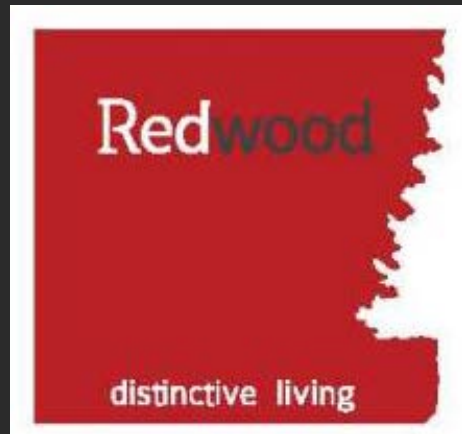


LOUISVILLE METRO PLANNING COMMISSION
AUGUST 20, 2015

DOCKET No. 15ZONE1015

CHANGE IN ZONING FROM RR (RURAL RESIDENTIAL)
TO R-5A (MULTI-FAMILY RESIDENTIAL), FLOYDS FORK
OVERLAY AND A WAIVER TO ALLOW A PATIO HOME
COMMUNITY LOCATED AT
10509 BARDSTOWN BLUFF ROAD

“BRENTWOOD COMMONS”




ATTORNEYS:
BARDENWERPER
TALBOTT &
ROBERTS, PLLC

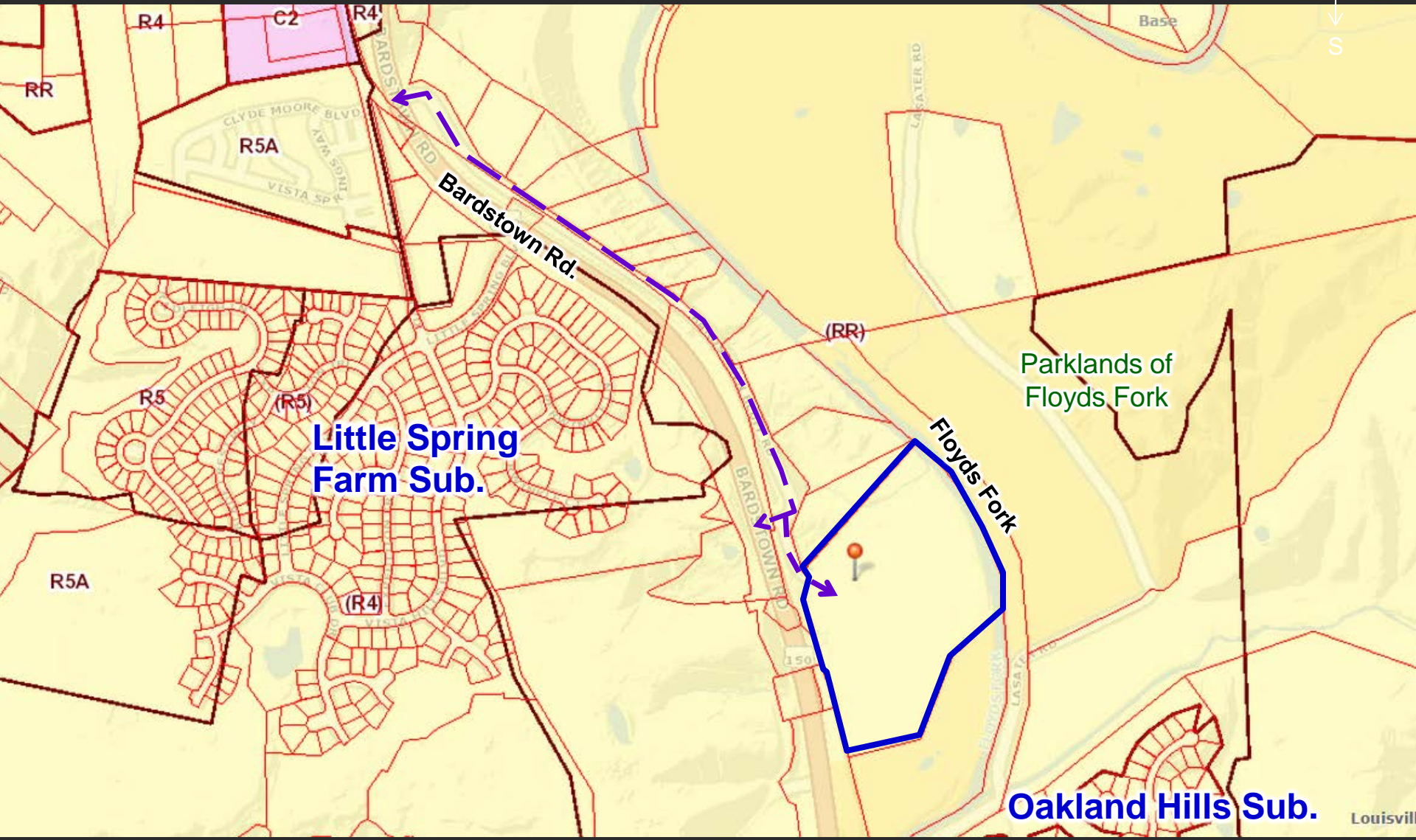
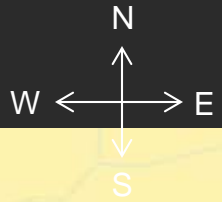
LAND
PLANNERS,
LANDSCAPE
ARCHITECTS &
ENGINEERS:
MINDEL, SCOTT
& ASSOCIATES,
INC.

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1. LOJIC Zoning Map
 2. Aerial photographs of the site and surrounding area
 3. Ground level photographs of the site and surrounding area
 4. Neighborhood Meeting notice list map, letter to neighbor inviting them the meeting and summary of meeting
 5. Color Development Plan
 6. Building elevations
 7. Traffic Study
 8. Statement of Compliance filed with the original zone change application with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan and Waiver Justification
 9. Proposed findings of fact pertaining to compliance with the Comprehensive Plan and Waiver criteria
-



