

The Johnson Farm Development Response by the Eastwood Village Council

Introduction:

Development Proposal:

Inverness Developers are proposing the building of a conservation subdivision on what was formerly the Kleinert Farm off of Johnson Road, backing to Brush Run to the east, Polo Fields to the north and individual 5 acre homes to the South. While close to Aiken Road, Shelbyville Road is the likely route that would be used to access the Gene Snyder and 64 interstates. Parts of the development also reside in the Floyd's Fork Overlay District an area sensitive to watershed issues and is included in the Eastwood area as defined in the Eastwood Neighborhood Plan available:

http://eastwoodvillagecouncil.com/Neighborhood_Plan/EASTWOOD_NEIGHBORHOOD_PLAN_TOTAL.pdf

The most significant aspect of the plan is its size as the development now projects the addition of 364 homes zoned R4 in Eastwood and how it will impact the various infrastructures in Eastwood unless improved.

Response to Proposal

Transportation Concerns:

The transportation infrastructure in place in Eastwood does not sufficiently serve the existing growth Eastwood has experienced in the last 10 years. Little transportation infrastructure improvements have been made in Eastwood to accommodate the growth in the Eastwood area we are now experiencing and Louisville Metro Government is predicting. Eastwood is predicted to be one of the top growth areas in Louisville in the next 20 years. In the next two years, there are proposals and current plans to build 796 new homes in the Eastwood area in the next two years, with 364 units on Johnson Road, 55 homes in Meremont on Long Run Road, 50 homes in Brookfield next to Bryant Farm, 50 more in Glen Lakes on Flat Rock Road, 179 on Flat Rock Road for a development called Brookstone and 105 additional homes in the Bryant Farm development. The additional growth will produce over \$2,600,000 in tax revenue for our city and state, part of which must fund infrastructure improvements in our area. We are not in favor of growth in our area unless the infrastructure is suitable to serve the new proposed developments, which currently it is not. New plans must include in their binding elements, a negotiated contribution to help fund traffic signals and completing the turn lanes on Shelbyville Road to each end of the Eastwood Cut-off.

Specific problematic transportation issues in Eastwood include:

- The intersection at Johnson Road and Shelbyville Road is already a known point of congestion that has recently involved a fatality. To improve the safety of the intersection and to allow breaks in traffic for vehicles turning in and out of subdivisions, a traffic signal and turn lane must be added to the intersection before any more homes are built in subdivisions in Eastwood. Developers proposing new subdivisions should share in the cost of the traffic light with Louisville Metro Council. The funding methods and amounts should be included in the binding elements for any subdivision plans served by Shelbyville Road and Johnson Road in Eastwood.

- Johnson Road becomes Eastwood-Fisherville Road in the center of Eastwood. Traffic flies through Eastwood which further causes hazards on Johnson Road. Four-way stop signs at the intersection of the Eastwood Cut-off and Johnson/Eastwood Fisherville Roads, would aid traffic calming and improve traffic flow as the Johnson Road is improved. A necessary road improvement before we would agree to further subdivision approval in Eastwood.
- Shelbyville Road in Eastwood's village center is the only two-lane state highway in all of Jefferson County. Historically many accidents and near accidents have occurred in that two-lane stretch of Shelbyville Road from each end of the Eastwood Cut-off, due to many intersecting roads, subdivision ingress and egress, changes in speed, changes in the number of lanes from five to two, and the volume of traffic due further exacerbated by Simpsonville's commercial growth. Many local residents have requested new traffic studies of the two-lane stretch of Shelbyville Road. Because of difficulties of ingress and egress from the two or three lane sections of Shelbyville Road in Eastwood, traffic will stack up across the Johnson Road/Shelbyville Road intersection causing even further traffic gridlock. This issue must be addressed before it further endangers the lives of both residents and those passing through Eastwood and before we build more subdivisions in Eastwood. We need a new traffic study for the area from Long Run Road to Beckley Creek Parkway and Shelbyville Road needs a third turn lane from each end of the Eastwood Cut-off. Developers proposing subdivisions served by that section of Shelbyville Road should contribute to a road improvement fund along with Metro council and KYTC. The plan already on the books should be implemented immediately with funding sources identified and included in binding elements for development projects served by the road.
- Traffic speed continues at 55 mph within part of the boundaries of the village center contributing to the difficulty in turning into and out of subdivisions and causing safety and congestion issues. To help calm traffic the speed limit should be reduced substantially within the Eastwood Village area and no more than 45 mph from each end of the Eastwood Cut-off to Long Run Road and Beckley Creek Parkway respectively, to accommodate turns from subdivisions and traffic congestion due to intersecting streets. There currently are no devices to slow / halt traffic from Beckley Station to Flat Rock Road, traveling east and nothing slowing traffic traveling west from Simpsonville to Flat Rock Road. This turns Shelbyville Road into a virtual highway with no acceleration lanes to get into traffic or traffic pauses to facilitate turns. Turns into subdivisions back up traffic passed Johnson Road despite the limited existing turn lane developed to serve the Brookfield subdivision
 - Feeder roads for Shelbyville Road including Johnson Road and Flat Rock Road have little or no shoulder for safely handling additional traffic.
 - Johnson Road has a non-controlled train crossing which is a significant safety issue for travel on Johnson Road to Shelbyville Road.

