

CHANGE IN ZONING JUSTIFICATION STATEMENT
CASE No. 21-ZONEPA-0118

PADDOCKS OF PARKRIDGE
PADDOCKS OF PARKRIDGE, LLC
R-4, Single-Family Residential District to R-5, Single-Family Residential District & PRD,
Planned Residential District
Associated Preliminary Major Subdivision Plan

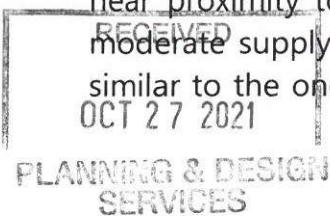
7813, 7817, 7819, 7821, 7903 Manslick Road
7736 3rd Street Road, Louisville, KY 40214 (the "Property")

October 25, 2021

REQUEST SUMMARY

Paddocks of Parkridge, LLC (the "applicant") is requesting a change in zoning districts from the existing R-4, Single-Family Residential District to the proposed R-5, Single-Family Residential District and PRD, Planned Residential District, along with an associated preliminary major subdivision plan for approximately 18.37 acres of land on property located at the following assigned addresses: 7813, 7817, 7819, 7821, 7903 Manslick Road and 7736 3rd Street Road, Louisville, KY 40214 (together, the "Property"); whereon the applicant proposes to create: seventy-seven (77) single-family residential lots, three (3) lots proposed for utilization as detention basins, three (3) open space lots, and creation of new public local roadways and pedestrian connections within fifty feet (50') of right-of-way (collectively, the "Proposal"). The hybrid R-5/PRD subdivision design proposes 16 patio home/townhouse lots positioned at the 3rd Street Road and Manslick Road entrances, which transitions to the more conventional R-5, single-family residential lots in the middle of the Property.

As more fully explained herein, the proposed zoning and major subdivision applications is in agreement with Louisville Metro's Plan 2040 Comprehensive Plan ("Plan 2040") because it utilizes underdeveloped land zoned single-family residential to create a small- to medium-sized residential community, which will offer a diversity of new housing that will compatibly blend with and add connectivity to the surrounding Neighborhood Form. Paddocks of Parkridge will add quality-constructed housing to an area that is well-supported by established commercial and job activity centers within near proximity to the Property. In short, the applicant's Proposal seeks to provide a moderate supply of new housing to the market of the immediate area, where houses similar to the ones the applicant proposes here have proven successful and where the



Proposal will introduce smaller lots to an area comprised of a wide range of lot sizes and shapes, thereby contributing to and expanding the variety of housing within an area, helping to address strong demand for housing in the immediate area.

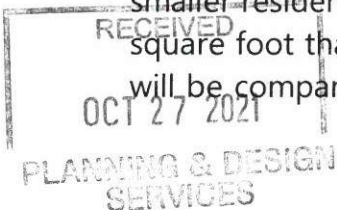
**PLANNED RESIDENTIAL DEVELOPMENT DISTRICT
Development Standards – Land Development Code**

The PRD District is intended to provide flexibility in design of residential developments in a manner that promotes implementation of the adopted Comprehensive Plan. Land Development Code for all of Louisville – Jefferson County, Kentucky (“LDC”) Section 2.7.3.A. The PRD allows zero lot line, townhouse, cluster housing, reduced-lot sizes and building setbacks, and other innovative designs which meet the intent of the Comprehensive Plan.

Per Section 2.7.3.B of the LDC, PRD developments must meet at least two of the following criteria:

1. The site has certain topographic and landform limitations or environmental constraints and the proposed plan preserves these features from development and disturbance; or
2. The site meets infill objectives consistent with recommendations of an officially adopted neighborhood plan, corridor plan or urban renewal plan; or
3. The proposal creates a variety of housing styles serving the needs of people of differing ages or incomes; or
4. The proposal expands the diversity of housing types available within a neighborhood; or
5. The proposal creates permanently protected open space that meets outdoor recreation needs, preserves wildlife habitat, or extends a community-wide greenway system.

