

Planning Commission
Staff Report
October 17, 2019



| | |
|--------------------------|-----------------------------|
| Case No: | 19-ZONE-0019 |
| Project Name: | Awesome Auto |
| Location: | 4910 Poplar Level Road |
| Owner: | Ibrahim H. Ahmed |
| Applicant: | Awesome Auto, LLC |
| Representative: | Greg Butrum |
| Jurisdiction: | Louisville Metro |
| Council District: | 2 – Barbara Shanklin |
| Case Manager: | Joel Dock, AICP, Planner II |

REQUEST(S)

- **Change in zoning** from C-1 to C-2, Commercial
- **Detailed District Development Plan**

CASE SUMMARY

An automobile dealership at an existing automobile repair shop is proposed. The subject property is located south of E. Indian Trail. It is adjacent to a mixture of C-1 & C-2, commercial services with residential to the rear of the corridor. An automobile dealership is present to its immediate south.

STAFF FINDINGS

The proposal conforms to the land use and development policies of Plan 2040. The development plan appears to be adequately justified based on staff's analysis contained in the standard of review.

TECHNICAL REVIEW

- The development plan should be revised to show and label a 4' concrete/ADA compliant pedestrian walkway from the public sidewalk through landscape buffer areas.

STANDARD OF REVIEW FOR REZONING

Criteria for granting the proposed form district change/rezoning: *KRS Chapter 100.213*

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; **OR**
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; **OR**
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

STAFF ANALYSIS FOR REZONING

Following is staff's analysis of the proposed rezoning against the Land use and Development Policies of Plan 2040:

The site is located in the Suburban Marketplace Corridor Form District

Suburban Marketplace Corridors: Suburban Marketplace Corridors are generally located along major roadways with well-defined beginning and ending points and established depths along the length of the corridor. The pattern of development is distinguished by a mixture of medium to high intensity uses. Accommodations for transit users, bicyclists and pedestrians are encouraged in an effort to attract a variety of users as well as to minimize automobile dependency and traffic congestion. Connectivity to nearby uses should be encouraged. Developers should be encouraged to design new commercial development in compact groups of buildings, which use the same curb cut, share parking, have a common freestanding sign identifying the uses and have a common buffering or streetscape plan with respect to any abutting uses of lower density or intensity. This form may include medium to high-density residential uses that are designed to be compatible with both the non-residential uses along the corridor and the lower density residential uses in adjacent form districts. Medium density residential uses may serve as a transition area from lower to higher density residential uses and should be encouraged in this form.

Proposed new commercial uses are encouraged, to locate within the boundaries of existing corridors. Reuse of locations within existing corridors is preferred over expansion of a corridor. Proposals to expand defined corridors represent significant policy decisions. When considering proposals that result in an extension of suburban marketplace corridors, particular emphasis should be placed on: (a) use or reuse of land within existing corridors; (b) potential for disruption of established residential neighborhoods; and (c) compliance with the site and community design standards of the Land Development Code.

The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. The proposal is located along a major arterial roadway with TARC service, and in area of employment within close proximity to infrastructure. Buildings on site are not historic in nature and will be reused. No distinctive cultural features including landscapes, natural elements or built features are apparent.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR DDDP

- a. The conservation of natural resources on the property proposed for development, including: trees and other living vegetation, steep slopes, water courses, flood plains, soils, air quality, scenic views, and historic sites;

STAFF: The development plan does not significantly impact natural resources on the property as no site construction is proposed

- b. The provisions for safe and efficient vehicular and pedestrian transportation both within the development and the community;

STAFF: Provisions for safe and efficient vehicular and pedestrian transportation within and around the development and the community will be provided as a pedestrian connection from the public way will be provided through landscaped area into the site.

- c. The provision of sufficient open space (scenic and recreational) to meet the needs of the proposed development;

STAFF: Open space is not required of the proposed development.

- d. The provision of adequate drainage facilities on the subject site in order to prevent drainage problems from occurring on the subject site or within the community;

STAFF: The Metropolitan Sewer District has approved the preliminary development plan and will ensure the provision of adequate drainage facilities on the subject site in order to prevent drainage problems from occurring on the subject site or within the community.

- e. The compatibility of the overall site design (location of buildings, parking lots, screening, landscaping) and land use or uses with the existing and projected future development of the area;

STAFF: The proposal is generally compatible within the scale and site design of nearby existing development and with the form district's pattern of development as the existing infrastructure will be repurposed for the proposed use.

- f. Conformance of the development plan with the Comprehensive Plan and Land Development Code. Revised plan certain development plans shall be evaluated for conformance with the non-residential and mixed-use intent of the form districts and comprehensive plan.

STAFF: The proposed development plan conforms to Plan 2040. The proposal is located in an area of commercial activity and within the boundaries of the marketplace corridor. The proposal is located along a major arterial roadway with TARC service, and in area of employment within close proximity to infrastructure. Buildings on site are not historic in nature and will be reused. No distinctive cultural features including landscapes, natural elements or built features are apparent.

