

Planning Commission

Staff Report

June 4, 2026



Case No:	26-ZONE-0035, 26-MSUB-0001
Project Name:	Mount Holly Road Subdivision
Location:	603 & 603R Mount Holly Road
Applicant:	Habitat for Humanity of Metro Louisville
Representative:	GAI Consultants, Inc.
Jurisdiction:	Louisville Metro
Council District:	13 – Dan Seum, Jr.
Case Manager:	Kaitlin Dever, AICP, Planner II

REQUESTS

- **Change in Zoning** from R-4 Single-Family Residential to R-5 Single-Family Residential zoning district
- **Detailed District Development Plan / Major Preliminary Subdivision** with proposed binding elements (26-MSUB-0001)

CASE SUMMARY

The subject site is approximately 7.9 acres zoned R-4 Single Family Residential in the Village Center form district less than a quarter mile east of the roundabout of W. Manslick Road, Mitchell Hill Road, Fairdale Road, and Mount Holly Road. The parcel fronting on Mount Holly Road is currently developed with a 1-story residential structure and two accessory structures with driveway access. The rear parcel is currently undeveloped with a stub connection from Callie Drive. In the immediate vicinity lies R-4 Single-Family Residential to the north, east, and southwest with R-6 Multi-Family Residential and C-1 Commercial to the west.

The applicant is proposing to rezone the subject site to R-5 Single-Family Residential to permit the subdivision of 40 residential lots due to smaller standard lot sizes and with 2 non-buildable open space lots. The existing structures are to be demolished. A public road is proposed to connect Mount Holly Road to Callie Drive. An intermittent stream runs through the southeastern portion of the property which will be protected by a 25' stream buffer on either side of the top of bank with existing tree canopy largely to remain.

STAFF FINDING

The Change in Zoning conforms to the goals, objectives, and elements of the Comprehensive Plan.

The Detailed District Development Plan meets the guidelines of the Comprehensive Plan and the requirements of the Land Development Code.

The Major Preliminary Subdivision meets the requirements of the Land Development Code.

TECHNICAL REVIEW

Louisville Metro Land Development Code (2025); Comprehensive Plan 2040; Fairdale Neighborhood Plan (2006); Fairdale Village Center Plan (2018)

Transportation Planning and MSD have preliminarily approved the proposal.

This site is subject to the Fairdale Neighborhood Plan (2006). The plan makes the following recommendations for this site:

- All new development should follow Best Management Practices in construction and site development activities. These practices will minimize any adverse impacts on the environment through the use of drainage, erosion, and silt control measures (p. 10).
- Metro Government has supported improvements to the community in recent years. These improvements include a continuing effort in constructing sidewalks connecting the schools and parks with the surrounding neighborhoods and the village center. However, on-street parking is not available in the area. Streets will have to be improved to new design standards in order to accommodate on-street parking and other features (p. 10).
- The Village Outlying and Village Center form districts are forms typical of outlying communities in Jefferson County that developed as scattered independent population centers prior to 1940. Villages typically have development patterns, particularly around village centers, which reflect pre-World War II design elements. These may include connected and narrow streets and walkways, compact centers with a variety of village serving uses, and designed sites for civic, historic, and cultural buildings, surrounded by rural lot patterns and a greenbelt (p. 10-13).
- There is undeveloped land in the area that may be suitable for expansion of the village center for additional residential or office development. Added residential development will further enhance the Village Center, encouraging businesses to expand and may draw additional businesses to the area (p. 13).
- Within the Village Center roadside ditches impact vehicle safety and aesthetics. The lack of curb and gutter design also has an adverse impact on the existing situation. The streets in the Village Center lack on-street parking, bikeways, and underground utilities. This also detracts from the appearance and function of the Village Center. Sidewalk construction has been on-going in recent years and has improved pedestrian mobility within the Village Center, however, there are still many areas where service is needed (p. 15 & 17).
- Additional residential development within the village center would serve to further support existing businesses and encourage the establishment of new ones, increasing Fairdale's tax base and making the village more attractive and livable. It must be carefully planned, however, to ensure that negative environmental impacts are minimized. This can be achieved by encouraging new higher density housing, which might include mixed-use buildings, apartments, condominiums, and patio homes around the village center. This policy would also offer a wider diversity of housing choices for Fairdale residents, including affordable options for first-time householders and seniors living on fixed incomes (p. 19).
- Environments scaled to the human body are visually interesting, comfortable rather than overwhelming, and help create a sense of safety and security. Fundamentals of human scale design include: (1) open spaces that range from the most private to completely public, (2) commons areas designed with sidewalks, shade trees, and benches for spontaneous socializing, (3) well-designed open spaces and civic facilities that provide space for larger groups and community events, (4) small scale buildings on relatively narrow streets (at a ratio of no greater than 2:1)... (p. 19).
- Village design by definition employs compact, higher-density approaches to land use. Important steps toward designing an environmentally friendly community include: ...(2) designing both individual building sites and larger scale development projects to preserve important visual

features of the landscape, (3) encouraging innovative development patterns, and (4) including greenspace to mitigate the effects of impervious surfaces and provide a natural means of stormwater management.

