

CHANGE IN ZONING JUSTIFICATION STATEMENT

CASE No. 24-ZONEPA-0065

RLM Properties, Inc.
R-4, Single-Family Residential District to PRD, Planned Residential Development District
7203 E. Manslick Road, Louisville, Kentucky 40228

July 1, 2024

REQUEST SUMMARY

RLM Properties, Inc. (the "Applicant") is requesting a change in zoning district from the existing R-4, Single-Family Residential District to the proposed PRD, Planned Residential Development District, for property located at 7203 E. Manslick Road, Louisville, Kentucky 40228 (the "Property"). The Applicant files its zoning request to develop forty-three (43) fee simple, single-family townhouse lots, new public roadways, and tree preservation area on 6.77 acres of property situated on the north side of E. Manslick Road, just east of where E. Manslick Road intersects with Pennsylvania Run Road and west of where E. Manslick Road intersects with Beulah Church Road, and within the Hillview Neighborhood area of Louisville Metro, as the subdivision is more specifically depicted on the associated preliminary subdivision/detailed district development plan (the "Plan") drafted by Land Design & Development Inc. and filed alongside the zoning application (all requests taken together, "the "Proposal"). The Applicant is currently developing the abutting property to the north as a single-family subdivision of detached homes. The properties abutting to the west and east of the Property are developed as existing single-family residential subdivisions.

If approved, the zone change would permit the Applicant to introduce a new style of single-family housing to an area predominantly made up of single-family detached houses. The Applicant proposes 43 townhouses, one townhouse per lot of real property, 23 of which will be semi-detached dwellings and the remaining 20 dwellings will be attached. The proposed residential community will cater mostly to residents who desire to live on single-family lots that contain smaller yard areas, which, in turn, generates less maintenance requirements for residents to manage. The development of the Proposal will create new vehicular and pedestrian connections, expanding the public roadway network in the immediate area. These new connections will link unconnected single-family residential communities and provide multiple points of vehicular and pedestrian ingress/egress to/from the Property, thereby providing additional connections to E. Manslick Road in the public roadway network to benefit existing neighboring properties by providing alternative routes of travel. The Applicant's

Proposal conforms to Louisville Metro's Plan 2040 Comprehensive Plan ("Plan 2040"), as the Proposal is for quality-built, single-family housing, yet will offer prospective residents who prefer lower property maintenance obligations and costs, a more compact residential lot that will compatibly blend with the existing neighboring single-family properties in the immediate area. Currently there is a large need for more housing units across the board in Louisville Metro, which, together with other market variables including, but not limited to, high interest rates and construction materials, have elevated the cost of homeownership. In short, the Applicant's Proposal seeks to expand the housing supply in Louisville Metro and add to the diversity of housing styles within the immediate area.

The Applicant's PRD Proposal is for property located within the Neighborhood Form District and bordered on all sides by single-family residential properties. Immediately to the north is property the Applicant is current developing into an R-4 single-family subdivision, which developing subdivision will provide connections to the property abutting it to the north via Rome Beauty Way, and to property abutting it to the west via Roseborough Road and south, to the Property. The Proposal will also make a connection with the existing Apple Valley Section 6 residential subdivision, to the east of the Property via Braeburn Ridge Drive. To the south of the Property is E. Manslick Road and, across E. Manslick Road, are larger lot single-family residential properties. Pennsylvania Run Cemetery and Section 4 of the Penn Run Subdivision are to the west of the Property; considering the existing design of the Penn Run Subdivision, no connection between the Property and Penn Run Subdivision can be established.

The proposed rezoning complies with Metro's Plan 2040 Comprehensive Plan, as more fully explained herein and, therefore, should be approved.

PLANNED RESIDENTIAL DEVELOPMENT DISTRICT DEVELOPMENT STANDARDS – LAND DEVELOPMENT CODE

The PRD District is intended to provide flexibility in design of residential developments in a manner that promotes implementation of the adopted Comprehensive Plan, Land Development Code for all of Louisville – Jefferson County, Kentucky ("LDC") Section 2.7.3.A. The PRD allows zero lot line, townhouse, cluster housing, reduced-lot sizes and building setbacks, and other innovative designs which meet the intent of the Comprehensive Plan and which allow for the provision of a diversity in housing styles via creative site designs, which furthers Plan 2040 policies that encourage land development to provide a range in housing across Louisville Metro.

