



# 26-ZONING-0057

Planning Commission  
Staff Report  
July 16, 2026

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## E Indian Trail Commercial

**Location:** 4107 & 4111 E Indian Trail  
**Applicant:** MHF&O LLC  
**Representative:** Bricker Graydon Wyatt LLP  
**Jurisdiction:** Louisville Metro  
**Council District:** 10 – Josie Raymond  
**Case Manager:** Zack Jones, Planner II

### REQUESTS & RECOMMENDED ACTIONS

1. Change in Zoning from R-4 Single Family Residential to C-2 Commercial
  - Staff finds the request is in keeping with Plan 2040 and recommends the Planning Commission **RECOMMEND** that the Louisville Metro Council **APPROVE** the requested change in zoning.
2. General District Development Plan with Binding Elements
  - Staff finds the justification for the request is adequate and recommends the Planning Commission **APPROVE** the General District Development Plan

### CASE SUMMARY

The subject property is located on E Indian Trail, a minor arterial roadway at this location, near the intersection of Poplar Level Road. The site is currently zoned R-4 Single Family Residential and C-2 Commercial in the Suburban Marketplace Corridor form district on roughly .78 acres. The surrounding land uses are predominantly commercial along E Indian Trail and Poplar Level Road, with the exception of residential zoning to the southeast of the property. The applicant is proposing to rezone the property to C-2 Commercial in its entirety with only general commercial uses and a general plan identified at this time. The proposal does not include exterior alterations to the structure(s) or site as part of this development. While the applicant owns the property directly to the west, staff notes that property is presently zoned C-2 and not part of this development plan.

### TECHNICAL REVIEW

- Comprehensive Plan 2040
- Land Development Code (Louisville Metro 2025)
- MSD has provided preliminary approval.
- Transportation Planning has provided preliminary approval.

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**STANDARD OF REVIEW FOR REZONING AND FORM 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 / FORM DISTRICT**

The following is staff's analysis of the proposed rezoning against the Guidelines and Policies of Plan 2040.

***The site is located in the Suburban Marketplace Corridor Form District***

Suburban Marketplace Corridors are generally located along major roadways with well-defined beginning and ending points and established depths along the length of the corridor. The pattern of development is distinguished by a mixture of medium-to high- intensity uses. Accommodations for transit users, bicyclists and pedestrians are encouraged in an effort to attract a variety of users as well as to minimize automobile dependency and traffic congestion. Transit-oriented development and park and ride facilities are encouraged to facilitate the creation of transit nodes throughout the community. Connectivity to nearby uses should be encouraged. Developers should be encouraged to design new commercial development in compact groups of buildings, which use the same curb cut, share parking, have a common freestanding sign identifying the uses and have a common buffering or streetscape plan with respect to any abutting uses of lower density or intensity. This form may include medium to high-density residential uses that are designed to be compatible with both the non-residential uses along the corridor and the lower-density residential uses in adjacent Form Districts. Medium density residential uses may serve as a transition area from lower-to higher-density residential uses and should be encouraged in this form.

Proposed new commercial uses are encouraged to locate within the boundaries of existing corridors. Reuse of locations within existing corridors is preferred over expansion of a corridor. Proposals to expand defined corridors represent significant policy decisions. When considering proposals that result in an extension of suburban marketplace corridors, particular emphasis should be placed on: (a) use or reuse of land within existing corridors; (b) potential for disruption of established residential neighborhoods; and (c) compliance with the site and community design standards of the Land Development Code.

**STAFF FINDING:** The zoning change to C-2 is appropriate at this location, as the proposed rezoning will not constitute a non-residential expansion into an existing residential area, as the subject site is presently at the center of activity center located at E Indian Trail and Poplar Level Road. There will be minimal or no displacement of residents, no loss of affordable housing units, and the use is unlikely to

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negatively burden existing transportation infrastructure. The subject site is located in an existing commercial corridor on E Indian Trail, a minor arterial roadway, and Poplar Level Road, a major arterial roadway. The site is in the Suburban Marketplace Corridor form and the proposed zone is overall compatible with the existing uses in the form as well as the immediate area.

