

Docket No. 17ZONE1005

Zone change from R-4 to R-6 to allow an apartment community on 39.50 +/- acres and a zone change from R-4 to PEC to allow a small business park addition on 6.24 +/- acres at 1411 Tucker Station Rd



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Attorneys:
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PLLC**

Land Planners, Landscape
Architects & Engineers:
**Mindel Scott &
Associates, Inc.**

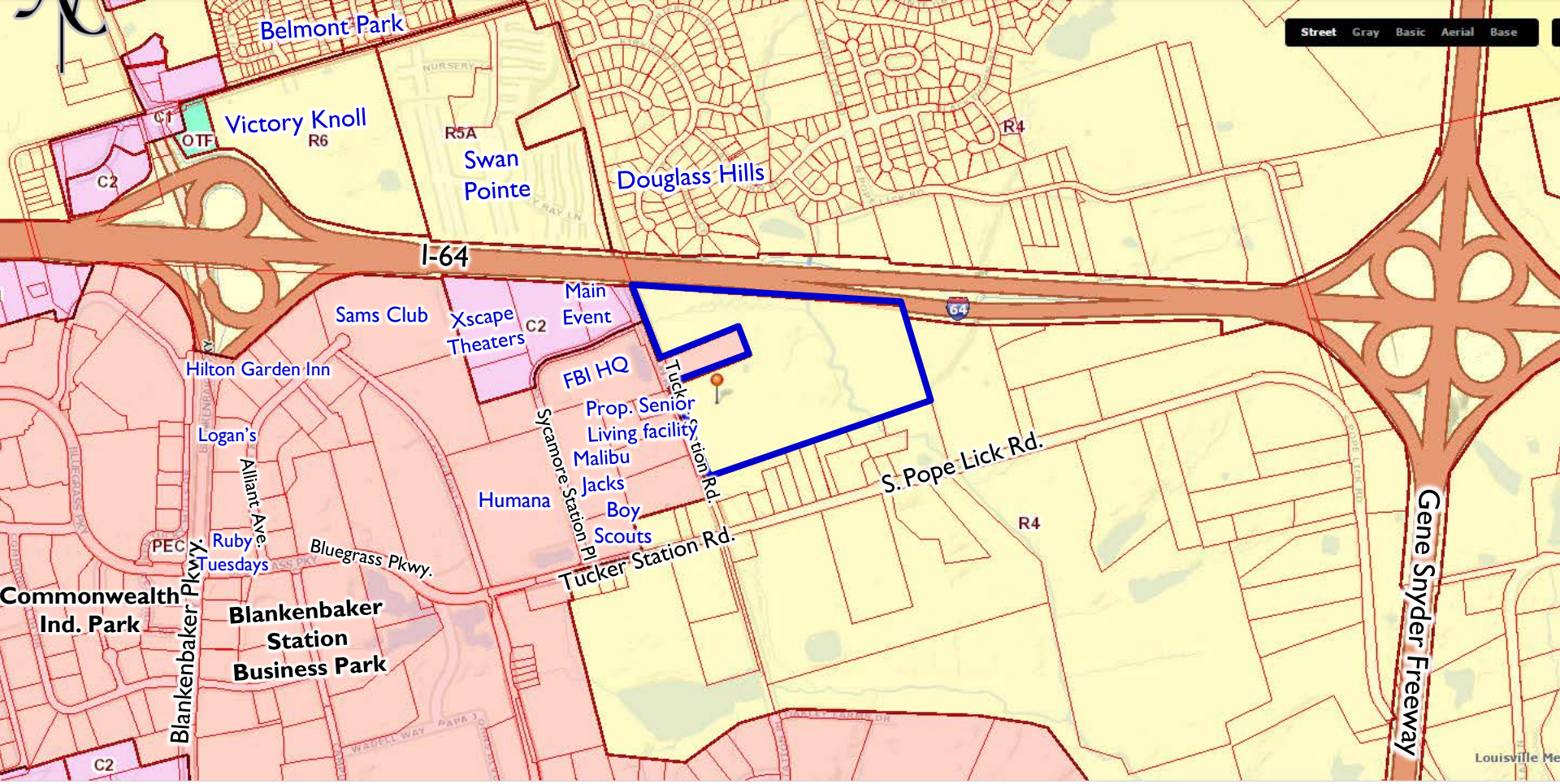




Tab I LOJIC Zoning Map



Street Gray Basic Aerial Base



Belmont Park

Victory Knoll
R6

R5A
Swan
Pointe

Douglas Hills

I-64

Sams Club

Xscape
Theaters

Main
Event

FBI HQ

Prop. Senior
Living facility

Malibu

Jacks

Boy
Scouts

Humana

Hilton Garden Inn

Logan's

Alliant Ave.

Ruby
Tuesdays

Bluegrass Pkwy.

Commonwealth
Ind. Park

Blankenbaker
Station
Business Park

Sramore Station Rd.
Tucker Station Rd.

S. Pope Lick Rd.

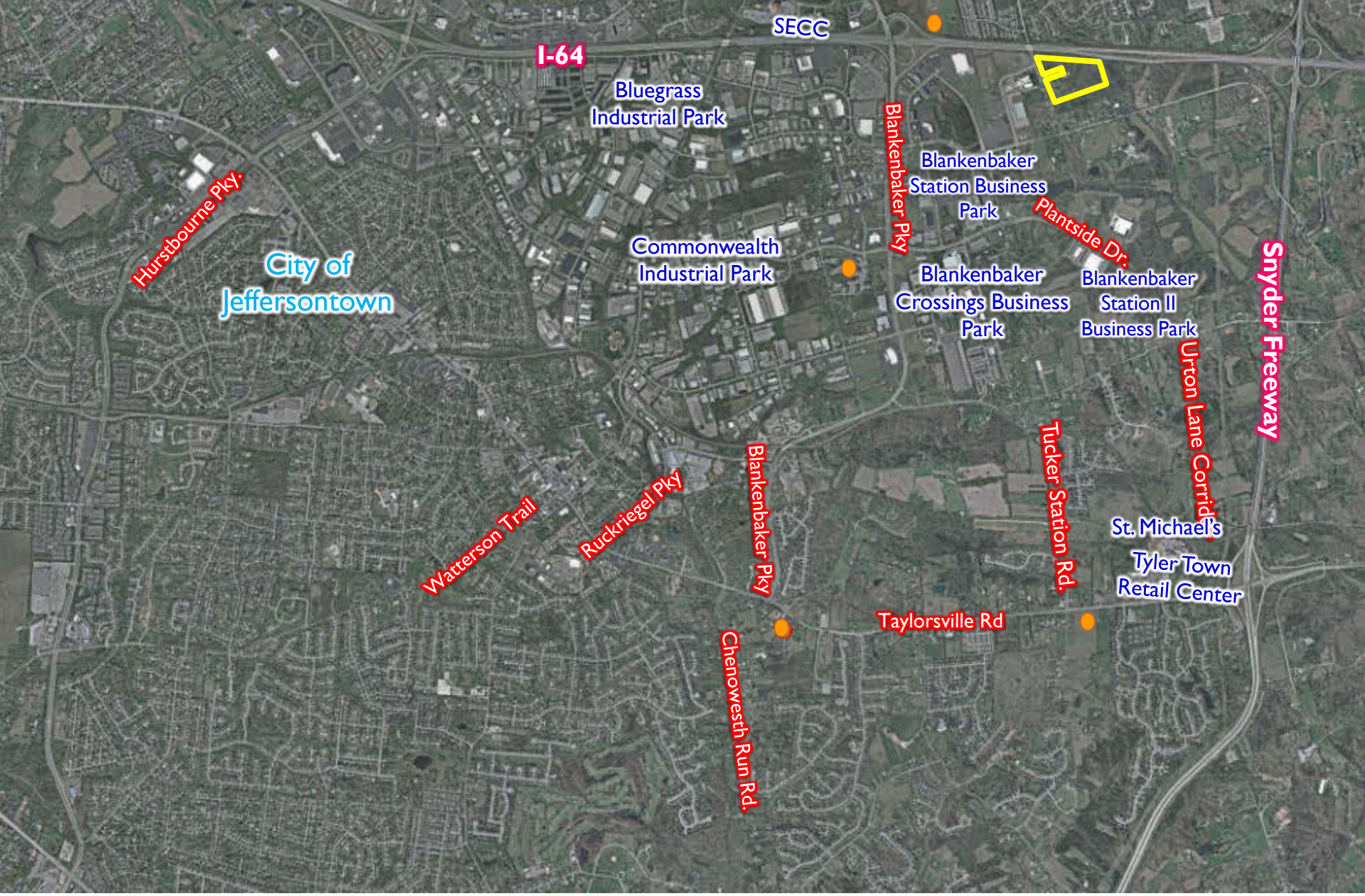
Gene Snyder Freeway

Louisville Me

Tab 2
Aerial photograph of the site
and surrounding area

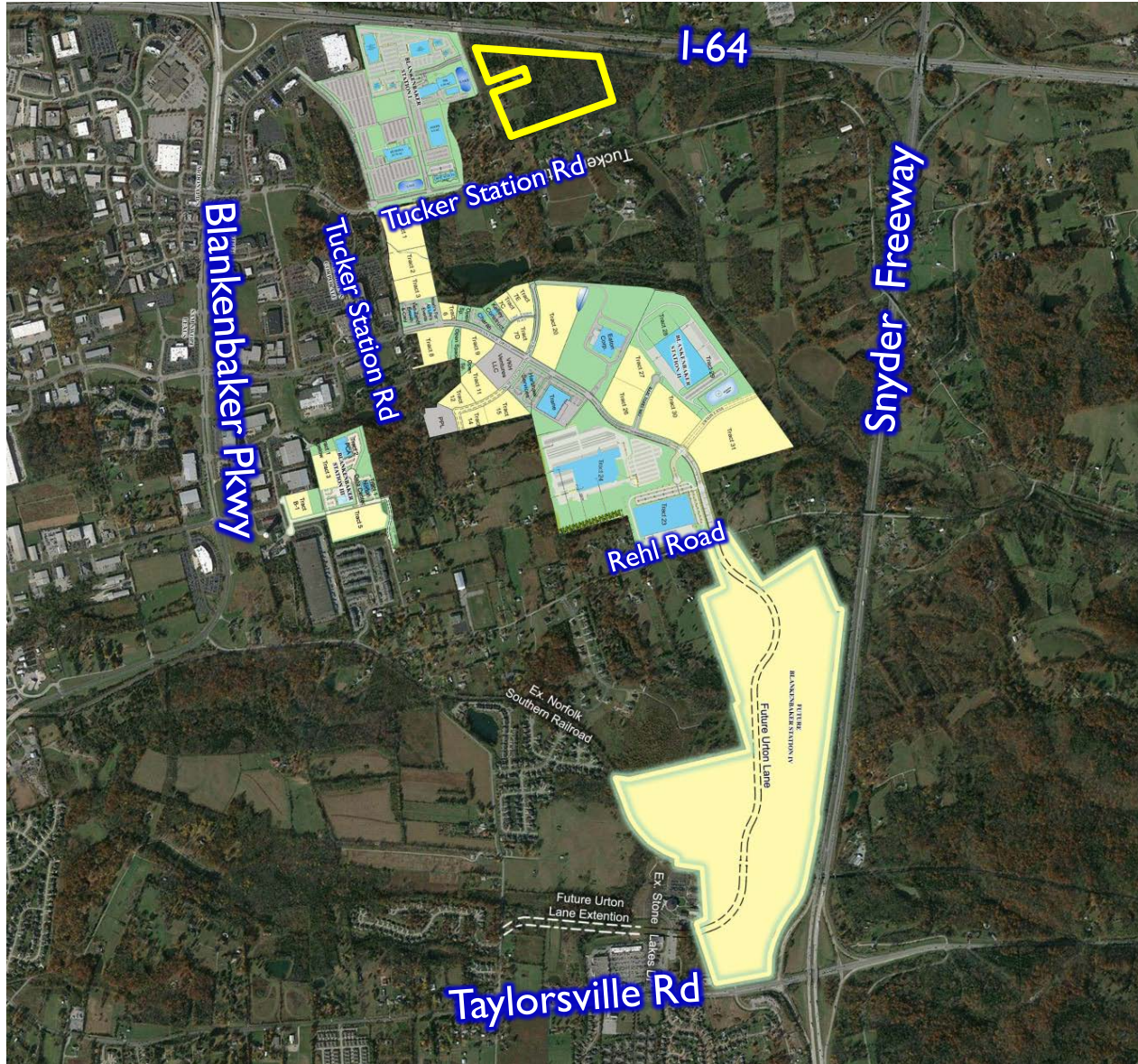
LOCATION, LOCATION, LOCATION!

