

Louisville Metro Planning Commission – September 15, 2016

Louisville Metro Land Development & Transportation Committee – August 25, 2016

Neighborhood Meeting - June 22, 2016

Docket No. 16ZONE1035

Zone Change from C-1 to M-1 and detailed district development plan to allow a mini-storage facility, located next to the existing warehouse facility adjoining this site, located at 8050 & 8054 Warwick Avenue



Attorneys: Bardenwerper, Talbott & Roberts, PLLC

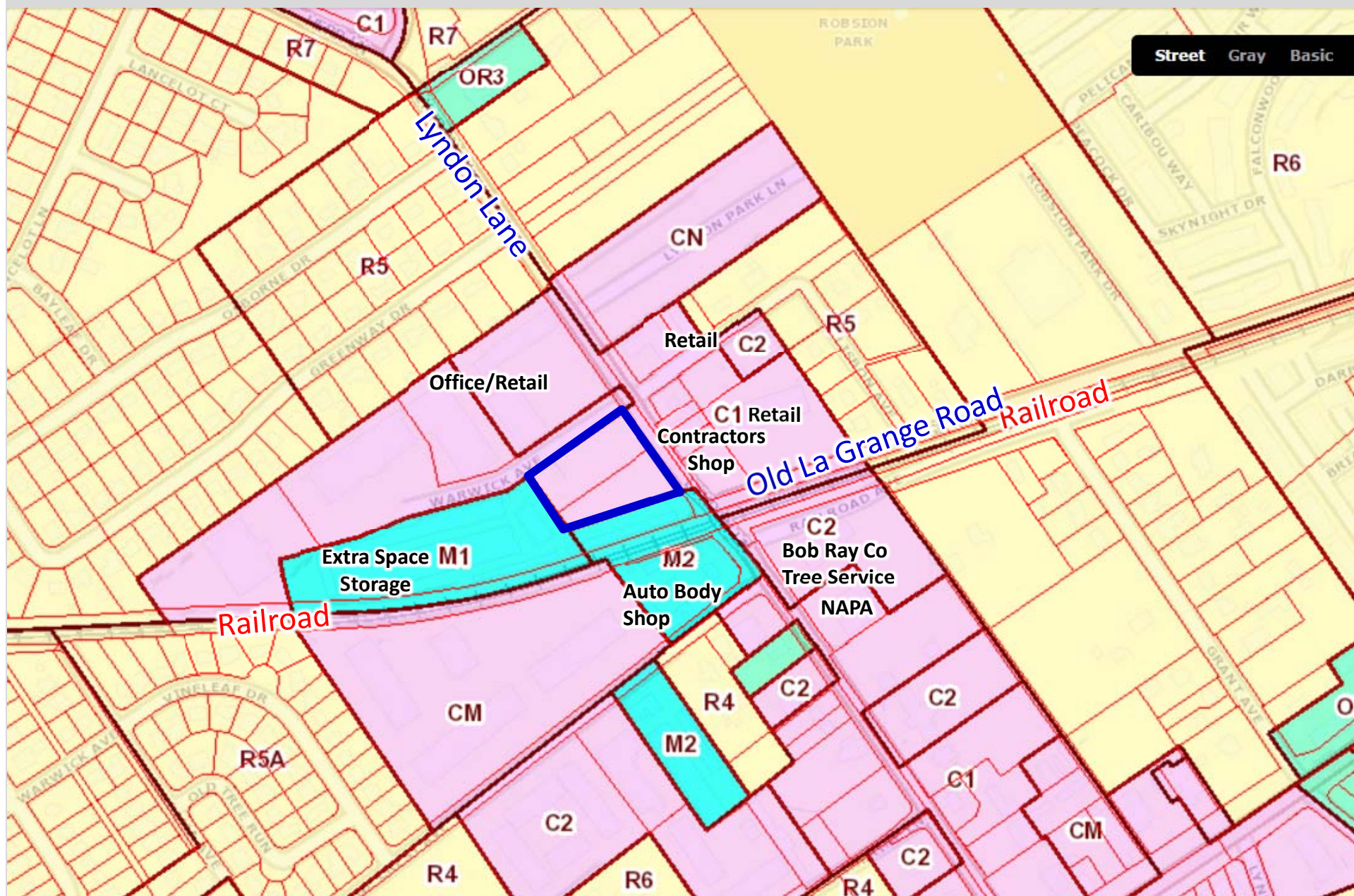
Land Planners, Landscape Architects & Engineers: Land Design & Development, Inc.