Per Section 2.7.3.B of the LDC, PRD developments must meet at least two of the following required features criteria:

1. *The site has certain topographic and landform limitations or environmental constraints and the proposed plan preserves these features from development and disturbance; or*
2. The site meets infill objectives consistent with recommendations of an officially adopted neighborhood plan, corridor plan or urban renewal plan; or
3. *The proposal creates a variety of housing styles serving the needs of people of differing ages or incomes; or*
4. The proposal expands the diversity of housing types available within a neighborhood; or
5. *The proposal creates permanently protected open space that meets outdoor recreation needs, preserves wildlife habitat, or extends a community-wide greenway system.*

The Applicant's PRD Proposal complies with required features criterion #s 1, 3 and 5. In relation to PRD requirements #s 1, 3 and 5, the proposed development will introduce a new housing style – single-family townhouses – to an area mostly developed as single-family detached residences. The Proposal's site design clusters the dwelling units toward the center of the Property, thereby minimizing any disruption to the intermittent stream that traverses east-to-west the northern portion of the Property and preserving the existing tree canopy on the edges of the Property, maintaining a natural screen between the Property and abutting properties. The townhouse lots are smaller residential lots and, correspondingly, will create less maintenance burdens than the more standard detached single-family housing in the surrounding Neighborhood Form. Indeed, as compared to the surrounding single-family homes that are built on larger residential lots, which residents must expend more time, energy and money to maintain, the smaller lots proposed for the Property are attractive to prospective buyers in the housing market searching for exactly that – a manageable yard but still a single-family property. Thus, the Proposal will grow the supply of housing in Louisville with a new townhouse product that adds a different housing style to the immediate area, which will help attract residents of various ages and incomes wishing to live in the neighborhood.

**THE PROPOSAL IS IN AGREEMENT WITH AND CONFORMS TO ALL APPLICABLE PLAN ELEMENTS,
GOALS, OBJECTIVES AND POLICIES OF PLAN 2040, A COMPREHENSIVE PLAN FOR LOUISVILLE METRO
AND THE HIGHVIEW NEIGHBORHOOD PLAN**

Plan Element 1 – Community Form

The Property is within the Neighborhood Form. Goal 1, Policy 3.1.3 of Plan 2040's Community Form Plan Element advises the Neighborhood Form is characterized predominantly by residential uses that vary from low to high density and that blend compatibly into the existing overall landscape and neighborhood areas. Moreover, Plan 2040 states the Neighborhood Form should provide diverse housing types and housing choices for differing ages, incomes, and abilities. New neighborhoods are encouraged to incorporate these different housing types and styles within a neighborhood as long as the different types are designed to be compatible with nearby land uses. Per its future land use map, the Highview Neighborhood Plan (the "HNP") recommends the Property be used for single-family housing, and, fittingly, the sought after PRD zoning district is only for single-family residential.

The Property is located within an area of budding residential development along E. Manslick Road, and, more generally, within a larger area that is experiencing significant growth and investment between the Outer Loop, Preston Highway and Bardstown Road corridors and north of the Gene Snyder Freeway. The Property connects to a stretch of E. Manslick Road where it is a primary collector level roadway, in between Beulah Church Road, a major arterial roadway, and Pennsylvania Run Road/Vaughn Mill Road, which is also a primary collector level roadway. From the Property, there is nearby access, via E. Manslick Road and Beulah Church Road, to the Gene Snyder Freeway. The Proposal will have three separate connections in/out of the Property, one to/from E. Manslick Road, and the two other entrances connect to existing stub streets that are local roadways serving single-family neighborhoods. These local roadways are equipped with sidewalks on both sides; therefore, connectivity is being established for both vehicular and pedestrian mobility.

Single-family communities developed in mostly detached housing with various lot sizes comprise the Neighborhood Form surrounding the Property. PRD and R5A residential developments fronting Applegate Lane are within a mile from the Property, however. The Applicant's Proposal will introduce a townhouse design to the area while maintaining the single-family housing type, as recommended by the HNP. Though connected to adjacent subdivision communities, the Proposal's site design and architectural feel of its homes carve out a distinctly unique sense of place in the neighborhood, while also providing safe, efficient connectivity to its neighboring communities, thereby strengthening the surrounding neighborhood form. The proposed roadway/pedestrian connections will also offer a new access point to E. Manslick Road, which provide alternative routes for drivers in adjacent or nearby residential communities to utilize, alleviating traffic pressures on existing routes.

