

Paristown Pointe Planned Development District

Planning Commission Meeting
February 07, 2023

Case # 22-zone-0138

Owner:

UPPT, LLC
731 Brent Street
Louisville, Kentucky 40204
502-589-1900
Steven Smith
ssmith@paristown.com

Landscape Architect + Civil

Engineer:
CARMAN
400 East Main Street, Unit 106
Louisville, Kentucky 40202
502-742-6581
John L. Carman, PLA, FASLA
jcarman@carmansite.com

Legal Counsel:

Wyatt Tarrant Combs
400 W Market Street
Louisville, Kentucky 40202
Jon Baker
502-589-5235
jbaker@wyattfirm.com

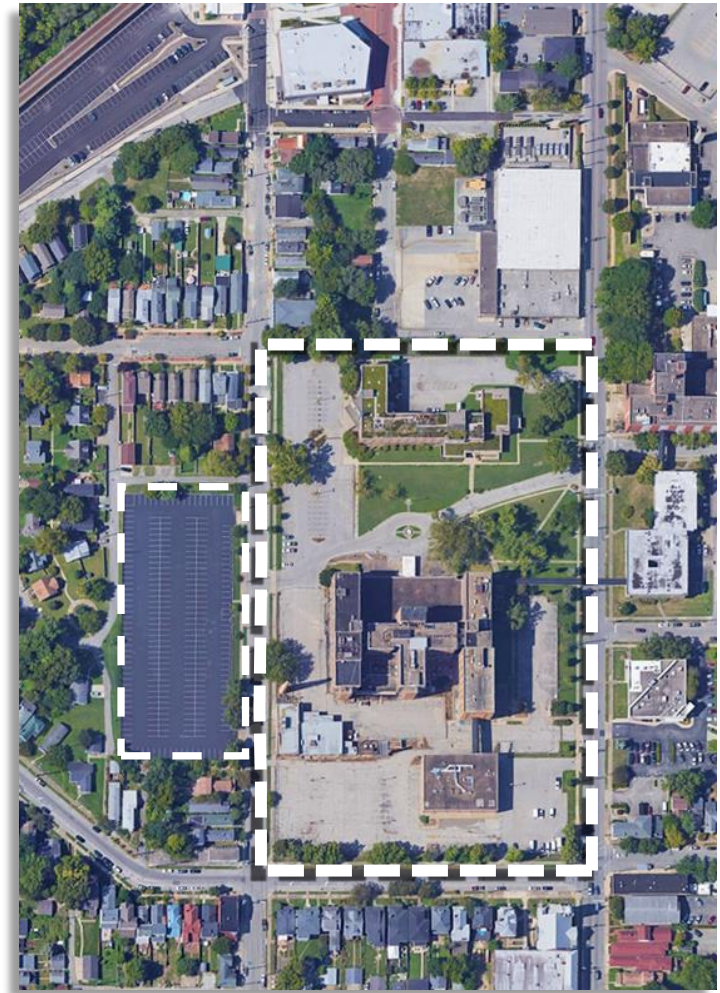
Development Consultant:

Hollenbach - Oakley, LLC
12451 Plantside Drive
Louisville, Kentucky 40299
Greg Oakley
greg@hollenbach-oakley.com

Traffic Engineering Consultant

Adam Kirk Engineering
Georgetown, Kentucky
Adam Kirk, PE, PhD
859.421.2567
adam@adamkirkpe.com

- ❑ Construct a development that is conducive to having residents live, work and play in the Paristown Pointe Neighborhood
- ❑ Construct an environmentally sound development with significant tree canopy, beautiful landscaping, and attractive amenities
- ❑ Increase Green Space and Permeable Surfaces
- ❑ Revitalization of Barret Avenue
- ❑ Improve Sitewide Drainage
- ❑ Establish appropriate density on an urban site via compatible design
- ❑ Construct a development that complies with the site's Form District and enhances the urban streetscape



Primary Goals of Project

Land Development Code – PD

District

LDC

Chapter 2 Part 8 Planned Development District

Chapter 2 Part 8 Planned Development District

2.8.1 Planned Development (PD) District

A. Intent.

The intent of the PD District is to promote diversity and integration of uses and structures in a planned development through flexible design standards that:

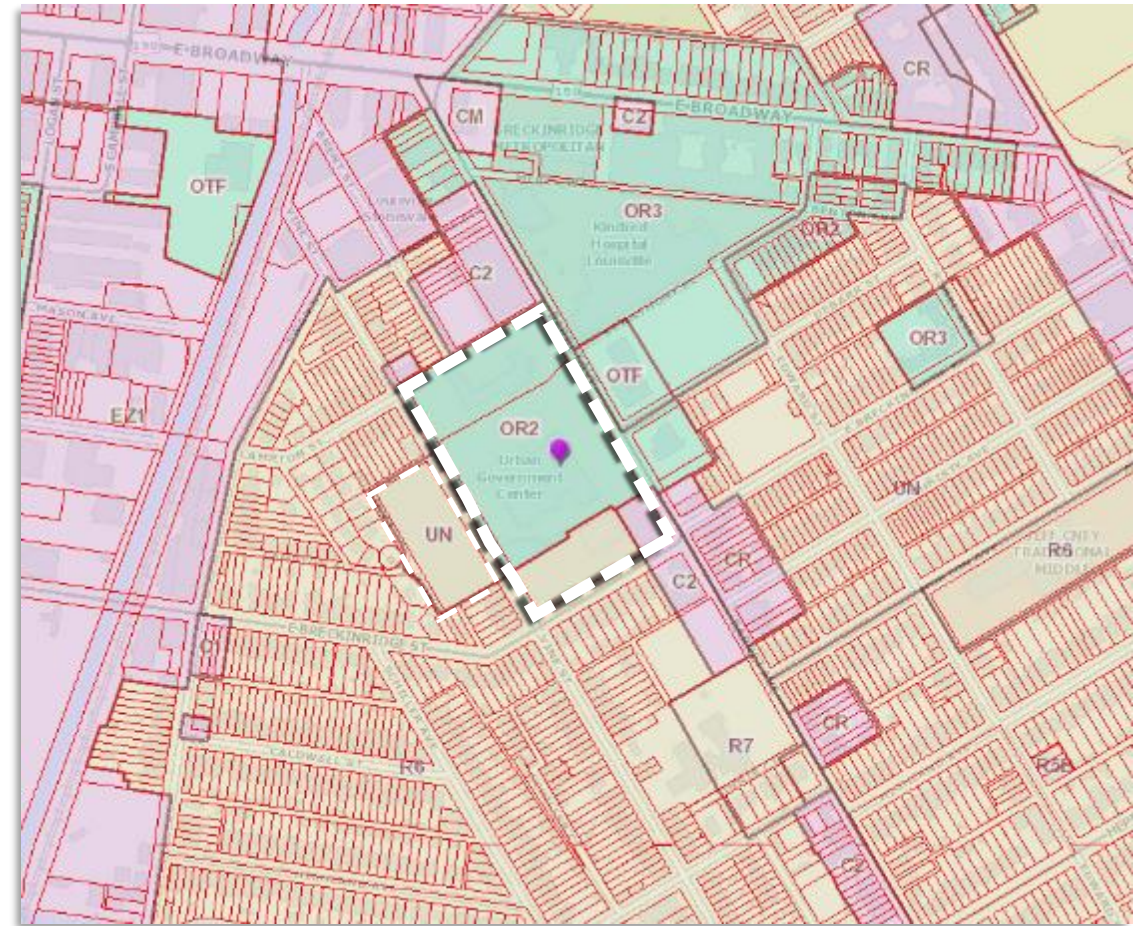
Create new development that is livable, diverse, and sustainable; Promote efficient and economic uses of land;

Respect and reinforce existing communities, integrating new development with existing development to ensure compatibility;

- Provide flexibility to meet changing needs, technologies, economics, and consumer preferences;
- Promote development patterns and land uses which reduce transportation needs and which conserve energy and natural resources;
- Lower development and building costs by permitting smaller networks of utilities and streets and the use of shared facilities;
- Protect and enhance natural resources;
- Promote the development of land that is consistent with the applicable form district;
- Encourage a variety of compatible architectural styles, building forms, and building relationships within a planned development.; and
- Preserve the historic development patterns of existing neighborhoods.

The purpose of the PD District is to implement land development code provisions that are consistent with the Goals, Objectives, and Policies of the Comprehensive Plan, in accordance with Chapter 100 of Kentucky Revised Statutes.

Zoning Map



Context - Zoning



Correlation with Traditional Form District

LDC

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LDC

Chapter 5 Part 2 Traditional Form Districts

5.2.2 Traditional Neighborhood Form District

A. Relationship to the Comprehensive Plan

The purpose of the Traditional Neighborhood Form District (TN or TNFD) is to implement land development code provisions that are consistent with the Goals, Objectives, and Policies of the Comprehensive Plan, in accordance with Chapter 100 of Kentucky Revised Statutes.

