

SUMMARY STATEMENT

The subject site is located at 7650 Dixie Hwy and 8000 Stuart Ave is currently zoned R-4 and M-2 with a request to rezone the R-4 portion to C-2 for proposed covered R/V and boat parking with a conditional use permit for mini-warehouses. There is currently 54,007 sf of mini-warehouse existing on-site and the portion to be rezoned is currently vacant.

The Applicant, Valley Station Towne Center is proposing to construct 27,162 sf of mini-warehouse and 22,860 sf of covered RV and boat parking. The existing mini-warehouses on-site will remain as they are and the proposed expansion will take place on the vacant remainder of the site.

The Cornerstone 2020 Guidelines applicable to the subject site include the following:

Guideline 1. Community Form

B.3: Neighborhood: The majority of the subject site seeking rezoning is located in the Neighborhood Form District. The Surrounding area within this Form District is comprised mostly of single-family residences with a few pockets of Commercial Zoning (C-2). The proposed use is of low intensity and low traffic volume, only having access from Dixie Hwy (a Major Arterial). The proposed use would provide a storage service to the surrounding neighborhood, have adequate greenspace and buffers, and be of appropriate scale compared to the surrounding area.

B.8: Suburban Marketplace Corridors: The subject site is located along Dixie Hwy (Major Arterial) within a commercial corridor. The proposed use is a continuation of the established pattern.

Guideline 2. Centers

A.1: Locate Activity Centers Within: The subject site is located in a Neighborhood Form District and Suburban Marketplace Corridor along an established commercial corridor of Dixie Hwy. As such, it is located in an area and adjacent to other high intensity zoning classifications.

A.2: Develop non-residential and mixed uses only in designated activity centers except: The proposed location for this use is appropriate as it is an extension of an existing use within an established commercial corridor. This is an efficient use of the property as it is a compatible extension of the existing infrastructure. Moreover, in discussion with neighboring residents, it became apparent that many residents preferred development of the proposed use as opposed to single family residential housing on its existing classification.

Guideline 3. Compatibility

A.1: Compatibility. The proposed use is located along an established commercial corridor on Dixie Hwy, which includes some light industrial zoning.

A.4: Non-residential Expansion. While this site is an expansion of an existing commercial use that is compatible with the established pattern along Dixie Hwy, the portion of the site to be rezoned is surrounded mostly by single family residential. An adequate transition is being provided between the subject site and surrounding residential as a 35' landscape buffer is being provided, including an 8' screen and rows of large trees. These factors provide any necessary mitigation between the two uses. As stated previously, adjoining residents also indicated they would prefer development of the proposed development as opposed to single family development under its existing classification.

A.6: Traffic. The proposed development has one access off of Dixie Hwy, and will not affect the existing community.

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A.7: Noise. The surrounding areas will not be adversely affected by noise as it is a storage use and not constantly accessed by costumers. When customers are in the process of storing belongings, noise will be mitigated by large trees and other vegetation surrounding the development.

A.8: Lighting. Security lighting will be mounted to the mini-warehouse buildings but light emission will be mitigated by the installation of large trees around the perimeter of the site.

A.9: Visual Impacts. Visually, this use is an extension of the existing development of the same use. Unwanted views from surrounding properties will be mitigated by large trees around the perimeter of the site as well as an 8' tall screening fence.

A.21: Transitions. An adequate transition will be provided between the subject site and surrounding properties. A 35' landscape buffer is being provided adjacent to residential uses, which will include several large trees and an 8' screening fence.

A.22: Buffers. 35' landscape buffer areas are being provided between the subject site and any surrounding residential properties. Within this buffer will be several large trees (3 trees per 100') and an 8' tall screening fence. This landscape buffer and accompanying trees and screen will mitigate lighting, noise, or visual nuisances the neighbors may otherwise experience.

A.23: Setbacks, lot dimensions and building heights. All required setbacks are being adhered to. The setback that holds the most benefit to the surrounding properties is the 35' landscape buffer area. A 25' landscape buffer could have been implemented under section 10.2.4.A of the land development code with a planting multiplier of 1.5, but the applicant chose to implement the more restrictive 35' landscape buffer in consideration of the surrounding community.

Guideline 4. Open Space

A.2: Conservation of Natural Resources. The only natural resource on-site is an open grass field. Greenspace and tree canopy in excess of the 35' landscape buffer area is being provided.