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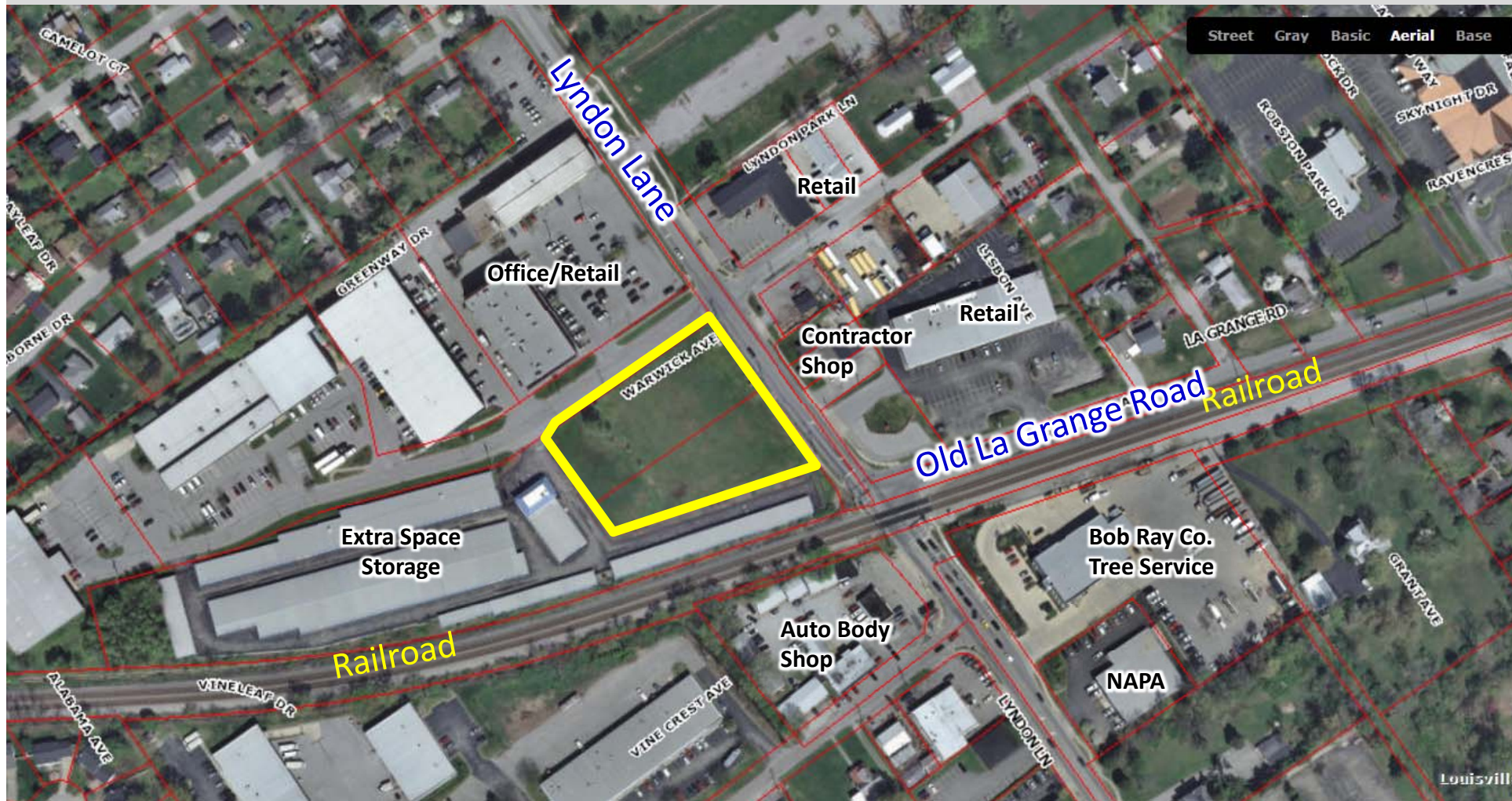
Tab 1

