

Louisville Metro Planning Commission – June 2, 2016
Louisville Metro Land Development & Transportation Committee – April 28, 2016
Last Neighborhood Meeting -- March 15, 2016
First Neighborhood Meeting -- June 22, 2015

Docket No. 15ZONE1028

Proposed change in zoning from R-4 to PEC and
Detailed District Development Plan to allow 4
warehouse buildings on property located at
2211 Tucker Station Road

c/o Adam Koch

Attorneys: Bardenwerper Talbott & Roberts, PLLC

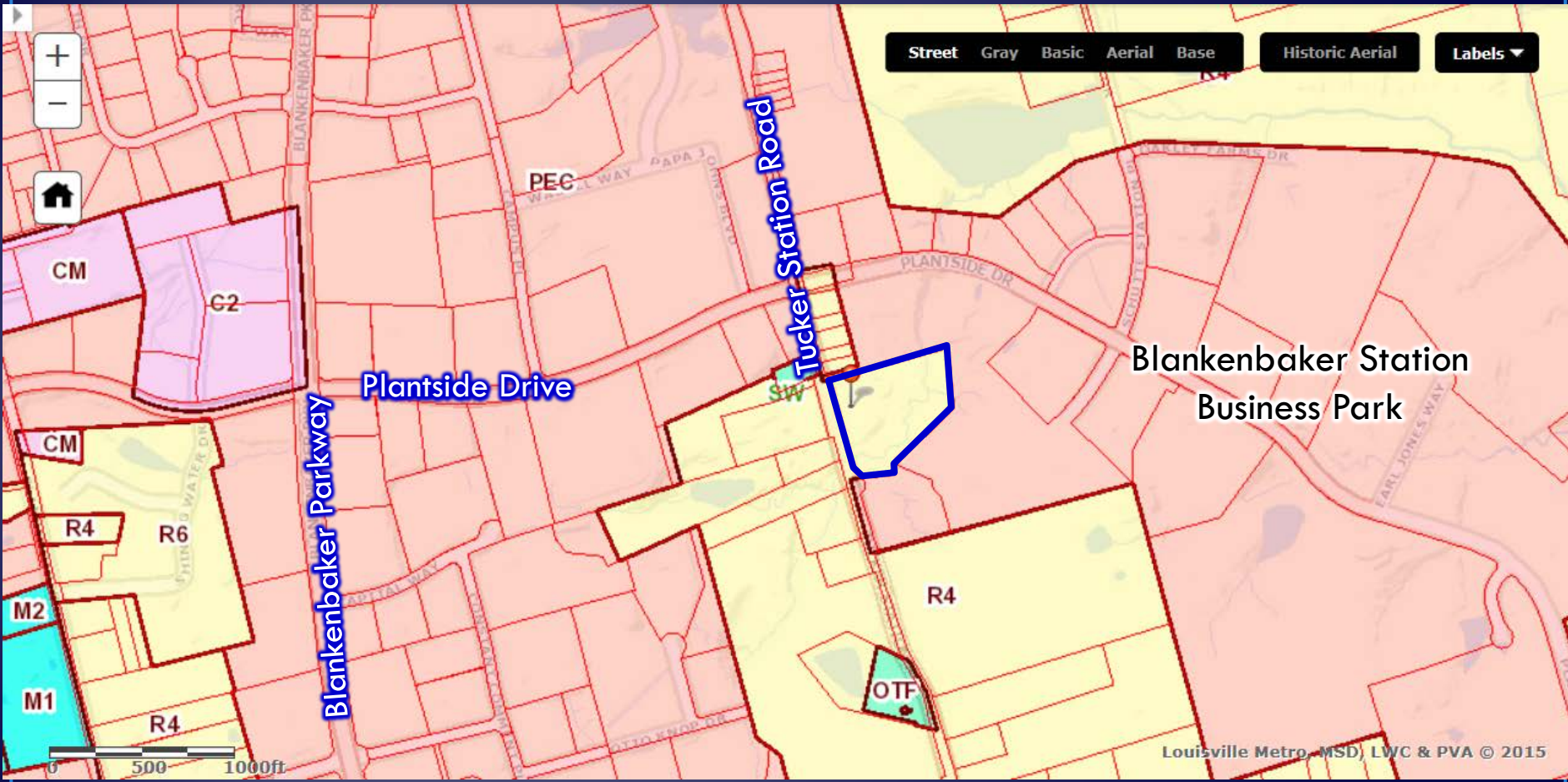
Land Planners, Landscape Architects & Engineers: Mindel Scott & Associates, Inc.

