

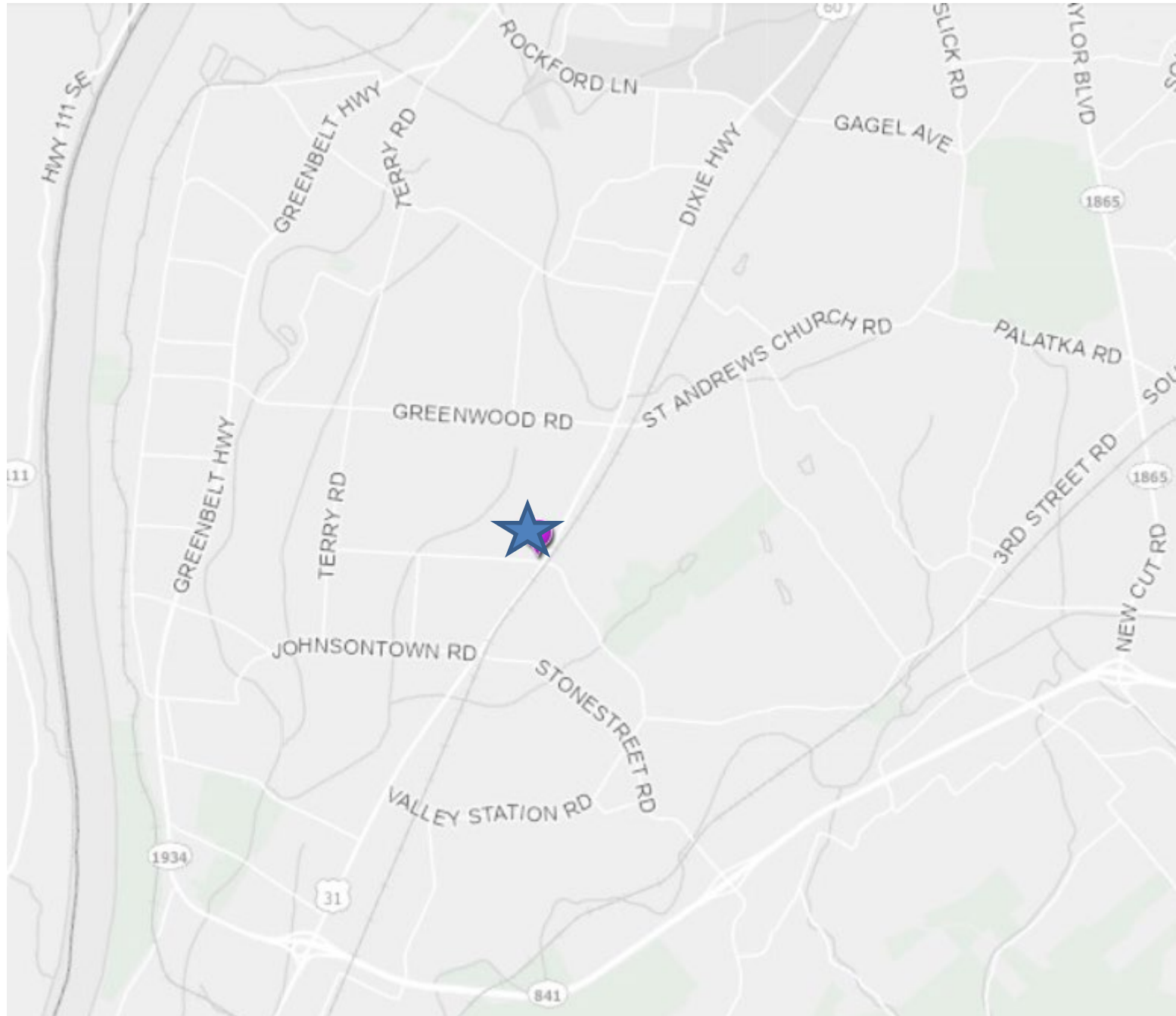
4933 W Pages Avenue



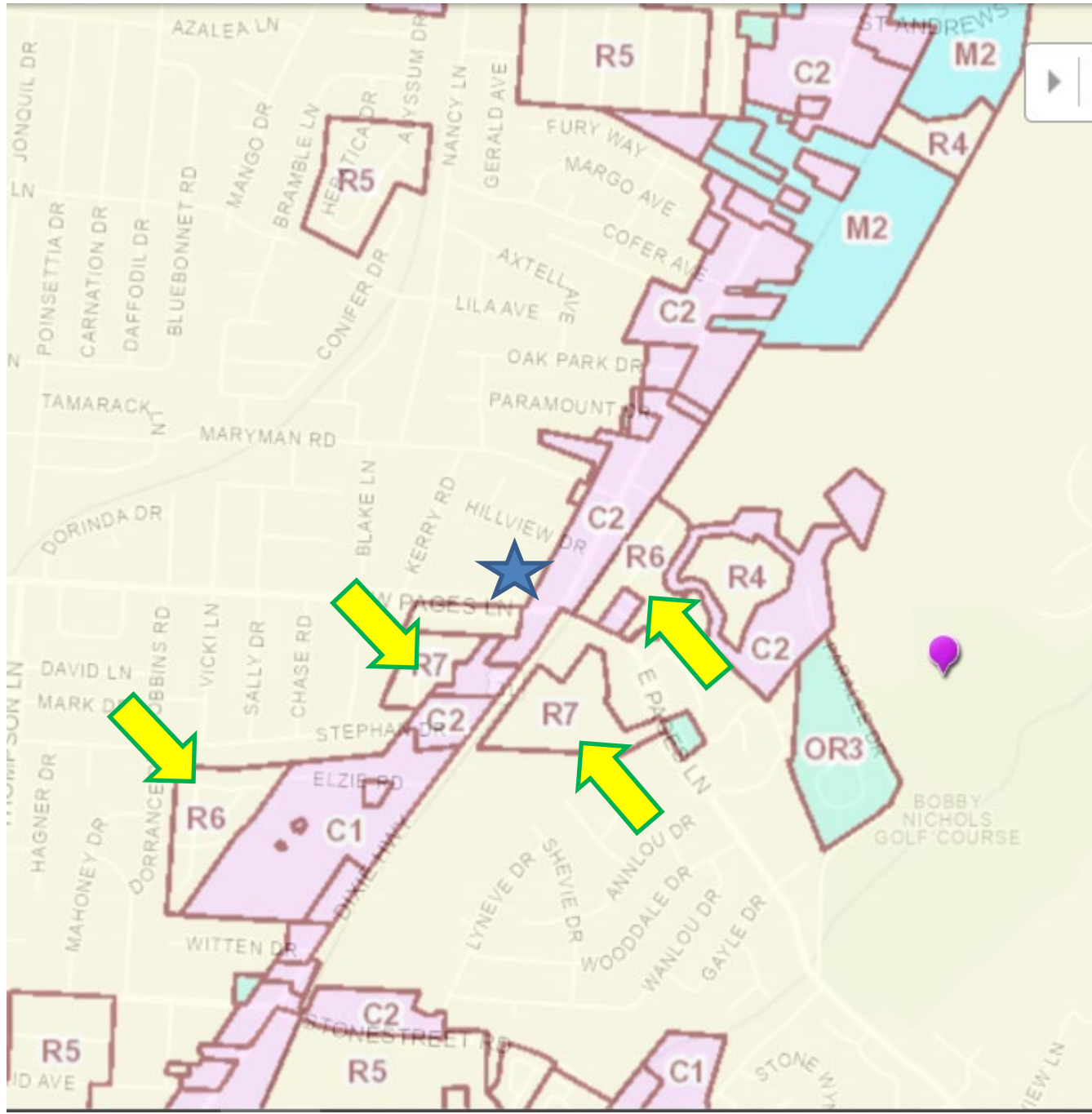