The applicant’s PRD Proposal complies with criterions #s 3 and 4. In relation to PRD requirements #s 3 and 4, the proposed residential community will offer diversity in housing styles, types, and lots sizes, thereby serving the needs of people of differing ages and incomes who want to locate within the neighborhood. Paddocks of Parkridge, when constructed, will add to the Neighborhood Form new, quality-built housing on smaller residential lots with a projected construction budget of equal or higher cost per square foot than the existing surrounding housing. The sizes of PRD patio/town homes will be comparable or smaller than the homes surrounding them and, correspondingly,



the individual lots will contain smaller yard areas for ease of maintenance, as compared to the surrounding single-family homes commonly built on much larger lots, which residents must expend more time, energy and money to maintain. Thus, the Proposal will moderately expand the existing supply of a newer housing product that remains in demand for the area – a different housing style that will increase diversity in types of single-family homes to serve differing ages and incomes of individuals wishing to live in the neighborhood. The proposed PRD dwelling units are intended for but not limited to an older age group of residents (ages 55 and older, including empty nesters), who desire a tightly-knit, well-landscaped community comprised of single-family lots with manageable upkeep and accessibility to a network of pedestrian connections and usable open space. Accordingly, the Proposal will introduce a distinct housing type to the neighborhood, thereby contributing to and expanding the variety of housing within an area.

THE PROPOSAL IS IN AGREEMENT WITH AND CONFORMS TO ALL APPLICABLE PLAN ELEMENTS, GOALS, OBJECTIVES AND POLICIES OF PLAN 2040, A COMPREHENSIVE PLAN FOR LOUISVILLE METRO

Plan Element 1 – Community Form

The Property is within the Neighborhood Form. Goal 1, Policy 3.1.3 of Plan 2040's Community Form Plan Element advises the Neighborhood Form is characterized predominantly by residential uses that vary from low to high density and that blend compatibly into the existing overall landscape and neighborhood areas. Moreover, Plan 2040 states the Neighborhood Form should provide diverse housing types and housing choices for differing ages, incomes, and abilities. New neighborhoods, like the proposed Paddocks of Parkridge, are encouraged to incorporate these different housing types and styles within a neighborhood as long as the different types are designed to be compatible with nearby land uses.

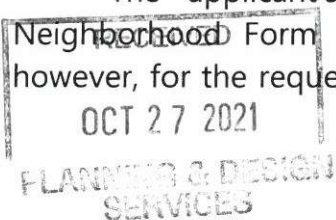
The Property is located within an area of mostly single-family residential development wedged in between 3rd Street Road and Manslick Road, and close to goods, services, job centers and access to public transportation. 3rd Street Road is minor arterial roadway and Manslick Road is a primary collector roadway in the area. 3rd Street Road heads south and north from the Property, providing connections in both directions to nearby activity centers, including a Town Center Form District just over a mile north of the Property and a Regional Center Form District within less than a mile south of the Property. Not only are necessary goods and services readily available in both nearby Town Center and Regional Center Forms, but also job opportunities in a variety of work areas for residents can be found.



As previously discussed, single-family communities developed in varying densities, site designs, lot sizes and containing dwellings of different sizes and building materials exist within the Neighborhood Form surrounding the Property. Directly adjacent to the south of the Property are a religious use, property zoned C-1, Commercial, and undeveloped R5A property subject of a fairly recent land use approval for multi-family residential. The applicant's Proposal offers a connection south into this property that will match up with Park Village Drive. The site's roadway design also stubs north into the R-4 property, offering further connections for the future when that property develops. Additional R-4 property exists across 3rd Street Road from the Property as well as to the west, across Manslick Road; R-5-, PRD-, R-5A-, and R-6-zoned properties are within the immediate area to the north of the Property; just a few properties to the south on 3rd Street Road (.15 of a mile) beings the Regional Center, where property zoned C-1, C-2, M-1, M-2 and R-4 coexist. The connection to the immediate south provides access from Paddocks of Parkridge to property zoned C-1, Commercial without the need for residents to access 3rd Street Road. The Proposal's site design, density, scale and architectural feel of its homes will positively contribute to the sense of place in the surrounding neighborhood, while also providing safe, efficient connectivity to its neighboring communities, thereby strengthening the surrounding Neighborhood Form. Moreover, the pedestrian connections designed for Paddocks at Parkridge will foster a safe, healthy environment to walk the neighborhood, whether from house-to-house, from one neighborhood to another, or simply a welcoming area to walk for exercise, which also adds to the feel of community and increases the potential for engagement between residents.