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Tab 1

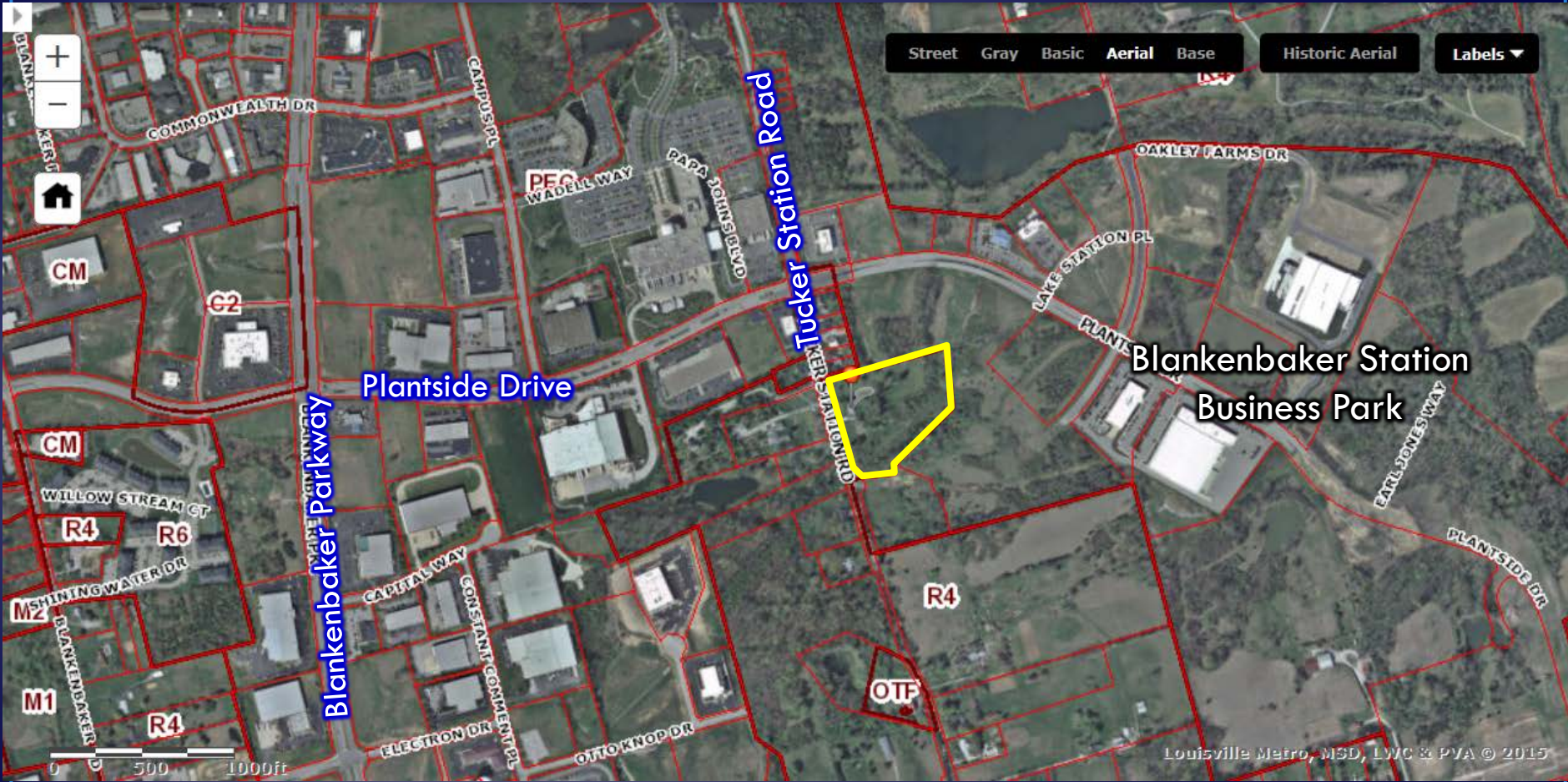
LOJIC Zoning Map



Blankenbaker Station
Business Park

Tab 2

Aerial photograph of the site and surrounding area



Street Gray Basic Aerial Base Historic Aerial Labels

Plantside Drive

Tucker Station Road

Blankenbaker Station Business Park

CM

G2

PEC

CM

R4

R6

M2

M1

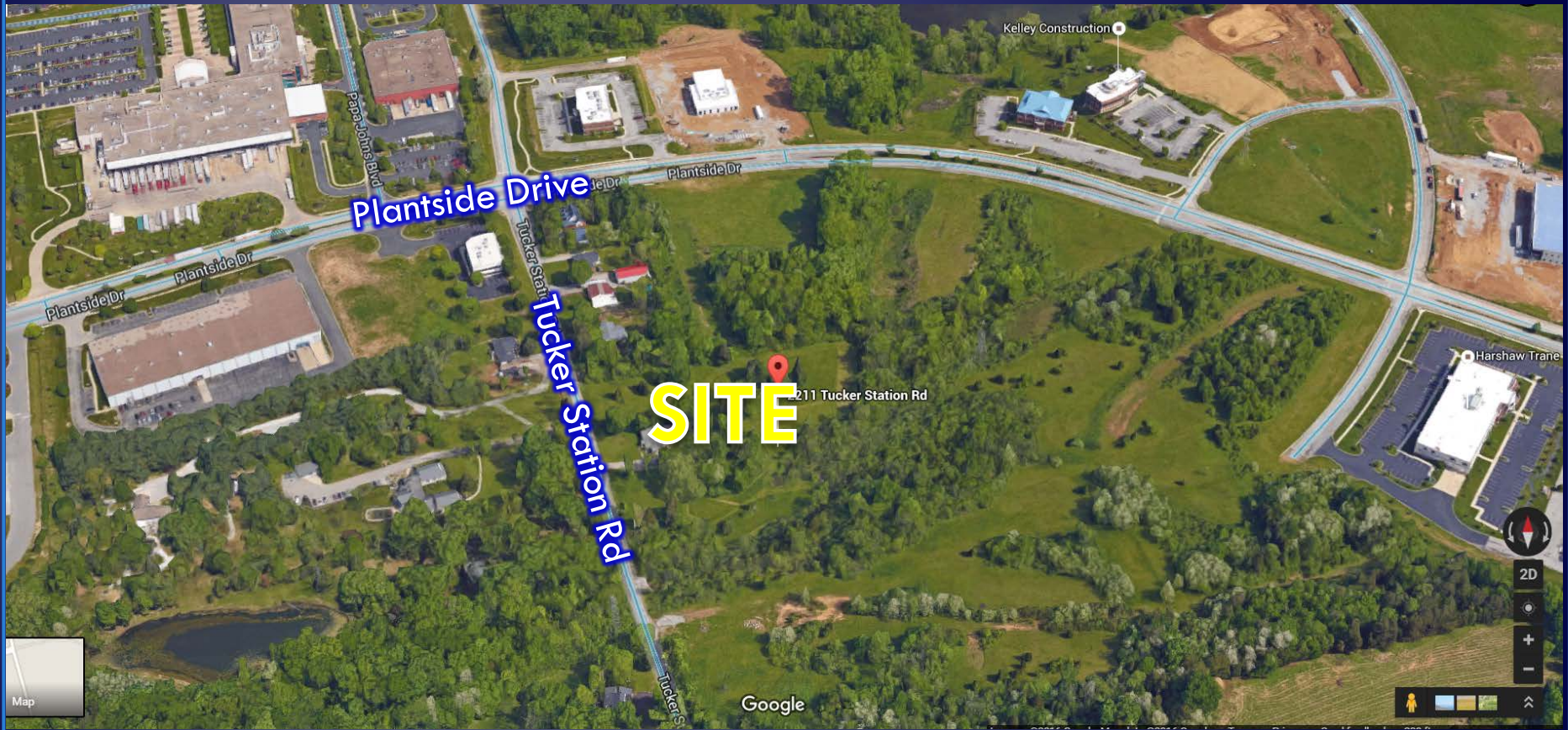
R4

R4

OTF

0 500 1000ft

Louisville Metro, MSD, LWC & PVA © 2015



Plantside Drive

Tucker Station Rd

SITE

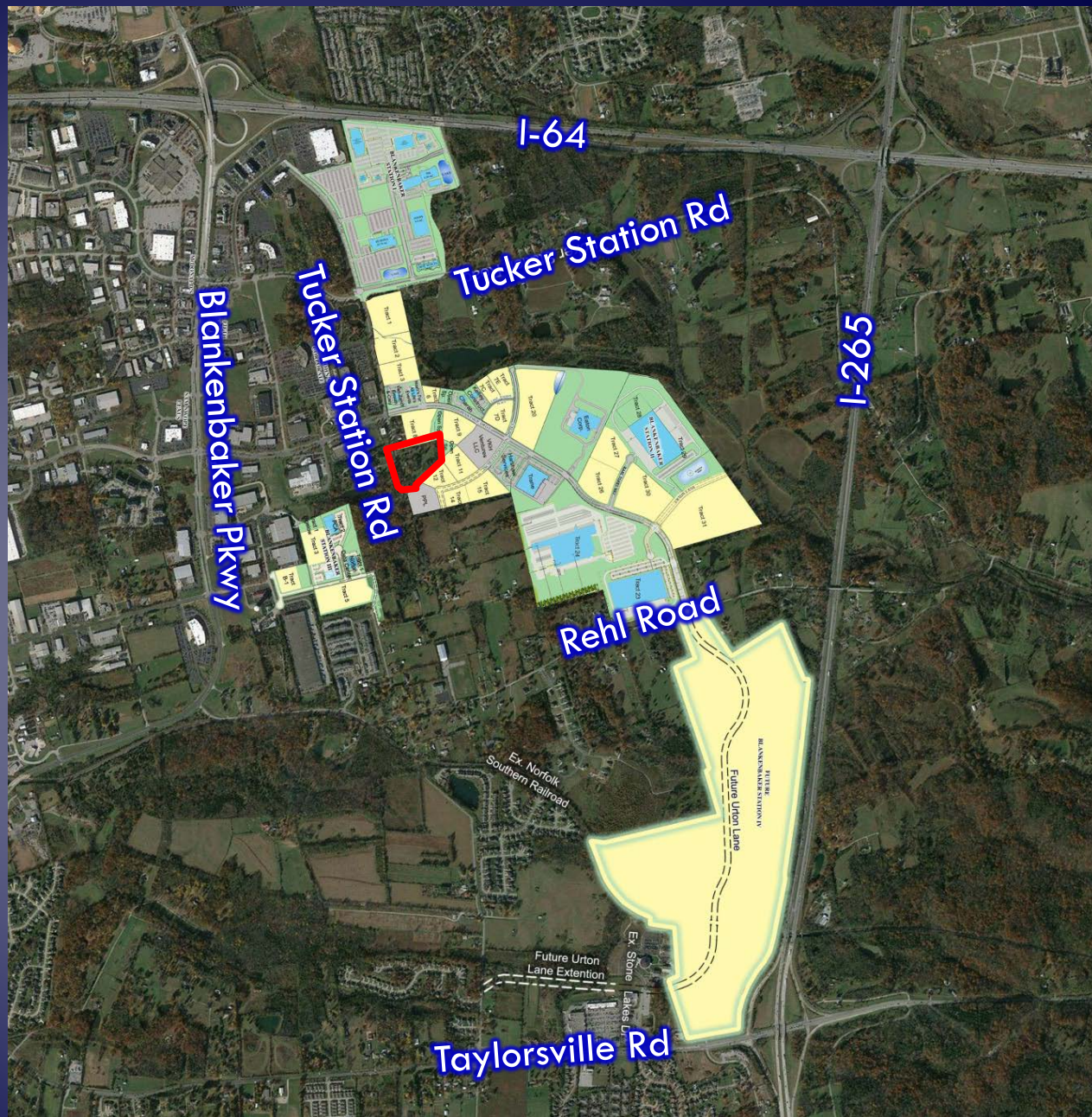
211 Tucker Station Rd

Kelley Construction

Harshaw Trans

Map

Google



Blankenbaker Station I-IV and Tyler Town Center (subject property outlined in red)

Tab 3

Ground level photographs of the site
and surrounding area



View looking north on Tucker Station Road towards Plantside Drive. Site is to the right. 4-board horse fence similar to one across Tucker Station Road will be installed along site's Tucker Station Road frontage along with appropriate landscaping. Access points along Tucker Station Road have been removed, as access will not be off an extended Schutte Station Road.



View of site from Tucker Station Road. Existing house to be removed. 4-board horse fence similar to one across Tucker Station Road will be installed along site's Tucker Station Road frontage along with appropriate landscaping. Access points along Tucker Station Road have been removed, as access will not be off an extended Schutte Station Road.



View looking south on Tucker Station Road. Site is to the left. 4-board horse fence similar to one across Tucker Station Road will be installed along site's Tucker Station Road frontage along with appropriate landscaping. Access points along Tucker Station Road have been removed, as access will not be off an extended Schutte Station Road.

Tab 4

Neighborhood Meeting notice list map,
letter to neighbors inviting them the
meetings and summary of meetings

MAPLE CROSSING

c/o Adam Koch
3937 Kennison Court
Louisville, KY 40207

June 8, 2015

Dear Neighbor,

RE: Proposed change in zoning from R-4 to PEC and detailed district development plan to allow 4 warehouse buildings on property approximately 6.88 +/- acres located just south of Plantside Drive, being on the east side of Tucker Station Road at 2211 Tucker Station Road