B. Intent and Applicability

The Traditional Neighborhood Form District (TNFD) is intended to promote the development and redevelopment of neighborhoods in a manner consistent and compatible with the distinct site and community design elements of a traditional neighborhood. TNFD design standards are also intended to promote the establishment of a mixture of uses that effectively integrate retail, office, institutional, and other non-residential uses within traditional neighborhoods in a manner that provides high quality and convenient service to residents while protecting the character of the neighborhood.

The provisions of this section are intended to encourage that new development within the TNFD is consistent with a traditional neighborhood pattern and form of development, promoting as applicable:

1. Appropriate and compatible integration of residential, civic, commercial and office uses that promote close-to-home shopping and service opportunities;
2. Parks and open space resources convenient to neighborhood residents;
3. Alternative modes of travel including public transit amenities;
4. Compatible infill development whether residential or commercial;
5. Inclusive housing opportunities; and
6. High quality design of individual sites.

The TNFD standards may be applied to both existing neighborhoods and proposals to create new neighborhoods. The standards address both the internal site design elements of a development (e.g., building location, design, and orientation) and the relationship of the development to the surrounding community context (e.g., relationship to the adjacent street/sidewalk network).

Context - Zoning





Context – Site

Fleur De Flea
Vintage Market
Antique store

Schempp Realty
And Management

Wiltshire Pantry Bakery
and Café - Highlands

Jefferson County
Traditional Middle...

Starbucks

Planned Unit Development Land Use Summary

Project Address	768 Barrett Avenue	810 Barrett Avenue	1235 E. Breckinridge St	850 Barrett Avenue
Property Owner	Louisville Metro Housing Authority	Jefferson County Kentucky Capital	Louisville Jefferson County Metro Government	Louisville Jefferson County Metro Government
Parcel ID #	021J00900000	021J01300000	021J011400000	021J01130000
Parcel Acreage	2.46 acres	5.287 acres	0.4163 acres	1.51 acres
Existing Zoning	OR2	OR2	C2	R6
Form District	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood
Proposed Zoning	PD	PD	PD	PD



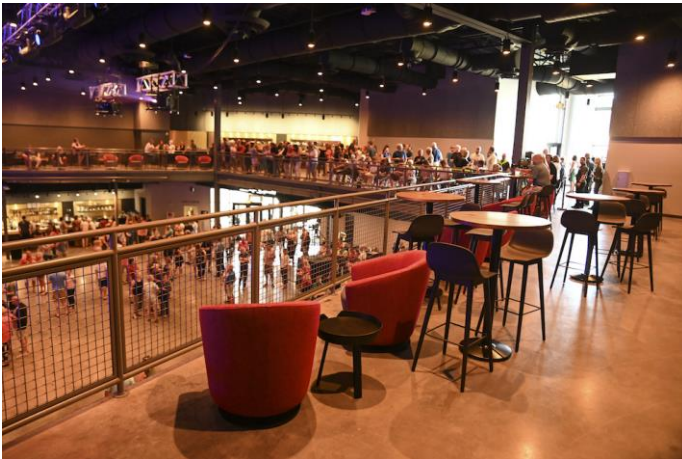
Hospital, Health Care Offices, Retail/Dining



