The Bryant Farm Development Response by the Eastwood Village Council

Transportation Concerns:

The transportation infrastructure in place in Eastwood does not sufficiently serve the existing growth Eastwood has experienced in the last 10 years. Little transportation infrastructure improvements have been made in Eastwood to accommodate the growth in the Eastwood area we are now experiencing and Louisville Metro Government is predicting. Eastwood is predicted to be one of the top growth areas in Louisville in the next 20 years. In the next two years, there are proposals and current plans to build 796 new homes in the Eastwood area in the next two years, with 364 units on Johnson Road, 55 homes in Meremont on Long Run Road, 50 homes in Brookfield next to Bryant Farm, 50 more in Glen Lakes on Flat Rock Road, 179 on Flat Rock Road for a development called Brookstone and 105 additional homes in the Bryant Farm development. The additional growth will produce over $2,600,000 in tax revenue for our city and state, part of which must fund infrastructure improvements in our area. We are not in favor of growth in our area unless the infrastructure is suitable to serve the new proposed developments, which currently it is not. New plans must include in their binding elements, a negotiated contribution to help fund traffic signals and completing the turn lanes on Shelbyville Road to each end of the Eastwood Cut-off.

Specific problematic transportation issues in Eastwood include:

- The intersection at Johnson Road and Shelbyville Road is already a known point of congestion that has recently involved a fatality. To improve the safety of the intersection and to allow breaks in traffic for vehicles turning in and out of subdivisions, a traffic signal and turn lane must be added to the intersection before any more homes are built in subdivisions in Eastwood. Developers proposing new subdivisions should share in the cost of the traffic light with Louisville Metro Council. The funding methods and amounts should be included in the binding elements for any subdivision plans that will increase traffic through the intersection of Shelbyville Road and Johnson Road in Eastwood.

- Shelbyville Road in Eastwood's village center is the only two-lane state highway in all of Jefferson County. Historically many accidents and near accidents have occurred in that two-lane stretch of Shelbyville Road from each end of the Eastwood Cut-off, due to many intersecting roads, subdivision ingress and egress, changes in speed, changes in the number of lanes from five to two, and the volume of traffic further exacerbated by Simpsonville's commercial growth. Many local residents have requested new traffic studies of the two-lane stretch of Shelbyville Road. Because of difficulties of ingress and egress from the two or three lane sections of Shelbyville Road in Eastwood, traffic will stack up across the Johnson Road/Shelbyville Road intersection causing even further traffic gridlock. This issue must be addressed before it further endangers the lives of both residents and those passing through Eastwood and before we build more subdivisions in

Eastwood. We need a new traffic study for the area from Long Run Road to Beckley Creek Parkway.

Any additional development, without upgrading the supporting transportation infrastructure, is unacceptable to our existing and future residents. Developers building homes in the Eastwood Neighborhood area, must be engaged along with local and state officials, to improve the safety of the Johnson Road and the Shelbyville Road corridor from Beckley Creek Parkway to Long Run Road. Financial commitments for funds earmarked for transportation related improvements should be recorded in binding elements for subdivisions served by Eastwood transportation infrastructure.

Other Items / Issues:

Watershed (MSD had addressed with retaining ponds)

Eastwood is one of the highest points in Jefferson County with water flowing either to Floyd's Fork. Brush Run or Long Run stream. Karst geology is present in most of the area exacerbating watershed issues and creating sink holes impacting water run-off and the water quality of our nearby streams and the Floyd's Fork Overlay district. Strick adherence to watershed and MSD criteria for development are essential to assure water does not flow into nearby properties or streams. Shelbyville Road in Eastwood is troubled with water run-off issues. Eastwood area developers should contribute to lessening the water run-off issues related to Shelbyville Road in Eastwood.

Educational Facilities

Reside schools serving Eastwood are at capacity. We know JCPS is considering a new reside school in Eastwood and we must encourage them to expand the capacity of reside schools serving Eastwood.