We are writing to invite you to a meeting we have scheduled to present neighbors with our rezoning and detailed district development plan located as above.

Accordingly, we have filed a plan for pre-application review with the Division of Planning and Design Services (DPDS) that we would like to show and explain to neighbors so that we might hear what thoughts, issues and perhaps concerns you may have. In that regard, a meeting will be held on **Monday, June 22nd at 7:00 p.m.** at the **Fairfield Inn Hotel** located at **1220 Kentucky Mills Drive** (*located behind the "At Home" store which was previously known as Garden Ridge*).

If you cannot attend the meeting but have questions or concerns, please call me, my attorney Bill Bardenwerper at 426-6688, or my land planning and engineering firm representatives David Mindel and Kathy Linares at 485-1508.

We look forward to seeing you.

Sincerely,



Adam Koch

cc: Hon. Stuart Benson, Councilman District 20
Bill Bardenwerper, attorney with Bardenwerper, Talbott & Roberts, PLLC
David Mindel and Kathy Linares, land planners with Mindel, Scott & Associates, Inc.
Brian Davis, Supervisor with Department of Planning & Design Services

Neighborhood Meeting Summary Adam Koch/Tucker Station Road

The neighborhood meeting was called to order by Bill Bardenwerper at the Fairfield Inn off Blankenbaker Parkway on Monday, June 22 at 7 PM. Also attending were Mark Sites and Kathy Linares from Mindel-Scott and Associates and Adam Koch, the property owner/developer. Mr. Bardenwerper showed a PowerPoint presentation which included aerial photographs of the area, close up and farther out, the site plan superimposed on aerial views and the larger Blankenbaker Station project adjoining this site.

Ms. Linares and Mr. Sites explained the two proposed points of access along Tucker Station Road and the proposed road extension from the Blankenbaker Station business park. They also described the stream that runs through the property, the distance separations of development from it, the open space to the rear of the property, landscaping and screening along residential property lines, the Tucker Station Road Scenic Corridor setback and landscape buffer, and internal circulation and proposed building locations.

