

# Planning Commission Staff Report July 18, 2019



<b>Case No:</b>	19ZONE1023
<b>Project Name:</b>	Shepherdsville Road Warehouse
<b>Location:</b>	6611 Shepherdsville Road
<b>Owner(s):</b>	Country Club Recreation Inc.
<b>Applicant:</b>	Core 5 Industrial Properties
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	24 – Madonna Flood
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

## REQUESTS

- **Change in form district** from Neighborhood to Suburban Workplace
- **Change in zoning** from C-2 Commercial and R-4 Single Family Residential to C-M Commercial Manufacturing
- **Removal of existing binding elements**
- **Abandonment of existing Conditional Use Permit**
- **Revised Detailed District Development Plan with Binding Elements**

## CASE SUMMARY/BACKGROUND

The subject site is located along Shepherdsville Road south of the intersection with Fern Valley Road. The site is currently in use as a driving range and mini-golf course. The applicant proposes to rezone the property to C-M to construct a warehouse with associated offices. The site is located within the study area for the Highview Neighborhood Plan. Commercial and industrial uses are located to the north. Multi family residential abuts the site to the south. Commercial uses are located across Shepherdsville Road to the west, and a CSX railway line and easement is located within the subject site along the eastern property line. The easement area is currently zoned R-4 in the Neighborhood form district. The applicant proposes to rezone this area to C-M as well and change the form district to Suburban Workplace to bring that area into alignment with the remainder of the site and surrounding sites.

The majority of the property was previously rezoned from R-4 Single Family Residential to C-2 under docket 9-91-87. A Conditional Use Permit for a golf driving range, miniature golf course, and related uses was approved at the same time.

## STAFF FINDING

Staff finds that the proposed change in form district and change in zoning meet the guidelines of the Comprehensive Plan. The proposed development plan does not meet the guidelines of the Comprehensive Plan. The orientation of the building directs sound and light nuisances toward residential development, and the applicant wishes to preserve the capacity to conduct 24-hour operations on the site, resulting in potential night-time nuisances to residents. Plan 2040 emphasizes the preservation and improvement of livability and quality of life of residents of Louisville Metro, a goal which is not achieved with the proposed development plan.

## **TECHNICAL REVIEW**

Land Development Code (Louisville Metro)

Highview Neighborhood Plan (2015)

This site is on the fringe of an identified future Neighborhood Node:

Existing areas with a cluster of commercial uses have been identified as future Neighborhood Nodes as seen in Figure 3.4. These nodes are the preferred location for future medium to high density development. Other compatible uses that are also appropriate for the Neighborhood Nodes include office, civic, open space, and higher density residential. The scale and character of future development should fit within the existing character and be neighborhood serving.

Neighborhood Nodes should be: centered around a defined intersection; have finite boundaries with appropriate transition to surrounding neighborhoods, and; be walkable in size—generally defined as a ¼ mile from edge to edge (See CF2 below for design guidelines for Neighborhood Nodes)

CF2 states, in part:

Transition to Traditional Neighborhood Scale: There should be a gradual change in scale between adjacent residential areas and Neighborhood Nodes to reduce the visual effect of larger mass and height of commercial development.

MSD and Transportation Planning have provided preliminary approval of the proposal.

## **INTERESTED PARTY COMMENTS**

No interested party comments have been received by staff.

## **STANDARD OF REVIEW FOR REZONING and CHANGE IN FORM DISTRICT**

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 CHANGE IN ZONING and CHANGE IN FORM DISTRICT**

Following is staff's analysis of the proposed rezoning and form district change against the Guidelines and Policies of Plan 2040.

The majority of the site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-

serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

A small portion of the site is located in the Neighborhood Form District

The Neighborhood Form is characterized by predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape and neighborhood areas. High-density uses will be limited in scope to minor or major arterials and to areas that have limited impact on the low to moderate density residential areas.

The Neighborhood Form will contain diverse housing types in order to provide housing choice for differing ages, incomes and abilities. New neighborhoods are encouraged to incorporate these different housing types within a neighborhood as long as the different types are designed to be compatible with nearby land uses. These types may include, but not be limited to, large lot single family developments with cul-de-sacs, traditional neighborhoods with short blocks or walkways in the middle of long blocks to connect with other streets, villages and zero-lot line neighborhoods with open space, and high density multi-family housing.

The Neighborhood Form may contain open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services. These neighborhood centers should be at a scale that is appropriate for nearby neighborhoods. The Neighborhood Form should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycle and transit.

Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to support physical activity for all users and invite human interaction. Streets are connected and easily accessible to each other, using design elements such as short blocks or bike/walkways in the middle of long blocks to connect with other streets. Examples of design elements that encourage this interaction include narrow street widths, street trees, sidewalks, shaded seating/gathering areas and bus stops. Placement of utilities should permit the planting of shade trees along both sides of the streets.

The subject site is located on the edge of an existing activity center and serves as a transition between a Neighborhood Node identified by the Highview Neighborhood Plan and adjacent residential uses. The requested C-M zoning would preserve the ability of the property owner to utilize the site for commercial uses while allowing for the proposed warehouse development. The sites to the north of the subject property have medium-intensity industrial zoning, and the proposed zoning district permits a step down in intensity adjacent to residential uses. The requested change in zoning is therefore appropriate.

A small portion of the subject site, containing a CSX railway easement, is located in the Neighborhood form district. The applicant proposes to change form district of this easement to Suburban Workplace. Suburban Workplace form district is already located to the north, east and west of the small section of Neighborhood, and this section is unlikely to ever be developed as anything other than a railway easement in the future. Changing the form district to Suburban Workplace is appropriate as it eliminates unnecessary transition zones.

All other agency comments should be addressed to demonstrate compliance with the remaining Goals, Objectives and Policies of Plan 2040.

A checklist is attached to the end of this staff report with a more detailed analysis. The Louisville Metro Planning Commission is charged with making a recommendation to the Louisville Metro Council regarding the appropriateness of this zoning map amendment. The Louisville Metro Council has zoning authority over the property in question.

## 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: There do not appear to be any environmental constraints or historic resources on the subject site. Tree canopy requirements of the Land Development Code will be provided on the subject site.

- (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 has been provided, and Metro Public Works and the Kentucky Transportation Cabinet have approved the preliminary development plan.

