

#3

Hendrix, Steve

From: Scott <scott_myszka@yahoo.com>
Sent: Friday, May 15, 2015 10:07 AM
To: Long, Sherie; Hendrix, Steve
Subject: Springdale Automotive - Eastwood Facility

Dear Members of the Board of Zoning Adjustment:

I understand that Springdale Automotive is seeking to locate a facility in Eastwood next to the Eastwood Stove property. I am familiar with the area and have reviewed the proposed layout for the project. I understand that the facility will be set back from Shelbyville Road further than the zoning ordinance allows and that a variance is necessary.

While I support keeping developments to the requirements of the zoning ordinance, I feel that the proposed variance is justified and that the project will be a welcome addition to Eastwood. I hope you agree and that you will allow this new business to locate in Eastwood.

Thank you,

Scott Myszka
18404 Shallowford Lane
Louisville, KY 40245

Hendrix, Steve

From: grwirth@twc.com
Sent: Friday, May 15, 2015 10:40 AM
To: Long, Sherie
Cc: Hendrix, Steve
Subject: Case No. 15Variance 1014 - Springdale Automotive Eastwood, KY

Hello we are Gregg and Rachel Wurth.

We live on Ash Hill Drive in Ash Moore Woods.

With regard to the upcoming BOZA variance request and as a tax payer in the City of Eastwood, my husband and I want to express our approval for the new business facility located in the heart of Eastwood. Living in Ash Moore Woods for almost 9 years we have been disappointed with the lack of upkeep in Eastwood. We applaud new entrepreneurs willing to spend their money improving the unattractive Eastwood community. If BOZA will drive through the main corridor of the development, they would agree that it is unsightly and needs to be cleaned up. We welcome new development and new business to what we feel could be a booming area.

Further, we are disappointed in the Eastwood Village councils negative attitude toward developers that have attempted to come into Eastwood to improve the community i.e. Blacketer Company. The village council and BOZA NEEDS to be more lenient regarding waivers and variances. We understand that Eastwood is a difficult area to develop because of the lay of the land. Meeting all of the village councils criteria is virtually impossible given the elevation changes in the area. Let's face it, waivers and variances are in place to help developers overcome tough site conditions. The property next to the "stove company" is a tough site and it is for that reason waivers and variances should be granted. A new business such as Springdale Automotive will hopefully spark new growth and encourage others to come into Eastwood and build new, updated businesses.

We like the design and feel it will be a great asset to Eastwood.

We ask you to approve the variance.

Respectfully submitted,
Gregg and Rachel Wurth

Hendrix, Steve

From: Brian Wang <wang.brian@yahoo.com>
Sent: Friday, May 15, 2015 10:51 AM
To: Hendrix, Steve
Subject: Letter of Support

Dear Members of the Board of Zoning Adjustment:

I understand that Springdale Automotive is seeking to locate a facility in Eastwood next to the Eastwood Stove property. I am familiar with the area and have reviewed the proposed layout for the project. I understand that the facility will be set back from Shelbyville Road further than the zoning ordinance allows and that a variance is necessary.

While I support keeping developments to the requirements of the zoning ordinance, I feel that the proposed variance is justified and that the project will be a welcome addition to Eastwood. I hope you agree and that you will allow this new business to locate in Eastwood.

Brian Wang and Monica Li
18911 Ridgeleigh Ln, Locust Creek

Hendrix, Steve

From: Beth Henderman <henderman@twc.com>
Sent: Friday, May 15, 2015 10:29 AM
To: Hendrix, Steve
Cc: Long, Sherie
Subject: Case NO 15 Variance 1014 Springdale Automotive

May 15, 2015

To: Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)
cc: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I am a residence of Eastwood, Ky. and look forward to new commercial development in Eastwood that follows Cornerstone 2020 Guidelines and the *Eastwood Neighborhood Plan* with development that doesn't require granting variances and waivers. I agree with the Staff Conclusions to **not support** the request to grant the variance to allow the Springdale Automotive proposed building to exceed the 25 foot setback, and **to not support** the request to grant the waiver to allow parking in the front of the building.

The *Eastwood Neighborhood Plan*, which is part of the Cornerstone 2020 Plan and is a legal document was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road and says new entrances onto Shelbyville Road should be minimized.

The proposed Springdale Automotive new entrance onto Shelbyville Road, which is within 200 feet of Johnson Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). Recently an accident occurring between a school bus, car, and truck on April 22, 2015 at 6:50am. On Thursday May 14th a fatal accident near this area, Valhalla, closed US 60.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize the existing entrance to maintain the village character of the area.

In conclusion, as a resident of Eastwood, I concur with the Staff Report and am asking that BOZA **not grant** Sprindale Automotive approaval to build a new buisness with the requested Waiver and Variances as set out in their May 19, 2015 proposal.

#3

Hendrix, Steve

From: Donna Drake <donnaakeithdrake@yahoo.com>
Sent: Friday, May 15, 2015 9:56 AM
To: Hendrix, Steve
Subject: Springdale Automotive

Sent from Donna's iPhone

Begin forwarded message:

From: Karen Shelton <z24karen@aol.com>
Date: May 15, 2015 at 9:37:50 AM EDT

Dear Members of the Board of Zoning Adjustment:

I understand that Springdale Automotive is seeking to locate a facility in Eastwood next to the Eastwood Stove property. I am familiar with the area and have reviewed the proposed layout for the project. I understand that the facility will be set back from Shelbyville Road further than the zoning ordinance allows and that a variance is necessary.

While I support keeping developments to the requirements of the zoning ordinance, I feel that the proposed variance is justified and that the project will be a welcome addition to Eastwood. I hope you agree and that you will allow this new business to locate in Eastwood.

EASTWOOD VILLAGE COUNCIL (EVC) EXECUTIVE BOARD'S COMMENTS
REGARDING THE REQUEST FOR VARIANCE/WAIVERS
FOR SPRINGDALE AUTOMOTIVE – EASTWOOD

Case No: 15Variance 1014

May 18, 2015

RECEIVED
MAY 13 2015
PLANNING &
DESIGN SERVICES

INTRODUCTION:

According to Cornerstone 2020 Eastwood is one of four designated villages in Jefferson County and one of the two that are unincorporated. Located in rural Jefferson County with a village center surrounding Shelbyville Road and near the new Beckley Creek Park, Eastwood is poised for significant commercial and residential growth. In order to address how the residents of Eastwood envision Eastwood's growth, the Eastwood Neighborhood Plan was developed. Using a public input process, the plan was developed and approved by Louisville Metro Council in 2005 which resulted in the formation of the Eastwood Village Council, as the advocacy organization for Eastwood village styled growth.

The Eastwood Neighborhood Plan includes recommendations for how to guide Eastwood's development as a thriving village. The plan's recommendations are consistent with village center goals and growth as identified throughout the United States. The national village center goals are reflected in the Eastwood Neighborhood Plan where "land use recommendations are intended to promote and reinforce a consistent and active pedestrian-oriented environment servicing the adjacent residential neighborhoods" by:

- providing sidewalks with pedestrian access points
- locating parking areas behind buildings
- incorporating building facades that are consistent with traditional town character and are oriented toward pedestrians and the public.

Specifically the plan's recommendations inform the Eastwood Village Council and permitting entities, how to respond to any variances and waivers to the village form district and by potential developers of Eastwood property and specifically in response to the variances and waivers requested for the proposed Springdale Automotive business in Eastwood. The recommendations in the Eastwood Neighborhood Plan that relate to the requested variance and waivers by the Springdale Automotive property owners include:

Land use recommendation #2: "Restrict future commercial zoning along the Shelbyville Road corridor, east of Eastwood Village boundary to the Jefferson County line and west through the Floyd's Fork Overlay District.

Land use recommendation #6: "Initiate an area-wide rezoning process to change the zoning of the existing M-2 properties within the village center to C-1....." eliminates visual blemishes referenced in the text of the plan.

15VAR1014

Land Use Recommendation #7:“Ensure any new roadways reflect the pattern and character of the existing roadway system and minimize impacts to existing tree lines and natural features.”

Land Use Recommendation #11:“Respect and enhance the existing mix of historic design styles and encourage both restoration and adaptive re-use to maintain the character of the area; Incorporate elements of nearby historic buildings in new construction; promote careful building material selection.”

Land Use Recommendation #12: “.....for Shelbyville Road, coordinate site furnishings, lighting, transit stop design, and landscaping.”

Land Use Recommendation #13: “....link future pedestrian trail connections when part of new development.....”