Following that, residents raised these concerns:

- No access along Tucker Station Road with, not just truck access from Blankenbaker Station, but rather all access
- Adequate setbacks, landscape screening and buffering along the Scenic Corridor
- Adequate landscaping and screening along the north adjoining residential property line
- Building designs of a quality similar to those in Blankenbaker Station
- Other applicable binding elements like those in Blankenbaker Station
- Stream protection

Mr. Bardenwerper said that the applicant and his professional representatives will consider all of these in potential redesign or further design of the project. He also explained the timing and process of the application.

Respectfully Submitted,

Bill Bardenwerper
Bardenwerper, Talbott & Roberts PLLC
1000 N. Hurstbourne Parkway, 2nd Floor
Building Industry Association of Greater Louisville Building
Louisville, KY 40223
(502) 426-6688

MAPLE CROSSING

**c/o Adam Koch
3937 Kennison Court
Louisville, KY 40207**

March 1, 2016

Dear Neighbor,

RE: Follow-up neighbor meeting regarding our proposed change in zoning from R-4 to PEC and detailed district development plan to allow 4 warehouse buildings on property approximately 6.88 +/- acres located just south of Plantside Drive, being on the east side of Tucker Station Road at 2211 Tucker Station Road; Case No. 15ZONE1028

We are writing to invite you to a follow-up meeting to the one held on June 22, 2015 in order to present neighbors with our revised and updated rezoning and detailed district development plan located as above.

In that regard, a meeting will be held on **Tuesday, March 15th at 7:00 p.m.** at the **Fairfield Inn Hotel** located at **1220 Kentucky Mills Drive** (*located behind the "At Home" store which was previously known as Garden Ridge*).

If you cannot attend the meeting but have questions or concerns, please call me, my attorney Bill Bardenwerper at 426-6688, or my land planning and engineering firm representatives David Mindel and Kathy Linares at 485-1508.

We look forward to seeing you.

Sincerely,



Adam Koch

cc: Hon. Stuart Benson, Councilman District 20
Bill Bardenwerper, attorney with Bardenwerper, Talbott & Roberts, PLLC
David Mindel and Kathy Linares, land planners with Mindel, Scott & Associates, Inc.
Brian Davis, case manager with Department of Planning & Design Services

NEIGHBORHOOD MEETING SUMMARY

The follow-up neighborhood meeting was called to order by Bill Bardenwerper (zoning counsel for the applicant) at 7 PM on Tuesday, March 15th at the Fairfield Inn on Kentucky Mills Drive. Also in attendance were the applicant Adam Koch, a successful landscaper who intends to utilize this property for investment small warehouse/small contractor shop purposes, Kent Gootee with Mindel Scott & Associates. Mr. Bardenwerper showed the same PowerPoint as the last neighborhood meeting with the addition of a new development plan.

The meeting was short and sweet because the MSA plan explained by Mr. Bardenwerper and Mr. Gootee no longer included any points of access to Tucker Station Road. Instead access to the site will be through a new connector road, probably Schutte Station Way, leading from its present terminus in the adjoining Blankenbaker Station Business Park.

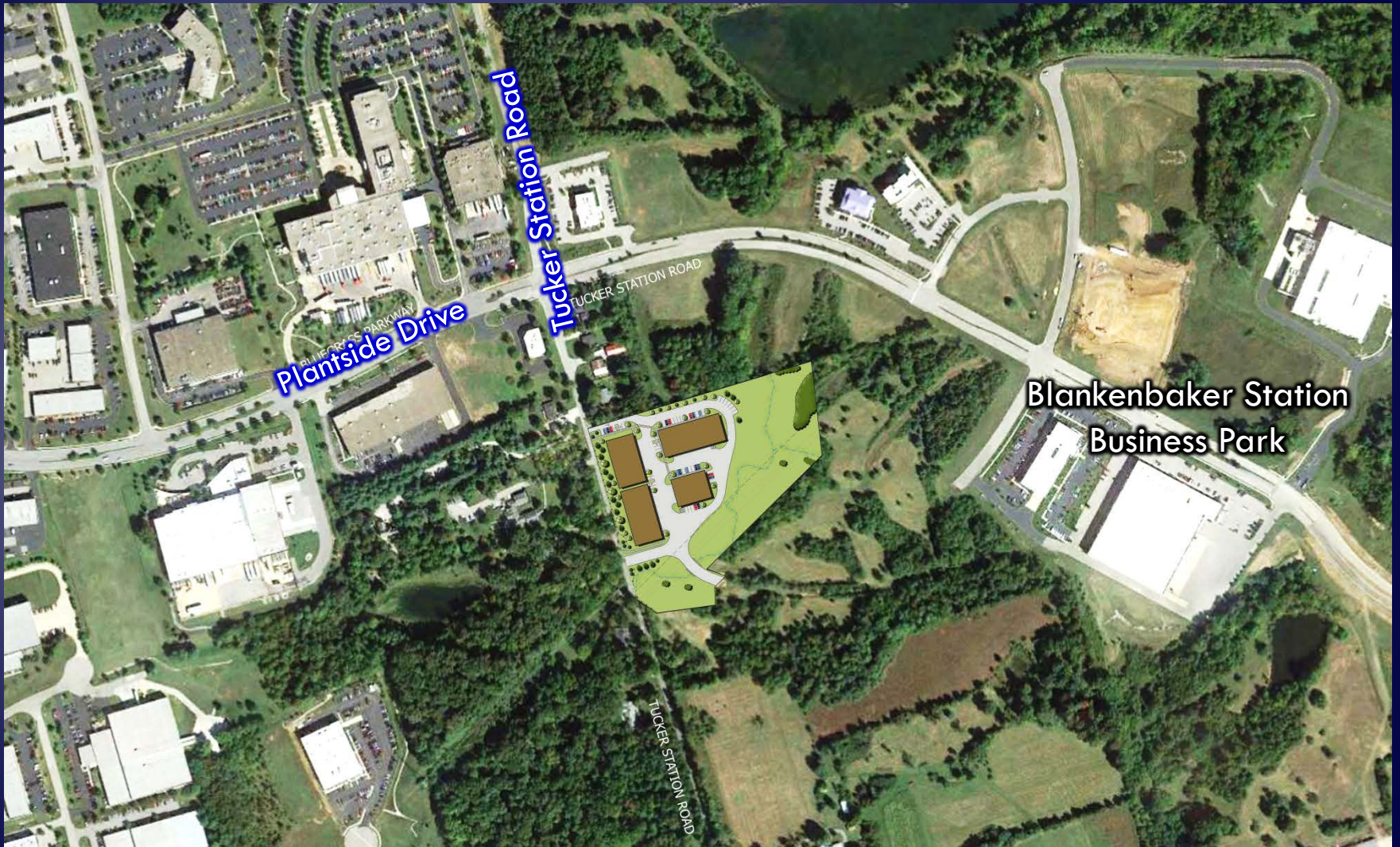
Those neighbors present appeared to be very pleased with this new plan. They asked questions about landscaping and setbacks along Tucker Station Road, which Mr. Gootee explained will require that buildings be setback and that landscaping be in accordance with the Scenic Corridor regulations. Building elevations will either be available at the time of LD&T meeting or Public Hearing or at a future date. He also said that buildings will not encroach into the regulatory floodplain.

