

Louisville Metro Planning Commission - January 17, 2023  
Land Development & Transportation Committee - December 8, 2022  
Louisville Metro Planning Commission Public Hearing - November 14, 2022  
Land Development & Transportation Committee - September 22, 2022, and October 13, 2022  
Neighborhood Meetings - January 6, May 12, & September 14, 2022

Docket No. 22-ZONE-0012

Zone Change from R-4 to R-7 to allow 360 multi-family units on property located at 4700 S. Hurstbourne Parkway

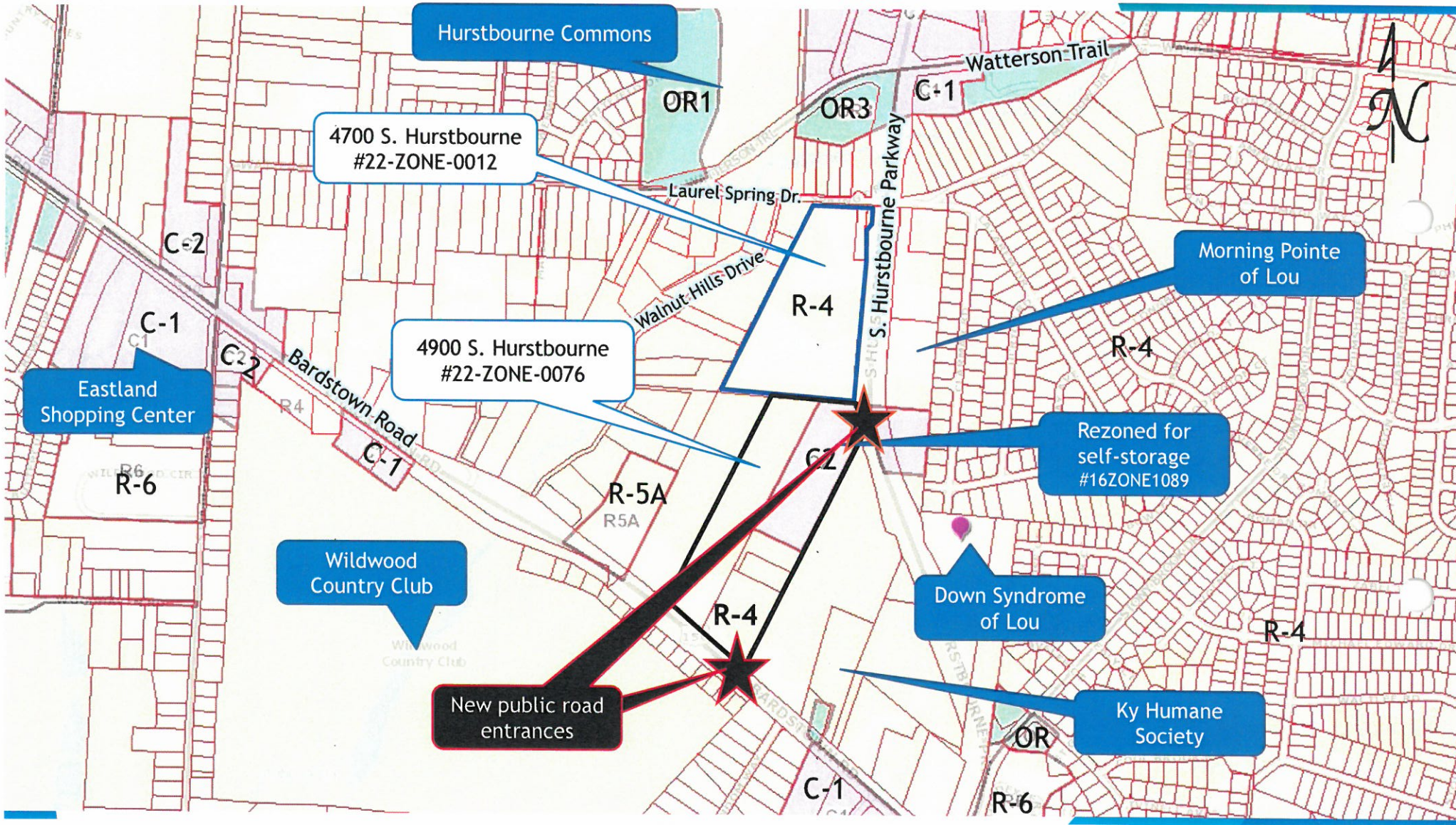
Docket No. 22-ZONE-0076

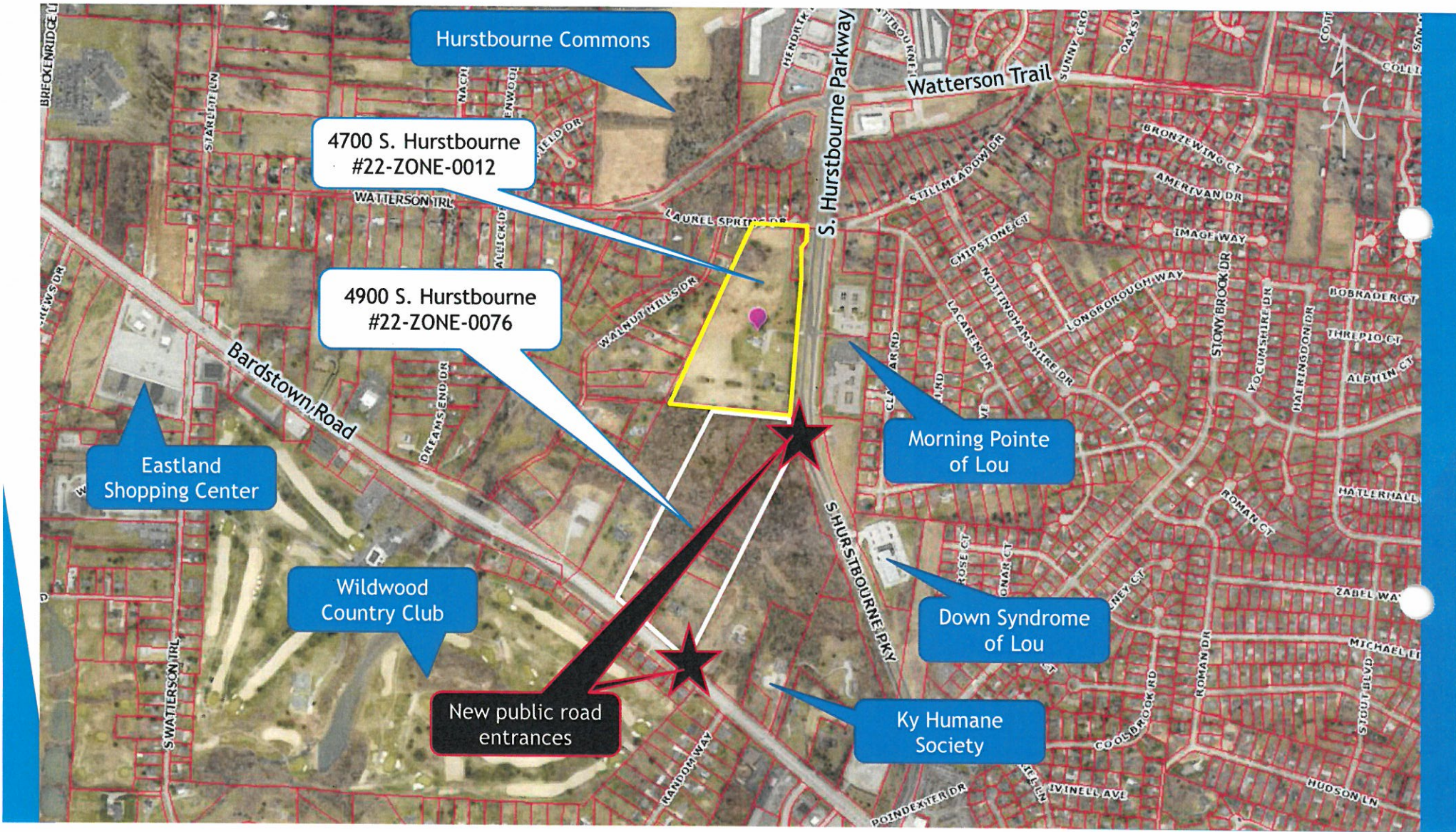
Zone Change from R-4 to R-6 and C-1 to allow 216 multi-family units on property located at 4900 S. Hurstbourne Parkway and 5119, 5201 Bardstown Rd. and Block 50, Lots 270 & 271

Attorneys: Bardenwerper Talbott & Roberts, PLLC  
Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.  
Traffic Engineer: Diane B. Zimmerman Traffic Engineering, LLC  
Geotechnical Engineers: SME-USA

# HOW WE GOT HERE







Hurstbourne Commons

4700 S. Hurstbourne  
#22-ZONE-0012

4900 S. Hurstbourne  
#22-ZONE-0076

Eastland  
Shopping Center

Wildwood  
Country Club

New public road  
entrances

Morning Pointe  
of Lou

Down Syndrome  
of Lou

Ky Humane  
Society

#22-ZONE-0012  
4700 S. Hurstbourne



**SITE**

Beginning of newly  
dedicated public road

Second curb cut on S. Hurstbourne Parkway, looking south. Site is to the right.

#22-ZONE-0076  
4900 S. Hurstbourne



**SITE**

Beginning of newly  
dedicated public road

View of Bardstown Road, looking northwest at existing curb cut. Site is to the right.