REQUIRED ACTIONS:

- **RECOMMEND** to the Louisville Metro Council that the Change-in-Zoning from C-1 to C-2, Commercial on property described in the attached legal description be **APPROVED** or **DENIED**
- **APPROVE** or **DENY** the **Detailed District Development Plan**

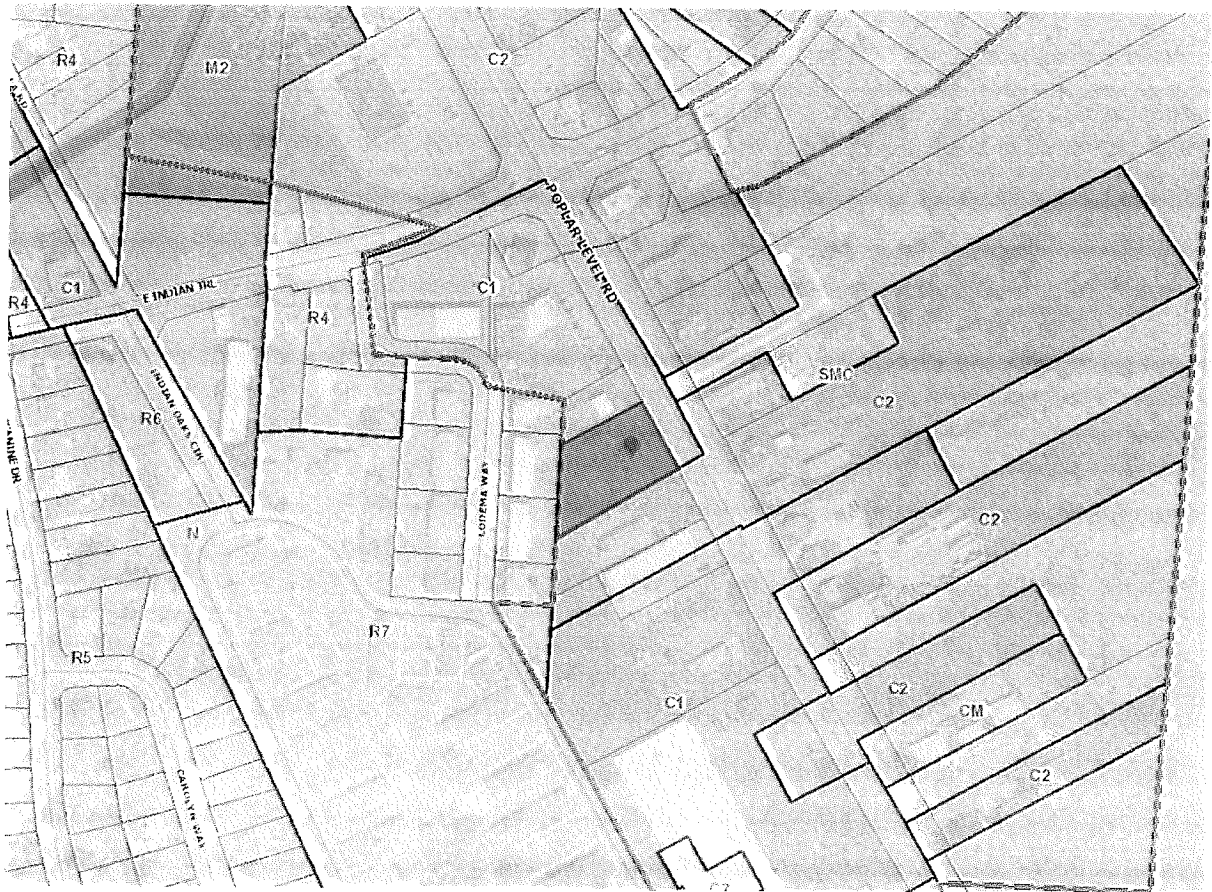
NOTIFICATION

| Date | Purpose of Notice | Recipients |
|---------|---------------------|---|
| 9/16/19 | Hearing before LD&T | 1 st and 2 nd tier adjoining property owners Subscribers of Council District 2 Notification of Development Proposals |
| 10/1/19 | Hearing before PC | 1 st and 2 nd tier adjoining property owners Subscribers of Council District 2 Notification of Development Proposals |
| 9/27/19 | Hearing before PC | Sign Posting on property |
| | Hearing before PC | Legal Advertisement in the Courier-Journal |

