

Louisville Metro Planning Commission - January 17, 2023
Land Development & Transportation Committee - December 8, 2022
Louisville Metro Planning Commission Public Hearing - November 14, 2022
Land Development & Transportation Committee - September 22, 2022, and October 13, 2022
Neighborhood Meetings - January 6, May 12, & September 14, 2022

Docket No. 22-ZONE-0012

Zone Change from R-4 to R-7 to allow 360 multi-family units on property located at 4700 S. Hurstbourne Parkway

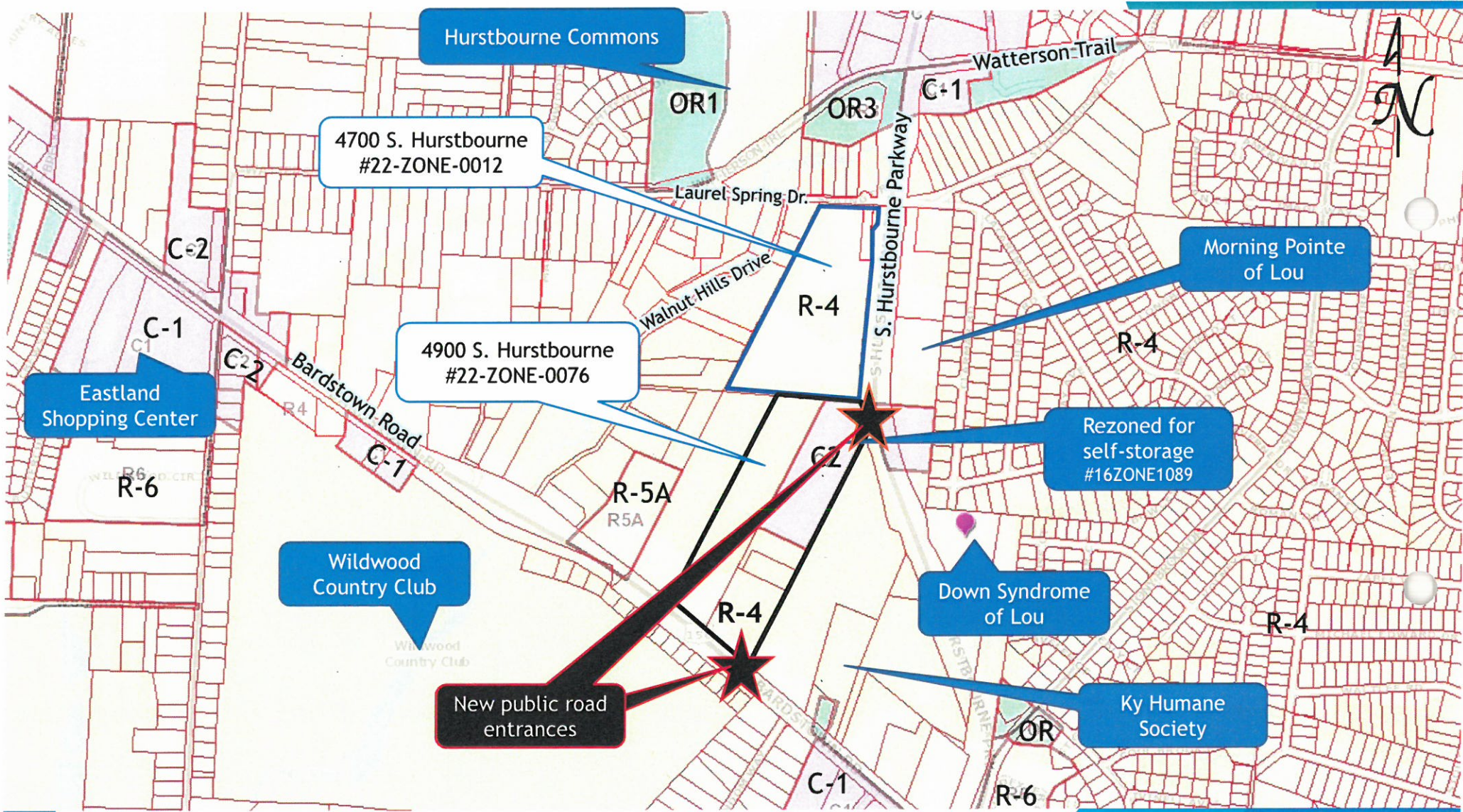
Docket No. 22-ZONE-0076

Zone Change from R-4 to R-6 and C-1 to allow 216 multi-family units on property located at 4900 S. Hurstbourne Parkway and 5119, 5201 Bardstown Rd. and Block 50, Lots 270 & 271

Attorneys: Bardenwerper Talbott & Roberts, PLLC
Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.
Traffic Engineer: Diane B. Zimmerman Traffic Engineering, LLC
Geotechnical Engineers: SME-USA

HOW WE GOT HERE





Hurstbourne Commons

4700 S. Hurstbourne
#22-ZONE-0012

4900 S. Hurstbourne
#22-ZONE-0076

Eastland
Shopping Center

Wildwood
Country Club

Morning Pointe
of Lou

Rezoned for
self-storage
#16ZONE1089

Down Syndrome
of Lou

Ky Humane
Society

New public road
entrances





Hurstbourne Commons

4700 S. Hurstbourne
#22-ZONE-0012

4900 S. Hurstbourne
#22-ZONE-0076

Eastland
Shopping Center

Wildwood
Country Club

Morning Pointe
of Lou

Down Syndrome
of Lou

Ky Humane
Society

New public road
entrances

#22-ZONE-0012
4700 S. Hurstbourne



SITE

Beginning of newly
dedicated public road

Second curb cut on S. Hurstbourne Parkway, looking south. Site is to the right.

#22-ZONE-0076
4900 S. Hurstbourne



SITE

Beginning of newly
dedicated public road

View of Bardstown Road, looking northwest at existing curb cut. Site is to the right.