Context – Barret Avenue



Event Venue | Multi-Use Offices | Retail | Dining



Context – Paristowne Pointe



Parking, Residential, Retail/Dining



Context – Vine Street



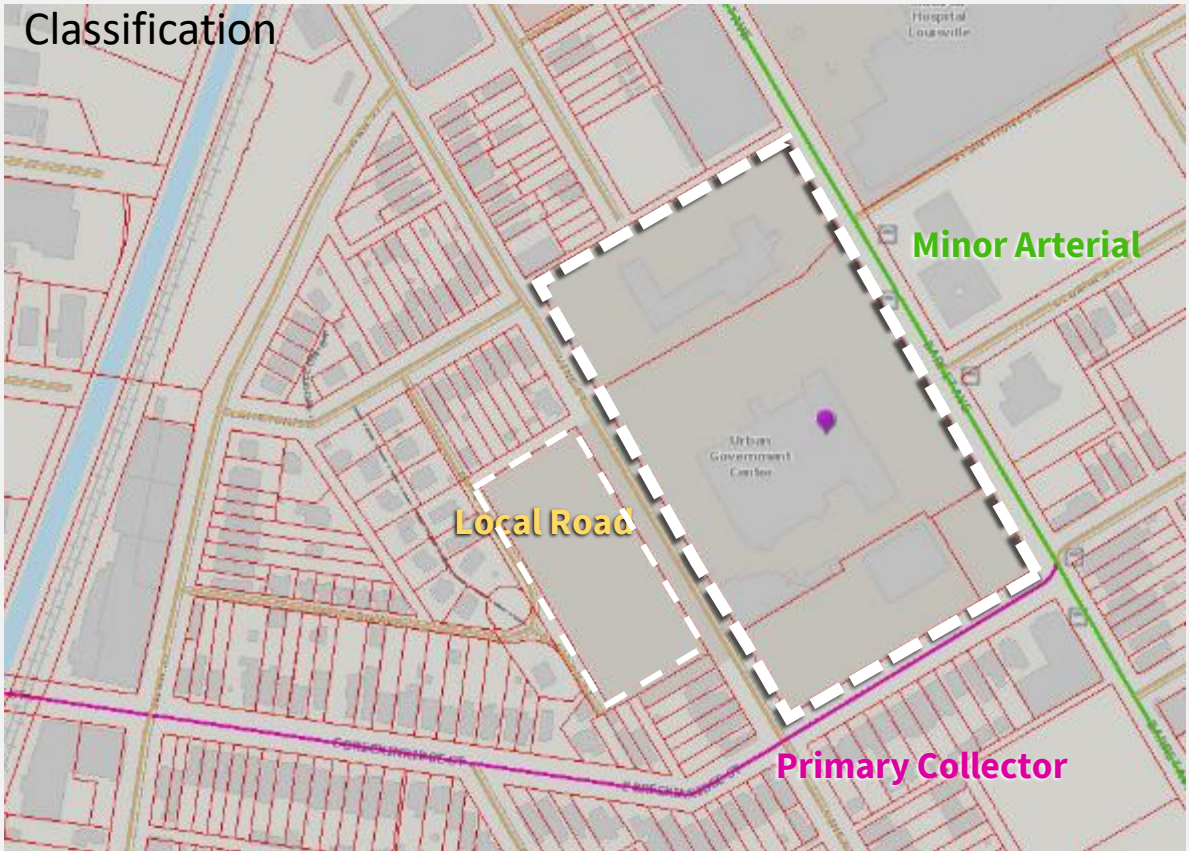
Church, Residential



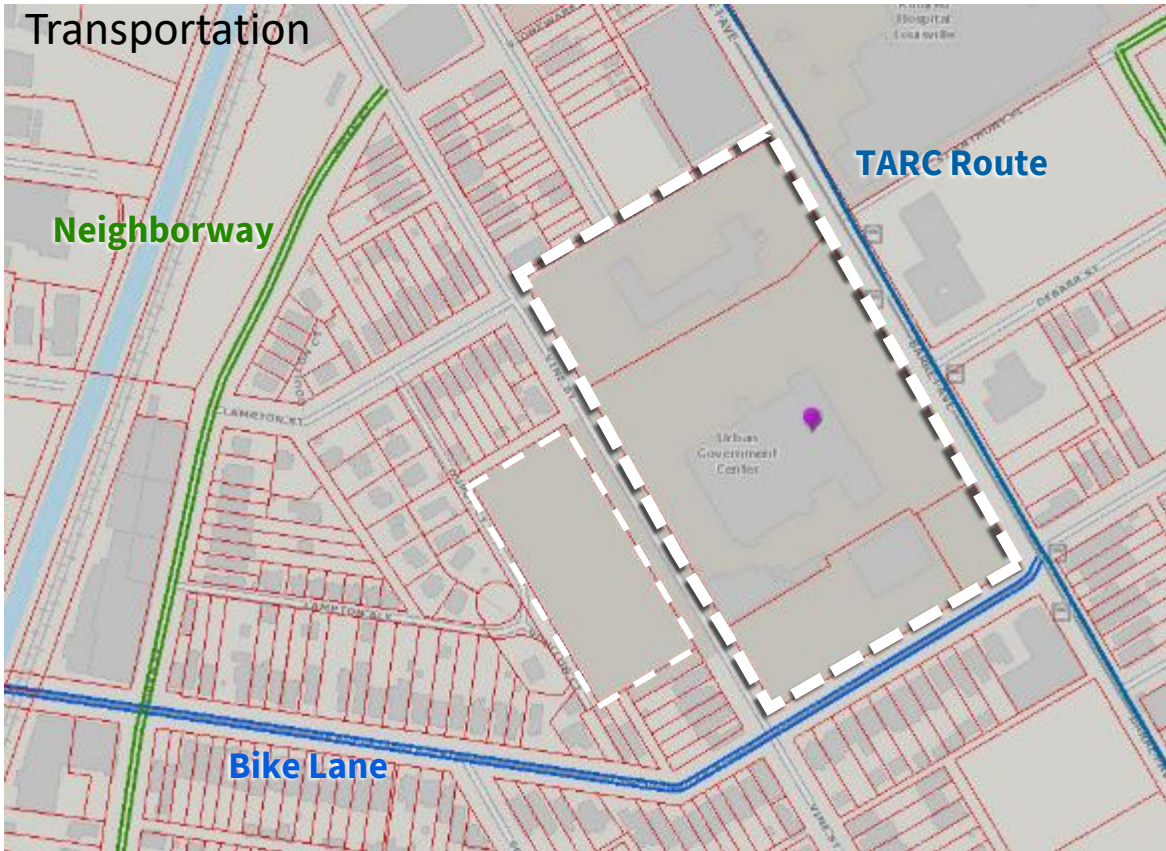
Context – E. Breckenridge Street



Roadway
Classification



Multimodal
Transportation



Context - Circulation



NEIGHBORHOOD AMENITIES WITHIN ONE MILE

-  Paristown Planned Development District
-  TARC Bus Stop
-  Child Care
-  Doggy Daycare
-  Restaurant
-  Cafe / Coffee
-  Fast Food
-  Gym / Fitness Studio
-  Retail Shopping
-  Market / Grocery
-  LouVelo Bike Share Station
-  Bike Lane
-  1/4 mi radius = 4-7 min walk
-  1/2 mi radius = 8-11 min walk
-  1 mi radius = 15-22 min walk
-  TARC Route



Paristown Pointe Planned Development District is well oriented in the community to become a Planned Development District as an Urban Infill site.



Transit Authority of River City (TARC):
TARC bus Route 21 serves one side of the property along Barrett Avenue with 1 stop on-site and 4 off-site adjacent stops.



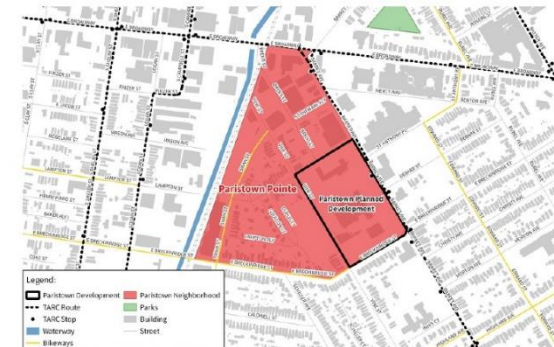
Bike lanes:
The site is bordered by bike lanes on E Breckinridge St. with many other bike friendly routes adjacent to the site including Swan St, Edward St, and Lampton St.



Pedestrian:
There is an existing pedestrian network serving the site on three sides along public rights of way. The northern portion of the site currently lacks access to Brent St. due to a significant grade change and retaining wall. The development plans to address this connectivity barrier.



Vehicular:
There is strong vehicular circulation around the site and free street parking for residents and visitors. Roadways of three different classifications border the site: Barrett Ave. is classified as a Minor Arterial, East Breckinridge St. is a Primary Collector and Vine St. is a Local Road. Barrett Ave. intersects nearby with E. Broadway, a major arterial road with direct connection to the downtown area.



Context - Neighborhood Mobility





Context – Neighborhood Development Potential Development for Paristown Pointe Planned Development District



Introduction and Intent

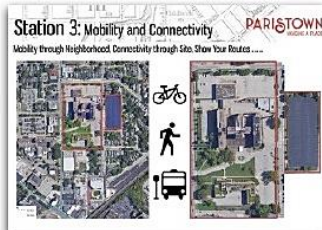
Paristown Pointe Planned Development District has developed ideas, concepts and a framework for various development standards that can be used as design guidelines for a uniform and contextual character and personality for the site and neighborhood. These guidelines and components thereof, will not compromise the surrounding land uses and are intended to enhance and continue to activate the area. The Guidelines will address the following:

Site Development Guidelines

- Open and Civic Spaces
- Streetscapes, Corridors and Mobility
- Landscape Patterns, Characteristics and Sustainability
- Site Amenities and Materiality
- Use of Historic "Relics" in the Landscape
- Site Lighting
- Site Wayfinding and Signage

Architectural Design Guidelines

- Contextuality
- Styles, Character and Materials



Community Input

The Paristown Pointe PD District Development Team has worked closely with the Paristown Pointe Neighborhood and surrounding neighborhoods, including the Highlands, Germantown, Phoenix Hills, Smoketown Jackson, and Tyler Park, at-large and a designated Advisory Committee representing the diverse neighborhood. Input from numerous meetings and charrettes have informed a number of ideas and guidelines that will be implemented through the course of site development. The Development Team, the Metro Louisville appointed Advisory Committee and representatives from Metro Planning and Design Services assisted in facilitating the neighborhood charrettes. Specific topics of discussion through the neighborhood engagement process have included:

- Architecture and Design
- Mobility and Connectivity
- Landscape Character and Treatments
- Site Land Use

Paristown Pointe Planned Development District Development Board or Association shall employ a Landscape Architect and Architect to review design submittals related to the Guidelines in the Pattern Book to ensure conformance with the charter, design intent and specific requirements. A design review report shall be submitted in conjunction with the approval process of District Development Plans for any portions of the site development.



Community Charette

Excerpt from Paristown Pointe Planned Development District Pattern Book

Neighborhood and Advisory Committee Meeting Dates

Initial Charrette Mtg:

- May 16, 2022

Follow-Up Charrette Mtg:

- July 21, 2022

Advisory Panel Meetings:

- February 17, 2022
- March 22, 2022
- June 27, 2022
- August 11, 2022
- October 4, 2022
- November 1, 2022

Governmental Timeline on UGC Project

- **January, 2017** --- Date of original RFP (awarded to Marian)
- **July 2, 2018** --- Date of Development Agreement with the Marian Group.
- **July 9, 2019** --- Settlement with Marian Group.
- **June 4, 2020** --- City issues 2nd RFP for Redevelopment of UGC.
- **November 13, 2020** --- City commences negotiations with Underhill Associates.
- **May 17, 2021** --- LF letter to UA citing budget issues with Project
- **August 17, 2021** --- Letter from LF to Underhill terminating negotiations.
- **August 18, 2021** --- Letter from LF offering UPPT opportunity to negotiate Dev. Agreement.
- **December 21, 2021** --- Development Agreement Signed by UPPT, LLC.
- **December 8, 2022** --- LDT meeting scheduled for UPPT.

Neighborhood Outreach



Comments:



Station 2: Architecture and Design
Materials: Character, Traditional, Contemporary Colors, Etc.

- It is important that the style is traditional and fitting of the area
- Yes, to brick and ornamentation
- I like historical and brick
- I prefer a more historic look to fit into the neighborhood. The Staxx (3 column on bottom) is too modern - keep lots of brick - neutral colors
- Left-hand picture (traditional)
- I like this (bottom left corner)
- Lots of brick, please!

- Top, 2nd column: older industrial building redone to fit the neighborhood
- Historical architecture to match the houses in the neighborhood.
- I like this (3 column at top)
- Prefer left-hand hand corner. Sort of like Norton Commons
- Existing brick building, great opportunity to juxtapose traditional with contemporary
- Love the old hospital.
- Traditional design.

- More brick design
- Keeping with area feel - traditional, brick classic.
- historically significant materials/trim and materials
- incorporate material that mimics the richness of our neighborhood
- Traditional style but not fake-historic. Brick
- Keep with neighborhood character
- Design should be softer and reflect more of the neighborhood



Comments:

- Take character from what exists. Dabbling in photos of adaptive reuse is a farce given the program and intent
- Match existing Barret Ave corridor
- See the historic churches, the middle school, and old commercial spaces (pre-war) on Broadway for inspiration
- No styles from post-war. They are depressing and they will be dated in 20 years
- No metal or stone façade
- Most of the designs are too stark
- Not another Downtown Apt complex design

- Nothing like main and clay. No corrugated metal or smooth CMV as primary façade material
- Build to last. Don't look like dorms
- You hold a meeting in a building that is an excellent example of adaptive reuse. Why not on Barrett?
- Examples shown are a combo of old and new. Get a clue!
- Repurpose/Reuse
- historical facades in storage at Louisville government center. Adaptive reuse of window/door decorations
- Classic Italianate

- I prefer the modern take on a classic Italianate façade. (bottom left corner)
- No more than 3 floors
- No more than 4 floors
- restrict building height to no higher than existing building (hospital)
- could go taller than 4 with step back on upper floors. First floor animation
- Want entry/exit on Barrett Ave
- Colorful
- Modern with an open design and lots of windows

- Sustainable design and materials. LEED certified
- Architectural solutions that will increase safety, lower crime. Lighting with rustic look. Cameras
- Only one example of something fitting for the site. This is not what anyone wants.
- It would be preferable if the site can be maintained without leaf blowers, voluntarily, out of sheer common decency, without need for a ban.
- It's interesting you show 'historic' examples when you intend to preserve nothing on site and destroy a midcentury gem



Comments:



Station 3: Mobility and Connectivity
Mobility through Neighborhood, Connectivity through Site, Show Your Routes...