- A well-designed village also offers alternative means of travel to its residents and visitors... including: (1) infrastructure that encourages... walking and bicycling... (2) an interconnected network of streets and alleys that offer multiple routes for vehicles... (3) a continuous, safe, and well-maintained system of sidewalks, trails, and bicycle paths... (4) convenient access to mass transit... (p. 20).
- Consider PRD zoning in environmentally sensitive areas of village center (p. 20).
- Encourage underground utility placement for future development and consider converting existing utilities to underground placement (p. 20).
- Improve drainage system (p. 20).
- The Fairdale Village Center Conceptual Plan seeks to connect Caple Avenue to Callie Drive (p. 21).
- It is recommended that UN (Urban Neighborhood) zoning district classification be adopted in the undeveloped portions of the Village Center. This district provides a flexible tool for development of properties around the Village Center... and to create multi-family housing types under the Planned Development Option of this district (p. 24 & 27).
- More diverse styles of housing in increasing price ranges are encouraged within the community. The residents would like to see diverse opportunities for first time and retirement home buyers and encourage more owner occupied housing (p. 25).
- Residents of the Fairdale area have also expressed the desire to protect the rural character and feel of the community. The development of typical suburban subdivisions does not achieve this goal (p. 28).
- Local residential neighborhood street design recommendations are found in Appendix A5.

This site is also subject to the Fairdale Village Center Plan (2018). The plan makes the following recommendations for this site:

- There are limited bike path connections and no TARC service within the Fairdale Village Center. The Fairdale Neighborhood Plan pushed to designate and establish bikeways and extend the sidewalk network throughout the Village Center (p. 13).
- The Environmental Constraints Map identifies a wetland on the subject site (p. 14).
- Streetscape improvements were ranked the highest priority... [and] include sidewalks, street trees, street lighting, banners, plantings, and benches and should occur along... Mt. Holly Road within the Village Center (p. 27).
- Within Louisville Metro, Design Standards for the Fairdale Village Center are best implemented through a Planned Development District (PDD) (p. 59).

STANDARD OF REVIEW FOR REZONING AND FORM DISTRICT CHANGES

Criteria for granting the proposed form district change/rezoning: KRS Chapter 100.213

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

STAFF ANALYSIS FOR CHANGE IN ZONING

The following is staff's analysis of the proposed rezoning against the Guidelines and Policies of Plan 2040.

The site is located in the Village Form District

Village Form is characterized by predominately residential uses where the pattern of development is distinguished by open space such as parks, greenways, and farmland protected by conservation easements. The Village Form should have a small-scale village center with a mixture of uses such as offices, shops, restaurants, services and a diversity of housing types that may be higher in density than the rest of the district. The village center may be arranged around a village green. Low-density residential uses interspersed with open space may be encouraged at the edge of the Village. Village Form should be designed to encourage pedestrian, bicycle and transit use.

STAFF: The proposed Change in Zoning from R-4 Single-Family Residential to R-5 Single-Family Residential is appropriate at this location and is within a planned traditional form Village Center. Mount Holly Road is a primary collector level street and predominantly residential in character with some pockets of low to medium intensity commercial uses at the roundabout of Mitchell Hill Road, Fairdale Road, and W. Manslick Road less than a quarter mile northwest, as well as a mile southeast of the subject site at its intersection with National Turnpike. The subject site is contextualized by various zoning districts in the surrounding area, including low intensity commercial and low to medium intensity residential.

The parcel fronting on Mount Holly Road is currently developed with a 1-story residential structure and two accessory structures with driveway access, which are proposed to be demolished. The rear parcel is currently undeveloped with a stub connection from Callie Drive. The R-5 Single-Family Residential zoning district is the minimum classification necessary to permit the subdivision of 40 buildable lots. Two non-buildable open space lots totaling 0.9 acres are proposed, one of which will serve as a detention basin. The proposal seeks to extend Callie Drive to Mount Holly Road and provide additional residential units to support the growth of the planned Village Center consistent with form district site design standards. The existing sidewalk network on Mount Holly Road is sporadic further from the core of the Village Center; however, this proposal will contribute to increased pedestrian accessibility with the provision of sidewalks on this portion of the Mount Holly Road frontage as well as for the extension of Callie Drive. Public transportation services are not available in this area per the New TARC Network Plan (2026).