Planning Commission
July 11, 2024



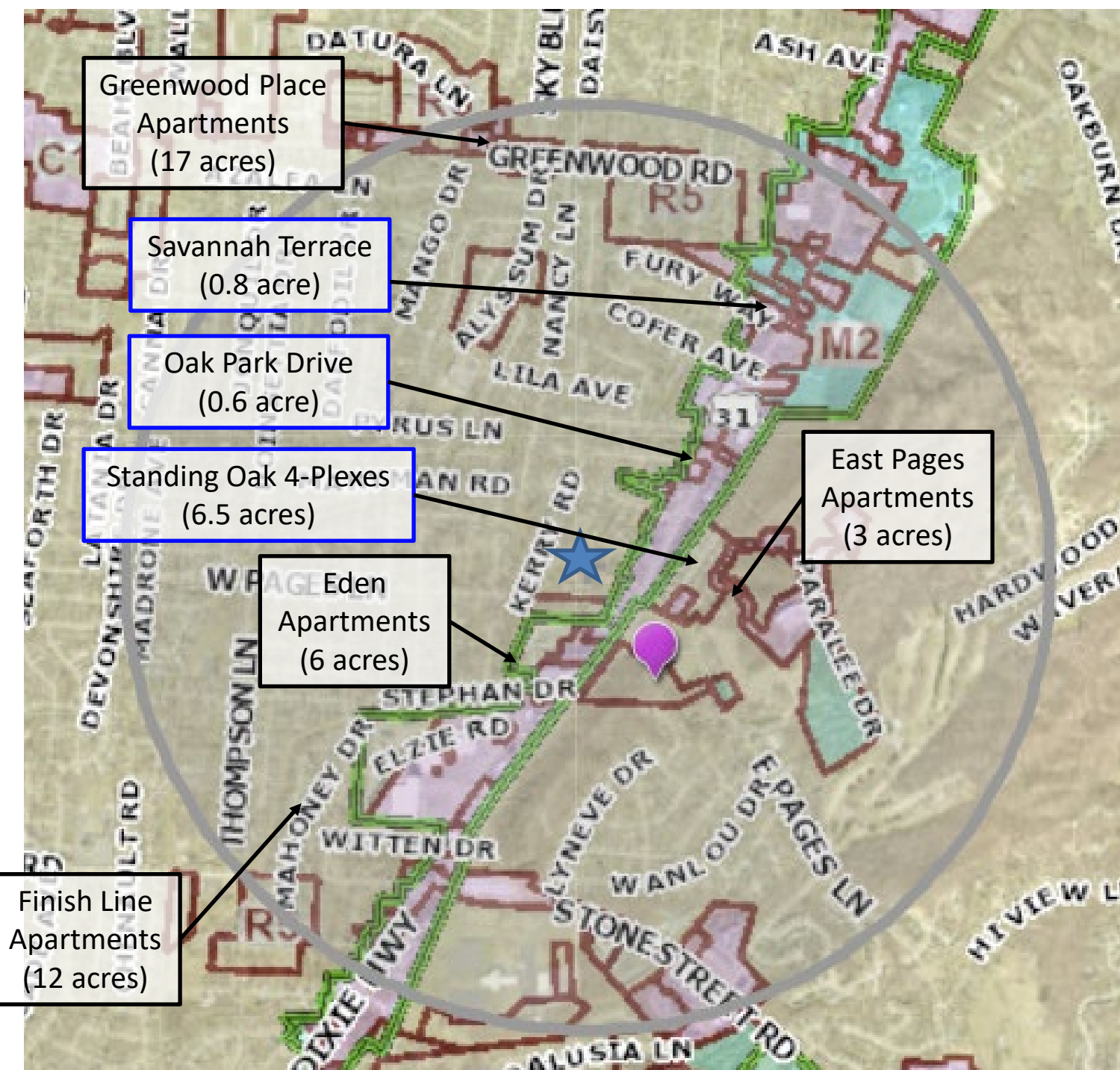
Vicinity Map



Vicinity Map