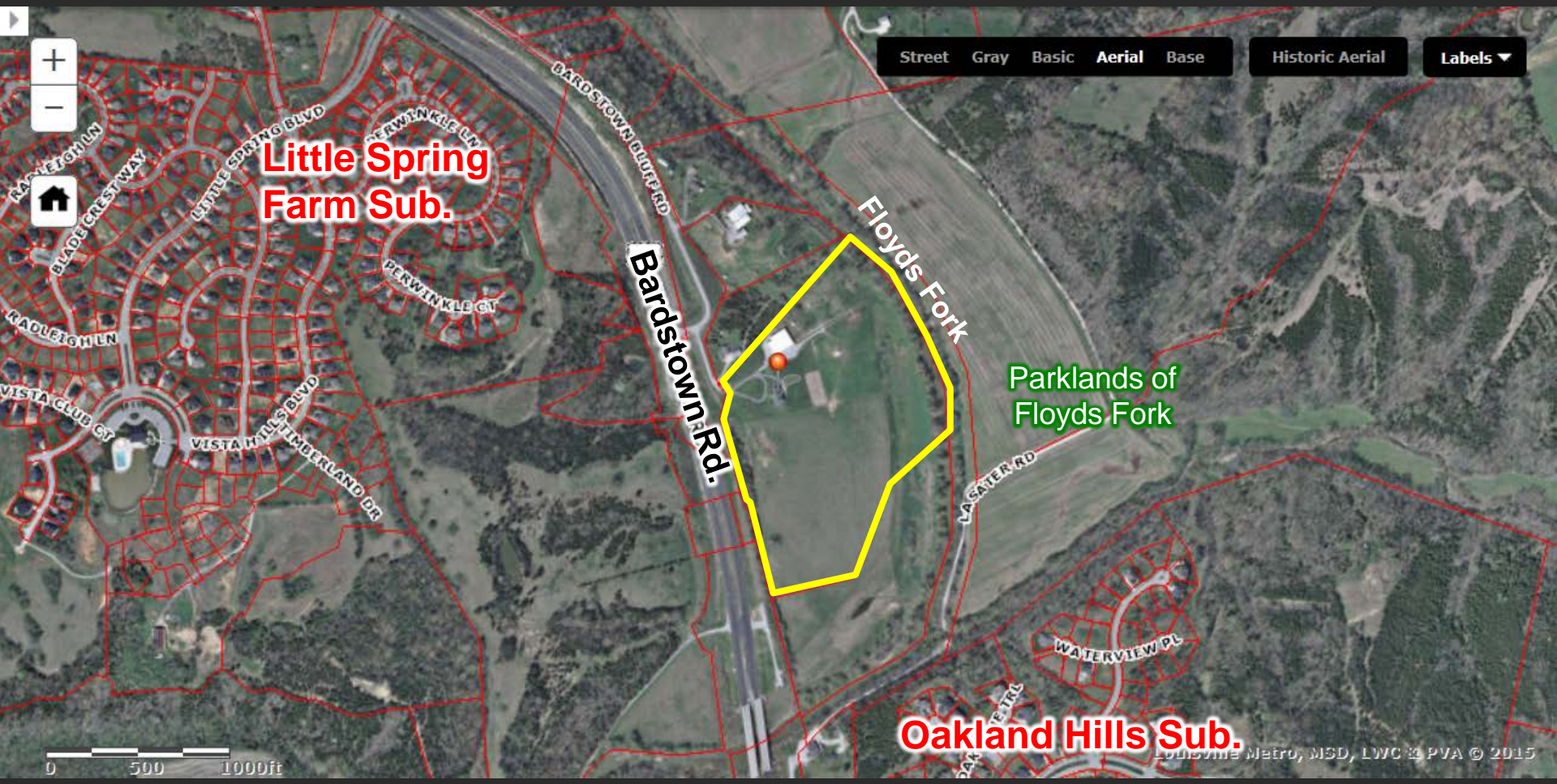
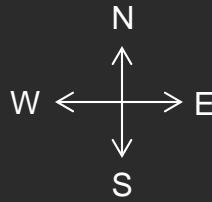
Tab 1
LOJIC Zoning Map



The dashed purple line is Bardstown Bluff Road.



Tab 2
Aerial photograph of the site and surrounding
area

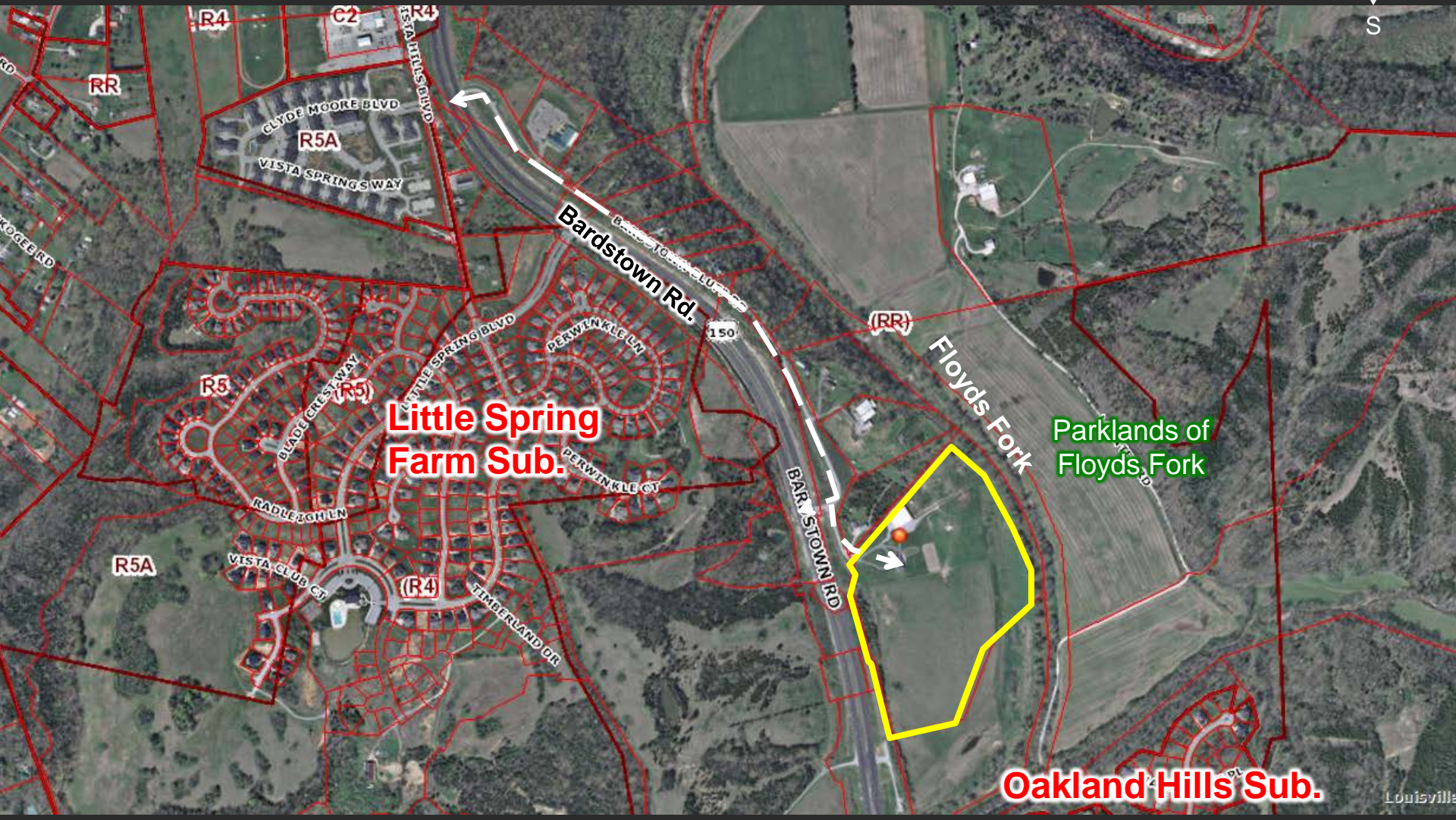
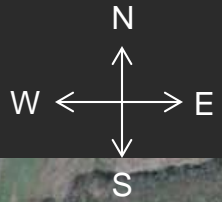


Little Spring Farm Sub.