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

STAFF: There are no open space requirements pertinent to the current proposal.

- (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 overall site design and land uses are not compatible with the existing and future development of the area. The existing development south of the site is residential, and the building is oriented with the loading docks facing south. While tree canopy is proposed to be preserved and the applicant has proposed a fence to block headlights, these measures are insufficient to block the noise of vehicles shifting and of backup beepers, especially at night when ambient sounds which drown out the noises are reduced.

- (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 development plan does not conform to applicable guidelines and policies of the Comprehensive Plan. Plan 2040 emphasizes that livability and quality of life for all residents of Louisville Metro should be preserved and improved. The proposed development plan would negatively impact the quality of life of the residents of the development to the south. The development plan does comply with the requirements of the Land Development Code.

**REQUIRED ACTIONS**

- **RECOMMEND** that Metro Council **APPROVE** or **DENY** the **Change-in-form-district** from Neighborhood to Suburban Workplace
- **RECOMMEND** that Metro Council **APPROVE** or **DENY** the **Change-in-Zoning** from C-2 and R-4 to C-M
- **APPROVE** or **DENY** the **Removal of Binding Elements** from the subject site
- **APPROVE** or **DENY** the **Abandonment of the Conditional Use Permit**
- **APPROVE** or **DENY** the **Detailed District Development Plan with Binding Elements**

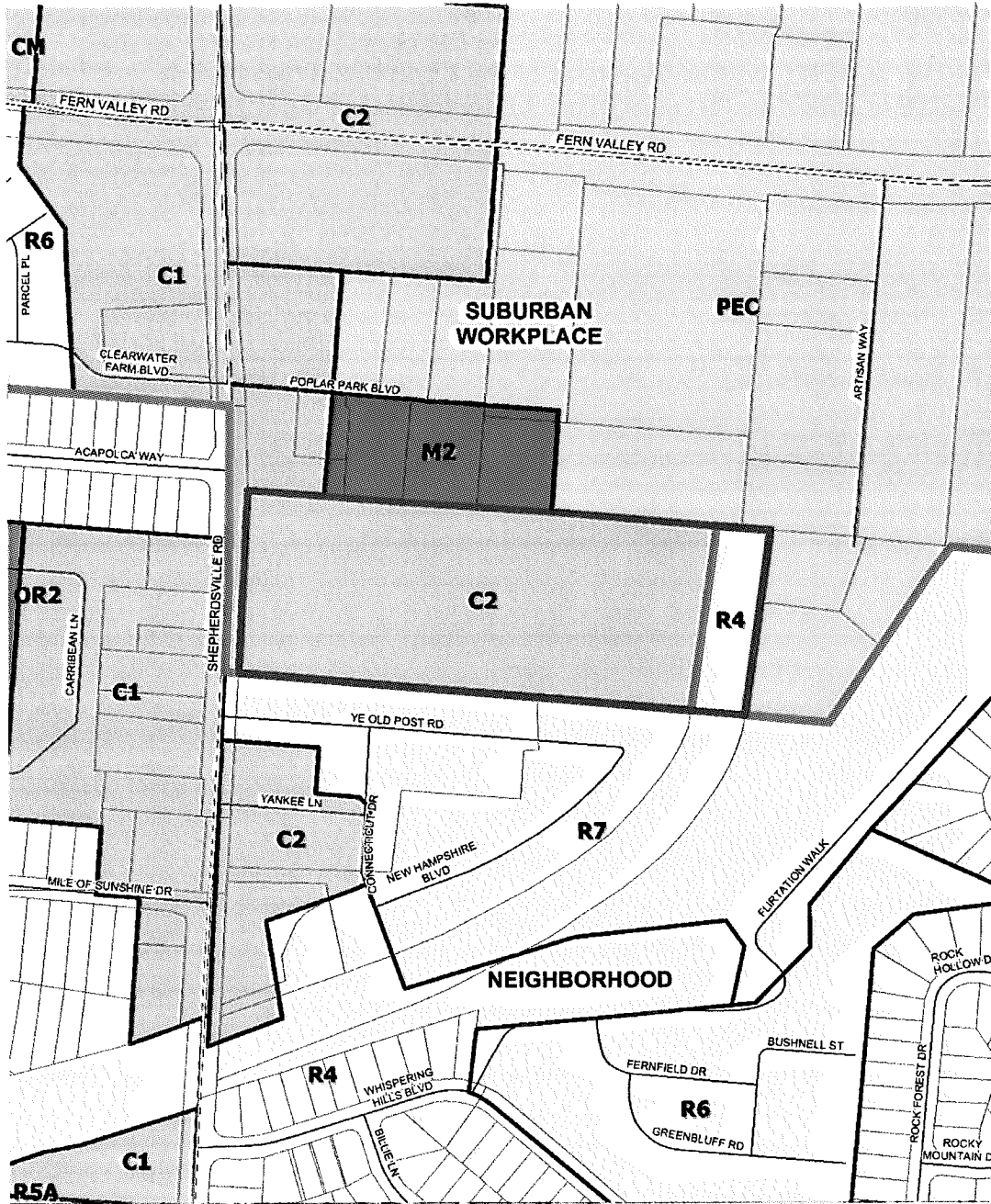
**NOTIFICATION**

<b>Date</b>	<b>Purpose of Notice</b>	<b>Recipients</b>
<b>05/28/2019</b>	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners Registered Neighborhood Groups in Council District 24 & 2
<b>06/24/2019</b>	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners Registered Neighborhood Groups in Council District 24 & 2
<b>06/19/2019</b>	Hearing before PC	Sign Posting on property
<b>07/03/2019</b>	Hearing before PC	Legal Advertisement in the Courier-Journal

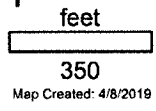
**ATTACHMENTS**

1. Zoning Map
2. Aerial Photograph
3. Plan 2040 Checklist
4. Existing Binding Elements (to be removed)
5. Proposed Binding Elements

1. Zoning Map



6611 Shepherdsville Road



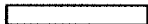
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2. Aerial Photograph



6611 Shepherdsville Road

feet



350

Map Created: 4/8/2019



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**3. Staff Plan 2040 Checklist**

