

Southside Drive Rezoning

6101 & 6107 Southside Drive, 101 – 111 Steedly Drive: R-5 to CM

Louisville Metro Planning Commission Meeting

September 1, 2022

21~ZONE~0161

Developer:

Teresa Nguyen & Justin Dinh

Attorney

Jon Baker

Wyatt, Tarrant & Combs, LLP

Prepared By: Ann Richard, RLA

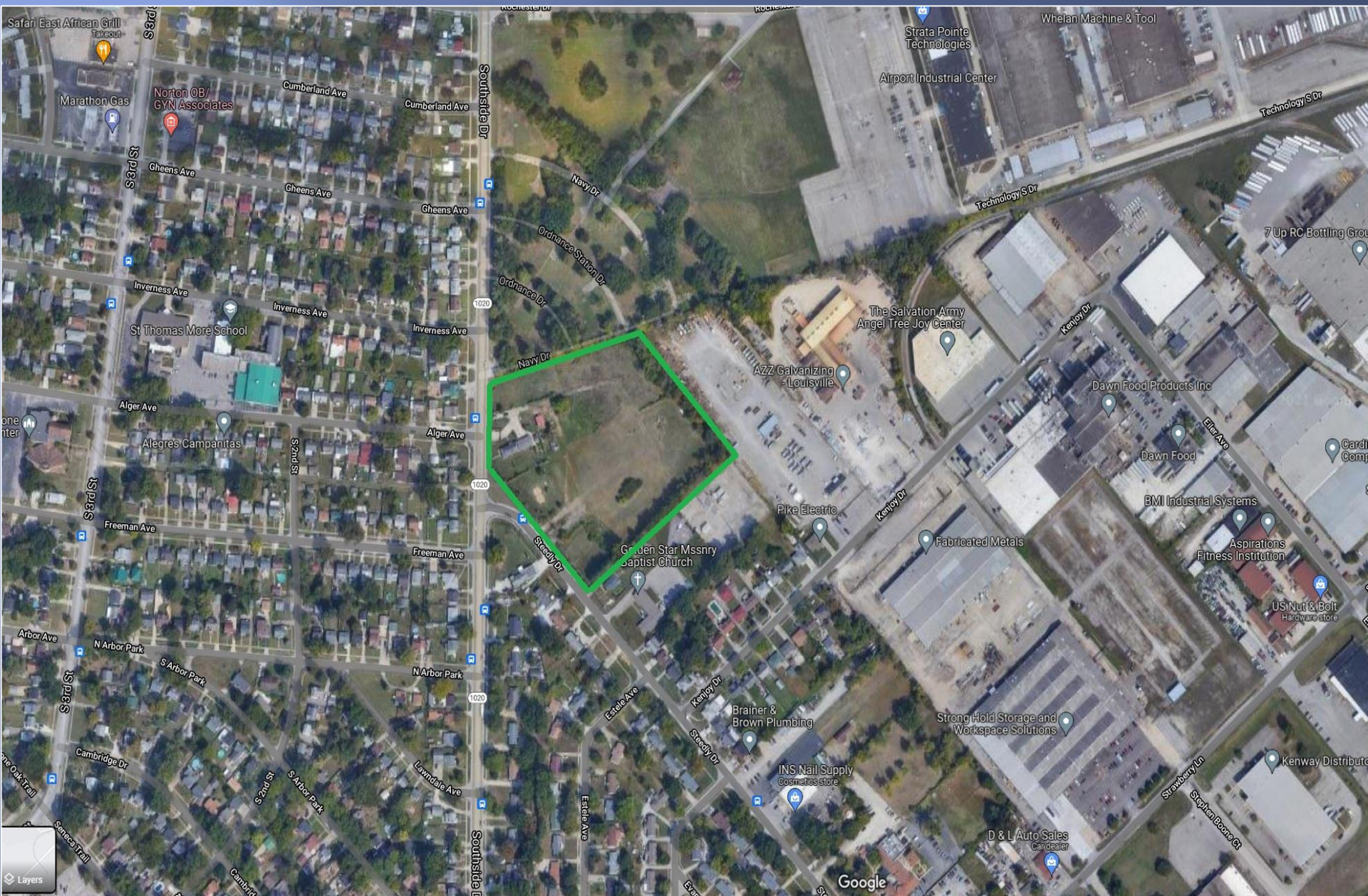
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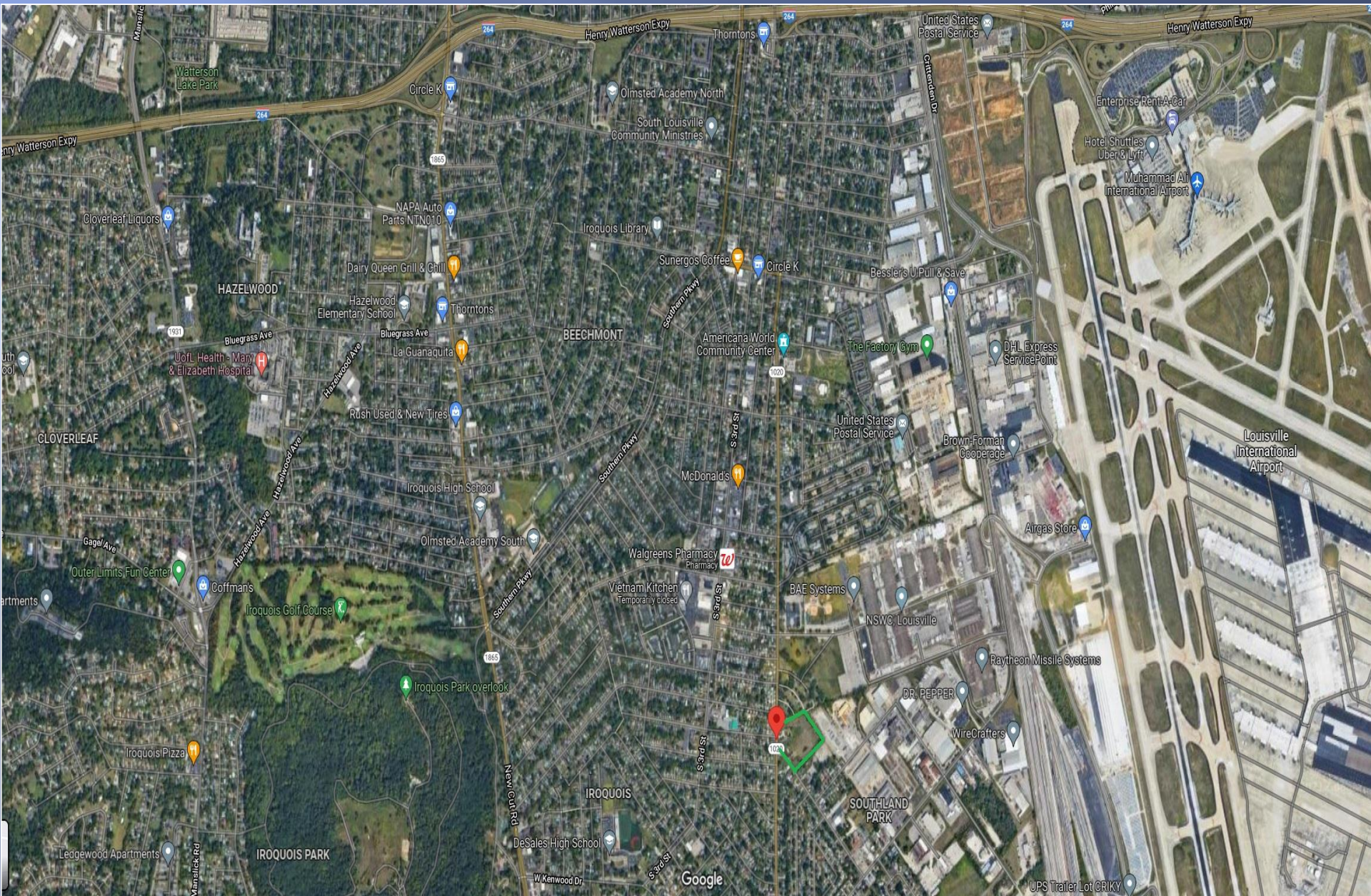
LAND DESIGN & DEVELOPMENT INC