The applicant has demonstrated or will be required to provide compliance with all other agency comments and the remaining Guidelines and Policies of Plan 2040.

A checklist is attached to the end of this staff report with a more detailed analysis. The Louisville Metro Planning Commission is charged with making a recommendation to the Louisville Metro Council regarding the appropriateness of this zoning map amendment. The Louisville Metro Council has zoning authority over the property in question.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR DETAILED DISTRICT DEVELOPMENT PLAN

- a. The conservation of natural resources on the property proposed for development, including: trees and other living vegetation, steep slopes, water courses, flood plains, soils, air quality, scenic views, and historic sites;

STAFF: An intermittent stream runs through the southwestern portion of the property which will be protected by a 25' stream buffer on either side of the top of bank with existing tree canopy largely to remain. Otherwise, there do not appear to be any environmental constraints or historic resources on the subject site.

- b. The provisions for safe and efficient vehicular and pedestrian transportation both within the development and the community;

STAFF: Provisions for safe and efficient vehicular and pedestrian transportation within and around the development and the community has been provided, and Metro Public Works has approved the preliminary development plan.

- c. The provision of sufficient open space (scenic and recreational) to meet the needs of the proposed development;

STAFF: There are no open space requirements pertinent to the current proposal.

- d. The provision of adequate drainage facilities on the subject site in order to prevent drainage problems from occurring on the subject site or within the community;

STAFF: The Metropolitan Sewer District has approved the preliminary development plan and will ensure the provision of adequate drainage facilities on the subject site in order to prevent drainage problems from occurring on the subject site or within the community.

- e. The compatibility of the overall site design (location of buildings, parking lots, screening, landscaping) and land use or uses with the existing and projected future development of the area;

STAFF: The overall site design and land uses are compatible with the existing and future development of the area. Appropriate landscape buffering and screening will be provided to screen adjacent properties and roadways. Buildings and parking areas will meet all required setbacks.

- f. Conformance of the development plan with the Comprehensive Plan and Land Development Code. Revised plan certain development plans shall be evaluated for conformance with the non-residential and mixed-use intent of the form districts and comprehensive plan.

STAFF: The development plan conforms to applicable guidelines and policies of the Comprehensive Plan and to requirements of the Land Development Code. Plan 2040 Community Form Goal 1, Policy 3.1.4 characterizes the Village form district as predominantly residential uses where the pattern of development is distinguished by open space. The Village form shall have a small-scale village center with a mixture of uses such as offices, shops, restaurants, services, and a diversity of housing types that may be higher in density than the rest of the district. Low-density residential uses interspersed with open space may be encouraged at the edge of the Village. Village form should be designed to encourage

pedestrian, bicycle, and transit use. Community Form Goal 1, Policy 4 calls to ensure new development and redevelopment are compatible with the scale and site design of nearby existing development and with the desired pattern of development within the form district. Community Form Goal 1, Policy 5 seeks to allow a mixture of densities as long as their designs are compatible. Community Form Goal 1, Policy 7 advocates for 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. Community Form Goal 1, Policy 11 promotes setbacks, lot dimensions, and building heights that are compatible with those of nearby developments that meet Form District guidelines. Community Form Goal 2, Policy 6 encourages a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment. Community Form Goal 2, Policy 8 also encourages residential land uses in designated centers. Community Form Goal 2, Policy 11 wants to ensure the appropriate placement, design, and scale of centers in the Village Form District to ensure compatibility with nearby residences. Community Form Goal 2, Policy 13 advocates for new neighborhoods, traditional neighborhoods, and villages to be organized around a center that may contain neighborhood-serving shops, restaurants, and services. Community Form Goal 2, Policy 16 encourages activity centers to be easily accessible by bicycle, car, transit, and for pedestrians and people with disabilities. The proposal offers additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center. The proposal permits residential uses of substantially similar scale, intensity, and density to those residential uses directly abutting the subject site, thereby eliminating the need for any form of transition or buffering between adjacent uses while also reinforcing the existing pattern of residential development in the surrounding area. Accessibility and connectivity will be expanded through the provision of sidewalks on Mount Holly Road and through the extension of Callie Drive. Public transportation services are not available in this area per the New TARC Network Plan (2026); nevertheless, increased housing opportunities are critical in demonstrating the demand for public transportation in the future as the village center continues to grow.

