

Change in Zoning Pre-Application Staff Report

March 12, 2018



Case No:	18ZONE1014
Project Name:	Top Golf
Location:	7900 Shelbyville Road
Owner(s):	WMB 2, LLC
Applicant:	Topgolf USA Louisville, LLC
Representative(s):	Dinsmore & Shohl, LLP – Clifford Ashburner
Jurisdiction:	Louisville Metro
Council District:	18 – Marilyn Parker
Case Manager:	Joel P. Dock, Planner II

REQUEST(S)

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

CASE SUMMARY

An entertainment and driving range facility is proposed to redevelop the rear portions of a regional shopping center and the former location of an anchor tenant department store. The proposed use requires a change in zoning to C-2, Commercial, as well as a conditional use permit for a golf driving range. Parking and access for the new facility will be shared with the shopping center. The far side of the driving range will be nearest Christian Way and the primary entrance has been internally oriented towards the shopping center.

STAFF FINDING

The proposal is of a moderate to high intensity consistent with the high intensity of uses found in the Regional Center Form District. A development plan of sufficient detail will be required to properly demonstrate conformance with the Comprehensive Plan and Land Development Code, see agency comments and *Cornerstone 2020 Staff Checklist*.

TECHNICAL REVIEW

- The development site/development area should be clearly defined on the drawing/plan. Staff would recommend the development area span the area at the rear of the shopping center from Oxmoor Lane to Christian Way and encompass the remaining C-1 portions of the Shopping Center, or the area should end at the centerline of the proposed roadway to the West of the demolished sears. Having this area clearly defined will aid in best communicating landscape and other regulatory requirements most commonly based on the "development site/area"
- A full traffic impact study and air quality analysis is required prior to the Planning Commission's consideration of this development per Binding Element #10 of the revised plans for docket 9-50-80, 9-49-83, & PW-10-00. The BE is copied in full below:

"The Planning Commission shall require a full traffic and air quality analysis, including an arterial analysis for Shelbyville Road, before considering any additional development of the general area known as Oxmoor Center/the Bullitt Farm. This binding element shall apply to any commercial, retail, residential or office development. The aforementioned

analysis shall include expected traffic from all approved developments within the impact area, as defined by the Department of Public Works. It shall also include any proposed roadway improvements expected to be completed before completion of the proposed development. The goal of the traffic analysis is to recommend appropriate mitigation measures to accommodate expected traffic from the proposed development. Mitigation measures for traffic and air quality shall include, but not limited to, recommended signal timing adjustments along Shelbyville Road and construction of Bunsen/Bowling Parkway, in part or whole. The Developer should also furnish additional mitigation recommendations, as required, at impacted intersections."

- Parking for the shopping center and Top Golf should be calculated as follows: 1.) The Top Golf facility including all interior spaces and hitting bays, as well as outdoor dining/lounge space should be calculated at a ratio of 1 parking space per 100 square feet. Staff finds that the proposal is most appropriately represented as a total entertainment package and that while the primary attraction may be a driving range other features of attraction are weighted and the driving range facilities are not a "typical" driving range operation. 2.) The shopping center is to be calculated at 5 spaces per 1,000 square feet of gross leasable area if it is over 600,000 square feet, except that restaurants (1 to 125), arcades (1 to 100), movie theaters, and similar uses are to be calculated separately. These means that pedestrian plazas and common areas are to be excluded from the calculation. If the gross leasable area is between 400,000-600,000 it is calculated at 4.5 to 1,000. Below 400,000 it is 4 to 1,000.

The parking summary can be greatly simplified based on the above requirements. Please provide minimum and maximum parking, as well as total provided parking for both the mall and Top Golf. It does not need to be indicated on the development plan/drawing where Top Golf's parking ends and the shopping center's begins as cross access agreement allows for overlap. A 10% reduction is available for TARC route location.