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

**Suburban Workplace: Non-Residential**

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
1	Community Form: Goal 1	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 site is currently non-residential and the rezoning would not constitute a non-residential expansion into a residential area.
2	Community Form: Goal 1	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 proposed zoning district would permit higher density and intensity uses. The site is located on a minor arterial road and transit corridor.
3	Community Form: Goal 1	8. Encourage industries to locate in workplace Form Districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.	✓	The proposed zoning district is for industrial uses. The site is located in the Suburban Workplace form district, with the exception of the railway easement to the east which is in the Neighborhood form. The applicant proposes to change the form district of the eastern portion of the site to Suburban Workplace.
4	Community Form: Goal 1	15. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.	+/-	The Planning Commission must determine if the proposed site plan permits noise and light emissions to impact disadvantaged populations.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
5	Community Form: Goal 1	16. Consider impacts on human health, quality of life and the environment including prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when reviewing new developments and redevelopments. Special attention should be paid to air and water quality when residences, schools, parks or vulnerable populations will be impacted. Mitigate impacts to areas that are disproportionately affected.	✓	Air and water quality is unlikely to be impacted by uses permitted in the proposed zoning district.
6	Community Form: Goal 1	17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities.	✓	The subject site is located on a minor arterial and access to the site will be achieved directly from Shepherdsville Road.
7	Community Form: Goal 1	18. Mitigate adverse impacts of noise from proposed development on existing communities.	+/-	The Planning Commission must determine if noise impacts from the proposed development are adequately mitigated.
8	Community Form: Goal 1	21. Require that industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills and quarries are sited to protect public health, safety and welfare and are located away from residential areas and population centers.	✓	The proposed zoning district would not permit junkyards, landfills or quarries, or similar high-intensity industrial uses.
9	Community Form: Goal 2	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 proposed zoning district would be compatible with the Suburban Workplace form and would provide an appropriate transition between the medium-intensity industrial uses to the north and the residential uses to the south.
10	Community Form: Goal 2	5. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it.	✓	The proposed zoning district would permit retail development. The site is located in an existing activity center with retail development.
11	Community Form: Goal 2	6. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.	✓	The proposal would intensify the use of the property and encourage a more compact development pattern.
12	Community Form: Goal 2	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 proposed zoning district would encourage a mixture of compatible land uses by allowing both low-intensity industrial uses and medium-intensity commercial uses.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
13	Land Use & Development Goal 2: Community Form	8. Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.	✓	The proposed zoning district would allow residential uses above retail or other mixed-use multi-story retail buildings.
14	Community Form: Goal 2	9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.	✓	The proposal would permit commercial and/or multi-family residential uses.
15	Community Form: Goal 2	10. Encourage outlot development in underutilized parking lots of existing development to promote utilization of existing infrastructure provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street-level retail with residential units above.	NA	The proposal does not include underutilized parking lots.
16	Community Form: Goal 3	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 evident on the site.
17	Community Form: Goal 3	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, or severe, steep or unstable slopes are evident on the site.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
18	Community Form: Goal 3	<p>11. Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the goals and objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way.</p>	NA	The site is not located within the Ohio River corridor.
19	Community Form: Goal 3	<p>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.</p>	✓	No karst features are located on the site. The site is not located in the floodplain.
20	Community Form: Goal 4	<p>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.</p>	NA	No historic assets are evident on the site.
21	Community Form: Goal 4	<p>2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.</p>	NA	No distinctive cultural features are evident on the site.
22	Mobility: Goal 1	<p>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.</p>	✓	The proposal would allow for higher density and intensity uses. The subject site is located on the edge of an existing activity and employment center. The site is adjacent to an existing TARC stop.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
23	Mobility: Goal 3	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 zoning district would permit an appropriate transition between the medium-intensity industrial uses to the north and the residential uses to the south.
24	Mobility: Goal 3	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 zoning district would permit mixed-use development.
25	Mobility: Goal 3	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.	✓	Transportation Planning has approved the proposal.
26	Mobility: Goal 3	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.	✓	Transportation Planning has approved the proposal.
27	Mobility: Goal 3	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.	✓	Transportation Planning has approved the proposal.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
28	Mobility: Goal 3	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.	✓	Transportation Planning has approved the proposal.
29	Mobility: Goal 3	10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.	✓	Transportation Planning has approved the proposal.
30	Community Facilities: Goal 2	1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.	✓	The relevant utilities have approved the proposal.
31	Community Facilities: Goal 2	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.	✓	Louisville Water Company has approved the proposal.
32	Community Facilities: Goal 2	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).	✓	MSD has approved the proposal.
33	Economic Development: Goal 1	1. Limit land uses in workplace Form Districts to compatible uses that meet the needs of the industrial subdivision or workplace district and their employees.	✓	The subject site is located mainly in the Suburban Workplace form district and the proposed zoning district would be compatible with that form.
34	Economic Development: Goal 1	2. Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.	✓	Existing industry is located to the north of the subject site.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
35	Economic Development: Goal 1	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 proposed use is not commercial. The proposed zoning district would permit commercial uses, and the subject site is located with adequate access to a major arterial.
36	Economic Development: Goal 1	4. Utilize industrial sites near the airport and the Ohio River to support the growth and development of uses whose infrastructure and production needs require such a location or for land uses that support airport-oriented or river-oriented industrial uses.	NA	The subject site is not located near the airport or the Ohio River.
37	Economic Development: Goal 1	5. Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions.	✓	The subject site is located on a minor arterial street and adjacent to existing industry.
38	Livability: Goal 1	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.	✓	No karst features are evident on the site.
39	Livability: Goal 1	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.	NA	The subject site is not located in the regulatory floodplain.
40	Livability: Goal 1	24. Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events as well as limits, to the extent possible, floodplain disturbance.	NA	The subject site is not located in the regulatory floodplain.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
41	Housing: Goal 1	2. Promote housing options and environments that support aging in place. Encourage housing for older adults and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities.	✓	The proposed zoning district would permit housing options and environments that support aging in place.
42	Housing: Goal 2	1. Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area.	✓	The proposed zoning district would permit inter-generational mixed-income and mixed-use development.
43	Housing: Goal 2	2. Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers.	✓	The proposed zoning district would permit housing in proximity to a multi-modal corridor with transit access.
44	Housing: Goal 3	2. As neighborhoods evolve, discourage displacement of existing residents from their community.	✓	The subject site is currently used as a golf driving range and no existing residents will be displaced.
45	Housing: Goal 3	3. Encourage the use of innovative methods such as clustering, mixed-use developments, co-housing, and accessory apartments to increase the production of fair and affordable housing.	✓	The proposed zoning district would permit the use of innovating methods of housing.



