

# Planning Commission

## Staff Report

April 13, 2023



<b>Case No:</b>	22-ZONE-0098
<b>Project Name:</b>	Xebec Tucker Station
<b>Location:</b>	1525 - 1711 Tucker Station Road, 12850 & 1704 S Pope Lick Road, Parcel ID 367200070000
<b>Owner(s):</b>	Mark & Sandra Holloway, William Gary Holloway, LRH Family LLC, Lois R Holloway Revocable Trust, Brian & Annette Whitcomb, HHOP Partners LLC
<b>Applicant:</b>	Xebec Pursuits LLC
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	11 – Kevin Kramer
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

### REQUESTS

- **Change in zoning** from R-4 Single Family Residential to PEC Planned Employment Center
- **Waiver:** from 10.2.4.B.8 to permit encroachment into a required LBA by a drive aisle, and to waive the required plantings in the area of encroachment (22-WAIVER-0118)
- **Detailed District Development Plan/Major Preliminary Subdivision** with Binding Elements

### CASE SUMMARY/BACKGROUND

The subject site is located at the intersection of Tucker Station Road with S Pope Lick Road and consists of ten contiguous parcels and a portion of an eleventh parcel. The site is partially undeveloped and partially developed with single-family residences, which are not proposed to be preserved. The applicant proposes to rezone the property in order to construct a warehouse development with associated loading areas, trailer storage, and parking. Pope Lick runs through the site to the east.

Industrial and commercial uses generally abut the site to the south, within the Blankenbaker Station II development. Commercial uses, single-family residential and multi-family residential are located across Tucker Station Road and S Pope Lick Road to the north. Large-lot single-family and agricultural uses are located to the east and west. A small lake is located to the south-west of the site.

### STAFF FINDING

Staff finds that the proposed zoning change meets the guidelines of the Comprehensive Plan. The waiver is adequately justified and meets the standard of review. The site plan meets the requirements of the Land Development Code with the exception of the requested waiver, and generally meets the guidelines of the Comprehensive Plan.

### TECHNICAL REVIEW

Plan 2040

Land Development Code (Louisville Metro)

MSD and Transportation Planning have provided preliminary approval of the proposal.

## **INTERESTED PARTY COMMENTS**

Eleven interested party emails were received by staff in opposition to the request. Additionally, attorney Nick Pregliasco, representing the Blankenbaker Station Community Association, has requested answers to numerous questions in a letter received after the public hearing date was set at the last Land Development and Transportation Committee meeting.

## **STANDARD OF REVIEW FOR REZONING**

Criteria for granting the proposed form district change/rezoning: KRS Chapter 100.213

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

## **STAFF ANALYSIS FOR CHANGE IN ZONING**

The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

Following is staff's analysis of the proposed rezoning against the Goals, Objectives and Policies of Plan 2040.

The proposed PEC zoning district is appropriate for a Suburban Workplace form. Suburban Workplace form districts are areas of industrial or anticipated industrial development. The subject site is comprised of large lots previously used for agricultural purposes, and is located adjacent to existing industrial development. Industrial zoning and uses are appropriate for the site as a result.

The site will have access to Plantside Drive via Schutte Station Place. Plantside Drive is a minor arterial and has a TARC circulator route. This connection allows for heavier traffic to be routed to Blankenbaker Parkway without using the lower-level streets at S Pope Lick Road or Tucker Station Road. This provides the site with appropriate access and connectivity.

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.



#### **STANDARD OF REVIEW AND STAFF ANALYSIS FOR WAIVER OF SECTION 10.2.4.B.8**

- (a) The waiver will not adversely affect adjacent property owners; and

STAFF: The waiver will not adversely affect adjacent property owners as the encroachment is along an internal property line which will not be visible outside the site.

- (b) The waiver will not violate specific guidelines of Plan 2040; and

STAFF: The waiver will not violate specific guidelines of Plan 2040 as Plan 2040 encourages appropriate buffering and transitions between uses that are significantly different in density or intensity. The property line to be buffered is internal to the site, and the uses on both sides of the property line will be similar in intensity.

- (c) The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant; and

STAFF: The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant as the drive aisle is proposed to be shared between the two lots, in order to minimize the number of curb cuts on Tucker Station Road and S Pope Lick Road.

- (d) Either:

(i) The applicant has incorporated other design measures that exceed the minimums of the district and compensate for non-compliance with the requirements to be waived (net beneficial effect); OR

(ii) The strict application of the provisions of the regulation would deprive the applicant of the reasonable use of the land or would create an unnecessary hardship on the applicant.

STAFF: The applicant has incorporated other design measures that exceed the minimums of the district and compensate for non-compliance with the requirements to be waived by placing landscape islands on either side of the drive aisle, which will permit the required buffering to be provided, although it will be outside of the required LBA.

#### **STANDARD OF REVIEW AND STAFF ANALYSIS FOR DDDP**

- (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: The preservation of steep slopes, water courses, and tree canopy will be made on the residual tract proposed to be subdivided off the remainder of the site. The majority of the natural resources on the site are located within the future residual tract.