Respectfully submitted,

Bill Bardenwerper
Bardenwerper, Talbott & Roberts, PLLC
1000 N. Hurstbourne Pkwy., 2nd Floor
Louisville, KY 40223
502-426-6688

Tab 5

Previous proposed development plans
showing access on Tucker Station Road



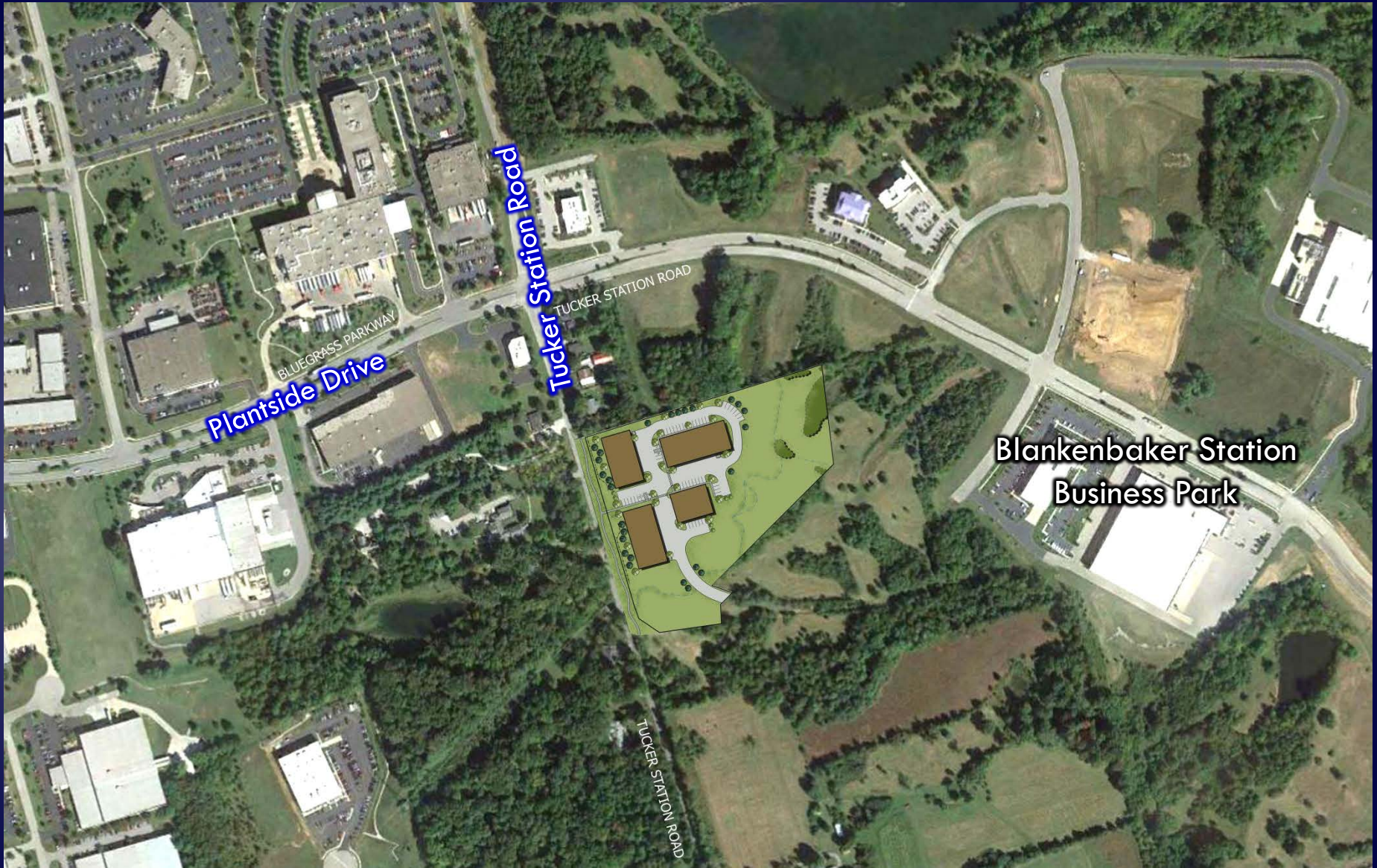
Previous plan with dual access points on Tucker Station Road



