

Pre-App Staff Report Staff Report



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| Case No: | 19-ZONEPA-0075 |
| Project Name: | Star Hill Development |
| Location: | 6600, 6700, & 6725 S. Hurstbourne Pkwy 5800, 5802, & 5930 Watterson Trail |
| Owner(s): | Hurstbourne Property Group, LLC |
| Applicant: | Hurstbourne Property Group, LLC |
| Representative(s): | Mindel Scott |
| Jurisdiction: | Louisville Metro |
| Council District: | 24 – Madonna Flood |
| Case Manager: | Joel P. Dock, AICP, Planner II |

REQUEST(S)

- **Change-in-Zoning** from R-4, single-family, R-5A, multi-family & PD, Planned Development to R-6, multi-family & C-1, Commercial
- **Revised District Development Plan**

CASE SUMMARY

The proposed change-in-zoning will enable the development of 35 acres of land for commercial and multi-family use. The subject site is immediately west of S. Watterson Trail and contains land on the north and south sides of S. Hurstbourne Parkway, a major arterial roadway. Commercial space will front the roadway on each side and multi-family uses will be located to the rear. Access is proposed from S. Hurstbourne Parkway and S. Watterson Trail on each side. A public roadway will enter the southern side from Hurstbourne Parkway and stub to vacant land south of the subject site. Another roadway will separate the commercial and multi-family spaces on the north side and connect with S. Watterson Trail from S. Hurstbourne Parkway.

Single-family, multi-family and low- to moderate-intensity commercial districts occupy the land along S. Hurstbourne Parkway from Bardstown Road to Fegenbush Lane. The northern side of the subject property is currently composed of multi-family and mixed-use zoning districts, while the southern side is zoned for single-family use. A CN, neighborhood-commercial district is present to the east of Watterson Trail adjoining the site. The intensity of zoning increases significantly at the intersection of S. Hurstbourne Parkway and Watterson Trail, west of the subject site, where the Suburban Workplace form districts begins and GE Appliance Park is located.

STAFF FINDING

The proposed zoning generally complies with the land use and development policies of Plan 2040 as outlined in Staff's Analysis. The districts are appropriately located along a major arterial roadway, provide a transition of uses from this major roadway to lower intensity uses further from the corridor, and allow for neighborhood commercial uses for surrounding residential populations. The proposal also adds to the variety and options for housing in the area to encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area

The development plan, as currently proposed, provides for stand-alone retail and commercial activities that are disconnected and lack compactness to promote walkability and sense of place. The current use mix and scale is discouraged by both the Highview and Fern Creek Plans, and lacks conformity to Plan 2040 for the neighborhood form district. The proposed district allows for gas stations and fast food

restaurants. These uses are specifically listed in the Fern Creek Plan as “discouraged.” The plan does provide for connectivity and a mix of uses, however. In creating a new center, the site should serve as a neighborhood destination. The highview plan calls for centers that, “Concentrate commercial development to help build a critical mass that is beneficial to both the commercial uses and preserving the character of the remainder of the neighborhood by limiting potential expansion of fragmented incompatible uses.”

Consideration should be given to the CN, neighborhood-commercial district as the use listings and scale are more consistent with the neighborhood and small area plans and more consistent with existing commercial in the immediate vicinity. Service stations and fast food restaurants would be eliminated from the permitted uses.

TECHNICAL REVIEW

- All agency comments must be addressed prior to scheduling public meetings.
- Please review binding elements in case 10067 for roadway improvements that may be requested. The development site is subject to these binding elements, as well as those in case 9-45-06.

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 Plan 2040; 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 Plan 2040 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 Land Use and Development Policies of Plan 2040:

The site is located in the Neighborhood Form District

The Neighborhood Form is characterized by predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape and neighborhood areas. High-density uses will be limited in scope to minor or major arterials and to areas that have limited impact on the low to moderate density residential areas.

