

Development Review Committee Staff Report

December 3, 2014



Case No:	14DEVPLAN1148
Project Name:	New Parking Lot for Portland Elementary School
Location:	3418 and 3420 Pflanz Avenue
Owner(s):	Board of Education of Jefferson County
Applicant:	Same
Representative(s):	John Addington, BTM Engineering
Existing Zoning District:	UN
Existing Form District:	TN
Jurisdiction:	Louisville Metro
Council District:	5 - Cheri Bryant Hamilton
Case Manager:	Sherie' Long, Landscape Architect

REQUEST

Community Facility Review (CFR) for construction of a new parking lot for Portland Elementary School.

Pursuant to KRS 100.324(4), any proposal for acquisition or disposition of land for public facilities, or changes in the character, location, or extent of structures or land for public facilities, excluding state and federal highways and public utilities and common carries by rail mentioned in this section, shall be referred to the commission to be reviewed in light of its agreement with the comprehensive plan, and the commission shall, within sixty (60) days from the receipt, review the project and advise the referring body whether the project is in accordance with the comprehensive plan. If it disapproves of the project, it shall state the reasons for disapproval in writing and make suggestions for changes which will, in its opinion, better accomplish the objectives of the comprehensive plan. No permit required for construction or occupancy of such public facilities shall be issued until the expiration of the sixty (60) day period or until the planning commission issues its report, whichever occurs first.

CASE SUMMARY/BACKGROUND/SITE CONTEXT

The subject properties, zoned Urban Neighborhood (UN) in the Traditional Neighborhood Form District (TN), are located on the south side of Pflanz Avenue across from Portland Elementary. These two vacant lots, which prior to 2013 were occupied by residential structures and accessory buildings of which have since been demolished, will be the location of a proposed 26 space off-street parking lot. These parking spaces will be used by the Portland Elementary School faculty.

The two lots are located in the middle of the block and surrounded on three sides by residential property; single family to the east and west and multi-family to the south. A new curb cut is proposed to access the parking lot from Pflanz Avenue. Normally a 3 foot masonry wall is required along the street frontage when parking lots are located in a Traditional Form District, however the applicant is not providing this required wall but instead providing a 3 foot evergreen hedge. Also, normally a Condition Use Permit is required to be granted when a parking lot is located on residential property and off-site from the facility using the parking spaces.

The 3 foot evergreen hedge is being provided in the required 5 foot landscape buffer area (LBA) which fronts Pflanz Avenue. A 5 foot LBA is also provided along the east and west perimeters, and along the rear of the

site as required. However, the required tree planting (7 Type A or B trees) and the 6 foot screen are not being provided in these LBAs which abut the residential property. Normally the applicant would be required to apply for a waiver “to not provide the required tree planting and screening” in the required 5’ LBAs. The 6’ screen is intended to block headlights and reduce noise that will impact the adjacent residential properties. The interior tree planting (2 Type A trees) and the interior landscape area (ILA) square footage are provided as required. The tree canopy square footage for the site is also being provided as required.

Currently there are two large existing trees located along the eastern perimeter near the rear of the property which could be saved if the parking lot were modified to accommodate them to remain. However, the proposed layout of the parking lot does not take into consideration preservation of these existing trees.

The plan does not show the locations of any proposed light poles or lighting fixtures; however the plan does contain a note addressing lighting, which is to be directed down and away from neighboring properties.

Transportation Planning has reviewed the plan for compliance. Normally, this proposed parking lot would be required to be accessed from the alley, but the alleys fronting this property are either unimproved or very narrow which does not allow for the necessary width to accommodate access.

MSD has reviewed the development plan for drainage compliance. The applicant has been advised to provide an infiltration trench, or bio-swale which will accommodate the increased storm-water runoff generated by an increase of impervious surface area. However, the development plan does not reflect or relay either an infiltration system or bio-swale to address the increased runoff. The plan does contain notes referencing a detention basin along with drainage pipes and channels which will be designed to conform to MSD standards and specifications.

Normally the two lots would be consolidated by either a minor plat or by deed. However the applicant is not consolidating these two properties, therefore a 5’ LBA is required along the common boundary of the two properties. Normally a waiver “to eliminate the buffer requirement along the common perimeter” would be required.

There is no signage proposed or shown for the proposed parking lot. However, the plan contains a note stating: “There shall be no signage for the proposed parking.”

LAND USE/ZONING DISTRICT/FORM DISTRICT TABLE

	Land Use	Zoning	Form District
<i>Subject Property</i>			
Existing/ Proposed	Proposed Parking Lot	U-N	TN
<i>Surrounding Properties</i>			
North	Portland Elementary across Pflanz Ave.	U-N	TN
South	Multi-family residential	R-5A	TN
East	Single family residential	U-N	TN
West	Single family residential	U-N	TN

PREVIOUS CASES ON SITE

Case # 36332 – Wrecking Permit to remove a house and accessory structures at 3420 Pflanz Avenue. Issued July 11, 2013.