Village Center Design Standards:Require new buildings to incorporate design features that are compatible and consistent with existing buildings to maintain the existing character of Eastwood; **Exterior building materials shall consist primarily of wood, brick and stone and shall incorporate design features of traditional village character such as paned windows.....**”

Shelbyville Road Village Center Design Standards.....: Minimize new entrances onto Shelbyville Road through the use of shared entrances and service drives where feasible; Promote cross access between compatible uses and use alleys and service drives for vehicular access to sites to promote rural atmosphere created by landscape setbacks and buffers along Shelbyville Road; Designate pedestrian crossings at major intersections for safe connections across Shelbyville Road to provide pedestrian access to areas of the Village Center on both sides of Shelbyville Road.....; **Do not permit parking between buildings and Shelbyville Road frontage**; Design buildings with more than one front façade to address frontage along Shelbyville Road as well as internal frontage served by rear or side access to parking as well as pedestrian cross-connections.....”

Mobility Recommendations:Require sidewalks for all development within the Village Center to promote walking as a viable alternative.”

Recreational/Open Space Recommendations: Emphasize pedestrian connections between parks, open space and civic uses through sidewalks and greenways.....”

KY Model Local Access Managemnt Ordinance: Using Table Two guidelines for driveway and corner offsets as well as the traffic requirement to stop before a left turn onto north Johnson Road can occur, functionally makes the Shelbyville Road, Johnson Road a signaled intersection due to the required stop necessitating the corner and driveway spacing to exceed 300 feet which does not occur in the current plan.

The entire Executive Summary of the Eastwood Neighborhood Plan is attached as reference for the above quotes and includes a map identifying the particular boundaries for areas used in the quoted recommendations. BOZA already has for its review the KY Model Local Access Ordinance.

RECEIVED
MAY 13 2015
PLANNING &
DESIGN SERVICES

SUMMARY:

Based on the proposed plans submitted for BOZA review for May 18, 2015, the **Eastwood Village Council does not agree with granting the requested variance/and three waivers** requested for the development of the Springdale Automotive facility in Eastwood, based on the Eastwood Neighborhood Plan recommendations listed above and for the following reasons:

Variance: Setback

- a) the entry point "cut" off Shelbyville Road is **unsafe** and may add to the already high accident rate of 32 accidents in the last two years with 7 accidents categorized as injury accidents; the cut is less than 190 feet to Johnson Road and is in direct conflict with a recommended guideline issued by the state transportation department relative to cuts proximate to intersections on highways and proximity to nearby driveways for a road like Shelbyville Road at a speed of 45 mph; left turns onto Johnson Road will stack traffic traveling east while a left turn into the proposed new front entrance will stack traffic across the nearby intersection causing gridlock;
- b) the existing single family residence (16119 Eastwood Cut-Off Road) will remain at the rear of the proposed new building, without a garage and porch and with only one designated parking space making it virtually **unusable property for rental use**;
- c) the proposed building will be within 25 feet of the existing residence at 16115 Eastwood Cut-Off Road and will cause a **noise nuisance and a hazard** with the vehicles to be serviced entering and exiting the 2-service bays proposed within new building from Eastwood Cut-Off Road – based on the estimate 15 car daily service capacity, there will be **over 120 new trips into and out of the proposed front and back entrances of the building** with 60 trips due to vehicle pick up and delivery and 60 for movement between the front and service bays with additional traffic due to parts deliveries, wrecker deliveries and distribution center activity, increasing significantly vehicle/pedestrian interaction and decreasing adjacent business activity due to vehicular orientation of the business;
- d) locating the proposed new building approximately 148 feet from the front yard setback, will position it **behind and above the existing Eastwood Stove Shoppe** whose roof apex is approximately **only 23 feet high**.
 1. Lot shape and topography do not support **this size building** with other Springdale Automotive facilities demonstrating multiple bays and the same size or even smaller in sq. ft. dimension as follows; 6 bay – 3,854, 7 bay – 3,097, 10 bay- 5,544, 16 bay-9438 (see attached property photo's).

2. Provisions of the regulations related to village center property development existed and were known **prior to the (new owner) applicant's purchase** of this property within the last two years;
 3. Circumstances are the result of actions of the applicant. Other business owners (Zora's at the NE side of the intersection of Johnson Road and Shelbyville Road) **were required to redesign their building and position it** on property to comply with the setback requirements despite the similar grade to the proposed design for Springdale Automotive.
- e) the current owners were aware of the Eastwood Neighborhood Plan and the development recommendations for Eastwood prior to the purchase of the property, as they were members of the Eastwood Village Council.

Waiver #1: Parking Location

- a) the Eastwood Neighborhood Plan as quoted in the above references, specifically identifies parking should not occur between a building and Shelbyville Road. The adjacent property (Eastwood Stove Shoppe) has parking **beside the building** and not in front; the property across the street (Kentuckiana Auto Sales) is **not the established pattern to be promoted for new commercial development**. The new property across the street and to the east, Zora's, has similar property topography yet managed to locate parking behind its storefront. The Eastwood Neighborhood Plan references "visual blemishes" as exemplified by properties on the north side of Shelbyville Road, existed prior to the creation of the Neighborhood Plan. The guidelines listed in the introduction to this response were developed in the Eastwood Neighborhood Plan, to discourage new Shelbyville Road cuts especially in the village center where pedestrian/vehicle engagement significantly occurs;
- b) the Cornerstone 2020 references cited by Staff are intended to ensure compatibility of all new development with the scale and site design of nearby **existing development that complies with the Cornerstone 2020**; using non-compliant existing development to justify continued non-compliance of new development will **circumvent the intent of Cornerstone 2020 and the Eastwood Neighborhood Plan; Zora's is a recent development in the village and an example of new development that complies with Cornerstone 2020 and the Eastwood Neighborhood Plan.**
- c) the proposed 3 foot masonry wall and a berm **will not buffer the view of the parking lot**

Waiver #2 Sidewalks – withdrawn

Waiver #3: Pedestrian Connection

The Eastwood Village Council **agrees with the staff report recommendations emphasizing that the Eastwood Neighborhood Plan very specifically encourages pedestrian activity in the village center discouraging vehicle/pedestrian interaction as indicated:**

- a) The waiver adversely affects adjacent property owners since the Eastwood Neighborhood plan supports "sidewalks for all developments within the Village center to promote walking as a viable alternative."
- b) Cornerstone 2020 is violated along with the Eastwood Neighborhood Plan both of which support and promote the concept of a walkable communities for a village form districts and particularly for village centers.
- c) There are no physical restraints limiting pedestrian connectivity.
- d) No extra design measures have been incorporated in the plan to mitigate the need for pedestrian connection to or from the property.

Waiver #4: Landscape Buffer Encroachment

- a) EVC **disagrees with staff** that the encroachment retaining wall is necessary. Parking is not to be allowed in front of buildings built in the village center and the purpose of the retaining wall is to accommodate parking, so the retaining wall should not be a requirement for the development of the property.
- b) EVC **disagrees with staff comments** that a retaining wall should be allowed for parking allowing the removal of existing vegetation. Additionally the removal of vegetation will create unnecessary runoff volume and velocity in an area already prone to flooding as well as at the headwaters of Floyd's Fork. The nearby property while not developed now will become affected by the retaining wall and the removal of vegetation it causes.
- c) EVC **disagrees with staff** comments in that parking should not be allowed in front of the building as per the Eastwood Neighborhood Plan;
- d) EVC **agrees with staff** comments and furthermore, **the sloping lot and the development challenges the property presents, were known prior to the applicant's purchase of this narrow parcel** of land and therefore the pre-existing conditions **should not be allowed to be the justification** that the strict application of the regulation would deprive the applicant of the reasonable use of the land or create an unnecessary hardship on the applicant. The property was formally successfully used as rental property, so an automobile service facility is not the only use for the property zoned as C1.