# Current Proposed Development Plans

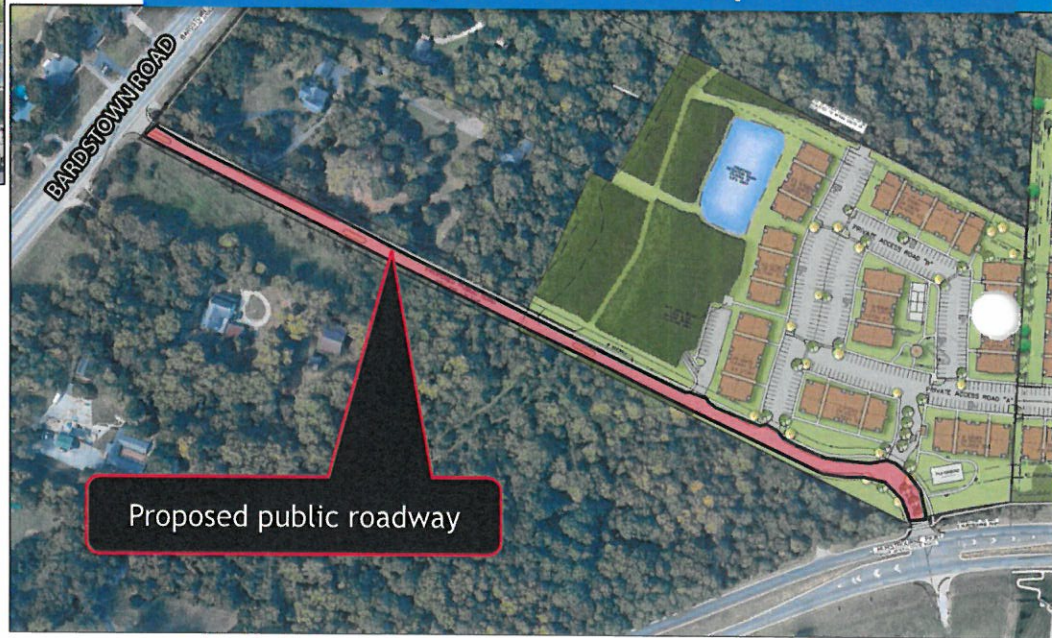




Private access easement

Previous Proposed Development Plan  
From 11/14/22 PC public hearing

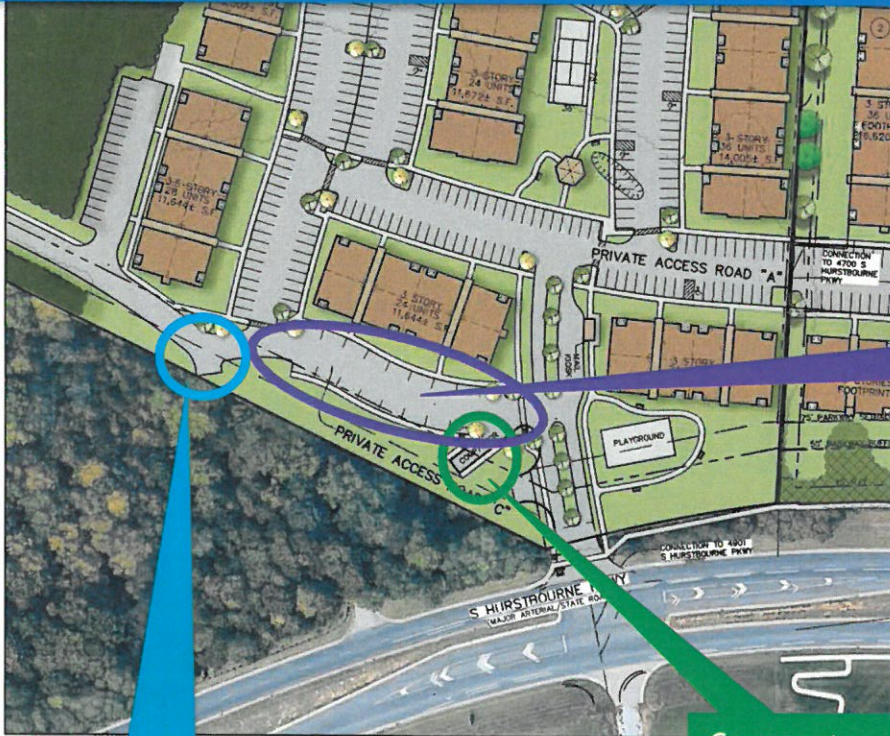
Current Proposed Development Plan



Proposed public roadway



## Previous Proposed Development Plan



17 parallel parking spaces removed

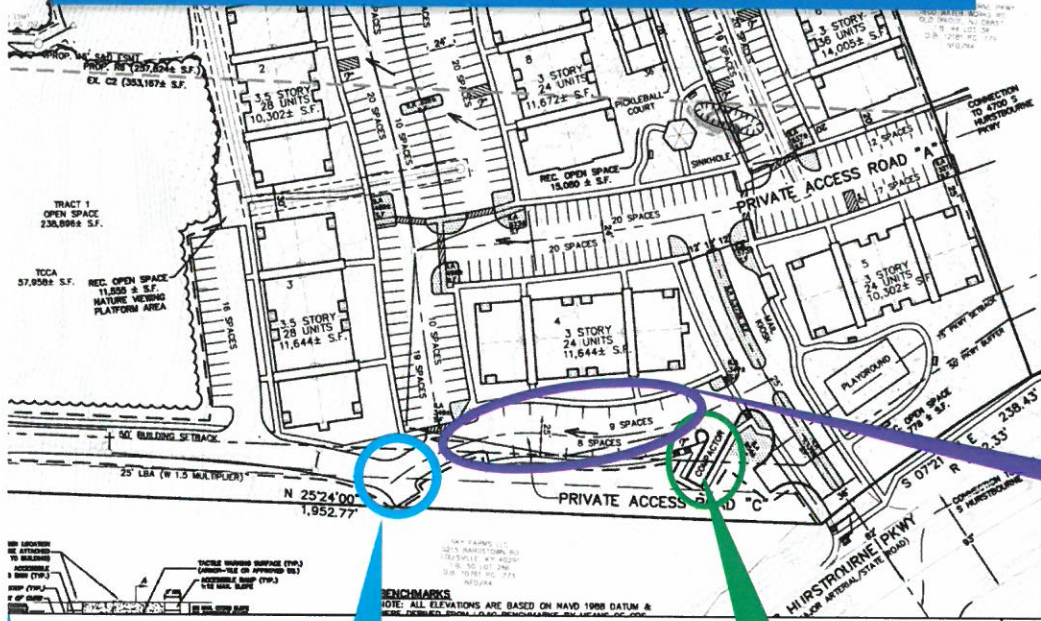
Compactor moved

Proposed stub location removed - proposed ROW adjoining property line

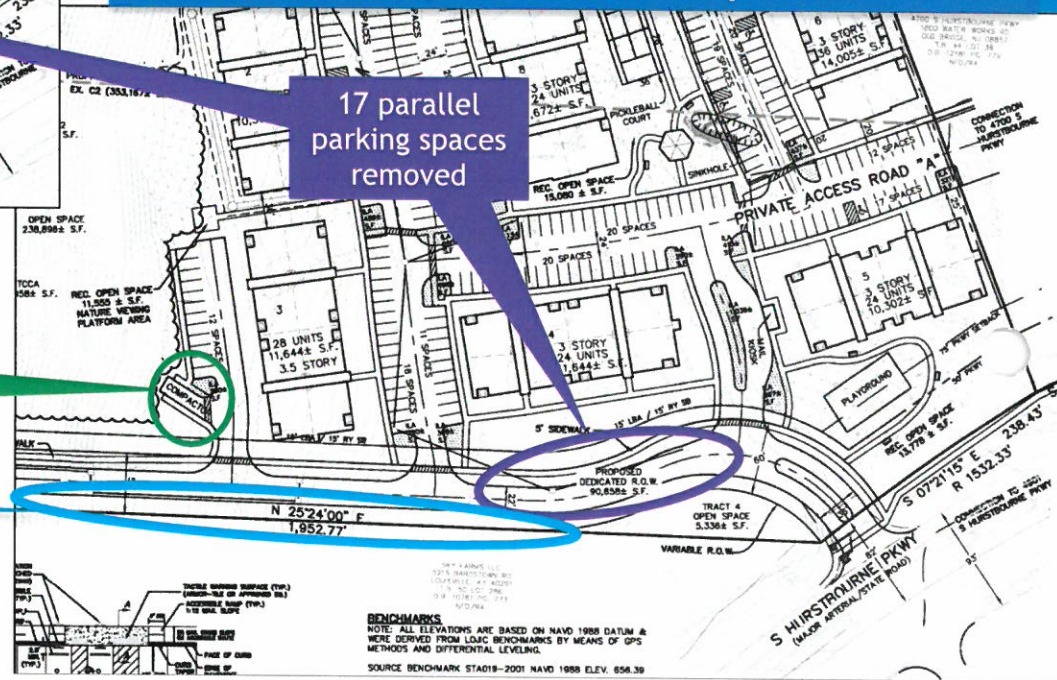
## Current Proposed Development Plan



# Previous Proposed Development Plan



# Current Proposed Development Plan



Proposed stub location removed - proposed ROW adjoining property line

Compactor moved

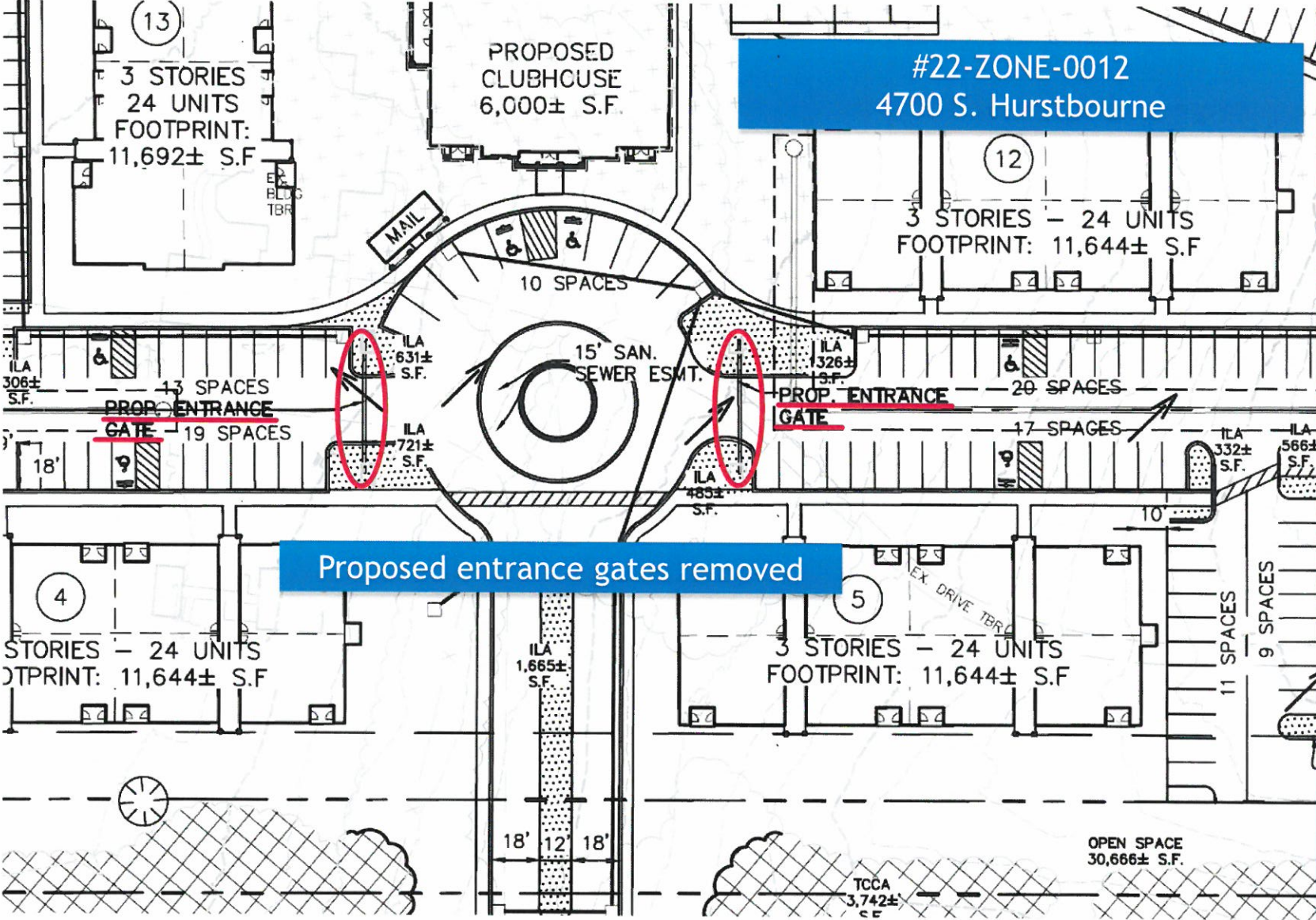
17 parallel parking spaces removed

**BENCHMARKS**  
NOTE: ALL ELEVATIONS ARE BASED ON NAVD 1988 DATUM & WERE DERIVED FROM LOGIC BENCHMARKS BY MEANS OF GPS METHODS AND DIFFERENTIAL LEVELING.  
SOURCE BENCHMARK STA019-2001 NAVD 1988 ELEV. 656.39

#22-ZONE-0076  
4900 S. Hurstbourne  
Current Proposed Development Plan



#22-ZONE-0012  
4700 S. Hurstbourne



Proposed entrance gates removed

## Proposed Binding Elements - 4700 S. Hurstbourne 22-ZONE-0012

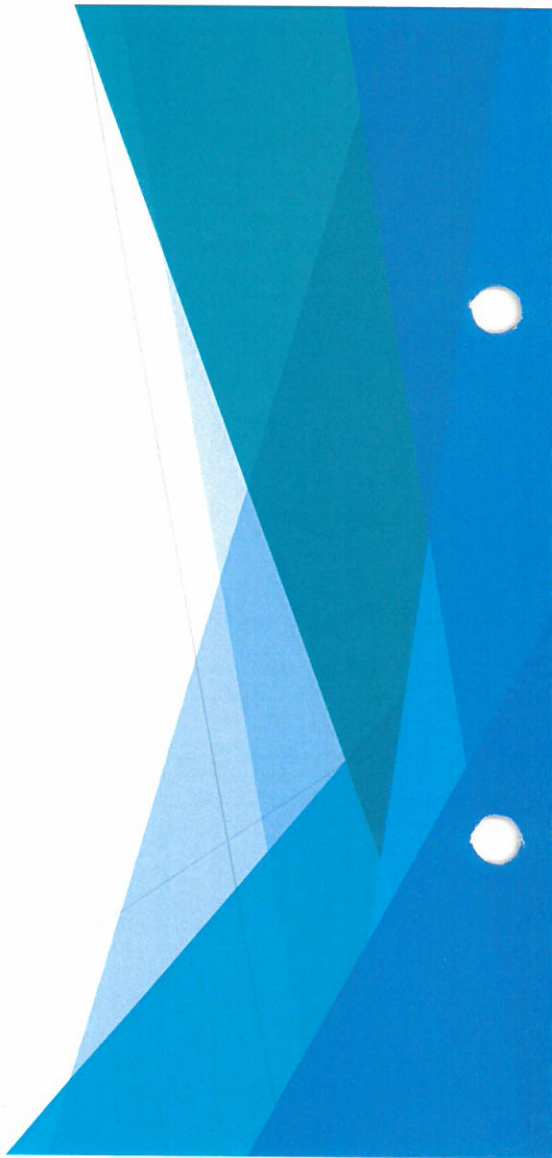
8. [Proposed revision to BE #8] Development shall be limited to 199 units until such time as an ungated connection to ~~Laurel Springs Drive, or to~~ Bardstown Road through the site at 4900 S. Hurstbourne Parkway is provided.
10. [Addition to proposed BE #10] The privacy fencing shall be vinyl or wood with a finished side facing out.
13. [Addition to proposed BE #13] Applicant shall have the emergency gate operating mechanism approved by the fire department having jurisdiction.
14.
  - a) All exterior lighting, whether freestanding or attached to any structure, including street lights and lighting for any signage, shall be fully shielded, shall utilize flat or hidden lenses, and shall be pointed directly to the ground.
  - b) No lighting shall have a correlated color temperature (CCT) exceeding 2700 degrees Kelvin.
  - c) No parking lot light fixtures shall be more than fourteen feet high, measured from ground level.