This particular area of Highview, just west of Fern Creek, continues to attract residents and commercial development, most notably to the areas along Outer Loop. Near the Hillview Neighborhood area, expanding commercial development is also popular along Preston Highway, south of the Gene Snyder on Bardstown Road, and, soon, Beulah Church Road, where a new commercial activity center anchored by a Kroger grocery store will be constructed. These new commercial developments are consistently attracting new commercial users to serve the existing and planned housing developments. Here, the Applicant's Proposal strengthens the Neighborhood Form encompassing it because the Proposal adds more variety to the mix of single-family dwellings in the existing Neighborhood Form. The Proposal will include single-family townhouses that are compatibly constructed in scale with surrounding homes and built using high-quality design and lasting building materials (stone, masonry accents, potentially some brick and hardy plank siding). The lot dimensions and building setbacks are different in the PRD zoning district than the R-4 zoning district, but with the allowable clustering of the dwellings toward the middle of the Property, the tree canopy along the Property's perimeter will be preserved and a natural screen will compatibly blend the Property with its neighboring R-4 communities. Building height is capped at thirty-five (35') feet and no height variances are anticipated. As such, the Applicant's Proposal is in accord with Plan 2040's Community Form plan element because it bolsters the expanding neighborhood form in the immediate area with diversity and quality single-family housing.

The Applicant's proposed subdivision will not detract from the existing Neighborhood Form by inserting adverse traffic impacts to the immediate area, however, for the request to create forty-three lots on the Property will not generate high levels of traffic trips to cause disruption of existing traffic flows or over-capacitate existing roadway infrastructure. The Applicant will work with Metro Public Works and KYTC to ensure the new connections to the public roadway network are safely located and constructed and that sight-line and visibility remain acceptable for drivers entering/exiting the Property from/to E. Manslick Road. The Proposal will not cause or attract any known nuisances, such as noise, odor, intrusive lighting, or out-of-place visual intrusions to existing viewsheds or neighboring properties. As such, and for the foregoing reasons, the Applicant's request for PRD zoning for the Property is in further agreement with Plan 2040's Community Form Goal 1.

The Applicant's Proposal advances Goal 2 of Plan 2040's Community Form because it encourages sustainable growth and incorporates appropriate density within an area of differing residential densities, although mainly single-family zoning districts, which are served by aforementioned nearby regional commercial centers, some of which are expanding. Goal 2 of Community Form looks to accomplish, among other objectives, the promotion of corridors for investment, encouragement of diverse land uses to

enhance quality of place and provide safe mobility options to strengthen connectivity around centers and corridors. The proposed change in zoning will allow for the creation of a successful residential subdivision of townhouse designs that will further increase diversity of quality housing within the Neighborhood Form, while it will also support the aforementioned nearby commercial center(s) with residents who will shop there.

Applicant's Proposal is also in concert with Goals 3 and 4 of Plan 2040's Community Form because the site is being designed to minimize disruption to sensitive natural features, including the intermittent stream crossing the northern portion of the Property and the tree canopy around the perimeter of the Property. To the Applicant's knowledge, archaeological resources and historic assets that would be endangered or disturbed by the Property's redevelopment do not exist on the Property. The Property does not possess any severe, steep or unstable slopes that would cause immediate or long-lasting environmental degradation. LD&D did a karst inspection of the Property and no evidence of karst features onsite were identified. Development of the Property will avoid substantial changes to the site's existing topography. All applicable building setbacks will be met, landscaping buffers and tree canopy established onsite will equal or exceed the LDC requirements, light impacts on adjacent properties will be inconsequential, building height is consistent with the mix of building heights in the vicinity, and secured driveway parking for residents will be sufficiently provided with each resident, with guest parking available via driveway space and an off-street parking area specifically for guest parking is planned for the site. Open space is encouraged in the Neighborhood Form District, and the proposed amended subdivision plan meets the open space requirements of the Land Development Code.