STAFF CONCLUSIONS

EVC **agrees with the staff conclusion** and requests the Board of Zoning Adjustment not approve the applicant's request for variance and waivers due to the specific

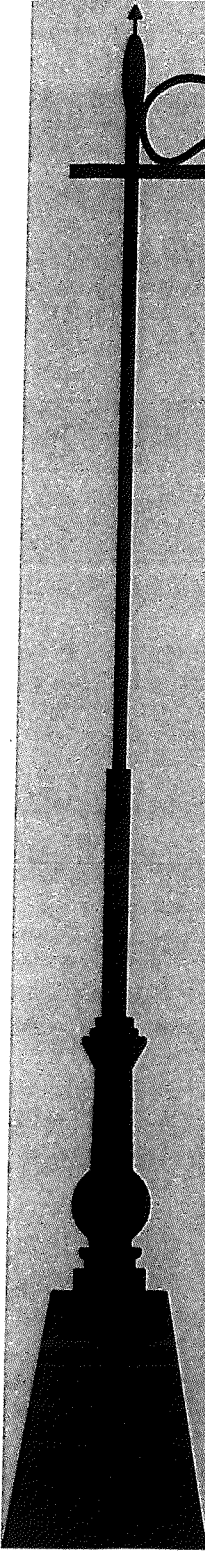
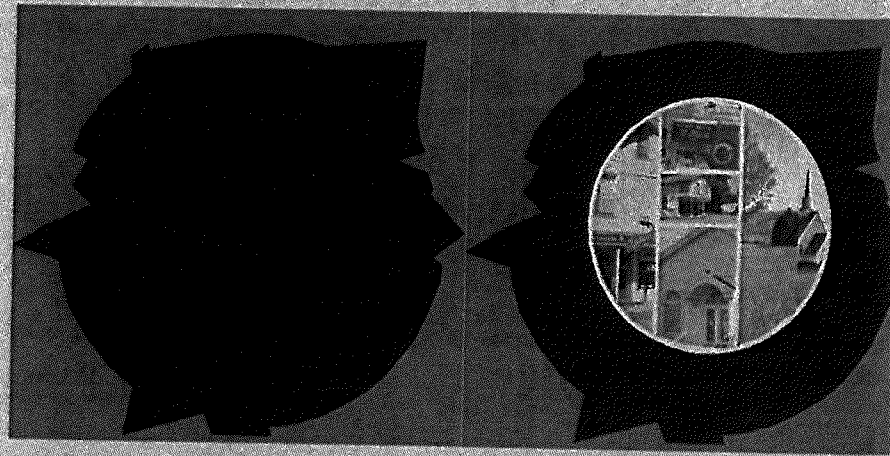
RECEIVED

MAY 15 2015
PLANNING &

recommendations included in the Eastwood Neighborhood Plan and in support of village form district styled development in Eastwood's Village Center.

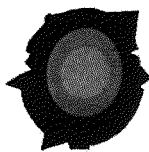
Eastwood Neighborhood Plan

EXE



•Louisville, K

RECEIVED
MAY 13 2015
PLANNING &
DESIGN SERVICES



Acknowledgements

Councilman Hal Heiner
H. Stephen Ott, Legislative Assistant

Eastwood Neighborhood Task Force

Matthew Gardiner	Greg Nickels
Joseph Henning	John Powell, Jr.
Pamela Holbrook	Joseph Pusateri
Bob Marrett	Sarah Snyder
Joseph "Ron" Medley	Roger Whitehead (Advisory M

Planning & Design Services

Ken Baker, Planning Supervisor
Steven Sizemore
Chris French

Gresham, Smith & Partners

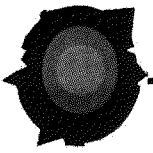
Planning Consultant

Special Thanks To:

Donna M. Neary, Historical Consultant
Elite Homes, Inc.



RECEIVED
MAY 15 2015
PLANNING &
DESIGN SERVICES



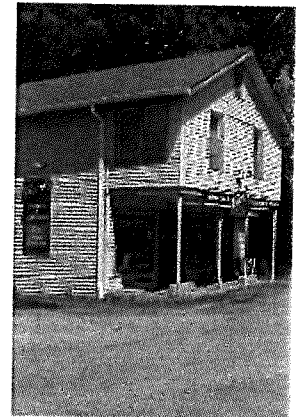
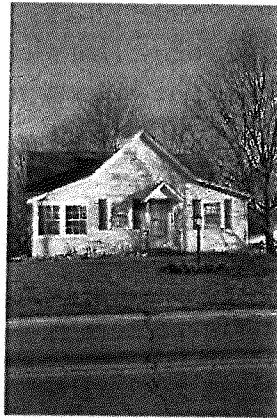
Vision Statement

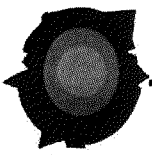
In the year 2020, Eastwood has become a model for the “village” pattern of development. The area now consists of a well defined, inviting Village Center consisting of neighborhood serving retail, office, multi-family, and multi-family uses within walking distance of surrounding farms, parks, open space, and planned development.

Auto-oriented uses found along Shelbyville Road have been successfully blended with the historic, cultural, and scenic resources. The Village Center consisting of neighborhood serving retail, office, multi-family, and multi-family uses within walking distance of surrounding farms, parks, open space, and planned development now serves as an asset to the community through well planned improvements and opportunities for alternative transportation modes (bicycles, transit).

Development standards put in place years earlier have helped maintain Eastwood’s unique characteristics and create a special sense of place. Design standards have protected historic structures and reinforced Eastwood’s historic character. Appropriate oversight of both sets of standards by a business owners has balanced goals for both growth and preservation.

In the year 2020, the Village of Eastwood has distinguished itself as a community of the future by





EXECUTIVE SUMMARY

Introduction

The Eastwood neighborhood is located near the Shelby County line in eastern Louisville Metro. The neighborhood is generally viewed as the area radiating from Eastwood Cut-Off Road where it intersects with Shelbyville Road. The boundaries of the neighborhood are loosely formed by Valhalla Country Club to the west, Polo Fields subdivision to the north, and Interstate 64 to the south.

Eastwood began as a crossroads community and its rural character and village atmosphere are highly valued by its owners. This unique character led to Eastwood becoming one of five areas to be designated as a Village Form in the comprehensive plan, Cornerstone 2020 was adopted.

Increased development pressure due to the continued demand for housing, impending sewer extensions, and the regional transportation corridor could jeopardize the integrity and charm of the community.

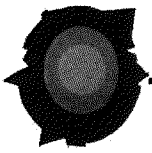
The Eastwood neighborhood plan process began in the spring of 2004 with the appointment of a neighborhood planning consultant who, together with the community, identified key issues and areas of interest within the community.

The purpose of this plan is to define the concept of "village" as it applies to Eastwood; to provide recommendations to protect and preserve the rural atmosphere of the area, and; to stimulate and guide development in the area consistent with the Eastwood Neighborhood Plan documents the physical, social, and historical composition of the community, identify problems and suggests recommendations for future development. Research prepared and relied upon for adoption of the comprehensive Plan for Louisville Metro, is considered to still be valid and was relied upon in the adoption of the Eastwood Neighborhood Plan.