## Proposed Binding Elements - 4900 S. Hurstbourne 22-ZONE-0076

11. a) All exterior lighting, whether freestanding or attached to any structure, including street lights and lighting for any signage, shall be fully shielded, shall utilize flat or hidden lenses, and shall be pointed directly to the ground.
- b) No lighting shall have a correlated color temperature (CCT) exceeding 2700 degrees Kelvin.
- c) No parking lot light fixtures shall be more than fourteen feet high, measured from ground level.

# Questions?







final report

June 17, 2022  
Revised August 8, 2022

## Traffic Impact Study

4700 Hurstbourne Parkway Apartments  
4700 Hurstbourne Parkway  
Louisville, KY

Prepared for  
Louisville Metro Planning  
Kentucky Transportation



The intersection of Hurstbourne Parkway at Bardstown Road will experience Level of Service F in both peak hours. The connection to Bardstown Road will provide an improvement to the intersection. Due to right-of-way constraints and locations of utilities at the intersection, there are not cost-effective mitigation options for the intersection.

## CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2025 and 2035, there will be an impact to the existing highway network. No additional improvements are recommended.

# August 8, 2022 Traffic Impact Study

**Table 2. Peak Hour Level of Service**

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
<b>Hurstbourne Pkwy at Watterson Tr</b>	<b>D</b> 44.8	<b>D</b> 45.7	<b>D</b> 45.7	<b>D</b> 44.9	<b>D</b> 46.0	<b>D</b> 48.2
Watterson Tr Eastbound	D 52.4	D 50.9	D 50.9	F 80.4	F 80.9	F 80.9
Watterson Tr Westbound	E 59.0	E 59.2	E 59.2	E 59.3	E 60.3	E 60.3
Hurstbourne Pkwy Northbound	E 57.8	E 60.9	E 60.9	E 62.8	E 62.8	E 68.2
Hurstbourne Pkwy Southbound	A 4.6	A 6.5	A 6.5	B 14.4	B 17.1	B 18.8
<b>Hurstbourne Pkwy at Stoney Brook Dr</b>	<b>C</b> 33.6	<b>C</b> 34.7	<b>C</b> 33.9	<b>B</b> 17.0	<b>B</b> 18.0	<b>B</b> 18.1
Stoney Brook Dr Westbound	F 102.8	F 108.3	F 108.3	E 76.9	E 75.9	E 75.9
Hurstbourne Pkwy Northbound	B 17.9	B 18.1	B 18.3	B 12.5	B 13.8	B 14.3
Hurstbourne Pkwy Southbound	B 17.7	B 18.4	B 18.0	B 12.5	B 13.3	B 13.2
<b>Hurstbourne Pkwy at Bardstown Rd</b>	<b>E</b> 64.2	<b>E</b> 69.0	<b>F</b> 73.1	<b>E</b> 73.2	<b>E</b> 79.3	<b>F</b> 88.2
<b>Hurstbourne Pkwy Northbound</b>	F 95.3	<b>F</b> 106.3	<b>F</b> 111.9	F 93.2	<b>F</b> 107.9	<b>F</b> 129.4
<b>Hurstbourne Pkwy Southbound</b>	D 53.6	<b>E</b> 58.8	<b>E</b> 71.0	E 70.0	<b>E</b> 72.4	<b>F</b> 86.3
<b>Bardstown Rd Eastbound</b>	D 46.5	<b>D</b> 47.0	<b>D</b> 47.4	E 79.6	<b>F</b> 87.0	<b>F</b> 87.0

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Bardstown Rd Westbound	E 56.0	E 58.4	E 58.3	D 49.8	D 50.3	D 49.9
<b>Bardstown Road at Watterson Trail</b>	<b>D</b> 45.3	<b>D</b> 48.6	<b>D</b> 48.6	<b>D</b> 38.7	<b>D</b> 40.8	<b>D</b> 42.4
Watterson Trail Northbound	F 96.3	F 97.5	F 97.5	F 86.8	F 87.9	F 87.9
Watterson Trail Southbound	E 75.0	E 76.1	E 76.1	E 78.1	F 82.8	F 82.8
Bardstown Rd Eastbound	D 36.3	D 38.4	D 38.4	D 41.4	D 41.8	D 44.6
Bardstown Rd Westbound	D 39.4	D 43.4	D 43.4	C 21.3	C 25.1	C 25.6
<b>Hurstbourne Pkwy at 4700 Entrance</b>						
4700 Hurstbourne Eastbound			C 18.8			D 27.3
Morning Point Westbound			C 17.5			B 14.7
Hurstbourne Pkwy Northbound			A 9.0			B 11.6
Hurstbourne Pkwy Southbound			B 10.9			A 9.8
<b>Hurstbourne Pkwy at 4900 Entrance</b>						
4900 Hurstbourne Eastbound			B 13.1			C 18.2
Morning Point Westbound			C 18.1			C 19.4
Hurstbourne Pkwy Northbound			A 9.1			B 12.4
Hurstbourne Pkwy Southbound			B 10.8			B 10.1
<b>Bardstown Road at Entrance</b>						
Bardstown Road Eastbound (left)			B 13.1			A 10.0
Entrance Southbound			C 18.5			B 11.7

*Key: Level of Service, Delay in seconds per vehicle*



View of intersection of S. Hurstbourne Parkway at Bardstown Road

# Effect of the new proposed roadway

Table 2. Peak Hour Level of Service

Change with new proposed roadway

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
<b>Hurstbourne Pkwy at Bardstown Rd</b>	<b>E</b> 64.2	<b>E</b> 69.0	<b>F</b> 80.1	<b>E</b> 73.2	<b>E</b> 79.3	<b>F</b> 91.1
Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 117.9	F 93.2	F 107.9	F 129.4
Hurstbourne Pkwy Southbound	D 53.6	E 58.8	F 99.5	E 70.0	E 72.4	F 92.2
Bardstown Rd Eastbound	D 46.5	D 47.0	D 48.2	E 79.6	F 87.0	F 91.7

June 17, 2022 TIS without new proposed roadway

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
<b>Hurstbourne Pkwy at Bardstown Rd</b>	<b>E</b> 64.2	<b>E</b> 69.0	<b>F</b> 71.0	<b>E</b> 73.2	<b>E</b> 79.3	<b>F</b> 88.2
Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 117.9	F 93.2	F 107.9	F 129.4
Hurstbourne Pkwy Southbound	D 53.6	E 58.8	E 71.0	E 70.0	E 72.4	F 86.3
Bardstown Rd Eastbound	D 46.5	D 47.0	D 47.4	E 79.6	F 87.0	F 87.0

August 8, 2022 TIS with new proposed roadway

# Effect of the new proposed roadway

Table 2. Peak Hour Level of Service

Change with new proposed roadway

Table 2. Peak Hour Level of Service

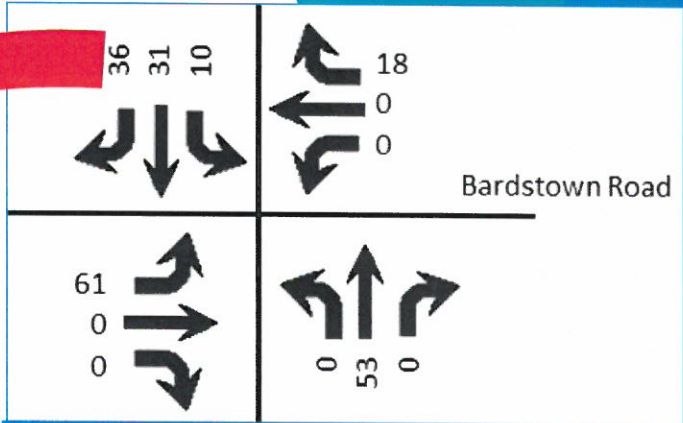
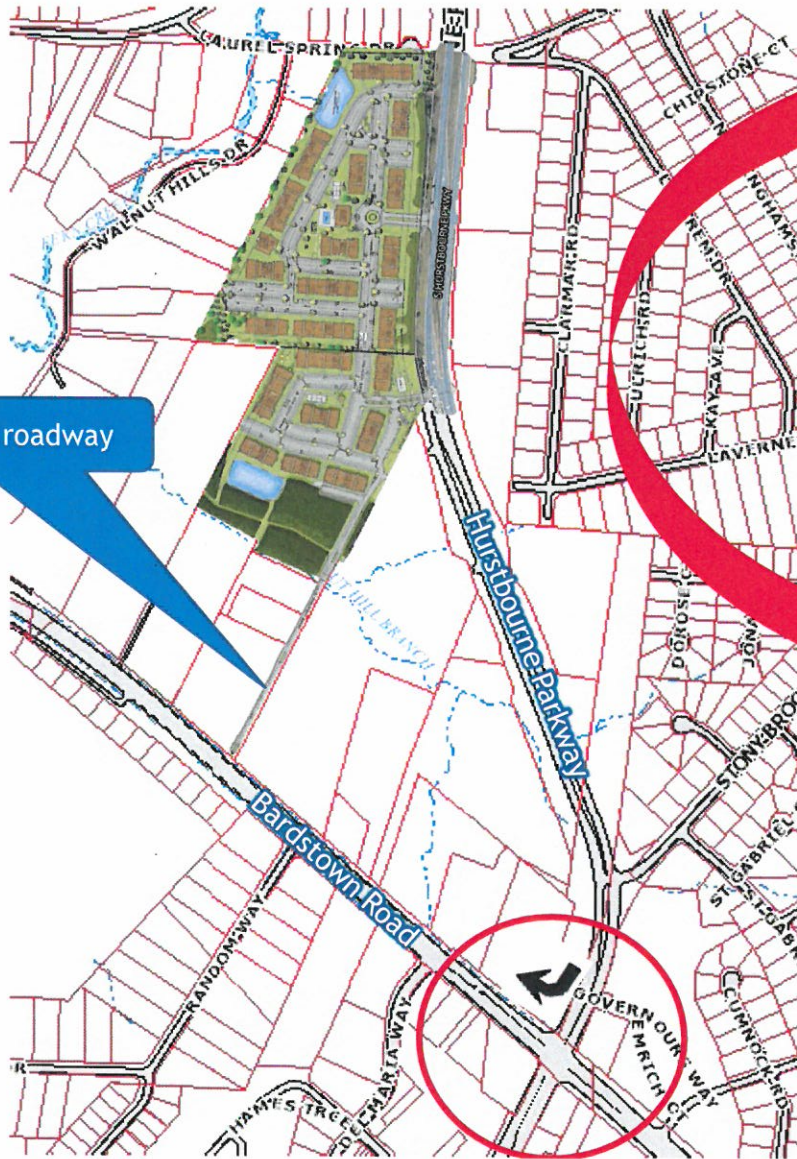
Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Hurstbourne Pkwy at Bardstown Rd	E 64.2	E 69.0	F 80.1	E 73.2	E 79.3	F 91.7
Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 111.9	F 93.2	F 107.9	F 111.9
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Approach	A.M.			P.M.		
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Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 111.9	F 93.2	F 107.9	F 111.9
Hurstbourne Pkwy Southbound	D 53.6	E 58.8	E 71.0	E 70.0	E 72.4	F 86.3
Bardstown Rd Eastbound	D 46.5	D 47.0	D 47.4	E 79.6	F 87.0	F 87.0

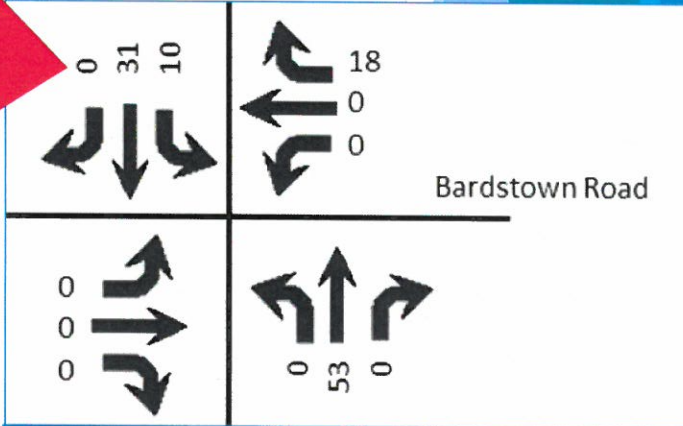
June 17, 2022 TIS without new proposed roadway