Oakland Hills Sub.

Parklands of Floyds Fork

Louisville Metro, MSD, LWC & PVA © 2015



Little Spring Farm Sub.

Oakland Hills Sub.

Parklands of Floyds Fork

The dashed white line is Bardstown Bluff Road.

Tab 3

Ground level photographs of the site and
surrounding area



Bardstown Road

Bardstown Bluff Road

SITE

US-150

Hide imagery

View of Bardstown Road looking north towards Bardstown Bluff Road. Site is to the right (east).



Bardstown Bluff Road

SITE

Bardstown Road

US-150

View of Bardstown Road at Bardstown Bluff Road. Site is to the left (east).



Adjoining neighbor

Bardstown Bluff Road

Floyds Fork

SITE

View of site from Bardstown Road.



View of Bardstown Bluff Road looking north towards Bardstown Road

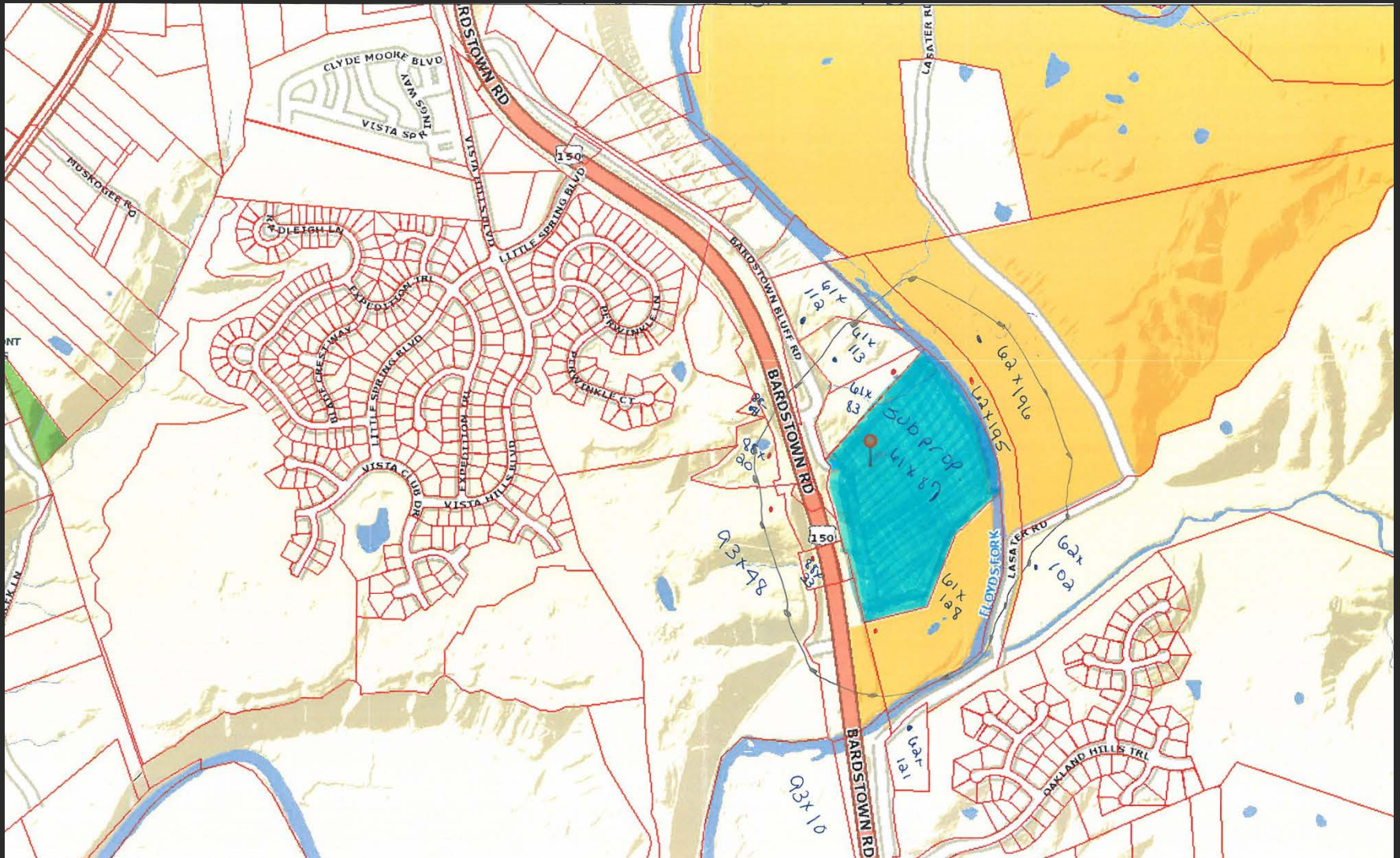


View of site from Bardstown Bluff Road

Tab 4

Neighborhood Meeting notice list map, letter to neighbor inviting them the meeting and summary of meeting

Notice map inviting 20 first and second tier property owners, plus those on the “Interested Parties” list e-mailed by DPDS



Redwood Acquisitions, Inc.
23775 Commerce Park, Suite 7
Beachwood, OH 44122

May 4, 2015

Re: Change in zoning from RR Rural Residential to R-5A Multi-Family Residential to allow a patio home community to be located on 34.16 +/- acres on the east side of Bardstown Road at 10509 Bardstown Bluff Road to be known as "Brentwood Commons"

Dear Neighbor,

We are writing to invite you to a meeting we have scheduled to present neighbors with our plan for a 129-unit patio home community in 21 buildings to be known as Brentwood Commons at the location noted above.

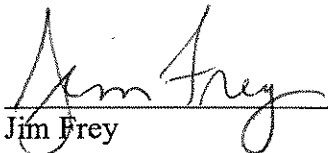
This meeting will be held on **Monday, May 18th** at **7:00 p.m.** at the **Fern Creek Fire Station located at 9409 Old Bardstown Rd** to discuss our plan with you.

Accordingly, as a neighbor, you are invited to this meeting so that we may describe our plan and address questions or concerns that you or your neighbors may have.

If you cannot attend the meeting but have questions or concerns, please call our attorney Bill Bardenwerper at 426-6688, or our land planning and engineering firm representatives David Mindel or Kathy Linares, Mindel Scott & Associates at 485-1508.

We look forward to seeing you.