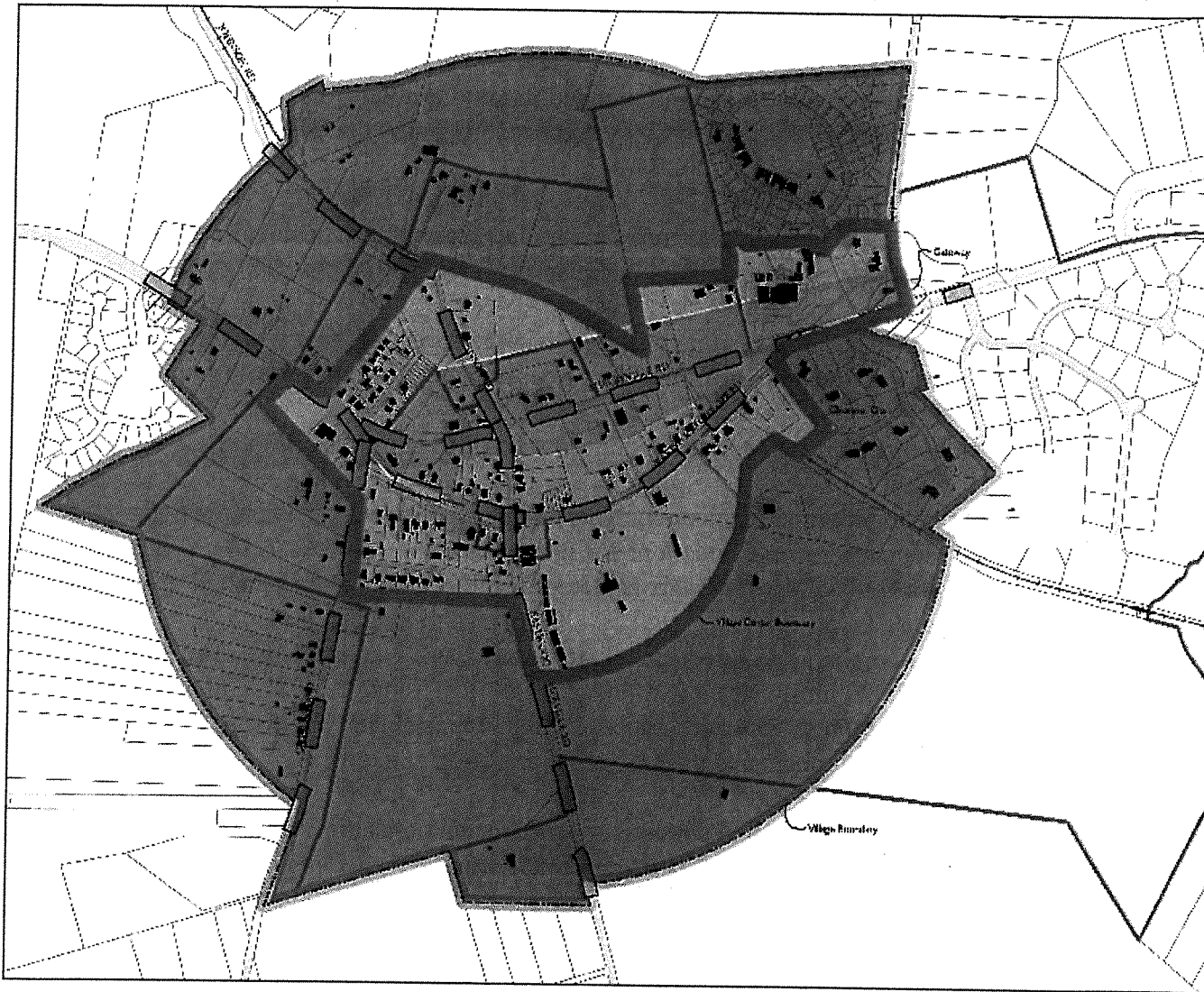
Each neighborhood plan is required to include certain basic plan elements. These elements include a neighborhood form component, a land use/community form component, a mobility component, a plan implementation section, and an executive summary. The Eastwood plan includes two optional components to address issues unique to each neighborhood. The Eastwood plan includes two optional components: a facilities/services component and an open space/recreation component.

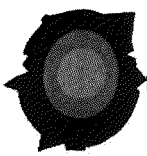
The plan implementation section contains specific recommendations relative to each of the plan components. These are divided into three general categories--infrastructure/capital improvements, policy/programmatic elements, and Cornerstone 2020 changes.

The Eastwood Neighborhood Plan is to be used as a guide in consideration of future land use, zoning, area capital improvements, and other actions. Adoption of the Executive Summary, including the vision statement and the recommended changes to the Comprehensive Code will allow Eastwood to maintain its character and encourage residential and commercial growth consistent with the plan.



Eastwood Neighborhood Plan





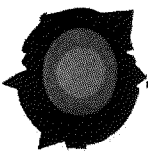
EXECUTIVE SUMMARY

Land Use

The land use recommendations are intended to promote and reinforce a consistent and active pedestrian-oriented residential neighborhoods. Land use recommendations have been divided into two general categories—those dealing with addressing village design standards.

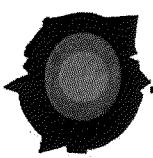
Neighborhood Pattern and Form Recommendations

Recommendation	Implementation Responsibility	
Cornerstone 2020/LDC		
LU1. Revise the existing Village Form District Boundaries (Center and Outlying)	Louisville Metro Planning Commission	Short
LU2. Restrict future commercial zoning along the Shelbyville Road corridor, east of Eastwood Village boundary to the Jefferson County Line and west through the Floyds Fork Overlay District	Louisville Metro Planning Commission	Short
LU3. Limit non-residential land uses to the Village Center	Louisville Metro Planning Commission	Short
LU4. Limit multifamily residential to within or immediately adjacent to the Village Center		Short
LU5. Implement separate design standards for the Village Center and Outlying Village (see Design Standards)	Louisville Metro Planning Commission	Medium
LU6. Initiate an Area-Wide Rezoning process to change the zoning of the existing M-2 properties within the Village Center to C-1 with consent of the property owners	Louisville Metro Planning Commission	Medium
LU7. Expand the existing road network, adding streets and alleys, to encourage lot patterns appropriate to the Village form and consider creating opportunities for greens, squares, and other public open spaces •Ensure any new roadways reflect the pattern and character of the existing roadway system and minimize impacts to existing tree lines and natural features	Louisville Metro Planning Commission	Medium



Design Recommendations

Recommendation	Implementation Responsibility	
Cornerstone 2020/LDC		
<p>LU11. Develop a pattern book for the Village Form District to be used as a guide for applying architectural design principles that:</p> <ul style="list-style-type: none"> o respect and enhance the existing mix of historic design styles and encourage both restoration and adaptive re-use to maintain the character of the area o Incorporate elements of nearby historic buildings in new construction o Promote careful building materials selection 	Louisville Metro Planning Commission	Medium
<p>LU12. Develop a streetscape master plan for Shelbyville Road to coordinate site furnishings, lighting, transit stop design, and landscaping</p>	Louisville Metro Planning Commission	Medium
<p>LU13. Develop a greenway master plan for Eastwood to encourage a “green edge” around the village limits and link future pedestrian trail connections when part of new development. Ensure private property rights are respected when considering any future connections</p>	Louisville Metro Planning Commission Louisville Metro Parks Department	Medium
<p>LU14. Establish design standards in addition to the Traditional Neighborhood Form District standards for the Village Center that distinguish development along the Shelbyville Road Corridor from development elsewhere in the Village Center</p>	Louisville Metro Planning Commission	Short



EXECUTIVE SUMMARY

Village Center Design Standards (Applies to Entire Village Center)

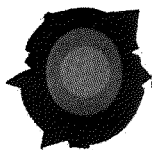
- a. Retail commercial footprints should be limited to 35,000 square feet or less within the Eastwood Village Center which it can be clearly and convincingly demonstrated that the proposed structure and use, site design and related maneuvering) are consistent with the scale, design, and intent of the village center as described in Cornerstone 2020 Eastwood Neighborhood Plan, may a square footage greater than 35,000 be approved.
- b. Require Development Review Committee review for buildings with a footprint greater than 15,000 square feet
- c. Require new buildings to incorporate design features that are compatible and consistent with existing buildings Eastwood
- d. Exterior building materials shall consist primarily of wood, brick and stone and shall incorporate design features as paned windows
- e. Define outdoor spaces within existing and future public rights-of-way to create greens, squares, boulevards, and sphere and to connect the greenways and parks throughout the village
- f. Require signs to be externally lit and constructed from more traditional materials (wood, metal, cloth, etc.)

Village Center Design Standards (Exclusive of Shelbyville Road - green)

- g. Provide mix of uses
 - o Develop incentives to provide a vertical mix of land uses – i.e., ground floor retail/service; upper floor residential
 - o Minimize tenant bays to 50' wide or less to promote a variety of stores/services
- h. Allow small setback variations and offsets to create breaks between buildings for pedestrian scale and visual interest
- i. Provide a sense of enclosure along the building front through design elements including, but not limited to:
 - o Street trees
 - o Recessed doorways
 - o Slant window awnings
 - o Site features such as lamp posts and benches
- j. Require parking to be located in the rear or at the curbside to maintain the street line of shops and to promote pedestrian speed of traffic along the internal village roadways
- k. Require new buildings to maintain 1:1 building height to street width to provide small village scale

Shelbyville Road Village Center Design Standards (Applies only to Shelbyville Road)

- l. Minimize new entrances onto Shelbyville Road through the use of shared entrances and service drives, where feasible
- m. Promote cross access between compatible uses and use alleys and service drives for vehicular access to sites to be accessed by landscape setbacks and buffers along Shelbyville Road
- n. Designate pedestrian crossings at major intersections for safe connections across Shelbyville Road to provide pedestrian access to the Village Center on both sides of Shelbyville Road



EXECUTIVE SUMMARY

o. Design parking in pods or smaller areas broken by green space to reduce the impact of large asphalt parking lot developments

p. Do not permit parking between buildings and Shelbyville Road frontage

q. Design buildings with more than one front façade to address frontage along Shelbyville Road as well as internal access to parking as well as pedestrian cross-connections

r. Provide shared identification signs at access points to reduce the number of signs along Shelbyville Road

s. Maintain the 30 feet setback and 30 feet parkway buffer along Shelbyville Road with landscaping to provide and provide rural atmosphere

t. Require landscaping in parkway buffer to utilize native species and designs emulating the surrounding natural environment

u. Designate points on Shelbyville Road as gateways at the Village boundary and design gateway elements to create a sense of place