August 8, 2022 TIS with new proposed roadway

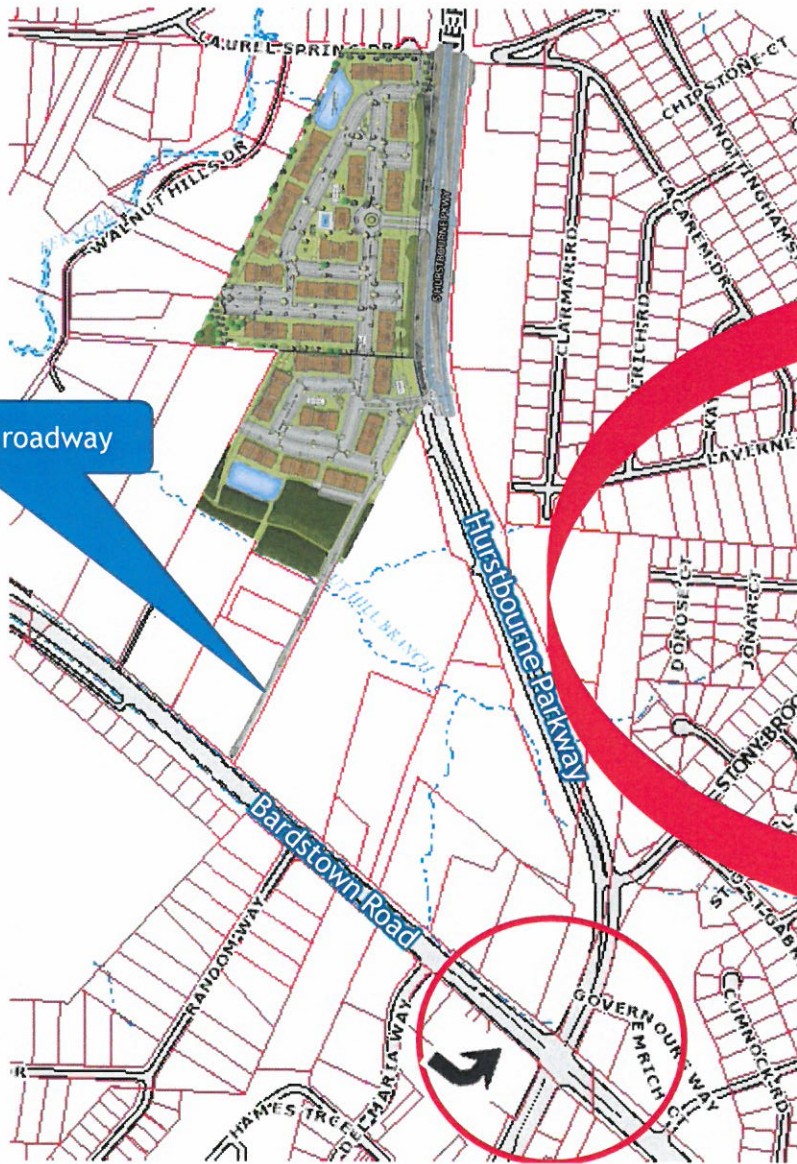
Proposed access roadway



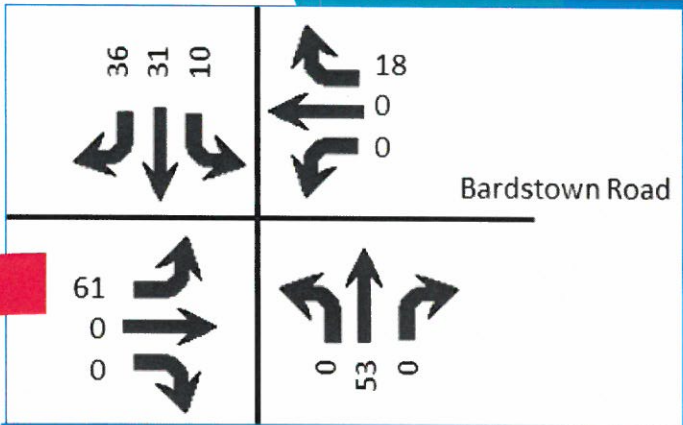
June 17, 2022 TIS without new proposed roadway



August 8, 2022 TIS with new proposed roadway



Proposed access roadway



June 17, 2022 TIS without new proposed roadway



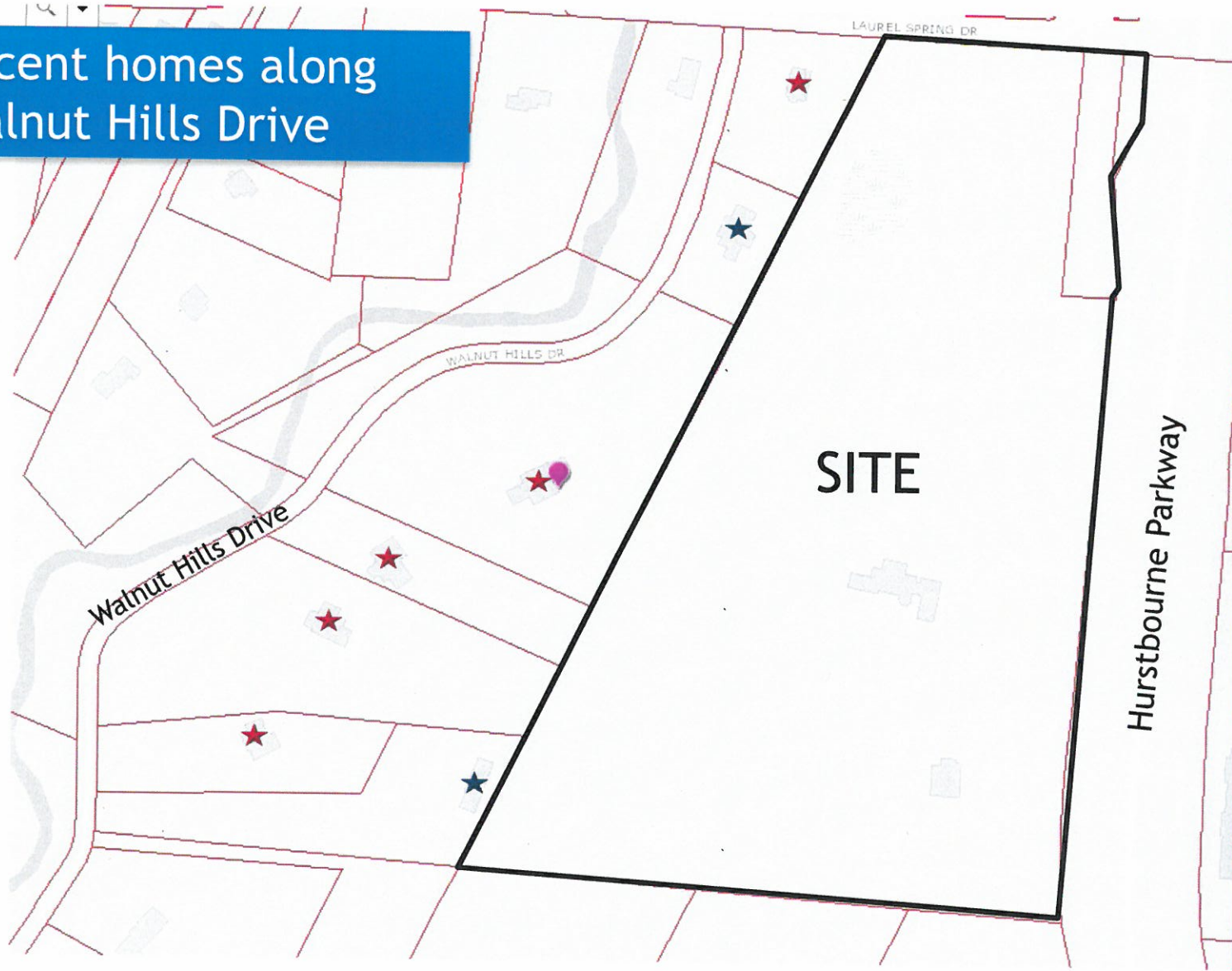
August 8, 2022 TIS with new proposed roadway

# Changes to address neighbor concerns along Walnut Hills Drive:

- Reduction in size of building #1
- Applicant shall install a 3 ft hedge at end of drive aisle parking lot at the southwest corner of development
- Building #10 split into two smaller buildings with one perpendicular to the west property line
- Reduction in height of buildings #8 and #9 along west property line
- 3 ft berm with 6 ft privacy fence added along west property line as shown

