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**ZONING JUSTIFICATION FOR RIVERPORT 5
Project #13ZONE1021**

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Station Development LLC, an LLC under the Jefferson Riverport International umbrella, has obtained a total of sixteen pieces of property over the past twelve years, thirteen parcels of which make up a contiguous 162-acres along the Dixie Highway corridor less than three miles south of Gene Snyder/Greenbelt Highway. The property is currently mostly open, with a few prior rural residential homesteads. The property is currently M-2 and R-4 and is within the Neighborhood Form District. Riverport intends to develop their fifth phase of warehouse industrial development approximately five miles from the first four phases located along the Greenbelt Highway. The zoning request is for all EZ-1 zoning and Suburban Marketplace Form District, which is the zoning of the majority of existing Riverport development today.

The conceptual zoning plan provides over 2.5 million square feet of warehouse space which could provide significant tax revenue for Louisville Metro, hundreds of new jobs, and potential for new business opportunities nearby on Dixie Highway to support employees of the industrial park.

The zoning application complies with all applicable regulations of the Comprehensive Plan and statutory requirements. It also complies with the Land Development Code with the exception of a sidewalk waiver (to provide sidewalks on only one side of proposed roadways) and a landscape buffer area waiver (to allow more than 50% overlap with an existing easement).

For these reasons, the following EZ-1 zoning designation is appropriate and justified.

COMPREHENSIVE PLAN GUIDELINES

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

Guideline 1. Community Form. The existing large mostly vacant parcels of land are bordered to the north and west by moderately dense residential with a scattering of commercial development along Dixie Highway. Developing this large 162-acre tract could help provide a cohesive and organized pattern of development in this area which could otherwise be subdivided into a more patchwork form of development. Additionally this could help strengthen the scattered commercial development to the west of the property in between and directly adjacent to Dixie Highway and perhaps spur a trend of infill and redevelopment along the corridor as suggested further north on Dixie by the Dixie Highway Corridor Master Plan.

Guideline 2. Centers. There are 26 commercially zoned properties along the Dixie Highway corridor adjacent to and immediately west of the subject property. As previously mentioned, by bringing potentially hundreds of people to the area each day could provide the market for redevelopment and infill of a "linear center" along Dixie Highway. Mixed use development will be encouraged between the industrial, commercial, and residentially zoned properties across the street, creating a potential environment to live, work, and have commercial services nearby.

Guideline 3. Compatibility. Existing commercial development and possible new development along Dixie Highway can serve as a buffer (as well as becoming an amenity) to some of the residentially zoned property across Dixie Highway. Since the new development will be separated from nearby residential development by existing commercial properties, the

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intensity along Dixie Highway will be relatively unchanged. Additionally, all required buffering including a 50' LBA with landscaping will be provided adjacent to the residential to the north to two properties each on Diane Road and Kelly Lane, and to three properties to the south on Old Distillery Road. The Riverport Authority also offers a long history and practice of being a compatible and "friendly neighbor" to existing adjoining residential.

All buildings and signage will be attractive and comply with Land Development Code regulations. All required setbacks will be provided. Riverport's Declaration of Restrictions makes specific mention to building design and signage that is compliant with the LDC

Traffic was analyzed at the intersections of Dixie Highway and Watson Lane and Dixie Highway and Lewis Lane. With the proposed development, level of service would still remain within an acceptable range for the signalized Dixie Highway and Watson Lane intersection. Level of service for Dixie Highway and Lewis Lane would drop to the same level of service with no-build or build scenarios.

Air Pollution Control District (APCD) has reviewed a carbon monoxide screening analysis.

The 50' LBA which will contain an eight foot tall screen and trees will mitigate noise, light, and visual impacts. All loading and refuse collections areas will be properly screened. Riverport's Declaration of Restrictions provides a detailed allowable sound pressure chart and makes specific mention to noise and vibration mitigation measures and requires these be reported to Riverport.

Guideline 4. Open Space. Approximately more than 1/3 of property will remain impervious and open. Adequate outdoor employee break area will be provided.

Guideline 5. Natural Areas and Scenic and Historic Resources. The LDC requires a 100 foot stream buffer along Weaver Run Creek. No impervious surfaces are proposed within this area.