STANDARD OF REVIEW FOR ZONING DISTRICT CHANGES

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

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

STAFF ANALYSIS FOR CHANGE IN ZONING

The Following is a summary of staff's analysis of the proposed rezoning against the Guidelines and Policies of Cornerstone 2020:

The site is located in the Regional Center Form District

Regional Center is a development form that typically contains a mixture of high intensity uses including regional shopping, office, services, entertainment facilities and medium to high-density residential uses. Such Regional Centers may include a variety of stores under one roof, or may consist of freestanding structures. The amount of floor space in regional centers usually exceeds

400,000 square feet, reflecting a market area designed to serve a population of at least 100,000. Redevelopment and infill development are encouraged.

Integration of civic uses such as branch libraries, community centers or government offices is encouraged, and can strengthen the identity and success of the center. Regional Centers are most appropriately located on or near major arterials, state or interstate highways. Development in Regional Centers should be compact and provide for site accessibility through all means of transportation. A high level of transit access is desirable and regional centers should serve as focal points for transit from homes and workplaces. Connectivity and the capacity to handle traffic should be addressed through unified access and circulation. The site plan should encourage pedestrian activity within the Regional Center with human-scale design and by providing pedestrian amenities and pedestrian connectivity among buildings.

Landscaping, building design and unified signs in the Regional Center give character to the development, defines and reinforces identity and provides a human scale. A center may include several internal focal points. Several uses sharing a building may have separate entrances and the design of the building facades may mimic a traditional marketplace corridor or "main street." Parking in Regional Centers is provided on a shared basis to avoid excessive impervious areas, and the center is designed to encourage customers to visit several establishments without moving their vehicles.

Regional Center site design should provide screening of the parking lot and outbuildings as the site is viewed from the arterial roadway. The rear or loading area of buildings should be well screened from arterials, freeways and adjacent residential areas. Human safety or "crime prevention through environmental design" should be a factor in the design of regional centers.

The proposal is of a moderate to high intensity consistent with the high intensity uses found in the Regional Center Form District as the C-2 zoning district allows for a wide range of regional goods and services and the proposed use is for an entertainment facility and driving range. It is located in an area that has a sufficient current and projected future population to support a wide range of regional goods and services. The development creates a new destination point that may increase interaction with the area and shopping center. Parking facilities are being shared with the existing shopping center.

A detailed plan of sufficient detail is required to fully demonstrate compliance with the comprehensive plan. Pathways should be provided for pedestrians to connect to transit services. The applicant should also provide bike facilities. The entrance to the facility should be easily accessed by all modes of transit. TARC planning agency comments should be addressed and the applicant should closely coordinate with TARC to enhance transit connectivity to the facilities. The applicant should work to ensure that adequate parking is being provided for the proposed use, shopping center, and any foreseeable redevelopment of the shopping center that may result in an increased demand for parking.

A checklist containing staff's complete analysis of the Guidelines and Policies of Cornerstone 2020 is attached to the end of this staff report. 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.