Mobility Goal 1, Policy 1 states that to promote healthy lifestyles and reduce congestion, new development and redevelopment should provide for the movement of pedestrians, bicyclists, and transit users, where appropriate, by including sidewalks along the streets of all developments and walkways between residential areas and nearby neighborhoods, schools, public recreation facilities, parks, office/industrial, and retail/service uses. Mobility Goal 2, Policy 4 seeks to avoid access to development through areas of significantly lower intensity or density of development if such access would create significant nuisances. Mobility Goal 3, Policy 21 advocates for the prevention of safety hazards caused by direct residential access to high-speed roadways. Sidewalks will be provided on both Mount Holly Road and the Callie Drive extension. The development is not accessed from areas of significantly lower density or intensity, but rather provides the necessary connectivity for the village center to function. Direct access to the Mount Holly primary collector is prohibited. Access to lots facing Mount Holly Road shall be through a private access easement at the rear of said lots.

Community Form Goal 3, Policy 7 promotes the integration of natural features within the prescribed pattern of development. Community Form Goal 3, Policy 8 calls to conserve, restore, and protect vital natural resource systems such as mature trees, steep slopes, streams, and wetlands. Open spaces should be integrated with other design decisions to shape the pattern of development. Community Form Goal 3, Policy 9 similarly encourages development that respects the natural features of the site through sensitive site design and minimizes environmental degradation resulting from disturbance of natural systems. Livability Goal 1, Policy 11 calls to protect solid blueline streams, defined by the current floodplain management

ordinance, from channelization, stripping, relocation, or other alterations. Ensure a vegetative buffer on the banks of blueline streams to protect the functional integrity of the channel. The intermittent stream on site shall be protected by the MSD required 25' stream buffer from top of bank on either side and will benefit from the preservation of existing vegetation and tree canopy within the buffer area. A portion of this stream will be protected in a non-buildable open space lot. No modifications to the stream are proposed with the exception of a small crossing to provide access to lots 38-40.

REQUIRED ACTIONS:

- **RECOMMEND** that the Louisville Metro Council **APPROVE** or **DENY** the **Change in Zoning** from R-4 Single-Family Residential to R-5 Single-Family Residential zoning district
- **APPROVE** or **DENY** the **Detailed District Development Plan / Major Preliminary Subdivision** with proposed binding elements

Based upon the information in the staff report, the testimony and evidence provided at the public hearing, the Planning Commission must determine if the proposal is in conformance with the Comprehensive Plan; OR the existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR if there have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