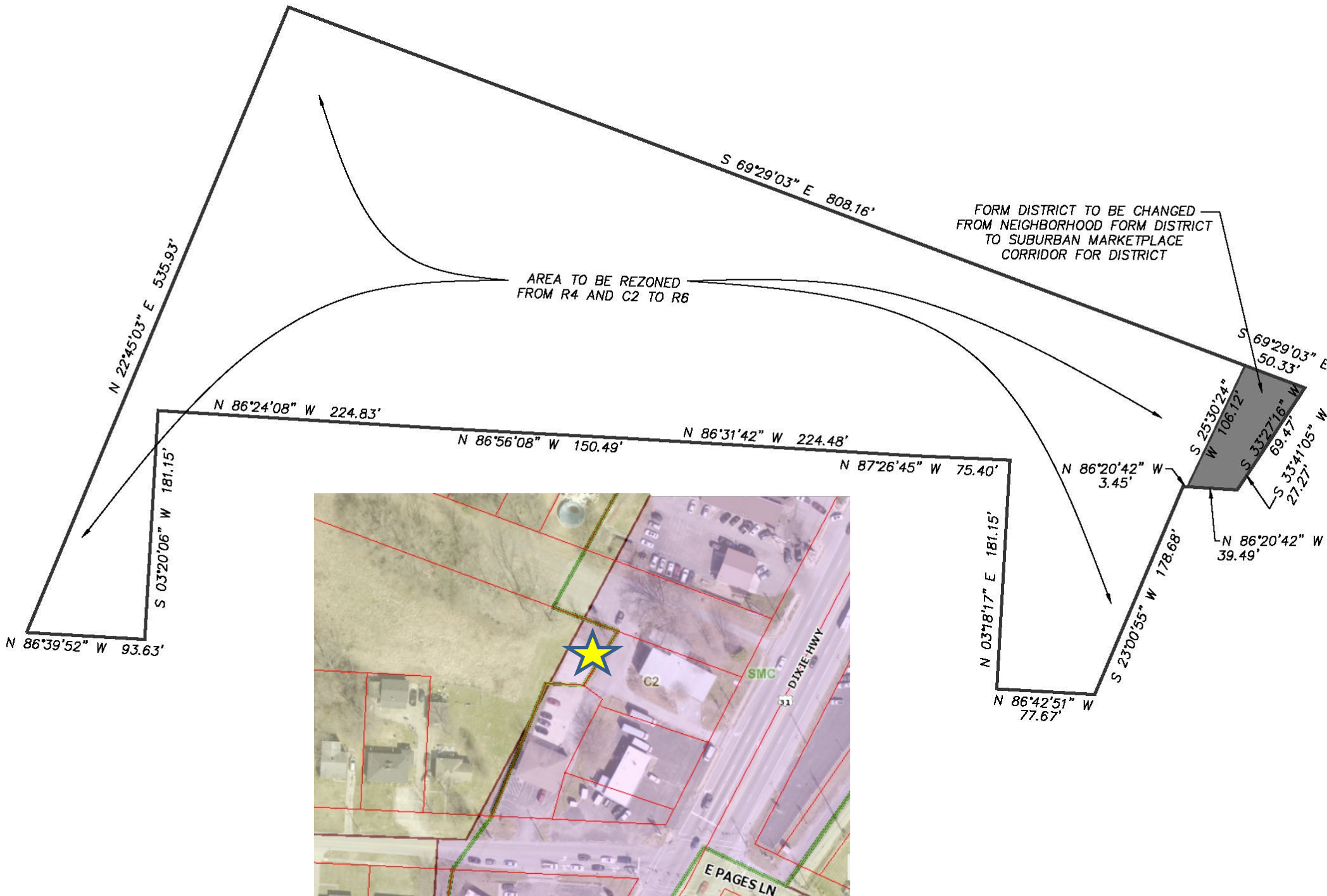
Other Multi-Family Housing: 1 Mile Radius (about 500 acres)