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

STAFF: Provisions for safe and efficient vehicular and pedestrian transportation within and around the development and the community has been provided, and Metro Public Works has approved the preliminary development plan.

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

STAFF: No open space requirements are pertinent to the request. Required amenity areas are being provided.

- (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: The Metropolitan Sewer District has approved the preliminary development plan and will ensure 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.

- (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: The overall site design is in compliance with existing and planned future development in the area. The proposal would provide industrial development within a Workplace form and adjacent to existing industrial development.

- (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: The development plan conforms to applicable requirements of the Land Development Code and Plan 2040 with the exception of the requested waiver. The site plan generally complies with the policies and guidelines of the Comprehensive Plan.

#### **REQUIRED ACTIONS**

- **RECOMMEND** that Metro Council **APPROVE** or **DENY** the **Change-in-Zoning** from R-4 to PEC
- **APPROVE** or **DENY** the **Waiver**
- **APPROVE** or **DENY** the **Detailed District Development Plan with Binding Elements**

#### **NOTIFICATION**

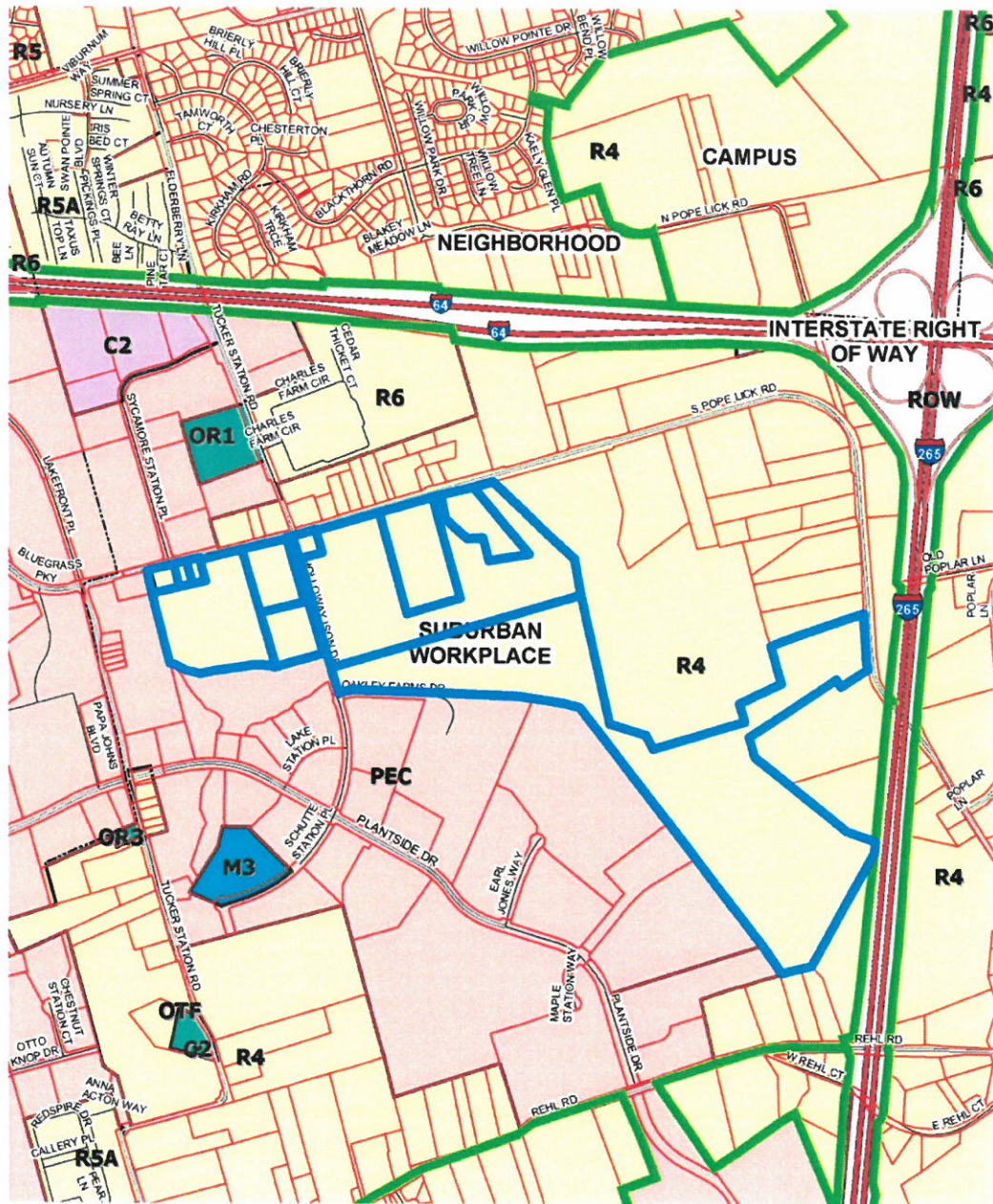
Date	Purpose of Notice	Recipients
12/13/2022	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
05/11/2023	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
05/08/2023	Hearing before PC	Sign Posting on property
05/17/2023	Hearing before PC	Legal Advertisement in the Courier-Journal

