

**Planning Commission
Staff Report**
October 18, 2018



Case No:	17ZONE1041
Project Name:	805 Hay Court
Location:	8325, 8329, & 8401 Nash Road and 806, 711, 715, 717, 719, 801, 803, & 805 Hay Court
Owner(s):	The Bernie R. Elder Living Trust
Applicant:	The Bernie R. Elder Living Trust
Representative(s):	Schroll Land Surveying, LLC – Bill Schroll
Jurisdiction:	Louisville Metro
Council District:	13 – Vicki Aubrey Welch
Case Manager:	Joel P. Dock, AICP, Planner II

REQUEST(S)

- **Change-in-Zoning** from R-4, Single-Family Residential & C-2, Commercial to M-2, Industrial
- **Waiver** of Land Development Code, section 10.2.4 to allow truck maneuvering within 15' LBA
- **Detailed District Development Plan**

CASE SUMMARY

A change in zoning request is being made to allow for heavy truck parking. A contractor's shop and watchman's quarters are also proposed. Trucks will be parked on gravel surfaces and secured from the public. Two residential structures on site will be repurposed for the watchman's quarters and contractor's shop.

The subject site is located north of Outer Loop via National Turnpike or Nash Road; Nash Road being a local road and National Turnpike being an arterial level roadway. Commercial zoning districts operating auto repair, sales and/or salvage/junk yards exists to the North and South of the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts are present. A large tract of vacant C-2, commercially zoned property also abuts to the North. The Suburban Workplace form district encompasses the majority of the surrounding area and National Turnpike corridor.

STAFF FINDING

The proposal is in conformance with the Comprehensive Plan. The intensity of the zoning district and proposed use is appropriately located and compatible with industrial uses that dominate the immediate vicinity.

STANDARD OF REVIEW FOR REZONING

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

1. The proposed form district/rezoning change complies with the applicable guidelines and policies 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 Suburban Workplace Form District

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

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

The proposed district is supported by uses in the immediately surrounding area (auto salvage, warehousing, and manufacturing) and remains consistent with the zoning districts present in the area and future growth of the area. Commercial zoning districts operating auto repair, sales and/or salvage/junk yards adjoin or are located within close proximity to the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts occupy a large majority of the land. A tract of vacant C-2, commercially zoned property also abuts to the North. The proposal provides appropriate transitions between uses that are substantially different in scale and intensity or density of development. The proposed district is compatible with the area.

Access will utilize National Turnpike which is an arterial roadway serving a large variety of industrial users. The industrial zoning district, specifically the proposed use should be gated from public access for safety. In the event a new use is proposed, the plan will be evaluated for its impact on pedestrian and transit connectivity.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR WAIVER

- (a) The waiver will not adversely affect adjacent property owners; and

STAFF: The waiver will not adversely affect adjacent property owners as all planting material will be provided and abutting users are similar in intensity.

- (b) The waiver will not violate specific guidelines of Cornerstone 2020; and

STAFF: The waiver will not violate specific guidelines of Cornerstone 2020 as the plan calls for appropriate transitions between uses that are substantially different in scale and intensity or density of development and the proposal provides all planting material required and abutting users are similar in intensity.

- (c) The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant; and

STAFF: The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant as all planting material will be provided and gravel is currently present.

- (d) Either:
(i) The applicant has incorporated other design measures that exceed the minimums of the district and compensate for non-compliance with the requirements to be waived (net beneficial effect); OR
(ii) The strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant.

STAFF: Strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant as the Comprehensive Plan calls for appropriate transitions between uses that are substantially different in scale and intensity or density of development and the proposal provides all planting Material required and abutting users are similar in intensity.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR DDDP

- a. The conservation of natural resources on the property proposed for development, including: trees and other living vegetation, steep slopes, water courses, flood plains, soils, air quality, scenic views, and historic sites;

STAFF: All landscaping plan will be provided which demonstrates tree canopy and landscaping compliance on the subject site.

- b. The provisions for safe and efficient vehicular and pedestrian transportation both within the development and the community;

STAFF: The proposed use will be gated and secured from public access for safety.

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

STAFF: The provision of sufficient open space (scenic and recreational) to meet the needs of the proposed development will be provided on a landscaping plan that demonstrates tree canopy and landscaping compliance on the subject site.

- d. The provision of adequate drainage facilities on the subject site in order to prevent drainage problems from occurring on the subject site or within the community;

STAFF: The Metropolitan Sewer District has approved the preliminary development plan and will ensure the provision of adequate drainage facilities on the subject site in order to prevent drainage problems from occurring on the subject site or within the community.