**4. Existing Binding Elements (to be removed)**

- ~~1. The development will be in accordance with the approved district development plan. No further development will occur.~~
- ~~2. The pro shop shall not exceed 8,000 square feet of gross floor area. The snow cone stand shall not exceed 100 square feet in gross floor area. The maintenance barns shall not exceed 1,800 square feet of gross floor area.~~
- ~~3. Before a building permit is issued:
  - ~~a. The development plan must be reapproved by the Jefferson County Department of Public Works and Transportation and the Metropolitan Sewer District.~~
  - ~~b. Encroachment permits must be obtained from the Kentucky Department of Transportation, Bureau of Highways.~~
  - ~~c. The property owner must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Article 12 excepting the east side of the property abutting the railroad right-of-way. Such plan shall be implemented prior to requesting a certificate of occupancy and maintained thereafter.~~~~
- ~~4. The only permitted freestanding sign shall be located as shown on the approved district development plan. The sign shall not exceed 60 square feet in area and 15 feet in height, and shall be located 20 feet from the property line.~~
- ~~5. No small freestanding (temporary) signs, banners or pennants will be permitted on this site.~~
- ~~6. If a building permit is not issued within one year of the date of approval of the plan or rezoning, whichever is later, the property shall not be used in any manner unless a revised district development plan is approved or an extension is granted by the Planning Commission.~~
- ~~7. A certificate of occupancy must be received from the appropriate code enforcement office prior to occupancy of the structure or land for the proposed use. All binding elements must be implemented prior to requesting issuance of the certificate.~~
- ~~8. The above binding elements may be amended as provided for in the Zoning District Regulations.~~

**5. 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. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.

3. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
4. Before any permit (including but not limited to building, parking lot, change of use, site disturbance, alteration permit or demolition permit) is requested:
  - a. The development plan must receive full construction approval from Construction Review, Louisville Metro Public Works and the Metropolitan Sewer District.
  - b. Encroachment permits must be obtained from the Kentucky Transportation Cabinet.
  - c. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a certificate of occupancy. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
  - d. Final elevations/renderings shall be submitted for review and approval by Planning Commission staff. A copy of the approved rendering shall be available in the case file on record in the offices of the Louisville Metro Planning Commission.
  - e. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved prior to obtaining approval for site disturbance.
5. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line.
6. No idling of trucks shall take place within 200 feet of residential uses. No overnight idling of trucks shall be permitted on-site.
7. 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.
8. 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.

#4 Attached on the end.

The Austifence product shall be installed in compliance with manufacturer <sup>recommendations</sup> ~~guidelines~~.

The Fence and Austifence product shall be inspected twice per year and repaired or replaced as necessary according to manufacturer's <sup>recommendations</sup> ~~guidelines~~, if it is found to be damaged, or worn such that its effectiveness is impacted. Inspection and repair or replacement shall be conducted by ~~the property owner or owner's agent~~, a person competent to inspect the Austifence product at the property owner or tenant's expense.

**Land Development and Transportation  
Committee  
Staff Report  
June 13, 2019**



<b>Case No:</b>	19ZONE1023
<b>Project Name:</b>	Shepherdsville Road Warehouse
<b>Location:</b>	6611 Shepherdsville Road
<b>Owner(s):</b>	Country Club Recreation Inc.
<b>Applicant:</b>	Core 5 Industrial Properties
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	24 – Madonna Flood
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

**REQUESTS**

- **Change in form district** from Neighborhood to Suburban Workplace
- **Change in zoning** from C-2 Commercial and R-4 Single Family Residential to C-M Commercial Manufacturing
- **Removal of existing binding elements**
- **Abandonment of existing Conditional Use Permit**
- **Revised Detailed District Development Plan with Binding Elements**

**CASE SUMMARY/BACKGROUND**

The subject site is located along Shepherdsville Road south of the intersection with Fern Valley Road. The site is currently in use as a driving range and mini-golf course. The applicant proposes to rezone the property to C-M to construct a warehouse with associated offices. The site is located within the study area for the Highview Neighborhood Plan. Commercial and industrial uses are located to the north. Multi family residential abuts the site to the south. Commercial uses are located across Shepherdsville Road to the west, and a CSX railway line and easement is located within the subject site along the eastern property line. The easement area is currently zoned R-4 in the Neighborhood form district. The applicant proposes to rezone this area to C-M as well and change the form district to Suburban Workplace to bring that area into alignment with the remainder of the site and surrounding sites.

The majority of the property was previously rezoned from R-4 Single Family Residential to C-2 under docket 9-91-87. A Conditional Use Permit for a golf driving range, miniature golf course, and related uses was approved at the same time.

**STAFF FINDING**

The proposal is ready for a public hearing date to be set. Land Development and Transportation Committee should discuss hours of operation, given the orientation of the building and the proximity of residential uses to the building.

**TECHNICAL REVIEW**

MSD and Transportation Planning have provided preliminary approval of the proposal.

## **INTERESTED PARTY COMMENTS**

No interested party comments have been received by staff.

## **STANDARD OF REVIEW FOR REZONING and CHANGE IN FORM DISTRICT**

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 CHANGE IN ZONING and CHANGE IN FORM DISTRICT**

Following is staff's analysis of the proposed rezoning and form district change against the Guidelines and Policies of Plan 2040.

### The majority of the site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

### A small portion of the site is located in the Neighborhood Form District

The Neighborhood Form is characterized by predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape and neighborhood areas. High-density uses will be limited in scope to minor or major arterials and to areas that have limited impact on the low to moderate density residential areas.

The Neighborhood Form will contain diverse housing types in order to provide housing choice for differing ages, incomes and abilities. New neighborhoods are encouraged to incorporate these different housing types within a neighborhood as long as the different types are designed to be compatible with nearby land uses. These types may include, but not be limited to, large lot single family developments with cul-de-sacs, traditional neighborhoods with short blocks or walkways in the middle of long blocks to connect with other streets, villages and zero-lot line neighborhoods with open space, and high density multi-family housing.

