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PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE2020 COMPREHENSIVE PLAN

<u>Applicant:</u>	Column Group
<u>Owner:</u>	ADS Holdings, LLC
<u>Location:</u>	201 E. Market Street
<u>Proposed Rezoning/Use:</u>	Rezoning from C3 to EZ1 for self-storage and possible residential on top floor with possible retail on first floor
<u>Engineers, Land Planners and Landscape Architects:</u>	Land Design & Development

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on January 29, 2015 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

INTRODUCTORY STATEMENT

WHEREAS, this is an application involving the old Kurfees paint building, which is presently vacant; it has been the subject of several recent, failed efforts to rehabilitate and reuse the building for uses including multi-family residential (condo or apartment) and possibly hotel and/or retail; a variety of factors have inhibited this, probably including the fact that this area of east downtown Louisville is still undergoing slow redevelopment, possibly also including the fact that retail has not proven fully successful in this particular area, and also that there is still some glut of condominium units available for sale, although this area is probably more popular for apartment development; nevertheless, this is an area of downtown with some promise, including the fact of the expanding University of Louisville Foundation "Nucleus" project south of this site, the popularity of East and West Main Street as the entertainment hub for sports, concerts, theater and museums, and the "intrigue" of NuLu; much of what is said here is true of other parts of central Louisville and has been over the decades; and as areas come into fashion and move out of fashion, restaurants and retailers come and go, and so it all becomes continuous work and especially as respects this property, and in light of the current real estate market and probably long-term financing obstacles involving new projects, a particular challenge as respects properties like this one; and

WHEREAS, as a consequence of all this, this development group seized the potential for this property and has examined all the options; what has emerged as the clearest option is self-storage; because businesses in downtown Louisville have a need for their ever-expanding records

retention requirements, but also because, as downtown Louisville hopefully continues to emerge as a residential community of its own, there will be increased need for that type of storage requirement; people moving from larger suburban homes to smaller downtown condos and apartments will need storage; and the same is true of people who already reside downtown and decide to remain downtown as they simply accumulate “stuff” that they wish to retain; and

WHEREAS, one of the other attractive features of this building as a storage facility is that it can be converted to this use at relatively nominal cost and yet be convertible to another use, say residential condominiums or apartments, or some or more retail, as the market for those uses perhaps matures; that makes self-storage a long-term and near-term viable use of this property, and that further creates a real win-win in terms of adaptive reuse of this building, taking into account certain historic/architecturally significant features that are worth retaining; and

GUIDELINE 1: COMMUNITY FORM

WHEREAS, the Community Form that this property is located in is the Downtown Form District; although the Downtown Form is comprised of predominantly office, commercial, civic, medical, high-density residential and cultural land uses, other uses also exist and are needed, as described above, to fill out the mix of needs in order to create a vibrant, ever-improving population center; as described above, the initial (and possibly long term) self-storage use fits well into this diverse mix of uses, while preserving an historic building and while also not disturbing the grid pattern of the local street system, creating traffic congestion or disrupting traffic flows; and

GUIDELINE 2: GUIDELINE CENTERS

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 5, 6, 7, 11, 13, 14, 15 and 16 of this Guideline all pertain to how a variety of land uses mix, organize, relate to one another, utilize existing infrastructure, encourage vitality and revitalization, and overall promote investment in certain areas, especially the Downtown Form District, which is different than all others; and

WHEREAS, this application complies with this Guideline and Intents and applicable Policies as follows; the Downtown Form District is overall an “activity center” where there are pockets of more intense activities within the Downtown Form District, but it is an overall “activity center” in and of itself; developing a mix of potential uses within an activity center is what is encouraged; and there is nothing within this Guideline to suggest that self-storage does not fit alongside the other potentially future contemplated uses; it certainly is a use that contributes to all of the existing type uses described above as appropriate for the Downtown Form District; this use is also part of a compact form of development in the downtown area; to the extent that this use remains a self-storage facility, as contemplated from the beginning, parking will not be an issue; however, to the extent that it eventually becomes residential and/or retail as well, there exists on-street parking as well as nearby parking garages and parking lots that can be utilized for those uses that will require parking that self-storage does not; of course, utilities are all located downtown, and this is a built structure, thus this project relies almost entirely on that which already exists and not on something that is new, other than what is added to the interior of this particular space; and