The surrounding area is an attractive location to reside because it is relatively centralized within southern Louisville and positioned near successful activity centers, Iroquois and Waverly Parks, and a great number of employment options. Here, the applicant's Proposal strengthens the Neighborhood Form encompassing it because the Proposal compatibly increases the Form's variety of single-family housing with houses that will be constructed in scale with surrounding homes and built using high-quality design and lasting building materials (brick, masonry accents and hardy plank siding). The site design provides for a safe, internal roadway layout that connects or stubs to adjacent properties, thereby linking existing and future developed properties, allowing movement of folks between subdivision communities and enhancing community. As such, the applicant's Proposal is in accord with Plan 2040's Community Form plan element because it bolsters the expanding neighborhood center in the immediate area with additional choices in quality housing.

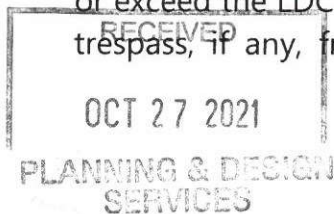
The applicant's proposed subdivision will not detract from the existing Neighborhood Form by inserting adverse traffic impacts to the immediate area, however, for the request to add seventy-seven lots on vacant ground will not generate



high levels of traffic trips to disrupt existing traffic flows, over-capacitate existing roadway infrastructure, nor will any of the proposed connections create sight-line problems. Moreover, the Proposal will not bring about any known nuisances, such as noise, odor, intrusive lighting, or out-of-place visual intrusions to existing viewsheds or neighboring properties. As such, and for the foregoing reasons, the applicant's request for R5 and PRD zoning for the Property is in further agreement with Plan 2040's Community Form Goal 1.

The applicant's Proposal advances Goal 2 of Plan 2040's Community Form because it encourages sustainable growth and incorporates appropriate density and housing choices within an area that, although is predominantly R-4, Single-Family zoning, offers differing residential densities nearby, which are served by a Town Center to the north at the intersection of 3rd Street Road and Nut Cut Road, and the Regional Center just a few properties to the south, along 3rd Street Road and, further, along the Outer Loop. In both the Town Center and the Regional Center, a variety of commercial and institutional uses exist to serve the residents of Paddocks of Parkridge. Goal 2 of Community Form looks to accomplish, among other objectives, the promotion of corridors for investment, encouragement of diverse land uses to enhance quality of place and provide safe mobility options to strengthen connectivity around centers and corridors. The proposed change in zoning will allow for an expansion to existing housing stock in the immediate neighborhood, thereby increasing support for the robust commercial activity centers firmly established in the nearby Town Center and Regional Center Forms.

Applicant's Proposal is also in concert with Goals 3 and 4 of Plan 2040's Community Form because the Property currently is 18+ acres with frontages along both a collector- and arterial-level roadway, largely underused by three (3) single-family homes and a sizeable field devoid of tree canopy. The applicant's Proposal places reasonable, compatible density on land served by two medium- to high-level corridors, where residents will be located near goods services located on these corridors and where another safe pedestrian and vehicular connection between the corridors will be dedicated to public use. The site contains no known sensitive natural features, archaeological resources, nor historic assets that would be endangered or disturbed by the Property's development. The Property does not possess any severe, steep or unstable slopes that would cause immediate or long-lasting environmental degradation. No karst has been identified onsite. Today the Property is relatively flat with no major changes in topography and the applicant's proposed development of the Property will avoid substantial changes to the site's existing topography. All applicable building setbacks will be met; landscaping buffers and tree canopy established onsite will equal or exceed the LDC requirements and will be greater canopy than what exists today; light trespass, if any, from the Property onto adjacent properties will be inconsequential;

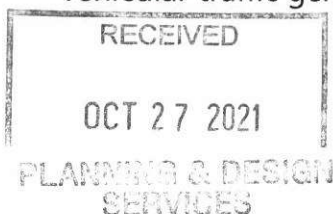


building height is consistent with the mix of building heights in the vicinity; secured garage parking for residents will be sufficiently provided with each resident, with guest parking available via driveway space and on-street parking integrated throughout the site.