The proposed zoning district is generally in compliance with the plan elements and CHASE principles of Plan 2040. All other agency comments should be addressed to demonstrate compliance with the remaining Goals, Objectives and Policies of Plan 2040.

A checklist is attached to the end of this staff report with a more detailed analysis. The Louisville Metro Planning Commission is charged with making a recommendation to the Louisville Metro Council regarding the appropriateness of this zoning map amendment. The Louisville Metro Council has zoning authority over the property in question.

All other agency comments should be addressed to demonstrate compliance with the remaining Guidelines and Policies of Plan 2040.

The Louisville Metro Planning Commission is charged with making a recommendation to the Louisville Metro Council regarding the appropriateness of this zoning map amendment. The Louisville Metro Council has zoning authority over the property in question.

#### **STANDARD OF REVIEW AND STAFF ANALYSIS FOR GENERAL DISTRICT DEVELOPMENT PLAN AND BINDING ELEMENTS**

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

**STAFF FINDING:** There do not appear to be any environmental constraints or historic resources on the subject site including living vegetation, steep slopes, water courses, flood plains, etc. Tree canopy requirements of the Land Development Code will be provided on the subject site in compliance with Land Development Code requirements.

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

**STAFF FINDING:** Provisions for safe and efficient vehicular and pedestrian transportation within and around the development, and Metro Public Works preliminarily approved the preliminary development plan. Right-of-way is noted on the plan to be dedicated at the time a Detailed District Development Plan is filed on site.

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

**STAFF FINDING:** The site is proposed to presently provide the same amount of open as is currently existing on the site. Any further development of the site will have to comply with Land Development Code requirements for buffers and tree canopy on site.

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

**STAFF FINDING:** The Metropolitan Sewer District has provided preliminary approval for the plan and has not conveyed any concerns with the proposal.

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

**STAFF FINDING:** The overall site design and land uses are compatible with the existing and future development of the area. Additional landscape buffering and screening may be provided to screen adjacent properties upon further development and a Detailed District Development Plan, specifically for adjacent Vehicle Use Areas. The overall site design is generally compatible with the existing sites in the vicinity, including the complementary facilities on the same side of E Indian Trail in the immediate vicinity.

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

**STAFF FINDING:** The development plan generally conforms to the applicable guidelines and policies of the Comprehensive Plan and to requirements of the Land Development Code. The proposal is complementary to the existing facilities surrounding the area and could allow development in the future that complies with the non-residential and mixed-use intent of the form districts and comprehensive plan.

## **REQUIRED ACTIONS**

- **RECOMMEND** that the Louisville Metro Council **APPROVE** or **DENY** the **Change in Zoning** from R-4 Single Family Residential to M-2 Industrial
- **APPROVE** or **DENY** the **General District Development Plan** subject to proposed binding elements