13WR1003 - Wrecking Permit to remove a house and accessory structures at 3418 Pflanz Avenue. A 30 day Landmarks Review was issued because this structure was 65 years or older. The 30 day Landmarks Review expired June 30, 2013. The Wrecking Permit was issued July 11, 2013

INTERESTED PARTY COMMENTS

Staff received any inquiry concerning the impact of this parking lot on the adjacent residential properties and the neighborhood. A letter outlining the interested parties concerns will be submitted prior to the public hearing.

APPLICABLE PLANS AND POLICIES

Cornerstone 2020 Comprehensive Plan – see checklist attached.
Land Development Code

TECHNICAL REVIEW

1. The planting requirements of the 5' LBA along the West, South, and East perimeters are not being met. Seven Type A or B trees along with a 6' screen (wall, solid fence, plantings, or combination of these) are required in the 5' LBA. A waiver would normally be required.
2. A 3 foot masonry, stone or concrete wall that makes reference to a similar design within the surrounding area shall extend across the front of the parking area. A waiver would normally be required.
3. A Condition Use Permit (CUP) is required to allow an off-street surface parking area in a district where it is prohibited. Normally a CUP is required to be granted to allow off-street parking in a residential zone.
4. A 5' LBA is required along the common lot line between the two lots. A waiver would normally be required to eliminate this requirement; or the two lots could be consolidated which would eliminate the property line, therefore eliminating the buffer requirement.
5. The parking lot is required to be accessed from the existing Alley(s). A waiver would normally be required.
6. MSD's recommended storm water method of an infiltration system or bio-swales are not shown or addressed on the plan. Drainage is approved during the construction review and approved process.

STAFF CONCLUSIONS

The proposed development meets 6 of the applicable guidelines of the Comprehensive Plan.

The existing grid pattern of the streets, sidewalks and alleys are being preserved (Guideline 1: Community Form, Policy B.2); and the lotting pattern of the area is reflected (Guideline 1: Community Form, Policy B.2).

The setbacks are compatible with the adjacent properties (Guideline 3: Compatibility, Policy A.23).

The development is avoiding wet areas, steep slopes, and unstable soils (Guideline 5: Natural Areas and Scenic and Historic Resources, Policy A.6).

The area of the proposal has existing utility services and adequate supply of potable water (Guideline 14: Infrastructure, Policy A.2 and A.3).

The proposed development violates 21 of the applicable guidelines of the Comprehensive Plan.

There is no preservation or renovation of the existing structures which were predominately consistence with the neighborhood building design (Guideline 1: Community Form, Policy B.2).

The intensity of the proposed use is not compatible with the residential character of the neighborhood and will create a nuisance, plus the use is not a good fit in an established "residential" neighborhood. These lots are zoned for a residential use; therefore the appropriate use is residential, not a large surface parking lot. The scale and intensity is out of character for this intact residential block. Renovation of the existing houses is preferred over removal; however, a re-establishment of housing is encouraged instead of constructing a parking lot which is not compatible with the surroundings. Enlargement and widening of the curb-cut along with the increase of impervious surface both impact the neighborhood negatively. (Guideline 2: Centers, Policies A.2, A.4, A.7, A.8/11, A.13 and A.15).

Since there is no screening (plantings or fencing) being provided between the adjacent residential properties and the proposed parking lot, the impact of the proposal is not being reduced or mitigated. The scale and size of the proposal is not in character with surrounding residential properties and will be a nuisance. Even though the setbacks are being provided, a parking lot less than 10 feet from a residential property with no screening between them, there is a definite impact from this incompatible use. The use of vegetation or fencing would lessen the impact, however there is none provided. (Guideline 3: Compatibility. Policies A.1, A.2, A.3, A.6, A.13, A.14, A.21, and A.22).

Natural features, the existing maple trees, should be integrated into the design and layout instead of being removed (Guideline 4: Open Space, Policy A.5).

Also the existing residential structures, considering the historic value, should have been renovated if not replaced with appropriate housing instead of being demolished (Guideline 5: Natural Areas and Scenic and Historic Resources, Policies A.1, and A.2/4).

Access through significantly lower intensity development is to be avoided because of the increased traffic, noise, and general nuisance. A parking lot located between two residential properties on a narrow street in an intact neighborhood does not meet this policy (Guideline 7: Transportation facility Design, Policy A.9).

Bicycle and pedestrian movement has not been addressed beyond the existing sidewalk (Guideline 9: Bicycle, Pedestrian and Transit, Policy A.1/2).

The drainage plan should mitigate negative impacts to the watersheds and streams, plus improve water quality. The proposal does not address or reflect MSD recommended storm water measures. (Guideline 10: Flooding and Storm water).

Four of the guidelines require additional information.

Utility easements are not shown or labeled so it is not clear where they are to be located (Guideline 2: Centers, Policy A.14).

There is no lighting shown on the development plan to determine what the impact will be on the adjacent residential properties (Guideline 3: Compatibility, Policy A.8).

The proposal does not address roadway improvements or improvements of other public facilities, including sidewalks (Guideline 7: Circulation, Policy A.1/2).

Lastly, the proposal does not address how water quality is being protected (Guideline 14, Policy A.4)

Based upon the information in the staff report, the testimony and evidence provided, the Development Review Committee must determine if the Community Facility Review meets the applicable guidelines of the Comprehensive Plan, and make any recommendations deemed appropriate to bring the development proposal into further conformance.