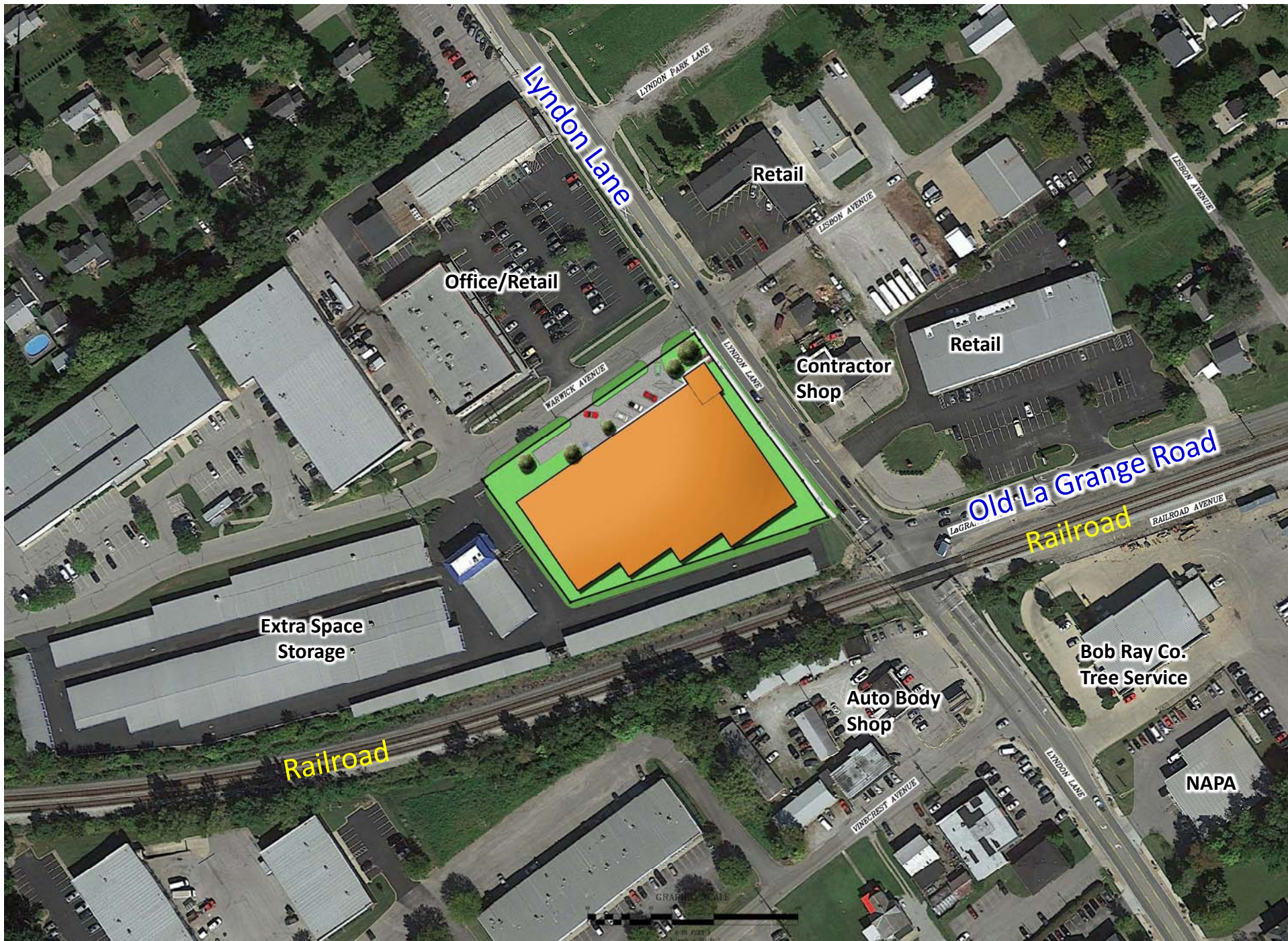
LOJIC Zoning Map



Tab 2

Aerial photographs of the site
and surrounding area





Lyndon Lane

LYNDON PARK LANE

Retail

LYNDON AVENUE

Office/Retail

WARWICK AVENUE

LYNDON LANE

Contractor Shop

Retail

LYNDON AVENUE

Old La Grange Road
Railroad

RAILROAD AVENUE

Extra Space Storage

Railroad

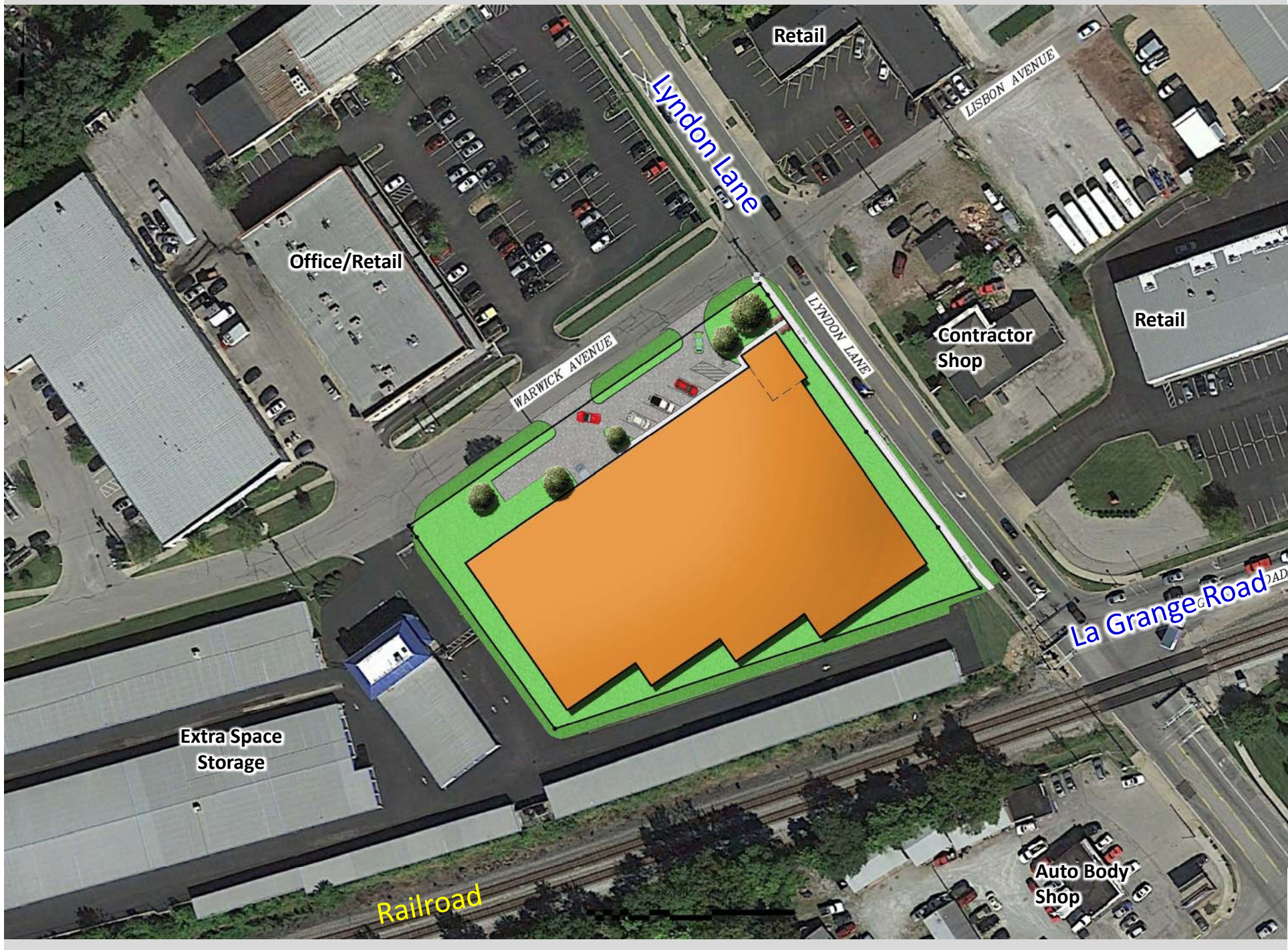
Auto Body Shop

VINECREST AVENUE

Bob Ray Co.
Tree Service

NAPA





Retail

Lyndon Lane

LISBON AVENUE

Office/Retail

WARWICK AVENUE

Contractor Shop

Retail

Extra Space Storage

Railroad

La Grange Road

Auto Body Shop

Tab 3

Ground level photographs of
the site and surrounding area



View of Lyndon Lane looking north towards Westport Road. Site is to the left.



View of site from Lyndon Lane



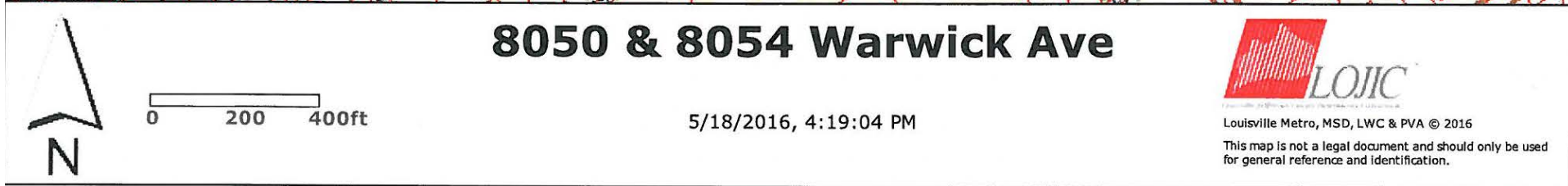
View of site from corner of Lyndon Lane and Warwick Ave.



View of Lyndon Lane looking south towards the Railroad tracks. Site is to the right.