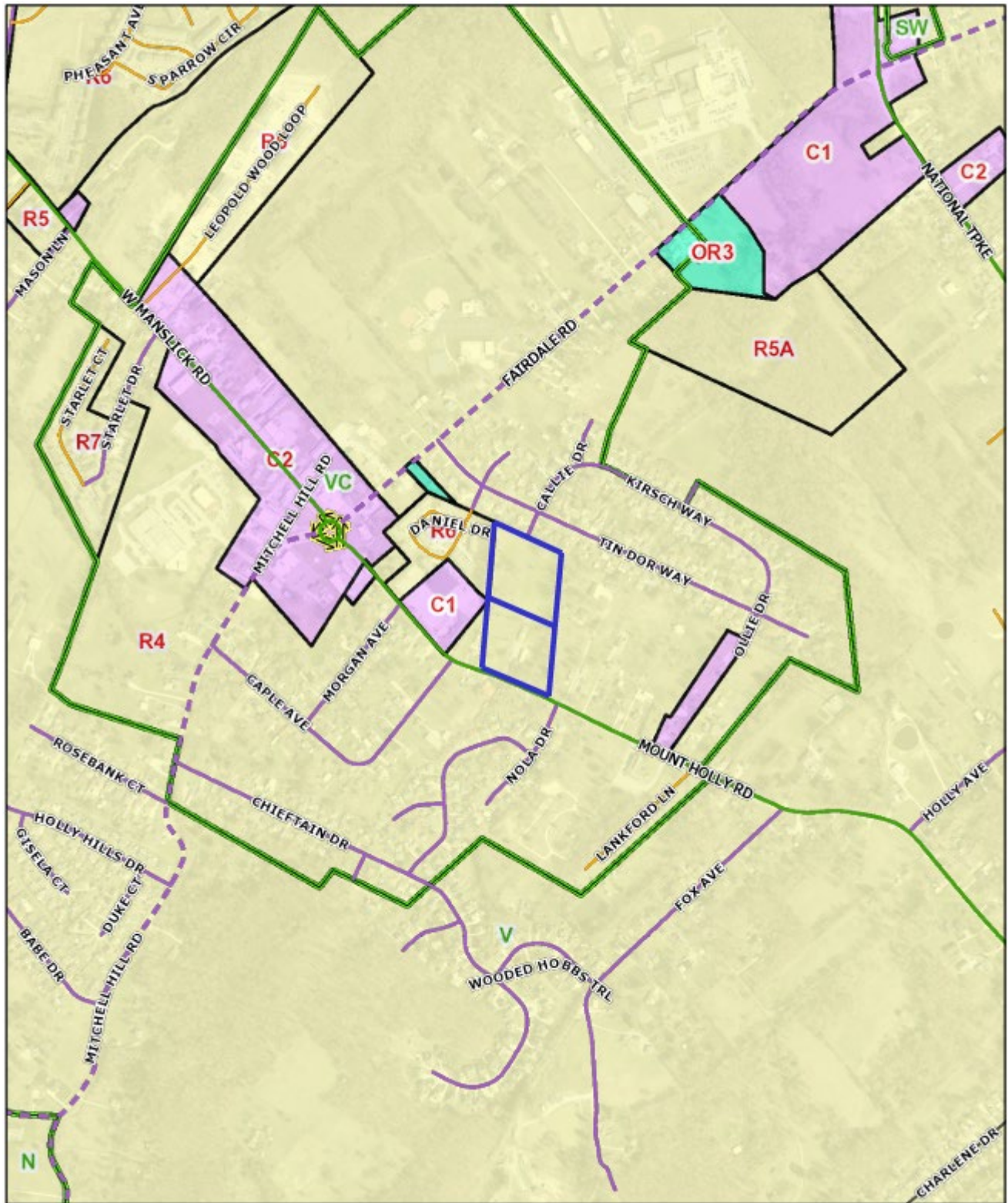
NOTIFICATION

Date	Purpose of Notice	Recipients
5/20/2026	Hearing before PC	1 st and 2 nd tier adjoining property owners and current residents Speakers at Planning Commission public hearing Registered Neighborhood Groups in Council District 13
5/20/2026	Hearing before PC	Sign posting on property
5/22/2026	Hearing before PC	Legal Advertisement in the Courier-Journal

ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Staff Plan 2040 Checklist
4. Proposed Binding Elements

1. Zoning Map



2. Aerial Photograph



3. Staff Plan 2040 Checklist

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

Village: Residential

Plan 2040 Plan Elements/Staff Analysis	
1	<u>Community Form: Goal 1, Policy 7.</u> <i>Locate 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.</i> ✓ <u>Staff Analysis:</u> The subject site is located within a quarter mile proximity of an activity center at the heart of the Fairdale village center. Public transportation is not available in this area; however, the proposal is located on a primary collector near its intersection with other primary collectors, Fairdale Road and W. Manslick Road, and the Mitchell Hill Road secondary collector. The Louisville Loop is anticipated to extend through the village center within walking distance of the subject site. The Village Center form calls for compact patterns of development less oriented towards auto dependency and more so towards pedestrian connectivity and accessibility. This proposal offers the provision of additional housing near an existing activity center within a planned village center and sidewalk connectivity on existing and proposed public road frontages to increase access to supportive services and commercial uses.
2	<u>Community Form: Goal 1, Policy 9.</u> <i>Ensure an appropriate transition between uses that are substantially different in scale and intensity or density of development. The transition may be achieved through methods such as landscaped buffer yards, vegetative berms, compatible building design and materials, height restrictions and setback requirements.</i> ✓ <u>Staff Analysis:</u> The proposal permits residential uses of substantially similar scale, intensity, and density to those residential uses directly abutting the subject site, thereby eliminating the need for any form of transition or buffering between adjacent uses.
3	<u>Community Form: Goal 2, Policy 9.</u> <i>Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.</i> ✓ <u>Staff Analysis:</u> The proposal does not rehabilitate the existing residential structure on site. Rather, it offers to redevelop underutilized land for the provision of additional housing at a higher quality than the existing conditions on the subject site.
4	<u>Community Form: Goal 3, Policy 10.</u> <i>Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation.</i> ✓ <u>Staff Analysis:</u> While the subject site is not located within identified steep slopes, unstable soils, or the FEMA 100-year floodplain, it is in an area with hydric soils that potentially indicated the presence of wetlands. A wetland determination was conducted by Resource Environmental Solutions, LLC in October 2025 and revealed the presence of three non-jurisdictional wetlands on-site, which shall be appropriately mitigated, and an intermittent stream that shall be protected by a 25' buffer from either side beginning at top of bank.
5	<u>Community Form: Goal 4, Policy 2.</u> <i>Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.</i> ✓ <u>Staff Analysis:</u> The subject site contains identified hydric soils. A wetland determination was conducted by Resource Environmental Solutions, LLC in October 2025 and revealed the presence of three non-jurisdictional wetlands on-site, which shall be appropriately mitigated, and an intermittent stream that shall be protected by a 25' buffer from either side beginning at top of bank.