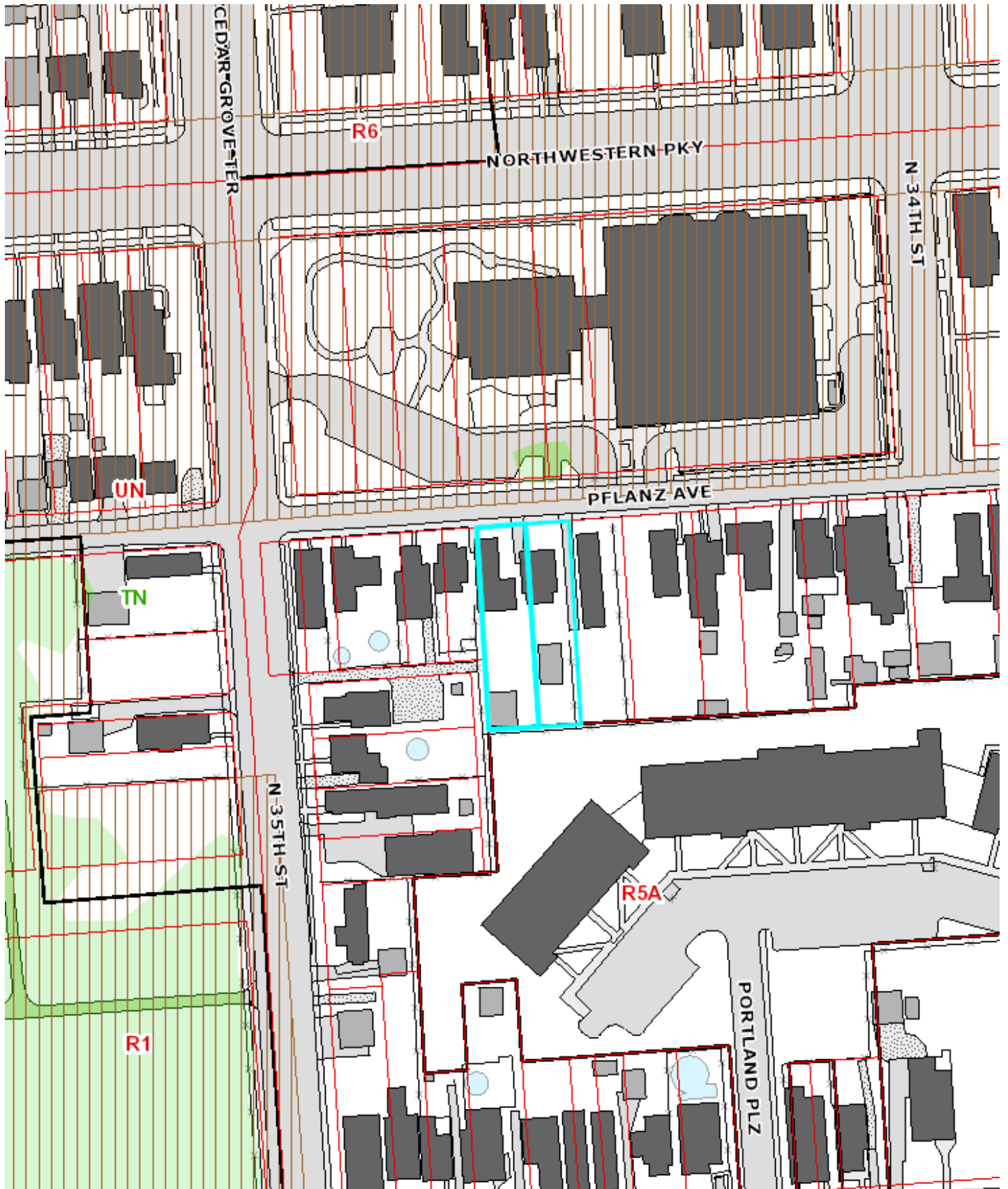
NOTIFICATION

Date	Purpose of Notice	Recipients
11/19/2014	Hearing before DRC on 12/03/2014	1 st tier adjoining property owners. Subscribers of Council District 5 Notification of Development Proposals.

ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Cornerstone 2020 Staff Checklist
4. Site Plan
5. Site Photographs

Attachment 1: Zoning Map



Attachment 2: Aerial Photograph



Attachment 3: Cornerstone 2020 Staff Checklist

- + Exceeds Guideline
- ✓ Meets Guideline
- Does Not Meet Guideline
- +/- More Information Needed
- NA Not Applicable