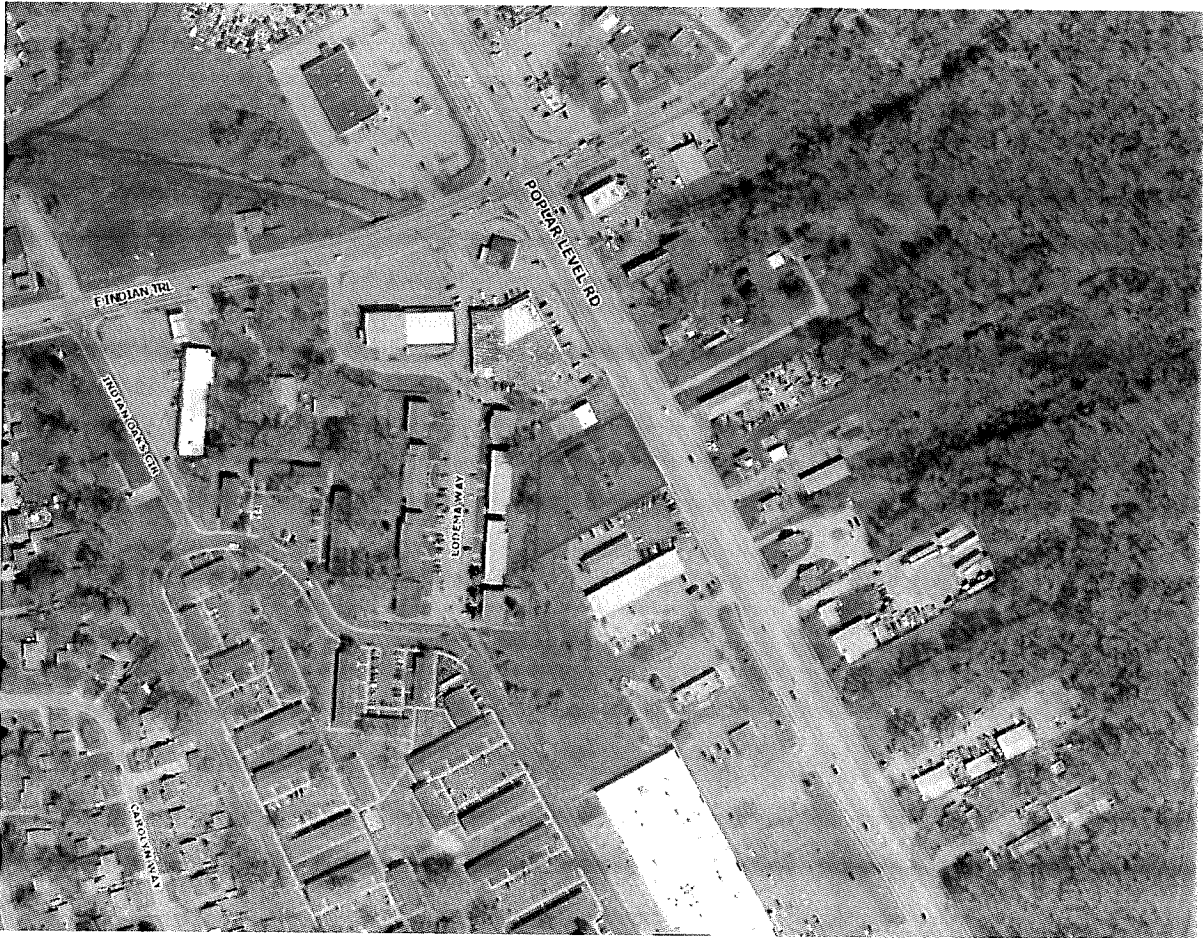
ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Plan 2040 Staff Analysis
3. Proposed Binding Elements

1. **Zoning Map**



2. Aerial Photograph



3. Plan 2040 Staff Analysis

- + Exceeds Guideline
- ✓ Meets Guideline
- Does Not Meet Guideline
- +/- More Information Needed
- NA Not Applicable

Suburban Marketplace Corridor: Non-Residential

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|---|---|---------------|---|
| Land Use & Development Goal 1: Community Form | 6. Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts may include, but not be limited to, displacement of residents, loss of affordable housing units, traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the Form District and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or non-residential. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. |
| Land Use & Development Goal 1: Community Form | 7. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned. | ✓ | The proposal is located along a major arterial roadway with TARC service, and in area of employment within close proximity to infrastructure. |
| Land Use & Development Goal 1: Community Form | 17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities. | ✓ | The proposed district is located along a major arterial roadway and does not have access through lower classification roadways. |
| Land Use & Development Goal 1: Community Form | 18. Mitigate adverse impacts of noise from proposed development on existing communities. | ✓ | Uses within the district with respect to noise are similar to those of adjoining and nearby property. |
| Land Use & Development Goal 2: Community Form | 1. Locate activity centers in appropriate areas in all Form Districts. Design and density should be compatible with desired form, adjacent uses, and existing and planned infrastructure. | ✓ | The subject property is located along an activity corridor. |

