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## PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

<u>Applicant:</u>	EMM3, LLC
<u>Owner:</u>	Homer Burgin
<u>Location:</u>	6710 and 6714 Six Mile Lane
<u>Proposed Use:</u>	Apartment community
<u>Engineers, Land Planners and Landscape Architects:</u>	Mindel Scott & Associates
<u>Request:</u>	Change in Zoning from R-4 to R-7

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on May 11, 2017 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

### **INTRODUCTION**

**WHEREAS**, the applicant is proposing an apartment community consisting of 4 two-story buildings with a total of 36-units on 1.83 acres located near the intersection of Breckenridge Lane and Six Mile Road; the apartment buildings face toward the interior of the site, and parking is also located in the interior in front of the buildings; this is an area of Six Mile Lane with quite a few different apartment communities and condominium developments, along with other commercial properties, with buffering to the South by virtue of the railroad tracts; and

### **GUIDELINE 1: COMMUNITY FORM**

**WHEREAS**, the application complies with the applicable Intents and Policies B-3, Neighborhood Form District, of this Guideline because the community form for this area is Suburban Neighborhood which, as noted above, is characterized by predominantly single family and multi-family residential uses varying from high density to low density, meaning that a lot of apartments are located in Suburban Neighborhood Form Districts such as in this area; with a large number of apartment complexes, such as located near this property, this project will fit well and blend compatibly into the existing neighborhood, in part because there are multiple other R-6 and R-7 zoned multi-family developments along the South side of Six Mile Lane, such as this one, which is buffered to the South by the railroad tracks and not adjoining single family residential; this project will offer another diverse housing opportunity with these other developments, some of which have been existing for some time and will be of a scale compatible with these nearby projects; that, among other reasons, may very well be why the Suburban Neighborhood Form District contemplates uses such as this kind, both in the specific language contained within the description of the Suburban Neighborhood Form District found within the Comprehensive Plan and as evidenced by the fact there are multiple other residential uses

varying from low to high density already located in Suburban Neighborhood Form Districts; and for these reasons, among others, the proposed apartment community complies with this Guideline of the Cornerstone 2020 Comprehensive Plan; and

### **GUIDELINE 2: CENTERS**

**WHEREAS**, the application complies with the applicable Intents and Policies 4, 5, 6, 14, 15, and 16, of this Guideline because the Intents of this Guideline 2 are several fold: to promote an efficient use of land in existing infrastructure, to lower utility costs by reducing the need for extensions, to reduce commuting time and transportation related air pollution, to provide neighborhood centers and marketplaces that include a diversity of goods and services, to encourage vitality and sense of place, and to restrict individual or isolated commercial uses in noncommercial areas; the proposed apartment community complies with all of these Intents of this Guideline because this property is ideal for this use as an apartment community compatible with others on the street, and given its size, which is really far too large for a single-family house given this area of small houses on small lots, and given all the alternatives; locating an apartment community where there is a clear market demand in an area with a sizeable residential population like this, with lots of pass-by traffic, helps reduce commuting and transportation related air pollution because people don't have to drive long distances, as they often do, to reach the significant commercial development along Hurstbourne Parkway or in the Hikes Point area which are close to the property; the proposed apartment community also addresses the other Intent statements of this Guideline because it is a compact development that fits well with other nearby mixed uses designed to fit well with other residential development obviously predominantly existing in the area; and

**WHEREAS**, Policy 5 of this Guideline recommends a mixture of compatible uses in a Suburban Neighborhood; the way that the proposed apartment community relates to nearby residential in terms of design makes these uses very compatible, one with the other; also the existence of utilities at the property, the fact that proposed parking is internalized to the site and that TARC service is available in the area are evidence of Compliance with Policies 14, 15 and 16; and

### **GUIDELINE 3: COMPABILITY**

**WHEREAS**, the application complies with the applicable Intents and Policies 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 21, 22, 23, 24 and 28, of this Guideline because the Intents of this Guideline are to allow a mixture of land uses as long as they are designed to be compatible with each other, to prohibit the location of sensitive land uses in areas where accepted standards for noise, lighting, odors or similar nuisances are violated, and to preserve the character of the existing neighborhoods; the proposed apartment community complies with these Intents of this Guideline because it is evident from the development plan and current elevation renderings available for review at the Public Hearing that the apartment community is designed in a very compatible way with the existing character of the neighborhood; lighting will be designed so that lighting will not shine onto residential properties across Six Mile Lane, as the buildings will face the interior of the development further shielding any adverse lighting effects; and with the buildings designed to face the interior, all parking and activity will also be shielded from the adjoining properties; and

**WHEREAS**, Policies 5, 7, 8 and 9 of this Guideline all pertain, as stated above, to the nuisances of odors, noise, lighting and other visual impacts, which will be shielded as the buildings face the interior of the property; and as a residential community, the proposed use will not create odors, noises, excess lighting, and the buildings will be attractively designed; and