Traditional Neighborhood: Residential

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
1	Community Form/Land Use Guideline 1: Community Form	B.2: The proposal preserves the existing grid pattern of streets, sidewalks and alleys.	✓	The existing street grid is being maintained.
2	Community Form/Land Use Guideline 1: Community Form	B.2: The lotting pattern reflects the existing lotting pattern of the area, with predominately long and narrow lots, sections of larger estate lots, and appropriately-integrated higher density residential uses.	✓	The lots are not being consolidated, but instead are to remain as two individual lots which reflect the existing lotting pattern.
3	Community Form/Land Use Guideline 1: Community Form	B.2: The proposal preserves public open spaces, and if the proposal is a higher density use, is located in close proximity to such open space, a center or other public areas.	NA	
4	Community Form/Land Use Guideline 1: Community Form	B.2: The proposal preserves and renovates existing buildings if the building design of these structures is consistent with the predominate neighborhood building design.	-	The existing structures which were consistent with the predominate buildings of the neighborhood were demolished.
5	Community Form/Land Use Guideline 2: Centers	A.1. Locate activity centers within the Traditional Neighborhood Form District at street intersections with at least one of the intersecting streets classified as a collector or higher, AND one of the corners containing an established non-residential use.	NA	

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
6	Community Form/Land Use Guideline 2: Centers	A.2: Develop non-residential and mixed uses only in designated activity centers except (a) where an existing center proposed to expand in a manner that is compatible with adjacent uses and in keeping with form district standards, (b) when a proposal is comparable in use, intensity, size and design to a designated center, (c) where a proposed use requires a particular location or does not fit well into a compact center, (d) where a commercial use mainly serves residents of a new planned or proposed development and is similar in character and intensity to the residential development, or (e) in older or redeveloping areas where the non-residential use is compatible with the surroundings and does not create a nuisance.	-	This proposal is to construct a parking lot in the middle of an intact block of single family houses in an established neighborhood. A parking lot is not compatible with the abutting residential. Parking lots are too intense when located 10 feet or less from a single family structure and there is no visual or physical buffer between these uses.
7	Community Form/Land Use Guideline 2: Centers	A.4: Encourage a more compact development pattern that results in an efficient use of land and cost-effective infrastructure.	-	These lots are zoned for residential development. They are not intended to be an off-street parking lot. A more efficient use of the land would be to construct residential structures which would be similar to the remaining residential structures along the block. However, the more cost effective use would have been to rehabilitate the two existing structures instead of demolishing them.
8	Community Form/Land Use Guideline 2: Centers	A.5: Encourage a mix of compatible uses to reduce traffic by supporting combined trips, allow alternative modes of transportation and encourage vitality and sense of place.	NA	
9	Community Form/Land Use Guideline 2: Centers	A.6: Encourage residential uses in centers above retail and other mixed-use multi-story retail buildings.	NA	
10	Community Form/Land Use Guideline 2: Centers	A.7: Encourage new developments and rehabilitation of buildings to provide residential uses alone or in combination with retail and office uses.	-	No rehabilitation of the existing building, but instead they were removed. These lots should be reused as residential not as a non-residential parking lot.
11	Community Form/Land Use Guideline 2: Centers	A.8/11: Allow centers in the Traditional Neighborhood Form District that serve the daily needs of residents and that are designed to minimize impact on residents through appropriate scale, placement and design.	-	In the middle of an intact residential block is not an appropriate placement of a parking lot.
12	Community Form/Land Use Guideline 2: Centers	A.10: Encourage outlot development in underutilized parking lots provided location, scale, signs, lighting, parking and landscaping standards are met. Such outlot development should provide street-level retail with residential units above.	NA	
13	Community Form/Land Use Guideline 2: Centers	A.12: Design large developments to be compact, multi-purpose centers organized around a central feature such as a public square, plaza or landscape element.	NA	