Previous plan with dual access points on Tucker Station Road

Tab 6

Development Plan



Current plan eliminating access to Tucker Station Road

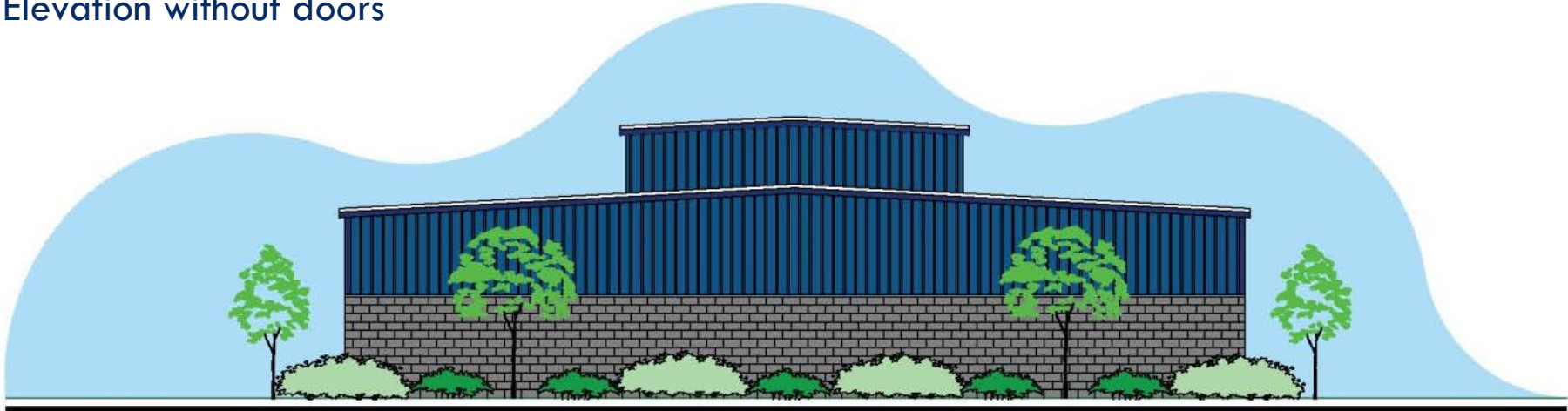


Current plan eliminating access to Tucker Station Road

Tab 7

Building Elevations

Elevation without doors

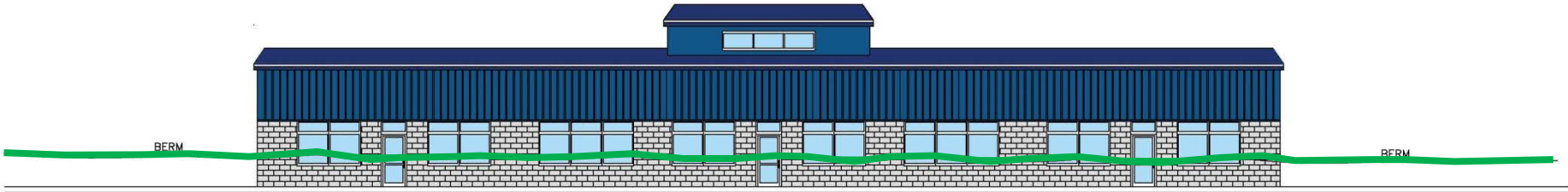


Elevation with doors





View from Tucker Station road, at grade.



View from Tucker Station Road with the 4' berm



View from Tucker Station Road with the plantings on the street side

Tab 8

Statement of Compliance filed with the original zone change application with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan

BARDENWERPER, TALBOTT & ROBERTS, PLLC

ATTORNEYS AT LAW

BUILDING INDUSTRY ASSOCIATION OF GREATER LOUISVILLE BLDG • 1000 N. HURSTBOURNE PARKWAY • SECOND FLOOR • LOUISVILLE, KENTUCKY 40223
(502) 426-6688 • WWW.BARDLAW.NET

STATEMENT OF COMPLIANCE WITH THE APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

<u>Applicant/Owner:</u>	Adam Koch
<u>Location:</u>	2211 Tucker Station Road
<u>Proposed Form and Zoning Districts and Use:</u>	Zone change from R-4 to PEC for use as a warehouse
<u>Engineers, Land Planners and Landscape Architects:</u>	Mindel Scott & Associates

INTRODUCTORY STATEMENT

The subject property adjoins both R-4 used and zoned as well as industrially zoned and used properties. Indeed, when you look at the Form District and zoning maps, this particular property appears as a gap-tooth, “peninsula” of currently residentially zoned property nearly surrounded by a sea of intensely zoned and utilized industrial type properties. The proposed Zoning District change is consistent with the Suburban Workplace and nearby PEC uses and zoning located within the adjoining Blankenbaker Station Business Park and other workplaces that are located close by.

GUIDELINE 1: COMMUNITY FORM

The applicable form district for this property is the Suburban Workplace Form District which is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. This application and the Detailed District Development Plan (DDDP) accompanying this application demonstrate compliance with the Suburban Workplace Form District given how the proposed buildings satisfy the Land Development Code (LDC) setback requirements from Tucker Station Road and given proposed landscaping screening and buffering along Tucker Station Road and adjoining residential property lines. The aerial photograph accompanying the PowerPoint Presentation attached to the Neighborhood Meeting Summary further illustrates how this property adjoins or is located close to other warehouses, distribution and industrial uses, fitting within the Suburban Workplace Form District.

GUIDELINE 2: ACTIVITY CENTERS

The Intents and applicable Policies 1, 2, 4, 5, 7, 11, 13, 14, 15 and 16 of this Guideline all pertain to such things as assuring an efficient use of land and investment in existing infrastructure, reducing commuting time and distances so as to not exacerbate air pollution problems, locating

in existing activity centers and appropriate form districts, developing non-residential and mixed uses in such centers, assuring compact and mixed compatible uses, appropriately designing shared parking and buildings in such centers, and assuring adequate utilities and utility easements as necessary.

This application complies with all of these Intents and applicable Policies of this Guideline for the following reasons. While activity centers are normally thought of as commercial centers, what they really are are places where similar or compatible activities are all located in close proximity one to the other so that they either feed off of and support one another or work in some sort of symbiotic relationship. Given that, for the most part, especially to the east and northwest, this is an intensely developed workplace area, this rezoning and accompanying development plan are appropriate for this area. Infrastructure exists because all manner of other office, warehouse, distribution and industrial activities are located next door or close by, thus another similar use activity, like this, makes sense from the standpoint of access to and through the area as well as where employees typically commute to jobs of this kind. The proposed small warehouse buildings located on this property fit well, while leaving setbacks, landscaping and buffering where required by the LDC or to address the interests of adjoining property owners. Parking is appropriately designed to be shared among the several warehouse buildings.

GUIDELINE 3: COMPATIBILITY

The Intents and applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 19, 20, 21, 22, 23, 24, and 29 all pertain to the issues of impact mitigation. Sometimes this can be through building design and materials. Given that the adjoining Blankenbaker Station encompasses a wide variety of relatively well-designed intense office, warehouse, distribution and light industrial building designs, the buildings proposed for this site will be held to a similar standard. These buildings will be attractive, and images of them will be presented by time of the LD&T review in this case. The impacts of noise generated from trucks, as well as lighting from trucks and from parking lots, will be mitigated with landscaping, fencing as may be needed, and by Metro approved points of access to assure that the adjoining R-4 neighbors are not disrupted during hours of operation. The DDDP, and necessary binding elements to further elaborate on that plan, can also address transitional issues, such as buffers, setbacks, screening and landscaping.

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

The Intents and applicable Policies 1, 2, 3, 4, 6, 8, and 10 of this Guideline all pertain to the issues of assuring availability of adequate usable land for such uses as these, to reduce public and private costs for land development, to preserve workplaces, to provide for appropriate access, to invest in developing and redeveloping industrial areas, to locate industries where other industries already exist and in the activity centers in and around those industrial areas, to assure that transportation is adequate in and out of industrial areas and properties such as this, and to continue to redevelop and adaptively reuse vacant properties like this.

This application will comply with the Intents and applicable Policies of this Guideline because this property adjoins an already existing business park (“Blankenbaker Station”) with an opportunity for more compatible buildings on a vacant property in an area appropriate for continued, indeed more, of the same type uses as this kind. Roads which provide access are (or must be) constructed to provide safe transportation routes to and from this site, and the point of

access to this property must be one that is approved by Metro Transportation Planning/Public Works prior to docketing for LD&T Committee consideration.