Current Proposed Development Plans





Private access easement

Previous Proposed Development Plan
From 11/14/22 PC public hearing

Current Proposed Development Plan



Proposed public roadway

Previous Proposed Development Plan



17 parallel parking spaces removed

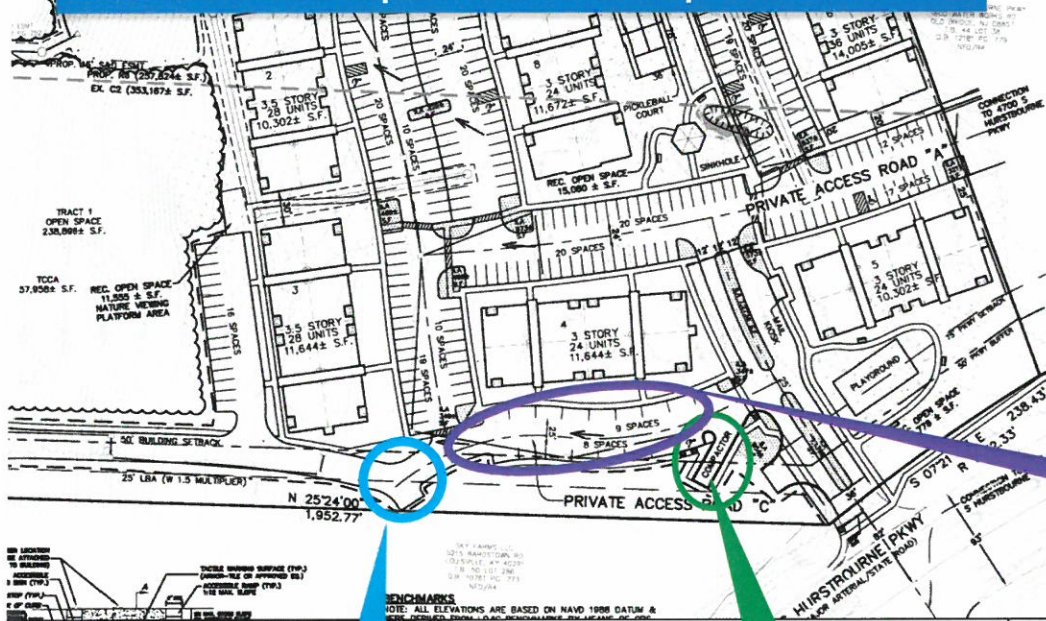
Compactor moved

Proposed stub location removed - proposed ROW adjoining property line

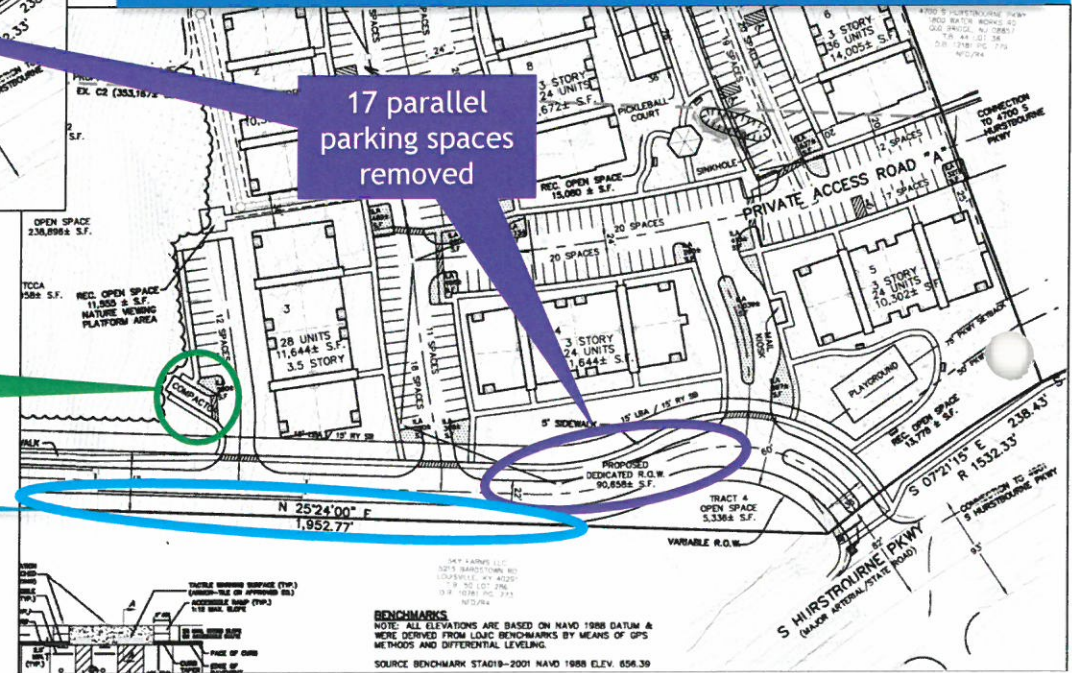
Current Proposed Development Plan



Previous Proposed Development Plan



Current Proposed Development Plan



Proposed stub location removed - proposed ROW adjoining property line

Compactor moved

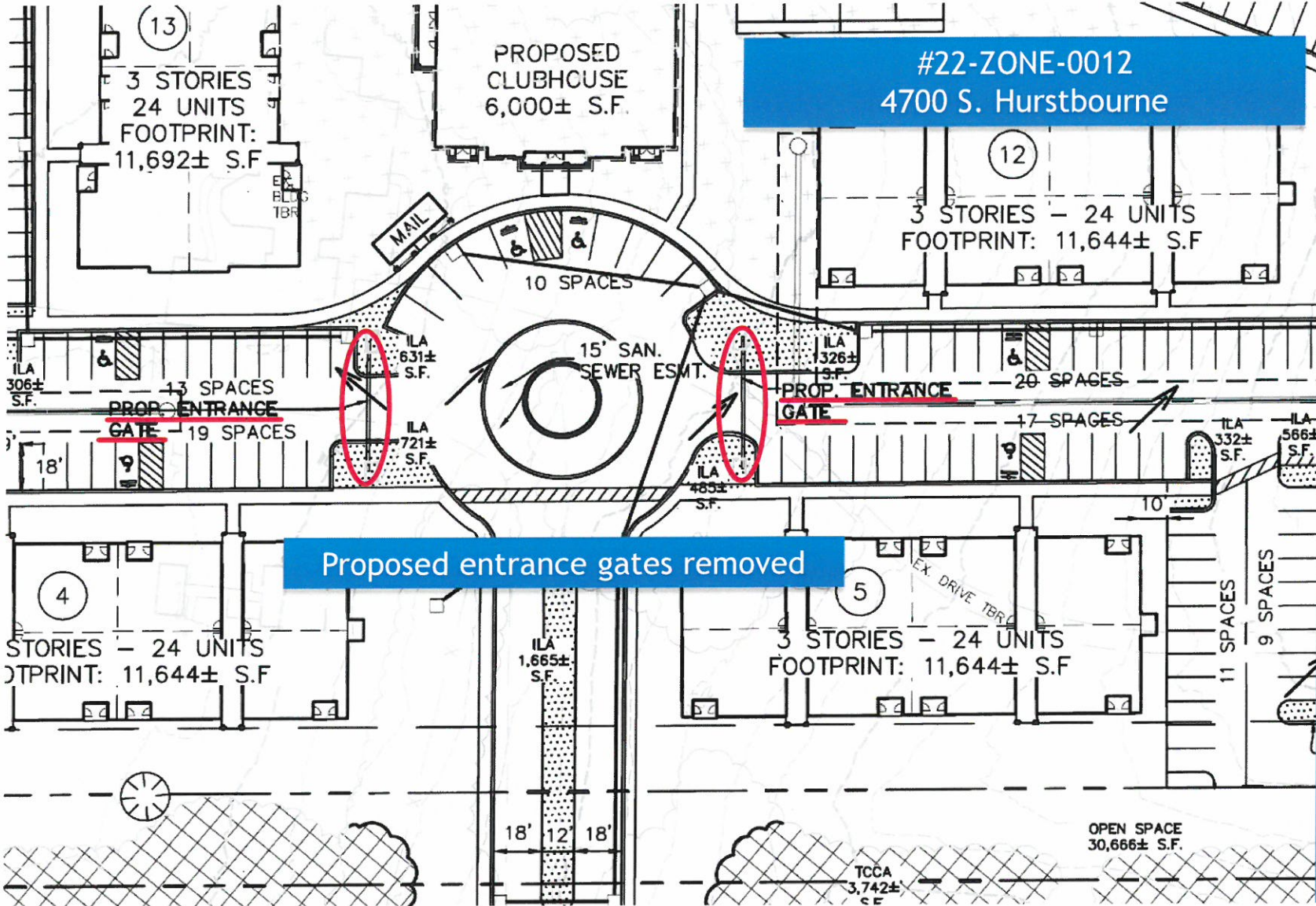
17 parallel parking spaces removed

BENCHMARKS
 NOTE: ALL ELEVATIONS ARE BASED ON NAVD 1988 DATUM & WERE DERIVED FROM LOGIC BENCHMARKS BY MEANS OF GPS METHODS AND DIFFERENTIAL LEVELING.
 SOURCE BENCHMARK STA019-2001 NAVD 1988 ELEV. 658.39

#22-ZONE-0076
4900 S. Hurstbourne
Current Proposed Development Plan



#22-ZONE-0012
4700 S. Hurstbourne

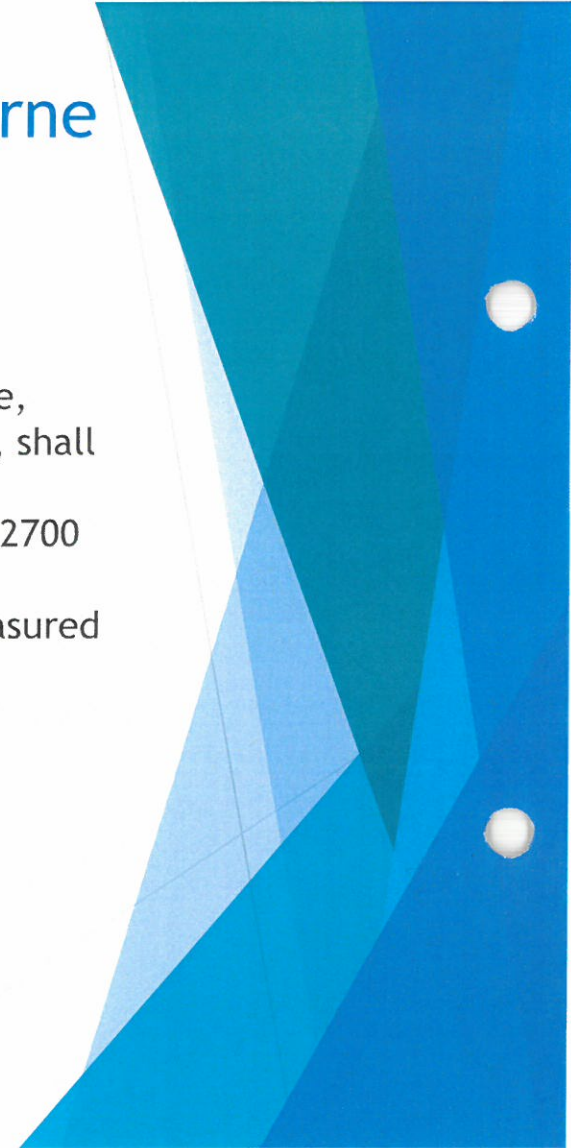


Proposed Binding Elements - 4700 S. Hurstbourne 22-ZONE-0012

8. [Proposed revision to BE #8] Development shall be limited to 199 units until such time as an ungated connection to ~~Laurel Springs Drive~~, or to Bardstown Road through the site at 4900 S. Hurstbourne Parkway is provided.
10. [Addition to proposed BE #10] The privacy fencing shall be vinyl or wood with a finished side facing out.
13. [Addition to proposed BE #13] Applicant shall have the emergency gate operating mechanism approved by the fire department having jurisdiction.
14.
 - a) All exterior lighting, whether freestanding or attached to any structure, including street lights and lighting for any signage, shall be fully shielded, shall utilize flat or hidden lenses, and shall be pointed directly to the ground.
 - b) No lighting shall have a correlated color temperature (CCT) exceeding 2700 degrees Kelvin.
 - c) No parking lot light fixtures shall be more than fourteen feet high, measured from ground level.

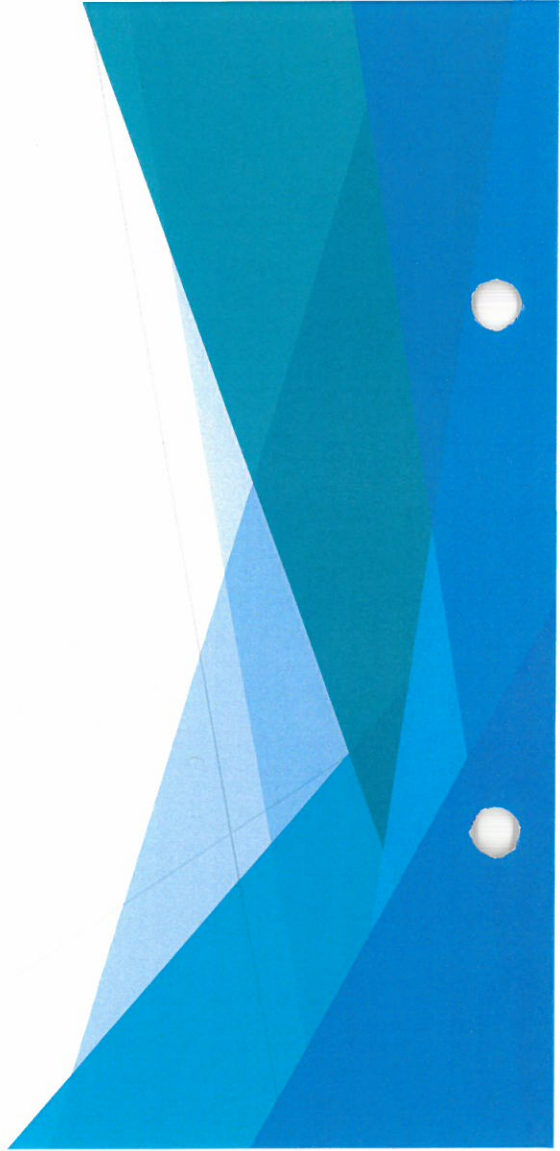
Proposed Binding Elements - 4900 S. Hurstbourne 22-ZONE-0076

11. a) All exterior lighting, whether freestanding or attached to any structure, including street lights and lighting for any signage, shall be fully shielded, shall utilize flat or hidden lenses, and shall be pointed directly to the ground.
- b) No lighting shall have a correlated color temperature (CCT) exceeding 2700 degrees Kelvin.
- c) No parking lot light fixtures shall be more than fourteen feet high, measured from ground level.



Questions?





June 17, 2022
Revised August 8, 2022

Traffic Impact Study

4700 Hurstbourne Parkway Apartments
4700 Hurstbourne Parkway
Louisville, KY

Prepared for

Louisville Metro Planni
Kentucky Transportatio



The intersection of Hurstbourne Parkway at Bardstown Road will experience Level of Service F in both peak hours. The connection to Bardstown Road will provide an improvement to the intersection. Due to right-of-way constraints and locations of utilities at the intersection, there are not cost-effective mitigation options for the intersection.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2025 and 2035, there will be an impact to the existing highway network. No additional improvements are recommended.