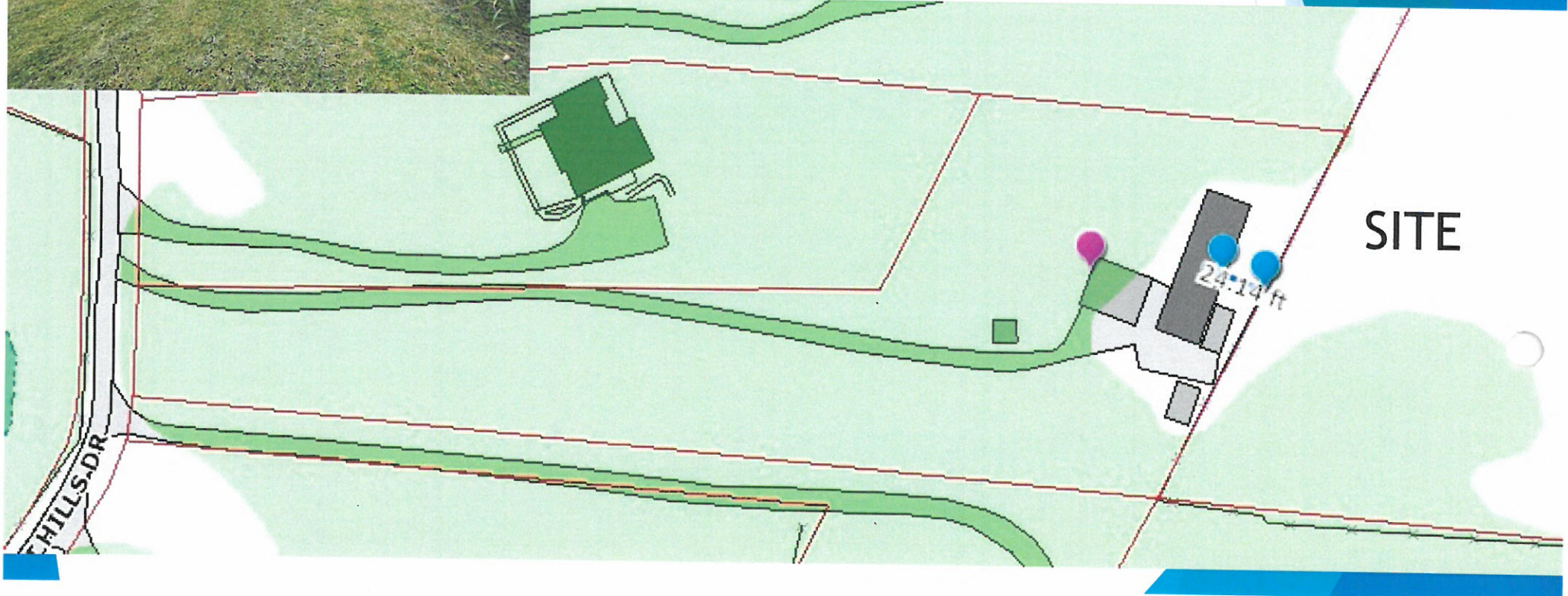


Adjacent homes along  
Walnut Hills Drive



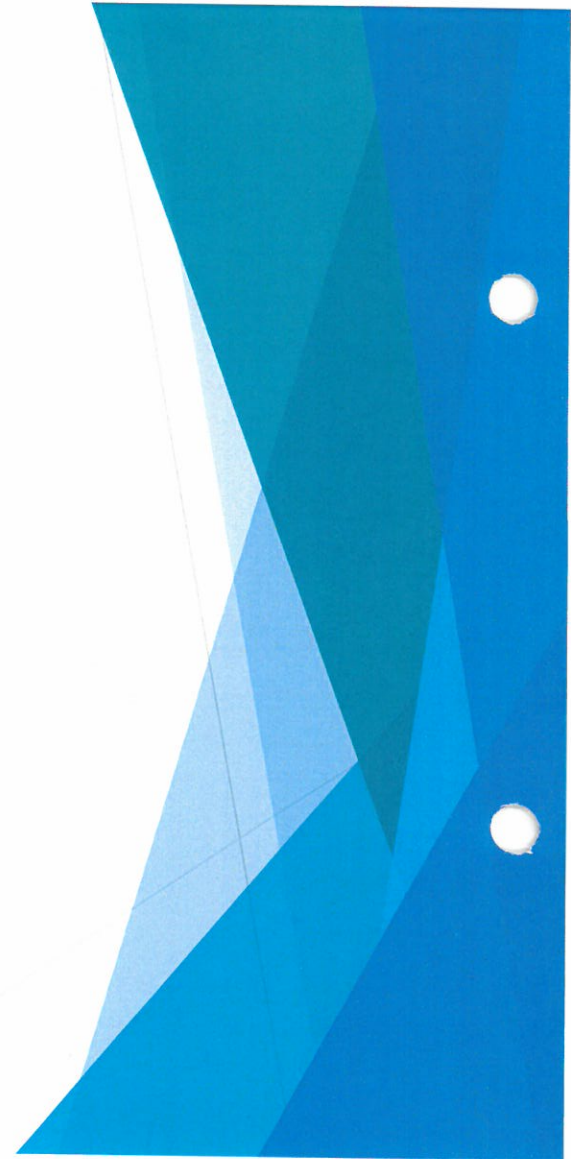


Madison Hicks  
4905 Walnut Hills Drive

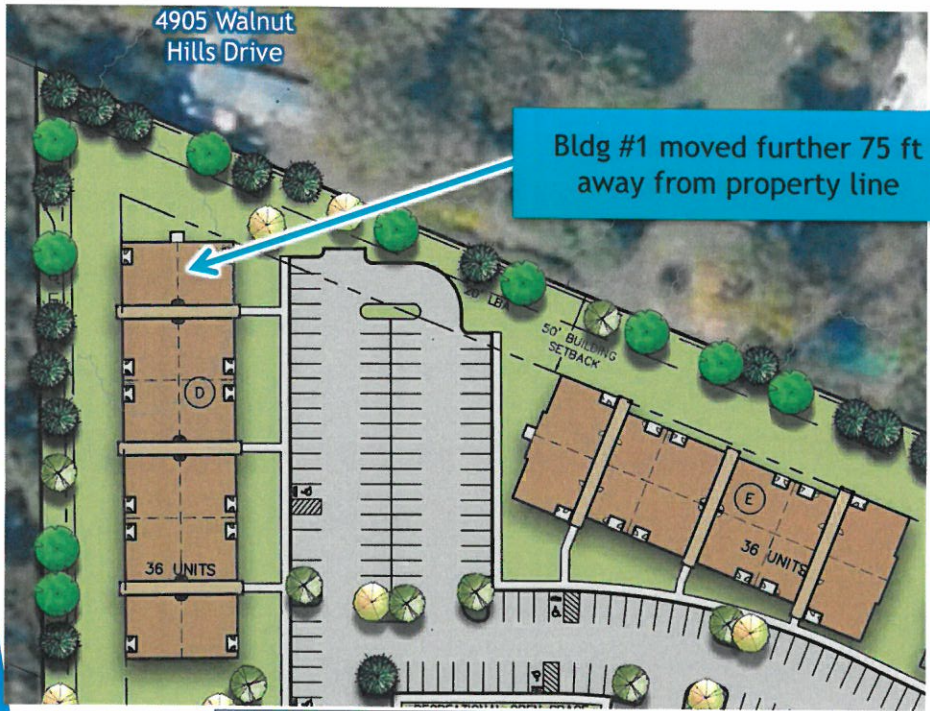




*Figure 1.4 - Projected view from backyard of 4905 Walnut Hills Dr vs current view.*



# SW corner of development



Original Proposed Plan

Bldg #1 moved further 75 ft away from property line

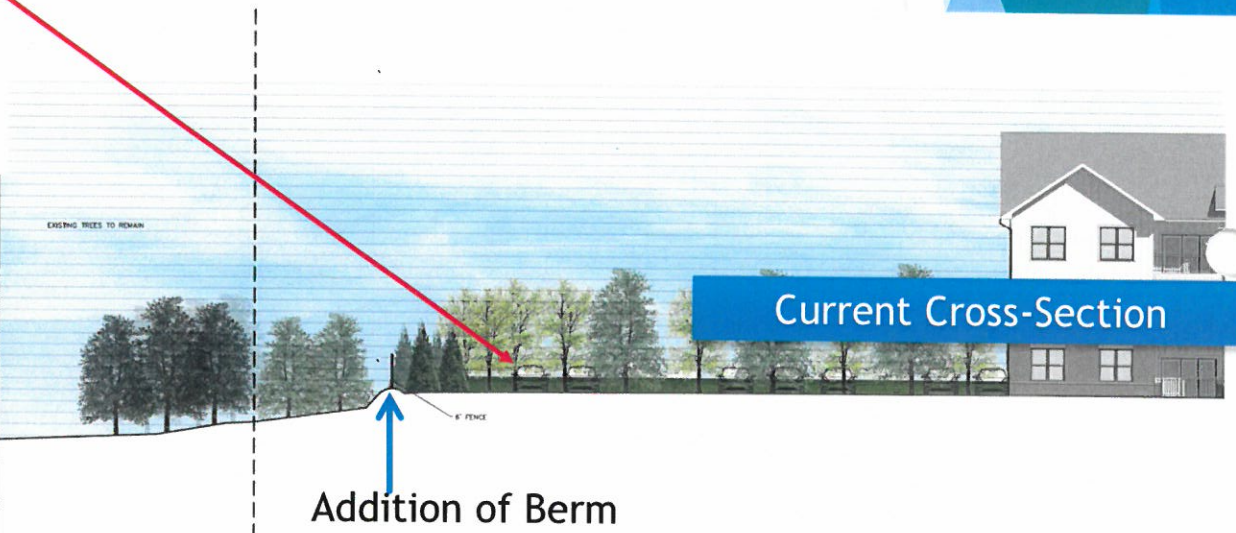
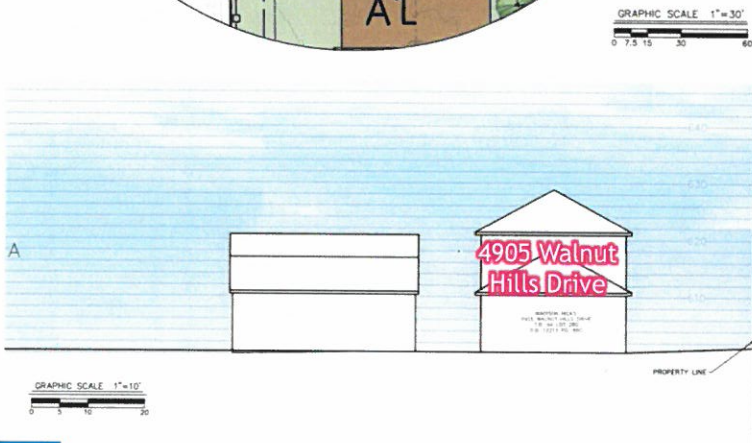
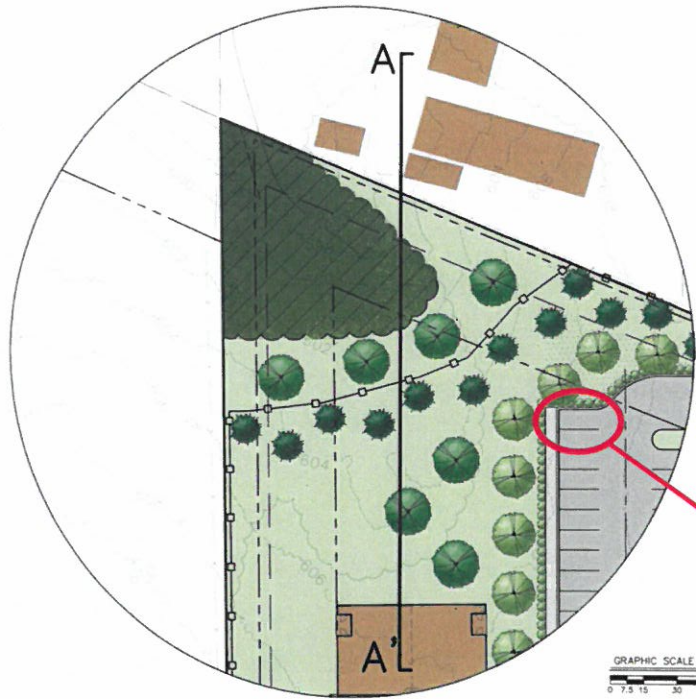
Tree preservation area added

Fence added



Current Proposed Plan

Proposed binding element: Applicant shall install a 3 ft hedge at end of drive aisle parking lot at the southwest corner of development.



Current Cross-Section

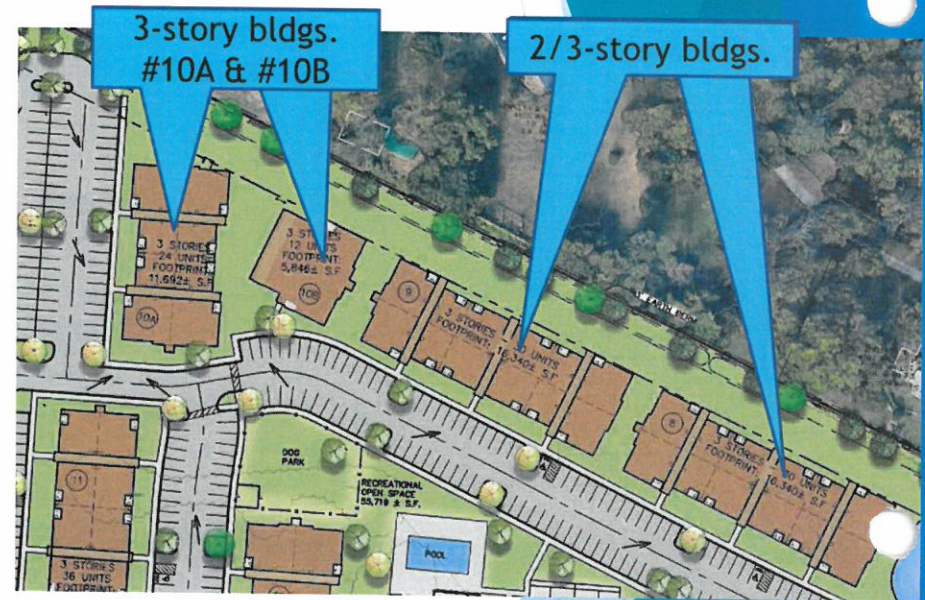
Addition of Berm and 6 ft Fence

## HEIGHT OF BUILDINGS ALONG WEST PROPERTY LINE:

Buildings #8 and #9 have been reduced to 2/3-story buildings rather than 3/4-story buildings, and building #10 has been split into two smaller buildings with one turned perpendicular as requested by neighbors.



Proposed Plan from LD&T Hearing



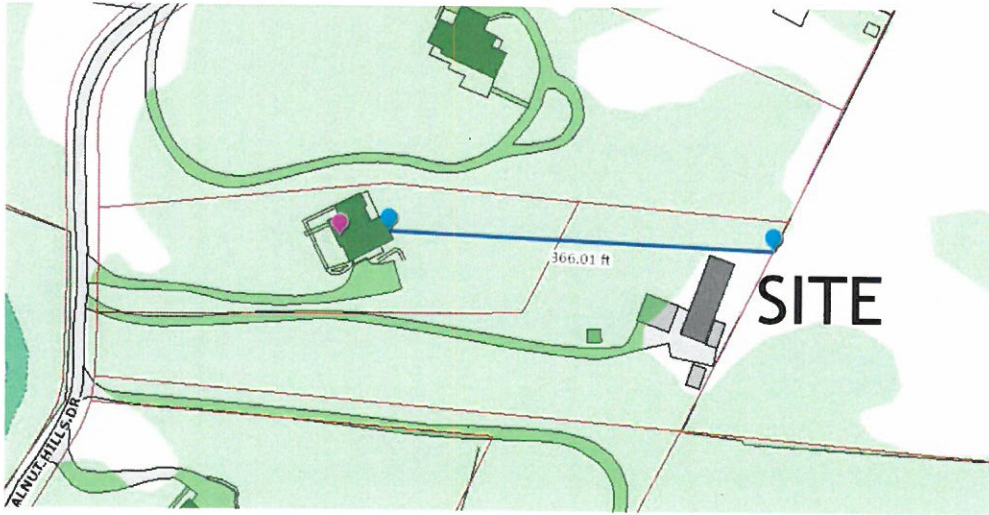
Current Proposed Plan

Reduction of 24 units from prior plan

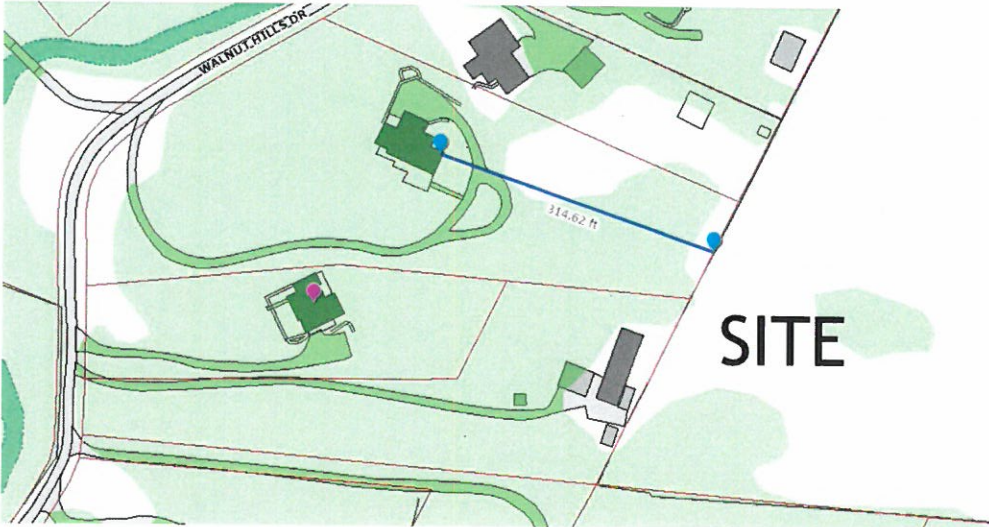
3 ft berm with 6 ft privacy fence added along west property line as shown.