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|---|--|---------------|--|
| Land Use & Development Goal 2: Community Form | 5. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it. | ✓ | The subject property is located along an activity corridor and sufficient population is available to support a wide range of uses permitted within the district. |
| Land Use & Development Goal 2: Community Form | 6. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment. | ✓ | The proposed land use efficiently uses the land as it is located in an existing area of non-residential use with existing infrastructure. |
| Land Use & Development Goal 2: Community Form | 7. Encourage activity centers to include a mixture of compatible land uses in order to reduce traffic congestion by requiring fewer trips, support and enhance alternative modes of travel, and encourage vitality and a sense of place. | ✓ | The subject property is located along an activity corridor. TARC service and sidewalks are available. |
| Land Use & Development Goal 2: Community Form | 9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses. | ✓ | Commercial, office and/or residential uses are permitted within the district which is located along an activity corridor. |
| Land Use & Development Goal 3: Community Form | 9. Encourage development that respects the natural features of the site through sensitive site design, avoids substantial changes to the topography, and minimizes property damage and environmental degradation resulting from disturbance of natural systems. | ✓ | No natural features are apparent. |
| Land Use & Development Goal 3: Community Form | 10. Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation. | ✓ | No wet or highly permeable soils, severe, steep or unstable slopes are apparent |
| Land Use & Development Goal 3: Community Form | 12. When reviewing proposed developments consider changes to flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development. | ✓ | No flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides are apparent |
| Land Use & Development Goal 4: Community Form | 1. Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, massing, scale, architecture style and placement when located within the impact area of such resources. | ✓ | Buildings on site are not historic in nature and will be reused. |

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|---|--|---------------|--|
| Land Use & Development Goal 4: Community Form | 2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features. | ✓ | No distinctive cultural features including landscapes, natural elements and built features are apparent |
| Land Use & Development Goal 1: Mobility | 4. Encourage higher densities and intensities within or near existing marketplace corridors, existing and future activity centers, and employment centers to support transit-oriented development and an efficient public transportation system. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 2. To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 3. Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 4. Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following: 4.1. nodal connections identified by Move Louisville; 4.2. impact on freight routes; 4.3. time of operation of facilities; 4.4. safety; 4.5. appropriate linkages between neighborhoods and employment; and 4.6. the potential for reducing travel times and vehicle miles traveled. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 5. Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 6. Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development. | ✓ | All improvements required of the developer within the public right-of-way will be made. |

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|---|--|---------------|--|
| Land Use & Development Goal 3: Mobility | 9. When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location. | ✓ | Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel. | ✓ | All improvements required of the developer within the public right-of-way will be made. |
| Land Use & Development Goal 2: Community Facilities | 1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions. | ✓ | The proposed development is located in an area of existing development. Utilities would appear to be available. |
| Land Use & Development Goal 2: Community Facilities | 2. Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low-density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water. | ✓ | The development has an adequate supply of potable water and water for fire-fighting purposes |
| Land Use & Development Goal 2: Community Facilities | 3. Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by the Metropolitan Sewer District (MSD). | ✓ | The development has adequate means of sewage treatment and disposal to protect public health |
| Land Use & Development Goal 1: Economic Development | 3. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with adequate access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas. | ✓ | The proposal is located along a major arterial roadway with TARC service, in area of employment, and within close proximity to infrastructure (highway and railway). |
| Land Use & Development Goal 1: Livability | 17. Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project. | ✓ | The site is previously developed and does not appear to contain karst features. |

4. Proposed Binding Elements

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.
2. Before any permit (including but not limited to building, parking lot, change of use, site disturbance) is requested:
 - a. The development plan must receive full construction approval from Louisville Metro Department of Inspections, Permits and Licenses, Louisville Metro Public Works and the Metropolitan Sewer District.
 - b. Encroachment permits must be obtained from the Kentucky Department of Transportation, Bureau of Highways.
3. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.
4. The applicant, developer, or property owner shall provide copies of these binding elements to tenants, purchasers, contractors, subcontractors and other parties engaged in development of this site and shall advise them of the content of these binding elements. These binding elements shall run with the land and the owner of the property and occupant of the property shall at all times be responsible for compliance with these binding elements. At all times during development of the site, the applicant and developer, their heirs, successors; and assignees, contractors, subcontractors, and other parties engaged in development of the site, shall be responsible for compliance with these binding elements.
5. The requirements of the approved landscape plan in case L-106-02 shall be satisfied on the subject site within 6-months of final action of the Louisville Metro Council.
6. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.

Land Development & Transportation
Staff Report
September 26, 2019



| | |
|-------------------|-----------------------------|
| Case No: | 19-ZONE-0019 |
| Project Name: | Awesome Auto |
| Location: | 4910 Poplar Level Road |
| Owner: | Ibrahim H. Ahmed |
| Applicant: | Awesome Auto, LLC |
| Representative: | Greg Butrum |
| Jurisdiction: | Louisville Metro |
| Council District: | 2 – Barbara Shanklin |
| Case Manager: | Joel Dock, AICP, Planner II |

REQUEST(S)

- Change in zoning from C-1 to C-2, Commercial
- Detailed District Development Plan

** Add BE
for
Landscape compliance
6-month from
Council approval
* concrete in
R/W
and verge
area
w/
small
ILA*

CASE SUMMARY

An automobile dealership at an existing automobile repair shop is proposed. The subject property is located south of E. Indian Trail. It is adjacent to a mixture of C-1 & C-2, commercial services with residential to the rear of the corridor. An automobile dealership is present to its immediate south.