A.3: Outdoor Recreation. With the nature of the proposed use depending heavily on security, neighboring properties will not have access to the property's greenspace.

A.5: Natural Features. 35' buffer areas along the perimeter of the site abutting residential use, the associated trees within that buffer and the additional tree canopy that will be planted will provide substantial natural features on-site.

Guideline 5. Natural Areas and Scenic and Historic Resources

The subject site is an extension of the established use on the current property. There are no natural features, important scenic or historic resources on-site to preserve. With the number of trees proposed with this development, the subject site will have far greater tree canopy coverage than exists today.

Guideline 6. Marketplace

The proposed rezoning of this property to C-2 will generate economic growth within the community, as opposed to an extension of the M-2 zoning, which would interject industrial zoning into a residential neighborhood, and the orientation and shape of the site is not conducive to single family homes. By extending the existing use into this piece of land, development costs will be greatly reduced when compared to any other development on this property as the infrastructure costs will be minimal.

Guideline 7. Circulation

A.1: Impact of Developments. The proposed development will have minimal impact on mobility and transportation of the surrounding area as this site will have only one access point from the

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existing development entrance off of Dixie Hwy and will generate one of the lowest traffic volumes associated with commercial development.

Guideline 8. Transportation Facility Design

A.9: Access. While there are stub streets abutting the proposed development, a connection to these stub streets is not being provided as to avoid accessing this higher intensity use (commercial) through the surrounding lower intensity use (residential)

Guideline 9. Bicycle, Pedestrian and Transit

A.1: Bicycle and Pedestrian Circulation: As the nature of this development requires measures to be taken to ensure adequate security, there will be no pedestrian or bike access through the site. If requested, bike racks may be provided for workers.

Guideline 10. Flooding and Stormwater

A.1: Impact to Watershed. The subject site is located adjacent to a major MSD drainage ditch and the site's stormwater runoff is managed through stormwater detention without negative impacts on the watershed.

A.2: Impact to the Regulatory Floodplain. The subject site is not located in a regulatory floodplain.

A.3: Minimize Impervious surface. This development is providing the widest landscape buffer area required, which greatly reduces the amount of impervious surface within this development.

A.7: Accomodation of Stormwater Runoff. Detention will be provided on-site to mitigate any increase in storm runoff generated by the increase of impervious surface.

A.10: "Through" Drainage: There are existing facilities on-site that convey off-site drainage through the subject site. The flow of the through drainage system will not be impeded in any way.

Guideline 11. Water Quality

A.1 Water Supply Protection. The subject site will provide water quality treatment for storm water generated on-site through above-ground green treatment systems as detailed in the MSD Design Manual.

A.3 Sediment and Erosion Control. During construction of this development, erosion control measures will be in place to ensure that no sediment particulates leave the site and affect downstream conditions.

Guideline 12. Air Quality

A.1: Traffic. The activity associated with the proposed development is one of the lowest intensity traffic generators on commercial property. As a storage facility, the site will only be accessed by vehicles as customers drop off and pick up their storage items. These items are typically stored for months at a time.

Guideline 13. Landscape Character

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A.2: Native Plant Species. A large number of trees will be proposed on the subject site, most of which will be of native species.

A.4 Landscape Design Standards. The subject site is mostly surrounded by single family residential use, and due to the differences in land use a 35' landscape buffer is being provided adjacent to all residential properties. These buffers include 3 trees per every 100'.

A.5 Tree Canopy. There is no tree canopy on-site to protect, but new tree canopy will be provided equal to 20% of the total site area.

A.6 Buffers for Incompatible Uses. The subject site is mostly surrounded by single family residential use, and due to the differences in land use a 35' landscape buffer is being provided adjacent to all residential properties. These buffers include 3 trees per every 100' and an 8' tall screening fence.

Guideline 14. Infrastructure

The proposed development is an extension of the existing development. This makes for efficient and low-cost infrastructure additions. The proposed buildings do not require additional sanitary sewer service or water supply. Electric service will be the only additional utility needed for the development. The subject site will utilize a singular existing entrance that currently serves the developed portion of this site.

To conclude, the proposed rezoning is substantially compatible with the Goals and Objectives of Cornerstone 2020 and the Louisville Metro Land Development Code. The applicant therefore respectfully requests its application be approved.

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