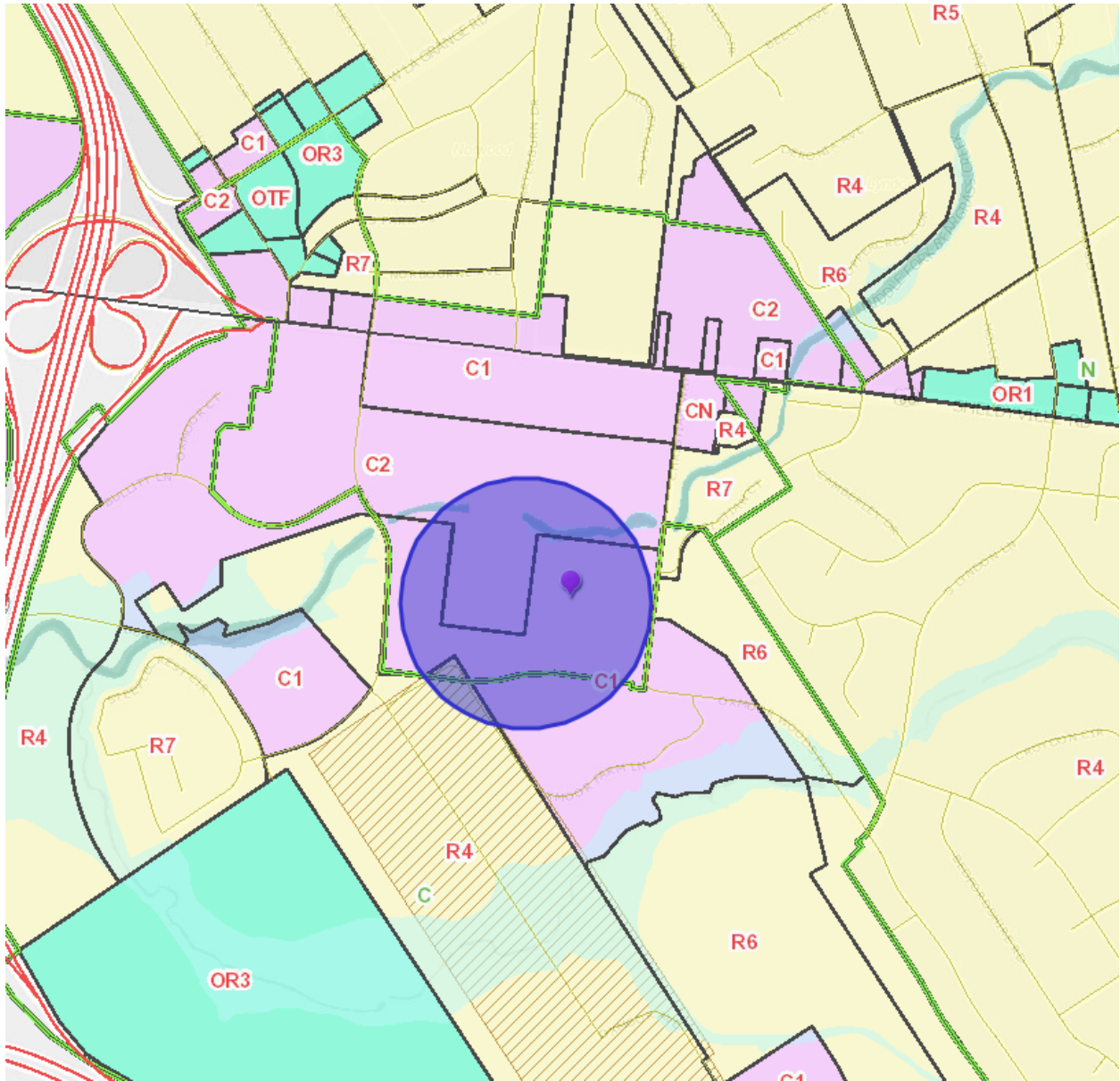
NOTIFICATION

Date	Purpose of Notice	Recipients
	Hearing before LD&T	1 st and 2 nd tier adjoining property owners Speakers at Planning Commission public hearing Registered Neighborhood Groups in Council District 4
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	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal

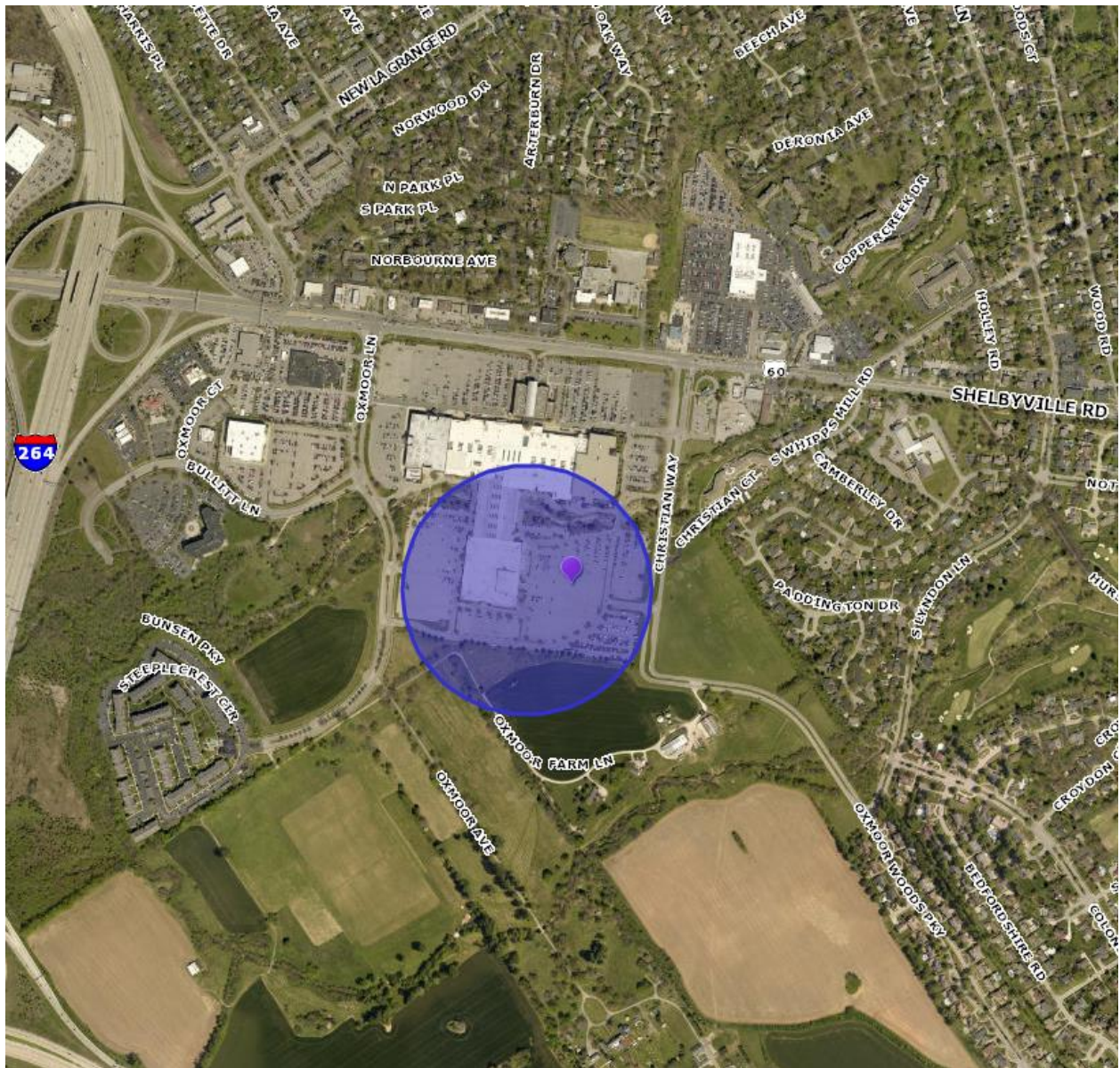
ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Cornerstone 2020 Staff Checklist