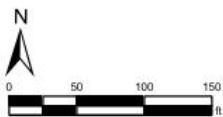
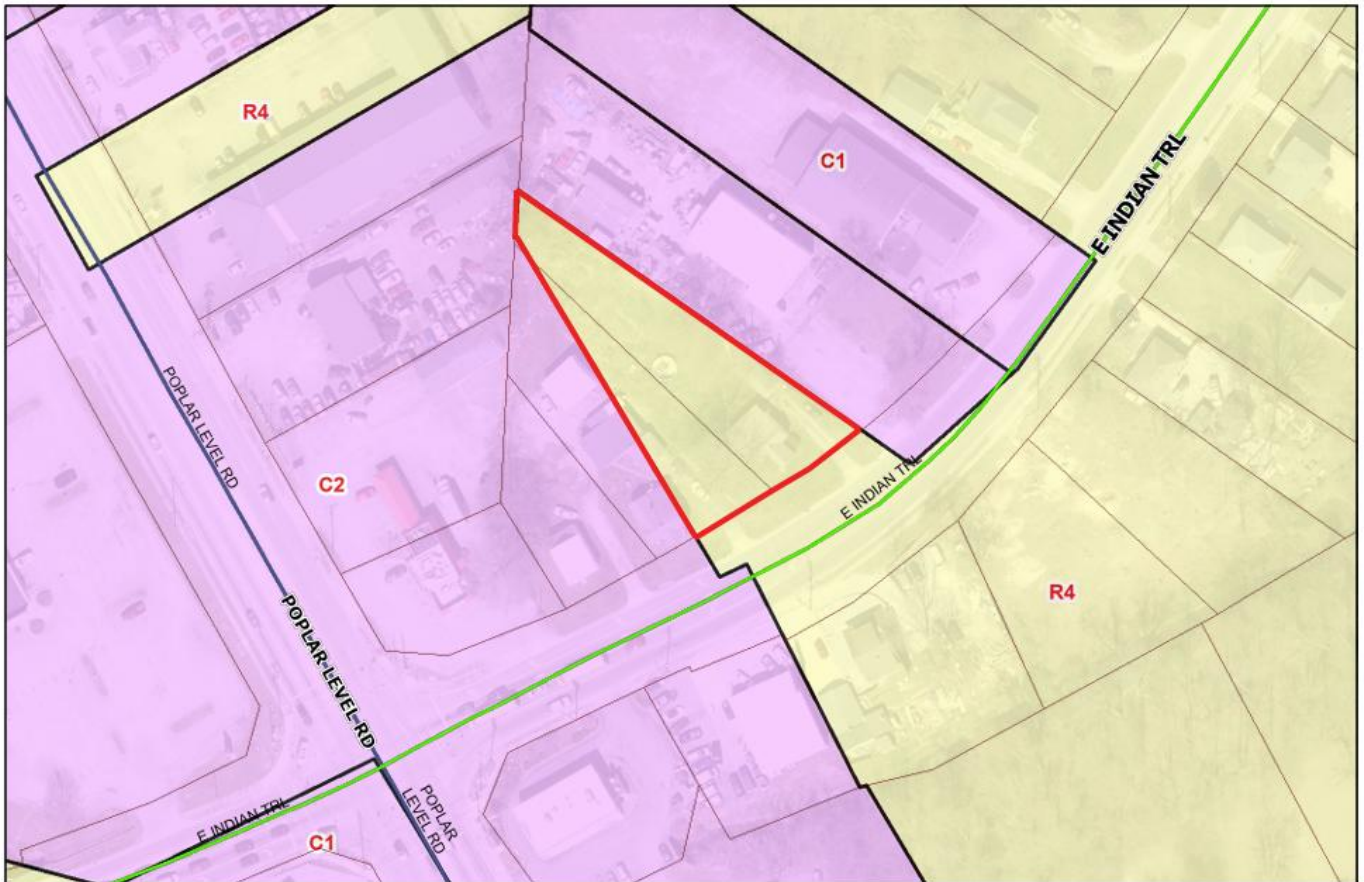
**NOTIFICATION**

<b>DATE</b>	<b>PURPOSE OF NOTICE</b>	<b>RECIPIENTS</b>
7/1/2026	Planning Commission Public Hearing	1st and 2nd tier adjoining property owners and current residents; Registered Neighborhood Groups in Council District 10
6/30/2026	Planning Commission Public Hearing	Sign Posting on Property
7/1/2026	Planning Commission Public Hearing	Legal Advertisement in the Courier-Journal

**ATTACHMENTS**

1. Zoning Map
2. Aerial Photograph
3. Plan 2040 Checklist
4. Proposed Binding Elements

1. ZONING MAP

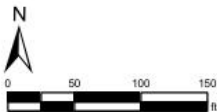


Thursday, July 2, 2026 | 10:50 AM



This map is not a legal document and should only be used for general reference and identification.