GUIDELINE 3: COMPATIBILITY

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 21, 22, 23, 24, 28 and 29 of this Guideline all pertain to the issue of how a particular use or uses, especially if they involve a mix of uses, can be made compatible with other already existing or planned uses within a particular Form District; and

WHEREAS, this application complies with this Guideline and its Intents and applicable Policies as follows; as noted above, this project includes a possible mix of uses within this building, although possibly just one; but whether a mix or a single one within the building, that use or uses will be part of a large mix of land uses already existing within the Downtown Form District; because this project involves an adaptive reuse of an existing historic building, it is by definition compatible in design; the old building will be changed, in such a way as to possibly change out old damaged and/or leaking windows with similar style and design windows that are new and energy efficient; historic, architecturally significant elements of the building will be retained and improved; lower level architectural elements, especially at the street level, may be modified for an improved look, reminiscent of what the building probably looked like years ago or the way the City presumably wants buildings at street level to look, with attractive entryways and see-through or spandrel glass windows; to the extent that the building may be used as partly residential, this will not require a change other than residential style windows, hopefully with visibility on all sides, although it has been said that a building may be constructed to the east which could block light through and visibility from those windows thus there is no assurance of windows on the east side; as to the Policies of this Guideline pertaining to potential nuisances, nothing that has been mentioned herein would contribute to odors, traffic, noise, inappropriate lighting, negative visual impacts, different building setbacks or heights, excessive demands on parking, inappropriate signage or adverse impacts on existing or planned transportation facilities; and

GUIDELINE 5: SCENIC AND HISTORY RESOURCES

WHEREAS, the Intents and applicable Policies 2, 4 and 5 of this Guideline pertain to the issues of older building like this that may have historic value, even though this building is not designated as a National or Local landmark and is not located within a Historic District; and it is located in the Downtown Development Review Overlay District; and

WHEREAS, this application complies with these Intents and applicable Policies of this Guideline as follows; the applicant and its professional representatives have met with the Metro Urban Design Administrator and his Historic Preservation colleagues with respect to elements of the building's exterior and what would be preserved; whereas use of the building in the future may be different than some of the uses in the past (notably when this was a paint manufacturing and storage facility), none of the uses suggested above are incompatible with the Intents and applicable Policies of this Guideline; the same is true of the unremarkable changes to the building's look (all which will be positive) and access, which have been coordinated with Metro Transportation Planning and Public Works; and

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

WHEREAS, the Intents and applicable Policies 1, 2, 3, 5, 6 and 11 of this Guideline all pertain to assuring that work places are created and preserved, that activity centers are enhanced and strengthened, that investment is made in the Downtown Form District and done so in an appropriate way and that old buildings such as this one are adaptively used also in a positive way; and

WHEREAS, this application complies with the Intents and applicable Policies of this Guideline as follows; by saving an old, presently unused building from decay and by revitalizing it in an existing activity center not only preserves the building as a place of work that serves downtown interests, but it also helps to revitalize the existing activity center known as the Downtown as well the sub-activity center that this building is located in; it is an adaptive reuse, indeed a creative one as explained above, whereby the building can be put to an immediate use where there is a demonstrated demand for self-storage but also potentially long term to a residential and/or retail use as well as development of this area matures; and

GUIDELINES 7, 8 AND 9: CIRCULATION, TRANSPORTATION FACILITIES, AND BICYCLE, PEDESTRIAN AND TRANSIT ACCESS

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 10, 11, 13, 14, 15 and 16 of Guideline 7, plus Policies 7, 9, 10 and 11 of Guideline 8, plus Policies 1, 2, 3, 4 and 5 of Guideline 9 all pertain to the traffic management and transportation facility concerns of Metro Transportation Planning and Public Works; and those seek to assure that facilities, including those downtown, do not cause negative traffic impacts, continue to assure good circulation and safe access and promote bicycle, pedestrian and transit usage; and

