

DETAILED DISTRICT DEVELOPMENT PLAN & REZONING JUSTIFICATION
STATEMENT

12413 & 12415 Old LaGrange Road
Louisville, Kentucky 40245

Request Summary

A zone change and an approval of a detailed district development plan is requested for real property comprising 4.35 acres, more or less, located at 12413 and 12415 Old LaGrange Road, Jefferson County, City of Louisville, Commonwealth of Kentucky 40245 (Property); and approval of a revised detailed district development plan for adjacent real property(s) comprising 2.72 acres, more or less, located at 2635 Chamberlain Lane and 2400 Chamberlain Crossing Drive.

The Property at 12413 and 12415 Old LaGrange Road is currently zoned R-4 Single Family Residential. The request is to apply for PEC zoning designation (Planned Employment Center), in agreement with the adjacent parcel(s) zone district. The requested rezoning from R-4 to PEC would provide for:

1. Protection of land for future industry, which is now or can be served by rail; and
2. Compatibility between nearby operations within the Suburban Workplace Form District and the existing activities and character of the existing Chamberlain Crossing Business Park, which these properties will be incorporated into; and
3. Opportunities for employment close to residential areas, which could reduce travel time from home to work and lesson the burden on public streets and transit systems.

The development will consist of one building, designed for uses allowed in the C-M and PEC Zone Districts. It is planned that building construction will allow for flexible use to accommodate office, manufacturing and assembly activities, and product distribution to the Ford Kentucky Truck Plant.

A. Building Footprint

Building 72,150 square-feet

B. Adjacent Zone Classifications and Land Uses

North: R4:	CSX Rail Switch and Station yard
South: PEC:	Tire store and vacant land
SouthWest: PEC:	Retail/Office/Service Oriented
East: C-1 & C-2	Retail Shopping Center
West: PEC:	Chamberlain Crossing Business Park

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C. Compliance with Applicable Local and State Rules and Regulations

The requested rezoning and associated land use discussed herein are in compliance with the applicable Community Form Area, Suburban Work Place, and development policies contained within Comprehensive Plan.

The requested rezoning and proposed map amendment conform to KRS 100.213 as the proposed development can be found in agreement with the applicable guidelines and policies contain in the Comprehensive Plan. Furthermore, it has been determined that existing and future development efforts are affecting the economic, physical, and social makeup of this area.

INTRODUCTORY DISCUSSION

According to Core Graphic 1 of the Cornerstone 2020 Louisville and Jefferson County Comprehensive Plan (Comprehensive Plan) the Property lies within the "Suburban Work Place Form Area" (SWFD). The Property's northwestern neighboring properties include PEC and C-1 and C-2 zoned property and a CSX Rail Line primarily serving the Kentucky Ford Truck Plant.

The property is adjacent to a 15-acre parcel zoned PEC and owned by the Applicant, which is being developed to include warehouse and distribution space for companies delivering "just-in time" products to the Kentucky Ford Truck Plant. The development and building proposed, like those in the Chamberlain Crossing Business Park, is planned for a one story building and will utilize similar building and construction materials. The proposed development will serve as a natural and logical extension of the adjacent 15-acre PEC property (presented and detailed in the PEC zoning application, heard during a Planning Commission Public Hearing dated July 7, 2005 via Docket 9-031-05), and another adjacent PEC property (presented via Docket No. 9-09-06W on June 1, 2006), the adjacent facilities, all which relate to and are consistent with the pattern of development created by the nearby Ford Truck Plant and other like uses in the Form District.

The plan has been reviewed by MSD, and the Louisville Metro Public Works Department and has received preliminary consistency comments with regard to its' proposed makeup and location. There will be no adverse air quality impacts. The Property currently has an access driveway onto Old LaGrange Road which is in reasonable proximity to the LaGrange Road interchange of the Gene Snyder Freeway. This access to Old LaGrange Road will be restricted to automobiles for employees and will not allow semi-tractor trailers ingress or egress. Such truck ingress and egress shall be restricted to utilizing the private access, exiting the site at the southwest corner, to Chamberlain Crossing Drive. Moreover, ROW shall be dedicated to the Metro Louisville for road widening to Old LaGrange

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Road should such be deemed necessary. The Applicant dedicated similar ROW on adjacent property located at 12409 Old LaGrange Road via Docket 9-09-06W.