Sincerely,



Jim Frey

Cc: Hon. Stuart Benson, District 20, Metro Councilman
Bill Bardenwerper attorney with Bardenwerper, Talbott & Roberts, PLLC
David Mindel & Kathy Linares, land planners with Mindel Scott & Associates

Neighborhood Meeting Summary

A neighborhood meeting was called to order by legal counsel, Bill Bardenwerper at 7 pm on May 18, 2015 at the Fern Creek Fire Station across from the site on South Bardstown Road. Present with him to explain the proposed project were Mindel Scott engineer, David Mindel and Redwood Acquisitions Vice President, Jim Frey.

Mr. Bardenwerper presented a PowerPoint showing aerial photographs of this site along with the proposed plan for patio home-style housing within the low density range established by the Comprehensive Plan and Land Development Code (LDC). He also showed photographs of the proposed attached, single-story, patio home-style housing. These included exterior and interior views.

Mr. Mindel discussed the low traffic generation, access, storm water management and how the proposed project will comply with the MSD Floodplain Regulation without need for floodplain variances. He and Mr. Bardenwerper explained how areas of the floodplain can be filled as long as there is floodplain compensation in an amount equal to the amount of fill. Lots of questions were asked and speeches made about this. people objected to access and complained about flooding, although only three or 4 affected homeowners were even present to complain. Mr. Mindel explained that he has worked with the Future Fund, 21st Century Park and the Floyds Fork Environmental Association to obtain their support for this rezoning which involves floodplain fill and compensation.

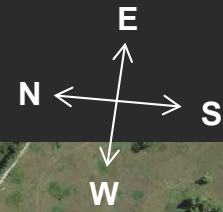
Mr. Frey showed videos of various other redwood communities like this one, which included testimonials of residents and local, political authorities.

Respectfully submitted,

William B. Bardenwerper
BARDENWERPER, TALBOTT & ROBERTS PLLC
Building Industry Association of Greater Louisville Building
1000 N. Hurstbourne Parkway, Second Floor
Louisville, KY Louisville, KY 40223
(502) 426-6688



Tab 5
Color Development Plan



Parklands of Floyds Fork

FLOYDS FORK

Oakland Hills Sub.

BARDSTOWN BLUFF ROAD

Bardstown Road
BARDSTOWN ROAD

OAKLAND HILLS TRAIL

Little Spring Farm Sub.

LITTLE SPRINGS BLVD

BRIDGE UNDER CONSTRUCTION

FLOYDS FORK

100' STREAM CORRIDOR SETBACK

200' FLOYDS FORK BUILDING SETBACK

N

BARDSTOWN BLUFF ROAD

BARDSTOWN ROAD

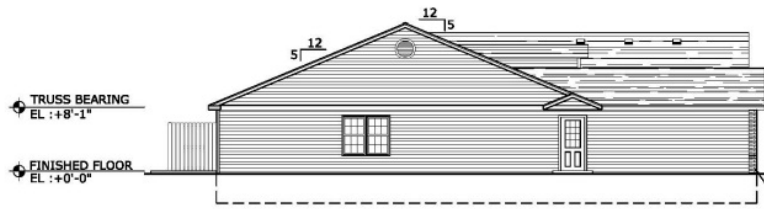
PROPOSED PEDESTRIAN PATH/FUTURE LOUISVILLE LOOP





Tab 6

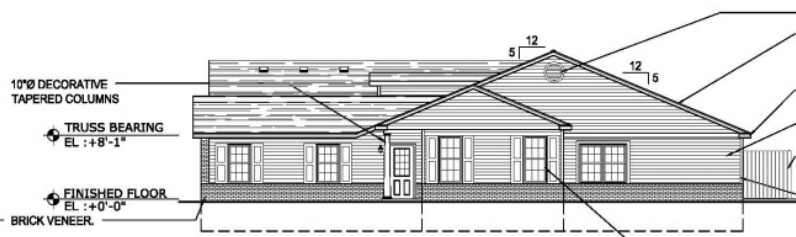
Building Elevation



STANDARD SIDE ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 4 UNIT TYPE 2



HIGH PROFILE SIDE ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 4 UNIT TYPE 2

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY

- DECORATIVE LOUVER - TYP. COLOR: WHITE
- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL "BOARD ON BOARD" PRIVACY FENCE. COLOR: WHITE
- VINYL CORNER TRIM. COLOR: WHITE
- VINYL SINGLE HUNG WINDOW WITH COLONIAL PATTERN FLAT GRIDS. COLOR: STANDARD WHITE



REAR ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 4 UNIT TYPE 2

- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- VINYL 2-LITE SLIDER WINDOW. COLOR: STANDARD WHITE.
- INCANDESCENT LIGHT FIXTURE
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL CORNER TRIM. COLOR: WHITE
- 6'-6" x 6'-6" SLIDING PATIO DOOR



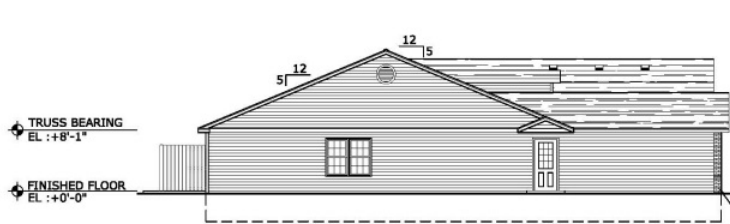
FRONT ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 4 UNIT TYPE 2

- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- INCANDESCENT LIGHT FIXTURE.
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL CORNER TRIM. COLOR: WHITE
- 10" DECORATIVE TAPERED COLUMN
- BRICK VENEER
- RAISED PANEL PAN STEEL OVERHEAD GARAGE DOOR. COLOR: WHITE

4-Unit Bldg
28' Wide Unit



STANDARD SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 2'



HIGH PROFILE SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 2'

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY

- DECORATIVE LOUVER - TYP. COLOR: WHITE
- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- SELECT PREMIUM VINYL SIDING. COLOR: VARIES
- VINYL "BOARD ON BOARD" PRIVACY FENCE. COLOR: WHITE
- VINYL CORNER TRIM. COLOR: WHITE
- VINYL SINGLE HUNG WINDOW WITH COLONIAL PATTERN FLAT GRIDS. COLOR: STANDARD WHITE



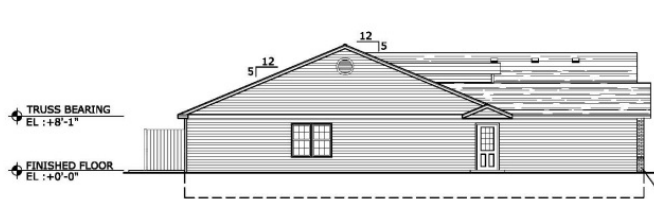
REAR ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 2'

- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- VINYL 2-LITE SLIDER WINDOW. COLOR: STANDARD WHITE
- INCANDESCENT LIGHT FIXTURE
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL CORNER TRIM. COLOR: WHITE
- 6'-8" x 6'-8" SLIDING PATIO DOOR

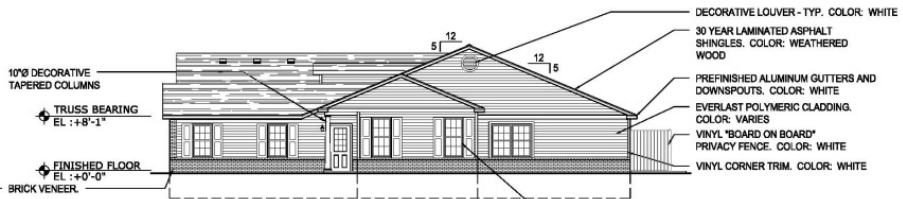


FRONT ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 2'

- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- INCANDESCENT LIGHT FIXTURE.
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL CORNER TRIM. COLOR: WHITE
- 10" DECORATIVE TAPERED COLUMN
- BRICK VENEER.
- RAISED PANEL PAN STEEL OVERHEAD GARAGE DOOR. COLOR: WHITE



STANDARD SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 7 UNIT TYPE 2'



HIGH PROFILE SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 7 UNIT TYPE 2'

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY

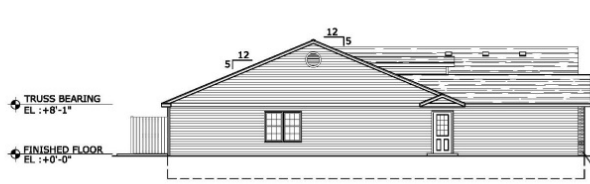


REAR ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 7 UNIT TYPE 2'



FRONT ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 7 UNIT TYPE 2'

7-Unit Bldg
28' Wide Unit



STANDARD SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2



HIGH PROFILE SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY

- DECORATIVE LOUVER - TYP. COLOR: WHITE
- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL "BOARD ON BOARD" PRIVACY FENCE. COLOR: WHITE
- VINYL CORNER TRIM. COLOR: WHITE
- VINYL SINGLE HUNG WINDOW WITH COLONIAL PATTERN FLAT GRIDS. COLOR: STANDARD WHITE



REAR ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2

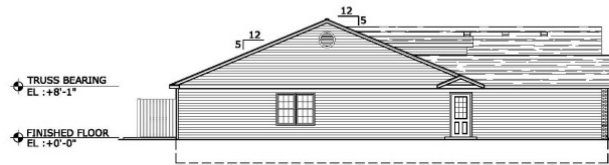
- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- VINYL 2-LITE SLIDER WINDOW. COLOR: STANDARD WHITE
- INCANDESCENT LIGHT FIXTURE
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL CORNER TRIM. COLOR: WHITE
- 6'-6" x 6'-8" SLIDING PATIO DOOR



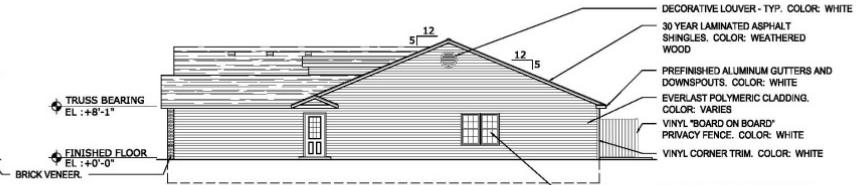
FRONT ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2

- 30 YEAR LAMINATED ASPHALT SHINGLES. COLOR: WEATHERED WOOD
- VINYL SHAKES. COLOR: WALNUT
- INCANDESCENT LIGHT FIXTURE
- PREFINISHED ALUMINUM GUTTERS AND DOWNSPOUTS. COLOR: WHITE
- EVERLAST POLYMERIC CLADDING. COLOR: VARIES
- VINYL CORNER TRIM. COLOR: WHITE
- 10"9 DECORATIVE TAPERED COLUMN BRICK VENEER
- RAISED PANEL PAN STEEL OVERHEAD GARAGE DOOR. COLOR: WHITE

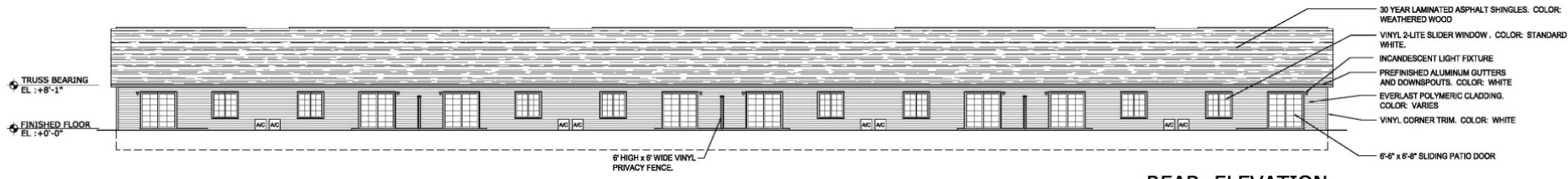
8-Unit Bldg
28' Wide Unit



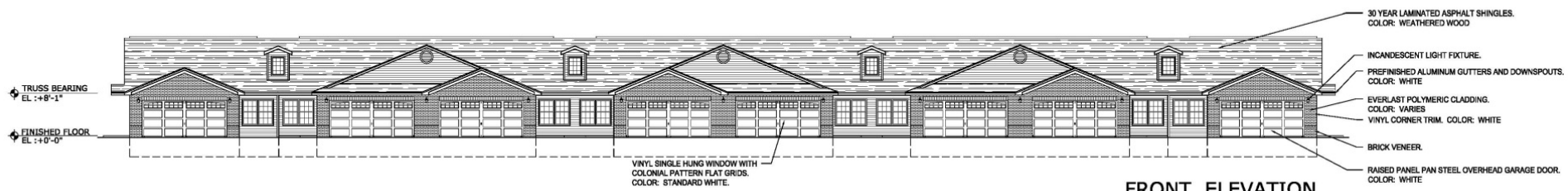
STANDARD SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2



STANDARD SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2

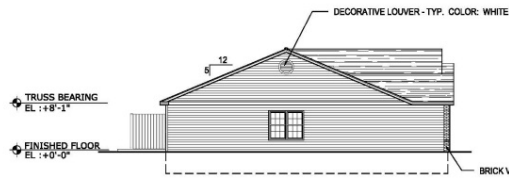


REAR ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2



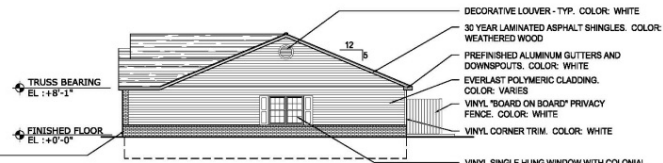
FRONT ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 8 UNIT TYPE 2