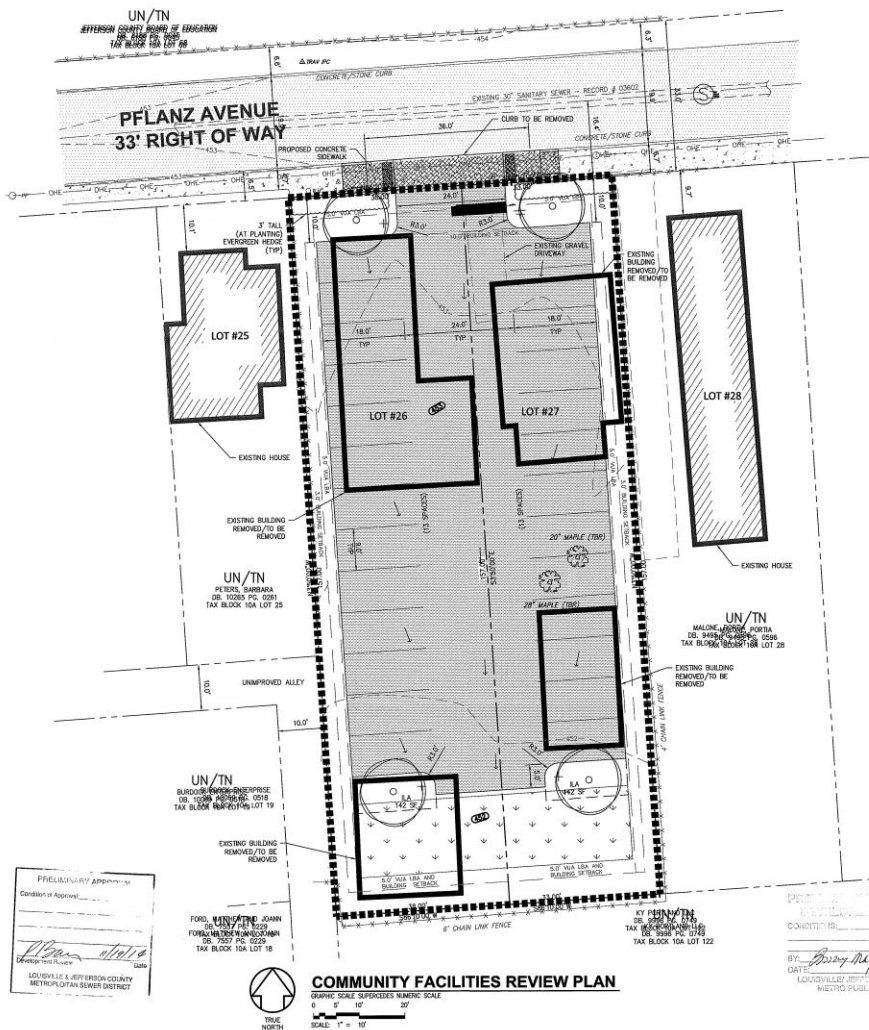
#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
14	Community Form/Land Use Guideline 2: Centers	A.13: Encourage sharing of entrance and parking facilities to reduce curb cuts and surface parking.	-	This proposal increasing the surface parking area and increases the size of the curb cut which is the contradictory to the action being encouraged.
15	Community Form/Land Use Guideline 2: Centers	A.14: Design and locate utility easements to provide access for maintenance and to provide services in common for adjacent developments.	+/-	The proposal does not show any utility easements or locations of services. More information is needed.
16	Community Form/Land Use Guideline 2: Centers	A.15: Encourage parking design and layout to balance safety, traffic, transit, pedestrian, environmental and aesthetic considerations.	-	No buffering is being provided between the residential properties and the parking lot to reduce the impact of the facility. Plus the access to the parking lot is from a very narrow street which may create traffic and safety issues.
17	Community Form/Land Use Guideline 2: Centers	A.16: Encourage centers to be designed for easy access by alternative forms of transportation.	NA	
18	Community Form/Land Use Guideline 3: Compatibility	A.1: The proposal is generally compatible within the scale and site design of nearby existing development and with the form district's pattern of development.	-	A parking lot located between two residential properties, with houses 10 feet from the parking spaces in an intact residential block, is not compatible. Plus, no screening or buffing is being provided to reduce the impact or the incompatibility.
19	Community Form/Land Use Guideline 3: Compatibility	A.2: The proposed building materials increase the new development's compatibility. (Only for a new development in a residential infill context, or if consideration of building materials used in the proposal is specifically required by the Land Development Code.)	-	A large impervious surface (asphalt) parking lot in a residential neighborhood is not compatible with the surroundings.
20	Community Form/Land Use Guideline 3: Compatibility	A.3: The proposal is compatible with adjacent residential areas, and if it introduces a new type of density, the proposal is designed to be compatible with surrounding land uses through the use of techniques to mitigate nuisances and provide appropriate transitions between land uses. Examples of appropriate mitigation include vegetative buffers, open spaces, landscaping and/or a transition of densities, site design, building heights, building design, materials and orientation that is compatible with those of nearby residences.	-	A parking lot located between two residential properties, with houses 10 feet from the parking spaces in an intact residential block, is not compatible. Plus, no screening or buffing is being provided to reduce the impact or the incompatibility. Mitigation of the nuisance or appropriate transitions between land uses are not being provided.
21	Community Form/Land Use Guideline 3: Compatibility	A.6: The proposal mitigates any adverse impacts of its associated traffic on nearby existing communities.	-	Parking lot will have an adverse impact on the nearby existing neighborhood and will increase the traffic
22	Community Form/Land Use Guideline 3: Compatibility	A.8: The proposal mitigates adverse impacts of its lighting on nearby properties, and on the night sky.	+/-	It is not clear where the lighting will be provided. More information is needed
23	Community Form/Land Use Guideline 3: Compatibility	A.10: The proposal includes a variety of housing types, including, but not limited to, single family detached, single family attached, multi-family, zero lot line, average lot, cluster and accessory residential structures, that reflect the form district pattern.	NA	