Tab 4

Neighborhood Meeting notice
list map and letter to neighbors
inviting them to the meeting



No neighbors were in attendance at the meeting.

BARDENWERPER, TALBOTT & ROBERTS, PLLC

ATTORNEYS AT LAW

1000 N. HURSTBOURNE PARKWAY • BUILDING INDUSTRY ASSOCIATION OF GREATER LOUISVILLE BLDG. • SECOND FLOOR • LOUISVILLE, KENTUCKY 40223
(502) 426-6688 • (502) 425-0561 (FAX) • WWW.BARDLAW.NET

William B. Bardenwerper
Direct dial: 426-0388, ext. 125
Email: WBB@BARDLAW.NET

June 8, 2016

Dear Neighbor,

RE: Proposed change in zoning from C-1 to M-1 and detailed district development plan to allow a 134,000 sq ft mini-storage facility, in addition to the existing warehouse facility adjoining this site, on approximately 1.59 acres located just north of LaGrange Road on the west side of Lyndon Lane at 8050 & 8054 Warwick Avenue

We are writing to invite you to a meeting we have scheduled to present neighbors with our rezoning and detailed district development plan to allow a 134,000 sq ft storage facility to be located as above.

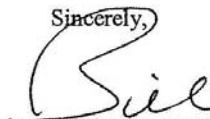
Accordingly, we have filed a plan for pre-application review on Friday, May 27th with the Division of Planning and Design Services (DPDS) that has been assigned case number **16ZONE1035** and case manager, **Julia Williams**. We would like to show and explain to neighbors the plan so that we might hear what thoughts, issues and perhaps even concerns you may have.

In that regard, a meeting will be held on **Wednesday, June 22nd at 7:00 p.m. at The Lyndon City Hall** located at **515 Wood Road, Lyndon, Kentucky**.

If you cannot attend the meeting but have questions or concerns, please call me at 426-6688 or my land planning and engineering firm representatives Kevin Young or Ann Richard at 426-9374.

We look forward to seeing you.

Sincerely,



William B. Bardenwerper

cc: Hon. Susan Barto, Mayor, City of Lyndon
Hon. Angela Leet, Councilwoman, District 7
Julia Williams, case manager with Division of Planning & Design Services
Nick Pregliasco, attorney with Bardenwerper, Talbott & Roberts, PLLC
Steve Womack, Stor-All
David L. Schank, CCIM, David L. Schank Companies
Kevin Young & Ann Richard, land planners with Land Design & Development, Inc.

Tab 5

Development Plan

C-1/N
Fister Commercial Properties
812 Lyndon Ln Ste 200
Louisville, KY 40222
D.B. 7735 PG. 0390

D.B. 8552 PG. 0326

C-1/N
Judd Investments LLC
4825 W 79th St
Indianapolis, IN 46268
D.B. 9125 PG. 0151

C-1/N
Judd Investments
4825 W 79th
Indianapolis, IN
D.B. 9125 PG.

C-1
Judd Inve
4825
Indiana
D.B.

Alb

MH #44791



Tab 6

Building Elevations



Lyndon Lane façade, facing east



Warwick Ave façade, facing north



Railroad track façade, facing south



Rear façade, facing west



BUILDING HEIGHT



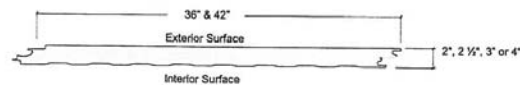
eco-FICIENT®

Insulated Metal Panels



STONEWALL

The StoneWall panel is designed for exterior applications where an aggregate look is preferred. The exterior skin of the panel is embossed flat, while the interior skin has the embossed Light Mesa profile. The exterior panel skin is available in a Tuff Wall® finish which provides a stucco look, a Tuff-Cast™ finish resulting in the look of precast concrete and a Granite Rock finish utilizing crushed granite.



Features and Benefits:

- Offers an aggregate finish with the thermal efficiency of an insulated metal panel.
- Utilizes concealed clips, eliminating thermal short circuits.
- A durable finish that is highly resistant to impact and abrasion.
- A 10-year limited finish warranty.*



Product Specifications

Applications: Wall

Coverage Widths: 36", 42"

Thicknesses: 2", 2 1/2", 3", 4"

Lengths: 24' Granite Rock, 32' Tuff-Cast™ or Tuff Wall®

Attachment: Concealed Fastening System

Insulation Material: Non-CFC framed-in-place polyurethane foam cured to achieve a minimum density of 2.2 pounds

Accessories: Fasteners, Sealants, Standard and Custom Trim

Exterior Gauge: 24 (standard); 22 (optional)

Interior Gauge: 26 (standard); 24, 22 (optional)

Exterior Finishes: Tuff Wall®, Tuff-Cast™, Granite Rock

Interior Finishes: Embossed Light Mesa Profile

Exterior Coatings: Applied Finishes

* Limited finish warranty is not available for Granite Rock.

www.mbc.com

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ADEL, GA | 388.446.6224
ATLANTA, GA | 877.212.6224