#### **ATTACHMENTS**

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



# 1. Zoning Map



**Xebec Tucker Station**

feet



1,100

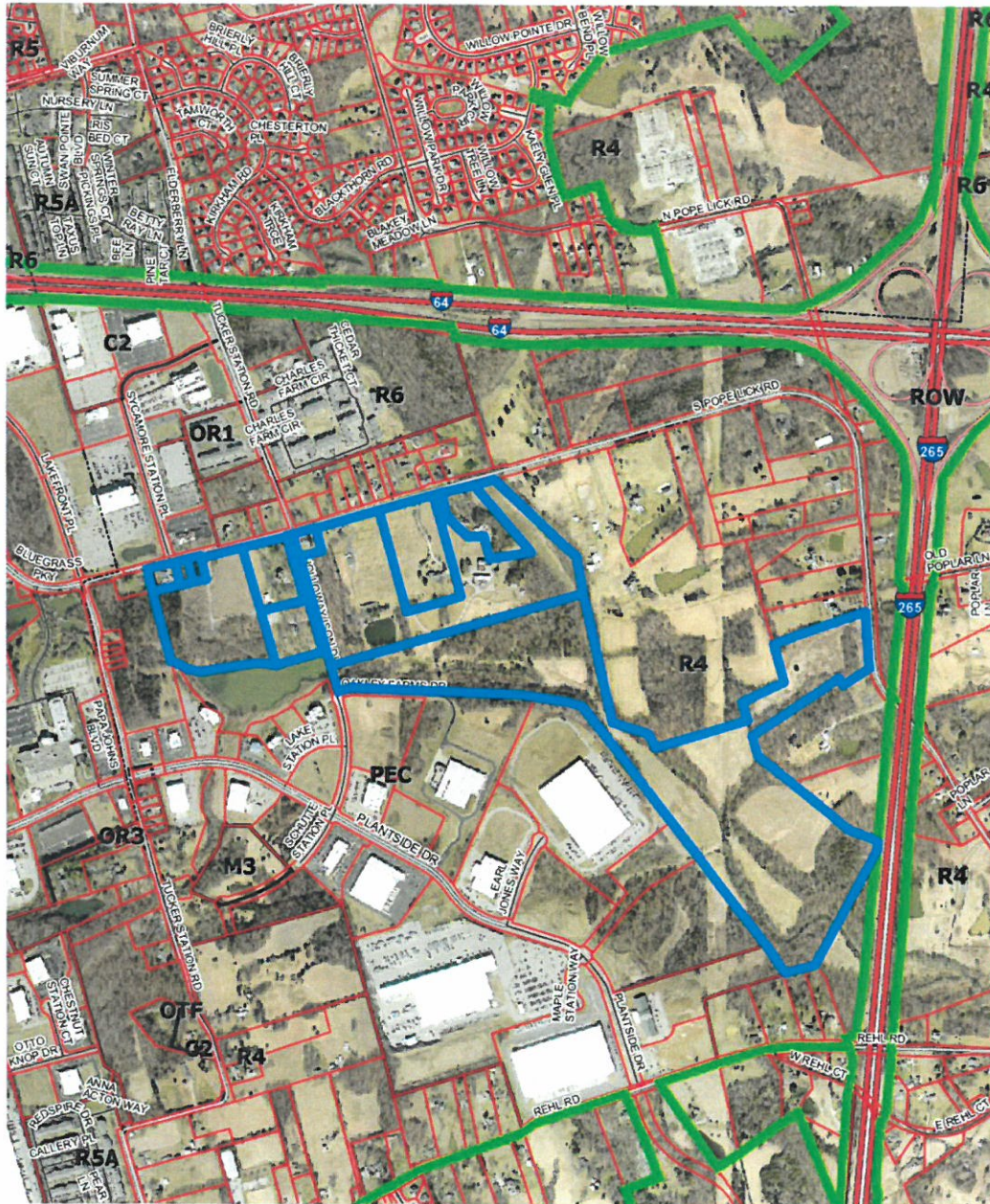
Map Created: 1/4/2023



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COUNTY METROPOLITAN SEWER DISTRICT (MSD),  
LOUISVILLE WATER COMPANY (LWC),  
LOUISVILLE METRO GOVERNMENT and  
JEFFERSON COUNTY PROPERTY VALUATION  
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## 2. Aerial Photograph



**Xebec Tucker Station**

feet



1,100  
Map Created 1/4/2023



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### 3. Staff Plan 2040 Checklist