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
24	Community Form/Land Use Guideline 3: Compatibility	A.11: If the proposal is a higher density or intensity use, it is located along a transit corridor AND in or near an activity center.	NA	
25	Community Form/Land Use Guideline 3: Compatibility	A.13: The proposal creates housing for the elderly or persons with disabilities, which is located close to shopping, transit routes, and medical facilities (if possible).	-	These residentially zoned lots should be residential housing not a surface parking lot therefore to develop these lots as a surface parking lot is inappropriate.
26	Community Form/Land Use Guideline 3: Compatibility	A.14/15: The proposal creates appropriate/inclusive housing that is compatible with site and building design of nearby housing.	-	These residentially zoned lots should be residential housing not a surface parking lot therefore to develop these lots as a surface parking lot is inappropriate.
27	Community Form/Land Use Guideline 3: Compatibility	A.21: The proposal provides appropriate transitions between uses that are substantially different in scale and intensity or density of development such as landscaped buffer yards, vegetative berms, compatible building design and materials, height restrictions, or setback requirements.	-	Several trees are being provided along with a 3 foot screen between the street and the parking lot, however the proposal is lacking mitigation or appropriate transitions for the adjacent residential properties surrounding the proposed parking lot. However, the front yard setback is being honored.
28	Community Form/Land Use Guideline 3: Compatibility	A.22: The proposal mitigates the impacts caused when incompatible developments unavoidably occur adjacent to one another by using buffers that are of varying designs such as landscaping, vegetative berms and/or walls, and that address those aspects of the development that have the potential to adversely impact existing area developments.	-	The required 3 foot wall along the street frontage is not being provided. However, a 3 foot evergreen screen is being provided between the street and the parking lot. But, the proposal is lacking mitigation or appropriate transitions for the adjacent residential properties surrounding the proposed surface parking lot.
29	Community Form/Land Use Guideline 3: Compatibility	A.23: Setbacks, lot dimensions and building heights are compatible with those of nearby developments that meet form district standards.	+	All the perimeter setbacks are being honored.
30	Community Form/Land Use Guideline 4: Open Space	A.2/3/7: The proposal provides open space that helps meet the needs of the community as a component of the development and provides for the continued maintenance of that open space.	NA	
31	Community Form/Land Use Guideline 4: Open Space	A.4: Open space design is consistent with the pattern of development in the Traditional Neighborhood Form District.	NA	
32	Community Form/Land Use Guideline 4: Open Space	A.5: The proposal integrates natural features into the pattern of development.	-	The existing trees are not being preserved.
33	Community Form/Land Use Guideline 5: Natural Areas and Scenic and Historic Resources	A.1: The proposal respects the natural features of the site through sensitive site design, avoids substantial changes to the topography and minimizes property damage and environmental degradation resulting from disturbance of natural systems.	-	The existing maple trees are not being preserved plus, it is not clear how the increased runoff from the additional asphalt will be addressed.

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
34	Community Form/Land Use Guideline 5: Natural Areas and Scenic and Historic Resources	A.2/4: The proposal includes the preservation, use or adaptive reuse of buildings, sites, districts and landscapes that are recognized as having historical or architectural value, and, if located within the impact area of these resources, is compatible in height, bulk, scale, architecture and placement.	-	The existing buildings were demolished; therefore an adaptive reuse is impossible. Plus, the existing maple trees, which remain on the site, are not being preserved.
35	Community Form/Land Use Guideline 5: Natural Areas and Scenic and Historic Resources	A.6: Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes with the potential for severe erosion.	NA	
36	Mobility/Transportation Guideline 7: Circulation	A.1/2: The proposal will contribute its proportional share of the cost of roadway improvements and other services and public facilities made necessary by the development through physical improvements to these facilities, contribution of money, or other means.	+/-	No information was provided.
37	Mobility/Transportation Guideline 7: Circulation	A.6: The proposal's transportation facilities are compatible with and support access to surrounding land uses, and contribute to the appropriate development of adjacent lands. The proposal includes at least one continuous roadway through the development, adequate street stubs, and relies on cul-de-sacs only as short side streets or where natural features limit development of "through" roads.	NA	
38	Mobility/Transportation Guideline 7: Circulation	A.9: The proposal includes the dedication of rights-of-way for street, transit corridors, bikeway and walkway facilities within or abutting the development.	NA	
39	Mobility/Transportation Guideline 8: Transportation Facility Design	A.8: Adequate stub streets are provided for future roadway connections that support and contribute to appropriate development of adjacent land.	NA	
40	Mobility/Transportation Guideline 8: Transportation Facility Design	A.9: Avoid access to development through areas of significantly lower intensity or density if such access would create a significant nuisance.	-	Access to the proposed parking lot is from a narrow residential street which is significantly lower intensity. The proposed parking lot does create a significant nuisance to the adjacent residential properties.
41	Mobility/Transportation Guideline 8: Transportation Facility Design	A.11: The development provides for an appropriate functional hierarchy of streets and appropriate linkages between activity areas in and adjacent to the development site.	NA	
42	Mobility/Transportation Guideline 9: Bicycle, Pedestrian and Transit	A.1/2: The proposal provides, where appropriate, for the movement of pedestrians, bicyclists and transit users around and through the development, provides bicycle and pedestrian connections to adjacent developments and to transit stops, and is appropriately located for its density and intensity.	-	No Bike or pedestrian facilities have been provided beyond the existing sidewalk along the street frontage.

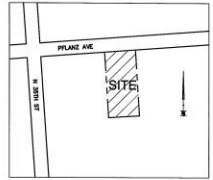
#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
43	Livability/Environment Guideline 10: Flooding and Stormwater	The proposal's drainage plans have been approved by MSD, and the proposal mitigates negative impacts to the floodplain and minimizes impervious area. Solid blue-line streams are protected through a vegetative buffer, and drainage designs are capable of accommodating upstream runoff assuming a fully-developed watershed. If streambank restoration or preservation is necessary, the proposal uses best management practices.	-	MSD has recommended the increased storm water runoff be directed into either bio-swales or infiltration trenches. However, the proposal does not reflect these recommendations. Notes on the plan reference detention basins, drainage pipes, and drainage channels.
44	Livability/Environment Guideline 13: Landscape Character	A.3: The proposal includes additions and connections to a system of natural corridors that can provide habitat areas and allow for migration.	NA	
45	Community Facilities Guideline 14: Infrastructure	A.2: The proposal is located in an area served by existing utilities or planned for utilities.	+	This area is currently served by all utilities.
46	Community Facilities Guideline 14: Infrastructure	A.3: The proposal has access to an adequate supply of potable water and water for fire-fighting purposes.	+	This area has access to adequate potable water and water for fire-fighting.
47	Community Facilities Guideline 14: Infrastructure	A.4: The proposal has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams.	-	MSD has recommended the storm water runoff NOT be connected to the combined sewer system. However the proposal does not address this issue nor the water quality requirements to protect public health and protect water quality of streams.