Lighting will be directed down and away from residential properties. All yards and setbacks as well as landscape buffer requested waivers are being provided in compliance with the direction and application processes as detailed in the Metro Louisville Land Development Code. The parking, loading and delivery areas are more than adequate and have been designed to minimize the impact on surrounding properties.

Suburban Work Place Form District

The Suburban Work Place Form District (SWFD) is designed to reserve land for industrial and employment uses in suburban locations with design standards intended to promote development and redevelopment that ensures adequate access for employees, freight, and products, to provide services and amenities for employees, and to improve transit service.

The proposed rezoning, Detailed District Development (DDDP), and Revised Detailed District Development (RDDDP) does not necessitate a change in the designated Community Form Area. The proposed change in zoning and associated development plans present an opportunity to continue the land use pattern currently planned for and anticipated by the Land Development Code and Cornerstone 2020 to an appropriate terminating point (CSX Tracts) before approaching residential properties.

According to the Core Graphic 1 and the Planning and Design Department Staff, the SWFD promotes the development parcels for industrial uses and employment generators. Correspondingly, the SWFD and the PEC zone district provides for the ability to utilize adjacent and readily accessible properties to further promote ancillary employment and development opportunities to larger properties within the SWFD that are serving as the major employment and manufacturer of goods and services used within the Metropolitan Louisville Area.

The proposed PEC zoning and development plans will provide the opportunities to maximize the ability of the SWFD and the nearby PEC zone districts to maintain and expand the current employment base and economic benefits generated by such existing uses like the Kentucky Ford Truck Plant. Uses on the Property will be developed to a scale appropriate to address the current and future needs of the SWFD.

Comprehensive Plan Analysis

According to the Land Development Code the SWFD implements the following Cornerstone 2020 Comprehensive Plan Goals and Objectives:

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1. Community Form Goals G1, G2, G3, G4
2. Community Form Objectives G1.1, G2.1, G2.2, G2.3, G2.4, G2.5, G3.1, G3.2, G3.3, G4.1, G4.2, G4.3, G4.4
3. Guidelines **1, 3, 6, 7, 9, 13**

The provisions of these goals, objectives and guidelines section are intended to promote design and a visually attractive environment in the SWFD, while creating an environment that allows for functional operations accommodating relatively large volumes of traffic while providing for alternative travel modes. Standards have been listed in the Land Development Code to promote:

1. Adequate access for employees, freight, and products;
2. Alternative modes of travel;
3. High quality design of individual and integrated sites;
4. A wide range of employee-serving commercial businesses (e.g. day care centers, auto servicing, cleaners, restaurants, etc.); and
5. A mix of uses (e.g., industrial, office, and commercial) within a principal building on the site.

Goal G1

Recognize by separate form district designation the suburban workplace from the traditional workplace. Support the redevelopment and enhancement of existing traditional and suburban workplaces to ensure full use of existing industrial areas and take advantage of existing infrastructure. Create new workplaces to ensure adequate land for future industrial and corporate operations.

Objective

G1.1 *Recognize and encourage the important role of workplaces within Louisville and Jefferson County.*

The proposed PEC Zone District and Development Plans recognize the Kentucky Ford Truck Plant as an important workplace in Metro Louisville. Benefits of workplaces include:

- Enlarged input into urban infrastructure and environmental development;
- Energetic economic growth motivated by increased capital inflow, which is encouraged by the improved infrastructure and environment and the increased return rate of land market.
- More capital available for urban infrastructure and environmental development, and even for other aspects of urban development.

Goal G2 Community Design

Ensure that workplace districts have appropriate levels of access for employees and products, aesthetic character consistent with the type of district, and a development pattern that considers safety and crime prevention.

