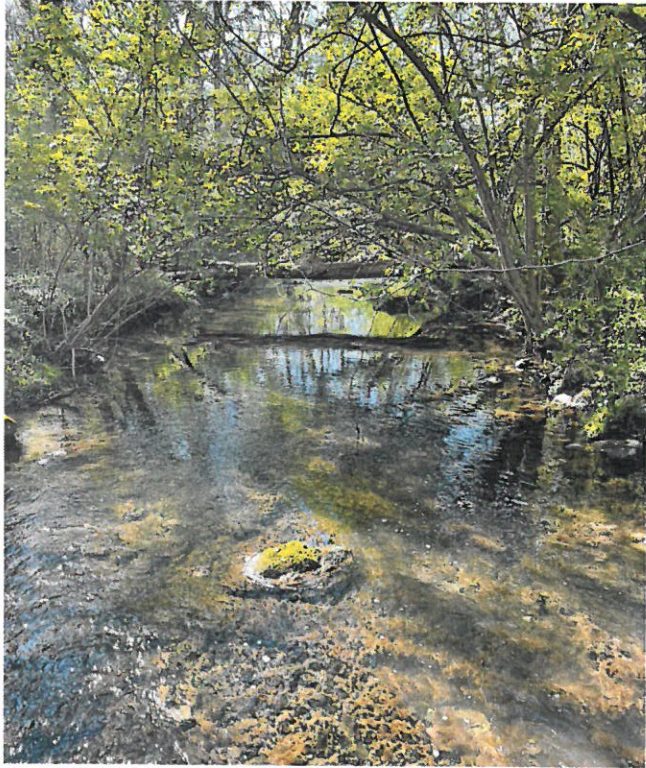
Community Form Goal 1 – 2.1.4, 4, 5, 9

Community Form Goal 3 – 7, 9

Community Form Goal 4 – 2

- This basic design is more suited for a military base and not the Scenic Parkway of Hurstbourne Parkway and overlooking Fern Creek.
- This development lacks MIXED USE and aesthetically doesn't fit in with the area.





Fern Creek, spring house, and wildlife on property.



Smaller 2-story buildings placed in different directions with an abundance of landscaping, trees, large buffer zone, privacy fence, berm, and green space. The building materials use a mix of brick and vinyl.