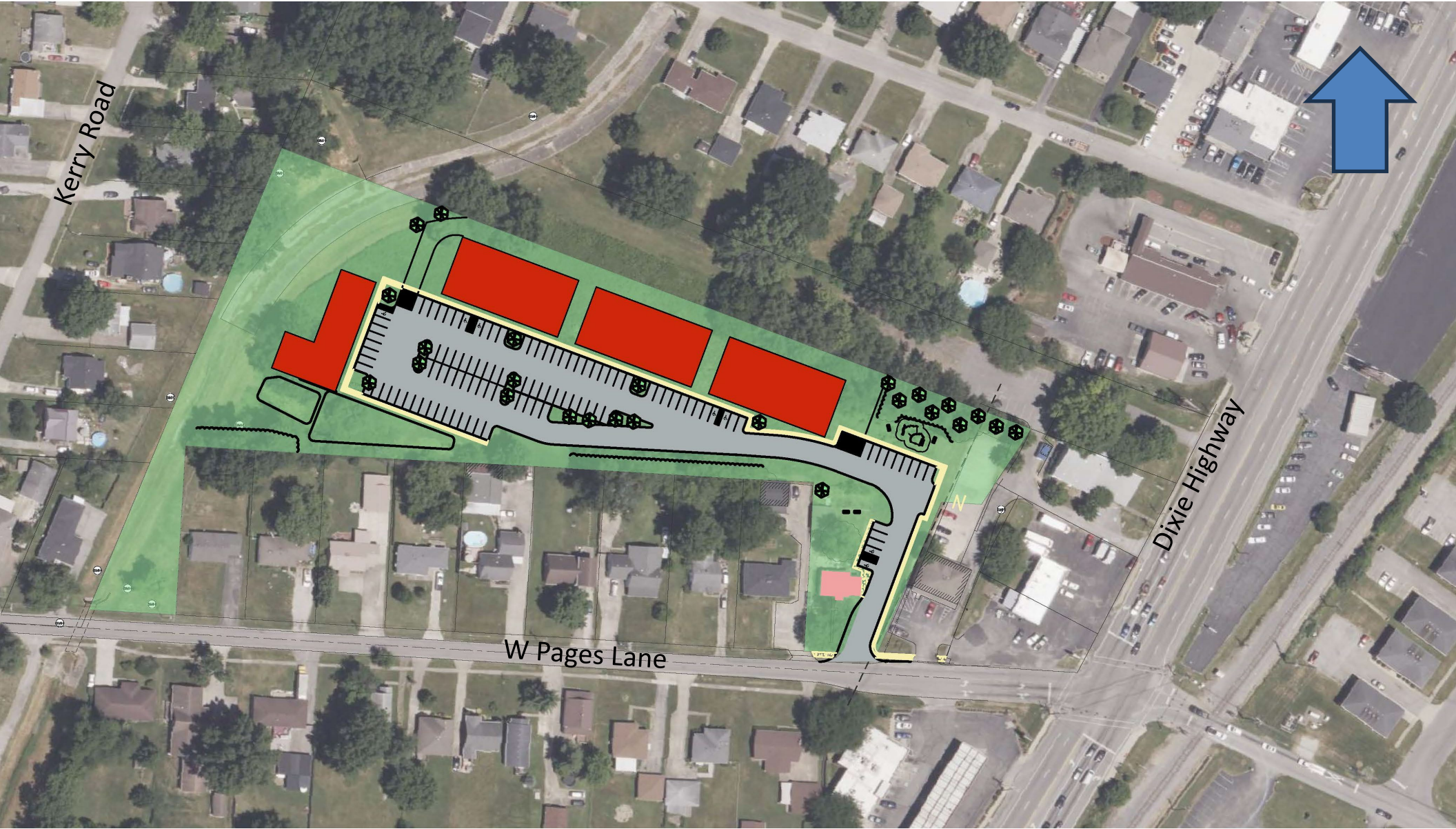
Currently approximately 46 acres are developed as apartment (9.2% of land area).

This development would add less than 5 acres resulting in an increase to 10.2% of land area developed as apartments.