In summary, the Proposal harmoniously adds to the range of housing styles in the area, thereby promoting the surrounding neighborhood form by providing diverse housing options for differing ages and incomes. Indeed, the single-family townhouse dwelling units the Applicant intends to build on the Property will be compatible with the scale, form and function of the surrounding single-family residential uses. The proposed homes will be built from durable, quality building materials that are consistent with the building materials utilized in the established single-family neighborhood surrounding the Property, including stone, wood and/or cement siding (Hardiplank). The Proposal will be served by safe roadway and pedestrian connections that seamlessly tie into adjacent residential communities, thereby building a stronger, more diverse neighborhood. Accordingly, the proposed development complies with Plan 2040's Community Form Plan Element.

Plan Element 2 – Mobility

The Proposal complies with Plan 2040's Mobility Plan Element and its three Goals because it is a continuation of single-family residential development that will connect to existing single-family communities abutting the Property, thereby expanding the network of roadway and sidewalks in the immediate area and furnish alternative routes for folks traveling by car or on foot to get around. The Property will have and maintain proper site access, efficient and safe circulation throughout the development, while creating little to no adverse traffic-related effects onto adjacent areas. The Plan depicts an interconnected roadway network comprised of two public roadways – an entrance drive, which connects to a throughway that will link to two other single-family subdivisions to the north and to the east of the Property. Per guidance from Louisville Metro Transportation Planning and Metro Emergency Services, the entry roadway will be Old Bates Road which then turns into the throughway; to the right at the intersection the throughway will take the street name Braeburn Ridge Drive, which comes from the subdivision to the east; to the left at the T-intersection the throughway will take the name Rome Beauty Way, which is an existing street name from the residential subdivision to the north. The roadways to be developed will be dedicated to public use and have sidewalks on both sides. The HNP's Mobility policies recommend implementing sidewalk improvements to eliminate gaps and improve pedestrian safety (HNP's M5), which, per the Plan, the Proposal advances this HNP recommendation. Thus, the Proposal's access design is appropriately coordinated with existing and future roadway improvements.

E. Manslick Road is a primary collector roadway along the stretch where the Property will have access to it. This section of E. Manslick Road runs between Pennsylvania Run Road/Vaughn Mill Road, also a primary collector roadway, to the west and Beulah Church Road, a major arterial, to the east. The Property also maintains convenient access to the Gene Snyder Freeway via Beulah Church Road, where residents can easily gain access to the highway system. This surrounding roadway network has more than sufficient capacity to absorb the new traffic generated by the 43 residential lots the Applicant requests to develop on the Property. The Proposal's roadway and sidewalk design is safe, efficient and traffic flow for both vehicular and pedestrian traffic throughout the community will be controlled and orderly. Due to the Proposal's internal roadway design, where high speeds are almost impossible, a welcoming environment for bicycling the local neighborhood roadways is created. TARC is available to residents if they walk north to Outer Loop, which is just over a mile distance.

As depicted on the Plan, the rights-of-way dedicated to public use will be 50' in width and provide 24' of pavement width; sidewalks will be 4' in width on both sides of the roadway pavement. Proposed roadway and entrance intersections will meet the requirements for landing areas, as set by Louisville Metro Public Works; the Applicant

will work with Public Works and KYTC (E. Manslick Road) to ensure safe sightlines will be established and maintained at entrances into the Property from E. Manslick Road and for the Property's internal roadways serving the dwellings. The Applicant's Proposal avoids access to surrounding development through areas of significantly lower intensity or density, as the Proposal and the properties surrounding it are for single-family residential uses. Circulation and turning radii will meet minimum standards of Metro Transportation Planning and Public Works. The minimum grade of all streets shall be 1% and the maximum grade shall be 10%. Curbs and gutter shall be installed along all streets in the Proposal; verges shall be provided as required by Public Works. Construction plans, bond, and permit are required prior to construction approval by Louisville Metro Public Works.

Each of the proposed single-family lots will have a private driveway that connects to the development's internal roadway network. No direct access from a residential lot to a high speed roadway is being proposed on the Plan. Guest parking is provided in its own area, as shown on the Plan. Street trees will be planted in a manner that does not interfere with sight distances or create public safety issues. For the aforementioned reasons, the Applicant's Proposal therefore complies with Plan 2040's Mobility plan element and all applicable objectives and policies therein contained.