1. **Zoning Map**



2. Aerial Photograph



3. Cornerstone 2020 Staff Checklist

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

Regional Center: Non-Residential

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Analysis
1	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal is of a moderate to high density consistent with the high intensity uses found in the Regional Center Form District.	✓	The proposal is of a moderate to high intensity consistent with the high intensity uses found in the Regional Center Form District as the C-2 zoning district allows for a wide range of regional goods and services and the proposed use is for an entertainment facility and driving range.
2	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal integrates civic uses such as branch libraries, community centers or government offices.	✓	No civic uses are integrated; however, the use builds upon an existing regional shopping center.
3	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal contributes to the identity of the regional center as a focal point for transit from homes and workplaces.	✓	The proposal contributes to the identity of the regional center as a focal point for transit from homes and workplaces as the proposed use permitted by the zoning district provides an additional attraction and destination point for entertainment. The shopping center is connected to transit serving a range of neighborhoods.
4	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal is compact and provides for efficient movement of pedestrians, vehicles, transit and bicycles through and around the site.	+/-	The applicant will need to provide pathways for pedestrians which connect to transit services. The applicant should also provide bike facilities. The entrance to the facility should be easily accessed by all modes of transit.
5	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal supports a high level of transit access and connectivity.	+/-	TARC planning agency comments should be addressed and the applicant should closely coordinate with TARC to enhance transit connectivity to the facilities.
6	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal includes unified signs, and landscaping and building design that gives identity to the center and that provides a human scale, and includes an internal focal point.	+/-	A detailed plan of sufficient detail should be provided which demonstrates landscaping and building design that gives identity to the center and that provides a human scale, and includes an internal focal point. Renderings should also be provided to convey the message of the development plan.

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7	Community Form/Land Use Guideline 1: Community Form	B.6: The proposal provides shared parking to avoid excessive impervious surface and to encourage customers to visit several establishments without moving their vehicles.	+/-	The proposal will provide shared parking with the shopping center. The applicant should work to ensure that adequate parking is being provided for the proposed use, shopping center, and any foreseeable redevelopment of the shopping center that may result in an increased demand for parking.
8	Community Form/Land Use Guideline 2: Centers	A.1/7: The proposal, which will create a new center, is located in the Regional Center Form District, and includes new construction or the reuse of existing buildings to provide commercial, office and/or residential use.	✓	The proposal does not create a new center; rather it builds upon an existing center through the redevelopment of existing facilities.
9	Community Form/Land Use Guideline 2: Centers	A.3: The proposed retail commercial development is located in an area that has a sufficient population to support it.	✓	The proposed retail commercial development is located in an area that has a sufficient current and projected future population to support a wide range of regional goods and services.
10	Community Form/Land Use Guideline 2: Centers	A.4: The proposed development is compact and results in an efficient land use pattern and cost-effective infrastructure investment.	+/-	A detailed plan of sufficient detail should be provided.
11	Community Form/Land Use Guideline 2: Centers	A.5: The proposed center includes a mix of compatible land uses that will reduce trips, support the use of alternative forms of transportation and encourage vitality and sense of place.	✓	The proposed center includes a mix of compatible land uses that will reduce trips, support the use of alternative forms of transportation and encourage vitality and sense of place as the proposed user provides a new destination point that may increase interaction with the area and shopping center.
12	Community Form/Land Use Guideline 2: Centers	A.6: The proposal incorporates residential and office uses above retail and/or includes other mixed-use, multi-story retail buildings.	+/-	<u>What are the offices uses in the facility?</u>
13	Community Form/Land Use Guideline 2: Centers	A.12: If the proposal is a large development in a center, it is designed to be compact and multi-purpose, and is oriented around a central feature such as a public square or plaza or landscape element.	+/-	A detailed plan of sufficient detail should be provided.