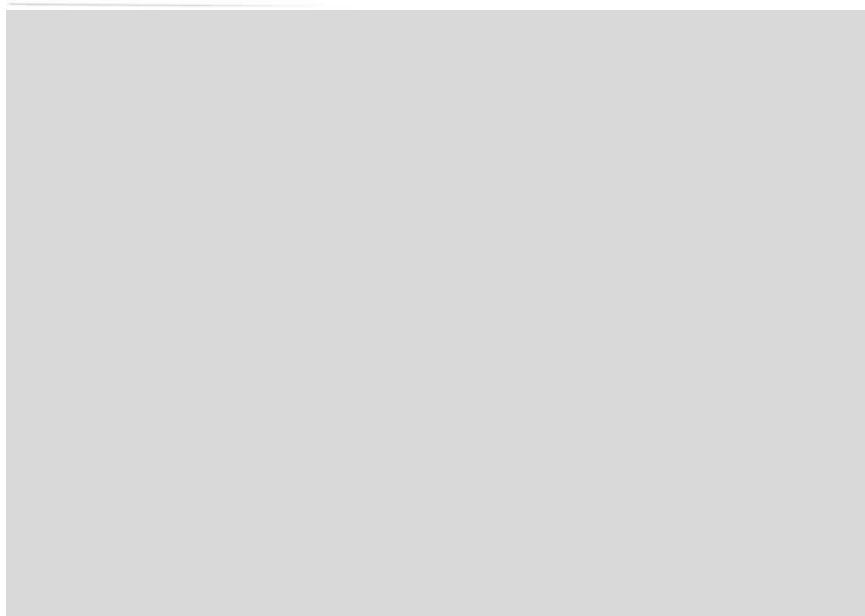
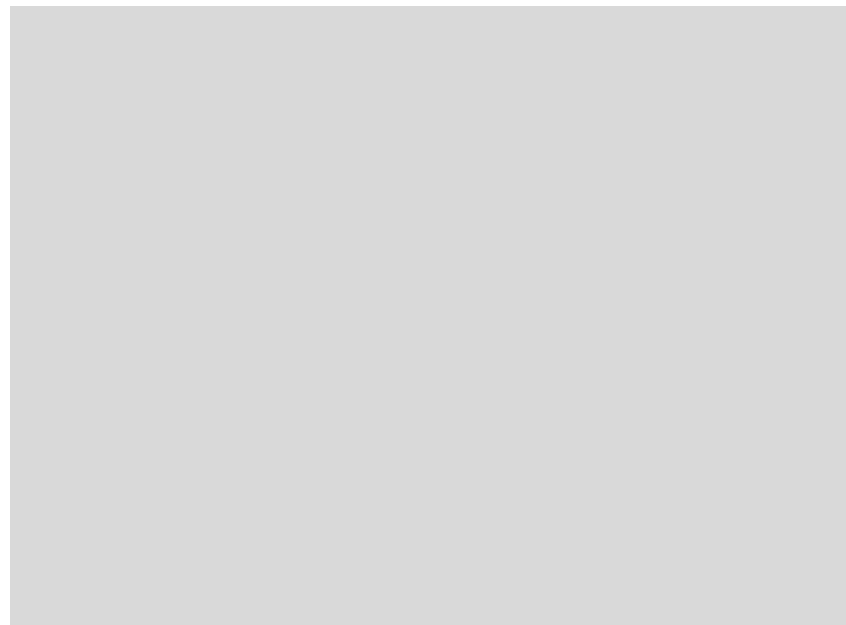
ATWATER, CA | 800.829.6224
DALLAS, TX | 800.651.6224
INDIANAPOLIS, IN | 800.733.6224

LUBBOCK, TX | 800.758.6224
MEMPHIS, TN | 800.206.6224
OKLAHOMA CITY, OK | 800.997.6224

OMAHA, NE | 800.468.6224
PHOENIX, AZ | 988.528.6224
RICHMOND, VA | 800.729.6224

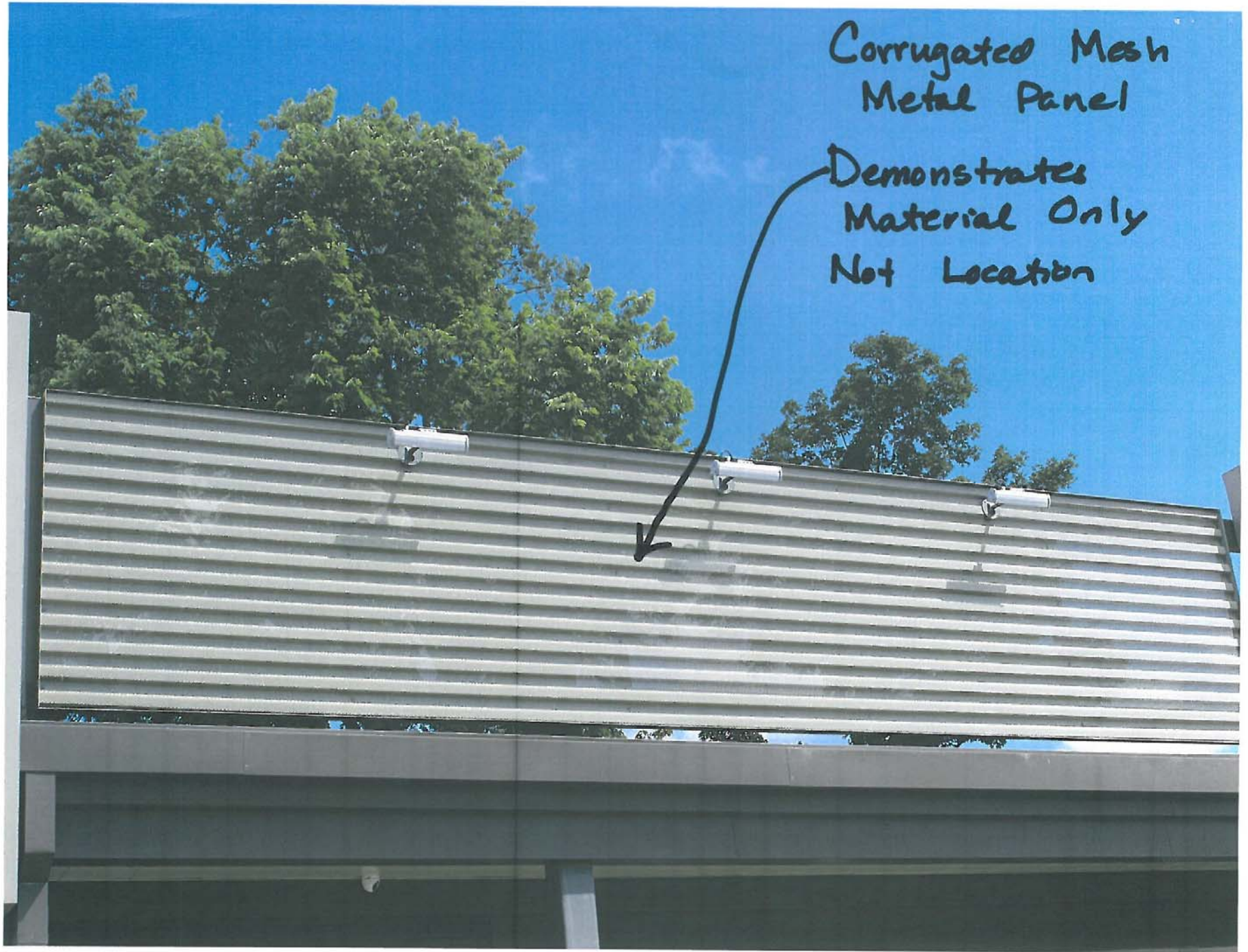
ROCK, NY | 800.559.6224
SALT LAKE CITY, UT | 800.874.2404
SAN ANTONIO, TX | 800.598.6224