- e. The compatibility of the overall site design (location of buildings, parking lots, screening, landscaping) and land use or uses with the existing and projected future development of the area;

STAFF: The overall site design and land uses are compatible with the existing and future development of the area as industrial uses dominate the immediate vicinity.

- f. Conformance of the development plan with the Comprehensive Plan and Land Development Code. Revised plan certain development plans shall be evaluated for conformance with the non-residential and mixed-use intent of the form districts and comprehensive plan.

STAFF: The development plan conforms to applicable guidelines and policies of the Comprehensive Plan. The proposed use is supported by uses in the immediately surrounding area (auto salvage, warehousing, and manufacturing) and remains consistent with this area.. The proposal provides appropriate transitions between uses that are substantially different in scale and intensity or density of development as the proposed district is compatible with the area. Access will utilize National Turnpike which is an arterial roadway serving a large variety of industrial users. The use will be gated from public access for safety.

REQUIRED ACTION(S)

- **RECOMMEND** to the Louisville Metro Council that the Change-in-Zoning R-4, Single-Family Residential & C-2, Commercial to M-2, Industrial on property described in the attached legal description be **APPROVED or DENIED**
- **APPROVE or DENY** the **Waiver** of Land Development Code, section 10.2.4 to allow truck maneuvering within 15' LBAs as shown on the development plan
- **APPROVE or DENY** the **Detailed District Development Plan**