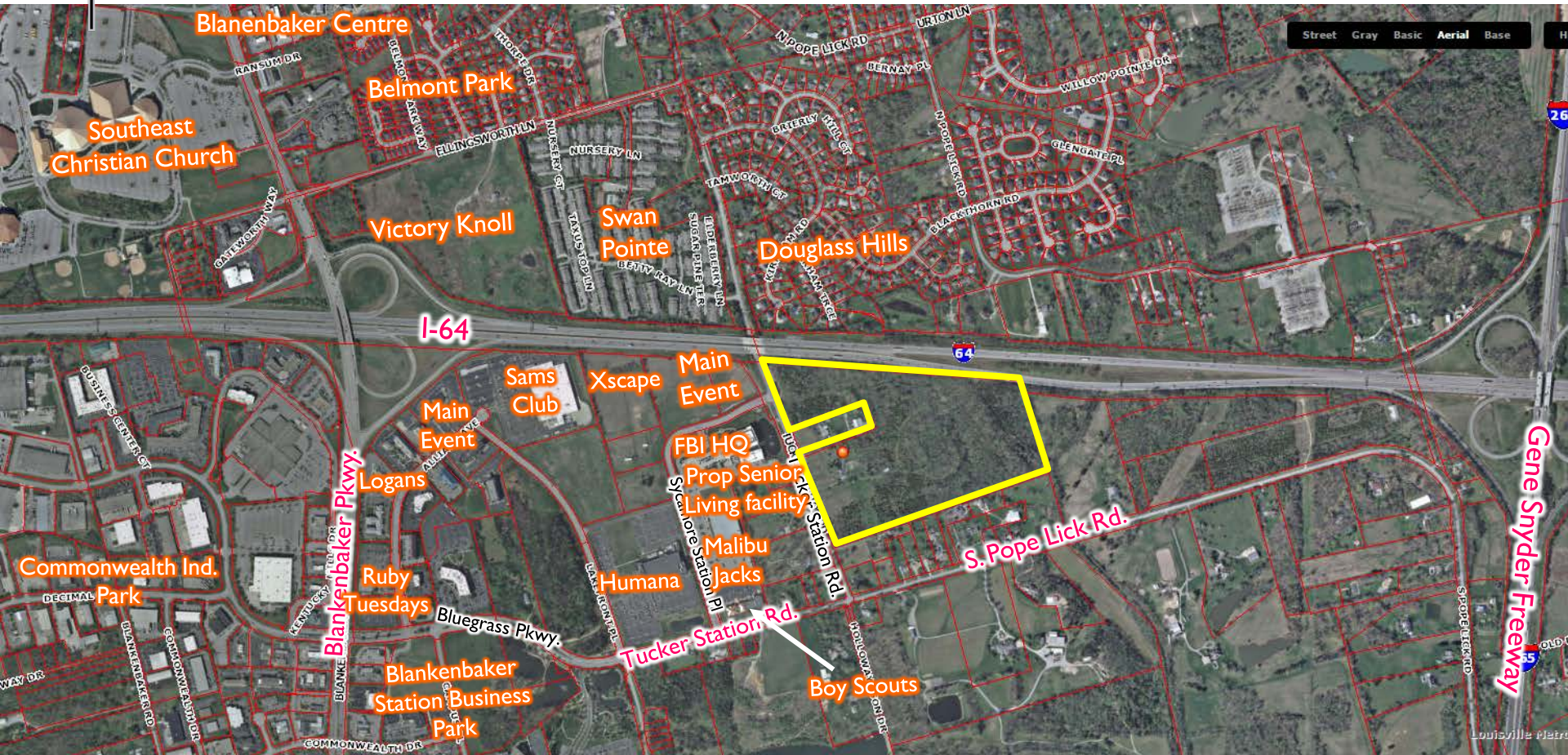
in the middle of a densely populated area well inside the Snyder Freeway just east of Blankenbaker Parkway with easy access to large industrial/business parks and community services. Other nearby constructed or approved pending constructed apt communities denoted with ●



HOUSING CLOSE TO JOBS!

especially in recently approved/ever expanding sections of large Blankenbaker Station Business Park





Douglass Hills

Blankenbaker Centre

Southeast Christian Church

Belmont Park

Victory Knoll

Swan Pointe

Tucker Station Rd.

Blankenbaker Pkwy.

INTERSTATE 64

INTERSTATE 265

Villas at Signature Pointe

Bluegrass Industrial Park

Blankenbaker Station Business Park

Commonwealth Ind. Park

Blankenbaker Station II Business Park

Gene Snyder Freeway





Swan Pointe

Douglass Hills



Sams Club

Xscape
Movie Theater

Main Event

Tucker Station Rd

FBI HQ

Prop Senior
Living facility

Malibu
Jacks

Humana

Boy Scouts

S. Pope Lick Rd.

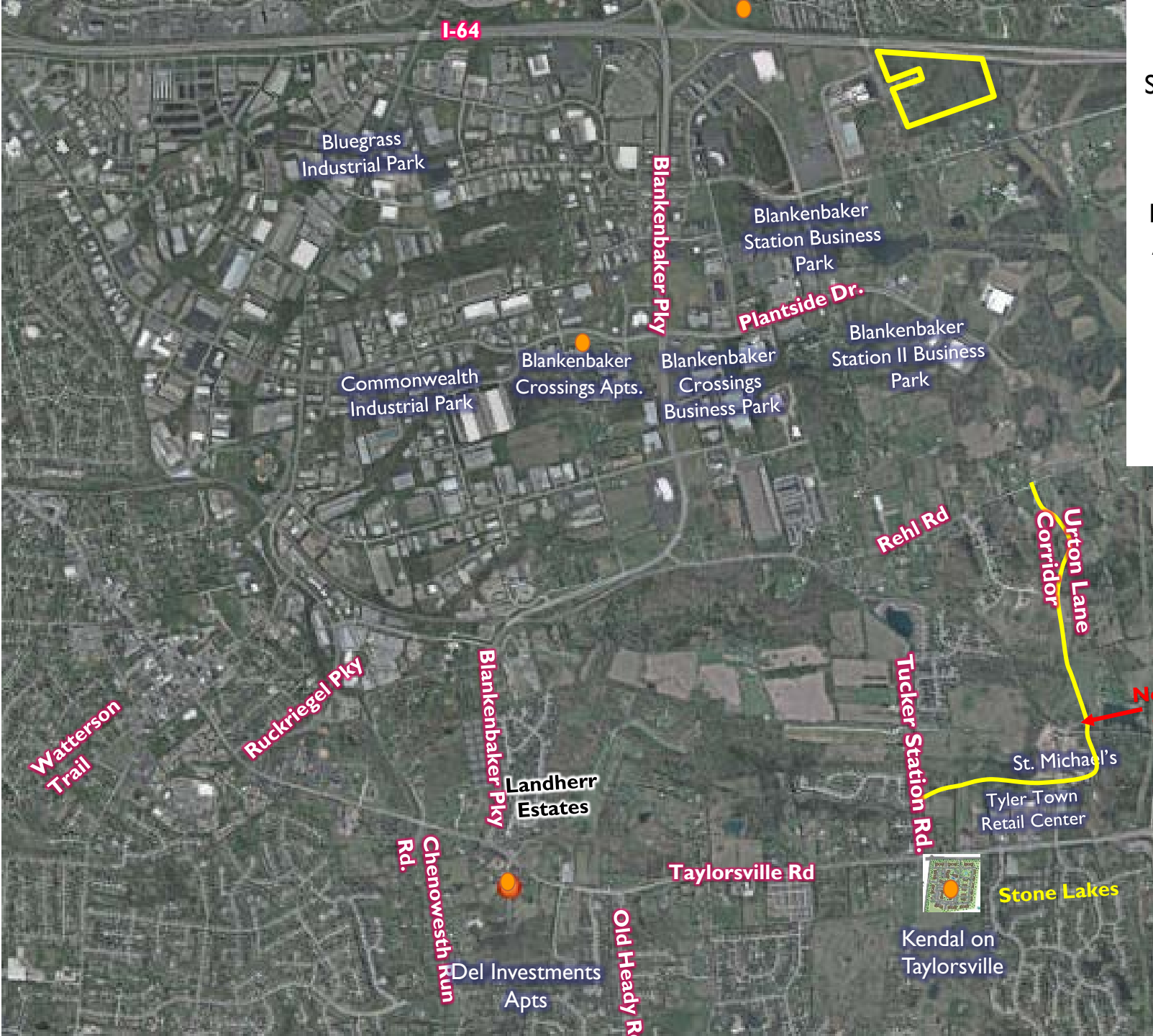


Tab 3

Area Market Analysis

Blankenbaker Station I, II, III & IV

- Began development in 1999, could be fully absorbed in 5 years
- Four phases, with combined acreage of 540 acres, and about \$1 billion invested in infrastructure and buildings.
- Total employment should peak at around 11,000, with annual payroll of \$450 million



IF NOT HERE (INSIDE THE SNYDER FREEWAY CLOSE TO JOBS AND SERVICES), WHERE THEN DOES LOUISVILLE ACCOMMODATE GROWTH PROJECTIONS (SOUTHERN INDIANA OR BULLITT COUNTY)?