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

#### Suburban Workplace: Non-Residential

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
1	Community Form: Goal 1	6. Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts may include, but not be limited to, displacement of residents, loss of affordable housing units, traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the Form District and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or non-residential.	✓	The proposal would constitute an expansion of an existing non-residential development to a natural terminus at Tucker Station Road/S Pope Lick Road. Appropriate mitigation will be provided to the residential uses across Tucker Station Road and S Pope Lick Road through setbacks and landscaping.
2	Community Form: Goal 1	7. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned.	✓	The proposal would permit higher density and intensity uses. The site is close to transit along Plantside Drive and would expand an existing employment center.
3	Community Form: Goal 1	8. Encourage industries to locate in workplace Form Districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.	✓	The proposal is for industrial zoning. The site is located in a Workplace form.
4	Community Form: Goal 1	15. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.	✓	The proposed zoning district would permit hazardous uses and uses with air, noise and light emissions. Appropriate mitigation will be provided to the residential uses across Tucker Station Road and S Pope Lick Road through setbacks and landscaping.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
5	Community Form: Goal 1	<b>16.</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.	✓	The proposal would permit uses generating noxious odors, particulates and emissions. The site is separated from the majority of the residential uses nearby by Tucker Station Road/S Pope Lick Road. No schools or parks are located nearby. Appropriate mitigation will be provided to the residential uses across Tucker Station Road and S Pope Lick Road through setbacks and landscaping.
6	Community Form: Goal 1	<b>17.</b> Mitigate adverse impacts of traffic from proposed development on nearby existing communities.	✓	Access to the site is via Tucker Station Road, a primary collector at this location, and S Pope Lick Road, a secondary collector.
7	Community Form: Goal 1	<b>18.</b> Mitigate adverse impacts of noise from proposed development on existing communities.	✓	Appropriate mitigation will be provided to the residential uses across Tucker Station Road and S Pope Lick Road through setbacks and landscaping.
8	Community Form: Goal 1	<b>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.	✓	The proposed zoning district would not permit junkyards, landfills or quarries.
9	Community Form: Goal 2	<b>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.	✓	The site is located adjacent to an existing activity/employment center and would expand the center.
10	Community Form: Goal 2	<b>5.</b> Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it.	✓	The proposal would permit retail development. The site is located adjacent to an existing activity/employment center.
11	Community Form: Goal 2	<b>6.</b> Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.	✓	The proposal would permit a more compact pattern of development.
12	Community Form: Goal 2	<b>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.	✓	The proposed zoning district would permit a mixture of compatible land uses.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
13	Land Use & Development Goal 2: Community Form	8. Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.	NA	The proposed zoning district would not permit residential uses.
14	Community Form: Goal 2	9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.	✓	The proposal would permit new development providing commercial/industrial uses.
15	Community Form: Goal 2	10. Encourage outlot development in underutilized parking lots of existing development to promote utilization of existing infrastructure provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street-level retail with residential units above.	NA	The proposal does not include underutilized parking lots.
16	Community Form: Goal 3	9. Encourage development that respects the natural features of the site through sensitive site design, avoids substantial changes to the topography, and minimizes property damage and environmental degradation resulting from disturbance of natural systems.	✓	The natural features of the site will be preserved to the highest degree possible. Significant tree canopy will be preserved, as well as waterway and water body buffers.
17	Community Form: Goal 3	10. Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation.	✓	Wet and highly permeable soils, and severe, steep or unstable slopes are mostly being preserved on the site.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
18	Community Form: Goal 3	11. Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the goals and objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way.	NA	The site is not located in the Ohio River Corridor.
19	Community Form: Goal 3	12. When reviewing proposed developments consider changes to flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development.	✓	Flood-prone areas and karst terrain are mostly being avoided by the development on the site.
20	Community Form: Goal 4	1. Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, massing, scale, architecture style and placement when located within the impact area of such resources.	✓	No historic assets are evident on the site.
21	Community Form: Goal 4	2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.	✓	No distinctive cultural features are evident on the site.
22	Mobility: Goal 1	4. Encourage higher densities and intensities within or near existing marketplace corridors, existing and future activity centers, and employment centers to support transit-oriented development and an efficient public transportation system.	✓	The site is adjacent to an existing employment center with transit located nearby.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
23	Mobility: Goal 3	2. To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers.	✓	The proposed zoning district would permit a mixture of compatible land uses. The site is easily accessible by car and bicycle, and transit is located nearby. Accessibility by pedestrians and people with disabilities would be improved by the development.
24	Mobility: Goal 3	3. Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices.	✓	Transit is located close to the site. The proposal would encourage higher density mixed-use development.
25	Mobility: Goal 3	4. Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following: 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.	✓	Transportation Planning has approved the proposal.
26	Mobility: Goal 3	5. Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality.	✓	Transportation Planning has approved the proposal.
27	Mobility: Goal 3	6. Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development.	✓	Transportation Planning has approved the proposal.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
28	Mobility: Goal 3	9. When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.	✓	Transportation Planning has approved the proposal.
29	Mobility: Goal 3	10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.	✓	Transportation Planning has approved the proposal.
30	Community Facilities: Goal 2	1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.	✓	The responsible utilities have approved the proposal.
31	Community Facilities: Goal 2	2. Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low-density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water.	✓	Louisville Water Company has approved the proposal.
32	Community Facilities: Goal 2	3. Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by the Metropolitan Sewer District (MSD).	✓	MSD has approved the proposal.
33	Economic Development: Goal 1	1. Limit land uses in workplace Form Districts to compatible uses that meet the needs of the industrial subdivision or workplace district and their employees.	✓	The proposed zoning district would permit land uses compatible with the existing Workplace form.
34	Economic Development: Goal 1	2. Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.	✓	The site is located adjacent to existing industry.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
35	Economic Development: Goal 1	3. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with adequate access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas.	✓	The majority of heavy truck traffic would be routed to Plantside Drive, a minor arterial, via Schutte Station Place.
36	Economic Development: Goal 1	4. Utilize industrial sites near the airport and the Ohio River to support the growth and development of uses whose infrastructure and production needs require such a location or for land uses that support airport-oriented or river-oriented industrial uses.	NA	The site is not located near the airport or the Ohio River.
37	Economic Development: Goal 1	5. Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions.	✓	The site is located adjacent to an existing industrial subdivision and would have access to a minor arterial at Plantside Drive once the access from Schutte Station Place is extended.
38	Livability: Goal 1	17. Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project.	✓	Karst terrain is being mostly avoided by the development.
39	Livability: Goal 1	21. Mitigate negative development impacts to the integrity of the regulatory floodplain by encouraging development patterns that minimize disturbance and consider the increased risk of more frequent flooding events.	✓	Flood-prone areas are being mostly avoided by the development.
40	Livability: Goal 1	24. Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events as well as limits, to the extent possible, floodplain disturbance.	✓	Flood-prone areas are being mostly avoided by the development.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
41	Housing: Goal 1	2. Promote housing options and environments that support aging in place. Encourage housing for older adults and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities.	NA	Housing would not be permitted by the proposed zoning district.
42	Housing: Goal 2	1. Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area.	NA	Housing would not be permitted by the proposed zoning district.
43	Housing: Goal 2	2. Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers.	NA	Housing would not be permitted by the proposed zoning district.
44	Housing: Goal 3	2. As neighborhoods evolve, discourage displacement of existing residents from their community.	✓	No existing residents would be displaced by the proposal.
45	Housing: Goal 3	3. Encourage the use of innovative methods such as clustering, mixed-use developments, co-housing, and accessory apartments to increase the production of fair and affordable housing.	NA	Housing would not be permitted by the proposed zoning district.

