

ZONING JUSTIFICATION

4933 W Pages Lane

The subject property is located at 4933 W Pages Lane, Louisville, Kentucky 40291. The property is owned by Ethos Investments, LLC and is currently vacant other than one single family home. The proposal for the property is for proposed for multi-family residential R-6 zoning.

The following Plan 2040 elements are met with this proposal:

Land Use and Development Goal 1: Community Form

7. Locate higher density near major transportation facilities: The site is approximately 250' from Dixie Highway, a major arterial with a high frequency and a local route along the corridor.

9. Ensure appropriate transition between uses that are different in scale and intensity: Locating four apartment buildings (R6 zoning) between 1/3 acre single family homes and heavy commercial on Dixie Highway provides an appropriate buffer. All screening and setbacks will be met adjacent to single family homes.

Land Use and Development Goal 2: Community Form

9. Encourage new developments: This proposal provides alternate housing style (apartments) in this area.

Land Use and Development Goal 3: Community Form

10. Avoid sites with environmental constraints: The only constraint on the site is the floodplain, which will be minimally impacted by portions of two buildings and part of the parking lot. Mitigation in the form of floodplain compensation and appropriate finished floors will be provided.

Land Use and Development Goal 4: Community Form

2. Encourage preservation of cultural features: This site does not have any distinct cultural features.

3. Encourage preservation of historic sites. The existing 1949 house is proposed to be converted into the leasing office.

Land Use and Development Goal 1: Mobility

4. Encourage higher densities near existing marketplace corridors and centers to support transit-oriented development. The site is approximately 250' from Dixie Highway, a major arterial with a high frequency and a local route along the corridor. If sidewalk may not be constructed along the property frontage, fee-in-lieu may be provided.

Land Use and Development Goal 2: Mobility

4. Avoid access to development through lower intensity. The site has direct access to W Pages Lane and does not have to pass any single family residential lots to access Dixie Highway, which is a primary collector road.

Land Use and Development Goal 3: Mobility

2. Improve mobility and reduce vehicle miles traveled and congestion, encourage a mix of compatible land uses. Housing should be encouraged near employment centers.

The site is near Dixie Highway which has a variety of commercial development that could provide employment of a large range. There are two active bus lines on Dixie Highway. . If sidewalk may not be constructed along the property frontage, fee-in-lieu may be provided.

21. Avoid direct residential access to high-speed roadways. Access to the site is via W Pages Lane, a local road.

Land Use and Development Goal 3: Community Facilities

15. Locate development where utilities are present. Water, sewer, and electric are all present on or near the site.

Land Use and Development Goal 1: Livability

5. Encourage development that incorporates unique characteristics of general landscape types and plan communities. There are no distinct natural features. There is some opportunity to preserve existing trees.

17. Determine site susceptibility to features that are vulnerable to site disturbance. The site is not located within a known karst area.

21. Mitigate negative development impacts to floodplain. Mitigation in the form of floodplain compensation and appropriate finished floors will be provided.

Land Use and Development Goal 1: Housing

1. Encourage a variety of housing. This proposal provides apartments, which is not prevalent in the nearby vicinity. It appears there is only one multi-family development within a one-mile radius. The development is close to a variety of services.

2. Promote housing that supports aging in place. This proposal provides apartments near a major arterial roadway with bus lines, and close to a variety of services.

Land Use and Development Goal 2: Housing

1. Encourage inter-generational, mixed income and mixed-use development that is connected to the neighborhood. This proposal provides apartments near a major arterial roadway with bus lines, and close to a variety of services. Providing an alternate housing style may provide an opportunity for varied socioeconomic housing.

2. Locate housing near multi-modal transportation with convenient access to employment and amenities. The site is near Dixie Highway which has a variety of commercial development that could provide employment of a large range. There are two active bus lines on Dixie Highway. . If sidewalk may not be constructed along the property frontage, fee-in-lieu may be provided.

Land Use and Development Goal 3: Housing

1. Encourage fair and affordable housing by providing varied housing costs. This proposal provides an alternate housing style than what is prevalent in the area (single family homes) and may provide an opportunity for varied socioeconomic housing.

3. Encourage innovative methods to increase production of fair and affordable housing. Apartment development provides a varied development pattern by clustering units together, and as far away from the single family residential as possible. R4 would only permit 23 units while the R6 permits 84 units as well as common open space.

COMPREHENSIVE PLAN GUIDELINES

Compliance with specific applicable Guidelines and Policies of the Comprehensive Plan are set forth in this Justification Statement.