August 8, 2022 Traffic Impact Study

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Hurstbourne Pkwy at Watterson Tr	D 44.8	D 45.7	D 45.7	D 44.9	D 46.0	D 48.2
Watterson Tr Eastbound	D 52.4	D 50.9	D 50.9	F 80.4	F 80.9	F 80.9
Watterson Tr Westbound	E 59.0	E 59.2	E 59.2	E 59.3	E 60.3	E 60.3
Hurstbourne Pkwy Northbound	E 57.8	E 60.9	E 60.9	E 62.8	E 62.8	E 68.2
Hurstbourne Pkwy Southbound	A 4.6	A 6.5	A 6.5	B 14.4	B 17.1	B 18.8
Hurstbourne Pkwy at Stoney Brook Dr	C 33.6	C 34.7	C 33.9	B 17.0	B 18.0	B 18.1
Stoney Brook Dr Westbound	F 102.8	F 108.3	F 108.3	E 76.9	E 75.9	E 75.9
Hurstbourne Pkwy Northbound	B 17.9	B 18.1	B 18.3	B 12.5	B 13.8	B 14.3
Hurstbourne Pkwy Southbound	B 17.7	B 18.4	B 18.0	B 12.5	B 13.3	B 13.2
Hurstbourne Pkwy at Bardstown Rd	E 64.2	E 69.0	F 73.1	E 73.2	E 79.3	F 88.2
Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 111.9	F 93.2	F 107.9	F 129.4
Hurstbourne Pkwy Southbound	D 53.6	E 58.8	E 71.0	E 70.0	E 72.4	F 86.3
Bardstown Rd Eastbound	D 46.5	D 47.0	D 47.4	E 79.6	F 87.0	F 87.0

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Bardstown Rd Westbound	E 56.0	E 58.4	E 58.3	D 49.8	D 50.3	D 49.9
Bardstown Road at Watterson Trail	D 45.3	D 48.6	D 48.6	D 38.7	D 40.8	D 42.4
Watterson Trail Northbound	F 96.3	F 97.5	F 97.5	F 86.8	F 87.9	F 87.9
Watterson Trail Southbound	E 75.0	E 76.1	E 76.1	E 78.1	F 82.8	F 82.8
Bardstown Rd Eastbound	D 36.3	D 38.4	D 38.4	D 41.4	D 41.8	D 44.6
Bardstown Rd Westbound	D 39.4	D 43.4	D 43.4	C 21.3	C 25.1	C 25.6
Hurstbourne Pkwy at 4700 Entrance						
4700 Hurstbourne Eastbound			C 18.8			D 27.3
Morning Point Westbound			C 17.5			B 14.7
Hurstbourne Pkwy Northbound			A 9.0			B 11.6
Hurstbourne Pkwy Southbound			B 10.9			A 9.8
Hurstbourne Pkwy at 4900 Entrance						
4900 Hurstbourne Eastbound			B 13.1			C 18.2
Morning Point Westbound			C 18.1			C 19.4
Hurstbourne Pkwy Northbound			A 9.1			B 12.4
Hurstbourne Pkwy Southbound			B 10.8			B 10.1
Bardstown Road at Entrance						
Bardstown Road Eastbound (left)			B 13.1			A 10.0
Entrance Southbound			C 18.5			B 11.7

Key: Level of Service, Delay in seconds per vehicle



Google

View of intersection of S. Hurstbourne Parkway at Bardstown Road

Effect of the new proposed roadway

Table 2. Peak Hour Level of Service

Change with new proposed roadway

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Hurstbourne Pkwy at Bardstown Rd	E	E	F	E	E	F
	64.2	69.0	80.1	73.2	79.3	91.1
Hurstbourne Pkwy Northbound	F	F	F	F	F	F
	95.3	106.3	117.9	93.2	107.9	129.4
Hurstbourne Pkwy Southbound	D	E	F	E	E	F
	53.6	58.8	99.5	70.0	72.4	92.2
Bardstown Rd Eastbound	D	D	D	E	F	F
	46.5	47.0	48.2	79.6	87.0	91.7

June 17, 2022 TIS without new proposed roadway

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Hurstbourne Pkwy at Bardstown Rd	E	E	F	E	E	F
	64.2	69.0	71.0	73.2	79.3	88.2
Hurstbourne Pkwy Northbound	F	F	F	F	F	F
	95.3	106.3	117.9	93.2	107.9	129.4
Hurstbourne Pkwy Southbound	D	E	E	E	E	F
	53.6	58.8	71.0	70.0	72.4	86.3
Bardstown Rd Eastbound	D	D	D	E	F	F
	46.5	47.0	47.4	79.6	87.0	87.0

August 8, 2022 TIS with new proposed roadway

Effect of the new proposed roadway

Table 2. Peak Hour Level of Service

Change with new proposed roadway

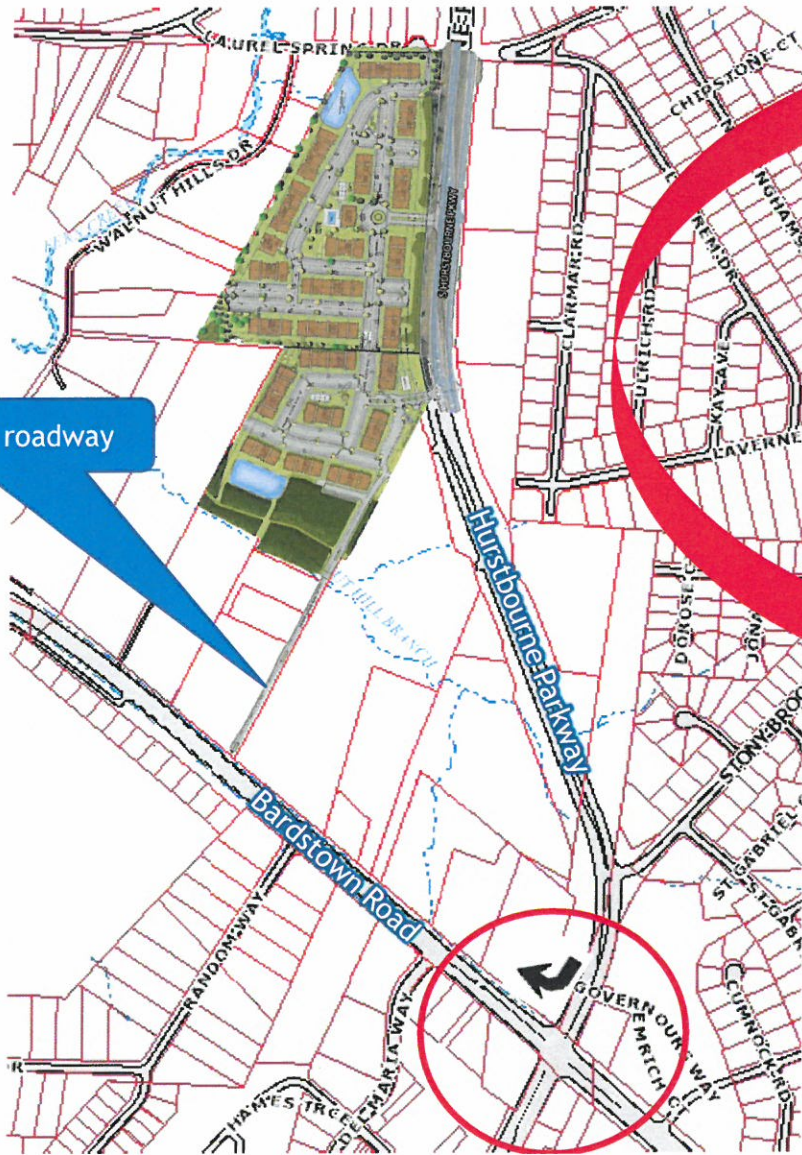
Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Hurstbourne Pkwy at Bardstown Rd	E 64.2	E 69.0	F 80.1	E 73.2	E 79.3	F 91.7
Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 111.9	F 93.2	F 107.9	F 122.4
Hurstbourne Pkwy Southbound	D 53.6	E 58.8	F 99.5	E 70.0	E 72.4	F 92.2
Bardstown Rd Eastbound	D 46.5	D 47.0	D 48.2	E 79.6	F 87.0	F 91.7

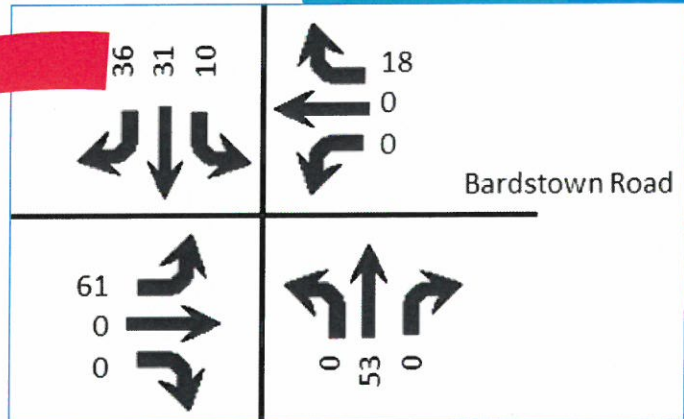
Approach	A.M.			P.M.		
	2022 Existing	2025 No Build	2025 Build	2022 Existing	2025 No Build	2025 Build
Hurstbourne Pkwy at Bardstown Rd	E 64.2	E 69.0	F 73.1	E 73.2	E 79.3	F 91.7
Hurstbourne Pkwy Northbound	F 95.3	F 106.3	F 111.9	F 93.2	F 107.9	F 122.4
Hurstbourne Pkwy Southbound	D 53.6	E 58.8	E 71.0	E 70.0	E 72.4	F 86.3
Bardstown Rd Eastbound	D 46.5	D 47.0	D 47.4	E 79.6	F 87.0	F 91.7

June 17, 2022 TIS without new proposed roadway

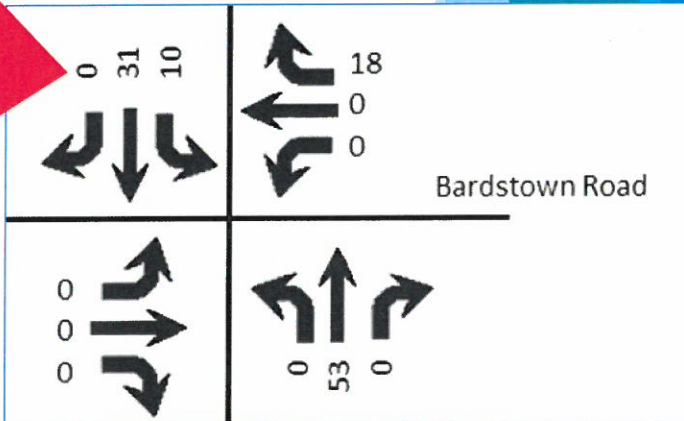
August 8, 2022 TIS with new proposed roadway