Plan 2040 Plan Elements/Staff Analysis

6	<u>Community Form: Goal 4, Policy 3.</u> <i>Encourage 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.</i> ✓ <u>Staff Analysis:</u> The subject site is not an identified historic site, nor is located within an overlay district, local preservation district, or National Register district. The buildings on site were previously approved for demolition in late 2025 and were not found to meet the threshold requirements of LMCO 150.110. No known historic or cultural resources will be affected by the proposed change in zoning.
7	<u>Mobility: Goal 1, Policy 4.</u> <i>Encourage higher densities and intensities within or near existing marketplace corridors, existing and future activity centers, and employment centers to support transit-oriented development and an efficient public transportation system.</i> ✓ <u>Staff Analysis:</u> The subject site is located within a quarter mile proximity of an activity center at the heart of the Fairdale village center. Public transportation is not available in this area; however, the proposal is located on a primary collector near its intersection with other primary collectors, Fairdale Road and W. Manslick Road, and the Mitchell Hill Road secondary collector. The Louisville Loop is anticipated to extend through the village center within walking distance of the subject site. The Village Center form calls for compact patterns of development less oriented towards auto dependency and more so towards pedestrian connectivity and accessibility. This proposal offers the provision of additional housing near an existing activity center within a planned village center and sidewalk connectivity on existing and proposed public road frontages to increase access to supportive services and commercial uses.
8	<u>Mobility: Goal 2, Policy 4.</u> <i>Avoid access to development through areas of significantly lower intensity or density development if such access would create significant nuisances.</i> ✓ <u>Staff Analysis:</u> The proposal does not permit access to the development through areas of significantly lower intensity or density of development. It permits residential uses of substantially similar scale, intensity, and density to those residential uses directly abutting the subject site and offers to extend the existing street network to serve the proposed lots. Therefore, the access to the development is compatible with the established pattern of development in the village center.
9	<u>Mobility: Goal 3, Policy 2.</u> <i>To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers.</i> ✓ <u>Staff Analysis:</u> The subject site is located within a quarter mile proximity of an activity center at the heart of the Fairdale village center. Public transportation is not available in this area; however, the proposal is located on a primary collector near its intersection with other primary collectors, Fairdale Road and W. Manslick Road, and the Mitchell Hill Road secondary collector. The Louisville Loop is anticipated to extend through the village center within walking distance of the subject site. The Village Center form calls for compact patterns of development less oriented towards auto dependency and more so towards pedestrian connectivity and accessibility. This proposal offers the provision of additional housing near an existing activity center within a planned village center and sidewalk connectivity on existing and proposed public road frontages to increase access to supportive services and commercial uses.
10	<u>Mobility: Goal 3, Policy 5.</u> <i>Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality.</i> ✓ <u>Staff Analysis:</u> The proposed development plan has received preliminary approval from Public Works (Transportation Planning).
11	<u>Mobility: Goal 3, Policy 6.</u> <i>Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development.</i> ✓ <u>Staff Analysis:</u> The proposed development plan has received preliminary approval from Public Works (Transportation Planning).
12	<u>Mobility: Goal 3, Policy 9.</u> <i>When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.</i> ✓ <u>Staff Analysis:</u> The proposed development plan has received preliminary approval from Public Works (Transportation Planning).
13	<u>Mobility: Goal 3, Policy 10.</u> <i>Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.</i> ✓ <u>Staff Analysis:</u> The proposed development plan has received preliminary approval from Public Works (Transportation Planning).
14	<u>Mobility: Goal 3, Policy 21.</u> <i>Prevent safety hazards caused by direct residential access to high speed roadways.</i>