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14	Community Form/Land Use Guideline 2: Centers	A.13/15: The proposal shares entrance and parking facilities with adjacent uses to reduce curb cuts and surface parking, and locates parking to balance safety, traffic, transit, pedestrian, environmental and aesthetic concerns.	+/-	The proposal shares entrance and parking facilities with the shopping center to reduce curb cuts and surface parking. Parking should be located to balance safety, traffic, and transit, pedestrian, environmental and aesthetic concerns. The applicant should work to ensure that adequate parking is being provided for the proposed use, shopping center, and any foreseeable redevelopment of the shopping center that may result in an increased demand for parking. The applicant should closely coordinate with TARC to enhance transit connectivity to the facilities.
15	Community Form/Land Use Guideline 2: Centers	A.14: The proposal is designed to share utility hookups and service entrances with adjacent developments, and utility lines are placed underground in common easements.	✓	The proposal is designed to share utility hookups and service entrances with adjacent developments as the existing shopping center is connected to sanitary sewers and provides all other utilities.
16	Community Form/Land Use Guideline 2: Centers	A.16: The proposal is designed to support easy access by bicycle, car and transit and by pedestrians and persons with disabilities.	+/-	The applicant will need to provide pathways for pedestrians which connect to transit services. The applicant should also provide bike facilities. The entrance to the facility should be easily accessed by all modes of transit.
17	Community Form/Land Use Guideline 3: Compatibility	A.2: The proposed building materials increase the new development's compatibility.	+/-	Renderings should be provided.
18	Community Form/Land Use Guideline 3: Compatibility	A.4/5/6/7: The proposal does not constitute a non-residential expansion into an existing residential area, or demonstrates that despite such an expansion, impacts on existing residences (including traffic, parking, signs, lighting, noise, odor and stormwater) are appropriately mitigated.	✓	The proposal does not constitute a non-residential expansion into an existing residential area as the proposal utilizes the land of an existing regional commercial center to allow for the development of additional regional services.
19	Community Form/Land Use Guideline 3: Compatibility	A.5: The proposal mitigates any potential odor or emissions associated with the development.	✓	The proposed district and use would not appear to create any more odor or emissions than is common to a regional shopping center.
20	Community Form/Land Use Guideline 3: Compatibility	A.6: The proposal mitigates any adverse impacts of its associated traffic on nearby existing communities.	+/-	A traffic impact study is required
21	Community Form/Land Use Guideline 3: Compatibility	A.8: The proposal mitigates adverse impacts of its lighting on nearby properties, and on the night sky.	+/-	The direction of lighting shall be directed down and away for public roads and residential lands in the vicinity. <u>Will the outfield of the range be dark at night?</u>

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22	Community Form/Land Use Guideline 3: Compatibility	A.11: If the proposal is a higher density or intensity use, it is located along a transit corridor AND in or near an activity center.	✓	The proposal is appropriately located for its intensity and is located along a transit corridor within an activity center.
23	Community Form/Land Use Guideline 3: Compatibility	A.21: The proposal provides appropriate transitions between uses that are substantially different in scale and intensity or density of development such as landscaped buffer yards, vegetative berms, compatible building design and materials, height restrictions, or setback requirements.	+/-	Landscape buffering will be needed to Christian Way. Otherwise, the proposal is appropriately located and does not appear to be adjacent to any uses that are substantially different in scale. A detailed plan of sufficient detail is required to fully demonstrate compliance with this plan element.
24	Community Form/Land Use Guideline 3: Compatibility	A.22: The proposal mitigates the impacts caused when incompatible developments unavoidably occur adjacent to one another by using buffers that are of varying designs such as landscaping, vegetative berms and/or walls, and that address those aspects of the development that have the potential to adversely impact existing area developments.	+/-	Landscape buffering will be needed to Christian Way. Otherwise, the proposal is appropriately located and does not appear to be adjacent to any uses that are substantially different in scale. A detailed plan of sufficient detail is required to fully demonstrate compliance with this plan element.
25	Community Form/Land Use Guideline 3: Compatibility	A.23: Setbacks, lot dimensions and building heights are compatible with those of nearby developments that meet form district standards.	+/-	A detailed plan of sufficient detail is required to fully demonstrate compliance with this plan element.
26	Community Form/Land Use Guideline 3: Compatibility	A.24: Parking, loading and delivery areas located adjacent to residential areas are designed to minimize adverse impacts of lighting, noise and other potential impacts, and that these areas are located to avoid negatively impacting motorists, residents and pedestrians.	✓	Revisions to the existing parking layout do not appear to result in any adverse impacts on residential areas or roadways.
27	Community Form/Land Use Guideline 3: Compatibility	A.24: The proposal includes screening and buffering of parking and circulation areas adjacent to the street, and uses design features or landscaping to fill gaps created by surface parking lots. Parking areas and garage doors are oriented to the side or back of buildings rather than to the street.	✓	Revisions to the existing parking layout do not appear to result in any adverse impacts on residential areas or roadways.