I-64

Bluegrass Industrial Park

Blankenbaker Pky

Blankenbaker Station Business Park

Plantside Dr.

Commonwealth Industrial Park

Blankenbaker Crossings Apts.

Blankenbaker Crossings Business Park

Blankenbaker Station II Business Park

Watterson Trail

Ruckriegel Pky

Blankenbaker Pky

Rehl Rd

Urton Lane Corridor

New bridge over RR

Landherr Estates

Tucker Station Rd.

St. Michael's Tyler Town Retail Center

Chenowesth Kun Rd.

Taylorsville Rd

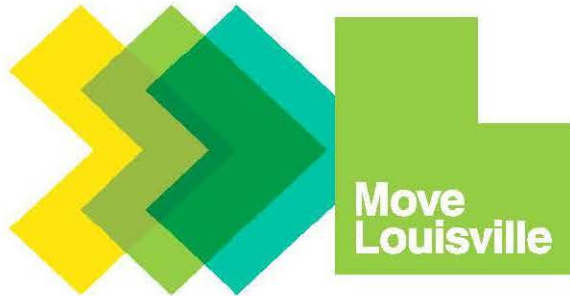
Stone Lakes

Old Heady R

Del Investments Apts

Kendal on Taylorsville

Why Here?



2035 Transportation Plan
Louisville Metro Government
Mayor Greg Fischer, 2016

DRAFT
APRIL 2016



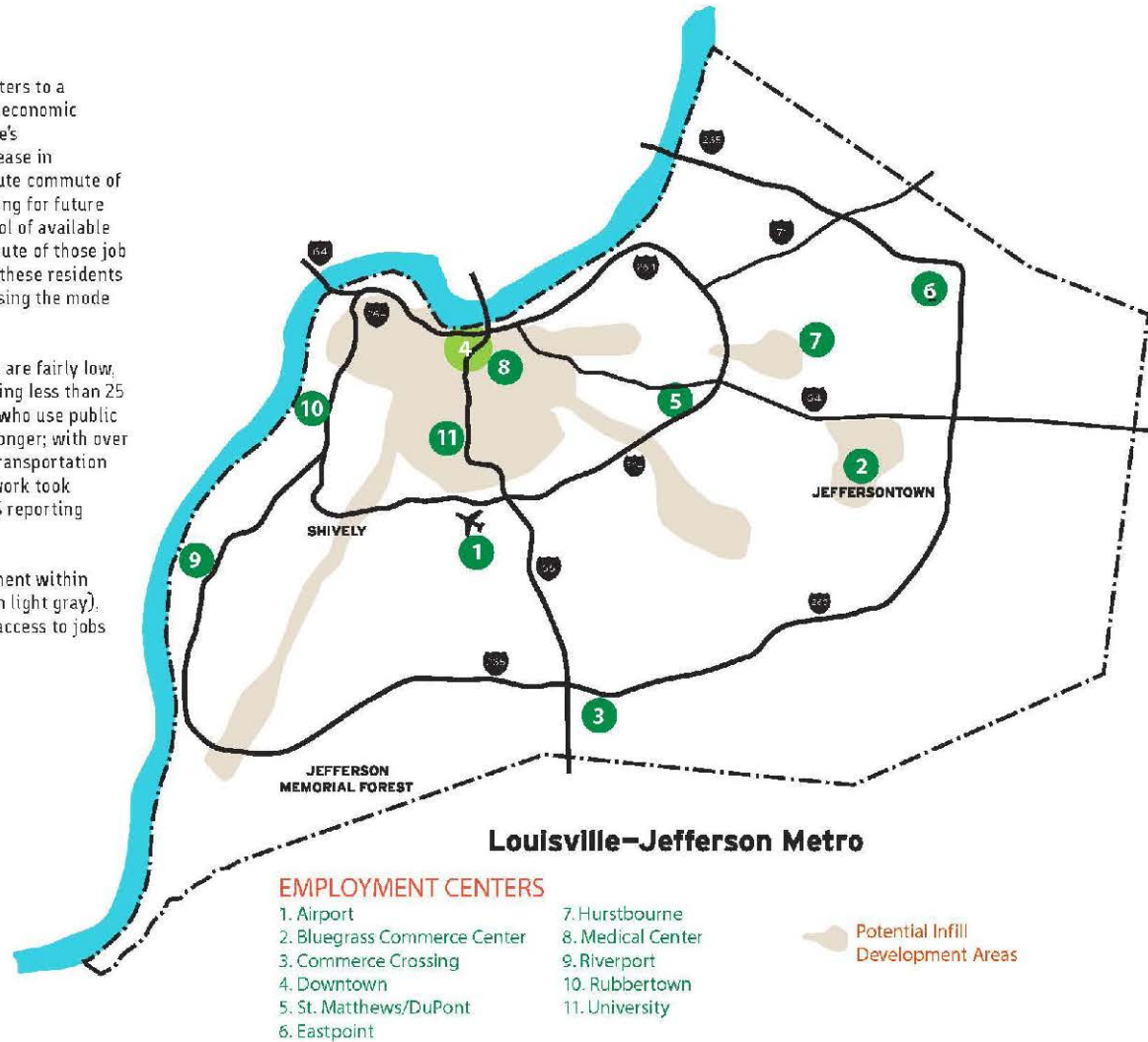
Access to Jobs

ACCESS TO JOBS

Connecting Louisville's many job centers to a qualified workforce is critical to the economic success of the region. Move Louisville's recommendations create a 10% increase in population that live within a 20 minute commute of the city's major job centers. Accounting for future growth, this would mean that the pool of available employees within a 20 minute commute of those job centers would increase. In addition, these residents also will have more options for choosing the mode of their commutes.

Average commute times in Louisville are fairly low, with nearly 67% of the workforce using less than 25 minutes to travel to work. For those who use public transportation, commute times are longer; with over half of the workforce taking public transportation reporting that their travel times to work took 45 minutes or longer and nearly 36% reporting commute times of over one hour.

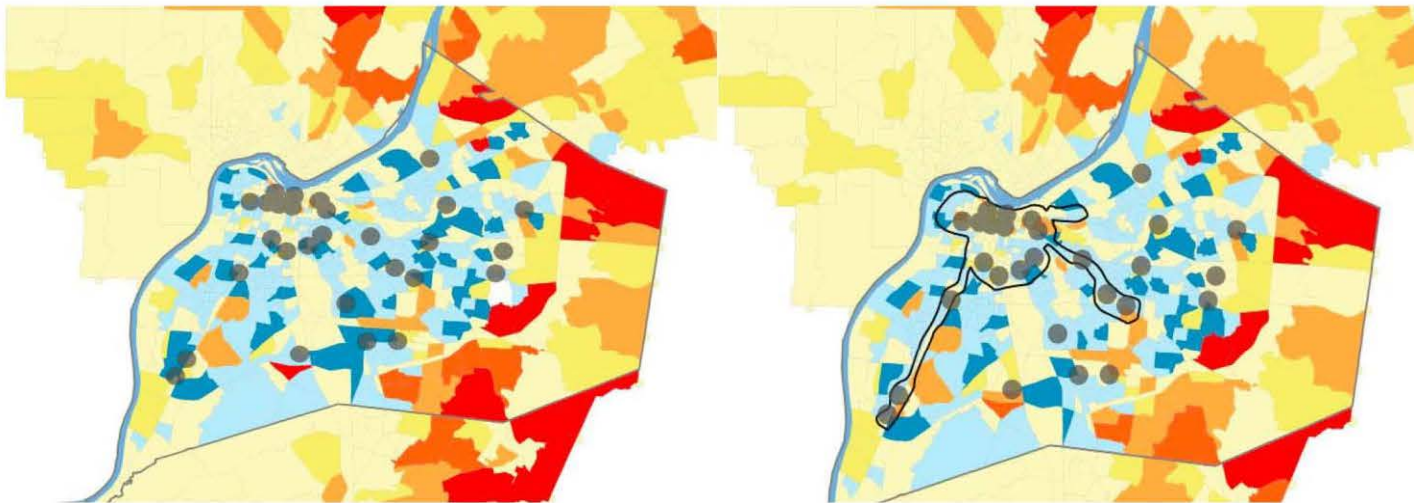
By encouraging residential development within the infill nodes (shown on the map in light gray), commute times can be reduced and access to jobs can be increased.



Population Projections

KIPDA Population Projection 2030

Move Louisville Population Projections Based Upon a Compact Growth Scenario



Legend

- Decline of more than 500
- Decline of up to 500
- Negligible change and growth up to 500
- Growth of 500 to 1000
- Growth of 1001 to 2000
- Growth of 2001 to 3000
- Growth of more than 3000

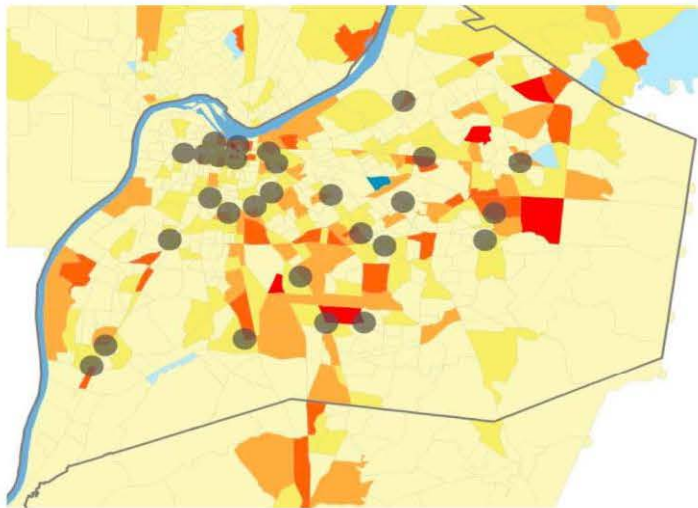
Population Change 2007-2030

	KIPDA Projection	Compact Growth Scenario
Inside I-264	-7,076	12,296
I-264 to I-265	21,847	36,788
Outside I-265	137,195	102,896

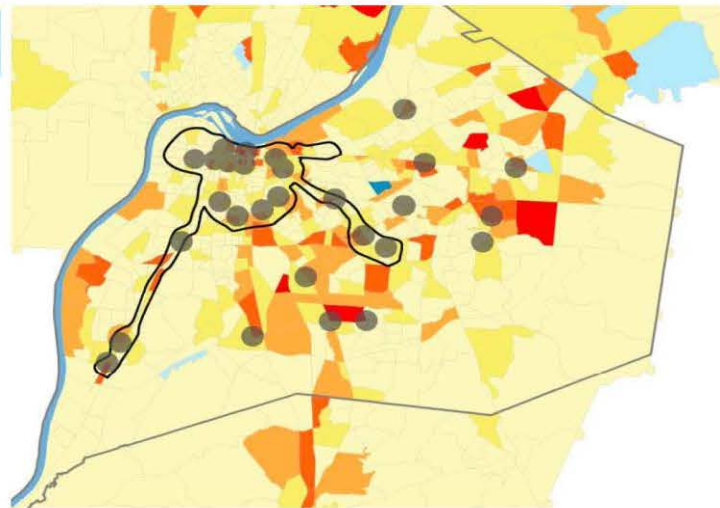
Employment Projections



KIPDA Employment Projection 2030



Move Louisville Employment Projections Based Upon a Compact Growth Scenario



The maps on these pages show two different ways population and employment might change between now and 2030. The KIPDA maps essentially reflect a continuation of the region's past growth patterns continuing out to the year 2030*.