Plan Element 3 – Community Facilities

Plan 2040's Community Facilities Plan Element provides guidance and recommendations for the proper integration of necessary community resources across Louisville Metro to plan and maintain accessible facilities that will improve the quality of life for existing and future residents and visitors of Louisville Metro. The Proposal complies with the Community Facilities Plan Element of Plan 2040 and all applicable Goals and Policies thereunder because although the Proposal itself is not intended to be a community facility, it will be served by all necessary utilities, including water, sewer, electricity, telephone and cable that are available at the edge of the site, so no large costs of extending utilities to the Property will be required. To the extent possible, compatible utilities will be located within common easements and trenches, as required by each utility. Sanitary sewer will connect by lateral extension agreement to the nearest wastewater treatment plant with capacity; all sanitary sewer facilities shall conform to MSD's adopted standards. The development also has an adequate supply of potable water and water for fire-fighting purposes; The Property is served by the Fern Creek Fire Department and the Seventh Division of the Louisville Metro Police Department. Lite recreational space is accessible to residents in the form of onsite open space; additional offsite recreational facilities exist south of the Property, at nearby McNeely State Park.

Plan Element 4 – Economic Development

Goal 1 of the Plan 2040's Economic Development Plan Element strives to provide an economic climate that improves growth, innovation, investment and opportunity for all. Goal 2 of the Economic Development Plan Element is to cultivate a vibrant, unique city that attracts, retains, and develops a highly-skilled workforce; Goal 2 lists as one of its objectives protecting and improving the economic value of the neighborhood. Here, the Applicant requests approval from Louisville Metro to change the zoning designation of the Property's current R-4 single-family residential designation to another single-family zoning designation – PRD – that permits flexibility in site design and which allows for a different housing style to be located on the Property. Thru its zoning application and subdivision plan, the Applicant wishes to introduce townhouse style housing to the neighborhood, which will expand the supply of housing in the immediate area as well as strengthen the diversity in housing styles within said supply. The Applicant's proposed addition to the housing market for the immediate area will improve the value of existing residential properties in the surrounding areas, as new construction will improve a vacant property, connect to adjacent neighborhood roadways, thereby offering additional alternative ways for drivers to reach the same destination and which allows residents in different sections of subdivisions to have pedestrian connections linking them together for mobility without the use of a car.

The Property is just south of Outer Loop, east of Preston Highway, west of Bardstown Road, all of which are commercial corridors with commercial activity centers, and also not far from property on Beulah Church road slated for development into a commercial center anchored by a Kroger (see Case No. 23-ZONE-0030). This specific area has been experiencing considerable growth and investment over the past five to ten years, especially along the Bardstown Road corridor where hundreds of thousands of commercial square footage has been approved for development or is in the process of being developed. The Applicant's Proposal will further strengthen the connection between the ever growing commercial and office uses locating along these corridors and the surrounding Neighborhood Forms because the Applicant's Proposal adds to the range of housing choices in the neighborhood form. This diversity in housing choice will contribute to making this residential area more attractive to prospective residents, whether those residents are already in Louisville or maybe moving to Louisville, and these future residents will support the commercial uses, as well as potentially be employees of these commercial establishments. In short, the Proposal is an ideal smaller residential community for individuals or small families who just moved to Louisville Metro for a new job opportunity and are shopping for quality housing within a safe, walkable community located where there is nearby access to commercial and employment activity. Accordingly, the Proposal advances Plan 2040's Economic

Development Plan Element because it adds to the availability and diversity of quality housing located near workplaces.

Plan Element 5 – Livability

The Livability Plan Element of Plan 2040 provides guidance and direction for the provision and maintenance of resources necessary for the health and well-being of citizens. Additionally, through its sustainability principles, the HNP promotes distinct, livable communities with high quality of place (S1), a range of housing opportunities and choices (S4), preservation of open space, greenways, natural resources and critical environmental areas (S5), connected, walkable neighborhood that promote healthy lifestyles (S7). The Applicant's Proposal is consistent with the applicable policies of Plan 2040's Livability Plan Element, notably those set forth under Goal 1 of the Plan Element, as well as the HNP's applicable sustainability principles, because with the development of the Property, the Applicant, in an effort to enhance the natural environment and integrate it with the built environment, will cluster its proposed townhomes toward the center of the property to allow the preservation of trees along the perimeter of the property and to have land development, aside from construction of a roadway crossing, be away from an intermittent stream traversing the northern portion of the Property, thereby minimizing any negative development impacts to the integrity of the regulatory floodplain. No hazardous materials will be stored on the Property, let alone within the small area of floodplain around the intermittent stream.