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28	Community Form/Land Use Guideline 3: Compatibility	A.25: Parking garages are integrated into their surroundings and provide an active, inviting street-level appearance.	NA	No parking structures have been proposed
29	Community Form/Land Use Guideline 3: Compatibility	A.28: Signs are compatible with the form district pattern and contribute to the visual quality of their surroundings.	+/-	Signage should be complaint with Ch. 8 of the LDC
30	Community Form/Land Use Guideline 4: Open Space	A.2/3/7: The proposal provides open space that helps meet the needs of the community as a component of the development and provides for the continued maintenance of that open space.	NA	Open space is not a requirement of this development
31	Community Form/Land Use Guideline 4: Open Space	A.4: Open space design is consistent with the pattern of development in the Neighborhood Form District.	NA	Open space is not a requirement of this development and the proposal is located in thr RC form.
32	Community Form/Land Use Guideline 4: Open Space	A.5: The proposal integrates natural features into the pattern of development.	+/-	The protected waterway and its buffer should be considered in redeveloping this property.
33	Community Form/Land Use Guideline 5: Natural Areas and Scenic and Historic Resources	A.1: The proposal 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.	+/-	The protected waterway and its buffer should be considered in redeveloping this property.
34	Community Form/Land Use Guideline 5: Natural Areas and Scenic and Historic Resources	A.2/4: The proposal includes the preservation, use or adaptive reuse of buildings, sites, districts and landscapes that are recognized as having historical or architectural value, and, if located within the impact area of these resources, is compatible in height, bulk, scale, architecture and placement.	✓	The proposal includes the adaptive reuse of an area previously used for an anchor tenant department store for the shopping center.
35	Community Form/Land Use Guideline 5: Natural Areas and Scenic and Historic Resources	A.6: Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes with the potential for severe erosion.	+/-	MSD has indicated that a soil and sedimentation control plan shall be developed and approved in accordance with MSD Design Manual and Standard Specifications prior to construction plan approval.
36	Marketplace Guideline 6: Economic Growth and Sustainability	A.3: Encourage redevelopment, reinvestment and rehabilitation in the downtown where it is consistent with the form district pattern.	NA	Subject site is located on the East side of I-264.

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37	Marketplace Guideline 6: Economic Growth and Sustainability	A.4: Encourage industries to locate in industrial subdivisions or adjacent to existing industry to take advantage of special infrastructure needs.	NA	Not an industrial development
38	Marketplace Guideline 6: Economic Growth and Sustainability	A.6: Locate retail commercial development in activity centers. Locate uses generating large amounts of traffic on a major arterial, at the intersection of two minor arterials or at locations with good access to a major arterial and where the proposed use will not adversely affect adjacent areas.	✓	The proposed use has the potential to generate large volumes of traffic and is located on land associated with an existing shopping center along an arterial roadway.
39	Marketplace Guideline 6: Economic Growth and Sustainability	A.8: Require industrial development with more than 100 employees to locate on or near an arterial street, preferably in close proximity to an expressway interchange. Require industrial development with less than 100 employees to locate on or near an arterial street.	NA	Not an industrial development
40	Mobility/Transportation Guideline 7: Circulation	A.1/2: The proposal will contribute its proportional share of the cost of roadway improvements and other services and public facilities made necessary by the development through physical improvements to these facilities, contribution of money, or other means.	+/-	Contributions and services to develop public infrastructure necessary for the proposed development should be provided. Sidewalks are required along portions of Christian Way fronting the development area.
41	Mobility/Transportation Guideline 7: Circulation	A.3/4: The proposal promotes mass transit, bicycle and pedestrian use and provides amenities to support these modes of transportation.	+/-	The applicant will need to provide pathways for pedestrians which connect to transit services. The applicant should also provide bike facilities. The entrance to the facility should be easily accessed by all modes of transit. The applicant should closely coordinate with TARC to enhance transit connectivity to the facilities
42	Mobility/Transportation Guideline 7: Circulation	A.6: The proposal's transportation facilities are compatible with and support access to surrounding land uses, and contribute to the appropriate development of adjacent lands. The proposal includes at least one continuous roadway through the development, adequate street stubs, and relies on cul-de-sacs only as short side streets or where natural features limit development of "through" roads.	✓	The proposal's transportation facilities are compatible with and support access to surrounding land uses as the site is being redeveloped on land associated with a shopping center and has existing access points which do not appear to be greatly impacted by the proposal.