The Neighborhood Form may contain open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services. These neighborhood centers should be at a scale that is appropriate for nearby neighborhoods. The Neighborhood Form should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycle and transit.

Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to support physical activity for all users and invite human interaction. Streets are

connected and easily accessible to each other, using design elements such as short blocks or bike/walkways in the middle of long blocks to connect with other streets. Examples of design elements that encourage this interaction include narrow street widths, street trees, sidewalks, shaded seating/gathering areas and bus stops. Placement of utilities should permit the planting of shade trees along both sides of the streets.

**REQUIRED ACTIONS**

- Set the public hearing date.

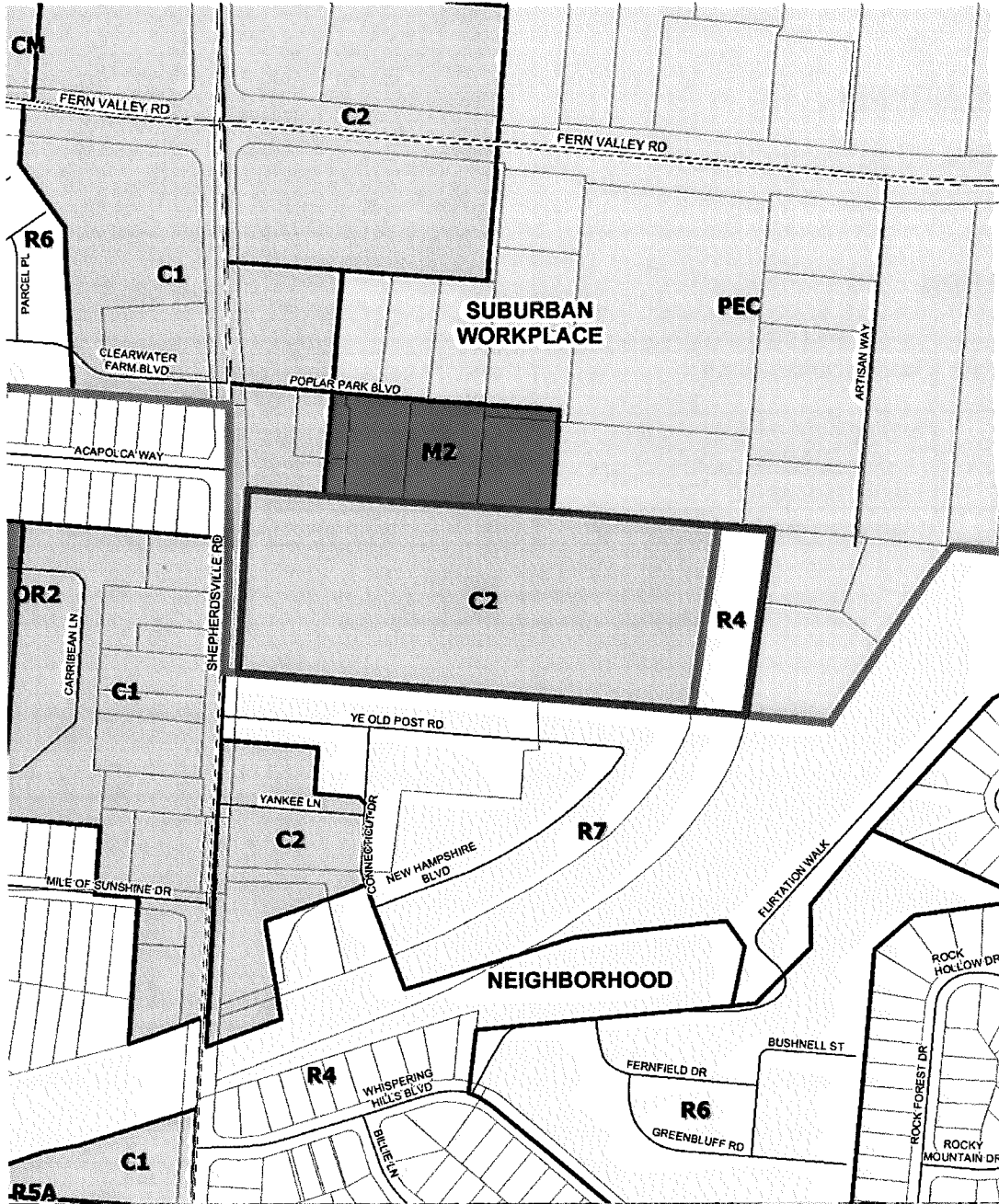
**NOTIFICATION**

<b>Date</b>	<b>Purpose of Notice</b>	<b>Recipients</b>
<b>05/23/2019</b>	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners Registered Neighborhood Groups in Council District 24 & 2
	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners Registered Neighborhood Groups in Council District 24 & 2
	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal

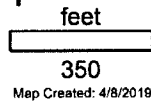
**ATTACHMENTS**

1. Zoning Map
2. Aerial Photograph
3. Existing Binding Elements (to be removed)
4. Proposed Binding Elements

1. Zoning Map



6611 Shepherdsville Road



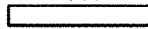
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2. Aerial Photograph



6611 Shepherdsville Road  
feet



350

Map Created: 4/8/2018



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### **3. Existing Binding Elements (to be removed)**

- ~~1. The development will be in accordance with the approved district development plan. No further development will occur.~~
- ~~2. The pro shop shall not exceed 8,000 square feet of gross floor area. The snow cone stand shall not exceed 100 square feet in gross floor area. The maintenance barns shall not exceed 1,800 square feet of gross floor area.~~
- ~~3. Before a building permit is issued:
  - ~~a. The development plan must be reapproved by the Jefferson County Department of Public Works and Transportation and the Metropolitan Sewer District.~~
  - ~~b. Encroachment permits must be obtained from the Kentucky Department of Transportation, Bureau of Highways.~~
  - ~~c. The property owner must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Article 12 excepting the east side of the property abutting the railroad right-of-way. Such plan shall be implemented prior to requesting a certificate of occupancy and maintained thereafter.~~~~
- ~~4. The only permitted freestanding sign shall be located as shown on the approved district development plan. The sign shall not exceed 60 square feet in area and 15 feet in height, and shall be located 20 feet from the property line.~~
- ~~5. No small freestanding (temporary) signs, banners or pennants will be permitted on this site.~~
- ~~6. If a building permit is not issued within one year of the date of approval of the plan or rezoning, whichever is later, the property shall not be used in any manner unless a revised district development plan is approved or an extension is granted by the Planning Commission.~~
- ~~7. A certificate of occupancy must be received from the appropriate code enforcement office prior to occupancy of the structure or land for the proposed use. All binding elements must be implemented prior to requesting issuance of the certificate.~~
- ~~8. The above binding elements may be amended as provided for in the Zoning District Regulations.~~