The Neighborhood Form will contain diverse housing types in order to provide housing choice for differing ages, incomes and abilities. New neighborhoods are encouraged to incorporate these different housing types within a neighborhood as long as the different types are designed to be compatible with nearby land uses. These types may include, but not be limited to, large lot single family developments with cul-de-sacs, traditional neighborhoods with short blocks or walkways in the middle of long blocks to connect with other streets, villages and zero-lot line neighborhoods with

open space, and high density multi-family housing. The Neighborhood Form may contain open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services. These neighborhood centers should be at a scale that is appropriate for nearby neighborhoods. The Neighborhood Form should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycle and transit.

Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to support physical activity for all users and invite human interaction. Streets are connected and easily accessible to each other, using design elements such as short blocks or bike/walkways in the middle of long blocks to connect with other streets. Examples of design elements that encourage this interaction include narrow street widths, street trees, sidewalks, shaded seating/gathering areas and bus stops. Placement of utilities should permit the planting of shade trees along both sides of the streets.

STAFF: The proposal for both commercial and residential districts is appropriately located as it is along a major arterial roadway, provides a transition of uses from this major roadway to lower intensity uses further from the corridor, and allows neighborhood commercial uses for surrounding residential populations. The proposal allows for a more compact form of development by consolidating commercial and medium density residential districts along a major arterial roadway. The commercial districts will be primarily accessed from, and abut, a major arterial roadway. While the proposal results in an expansion of commercial activities, this expansion does not significantly affect nearby residential neighborhoods as the site abuts a limited number of large-lot residential parcels and the proposed commercial districts will be oriented to be served by this abutting major arterial roadway.

Arterial roadways are designed and/or intended to serve large volumes of traffic and distribute traffic from neighborhoods to interstates, as well as activity and employment centers. S. Watterson Trail provides relief at a signalized intersection for delayed traffic leaving the subject property. The proposed districts allow for a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Residential is proposed to the rear and the surrounding areas are residential.

The proposal will impact the environment proportionally with the traffic expected. These impacts are located along a major arterial roadway that is intended to serve large volumes of traffic. The site is not located within close proximity to vulnerable populations and does not result in the transport, storage, or handling of noxious or hazardous uses. Sensitive features should be respected. An intermittent stream is present. Karst topography must be investigated. A buffer of a protected waterway also exists on site.

The proposal adds to the variety and options for housing in the area to encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area

The site is located within the limits of the Fern Creek Small Area Plan (adopted May 2001)

The subject property is located in *Quadrant 1: Northwestern Quadrant*. The plan calls for a three-tiered approach to land use. The first and second tiers call for commercial and medium- to high-density residential development. These first two tiers are located immediately adjacent to Bardstown Road. Low-density is suggested in Tier 3 for the remainder of the plan area, see Figure 3. The plan encourages the preservation of Fern Creek as a "Suburban Town". The plan generally calls for:

- Where residential land uses are appropriate, encourage subdivision designs for low-density housing that preserve open space and enhance the existing rural, small-town character
- Medium-density residential land uses are appropriate only for select locations where adequate traffic access exists and the surrounding land uses are compatible
- High-density residential land uses are inappropriate in the community and should be discouraged.
- Encourage:
 - The redevelopment of abandoned commercial buildings as an alternative to constructing new facilities
 - The location of commercial development in existing high-density areas of the Bardstown Road corridor, north of the Gene Snyder Freeway
 - The location of commercial development where opportunities for adequate circulation exist
 - Providing fine dining and family-style sit-down restaurants
- Discourage:
 - The development of liquor stores, pawnshops, adult entertainment and other such enterprises.
 - The proliferation of small, stand-alone retail developments (i.e., fast food restaurants, gas stations/mini marts, etc.)
- Neighborhood-size commercial structures, rather than regional-size commercial structures
- Both front and rear access roads for new developments to facilitate efficient circulation
- The preservation of rights-of-way within developments to allow for both future road widening and new roads

STAFF: The current make-up of the corridor between Bardstown Road and Fegenbush Lane consists of low-intensity neighborhood serving commercial, multi-family, and single-family districts. S. Hurstbourne Parkway is a major arterial roadway connecting neighborhoods, nearby activity corridors and employment centers. Arterial roadways serve large volumes of traffic that may be produced by higher density residential uses or commercial businesses such as those proposed. The districts requested do not allow for pawnshops, car dealerships, bars, adult entertainment, mini-warehouses or other high intensity commercial uses. The proposed district allows for restaurants in all forms, which includes drive-thru restaurants.