Plan 2040 Plan Elements/Staff Analysis	
✓	Staff Analysis: The proposal results in the creation of 7 residential lots facing a collector level road. Direct residential access to Mount Holly Road is prohibited by the Kentucky Transportation Cabinet; therefore, access to Lots 1-4 and 38-40 shall be secured via a 25' private access easement crossing the rear of each property, consistent with traditional form site design standards.
15	Community Facilities: Goal 2, Policy 1. <i>Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.</i>
✓	Staff Analysis: The subject property is located in an area that should be served by existing utilities or where it is capable to extend any necessary public or private utilities. Utility services will need to be coordinated with all affected agencies.
16	Community Facilities: Goal 2, Policy 2. <i>Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low-density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water.</i>
✓	Staff Analysis: The applicant will need to coordinate with public and/or private utilities for access to water supply.
17	Community Facilities: Goal 2, Policy 3. <i>Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by the Metropolitan Sewer District (MSD).</i>
✓	Staff Analysis: The proposed development plan has received preliminary approval from MSD.
18	Livability: Goal 1, Policy 5. <i>Encourage development that recognizes and incorporates the unique characteristics of identified general landscape types and native plant communities (e.g., upland hardwood forest) throughout Louisville Metro.</i>
✓	Staff Analysis: The subject site contains identified hydric soils. A wetland determination was conducted by Resource Environmental Solutions, LLC in October 2025 and revealed the presence of three non-jurisdictional wetlands on-site, which shall be appropriately mitigated, and an intermittent stream that shall be protected by a 25' buffer from either side beginning at top of bank with existing tree canopy largely to remain. The rear 15' sewer and drainage easement for the majority of the proposed lots does impact the existing tree canopy in order to serve the development; however, the proposal otherwise preserves adequate tree canopy where possible.
19	Livability: Goal 1, Policy 17. <i>Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project.</i>
✓	Staff Analysis: The subject site contains identified hydric soils. A wetland determination was conducted by Resource Environmental Solutions, LLC in October 2025 and revealed the presence of three non-jurisdictional wetlands on-site, which shall be appropriately mitigated, and an intermittent stream that shall be protected by a 25' buffer from either side beginning at top of bank with existing tree canopy largely to remain. The proposed development plan has received approval from MSD.
20	Livability: Goal 1, Policy 21. <i>Mitigate negative development impacts to the integrity of the regulatory floodplain by encouraging development patterns that minimize disturbance and consider the increased risk of more frequent flooding events.</i>
✓	Staff Analysis: The subject site is not located within the FEMA 100-year floodplain, local regulatory floodplain, or combined sewer flood prone area.
21	Housing: Goal 1, Policy 1. <i>Encourage a variety of housing types including, but not limited to, detached and attached single family, multi-family, mixed use, zero lot line, average lot, cluster, and co-housing. Allow for accessory residential structures and apartments. Housing types should reflect the Form District pattern.</i>
✓	Staff Analysis: Plan 2040 Community Form Goal 1, Policy 3.1.4 states that the Village form should have a small-scale village center with a mixture of uses such as offices, shops, restaurants, services and a diversity of housing types that may be higher in density than the rest of the district. The proposal does offer additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center.
22	Housing: Goal 1, Policy 2. <i>Promote housing options and environments that support aging in place. Encourage 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.</i>

Plan 2040 Plan Elements/Staff Analysis

✓	Staff Analysis: The proposal does offer additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center. The subject site is located within a quarter mile proximity of an activity center at the heart of the Fairdale village center. Public transportation is not available in this area; however, the Louisville Loop is anticipated to extend through the village center within walking distance of the subject site, and sidewalks shall be provided on the existing and proposed public road frontages to increase connectivity and accessibility to potential supportive services and commercial uses within the established activity center.
23	Housing: Goal 2, Policy 1. <i>Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area.</i> ✓ Staff Analysis: The proposal does offer additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center.
24	Housing: Goal 2, Policy 2. <i>Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers.</i> ✓ Staff Analysis: The subject site is located within a quarter mile proximity of an activity center at the heart of the Fairdale village center. Public transportation is not available in this area; however, the proposal is located on a primary collector near its intersection with other primary collectors, Fairdale Road and W. Manslick Road, and the Mitchell Hill Road secondary collector. The Louisville Loop is anticipated to extend through the village center within walking distance of the subject site. The Village Center form calls for compact patterns of development less oriented towards auto dependency and more so towards pedestrian connectivity and accessibility. The proposal does offer additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center.
25	Housing: Goal 3, Policy 1. <i>Encourage provision of fair and affordable housing by providing a variety of ownership options and unit costs throughout Louisville Metro. Expand opportunities for people to live in quality, variably priced housing in locations of their choice by encouraging affordable and accessible housing in dispersed locations throughout Louisville Metro.</i> ✓ Staff Analysis: The proposal does offer additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center. The applicant has indicated they seek to provide affordable homeownership opportunities to ensure livable options in all neighborhoods.
26	Housing: Goal 3, Policy 2. <i>As neighborhoods evolve, discourage displacement of existing residents from their community.</i> ✓ Staff Analysis: The existing structures are not occupied and were approved for demolition in late 2025.
27	Housing: Goal 3, Policy 3. <i>Encourage the use of innovative methods such as clustering, mixed-use developments, co-housing, and accessory apartments to increase the production of fair and affordable housing.</i> ✓ Staff Analysis: The proposal does offer additional single-family housing compared to existing conditions with the opportunity for an accessory dwelling unit permitted with special standards for homeowners in the future which may support affordable housing, aging in place, and density to foster a vibrant village center.