The second possibility envisions what a more compact growth scenario (growth in nodes – shown as dots on the maps – along major corridors with access to transit and employment centers that are amenable to more density) might look like. These nodes would be walkable, transit-served centers leveraging potential investment in transit and maximizing use of existing roads and utilities infrastructure.

* - These projections are now under revision as a part of KIPDA's Horizon 2030 effort, but new projections are not yet available. The compact growth scenario assumes that Jefferson County keeps a portion of its growth within the county, adding just over 12,000 residents to the area inside the Watterson Expressway, adding almost 37,000 residents in the area between the Watterson and the Snyder Freeway, and finally adding almost 103,000 residents to the region's population outside the Snyder

Employment Forecast

- Decline of 500 or more jobs
- Decline of up to 500 jobs
- Growth of up to 201 jobs
- Growth of 200 - 500 jobs
- Growth of 501 - 1000 jobs
- Growth of 1001 - 2500 jobs
- Growth of more than 2500 jobs

Tab 4
Ground level photographs of
the site and surrounding area



Victory Knoll

Swan Pointe

Douglass Hills

I-64



Sams Club

Xscape Theaters

Main Event

FBI Headquarters

Malibu Jacks

Humana

Boy Scouts

Prop. Senior Living Facility

#2

#1

1411 Tucker Station Rd

Sycamore Station Pl

Tucker Station Rd.

S. Pope Lick Rd. S. Pope Lick Rd.

Bluegrass Pkwy.

© 2016 Google

Google Earth



FBI Headquarters

I-64

Site

Tucker Station Road

Google Earth

© 2016 Google
© 2017 Google

Imagery Date: 11/2015 2891215.92" N 8592125.18" W elev: 602 ft eye alt: 704 ft

Report a problem

FBI Headquarters across Tucker Station Road from site.



Looking west down Sycamore Station Place towards Main Event and FBI Headquarters.



Tucker Station Rd.

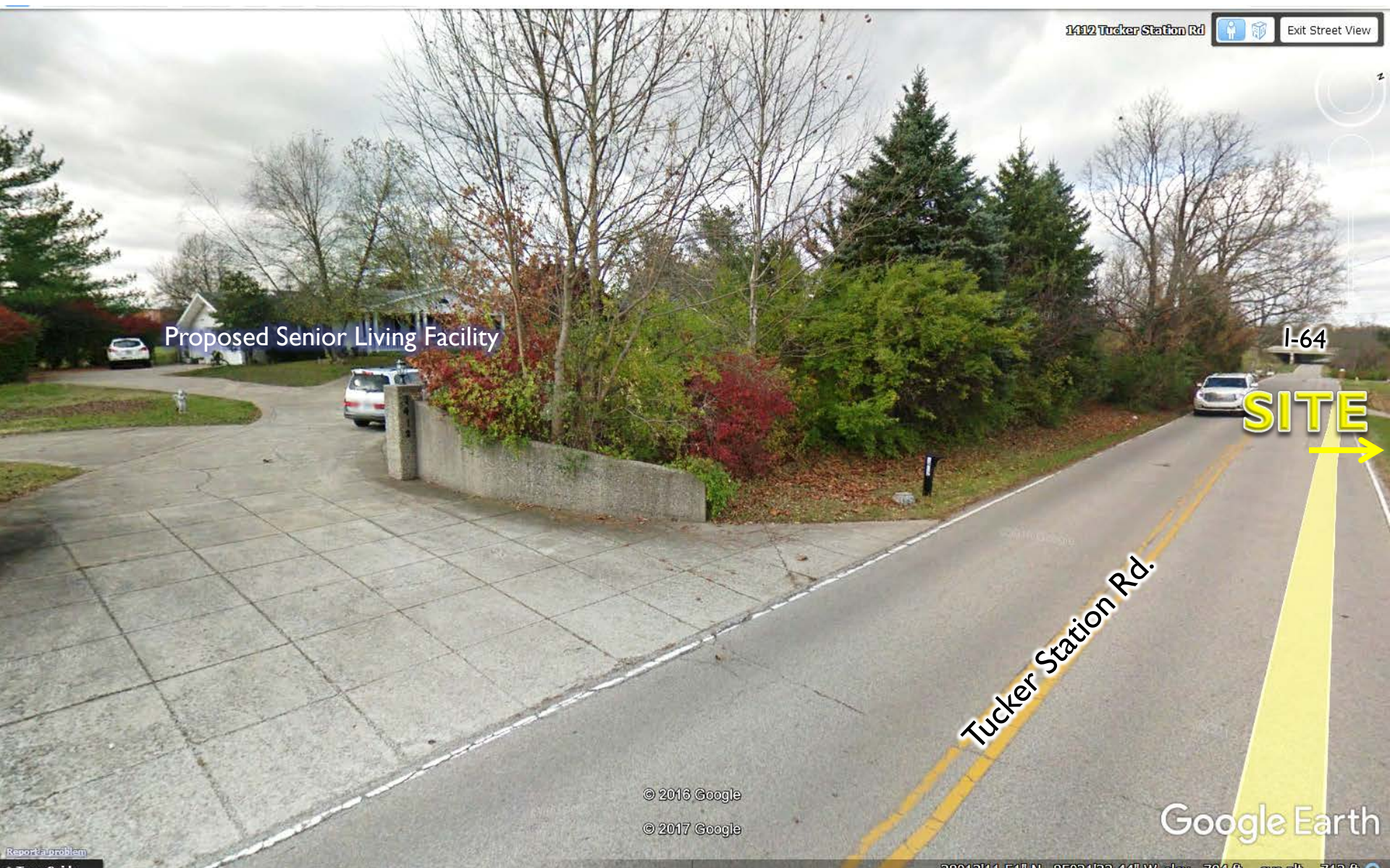
Site

© 2016 Google

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Google Earth

Facing north down Tucker Station Road. Site is to the right.



Proposed Senior Living Facility

SITE →

Tucker Station Rd.

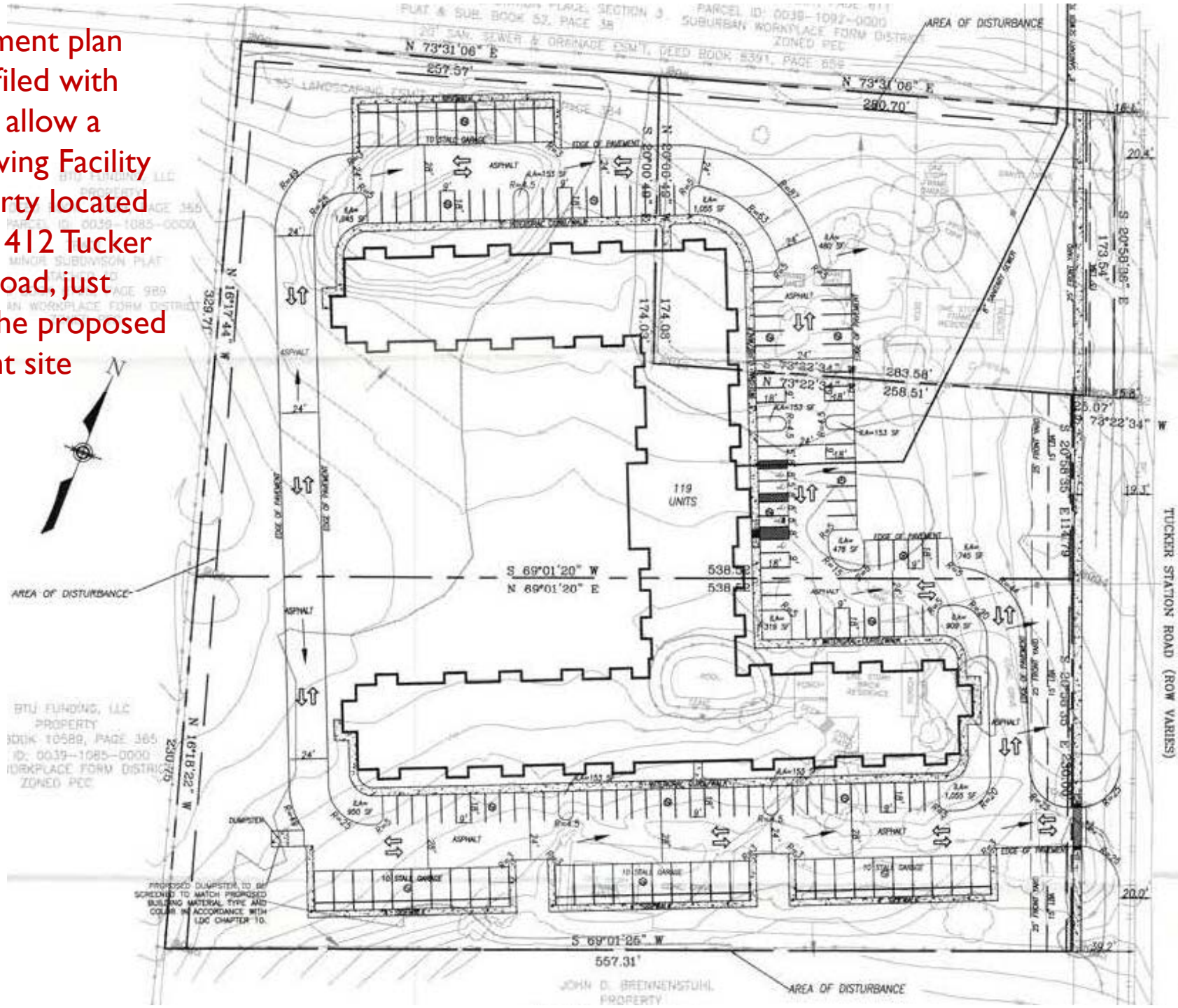
I-64

© 2016 Google
© 2017 Google

Google Earth

Existing residential property across Tucker Station Road from site. Application to allow a Senior Living Facility recently filed for this property.

Development plan recently filed with DPDS to allow a Senior Living Facility on property located at 1408-1412 Tucker Station Road, just west of the proposed apartment site





House #1

© 2016 Google

© 2017 Google

Google Earth

report a problem

39°12'12.50" N, 85°02'21.97" W, elev: 601 ft, eye alt: 710 ft

Residence located on site at Tucker Station Road.