#### 4. **Proposed 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. The development shall be in accordance with the approved Preliminary Subdivision Plan. No further subdivision of the land into a greater number of lots than originally approved shall occur without approval of the Planning Commission.
3. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.
4. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the



existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.

5. 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 certificate of occupancy. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
  - c. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved prior to obtaining approval for site disturbance.
  - d. A major subdivision plat creating the lots and roadways as shown on the approved district development plan shall be recorded prior to issuance of any building permits.
  - e. A reciprocal access and crossover easement agreement in a form acceptable to the Planning Commission legal counsel shall be created between the adjoining property owners and recorded. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services prior to obtaining a building permit.
  - f. The materials and design of proposed structures shall be substantially the same as depicted in the rendering as presented at the May 25, 2023 Planning Commission meeting. A copy of the approved rendering is available in the case file on record in the offices of the Louisville Metro Planning Commission.
  - g. The applicant/developer shall construct all road improvements on Tucker Station Road and S Pope Lick Road, shown on the development plan, prior to issuance of the first building permit on the site.
6. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line.
7. No idling of trucks shall take place within 200 feet of residential structures. No overnight idling of trucks shall be permitted on-site.
8. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.
9. 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.
10. The applicant/developer shall contribute a sum not to exceed \$ \_\_\_\_\_ as a sharing of cost for a signal to be erected at the intersection of Tucker Station Road and Bluegrass Parkway. The applicant/developer shall contribute a sum not to exceed \$ \_\_\_\_\_ for a signal to be erected at

the intersection of Tucker Station Road and S Pope Lick Road. Payment of the cost share for both signals shall be made prior to approval of construction plans by Transportation Planning and Public Works.

11. The connection to the existing Schutte Station Place to the south of the site shall be completed prior to issuance of the first certificate of occupancy for the first structure on the site.
12. No construction traffic shall be permitted on S Pope Lick Road. No construction traffic shall be permitted on Tucker Station Road once the Schutte Station Place connection has been completed.
13. Signage shall be placed at all access points to Tucker Station Road and S Pope Lick Road to direct truck traffic to the Schutte Station Place connection.
14. No development, including tree clearance or grading, shall take place on the residual tract, except for the minimum necessary to install or maintain utility services within the marked utility easements. This tract shall be otherwise reserved for tree canopy preservation and preservation of other natural resources.