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Objectives

G2.1 *Utilize performance standards for community design elements of workplaces to ensure that development and redevelopment is compatible with the organization and pattern of the district. In suburban workplaces, allow adequate flexibility to accommodate large parcels with a single user or clusters of uses in a master planned development. In traditional workplaces, develop a vision and master plan to guide redevelopment and reuse in each district. Incorporate design techniques that promote safety and reduce crime in all workplaces.*

G2.2 *Edge Conditions: Ensure that development at the perimeter of the workplace district is compatible with adjacent districts.*

G2.3 *Access and Circulation: Because they attract employees from throughout the region, workplace districts should accommodate a high level of access for all appropriate modes of transportation. To accommodate the shipment of materials by truck, rail, and water, workplace districts should be linked to regional transportation networks. (Refer to supporting text in the Planning Elements Justifications section below)*

G2.4 *Streetscape: Encourage the provision of common elements, such as street trees, signage, street furniture, sidewalks and lighting, consistent with the character of the workplace district.*

G2.5 *Open Space: Encourage the provision of open space within the pattern and context of planned industrial and employment centers. (Refer to supporting text under Goal G4 Site Design, and the Planning Elements Justifications)*

The proposed development will strive to meet the Community Design Goal and associated objectives by implementing a Community Benefit Program (CBP). The CBP is an extension of the Metropolitan Louisville Planning Commissions Binding Elements requirement. The proposed CBP will be between the developer and community neighbors within the area of the proposed development.

Essentially a CBP is a communicated common understanding to ensure that Binding Elements are affectively communicated to the community, and that local residents share in the benefits of developments such as the one proposed here. A CBP allows the community to have a voice in shaping a project, to press for community benefits that are tailored to their particular needs, and to enforce development promises and carry out applicable Cornerstone 2020 Goals.

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Goal G3 Land Use

Establish new workplace districts that support a full range of industrial, employment, and business uses and enhance existing workplace districts by encouraging adaptive reuse and reinvestment.

Objectives

G3.1 Encourage industrial uses (such as manufacturing, warehousing, and distribution), offices, and public service/utilities to locate in workplace districts.

G3.2 Allow heavy industrial uses, which have a potential to create greater nuisance to adjacent properties due to noise, odor, or other impacts, to locate within workplaces only if such uses are sufficiently buffered from abutting uses so that the reasonable enjoyment of such uses is not disturbed and only if the heavy industrial use has access to the regional transportation system without creating truck routes in residential areas. (Refer to supporting text under Goal G4 Site Design, and the Planning Elements Justifications)

G3.3 Within workplace districts, provide for commercial uses and services that serve workers and residents of adjacent districts.

As part the adherence to this Cornerstone 2020 Plan Element the Development will strive to meet the objectives of this goal by working to implement a “Target Hiring Policy”. Individuals benefiting from a targeted hiring policy might include:

- Residents of the neighborhood immediately surrounding the development;
- Residents of neighborhoods anywhere in the metropolitan area; and
- Individuals referred by local, community-based job training organizations

Goal G4 Site Design

Guide the development and appearance of workplaces by promoting quality design of individual sites consistent with the character and function of the workplace district, and encouraging innovation and flexibility in site design.

Objectives

G4.1 Intensity: Encourage development and redevelopment within workplaces at a scale and intensity that is compatible with the character of the district and at the fringe of the district with nearby uses in other less intense districts.

G4.2 Site and Building Characteristics: Utilize performance standards and design guidelines for such characteristics as building height, setbacks, lot dimensions, parking and building design to establish a specific character for workplaces and to ensure compatibility of new development.

G4.3 Buffers and Compatibility: Utilize buffer, landscape, lighting and noise and similar performance standards and guidelines to ensure compatibility between

uses and buildings within workplaces.

G4.4 Parking: Ensure that each site within the traditional and suburban workplace form district provides for the appropriate location, linkages, quality, and quantity of off-street and on-street parking and loading facilities.

The proposed Development meets and satisfies the above objectives and site design goals and those of G3.1, G3.2, and G3.5-G3.9. Site components such as structures, parking, driveways, and out-door functions shall be arranged and located to emphasize the aesthetically pleasant components of the site such as topography corner placement, or plans for superior architectural features, and disguise its less attractive scenes such as service facilities, outside storage and equipment areas, and trash enclosures through placement and design of the structure and landscaping.

Location of noise and odor generating functions on the site shall not create a nuisance for the adjacent properties and shall be shielded and located per Metro Louisville Planning Staff recommendations and requirements.

All service areas such as loading, trash enclosures, outside storage, and ground and roof equipment shall be located away, or at a minimum, totally screened from residential uses.

The on-site sidewalk system shall link to off-site public sidewalks if available and to each other as well as to the building(s).

Public entrances and primary building elevations shall face public streets where function allows.