3. Geotechnical Impact

Plan 2040 Violations

Community Form Goal 1 – 2.1.2

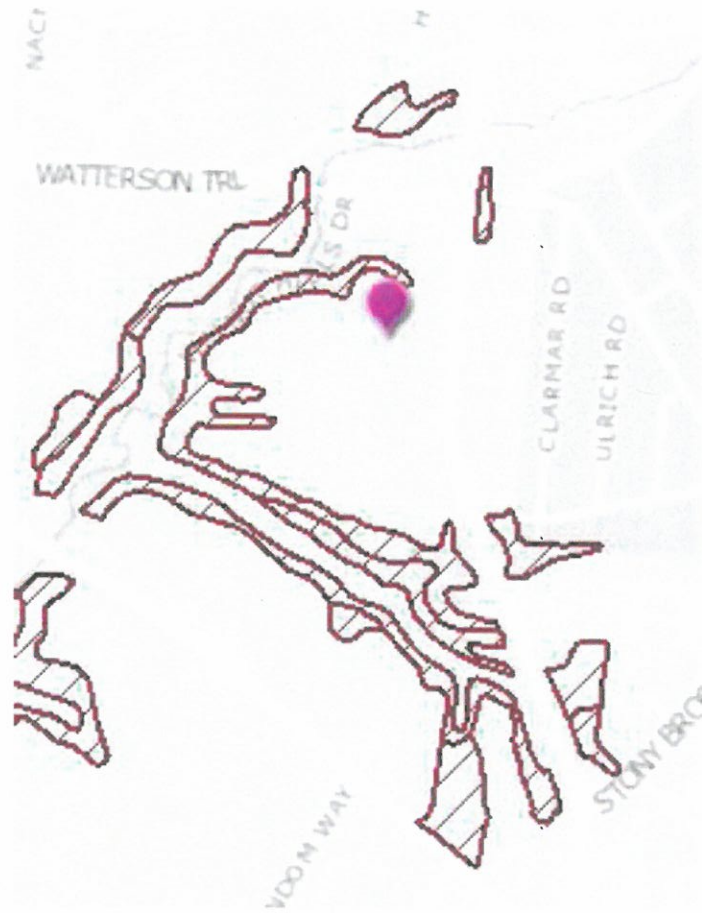
Community Form Goal 3 – 7, 8, 9, 10, 12

Community Form Goal 4 – 2

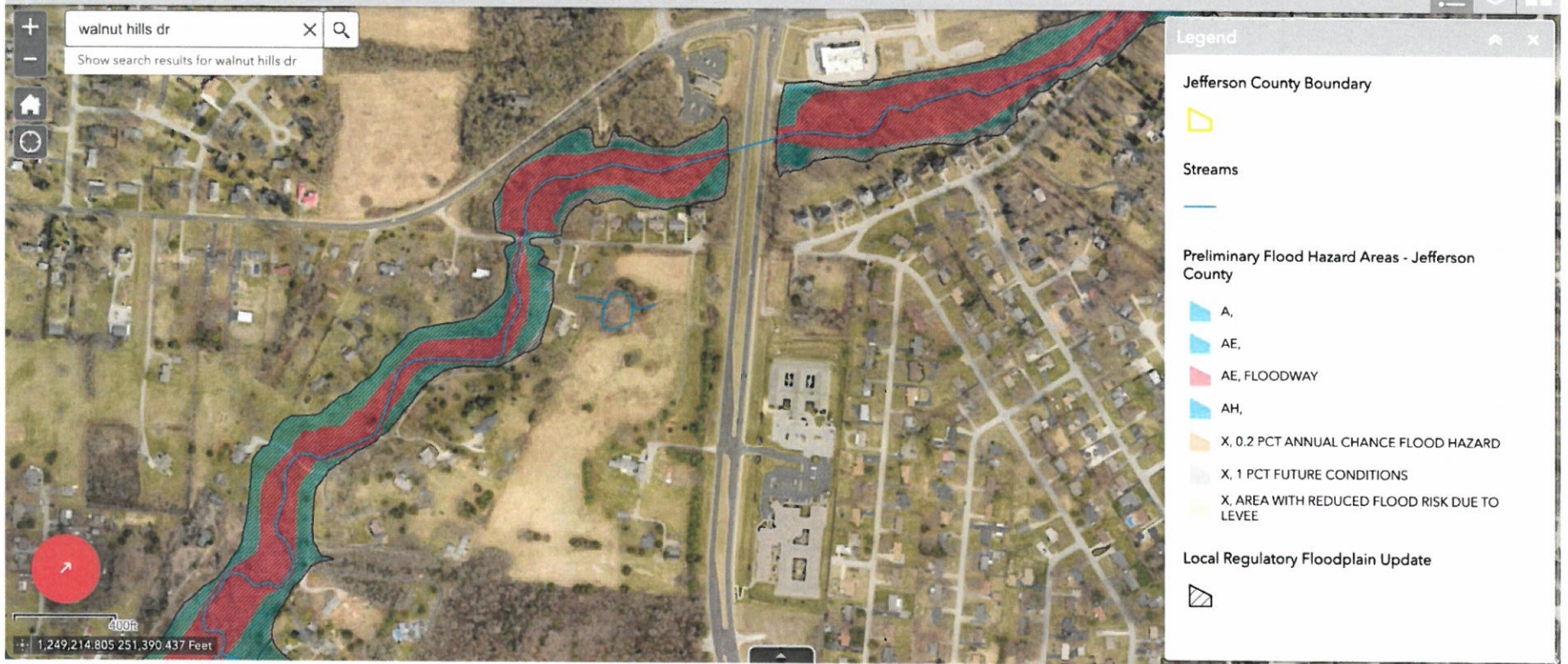
- According to Lojic online and the Geotechnical Report, the proposed development is sitting on karst terrain, including clays with shrink/swell potential.
- The proposed development will be built on several sinkholes. This will modify the natural flow of water.
- In reviewing the karst study, section 4.2.1.2 states that: *“Engineering works and site development can result in acceleration of incipient sinkhole development or encourage new sinkhole formation. These features may appear dormant in their existing state, but subsidence can be activated by changes in the natural drainage pattern due to construction works.”*
- The new and increased runoff and pollution downhill residents will take on is exponential.
- The health of the creek is severely impaired and MSD has already overloaded this waterway.
- This development discourages the natural features of the terrain and requires the destruction of the pond, wetlands, and the waterfall, and adversely impacts the stream at the West corner by relocating the natural drainage beginning at Hurstbourne Pkwy, and adversely impacts the single-family homes located on steep slopes surrounding the development.