Any additional development, without upgrading the supporting transportation infrastructure, is unacceptable to our existing and future residents. Developers building homes in the Eastwood Neighborhood area, must be engaged along with local and state officials, to improve the safety of the Johnson Road and the Shelbyville Road corridor from Beckley Creek Parkway to Long Run Road. Financial

commitments for funds earmarked for transportation related improvements should be recorded in binding elements for subdivisions served by Eastwood transportation infrastructure.

Other Items / Issues:

Materials for built homes on cul du sacs:

We would hope front and side facings of homes are made of brick for homes built on cul de sacs, to improve the look of individual homes from the street. While many subdivisions have barriers along Shelbyville Road, for property and roads approaching the Eastwood Village Center, we would hope connections and pedestrian ways to nearby commercial centers would be included in the development plans.

Sewers

Karst geology and few sewer routes serving the higher elevations in Eastwood, control commercial and residential development in our area. Failing septic systems continually foul area streams. Sewer plans and extensions are needed through-out the area particularly in the commercial areas of the village center. Subdivisions served by Eastwood's Village Center should contribute to sewer extensions that serve the commercial districts.

Watershed

Eastwood is one of the highest points in Jefferson County with water flowing either to Floyd's Fork, Brush Run or Long Run stream. Karst geology is present in most of the area exacerbating watershed issues and creating sink holes impacting water run-off and the water quality of our nearby streams and the Floyd's Fork Overlay district. Strick adherence to watershed and MSD criteria for development are essential to assure water does not flow into nearby properties or streams. Shelbyville Road in Eastwood is troubled with water run-off issues. Eastwood area developers should contribute to lessening the water run-off issues related to Shelbyville Road in Eastwood.

Tree Canopy / Green Space

Our tree canopy is significant in the Eastwood area and now impacted by the Emerald Ash Borer blight. We frequently experience a 10-degree difference in temperature, when travelling from Louisville's downtown to Eastwood. All efforts should be made to avoid creating more heat island affects in Eastwood as we convert our farmland to residential housing. We are requesting that green spaces should be contiguous with adjacent developments and golf courses, to make safer wild life interactions with vehicles on Eastwood roads. Trees planted or counted in greenspaces should include a variety of tree species. Ash trees should not be counted as part of the tree canopy since they will soon die due to the Emerald Ash Borer.

Educational Facilities

Reside schools serving Eastwood are at capacity. We know JCPS is considering a new reside school in Eastwood and we must encourage them to expand the capacity of reside schools serving Eastwood. New residents will need to be informed their reside schools are at capacity.

Proposal

- Complete a traffic study of Shelbyville Road from Beckley Creek Parkway to Long Run Road prior to approval of any new subdivisions in Eastwood.
- Implement plans for the Johnson Road/Shelbyville Road intersection improvement prior to beginning construction of the Inverness Johnson Road subdivision.
- Contribute to an infrastructure fund along with other Eastwood new subdivision developers that targets infrastructure road and intersection improvements for Johnson Road and Shelbyville Road as recorded in binding elements.
- Assure green spaces connect within the subdivision and with adjacent surrounding subdivisions.
- Assure water run-off is managed in an attractive manner.
- Assure green spaces have limited Ash tree counts.
- Advocate for sewer extensions into Eastwood's village center.
- Advocate for new elementary reside schools in Eastwood to serve area homes.
- Advocate for the improvement of EMS service to Eastwood before any more developments are begun.

We look forward to growth in Eastwood that honors our village roots properly addressing issues related to transportation, environmental and education and the safety of our residents.