GUIDELINES 7, 8 and 9: CIRCULATION, TRANSPORTATION FACILITIES AND ALTERNATIVE TRANSPORTATION MODES

The Intents and applicable Policies 1, 2, 9, 10, 11, 12, 13, 14 and 15 of Guideline 7, Policies 5, 6, 7, 9, 10, 11 and 12 of Guideline 8, and Policies 1, 2, 3 and 4 of Guideline 9 all pertain to the multiplicity of issues that are typically reviewed by Metro Transportation Planning and Public Works in connection with those agencies' reviews of DDDPs such as the one submitted with this application.

This application will comply with all these Intents and applicable Policies of these Guidelines by time of the LD&T review for sure, if not already, because of the fact that, by the time this application is docketed for LD&T review, Metro Transportation Planning will have reviewed the DDDP and assured compliance with all of these applicable Policies. In that regard, Mindel Scott & Associates (MSA), a professional land planning and engineering firm that has worked on this DDDP, has already taken into account in its design such issues as appropriate access, internal circulation, adequate parking, adequacy of street access, appropriate site distances and even whether sidewalks and bicycles need to be provided/accommodated. All of these things are either addressed on the DDDP accompanying this application or will be further considered prior to docketing for, or at the time of, LD&T and Planning Commission consideration if not presently shown on the submitted DDDP.

GUIDELINES 10 & 11: FLOODING, STORMWATER AND WATER QUALITY

The Intents and applicable Policies 1, 3, 7, 10 and 11 of Guideline 10 and Policies 3 and 5 of Guideline 11 raise issues that are already regulated by MSD. By the time that the DDDP accompanying this application is docketed for LD&T review, it must have received the preliminary stamp of approval from MSD demonstrating compliance with all of these Policies. That is to say that on-site detention will be required or the regional fee must be paid. Wetlands, if any, and streams will be protected. Further, at construction stage, work done on this property must be performed in compliance with the soil erosion and sediment control guidelines of MSD and probably also with the new water quality standards adopted by MSD.

GUIDELINE 12: AIR QUALITY

This Intents and applicable Policies 1, 2, 4, 6, 7, 8 and 9 of this Guideline all pertain to the various issues of air quality regulated by the Air Pollution Control District (APCD).

This application complies with these Intents and applicable Policies of this Guideline for a number of reasons, mainly because APCD adopts regulations that require compliance. But moreover, because one of the goals of the Comprehensive Plan as evident in this Guideline is to reduce commuting distances and to assure that major truck traffic, to the maximum extent possible, utilize routes that are typically traveled by trucks, this project helps reduce vehicle miles traveled. Plus, the proposed warehouse facility is located next to an existing business park with proposed access to and from it, which truck traffic and employees are already accessing. Metro Transportation Planning and Public Works make the determination of truck access and travel routes.

GUIDELINE 13: LANDSCAPE CHARACTER

The Intents and applicable Policies 1, 2, 4, and 6 of this Guideline all pertain to the issues of LDC compliance with landscaping requirements and to the need to screen and adequately buffer adjoining uses that might be of a different nature, such as the R-4 parcels next door and along the Scenic Corridor of Tucker Station Road. Accordingly, the landscape plan discussed at LD&T and public hearing and eventually to be filed, any rezoning and development plan approvals must address all issues contained in the LDC and as raised by the Comprehensive Plan.

GUIDELINES 14 & 15 : INFRASTRUCTURE AND COMMUNITY FACILITIES

The Intents and applicable Policies 2, 3, 4, 6 and 7 of Guideline 14 and Policies 3, 4, and 9 of Guideline 15 all pertain to the issues of assuring that adequate water supply, sewage treatment, other utility services and public services are available to serve sites, including industrial ones, of this kind. This application and the accompanying DDDP demonstrate, in part, how utilities and public services, such as fire and emergency, are available at this site or close by.

* * * * *

For all these reasons and others to be explained at the LD&T Committee meeting and public hearing, this application complies with all others applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan.

Respectfully submitted,

William B. Bardenwerper
Bardenwerper Talbott & Roberts, PLLC
Building Industry Association of Greater Louisville Bldg.
1000 N. Hurstbourne Parkway, Second Floor
Louisville, KY 40223

Tab 9

Proposed findings of fact pertaining to compliance with the Comprehensive Plan

BARDENWERPER, TALBOTT & ROBERTS, PLLC

ATTORNEYS AT LAW

BUILDING INDUSTRY ASSOCIATION OF GREATER LOUISVILLE BLDG • 1000 N. HURSTBOURNE PARKWAY • SECOND FLOOR • LOUISVILLE, KENTUCKY 40223
(502) 426-6688 • WWW.BARDLAW.NET

PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

<u>Applicant/Owner:</u>	Adam Koch
<u>Location:</u>	2211 Tucker Station Road
<u>Proposed Form and Zoning Districts and Use:</u>	Zone change from R-4 to PEC for use as a warehouse
<u>Engineers, Land Planners and Landscape Architects:</u>	Mindel Scott & Associates

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on June 2, 2016 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

INTRODUCTORY STATEMENT

WHEREAS, the subject property adjoins both R-4 used and zoned as well as industrially zoned and used properties; when you look at the Form District and zoning maps, this particular property appears as a gap-tooth, "peninsula" of currently residentially zoned property nearly surrounded by a sea of intensely zoned and utilized industrial type properties; and the proposed Zoning District change is consistent with the Suburban Workplace and nearby PEC uses and zoning located within the adjoining Blankenbaker Station Business Park and other workplaces that are located close by; and

GUIDELINE 1: COMMUNITY FORM

WHEREAS, the applicable form district for this property is the Suburban Workplace Form District which is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting; this application and the Detailed District Development Plan (DDDP) accompanying this application demonstrate compliance with the Suburban Workplace Form District given how the proposed buildings satisfy the Land Development Code (LDC) setback requirements from Tucker Station Road and given proposed landscaping screening and buffering along Tucker Station Road and adjoining residential property lines; and the aerial photograph accompanying the PowerPoint Presentation shown at the Public Hearing further illustrates how this property adjoins or is located close to other warehouses, distribution and industrial uses, fitting within the Suburban Workplace Form District; and

GUIDELINE 2: ACTIVITY CENTERS

WHEREAS, the Intents and applicable Policies 1, 2, 4, 5, 7, 11, 13, 14, 15 and 16 of this Guideline all pertain to such things as assuring an efficient use of land and investment in existing infrastructure, reducing commuting time and distances so as to not exacerbate air pollution problems, locating in existing activity centers and appropriate form districts, developing non-residential and mixed uses in such centers, assuring compact and mixed compatible uses, appropriately designing shared parking and buildings in such centers, and assuring adequate utilities and utility easements as necessary; and