STAFF FINDINGS

The application is in order and ready for the next available Public Hearing before the Planning Commission.

TECHNICAL REVIEW

- No site construction is proposed and the development plan is technically compliant. Plan 2040, however, calls for the safe movement of pedestrians and vehicles. A 4' pedestrian walkway is proposed from the public sidewalk. The applicant should demonstrate how the proposed 4' pedestrian walkway provides safety and separation for pedestrians through off-street parking/display areas or a more appropriate means of movement should be provided. A portion of this walk within the right-of-way and through a grassy area should be improved.
- Binding Element #5 has been included to ensure the permanence of landscape screening along the right-of-way.

STANDARD OF REVIEW FOR REZONING

Criteria for granting the proposed form district change/rezoning: KRS Chapter 100.213

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR

3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

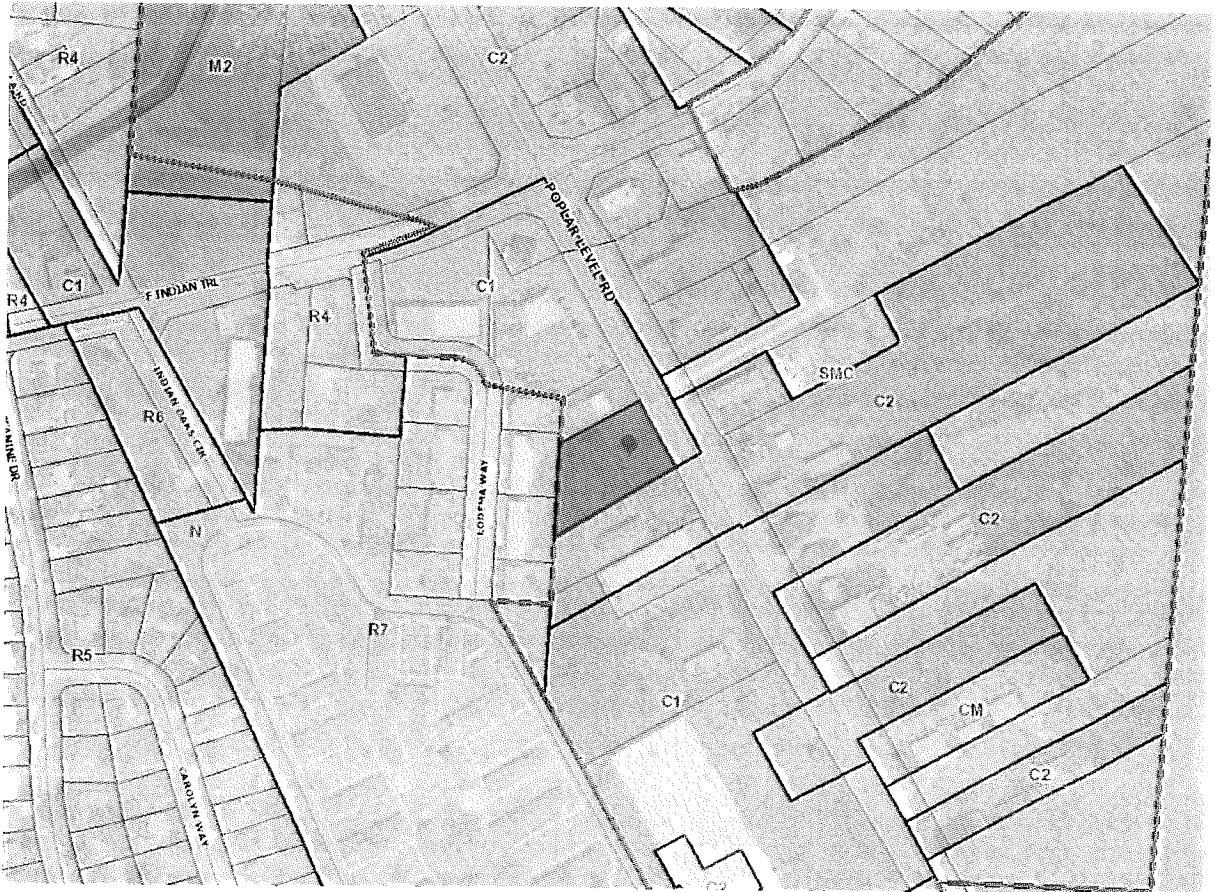
NOTIFICATION

| Date | Purpose of Notice | Recipients |
|-------------|--------------------------|---|
| 9/16/19 | Hearing before LD&T | 1 st and 2 nd tier adjoining property owners Subscribers of Council District 2 Notification of Development Proposals |
| | Hearing before PC | 1 st and 2 nd tier adjoining property owners Subscribers of Council District 2 Notification of Development Proposals |
| | Hearing before PC | Sign Posting on property |
| | Hearing before PC | Legal Advertisement in the Courier-Journal |