Attachment 4: Site Plan



GENERAL NOTES

1. TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY PERFORMED BY ENR ENGINEERING, INC. PROPERTY METERS AND BOUND INFORMATION DERIVED FROM PROPERTY DEEDS.
2. DRAINAGE PATTERNS INDICATED BY ARROWS IS FOR CONCEPT PURPOSES ONLY. FINAL CONFIGURATION AND DESIGN OF DRAINAGE PIPES AND CHANNELS SHALL BE DETERMINED DURING THE CONSTRUCTION PLAN DESIGN PROCESS. DRAINAGE FACILITIES SHALL CONFORM TO WSD STANDARDS AND SPECIFICATIONS.
3. AN APPROVED EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN SHALL BE IMPLEMENTED PRIOR TO ANY LAND DISTURBING ACTIVITY ON THE CONSTRUCTION SITE. ANY MODIFICATION TO THE APPROVED EPSC PLAN MUST BE REVIEWED AND APPROVED BY WSD. EPSC BMP'S SHALL BE INSTALLED AND MAINTAINED FOR PLAN AND WSD STANDARDS.
4. DETENTION BASINS, IF APPLICABLE, SHALL BE CONSTRUCTED FIRST AND SHALL PERFORM AS SEDIMENT BASINS DURING CONSTRUCTION UNTIL THE CONTRIBUTING DRAINAGE AREA ARE SEEDS AND STABILIZED.
5. ACTIONS MUST BE TAKEN TO MINIMIZE THE TRACKING OF MUD AND SOIL FROM THE CONSTRUCTION AREAS ONTO PUBLIC ROADWAYS. SOIL TRACKING ON TO ROADWAYS SHALL BE REMOVED DAILY.
6. SOIL STOCKPILES SHALL BE LOCATED AWAY FROM STREAMS, PONDS, SINKS AND CATCH BASINS. STOCKPILES SHALL BE SEDED, MULCHED AND REGULARLY COVERED THROUGHOUT THE USE OF SOIL STOCKS.
7. WHERE CONSTRUCTION OR LAND DISTURBANCE ACTIVITY WILL OR HAS TEMPORARILY CEASED ON ANY PORTION OF THE SITE, TEMPORARY SITE STABILIZATION MEASURES SHALL BE REQUIRED AS SOON AS PRACTICAL, BUT NO LATER THAN 14 CALENDAR DAYS AFTER THE ACTIVITY HAS CEASED.
8. THERE SHALL BE NO INCREASE IN DRAINAGE RUN-OFF TO THE RIGHT-OF-WAY WITHOUT WSD APPROVAL.
9. THERE SHALL BE NO COMMERCIAL SIGNS IN THE RIGHT-OF-WAY.
10. THERE SHALL BE NO LANDSCAPING IN THE RIGHT-OF-WAY WITHOUT AN ENCROACHMENT PERMIT.
11. NO INCREASE IN STORM WATER DISCHARGE VELOCITY AT THE POINT OF DISCHARGE AT THE PROPERTY LINE.
12. VERGE AREAS WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED PER LOUISVILLE METRO PUBLIC WORKS.
13. CONSTRUCTION PLANS, BOND AND ENCROACHMENT PERMIT ARE REQUIRED FOR ALL WORK WITHIN PUBLIC RIGHT-OF-WAY PRIOR TO CONSTRUCTION APPROVAL.
14. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY UTILITY RELOCATION ON THE PROPERTY.
15. LIGHTING FIXTURES USED IN PARKING AREAS SHALL BE DIRECTED DOWN AND AWAY FROM NEIGHBORING PROPERTIES. LIGHTING SHALL HAVE AN AVERAGE ILLUMINATION LEVEL OF 1.5 TO 2.0 FOOT-CANDELS.
16. ANY LIMESTONE CURBING ENCOUNTERED DURING CONSTRUCTION SHALL BE CAREFULLY REMOVED TO MAINTAIN WHEEL PROFILES AND STOCKPILED IN A SECURE LOCATION AWAY FROM THE CONSTRUCTION ACTIVITY UNTIL IT CAN BE RETURNED TO THE CITY.
17. CONSTRUCTION PLANS AND PERMIT ARE REQUIRED BY METRO PUBLIC WORKS PRIOR TO CONSTRUCTION APPROVAL.
18. THERE SHALL BE NO SIGNAGE FOR THE PROPOSED PARKING.
19. MITIGATION MEASURES FOR DUST CONTROL SHALL BE IN PLACE DURING CONSTRUCTION TO PREVENT EXCESSIVE PARTICULATE EMISSIONS FROM REACHING EXISTING ROADS AND NEIGHBORING PROPERTIES.
20. ALL CONSTRUCTION AND SALES TRAILERS MUST BE PERMITTED BY THE DEPARTMENT OF PUBLIC HEALTH AND WELFARE IN ACCORDANCE WITH CHAPTER 115 OF LOUISVILLE JEFFERSON COUNTY METRO ORDINANCES. WINDGUARD CONTROL IN ACCORDANCE WITH CHAPTER 86 OF LOUISVILLE JEFFERSON COUNTY METRO ORDINANCES.