Outlying Village Design Standards (*purple area pg. 4*)

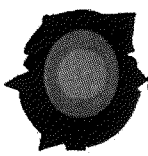
v. As land is developed, require a 30' greenway easement where recommended by an Eastwood Village Greenway

w. Require new roads to be designed to run parallel to and preserve natural fence lines and tree lines where appropriate landscape

x. Designate Gilliland and Eastwood Fisherville Roads as Scenic Corridors from I-64 to the Village Center boundary

y. New residential development shall have buildings facing the street and shall encourage the use of the front porch and other architectural features to create hierarchy from the street to the private residence

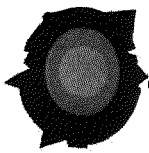
z. Encourage conservation subdivision design practices for future development surrounding the village between Shelbyville Road and I-64 to maintain a rural character for the area



EXECUTIVE SUMMARY

Mobility Recommendations

Recommendation	Implementation Responsibility	
Cornerstone 2020/LDC		
M1. Develop a bicycle and pedestrian master plan to identify future bicycle, pedestrian, and multi-use corridors, including opportunities to connect with the proposed county loop along Floyds Fork	Louisville Metro Planning Commission	Medium
M2. Require sidewalks for all development within the Village Center to promote walking as a viable alternative	Louisville Metro Planning Commission	Short
M3. Promote greenway trails to provide pedestrian access within the Outlying Village when incorporated as part of new development	Louisville Metro Planning Commission	Short



EXECUTIVE SUMMARY

Community Facilities

Recommendations relating to community facilities are associated with the physical form of such uses and their context within the village.

Recommendation	Implementation Responsibility	
Comerstone 2020/LDC		
CF1. Require community facilities to adhere to the village design standards applicable to the area (center, outlying) located	Louisville Metro Planning Commission	Short
CF2. Develop incentives for shared parking with compatible adjacent uses	Louisville Metro Planning Commission	Medium
CF3. Establish design standards in addition to the Neighborhood Form District standards for the Village Outlying for community facilities	Louisville Metro Planning Commission	Short
a. Prohibit parking between the building façade and the street		
b. Establish open space requirements related to building size		
c. Require new buildings to incorporate design features that are compatible and consistent with existing buildings Eastwood		
d. Exterior building materials shall consist primarily of wood, brick and stone and shall incorporate design features such as paned windows		
e. Allow for use of alternative pavements (i.e., porous pavers) in larger lots where parking is only used few days a week		
f. Limit external illumination of parking areas and signs to levels to minimize light pollution		