Vicinity Map



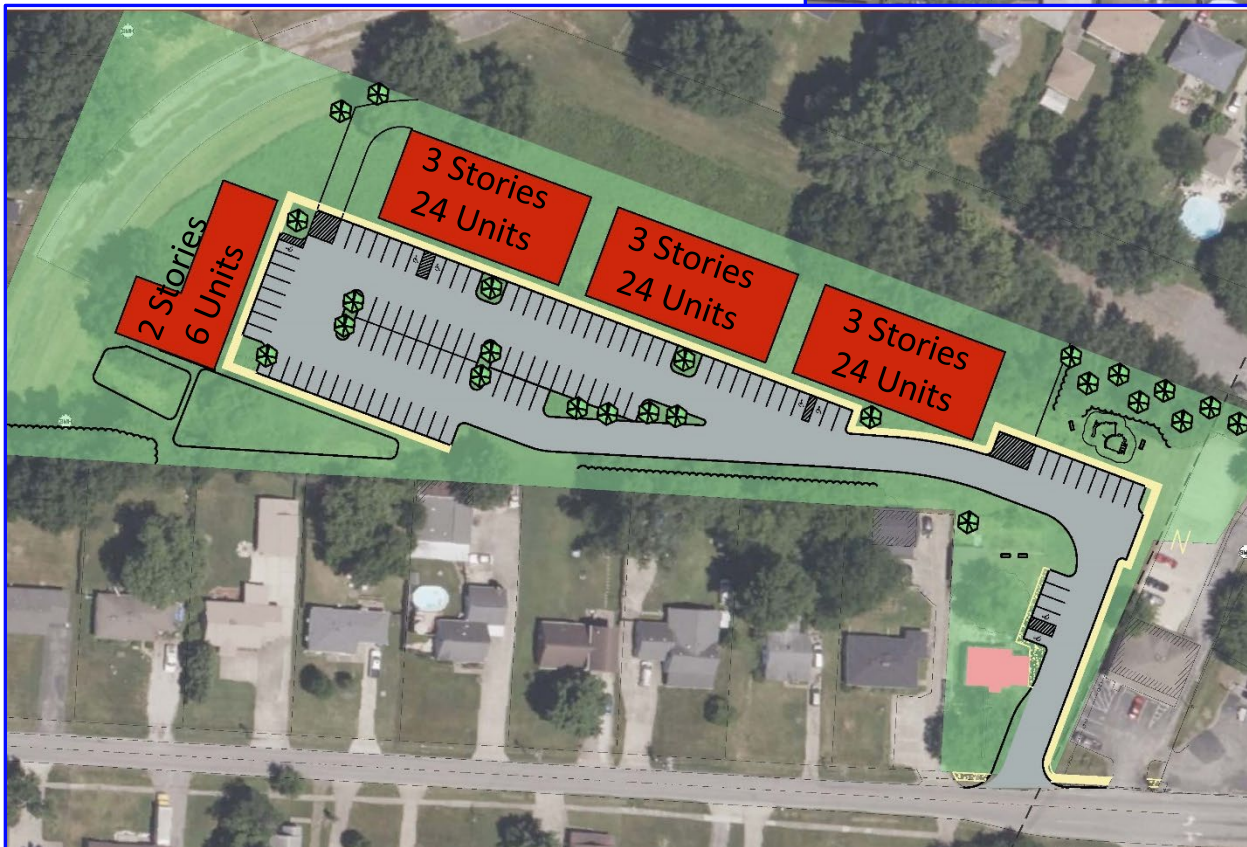
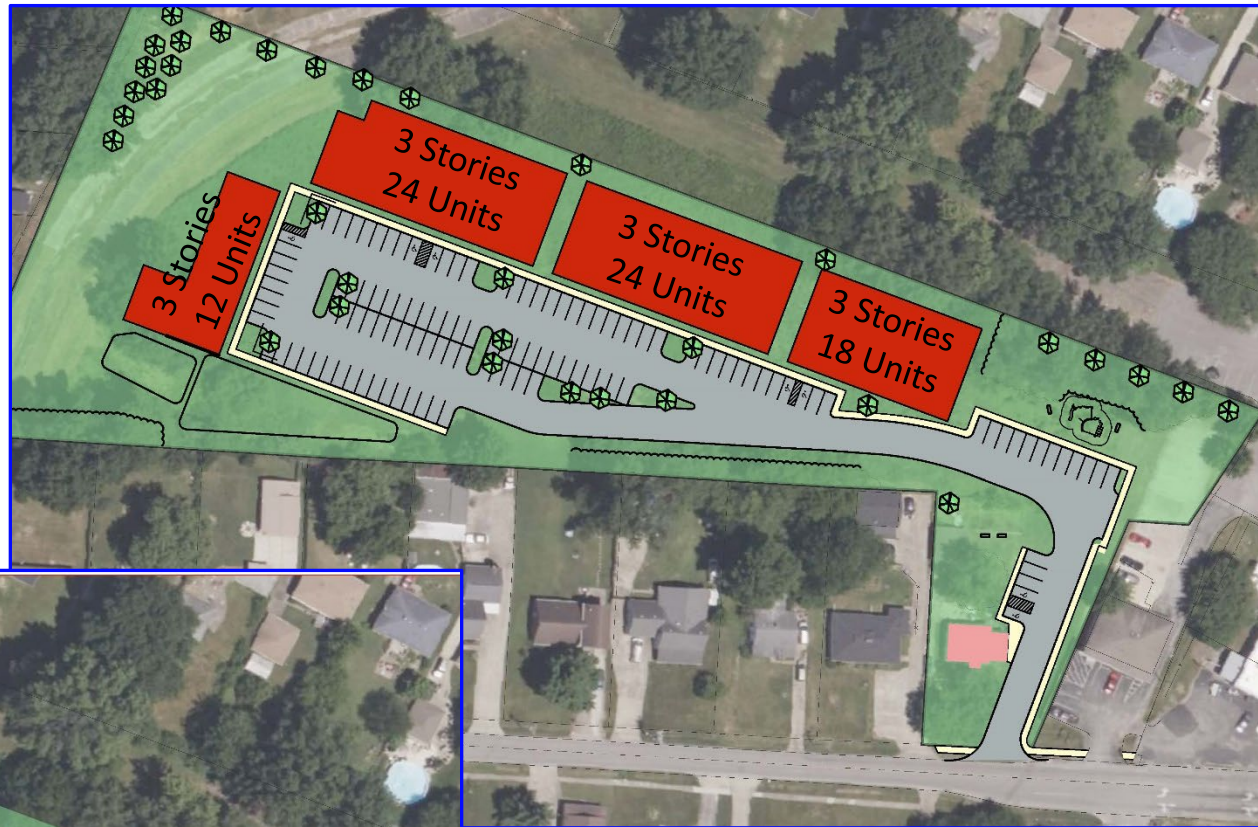
Site Plan