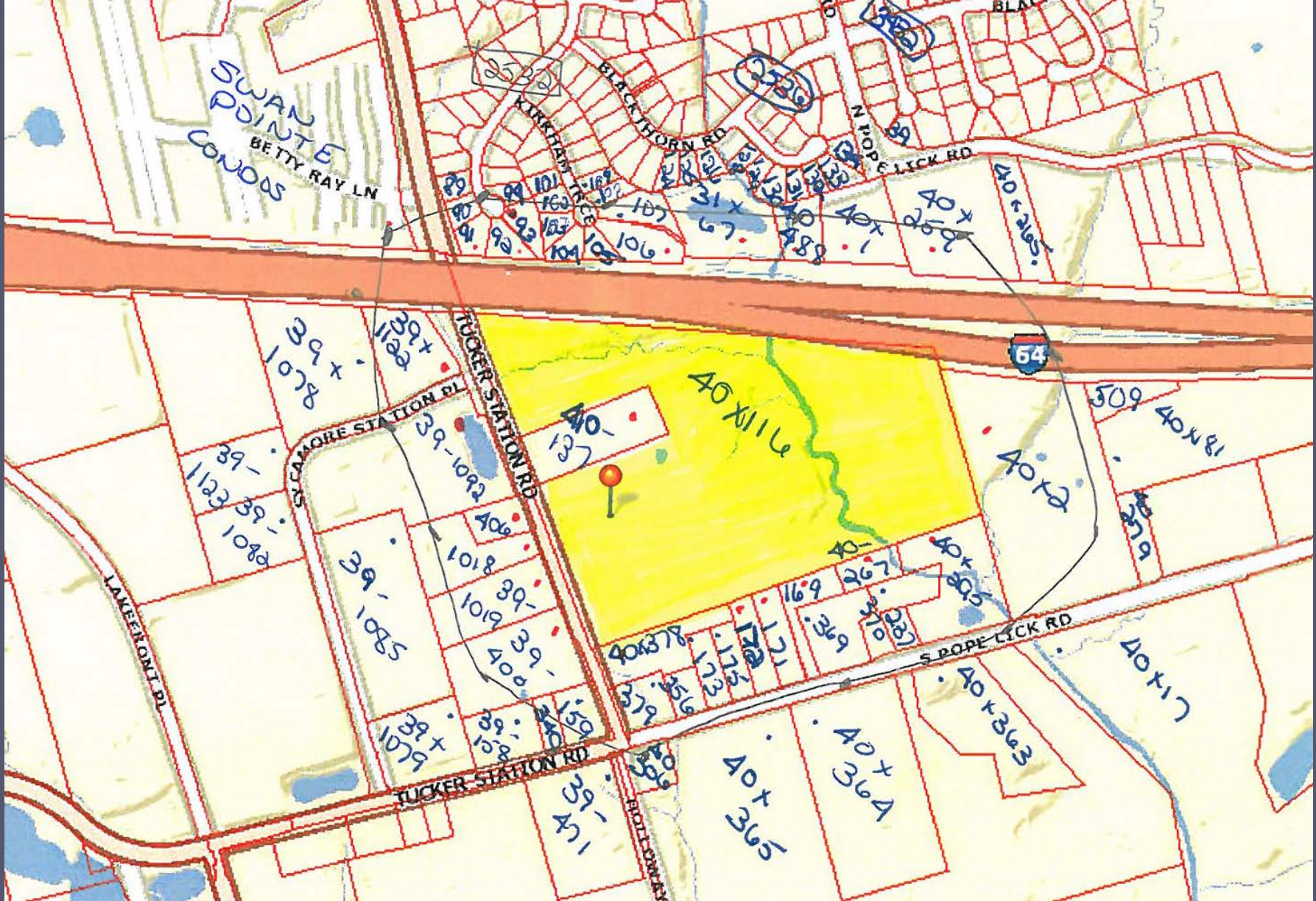


Property at front of site not part of this proposal.

Tab 5

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

Adjoining property owner notice list map wherein 94 neighbors were invited to the various neighborhood meetings and the subsequent LD&T and Planning Commission public hearing.



BARDENWERPER, TALBOTT & ROBERTS, PLLC

ATTORNEYS AT LAW

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(502) 426-6688 • (502) 425-0561 (FAX) • WWW.BARDLAW.NET

William B. Bardenwerper
Direct dial: 426-0388, ext. 125
Email: WBB@BARDLAW.NET

January 24, 2017

Dear Neighbor,

RE: Neighborhood meeting regarding a zone change from R-4 to R-6 to allow an apartment community on 27.14 +/- acres and a zone change from R-4 to PEC to allow a small business park addition on 6.24 +/- acres; all at the northeast quadrant of Tucker Station Road and S. Pope Lick Road, just south of I-64 and located across Tucker Station Road from the FBI Headquarters at 1411 Tucker Station Road

We are writing to invite you to a neighborhood meeting that has been scheduled in order to present our preliminary development plan for a residential apartment community and small addition to the existing business park as noted above.

Accordingly, we will file a plan for pre-application review with the Division of Planning and Design Services (DPDS) that will be assigned a case number and case manager. At the meeting, we will have that information and will also show and explain to neighbors the draft plan so that we might hear what thoughts, issues and perhaps even concerns you may have.

In that regard, a meeting will be held on **Tuesday, February 7th at 7:00 p.m.** at the **Hampton Inn & Suites Louisville** located at **1451 Alliant Avenue**.

If you cannot attend the meeting but have questions or concerns, please call me at 426-6688 or the land planning and engineering firm representatives Kathy Linares or Kent Gootee at 485-1508.

We look forward to seeing you.

Sincerely,



William B. Bardenwerper

cc: Hon. Stuart Benson, Councilman, District 20
Kelli Lawrence and Brian Evans with Archview Properties, LLC
David Mindel, Kathy Linares or Kent Gootee, Engineer & Land Planner, Mindel Scott & Associates
Brian Davis, Planning Supervisor with Division of Planning & Design Services

Neighborhood Meeting Summary

A neighborhood meeting was held on Tuesday, February 7, 2017 at the Hampton Inn & Suites Louisville, located at 1451 Alliant Avenue. Those in attendance included the applicant's representatives, Bill Bardenwerper, attorney and David Mindel, land planner and engineer, as well as the applicant's representatives Kelli Lawrence and Brian Evans.

Mr. Bardenwerper began the presentation by showing a PowerPoint of LOJIC mapping and aerial and ground level photographs to explain context, versions of the DDDP to explain exactly what is proposed, and rendered elevations to demonstrate design intentions. Mr. Bardenwerper and Mr. Mindel explained how the TIS will be conducted and how storm water management will be handled. Ms. Lawrence and Mr. Evans summarized their company's history, track record and intentions.

Questions focused mostly on anecdotal traffic and drainage "problems", as residents, mostly north of I-64, perceive them. Mr. Bardenwerper explained the prior traffic studies conducted in the area and how this one will supplement prior ones. He also explained the actual impacts that are anticipated and also some of the anticipated near and longer term roadway improvements. He said that the TIS will be available for public review and that this rezoning application and DDDP cannot be docketed until Metro Works and Transportation Planning stamp the plan as preliminarily approved.

Mr. Bardenwerper and Mr. Mindel explained how storm water management is addressed and how north of I-64 watershed issues are not impacted by this proposal.

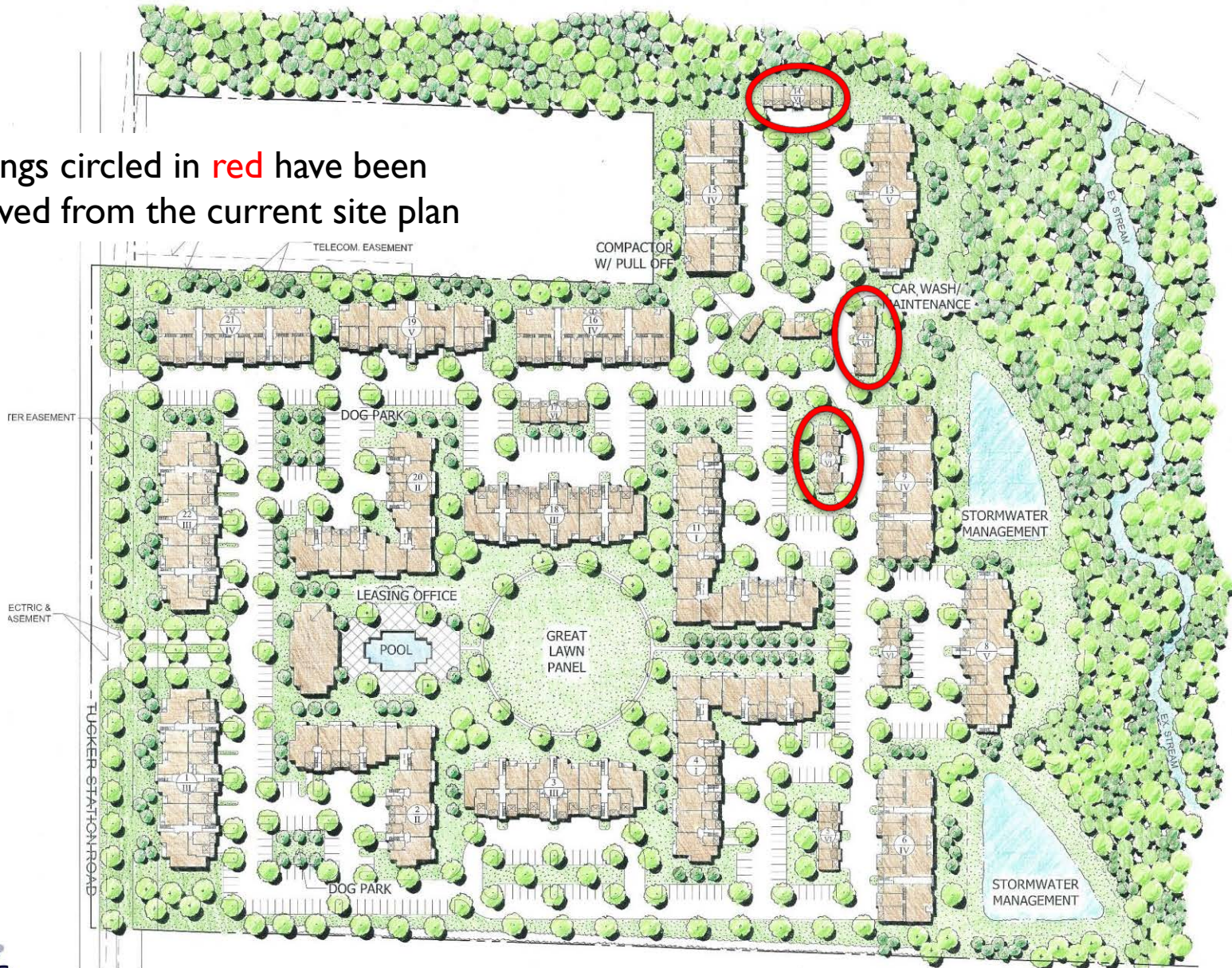
Someone asked about the impact of this proposal on school capacity. Mr. Bardenwerper explained that planning for school capacity is purely a JCPS issue.