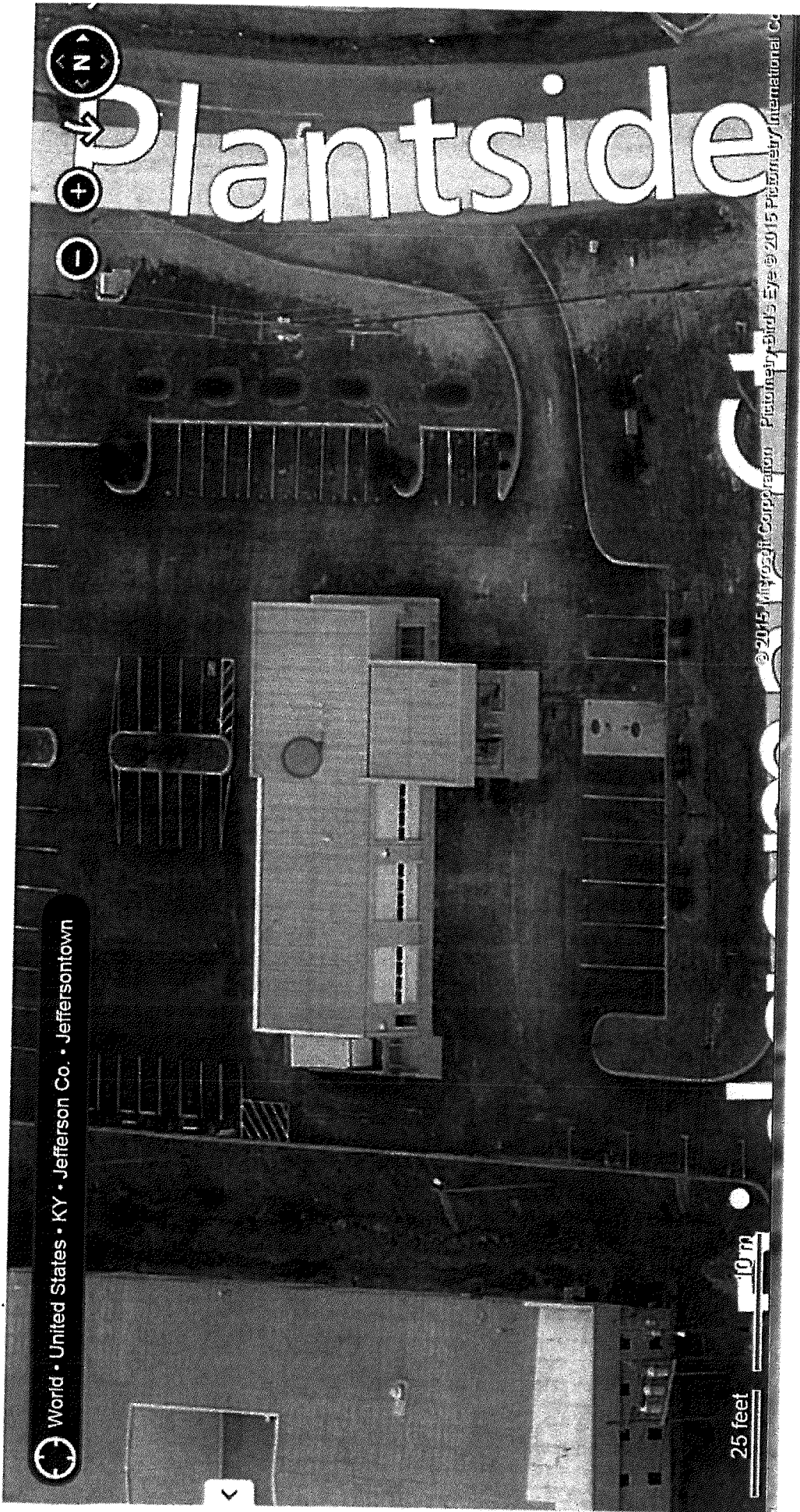


EXECUTIVE SUMMARY

Recreational/Open Space Recommendations

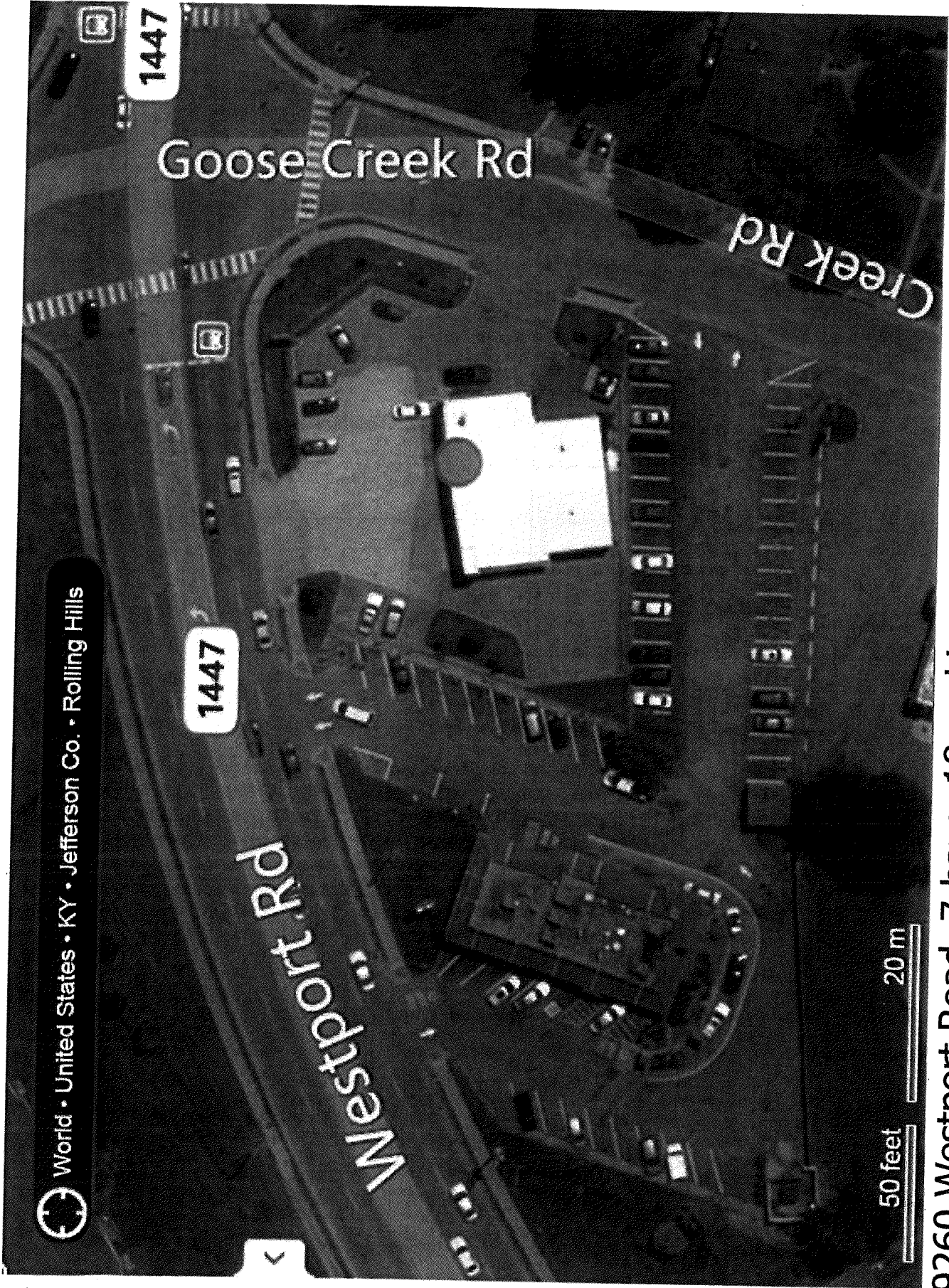
The recreational/open space recommendations are intended to advance and expand the existing park and associated community present in Eastwood. The recommendations include key elements and tools needed to help maintain an

Recommendation	Implementation Responsibility	
Cornerstone 2020/LDC		
R1. Emphasize pedestrian connections between parks, open space and civic uses through sidewalks and greenways	Louisville Metro Planning Commission	Short
R2 Prepare a greenway plan to connect existing and future parks and open space when incorporated as part of new development	Louisville Metro Planning Commission Louisville Metro Parks	Short
R3. Develop open space standards relative to its location (center vs. edge)	Louisville Metro Planning Commission	Medium
R4. Use open space standards in the Outlying Village as a tool for protection of sensitive areas	Louisville Metro Planning Commission	Medium