Bob Gunter, 4903 Walnut Hills Drive



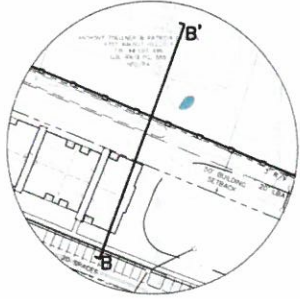
Bob Furlong, Jr., 4819 Walnut Hills Drive



William Gunter, 4811 Walnut Hills Drive

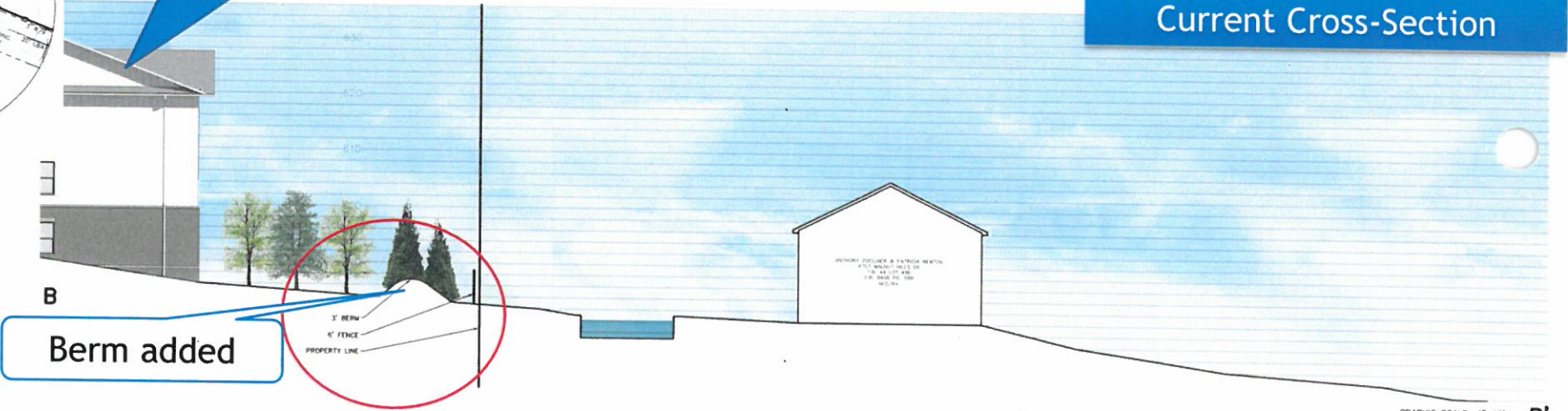






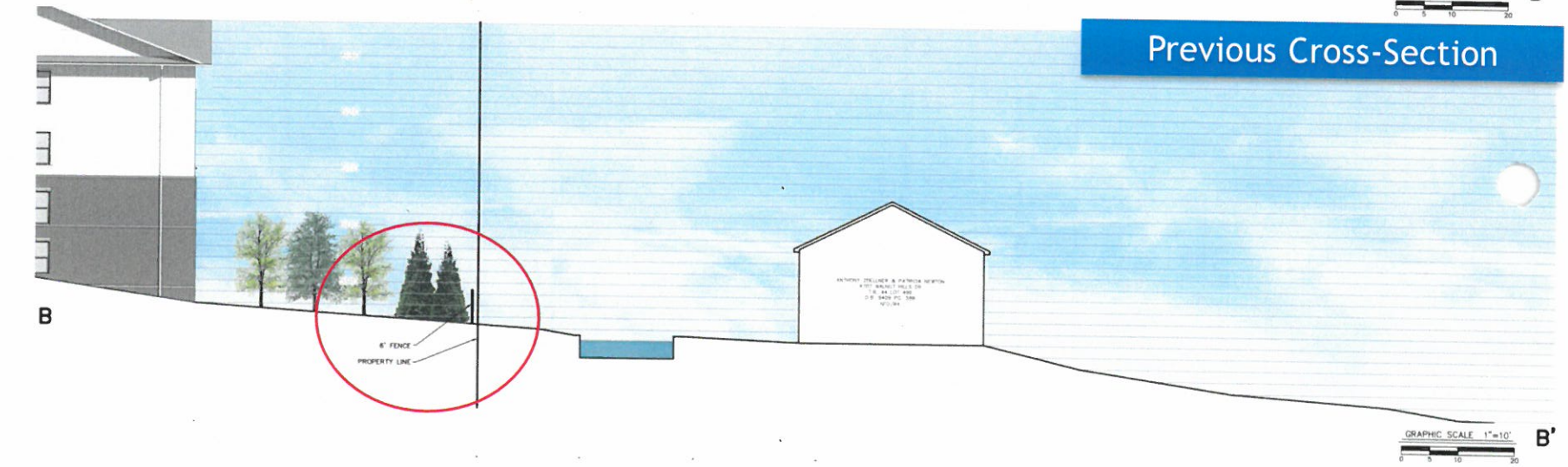
Bldg #8 reduced from 3/4-story to 2/3-story

# Current Cross-Section



Berm added

# Previous Cross-Section

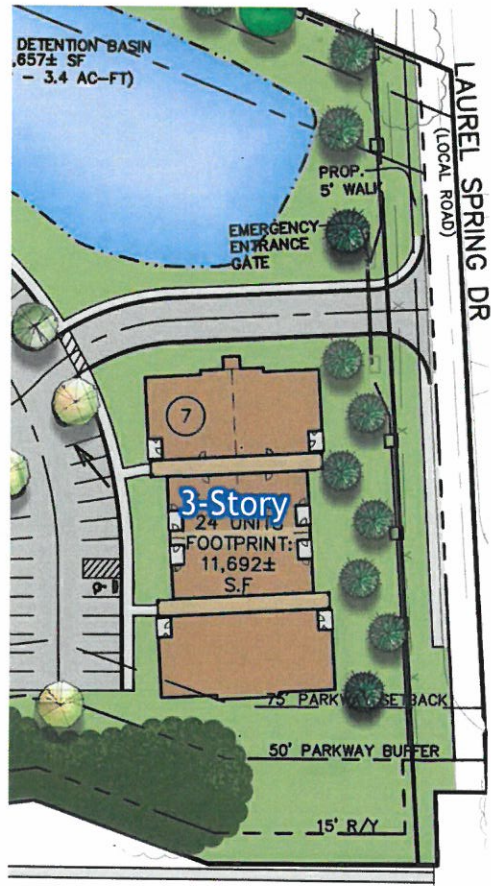


# Neighbor Concerns along Laurel Spring Drive:

- Height of buildings along Laurel Spring Drive property line.
- 3 ft berm with 6 ft privacy fence added along Laurel Spring Drive property line as shown.
- Preserve existing fencing and vegetation.



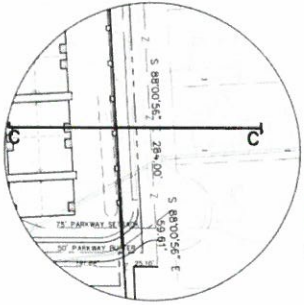
# Building along Laurel Spring Drive reduced from 3-story to 2-story.



Shown at the 10/13/22 LD&T

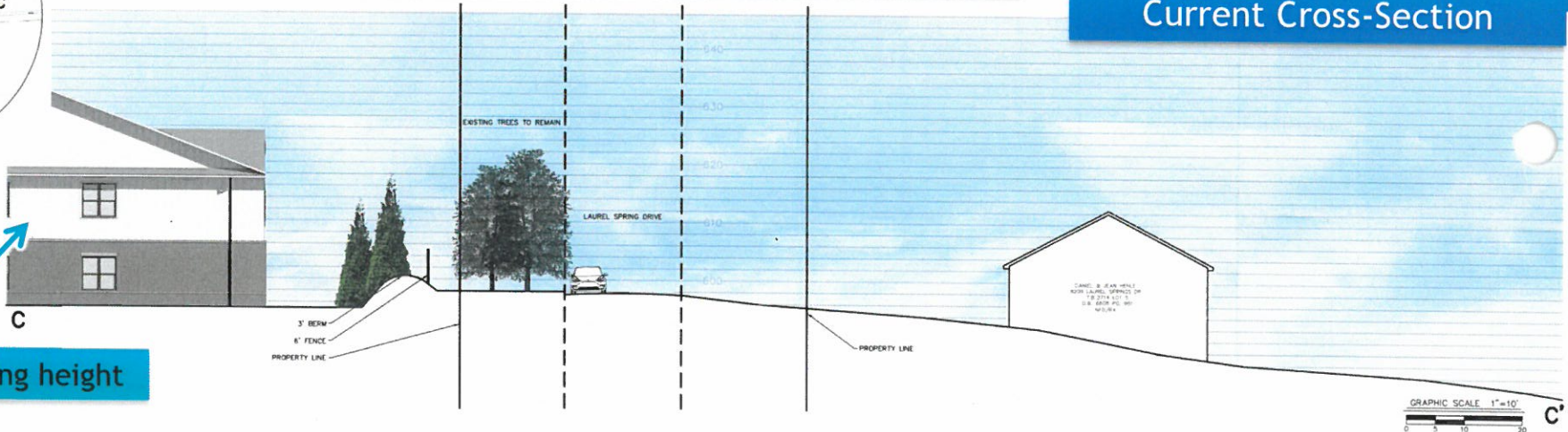


Current Development Plan



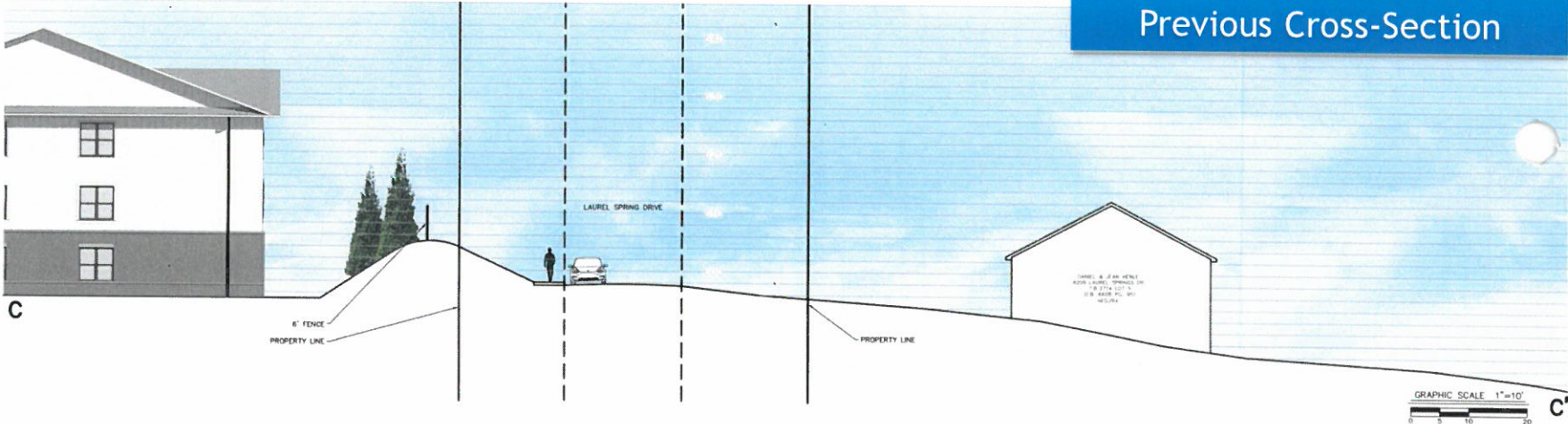
Connection to Laurel Springs Drive relocated to preserve existing fencing and vegetation