Tab 6 Development Plan

Previous Development Plan

Buildings circled in red have been removed from the current site plan



Current Development Plan



Tab 7

Building elevations with
examples of other Cityscape
communities and sample
interior photographs



Type I Great Lawn Elevation



Type I Parking Elevation



Type I Greenway Elevation



Type I Parking Court Elevation



Type III Tucker Station Rd. Elevation



Type III Parking Elevation



Type VI Rear Elevation



Type III End Elevation



Type VI Street Elevation



Type IV Parking Elevation



Type IV Rear Elevation



Type IV End/Street Elevation

EXAMPLES OF OTHER CITYSCAPE APARTMENT COMMUNITIES









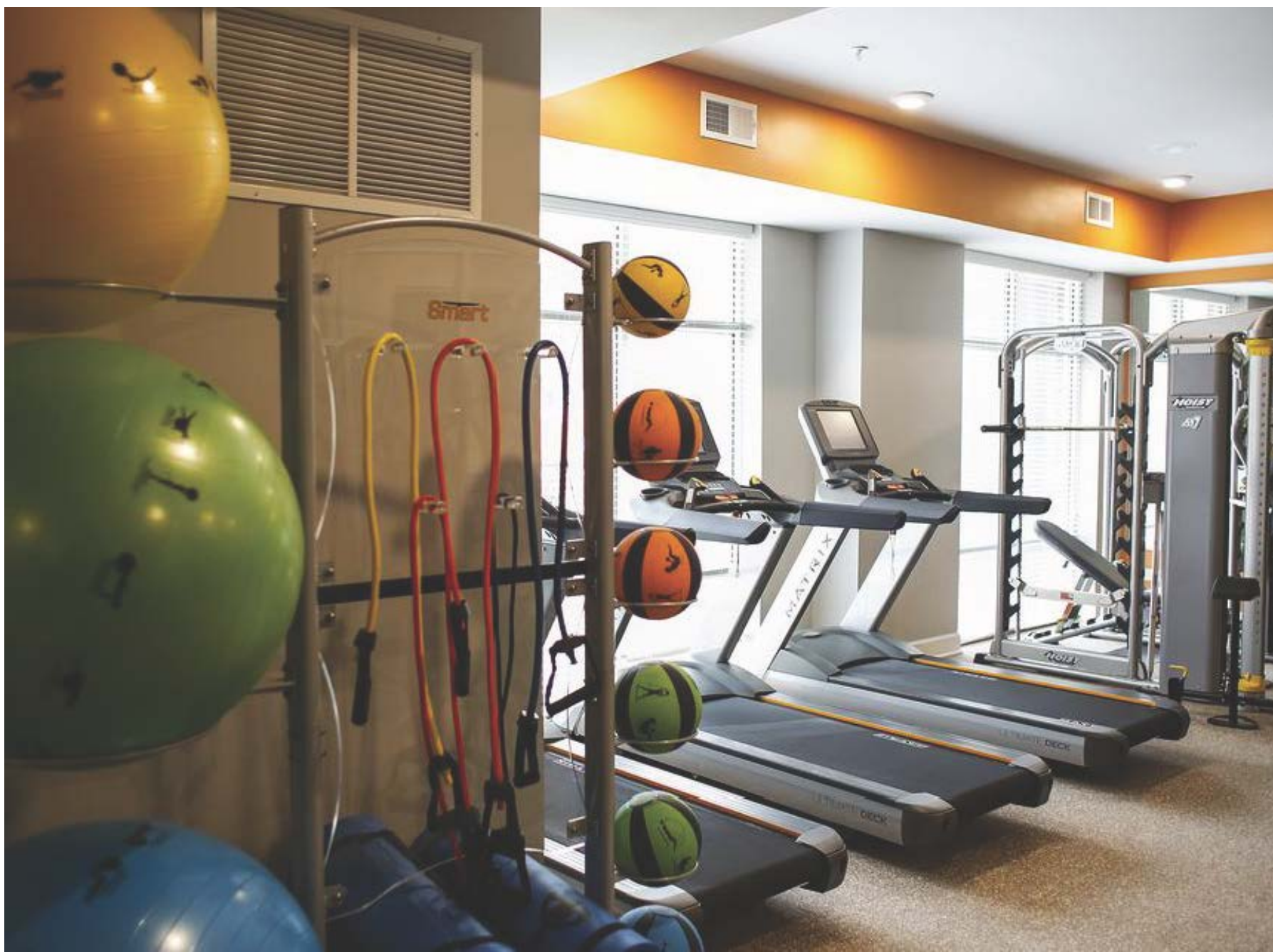
SAMPLE INTERIORS























Tab 8 Traffic Study

Tucker Station

Traffic Impact Study

Prepared for:

ARCHVIEW PROPERTIES, LLC

Prepared by:

PARSONS BRINCKERHOFF

March 24, 2017

Revision History:

Revision	Date	Description	Submitted by

Table 1: AM Peak Hour Trip Generation

AM PEAK HOUR TRIP GENERATION								
<i>ITE Land Use Code</i>	<i>Land Use Description</i>	<i>Ind. Var. (X)</i>	<i>Ind. Var. Units</i>	<i>Entering/ Exiting</i>	<i>Trips Generated</i>	<i>Internal Trips</i>	<i>Pass-by Trips</i>	<i>Primary Trips</i>
TOTAL	ALL	--	--	Total entering	59	0	0	59
		--	--	Total exiting	144	0	0	144
220	Apartment	370	Dwelling Units	entering	59	0	0	59
				exiting	144	0	0	144

Table 2: PM Peak Hour Trip Generation

PM PEAK HOUR TRIP GENERATION								
<i>ITE Land Use Code</i>	<i>Land Use Description</i>	<i>Ind. Var. (X)</i>	<i>Ind. Var. Units</i>	<i>Entering/ Exiting</i>	<i>Trips Generated</i>	<i>Internal Trips</i>	<i>Pass-by Trips</i>	<i>Primary Trips</i>
TOTAL	ALL	--	--	Total entering	151	29	0	122
		--	--	Total exiting	97	22	0	75
220	Apartment	370	Dwelling Units	entering	151	29	0	122
				exiting	97	22	0	75

Table 5: LOS Results for 2018 with and without Development

Signalized Intersections	2018 No-Build								2018 Build							
	AM				PM				AM				PM			
	Overall LOS				Overall LOS				Overall LOS				Overall LOS			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Blankenbaker Pkwy at Ellingsworth Ln	40/D				47/D				45/D				50/D			
	37/D	67/E	42/D	31/C	58/E	98/F	50/D	35/C	35/D	70/E	49/D	33/C	58/E	105/F	54/D	36/D
Blankenbaker Pkwy at Bluegrass Pkwy	94/F				132/F				97/F				135/F			
	175/F	78/E	97/F	81/F	170/F	155/F	148/F	97/F	175/F	90/F	98/F	84/F	171/F	161/F	147/F	103/F
Unsignalized Intersections	2018 No-Build								2018 Build							
	AM				PM				AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Tucker Station Rd & S Pope Lick Rd	10/A	15/B	NA	10/A	39/E	10/A	NA	12/B	10/B	19/C	NA	12/B	72/F	10/A	NA	14/B
Tucker Station Rd at Sycamore Station PI South	3	0	9/A	14/B	2	0	0/A	12/B	3	0	9/A	15/C	2	0	0/A	13/B
Tucker Station Rd/Lakefront PI at Bluegrass Pkwy/Tucker Station Rd	4	2	39/E	23/C	0	4	32/D	31/D	4	2	52/F	27/D	0	4	38/E	46/E
Tucker Station Rd at Sycamore Station PI North	11/B	NA	0	0	16/C	NA	0	0	12/B	NA	0	0	19/C	NA	0	0
Tucker Station Rd at Ellingsworth Ln	10/B	NA	12/B	12/B	42/E	NA	40/E	23/C	11/B	NA	14/B	13/B	69/F	NA	69/F	32/D
Tucker Station Rd at Main Entrance									NA	13/B	0	1	NA	15/B	0	2
Tucker Station Rd at North Entrance	NA - This entrance was assumed to be gated for emergency use only.															

The results shown in **Table 5** reveal that there are multiple intersections and intersection approaches that have failing LOS in the No-Build scenario. The addition of development induced traffic does result in slight increases in delays and occasionally in LOS, however the majority of these increases are minor.

Table 6: LOS Results for 2028 with and without Development

Signalized Intersections	2028 No-Build								2028 Build							
	AM				PM				AM				PM			
	Overall LOS				Overall LOS				Overall LOS				Overall LOS			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Blankenbaker Pkwy at Ellingsworth Ln	91/F				128/F				95/F				131/F			
	39/D	122/F	120/F	51/D	62/E	158/F	171/F	82/F	39/D	147/F	122/F	51/D	62/E	158/F	176/F	85/F
Blankenbaker Pkwy at Bluegrass Pkwy	197/F				245/F				200/F				248/F			
	207/F	120/F	195/F	208/F	286/F	250/F	297/F	192/F	207/F	142/F	195/F	210/F	287/F	257/F	296/F	197/F
Unsignalized Intersections	2028 No-Build								2028 Build							
	AM				PM				AM				PM			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Tucker Station Rd & S Pope Lick Rd	10/B	22/C	NA	11/B	88/F	10/B	NA	15/B	11/B	29/D	NA	13/B	141/F	11/B	NA	17/C
Tucker Station Rd at Sycamore Station PI South	4	0	9/A	16/C	2	0	0/A	13/B	4	0	9/A	17/C	2	0	0/A	15/B
Tucker Station Rd/Lakefront PI at Bluegrass Pkwy/Tucker Station Rd	4	2	99/F	30/D	0	4	95/F	88/F	4	2	138/F	39/E	0	4	124/F	161/F
Tucker Station Rd at Sycamore Station PI North	12/B	NA	0	0	20/C	NA	0	0	13/B	NA	0	0	25/C	NA	0	0
Tucker Station Rd at Ellingsworth Ln	12/B	NA	14/B	15/B	89/F	NA	88/F	37/E	13/B	NA	18/C	18/C	113/F	NA	128/F	46/E
Tucker Station Rd at Main Entrance									NA	14/B	0	1	NA	17/C	0	1
Tucker Station Rd at North Entrance	NA - This entrance was assumed to be gated for emergency use only.															

The results in **Table 6** show increased delays and LOS for both the No-Build and Build conditions over the 2018 results. However, when comparing the 2028 Build and No-Build to one another, the increases between these two are again mostly minor.