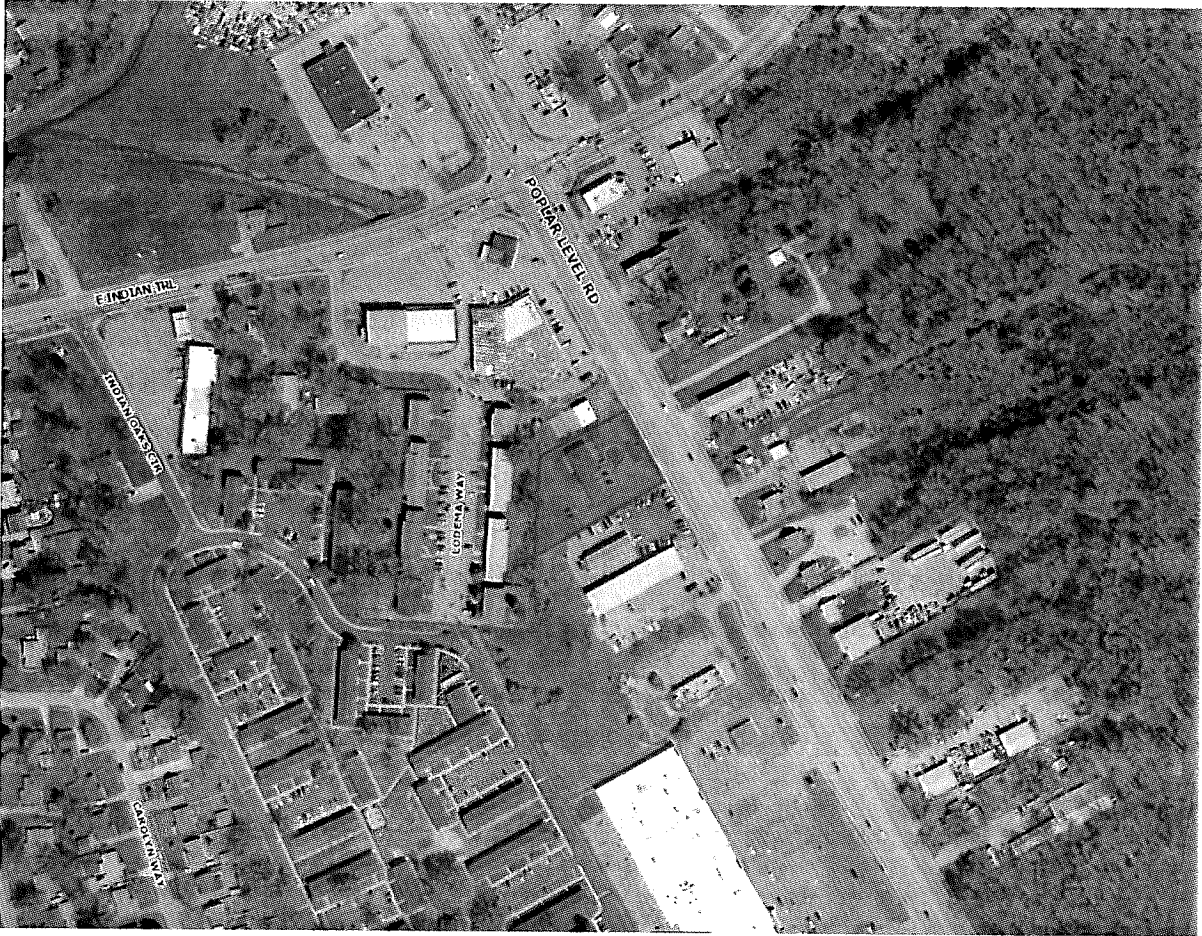
ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Proposed Binding Elements

1. **Zoning Map**



2. Aerial Photograph



3. Proposed Binding Elements

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.
2. Before any permit (including but not limited to building, parking lot, change of use, site disturbance) is requested:
 - a. The development plan must receive full construction approval from Louisville Metro Department of Inspections, Permits and Licenses, Louisville Metro Public Works and the Metropolitan Sewer District.
 - b. Encroachment permits must be obtained from the Kentucky Department of Transportation, Bureau of Highways.
3. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.
4. The applicant, developer, or property owner shall provide copies of these binding elements to tenants, purchasers, contractors, subcontractors and other parties engaged in development of this site and shall advise them of the content of these binding elements. These binding elements shall run with the land and the owner of the property and occupant of the property shall at all times be responsible for compliance with these binding elements. At all times during development of the site, the applicant and developer, their heirs, successors; and assignees, contractors, subcontractors, and other parties engaged in development of the site, shall be responsible for compliance with these binding elements.
5. A minimum 3' continuous landscape/vegetative screen shall be maintained between the public sidewalk and the vehicle use area of the development site.
6. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.