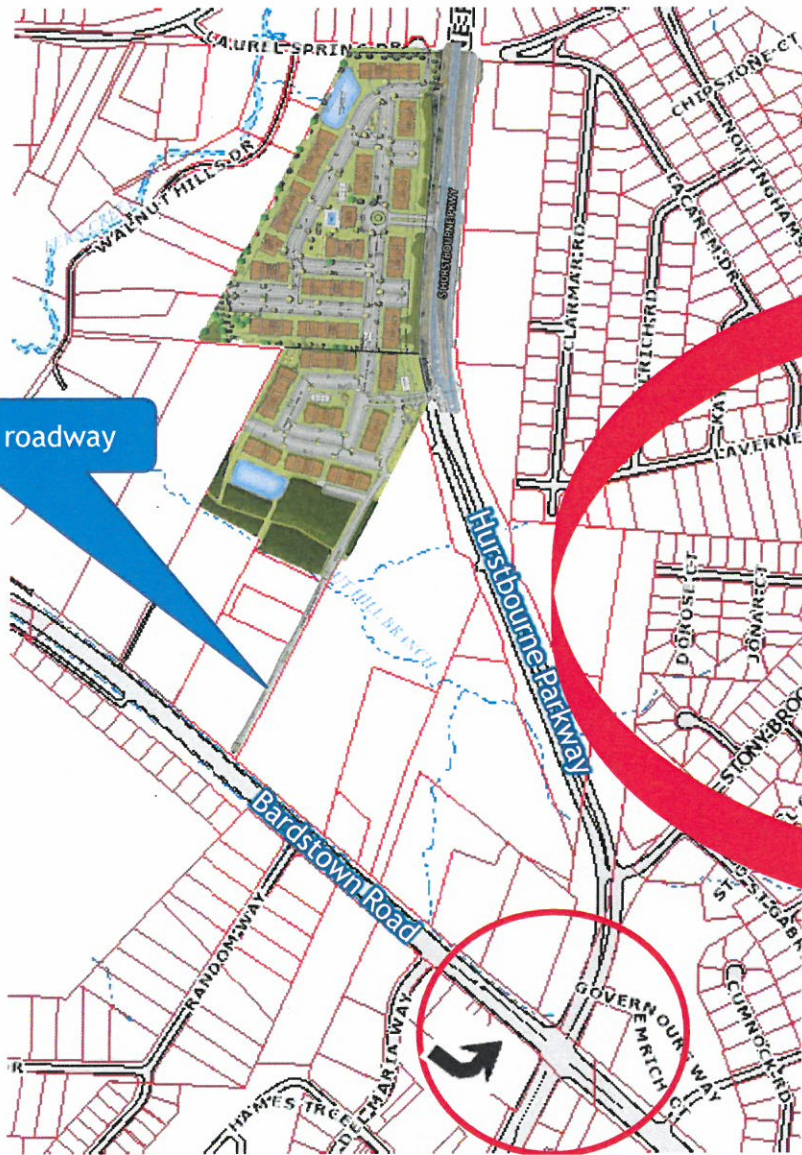
Proposed access roadway



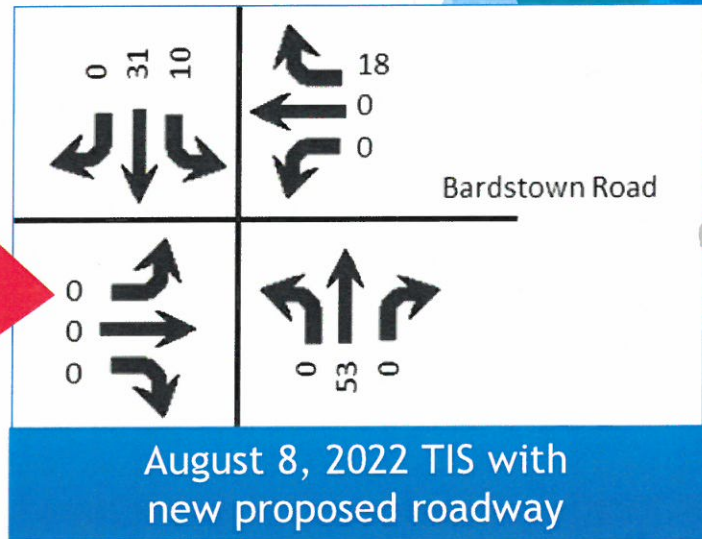
June 17, 2022 TIS without new proposed roadway



August 8, 2022 TIS with new proposed roadway



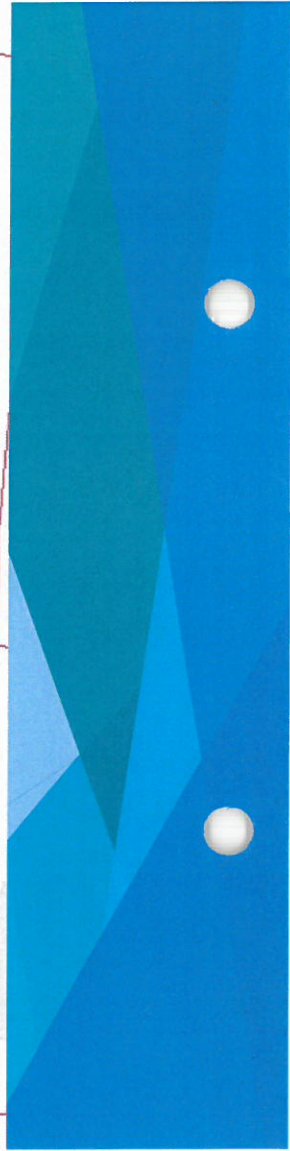
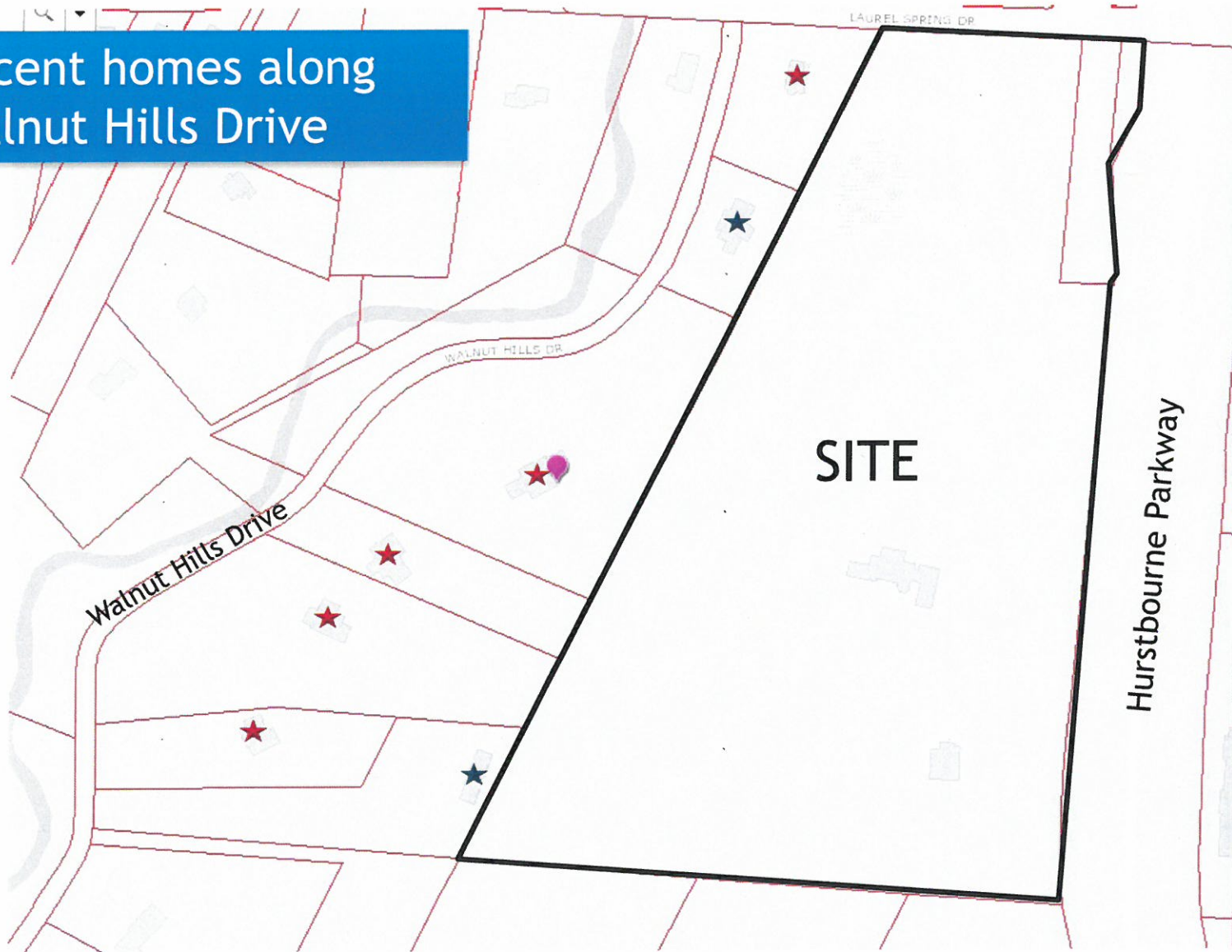
Proposed access roadway



Changes to address neighbor concerns along Walnut Hills Drive:

- Reduction in size of building #1
- Applicant shall install a 3 ft hedge at end of drive aisle parking lot at the southwest corner of development
- Building #10 split into two smaller buildings with one perpendicular to the west property line
- Reduction in height of buildings #8 and #9 along west property line
- 3 ft berm with 6 ft privacy fence added along west property line as shown

Adjacent homes along
Walnut Hills Drive





Madison Hicks
4905 Walnut Hills Drive

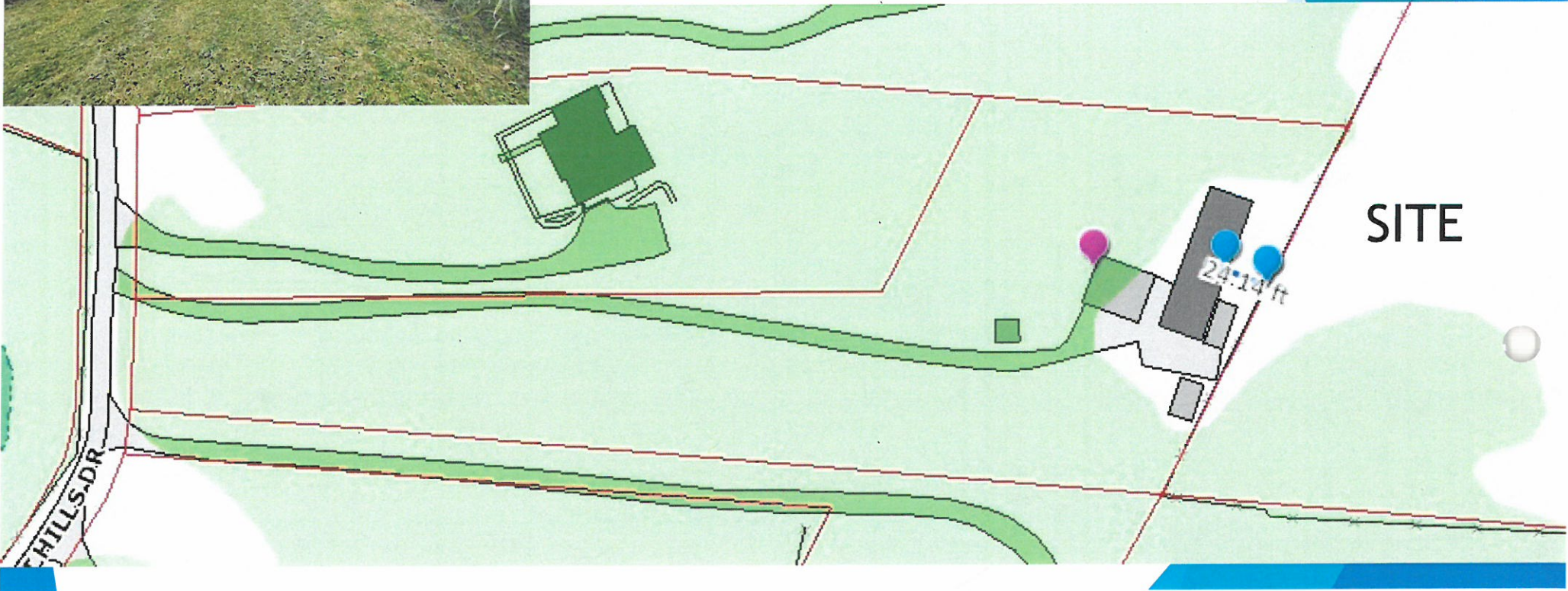
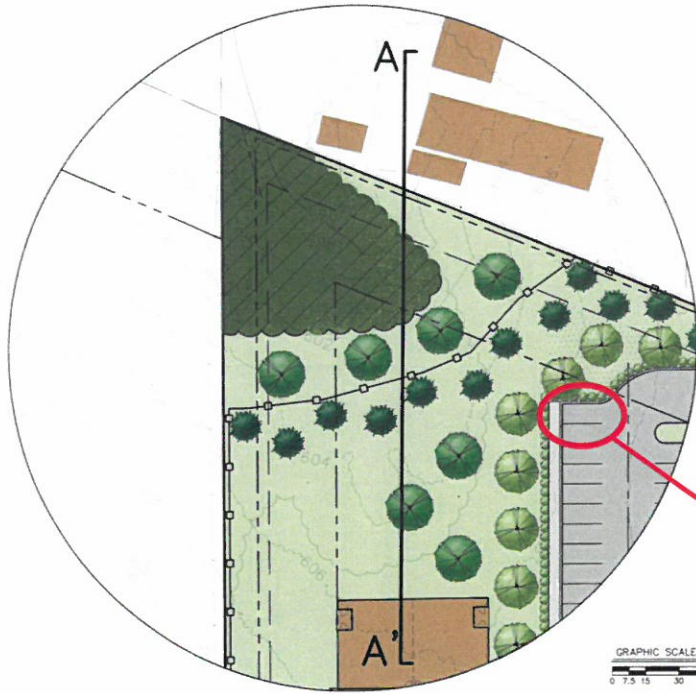