**Land Development and Transportation  
Committee  
Staff Report  
April 13, 2023**



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**REQUESTS**

- **Change in zoning** from R-4 Single Family Residential to PEC Planned Employment Center
- **Waivers:**
  - #1: from 10.2.4.B.3 to permit an easement to overlap a required Landscape Buffer Area by more than 50% (22-WAIVER-0118)
  - #2: from 10.2.4.B.8 to permit encroachment into a required LBA by a drive aisle, and to waive the required plantings in the area of encroachment (22-WAIVER-0118)
- **Detailed District Development Plan/Major Preliminary Subdivision** with Binding Elements

**CASE SUMMARY/BACKGROUND**

The subject site is located at the intersection of Tucker Station Road with S Pope Lick Road and consists of ten contiguous parcels and a portion of an eleventh parcel. The site is partially undeveloped and partially developed with single-family residences, which are not proposed to be preserved. The applicant proposes to rezone the property in order to construct a warehouse development with associated loading areas, trailer storage, and parking. Pope Lick runs through the site to the east.

Industrial and commercial uses generally abut the site to the south, within the Blankenbaker Station II development. Commercial uses, single-family residential and multi-family residential are located across Tucker Station Road and S Pope Lick Road to the north. Large-lot single-family and agricultural uses are located to the east and west. A small lake is located to the south-west of the site.

This case was previously heard before Land Development and Transportation Committee on January 12, 2023, and was continued to give the applicant an opportunity to address some of the Committee's concerns. It was heard again on February 23<sup>rd</sup>, and again continued for the applicant to address Committee concerns. The applicant's representative has discussed these concerns with PDS and Transportation Planning staff, and the applicant has agreed to some requirements which are now addressed in Binding Elements # 10 – 13. The case was heard again on March 23, 2023, and was continued again in order to address signal warrants and signal contributions. The applicant has now provided additional warrant information.

## **STAFF FINDING**

The proposal is ready for a public hearing date to be set.

## **TECHNICAL REVIEW**

MSD and Transportation Planning have provided preliminary approval of the proposal.

## **INTERESTED PARTY COMMENTS**

Eleven interested party emails were received by staff in opposition to the request.

## **STANDARD OF REVIEW FOR REZONING**

Criteria for granting the proposed form district change/rezoning: KRS Chapter 100.213

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

## **STAFF ANALYSIS FOR CHANGE IN ZONING**

The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

## **REQUIRED ACTIONS**

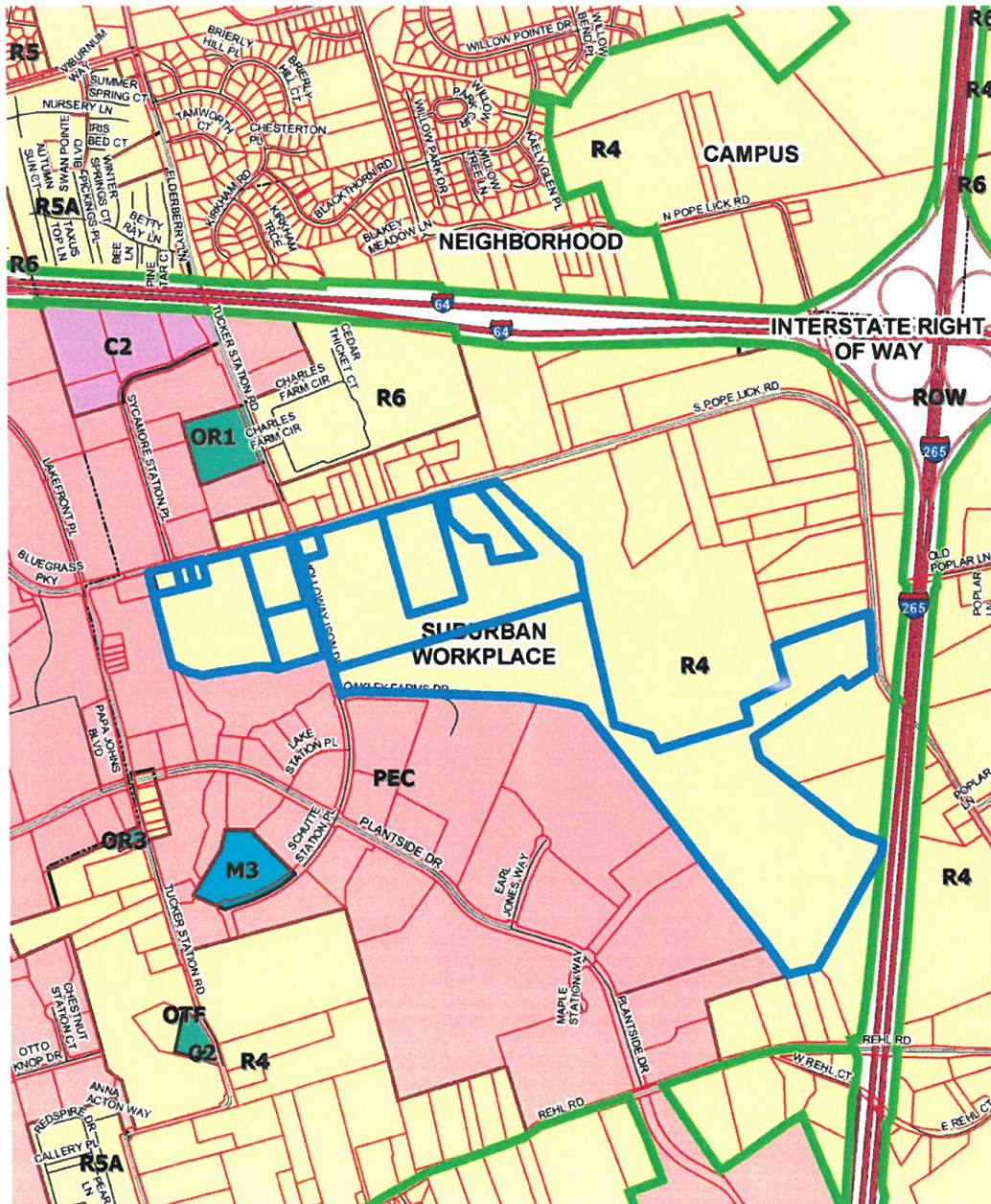
- **Set** the public hearing date.