The proposed development plan depicts individual, stand-alone commercial spaces, a gas station, and a restaurant with drive-thru. Front and rear access roads are proposed and an efficient circulation pattern appears to be proposed.

The site is located within the limits of the Highview Neighborhood Plan (adopted June 2015)

Applicable guidelines are listed below:

- **LU2: Establish a Network of Strategic Neighborhood Activity Centers/Nodes.**

Existing areas with a cluster of commercial uses have been identified as future Neighborhood Nodes as seen in Figure 3.4. These nodes are the preferred location for future medium to high density development. Other compatible uses that are also appropriate for the Neighborhood Nodes include office, civic, open space, and higher density residential. The scale and character of future development should fit within the existing character and be neighborhood serving. Neighborhood Nodes should be: centered around a defined intersection; have finite boundaries with appropriate transition to surrounding neighborhoods, and; be walkable in size—generally

defined as a ¼ mile from edge to edge (See CF2 for design guidelines for Neighborhood Nodes).

- **LU6: Limit Future Commercial Zoning within the Town Center and Neighborhood Activity Centers/Nodes.**

To preserve and protect the existing neighborhood character, future commercial development should be limited to the Town Center and limited within Neighborhood Activity Centers/Nodes as illustrated in red circles in Figure 3.7. Concentrating commercial development helps build a critical mass that is beneficial to both the commercial uses and preserving the character of the remainder of the neighborhood by limiting potential expansion of fragmented incompatible uses.

- **CF3: Incorporate Design Principles for New Development**

Redevelopment of Multi-Family Residential to ensure a high-quality of multi-family development in Highview, design guidelines should be developed and adopted for all multi-family development. The design guidelines should incorporate the following design elements:

- New multi-family development should be designed to a scale (both height and mass) to be cohesively integrated into the surrounding existing development.
 - Small sites should act as infill development and focus on design over density
 - Medium-scaled sites should take advantage of opportunities for a variety of housing types and options
 - Larger sites should provide a range of housing types with a centralized common open space or focal point, interconnected system to streets, sidewalks and paths to create a neighborhood feel
 - New development should connect to surrounding neighborhoods through an integrated car, bike and pedestrian network with adequate and appropriately sited parking (i.e., not located between a building and public street).
 - Both public and private open spaces (scaled appropriately for the design of the development) should be incorporated into the design. The orientation of buildings around common spaces should also be designed to face the public space or streets.
 - Landscaping treatments, including trees, planting and other treatments, should be incorporated throughout the development with utilities and service structures screened from view.
 - The architectural design of new multi-family developments should vary to create interest rather than duplicating the same facade or building design in a continuous row or in multiple locations. The scale of buildings should be pedestrian-friendly and highlight the entry to individual units. The buildings should have proportions and massing that creates a higher-density residential neighborhood (compared to a large apartment building with large parking lot). High-quality and durable materials, such as brick, stone, etc., should be used in all multi-family developments and changes in colors and materials should be encouraged.
- **M6: Develop a network of neighborhood travelways that allow for residents to ride their bikes or go for walks, instead of simply driving through their neighborhoods.**

Figure 3.12 identifies areas where Neighborhood bikeways/walkways are recommended in the Highview area. If designed correctly, these Neighborhood Travelways can serve as important connections to destinations such as transit, schools, and parks, but they can also promote healthy lifestyles by providing facilities for residents to walk and bike for exercise and

recreational purposes. The proposed routes are located on roads that have sidewalks, are low traffic volume streets, and help connect the residents to and from the north and south of the proposed High Priority Regional Bikeway/Transit Corridor proposed by TARC and Move Louisville. There are several options for the design of these routes including the use of specialty pavement markings such as sharrows (include picture), signage, colored pavement, and other specialty treatments. The southern portion of the Highview planning area is located adjacent of the Louisville Loop project. The Louisville Loop is an estimated 100-mile trail system that is planned to encircle the city and link existing and new parks and neighborhoods. This plan recommends that a study be conducted to determine the best route and/or method for connecting the Highview planning area to the Louisville Loop project. Potential connections are shown in Figure 3.12. These routes are rural road cross-sections

- **Sustainability Principles:**

S1 The plan promotes distinct, livable communities with high quality of place.

