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STATEMENT OF COMPLIANCE WITH ALL APPLICABLE GOALS, GUIDELINES AND POLICIES OF THE CORNERSTONE 2040 COMPREHENSIVE PLAN

Applicant/Owner: Wilson Property Rentals, LLC

Location: 1400 Hepburn Ave.

Proposed Use: Multi-family residential

Engineers, Land Planners and
Landscape Architects: Milestone Design Group

Request: Zone Change from R-5B to OR-2 to comply
with LDC as multi-family residential

INTRODUCTION

This property is located in a Traditional Neighborhood Form District at the southeast corner of Hepburn Avenue and Edward Street in the Original Highlands Neighborhood on a small (0.118 acre/5,145 square foot) lot upon which is situated a 2.5 story building with a 1,385 square foot first floor footprint and a gross square footage of 3,470 with a garage with alley access. The garage contains two parking spaces and the 7 additional required spaces are on street. The building was built at the turn of the century and has been used for commercial as well as residential purposes. It has been used since approximately 1991 as six multi-family units without incident or complaint. The owner's original plan was to rezone from the current R-5B two family residential classification to OR-2 Office/Residential classification to comply with the density requirement and to permit flexibility of use (first floor office/upper floor residential/live-work) consistent with the historic pattern of use. In order to address neighbors' concerns about office uses, the owner had agreed to modify his request to R-8a Multi-family residential, which will enable compliance with the underlying density requirement and maintain its residential character. No changes in use or to the exterior of the building and property are proposed.

COMMUNITY FORM

Goal 1 – Guide the form and design of development to respond to distinctive physical, historic and cultural qualities.

This proposed zone change complies with all of the applicable goals, objectives and policies 7 and 9 which requires higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned because the site is ½ block from a transit route on

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Winter Avenue and 1 block from another transit route on Barret Avenue. It is convenient to the central business district as well as shopping and entertainment in the Baxter Avenue corridor. The transition between uses that are substantially different in scale and intensity or density of development is not truly implicated as the longstanding residential use will remain unchanged and the area has a diversity of zoning classifications and uses including C-2, R-7, OR-1 and OR-3. The exterior of the premises will remain unchanged and in its historical relationship to adjacent properties. A waiver is requested from the 5 foot landscape buffer area required by LDC 10.2.4 on the eastern boundary line because of the long term, pre-existing construction of the building since the turn of the century.

Goal 2 - Encourage sustainable growth and density around mixed -use centers and corridors.

This proposal complies with Policy 9 which encourages new developments and rehabilitation of buildings the provide commercial, office and/or residential uses because it will allow the financing of rehabilitating a beautiful and historic existing mixed-use building to be consistent with the residential use of the immediate area with easy access to mixed use corridors.

Goal 4- Promote and preserve the historic and archaeological resources that contribute to our authenticity.

This proposal complies with Policy 2 which encourages the cultural features including landscapes, natural elements and built features as it enables the preservation and rehabilitation of a beautiful brick multi-use building built at the turn of the century. Its historic character and the associated yards will be maintained in its current form.

Similarly this proposal complies with Policy 3 which encourages preservation and/or adaptive reuse of historic sites listed on or eligible for the National Register of Historic Places and/or recognized by the Louisville Metro Landmarks Commission or other national, state or local government historic preservation agencies as it is an adaptive reuse of a classic live/work building characteristic of the older neighborhoods of Louisville.

MOBILITY

Goal 1-Implement an accessible system of alternative transportation modes.

Policy 4 encourages higher densities within or near existing marketplace corridors and existing and future and employment centers to support transit-oriented development and an efficient public transportation system which this proposal meets because it is within 1 block of bus lines and cyclists and pedestrians can easily access the central business district as well as the Baxter Avenue corridor.

Goal 2- Plan, build and maintain a safe, accessible and efficient transportation system.

Policy 4 requires avoidance of access to development through areas of significantly lower intensity or density development if such access would create significant nuisances, however the proposed density is not significantly higher and six units is not significantly more intense than

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the surrounding area with commercial and office zones within blocks, all of which traverse the grid system of streets in the area.

Goal 3- Encourage land use and transportation patterns that connect Louisville Metro and support future growth.

To improve mobility, and reduce vehicle miles traveled and congestion, Policy 2 encourages a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrian and people with disabilities. This proposal easily meets this policy with its location near to transit lines, within a walkable neighborhood with sidewalks. Although the theoretical density is greater than the R-5B in the area, only two additional units would be added by the requested R-8A classification. The property currently houses two disabled residents who have lived there comfortably for several years and who will be displaced if this request is denied.

Policy 5 requires evaluation of developments for their impact on the transportation network(including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality and this proposal would have no impact on these facilities as it would only allow two additional residential units, both of which have been in use since approximately 1991 without complaint or incident.

Policy 6 requires assurance that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development. This proposal will have NO impact on these facilities or services and therefor is also consistent with Policies 9 and 10 because there is no impact that would require additional transportation improvements.

COMMUNITY FACILITIES

Goal 2 – Plan for community facilities to improve quality of life and meet anticipated growth

This proposal meets Policies 1, 2 and 3 all relevant utilities are and long have been available to the site and there are no native plant communities on the site.

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LIVABILITY

Goal 1 – Protect and enhance the natural environment and integrate it with the built environment as development occurs.

This proposal satisfies Policies 5, 17 and 21 since it is in a long-established built environment with no native plant species or karst features with no impact of groundwater resources or surface drainage and is not located in a regulatory floodplain.

HOUSING

Goal 1- Expand and ensure a diverse range of housing choices.

Policy 1 encourages a variety of housing types including... multi-family and allows accessory residential structures and apartments and housing types must reflect the Form District pattern. This proposal clearly meets this policy because although the immediate area is almost exclusively R-5B, the proposal increases the diversity of housing styles and would allow only two more residential units than currently permitted characteristic of the Traditional Neighborhood Form.

Policy 2 promotes housing options and environments that support aging in place. Encourages housing for older adults and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities. This proposal is clearly compliant due to its convenient access to transportation to the medical district and the Baxter corridor. The availability of these units would allow downsizing seniors to remain in their neighborhood. Two existing residents with disabilities have lived at this site with comfort and convenience for many years indicating that this is indeed suitable for elderly and disabled residents.

Goal 2- Facilitate the development of connected, mixed-use neighborhoods.

In accordance with Policies 1 and 2, this proposal encourages inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area because, in the existing enclave of R-5B area it would offer a housing choice that will enable both younger and older persons an affordable opportunity to live in this desirable neighborhood with access to all the amenities for shopping, services and entertainment a choice of multi-modal transportation that are available in this area. Affordable housing has increasingly become beyond the reach of the younger generation which, without a diversity of housing types, would be shut out from this area.

Goal 3- Ensure long-term affordability and livable options in all neighborhoods.

This proposal complies with Policies 1, 2 and 3 because it increases the variety of ownership options and unit costs throughout Louisville Metro, no existing residents will be displaced and permits the innovative housing methods. Insisting on maintaining a monolithic block of a single zoning classification would tend to create gentrification to the exclusion of persons of color and differing income levels.

* * *

Based upon the forgoing, this proposal overwhelming complies with all other applicable Guidelines and Policies of the Cornerstone 2040 Comprehensive Plan.

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Respectfully submitted,

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