### **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. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.

3. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
4. Before any permit (including but not limited to building, parking lot, change of use, site disturbance, alteration permit or demolition permit) is requested:
  - a. The development plan must receive full construction approval from Construction Review, Louisville Metro Public Works and the Metropolitan Sewer District.
  - b. Encroachment permits must be obtained from the Kentucky Transportation Cabinet.
  - c. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a certificate of occupancy. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
  - d. Final elevations/renderings shall be submitted for review and approval by Planning Commission staff. A copy of the approved rendering shall be available in the case file on record in the offices of the Louisville Metro Planning Commission.
5. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line.
6. No idling of trucks shall take place within 200 feet of residential uses. No overnight idling of trucks shall be permitted on-site.
7. 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.
8. 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.



**Pre-Application  
Staff Report**  
April 10, 2019



<b>Case No:</b>	19ZONE1023
<b>Project Name:</b>	Shepherdsville Road Warehouse
<b>Location:</b>	6611 Shepherdsville Road
<b>Owner(s):</b>	Country Club Recreation Inc.
<b>Applicant:</b>	Core 5 Industrial Properties
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	24 – Madonna Flood
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

**REQUEST**

- **Change in zoning** from C-2 Commercial to M-2 Industrial

**CASE SUMMARY/BACKGROUND**

The subject site is located along Shepherdsville Road south of the intersection with Fern Valley Road. The site is currently in use as a driving range and mini-golf course. The applicant proposes to rezone the property to M-2 to construct a warehouse with associated offices. The site is located within the study area for the Highview Neighborhood Plan. Commercial and industrial uses are located to the north. Multi family residential abuts the site to the south. Commercial uses are located across Shepherdsville Road to the west, and a CSX railway line and easement is located within the subject site along the eastern property line.

The property was previously rezoned from R-4 Single Family Residential to C-2 under docket 9-91-87. A Conditional Use Permit for a golf driving range, miniature golf course, and related uses was approved at the same time.

**STAFF FINDING**

The proposal to rezone the site to M-2 does not appear to be appropriate given the site location and context. C-M would be a more appropriate request. Additionally, no form district change is requested for the portion of the property in the Neighborhood form district, where the CSX railway crosses the property. A form district change to Suburban Workplace would be appropriate. The applicant must conduct a neighborhood meeting to prepare for the formal filing. The neighborhood meeting has been scheduled for April 17, 2019.

**TECHNICAL REVIEW**

Land Development Code (2018) Louisville Metro

Highview Neighborhood Plan (2015)

This site is on the fringe of an identified future Neighborhood Node:

Existing areas with a cluster of commercial uses have been identified as future Neighborhood Nodes as seen in Figure 3.4. These nodes are the preferred location for future medium to high density development. Other compatible uses that are also appropriate for the Neighborhood Nodes

include office, civic, open space, and higher density residential. The scale and character of future development should fit within the existing character and be neighborhood serving.

Neighborhood Nodes should be: centered around a defined intersection; have finite boundaries with appropriate transition to surrounding neighborhoods, and; be walkable in size—generally defined as a ¼ mile from edge to edge (See CF2 below for design guidelines for Neighborhood Nodes)

CF2 states, in part:

Transition to Traditional Neighborhood Scale: There should be a gradual change in scale between adjacent residential areas and Neighborhood Nodes to reduce the visual effect of larger mass and height of commercial development.

Please see detailed agency review comments.

### **INTERESTED PARTY COMMENTS**

No interested party comments have been received by staff.

### **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 CHANGE IN ZONING**

Following is staff's analysis of the proposed rezoning against the Guidelines and Policies of Plan 2040.

The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

The site is currently non-residential and the rezoning would not constitute a non-residential expansion into a residential area. The proposed zoning district would permit higher density and intensity uses. The site is located on a minor arterial road and transit corridor. The proposed zoning district is for industrial uses. The site is located in the Suburban Workplace form district, with the exception of the railway easement to the east which is in the Neighborhood form. The applicant must comply with air and noise emission ordinances and the Land Development Code for lighting. The applicant must provide more information regarding how air and water quality impacts will be mitigated, as the site is

located adjacent to residential development. The subject site is located on a minor arterial and access to the site will be achieved directly from Shepherdsville Road. The applicant must provide more information regarding how noise impacts will be mitigated, particularly uses allowed in M-2. The proposed zoning district would permit some uses which may utilize hazardous or flammable materials. The applicant must provide more information regarding how these potential uses will be located away from residential areas. The Highview neighborhood plan lists the intersection of Shepherdsville Road and Fern Valley Road as a future Neighborhood Node, with the goal of having a gradual change in scale between adjacent residential areas and Neighborhood Nodes to reduce the visual effect of larger mass and height of commercial development. The proposed zoning district would permit an abrupt change in scale from the largely industrial uses to the north and the multi family uses to the south. C-M would be a more appropriate request in this location. The proposal is for industrial zoning, which would not permit retail development. C-M would permit commercial development as well as lighter industrial. The proposal is for industrial zoning on the edge of an existing commercial activity center. The proposed zoning district would allow uses that will not reduce traffic congestion as they would be truck- and auto-centric. The proposed industrial zoning district would not permit most residential uses. C-M would permit mixed-use development. The proposal does not reuse the existing structures on the site and would not provide commercial, office or residential uses. The proposal is for industrial zoning. The proposal would allow uses that are truck- and car-centric and not accessible to the public. The Highview Neighborhood Plan recommends that this area become a transition between the Neighborhood Node to the north and residential to the south. The proposal is for industrial zoning. The uses permitted by the proposed zoning would not promote pedestrian use as they would not be open to the public. The permitted uses would be truck- and car-centric and not reduce vehicle trips. The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential that would allow for greater options for aging in place. The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential that would better encourage inter-generational and mixed-income development. The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential in proximity to a transportation corridor. The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential that would better encourage innovative housing methods.