Enlarged Site Plan

"Old" Plan

- 78 Units
- 114,600 SF
- 127 Spaces
- All Three Story



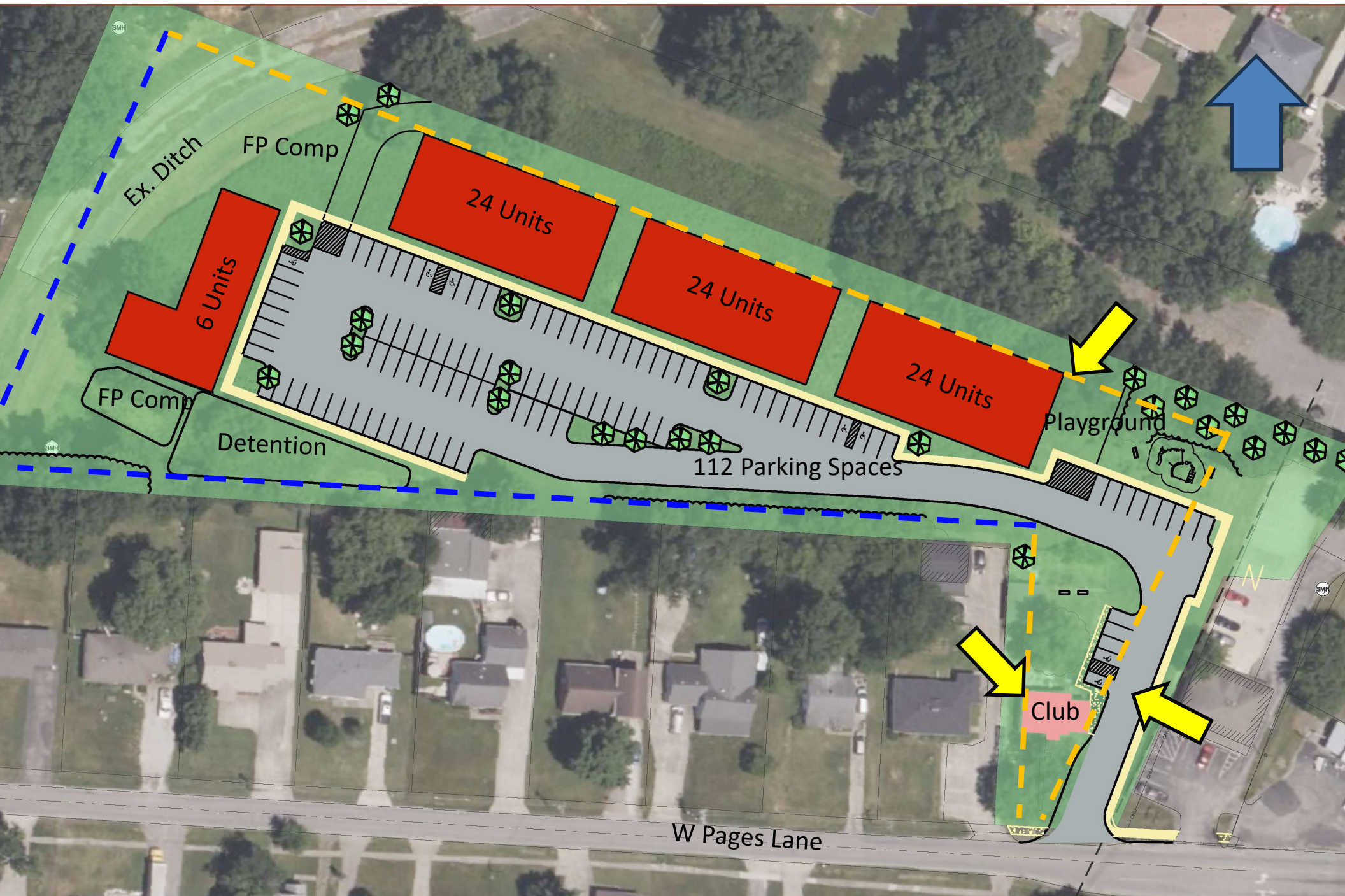
"New" Plan

- 78 Units
- 90,555 SF
- 112 Spaces
- Mix of Two and Three Stories
- Greater Building Separation
- Fire Lane Behind Buildings

Enlarged Site Plan



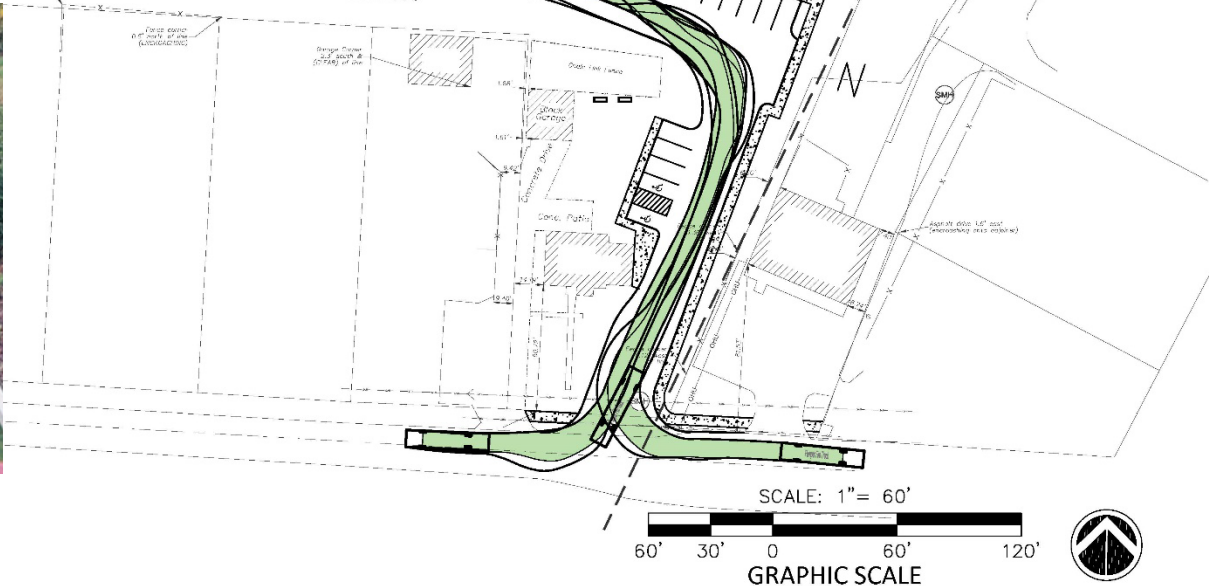
Landscape Buffer Areas: 15' wide with 6' tall screen + 3 trees/100'



Fire Access



WEST PAGES REZONE
23-ZONE-0122 FIRE MANEUVERING EXHIBIT



RE: [External Email] 23328 - West Pages Multi-Family



Troy Kerr <TKerr@prpfire.org>

To  Bartley, Ashley

 You forwarded this message on 5/6/2024 4:41 PM.

 Reply  Reply All  Forward  

Fri 4/19/2024 3:12 PM

With the updated fire lane in the rear that will accommodate a 40” fire truck, added spacing between the buildings, we are ok with the general layout of the proposed project at West Pages Lane.