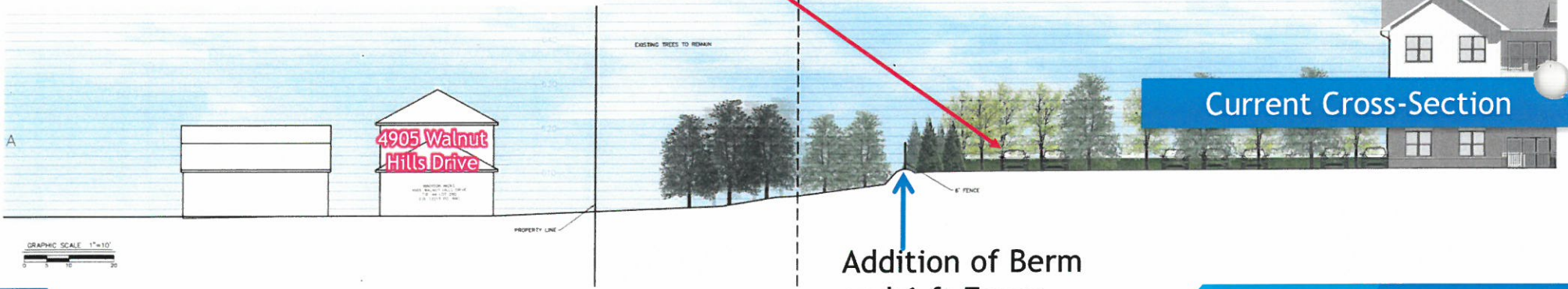


Figure 1.4 - Projected view from backyard of 4905 Walnut Hills Dr vs current view.





GRAPHIC SCALE 1"=30'
0 7.5 15 30 60



GRAPHIC SCALE 1"=10'
0 5 10 20

4905 Walnut Hills Drive

Current Cross-Section

Addition of Berm and 6 ft Fence

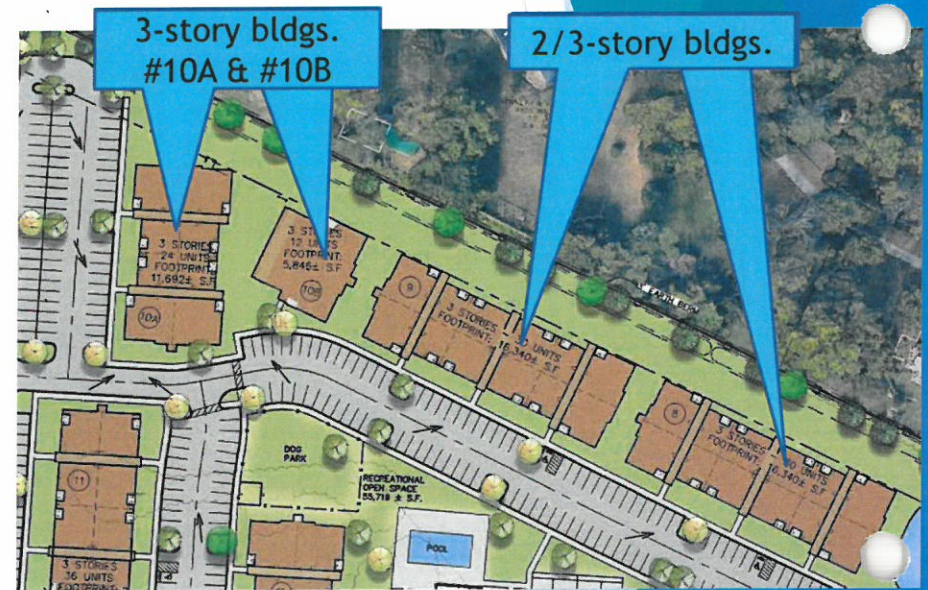


HEIGHT OF BUILDINGS ALONG WEST PROPERTY LINE:

Buildings #8 and #9 have been reduced to 2/3-story buildings rather than 3/4-story buildings, and building #10 has been split into two smaller buildings with one turned perpendicular as requested by neighbors.



Proposed Plan from LD&T Hearing



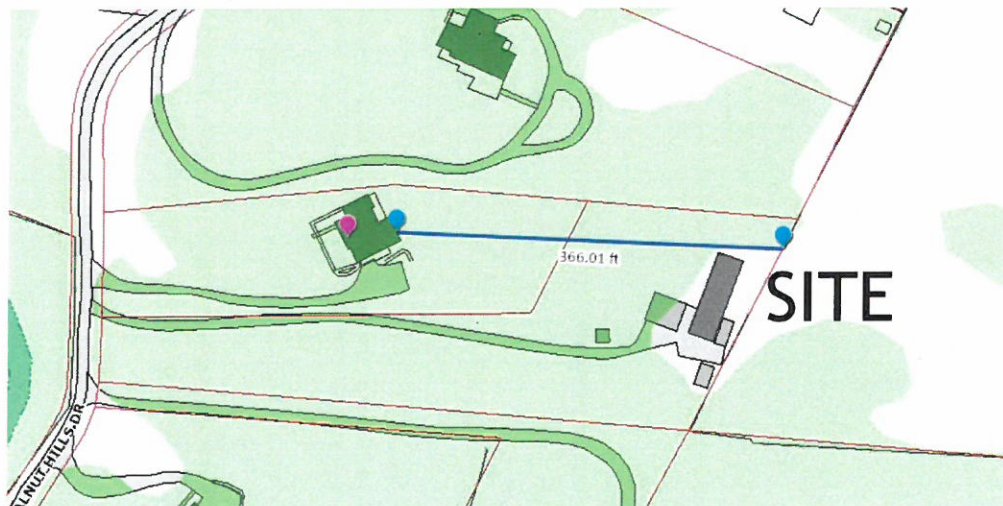
Current Proposed Plan

Reduction of 24 units from prior plan

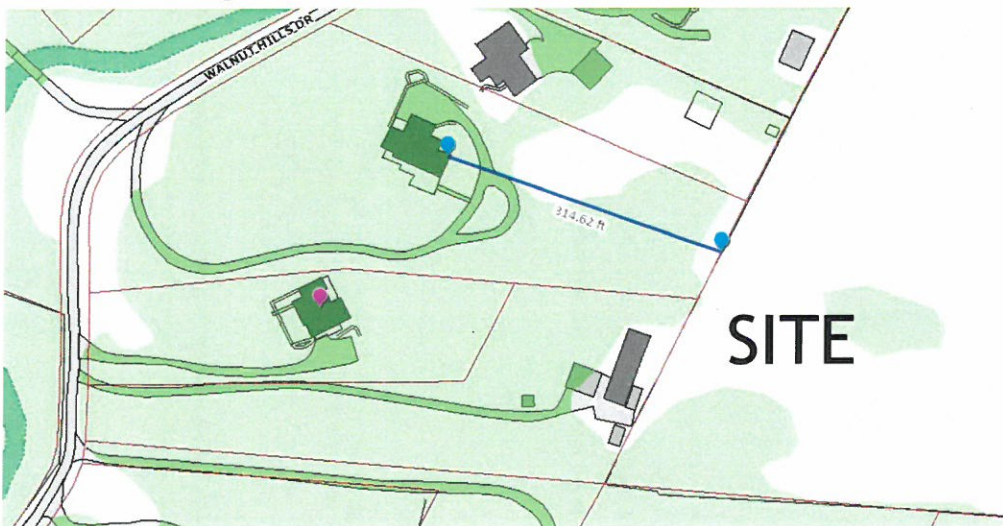
3 ft berm with 6 ft privacy fence added along west property line as shown.