503 Washburn Avenue, Suite 101, Louisville, KY 40222 | p: (502) 426-9374

SITE LOCATION



SITE LOCATION



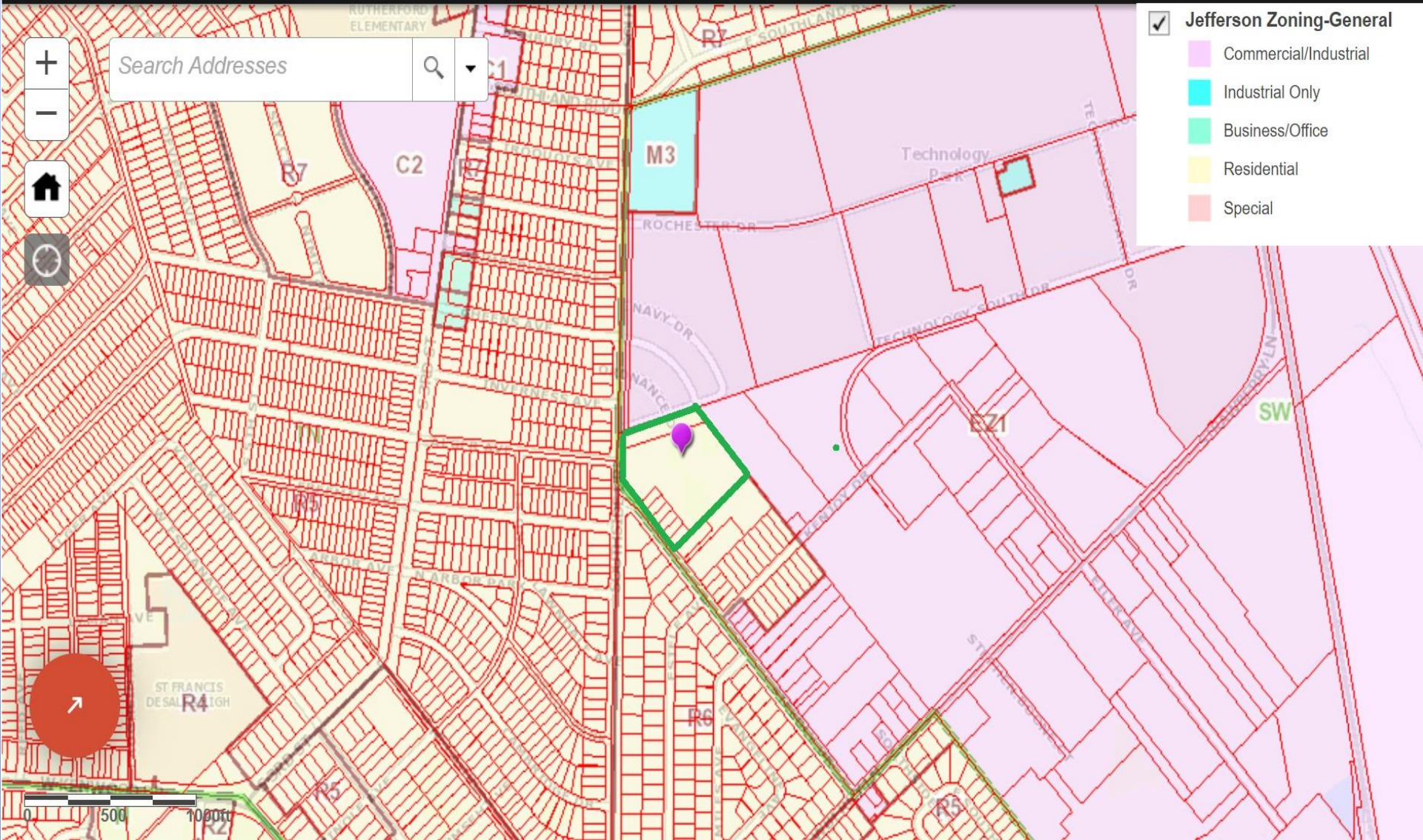
ZONING

LOJIC Online A GIS Partnership to Meet the Growing Needs of Louisville, KY

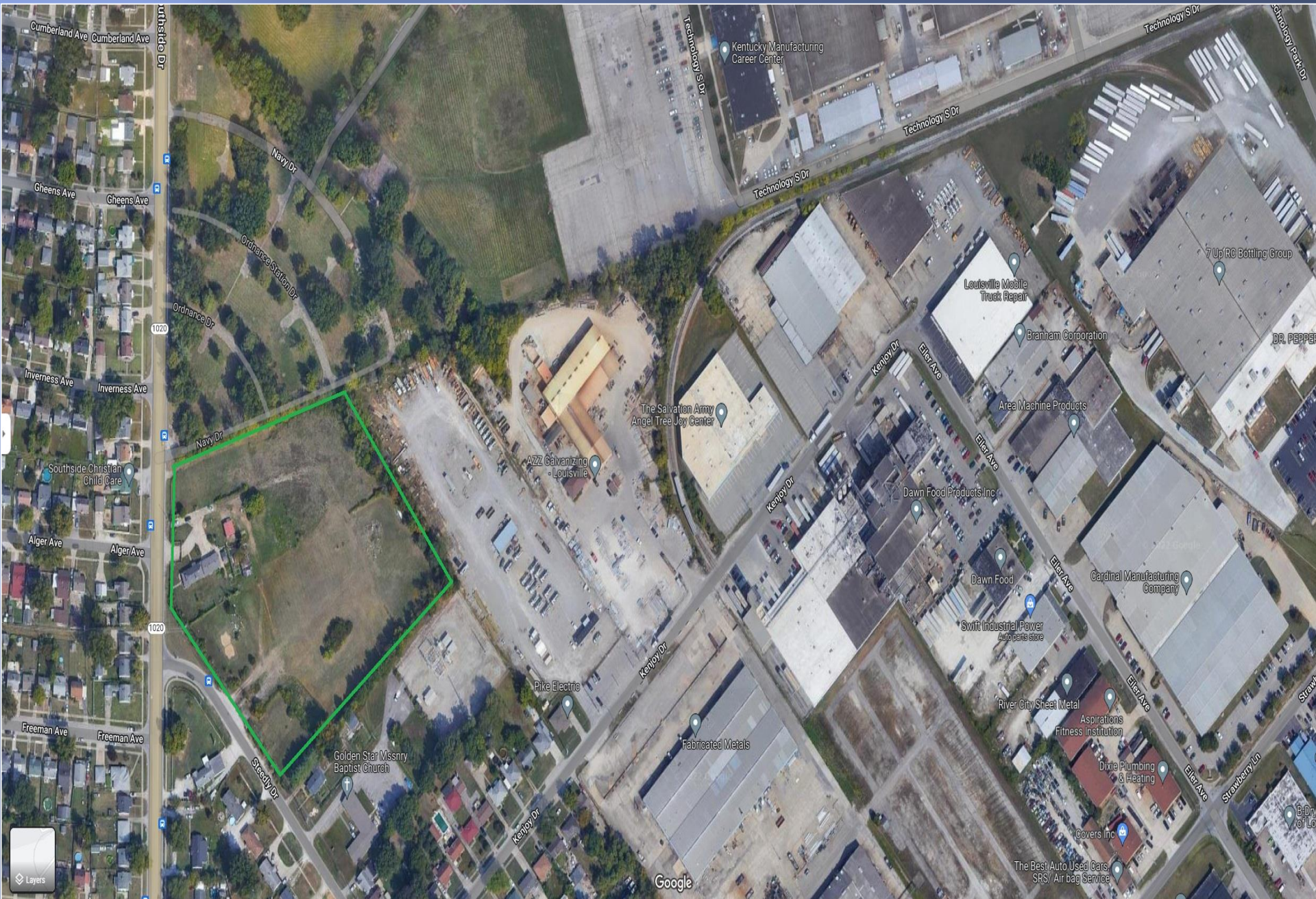


ZONING

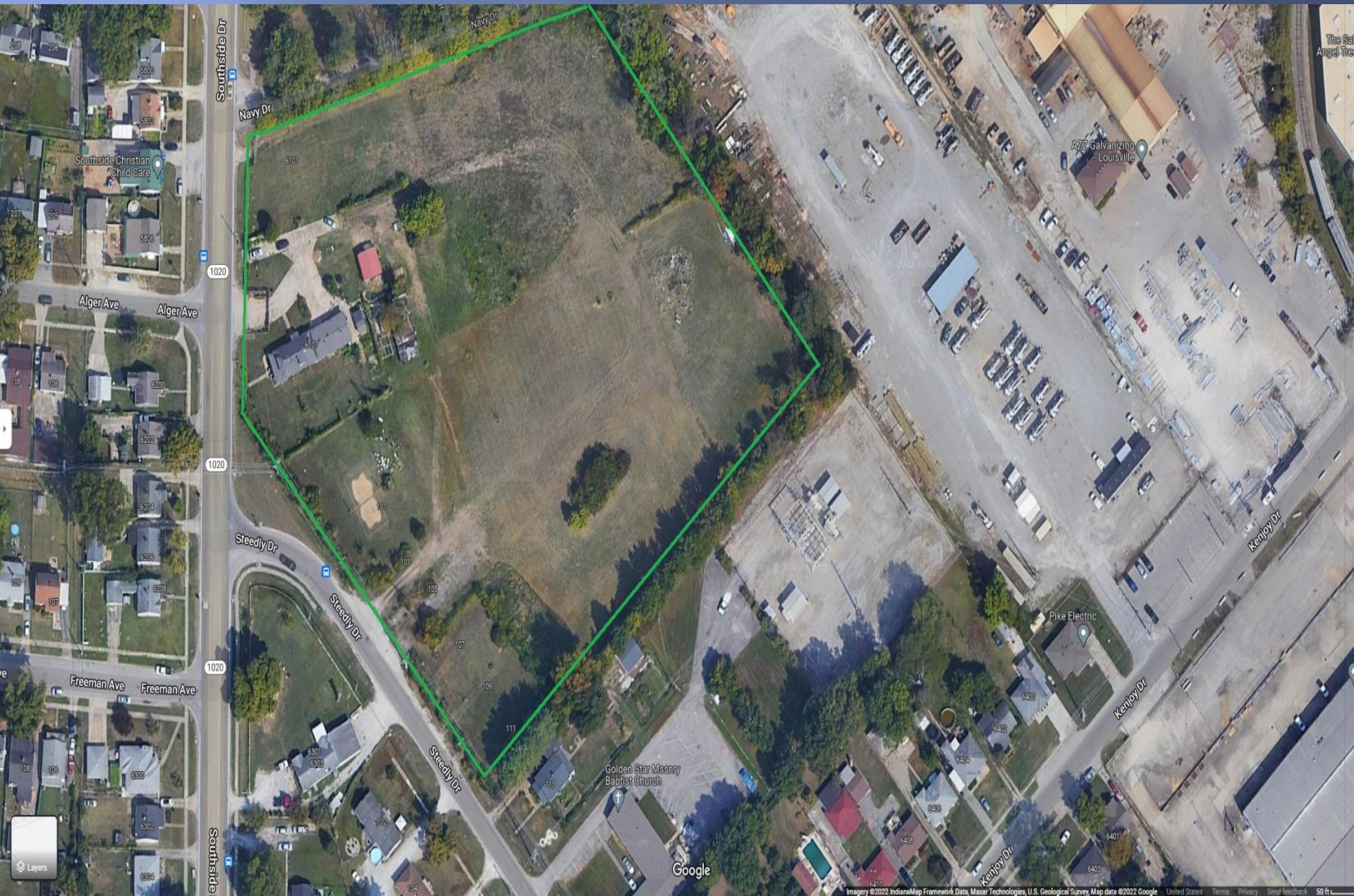
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SITE AERIAL