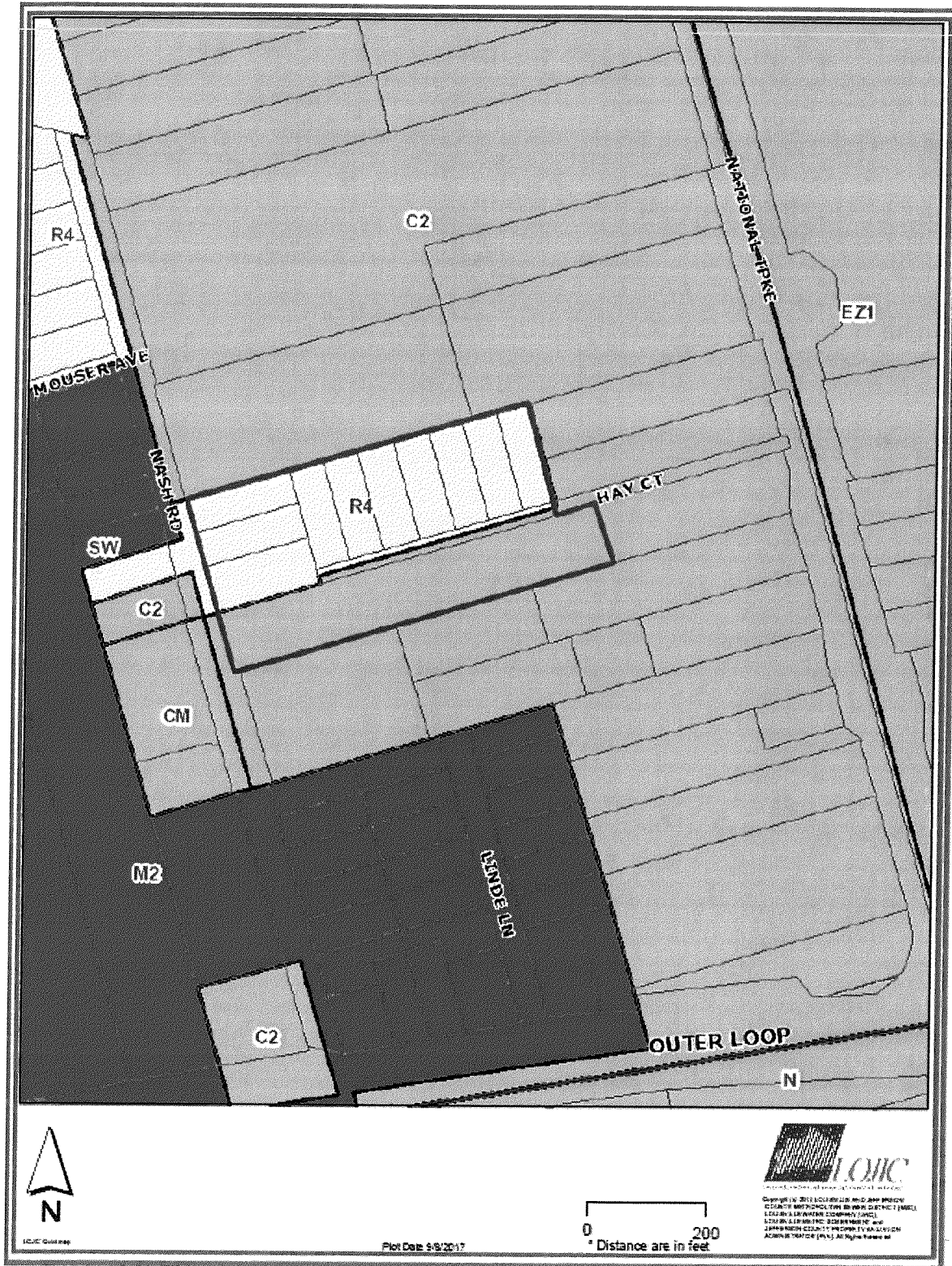
NOTIFICATION

Date	Purpose of Notice	Recipients
08/31/18	Hearing before LD&T	1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 13
10/2/18	Hearing before Planning Commission	1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 13
10/1/18	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 Analysis
4. Proposed Binding Elements

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

Suburban Workplace: Non-Residential

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
1	Community Form/Land Use Guideline 1: Community Form	B.10: The proposal integrates into the pattern of development, which features buildings set back from the street in a landscaped setting.	✓	The proposed district is supported by uses in the immediately surrounding area (auto salvage, warehousing, and manufacturing) and remains consistent with the zoning districts present in the area.
2	Community Form/Land Use Guideline 1: Community Form	B.10: The proposal integrates into a planned development that features a mixture of related uses, and that may contain either a single major use or a cluster of uses.	✓	The proposal integrates a use and zoning district that is supported by nearby uses requiring heavy trucks for the transport of goods or other industrial uses.
3	Community Form/Land Use Guideline 1: Community Form	B.10: The proposal incorporates connected roads, encourages access to public transportation, and provides for pedestrians.	✓	The industrial zoning district, specifically the proposed use should be gated from access for safety. In the event a new use is proposed requiring employment, the plan will be evaluated for its impact on pedestrian and transit connectivity.
4	Community Form/Land Use Guideline 3: Compatibility	A.2: The proposed building materials increase the new development's compatibility.	✓	No new structures have been proposed. The site is not surrounded by a mixture of metal and concrete buildings serving multiple purposes for the uses from accessory garages to retail/office space and auto sales/repair.
5	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 an expansion into a residential area as the subject site and area is located in the SW form district. Further, Commercial zoning districts operating auto repair, sales and/or salvage/junk yards exists to the North and South of the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts are present. A large tract of vacant C-2, commercially zoned property also abuts to the North
6	Community Form/Land Use Guideline 3: Compatibility	A.5: The proposal mitigates any potential odor or emissions associated with the development.	✓	No adverse odors or emissions not ordinarily expected in the area would occur as a result of the proposal.
7	Community Form/Land Use Guideline 3: Compatibility	A.6: The proposal mitigates any adverse impacts of its associated traffic on nearby existing communities.	✓	Access will utilize National Turnpike which is an arterial roadway serving a large variety of industrial users.

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
8	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.	✓	Lighting will comply with LDC 4.1.3
9	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 subject site is located north of the Outer Loop via national Turnpike, an arterial level roadway. Hay Court provides access through similar uses to the subject site from National Turnpike.
10	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.	✓	The proposal provides appropriate transitions between uses that are substantially different in scale and intensity or density of development. The proposed district is compatible with the area.
11	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.	✓	The proposal mitigates the impacts caused when incompatible developments unavoidably occur adjacent to one another. The proposed district is compatible with the area.
12	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.	✓	Setbacks, lot dimensions and building heights are compatible with those of nearby developments.
13	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.	✓	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. The immediately abutting area is predominately industrial and the few remaining residential uses along Nash road are not consistent with the exiting or future growth of the area.

4. **Proposed Binding Elements**

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.
2. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.
3. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
4. Before any permit (including but not limited to building, parking lot, change of use, site disturbance, alteration permit or demolition permit) is requested:
 - a. The development plan must receive full construction approval from Louisville Metro Department of Codes and Regulations Construction Permits and Transportation Planning Review and the Metropolitan Sewer District.
 - b. A minor subdivision plat shall be recorded creating the lot lines as shown on the development plan. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services.
 - c. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a building permit. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
 - d. A road closure application for portions of Hay Court as shown on the preliminary development plan shall be submitted. Said closure shall be approved and recorded within 6 months of final action by the Louisville Metro Council.
5. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.
6. The property shall be fully gated and secured from public access along all road frontages.
7. Heavy truck access shall be prohibited from Nash road.