4.3. Turn Lane Analysis

As required in the KYTC policy, an analysis was performed to determine whether right and/or left turn lanes were required. This a chart based analysis that is included in **Appendix D**. The results of the analysis show that neither a right nor left turn lane are needed at the main entrance. It was assumed that all traffic enters and exits through the main entrance and the northern (secondary) entrance is gated for emergency use only. This would be the worst case scenario.

Tab 9

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

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

<u>Applicant:</u>	Archview Properties, LLC c/o Kelli Lawrence
<u>Owner:</u>	Charles E. Voit, Sr., Testamentary Trust by Diane V. Taylor and Bonnie V. Clark, Co-Trustees Estate of Anna L. Voit, Diane V. Taylor & Bonnie V. Clark, Executrix
<u>Location:</u>	1411 Tucker Station Road
<u>Proposed Use:</u>	Multi-family residential community
<u>Engineers, Land Planners and Landscape Architects:</u>	Mindel Scott & Associates
<u>Requests:</u>	Change in Zoning from R-4 to R-6 and R-4 to PEC

GUIDELINE - 1 COMMUNITY FORM

The applicant, Archview Properties, LLC (“Archview Properties”), proposes on the detailed district development plan (DDDP) portion of the overall site an apartment community consisting of 2 and 3-story buildings with a total of 370 units on 39.5 +/- acres and on the general district development plan (GDDP) portion of the overall site a small business park addition on 6.24 +/- acres. The latter will probably include future land uses much like those across Tucker Station Road to the west.

The subject property lies within the Suburban Workplace Form District and is located at the northeast quadrant of Tucker Station Road and S. Pope Lick Road, just south of I-64 and located across Tucker Station Road from the FBI Headquarters. The site’s location provides opportunities for this anticipated community of residents to gain quick and easy access to a place they are already largely traveling to and from, which is one the country’s largest workplaces, known by such names as Bluegrass Industrial Park, Commonwealth Industrial Park, Blankenbaker Crossings Business Park and Blankenbaker Station Business Park. Also, with opportunities for shopping and dining along Blankenbaker Parkway, Bluegrass Parkway and Taylorsville Road, there is not a better location for a new, attractive apartment housing choice for residents who desire to live within short commutes.

Archview Properties proposes an apartment community of 2 and 3-story buildings, some with internal garages. Gross density will be within the medium density range, which is appropriate along a collector road such as Tucker Station Road at Bluegrass Parkway which connects to a major arterial (Blankenbaker Parkway) and within a short drive to interstate highways (I-264 & I-265). Buildings will be constructed of attractive durable building materials (brick and “hardy

plank” lap siding) and will feature high-end architectural details, as shown in the powerpoint presentation accompanying this application.

Perimeter setbacks and landscape buffer areas are provided along all property lines as required by the Land Development Code (LDC), which will screen and buffer resident activities with new landscaping, and a large preservation area of existing trees and protected creek will be retained at the east side of the subject property as an added buffer for remaining lower density properties to the east off Pope Lick Road.

GUIDELINE – 1 COMMUNITY FORM

The subject property is located in the Suburban Workplace Form District which is “characterized” by predominantly industrial and office uses. In order to provide adequate transportation access in Suburban Workplaces, connected roads, pedestrian facilities and public transit are encouraged in order to make home to work travel convenient with the shortest vehicle miles traveled possible. This proposed apartment community at the northeastern edge of the existing Suburban Workplace Form District assures workforce housing in close proximity to one of the largest workplaces in the Kentuckiana region.

GUIDELINE – 2 CENTERS

The proposed development conforms with the overall Intents of and specifically with applicable Policies 4, 5, 6, 7, 11, 12, 14 and 15 of Guideline 2 of the for all the reasons listed above and because it will make efficient use of available land that lies within the Suburban Workplace Form District and is located at the intersection of two collector level roads which already carry volumes of commuters to and from home and work at the above-mentioned overall large Suburban Workplace. Being located where it is, residents seeking new housing options will have easy access to this workplace, plus the commercial centers along Blankenbaker Parkway, Bluegrass Parkway and Taylorsville Road. Internal open space focal points, such as clubhouse and pool, are included on the DDDP accompanying this application. The PEC portion of this overall site lies adjacent to other PEC land, and it will be compatibly developed with Suburban Workplace styled buildings similar to those across Tucker Station Road and conveniently located to this proposed apartment community next door.

GUIDELINE – 3 COMPATIBILITY

The proposed development conforms with the overall Intents of and specifically with applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 21, 22, 23, 24, 25 and 28 of Guideline 3 for all the reasons described above and because the proposed apartment community included in the overall site is in a density range and design comparable to others planned or constructed nearby along Plantside Drive, Ellingsworth Lane and Taylorsville Road. Buildings will be 2 and 3 stories in height and constructed with attractive building materials comparable to residential communities in the area, as shown on the elevations accompanying this application. Perimeter landscaping, screening and buffering will be provided and/or retained along all property lines. Buildings are situated and located so as not to disrupt lower intensity adjoiners.

Sidewalks are provided where required, and accommodations are made for pedestrian and bicycle transportation as well as the handicapped and elderly. Odors won’t exist in either the proposed apartment or workplace developments combined on this overall site plan, and air

quality concerns related to traffic congestion or delay will be greatly mitigated by the fact that the residential apartment community is purposely located where it is so as to reduce commuting distances, whereas the PEC portion of the overall site is similarly located next to existing PEC uses. Refuse will be picked up on a regular basis. Lighting in the apartment community will be residential in character, and lighting in both the residential and workplace developments will be directed down and away from adjoining properties in conformance with LDC regulations. All signage will be in conformance with LDC regulations. No waivers or variances, except for a height variance, are sought.

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

The proposed development conforms with the overall Intents of and specifically with applicable Policies 1, 2, 3, 5, 6 & 7 of Guideline 4 and with the overall Intents of and specifically with applicable Policy 1 of Guideline 5 for all the reasons described above and as follows. The apartment portion of the overall site will feature open space interspersed among the buildings, parking areas and streets. Open areas will be available for both passive and active recreational enjoyment by residents and will include a pool, clubhouse and small seating and other gathering areas throughout for an overall positive appearance and living experience for the community. Landscaping will also be provided and/or trees retained along property perimeters, along street frontages and around buildings. Setbacks and buffers along property lines will ensure good transitions between the proposed apartment community and other adjoining and nearby existing land uses. Maintenance of landscaping, natural and open space areas will be performed by the corporate landlord of this rental 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. Also as mentioned above, a significant area with preserved existing trees and creek will be retained to the east of the subject property.

GUIDELINE – 6 MARKETPLACE

The proposed development conforms with the overall Intents of and specifically with applicable Policies 1, 2 and 4 of Guideline 6 as follows. Apartment residents will largely be those who, because of this proposed apartment community, will be able to reside near work and thus strengthen the live-work relationship which is important to the continuing ability of the larger metro area to function. It will also support and be supported by the businesses, services, schools and churches in and around the Southeast Christian Church activity center on Blankenbaker Parkway and also in and around the growing activity center which includes St. Michael's Church and school and the Tyler Center located at the Taylorsville Road and Snyder Freeway interchange. This overall combined apartment and workplace proposal also reduces public costs for land development by utilizing and improving the capacity of the collector level roads that this overall project fronts on and the major arterials that exist very close by, with easy connections to existing infrastructure for water, sewer, electric and phone services. Both the apartment community and workplace expansion, as proposed, will also have easy access to I-64 and I-265 via the referenced collector and arterial roads in the area, and from there also easy access to other Louisville employment and commercial centers, although the referenced nearby ones are the most important.

**GUIDELINES – 7 (CIRCULATION), 8 (TRANSPORTATION FACILITY DESIGN),
9 (BICYCLE, PEDESTRIAN AND TRANSIT) and 12 (AIR QUALITY)**

The proposed development conforms with the overall Intents and applicable Policies 1, 2, 3, 4, 9, 10, 11, 13, 14, 15 and 18 of Guidelines 7, with applicable Policies 4, 5, 7, 8, 9, 10 and 11 of Guideline 8, with applicable Policies 1, 2, 3 and 4 of Guideline 9, and with applicable Policies 1, 3, 4, 6, 7, 8 and 9 of Guideline 12 because the proposed DDDP and GDDP have 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. Tucker Station Road, Pope Lick Road, Bluegrass Parkway and Blankenbaker Parkway have adequate traffic-carrying capacity, which will be demonstrated by the Parsons Brinckerhoff Traffic Impact Study (TIS) which is being prepared as part of this application. That TIS will take into account previous findings as respects traffic and road capacity prepared by Parsons Brinckerhoff as part of the large Blankenbaker Station development. The new TIS will determine whether a center-left turn lane is needed along this proposed project's Tucker Station Road frontage and whether other transportation improvements along Tucker Station Road and or along Pope Lick Road or Bluegrass Parkway are required. Before docketing of this application for public review, Metro Transportation Planning's preliminary stamp of approval on the DDDP and GDDP will be obtained. Sidewalks will also be provided where required. Limited transit is available in the area. However, TARC has recently informed the Planning Commission and DPDS that it will work with new apartment developers to try to assure improved transit access between places of residence and work, especially as they are near each other, in cases like this. As mentioned above, locating workplace housing in close proximity to workplaces reduces vehicle miles traveled and aids in maintaining acceptable levels of air quality otherwise adversely impacted by transportation related air pollution.

GUIDELINES – 10 (STORMWATER) and 11 (WATER QUALITY)

The proposed development conforms with the overall Intents and applicable Policies 1,3, 5, 6, 7, 10, 11 and 12 of Guideline 10, and applicable Policies 3, 4, 5 and 9 of Guideline 11 because, all drainage will run to internal catch basins and then to sufficiently sized detention basins, and from there to existing drainage channels. In these ways the DDDP and GDDP comply with all MSD storm water management requirements. This DDDP must, of course, receive the preliminary stamped of 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.

GUIDELINE 13 – LANDSCAPE CHARACTER

The proposed development conforms with the overall Intents and applicable Policies 1, 2, 4, 5 and 6 of Guideline 13 for all the reasons described above and because landscaping will be provided and/or trees retained around buildings, along the Tucker Station Road entrance and frontage, along internal streets, and along property perimeters as noted above. Open space is preserved for a positive natural appearance and for passive recreational enjoyment by residents. Tree canopy requirements will be met.

