

DEMONSTRATION OF APPROPRIATENESS
TAMMANY LLC
PROPOSED ZONE CHANGE FROM M-2 AND OR-2 TO C-2
1125 - 1127 LOGAN STREET
LOUISVILLE, KENTUCKY

The applicant, Tammany, LLC, proposes its application to rezone three parcels of property located at 1125 - 1127 Logan Street, Louisville, KY ("Subject Property") from M-2 Industrial and OR-2 Office Residential to C-2 Commercial for the adaptive re-use of an older structure currently in disrepair. This proposal is for a simple mixed-use development of the structure as a corner restaurant on its street level and professional office space on its 2nd floor ("The Proposal").

The Subject Property, located in the Traditional Neighborhood Form District, was previously used from 1948 to 2016 as the Keswick Democratic Club, a private club where members would gather to talk politics, eat and drink, dance, play music, and host charitable events. Situated in an area between Smoketown and Germantown, this Proposal simply seeks to re-establish neighborhood servicing uses similar to provided on the premises during the life of the now defunct Keswick Democratic Club, but now open to the general public.

The subject property holds the northeast corner of the intersection formed by the Logan Street and Mary Street rights-of-way, both of which are minor arterials. The property is surrounded by a mix of zoning designations, including office to the immediate north and west, industrial to the immediate south, residential across the alley and railroad tracks to the east. There are various commercial zoning designations within two blocks in just about every direction. To the extent possible the current owner will likely attempt to reanimate/revitalize the existing signage present on the façade of the existing building.

AGREEMENT WITH CORNERSTONE 2020
LOUISVILLE METRO'S COMPREHENSIVE PLAN

The development proposal being submitted for 1125 - 1127 Logan Street, Louisville, KY is in agreement with Cornerstone 2020, Louisville and Jefferson County Comprehensive Plan, as explained in detail below.

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GUIDELINE 1 - COMMUNITY FORM

The proposal conforms to Community Form Guideline 1 and all applicable Policies adopted thereunder, including Policy B2 (Traditional Neighborhood). First, Cornerstone 2020's Community Form/Land Use Guideline 1, Community Form, recommends the use of "existing and emerging forms or patterns of development and local plans developed in accordance with the Comprehensive Plan to guide land use decisions and design development." Because this proposal involves the adaptive re-use of an existing structure in an already established neighborhood, it meets the intent of Guideline 1, which is (1) "to ensure that new development will be designed to be compatible with the scale, rhythm, form and function of existing development as well as with the pattern of uses"; and (2) "to ensure land use decisions ... preserve and improve identified existing and emerging patterns of development."

More specifically, the Proposal complies with Guideline 1, Policy B2 because the subject property lies within the Traditional Neighborhood Form District, which is characterized by predominantly residential uses, by a grid pattern of streets with sidewalks and will provide an integrated neighborhood center with a mixture of mostly neighborhood-serving land uses such as offices, shops, restaurants and services.

The Proposal will serve to reinforce the Traditional Neighborhood Form because the existing building on the site will be renovated and preserved to serve as a neighborhood-serving restaurant and office. Though the current structure needs significant interior renovation work, its design, which will be preserved, is consistent with the predominant building design in the neighborhood.

The overall exterior design and configuration of the site, with the existing structure built to the corner of Logan and Mary Streets, will remain largely unchanged, and will not alter the existing grid pattern of streets. The building will be easily accessible by pedestrians utilizing the well-established sidewalk network within the area. In addition, the bike racks have been incorporated into the site plan to encourage the neighborhood use of the property while mitigating any increased traffic congestion in the area.

In summary, The Proposal stays within current overall traditional pattern of development, and with this newly

injected re-investment into the aged structure and overall site, the Proposal will reinforce the existing compatibility of scale, rhythm, form and function of existing development along Logan Street, and the surrounding areas, while also revitalizing a building that has fallen into some disrepair over the years.

**APPLICATION OF SMOKETOWN/SHELBY PARK
NEIGHBORHOOD PLAN**

Guideline - 2 Centers

The Proposal complies with the intent and applicable policies of the Smoketown/Shelby park Neighborhood Plan, specifically those stated in 1, 2 4, 5 7, 15, and 16 of Guideline 2, Centers.

The detailed development plan filed with this application promotes an efficient use of land because it involves the renovation and re-use of the existing structure, where a small, mixed-use is proposed: a neighborhood-serving restaurant will be located on the structure's street level; and a professional office will be established on the second floor. The Proposal is relatively compact in nature, fits well within both the development site and the structure thereon, and ensures that the site design conforms to the predominant development pattern within the area.

The proposed office space is only large enough to accommodate one or two professional offices, which is an appropriate scale of intensity for its location. The restaurant use being proposed is not dissimilar from the traditional use of the property by Keswick Democratic Club for the past sixty plus (60+) years. A corner restaurant on site will benefit for an immediate area that is increasing in population, but lacking food variety. Surrounding residential populations in the nearby Germantown, Smoketown and Shelby Park neighborhoods are more than enough to support the restaurant use, especially because their near proximities to the property allow for residents living within these neighborhoods to easily walk or cycle. Thus, the re-establishment of neighborhood-serving uses at this site will serve to revitalize the property and the community it serves.