Troy V. Kerr – Deputy Fire Marshal
Pleasure Ridge Park Fire District

Fire Prevention Bureau

Cell: 502-445-3331

Office: 502-937-2125

Email: tkerr@prpfire.org

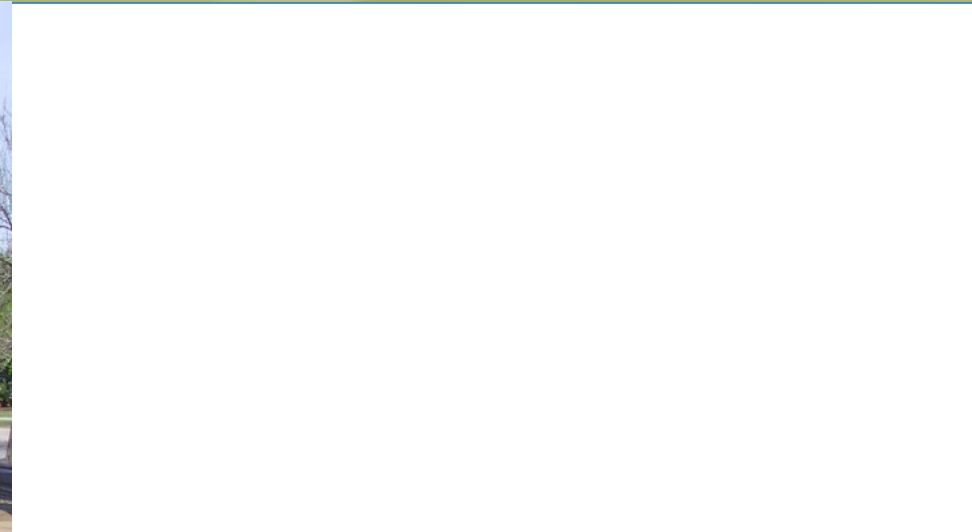
9500 Stonestreet Road.

Louisville, KY 40272

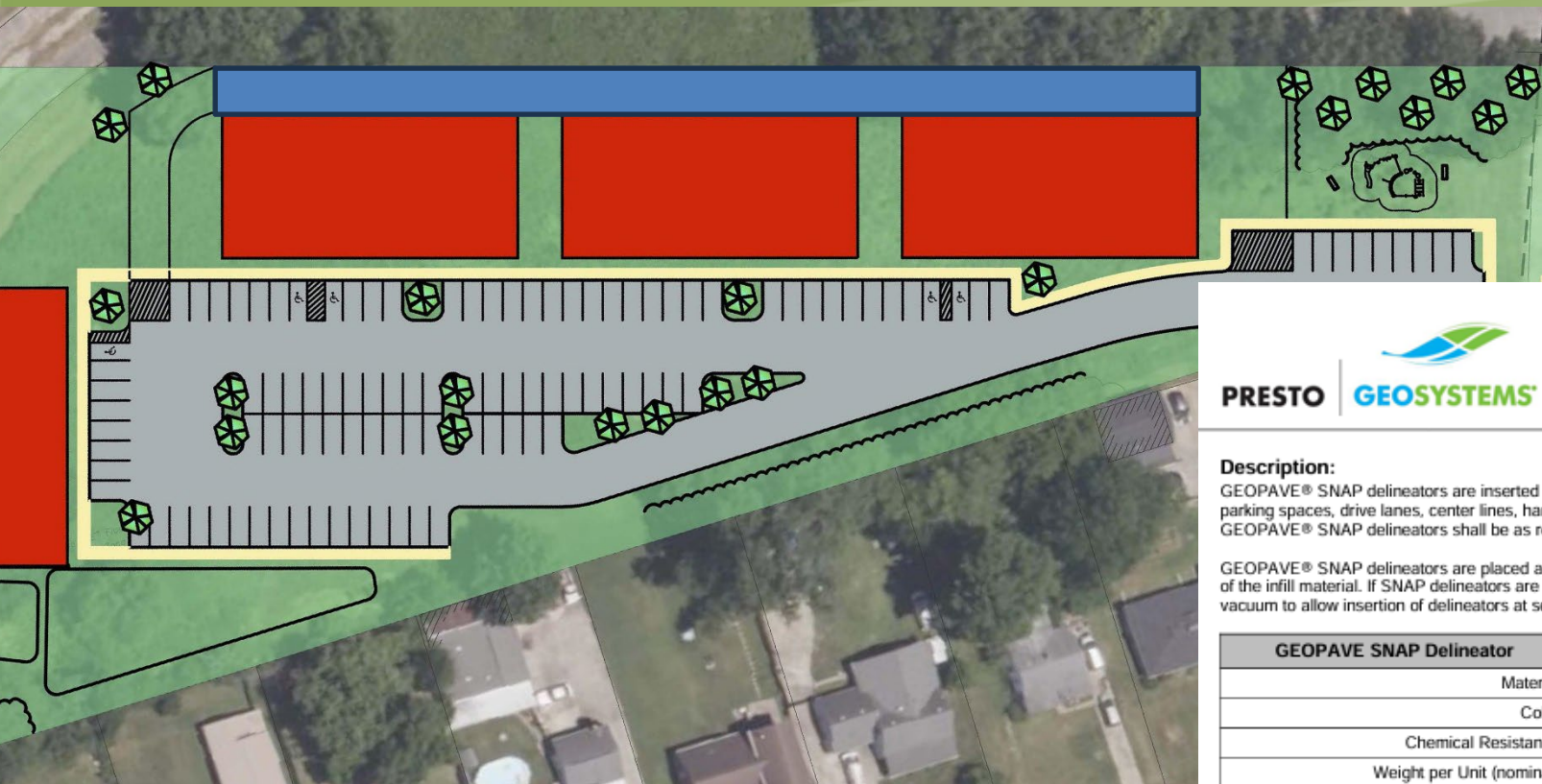
www.prpfire.org



Fire Access



Fire Lane Delineation



GEOPAVE® SNAP DELINEATOR SPECIFICATION

Description:
GEOPAVE® SNAP delineators are inserted into the GEOPAVE® unit's square or rectangular cells to mark parking spaces, drive lanes, center lines, handicapped areas, or other delineation. The placement density of GEOPAVE® SNAP delineators shall be as required to meet visual and local agency requirements.