In addition, the Applicant will be installing attractive landscaping throughout the site and street trees along the new roadways and pedestrian connections. The Applicant will make certain street trees will be planted in a manner that does not affect public safety or hamper sight distances. The Property will be well-landscaped with plant species native to the area and Kentucky in general. The developed site will meet LDC tree canopy requirements. Perimeter setback areas on the Property will be maintained.

If approved, the Proposal will provide just over 125k square feet of open space. Importantly, for residents' access to access large amounts of offsite open space, parks and opportunities for exercise, the Property is located within a short drive or bicycle ride (1.5 miles) to McNeely State Park, which is on Cooper Chapel Road, just south of the Property, on the other side of the Gene Snyder Freeway.

Additionally, the Applicant will improve drainage infrastructure on the property and in the immediate area to help stormwater on the property and surrounding properties properly drain and not pool for extended periods of time. As depicted on the Plan, the Proposal includes a drainage basin/floodplain compensation area between the

last dwelling on the northwest side of the Property and the intermittent stream. This basin will serve as floodplain compensation area for managing the Property required compensation tied to building a roadway atop the intermittent stream, which is inside the floodplain, that will provide connectivity to the property to the north. Any required fill in the floodplain for the roadway shall be compensated onsite at a ratio of 1.5 to 1 and both Kentucky Department of Water and an MSD floodplain permit are required prior to MSD construction plan approval. (See Plan Sewer and Drainage Note #s 13, 15 - 16). Said basin will also be a component to the stormwater management system installed on the Property. Natural on-site drainage features, such as tree preservation areas and the existing intermittent stream, will assist to accommodate runoff, assuming the full buildout of the watershed as required, and will maximize the saturation capacity of the soil in accordance with Metropolitan Sewer District ("MSD") requirements. The Applicant's proposed rezoning to PRD for the Property complies with Plan 2040's Livability Plan Element because the Proposal will include onsite stormwater detention and post-development peak flows will be limited to pre-development peak flows, thereby protecting adjacent and downstream properties from adverse impacts of stormwater drainage leaving the Property. Required mosquito control shall be provided in accordance with Chapter 96 of the Louisville Jefferson County Metro Government Ordinances.

Connection to MSD sewer infrastructure via lateral extension will protect groundwater sources underneath the development and on adjacent properties. A minor portion of the Property lies within the floodplain hazard area per the FEMA Map 21111 C 0095 & 0096 F dated February 26, 2021. As mentioned, the only disruption to this area of floodplain is for construction of a roadway connection into the abutting property to the north of the Property. Even in the small chance the intermittent stream makes the roadway connection unpassable, there are two other alternative entrances into the Property for emergency vehicles to safely respond to a situation. Moreover, MSD must be satisfied with the Applicant's proposed stormwater management system before the Applicant can proceed to the Planning Commission's Land Development and Transportation Committee meeting. To ensure completion of proposed storm-water infrastructure, the Property will be subject to MSD drainage bonding prior to construction plan approval. The final design of this project must meet all MS4 water quality regulations established by MSD. The layout of the site may change at the design phase to facilitate proper sizing of green best management practices. Finally, an erosion prevention and sediment control plan will be implemented prior to construction utilizing best management practices as required by the MSD.

The new single-family dwelling units will have quality, well-manufactured building materials that will deploy sustainability and efficient energy use, all of which are

designed for accessibility to support residents and guests of different ages and physical abilities. The Applicant's Proposal complies with Plan 2040's Livability Plan Element because the 43=dwelling single-family community will cause low impacts to existing traffic within the area. The efficient design of the site's access, proposed connections to adjacent subdivisions and its internal roadway network will freely move automobiles to, from and around the site thereby not causing any degradation of air quality in the immediate area. The continuation of sidewalks on both sides of the internal roadways throughout the Proposal will encourage pedestrian activity around the site, connect individual dwelling units to the site's open space, as well as provide a pedestrian connection to neighboring residential communities. Near proximity to commercial centers located along Bardstown Road, Outer Loop, Preston Highway and soon-to-be Beulah Church Road enables access to commercial goods and services through vehicular, pedestrian (to Outer Loop) and bicycle traffic. All of these measures will improve traffic conditions and, as a result, will minimize air pollution. Therefore, the proposed rezoning complies with Plan 2040's Livability Plan Element.