- Save the police station
- Save this building (police station)
- Do NOT save the buildings
- It would be nice to save the smaller building and repurpose it. Obviously, the hospital needs to go.
- Two-way streets
- Make Breckenridge two way
- Convenient and attractive bus stops
- Mobility hub TARC/Louvelo, Bikeshare/Transit

- Bolster mass transportation
- This area will benefit from frequent and reliable public transit!
- A light rail to downtown or added tarc routes
- Build high class bus facilities
- Enhance mobility facilities along Barret through design
- Need ways to get to and from this future destination without need for large car parking.
- Bus stops
- Speed bumps

- Complete streets with curb separated mobility infrastructure
- Protected bike lanes surrounding the property would help, and slow driver for people walking
- Crosswalks, speed humps and protected bike lane surrounding property
- Must be pedestrian friendly and oriented to pedestrians first and cars second
- Slow traffic on Breckenridge. Crosswalks, flashing yellows, etc.



Comments:



Station 4: Landscape, Open Space, Streetscapes
Landscape, Open Space, Streetscapes...

- Grocery store
- Food access
- Urban food forward if possible
- Community garden space
- Night markets
- This property has so many mature trees - please incorporate lots of green space
- Save mature trees when possible and replace with larger new trees
- Native plants
- As many trees and green spaces as possible

- Please save as many mature trees as possible
- Please preserve the existing tree canopy
- Focus on less intensive landscaping methods
- Water runoff safety
- Green, green, green! Take it to the next level
- Manage water - it's wet
- Trees, lots of trees! Mature trees
- Prioritize open green space over hardscape

- Pollinator garden
- Native plants, trees
- Natural play
- Play space/playground would be a bonus
- Splash pad
- Playground
- Natural playground
- Pool that serves the community
- Picnic areas
- Dog walks
- Pocket Parks



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Comments:

- Speed humps and chicanes on surrounding streets would help calm drivers
- This site is large, so walking and biking paths through the middle would help the community and visitors
- Crosswalks with curb bump-outs would be good for neighborhood visitors and residents
- Safety pedestrians. Speed limits enforced, speed bumps
- I would love to see the bike lane on Breckenridge.
- Control speeding issues
- Speed mounds on vine to slow traffic

- I would love a stop sign at Breckenridge at swan and crosswalk for fleur de flis
- Bike lanes
- Prioritize pedestrians first, cars last
- Barret Ave streetscape should be the model. Zero setbacks or short.
- Zero setbacks. Put the commercial on the street front and parking on the inside like the Baxter.
- Congested areas, more traffic, traffic matters, safety and pollution
- All way stops

- Not much room for this congested area and safety issues
- Use approaches from other roadways (Bardstown Rd) to slow traffic
- Improve traffic flow on Vine. Slow traffic, mediate use of vine and Lampton during events. Eliminate the use of barricades - they are ineffective and they are eyesores
- Security
- Main entrance should be off of Barret or Breckenridge
- Don't make promises you can't keep! Exit and entry on entrance on Barret
- Is there enough parking?

- Parking garage should be free and easy to access to encourage use
- Parking under the building, no street parking, save for residents
- Where would the residents of the vine St. Cottages going to park?
- Minimize the presence of parking by incorporating it into building/under green space
- Will not have any privacy
- What is happening behind the urban government center? Never part of development now is - seem sneaky!
- Minority Contractors Association MCAK - 502-424-3484. Diverse contractors are included



Comment S:



Station 4: Landscape, Open Space, Streetscapes
Landscape, Open Space, Streetscapes...

- Natural green space
- Really do like the open space
- Keep/make it more green
- Add shady open areas
- Shaded walkable paths
- All completely accessible
- Green roofs
- The colored row houses are nice but needs greenery out front - natural
- Flexible seating
- Benches

- Central fountain
- Outdoor lighting
- Streetscapes should reflect urban design - neighborhood existing design
- Parking garage should incorporate retail spaces on the streetscape
- Run away from any style from after 1940. It is poison.
- Avoid modern!
- Vine St. Should have the same mass, scale and fenestration as existing homes. Both sides of the street

- Make it welcoming, warm
- Use St. James ct. As inspiration
- The medical buildings, the Altenheim, And many residents use leaf blowers to maintain their grounds, sometimes they run leaf blowers in 20 mph winds. It would be a good thing if people could voluntarily be more considerate about the noise and pollution, and health impacts of leaf blowers.
- It ain't green if it's gone. Those who can adapt, do. Those that can't tear the entire site down.
- Great layout. Love this



Comments:



Station 5: Land Uses

- 3 way stop brent and vine
- Street parking reserved for residents
- Speed bumps on swan and vine
- No parking minimums for site
- Lampton and vine - improve entire neighborhood traffic flow
- Parking hidden by greenspace/park
- Apartments near Fazolis - parking under - don't see vehicles
- Public library

- Library
- New public library
- Pool
- Public pool
- Park with pool
- Dog-friendly park, playground, area for food trucks to create a community feeling and family-friendly
- Community space, places to meet
- Well-lit sitting area for the community
- Need family-friendly

- 30-50% AMI housing
- Low-income housing options
- Missing middle housing - dense single-family housing
- Multi housing
- Site needs a strong mix of uses and housing to allow the neighborhood to age in place with different price points
- Keep residential aspects on Vine
- native plant gardens - Louisville seedbank
- Open space park

Land Use

Comments:

- Continue the Barret Streetscape - zero setback
- Green, green! Outdoor venue for art fair and concerts
- Want grocery, retail, kiosk type
- Standard grocery
- Aldi
- Grocery
- Please give us a grocery - even a small one
- Farmers market
- Food processor on site - garden girl foods

- Bakery
- Any upscale grocery would be useful
- Grocery/social services
- Grocery
- Upscale grocery
- Grocery is needed we don't need anymore bars or liquor stores
- Upscale grocery
- Trader joes
- Grocery - Aldi's, trader joes
- Employee-owned business and grocery

- The grocery that was in the Underhill plan would be a big asset to the area, currently you have Goss Ave Kroger and value market to get really good groceries you have to go to St. Matthews to Trader Joe's or Whole Foods
- Include a grocery
- Need grocery access please
- Would like to see: grocery (bodega), restaurants/bars, playground/community area, splash pad
- Brewery and restaurant close at 10
- Micro-brewery
- Urban market

- Any type of office/retail
- Local business
- Shop-retail
- Makers space
- Keep the most commercial aspects of the development (i.e. Hotel) on Barrett
- Neighborhood commercial
- Limit offices, less office space
- Daycare
- Senior care
- safety

Land Use Station

Comments:

- Urban center should be saved, repurposed and used, obviously hospital has to go
- Save mid-century gem (police station) - incorporate into new?
- Save mid-century building



Land Use Station



Station 7: Advisory Committee

The Neighborhood Advisory Committee is tasked with observing the process and progress of the project.

- Liaison with Neighborhood | Development Team | Metro Planning
- Periodic Meeting with Development Team

Please discuss Thoughts, Ideas, Suggestions with your Neighborhood Advisory Committee

Advisory Committee Station



Charrette Outcomes

LAND USE RESTRICTIONS

The following Land Use Restrictions shall be the allowable and restrictive guidelines for all development within the Paristown Pointe Planned development District.