A checklist is attached to the end of this staff report with a more detailed analysis. The Louisville Metro Planning Commission is charged with making a recommendation to the Louisville Metro Council regarding the appropriateness of this zoning map amendment. The Louisville Metro Council has zoning authority over the property in question.

### **NOTIFICATION**

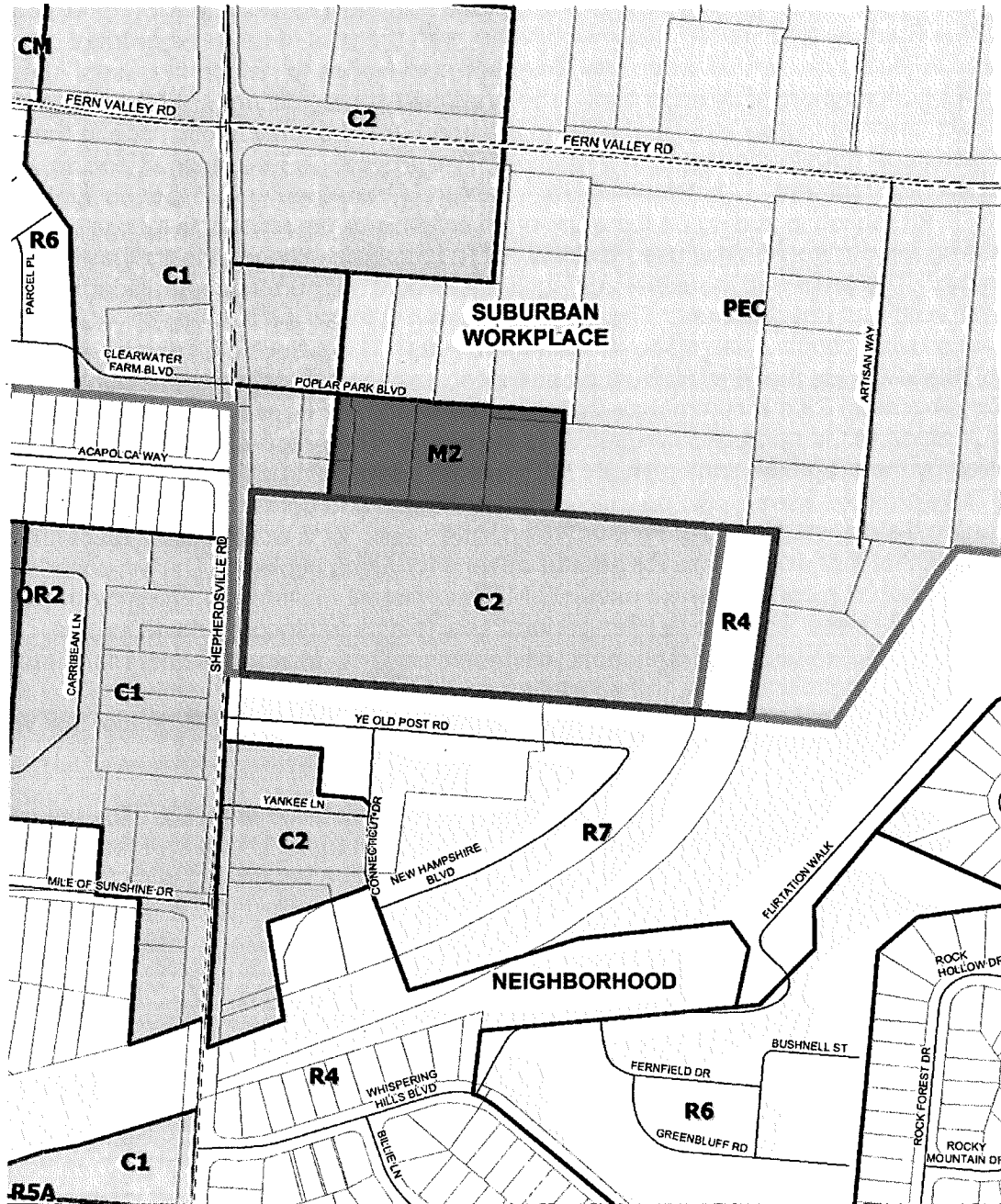
<b>Date</b>	<b>Purpose of Notice</b>	<b>Recipients</b>
	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners Registered Neighborhood Groups in Council District 24
	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners Registered Neighborhood Groups in Council District 24
	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal

### **ATTACHMENTS**

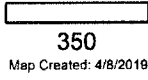
1. Zoning Map
2. Aerial Photograph
3. Staff Plan 2040 Checklist



1. Zoning Map



6611 Shepherdsville Road  
feet



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2. Aerial Photograph



6611 Shepherdsville Road

feet



350

Map Created: 4/8/2019



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**3. Staff Plan 2040 Checklist**