LANDSCAPE REQUIREMENTS

EXISTING V.I.A. (TO REMAIN)	0 S.F.
PROPOSED V.I.A.	2,433 S.F.
TOTAL V.I.A.	2,433 S.F.
2.0% I.L.A. REQUIREMENT	186 S.F.
PROPOSED I.L.A. PROVIDED	294 S.F. (1.5%)

TREE CANOPY REQUIREMENTS

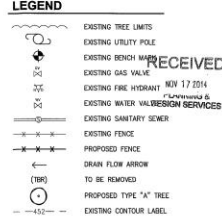
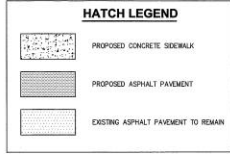
CATEGORY	CLASS "B"
SITE AREA	11,647 S.F. (0.26 AC.)
PRESERVED TREE CANOPY	0 S.F. (0%)
REQUIRED NEW TREE CANOPY	2,850 S.F. (0.065 AC.)
PROVIDED NEW TREE CANOPY	2,850 S.F. (0.065 AC.)
TOTAL TREE CANOPY	2,850 S.F. (0.065 AC.)
(4 1/2" CAL. TYPE A TREES @ 720 SF)	

SITE DATA

TAX BLOCK AND LOT	1B 01A - LOT 28-27
GROSS SITE AREA (TWO LOTS)	0.26 AC.
FORM DISTRICT	TN
ZONING	UN
EXISTING USE	VACANT LOT
PROPOSED USE	PARKING LOT
EXISTING SCHOOL ADDRESS	3410 NORTHWESTERN PARKWAY
EXISTING SCHOOL (OFF-SITE)	23 CLASSROOMS
PARKING CALCULATION	
MINIMUM PARKING REQUIRED (3 SPACES/CLASSROOM)	50 SPACES
MAXIMUM PARKING REQUIRED (3 SPACES/CLASSROOM)	75 SPACES
PARKING PROVIDED	
EXISTING PARKING (AT SCHOOL)	34 SPACES
EXISTING PARKING TO REMAIN (AT SCHOOL)	34 SPACES
(INCLUDING 3 ACCESSIBLE SPACES)	
PROPOSED SPACES ADDED	28 SPACES
TOTAL PARKING PROVIDED	60 SPACES
(INCLUDING 3 ACCESSIBLE SPACES)	

IMPERVIOUS AREA

TOTAL SITE AREA	0.26 ACRES (11,328 SF)
EXISTING IMPERVIOUS SURFACE	0.09 ACRES (3,763 SF)
PROPOSED IMPERVIOUS SURFACE	0.17 ACRES (7,409 SF)
PERCENT INCREASE IN IMPERVIOUS S.F.	32.16%



PRELIMINARY APPROVAL
 Condition of Approval:
 [Signature]
 [Signature]
 LOUISVILLE JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT

FORD, WALTER E. JR.
 DE 1008 PG. 0201
 FORD/MALONE/PORTA
 DE 7527 PG. 0229
 TAX BLOCK 10A LOT 18

COMMUNITY FACILITIES REVIEW PLAN
 GRAPHIC SCALE SUPERSEDES NAMING SCALE
 SCALE: 1" = 10'

BY: [Signature]
 DATE: 11/20/14
 LOUISVILLE JEFFERSON COUNTY METRO PUBLIC WORKS

RECEIVED
 NOV 17 2014
 PLANNING & DESIGN SERVICES

MSD WM #11065

Attachment 5: Site Photographs



View into site looking South



Existing 10 foot curb cut to be widened to 24 feet



Existing residential house to the West



Existing residential house to the East



Existing large maple trees on the site



Existing Residential properties to the West



Existing multi-family residential property to the South



Existing Multi-family residential property to the South



Existing residential properties to the East



Location of the unimproved alleys/ the residential property to the West



Existing unimproved alley running East and West



Existing unimproved alley running North and South



Pflanz Avenue looking East from the Intersection of 35th Street



Rear of Portland Elementary Building looking from 35th Street and Pflanz Ave intersection



Looking East down Pflanz Avenue from in front of the site/ Existing house to the East of the Site



Looking West up Pflanz Avenue toward 35th Street



Parking Lot on the Portland Elementary School site across the street



Parking Lot on the Portland Elementary School site across the street



Rear of Portland Elementary School site across the street and existing parking



Rear of Portland Elementary School site across the street



Existing houses west of the proposed parking lot