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STATEMENT OF COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

Applicant/Owner: St. James Crossing, LLC

Location: 7506 Beulah Church Rd

Proposed Rezoning/Use: Rezoning from R-4 to R-5A

Engineers, Land Planners and
Landscape Architects: Land Design & Development

INTRODUCTORY STATEMENT

This is an application for a 44-unit, 6-building addition to the existing/under construction apartment community by the same developer that built the apartments in Phase I of Avalon Springs. It is located south of The Fountains condominiums and Ashton Park apartments. The already existing/under construction Avalon Springs townhome buildings and those proposed in this case will be nearly identical. The PowerPoint presentation for the neighborhood meeting, along with the site plan, accompanying this application evidences and explains all that. The R-5A zoning and development plan accompanying same are compatible with the referenced form of development that has occurred already in the immediate vicinity. As said, there already exist The Fountains and Ashton Park multi-family communities immediately to the north. Beulah Church Road leads to and from the Snyder Freeway, thus this area is a good location, fronting as this site does on a minor arterial or major collector level roadway, which takes traffic to and from places of employment and places of retail shopping along the Outer Loop and such places of worship as the large Highview Baptist Church not far north of this site.

GUIDELINE 1: COMMUNITY FORM

The Community Form that this property is located in is the Suburban Neighborhood Form District, which is characterized by predominantly residential uses that vary from low to high density and that blend compatibility into the existing landscape and neighborhood areas. These proposed apartment buildings, as noted above, adjoin multi-family zoning and uses to the north and also single-family uses to the west where significant open space setbacks are provided. The proposed apartment building addition is compatible in terms of layout, design and density/intensity to adjoining and nearby uses. Because the Suburban Neighborhood Form recommends diverse housing types, this application accomplishes that, as an addition to an attractively designed, high-end apartment community that this same developer recently built. This is proposed as a medium density use, not a high density one, which would in and of itself probably be appropriate, given its location on an arterial or major collector roadway such as Beulah Church Road which is in close proximity to areas of shopping, worship, schools, etc.

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Also in conformance with this Guideline of the Comprehensive Plan, the private, disconnected access road throughout this apartment community as shown on the development plan is appropriate to this form and location.

GUIDELINE 2: CENTERS

The Intents and applicable Policies 1, 4, 5, 6, 7, 8, 9, 11, 13, 14, 15 and 16 of this Guideline all pertain to the notion of “centers”, which is a Comprehensive Plan concept which encourages mixed land uses organized around compact activity centers that are existing, proposed or planned in order to promote efficient uses of land, lower utility costs, reduce commuting time and transportation related air pollution, provide an opportunity for a mixture of residential development and housing types, and add to and encourage vitality and a sense of place in neighborhoods. Within Suburban Neighborhood Form Districts, activity centers should be located at street intersections with at least one of the intersecting streets classified as collector or above. Beulah Church Road is probably a minor arterial or at least a major collector. The entrance to this proposed apartment community will not lead to the Apple Valley subdivision, given that this is a private development adjoining other multifamily communities. The street into and throughout it needs to remain disconnected to Apple Valley Subdivision because of the existing Metro Council-imposed Binding Element against connectivity, which makes sense in this particular case in order to avoid cut-through traffic between public and private streets and single and multi-family developments. The location of this medium density/intensity multi-family residential use, moving from this site on the south through The Fountains condominium community and Ashton Park to the apartment community on the north, means that overall these multi-family communities take on the character of a small Neighborhood Center at this location.

Policies 4 and 5 encourage compact and mixed uses, which this proposal ensures, by virtue of location and site design. Guidelines 6 and 7 encourage a mixture of residential and commercial uses, proximate one as to the other. That is what is shown on the aerial photographs of Beulah Church Road from this site north to the commercial uses at the Outer Loop.

Policies 11, 13, 14 and 15 recommend that centers be designed taking into account the development patterns and designs of nearby development projects and also assure well screened and shared parking, well identified safe access, as well as use of existing utilities when possible. All of that occurs in this particular case, again as evident on the development plan accompanying this application and on the aerial photographs on which this development plan is superimposed.

GUIDELINE 3: COMPATIBILITY

The Intents and applicable Policies 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 21, 22, 23, 24, 28 and 29 of this Guideline all pertain to the issues of how to ensure that land uses and transportation facilities are located, designed and constructed so as to be compatible with nearby land uses and to minimize impacts to residential areas, schools and other sensitive features.

This application complies with the Intents and applicable Policies of this Guideline as follows. For example, as said above, the design of this proposed apartment community takes into account what adjoins it (i.e., apartments to the north and single family homes across a significant open space to the west). In this case, brick building materials similar to those used in the existing multi-family communities and nearby homes will be utilized on all structures, which is already evident in immediate adjoining multi-family and single family neighborhoods. Buildings will



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be two-story, townhome style and design. Odors, traffic, noise and commercial type lighting will not be involved in these developments, such that those kinds of impacts will not exist. Lighting will be residential in style and design. Visually speaking, the proposed apartment addition will be compatible with those adjoining it and typical of the area. Again, this is not high density zoning, but it is a type not at all that different than standard R-4 single-family housing, given the townhome style and design of these apartment buildings. As evident on the development plan accompanying this application, good transitions, appropriate setbacks, landscape buffers, building heights that do not require variances, suitable LDC compliant signage are all involved in this application and again, evident on the development plan.