A cemetery was listed on a property deed but no physical evidence on the ground has been encountered. Still, access to cemetery, temporary fencing during initial (infrastructure) construction, eventual archeological investigation, and coordination with Landmarks Committee will be completed to determine boundary of potential cemetery.

Riverport is working with ecological consultants for mitigation of wetlands, streams, and potential bat habitat with the Corps of Engineers and Fish and Wildlife Services in an effort to achieve compliance.

Guideline 6. Economic Growth and Sustainability. The conceptual zoning plans provides for over 2.5 million square feet of warehouse space which could provide significant tax revenue for Louisville Metro, hundreds of new jobs, and potential for new business opportunity to support employees of the industrial park. Additionally this large development could help spur commercial growth along the Dixie Highway corridor.

Guideline 7. Circulation. Lewis Lane at Dixie Highway will be widened from a 14' wide to 24' wide road and appropriately marked, creating safer conditions than what exist today on the narrow rural roadway. Watson Lane extension at Dixie Highway will be a three lane intersection with a westbound left turn lane, straight-right (eastbound) lane, and southbound lane into the development. Additionally a deceleration right turn lane from Dixie Highway will be provided at

the Watson Lane intersection. The conceptual zoning plan shows a loop road that connects Lewis Lane and Watson Lane internally via a three lane roadway which includes a center dual left lane which will become 100 foot of dedicated right-of-way.

Adequate parking is provided based on the conceptual zoning plan.

Guideline 8. Transportation Facility Design. The property will be accessible from Lewis Lane and Watson Lane intersection along Dixie Highway. Its close proximity to Gene Snyder/Greenbelt Highway will give freight easy access down Dixie Highway to access the property.

Guideline 9. Bicycle, Pedestrian and Transit. There are two TARC routes along Dixie Highway across the front of the proposed development. A transit stop is currently located at the Watson Lane and Dixie Highway intersection. Riverport will provide a pedestrian connection from the site to the existing transit stop, provide a boarding area, and pad to receive shelter and trash receptacle which Riverport will maintain.

Sidewalks are being provided on one side of the proposed loop road per the conceptual zoning plan; sidewalks will connect from each individual building. ADA ramps and crosswalks will be provided as needed.

A Louisville Loop trailhead is planned on Watson Lane less than a mile away.

Guideline 10. Flooding and Stormwater. Runoff from impervious area expansion will be collected by proposed storm infrastructure which will be stored in one of two detention basins which provide storage for the two, ten and 100 year storms. Stormwater will maintain current drainage patterns and ultimately outlet into Weaver Run Creek. Riverport's Declaration of Restrictions makes specific mention to stormwater discharge compliance with MSD (and others') regulations.

Riverport is working with ecological consultant and the Corps of Engineers to compensate for loss of wetlands and streams on site.

Guideline 11. Water Quality. The development will meet MSD's current water quality standards and the site will be protected from erosion during construction by the use of best management practices (as referenced in their Declaration of Restrictions). The 100 foot stream buffer area will be maintained along the entire Weaver Run adjacency.

Guideline 12. Air Quality. Qk4 provided a carbon monoxide screening analysis as requested by the Air Pollution Control District (APCD). This analysis was conducted in accordance with procedures outlined by the U.S. EPA. The analysis determined that increased traffic produced by the development would not exceed concentrations set forth by the National Air Ambient Quality Standards (NAAQS).

Furthermore, sidewalks and access to transit are incorporated into the project to provide alternate modes of transportation.

Guideline 13. Landscape Character. All required landscaping, including landscape buffer areas, screening, interior landscape areas, and tree canopy will be met. Riverport's Declaration of Restrictions makes specific mention to landscaping and buffering, including minimum of 50'

buffer adjacent to residential use with "preservation of significant existing vegetation and planting of vegetative buffer screens".

Guideline 14. Infrastructure. A new roadway network will be developed providing Watson Lane and Lewis Lane access from Dixie Highway. All required utilities and their respective easements will be provided in an underground fashion to the greatest extent possible.

Guideline 15. Community Facilities. The property is currently served by Pleasure Ridge Park Fire Department and Louisville Metro Police Third Division.

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