Proposed buildings will be compatible in height and scale. If different scale is required for functional reasons, adequate transition shall be provided between the buildings.

Whenever adjacent to residential uses floors above the first level shall be designed and windows located to provide maximum privacy for the residences.

Front facades visible from a public street shall include architectural features such as reveals, windows and openings, expansion joints, changes in color, texture, and material to add interest to the building elevation. Exceptions may be requested only where a specific architectural style offers other types of facade articulations.

The proposed development shall maintain diversity and individuality in style while attempting to compliment the aesthetic character and development style of the surrounding area. Moreover, a comprehensive architectural concept shall be

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developed and maintained. Various site components will be unified through the use of similar design, material and colors.

In addition, any proposed building(s) will have three distinct components: base; middle; and top. Each component will be defined by horizontal and/or vertical articulation. Base components may include landscaping, facade articulation consisting of changes in the wall plane, use of openings and projections, and material and color variations. Where function necessitates a basic, box-like building form, exterior articulation such as change in color, material, or plane shall be introduced on an outer decorative shell encompassing facades, which are visible from LaGrange Road, and/or Chamberlain and Collins Lane's.

Landscaping size and location shall be determined on a site-by-site basis and may exceed the minimum required in the Metropolitan Louisville Land Development Code.

PLANNING ELEMENT GUIDELINE JUSTIFICATIONS

Guideline 1. Community Form

Use existing and emerging forms or patterns of development and local plans developed in accordance with the Comprehensive Plan to guide land use decisions and design of development.

Guideline 3. Compatibility

Ensure that land uses and transportation facilities are located, designed and constructed to be compatible with nearby land uses and to minimize impacts to residential areas, schools and other sensitive areas in the community.

- The development will provide employment in an underserved area that minimizes land use incompatibilities and the impact on public facilities.
- The development recognizes the special environmental, historic and cultural character of residential areas and adjacent passive open spaces.
- The development will create public facilities and services that are responsive to the specific needs generated by the residents of this neighborhood residential area.
- The development helps to maintain the quality of existing and residential neighborhoods by providing an opportunity for employment and services desirable to live near.
- Detailed consideration will be given towards the choice of building materials used, in an effort to preserve the feeling of the area and reflect current design elements.
- Outdoor lighting will be directed down and will not be visible beyond the property lines.
- Parking access is designed to be safe and simple, and utilize the practice of "shared parking" and "captive market parking" to minimize impervious land surfaces.

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- Truck access roads to the development pass around, not through, residential neighborhoods and streets.

Guideline 6. Economic Growth and Sustainability

Provide a positive culture for attracting and sustaining business within Louisville and Jefferson County.

The proposed development has chosen to locate on a site that will enable primary and secondary job creation in close proximity to existing social and economic infrastructures. To this end, the proposed development adheres to the policies designed to promulgate the intentions of this Guideline. In addition to neighborhood input and Planning Department recommendations the following practices, ideas, and community benefits will be implemented.

- The development will help keep dollars in the community.
- The development will spread tax burden for public facilities maintenance and neighborhood programs.
- The development will attract new investment dollars adjacent to a major economic engine in Louisville, the Kentucky Ford Truck Plant.
- The development will provide management level and entry-level positions.
- The development will offer flexible working hours.
- The development will assist in preserving existing standards of living over time.
- The development will provide new services and products not previously available in a timely manner to nearby industries.
- The development will create a positive environment.
- The development will provide indirect support for community initiatives.

Mobility and Transportation

Guideline 7. Circulation

Ensure a balanced and comprehensive multi-modal transportation network that is coordinated with desired growth and development patterns and provides for the movement of people and goods.

Guideline 8. Transportation Facility Design

Design transportation facilities that are safe and efficient, that minimize adverse impacts upon the community and that accommodate, where possible, all modes of travel, such as trucks, automobiles, transit, pedestrians and bicycles.

Guideline 9. Bicycle, Pedestrian and Transit

Support transit and non-motorized methods of travel. Provide the necessary infrastructure improvements to accommodate alternative modes of travel.

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The proposed development has chosen to locate on a site that will enable proper site access and direct access to a major arterial and where nuisances and activities of the proposed use will not adversely affect adjacent areas. To this end, the proposed development adheres to the policies designed to promulgate the intentions of these Guidelines. In addition to neighborhood input and Planning Department recommendations the following practices, ideas, and community benefits will be implemented.