## **NOTIFICATION**

Date	Purpose of Notice	Recipients
12/13/2022	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal



1. Zoning Map



Xebec Tucker Station

feet



1,100

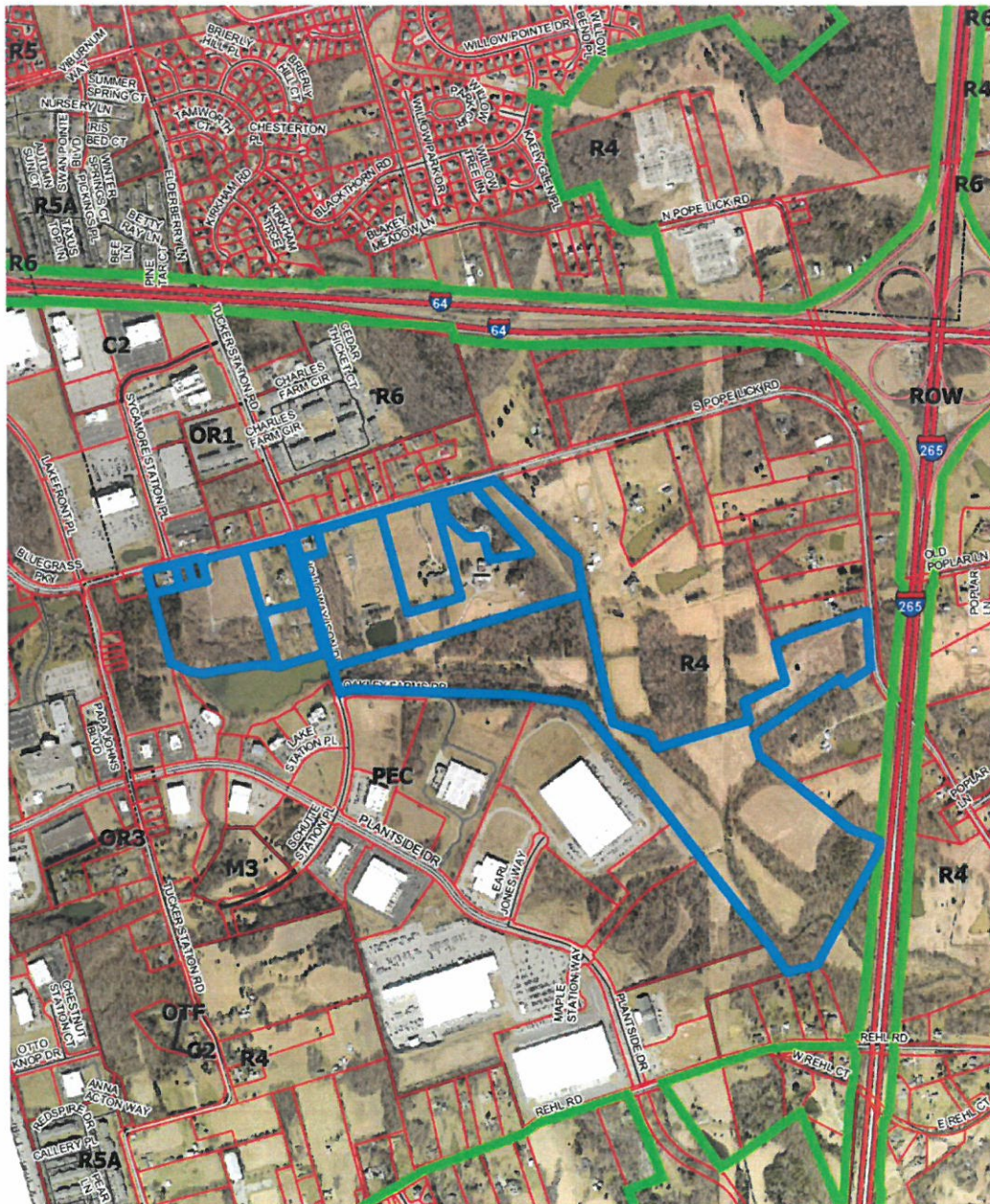
Map Created 1/4/2023



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## 2. Aerial Photograph



**Xebec Tucker Station**  
feet

1,100

Map Created 1/4/2023



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LOUISVILLE METRO GOVERNMENT and  
JEFFERSON COUNTY PROPERTY VALUATION  
ADMINISTRATOR (PVA). All Rights Reserved