WHEREAS, this application complies with all of these Intents and applicable Policies of this Guideline for the following reasons; while activity centers are normally thought of as commercial centers, what they really are are places where similar or compatible activities are all located in close proximity one to the other so that they either feed off of and support one another or work in some sort of symbiotic relationship; given that, for the most part, especially to the east and northwest, this is an intensely developed workplace area, this rezoning and accompanying development plan are appropriate for this area; infrastructure exists because all manner of other office, warehouse, distribution and industrial activities are located next door or close by, thus another similar use activity, like this, makes sense from the standpoint of access to and through the area as well as where employees typically commute to jobs of this kind; the proposed small warehouse buildings located on this property fit well, while leaving setbacks, landscaping and buffering where required by the LDC or to address the interests of adjoining property owners; and parking is appropriately designed to be shared among the several warehouse buildings; and

GUIDELINE 3: COMPATIBILITY

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 19, 20, 21, 22, 23, 24, and 29 all pertain to the issues of impact mitigation; sometimes this can be through building design and materials; given that the adjoining Blankenbaker Station encompasses a wide variety of relatively well-designed intense office, warehouse, distribution and light industrial building designs, the buildings proposed for this site will be held to a similar standard; these buildings will be attractive, and images of them were presented at LD&T and the Public Hearing for review in this case; the impacts of noise generated from trucks, as well as lighting from trucks and from parking lots, will be mitigated by the mostly internal location of parking, with landscaping, and by Metro approved points of access to assure that the adjoining R-4 neighbors are not disrupted during hours of operation; and the DDDP and possible binding elements also address transitional issues, such as buffers, setbacks, screening and landscaping; and

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 6, 8, and 10 of this Guideline all pertain to the issues of assuring availability of adequate usable land for such uses as these, to reduce public and private costs for land development, to preserve workplaces, to provide for appropriate access, to invest in developing and redeveloping industrial areas, to locate industries where other industries already exist and in the activity centers in and around those industrial areas, to assure that transportation is adequate in and out of industrial areas and properties such as this, and to continue to redevelop and adaptively reuse vacant properties like this; and

WHEREAS, this application complies with the Intents and applicable Policies of this Guideline because this property adjoins the existing Blankenbaker Station business park with an opportunity for more compatible buildings on a vacant property in an area appropriate for continued, indeed more, of the same type uses as this kind; roads which provide access are (or must be) constructed to provide safe transportation routes to and from this site, and the point of access to this property, which is no longer off Tucker Station Road, is one that has been preliminarily approved by Metro Transportation Planning/Public Works prior to docketing for Public Commission consideration and is one that has been endorsed by neighbors; and

GUIDELINES 7, 8 and 9: CIRCULATION, TRANSPORTATION FACILITIES AND ALTERNATIVE TRANSPORTATION MODES

WHEREAS, the Intents and applicable Policies 1, 2, 9, 10, 11, 12, 13, 14 and 15 of Guideline 7, Policies 5, 6, 7, 9, 10, 11 and 12 of Guideline 8, and Policies 1, 2, 3 and 4 of Guideline 9 all pertain to the multiplicity of issues that are typically reviewed by Metro Transportation Planning and Public Works in connection with those agencies' reviews of DDDPs such as the one submitted with this application; and

WHEREAS, this application complies with all these Intents and applicable Policies of these Guidelines because Metro Transportation Planning has reviewed the DDDP and assured compliance with all of these applicable Policies; in that regard, Mindel Scott & Associates (MSA), a professional land planning and engineering firm that has worked on this DDDP, has taken into account in its design such issues as appropriate access, internal circulation, adequate parking, adequacy of street access, appropriate site distances and even whether sidewalks and bicycles need to be provided/accommodated; all of these things have been addressed on the DDDP accompanying this DDDP before the Planning Commission for consideration; and the main point of contention with neighbors which had been access has be resolved by virtue of there being no access points off Tucker Station Road, rather the future access to be constructed by virtue of an extension of Schutte Station Road; and

GUIDELINES 10 & 11: FLOODING, STORMWATER AND WATER QUALITY

WHEREAS, the Intents and applicable Policies 1, 3, 7, 10 and 11 of Guideline 10 and Policies 3 and 5 of Guideline 11 raise issues that are already regulated by MSD; the DDDP accompanying this application has received the preliminary stamp of approval from MSD demonstrating compliance with all of these Policies; on-site detention will be required or the regional fee will be paid; wetlands, if any, and streams will be protected; work done on this property will be performed in compliance with the soil erosion and sediment control guidelines of MSD and also with the new water quality standards adopted by MSD; and

GUIDELINE 12: AIR QUALITY

WHEREAS, this Intents and applicable Policies 1, 2, 4, 6, 7, 8 and 9 of this Guideline all pertain to the various issues of air quality regulated by the Air Pollution Control District (APCD) ; and

WHEREAS, this application complies with these Intents and applicable Policies of this Guideline for a number of reasons, mainly because APCD adopts regulations that require compliance; one of the goals of the Comprehensive Plan as evident in this Guideline is to reduce commuting distances and to assure that major truck traffic, to the maximum extent possible,

utilize routes that are typically traveled by trucks, this project helps reduce vehicle miles traveled; and the proposed warehouses are located next to the existing Blankenbaker Station business park with proposed access to and from it, which truck traffic and employees are already accessing; and

GUIDELINE 13: LANDSCAPE CHARACTER

WHEREAS, the Intents and applicable Policies 1, 2, 4, and 6 of this Guideline all pertain to the issues of LDC compliance with landscaping requirements and to the need to screen and adequately buffer adjoining uses that might be of a different nature, such as the R-4 parcels next door and along the Scenic Corridor of Tucker Station Road; and the landscape plan will comply with the LDC and include enhanced landscaping as to mitigate unacceptable impacts; and

GUIDELINES 14 & 15 : INFRASTRUCTURE AND COMMUNITY FACILITIES

WHEREAS, the Intents and applicable Policies 2, 3, 4, 6 and 7 of Guideline 14 and Policies 3, 4, and 9 of Guideline 15 all pertain to the issues of assuring that adequate water supply, sewage treatment, other utility services and public services are available to serve sites, including industrial ones, of this kind; and this application and the accompanying DDDP demonstrate, in part, how utilities and public services, such as fire and emergency, are available at this site or close by; and

* * * * *

WHEREAS, for all the reasons explained at LD&T and the Planning Commission public hearing and also in the public hearing exhibit books and on the approved DDDP, this application also complies with all other applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan;

NOW, THEREFORE, the Louisville Metro Planning Commission hereby recommends to the Louisville Metro Council that it rezone the subject property from R-4 to PEC and approves the Detailed District Development Plan.