S2 The plan promotes economic vitality of the community, stimulates quality development and job creation, business development.

S3 The plan supports compact development/growth in urban and neighborhood centers and where infrastructure is adequate or planned to be improved.

S4 The plan promotes a range of housing opportunities and choices, including affordable housing options.

S5 The plan promotes the preservation of open space, greenways, natural resources, and critical environmental areas.

S6 The plan provides for a variety of transportation/mobility choices that promote efficient use of infrastructure.

S7 The plan encourages connected, walkable neighborhoods that promote healthy lifestyles.

S8 The plan supports and encourages community collaboration in development decisions

S9 The plan encourages accessibility to natural features and resources

S10 The plan addresses consensus environmental challenges including but not limited to: air quality, tree canopy, stormwater and flooding issues and water quality.

STAFF: A neighborhood node is concentrated and connected by the proposed activity center as CN zoning districts are present to the east and west of the subject site and also front the corridor. This new node is defined at the intersection with S. Watterson Trail and provides defined commercial boundaries on both sides of the roadway. Transition and connection to neighborhoods at the rear will be provided.

The walkability of the center should be explored as the plan proceeds. The development is not compact and results in stand-alone, disconnected retail development. Renderings should demonstrate compliance with CF3 stating, "architectural design of new multi-family developments should vary to create interest rather than duplicating the same facade or building design in a continuous row or in multiple locations. The scale of buildings should be pedestrian-friendly and highlight the entry to individual units." The development plan should address the sustainability principles, specifically the promotion of walkable, compact neighborhoods.

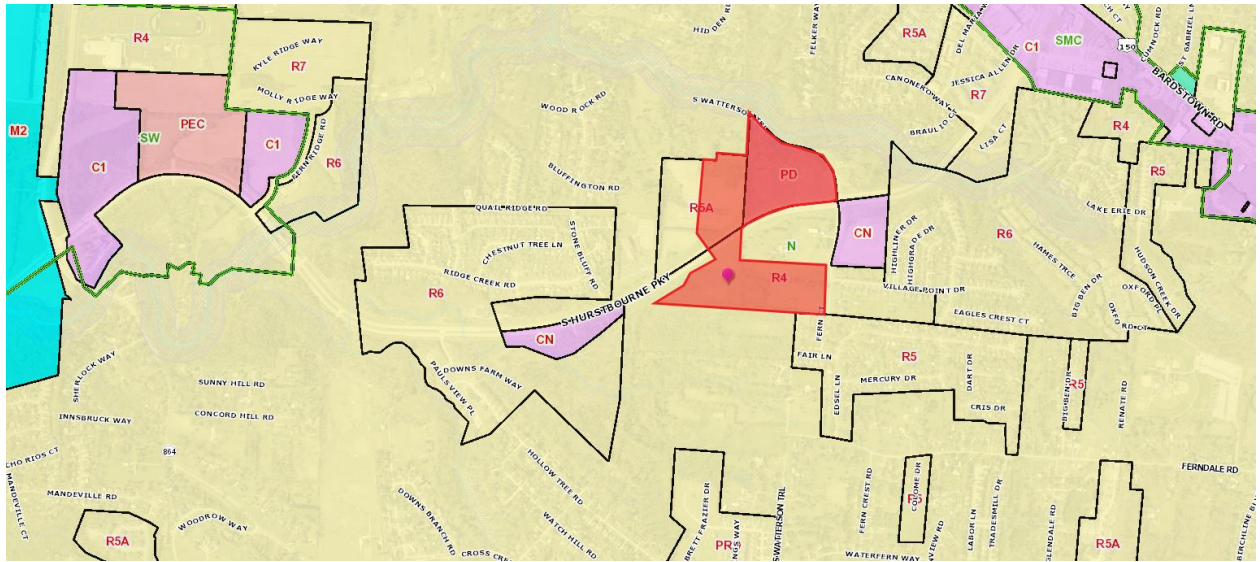
NOTIFICATION

| Date | Purpose of Notice | Recipients |
|------|------------------------------------|---|
| | Hearing before LD&T | 1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 24 |
| | Hearing before Planning Commission | 1 st and 2 nd tier adjoining property owners Registered Neighborhood Groups in Council District 24 |
| | Hearing before PC | Sign Posting on property |
| | Hearing before PC | Legal Advertisement in the Courier-Journal |

ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Plan 2040 Staff Analysis

1. **Zoning Map**



3. Plan 2040 Staff Analysis

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

Neighborhood: Non-Residential

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|---|------------------------|---|---------------|--|
| 1 | Community Form: Goal 1 | <p>6. Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts may include, but not be limited to, displacement of residents, loss of affordable housing units, traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the Form District and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or non-residential.</p> | ✓ | The proposal results in the expansion of commercial districts into residential areas. However, the commercial districts will be primarily accessed from, and abut, a major arterial roadway. The commercial expansion does not significantly affect nearby residential neighborhoods as the site abuts a limited number of large-lot residential parcels and the proposed commercial districts will be oriented to be served by the abutting major arterial roadway. |
| 2 | Community Form: Goal 1 | <p>7. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned.</p> | ✓ | The proposed higher intensity and density districts are located along a major transportation corridor providing connectivity between employment and activity centers and surrounding neighborhoods. Based on the surrounding development, the site would appear to have access to adequate infrastructure. Demand for commercial activities will generate from surrounding neighborhoods. |
| 3 | Community Form: Goal 1 | <p>8. Encourage industries to locate in workplace Form Districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.</p> | NA | Not an industrial development. |
| 4 | Community Form: Goal 1 | <p>15. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.</p> | ✓ | Disadvantaged populations will not be impacted by the proposal. The proposal does not result in noxious or hazardous uses. |

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|----|------------------------|---|---------------|--|
| 5 | Community Form: Goal 1 | 16. Consider impacts on human health, quality of life and the environment including prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when reviewing new developments and redevelopments. Special attention should be paid to air and water quality when residences, schools, parks or vulnerable populations will be impacted. Mitigate impacts to areas that are disproportionately affected. | ✓ | The proposal will impact the environment proportionally with the traffic expected. However, these impacts are located along a major arterial roadway that is intended to serve large volumes of traffic. The site is not located within close proximity to vulnerable populations and does not result in the transport, storage, or handling of noxious or hazardous uses. |
| 6 | Community Form: Goal 1 | 17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities. | ✓ | The subject site is located along an arterial roadway designed and intended to serve large volumes of traffic and distribute traffic from neighborhoods to interstates and activity and employment centers. S. Watterson Trail provides relief at a signalized intersection for delayed traffic leaving the subject property. |
| 7 | Community Form: Goal 1 | 18. Mitigate adverse impacts of noise from proposed development on existing communities. | ✓ | Expectations of noise will be no more than is common for commercial development along a major arterial roadway. |
| 8 | Community Form: Goal 1 | 21. Require that industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills and quarries are sited to protect public health, safety and welfare and are located away from residential areas and population centers. | NA | Not an industrial development. |
| 9 | Community Form: Goal 2 | 1. Locate activity centers in appropriate areas in all Form Districts. Design and density should be compatible with desired form, adjacent uses, and existing and planned infrastructure. | ✓ | The proposal for both commercial and residential districts is appropriately located because it is along a major arterial roadway, provides a transition of uses from the roadway to lower intensity uses further from the corridor, and provides neighborhood commercial uses for surrounding residential populations that reduce vehicle miles traveled. |
| 10 | Community Form: Goal 2 | 4. Allow non-residential development within the Neighborhood, Traditional Neighborhood and Village Form Districts to occur only at locations with appropriate access and connectivity. | ✓ | The proposal for both commercial and residential districts is appropriately located because it is along a major arterial roadway, provides a transition of uses from the roadway to lower intensity uses further from the corridor, and provides neighborhood commercial uses for surrounding residential populations that reduce vehicle miles traveled. |
| 11 | Community Form: Goal 2 | 5. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it. | ✓ | A sufficient population is present and proposed to serve a wide variety of commercial or office establishments. |

