

Planning Commission
Staff Report
July 1, 2021



Case No:	21-CAT3-0002/21-WAIVER-0079/21-PARKWAIVER-0002
Project Name:	Realty Link
Location:	6001 Camp Ground Rd
Owner(s):	Akemix Ten LLC
Applicant:	KY Campground Rd LLC
Jurisdiction:	Louisville Metro
Council District:	1 – Jessica Green
Case Manager:	Jay Lockett, AICP, Planner I

REQUEST(S)

- **Waiver** (21-WAIVER-0079) of Land Development Code section 5.9.2.A.1.b.i to not provide the pedestrian connection to the Camp Ground Rd right-of-way.
- **Parking Waiver** (21-PARKWAIVER-0002) to reduce required parking from 127 spaces to 29 spaces.
- **Category 3 Development Plan**
- **Review of Outdoor Amenity Area Design standards**

CASE SUMMARY/BACKGROUND

The applicant is proposing to construct a 253,500 SF warehouse facility on approximately 38.34 acres. The site is located in western Louisville Metro and is zoned M-3 in the Suburban Workplace form district. The subject site is heavily forested and has some areas of wetlands in the front of the property. All adjacent properties are zoned for industrial use and the site is served by existing freight rail infrastructure. The applicant has agreed to pay the fee-in-lieu for the sidewalk requirements in the Camp Ground Rd right-of-way.

STAFF FINDING

The waiver request is adequately justified and meets the standard of review. There are no sidewalks in this area of Camp Ground Rd, and the waiver will allow for minimal disturbance of wetland areas in the front of the site.

The parking waiver is adequately justified and meets the standard of review. The warehouse is for a specific user with a known employee level. Number of employees is considered a reasonable method of determining parking need according to the Institute of Transportation Engineers.

The design of outdoor amenity areas appears to be adequate. Final planting requirements and seating locations for the amenity areas will be shown on the approved Landscape Plans for the development.

The Category 3 Development Plan is generally in order, subject to Planning Commission determinations on the waiver request and Metro Council approval of the parking waiver.

TECHNICAL REVIEW

The Metropolitan Sewer District has requested some corrections to easements and notations on the subject site prior to final approval. Public Health has given preliminary approval for the design of the septic system for the site. Transportation Planning staff has indicated preliminary approval of the plan, including the parking waiver and the fee-in-lieu for sidewalks.

As the Parking Waiver is greater than a 50% reduction, it requires approval by Metro Council following a recommendation by the Planning Commission.

INTERESTED PARTY COMMENTS

Staff has received no comments from interested parties concerning this request.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR WAIVER

- (a) The waiver will not adversely affect adjacent property owners; and

STAFF: The waiver will not adversely affect adjacent property owners, as there are no sidewalks in the immediate vicinity and the applicant is paying a fee-in-lieu of construction.

- (b) The waiver will not violate specific guidelines of the Comprehensive Plan; and

STAFF: The waiver will not violate specific guidelines of the Comprehensive Plan. There are no sidewalks or transit service along this portion of Camp Ground Rd. The development is not expected to generate significant pedestrian traffic. The waiver will allow for development with minimal disturbance of environmentally sensitive areas of the site.

- (c) The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant; and

STAFF: The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant as all other site design standards of the Land Development Code will be met on the subject site except for the parking waiver request.

- (d) Either:

(i) The applicant has incorporated other design measures that exceed the minimums of the district and compensate for non-compliance with the requirements to be waived (net beneficial effect); OR

(ii) The strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant.

STAFF: The strict application would create an unnecessary hardship on the applicant, as installation of the pedestrian walk would require additional clearing and grading within environmentally sensitive areas.

- (a) The Parking Waiver is in compliance with the Comprehensive Plan; and

STAFF: The proposal would allow for the development of an industrial site with minimal disturbance of environmentally sensitive areas on the subject site. The reduction of parking minimums is consistent with Plan 2040, as is the reduction of impervious surface and preservation of wetlands on the subject site.

- (b) The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions; and

STAFF: The applicant has provided as many spaces as they need on the subject site.

- (c) The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use; and

STAFF: The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use, as they have provided as much as they need on site.

- (d) Adjacent or nearby properties will not be adversely affected; and

STAFF: Adjacent or nearby properties will not be adversely affected, as most of the adjacent properties are industrial in nature. Significant adjacent lands are owned by the same owner and vacant. If a future potential user required additional parking, appropriately zoned vacant land is available that could be developed into additional parking.

- (e) The requirements found in Table 9.1.2 do not accurately depict the parking needs of the proposed use and the requested reduction will accommodate the parking demand to be generated by the proposed use; and

STAFF: The requirements found in table 9.1.2 do not accurately depict the parking needs of the proposed use. The Institute of Transportation Engineers considers employee level to be an acceptable method for determining parking need for industrial uses, and many other cities utilize that method for determining parking needs for industrial sites.

- (f) That there is a surplus of on-street or public spaces in the area that can accommodate the generated parking demand.