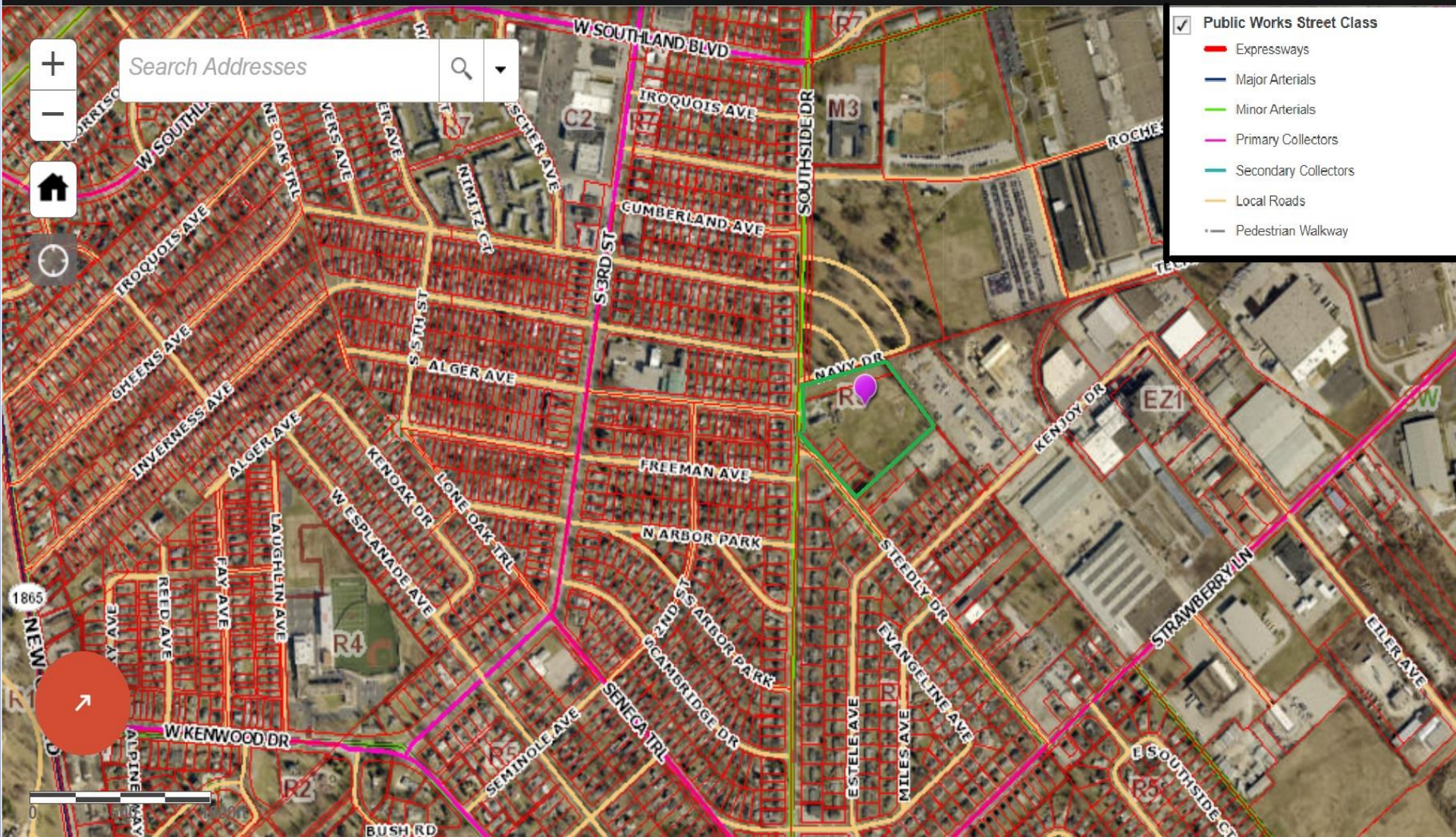
SITE AERIAL



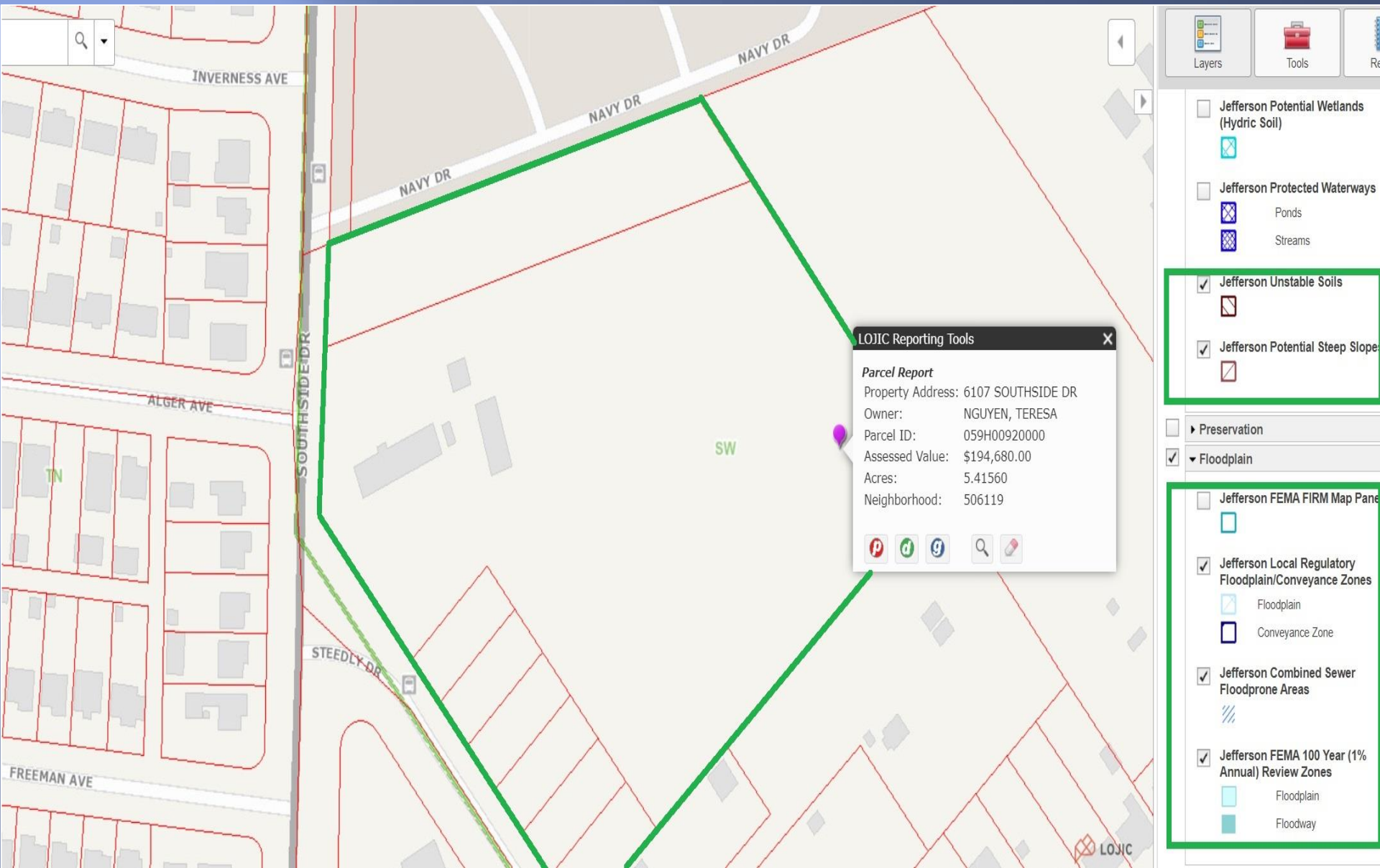
ROADWAY NETWORK

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FLOODPLAIN & SOILS



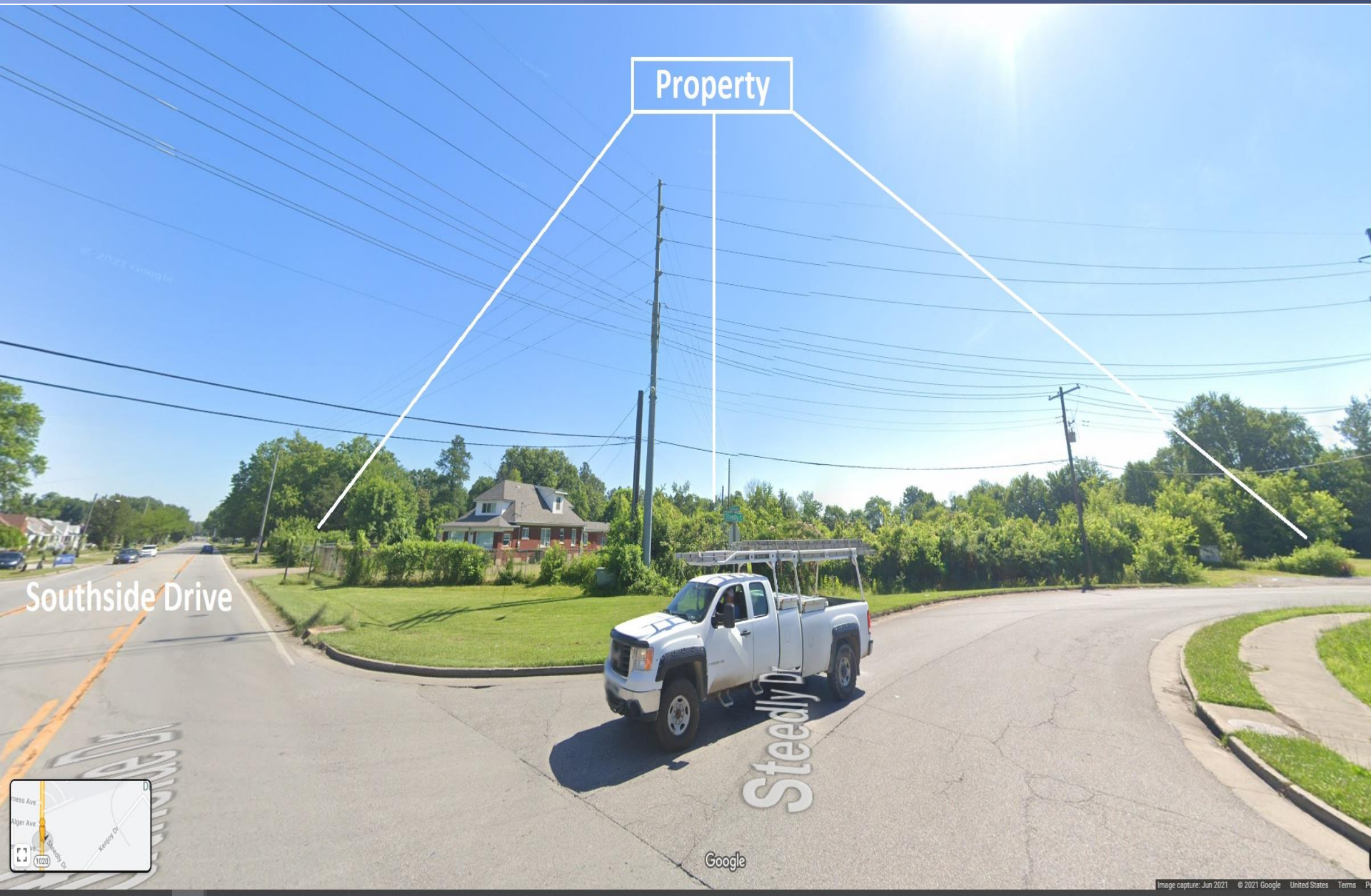
STREET VIEW