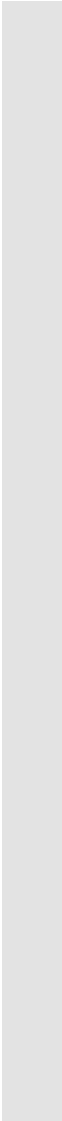

GUIDELINE 14 – INFRASTRUCTURE

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

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

Respectfully submitted,

William B. Bardenwerper
Bardenwerper, Talbott & Roberts, PLLC
Building Industry Association of Greater Louisville Bldg.
1000 N. Hurstbourne Parkway, Second Floor
Louisville, KY 40223



Tab 10
Proposed findings of fact
pertaining to compliance with
the Comprehensive

BARDENWERPER, TALBOTT & ROBERTS, PLLC

Attorneys at law

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PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

Applicant: Archview Properties, LLC c/o Kelli Lawrence

Owner: Charles E. Voit, Sr., Testamentary Trust by
Diane V. Taylor and Bonnie V. Clark, Co-Trustees
Estate of Anna L. Voit, Diane V. Taylor & Bonnie V.
Clark, Executrix

Location: 1411 Tucker Station Road

Proposed Use: Multi-family residential community

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

Requests: Change in Zoning from R-4 to R-6 and PEC

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on June 1, 2017 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

GUIDELINE 1 - COMMUNITY FORM

WHEREAS, the applicant, Archview Properties, LLC ("Archview Properties"), proposes on the detailed district development plan (DDDP) portion of the overall site an apartment community consisting of 2 and 3-story buildings with a total of 370 units on 39.5 +/- acres and on the general district development plan (GDDP) portion of the overall site a small business park addition on 6.24 +/- acres; and the latter will probably include future land uses much like those across Tucker Station Road to the west; and

WHEREAS, the subject property lies within the Suburban Workplace Form District and is located at the northeast quadrant of Tucker Station Road and S. Pope Lick Road, just south of I-64 and located across Tucker Station Road from the FBI Headquarters; the site's location provides opportunities both for added workplace employment and a community of residents to gain quick and easy access to a place they are already largely traveling to and from, which is one the country's largest workplaces, known by such names as Bluegrass Industrial Park, Commonwealth Industrial Park, Blankenbaker Crossings Business Park and Blankenbaker Station Business Park; and with opportunities for shopping and dining along Blankenbaker Parkway, Bluegrass Parkway and Taylorsville Road, there is not a better location for a new, attractive apartment housing choice for residents who desire to live within short commutes; and

WHEREAS, Archview Properties proposes an apartment community of 2 and 3-story buildings, some with internal garages; gross density will be within a density range appropriate along a collector road such as Tucker Station Road at Bluegrass Parkway which connects to a major arterial (Blankenbaker Parkway) and within a short drive to interstate highways (I-264 & I-265); buildings will be constructed of attractive durable building materials (brick and “hardy plank” lap siding) and will feature high-end architectural details, as shown in the PowerPoint presentation shown at the Planning Commission Public Hearing; and

WHEREAS, in the apartment community DDDP portion of the application, perimeter setbacks and landscape buffer areas are provided along all property lines as required by the Land Development Code (LDC), which will screen and buffer resident activities with new landscaping, and a large preservation area of existing trees and protected creek will be retained at the east side of the subject property as an added buffer for remaining lower density properties to the east off Pope Lick Road; and

WHEREAS, the subject property is located in the Suburban Workplace Form District which is “characterized” by predominantly industrial and office uses; in order to provide adequate transportation access in Suburban Workplaces, connected roads, pedestrian facilities and public transit are encouraged in order to make home to work travel convenient with the shortest vehicle miles traveled possible; and this addition to the employment center and the proposed apartment community at the northeastern edge of the existing Suburban Workplace Form District assures workforce housing in close proximity to one of the largest workplaces in the Kentuckiana region; and

GUIDELINE 2 - CENTERS

WHEREAS, the proposed development conforms with the overall Intents of and specifically with applicable Policies 4, 5, 6, 7, 11, 12, 14 and 15 of Guideline 2 of the for all the reasons listed above and because it will make efficient use of available land that lies within the Suburban Workplace Form District and is located at the intersection of two collector level roads which already carry volumes of commuters to and from home and work at the above-mentioned overall large Suburban Workplace; being located where it is, workers will be located in an already existing workplace where residents seeking new housing options will have easy access to this workplace, plus the commercial centers along Blankenbaker Parkway, Bluegrass Parkway and Taylorsville Road; internal open space focal points within the apartment community, such as clubhouse and pool, are included on the DDDP accompanying this application; and the PEC portion of this overall site lies adjacent to other PEC land, and it will be compatibly developed with Suburban Workplace styled buildings similar to those across Tucker Station Road and conveniently located to this proposed apartment community next door; and

GUIDELINE 3 - COMPATIBILITY

WHEREAS, the proposed development conforms with the overall Intents of and specifically with applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 21, 22, 23, 24, 25 and 28 of Guideline 3 for all the reasons described above and because the proposed apartment community included in the overall site is in a density range and design comparable to others planned or constructed nearby along Plantside Drive, Ellingsworth Lane and Taylorsville Road; buildings will be 2 and 3 stories in height and constructed with attractive building materials comparable to residential communities in the area, as shown on the elevations accompanying this application; perimeter landscaping, screening and buffering will be provided and/or retained

along all property lines; buildings are situated and located so as not to disrupt lower intensity adjoiners; and workplace development will be designed on a future DDDP to comport with nearby established design standards; and

WHEREAS, sidewalks are provided where required, and accommodations are made for pedestrian and bicycle transportation as well as the handicapped and elderly; odors won't exist in either the proposed apartment or workplace developments combined on this overall site plan, and air quality concerns related to traffic congestion or delay will be greatly mitigated by the fact that the residential apartment community is purposely located where it is so as to reduce commuting distances, whereas the PEC portion of the overall site is similarly located next to existing PEC uses; refuse will be picked up on a regular basis; lighting in the apartment community will be residential in character, and lighting in both the residential and workplace developments will be directed down and away from adjoining properties in conformance with LDC regulations; and all signage will be in conformance with LDC regulations; and no waivers or variances are sought; and

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

WHEREAS, the proposed development conforms with the overall Intents of and specifically with applicable Policies 1, 2, 3, 5, 6 & 7 of Guideline 4 and with the overall Intents of and specifically with applicable Policy 1 of Guideline 5 for all the reasons described above and as follows; the apartment portion of the overall site will feature open space interspersed among the buildings, parking areas and streets; open areas will be available for both passive and active recreational enjoyment by residents and will include a pool, clubhouse and small seating and other gathering areas throughout for an overall positive appearance and living experience for the community; landscaping will also be provided and/or trees retained along property perimeters, along street frontages and around buildings; setbacks and buffers along property lines will ensure good transitions between the proposed apartment community and other adjoining and nearby existing land uses; maintenance of landscaping, natural and open space areas will be performed by the corporate landlord of this rental 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; and as mentioned above, a significant area with preserved existing trees and creek will be retained to the east of the subject property; and

GUIDELINE 6 - MARKETPLACE

WHEREAS, the proposed development conforms with the overall Intents of and specifically with applicable Policies 1, 2 and 4 of Guideline 6 as follows; apartment residents will largely be those who, because of the location of this proposed apartment community, will be able to reside near work and thus strengthen the live-work relationship which is important to the continuing ability of the larger metro area to function; it will also support and be supported by the businesses, services, schools and churches in and around the Southeast Christian Church activity center on Blankenbaker Parkway and also in and around the growing activity center which includes St. Michael's Church and school and the Tyler Center located at the Taylorsville Road and Snyder Freeway interchange; this overall combined apartment and workplace proposal also reduces public costs for land development by utilizing and improving the capacity of the collector level roads that this overall project fronts on and the major arterials that exist very close by, with easy connections to existing infrastructure for water, sewer, electric and phone services; and both the apartment community and workplace expansion, as proposed, will also have easy access to I-64

and I-265 via the referenced collector and arterial roads in the area, and from there also easy access to other Louisville employment and commercial centers, although the referenced nearby ones are the most important; and

GUIDELINES 7 - (CIRCULATION), 8 - (TRANSPORTATION FACILITY DESIGN), 9 - (BICYCLE, PEDESTRIAN AND TRANSIT) and 12 - (AIR QUALITY)

WHEREAS, the proposed development conforms with the overall Intents and applicable Policies 1, 2, 3, 4, 9, 10, 11, 13, 14, 15 and 18 of Guidelines 7, with applicable Policies 4, 5, 7, 8, 9, 10 and 11 of Guideline 8, with applicable Policies 1, 2, 3 and 4 of Guideline 9, and with applicable Policies 1, 3, 4, 6, 7, 8 and 9 of Guideline 12 because the proposed DDDP and GDDP have 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; Tucker Station Road, Pope Lick Road, Bluegrass Parkway and Blankenbaker Parkway have adequate traffic-carrying capacity, which are demonstrated by the Parsons Brinckerhoff Traffic Impact Study (TIS) which is a part of this application; that TIS takes into account previous findings as respects traffic and road capacity prepared by Parsons Brinckerhoff as part of the large Blankenbaker Station development; the new TIS determined that a center-left turn lane is not needed along this proposed project's Tucker Station Road frontage and other transportation improvements are similarly not needed at the present time along Tucker Station Road and or along Pope Lick Road or Bluegrass Parkway; before docketing for public review, Metro Transportation Planning gave its preliminary stamp of approval on the DDDP and GDDP; sidewalks are also provided where required; limited transit is available in the area, however, TARC has informed the Planning Commission and DPDS that it will work with new apartment developers to try to assure improved transit access between places of residence and work, especially as they are near each other; and as mentioned above, locating workplace housing in close proximity to workplaces reduces vehicle miles traveled and aids in maintaining acceptable levels of air quality otherwise adversely impacted by transportation related air pollution; and

GUIDELINES 10 - (STORMWATER) and 11 - (WATER QUALITY)

WHEREAS, the proposed development conforms with the overall Intents and applicable Policies 1,3, 5, 6, 7, 10, 11 and 12 of Guideline 10, and applicable Policies 3, 4, 5 and 9 of Guideline 11 because, all drainage will run to internal catch basins and then to sufficiently sized detention basins, and from there to existing drainage channels; in these ways the DDDP and GDDP comply with all MSD storm water management requirements; this DDDP received the preliminary stamped of approval by MSD prior to docketing for LD&T and Planning Commission 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; and MSD water quality regulatory requirements will also be addressed at construction stage; and

GUIDELINE 13 – LANDSCAPE CHARACTER

WHEREAS, the proposed development conforms with the overall Intents and applicable Policies 1, 2, 4, 5 and 6 of Guideline 13 for all the reasons described above and because landscaping will be provided and/or trees retained around buildings, along the Tucker Station Road entrance and frontage, along internal streets, and along property perimeters as noted above;

open space is preserved for a positive natural appearance and for passive recreational enjoyment by residents; and tree canopy requirements will be met; and

GUIDELINE 14 – INFRASTRUCTURE

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

* * * * *

WHEREAS, for all the reasons explained at LD&T and the Planning Commission public hearing and also in the public hearing exhibit books and on the approved detailed and general district development plans, this application also complies with all other applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan;

NOW, THEREFORE, the Louisville Metro Planning Commission hereby recommends to the Louisville Metro Council that it rezone the subject property from R-4 to R-6 and PEC and approves the General and Detailed District Development Plans.