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

**Suburban Workplace: Non-Residential**

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
1	Community Form: Goal 1	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 site is currently non-residential and the rezoning would not constitute a non-residential expansion into a residential area.
2	Community Form: Goal 1	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 proposed zoning district would permit higher density and intensity uses. The site is located on a minor arterial road and transit corridor.
3	Community Form: Goal 1	8. Encourage industries to locate in workplace Form Districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.	✓	The proposed zoning district is for industrial uses. The site is located in the Suburban Workplace form district, with the exception of the railway easement to the east which is in the Neighborhood form.
4	Community Form: Goal 1	15. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.	✓	The applicant must comply with air and noise emission ordinances and the Land Development Code for lighting.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
5	Community Form: Goal 1	16. Consider impacts on human health, quality of life and the environment including prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when reviewing new developments and redevelopments. Special attention should be paid to air and water quality when residences, schools, parks or vulnerable populations will be impacted. Mitigate impacts to areas that are disproportionately affected.	+/-	The applicant must provide more information regarding how air and water quality impacts will be mitigated, as the site is located adjacent to residential development.
6	Community Form: Goal 1	17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities.	✓	The subject site is located on a minor arterial and access to the site will be achieved directly from Shepherdsville Road.
7	Community Form: Goal 1	18. Mitigate adverse impacts of noise from proposed development on existing communities.	+/-	The applicant must provide more information regarding how noise impacts will be mitigated, particularly uses allowed in M-2.
8	Community Form: Goal 1	21. Require that industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills and quarries are sited to protect public health, safety and welfare and are located away from residential areas and population centers.	+/-	The proposed zoning district would permit some uses which may utilize hazardous or flammable materials. The applicant must provide more information regarding how these potential uses will be located away from residential areas.
9	Community Form: Goal 2	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 Highview neighborhood plan lists the intersection of Shepherdsville Road and Fern Valley Road as a future Neighborhood Node, with the goal of having a gradual change in scale between adjacent residential areas and Neighborhood Nodes to reduce the visual effect of larger mass and height of commercial development. The proposed zoning district would permit an abrupt change in scale from the largely industrial uses to the north and the multi family uses to the south. C-M would be a more appropriate request in this location.
10	Community Form: Goal 2	5. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it.	-	The proposal is for industrial zoning, which would not permit retail development. C-M would permit commercial development as well as lighter industrial.
11	Community Form: Goal 2	6. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.	✓	The proposal would intensify the use of the property and encourage a more compact development pattern.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
12	Community Form: Goal 2	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 proposal is for industrial zoning on the edge of an existing commercial activity center. The proposed zoning district would allow uses that will not reduce traffic congestion as they would be truck- and auto-centric.
13	Land Use & Development Goal 2: Community Form	8. Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.	-	The proposed industrial zoning district would not permit most residential uses. C-M would permit mixed-use development.
14	Community Form: Goal 2	9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.	-	The proposal does not reuse the existing structures on the site and would not provide commercial, office or residential uses.
15	Community Form: Goal 2	10. Encourage outlot development in underutilized parking lots of existing development to promote utilization of existing infrastructure provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street-level retail with residential units above.	NA	The proposal does not include underutilized parking lots.
16	Community Form: Goal 3	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 evident on the site.
17	Community Form: Goal 3	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, or severe, steep or unstable slopes are evident on the site.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
18	Community Form: Goal 3	11. Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the goals and objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way.	NA	The site is not located within the Ohio River corridor.
19	Community Form: Goal 3	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.	+/-	The site is located on karst terrain. The applicant must provide more information regarding the karst features on the site.
20	Community Form: Goal 4	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.	NA	No historic assets are evident on the site.
21	Community Form: Goal 4	2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.	NA	No distinctive cultural features are evident on the site.
22	Mobility: Goal 1	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 proposal would allow for higher density and intensity uses. The subject site is located on the edge of an existing activity and employment center. The site is adjacent to an existing TARC stop.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
23	Mobility: Goal 3	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 proposal is for industrial zoning. The proposal would allow uses that are truck- and car-centric and not accessible to the public. The Highview Neighborhood Plan recommends that this area become a transition between the Neighborhood Node to the north and residential to the south.
24	Mobility: Goal 3	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 proposal is for industrial zoning. The uses permitted by the proposed zoning would not promote pedestrian use as they would not be open to the public. The permitted uses would be truck- and car-centric and not reduce vehicle trips.
25	Mobility: Goal 3	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.	+/-	Transportation Planning is reviewing the proposal.
26	Mobility: Goal 3	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.	+/-	Transportation Planning is reviewing the proposal.
27	Mobility: Goal 3	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.	+/-	Transportation Planning is reviewing the proposal.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
28	Mobility: Goal 3	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.	+/-	Transportation Planning is reviewing the proposal.
29	Mobility: Goal 3	10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.	+/-	Transportation Planning is reviewing the proposal.
30	Community Facilities: Goal 2	1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.	+/-	The relevant utilities are reviewing the proposal.
31	Community Facilities: Goal 2	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.	✓	Louisville Water Company has approved the proposal.
32	Community Facilities: Goal 2	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).	+/-	MSD is reviewing the proposal.
33	Economic Development: Goal 1	1. Limit land uses in workplace Form Districts to compatible uses that meet the needs of the industrial subdivision or workplace district and their employees.	✓	The subject site is located mainly in the Suburban Workplace form district and the proposed zoning district would be compatible with that form.
34	Economic Development: Goal 1	2. Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.	✓	Existing industry is located to the north of the subject site.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
35	Economic Development: Goal 1	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 subject site is located on a minor arterial with adequate access to a major arterial (Fern Valley Road). The proposed zoning district would allow uses that may adversely affect adjacent multi family residential.
36	Economic Development: Goal 1	4. Utilize industrial sites near the airport and the Ohio River to support the growth and development of uses whose infrastructure and production needs require such a location or for land uses that support airport-oriented or river-oriented industrial uses.	NA	The subject site is not located near the airport or the Ohio River.
37	Economic Development: Goal 1	5. Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions.	✓	The subject site is located on a minor arterial street and adjacent to existing industry.
38	Livability: Goal 1	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 applicant must conduct a karst survey of the site.
39	Livability: Goal 1	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.	NA	The subject site is not located in the regulatory floodplain.
40	Livability: Goal 1	24. Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events as well as limits, to the extent possible, floodplain disturbance.	NA	The subject site is not located in the regulatory floodplain.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
41	Housing: Goal 1	2. Promote housing options and environments that support aging in place. Encourage housing for older adults and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities.	-	The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential that would allow for greater options for aging in place.
42	Housing: Goal 2	1. Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area.	-	The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential that would better encourage inter-generational and mixed-income development.
43	Housing: Goal 2	2. Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers.	-	The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential in proximity to a transportation corridor.
44	Housing: Goal 3	2. As neighborhoods evolve, discourage displacement of existing residents from their community.	✓	The subject site is currently used as a golf driving range and no existing residents will be displaced.
45	Housing: Goal 3	3. Encourage the use of innovative methods such as clustering, mixed-use developments, co-housing, and accessory apartments to increase the production of fair and affordable housing.	-	The proposed zoning district would not permit most residential uses. C-M would permit multi-family and mixed-use residential that would better encourage innovative housing methods.