Mixed Use Area
All Land Uses as defined with the following maximum limitations

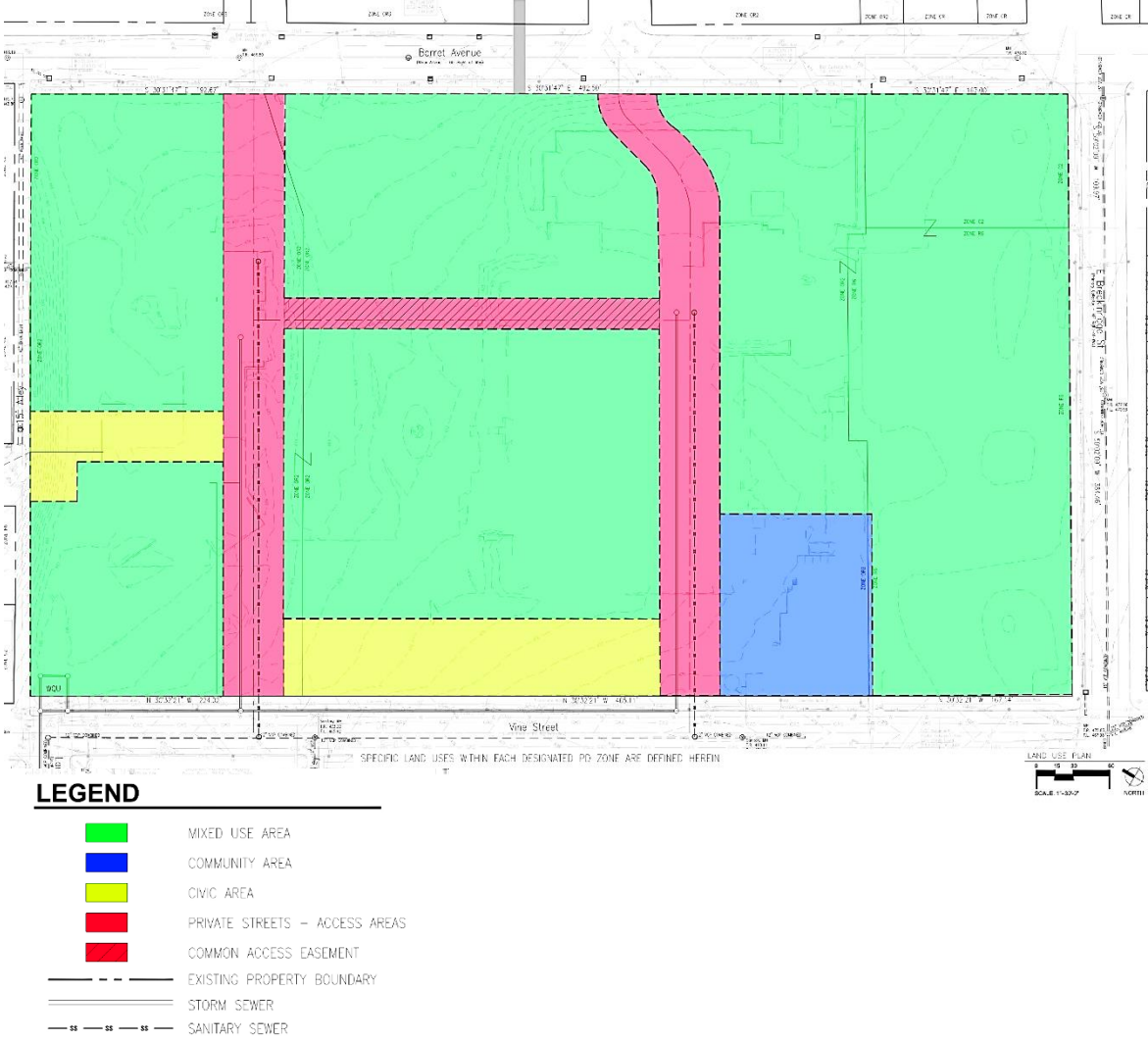
- Multi-family – Apartments and Condominiums550 units
- Professional Offices180,000 gross square feet
- Retail20,000 square feet
- Hotel100 rooms

- Community Area**
- Retail10,000 square feet
 - Community Use (indoor)6,500 square feet

- Parking**
- Multi-family residential – apartments and condo2 parking spaces per unit maximum (surface and parking deck/structure)
 - Hotel1 parking space per room
 - Professional Office1 parking space per 750 per gross square feet minimum
 - Retail and Commercial1 parking space per 1000 per gross square feet minimum

- Notes:**
- Parking credits per Land Development Code in effect at time of review of District Development Plan may be allowed to reduce minimums
 - On-site parking is not required for Indoor or Outdoor Community or Civic Use

- Maximum Building Height for All Uses**70'
- Minimum Open and/or Civic Space – Outdoor**20% of gross project area
- Building Setbacks – along Barret Avenue, Vine Street Breckinridge Street**5' minimum, 15' maximum (not applicable too Civic Space)
- Building Setbacks – along Private Streets and Access Easements**0'



Paristown Pointe Planned Development District

Land Use Plan and Restrictions

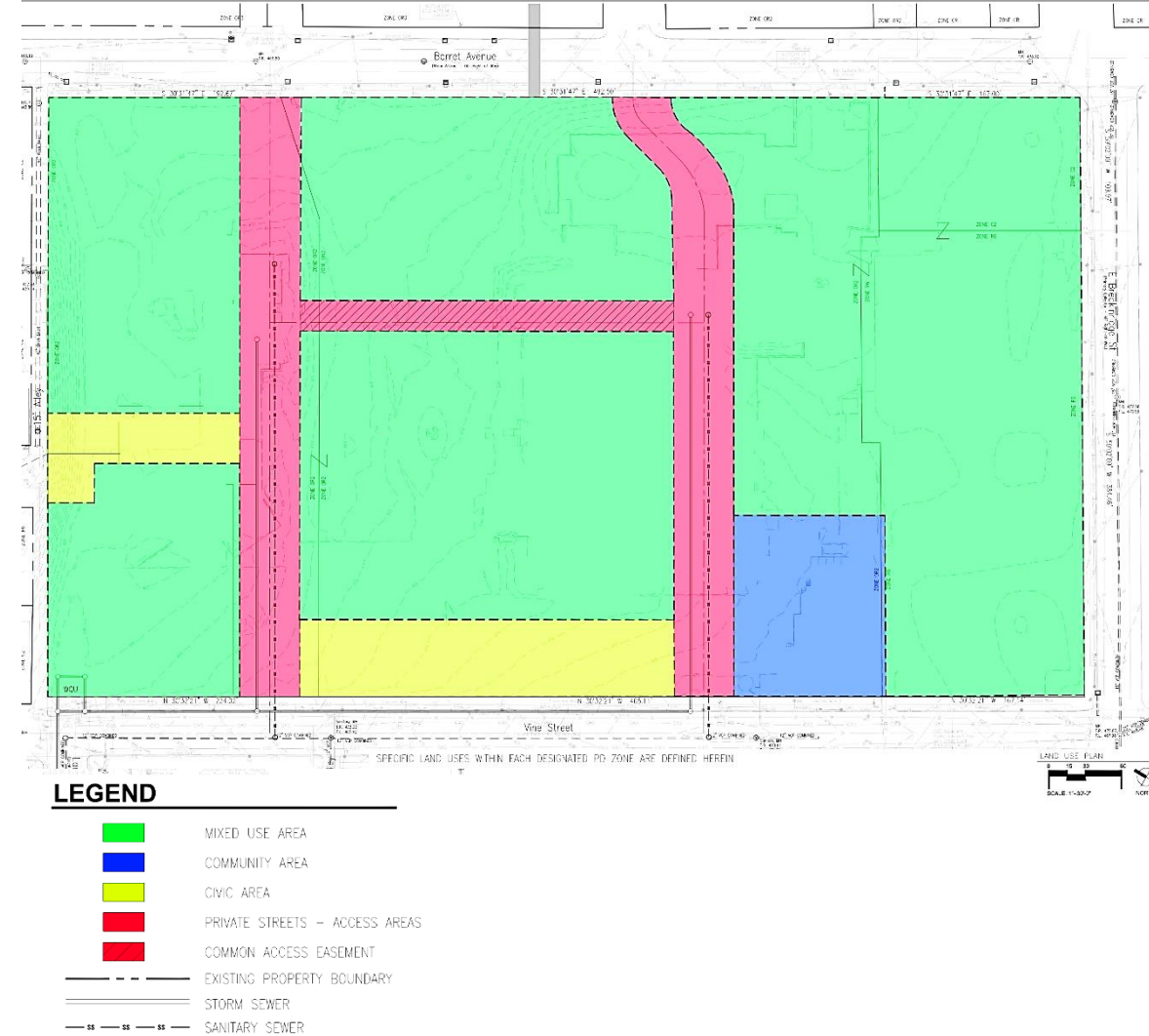


Land Use Plan Intent is to Reveal Areas for Development and Types of Development

A Detailed District Development Plan will be Approved Subsequent to Zoning Approval Prior to Any Development

Detailed District Development Plan Contents:

- Specific Location and Size of Proposed Buildings
- Arrangement and Character of Open Space
- Parking and Vehicular Use Areas
- Pedestrian Connectivity – Internal and External
- Arrangement and Alignment of Primary Utilities
- Architectural Specifications for Buildings
- Specifications for Landscape – Hardscape and Plantings



Paristown Pointe Planned Development District Land Use Plan and Process



PERMITTED LAND USE CATEGORIES

The following uses shall be permitted in the Paristown Pointe Planned Development District. The category titles correspond to the PDD Land Use Map for Mixed Use and Community Areas. The following uses, unless further defined herein, correspond to definitions in the Land Development Code in effect at the time of approval of the use.