Land Development & Transportation Staff Report

September 13, 2018



Case No:	17ZONE1041
Project Name:	805 Hay Court
Location:	805 Hay Court
Owner(s):	The Bernie R. Elder Living Trust
Applicant:	The Bernie R. Elder Living Trust
Representative(s):	Schroll Land Surveying, LLC – Bill Schroll
Jurisdiction:	Louisville Metro
Council District:	13 – Vicki Aubrey Welch
Case Manager:	Joel P. Dock, AICP, Planner II

REQUEST(S)

- **Change-in-Zoning** from R-4, Single-Family Residential & C-2, Commercial to M-2, Industrial
- **Detailed District Development Plan**

CASE SUMMARY

A change in zoning request is being made to allow for heavy truck parking. A contractor's shop and watchman's quarters are also proposed. Trucks will be parked on existing gravel surfaces and secured from the public. Two residential structures on site will be repurposed for the watchman's quarters and contractor's shop.

The subject site is located north of Outer Loop via National Turnpike or Nash Road; Nash Road being a local road and National Turnpike being an arterial level roadway. Commercial zoning districts operating auto repair, sales and/or salvage/junk yards exists to the North and South of the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts are present. A large tract of vacant C-2, commercially zoned property also abuts to the North. The Suburban Workplace form district encompasses the majority of the surrounding area and National Turnpike corridor.

STAFF FINDING

With a few technical items addressed, the application appears to be ready for the next available public hearing before the Planning Commission.

TECHNICAL REVIEW

- A street closure shall be approved and recorded prior to ~~construction plan approval~~ to formally close portions of Hay Court indicated on the preliminary plan.
- ✓ Prior to development of 'Proposed Tract 2' a detailed plan will be required → *Not subject to rezoning*
- The site will need to be fully gated from public access once Hay Court is officially closed

9/13/18
 → Waiver to encroach but provide required plantings
 (North/South line)

- LBA dimensions will need to be provided along the Southern property line. No screening is required along the northern or southern boundary; only the width of the buffer and trees will be required. The applicant may also request a waiver of the planting material and/or width.

STANDARD OF REVIEW FOR REZONING

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

1. The proposed form district/rezoning change complies with the applicable guidelines and policies 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.