Corrugated Mesh
Metal Panel

Demonstrates
Material Only
Not Location



Tab 7

Statement of Compliance filed with the original zone change application with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan

BARDENWERPER, TALBOTT & ROBERTS, PLLC

Attorneys at law

BUILDING INDUSTRY ASSOCIATION OF GREATER LOUISVILLE BLDG • 1000 N. HURSTBOURNE PARKWAY • SECOND FLOOR • LOUISVILLE, KENTUCKY 40223
(502) 426-6688 • WWW.BARDLAW.NET

STATEMENT OF COMPLIANCE WITH THE APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

<u>Applicant:</u>	Stor-All, c/o Steve Womack
<u>Owner:</u>	Driesbach Development Co.
<u>Location:</u>	8050 & 8054 Warwick Ave (fronting on Lyndon Lane)
<u>Proposed Use:</u>	Climate Controlled Self-Storage
<u>Current Use:</u>	Vacant
<u>Engineers, Land Planners and Landscape Architects:</u>	Land Design & Development, Inc.
<u>Request:</u>	Change in Zoning from C-1 to M-1

INTRODUCTORY STATEMENT

The subject property is part of a large site that not all that long ago was largely used as a commercial greenhouse business. The larger site was transformed into some retail with office above and some one level, traditional mini-warehouse. The site that is the subject of this specific rezoning was rezoned to C-1 retail, but it has remained vacant for some time.

One of the reasons for the subject site probably remaining vacant for so long and for much of Lyndon Lane having experienced difficulty in fully developing out is because of the railroad tracks crossing Lyndon Lane just north of Old LaGrange Road. The frequency of trains through this area cause major backups of traffic on a regular basis, such e.g. retail uses, restaurants, find it very difficult to serve their customers in a convenient manner. During times of long train delays, people visiting these businesses can get stuck at these businesses, not even being able to enter the Lyndon Lane queue.

As a consequence, many buildings along Lyndon Lane remain in an old, un-refurbished state, some even vacant. Others are not necessarily utilized to what would be a higher/better use but for the frequency of train interruptions. Adding yet more traffic to this highly-trafficked stretch of road, which experiences major traffic interruptions because of the frequency of trains, would not necessarily be a good idea for businesses already located along Lyndon Lane or for people traveling this stretch of road.

Consequently, an attractive looking multi-story, climate-controlled self-storage facility is probably an excellent use for this location. Filling an infill site with something productive is

definitely good. And filling that site with a low-traffic generator is probably of equal value. Moreover, because of the mini-warehouse facility adjoining this proposed like-kind use and the existing mini-warehouse site being fully visible from Lyndon Lane today, the proposed self-storage use will not produce a new use to the area or add any negative aesthetic or traffic impacts to the area.

GUIDELINE 1: COMMUNITY FORM

This application complies with this Guideline because Town Centers are larger in scale than Suburban Neighborhood Centers, often involving an historic crossroads of the intersection of a major thoroughfare and a collector roadway where significant amounts of mixed-use development occur, with buildings generally in close proximity to one another and at the street.

New LaGrange Road and Lyndon Lane represent the heart of this historic City of Lyndon, where a wide variety of mostly commercial uses exist. As noted above, because of the traffic disruptions caused by the railroad track at Old LaGrange Road and Lyndon Lane, many of the commercial uses remain long-standing, such as an automobile repair business and a gas station right at the historic crossroads at the focal point of the Town Center of Lyndon at New LaGrange Road and Lyndon Lane. Nevertheless, sidewalks and street lights have been added in this area, and buildings are mostly drawn to the street, just as the proposed self-storage facility will be located. Although there exists within the Lyndon Town Center a variety of building designs with different building materials, some being of no particular note, the proposed buildings will incorporate materials and designs that, for the most part, represent the higher end building materials and designs found in the area. Certainly the building will be LDC compliant in this regard. As a self-storage facility, it will serve both business uses and the significant preponderance of apartments located in close proximity to this historic crossroads, notably both along New and Old LaGrange Roads.

GUIDELINE 2: CENTERS

This application complies with the applicable Intents and applicable Policies 1, 2, 3, 4, 5, 7, 11 and 14 of this Guideline as follows.

This is a Town Center Form District, where mix of compatible rather intense uses are anticipated. As an existing activity center, uses of these kind are found throughout Metro Louisville in activity centers and within Town Center Form Districts. This being an in-fill site surrounded by other intense commercial uses, it contributes to compact development and a mixture of uses, which are desirable. Self-storage already existing in the area, this fully demonstrates a demand for same, for reasons noted hereinabove. Utilities are already located at the site.

GUIDELINE 3: COMPATIBILITY

This application complies with the applicable Intents and applicable Policies 1, 2, 4, 5, 6, 7, 8, 9, 12, 19, 20, 21, 22, 23, 24, 28 and 29 of this Guideline as follows.

As stated above, the proposed self-storage facility will be LDC design-compliant, including building materials which are evident within the area and façade treatments that break up the building and make it appropriate at the street level where it is located. This does not constitute a non-residential expansion, as the site is already commercially zoned. As a self-storage facility, it

will not create odors nor air quality emissions, and it will actually alleviate traffic by not being a traffic-generating use. Also, it will not involve noise nor more than security lighting, and visually, because it will comply with design criteria of the LDC, it will not have negative aesthetic impacts. Also, hazardous materials will not be stored on site. Further, the site has been designed taking into account required transitions, buffers, setbacks, and landscaping, as well as signage that is LDC compliant.