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|----|------------------------|---|---------------|---|
| 12 | Community Form: Goal 2 | 6. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment. | ✓ | The proposed zoning districts encourage a more compact form of development by consolidating commercial and medium density residential districts along a major arterial roadway. |
| 13 | Community Form: Goal 2 | 7. Encourage activity centers to include a mixture of compatible land uses in order to reduce traffic congestion by requiring fewer trips, support and enhance alternative modes of travel, and encourage vitality and a sense of place. | ✓ | The proposal includes a combination of commercial and residential zoning districts, which serve as a transition from the arterial roadway to the lower intensity districts. The proposal provides neighborhood commercial uses for surrounding residential populations that reduce vehicle miles traveled and encourage vitality and a sense of place along a major arterial roadway. |
| 14 | Community Form: Goal 2 | 8. Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings. | ✓ | The proposed districts include a residential component. |
| 15 | Community Form: Goal 2 | 9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses. | ✓ | The site contains a single structure with limited potential. |
| 16 | Community Form: Goal 2 | 10. Encourage outlot development in underutilized parking lots of existing development to promote utilization of existing infrastructure provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street-level retail with residential units above. | ✓ | The proposed districts will result in a concentration of commercial uses along the corridor. The proposed districts do not limit the ability to provide multi-story structures. |
| 17 | Community Form: Goal 2 | 11. Ensure appropriate placement, design and scale of centers in Traditional Neighborhood, Neighborhood and Village Form Districts to ensure compatibility with nearby residences. | ✓ | The proposal for both commercial and residential districts is appropriately located because it is along a major arterial roadway, provides a transition of uses from the roadway to lower intensity uses further from the corridor, and provides neighborhood commercial uses for surrounding residential populations that reduce vehicle miles traveled. |
| 18 | Community Form: Goal 3 | 9. Encourage development that 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. | +/- | Sensitive features should be respected. An intermittent stream is present. Karst topography must be investigated. A buffer of a protected waterway also exists on site. |

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|----|------------------------|--|---------------|---|
| 19 | Community Form: Goal 3 | 10. Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation. | ✓ | The site does not appear to contain wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists. |
| 20 | Community Form: Goal 3 | 11. Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the goals and objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way. | NA | Not located near the Ohio River and not an industrial use. |
| 21 | Community Form: Goal 3 | 12. When reviewing proposed developments consider changes to flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development. | +/- | Sensitive features should be respected. An intermittent stream is present. Karst topography must be investigated. A buffer of a protected waterway also exists on site. |
| 22 | Community Form: Goal 4 | 1. Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, massing, scale, architecture style and placement when located within the impact area of such resources. | +/- | The existing structure does not appear to have potential for incorporation into the proposal. Please explore. |
| 23 | Community Form: Goal 4 | 2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features. | +/- | The change in zoning in case 10067 for PD district provided a detailed history of the subject property. Please review prior plans and studies. |

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|----|------------------------|---|---------------|---|
| 24 | Mobility: Goal 1 | 4. Encourage higher densities and intensities within or near existing marketplace corridors, existing and future activity centers, and employment centers to support transit-oriented development and an efficient public transportation system. | ✓ | The proposed medium density and medium intensity districts are located along a major arterial roadway and creates a new activity center on a roadway that serves as connection between neighborhoods and activity and employment centers. |
| 25 | Mobility: Goal 2 | 4. Avoid access to development through areas of significantly lower intensity or density development if such access would create significant nuisances. | ✓ | Access to the development is form a major arterial roadway that does not interfere with lower intensity or density developments. Secondary access allows the use of a signalized intersection. |
| 26 | Mobility: Goal 3 | 1. Encourage a mix of complementary neighborhood serving businesses and services in neighborhood and village centers to encourage short trips easily made by walking or bicycling. | ✓ | The proposed commercial districts allow for complementary neighborhood serving businesses and services to encourage short trips easily made by walking or bicycling as the new activity center will provide additional goods and services to surrounding neighborhoods. |
| 27 | Mobility: Goal 3 | 2. To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers. | ✓ | The proposed districts allows for a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Residential is proposed to the rear and the surrounding areas are residential. |
| 28 | Mobility: Goal 3 | 3. Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices. | ✓ | The proposed districts increase density and demand for future transit service. |