8-Unit Bldg
28' Wide Unit



STANDARD SIDE ELEVATION

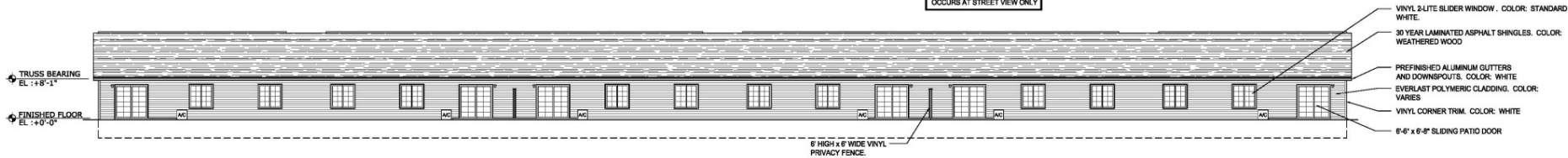
SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 'S'



HIGH PROFILE SIDE ELEVATION

SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 'S'

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY



REAR ELEVATION

SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 'S'



FRONT ELEVATION

SCALE: 3/32" = 1'-0" BLDG: 6 UNIT TYPE 'S'

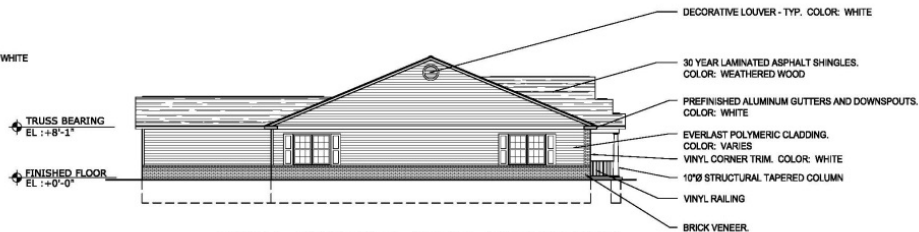
6-Unit Bldg
42' Wide Unit



STANDARD SIDE ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 8 UNIT TYPE 1-HAYDENWOOD



HIGH PROFILE SIDE ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 8 UNIT TYPE 1-HAYDENWOOD

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY



REAR ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 8 UNIT TYPE 1-HAYDENWOOD



FRONT ELEVATION

SCALE: 3/32" = 1'-0"

BLDG: 8 UNIT TYPE 1-HAYDENWOOD

8-Unit Bldg
28' Wide Unit



STANDARD SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 9 UNIT TYPE 'HAYDENWOOD'



HIGH PROFILE SIDE ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 9 UNIT TYPE 'HAYDENWOOD'

NOTE:
HIGH PROFILE ELEVATION
OCCURS AT STREET VIEW ONLY



REAR ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 9 UNIT TYPE 'HAYDENWOOD'



FRONT ELEVATION
SCALE: 3/32" = 1'-0" BLDG: 9 UNIT TYPE 'HAYDENWOOD'







Tab 7

Traffic Study



Brentwood Commons Apartments

Redwood Acquisitions, LLC

Trip Generation and Distribution

August 4, 2015

Prepared for: Metro Louisville



Brentwood Commons Apartments

Project no: C9X24300
Document title: Trip Generation and Distribution
Document No.:
Revision: <revision>
Date: August 4, 2015
Client name: Redwood Acquisitions, LLC
Client no: Prepared for: Metro Louisville
Project manager: Diane Zimmerman
Author: Diane Zimmerman
File name: C:\Users\diane.zimmerman\Documents\07156 Mindel\Bardstown Bluff\Aiken Apartments
TIS Report.docx

Jacobs Engineering Group Inc.

11940 Highway 42, Suite 1
Goshen, KY 40026
502-228-0393
502-228-0393
www.jacobs.com

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Figure 3 : Site Trip Distribution..... 3

Table 1. Trip Generation Results 3

Appendix A. Traffic Counts

Appendix B. Signal Warrant Chart from MUTCD

1. Introduction

Redwood Acquisitions is proposing a residential development with 135 apartment units on the east side of Bardstown Road in Louisville, KY. **Figure 1** displays a map of the site. Access to the development will be from Bardstown Bluff Road. The sole purpose of this study is to develop the trip generation and distribution for the proposed development.



Figure 1 : Location Map

2. Existing Conditions

Bardstown Road, US 31E, is maintained by the Kentucky Transportation Cabinet (KYTC) with an estimated 2015 Average Annual Daily Traffic (AADT) volume of 30,200 vehicles per day between the Bullitt County line and Thixton Lane (KY 2053), as estimated from the KYTC 2013 count at station 257. The road is a four-lane highway with 12 foot lanes, a depressed 32 foot median and 10 foot paved shoulders. The speed limit is 55 mph. There are no sidewalks. The intersection with Bardstown Bluff Road has a southbound left turn lane. Bardstown Bluff Road is controlled with a stop sign.

Jacobs Engineering Group, Inc. obtained a.m. and p.m. peak hour traffic counts at the intersection of Bardstown Bluff Road and Bardstown Road (US 31E) on July 29, 2015 (see Appendix A). The a.m. peak hour occurred between 7:45 and 8:45 a.m. and the p.m. peak hour occurred between 5:00 and 6:00 p.m. **Figure 2** illustrates the existing a.m. and p.m. peak hour traffic volumes.



Figure 2 : Peak Hour Counts

3. Trip Generation and Distribution

The Institute of Transportation Engineers Trip Generation Manual, 9th Edition contains trip generation rates for a wide range of developments. The land use of “Apartment (220)” best describes this development. The trip generation results are listed in **Table 1**. The results of the trip generation analysis are that this development will generate 70 a.m. peak hour trips and 92 p.m. peak hour trips. The trips were assigned to the highway network with 70 percent to/from the north and 30 percent to/from the south. **Figure 4** shows the trips generated by this development and distributed throughout the road network for the year 2017 during the peak hours.