WHEREAS, this application complies with these Intents and applicable Policies of these Guidelines as follows; since this application does not involve new development, and especially does not involve new development in an outlying area where adequate transportation facilities do not exist or where lack of traffic management (because of traffic volumes and inadequate infrastructure) sometimes occurs, these issues are both narrower and easier to address at this location; Downtown streets, except perhaps during peak rush hour times, have adequate traffic-carrying capacity, and that is clearly so with Market and Brook Streets; even the alley, which could be a means of access to the overhead garage doors that will be needed to access the planned self-storage, appears adequate in which to accommodate continued usage by both nearby users of existing buildings as well as by this applicant with its proposed new use or uses; the main issue relating to these Guidelines that required careful review was relating to access as there will be access through large overhead doors into the building along Brook Street; Metro Transportation Planning and Public Works officials have reviewed and approved these access and circulation designs prior to public hearing; also, with this building being an existing one located right up on Market and Brook Streets, existing sidewalk infrastructure exists as do bike lanes on at least Market Street; and the applicant is counting on Metro Government to continue its work already undertaken to improve sidewalks in the downtown area by fixing the deteriorated sidewalk along Market Street; and

GUIDELINES 10 AND 11: FLOODING AND STORMWATER PLUS WATER QUALITY

WHEREAS, the Intents and applicable Policies 1, 2, 3, 6, 7, 10 and 11 of Guideline 10 and Policies 3, 5 and 8 of Guideline 11 pertain to the issues of flooding, stormwater management and water quality; and

WHEREAS, this application complies with these Intents and applicable Policies of these Guidelines as follows; MSD is the public agency responsible for assuring compliance with its regulations pertaining to flooding, stormwater management and water quality; it has adopted regulations applicable in some instances, and not applicable in others, to these Guidelines and their Policies; to the extent that reutilization of this existing building, which involves no new outside construction, triggers any of these regulations, the applicant will comply;; and

GUIDELINE 12: AIR QUALITY

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 5, 6, 7, 8 and 9 this Guideline all pertain to the issues of assuring no adverse consequences on air quality and, when possible, even taking measures to improve same; and

WHEREAS, this application complies with the Intents and applicable Policies of this Guideline as follows; the main ways that a project such as the one included in this application actually aids in improving air quality is by assuring that existing facilities in high density and intensity areas are utilized so that commuting distances can be minimized and by providing adequate storage facilities for businesses and residents in the Downtown Form District, this helps to assure that those businesses and residents don't have to travel to outlying areas to address their storage needs thus, limiting vehicle miles traveled; and

GUIDELINE 14: INFRASTRUCTURE

WHEREAS, the Intents and applicable Policies 1, 2, 3, 4, 6 and 7 of this Guideline all pertain to assuring adequate infrastructure to support a new development project; and

WHEREAS, this application complies with the Intents and applicable Policies of this Guideline as follows; because this project involves adaptive reuse of an old building, and not new outside construction, in an already built up area with adequate infrastructure, this is the one place where adequate infrastructure is certain to exist; and

GUIDELINE 15: COMMUNITY FACILITIES

WHEREAS, the Intents and applicable Policies 1, 4, 7, 9, 12, 15, 16, 17, 19 and 20 of this Guideline all pertain to the issue of when and where community facilities should be located and when and where existing community facilities are already adequate to serve a particular use or need to be expanded; the Downtown Form District, where this proposed project is located, where all of the referenced community facilities already exist, will not require the expansion of any of those, as this project will not over-burden them; and

* * *

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

NOW, THEREFORE, the Louisville Metro Planning Commission hereby recommends to the Louisville Metro Council that it rezone the subject property from C3 to EZ1.