



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

Prepared by  
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Owner: JTJ, LLC  
Underhill Associates

Applicant: Randy E. Pimsler, AIA, LEED AP

Location: 946 Goss Avenue

Proposed Use: 946 Goss Avenue

Engineering Firm: Land Design and Development

Request: Change in Zoning from Manufacturing M2 / Traditional Workplace to Commercial CR / Traditional Neighborhood Form

**Introductory Statement**

The current project concerns the redevelopment of the former Louisville Cotton Mill site, located at 946 Goss Avenue. The site is a full city block, with the property having street frontage on three sides and an adjacency to the railroad right-of-way on the northern property line.

The project consists of eight existing historic mill buildings, which will be renovated and adapted for multifamily residential units, amenities facilities, and commercial spaces for lease. It is proposed that three buildings will be demolished due to poor condition, and the southeastern portion of the property will be developed as parking, drop-off, and service vehicle access. Landscaping will be added throughout the project.

The project is being proposed to be re-zoned from Manufacturing (M2) - Traditional Workplace to Commercial - (CR) with Traditional Neighborhood Form.

The buildings combined contain 249,943 square feet of gross area on approximately seven point six eight acres of land. Approximately 180,000 square feet of the gross area is residential (with 183 units), 14,000 square feet is commercial area (uses to be determined, but restaurant and/or retail is anticipated), and the remainder is circulation, storage, and amenities for the residents. An existing 3,300 square foot daycare building will remain.

Existing sidewalks and on-street parking will be maintained, with sidewalks to provide connectivity across the site, from the various buildings to all street frontages, provided. The railroad right-of-way will be buffered by fencing and landscaping as best possible given the proximity of the property line.

In the plan submitted, two hundred seventy eight parking spaces are to be provided on site, and there are an additional sixty seven parking spaces on the streets bordering the site.

The redevelopment of this site is to create a more vibrant mixed use complex, containing primarily residential units to complement the existing surrounding low density residential uses. Amenities on the site are proposed to be open to the public, further integrating the development into the community. Surrounding property values are anticipated to rise due to the investment in the proposed development, enhancing the neighborhood and surrounding communities.

continued

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## Community Form

### **Guideline 1 - Community Form**

The subject property is located within a designated Traditional Workplace Form District (TWFD), which in this case is characterized by the industrial nature of the existing site and related structures. At one point, the subject property was likely well integrated into the surrounding neighborhood as the structure provided employment opportunities to the surrounding residential occupants. While the district standards encourage adaptive reuse and investment in the form district, proposed uses for the redevelopment of this site are more compatible with a proposed Traditional Neighborhood Form District (TNFD). Given that this is an existing site, there is no proposed modification to the compatibility related issues of scale and / or form.

The Traditional Neighborhood Form District (TNFD) promotes the redevelopment of properties to promote a mixture of uses, in this case office, commercial / restaurant and additional non residential uses (fitness center, community meeting space) that effectively integrate these uses within traditional neighborhoods. The proposed redevelopment readily promotes appropriate and compatible uses and development, primarily residential in nature. By maintaining, in large part, the existing historic structures and adaptively reworking these structures to various proposed uses, high quality design will be brought to the site with new interior materials, finishes, fenestration, lighting. Site amenities and open spaces will also be developed in an appropriately qualitative manner.

Where possible, additional public transit amenities shall be pursued and incorporated into the proposed development. The development team will work with Transit Authority of River City (TARC) to enhance connectivity to the existing mass transit stops as well as to provide for new access points if possible, adjacent to the proposed development. This will facilitate greater access to public transit by the residents of the subject property as well as adjacent neighbors.

### **Guideline 2 - Centers**

The proposed redevelopment of the Louisville Cotton Mill provides for many of the intents of this guideline. Not only is the existing infrastructure to be maintained and reused, the proposed redevelopment will maintain and reuse the existing site and structures to a great extent. Existing utilities shall need to be reworked to provide for the modernization of the existing structures, but new extensions should not necessarily be required. Commute times should not be impacted and as noted above, the hope is to further enhance the existing transportation opportunities in and around the main thoroughfares surrounding the site.

The proposed mixed use development readily provides for an opportunity for a mixture of housing types, incomes and age groups in that each structure has a unique set of floor plans and unit configurations allow for one and two bedroom units for individual, shared / room mate housing and / or family occupancies.

The redevelopment allows for some diversity within the subject site with residential, office, community and restaurant uses currently proposed. Vitality is enhanced and revitalization likely accomplished, as much of the existing site is underutilized and a sense of place is readily reestablished by the adaptive reuse of the existing historic structures.