Table 1. Trip Generation Results

	A.M.			P.M.		
	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
135 Apartment units	70	14	56	92	60	32

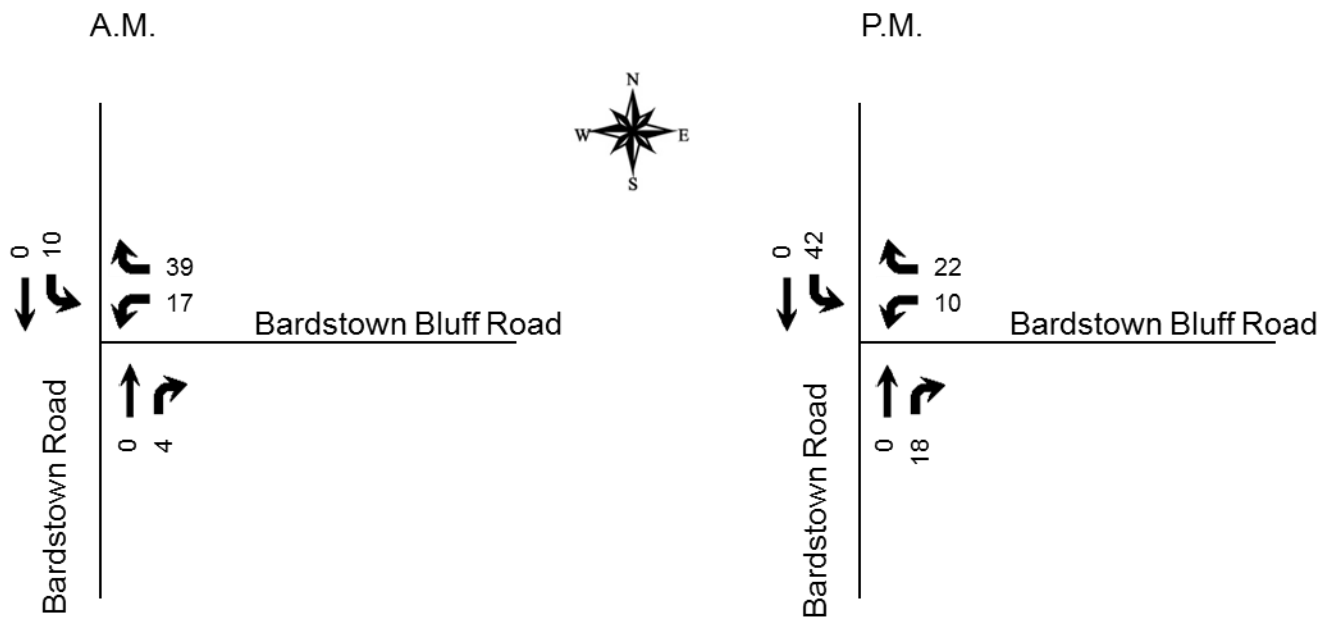


Figure 3 : Site Trip Distribution

Appendix A. Traffic Counts

7.29.15

Interval Start Time	<i>Bardstown Road</i>			<i>Bardstown Road</i>			<i>Bardstown Bluff</i>		
	From North			From South			From East		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00	0	76			459	1	0		0
7:15	0	108			505	0	0		0
7:30	0	130			451	1	0		0
7:45	0	162			416	0	1		0
8:00	0	119			425	1	0		1
8:15	0	148			441	1	0		0
8:30	0	134			478	0	1		0
8:45	0	135			371	2	0		0
AM TOTALS	0	1012			3546	6	2		1
16:00	0	433			303	0	0		0
16:15	0	343			282	0	0		0
16:30	2	373			267	1	0		0
16:45	0	342			284	0	2		0
17:00	0	508			291	1	0		1
17:15	0	374			315	0	0		0
17:30	0	454			355	0	0		0
17:45	0	516			319	0	0		0
PM TOTALS	2	3343			2416	2	2		1

	From North			From South			From East		
A.M. Peak	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:45	0	162			416	0	1		0
8:00	0	119			425	1	0		1
8:15	0	148			441	1	0		0
8:30	0	134			478	0	1		0
Total	0	563	0	0	1760	2	2	0	1
P.M. Peak									
17:00	0	508			291	1	0		1
17:15	0	374			315	0	0		0
17:30	0	454			355	0	0		0
17:45	0	516			319	0	0		0
Total	0	1852	0	0	1280	1	0	0	1

Appendix B. Signal Warrant Chart from MUTCD

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

As shown in Condition B, an absolute minimum of 42 vehicles per hour for each of eight (8) hours is required to meet Warrant 1 for installing a traffic signal. The intersection of Bardstown Bluff Road will only meet this warrant during the a.m. peak hour.

Tab 8

Statement of Compliance filed with the original zone change application with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan and Waiver Justification

BARDENWERPER, TALBOTT & ROBERTS, PLLC

Attorneys at law

BUILDING INDUSTRY ASSOCIATION OF GREATER LOUISVILLE BLDG • 1000 N. HURSTBOURNE PARKWAY • SECOND FLOOR • LOUISVILLE, KENTUCKY 40223
(502) 426-6688 • WWW.BARDLAW.NET

STATEMENT OF COMPLIANCE WITH THE APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN AND JUSTIFICATION AS RESPECT FLOYDS FORK DEVELOPMENT REVIEW OVERLAY GUENIDELINES

Applicant: Redwood Acquisitions, Inc.

Owner: Gina & Darrel Nice

Location: 10509 Bardstown Bluff Road

Proposed Use: Multi-family residential community

Engineers, Land Planners and
Landscape Architects: Mindel Scott & Associates

Requests: Change in Zoning from RR to R-5A

GUIDELINE - 1 COMMUNITY FORM

Redwood Acquisitions, Inc. (“Redwood”) proposes a residential patio home-style community, consisting of 135 patio home-style homes on 34.35 +/- acres along the east side of Bardstown Road near the intersection of Bardstown Bluff Road.

The subject property lies within the Neighborhood Form District and is located just south of the intersection of Bardstown Road and Bardstown Bluff Road. The site’s location provides opportunities for this anticipated empty-nester community of residents to gain easy access to the new Parklands of Floyds Fork Park that addresses an essential goal of the Parklands project, which is to provide easy walking and biking access to all demographic and income groups to the new park. Also this community near Bardstown Road ensures easy access to Bullitt County to the south and to the Gene Snyder Freeway and the Fern Creek Town Center to the north. This proposal will provide this area with new, attractive housing choices for residents who desire to live in a community that is a maintenance-free patio home-style, for-lease living environment. Major commercial land uses in close proximity to the subject property also include the Bardstown Road commercial corridor south of the Snyder Freeway. The expansion of services and infrastructure in the south Fern Creek area makes this area extremely popular, as demonstrated by the success of the many Glenmary area developments.

Redwood proposes patio home-style homes, one-story, without basement but each with a garage. Gross density of 3.93 dwelling units per acre (within the low density range). Buildings will be constructed of attractive durable building materials (brick and “duralast” lap siding) and will feature architectural details similar to those in other nearby residential neighborhoods.

Perimeter setbacks and landscape buffer areas are provided along all property lines as required by the Land Development Code (LDC). These features will screen and buffer resident activities from adjoining property owners.

GUIDELINE – 2 CENTERS

The proposed community conforms with the overall Intents of and specifically with Policies 4, 5, 12 and 14 of Guideline 2 of the for all the reasons listed above and because it will make efficient use of available property that lies within the Neighborhood Form District and is located in an extremely popular area where residents currently seek new housing options that have easy access to the Bardstown Road commercial center. Future residents will also support the businesses and services in nearby activity centers north and south of the Snyder Freeway along Bardstown Road.