- The development can enable residents and future employees to minimize vehicular miles traveled, as well as total travel time, in order to minimize air pollution and to conserve fuel.
- The development can increase opportunities for pedestrian and bicycling facilities, while providing a compact work place destination for area residents.
- The development is located to take advantage of the existing transportation system to complement the overall development of the area and minimize additional roadway construction.
- The development is located where adequate access exists for employees and for product movement.
- The development has made improvements to adjacent roadways by the dedication of ROW as mentioned in the **Introductory Discussion**.
- The development plan will integrate pedestrian accessibility into the center.
- The development will entertain the dedication of property for future transit passenger pickup and drop off.
- The development will work to coordinate compatible hours for businesses within the project.
- The development has provided for the acquisition and/or the protection of road rights-of-way.

Livability/Environment and Community Facilities

Guideline 10. Flooding and Stormwater

Minimize the potential for and impacts of flooding and effectively manage stormwater.

Guideline 11. Water Quality

Protect water quality.

Guideline 14. Infrastructure

Provide for necessary infrastructure and ensure that carrying capacity of the land is adequate for proposed development.

Guideline 15. Community Facilities

Review community facility location and design to ensure compatibility with existing development.

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The proposed development has chosen to locate on a site that will (1) enable proper stormwater handling and release management that will not adversely affect adjacent and downstream properties; (2) provide for necessary upgrades to area-wide water storage and distribution; (3) create opportunities for passive open space; (4) provide for utility installations with access to a major arterial roadway. To this end, the proposed development adheres to the policies designed to promulgate the intentions of these Guidelines. In addition to neighborhood input, the Louisville Water Company, MSD and Planning Department recommendations and directions will be incorporated. The following practices, ideas, and community benefits will be implemented.

- The development will provide, as required, for the orderly expansion of water supply and sewerage systems within the community to meet the needs of current and future residents while taking into consideration the impacts of cost, public health, surrounding land use, and environmental impacts.
- The development will participate, as necessary, with the renovation and improvement of existing water supply and sewerage collection systems in the existing area, to provide for additional sanitary sewer capacity and reliability.
- The development will comply with all applicable local, state, and federal laws and regulations on water and sewerage planning collection, distribution and management.
- The development meets the intent that full consideration is given to issues of orderly expansion keyed to Cornerstone 2020 land use plans, public health, capital programming and water supply/water quality management.
- The development has chosen to locate where water and sewer services exist and can be extended or upgraded systematically in concert with the availability of other public facilities and neighborhood needs.
- The development will make land available for public infrastructure, as necessary.

Guideline 12. Air Quality

Minimize, reduce, or eliminate, as necessary and appropriate, through the land use planning and development review process, air pollution from stationary, area, and mobile sources.

The proposed development has chosen to locate on a site that will enable and promote a reduction in vehicle miles traveled and increased pedestrian travel in an effort to reduce particulate matter accumulation in the ambient air in addition to CO2 emissions. To this end, the proposed development adheres to the policies designed to promulgate the intentions of this Guidelines. In addition to neighborhood input and Planning Department recommendations the following practices, ideas, and community benefits will be implemented.

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- The development will create local neighborhood employment opportunities thereby reducing VMT.
- The development will research tenant sponsored bus passes for the summer months.
- The development will research the creation of a recycling collection center.

Guideline 13. Landscape Character

Protect and enhance landscape character.

The proposed development adheres to the policies designed to promulgate the intentions of these Guidelines. In addition to neighborhood input and Planning Department recommendations the following practices, ideas, and community benefits will be implemented.

- The development landscape plan will complement the existing landscapes of adjacent properties and enhance the personal scale by clearly defining pathways, entrance areas, public gathering spaces, parking areas, and access roadways.
- The development landscape plan will mitigate the impact to neighboring properties. The rear elevations of buildings, loading docks, and refuse collection areas shall be landscaped to the extent functionally possible.
- The development landscape plan will incorporate a mix of indigenous plants that are hardy and drought tolerant, and will include evergreen plantings (trees, shrubs, ground-covers, and ornamental grasses).
- The development landscape plan will attempt to utilize technologically advanced irrigation systems for water conservation.

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