Plan Element 6 – Housing

The Housing Plan Element strives to enhance housing opportunities for all citizens of Louisville Metro by promoting equitable housing means ensuring diverse, quality, physically accessible, affordable housing choices with access to opportunities, services and amenities. The following three Goals are set forth within the Housing Plan Element: 1) Expand and ensure a diverse range of housing choices; 2) Facilitate the development of connected mixed-use neighborhoods; and 3) Ensure long-term affordability and livable options in all neighborhoods. As discussed herein, the Applicant's Proposal advances all three Goals of the Housing Plan Element because it will furnish quality-designed, well-constructed housing that will competitively add to the diversity in housing types, styles and design within the market of the existing neighborhood form surrounding the Property.

The Proposal is in agreement with the applicable policies of Housing Goals 1 and 2 because the development of the Proposal on the Property will expand the supply of housing in the immediate area at a time when Louisville Metro needs more housing stock to ease the high demand (and costs) for housing. The Proposal will foster opportunities for residents looking to live in this immediate area with attractively-designed housing units constructed upon smaller lots within a compact residential community that is located near accessible commercial activity centers and recreational spaces. The Proposal provides a choice in the area of a new housing style for prospective residents who may not desire the more standard detached single-family dwelling. Indeed, the townhouse style furnishes an efficient, in-demand housing product

for this neighborhood form which is already supported by an existing well-connected system of roadway infrastructure that supports the movement of people between residential, commercial, recreational, employment and other supporting uses in the area. The Applicant's Proposal is designed for all ages of residents, but is expected to be popular among older residents, widowers, empty nesters, and single professionals who prefer or need to have moderate amounts of acreage and house area, and, correspondingly, matching lower maintenance burdens.

This PRD Proposal will act as a suitable transition between existing abutting neighborhoods, as it will insert differentiation in the type and styles of existing single-family housing in the area, while also maintaining the single-family residential nature of development recommended by the HNP. Newly planted trees and landscaping throughout the site will provide curb appeal and the preservation of trees along the perimeter property lines, strengthening compatibility and privacy between connected neighborhoods. The Proposal will generate minor amounts of traffic, and traffic to and from the Property will be insubstantial. The townhouse dwellings will be constructed of quality building materials and from attractive architectural designs. The Proposal will connect to established residential communities to the east and to the north, which allow safe opportunities for pedestrians and bicyclists to move to neighboring subdivisions and beyond. Convenient access to commercial goods and services and to job sources is available from the Property. Consequently, the Proposal possesses various attributes that support inter-generational residents and presents an ideal development for residents of all ages to live in Highview.

Consistent with Goal 3 of Plan 2040's Housing Plan Element, the Applicant's proposed rezoning will help ensure long-term affordability and livable options in the Highview area because it represents an investment in the development of an unused single-family property that will provide much needed housing with a townhouse-style design that is popular on the market. The single-family residential townhouse community offers attractive, well-constructed homes on compact, reduced lot sizes. The Proposal appropriately places manageable density of single-family townhouses within the context of an area that is predominantly made up of detached single-family housing. The addition of newly-constructed townhomes in the immediate area will add to the variety in housing styles, ages and price points, all of which are supported by existing infrastructure, near recreation options, and within short distances to numerous workplaces, commercial goods, services, institutional uses and entertainment options. No residents live on the Property today, so the rezoning of the Property and the ensuing development of the Proposal thereon does not displace existing residents. The Property being developed will allow for new residents to move to the area and strengthen the growing Highview neighborhoods.

COMPLIANCE WITH KRS 100.213

For all the reasons set forth in the Applicant's detailed Justification Statement and the information set forth on the Plan submitted with its formal zoning application, the Applicant's Proposal is in agreement with the intents, guidelines and policies of Louisville Metro's Plan 2040 Comprehensive Plan, as well as the applicable provisions of the Highview Neighborhood Plan. Consequently, the Applicant's request to change the zoning of the Property complies with Kentucky Revised Statute 100.213.

Respectfully submitted,

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