Uses for each Land Use Area Include:

Mixed Use Area

Residential Uses:

- Multi-Family Residential - Apartment and Condominiums
- Extended Stay Lodging
- Home Occupations
- Live/Work Units

Civic and Open Space

- Parks, dog park, community green space, and community centers

Office Uses:

- General
- Professional
- Medical Office Building

Commercial/Retail:

- Antique shops
- Art galleries
- Automobile parking areas, public and private
- Bakeries, retail
- Banks, credit unions, savings and loans
- Barber shops
- Beauty shops

- Bicycle sales and service
- Bookstores
- Child Care Centers
- Clothing, dry goods and notions stores
- Confectionery, ice cream or candy stores, retail; no more than 50% of the floor area shall be used for production of food items for off premises sale
- Convenience groceries
- Florist shops
- Grocery stores, including fruit, meat, fish, and vegetable
- Health Club/Fitness Center
- Health spas
- Jewelry stores
- Laundering and dry cleaning pick-up shops and self-service laundries
- Libraries, museums, historical buildings and grounds, arboretums, aquariums, and art galleries
- Makerspace defined as a place in which people with shared interests, especially in computing or technology, can gather to work on projects while sharing ideas, equipment, and knowledge.
- Photographic shops
- Photography studios
- Physical Fitness Instruction
- Picture Framing
- Restaurants, tea rooms and cafes excluding dancing and entertainment activity (Indoor alcohol sales and consumption only with proper ABC license) Drive-through services for restaurants are not allowed
- Shoe repair shops
- Shoe stores
- Stationery stores
- Tailor
- Tanning salons
- Toy and hobby stores
- Variety stores
- Wearing apparel shops

Hotel:

- Hotel, including ancillary restaurants, bar, tavern, lounges, shopping space, conference rooms, event space, meeting space

Community Area

Commercial/Retail

- Art galleries
- Bakeries
- Bookstores
- Child Care Centers
- Confectionery, ice cream or candy stores, retail; no more than 50% of the floor area shall be used for production of food items for off premises sale
- Health Club/Fitness Center
- Health spas
- Physical Fitness Instruction
- Restaurants, tea rooms and cafes excluding dancing and entertainment activity (Indoor alcohol sales and consumption only with proper ABC license) Drive-through services for restaurants are not allowed

Common Use Areas

- Community Meeting Rooms for Paristown Pointe Planned Development District and surrounding neighborhoods including Paristown Pointe, Germantown, Smoketown, Tyler Park, Jackson, Pheonix Hill, and Highlands.
- Performance Venue seating less than 100 persons
- Community Exercise Rooms

LIMITED LAND USES – COMMUNITY AREA AND MIXED USE AREA

- Cell antennas shall be limited in location to the top of the towers
- Package liquor sales shall be limited to hotel and retail stores, but only when package liquor is not the primary item for sale in said stores.

CONDITIONAL USES

- Pet grooming, obedience training and related pet activities, provided the operation is conducted within a soundproofed building, no animals are boarded, and there are no runs or pens outside of the building

PROHIBITED LAND USES

- Automobile repair garages
- Stand-alone package liquor stores.
- Industrial Uses as defined in the Land Development Code in Chapter 2 Part 5 per the Land Development Code in effect at time of review of District Development Plan
- Land uses not mentioned above are prohibited.
- Drive-thru restaurants and/or services
- Fuel-Auto service facilities/Stations
- Car Washes



6c. Pattern Book Design Guidelines - Landscape Patterns, Characteristics + Sustainability

The landscape patterns and character will be established with the use of significant tree plantings that will serve to add to the tree canopy of the site and greatly aid in the definition of spaces, corridors and spaces. Use of additional tree canopies will be a focus to diminish the urban heat island effect for streets and other hardscape areas. **In as much as appropriate with landscape areas, native landscape species shall be provided.** Primary tree species utilized in the Paristown Pointe Planned Development District to define spaces and overall site enhancements shall be urban tolerant species and may include but not limited to, species such as:

- London Plane Trees
- Honey Locust
- Columnar Oak
- Lacebark Elm
- Sentry Ginkgo
- Snow Tower Kousa Dogwood

Street trees will not be utilized along Vine Street, Breckinridge Street and Barrett Avenue due to the presence of overhead utilities that restrict the growth of street trees. Although, street trees shall be utilized along internal private streets. Street trees along private streets shall be planted at fifty feet (50') on center with a Type A street tree. Select smaller ornamental trees shall be used in appropriate spaces to provide lower canopy interest, color and pedestrian level enhancements. Perimeter landscape buffers shall not be required for the property/tract perimeters. Should surface parking be utilized, interior landscape areas as required by the LDC shall be provided. Tree canopy shall be provided in compliance with Chapter 10 of the LDC with appropriate species. Containerized plantings shall be considered to further add interest to private residential spaces, seating areas and definition of smaller spaces within a larger context of a civic space. Both annual and perennial applications shall also be considered with these scenarios.

Precedent Ideas for Internal and Perimeter Connectivity:



Design Guidelines Pattern Book

- Approved Pattern Book Design Guidelines will be applied as landscape and building specifications during staff review of Detailed District Development Plans for all portions of the Paristown Pointe Planned Development District
- All Designed Improvements proposed for Paristown Pointe Planned Development District will be reviewed by the Architect and Landscape Architect designated by the Development Board

Architectural design standards shall be set forth in the design guidelines and shall be applicable to all new construction and expansion of existing structures. The architectural design standards may be written and/or graphic in nature and may include standards related to building proportions, massing, materials, transitions between differing form districts, and any other design features that assure compatibility with the applicable form district. The design guidelines may be organized into a design pattern book for ease of use.

Paristown Pointe Planned Development District Design Guidelines



6d. Design Guidelines - Site Amenities

Site Amenities will greatly enhance the sense of place and usability of public – civic spaces within the District. Amenities used within public spaces will encourage use and nurture the comfort of these sites. Activation of these areas with appropriate furnishings will be critical in the success for residents, users, occupants of the site in addition to use by the surrounding neighborhood. The intent for the use of site amenities is to provide functionality and the feel of acting adaptively within the context of the site and neighborhood. The progressive character of amenities used in conjunction with traditional landscape applications, pavement patterns and materials will further the traditional sense of place for the District and shall be considered in all landscape design.

- **Use of “Relics” in the Landscape** – the Paristown Pointe Planned Development District development team will be inventorying the available components on building facades of the Urban Government Building that will be demolished, including lintels, copings, keystones, etc.. This inventory will provide the design team components that may be used as “landscape markers” that will provide a reflection back to the neighborhood culture and recognizable remembrances to the site. These could be placed as simple sculptural pieces within the various civic spaces throughout the site.
- **Site Furnishings** – selected to create uniformity, functionality and a progressive compliment to the contextual fabric of the neighborhood. The furnishings can be used in open civic space and long corridors as part of the streetscape and will include benches, bollards, trash receptacles, etc. These furnishings shall be reflective of the style and character of images included herein.
- **Pavements** – use of salvaged masonry from the building demolitions will be explored as accents to the pavement patterns. The simple construction of the Metro Louisville Historic Concrete shall be utilized in conjunction with the salvaged masonry accents. Perimeter sidewalks on Barrett, Breckinridge and Vine shall utilize the Historic Concrete Mix. The use of permeable pavements will be explored in various social areas within in civic and open spaces.
- **Site Lighting** - Site Lighting may be used to light buildings, walkways, walls, landscape features through direct illumination or reflection. The selected fixtures should be complimentary to the site design and architectural features. In as much as possible, LED fixtures shall be used



in exterior applications. Per the Land Development Code:

Wayfinding and Signage -

- All luminaires shall be aimed, directed, or focused such as to not cause direct light from the luminaire to be directed toward residential uses or protected open spaces (i.e., conservation easements, greenways, parkways) on adjacent or nearby parcels, or to create glare perceptible to persons operating motor vehicles on public streets and right-of-way.
- Any luminaire with a lamp or lamps that emit more than 1800 lumens, and all flood or spot luminaires with a lamp or lamps rated at a total of more than 900 lumens shall be mounted at a height equal to or less than twenty (20) feet unless otherwise approved by the Planning Commission
- Pedestrian facilities (sidewalks, paths, etc.) leading from a building to parking facilities shall not exceed an average lighting level of 2.5 footcandles.
- Luminaires used only to illuminate pedestrian facilities shall not be mounted higher than 15 feet from the finished grade of the walking surface.
- All luminaires mounted on or recessed into the lower surface of canopies, pavilions, or drive-through bays shall be fully shielded and utilize flat lenses.
- Holiday or seasonal celebration lighting is permitted as long as it does not cause a nuisance to the general public.

6d. Design Guidelines - Site Amenities

- Signature Entry Signs - Shall be used at significant site entry points
- Attached Signs - Shall be blade style signs and may be illuminated
- Retail Signage - Signage perpendicular to the circulation path is preferred and shall be utilized if not obstructive to accessibility or visibility.
- Awnings - May include business name and/or logo. May be accompanied by appropriate attached signage.
- Illuminated signage shall employ LED lighting
- Banners - Permitted, but shall not exceed the size of permanent attached signage. Banners shall be used only for display of temporary or seasonal events, venues, etc. that do not replace permanent business, building or facility signs. Banners may extend into rights of way or setbacks.
- Directional Signage - Shall be utilized for vehicular wayfinding throughout the site.
- Information Kiosk - Shall be identical in style and utilized at key points to direct visitors through the site and areas in close proximity.
- Directory Signage - Shall be used at entry points to buildings which multiple tenants/businesses occupy and direct visitors to access points.
- Halo, backlit, channel letter signs and external lighted signs shall be permissible.
- Freestanding signage may be permitted for the purpose of wayfinding (directional and destination) and project monument signs as defined by the Land Development Code. Freestanding signs may be located in the building setback areas and shall not obstruct any sight triangle traffic views.
- Internally illuminated “cabinet” signs shall not be permitted.