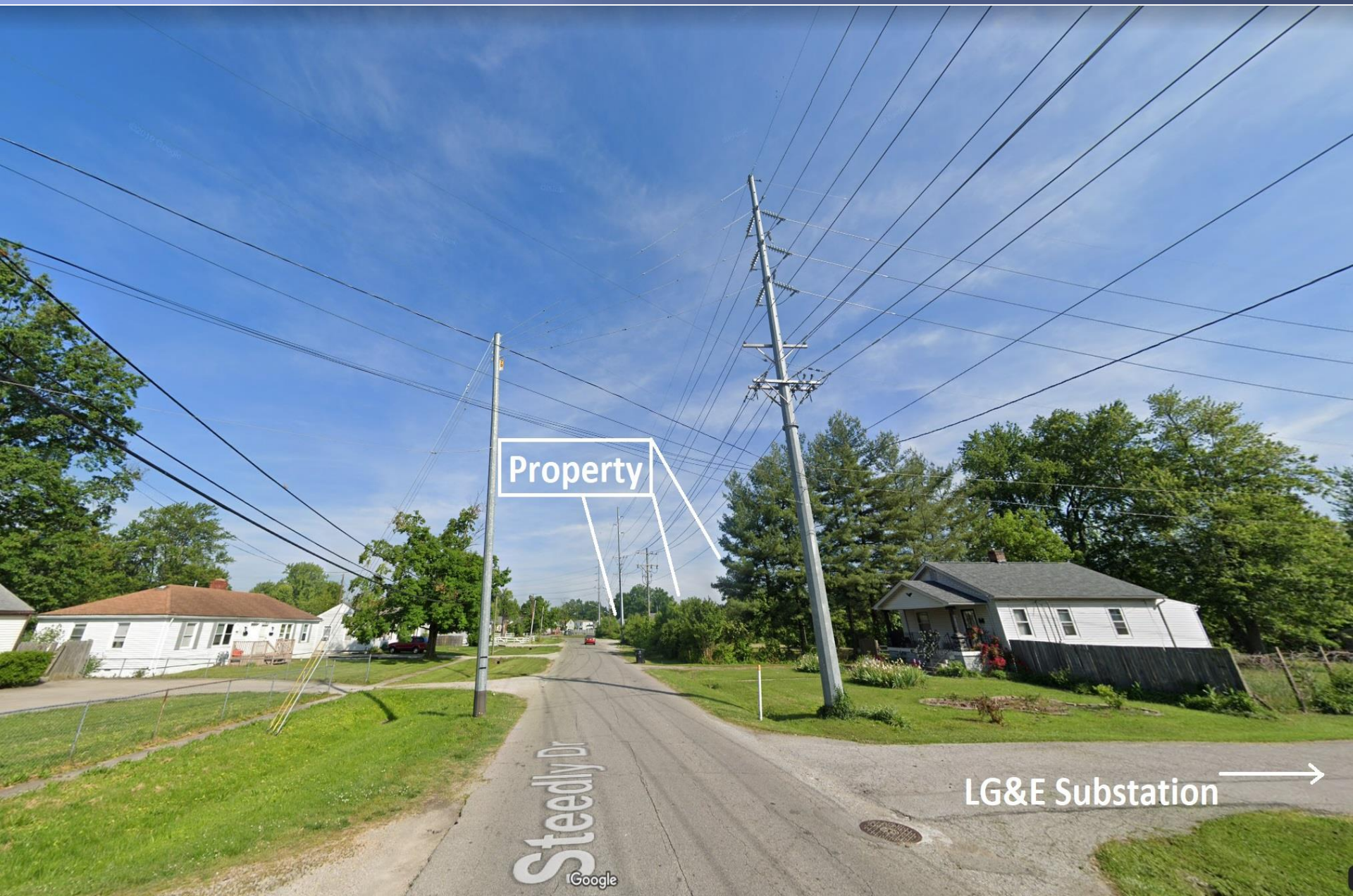
STREET VIEW



STREET VIEW



STREET VIEW



Property

Steadly Dr

Google

LG&E Substation →

STREET VIEW



LG&E

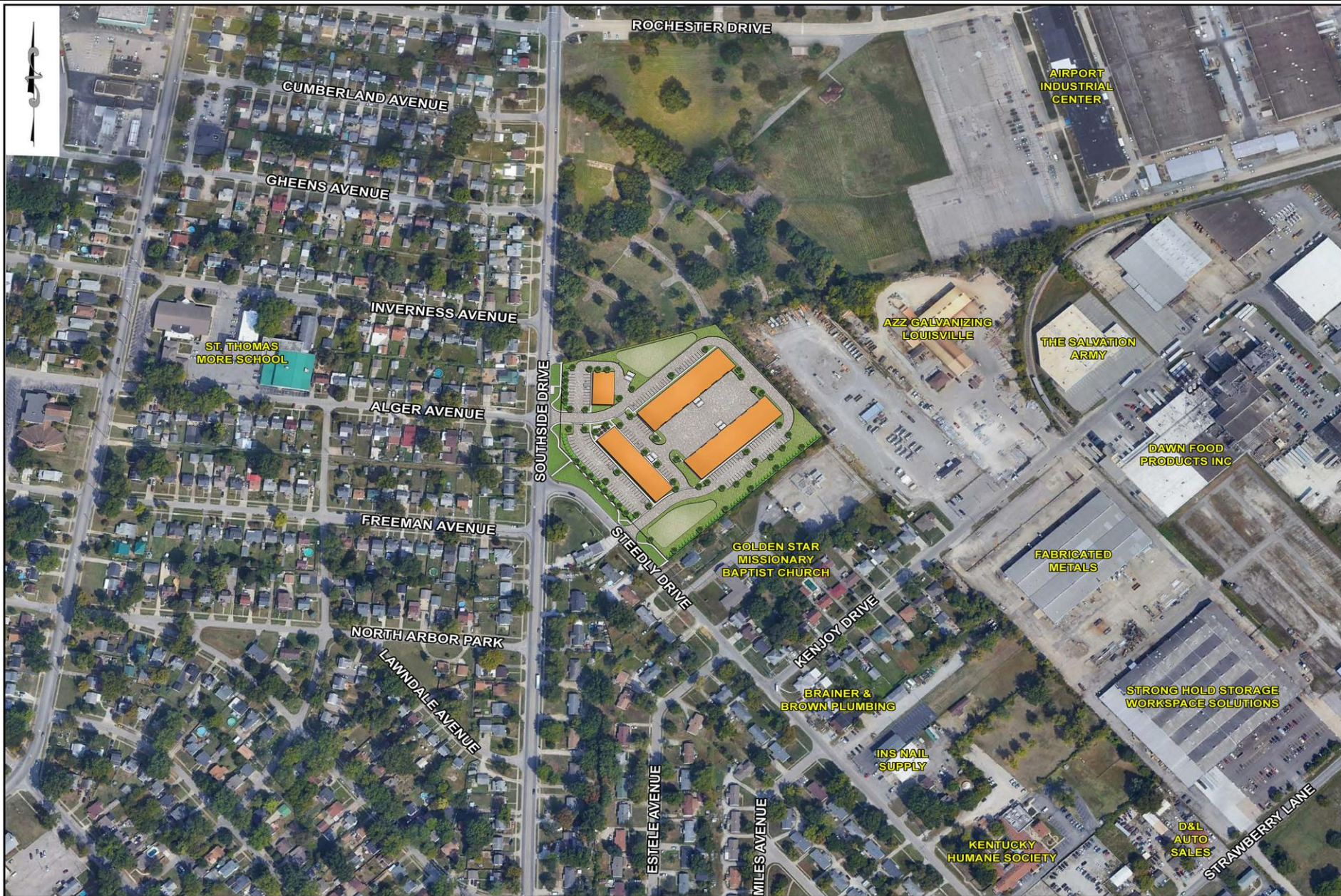
Property

113 Steedly Drive

AERIAL SITE RENDERING



AERIAL SITE RENDERING

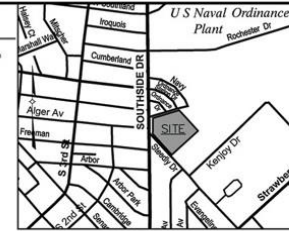


AERIAL SITE RENDERING



WAIVER REQUESTED

- A Waiver is requested from Section 5.9.2.A.1.b.3 of the Louisville Metro Land Development Code to not provide vehicular & pedestrian connections to the east and south property lines.