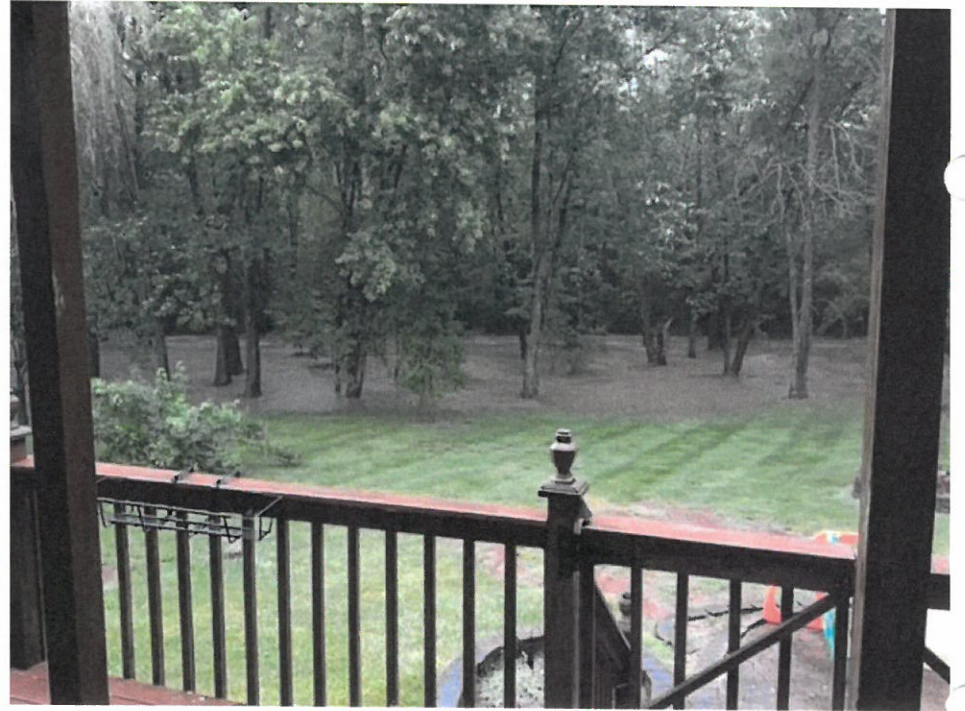
4700 S Hurstbourne Pkwy underground stream exiting at cliff 4819 Walnut Hills Dr (left), approximate location of sinkholes according to developer's plans, and the approximate location of sinkholes on abutting properties (right).



According to Lojic Online, the property is nearly surrounded by steep slopes, unlike any other development on Hurstbourne.



Fern Creek is a FEMA Regulatory floodway. Due to Fern Creek being a FEMA Regulatory Floodway, surrounding properties are to be further regulated (according to FEMA).



Fern Creek flooding



Fern Creek flooding



Fern Creek heavy rain

4. Laurel Springs Entrance

Plan 2040 Violations

Community Form Goal 1 – 2.7

Mobility Goal 1 – 1

Mobility Goal 2 – 4

- Laurel Springs Dr is a narrow road with no sidewalks, no street lights, no bike lanes, and no public transportation access.
- Neighborhood residents know to be on the lookout for pedestrians and kids. Giving potential access to 1,200 vehicles is a threat to the safety of those kids and pedestrians.
- Two vehicles cannot safely pass each other on Laurel Springs Dr.
- Laurel Springs Dr is often used for street parking, further narrowing access.



4. Laurel Springs Entrance

Plan 2040 Violations

Community Form Goal 1 – 2.7

Mobility Goal 1 – 1

Mobility Goal 2 – 4

- There are three other entrances to the development.
- In addition to the existing safety issues of the proposed Laurel Springs Dr entrance, the F rated traffic on Watterson Trail will only make this access more dangerous.
- No other multi-family apartment complex on Hurstbourne Pkwy connects to an abutting neighborhood.
- We think the safety concerns outweigh connecting a 600-unit apartment complex to 21 homes.



5. Traffic

Plan 2040 Violations

Community Form Goal 1 – 2.1.3, 2.7, 7

Mobility Goal 1 – 1, 4

Mobility Goal 2 – 1, 7.4, 8, 9, 10, 14, 16.4, 16.11

Mobility Goal 3 – 1, 2, 3, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5, 6, 9, 11, 21

- According to the traffic impact study, this development downgrades multiple intersections and nearby roadways to an F, or a much worse F.
- At what point does an F become a G?
- TIS indicates improvements will not mitigate the impacts or downgrading of the road network to an F with longer loss of service times.
- At the LD&T Meeting on 9/22/22 Diane Zimmerman said the developments would “severely impact” the roads, in particular the Hurstbourne Pkwy and Bardstown Road Intersection (2:42 timestamp).
- RED FLAG: The developer chose not to provide traffic mitigation when given the opportunity at the second LD&T Meeting.
- The ~1,200 additional vehicles and additional loss of service time (per traffic study) will compromise our health.