In summary, the Proposal harmoniously adds to the range of housing styles in the area, thereby promoting the surrounding Neighborhood Form by providing available housing options for differing ages and incomes. Indeed, the one- and two-story dwelling units the applicant intends to build on the PRD and R-5 Property will be compatible with the scale, form and function of the surrounding single- and multi-family residential uses. The proposed homes will be built from durable, quality building materials that are consistent with the building materials utilized in the established single-family neighborhood surrounding the Property, including brick, masonry, wood and/or cement siding with accents. The Proposal, if approved, will develop a compact single-family community with attractive, safe roadway and pedestrian connections that seamlessly tie into adjacent residential communities, current and future, thereby building a stronger, more diverse neighborhood. Accordingly, the proposed development complies with Plan 2040's Community Form Plan Element.

Plan Element 2 – Mobility

The proposed zone change to PRD and R-5 and associated major subdivision of seventy-seven (77) single-family lots over 18 acres complies with Plan 2040's Mobility Plan Element and its three Goals because it proposes an appropriately-sized residential community on Property with direct access to two public roadways and whereon the applicant designed the Proposal's site plan to furnish and maintain proper site access, efficient and safe circulation throughout the development, while creating little to no adverse traffic-related effects onto adjacent areas. The subdivision plan shows the creation of new 50' foot right-of-way to serve the residential lots and connect to adjacent properties – to the south property, which was recently approved for higher density residential development; and to the north property, which, given the proximity to both 3rd Street Road and Manslick Road, will likely develop in the future. Manslick Road is a primary collector roadway where it intersects with the western access point to Paddocks of Parkridge and 3rd Street Road is a minor arterial roadway where it intersects with the eastern access point to Paddocks of Parkridge. Traveling north on 3rd Street Road it intersects with New Cut Road within the Town Center Form; traveling south, 3rd Street Road intersects with Outer Loop within the Regional Center. Both 3rd Street Road and Manslick Road currently maintain sufficient capacity to absorb the minor amount of vehicular traffic generated by the new residential lots.



The Proposal will dedicate to public use a fifty-foot (50') right-of-way wherein pavement widths will range between twenty (20') to twenty-two (24') feet (with radius of 35' for cul-de-sac width), and all roadways will have curb and gutters. Sidewalks will be 5' in width on both sides of sides of the proposed roadways. Due to the design of the internal roadway infrastructure within Paddocks of Parkridge, high rates of speed for vehicles circulating through the community are not reasonably achievable, thereby providing a safe environment for bicycling and walking. The applicant will dedicate approximately 3.87 acres of private property to public right-of-way. Proposed roadway and entrance intersections will meet the requirements for landing areas, as set by Louisville Metro Public Works; safe sightlines will be established and maintained throughout all roadways within the proposed subdivision. The applicant's Proposal avoids access to surrounding development through areas of significantly lower intensity or density. Circulation and turning radii will all meet minimum standards of Metro Transportation Planning and Public Works. The minimum grade of all streets shall be 1% and the maximum grade shall be 10%. Construction plans, bond, and permit are required prior to construction approval by Louisville Metro Public Works.

Each of the proposed single-family lots will have a garage and a driveway that connects the property to the development's internal roadway network. Adequate guest parking is available through on-street parking and on driveways of the single-family lots. Street trees will be planted in a manner that does not interfere with sight distances or create public safety issues. For the aforementioned reasons, the applicant's Proposal therefore complies with Plan 2040's Mobility plan element and all applicable objectives and policies therein contained.