**WHEREAS**, Policies 10, 11, 12, 13, 14 and 15 seek to assure access to diverse housing, which by definition, this apartment community proposal will assure; Policies 21, 22, 23 and 24 seek to assure appropriate setbacks, screening and buffering which are evident on the DDDP accompanying this application and as will be shown on the concept landscape plan shown the LD&T and Planning Commission hearings; this small apartment community will not adversely affect traffic in the area, as apartment residents will be located in close proximity to retail centers located along Breckenridge Lane and Hurstbourne Parkway; and because this apartment community will be located in close proximity to others like it, this will allow another housing option such that residents don't have to drive far to visit these centers; and

#### **GUIDELINE 4: OPEN SPACE**

**WHEREAS**, the application complies with the applicable Intents and Policies 1, 6, and 7 of Guideline 4 because the Intents and Policies of Guideline 4 are to provide for open space in new residential development, which this small apartment community provides to the extent practical and necessary; buffer areas are found around the apartment community; open space will be maintained by the owner/applicant; landscaping will be planted along the east, west and south property lines to help soften its appearance; and there are no historic resources associated with this property, and the design keeps the disturbance of any natural features of the site to a minimum; and

#### **GUIDELINE 6: ECONOMIC GROWTH & SUSTAINABILITY**

**WHEREAS**, the application complies with the applicable Intents and Policies 2, 3, and 9 of this Guideline because the Intents and Policies of this Guideline are to ensure the availability of necessary usable land to facilitate development, to reduce public and private costs for land development, and to assure that new development is located near activity centers; there is a significant demand for additional residential, especially apartment, housing in Louisville Metro, including in this area; and the Suburban Neighborhood is a perfectly appropriate place for this use, given all the described impact mitigation; and

#### **GUIDELINES 7 AND 8: CIRCULATION AND TRANSPORTATION FACILITY DESIGN**

**WHEREAS**, the application complies with the applicable Intents and Policies 1, 2, 3, 9, 10, 11, 14, 15 and 16 of Guideline 7, and Policies 5, 9, 10 and 11 of Guideline 8 because the Intents and Policies of these Guidelines are to provide for safe and proper functioning of the street network, to ensure that a development does not exceed the carrying-capacity of adjoining streets, to ensure good internal and external circulation, to address congestion and air quality issues, to protect streetscapes and transit corridors, and to provide efficient, safe and attractive roadways, transit routes and sidewalks; and

**WHEREAS**, the proposed apartment community complies with these Intents of these Guidelines because, as stated above, this is a small apartment community that does not negatively impact the transportation network; there is an access point off Six Mile Lane which can handle this small volume of traffic; the DDDP includes adequate parking, sufficiently wide and safe corner clearances, median openings and access such that it received the preliminary stamp of approval from the Metro Works and Transportation Planning, assuring compliance with all of these particular design standards; and

**GUIDELINE 9: BICYCLE, PEDESTRIAN AND TRANSIT**

**WHEREAS**, the application complies with the applicable Intents and Policies 1, 2, 3 and 4 of this Guideline because the Intents and Policies of this Guideline all deal with assuring that provisions are made for pedestrian, bicycle and transit usage; sidewalks will be provided along the property frontage, and bike racks will be provided as per Code; and transit is available nearby; and

**GUIDELINES 10, 11 AND 12: STORM WATER, WATER QUALITY AND AIR QUALITY**

**WHEREAS**, the application complies with the applicable Intents and Policies 1, 3, 6, 7, 10 and 11 of Guideline 10, Policies 3 and 9 of Guideline 11, and Policies 1, 2, 6, and 8 of Guideline 12 because the Intents and Policies of these Guidelines pertain to the environmental issues; as to stormwater management, the DDDP was preliminarily approved by MSD prior to docketing for LD&T and Planning Commission hearings such that post-development peak rates of runoff will not exceed pre-development conditions; and there are no blue line streams involved on this property that will be adversely affected; and

**WHEREAS**, as to water quality, the typical way that this is addressed at this point in time in this community is through MSD's standards addressing water quality basins or like-kind protections, plus soil erosion and sediment control features, which will be addressed at construction stage; and

**WHEREAS**, as to air quality, as stated above, because this is a small development, not much traffic will be generated; and on an infill site, it is located proximate to workplaces and shopping; and

**GUIDELINE 13: LANDSCAPE CHARACTER**

**WHEREAS**, the application complies with the applicable Intents and Policies 1, 4, 5, and 6 of this Guideline because this Guideline and its Policies require adequate landscaping; and the development plan filed with this application shows landscaping as required by the Land Development Code; and

\* \* \* \* \*

**WHEREAS**, for all the reasons explained at LD&T and the Planning Commission public hearing and also in the public hearing exhibit books and on the approved detailed district development plan, this application also complies with all other applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan;

**NOW, THEREFORE**, the Louisville Metro Planning Commission hereby recommends to the Louisville Metro Council that it rezone the subject property from R-4 to R-7 and approves the Detailed District Development Plan.