GEOPAVE® SNAP delineators are placed after installation of the GEOPAVE® units and before installation of the infill material. If SNAP delineators are desired after infill placement, infill may be removed with a vacuum to allow insertion of delineators at select locations.

GEOPAVE SNAP Delineator	Specifications
Material	UV-Resistant Polymer
Color	Yellow, Blue, or Custom-Ordered Colors
Chemical Resistance	Superior
Weight per Unit (nominal)	0.154 lbs (0.070 kg)
Nominal Dimensions (width x length x height)	3.0 in x 3.0 in x 2.0 in (76 mm x 76 mm x 50 mm)
Surface	Diamond plate, non-skid pattern
Connection	4 locking tabs snap in cell walls

Proposed Binding Element:

Fire lane on the north of the property shall receive fire lane delineation to clearly identify the area behind buildings as a no parking zone. Additionally, “no parking fire lane” signage shall be affixed to the back of three northern buildings. Details of lane markings shall be approved by Metro Public Works and Pleasure Ridge Park Fire Department prior to construction plan approval.



Figure 1. GEOPAVE SNAP Delineator

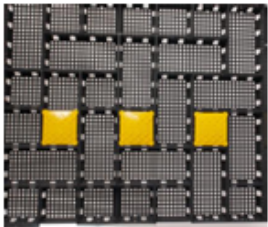


Figure 2. GEOPAVE SNAP Delineators installed in GEOPAVE Unit



Figure 3. GEOPAVE SNAP Delineators installed for parking lanes

Traffic

- 74 units projects 101 total trips:
 - 47 trips in the AM peak hour (7:00 AM – 8:00 AM) (11 entering and 36 exiting)
 - 54 trips in the PM peak hour (4:00 PM – 5:00 PM) (34 entering and 20 exiting)
- These numbers are well under the threshold needed to warrant a traffic study for the subject property (200 trips)



Traffic - Level of Service



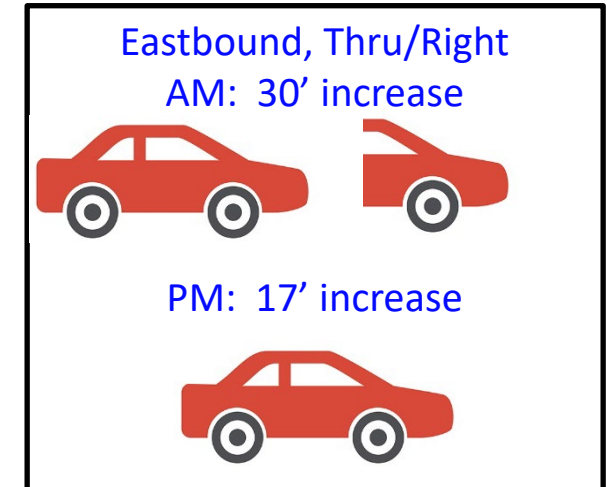
Movement	Time Period	v/c Ratio		95% Queue		50% Queue		Delay		LOS	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Eastbound, Left	AM	0.827	0.841	285	315	175	199	76.2	74.8	E	E
	PM	0.805	0.816	239	256	141	153	84.5	84.8	F	F
Eastbound, Thru/Right	AM	0.532	0.543	180	202	100	114	65.7	64.1	E	E
	PM	0.808	0.820	236	253	139	152	84.9	85.5	F	F
Westbound, Left/Thru/Right	AM	0.864	0.866	318	323	201	205	76.6	76.4	E	E
	PM	0.907	0.912	488	515	336	358	81.4	82.6	F	F
Northbound, Left	AM	0.537	0.559	34	38	19	21	93.9	93.6	F	F
	PM	0.759	0.763	103	114	58	63	99.9	97.9	F	F
Northbound, Thru	AM	0.612	0.632	513	531	356	371	27.6	29.6	C	C
	PM	0.630	0.649	559	576	396	409	32.4	34.3	C	C
Northbound, Right	AM	0.027	0.028	18	19	10	11	18.2	19.5	B	B
	PM	0.079	0.082	58	60	33	34	22.3	23.6	C	C
Southbound, Left	AM	0.798	0.799	200	200	113	113	82.7	82.8	F	F
	PM	0.839	0.842	244	243	145	146	87.8	88.3	F	F
Southbound, Thru	AM	0.348	0.360	272	283	165	173	17.9	19.4	B	B
	PM	0.651	0.674	596	621	425	447	28.3	30.7	C	C
Southbound, Right	AM	0.060	0.068	39	45	22	25	14.6	15.9	B	B
	PM	0.141	0.165	105	126	59	70	19.1	20.9	B	C

AM: +1.7 seconds
PM: +2.3 second

Overall Intersection

AM	36.1	37.8	D	D
PM	41.8	44.1	D	D

Traffic



The impact to the overall intersection was negligible. Impacts to the eastbound queue were also relatively small. The 95% queue for the eastbound right turn increased from 285 feet to 315 feet with the addition of development traffic. In the PM this queue went from 239 feet to 256 feet. The existing queues calculated in this analysis were compared to video footage collected on the same day as the count and showed a close correlation.

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