4. Proposed Binding Elements

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.
2. The development shall be in accordance with the approved Preliminary Subdivision Plan. No further subdivision of the land into a greater number of lots than originally approved shall occur without approval of the Planning Commission.
3. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
4. Before any permit (including but not limited to building, parking lot, change of use, or site disturbance permit) is requested:
 - a. The development plan must receive full construction approval from Construction Review, Louisville Metro Public Works and the Metropolitan Sewer District.
 - b. Encroachment permits must be obtained from the Kentucky Transportation Cabinet.
 - c. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a building permit. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
 - d. A major subdivision plat creating the lots and roadways as shown on the approved district development plan shall be recorded prior to issuance of any building permits.
 - e. Private access easement agreements in a form acceptable to the Planning Commission legal counsel shall be created between the adjoining property owners and recorded as shown on the approved preliminary subdivision plan. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services prior to obtaining a building permit.
 - f. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved prior to obtaining approval for site disturbance.
5. Prior to the recording of the record plat, copies of the recorded documents listed below shall be filed with the Planning Commission:
 - a. Articles of Incorporation in a form approved by Counsel for the Planning Commission and the Certificate of Incorporation of the Homeowners Association.
 - b. A deed of restriction in a form approved by counsel of the Commission outlining responsibilities for the maintenance of open space.
 - c. Bylaws of the Homeowners' Association in a form approved by Counsel for the Planning Commission.
6. The applicant shall submit a Tree Preservation Plan for approval by Planning and Design staff showing trees/tree masses to be preserved prior to beginning any construction procedure (i.e. clearing, grading, demolition). An original stamped copy of the approved Tree Preservation Plan shall be present on site during all clearing, grading, and construction activity and shall be made available to any DPDS inspector or enforcement officer upon request.

7. The applicant shall submit a landscape plan for approval by Planning Commission staff showing plantings and/or other screening and buffering materials to comply with the Chapter 10 of the Land Development Code prior to recording the record plat. The applicant shall provide the landscape materials on the site as specified on the approved Landscape Plan prior to issuance of Certificates of Occupancy for the site.
8. A note shall be placed on the preliminary plan, construction plan and the record plat that states, "Construction fencing shall be erected prior to any grading or construction activities - preventing compaction of root systems of trees to be preserved. The fencing shall enclose the area beneath the dripline of the tree canopy and shall remain in place until all construction is completed. No parking, material storage, or construction activities shall be permitted within the fenced area."
9. Open space lots shall not be further subdivided or developed for any other use and shall remain as open space in perpetuity. A note to this effect shall be placed on the record plat.
10. The applicant shall provide language in the deeds of restriction describing the location of the Outer Buffer Zone along the intermittent blueline stream as shown on the approved preliminary subdivision plan. The language shall state that no permanent structures or impervious surface coverages of greater than 100 square feet are allowed in this zone as required in Chapter 4 of the Land Development Code. The form of such restrictions shall be approved by Planning Commission legal counsel.
11. All street signs shall be installed by the Developer and shall conform with the Manual on Uniform Traffic Control Devices (MUTCD) requirements. Street signs shall be installed prior to the recording of the subdivision record plat or occupancy of the first residence on the street, and shall be in place at the time of any required bond release. The address number shall be displayed on a structure prior to requesting a certificate of occupancy for that structure.
12. The developer shall be responsible for maintenance of all drainage facilities and undeveloped lots ensuring prevention of mosquito breeding, until such time as the drainage bond is released.
13. After release of the drainage bond, mosquito abatement on open space lots shall be the responsibility of the Homeowners Association. Accumulations of water in which mosquito larvae breed or have the potential to breed are required to be treated with a mosquito larvicide approved by the Louisville Metro Health Department. Larvicides shall be administered in accordance with the product's labeling. This language shall appear in the deed of restrictions for the subdivision.
14. At the time the developer turns control of the homeowners' association over to the homeowners, the developer shall provide sufficient funds to ensure there is no less than \$3,000 cash in the homeowners' association account. The subdivision performance bond may be required by the Planning Commission to fulfill this funding requirement.
15. The applicant, developer, or property owner shall provide copies of these binding elements to tenants, purchasers, contractors, subcontractors and other parties engaged in development of this site and shall advise them of the content of these binding elements. These binding elements shall run with the land and the owner of the property and occupant of the property shall at all times be responsible for compliance with these binding elements. At all times during development of the site, the applicant and developer, their heirs, successors; and assignees, contractors, subcontractors, and other parties engaged in development of the site, shall be responsible for compliance with these binding elements.