This project is in itself a compact development, utilizing the existing structures and site to maximize the density of new residential units in a cost effective and efficient manner. The impact to the adjacent residential properties is anticipated to be minimal and in most ways, is considered to be an existing and desirable focal point for the community, as noted in the policies section of this guideline.

### **Guideline 3 - Compatibility**

The intent of this guideline is to provide for a mixture of land uses and densities near each other as long as they are designed to be compatible with each other. The proposed redevelopment enhances compatibility by bringing new residential development to the existing site which is essentially surrounded by single family residential uses. Compatibility

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### **Guideline 3 - Compatibility : continued**

is further enhanced in that the subject property provides a buffer to the commercial industrial zoned lands to the west of the property along Shelby Street.

The proposed mixed use of the existing site and structures does not suggest a sensitive use nor one that will impact negatively with noise, lighting and / or odors. The proposed uses should not diminish the existing conditions surrounding the site and will visually improve the quality of the existing site and structures through the adaptive reuse. Windows will be repaired and / or replaced, buildings that are not salvageable shall be removed, the site will be landscaped and the property fully occupied and utilized based on the proposed master plan

The redevelopment of the existing site is an exercise in preservation of the existing site and the surrounding properties. There are no proposed modifications to the surrounding and / or adjacent properties and parking and related site amenities are contained within the boundaries of the existing site. Buffers to the adjacent properties along the proposed parking area shall be provided by means of landscaping along the perimeter of the property. This will also enhance the visual character and quality of proposed development.

Setbacks and building heights are respected via existing conditions which are not proposed to be modified. There are no buildings / structures proposed for this site and thus the buildings remain compatible with surrounding properties as it has for its entire history.

By placing trash collection and pick up at the northeast intersection of the site and Ash Street, the impact of possible odors and truck traffic is minimized. Residential deliveries and the minimal deliveries required for the proposed commercial uses are anticipated to be less than those currently impacting the neighborhood as vehicles service the existing antique mall occupancy.

Signs will for the most part be monumental or low lying signs, in keeping with the residential character of the surrounding neighborhood. Proposed signage at the existing tower will highlight this feature and become a landmark for the surrounding neighborhoods. Additional signage is proposed at the front facade along Goss Avenue, announcing both the project name and address.

### **Guideline 4 - Open Space**

The design of the open space on this site will be consistent with the Traditional Neighborhood and will be less formal and provide for greens and interconnected interior open spaces throughout the site. The perimeter open space will be provided with low fencing, trees and appropriate landscape treatments. Approximately twenty percent of the site is to remain as open / landscaped area. Outdoor recreation shall be provided for the proposed development with green spaces, pool, gathering places and small outdoor court activities such as bocce and the like.

It is anticipated that common outdoor spaces, such as those provided for in the redevelopment, will be maintained through a management company employed by the developer of the property.

### **Guideline 5 - Natural Areas and Scenic and Historic Resources**

The subject property has been designated as a historic landmark by the Louisville Historic Preservation Agency, The State Historic Preservation Office (SHPO) and the National Park Service (NPS). A Part One application for site specific designation has been filed with SHPO and the redevelopment will pursue historic tax credits as a means of financing the project. A Part Two application will outline the proposed redevelopment in an effort to maintain the landmark designation.

Protecting the existing historic features of the site and buildings is a foremost concern in the redevelopment of this property. The existing tower will be rebuilt to the extent possible and remain a landmark element of the site.

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## **Guideline 5 - Natural Areas and Scenic and Historic Resources : continued**

The intent to guide public and private economic development, investment, and preservation within areas identified as an important resource by the community is clearly met and adhered to as a major project goal of this redevelopment effort.

### **Marketplace**

## **Guideline 6 - Economic Growth and Sustainability**

Economic growth and sustainability guidelines are readily adhered to in the proposed redevelopment since the reuse of the existing structures and infrastructure, as noted above, will readily reduce staff time for comment in all areas of department review. Surely, existing elements require less time than new ground up elements given the nature of the required reviews and based on known and / or existing conditions.

This guideline also speaks to encouraging the redevelopment, rehabilitation and reinvestment opportunities in older neighborhoods and / or in industrial areas. The subject property is an excellent example of just this type of redevelopment effort. As noted in the guidelines, encouraging adaptive reuse as a means of sustainable development is yet another hallmark of this project, as proposed.