LOCATION MAP

NOT TO SCALE

C-M / SW REQUIREMENTS

- FRONT YARD & STREET SIDE YARD = 25' (PARKING PERMITTED)
 SIDE YARD = NONE (UNLESS ADJ. TO RES. SEE **)
 REAR YARD = NONE (UNLESS ADJ. TO RES. SEE **)
 ** INDUSTRIAL USES ADJ. TO RES. USE & ZONES SHALL PROVIDE A 50 FT. MIN. 6 FT. SCREEN

PROJECT DATA

- TOTAL SITE AREA = 7.14± AC. (311,227 S.F.)
 EXISTING ZONING = R-5
 PROPOSED ZONING = C-M
 FORM DISTRICT = SUBURBAN WORKPLACE
 EXISTING USE = SINGLE FAMILY
 PROPOSED USE = OFFICE/WAREHOUSE, CONTRACTORS SHOPS, COMMERCIAL (SHOPPING GOODS, SERVICE ORIENTED) & RESTAURANT
 BUILDING HEIGHT = 30' (50' MAX. ALLOWED)
 BUILDING AREA = 67,500 SF
 F.A.R. = 0.2 (5.0 MAX. ALLOWED)

PARKING REQUIRED

- OFFICE/WAREHOUSE & CONTRACTORS SHOPS = 23 SP. MIN. 90 SP. MAX.
 45,000/2,000 S.F. MIN. 90 SP. MAX.
 COMMERCIAL (SHOPPING GOODS, SERVICE ORIENTED, RESTAURANT) = 45 SP. MAX. 223 SP.
 22,250/500 S.F. MIN. 45 SP. MAX.
 22,250/100 S.F. MAX. 223 SP.
 TOTAL PARKING REQUIRED = 68 SP. 313 SP.
 TOTAL PARKING PROVIDED = 179 SP. (10 ADA SP. INCLUDED)

BIKE PARKING REQUIRED/PROVIDED

- RETAIL WAREHOUSE = 2 LONG TERM/2 SHORT TERM
 OUTDOOR AMENITY AREA REQUIRED & PROVIDED = 2,225 S.F.
 RETAIL 10% (22,250 S.F.)
 OFFICE/WAREHOUSE 10% (9,000 S.F.) = 900 S.F.

- TOTAL VEHICULAR USE AREA = 130,580 S.F.
 INTERIOR LANDSCAPE AREA REQUIRED = 9,794 S.F. (7.5%)
 INTERIOR LANDSCAPE AREA PROVIDED = 12,541 S.F. (10%)
 EXISTING IMPERVIOUS = 15,483 S.F.
 PROPOSED IMPERVIOUS = 129,815 S.F. (37% INCREASE)

GENERAL NOTES:

- Parking areas and drive lines to be a hard and durable surface.
- An encroachment permit and bond will be required for all work done in the right-of-way.
- No increase in drainage run off to state roadways.
- There shall be no commercial signs in the right-of-way.
- Site lighting shall not shine in the eyes of drivers. If it does it shall be re-aimed, shielded, or turned off.
- Construction fencing shall be erected prior to any construction or grading activities preventing compaction of root systems of trees to be preserved. The fencing shall enclose the area beneath the drip line of the tree canopy and shall remain in place. No parking, material storage, or construction activities shall be permitted within the fenced area.
- Mitigation measures for dust control shall be in place during construction to prevent fugitive particulate emissions from reaching existing roads and neighboring properties.
- Compatible utilities shall be placed in a common trench unless otherwise required by appropriate agencies.
- Wheel stops or curbing, at least six inches high and wide, shall be provided to prevent vehicles from overhanging abutting sidewalks, properties or public right-of-ways, to protect landscaped areas and adjacent properties. Wheel stops shall be located at least (3) feet from any adjacent wall, fence, property line, utility vegetation, wall or structure.
- Boundary information was taken from deeds.
- Street trees are required and shall be planted in a manner that does not affect public safety or hamper sight distance. Final location will be determined during construction approval process.
- There is no outdoor storage proposed with this development.

MSD NOTES:

- Construction plans and documents shall comply with Louisville and Jefferson County Metropolitan Sewer District Design Manual and Standard Specifications and other local, state and federal ordinances.
- Sanitary sewer service will be provided by LE, and subject to applicable fees. A Downstream Facilities Capacity request will be submitted to MSD.
- No portion of the site is within the 100 year flood plain per FIRM Map No. 21111 C 0074 E dated December 5, 2005.
- Drainage pattern depicted by arrows (==>) is for conceptual purposes.
- If the site has thru drainage an easement plat will be required prior to MSD granting construction plan approval.
- Site discharges into the combined sanitary sewer system and shall limit the 100 year post-developed discharge to the 10 year pre-developed discharge per section 10.3.1.2 of the MSD design manual.
- All drainage, EPCIS and Water Quality practices shown on this plan are for conceptual purposes only. Final design of these elements will be determined prior to construction plan approval and shall comply with all MSD and MS Design Manual requirements.
- The final design of this project must meet all MS4 water quality requirements established by MSD. Site layout may change at the design phase due to proper sizing of Green Best Mgmt. Practices.
- MSD drainage bond required prior to MSD construction plan approval.

SITE ADDRESS:

- 6101.6105 & 6107 SOUTHSIDE DR LOT 101,103,105,107,109 & 111 STEEDLY DRIVE
 LOUISVILLE, KY 40214
 TAX BLOCK 050H, LOT 91,92 TAX BLOCK 050H, LOT 93,94,95,96,97 & 98
 D.B. 11773, PG. 0711 D.B. 11773, PG. 0711

COUNCIL DISTRICT -

- COUNCIL DISTRICT - 21
 FIRE PROTECTION DISTRICT - LOUISVILLE #3
 MUNICIPALITY - LOUISVILLE

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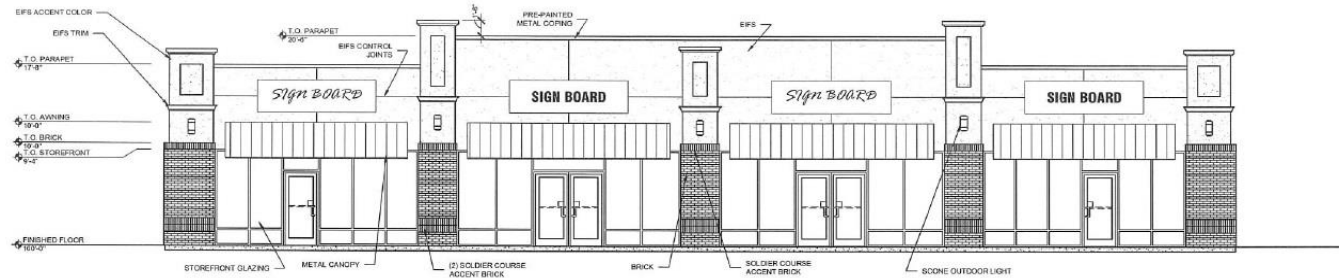
REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	1/14/21	PER AGENCY COMMENTS	TF
2	1/31/22	PER AGENCY COMMENTS	AR
3	2/21/22	PER AGENCY COMMENTS	TF
4	8/12/22	8/11/22 LDRAT COMMENTS	AR

A simple black line drawing of a bicycle, showing the frame, wheels, handlebars, and a seat. The drawing is minimalist, using only outlines without shading or detail.