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| 29 | Mobility: Goal 3 | <p>4. Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following:</p> <p>4.1. nodal connections identified by Move Louisville;</p> <p>4.2. impact on freight routes;</p> <p>4.3. time of operation of facilities;</p> <p>4.4. safety;</p> <p>4.5. appropriate linkages between neighborhoods and employment; and</p> <p>4.6. the potential for reducing travel times and vehicle miles traveled.</p> | ✓ | The proposed districts allow for the development of walkable centers to connect different modes of travel. |
| 30 | Mobility: Goal 3 | <p>5. Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality.</p> | ✓ | The major arterial is designed to handle travel volumes common for commercial and residential developments. |
| 31 | Mobility: Goal 3 | <p>6. Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development.</p> | +/- | All improvements made necessary shall be provided. |
| 32 | Mobility: Goal 3 | <p>9. When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.</p> | +/- | All improvements made necessary shall be provided. |
| 33 | Mobility: Goal 3 | <p>10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.</p> | ✓ | The corridor was extended in accordance with the Corridor study of the 1990's. |
| 34 | Community Facilities: Goal 2 | <p>1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.</p> | ✓ | The development appears to be capable of being served utilities. |

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| 35 | Community Facilities: Goal 2 | 2. Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low-density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water. | ✓ | The development will have an adequate supply of potable water and water for fire-fighting purposes |
| 36 | Community Facilities: Goal 2 | 3. Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by the Metropolitan Sewer District (MSD). | +/- | MSD approval required |
| 37 | Economic Development: Goal 1 | 2. Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs. | NA | Not an industrial use |
| 38 | Economic Development: Goal 1 | 3. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with adequate access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas. | ✓ | The proposal is located on a major arterial roadway capable of serving a wide variety of intensities and densities. |
| 39 | Economic Development: Goal 1 | 4. Utilize industrial sites near the airport and the Ohio River to support the growth and development of uses whose infrastructure and production needs require such a location or for land uses that support airport-oriented or river-oriented industrial uses. | NA | Not an industrial use |
| 40 | Economic Development: Goal 1 | 5. Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions. | NA | Not an industrial use |
| 41 | Livability: Goal 1 | 17. Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project. | +/- | Sensitive features should be respected. An intermittent stream is present. Karst topography must be investigated. A buffer of a protected waterway also exists on site. |

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|----|------------------------|--|---------------|---|
| 42 | Livability: Goal 1 | 21. Mitigate negative development impacts to the integrity of the regulatory floodplain by encouraging development patterns that minimize disturbance and consider the increased risk of more frequent flooding events. | +/- | MSD approval required |
| 43 | Livability: Goal 1 | 24. Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events as well as limits, to the extent possible, floodplain disturbance. | NA | Not a community facility |
| 44 | Housing: Goal 1 | 2. Promote housing options and environments that support aging in place. Encourage housing for older adults and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities. | ✓ | The proposal allows for a variety of housing options with proximity to commercial goods and services that supports aging in place. |
| 45 | Housing: Goal 2 | 1. Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area. | ✓ | The proposal adds to the variety and options for housing in the area to encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area |
| 46 | Housing: Goal 2 | 2. Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers. | ✓ | The proposal increases the demand for transit service along a corridor that connects activity and employment centers to neighborhoods. |
| 47 | Housing: Goal 3 | 2. As neighborhoods evolve, discourage displacement of existing residents from their community. | ✓ | No residents are at risk for displacement as the sites are primarily vacant, except one single-family home. |

| # | Plan 2040 Plan Element | Land Use & Development Policy | Staff Finding | Staff Analysis |
|----|------------------------|--|---------------|---|
| 48 | Housing: Goal 3 | 3. Encourage the use of innovative methods such as clustering, mixed-use developments, co-housing, and accessory apartments to increase the production of fair and affordable housing. | ✓ | The proposed districts allow for innovative methods of housing to be used in order to increase the production of fair and affordable housing. |