Plan Element 3 – Community Facilities

Plan 2040's Community Facilities Plan Element provides guidance and recommendations for the proper integration of necessary community resources across Louisville Metro to plan and maintain accessible facilities that will improve the quality of life for existing and future residents and visitors of Louisville Metro. The Proposal complies with Plan Element Community Facilities of Plan 2040 and all applicable Goals and Policies thereunder because, although the Proposal itself is not intended to be a community facility, it will be served by all necessary utilities, including water, sewer, electricity, telephone and cable. To the extent possible, compatible utilities will be located within common easements and trenches, as required by each utility. Sanitary sewer will connect to MSD maintained sewer infrastructure by lateral extension agreement; all sanitary sewer facilities shall conform to MSD's adopted standards. The development also has an adequate supply of potable water and water for fire-fighting purposes; the Property is served by the Fairdale Fire Protection District, located nearby to the south at 7940 3rd Street Road. Recreational facilities exist close to the Property,

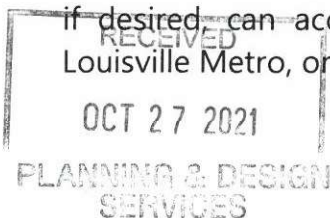
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where in just over a couple miles one can access Waverly Park to the south or Iroquois Park to the north, or, if one prefers a small park atmosphere, Auburndale Park is also a couple miles away to the east, with convenient access thereto via 3rd Street Road.

Plan Element 4 – Economic Development

Goal 1 of the Plan 2040's Economic Development Plan Element strives to provide an economic climate that improves growth, innovation, investment and opportunity for all. Goal 1 lists as Objectives b) and c), respectively, that land in Louisville Metro is available to facilitate residential development and that redevelopment of underused residential land is facilitated. Goal 2 of the Economic Development Plan Element is to cultivate a vibrant, unique city that attracts, retains, and develops a highly-skilled workforce; Goal 2 lists as Objectives b) and c) as protecting and improving the economic value of the neighborhood and that population and employment centers are connected, respectively. Here, the applicant requests approval from Louisville Metro to locate an attractive single-family residential community, offering a variety in housing options to purchasers looking to reside in this central area of south Louisville, which is well-supported by nearby goods, services, job opportunities and roadway infrastructure providing accessible connections in between them all. As mentioned, the Property will connect to Manslick Road to the west and 3rd Street Road to the east, and provide two connections to the north and south of the Property. Thru its zoning application and subdivision plan, the applicant wishes to utilize underused and underdeveloped residentially-zoned property to construct PRD and R-5A single-family housing, thereby strengthening the applicable Neighborhood Form with new housing stock and new connectivity, as well as supplying more customers for the nearby commercial activity centers located north, south and to the east of the Property.

As discussed, the Property is wedged in between a minor arterial roadway, Third Street Road, and a primary collector, Manslick Road, both of which provide vehicular connections to different commercial centers, the nearest being to the south, east and north. A well-sized and active commercial/employment center is located within the Regional Center Form that begins just a few properties to the south of the Property, on 3rd Street Road. This Regional Center includes a number of commercial retail outlets anchored by a Walmart Supercenter fronting Outer Loop, along with various restaurants and services for residents to frequent and support. A TARC route is available at the Walmart Supercenter. Similarly, just over a mile to the northeast of the Property via 3rd Street Road is a Town Center Form (at the intersection of New Cut Rd., Southside Dr., and 3rd Street Rd.) TARC also maintains a bus stop at this Town Center, where residents, if desired, can access public transportation to travel north into the urban core of Louisville Metro, or a location between the Town Center and downtown.