Pre-Application Staff Report



| | |
|--------------------------|-----------------------------|
| Case No: | 19ZONE1002 |
| Project Name: | Awesome Auto |
| Location: | 4910 Poplar Level Road |
| Owner: | Ibrahim H. Ahmed |
| Applicant: | Awesome Auto, LLC |
| Representative: | Greg Butrum |
| Jurisdiction: | Louisville Metro |
| Council District: | 2 – Barbara Shanklin |
| Case Manager: | Joel Dock, AICP, Planner II |

REQUEST(S)

- **Change in zoning** from C-1 to C-2, Commercial
- **Detailed District Development Plan**

CASE SUMMARY

An auto dealership in conjunction with the current use is proposed. This requires a change in zoning to C-2, Commercial

STAFF FINDINGS

The proposal is located along a major arterial roadway with TARC service, in area of employment, and within close proximity to infrastructure (highway and railway). It is also located in an area of commercial activity and within the boundaries of the marketplace corridor.

TECHNICAL REVIEW

- A development plan of sufficient detail to demonstrate to the Planning Commission the character and objectives of the proposed development and the potential impacts of the development on the community and its environs.
- MSD and Transportation Planning Review have preliminarily approved the plan.

STANDARD OF REVIEW FOR REZONING

Criteria for granting the proposed form district change/rezoning: *KRS Chapter 100.213*

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Cornerstone 2020; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

STAFF ANALYSIS FOR REZONING

Following is staff's analysis of the proposed rezoning against the Land use and Development Policies of Plan 2040:

The site is located in the Suburban Marketplace Corridor Form District

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The proposal is located along a major arterial roadway with TARC service, in area of employment, and within close proximity to infrastructure (highway and railway). It is also located in an area of commercial activity and within the boundaries of the marketplace corridor.

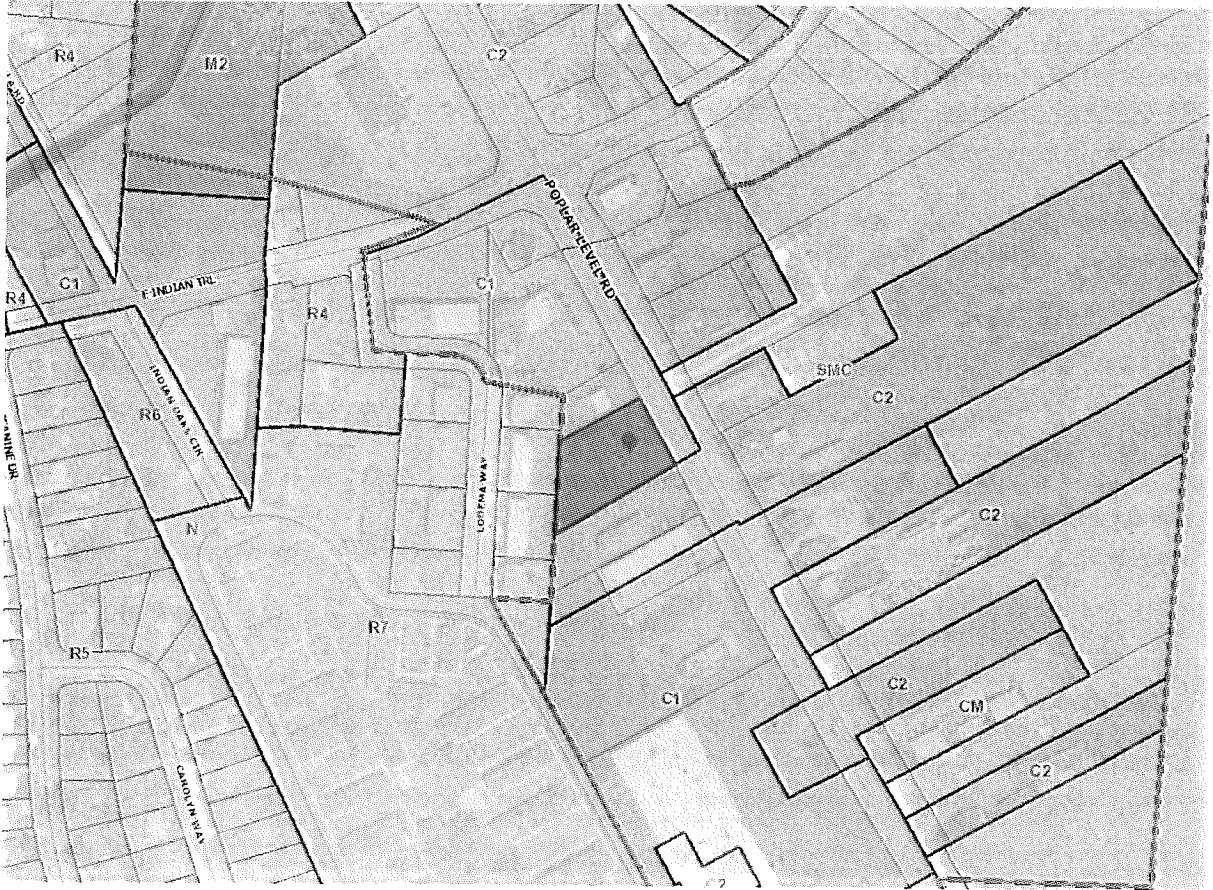
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ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Plan 2040 Staff Analysis