All signage including signage locations, materials, design and size shall be reviewed by the Development Board's Architect and/or Landscape Architect.



*Images are examples of potential signage used and may differ from actual

Paristown Pointe Planned Development District Design Guidelines



6e. Design Guidelines - Architecture Standards

Important to the architecture of Paristown Pointe Planned Development District is creating individuality, character and a reference to the context and culture of the neighborhood and community. The history and existing architectural fabric reveals a variety of scales, character and materiality. The architecture of Paristown Pointe Planned Development District will utilize the existing building stock along Barrett Avenue and the current Urban Government Center building on the site as a baseline of scale and materials. Other surrounding buildings in Paristown Pointe also serve as relevant "influencers" to the architectural palette for the District. This eclectic mix of architectural styles, character and material will be prevalent at Paristown Pointe Planned Development District. An inventory of architecture in The Paristown Pointe neighborhood area reveals various key indicators that will inform the architecture of Paristown Pointe Planned Development District including:

- A variety of land uses including institutional, industrial, retail/commercial and residential;
- Variety of building scales that range with heights from single story to multiple, 7 floor buildings;
- Building massing that is both minimally set-back from the street (5' – 10') to no setback from the street that creates an authentic urban edge and corridor definer;
- A variety of architectural styles from mid-century modern, Italianate, French shotgun residential, Brutalist or Gothic;
- A wide range of materials are used in buildings in the neighborhood including concrete, brick, wood and glass, representative of an eclectic collection typical of a diverse neighborhood. A dominant material is not prevalent within the neighborhood context;
- Influential to the character of the neighborhood is the architecture and structure of the L & N Rail trestle at the northwest portal to Barrett Avenue with the display of concrete and steel.

While the comprehensive collection of architecture within Paristown Pointe Planned Development District will be contextual, each building type shall have a duality of purpose with creating individuality, yet shall not be out-of-place by design. Four primary building types and land uses that are represented at Paristown Pointe Planned Development District that may be constructed and serve as a character baseline for all proposed architecture are:



Images are representative of proposed architectural character



6e. Design Guidelines - Architecture Standards

• Multi-family Residential - Apartments

Progressive architecture will be utilized and employ a collection of styles and materials from the neighborhood. These ensembles of materials will demonstrate current trends that are proving to activate neighborhoods across the country with a broad cross-section of urban dwellers. The use of common materials of brick, steel, glass and architectural metal paneling shall be design components for buildings. These materials, designed with complimentary character, shall provide visual interest to the current urban landscape.



• Professional Office

Professional office buildings will become factors in the successful activation of the neighborhood with utilization of the site during the day and also providing positive interaction to other neighborhood uses. The architecture for any Professional Office building shall display a somewhat simple, minimalist character, yet providing several components that create the individuality and interest with the use of brick, glass and concrete, typical of the neighborhood.

• Retail and Hospitality

The primary retail building will utilize the existing Steam Plant that was a part of both the Urban Government Center and the previous hospital. This building along with the smoke stack shall become an iconic brand for the project that may be

used as a variety of uses such as restaurants, bars, shoppes, etc. in conjunction with a community space for the multi-family apartments and available for the neighborhood use also. The use of the iconic brick building and smokestack will be a "nod" to the past and shall serve as a significant architectural link to the neighborhood.

• Hotel and Condominiums

As reflected throughout the neighborhood, the classic "industrial" style of architecture is both unique and accepted. Repurposed buildings within Paristown Pointe will serve as a reference to a potential combined boutique hotel and condominiums that will be oriented to become yet another neighborhood destination with unique views towards the urban landscape of downtown Louisville. Activating the area with architecture that is a throwback to existing building stock in the area will contextualize and characterize the building in a thoughtful and meaningful way that will be unique to the community. The use of steel, glass and masonry will accomplish the goals of complimentary neighborhood architecture shall be used in the buildings.

With the industrial style of architecture being utilized on the site, it provides an acceptable transitional bridge from the surrounding neighborhoods to the existing buildings in lower Paristown Pointe.



Industrial architecture may include large, open floor plans; high ceilings; raw rough materials such as concrete, brick, and metal; lack of ornamentation on building façade; exposed brick, ductwork and piping; and large metal-grid windows.

Paristown Pointe Planned Development District Design Guidelines





Preliminary Storm Drainage Plan from Urban Government Center to Beargrass Creek Outfall on Swann Street



Neighborhood View of Proposed Storm Drainage Mitigation Plan for the Urban Government Center



April 2022 Traffic Generation Assessment

The table shows the results of the analysis for the AM and PM peak hours. As can be seen from the table, the existing land use and building is estimated to generate 583 trips during the AM peak hour and 504 during the PM peak hour. This trip generation is significantly higher than the proposed land uses which is anticipated to generate 423 trips during the AM peak and 447 trips during the PM peak. **Based on this analysis the proposed site, does not generate over 200 trips per hour over the existing use as identified in the land use code for the requirements of a Traffic Impact Study.**

Table: Trip Generation Summary; Paristown Heights

ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Period	Trips Generated	Entering	Exiting
Existing Land Use							
730	Government Office Building	158.1	1000 sf GFA	AM	583	320	263
				PM	504	217	287
Proposed Development							
TOTAL				AM	423	256	167
				PM	447	183	264
710	General Office Building	125	1000 sf GFA	AM	203	178	25
				PM	200	34	166
820	Multifamily Residential (mid Rise) (Dense Urban)	572	units	AM	106	18	88
				PM	122	77	45
310	Hotel	215	Rooms	AM	114	60	54
				PM	125	72	53



Based on proposed Traffic Generation not meeting the 200 trip threshold at peak hour, Metro Louisville Public Works determined that a Traffic Impact Study was not required in conjunction with Zone Map Amendment.

Traffic Assessment



November 2022 Assessment of Traffic Based on Actual Traffic Counts

Table: Trip Generation Comparison

ITE Land Use Code	Land Use Description	Ind. Var. (X)	Ind. Var. Units	Period	Trips Generated	Entering	Exiting
Existing Land Use							
730	Government Office Building	158.1	1000 sf GFA	AM	583	320	263
				PM	504	217	287
Proposed Development							
TOTAL				AM	400	189	151
				PM	526	281	220
710	General Office Building	180	1000 sf GFA	AM	155	20	19
				PM	157	132	126
822	Retail	30	1000 sf GFA	AM	59	23	8
				PM	170	85	36
221	Multifamily Residential (mid Rise) (Dense Urban)	550	units	AM	143	122	105
				PM	153	41	35
310	Hotel	100	Rooms	AM	43	24	19
				PM	46	23	23



- The proposed development plan represents a less intense use from a trip generation perspective than the current land use.** The proposed development plan is anticipated to generate 331 and 398 trips during the AM and PM peak hours, respectively 43% reduction in trips during the AM peak and a 21 percent reduction in trips during the PM peak, over the existing conditions.
- The mixed-use development presented by the proposed development plan also has the potential to capture internal trips between uses, estimated by NCHRP Report 684 procedures to be approximately 10 percent of the total entering traffic. Internal capture of trips is not anticipated to be significant among the existing governmental use.
- The proposed development plan also improves the local roadway network by extending the existing grid system to the west among St Anthony Street and Debarr Street, and eliminating excess access points within the development. The existing access point across from St. Anthony Street will be relocated from its existing offset location to align with St. Anthony - correcting the offset intersection will improve traffic signal operations and eliminate overlapping turning paths and negate the need for split-phased signal operations, improving efficiency.
- The access near Debarr Street will be relocated north to align with Debarr Street and continue through the site providing access to Vine Street. The site currently has 6 access points, which will be consolidated to 4 access points to improve efficiency of movement and provide a more pedestrian-oriented development with outward-facing building orientation and improved pedestrian facilities.
- Review of the site and intersections does not indicate any existing capacity issues that would be exacerbated by the trips from the proposed development, and any impact would be less than that which would be experienced from revitalization of the existing use.