Bob Gunter, 4903 Walnut Hills Drive

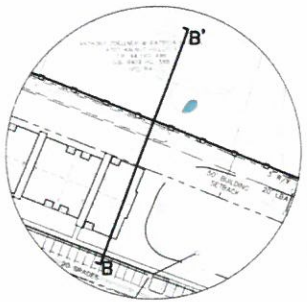


Bob Furlong, Jr., 4819 Walnut Hills Drive



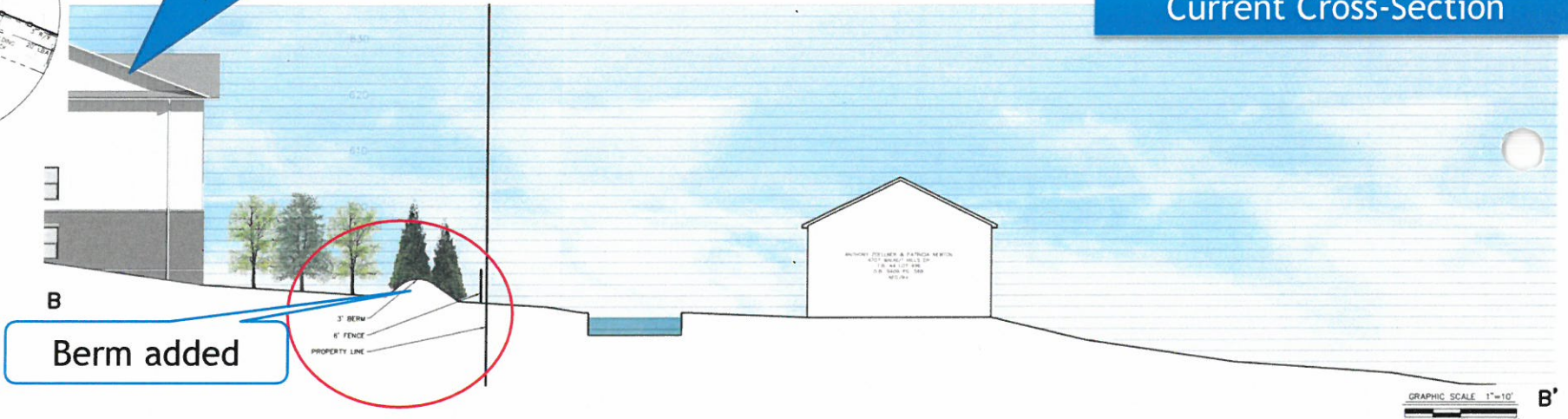
William Gunter, 4811 Walnut Hills Drive





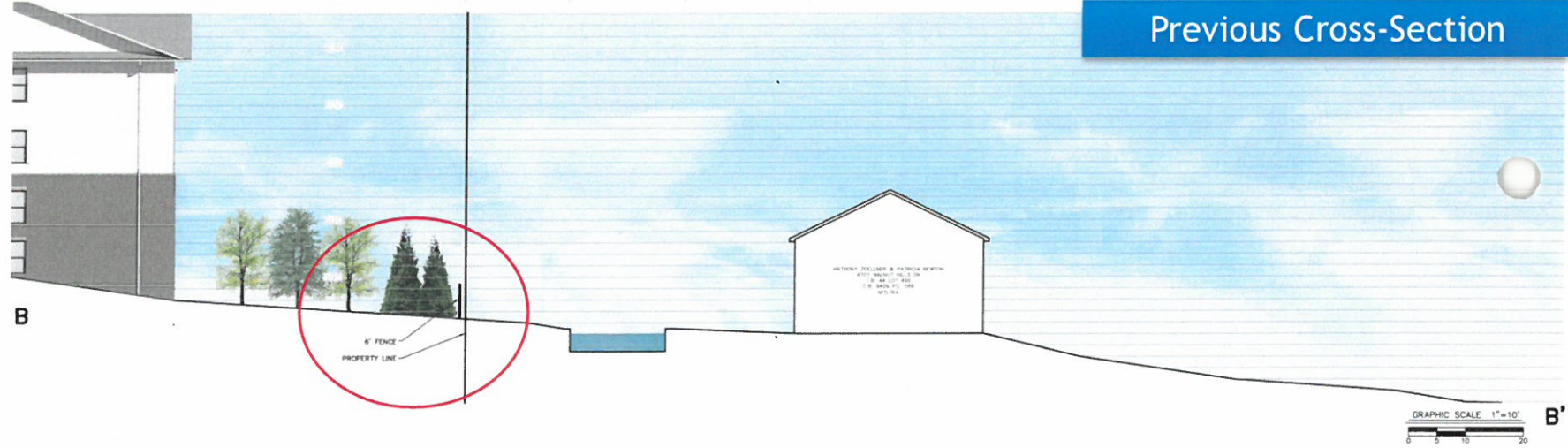
Bldg #8 reduced from 3/4-story to 2/3-story

Current Cross-Section



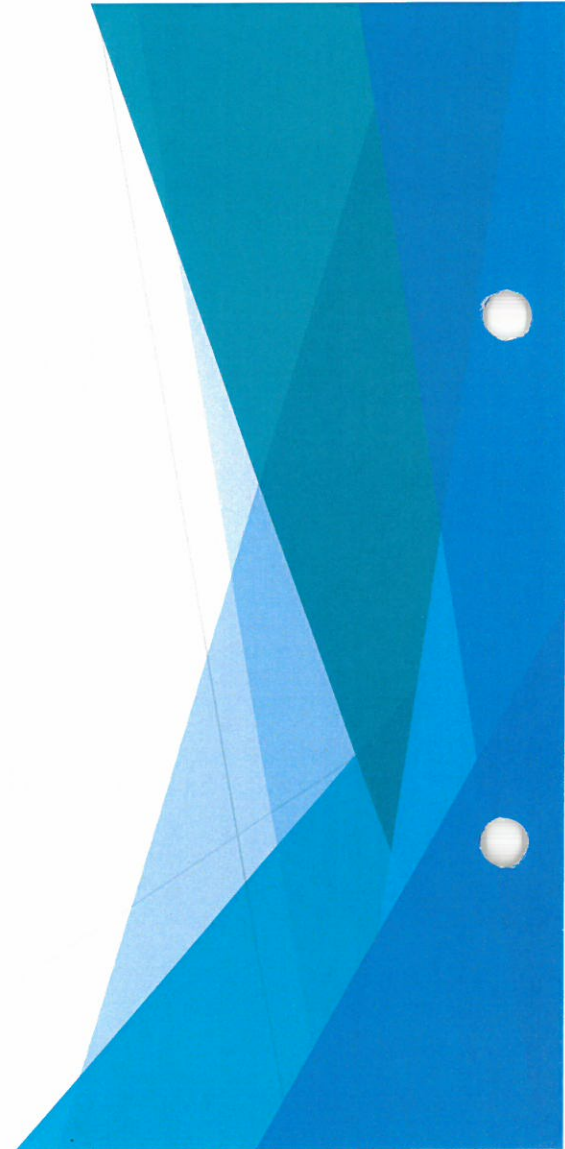
Berm added

Previous Cross-Section

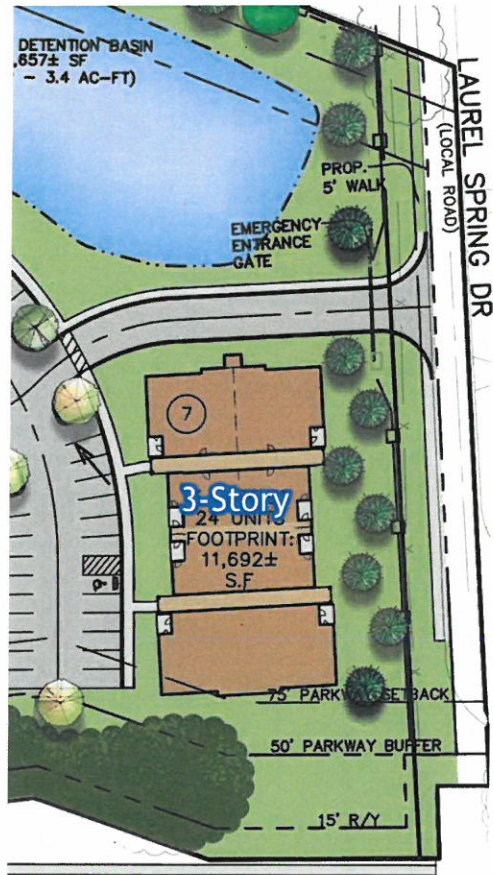


Neighbor Concerns along Laurel Spring Drive:

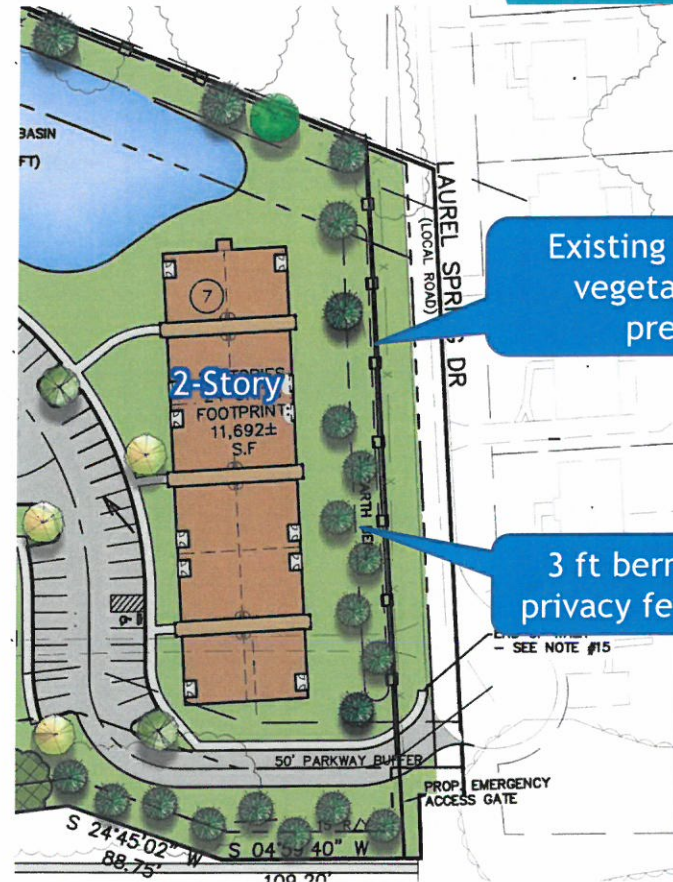
- Height of buildings along Laurel Spring Drive property line.
- 3 ft berm with 6 ft privacy fence added along Laurel Spring Drive property line as shown.
- Preserve existing fencing and vegetation.



Building along Laurel Spring Drive reduced from 3-story to 2-story.



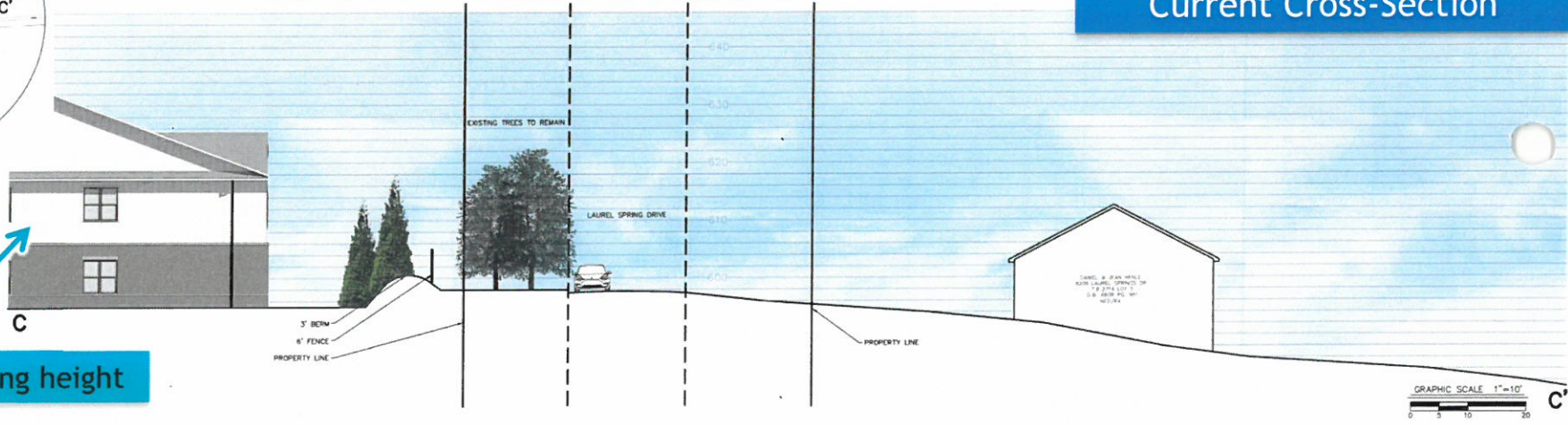
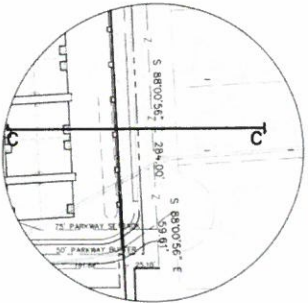
Shown at the 10/13/22 LD&T