1. Zoning Map



2. Aerial Photograph



3. **Cornerstone 2020 Staff Checklist**

- + Exceeds Guideline
- ✓ Meets Guideline
- Does Not Meet Guideline
- +/- More Information Needed
- NA Not Applicable

Suburban Marketplace Corridor: Non-Residential

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|---|---|---------------|--|
| Land Use & Development Goal 1: Community Form | 6. Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts may include, but not be limited to, displacement of residents, loss of affordable housing units, traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the Form District and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or non-residential. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Transitions will be provided as required. |
| Land Use & Development Goal 1: Community Form | 7. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned. | ✓ | The proposal is located along a major arterial roadway with TARC service, in area of employment, and within close proximity to infrastructure (highway and railway). |
| Land Use & Development Goal 1: Community Form | 17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities. | ✓ | The proposed district is located along a major arterial and does not have access through lesser classified roads that may create traffic burdens. |
| Land Use & Development Goal 1: Community Form | 18. Mitigate adverse impacts of noise from proposed development on existing communities. | ✓ | Uses within the district with respect to noise are similar to those of adjoining and nearby property. |
| Land Use & Development Goal 2: Community Form | 1. Locate activity centers in appropriate areas in all Form Districts. Design and density should be compatible with desired form, adjacent uses, and existing and planned infrastructure. | ✓ | The subject property is located along an activity corridor. |

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| Land Use & Development Goal 3: Community Form | 9. Encourage development that respects the natural features of the site through sensitive site design, avoids substantial changes to the topography, and minimizes property damage and environmental degradation resulting from disturbance of natural systems. | ✓ | No natural features are apparent. |
| Land Use & Development Goal 3: Community Form | 10. Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation. | ✓ | No wet or highly permeable soils, severe, steep or unstable slopes are apparent |
| Land Use & Development Goal 3: Community Form | 12. When reviewing proposed developments consider changes to flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development. | ✓ | No flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides are apparent |
| Land Use & Development Goal 4: Community Form | 1. Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, massing, scale, architecture style and placement when located within the impact area of such resources. | +/- | <u>What changes on site are proposed?</u> |

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
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| Land Use & Development Goal 4: Community Form | 2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features. | ✓ | No distinctive cultural features including landscapes, natural elements and built features are apparent |
| Land Use & Development Goal 1: Mobility | 4. Encourage higher densities and intensities within or near existing marketplace corridors, existing and future activity centers, and employment centers to support transit-oriented development and an efficient public transportation system. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 2. To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 3. Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 4. Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following: 4.1. nodal connections identified by Move Louisville; 4.2. impact on freight routes; 4.3. time of operation of facilities; 4.4. safety; 4.5. appropriate linkages between neighborhoods and employment; and 4.6. the potential for reducing travel times and vehicle miles traveled. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 5. Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality. | ✓ | The proposed district is located in an area of commercial activity and within the boundaries of the marketplace corridor. Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 6. Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development. | +/- | Facilities and improvements required by DPW shall be provided. |

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
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| Land Use & Development Goal 3: Mobility | 9. When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location. | ✓ | Sidewalks and TARC service are available |
| Land Use & Development Goal 3: Mobility | 10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel. | +/- | |
| Land Use & Development Goal 2: Community Facilities | 1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions. | ✓ | The proposed development is located in an area of existing development. Utilities would appear to be available. |
| Land Use & Development Goal 2: Community Facilities | 2. Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low-density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water. | ✓ | Water appears to be available |
| Land Use & Development Goal 2: Community Facilities | 3. Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by the Metropolitan Sewer District (MSD). | ✓ | Sewer appears to be available |
| Land Use & Development Goal 1: Economic Development | 3. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with adequate access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas. | ✓ | The proposal is located along a major arterial roadway with TARC service, in area of employment, and within close proximity to infrastructure (highway and railway). |
| Land Use & Development Goal 1: Livability | 17. Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project. | +/- | In the event impervious surfaces are added or modified, a karst survey should be produced. |

| Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
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| Land Use & Development Goal 1: Livability | 21. Mitigate negative development impacts to the integrity of the regulatory floodplain by encouraging development patterns that minimize disturbance and consider the increased risk of more frequent flooding events. | ✓ | The proposal is not located in the floodplain |