Current Cross-Section



Reduced building height

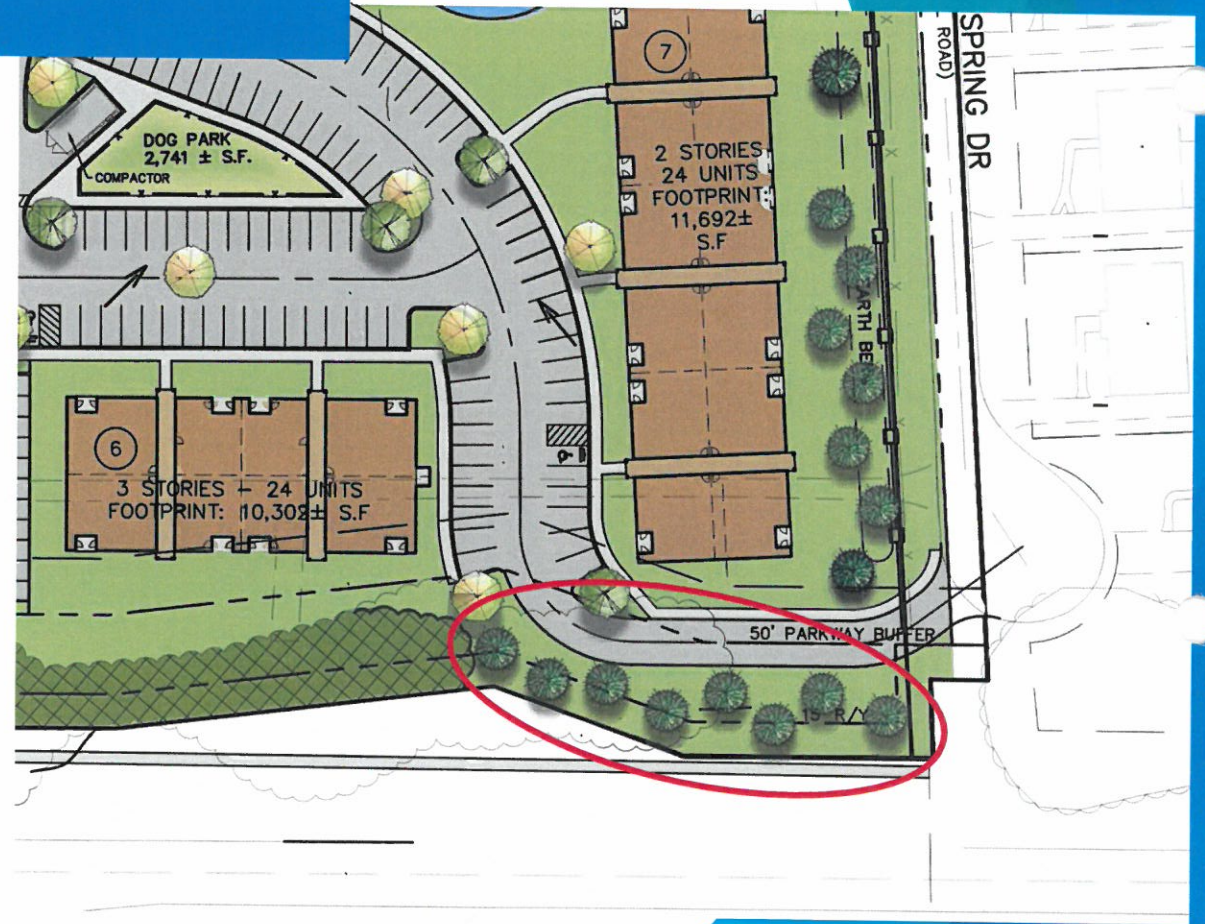
Previous Cross-Section



Applicant shall preserve the existing fencing and vegetation on Laurel Spring Dr.



Evergreen tree buffer added along the area of the  
Parkway Buffer Waiver  
4700 S. Hurstbourne Parkway  
#22-ZONE-0012



Proposed Elevations



Proposed Elevations





# Proposed Elevations



Proposed Elevations



# 3-story elevation

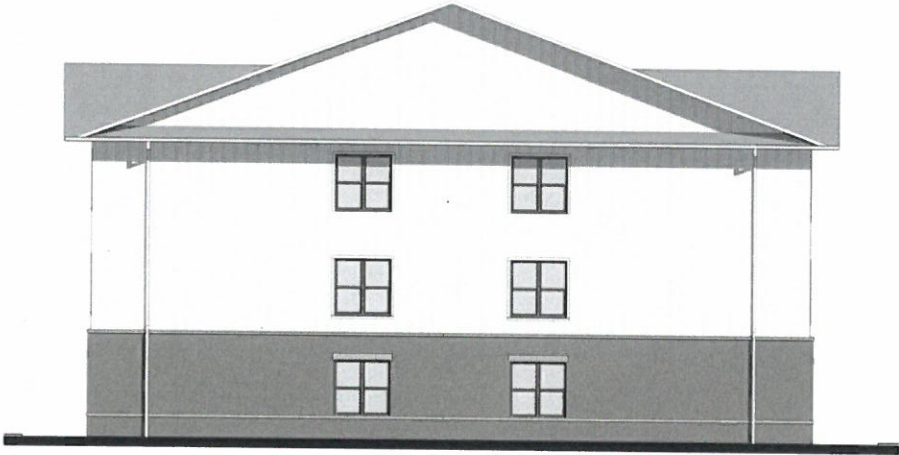


1 Front Elevation  
SD2.10 1" = 10'-0"

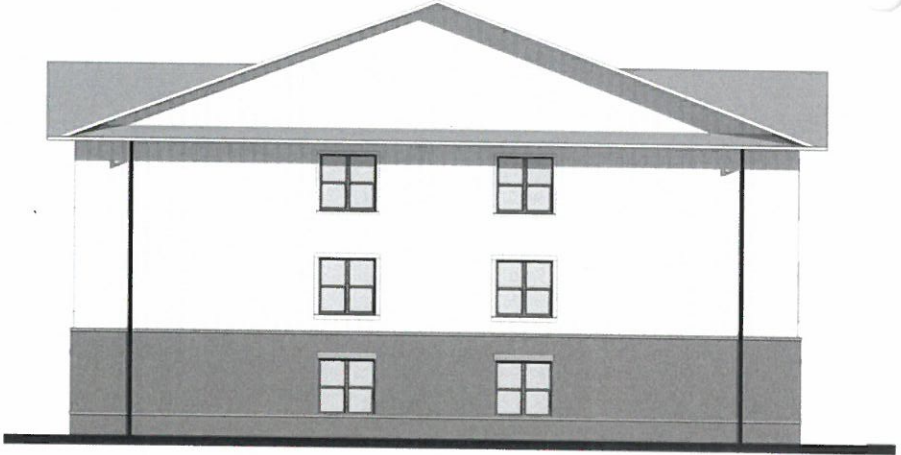


2 Rear Elevation  
SD2.10 1" = 10'-0"

3-story elevation

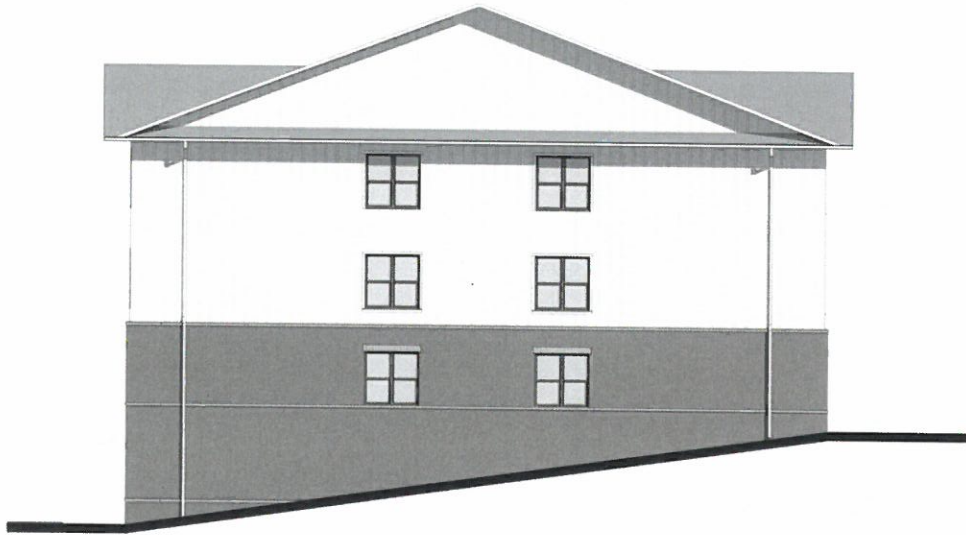


3 Left Elevation  
SD2.101 1" = 10'-0"

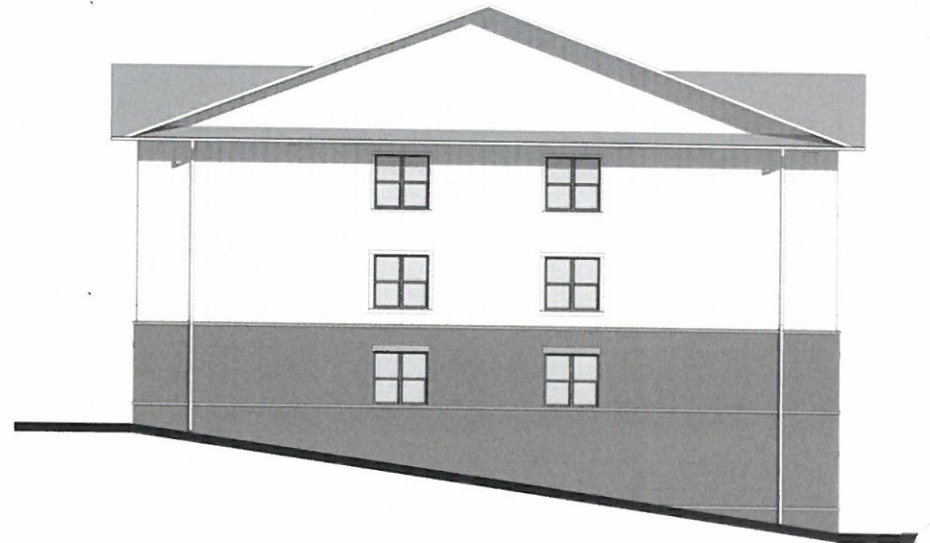


4 Right Elevation  
SD2.101 1" = 10'-0"

# 3-Story/4-Story Elevation



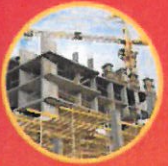
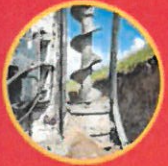
2 Left Elevation 3x4  
SD2.102 1" = 10'-0"