2. AERIAL MAP



Thursday, July 2, 2026 | 10:51 AM



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**3. STAFF PLAN 2040 CHECKLIST**

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

Suburban Marketplace Corridor: Non-Residential

Plan 2040 Plan Elements/Staff Analysis	
1	<p><b><u>Community Form: Goal 1, Policy 6.</u></b> 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> <p>✓ <b><u>Staff Analysis:</u></b> The proposal would not constitute a non-residential expansion into an existing residential area as this property is entirely surround by commercial zoning on the north and southwest side of E Indian Trail. While there are residential uses in the vicinity, the site is located along E Indian Trail in a commercial corridor. Displacement of existing residents would be minimal, if any. The proposed zone would not create negative burdens as it relates to traffic, parking, lighting, and stormwater.</p>
2	<p><b><u>Community Form: Goal 1, Policy 7.</u></b> 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> <p>✓ <b><u>Staff Analysis:</u></b> The site is located on E Indian Trail, a minor arterial roadway. There is access to transit very near this location.</p>
3	<p><b><u>Community Form: Goal 1, Policy 8.</u></b> 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> <p><b>N/A</b> <b><u>Staff Analysis:</u></b> The proposal is not for industrial zoning.</p>
4	<p><b><u>Community Form: Goal 1, Policy 15.</u></b> When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.</p> <p>✓ <b><u>Staff Analysis:</u></b> The proposal would not permit hazardous uses, and uses with air, noise and light emissions must comply with code restrictions, and shouldn't disproportionately impact disadvantaged populations.</p>
5	<p><b><u>Community Form: Goal 1, Policy 16.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The proposed zoning district would not permit uses generating noxious odors, particulates or emissions, and should not create disparate impacts for populations disproportionately affected.</p>

Plan 2040 Plan Elements/Staff Analysis	
6	<p><b>Community Form: Goal 1, Policy 17.</b> Mitigate adverse impacts of traffic from proposed development on nearby existing communities.</p> <p>✓ <b>Staff Analysis:</b> Primary access to the site is via E Indian Trail, a minor arterial roadway with access to transit at this location. This should not disparately impact existing communities.</p>
7	<p><b>Community Form: Goal 1, Policy 18.</b> Mitigate adverse impacts of noise from proposed development on existing communities.</p> <p>✓ <b>Staff Analysis:</b> This proposal should not adversely impact the majority of the surrounding commercially zoned area, and the proposed zone should not create adverse impact from noise on the community.</p>
8	<p><b>Community Form: Goal 1, Policy 21.</b> 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.</p> <p>N/A <b>Staff Analysis:</b> The proposed zoning district would not permit industries which handle hazardous or flammable materials, or which are similar in use to junkyards, landfills or quarries.</p>
9	<p><b>Community Form: Goal 2, Policy 1.</b> 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.</p> <p>✓ <b>Staff Analysis:</b> The site is located on E Indian Trail, a minor arterial roadway with access to transit at this location, and within an existing marketplace corridor form.</p>
10	<p><b>Community Form: Goal 2, Policy 5.</b> Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it.</p> <p>✓ <b>Staff Analysis:</b> The site is located on E Indian Trail, a minor arterial roadway with access to transit at this location, and within an existing traditional marketplace corridor form.</p>
11	<p><b>Community Form: Goal 2, Policy 6.</b> Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.</p> <p>✓ <b>Staff Analysis:</b> The proposed zoning could encourage a more compact pattern of development in the suburban marketplace corridor.</p>
12	<p><b>Community Form: Goal 2, Policy 7.</b> 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.</p> <p>✓ <b>Staff Analysis:</b> The site is located on an existing transit route and in a suburban marketplace corridor.</p>
13	<p><b>Community Form: Goal 2, Policy 8.</b> Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.</p> <p>✓ <b>Staff Analysis:</b> The proposed zoning could permit residential and office uses above retail.</p>
14	<p><b>Community Form: Goal 2, Policy 9.</b> Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.</p> <p>✓ <b>Staff Analysis:</b> The proposal indicates the re-use or preservation of the existing structures on site.</p>
15	<p><b>Community Form: Goal 2, Policy 10.</b> 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.</p> <p>N/A <b>Staff Analysis:</b> The proposed site is currently an improved site with structures and therefore would not see the development of an existing outlot.</p>
16	<p><b>Community Form: Goal 3, Policy 9.</b> 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.</p>