Figure: Existing Access Points

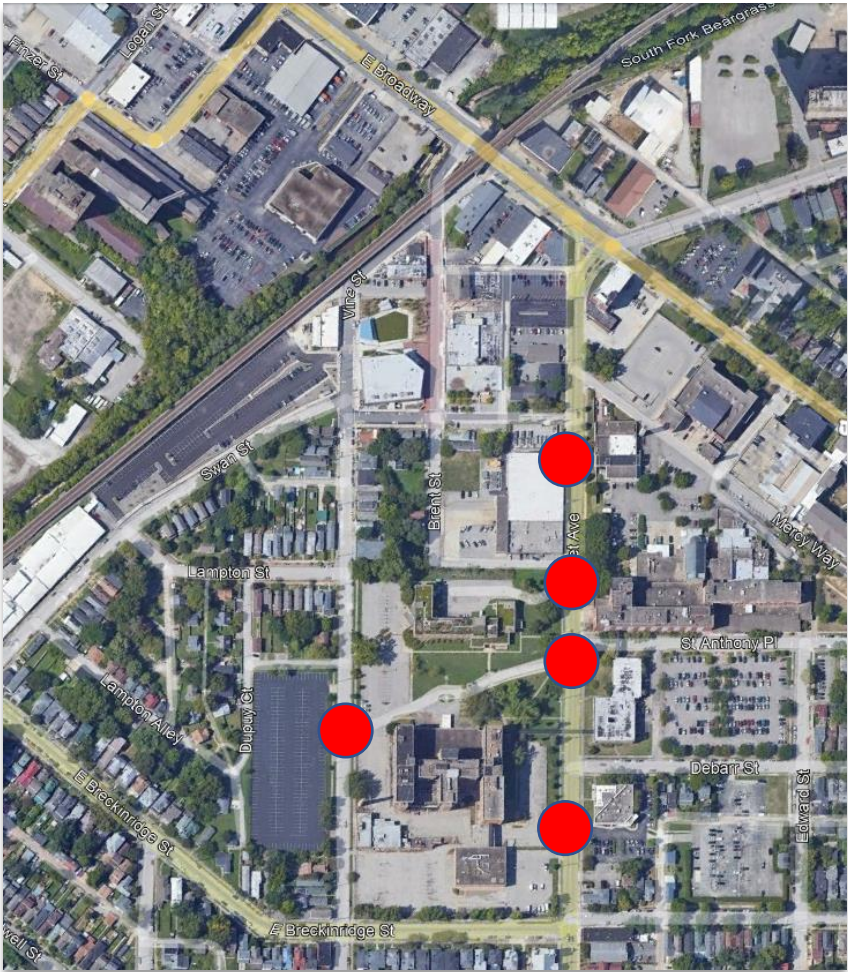
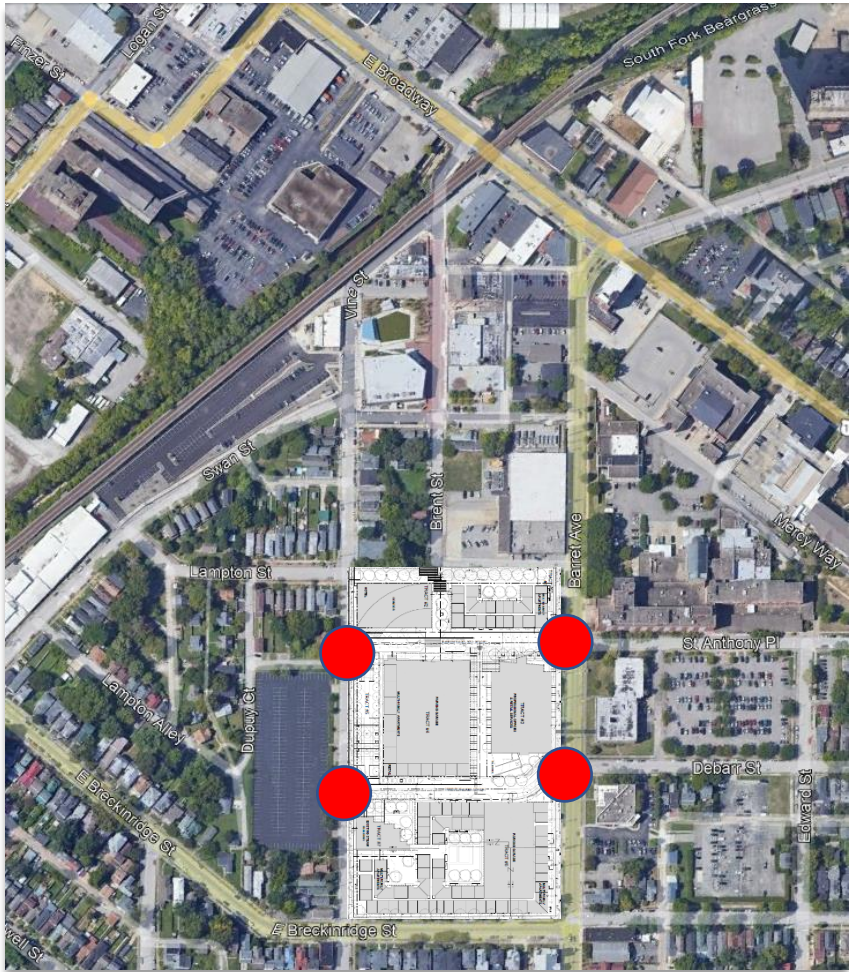


Figure: Proposed Access Points



Traffic Assessment



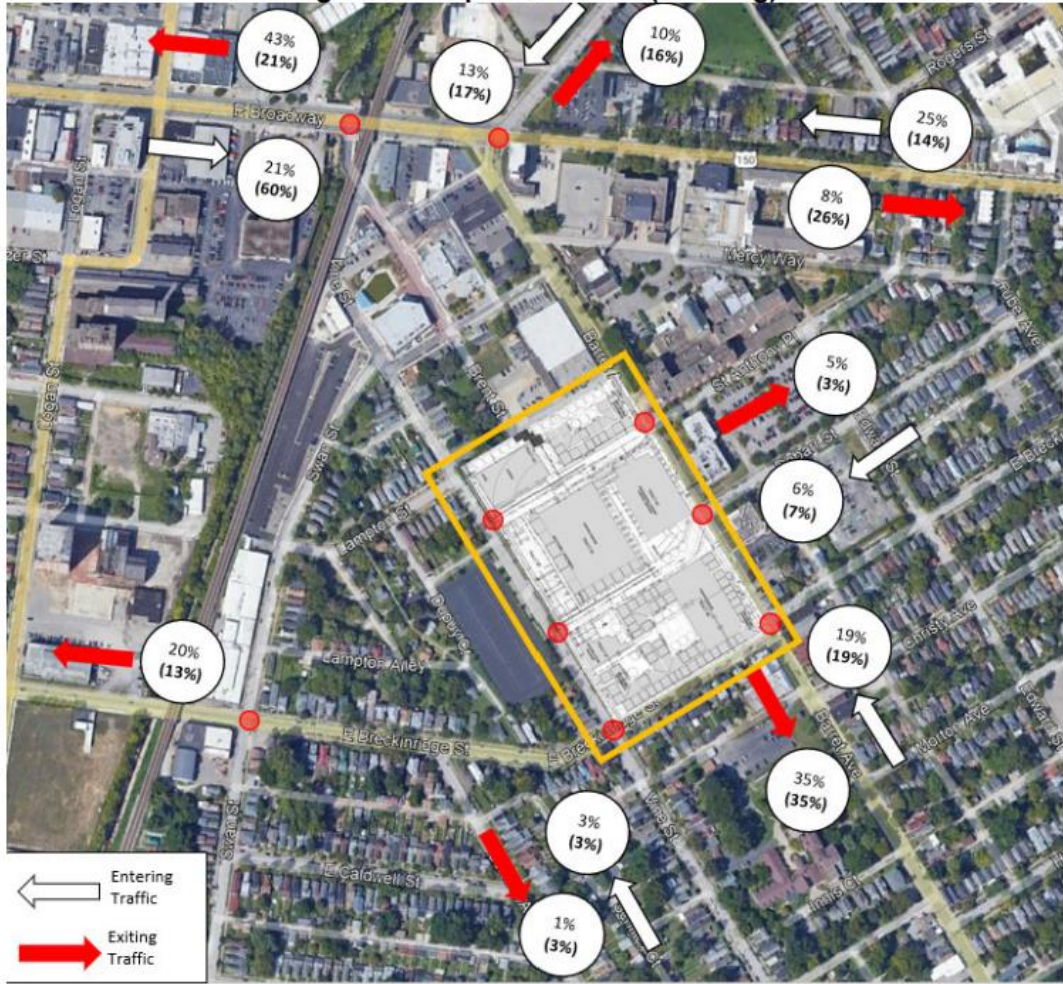
Study Area and Analyzed Intersections



Traffic Assessment



Projected Trip Distribution - Entering and Exiting from Paristown Pointe Planned Development District



RECOMMENDATIONS

Based on the potential land use scenario reviewed in the Pattern Book for Paristown Pointe Planned Development District:

- Signal timing adjustments be conducted at the study intersections to accommodate changes in traffic distributions
- No additional improvements have been identified or are recommended, as the existing street system appears capable of accommodating the estimate trip generation.

Traffic Assessment