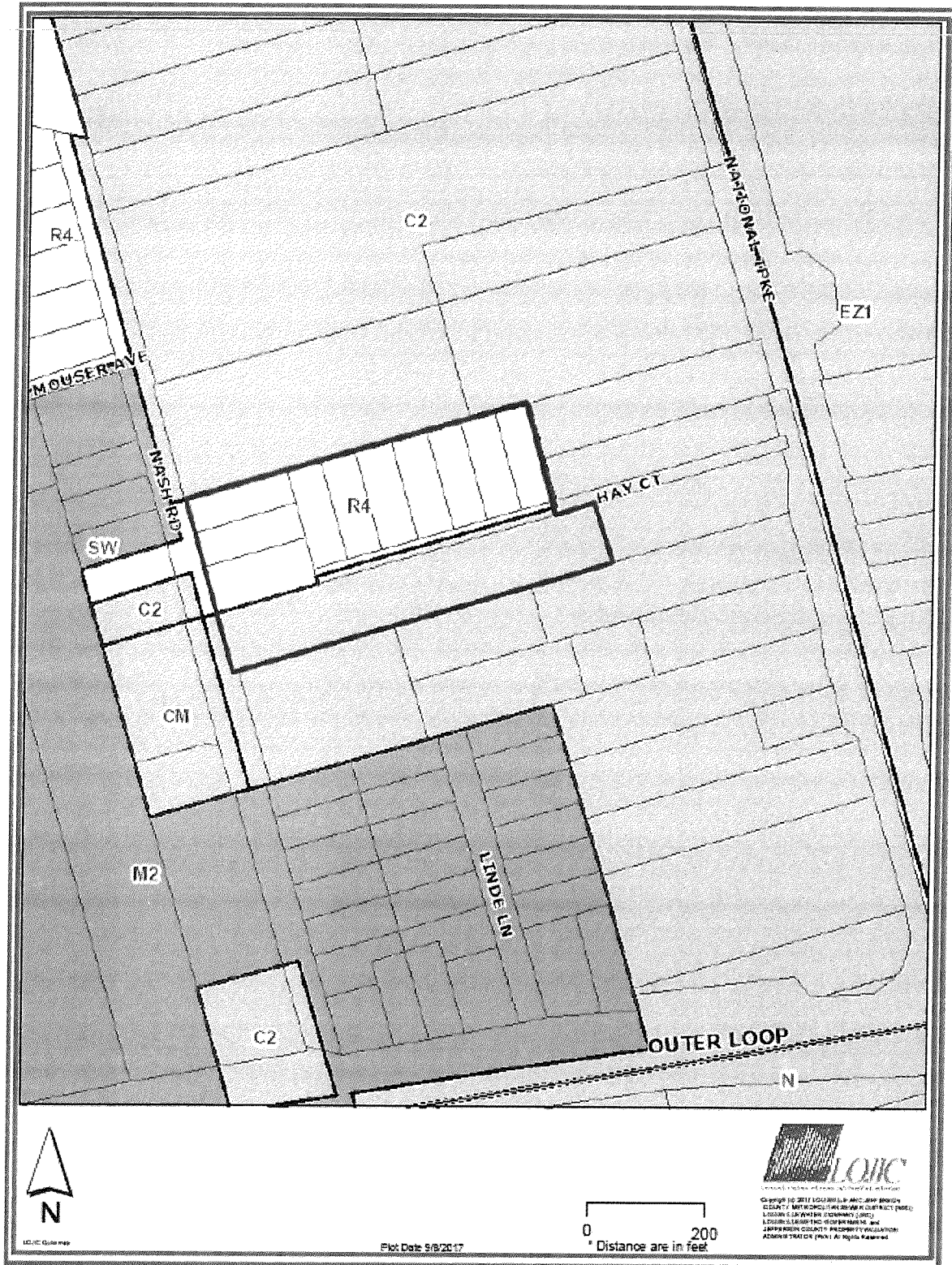
NOTIFICATION

Date	Purpose of Notice	Recipients
08/31/18	Hearing before LD&T	1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 13
	Hearing before Planning Commission	1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 13
	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal

ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Proposed Binding Elements

1. **Zoning Map**



2. Aerial Photograph



3. **Proposed Binding Elements**

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.
2. Prior to development (includes clearing and grading) of 'Proposed Tract 2' of this project, the applicant, developer, or property owner shall obtain approval of a detailed district development plan in accordance with Chapter 11, Part 6. Each plan shall be in adequate detail and subject to additional binding elements.
3. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.
4. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
5. Before any permit (including but not limited to building, parking lot, change of use, site disturbance, alteration permit or demolition permit) is requested:
 - a. The development plan must receive full construction approval from Louisville Metro Department of Codes and Regulations Construction Permits and Transportation Planning Review and the Metropolitan Sewer District.
 - b. A minor subdivision plat shall be recorded creating the lot lines as shown on the development plan. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services.
 - c. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a building permit. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
 - d. A road closure application for portions of Hay Court as shown on the preliminary development plan shall be submitted. Said closure shall be approved and recorded within 6 months of final action by the Louisville Metro Council.
6. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.
7. The property shall be fully gated and secured from public access.

8. No Access to Nesh Road.

-> Add to PC staff Report

9. No overnight idling of Trucks ~~at parking lot~~

*1621030
R-4 to C-2
on North
Section

**Change in Zoning Pre-Application
Staff Report**
TBD



Case No:	17ZONE1041
Project Name:	805 Hay Court
Location:	805 Hay Court
Owner(s):	The Bernie R. Elder Living Trust
Applicant:	Schroll Land Surveying, LLC – Bill Schroll
Representative(s):	Schroll Land Surveying, LLC – Bill Schroll
Project Area/Size:	3.66 acres
Jurisdiction:	Louisville Metro
Council District:	13 – Vicki Aubrey Welch
Case Manager:	Joel P. Dock, Planner II

REQUEST(S)

- **Change-in-Zoning** from R-4, Single-Family Residential & C-2, Commercial to M-2, Industrial

CASE SUMMARY

A change in zoning request is being made to allow for a contractor's shop with outdoor storage and heavy truck parking. No site improvements are shown on the plan, with the exception of minor paving and removal of pavement on two driveways serving residential structures to become contractor's shops. The subject site is located North of Outer Loop via National Turnpike or Nash Road; Nash Road being a local road and National Turnpike being an arterial level roadway. Commercial zoning districts operating auto repair, sales and/or salvage/junk yards exists to the North and South of the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts are present. A large tract of vacant C-2, commercially zoned property also abuts to the North. The suburban workplace form district encompasses the majority of the surrounding area and National Turnpike corridor.

STAFF FINDING

The development is appropriately located within a Workplace form district along or near an arterial level roadway within close proximity and abutting similar intensities of activities. The proposal integrates a use (heavy truck parking) that is supported by nearby uses requiring heavy trucks for the transport of goods. The impact of a contractor's shop on the industrial uses is limited given the larger footprint and environmental impact of those uses. Further, the impact of these uses on a handful of residential uses to the North is mitigated, provided that access is restricted to National Turnpike for vehicular traffic and the uses taking place on site are safely secured from the public.