Moreover, the geographic location of the Property puts future residents near a multitude of job sources, from commercial to office to industrial; from large to small; and from national to locally-owned businesses, all of which can provide employment opportunities. Accordingly, the applicant's Proposal will further strengthen the connections between a diverse range of commercial, industrial and office uses in the surrounding areas and the nearby neighborhood forms where residents live. Indeed, for the Proposal adds to the diversity in the area's housing stock and the future residents of these houses will in turn support the commercial uses, and, correspondingly, various commercial, office and industrial uses will supply the residents with job opportunities in close proximity to where they reside. In short, the Proposal is a good opportunity to provide compatible housing that will contribute to the growth, investment and opportunity of the micro and macro markets of the immediate community and beyond. Accordingly, the Proposal advances Plan 2040's Economic Development Plan Element because it adds to the availability and diversity of quality housing located near workplaces.

Plan Element 5 – Livability

The Livability Plan Element of Plan 2040 provides guidance and direction for the provision and maintenance of resources necessary for the health and well-being of citizens. The applicant's Proposal seeks to establish a residential subdivision community on underused, mostly-vacant property surrounded predominantly by other properties zoned residentially, most of which are single-family houses (except for the religious use to the south) of similar scale, density, and character. Lots sizes and shapes vary widely in the area. The applicant's Proposal is consistent with the applicable policies and objectives of Plan 2040's Livability Plan Element, notably those set forth under Goal 1 of the Plan Element, because with the development of the Property, the applicant, in an effort to protect and enhance the natural environment and integrate it with the built environment, will plant trees to meet the 40% tree canopy requirement of the Land Development Code on the Property and install attractive landscaping, including plant species native to the Kentucky area, throughout the site to help blend the built and natural environments. The Property currently maintains a large, treeless field as a considerable portion of its overall acreage; the addition of tree canopy to this field will benefit the Property and the immediately surrounding area. The applicant will make certain street trees will be planted in a manner that does not affect public safety or hamper sight distances, but will still provide needed shade to both the pedestrian and vehicular connections; the street trees will be key to addressing heat emanating from concrete and asphalt pavements. Perimeter setback areas on the Property will be

maintained.

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Equally important to the livability of the surrounding area, the applicant will improve drainage infrastructure on the property and in the immediate area to help stormwater on the property properly drain and not pool for extended periods of time and better plan for and manage how stormwater leaves the Site. To accomplish this, the applicant will locate a number of drainage basins in specific areas of the Property, where stormwater can be directed through an MSD-reviewed-and-approved storm-sewer-drainage system to the drainage basins, which will control the rate of the collected stormwater leaving the Property. The 23,500+ cumulative square-feet of drainage basin and accompanying variable-sewer-and-drainage easements will accommodate runoff from the site, assuming the full buildout of the watershed as required, and will maximize the saturation capacity of the soil in accordance with Metropolitan Sewer District ("MSD") requirements. The applicant's proposed rezoning the Property to PRD and R-5 complies with Plan 2040's Livability Plan Element because the Proposal will include onsite stormwater detention and post-development peak flows from the Property will be limited to pre-development peak flows for the 2, 10, 25 and 100-year storms or to the capacity of the downstream system, whichever is more restrictive, thereby protecting adjacent and downstream properties from adverse impacts of stormwater drainage leaving the Property (See Subdivision Plan Sewer & Drainage Notes 6, 7, and 8). Thus, the development of the Property will accommodate "through" drainage systems and peak stormwater runoff rates post redevelopment will be acceptable to MSD and consistent with adopted regional and watershed plans. Required mosquito control shall be provided in accordance with Chapter 96 of the Louisville Jefferson County Metro Government Ordinances.

Connection to MSD sewer infrastructure via lateral extension will protect groundwater sources underneath the development and on adjacent properties. And, as the land is configured today, no portion of the Property lies within a flood hazard area per the applicable FEMA Map 21111 C 0090 F, dated February 26, 2021. Accordingly, emergency vehicle access will be able to traverse ground above any flood levels that might impact the property. Moreover, MSD must be satisfied with the applicant's proposed stormwater management system before the applicant can proceed to the Planning Commission's Land Development and Transportation Committee meeting. To ensure completion of proposed storm-water infrastructure, the Property will be subject to MSD drainage bonding prior to construction plan approval. The final design of this project must meet all MS4 water quality regulations established by MSD. The layout of the site may change at the design phase to facilitate proper sizing of green best management practices. The site does not contain any known archaeological features on it, and no severe, steep or unstable slopes exist on site. No blueline streams nor riparian zones exist on the property and, therefore, none of the same will be disturbed or