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Guideline - 3 Compatibility

The re-development intended for the subject property meets the intent of Guideline 3-Compatibility and all of the policies adopted thereunder. The existing two and one half-story building will be renovated to clean up its appearance, but will maintain its original brick exterior, which was erected in 1948. Because this proposal is for the re-use of the existing site design, the compatibility of the proposal's design, scale, massing, and function to the surrounding areas have already been established. Though minor aesthetic enhancements will be made, specifically tuck pointing exterior brick, and replacing boarded up and/or broken windows, the development site's appearance and accessibility will basically mimic what exists today, reinforcing the character of the area. Setbacks, building height, and building location will remain unchanged.

The existing parking for the site will remain toward the eastern/rear of the site, which has traditionally been devoted exclusively to parking. The parking lot is accessible via curb cut from Mary Street and via the public alley that runs north-south along the rear of properties within the Logan Street block, between Mary and St. Catherine Streets.

Adjacent to the eastern terminus of the alley right-of-way, CSX maintains an active railroad right-of-way containing two tracks. The nearest existing residential area begins immediately east of CSX's railroad right-of-way. The alley and railway have long-served as a transition between the residential neighborhood to the east and the mostly industrial, commercial and office uses to the west.

The Proposal will cause no adverse impacts to existing residential uses in the immediate vicinity. The application to rezone the three parcels is, cumulatively, a downzoning of the subject property from industrial and office to commercial. Thus, the non-residential uses proposed for the property will not be expanding into existing residential property. Rather, the application seeks to re-establish a neighborhood-serving use that will be open to and inclusive of the general public, unlike the private Keswick Club.

None of the proposed uses for the property (office/restaurant) will be a source of odor or adverse air quality emissions, significant traffic, noise, intrusive

lighting, visual impact, or other nuisance. The existing historic signage will be preserved and restored to the degree possible, and incorporated into the restoration plans. In addition the Proposed site plan actually expands upon the existing landscaping that borders Mary Street and its sidewalks on the south side of the site.

Guideline - 4 Open Space

Open space is not required for the site and no natural features are located on the site. The proposal here simply requests to adapt an existing urban site that, for the most part, already meets the design of the traditional neighborhood form district and resembles the predominant development patten of the general area. The existing structure was built up to the corner of Mary and Logan Streets, with the parking lot situated behind the building. Given the relatively small area of the property and the fact that its existing design has long been established, there is no room on the site to insert usable open space. The applicant has provided for the insertion and development of landscaping where possible and will work with Planning and Design to designate specific areas on the site where landscaping plantings should be utilized.

Guideline - 5 Natural Areas, Scenic and Historic Resources

This application for rezoning and the associated proposed development plan is in agreement with Guideline 5 and all of its applicable Policies including 1, 2, 4 and 6. Steep slopes and wet soils are not present on this site. Regardless, other than curing defects in the existing pavement, no new clearing, grading, or disruption of the existing property is intended. The present footprint of the existing structure will not be infringed or disrupted, and the existing pavement—whether concrete or asphalt—throughout the site will remain undisturbed. No new buildings are proposed.

The subject property contains no archaeological features, but plans for the rehabilitation of the existing structure will serve to preserve a 70-year-old building that has fallen into disrepair. This initiative specifically addresses the policy of preservation of on site historic structures.

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Guideline - 6 Economic Growth and Sustainability

The intent behind Guideline 6 is to ensure the availability of usable land to facilitate commercial development and to reduce public and private cost for land development. The applicant submits that the proposal meets the intent of Guideline 6 and all applicable Policies adopted thereunder, specifically Policies 3 and 5, because it seeks to rehabilitate and reuse an old structure located in an older neighborhood near the downtown area of Louisville Metro. Guideline 6 promotes the reinvestment of resources into older buildings and neighborhoods, which this proposal intends to fulfill. The proposal concerns an existing facility easily accessible from the Germantown and Smoketown neighborhoods and in relatively close proximity to the downtown area. The proposed restaurant on the first floor, and office space on the 2nd will service residents of the area.

Guidelines - 7 - 8 - 9 Circulation - Transportation Facility Design - Bicycle, Pedestrian and Transit

The intent behind Guideline 7 Circulation, Guideline 8 Transportation Facility Design, and Guideline 9 Bicycle, Pedestrian and Transit are to manage the demand for travel and improve the efficiency of the transportation system, including access to transportation systems, for the safe and proper functioning of the local street network, to ensure that new developments do not exceed the carrying capacity of streets, to ensure that internal and external circulation is safe and efficient, to address congestion and air quality issues, and to provide for efficient, safe and attractive systems of roadways, including accessibility by the elderly and physically challenged population. Guideline 9 further enforces this intent by encouraging transit and non-motorized methods of travel.