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

This application complies with the applicable Intents and applicable Policies 1, 2, 3, 5, and 6 of this Guideline as follows.

Lyndon Lane is a commercial corridor that is part of the Lyndon Town Center. As such, it is a workplace area and thus, although not employing a significant number of people, contributes to the economic health of businesses by addressing their storage needs. Also, as noted above Guideline 2, in an activity center mixed desirable uses are recommended, and this is a use that already exists both at this overall site and at other sites nearby within Lyndon. One of the reasons for that is because Lyndon has a lot of businesses that require storage and is also the location of many apartment complexes where residents of same have significant storage needs.

GUIDELINES 7, 8 and 9: CIRCULATION, TRANSPORTATION FACILITIES, AND ALTERNATE FORMS OF TRANSPORTATION

This application complies with the applicable Intents and applicable Policies 1, 2, 4, 8, 11, 13, 14, 15 and 16 of Guidelines 7, Applicable Policies 4, 5, 8, 9, 10, and 11 of Guideline 8 and Applicable Policy 1 of Guideline 9 as follows.

Most importantly, as a very low traffic-generating use, the proposed self-storage facility will not add to traffic problems already existing along Lyndon Lane, mostly a consequence of the frequency of trains cutting across Lyndon Lane at Old LaGrange Road. Being as it is part of a larger development site, access points will be shared as possible. Sufficient right-of-way should already exist. But if added right-of-way is needed, that is always a part of condition of project approval. Again, being as it is a low traffic-generator, little parking is needed, but adequate parking in accordance with LDC is provided. Access to the site will be designed in accordance with Metro Public Works and Transportation Planning, as well as the City of Lyndon, requirements with respect to corner clearances, driveway design and so on. This not being a pedestrian or transit used development, it is not really designed with those types of transportation in mind, although sidewalks along its frontage will be provided.

GUIDELINES 10 AND 11: STORMWATER AND WATER QUALITY

The application complies with the applicable Intents and applicable Policies 3, 6, 7, 10 and 11 of Guideline 10 and applicable Intents and applicable Policies 3 and 5 of Guideline 11 as follows.

As usual, stormwater will need to be accommodated on site, thus there will be detention provided, either an open basin or via vault storage. The normal requirement is that post-development peak rates of stormwater run-off may not exceed pre-development peak rates. Also, MSD now has soil erosion and sediment control plus water quality ordinances that must be complied with at times of construction plan approval, and they will be.

GUIDELINE 12: AIR QUALITY

This application complies with the applicable Intents and the applicable Policies 1, 4, 6, 7, 8 and 9 of this Guideline as follows.

As explained above, this being as it is a low traffic-generating use, it will not contribute to air quality problems. Instead, especially in this congested area resulting from train delays as explained above, it will tend to help alleviate that problem, as opposed to high traffic generator that that would contribute to same. Also there will be sidewalks along its frontage.

GUIDELINE 13: LANDSCAPE CHARACTER

This application complies with the applicable Intent and applicable Policies 1, 2, 4 and 5 of this Guideline as follows.

The LDC includes requirements for both interior and perimeter landscaping as well as tree canopy. All of the requirements of the LDC in this regard will be met.

For all these reasons those set forth above and to be addressed at LD&T, the Planning Commission public hearing and before the City of Lyndon City Council, this application complies with all other applicable Intents and Policies of all applicable Guidelines of the Cornerstone 2020 Comprehensive Plan.

Respectfully submitted,

William B. Bardenwerper
Bardenwerper, Talbott & Roberts, PLLC
Building Industry Association of Greater Louisville Bldg.
1000 N. Hurstbourne Parkway, Second Floor
Louisville, KY 40223

e:\client folder\womack, steve\warwick \compliance statement.doc

Tab 8

Proposed findings of fact
pertaining to compliance with
the Comprehensive Plan

BARDENWERPER, TALBOTT & ROBERTS, PLLC

Attorneys at law

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PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

Applicant: Stor-All, c/o Steve Womack

Owner: Driesbach Development Co.

Location: 8050 & 8054 Warwick Ave (fronting on Lyndon Lane)

Proposed Use: Climate Controlled Self-Storage

Current Use: Vacant

Engineers, Land Planners and
Landscape Architects: Land Design & Development, Inc.

Request: Change in Zoning from C-1 to M-1

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on September 15, 2016 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

SUMMARY STATEMENT

WHEREAS, the subject property is part of a large site that not all that long ago was largely used as a commercial greenhouse business; the larger site was transformed into some retail with office above and some one level, traditional mini-warehouse; the site that is the subject of this specific rezoning was rezoned to C-1 retail, but it has remained vacant for some time; and

WHEREAS, one of the reasons for the subject site probably remaining vacant for so long and for much of Lyndon Lane having experienced difficulty in fully developing out is because of the railroad tracks crossing Lyndon Lane just north of Old LaGrange Road; the frequency of trains through this area cause major backups of traffic on a regular basis, such that retail uses and restaurants sometimes find it difficult to serve their customers in a convenient manner; during times of long train delays, people visiting these businesses can get stuck at these businesses, not even being able to enter the Lyndon Lane queue; and

WHEREAS, as a consequence, some buildings along Lyndon Lane are not necessarily utilized to what would be a higher/better use but for the frequency of train interruptions; adding yet more traffic to this highly-trafficked stretch of road, which experiences major traffic interruptions because of the frequency of trains, would not necessarily be a good idea for businesses already located along Lyndon Lane or for people traveling this stretch of road; and

WHEREAS, consequently, an attractive looking multi-story, climate-controlled self-storage facility is an excellent use for this location; filling an infill site with something productive is good; and filling that site with a low-traffic generator is probably of equal value; moreover, because of the mini-storage facility adjoining this proposed like-kind use and the existing mini-warehouse site being fully visible from Lyndon Lane today, the proposed multi story, climate controlled self-storage facility will not produce a new use to the area or add any negative aesthetic or traffic impacts to the area; and