Current Development Plan

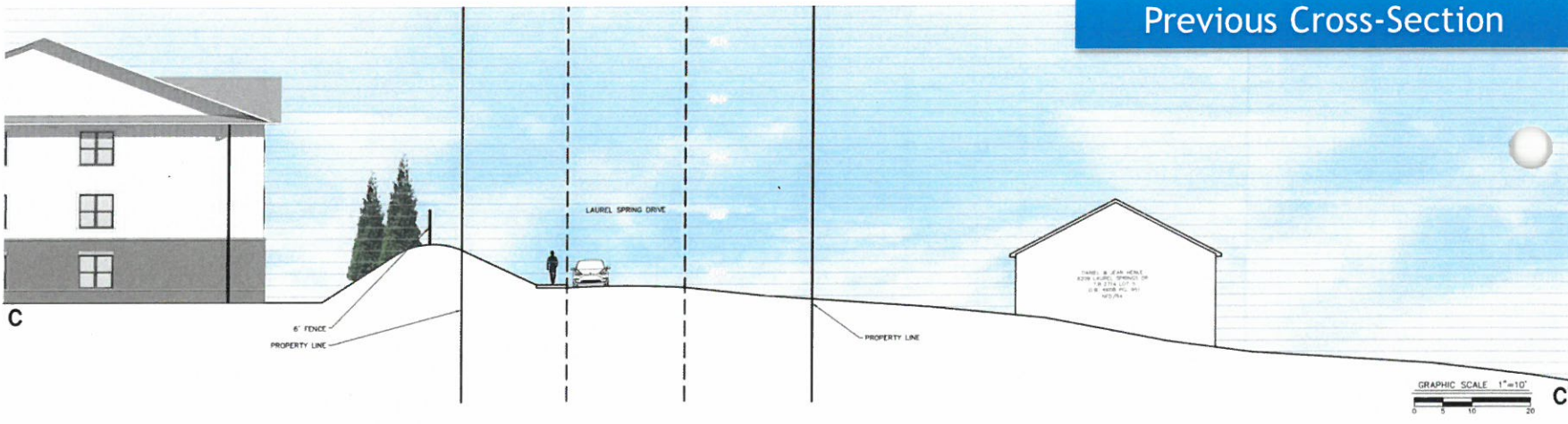
Connection to Laurel Springs Drive relocated to preserve existing fencing and vegetation

Current Cross-Section



Reduced building height

Previous Cross-Section

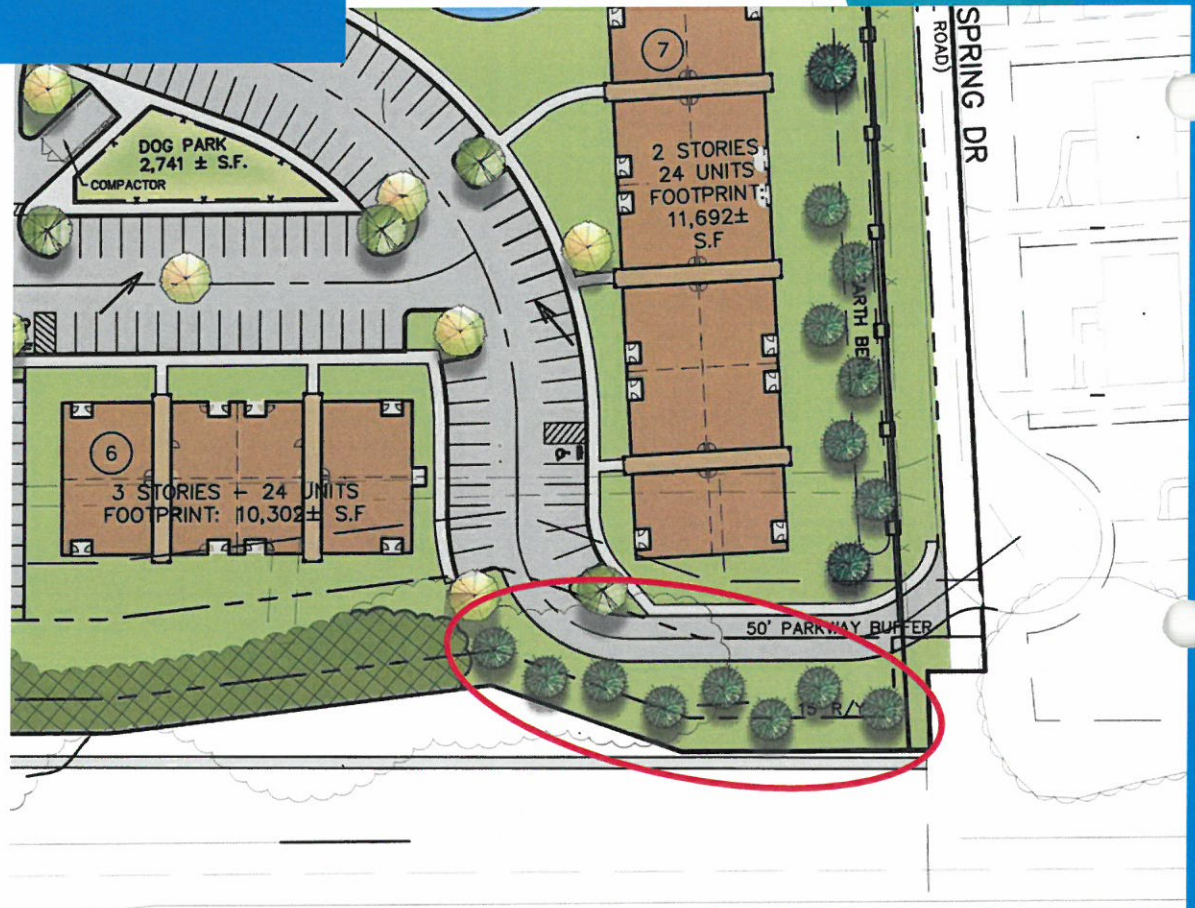




Applicant shall preserve the existing fencing and vegetation on Laurel Spring Dr.



Evergreen tree buffer added along the area of the
Parkway Buffer Waiver
4700 S. Hurstbourne Parkway
#22-ZONE-0012