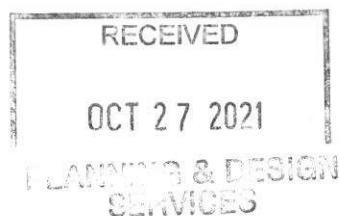
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threatened with construction activity by the applicant's Proposal. No karst features have been identified onsite. Geotechnical analysis of the Property will be conducted, if necessary. Finally, an erosion prevention and sediment control plan will be implemented prior to construction utilizing best management practices as required by the MSD.

Open space is provided, per the submitted subdivision plan. Importantly, for residents' access to large amounts of offsite open space, parks and opportunities for exercise, the Property is located 1.2 miles from a trailhead to the Louisville Loop of Parks, which is south on Manslick Road. Also, within short drives or bicycle rides, residents can access Auburndale Park (1.5 miles), and for a larger recreational area with more amenities, Iroquois Park (2.5 miles), where they can enjoy numerous activities at one of Louisville Metro's most celebrated Olmsted Parks, and Waverly Park (under 2 miles). Lastly, residents can go just a bit farther to the south and avail themselves of one of the largest urban forests in the country, Jefferson Memorial Forest, where a number of walking trails can be explored.

The new single-family dwelling units will have quality, well-manufactured building materials that will deploy sustainability and efficient energy use for the built dwelling units, all of which are designed for accessibility to support residents and guests of different ages and physical abilities. Additionally, the applicant's Proposal complies with Plan 2040's Livability Plan Element because the applicant proposes to develop underused property, surrounded by single-family dwellings, into seventy-seven (77) additional lots, which will connect to existing and available infrastructure with sufficient capacities rather than creating demands for new infrastructure systems to be constructed. The design of the site's access intra-site roadways will freely move automobiles to, from and thru the site, thereby causing no degradation of air quality in the immediate area. The Site's roadway design is curvilinear without long stretches of straightaway, allowing no real opportunities for drivers to reasonable achieve high levels of speed. Accordingly, the Proposal's roadway design also creates a safe pedestrian environment on both sides of the proposed public right-of-way, which will encourage pedestrian activity throughout the community, connect individual dwelling units to the single-family homes within the site as well as connections to neighboring properties, including the Buddha Bless Temple property site to the south, which was approved for R5-A zoning under Case No. 09-064-05. All of these measures will improve traffic conditions and, as a result, will minimize air pollution. Therefore, the proposed rezoning complies with Plan 2040's Livability Plan Element.



Plan Element 6 – Housing

The Housing Plan Element strives to enhance housing opportunities for all citizens of Louisville Metro by promoting equitable housing means, ensuring diverse, quality, physically accessible, affordable housing choices with access to opportunities, services and amenities. The following three Goals are set forth within the Housing Plan Element: 1) Expand and ensure a diverse range of housing choices; 2) Facilitate the development of connected mixed-use neighborhoods; and 3) Ensure long-term affordability and livable options in all neighborhoods. As discussed herein, and for the applicable reasons already discussed, the applicant's Proposal advances all three Goals of the Housing Plan Element. A hybrid PRD/R-5 subdivision plan will enable the applicant to provide sixteen (16) cumulative patio-home/townhome dwellings, each outfitted with smaller lots, and sixty-one (61) detached dwellings, each of which will also have their own yard, and which resemble the more traditional suburban R-5 residential lot design. The addition of seventy-seven single-family homes will furnish quality-designed, well-constructed housing that will compatibly add to the diversity in housing types, styles and design, all of which are positioned on the proposed subdivision plan to create a safe, connected community supported by necessary services, thereby expanding the housing market of the existing Neighborhood Form surrounding the Property.