A neighborhood meeting should be held no more than 90 days prior to the formal application.

TECHNICAL REVIEW

- ✓ A street closure application should be submitted to formally close portions of Hay Court indicated on the preliminary plan.
- Areas for outdoor storage and truck parking should be delineated on the plan to ensure appropriate buffering, screening and security, see LDC 4.4.8 & 10.2.12. Parking areas should also be delineated.
- Will there be any maintenance of heavy trucks, staging, or washing on site? *BER permitted in M-2*
- LOJIC indicates that the site is within the FEMA 100-yr flood plain and may contain potential wetlands. All MSD comments should be addressed. Army Corps of Engineers approval may be required prior to construction plan approval. See LDC 4.8.5.B.2.
- Staff recommends that the applicant commit to an 'idol free zone' on the subject site to reduce carbon dioxide emissions from heavy-trucks. *Bind out overnight idoling*

STANDARD OF REVIEW FOR REZONING

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

1. The proposed form district/rezoning change complies with the applicable guidelines and policies 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 Suburban Workplace Form District

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

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

The proposal does not constitute an expansion into a residential area as the subject site is located in the suburban workplace form district. Commercial zoning districts operating auto repair, sales and/or salvage/junk yards exists to the North and South of the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts are present. A large tract of vacant C-2, commercially zoned property also abuts to the North. Further surrounding the site is a "hodgepodge" of metal and concrete buildings serving multiple purposes for the uses, from accessory garages and retail/office space for auto sales/repair to large industrial buildings with railway access. There are a handful of residential properties further North of the subject site along Nash Road, but the impact of this site should be limited as access should be restricted to National Turnpike for vehicular traffic and public access should be restricted as the types of uses proposed require facilities to be safe and secure from users outside the limits of the property. The free movement of users is not appropriate due to the need to safely secure the facilities.

The proposal is along or near an arterial level roadway within close proximity to similar industrial activities and provides a supportive use to these industries. National Turnpike provides convenient vehicular access to I-265 to the south of the subject site. Access should utilize National Turnpike as this is an arterial level roadway and Nash Road is local and serves a handful of residential properties. A TARC route provides service along National Turnpike and sidewalks are present to allow for those users to safely traverse National Turnpike

A checklist with a detailed analysis of the Guidelines and Policies of Cornerstone 2020 is attached to the end of this staff report. The checklist contains elements of the proposal that fulfill the goals and objectives of Cornerstone 2020, fail to meet those goals and objectives, or require more information. 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

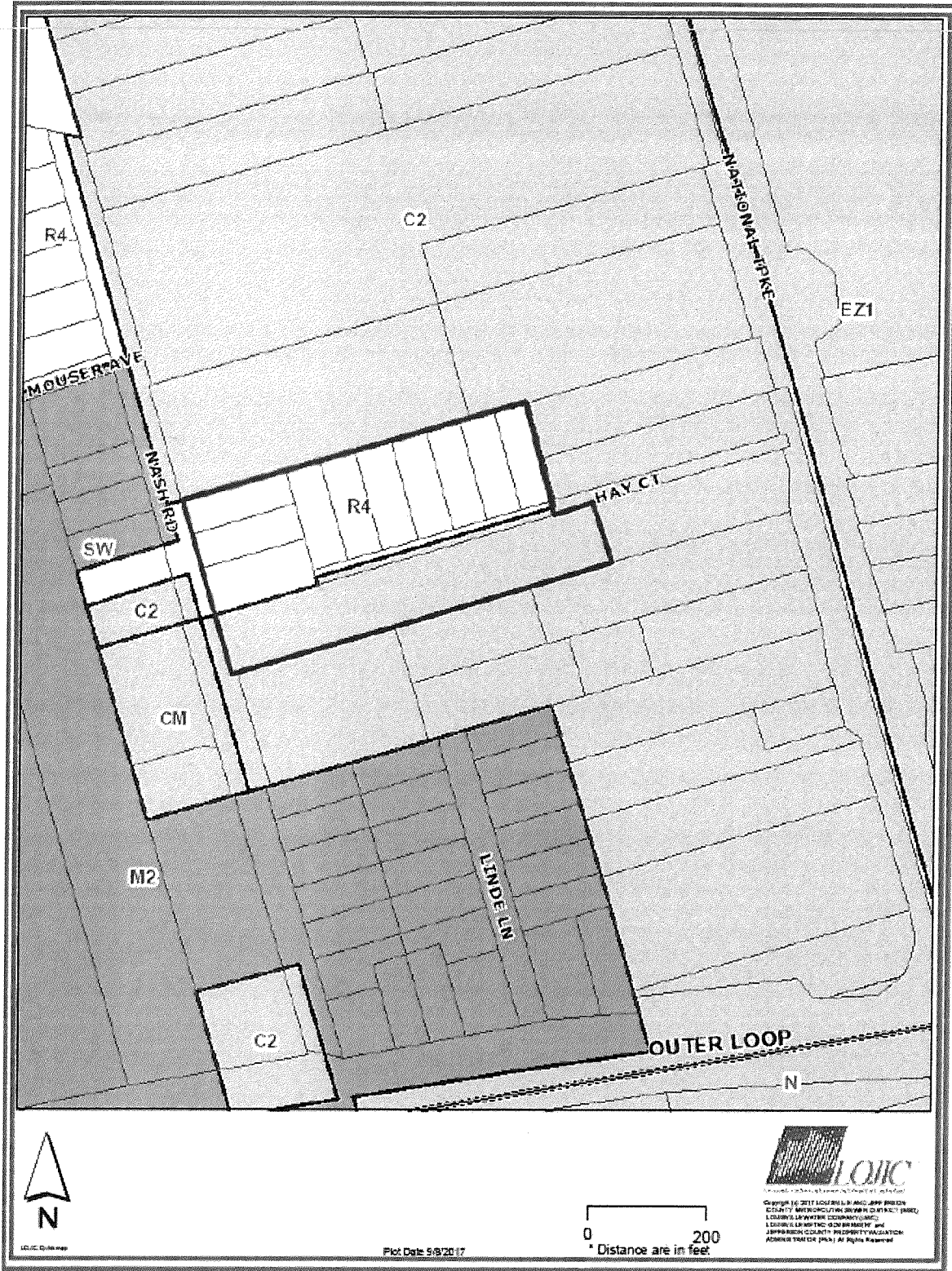
The table below indicates the notification procedures required for zoning map amendments:

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 1
	Hearing before Planning Commission	1 st and 2 nd tier adjoining property owners Speakers at Planning Commission public hearing Registered Neighborhood Groups in Council District 1
	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

Suburban Workplace: Non-Residential

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
1	Community Form/Land Use Guideline 1: Community Form	B.10: The proposal integrates into the pattern of development, which features buildings set back from the street in a landscaped setting.	✓	The use is supported by uses in the immediately surrounding area (auto salvage, warehousing, and manufacturing). No structures are proposed at this time.
2	Community Form/Land Use Guideline 1: Community Form	B.10: The proposal integrates into a planned development that features a mixture of related uses, and that may contain either a single major use or a cluster of uses.	✓	The proposal integrates a use (heavy truck parking) that is supported by nearby uses requiring heavy trucks for the transport of goods. The impact of a contractor's shop on the industrial uses is limited given the larger footprint and environmental impact of those uses.
3	Community Form/Land Use Guideline 1: Community Form	B.10: The proposal incorporates connected roads, encourages access to public transportation, and provides for pedestrians.	+/-	The applicant should demonstrate where access will be gained for the site. Access should utilize National Turnpike as this is an arterial level roadway and Nash Road is local and serves a handful of residential properties. Pedestrian public access to the site should be restricted for reasons of safety and security. Hay court serves as an access road to the site and could be used to connect pedestrians from transit service to the subject site.
4	Community Form/Land Use Guideline 3: Compatibility	A.2: The proposed building materials increase the new development's compatibility.	✓	No new structures have been proposed. The site is surrounded by a "hodgepodge" of metal and concrete buildings serving multiple purposes for the uses, from accessory garages to retail/office space auto sales/repair.
5	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 an expansion into a residential area as the subject site and area is located in the SW form district. Further, Commercial zoning districts operating auto repair, sales and/or salvage/junk yards exists to the North and South of the subject site. Opposite Nash Road and in the immediately surrounding area industrial zoning districts are present. A large tract of vacant C-2, commercially zoned property also abuts to the North