Proposed Elevations



Proposed Elevations



Proposed Elevations



Proposed Elevations



3-story elevation

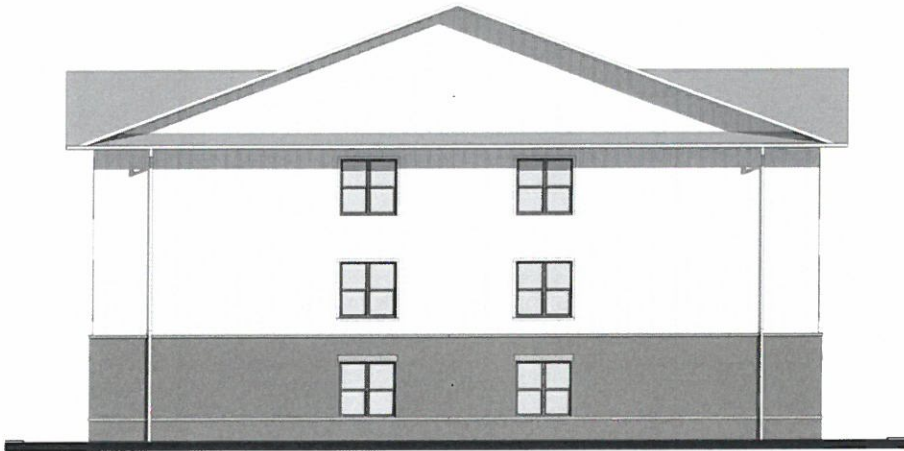


1 Front Elevation
SD2.101 1" = 10'-0"

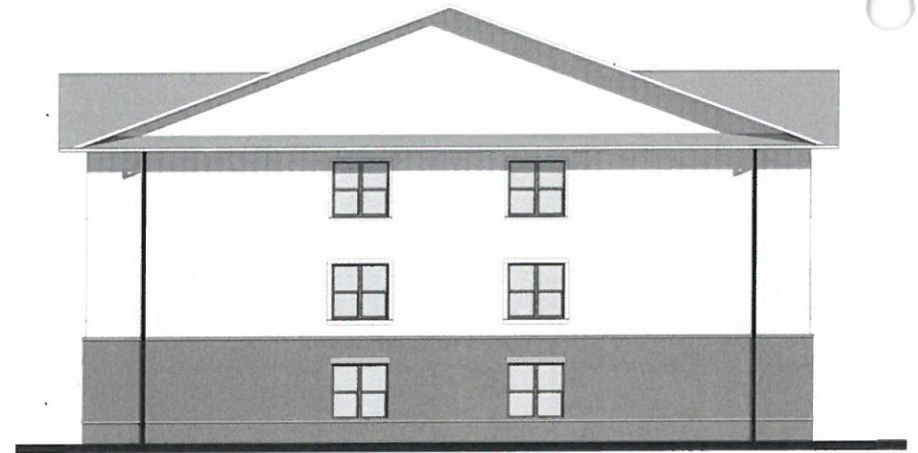


2 Rear Elevation
SD2.101 1" = 10'-0"

3-story elevation

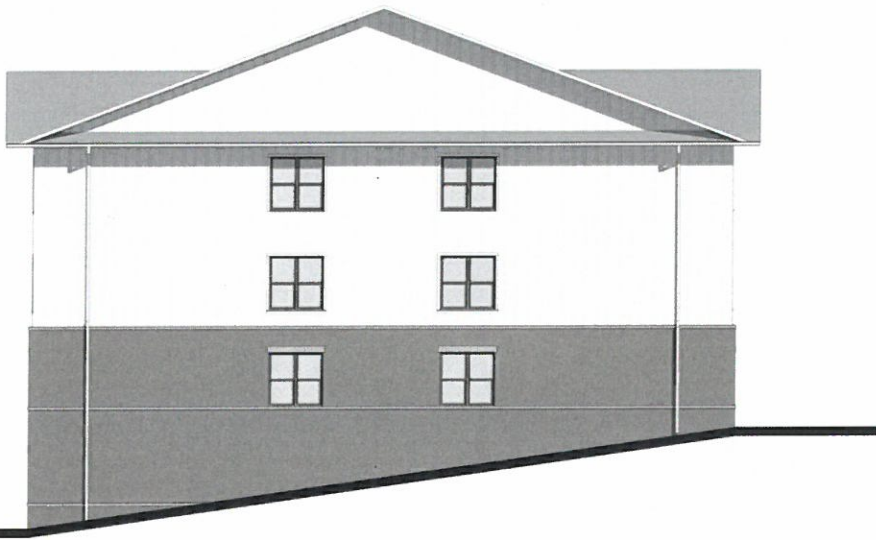


3 Left Elevation
SD2.101 1" = 10'-0"

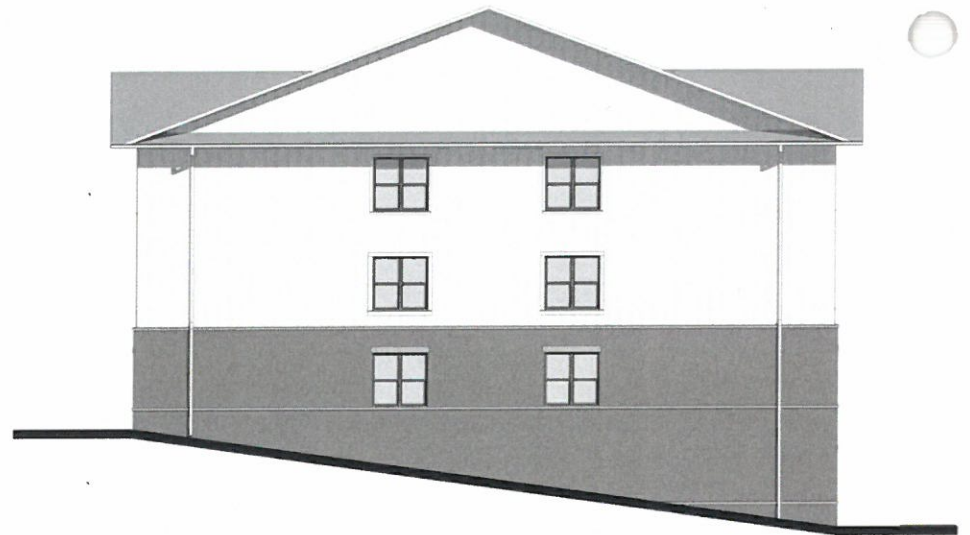


4 Right Elevation
SD2.101 1" = 10'-0"

3-Story/4-Story Elevation



2 Left Elevation 3x4
SD2.102 1" = 10'-0"

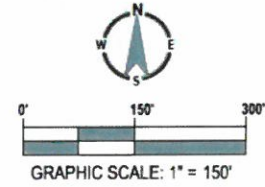
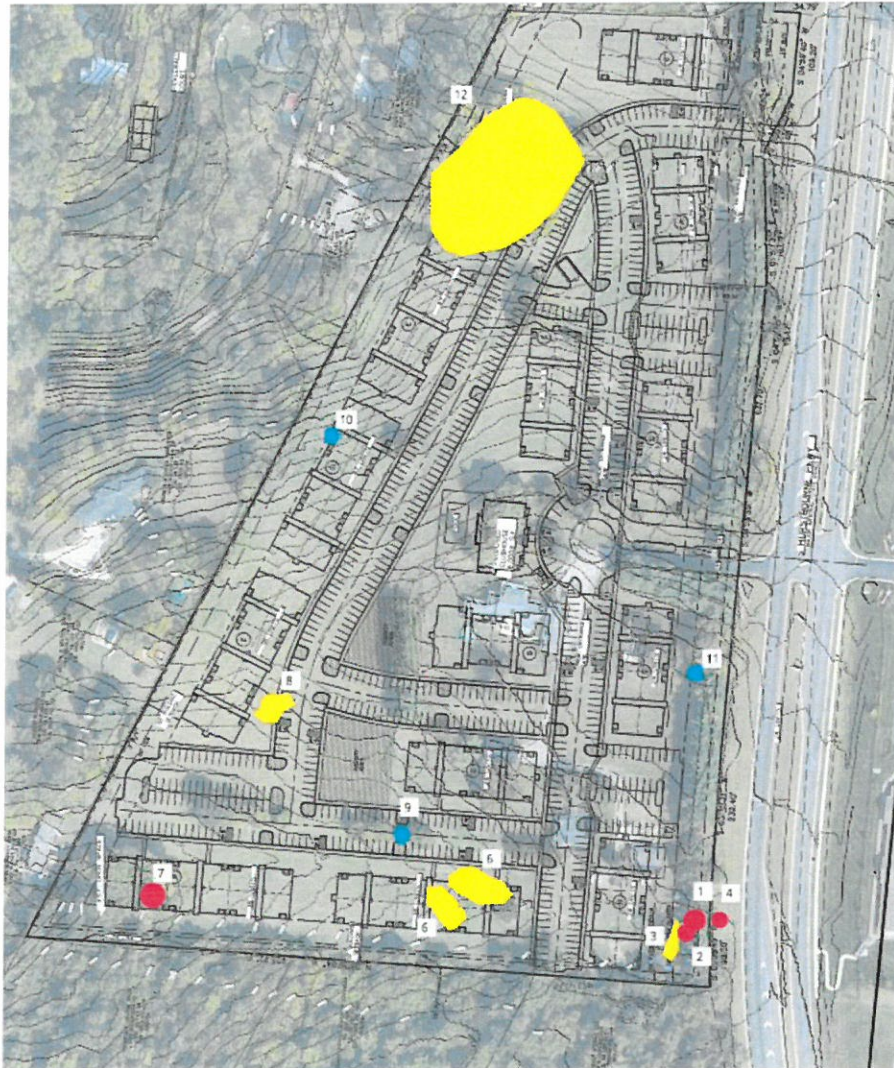


3 Right Elevation 3x4
SD2.102 1" = 10'-0"

Story removed on Buildings 1, 8, 9



Plot Date: Apr 14, 2022, 9:10am, tyler.mahoney
 I:\GIS\arcgis\100\10001_0362_0362.dwg\Design Files\10001_0362.dwg



LEGEND

- APPROXIMATE LOCATION OF SUBSIDENCE AREA OR SUSPECTED DOLINE
- APPROXIMATE LOCATION OF IDENTIFIED SINKHOLE OR THROAT
- APPROXIMATE LOCATION OF CONDUIT OR ANIMAL BURROW



LOCATION MAP
 NOT TO SCALE

NOTES:

1. BASE DRAWING INFORMATION TAKEN FROM A PDF/DRAWING TITLED "PRE APPLICATION/DETAILED DISTRICT DEVELOPMENT PLAN" PREPARED BY MINDEL SCOTT, DATED 11/29/202.
2. AERIAL IMAGE TAKEN FROM GOOGLE EARTH PRO WITH AN IMAGE DATE OF 09/02/2019.
3. KARST TOPOGRAPHY LAYOUT TAKEN FROM A PDF TITLED "KARST RECONNAISSANCE SURVEY" PREPARED BY SME, DATED 03/07/2022



Project
HURSTBOURNE APARTMENTS DEVELOPMENT

Project Location
LOUISVILLE, KENTUCKY

Sheet Name
IDENTIFIED KARST FEATURE OVERLAY MAP

No.	Revision Date

Date **04/13/2022**

CADD **TPM**

Designer **WJH**

Scale **AS NOTED**

Project **033601.00**

Figure No. **2**

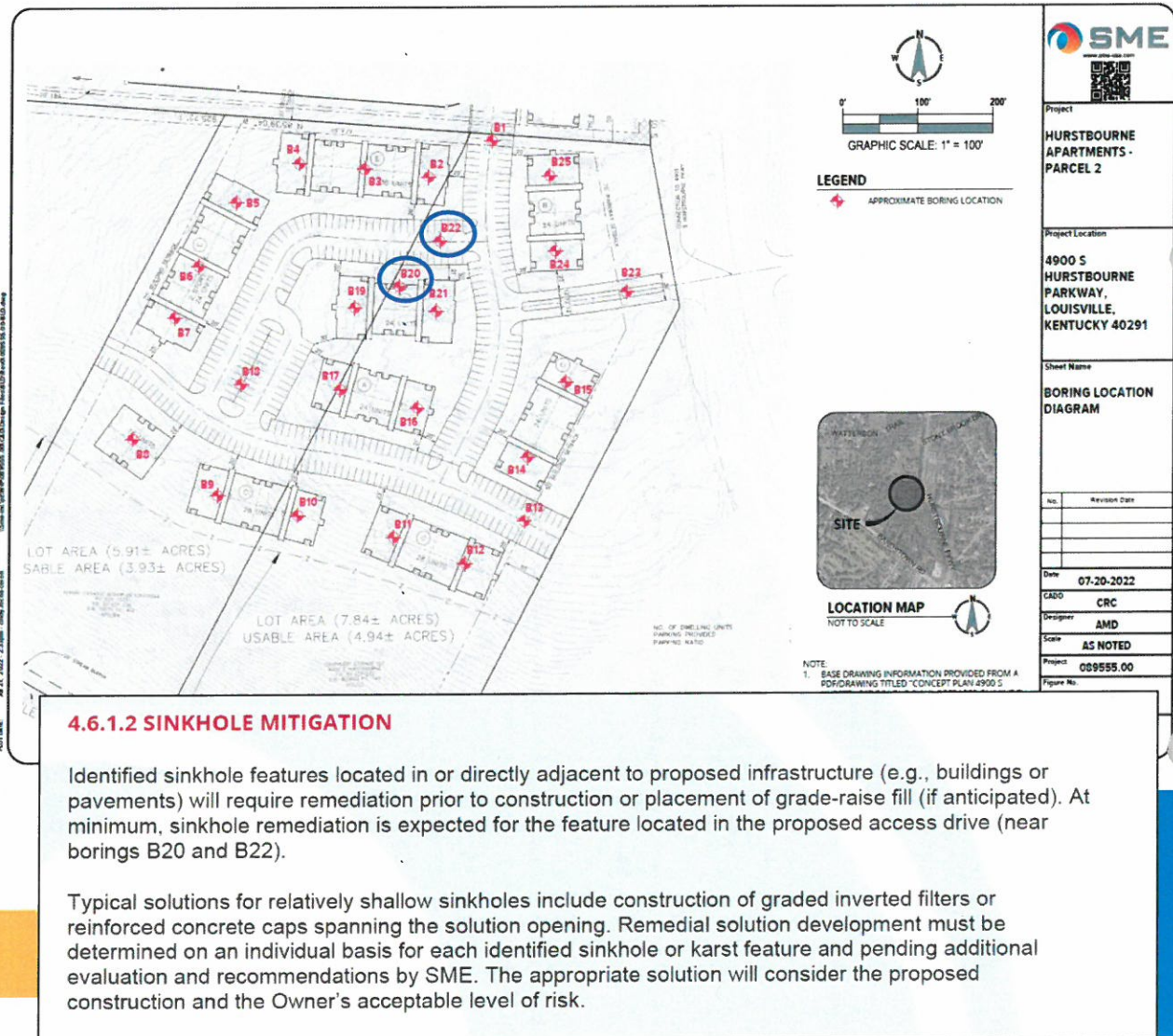
DRAWINGS WITH SCALE DIMENSIONS SHOULD BE PRINTED AT A 1" = 1" SCALE UNLESS OTHERWISE NOTED. ANY OTHER SCALE DIMENSIONS SHALL BE INDICATED ON THE DRAWING. NO REPRESENTATION SHALL BE MADE WITHOUT THE WRITTEN CONSENT OF SME.



GEOTECHNICAL EVALUATION REPORT

HURSTBOURNE APARTMENTS DEVELOPMENT – PARCEL 2
LOUISVILLE, KENTUCKY

SME Project Number: 089555.00
July 25, 2022



4.6.1.2 SINKHOLE MITIGATION

Identified sinkhole features located in or directly adjacent to proposed infrastructure (e.g., buildings or pavements) will require remediation prior to construction or placement of grade-raise fill (if anticipated). At minimum, sinkhole remediation is expected for the feature located in the proposed access drive (near borings B20 and B22).

Typical solutions for relatively shallow sinkholes include construction of graded inverted filters or reinforced concrete caps spanning the solution opening. Remedial solution development must be determined on an individual basis for each identified sinkhole or karst feature and pending additional evaluation and recommendations by SME. The appropriate solution will consider the proposed construction and the Owner's acceptable level of risk.