The Proposal is in agreement with the applicable policies of Housing Goals 1 and 2 because the development of the subdivision on underused property will expand housing options and provide housing types that have proven successful in this particular real estate market, as shown by the solid demand for houses on similarly situated property to the north within the same Neighborhood Form, whereon connected single-family housing communities were developed on property being served by both 3rd Street Road to the east and Manslick Road to the west. Said developments were developed under R-5, PRD and R-5A zoning districts, yet connect with each other to form cohesive single-family community offering different styles of dwellings; the demand for this type of mixed single-family housing clearly exists. The Proposal will foster opportunities for residents looking to live in a central area of South Louisville with attractively-designed housing units constructed upon either attached PRD units or detached dwellings on R-5-sized lots within a residential community that is located near accessible commercial activity centers and employment opportunities.

This PRD/R-5-subdivision Proposal will act as a suitable transition between the R-5A and C-1 neighborhood to the south of the Property, and the beginning of the Regional Center Form just beyond that, and the R-4 and R-5 zoned-properties located to the north. As depicted on the proposed preliminary subdivision plan. R-5 Lot widths

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will mostly be 50', including some proposed lots that have frontages of less than 50' but said lots widen moving from front to rear yard (pie-shaped); the PRD lot-widths will range from 25' to 75'. The applicant has located the PRD lots to align the entry roadways to Parkridge of Paddock from both Manslick and 3rd Street Roads, where the site then transitions into R-5 single-family lots for detached dwellings. The PRD dwellings do not have defined setbacks; whereas the R-5 single-family lots will be outfitted with front and street yard minimum setbacks of 35', and minimum side yard setbacks are 5' and the rear yard setback is 25'. Building height for the both the R-5 and PRD lots is capped at 35' and the applicant requests no variance relief at this time to exceed that height requirement. Newly planted trees and landscaping throughout the site will provide harmonious appearances between adjacent residential developments, ultimately strengthening compatibility and privacy between connected neighborhoods. The proposed development will not generate significant traffic, and traffic to and from the development will be insubstantial. Purchasers of the proposed units will enjoy built-in garage space with direct access to their living space within the home, thereby allowing residents secured, covered access from their respective vehicles to their residences. The Proposal will have connectivity to residential communities to the south, vacant, developable property to the north, and to both Manslick and 3rd Street Roads, the latter of which leads to nearby commercial activity centers both to the north and south, where retail and restaurant uses are available. Consequently, the Proposal possesses various attributes that support inter-generational residents and presents an ideal development for residents of all ages.

Consistent with Goal 3 of Plan 2040's Housing Plan Element, the applicant's proposed rezoning will help ensure long-term affordability and livable options in housing for the area because it represents a significant investment in the development of an underused single-family property into a brand new, single-family residential subdivision offering attractive, well-constructed homes on a mix of lot shapes and sizes, including single-family lots for detached dwellings and zero-lot line lots for semi-detached units, and at a location near to employment centers and commercial goods and services. The Proposal appropriately places manageable density of single-family housing within the context of an area with various housing styles, ages and price points, all of which are supported by existing infrastructure, near recreation options, and within short distances to numerous workplaces, commercial goods, services, entertainment options, and transit. Additionally, the Proposal does not displace existing residents, for the Property currently possesses a good amount of underused, vacant ground; at least one existing resident, the applicant, will continue to live on the Property. Accordingly, development of the subdivision will allow for new residents to move to the area and strengthen the immediate neighborhood and the surrounding activity centers serving the nearby Neighborhood Forms.

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21-1 ZONE - 0139

COMPLIANCE WITH KRS 100.213

For all the reasons set forth in the applicant's detailed Justification Statement and the information set forth on the Subdivision Plan submitted with its formal zoning application, the applicant's Proposal is in agreement with the intents, goals, objectives and policies of Louisville Metro's Plan 2040 Comprehensive Plan. Consequently, the applicant's request to change the zoning of the Property complies with Kentucky Revised Statute 100.213 and all applicable Louisville Metro planning documents.

Respectfully submitted,

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