GUIDELINE 1: COMMUNITY FORM

WHEREAS, this application complies with this Guideline because Town Centers are larger in scale than Suburban Neighborhood Centers, often involving an historic crossroads of the intersection of a major thoroughfare and a collector roadway where significant amounts of mixed-use development occur, with buildings generally in close proximity to one another and at the street; and

WHEREAS, New LaGrange Road and Lyndon Lane represent the heart of this historic City of Lyndon, where a wide variety of mostly commercial uses exist, as noted above, because of the traffic disruptions caused by the railroad track at Old LaGrange Road and Lyndon Lane, many of the commercial uses remain long-standing, such as an automobile repair business and a gas station right at the historic crossroads at the focal point of the Town Center of Lyndon at New LaGrange Road and Lyndon Lane; nevertheless, sidewalks and street lights have been added in this area, and buildings are mostly drawn to the street, just as the proposed self-storage facility will be located; although there exists within the Lyndon Town Center a variety of building designs with different building materials, the proposed buildings will incorporate materials and designs that, for the most part, represent the higher end building materials and designs found in the area; the self-storage facility will be LDC compliant in this regard; as a self-storage facility, it will serve both business uses and the significant preponderance of apartments located in close proximity to this historic crossroads, notably both along New and Old LaGrange Roads; and

GUIDELINE 2: CENTERS

WHEREAS, this application complies with the applicable Intents and applicable Policies 1, 2, 3, 4, 5, 7, 11 and 14 of this Guideline because this is a Town Center Form District, where mix of compatible rather intense uses are anticipated; as an existing activity center, uses of these kind are found throughout Metro Louisville in activity centers and within Town Center Form Districts; this being an in-fill site surrounded by other intense commercial uses, it contributes to compact development and a mixture of uses, which are desirable; self-storage already existing in the area, this fully demonstrates a demand for same, for reasons noted hereinabove; utilities are already located at the site; and

GUIDELINE 3: COMPATIBILITY

WHEREAS, this application complies with the applicable Intents and applicable Policies 1, 2, 4, 5, 6, 7, 8, 9, 12, 19, 20, 21, 22, 23, 24, 28 and 29 of this Guideline because, as stated above, the proposed self-storage facility will be LDC design-compliant, including building materials which are evident within the area and façade treatments that break up the building and make it appropriate at the street level where it is located; this does not constitute a non-residential expansion, as the site is already commercially zoned; as a self-storage facility, it will not create odors nor air quality emissions, and it will actually alleviate traffic by not being a traffic-

generating use; also, it will not involve noise nor more than security lighting, and visually, because it will comply with design criteria of the LDC, it will not have negative aesthetic impacts; also, hazardous materials will not be stored on site; further, the site has been designed taking into account required transitions, buffers, setbacks, and landscaping, as well as signage that is LDC compliant; and

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

WHEREAS, this application complies with the applicable Intents and applicable Policies 1, 2, 3, 5, and 6 of this Guideline because Lyndon Lane is a commercial corridor that is part of the Lyndon Town Center; as such, it is a workplace area and thus, although not employing a significant number of people, contributes to the economic health of businesses by addressing their storage needs; also, as noted above Guideline 2, in an activity center mixed desirable uses are recommended, and this is a use that already exists both at this overall site and at other sites nearby within Lyndon; one of the reasons for that is because Lyndon has a lot of businesses that require storage and is also the location of many apartment complexes where residents of same have significant storage needs; and

GUIDELINES 7, 8 and 9: CIRCULATION, TRANSPORTATION FACILITIES, AND ALTERNATE FORMS OF TRANSPORTATION

WHEREAS, this application complies with the applicable Intents and applicable Policies 1, 2, 4, 8, 11, 13, 14, 15 and 16 of Guideline 7, Applicable Policies 4, 5, 8, 9, 10, and 11 of Guideline 8 and Applicable Policy 1 of Guideline 9 because most importantly, as a very low traffic-generating use, the proposed self-storage facility will not add to traffic problems already existing along Lyndon Lane, mostly a consequence of the frequency of trains cutting across Lyndon Lane at Old LaGrange Road; being as it is part of a larger development site, access points will be shared as possible; sufficient right-of-way should already exist; but if added right-of-way is needed, that is always a part of condition of project approval; again, being as it is a low traffic-generator, little parking is needed, but adequate parking in accordance with LDC is provided; access to the site will be designed in accordance with Metro Public Works and Transportation Planning, as well as the City of Lyndon, requirements with respect to corner clearances, driveway design and so on; this not being a pedestrian or transit used development, it is not really designed with those types of transportation in mind, although sidewalks along its frontage will be provided; and

GUIDELINES 10 AND 11: STORMWATER AND WATER QUALITY

WHEREAS, the application complies with the applicable Intents and applicable Policies 3, 6, 7, 10 and 11 of Guideline 10 and applicable Intents and applicable Policies 3 and 5 of Guideline 11 because, as usual, stormwater will need to be accommodated on site, thus there will be detention provided, either an open basin or via vault storage; the normal requirement is that post-development peak rates of stormwater run-off may not exceed pre-development peak rates; also, MSD now has soil erosion and sediment control plus water quality ordinances that must be complied with at times of construction plan approval, and they will be; and

GUIDELINE 12: AIR QUALITY

WHEREAS, this application complies with the applicable Intents and the applicable Policies 1, 4, 6, 7, 8 and 9 of this Guideline because as explained above, this being as it is a low traffic-generating use, it will not contribute to air quality problems; instead, especially in this congested area resulting from train delays as explained above, it will tend to help alleviate that problem, as opposed to high traffic generator that that would contribute to same; also, there will be sidewalks along its frontage; and

GUIDELINE 13: LANDSCAPE CHARACTER

WHEREAS, this application complies with the applicable Intent and applicable Policies 1, 2, 4 and 5 of this Guideline because the LDC includes requirements for both interior and perimeter landscaping as well as tree canopy, and all of the other requirements of the LDC in this regard will be met; and

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

NOW, THEREFORE, the Louisville Metro Planning Commission hereby recommends to the City of Lyndon that it rezone the subject property from C-1 to M-1, and it approves the Detailed District Development Plan.

E:\CLIENT FOLDER\Womack, Steve\Warwick Ave\Application\Findings of Fact.doc