Plan 2040 Plan Elements/Staff Analysis	
✓	<b>Staff Analysis:</b> No natural features are evident on the site and the development should not disturb natural systems on site.
17	<b>Community Form: Goal 3, Policy 10.</b> 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.
✓	<b>Staff Analysis:</b> No wet or highly permeable soils, or severe, steep or unstable slopes are evident on the site.
18	<b>Community Form: Goal 3, Policy 11.</b> 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.
N/A	<b>Staff Analysis:</b> The site is not located within the Ohio River Corridor.
19	<b>Community Form: Goal 3, Policy 12.</b> 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.
✓	<b>Staff Analysis:</b> The site is not located in a flood-prone area or on karst terrain.
20	<b>Community Form: Goal 4, Policy 1.</b> 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.
✓	<b>Staff Analysis:</b> Historic Preservation has preliminarily approved the proposal.
21	<b>Community Form: Goal 4, Policy 2.</b> Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.
✓	<b>Staff Analysis:</b> Historic Preservation has preliminarily approved the proposal.
22	<b>Mobility: Goal 1, Policy 4.</b> 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.
✓	<b>Staff Analysis:</b> The site is located within an existing marketplace corridor and along a transit route.
23	<b>Mobility: Goal 3, Policy 1.</b> 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.
✓	<b>Staff Analysis:</b> The proposed zoning could permit a mix of complementary neighborhood-serving businesses and services.
24	<b>Mobility: Goal 3, Policy 2.</b> 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.
✓	<b>Staff Analysis:</b> The site is easily accessible by car and transit. Development of the site with the proposed zoning could provide access for pedestrians and people with disabilities to Poplar Level Road. The proposed zoning would encourage a mixture of compatible land uses.
25	<b>Mobility: Goal 3, Policy 3.</b> 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.
✓	<b>Staff Analysis:</b> The site is in close proximity to a transit route and development of the site would provide.

<b>Plan 2040 Plan Elements/Staff Analysis</b>	
26	<p><b><u>Mobility: Goal 3, Policy 4.</u></b> Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following: 4.1. nodal connections identified by Move Louisville; 4.2. impact on freight routes; 4.3. time of operation of facilities; 4.4. safety; 4.5. appropriate linkages between neighborhoods and employment; and 4.6. the potential for reducing travel times and vehicle miles traveled.</p> <p>✓ <b><u>Staff Analysis:</u></b> Transportation Planning has preliminarily approved the proposal.</p>
27	<p><b><u>Mobility: Goal 3, Policy 5.</u></b> 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> <p>✓ <b><u>Staff Analysis:</u></b> Transportation Planning has preliminarily approved the proposal.</p>
28	<p><b><u>Mobility: Goal 3, Policy 6.</u></b> 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> <p>✓ <b><u>Staff Analysis:</u></b> Transportation Planning has preliminarily approved the proposal. Right of way will be dedicated upon submittal of a Detailed District Development Plan.</p>
29	<p><b><u>Mobility: Goal 3, Policy 9.</u></b> 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> <p>✓ <b><u>Staff Analysis:</u></b> Transportation Planning has preliminarily approved the proposal. Right of way will be dedicated upon submittal of a Detailed District Development Plan.</p>
30	<p><b><u>Mobility: Goal 3, Policy 10.</u></b> Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.</p> <p>✓ <b><u>Staff Analysis:</u></b> Transportation Planning has preliminarily approved the proposal.</p>
31	<p><b><u>Community Facilities: Goal 2, Policy 1.</u></b> Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.</p> <p>✓ <b><u>Staff Analysis:</u></b> The relevant utilities have not identified any concerns related to the proposal.</p>
32	<p><b><u>Community Facilities: Goal 2, Policy 2.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> Louisville Water Company has not identified concerns related to the proposal.</p>
33	<p><b><u>Community Facilities: Goal 2, Policy 3.</u></b> 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).</p> <p>✓ <b><u>Staff Analysis:</u></b> MSD has preliminarily approved the proposal.</p>
34	<p><b><u>Economic Development: Goal 1, Policy 2.</u></b> Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.</p> <p>N/A <b><u>Staff Analysis:</u></b> The proposal is not for industrial zoning.</p>
35	<p><b><u>Economic Development: Goal 1, Policy 3.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The site is located on E Indian Trail, a minor arterial roadway with access to transit at this location, and near the intersection of Poplar Level Road.</p>