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43	Mobility/Transportation Guideline 7: Circulation	A.9: The proposal includes the dedication of rights-of-way for street, transit corridors, bikeway and walkway facilities within or abutting the development.	+/-	Right-of-way should be dedicated as needed
44	Mobility/Transportation Guideline 7: Circulation	A.10: The proposal includes adequate parking spaces to support the use.	+/-	The applicant should work to ensure that adequate parking is being provided for the proposed use, shopping center, and any foreseeable redevelopment of the shopping center that may result in an increased demand for parking.
45	Mobility/Transportation Guideline 7: Circulation	A.13/16: The proposal provides for joint and cross access through the development and to connect to adjacent development sites.	✓	Parking facilities are being shared with the existing shopping center.
46	Mobility/Transportation Guideline 8: Transportation Facility Design	A.8: Adequate stub streets are provided for future roadway connections that support and contribute to appropriate development of adjacent land.	✓	No stub streets are needed for this proposal
47	Mobility/Transportation Guideline 8: Transportation Facility Design	A.9: Avoid access to development through areas of significantly lower intensity or density if such access would create a significant nuisance.	✓	Access to the subject site is through areas that are similar in intensity.
48	Mobility/Transportation Guideline 8: Transportation Facility Design	A.11: The development provides for an appropriate functional hierarchy of streets and appropriate linkages between activity areas in and adjacent to the development site.	✓	The development provides for an appropriate functional hierarchy of streets and appropriate linkages between activity areas in and adjacent to the development site.
49	Mobility/Transportation Guideline 9: Bicycle, Pedestrian and Transit	A.1/2: The proposal provides, where appropriate, for the movement of pedestrians, bicyclists and transit users around and through the development, provides bicycle and pedestrian connections to adjacent developments and to transit stops, and is appropriately located for its density and intensity.	+/-	The applicant will need to provide pathways for pedestrians which connect to transit services. The applicant should also provide bike facilities. The entrance to the facility should be easily accessed by all modes of transit. The applicant should closely coordinate with TARC to enhance transit connectivity to the facilities

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50	Livability/Environment Guideline 10: Flooding and Stormwater	The proposal's drainage plans have been approved by MSD, and the proposal mitigates negative impacts to the floodplain and minimizes impervious area. Solid blueline streams are protected through a vegetative buffer, and drainage designs are capable of accommodating upstream runoff assuming a fully-developed watershed. If streambank restoration or preservation is necessary, the proposal uses best management practices.	+/-	All MSD comments should be addressed prior to a public hearing
51	Livability/Environment Guideline 12: Air Quality	The proposal has been reviewed by APCD and found to not have a negative impact on air quality.	+/-	An air quality analysis will be required.
52	Livability/Environment Guideline 13: Landscape Character	A.3: The proposal includes additions and connections to a system of natural corridors that can provide habitat areas and allow for migration.	+/-	The site contains a protected waterway. Impacts on the waterway and its buffers should be minimized to reduce the effect of this natural corridor.
53	Community Facilities Guideline 14: Infrastructure	A.2: The proposal is located in an area served by existing utilities or planned for utilities.	✓	The proposal is located in an area served by existing utilities or planned for utilities.
54	Community Facilities Guideline 14: Infrastructure	A.3: The proposal has access to an adequate supply of potable water and water for fire-fighting purposes.	✓	The proposal has access to an adequate supply of potable water and water for fire-fighting purposes
55	Community Facilities Guideline 14: Infrastructure	A.4: The proposal has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams.	+/-	The proposal should provide adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams. All retail shops must have individual connections per MSD's fats, oil and grease policy.