GUIDELINES 4 AND 13: OPEN SPACE AND LANDSCAPE CHARACTER

The Intents and applicable Policies 1, 3, 6 and 7 of this Guideline 4 and Policies 1, 2 and 5 of Guideline 13 all pertain to the idea of ensuring well designed, permanently protected open spaces within communities, as well as landscape throughout these communities that protect and enhance the natural environment.

This application complies with these Intents and applicable Policies of this Guideline because green space and open areas are included within the additional section of the existing Avalon Park apartment community. There will be abundant trees appropriately located to provide for internal aesthetics, screening and buffering, as well as landscaping to satisfy all of the requirements pertaining the LDC.

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

The Intents and applicable Policies 1, 3, 5 and 6 of this Guideline all pertain to the provision of a positive culture for attracting and sustaining a variety of land uses, in this case residential.

This application complies with the Intents and applicable Policies of this Guideline as follows. This is an infill development, meaning that it adjoins to the north other existing like-kind development for which there is a significant market demand.

GUIDELINES 7, 8 AND 9: CIRCULATION, TRANSPORTATION FACILITIES, AND BICYCLE, PEDESTRIAN AND TRANSIT ACCESS

The Intents and applicable Policies 1, 2, 4, 6, 9, 10, 11, 13, 14, 15 and 16 of Guideline 7, plus Policies 7, 8, 9, 10 and 11 of Guideline 8, plus Policies 1, 2, 3, 4 and 5 of Guideline 9 all pertain to the issues of traffic impacts, access to and circulation through proposed developments and the provision of access by other means of transportation than simply the automobile. As this is a medium density multi-family development along a road that has adequate traffic-carrying capacity, development of this site as an addition to an existing multi-family community of this type is appropriate. Metro Transportation Planning must review the development plan filed with this application prior to docketing for the LD&T Committee meeting, which is even before the full-blown Planning Commission public hearing. Consequently, this application will not be publicly reviewed by the Planning Commission until such time as Metro Public Works and Transportation Planning agencies have determined that the existing external road system has adequate traffic-carrying capacity, as it is believed to have, and that access to and through the site (except for the Metro Council-imposed Binding Element prohibiting connection to the adjoining Apple Valley subdivision) is appropriate. Sidewalks will be provided along Beulah

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Church Road and internally. Bicycle accommodations will be made within the multi-family development.

GUIDELINES 10 AND 11: FLOODING AND STORMWATER PLUS WATER QUALITY

The Intents and applicable Policies 1, 3, 6, 7, 10 and 11 of Guideline 10 and Policies 3, 5 and 8 of Guideline 11 pertain to the issues of effectively managing stormwater and preventing the degradation of water quality due to water pollution and soil erosion and sedimentation.

This application complies with the Intents and applicable Policies of these Guidelines as follows. MSD has provided regulations that pertain to soil erosion and sedimentation control, which is a construction detail that will be required of this applicant in connection with its developments of these multi-family and single-family communities. Among other things, post-development rates of runoff may not exceed pre-development conditions, and they will not do so in this case. Ordinarily that is accomplished through on-site detention as here. MSD's new water quality guidelines will also be accommodated through the design of one or several of multiple measures that are now available to assure best management practices in this regard.

GUIDELINE 12: AIR QUALITY

The Intents and applicable Policies 1, 2, 4, 6, 8 and 9 this Guideline all pertain to the issues of assuring no adverse consequences on air quality and, when possible, even taking measures to improve same.

This application complies with the Intents and applicable Policies of this Guideline as follows. Generally speaking, by filling in the infill, so to speak, which means building next to development that already exists, whenever possible, as opposed to in outlying areas, is important as a means to assure reduced vehicle miles traveled. That tends to help with air quality because people driving from their homes to places of work, to shopping, to places of worship, to school and so forth will be more proximately located relative to same. That will be the case here.

GUIDELINE 14: INFRASTRUCTURE

The Intents and applicable Policies 2, 3, 4, 6 and 7 of this Guideline all pertain to assuring adequate infrastructure to support a new development project.

This application complies with the Intents and applicable Policies of this Guideline as follows. This site was chosen because it has sanitary sewer service available. Also, water and electric service are available at the site without the need for lengthy extensions. It is always more cost-effective for the developer, and better for the public utilities when existing utility infrastructure can be utilized. And, as said, Beulah Church Road has adequate traffic-carrying capacity for limited amounts of added, especially residential, developments where infill sites like this exist.

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For all of these and other reasons to be further presented at the LD&T meeting and Planning Commission public hearing, this application complies with these and all other applicable Intents, Policies and Guidelines of the Comprehensive Plan.

Respectfully submitted,

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