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
6	Community Form/Land Use Guideline 3: Compatibility	A.5: The proposal mitigates any potential odor or emissions associated with the development.	+/-	Operating hours, Quantity of vehicles, Repair/maintenance, and items to be stored outdoors are all items that the applicant will need to address. Staff recommends that the applicant commit to 'idol free' rules on the subject site to reduce carbon dioxide emissions from trucks.
7	Community Form/Land Use Guideline 3: Compatibility	A.6: The proposal mitigates any adverse impacts of its associated traffic on nearby existing communities.	+/-	The applicant should demonstrate where access will be gained for the site. Access should utilize National Turnpike as this is an arterial level roadway and Nash Road is local and serves a handful of residential properties.
8	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.	+/-	Lighting shall be only what is necessary for safety and security.
9	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 subject site is located north of the Outer Loop via national Turnpike, an arterial level roadway. Hay Court provides access through similar uses to the subject site from National Turnpike.
10	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.	+/-	Landscaping shall be provided as required by chapter 10. Staff does not find that the proposed use is incompatible with surrounding uses however.
11	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.	+/-	Landscaping shall be provided as required by chapter 10. Staff does not find that the proposed use is incompatible with surrounding uses however.
12	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.	+/-	No new structures have been proposed. Areas for outdoor storage and truck parking should be delineated on the plan to ensure appropriate buffering, screening and security, see LDC 4.4.8 & 10.2.12. Parking areas should also be delineated.

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
13	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.	+/-	Areas for outdoor storage and truck parking should be delineated on the plan to ensure appropriate buffering, screening and security, see LDC 4.4.8 & 10.2.12. Parking areas should also be delineated. There are a handful of residential properties further North of the subject site along Nash Road, but the impact of this site should be limited if access is restricted to National Turnpike for vehicular traffic and public access is restricted to reduce safety and security concerns.
14	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.	+/-	Landscaping shall be provided as required by chapter 10. Staff does not find that the proposed use is incompatible with surrounding uses however.
15	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 garages proposed.
16	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 in compliance with chapter 8.
17	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.	✓	Open space is not required and should not be provided, except in the form of tree preservation as the site should be restricted from the public.
18	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.	✓	Open space is not required and should not be provided, except in the form of tree preservation as the site should be restricted from the public.
19	Community Form/Land Use Guideline 4: Open Space	A.5: The proposal integrates natural features into the pattern of development.	+/-	Tree canopy should be preserved where appropriate.

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20	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.	+/-	Tree canopy should be preserved where appropriate. MSD may require Army Corps of approval prior to construction plan approval as the site is within a potential wetlands
21	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.	✓	Buildings on-site will be repurposed.
22	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 may require Army Corps of approval prior to construction plan approval as the site is within a potential wetlands
23	Marketplace Guideline 6: Economic Growth and Sustainability	A.1: Limit land uses in workplace districts to those land uses necessary to meet the needs of the industrial subdivision or workplace district and their employees.	✓	The proposal integrates a use (heavy truck parking) that is supported by nearby uses requiring heavy trucks for the transport of goods. Contractor's shop allows for this use to be located near potential industrial or commercial customers.
24	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	Site is no downtown
25	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.	✓	The proposal integrates a use (heavy truck parking) that is supported by nearby uses requiring heavy trucks for the transport of goods. Contractor's shop allows for this use to be located near potential industrial or commercial customers. National Turnpike provides convenient access to I-265 to the south of the subject site.

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26	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.	+/-	Primary access should utilize National Turnpike as this is an arterial level roadway and Nash Road is local and serves a handful of residential properties. National Turnpike provides convenient access to I-265 to the south of the subject site.
27	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.	✓	National Turnpike provides convenient access to I-265 to the south of the subject site.
28	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.	+/-	Improvements to be made for the formal closing of hay court will be at the cost of the applicant.
29	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 proposal is along or near an arterial level roadway within close proximity to similar industrial activities and provides a supportive use to these industries. A TARC route provided service along National Turnpike and sidewalks are present to allow for those users to safely traverse national Turnpike.
30	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 is along or near an arterial level roadway within close proximity to similar industrial activities and provides a supportive use to these industries. A TARC route provided service along National Turnpike and sidewalks are present to allow for those users to safely traverse national Turnpike
31	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.	+/-	Transportation planning has not indicated the need for additional right-of-way at this time

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32	Mobility/Transportation Guideline 7: Circulation	A.10: The proposal includes adequate parking spaces to support the use.	+/-	Parking areas should be delineated on the plan. It would not appear that parking is an issue as the site has ample room and the use requires minimal parking.
33	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.	✓	The types of uses proposed require facilities to be safe and secure from users outside the limits of the property. Stub connections to adjacent properties may not be practical or appropriate due to the needs to safely secure the facilities. Further, no structures are being proposed which require connections and the site is located in an area where the majority of abutting uses are built out.
34	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.	✓	The types of uses proposed require facilities to be safe and secure from users outside the limits of the property. Stub connections to adjacent properties may not be practical or appropriate due to the needs to safely secure the facilities. Further, no structures are being proposed which require connections and the site is located in an area where the majority of abutting uses are built out.
35	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 site is through areas of similar uses and located in a Workplace form district. The uses proposed provided supportive uses to the industrial area.
36	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.	✓	Hay Court provides access to an arterial level roadway