10700 Plantside Drive, 6-bays, 57 parking spaces, approx. 3,854 sq. ft. (41'x94')

RECEIVED
MAY 15 2015
PLANNING &
DESIGN SERVICES



World • United States • KY • Jefferson Co. • Rolling Hills

1447

1447

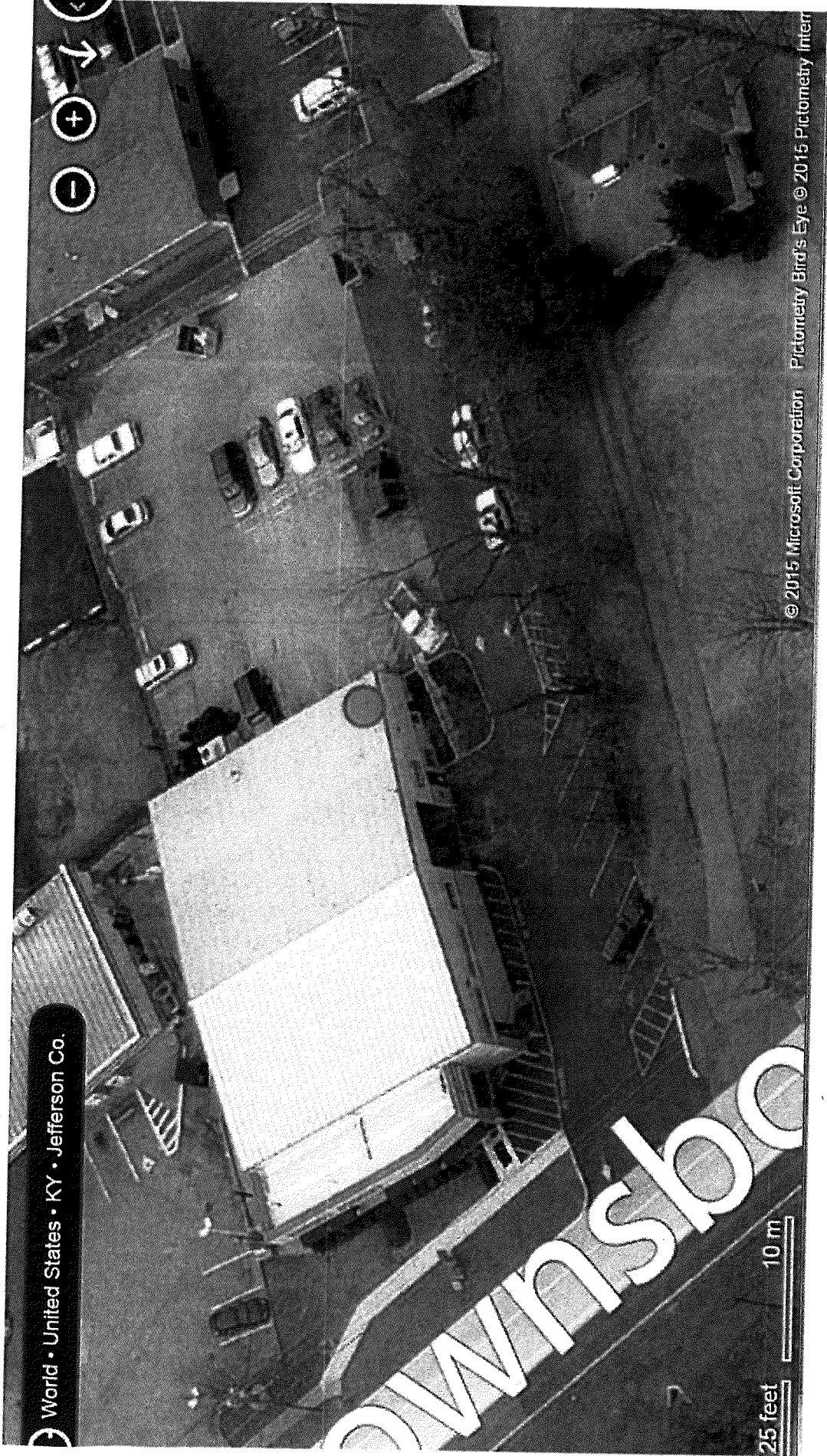
Goose Creek Rd

Westport Rd

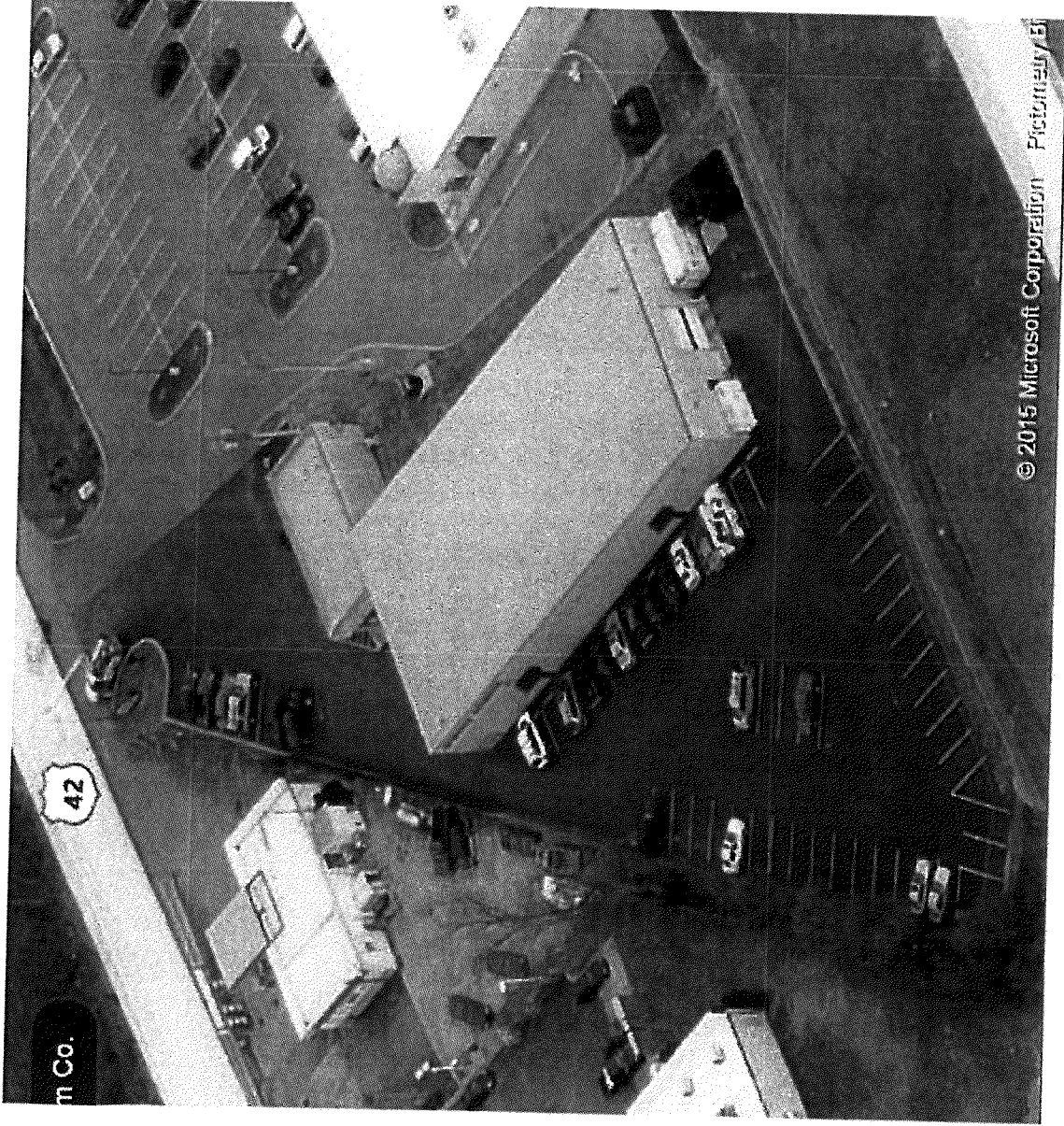
Creek Rd

50 feet 20 m

9260 Westport Road, 7-bays, 18 parking spaces, approx. 3,097 sq. ft. (62'x31' plus 47'x25')



8005 Brownsboro Road, 10-bays, 33 parking spaces, approx. 5,544 sq. ft. for work plus 700 sq. ft. for ofc. (66'x84' plus 12.5'x56')



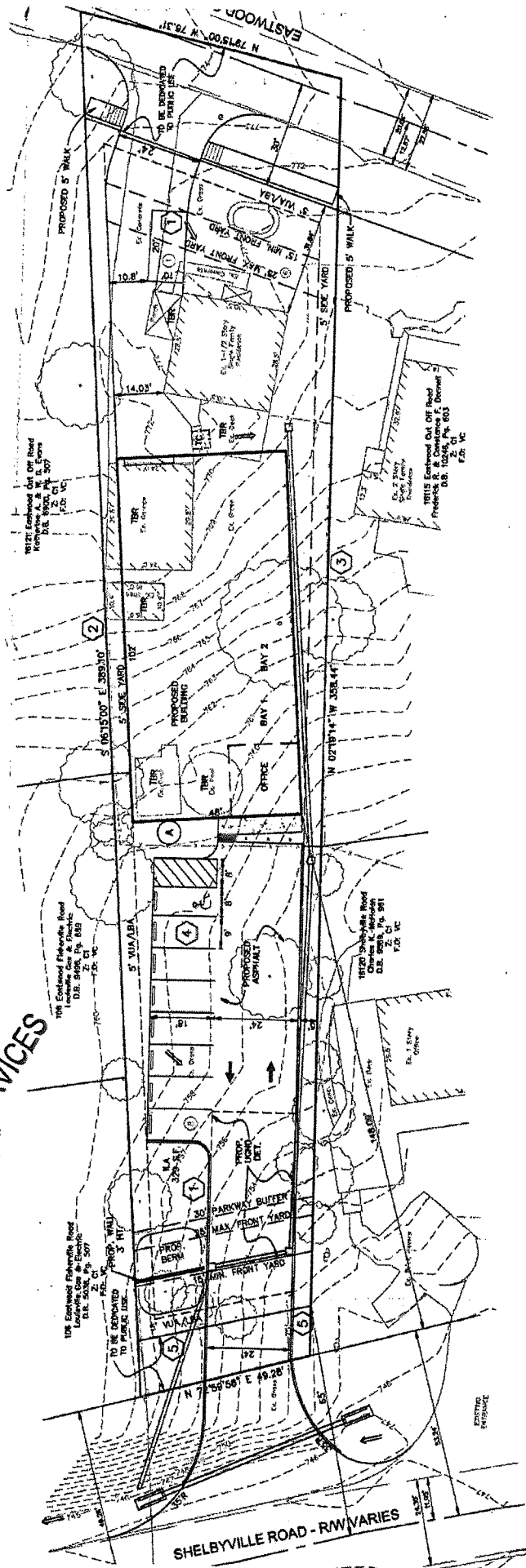
13212 West Hwy 42, 16-bays, 56 parking spaces, approx. 9,438 sq. ft. for work plus 1,200 sq. ft. for ofc. (66'x143' plus 24'x50')

PLUS 5 SPACES FOR EA
 SINGLE FAMILY RESIDENT
 MIN. (1) SPACE/EACH DV
 PROPOSED PARKING BAY
 PROPOSED DRIVEWAY P/A
 PROPOSED BAYS
 PROPOSED HANDICAP P/
 TOTAL PARKING PROVIDE

TREE CANOPY)

= 4,320 SF

RECEIVED
 MAY 10 2015
 PLANNING &
 DESIGN SERVICES



16119 Eastwood Cut-Off Road, 2-bays, 8 parking spaces, approx. 4,896 sq. ft.
 (48'x102')

16119 Eastwood Cut-Off Rd	2-bays	8 parking spaces	Approx. 4,896 sq. ft.
10700 Plantside Drive	6-bays	57 parking spaces	Approx. 3,854 sq. ft.
9260 Westport Rd	7-bays	18 parking spaces	Approx. 3,097 sq. ft.
8005 Brownsboro Rd	10-bays	33 parking spaces	Approx. 5,544 sq. ft.
13212 West Hwy 42	16-bays	56 parking spaces	Approx. 9,438 sq. ft.

Long, Sherie

From: Ken & Linda Herb <k.herb@att.net>
Sent: Wednesday, May 13, 2015 7:37 PM
To: Long, Sherie; Hendrix, Steve
Subject: Case No. 15Variance 1014 - Springdale Automotive

Sherie' and Steve,

I look forward to new commercial development in Eastwood that follows the Eastwood Neighborhood Plan and doesn't require granting variances and waivers. I agree with the staff conclusions to not support the request to grant the variance to allow the building to exceed the 25 foot setback, and to not support the request to grant the waiver to allow parking in the front of the building.

The Eastwood Neighborhood Plan was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road and says new entrances onto Shelbyville Road should be minimized.

The proposed Springdale Automotive new entrance onto Shelbyville Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). The most recent occurring between a school bus and truck on April 22, 2015 at 6:50am.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize that entrance to maintain the rural character of the area.

Thank you,
Ken Herb

15VAR1014

Long, Sherie

From: Ashley Trzaskus <atrzaskus01@gmail.com>
Sent: Thursday, May 14, 2015 9:35 AM
To: Hendrix, Steve; Long, Sherie
Subject: Case No. 15Variance 1014 – Springdale Automotive

May 13, 2015

To: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)
Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I look forward to new commercial development in Eastwood that follows the Eastwood Neighborhood Plan and doesn't require granting variances and waivers. I agree with the staff conclusions to not support the request to grant the variance to allow the building to exceed the 25 foot setback, and to not support the request to grant the waiver to allow parking in the front of the building.

The Eastwood Neighborhood Plan was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road and says new entrances onto Shelbyville Road should be minimized.

The proposed Springdale Automotive new entrance onto Shelbyville Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). The most recent occurring between a school bus and truck on April 22, 2015 at 6:50am.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize that entrance to maintain the rural character of the area.