GUIDELINE – 3 COMPATIBILITY

The proposed community conforms with the overall Intents of and specifically with Policies 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 21, 22, 23, and 28 of Guideline 3 for all the reasons described above and because this proposed community is in a low density range comparable to other R-4 residential communities. Buildings will be one-story in height and constructed with attractive building materials comparable to residential communities in the area. Perimeter landscaping, screening and buffering is provided along all property lines. Buildings are oriented toward internal streets, and garages and driveways are in the fronts of each building, in order to keep resident activities away from adjoining properties.

Sidewalks will be provided where required, and accommodations will be made for pedestrian and bicycle transportation as well as the handicapped and elderly. Odor and air quality concerns related to traffic congestion or delay will be mitigated by the fact that this is a low density residential development and that internal road and sidewalk are efficiently organized to control traffic flow and prevent delays. Refuse will be picked up on a regular basis. Lighting will be residential in character and directed down and away from adjoining properties in conformance with LDC regulations. All signage will be in conformance with Land Development Code regulations.

GUIDELINES – 4 and 5 OPEN SPACE / NATURAL AREAS AND SCENIC AND HISTORIC RESOURCES

The proposed community conforms with the overall Intents of and specifically with Policies 1, 3, 5, 6 & 7 of Guideline 4 and with the Intents of Guideline 5 for all the reasons described above and because it will feature significant open space interspersed among the buildings, parking areas and streets. That open space plus the significant open area along Floyds Fork will be available for the passive recreational enjoyment by residents and will serve to provide natural areas and an overall positive appearance for the community. Landscaping will also be provided along property perimeters, along street frontages and around buildings. Setbacks and buffers along property lines will ensure good transitions between the proposed community and existing land uses. Maintenance of landscaping, natural and open space areas will be performed by the corporate landlord of this for-lease community. This maintenance arrangement will result in a higher and more consistent level of maintenance of the open spaces than if the property were developed as a single-family subdivision.

GUIDELINE – 6 MARKETPLACE

The proposed community conforms with the overall Intents of and specifically with Policies 1, 2 and 6 of Guideline 6 because, as noted above, future residents will support and be supported by the businesses, services, schools and churches in and around nearby activity centers. This proposal also reduces public costs for land development by utilizing connections to existing infrastructure for water, sewer, electric and phone services. The community, as proposed, will have easy access to Bardstown Road and I-265 and several other roads in the area, and from there to the Parklands of Floyds Fork and to greater Louisville employment and commercial centers.

GUIDELINES – 7 (CIRCULATION), 8 (TRANSPORTATION FACILITY DESIGN), and 9 (BICYCLE, PEDESTRIAN AND TRANSIT)

The proposed community conforms with the overall Intents and applicable Policies of Guidelines 7, 8 and 9 because the proposed Detailed District Development Plan (DDDP) has been designed in conformance with all Metro Public Works and Transportation Planning design policies. Good internal circulation, appropriate access, sight distances, corner clearances and parking are provided. Bardstown Road has more than adequate traffic-carrying capacity. Sidewalks will be provided where required.

GUIDELINES – 10, 11 and 12 - FLOODING AND STORMWATER, WATER QUALITY and AIR QUALITY

The proposed community conforms with the overall Intents and applicable Policies of Guidelines 10, 11 and 12 because, although a portion of the site lies within the 100 year floodplain, MSD Floodplain regulatory requirements for cut, fill and compensation. All drainage will comply with storm water management requirements, and this DDDP will receive preliminary approval by MSD prior to docketing for LD&T review. Louisville Water Company will provide water to the site. A soil erosion and sediment control plan will also be implemented to further manage sediment and drainage during construction. MSD water quality regulatory requirements will also be addressed. Air quality will remain at good levels because, as noted above, this is a low density development with easy access to major roads and the Parklands at Floyds Fork.

GUIDELINE 13 – LANDSCAPE CHARACTER

The proposed community conforms with the overall Intents and applicable Policies of Guideline 13 for all the reasons described above and because landscaping will be provided around buildings, along the Bardstown Road entrance and frontage, along internal streets, and along property perimeters as noted above. Significant open space has been preserved for a positive natural appearance and for passive recreational enjoyment by residents. Tree canopy requirements have been met, as noted on the DDDP.

GUIDELINE 14 – INFRASTRUCTURE

The proposed community conforms with the overall Intents and applicable Policies of Guideline 14 because, as noted above, water, sewer, electric and phone connections are available by nearby connection to ensure a reduced cost for infrastructure.

FLOYDS FORK DEVELOPEMNT OVERLAY REVIEW GUIDELINES

This proposal for a patio home-style community in the vicinity of Floyds Fork meets or exceeds all the Floyd's Fork DRO guidelines concerning residential development.

Filling is proposed in the floodplain, but regulatory compensation will be provided.

There will be no homes located on or near 20% or greater slopes, and grading and soil compaction should not affect preserved areas. Significant open space is retained.

Because of the sizable distance of this site from this community of Floyds Fork, the quality of surface water leaving this site and entering the Fork will remain acceptable. Sanitary Sewers will be provided.

For all these reasons those set forth in the applicant's detailed Statement of Compliance with the Cornerstone 2020 Comprehensive Plan, and as evidenced by the DDDP and other evidence submitted with this application and to be presented at LD&T and Planning Commission meetings, the proposed community complies with the specific Intents, Policies and Guidelines of Comprehensive Plan and the Floyd's Fork DRO Guidelines.

Respectfully submitted,

William B. Bardenwerper
Bardenwerper Talbott & Roberts, PLLC
1000 N. Hurstbourne Parkway, Second Floor
Louisville, KY 40223

General Waiver Justification:

In order to justify approval of any waiver, the Planning Commission or Board of Zoning Adjustment considers four criteria. Please answer all of the following questions. Use additional sheets if needed. A response of yes, no, or N/A is not acceptable.

Waiver of: Section 5.9.2.A.1.a.v to not provide a pedestrian path connection to the adjacent 21st Century Parks lot to the south.

Explanation of Waiver:

1. The waiver will not adversely affect adjacent property owners because this waiver is applied for pursuant to request of Metro Parks, which is involved with the Parklands of Floyds Fork along the south property line where this waiver is requested.
2. The waiver will not violate the Comprehensive Plan for all the reasons set forth in the Detailed Statement of Compliance with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan filed with the original rezoning application.
3. The extent of the waiver is the minimum necessary to afford relief to the applicant because it is not asking for other connectivity waivers apart from this one advised by Metro Parks, and a sidewalk connection along Bardstown Road to the future access to the Parklands of Floyds Fork is provided.
4. Strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant because without this waiver the applicant's plan would conflict with the design preferences of Metro Parks.



Tab 9

Proposed findings of fact pertaining to
compliance with the Comprehensive Plan and
Waiver criteria

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