5. Traffic

Plan 2040 Violations

Community Form Goal 1 – 2.1.3, 2.7, 7

Mobility Goal 1 – 1, 4

Mobility Goal 2 – 1, 7.4, 8, 9, 10, 14, 16.4, 16.11

Mobility Goal 3 – 1, 2, 3, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5, 6, 9, 11, 21

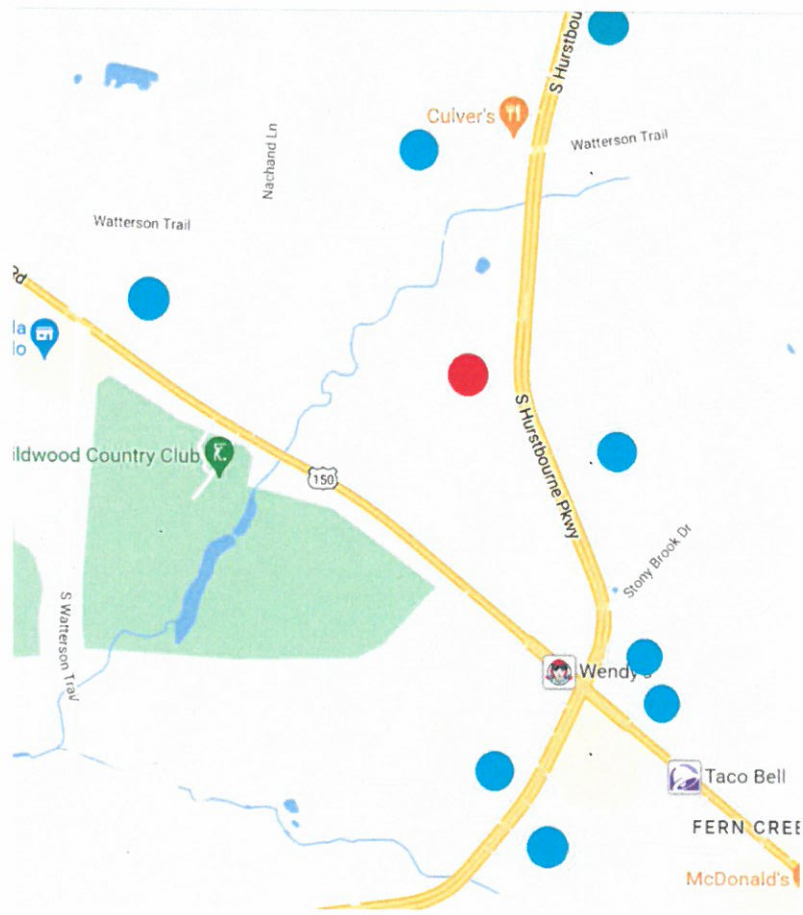
- If approved, both developments will downgrade the Hurstbourne and Bardstown intersection from an E to an F.
- If approved, this will impact the grade again in 2035 when the AM peak is downgraded from an E to an F and the level of service for the PM increases to over 100.
- The “mitigation” proposed by the developer changes an E to an F and does not mitigate the problem. How is this mitigation?
- If approved, the city will be deliberately downgrading roads to an F category.
- Diane Zimmerman told the Commission additional lanes were needed for this development. However, the Right of Ways and Power Substation would not accommodate additional lanes.
- Diane Zimmerman told the Committee the private road would make the failing grade not as bad, but still bad.

ORDINANCE NO. 086, SERIES 2022

AN ORDINANCE IN SUPPORT OF LOUISVILLE METRO GOVERNMENT ADOPTING A TRAFFIC SAFETY INITIATIVE KNOWN AS VISION ZERO (AS AMENDED).

NOW, THEREFORE, BE IT ORDANIED BY THE LEGISLATIVE COUNCIL OF THE LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT (THE COUNCIL) AS FOLLOWS:

SECTION I: Louisville Metro Government shall work toward a goal of zero traffic fatalities by 2050.



Apartment Saturation

Let's make this
development more
compatible.

1. On the perimeter, there should only be one- or two-story buildings placed perpendicular to abutting properties
2. No vehicle or pedestrian access via Laurel Springs
3. 100-foot setback with continuous berm, fence, and tree combo
4. Building style that is more compatible with the rural landscape
5. Geotechnical / impact study for abutting properties
6. Traffic mitigation – what can be done here?