### **Mobility and Transportation**

## **Guideline 7 Circulation**

The subject property is located on a minor arterial street (Goss Avenue) and surrounded on the two remaining sides by local roads (Ash and McHenry Streets). The existing infrastructure readily supports the commercial traffic to and from the site at this time. It is anticipated that the pattern of traffic will be modified somewhat to a more regular traffic pattern with morning departures from the site and evening return visits to the site by residents of the property.

The property is also tangential to the Transit Authority of River City (TARC) on the northwest corner of the site (Logan Street and Goss Avenue) as well as at the southwest corner of the site (Shelby Street and Ash Street) allowing for a variety of transportation opportunities from this site.

If possible, the option of relocating a transit stop closer to this site shall be pursued as a long term goal for this redevelopment as enhanced ridership would likely be anticipated. As occupancy takes place on this site, a greater number of residential commuters are readily available to TARC with likely commutes to the downtown area and surrounding business centers.

Parking on site is anticipated to be adequate for the proposed development and will contain landscaped areas and appropriately sized curb cuts for vehicular access to and from the site. Street intersections are respected and on street parking shall be limited to avoid conflicts at these locations.

## **Guideline 8 - Transportation Facility Design**

As noted above, it is anticipated that a new transportation stop might be provided in coordination and cooperation with the Transit Authority of River City (TARC) along Goss Avenue, if possible. If provided for this facility, it might allow for enhanced access by residents throughout this development along with users in the adjacent neighborhood.

Roadwork redesign is anticipated to be minimal if at all. Access points are limited, considering the site occupies nearly eight acres of land and is bounded by three public streets. Internal traffic patterns do not include any new streets, with circulation provided simply via paved aisles in the proposed parking areas.

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### **Guideline 9 - Bicycle, Pedestrian and Transit**

Pedestrian movement is enhanced in the proposed development with a combination of carefully planned parking and related access points that respect pedestrian movement. An internal network of sidewalks proposed to connect to the existing sidewalks along the street right of ways greatly enhances movement into and around the subject property. Existing sidewalks will be maintained and / or enhanced at the perimeter of the site.

Bicycle racks will be provided for resident use in strategic placed locations and storage amenities for bicycles and related equipment will be provided for in the proposed development plan.

### **Livability and Environment**

#### **Guideline 10 - Flooding and Stormwater**

#### **Guideline 11 - Water Quality**

Land Design and Development, the civil engineer for the project, will work with the Metropolitan Sewer District (MSD) to create a plan that effectively manages and treats stormwater. On site storm water detention is planned and will mitigate any issues related to the potential for flooding from the subject property.

The site contains a great deal of open space and landscaped area, accounting for approximately seventy six thousand square feet of area or an estimated twenty percent of the site. There is a necessary balance of required parking and impervious lot coverage and the development strives to minimize the impervious areas while satisfying the need for accommodating vehicles on site.

It is a goal of the development to find opportunities to enhance the management of storm waters by incorporating underground detention, cisterns, possible roof gardens and the like in effort to make the project a demonstration site for sustainable design, where possible and appropriate.

#### **Guideline 12 - Air Quality**

The project under consideration will strive to reduce and / or minimize the level of air pollution by a series of measures, several of which have been mentioned previously in other guideline sections of this document. Traffic patterns on and around the site will be managed, via proposed curb cuts and access points which will facilitate the flow into and out of the site and minimize or alleviate potential traffic congestion. To the extent possible, utilization of mass transit will be enhanced and encouraged for residents of project. Sidewalks will be maintained and enhanced in the right of way and pedestrian walkability shall be facilitated by a series of new on site sidewalks that connect to the existing public system. Landscape amenities and plantings will also reduce the impact from air born particulates.

#### **Guideline 13 - Landscape Character**

In an effort to enhance the existing landscape character, the proposed site plan provides for approximately eight percent of the parking area to be landscaped (fifteen thousand square feet of area). A tree canopy is provided along the perimeter of the site and strategically placed landscape materials shall be provided throughout the open space areas. Appropriate landscape design standards shall be adhered to in the proposed site plan, incorporating the use of native and indigenous plant materials in an appropriate manner. A buffer shall be developed along the western boundary with the rail corridor.

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## Community Facilities

### **Guideline 14 - Infrastructure**

In keeping with the policies of this guideline, this redevelopment is not only located within an area served by existing utilities, it is currently served by existing utilities. Public water and sanitary service is available and has adequate capacity, based on initial reviews. New tie ins for service will be required and provided along with the updating of existing lines, on site. Where possible and appropriate, underground utilities will be implemented.

### **Guideline 15 - Community Facilities**

Not applicable.