Thank you,
Ashley Trzaskus
208 Rockcrest Way
Louisville Ky 40245

Long, Sherie

From: Ashley Trzaskus <atrzaskus01@gmail.com>
Sent: Thursday, May 14, 2015 9:42 AM
To: Hendrix, Steve; Long, Sherie
Subject: Case No. 15Variance 1014 – Springdale Automotive

May 13, 2015

To: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)
Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I look forward to new commercial development in Eastwood that follows the Eastwood Neighborhood Plan and doesn't require granting variances and waivers. I agree with the staff conclusions to not support the request to grant the variance to allow the building to exceed the 25 foot setback, and to not support the request to grant the waiver to allow parking in the front of the building.

The Eastwood Neighborhood Plan was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road and says new entrances onto Shelbyville Road should be minimized.

The proposed Springdale Automotive new entrance onto Shelbyville Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). The most recent occurring between a school bus and truck on April 22, 2015 at 6:50am.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize that entrance to maintain the rural character of the area.

Thank you,
Jim Blair

300 Johnson Road
Louisville Ky 40245

John R. Darling
205 Maple Valley Rd
Louisville, KY 40245
502-883-4137

May 13, 2015

To: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)
Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I look forward to new commercial development in Eastwood that adheres to the *Eastwood Neighborhood Plan* and doesn't require granting variances and waivers. I agree with the staff conclusions to not support the request to grant the variance to allow the building to exceed the 25 foot setback, and to not support the request to grant the waiver to allow parking in the front of the building.

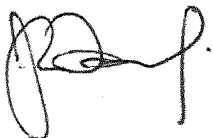
The *Eastwood Neighborhood Plan* was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road stating; "new entrances onto Shelbyville Road should be minimized."

The proposed Springdale Automotive new entrance onto Shelbyville Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). The most recent occurring between a school bus and truck on April 22, 2015 at 6:50am.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize that entrance to maintain the rural character of the area. As a property owner on the Eastwood Cut-Off, we are also concerned about the utilization of the entrance from the Cut-Off by wrechers, tow-trucks and delivery vehicles to the proposed site. As these vehicles will need to stop and back into the site to make their deliveries.

Thank you,



15 VAR1014

Long, Sherie

From: pandndeines@twc.com
Sent: Thursday, May 14, 2015 12:30 PM
To: Hendrix, Steve; Long, Sherie
Subject: Case No. 15Variance 1014 - Springdale Automotive
Attachments: Springdale BOZA 0514 2015 letter.docx.docx

Mr. Hendricks and Ms. Long,

Please see our letter attached to this email in opposition to the variance and waiver application by Springdale Automotive.. We ask that the you include this letter in the record for full consideration by the members of BOZA.

Thank you,

Paul Deines, President
Chestnut Glen Homeowners Association

Chestnut Glen Homeowners Association
PO Box 181, Eastwood KY 40018
May 14, 20154

To: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)
Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I am writing to you as President of the Chestnut Glen Home Owners Association and as a 16 year resident of Eastwood. Chestnut Glen is located just east of the proposed site for the Springdale Automotive Service Facility for which Springdale has submitted requests for variances and waivers.

Our Homeowners Association is opposed to the proposed development as submitted by the applicant. While we support and look forward to the development of services and retail in the Eastwood Area, we seek orderly and conforming development within the guidelines of the Eastwood Neighborhood Plan, the long standing development guide for our village as provided by the Development Code and as approved by Louisville Metro Government. New development should conform to the code and not require multiple waivers and variances to (marginally) qualify for the site. Because of the proposal's negative impact on the Village design concept we oppose the:

- 1) Variance to allow greater than the 25 foot Maximum setback
- 2) Waiver to allow parking in front of the building

There are several additional safety and traffic issues related to the proposed development. This proposal to permit new access from US 60 is unsuitable and potentially dangerous for area residents and the high volume of traffic that uses US 60 (Shelbyville Rd.) as the main artery to the residential areas of:

- 1) Polo Fields
- 2) Locust Creek
- 3) Flat Rock Rd
- 4) Chestnut Glen
- 5) Ashmoor Woods
- 6) Gardiner Park
- 7) Rural Eastern Jefferson County
- 8) Rural Western Shelby County
- 9) The City of Simpsonville

The requests for variances and waivers should not be approved for this site.

Paul Deines, President
Chestnut Glen Homeowners Association

Hendrix, Steve

From: Ken & Linda Herb <k.herb@att.net>
Sent: Wednesday, May 13, 2015 7:37 PM
To: Long, Sherie; Hendrix, Steve
Subject: Case No. 15Variance 1014 - Springdale Automotive

Sherie' and Steve,

I look forward to new commercial development in Eastwood that follows the Eastwood Neighborhood Plan and doesn't require granting variances and waivers. I agree with the staff conclusions to not support the request to grant the variance to allow the building to exceed the 25 foot setback, and to not support the request to grant the waiver to allow parking in the front of the building.

The Eastwood Neighborhood Plan was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road and says new entrances onto Shelbyville Road should be minimized.

The proposed Springdale Automotive new entrance onto Shelbyville Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). The most recent occurring between a school bus and truck on April 22, 2015 at 6:50am.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize that entrance to maintain the rural character of the area.

Thank you,
Ken Herb

Hendrix, Steve

From: Ashley Trzaskus <atrzaskus01@gmail.com>
Sent: Thursday, May 14, 2015 9:35 AM
To: Hendrix, Steve; Long, Sherie
Subject: Case No. 15Variance 1014 – Springdale Automotive

May 13, 2015

To: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)
Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I look forward to new commercial development in Eastwood that follows the Eastwood Neighborhood Plan and doesn't require granting variances and waivers. I agree with the staff conclusions to not support the request to grant the variance to allow the building to exceed the 25 foot setback, and to not support the request to grant the waiver to allow parking in the front of the building.

The Eastwood Neighborhood Plan was created to help guide the future development of Eastwood consistent with village characteristics. The plan also addresses the two lane section of Shelbyville Road and says new entrances onto Shelbyville Road should be minimized.

The proposed Springdale Automotive new entrance onto Shelbyville Road will not only alter the character of the village, but will jeopardize public safety by increasing the potential for more traffic accidents.

The speed and volume of traffic on this two lane section of Shelbyville Road is and will continue to be considerably higher than other roads within Eastwood. There have been 33 traffic accidents within the last two years on this section of Shelbyville Road (just west of its intersection with Johnson Road). The most recent occurring between a school bus and truck on April 22, 2015 at 6:50am.

This property has had an entrance from the Eastwood Cut-off Road since it was originally deeded. New commercial development of this property should utilize that entrance to maintain the rural character of the area.

Thank you,
Ashley Trzaskus
208 Rockcrest Way
Louisville Ky 40245

Chestnut Glen Homeowners Association

PO Box 181, Eastwood KY 40018

May 14, 2015

To: Sherie' Long – Case Manager (Sherie.Long@louisvilleky.gov)
Steve Hendrix – Case Manager (Steve.Hendrix@louisvilleky.gov)

Re: Case No. 15Variance 1014 – Springdale Automotive

I am writing to you as President of the Chestnut Glen Home Owners Association and as a 16 year resident of Eastwood. Chestnut Glen is located just east of the proposed site for the Springdale Automotive Service Facility for which Springdale has submitted requests for variances and waivers.

Our Homeowners Association is opposed to the proposed development as submitted by the applicant. While we support and look forward to the development of services and retail in the Eastwood Area, we seek orderly and conforming development within the guidelines of the Eastwood Neighborhood Plan, the long standing development guide for our village as provided by the Development Code and as approved by Louisville Metro Government. New development should conform to the code and not require multiple waivers and variances to (marginally) qualify for the site. Because of the proposal's negative impact on the Village design concept we oppose the:

- 1) Variance to allow greater than the 25 foot Maximum setback
- 2) Waiver to allow parking in front of the building

There are several additional safety and traffic issues related to the proposed development. This proposal to permit new access from US 60 is unsuitable and potentially dangerous for area residents and the high volume of traffic that uses US 60 (Shelbyville Rd.) as the main artery to the residential areas of:

- 1) Polo Fields
- 2) Locust Creek
- 3) Flat Rock Rd
- 4) Chestnut Glen
- 5) Ashmoor Woods
- 6) Gardiner Park
- 7) Rural Eastern Jefferson County
- 8) Rural Western Shelby County
- 9) The City of Simpsonville

The requests for variances and waivers should not be approved for this site.

Paul Deines, President
Chestnut Glen Homeowners Association