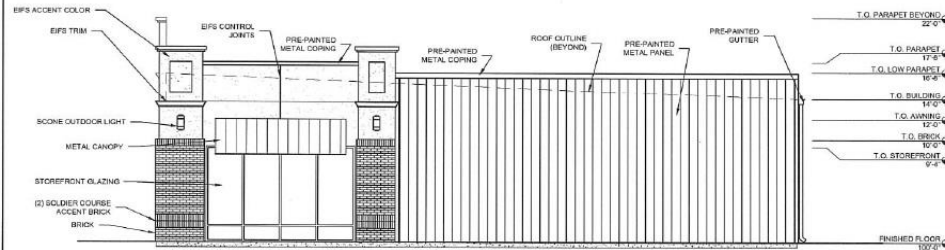


Rendering of Commercial Building #1

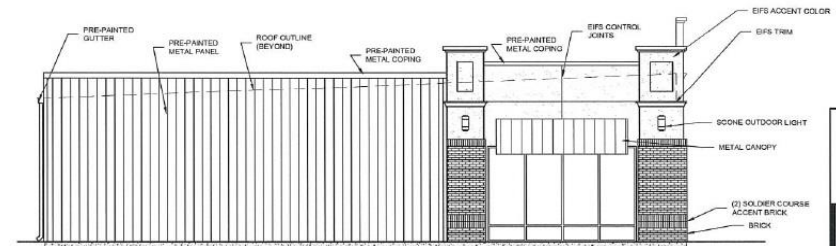
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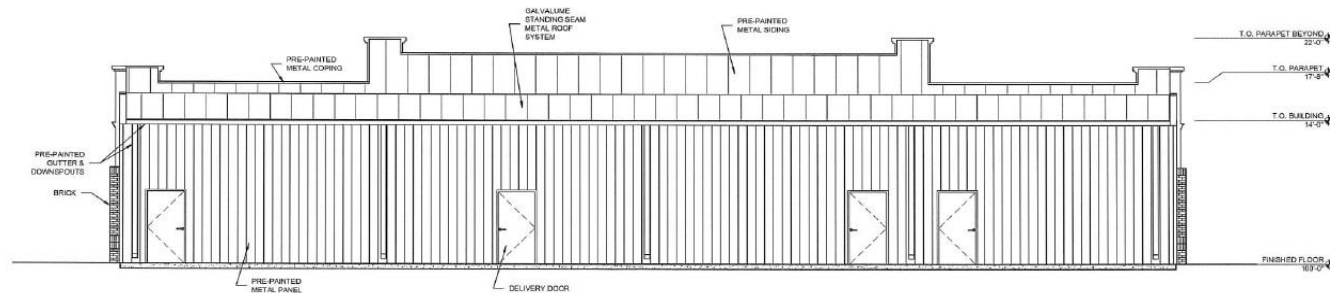
01 FRONT ELEVATION
SCALE: 3/16" = 1'-0"



02 RIGHT ELEVATION
SCALE: 3/16" = 1'-0"



03 LEFT ELEVATION
SCALE: 3/16" = 1'-0"



04 REAR ELEVATION
SCALE: 3/16" = 1'-0"

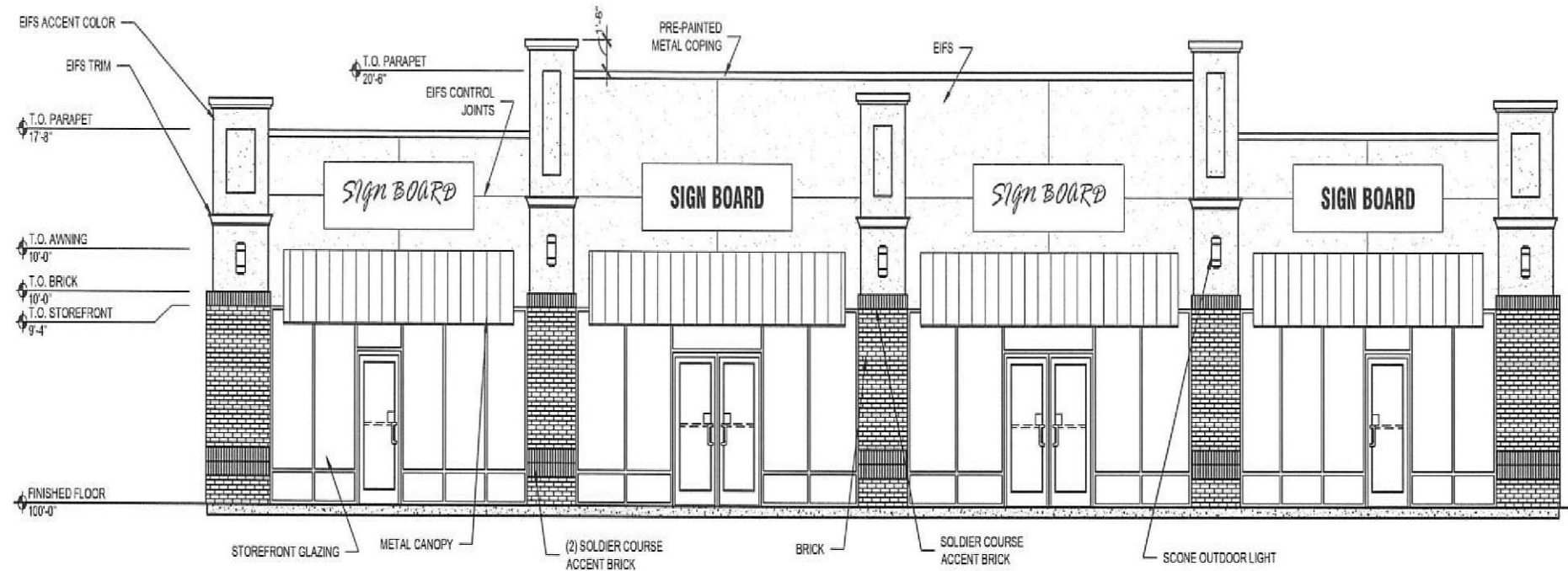
KEYES ARCHITECTS & ASSOCIATES
1717 S. MAIN STREET
LOUISVILLE, KENTUCKY 40213 (502) 636-5113

NEW CONSTRUCTION
DINH COMMERCIAL DEVELOPMENT
5105 SOUTHERN DRIVE
LOUISVILLE, KY 40214

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EXTERIOR ELEVATIONS - BUILDING A-
A2.01

Rendering of Commercial Building #1



01 FRONT ELEVATION
SCALE: 3/16" = 1'-0"

Rendering of Commercial Building #2



01 FRONT ELEVATION
SCALE: 3/32" = 1'-0"

Rendering of Warehouse Building

PROJECT NO:

22-4271

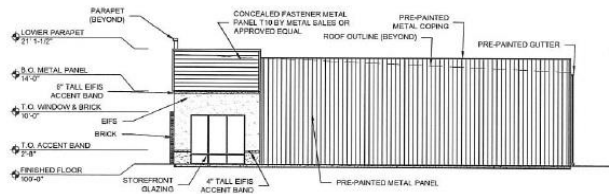
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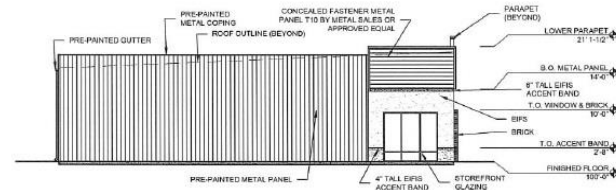
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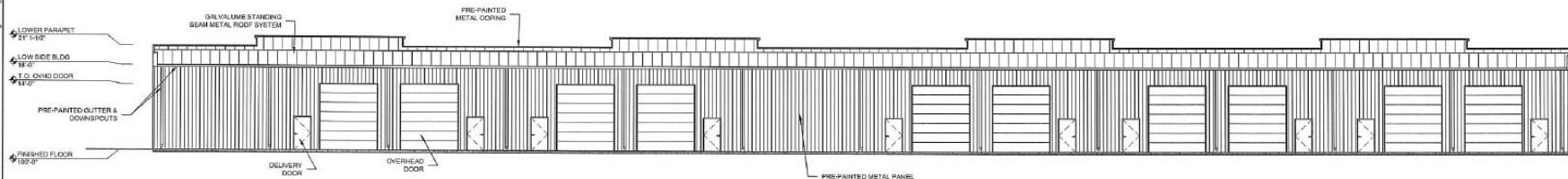
01 FRONT ELEVATION
SCALE: 3/32" = 1'-0"



02 RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



03 LEFT ELEVATION
SCALE: 3/32" = 1'-0"



04 REAR ELEVATION
SCALE: 3/32" = 1'-0"

KEYES ARCHITECTS & ASSOCIATES
1005 S. MAIN STREET
LOUISVILLE, KENTUCKY 40213 (502) 636-5115

NEW CONSTRUCTION:
DINH COMMERCIAL
DEVELOPMENT
6105 SCOUTSIDE DRIVE
LOUISVILLE, KY 40214

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EXTERIOR ELEVATION
BUILDING 01

A2.03

Rendering of Warehouse Building



01 FRONT ELEVATION
SCALE: 3/32" = 1'-0"

LDC 7.1.84 – SWF SETBACK

7.1.70 Definitions

Terms defined in the Development Code shall have the meaning ascribed therein, except as expressly provided herein. In addition, as used herein, the following terms are hereby defined.

The following terms relating to Subdivision Regulations are included in the Definitions (Chapter 1 Part 2): Building Limit Line Cardinal Point, Common Open Space, Concept Plan Construction Easement Construction Plans Easement Pedestrian Way Preliminary Plan Public Improvement Record Plat Residual Tract Right of Way – Subdivision Minor Subdivision Major Subdivision Technical Review Committee (TRC)

7.1.80 Waivers

Requests for waivers shall be subject to the provisions of Chapter 11, Part 8 of the Land Development Code.

7.1.84 Major Subdivisions in the Suburban Workplace Form District

Major residential subdivisions within the Suburban Workplace Form District shall provide a 50 foot buffer strip with a six (6) foot berm and canopy trees as required by Chapter 10. No residential structure within the major residential subdivisions shall be allowed within 250 feet from the perimeter of the subdivision.

October 2021

LOUISVILLE METRO LAND DEVELOPMENT CODE

7.1-1

LDC

Chapter 7 Part 1 General Provisions and Definitions

Exception: 250 foot setback is not applicable to portions of the subdivision that adjoin lots developed for residential use at a density equal to or greater than one dwelling unit per acre.

7.1.85 Subdivisions in Traditional Form Districts

Where the Planning Commission finds that subdivision or resubdivision of a legally created lot in the Traditional Neighborhood Form District, Traditional Workplace Form District, or Traditional Marketplace Corridor Form District will not conflict with the established pattern in the neighborhood and will promote the public health, safety, or welfare by facilitating development or rehabilitation of such property compatible with the surrounding neighborhood, then the Planning Commission may approve the requested subdivision notwithstanding the fact that one or more of the resulting lots do not conform to the applicable

SECTION 71.84
MAJOR SUBDIVISION IN SUBURBAN WORKPLACE
FORM DISTRICT BUFFER & SETBACK



SECTION 71.84
MAJOR SUBDIVISION IN SUBURBAN WORKPLACE
FORM DISTRICT BUFFER & SETBACK



Traffic Impacts – Generation and Distribution

final report

July 12, 2022

Traffic Impact Study

Southside Drive
6105 Southside Drive
Louisville, KY

Prepared for

Louisville Metro Planning Commission
Kentucky Transportation Cabinet



DIANE B. ZIMMERMAN
Traffic Engineering, Inc.

12803 High Meadows
Prospect, KY 40069
502-648-1858
diane@dbz.net

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Contractor Shops (45,000 sf)	75	56	19	87	28	59
Retail less than 40,000 (22,500 sf)	53	32	21	138	69	69
TOTAL	128	88	40	225	97	128



Figure 4. Trip Distribution Percentages

Traffic – Peak Hour Level of Service

Table 3. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2022 Existing	2034 No Build	2034 Build	2022 Existing	2034 No Build	2034 Build
Southside Drive at Rochester Drive	A 3.5	A 3.8	A 3.6	A 8.9	A 9.4	A 9.5
Rochester Drive Eastbound	C 25.5	C 25.5	C 25.5	C 22.7	C 22.8	C 22.8
Rochester Drive Westbound	C 24.8	C 24.8	C 24.8	C 25.7	C 25.6	C 25.6
Southside Drive Northbound	A 3.0	A 3.6	A 3.2	A 5.3	A 5.7	A 6.2
Southside Drive Southbound	A 2.4	A 2.5	A 2.6	A 5.2	A 5.6	A 6.0
Southside Drive at Alger Avenue						
Alger Avenue Eastbound	B 11.0	B 11.1	B 12.8	B 14.8	C 15.4	C 16.4
Entrance Westbound	NA	NA	C 19.4	NA	NA	D 28.8
Southside Drive Northbound	A 8.3	A 8.4	A 8.4	A 9.4	A 9.6	A 9.6
Southside Drive Southbound	NA	NA	A 8.9	NA	NA	A 9.4
Southside Drive at Steedly Drive						
Steedly Drive Westbound	B 12.5	B 12.9	B 13.7	C 19.4	C 21.6	D 27.0
Southside Drive Southbound	A 8.8	A 9.0	A 9.1	A 9.0	A 9.2	A 9.4
Southside Drive at Strawberry Lane	B 15.3	B 15.8	B 15.8	C 34.2	D 38.6	D 44.8
Southside Drive Northbound	A 9.4	A 9.9	B 10.3	C 22.4	C 24.3	C 25.7
Southside Drive Southbound	A 9.4	A 9.9	B 10.1	D 39.1	D 47.9	E 63.0
Roberts Avenue Northwest	D 43.9	D 44.2	D 44.2	E 56.5	E 57.2	E 57.2
Thalia Avenue Eastbound	C 32.7	C 32.5	C 32.5	C 29.3	C 29.0	C 29.0
Strawberry Lane Westbound	D 42.0	D 42.8	D 42.8	D 48.5	D 51.0	D 51.0

Traffic – Peak Hour Level of Service

Approach	A.M.			P.M.		
	2022 Existing	2034 No Build	2034 Build	2022 Existing	2034 No Build	2034 Build
Steadly Drive at Entrance						
Steadly Drive Eastbound (left)			A 7.4			A 7.7
Entrance Southbound			A 9.0			B 10.1

Key: Level of Service, Delay in seconds per vehicle

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2024 and 2034, there will be an impact to the existing highway network, with Levels of Service remaining within acceptable limits. The delays experienced in the area will increase within acceptable limits. The existing two-way left turn lane at the entrance will be re-stripped to a dedicated left turn lane. No other improvements are required.

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August 11, 2022

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?Questions?

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