This application complies with the stated intent of Guidelines 7, 8 and 9 and all applicable policies adopted thereunder, specifically, Guideline 7, Policies 1, 2, 3, 4, 10, and 19; Guideline 8, Policy 9; and Guideline 9, Policies 1, 2, 4 and 5. The proposed request meets these Guidelines and the applicable policies set forth thereunder in that the existing facility has existing parking and access points to Mary St. and public alley running along the eastern boundary of the site. The redevelopment and reuse of the structure on the site will have a negligible

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impact on the existing street system, given that the well-established, traffic-carrying capacities of the local streets are in excess of their current use.

By all accounts, adequate parking has always existed for the social events hosted by the Keswick Democratic Club in its previous use of the site, and that onsite parking will not be materially changed with the proposed development of the site. A similar re-use of the property as a neighborhood corner café and office will be adequately serviced by the existing parking lot and available on-street parking. No material changes to parking or access are anticipated.

Vehicle access to the subject property will be from Mary Street to the existing parking lot and not through areas of lower intensity development. Circulation and site distances were taken into account on the site development plan. Also, Metro Works is expected to give this plan its preliminary stamp of approval.

Sidewalks are located along Logan and Mary Streets, which pedestrians can use to access either the front entrance facing Logan St. or to access the rear entrance, via Mary Street through the parking lot to the rear of the building. Bicycle storage will be provided on site and TARC service is available on both Logan and Mary Streets.

Guidelines - 10-11 Flooding and Storm water - Water Quality

The subject property and development proposed for it complies with Guidelines 10 and 11, and all applicable policies set forth therein. The development will use existing MSD sewer facilities and infrastructure already in place to handle storm water runoff. No additional impervious surfaces nor will be added to the site, thus the proposal will accommodate storm water runoff in a manner complying with MSD standards that provide that post development rates of runoff may not exceed pre-development conditions. Neither erosion and siltation will occur as no new construction, nor clearing nor grading is planned.

Guideline - 12 Air Quality

The Proposal conforms to Air Quality Guideline 12 and all applicable policies adopted thereunder, including 1, 3, 7, and 8. The proposed mixed-use development is small in

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nature, resulting in minimal traffic impacts to the surrounding areas. The site is readily accessible to both pedestrians and bicyclists living in the surrounding area. In addition TARC maintains at least two (2) bus routes (Portland-Poplar Level; Oak-Westport Crosstown) that service the site almost directly by way of Mary Street and Logan Street. It is anticipated that the Louisville Air Pollution Control District will approve the proposed development plan; that approval will indicate that the proposal will not cause an exceedance of air quality standards for carbon monoxide and other harmful air pollutants.

Guideline - 13 Landscape Character

The intent of Guideline 13 Landscape Character is to protect and link urban woodland fragments in conjunction with greenways planning, promote tree canopy as a resource, enhance visual quality and buffer incompatible land uses. The development plan proposed with this application conforms to Landscape Guideline 13 and all applicable policies adopted thereunder.

Currently, no landscaping exists on the site. In an effort to adaptively re-use an existing site, the applicant is willing to provide new, appropriate landscaping wherever possible within the context of the site's urban nature. Specifically the applicant's site plan calls for the removal of a chain link fence separating the parking lot from the sidewalk, and replacing that space with the introduction of landscaping and trees if permissible to serve as a buffer between existing sidewalks along Mary Street and the existing parking lot serving the site.

A waiver to the landscape buffer will be sought along the property line between the site and the property immediately adjacent to the north. That adjacent property (zoned OR-2) currently features a windowless concrete structure that serves as storage for a HVAC company. Given the pre-existing built conditions of the street block, the requested waiver to the landscape buffer area requirement may be necessary because there is little to no space to insert landscaping without removing pavement to the existing parking lot along with the fence separating the two properties.

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Otherwise, the applicant intends to provide plantings on the site wherever possible, which will aid in softening the hard, mostly pavement landscape surrounding the site and the streetscape between the property and Logan and Mary Streets.

Guideline - 14 Infrastructure

This development proposal is in agreement with Infrastructure Guideline 14 and all applicable policies adopted thereunder because the subject property is served by all existing utilities, including MSD, water, electric and gas utilities.

Guideline - 15 Community Facilities

The proposal conforms to Community Facilities Guideline 15 and all applicable policies adopted thereunder, including Policy 9 because the subject property is served by fire-fighting facilities of Louisville Fire Protection District No. 4.

For all the foregoing reasons, and as shown on the development plan to be discussed at the Planning Commission's Land Development & Transportation Committee and during the public hearing before the Planning Commission, and for other reasons presented at the LD&T review and Commission's public hearing, this proposal to re-use the existing building to re-establish neighborhood serving uses complies with all other applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan.

Respectfully submitted,



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