Thank you,

Debra DeLor
Chair
Eastwood Village Council

2.2.6 R-4 Residential Single Family District

The following provisions shall apply in the R-4 Residential Single Family District unless otherwise provided in these regulations:

- A. Permitted Uses:
All uses permitted in the R-1 Residential Single Family District.
- B. Conditional Uses
Certain uses may be permitted in this district upon the granting of a Conditional Use Permit by the Board of Zoning Adjustment. Refer to Chapter 4 Part 2 for a listing of uses and requirements that apply to specific uses.
- C. Permitted Uses With Special Standards*
Certain uses are permitted in this district provided they meet the special standards and requirements listed for such uses in Chapter 4 Part 3.
- D. Property Development Regulations
Refer to the applicable Form District regulations in Chapter 5 for lot size, setback, building height and other restrictions.
- E. Maximum Density and FAR
 - 1. Maximum Floor Area Ratio:
 - a. For reduced size lots created in accordance with the Alternative Development Incentives regulations (Chapter 4, Part 5): 1.5
 - b. For all other lots: 0.5
 - c. Floor Area Ratio for Conservation Subdivision see Table 7.11.1
 - 2. Maximum Density:4.84 dwellings per acre
Additional density up to 6.05 dwellings per acre may be achieved using the Mixed Residential Development Incentive (MRDI) Option. See Section 4.3.20.

2.2.7 R-5 Residential Single Family District

The following provisions shall apply in the R-5 Residential Single-Family District unless otherwise provided in these regulations:

- A. Permitted Uses:
All uses permitted in the R-1 Residential Single Family District, as well as the following use(s):
Dwellings, semi-detached, on lots recorded before June 17, 1954, where each dwelling unit is constructed on its own lot and meets all other requirements of this zoning district
- B. Conditional Uses:
Certain uses may be permitted in this district upon the granting of a Conditional Use Permit by the Board of Zoning Adjustment. Refer to Chapter 4 Part 2 for a listing of uses and requirements that apply to specific uses.
- C. Permitted Uses With Special Standards*
Certain uses are permitted in this district provided they meet the special standards and requirements listed for such uses in Chapter 4 Part 3.
- D. Property Development Regulations:
Refer to the applicable Form District regulations in Chapter 5 for lot size, setback, building height and other restrictions.
- E. Maximum Density And Far
 - 1. Maximum Floor Area Ratio:
 - a. For reduced size lots created in accordance with the Alternative Development Incentives regulations (Chapter 4, Part 5) 1.5
 - b. For all other lots: 0.5
 - c. Floor Area Ratio for Conservation Subdivision see Table 7.11.1
 - 2. Maximum Density:7.26 dwellings per acre
Additional density up to 9.07 dwellings per acre may be achieved using the Mixed Residential Development Incentive (MRDI) Option. See Section 4.3.20.



Land Use

and Gilliland and Eastwood-Fisherville Roads are listed as Scenic Corridors. The neighborhood planning process offered an opportunity to examine each of these boundaries in more detail and provide recommendations for any necessary adjustments based on existing neighborhood conditions and desired future growth patterns.

Discussions during the initial task force meetings centered around the boundary of the village and the Village Center as they were identified in Cornerstone 2020. Taskforce members discussed their sense of the Eastwood limits. Physical, political, and historical boundaries were considered including fire districts, subdivision boundaries, and watersheds. Typical characteristics of villages across the country were identified and compared to the Eastwood area. Current development patterns were reviewed in context with a village model. Existing zoning was also used to analyze the appropriateness of the boundary as identified in Cornerstone 2020.

In addition, the concept of a “walkable” community was applied to the area. This concept is based on empirical data that most people are willing to walk up to a distance of a quarter mile before choosing to travel by automobile.

All of the above issues resulted in the recommended changes to the village boundary and the Village Center as shown in Figure 4.

Density and Zoning

Current zoning classifications found within the neighborhood area include Residential (R-4 and R-5), Commercial (C-1 and C-2), Office (OTF) and Industrial (M-2). The existing zones and the percentage of area of each zone within the Village is listed in the following table:

Zone	Percentage of Village Area
R-4	87.5
R-5	5.2
OTF	0.6
C-1	4.8
C-2	1.2
M-2	0.7



Typical home on Eastwood Fisherville Road

Most of the properties within the Village Center are zoned residential and commercial. There are two properties which are zoned M-2, Industrial, also located within the Village Center. These include Kentuckiana Auto Sales at 16121 Shelbyville Road and East End Welding at 116 Gilliland Road. An area-wide rezoning to downzone these properties to C-1 would permit land uses in the future which are compatible with uses envisioned for the Village Center. Current use of the M-2 properties would continue as non-conforming land uses. The requirements and restrictions of the less intense C-1 would only apply for new development and expansion.

An active association consisting of residents and business owners of Eastwood is needed to become the advocate for the vision established for Eastwood. This association, in cooperation with a review committee



Land Use

FIGURE 4

PROPOSED EASTWOOD VILLAGE FORM DISTRICT BOUNDARIES





APPENDIX

EASTWOOD ZONING

Eastwood Neighborhood Plan