Buffering and Connectivity Related to Adjacent Homes, Residential and Commercial Developments

- Brookfield residents are concerned about the buffer between their homes and the newly developed properties along with any run off issues related to the Bryant Farm developments. Water retention should address all water shed issues. Brookfield homes should not have water run-off issues due to the Bryant home development.
- Gardiner Park homeowners are concerned about controlling access to their ponds and lakes. Permanent barriers between the two subdivisions have been recommended and we approve of their interests in creating those barriers.

Proposed Compromise

The Eastwood Village Council welcomes growth in Eastwood. We are happy to work with any developer to assure their developments are good neighbors in a village setting. We are recommending the following changes to the initial plans proposed by Ball Homes for the Bryant Farm Development:

- Contribute to a fund that is set up to accept contributions from Eastwood area developers of new subdivisions served by Eastwood along with state and local entities. Add commitments to binding elements of plans and apply the funds for priority road improvements and a traffic signal at Johnson Road, including the extension of a turn lane on Shelbyville Road to the western end of the Eastwood Cut-off. The Flat Rock Road intersection is a model for that successful partnership.
- Advocate KYTC make the road improvements planned and on file for Shelbyville Road which includes a turn lane.
- Advocate KYTC reduce the speed limit in Eastwood from Long Run Road to Beckley Creek Road due to the hills and extensive traffic to and from Simpsonville and Beckley Creek Park.
- Agree to provide fixed barriers along Gardiner Park residential areas to control access to lakes and ponds to address safety concerns.
- Assure green spaces connect within the subdivision and with adjacent surrounding subdivisions.
- Assure water run-off is managed in an attractive manner.
- Assure green spaces have limited Ash tree counts
- Advocate for sewer extensions into Eastwood's village center
- Advocate for new elementary reside schools in Eastwood to serve area homes

We look forward to growth in Eastwood that honors our village roots and the Eastwood Neighborhood Plan with transportation, environmental and education concerns properly addressed.

Land Use

and Gilliland and Eastwood-Fisherville Roads are listed as Scenic Corridors. The neighborhood planning process offered an opportunity to examine each of these boundaries in more detail and provide recommendations for any necessary adjustments based on existing neighborhood conditions and desired future growth patterns.

Discussions during the initial task force meetings centered around the boundary of the village and the Village Center as they were identified in Cornerstone 2020. Taskforce members discussed their sense of the Eastwood limits. Physical, political, and historical boundaries were considered including fire districts, subdivision boundaries, and watersheds. Typical characteristics of villages across the country were identified and compared to the Eastwood area. Current development patterns were reviewed in context with a village model. Existing zoning was also used to analyze the appropriateness of the boundary as identified in Cornerstone 2020.

In addition, the concept of a "walkable" community was applied to the area. This concept is based on empirical data that most people are willing to walk up to a distance of a quarter mile before choosing to travel by automobile.

All of the above issues resulted in the recommended changes to the village boundary and the Village Center as shown in Figure 4.

Density and Zoning

Current zoning classifications found within the neighborhood area include Residential (R-4 and R-5), Commercial (C-1 and C-2), Office (OTF) and Industrial (M-2). The existing zones and the percentage of area of each zone within the Village is listed in the following table:

Zone	Percentage of Village Area
R-4	87.5
R-5	5.2
OTF	0.6
C-1	4.8
C-2	1.2
M-2	0.7

Typical home on Eastwood Fisherville Road

Most of the properties within the Village Center are zoned residential and commercial. There are two properties which are zoned M-2, Industrial, also located within the Village Center. These include Kentuckiana Auto Sales at 16121 Shelbyville Road and East End Welding at 116 Gilliland Road. An area-wide rezoning to downzone these properties to C-1 would permit land uses in the future which are compatible with uses envisioned for the Village Center. Current use of the M-2 properties would continue as non-conforming land uses. The requirements and restrictions of the less intense C-1 would only apply for new development and expansion.

An active association consisting of residents and business owners of Eastwood is needed to become the advocate for the vision established for Eastwood. This association, in cooperation with a review committee
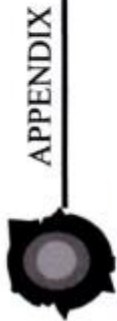
Land Use

FIGURE 4

PROPOSED EASTWOOD VILLAGE FORM DISTRICT BOUNDARIES

EASTWOOD ZONING

Eastwood Neighborhood Plan