STAFF: There are no public or on-street parking spaces available in the area. The site is not expected to generate additional parking demand.

REQUIRED ACTIONS:

- **Approve or Deny** the Waiver
- **Approve or Deny** the Outdoor Amenity area Design
- **Approve or Deny** the Category 3 Development Plan
- **Recommend** that Louisville Metro Council **Approve or Deny** the Parking Waiver

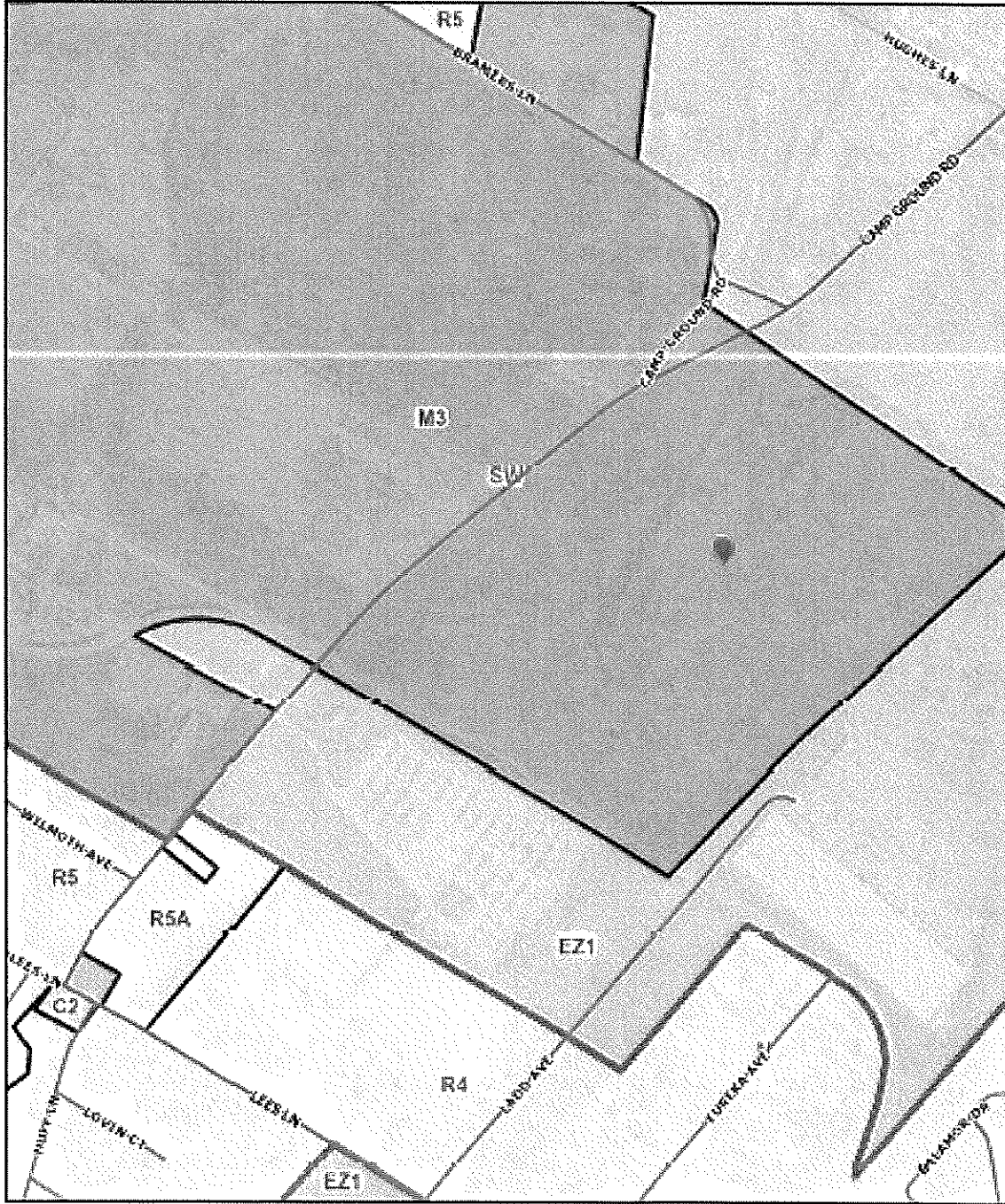
NOTIFICATION

Date	Purpose of Notice	Recipients
4-20-21	Hearing before Planning Commission	1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 1

ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Proposed Condition of Approval

1. Zoning Map



21-CAT3-0002

Tuesday, June 22, 2021 | 4:50:01 PM



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2. Aerial Photograph



21-CAT3-0002

Tuesday, June 22, 2021 | 4:02:25 PM



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3. Proposed Condition of Approval

1. Louisville Metro Council must approve the parking waiver in accordance with the Land Development Code. Planning and Design Services must receive a copy of the final signed ordinance from the Metro Council Clerk prior to final transmission of the approved plans.