Plan 2040 Plan Elements/Staff Analysis	
36	<p><b><u>Economic Development: Goal 1, Policy 4.</u></b> 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.</p> <p><b>N/A</b> <b><u>Staff Analysis:</u></b> The proposal is not for industrial zoning. The site is not near the airport or the Ohio River.</p>
37	<p><b><u>Economic Development: Goal 1, Policy 5.</u></b> Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions.</p> <p><b>N/A</b> <b><u>Staff Analysis:</u></b> The proposal is not for industrial zoning.</p>
38	<p><b><u>Livability: Goal 1, Policy 17.</u></b> 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.</p> <p><b>N/A</b> <b><u>Staff Analysis:</u></b> The site does not appear to be located on karst terrain.</p>
39	<p><b><u>Livability: Goal 1, Policy 21.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The site is not located in the floodplain.</p>
40	<p><b><u>Livability: Goal 1, Policy 24.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The site is not located in the floodplain.</p>
41	<p><b><u>Housing: Goal 1, Policy 2.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The proposed zoning could support aging in place and creating housing for older adults.</p>
42	<p><b><u>Housing: Goal 2, Policy 1.</u></b> Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area.</p> <p>✓ <b><u>Staff Analysis:</u></b> The proposed zoning could permit inter-generational mixed-income and mixed-use development. The site is accessible to the neighborhood and surrounding area.</p>
43	<p><b><u>Housing: Goal 2, Policy 2.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The site is located on E Indian Trail, a minor arterial roadway and transit corridor at this location. The proposed zoning district would permit housing.</p>
44	<p><b><u>Housing: Goal 3, Policy 2.</u></b> As neighborhoods evolve, discourage displacement of existing residents from their community.</p> <p>✓ <b><u>Staff Analysis:</u></b> Displacements of residents, if any, would be minimal as it relates to the proposal.</p>
45	<p><b><u>Housing: Goal 3, Policy 3.</u></b> 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.</p> <p>✓ <b><u>Staff Analysis:</u></b> The proposed zoning district could permit innovative methods of housing.</p>

**4. PROPOSED GENERAL PLAN BINDING ELEMENTS**

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.
2. Prior to development (includes clearing and grading) of each site or phase of this project, the applicant, developer, or property owner shall obtain approval of a Detailed District Development Plan in accordance with Chapter 11, Part 6. Each plan shall be in adequate detail and subject to additional binding elements.
3. Before any permit (including but not limited to building, parking lot, change of use, site disturbance, alteration permit or demolition permit is requested:
  - a. The development plan must receive full construction approval from Construction Review, Louisville Metro Public Works and the Metropolitan Sewer District. .
  - b. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a building permit. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
4. The applicant, developer, or property owner shall provide copies of these binding elements to tenants, purchasers, contractors, subcontractors and other parties engaged in development of this site and shall advise them of the content of these binding elements. These binding elements shall run with the land and the owner of the property and occupant of the property shall at all times be responsible for compliance with these binding elements. At all times during development of the site, the applicant and developer, their heirs, successors; and assignees, contractors, subcontractors, and other parties engaged in development of the site, shall be responsible for compliance with these binding elements.
5. Tree clearing and site grading for individual lots in the development shall be permitted only in accordance with approved Detailed District Development Plans for each section of the development, except for as needed to install roadways and utility equipment.
6. Right-of-way to be dedicated along E Indian Trail as required by Public Works will be provided at the time of approval of a Detailed District Development Plan.