Community Form
Mobility
Community Facilities
Economic Development
Housing
Livability

provides safe, convenient access to jobs, housing opportunities, and regional and national transportation facilities

equitable access to parks and open space, recreation, healthcare and healthy food

Guideline 1: Community Form

Encourage sustainable growth and density around mixed-use centers and corridors

Goal 2: Higher density development is incentivized around appropriate infrastructure
Safe mobility options strengthen connectivity around centers and corridors

The proposed development complies with the intent of Guideline 1. The property is within the Neighborhood Form District. The property to the west is currently being developed as multi-family residential. Approximately one third of the adjacent land to the west is zoned R-6 and part of the subject property is also currently zone R-6. Providing multi-family units will provide area residents a mix of residential choices. The form also suggests high-density uses should be located along minor or major arterial roadways; S. Hurstbourne Parkway is a major arterial road.

The Neighborhood Form also permits “neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services”. By limiting the C-N zoning to the front triangle (bound by the intermittent streams) will result in lower intensity commercial that will help preserve the Neighborhood form by limiting development to an appropriate scale. By limited the commercial area to only 4 acres will discourage big box development and promote smaller strip center type development.

Guideline 2: Centers

The proposed development complies with the intent of Guideline 2 by developing a low intensity commercial development. It can provide convenient services to hundreds of households to the southwest utilizing existing infrastructure. There are no commercial services within a square mile of the site, the closest being on Fern Valley Road or Bardstown Road. Providing daily services could reduce commuting time and transportation-related air pollution. The commercial development will not only serve

nearby single-family, but will also have pedestrian access from all 340 residential units on the property.

Guideline 3: Compatibility

The proposed development complies with the intent of Guideline 3 as the site to the northwest is being developed as a multi-family residential development. The remainder of the western property boundary is a wooded extension of single family lot with no evident improvements. The closest single family residence adjacent to the “finger” is almost 400 feet from the subject property. Further, the required 20 foot landscape buffer area is being provided adjacent to the R-4 zoning. The closest single family residence to the east is almost 900 feet from the property line.

Guideline 4: Open Space and Guideline 5: Natural Areas and Scenic and Historic Resources

The proposed development complies with the intent of Guidelines 4 and 5. Open space is being provided in the form of tree canopy preservation areas along the intermittent streams. This area will help to preserve natural resources (streams) and by providing at minimum a 25 foot buffer could help to improve water quality. A larger area of tree canopy will be preserved through the center of the site. Nature trails may be provided in these wooded areas which would provide outdoor recreation opportunities which would be accessible to all units.

Buildings and roadways have been situated to blend into existing topography so the general pattern of natural topography may be preserved.

Guideline 7: Circulation, Guideline 8: Transportation Facility Design, and Guideline 9: Bicycle, Pedestrian and Transit

The proposed development complies with the intent of Guidelines 7, 8, and 9 by developing along a major arterial roadway and utilizing an existing curb cut. Further, access is being proposed to the new multi-family development to the west, which will provide connection to hundreds of single family homes to the southwest utilizing existing infrastructure.

Required parking and appropriate vehicular circulation is being provided on site. Pedestrian circulation is being provided throughout the site so residents can walk to the commercial development and also to Hurstbourne Parkway right-of-way. If KYTC warrants sidewalks are appropriate, they will be constructed along the property frontage.

Bike parking will be provided for the development. No transit occurs adjacent to the site.

Guideline 10: Flooding and Stormwater and Guideline 11: Water Quality

The proposed development complies with the intent of Guideline 10. Appropriate stormwater infrastructure will be provided. Three detention basins are provided on site to limit discharge of post-developed rate to pre-development peak rate of the 2, 10, and 100 year storm events. The development will also comply with MSD's MS4 water quality regulations. Riparian zones and buffers are also in place to help protect the intermittent streams.

Guideline 13: Landscape Character

The proposed development complies with the intent of Guideline 13. Vegetation along stream buffers will be protected as well as a large stand of trees along the southern side of the intermittent stream that runs southeast to northwest across the site. The plan will comply with tree canopy requirements of the Land Development Code. Perimeter, parkway buffer, and parking lot landscaping will also comply with the Land Development Code.

Guideline 14: Infrastructure

The proposed development complies with the intent of Guideline 14. The site is located along Hurstbourne Parkway and has one existing access point. A sanitary sewer stub is present on site the will serve the development.