3 Right Elevation 3x4  
SD2.102 1" = 10'-0"

Story removed on Buildings 1, 8, 9

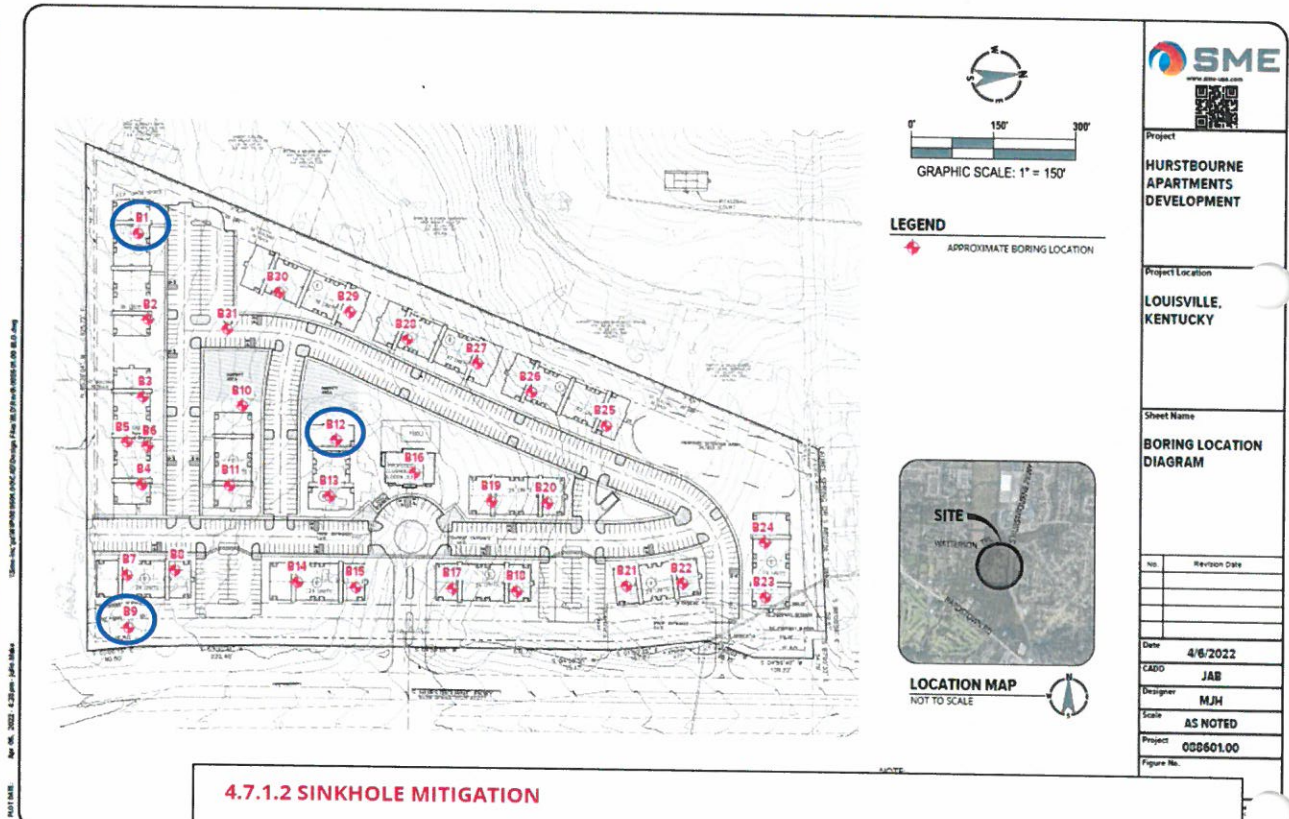




## GEOTECHNICAL EVALUATION REPORT

HURSTBOURNE APARTMENTS DEVELOPMENT  
LOUISVILLE, KENTUCKY

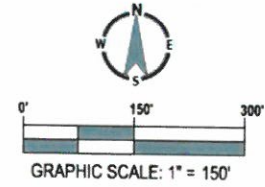
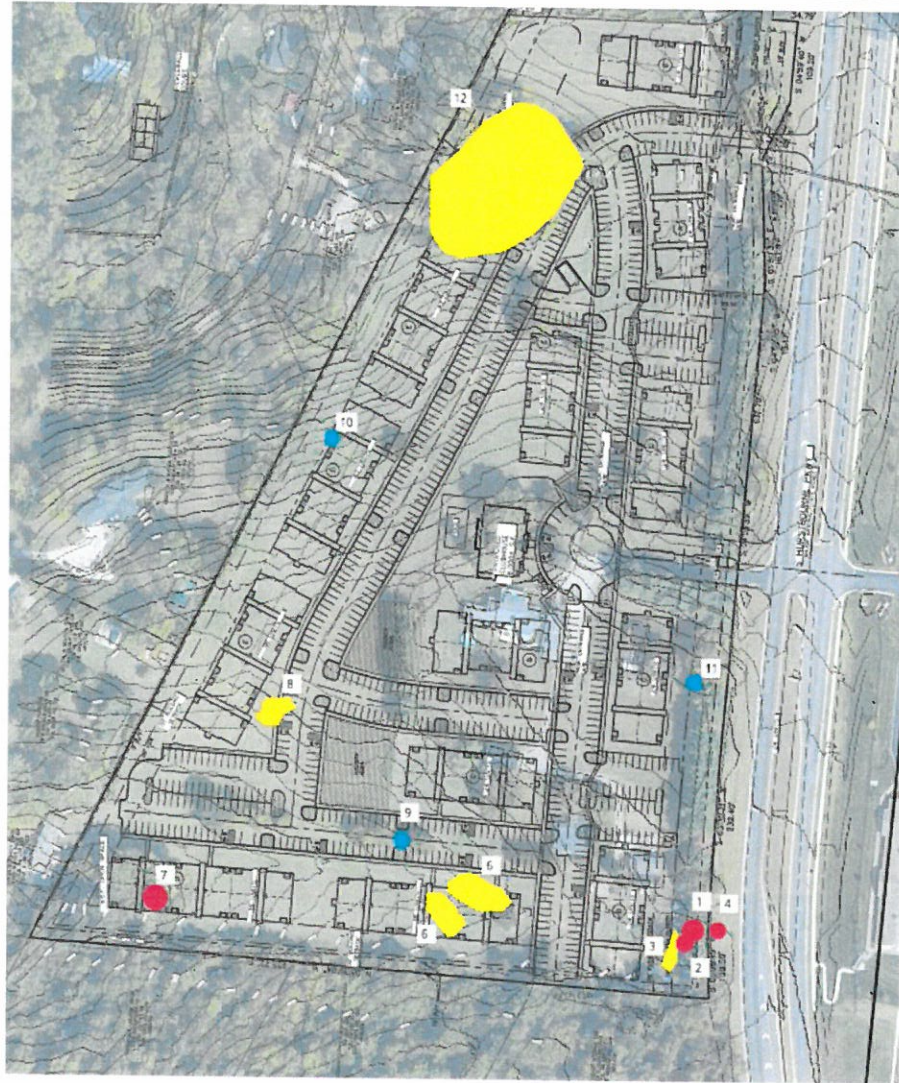
SME Project Number: 088601.00  
April 25, 2022



### 4.7.1.2 SINKHOLE MITIGATION

Identified sinkhole features located in or directly adjacent to proposed infrastructure (e.g., buildings or pavements) will require remediation prior to construction or placement of grade-raise fill (if anticipated). At minimum, sinkhole remediation is expected for the feature located in the building near the southwest corner of the site (near boring B1) and possibly near the location of boring B9. Furthermore, the subsurface void encountered in borings B12 and B12A will require remediation after further exploration of the feature.

Typical solutions for relatively shallow sinkholes include construction of graded inverted filters or reinforced concrete caps spanning the solution opening. Remedial solution development must be determined on an individual basis for each identified sinkhole or karst feature and pending additional evaluation and recommendations by SME. The appropriate solution will consider the proposed construction and the Owner's acceptable level of risk.



**LEGEND**

- APPROXIMATE LOCATION OF SUBSIDENCE AREA OR SUSPECTED DOLINE
- APPROXIMATE LOCATION OF IDENTIFIED SINKHOLE OR THROAT
- APPROXIMATE LOCATION OF CONDUIT OR ANIMAL BURROW



**LOCATION MAP**  
NOT TO SCALE

**NOTES:**

1. BASE DRAWING INFORMATION TAKEN FROM A PDF/DRAWING TITLED "PRE-APPLICATION/DETAILED DISTRICT DEVELOPMENT PLAN" PREPARED BY MINDEL SCOTT, DATED 11/29/202.
2. AERIAL IMAGE TAKEN FROM GOOGLE EARTH PRO WITH AN IMAGE DATE OF 09/02/2019.
3. KARST TOPOGRAPHY LAYOUT TAKEN FROM A PDF TITLED "KARST RECONNAISSANCE SURVEY" PREPARED BY SME, DATED 03/07/2022



Project  
**HURSTBOURNE APARTMENTS DEVELOPMENT**

Project Location  
**LOUISVILLE, KENTUCKY**

Sheet Name  
**IDENTIFIED KARST FEATURE OVERLAY MAP**

No.	Revision Date

Date  
**04/13/2022**

CADD  
**TPM**

Designer  
**WJH**

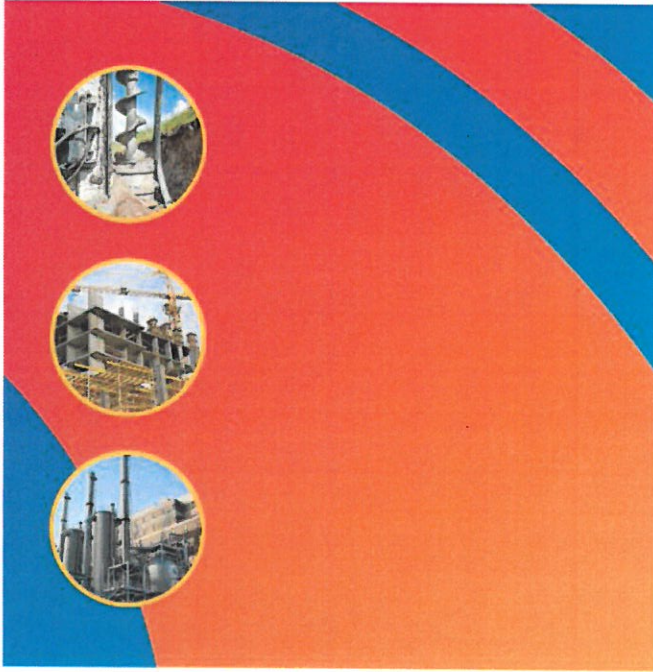
Scale  
**AS NOTED**

Project  
**000601.00**

Figure No.  
**2**

UNLESS NOTED, SCALE DIMENSIONS IS SHOWN FOR UP TO A 1/4" ARE ALL DIMENSIONS UNLESS OTHERWISE NOTED. THIS DRAWING SHALL BE USED WITHOUT THE PERMISSION OF SME. (03/2022)

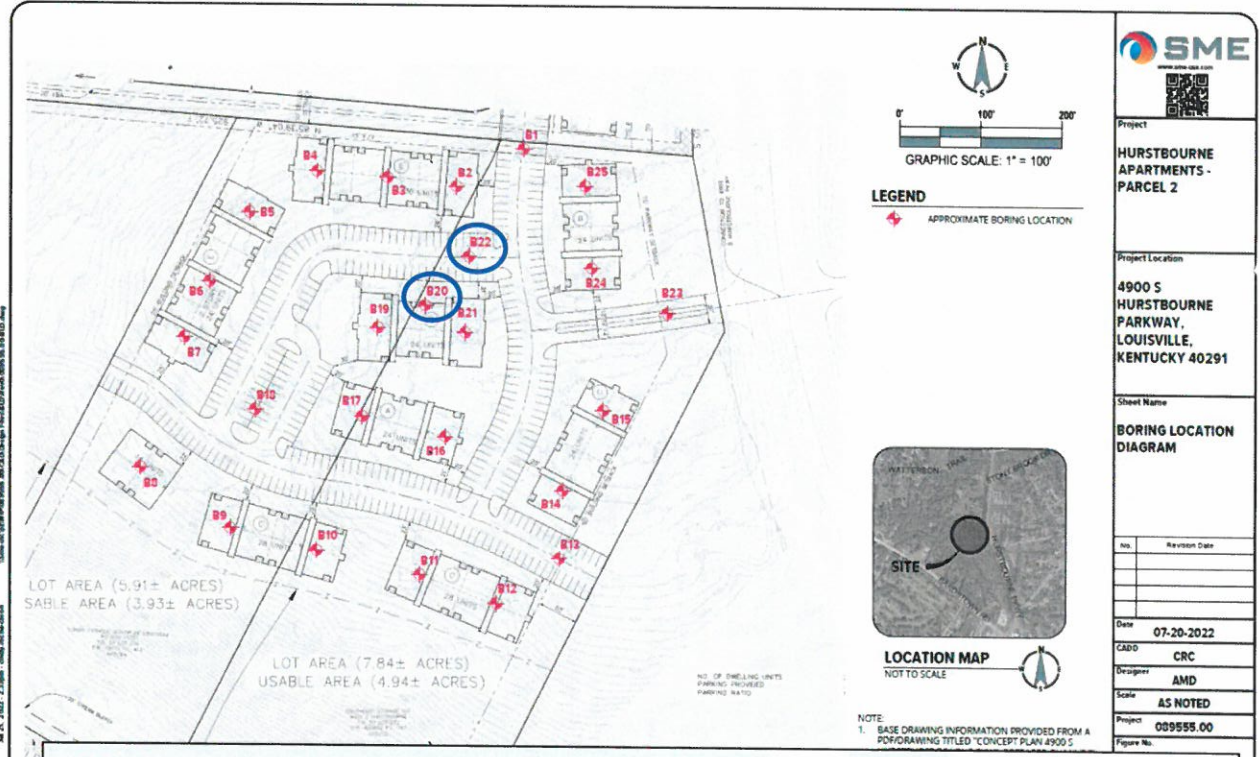




## GEOTECHNICAL EVALUATION REPORT

HURSTBOURNE APARTMENTS DEVELOPMENT - PARCEL 2  
LOUISVILLE, KENTUCKY

SME Project Number: 089555.00  
July 25, 2022



### 4.6.1.2 SINKHOLE MITIGATION

Identified sinkhole features located in or directly adjacent to proposed infrastructure (e.g., buildings or pavements) will require remediation prior to construction or placement of grade-raise fill (if anticipated). At minimum, sinkhole remediation is expected for the feature located in the proposed access drive (near borings B20 and B22).

Typical solutions for relatively shallow sinkholes include construction of graded inverted filters or reinforced concrete caps spanning the solution opening. Remedial solution development must be determined on an individual basis for each identified sinkhole or karst feature and pending additional evaluation and recommendations by SME. The appropriate solution will consider the proposed construction and the Owner's acceptable level of risk.