### **3. Proposed 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. The development shall be in accordance with the approved Preliminary Subdivision Plan. No further subdivision of the land into a greater number of lots than originally approved shall occur without approval of the Planning Commission.
3. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.
4. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
5. 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 certificate of occupancy. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
  - c. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved prior to obtaining approval for site disturbance.
  - d. A major subdivision plat creating the lots and roadways as shown on the approved district development plan shall be recorded prior to issuance of any building permits.
  - e. A reciprocal access and crossover easement agreement in a form acceptable to the Planning Commission legal counsel shall be created between the adjoining property owners and recorded. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services prior to obtaining a building permit.
  - f. The materials and design of proposed structures shall be substantially the same as depicted in the rendering as presented at the \_\_\_\_\_, 2023 Planning Commission meeting. A copy of the approved rendering is available in the case file on record in the offices of the Louisville Metro Planning Commission.
6. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line.
7. No idling of trucks shall take place within 200 feet of residential structures. No overnight idling of trucks shall be permitted on-site.
8. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring

action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.

9. 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.
10. The applicant/developer shall contribute a prorated sum, not to exceed \$75,000, as a sharing of cost for a signal to be erected at the intersection of Tucker Station Road and Bluegrass Parkway. Payment of the cost share shall be made prior to approval of construction plans by Transportation Planning and Public Works.
11. The connection to the existing Schutte Station Place to the south of the site shall be completed prior to issuance of the first certificate of occupancy for the first structure on the site.
12. No construction traffic shall be permitted on S Pope Lick Road. No construction traffic shall be permitted on Tucker Station Road once the Schutte Station Place connection has been completed.
13. Signage shall be placed at all access points to Tucker Station Road and S Pope Lick Road to direct truck traffic to the Schutte Station Place connection.



# Land Development and Transportation Committee Staff Report March 23, 2023



<b>Case No:</b>	22-ZONE-0098
<b>Project Name:</b>	Xebec Tucker Station
<b>Location:</b>	1525 - 1711 Tucker Station Road, 12850 & 1704 S Pope Lick Road, Parcel ID 367200070000
<b>Owner(s):</b>	Mark & Sandra Holloway, William Gary Holloway, LRH Family LLC, Lois R Holloway Revocable Trust, Brian & Annette Whitcomb, HHOP Partners LLC,
<b>Applicant:</b>	Xebec Pursuits LLC
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	11 – Kevin Kramer
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

## REQUESTS

- **Change in zoning** from R-4 Single Family Residential to PEC Planned Employment Center
- **Waivers:**
  - #1: from 10.2.4.B.3 to permit an easement to overlap a required Landscape Buffer Area by more than 50% (22-WAIVER-0118)
  - #2: from 10.2.4.B.8 to permit encroachment into a required LBA by a drive aisle, and to waive the required plantings in the area of encroachment (22-WAIVER-0118)
- **Detailed District Development Plan/Major Preliminary Subdivision** with Binding Elements

## CASE SUMMARY/BACKGROUND

The subject site is located at the intersection of Tucker Station Road with S Pope Lick Road and consists of ten contiguous parcels and a portion of an eleventh parcel. The site is partially undeveloped and partially developed with single-family residences, which are not proposed to be preserved. The applicant proposes to rezone the property in order to construct a warehouse development with associated loading areas, trailer storage, and parking. Pope Lick runs through the site to the east.

Industrial and commercial uses generally abut the site to the south, within the Blankenbaker Station II development. Commercial uses, single-family residential and multi-family residential are located across Tucker Station Road and S Pope Lick Road to the north. Large-lot single-family and agricultural uses are located to the east and west. A small lake is located to the south-west of the site.

This case was previously heard before Land Development and Transportation Committee on January 12, 2023, and was continued to give the applicant an opportunity to address some of the Committee's concerns. It was heard again on February 23<sup>rd</sup>, and again continued for the applicant to address Committee concerns. These concerns included the timing of a connection with Schutte Station Place to the south of the site, traffic signal contributions, construction traffic on Tucker Station Road, and a potential roundabout. The applicant's representative has discussed these concerns with PDS and Transportation Planning staff, and the applicant has agreed to some requirements which are now addressed in Binding Elements # 10 – 13.

## **STAFF FINDING**

The proposal is ready for a public hearing date to be set.

## **TECHNICAL REVIEW**

MSD and Transportation Planning have provided preliminary approval of the proposal.

## **INTERESTED PARTY COMMENTS**

Eleven interested party emails were received by staff in opposition to the request.

## **STANDARD OF REVIEW FOR REZONING**

Criteria for granting the proposed form district change/rezoning: KRS Chapter 100.213

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

## **STAFF ANALYSIS FOR CHANGE IN ZONING**

The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

## **REQUIRED ACTIONS**

- **Set** the public hearing date.

## **NOTIFICATION**

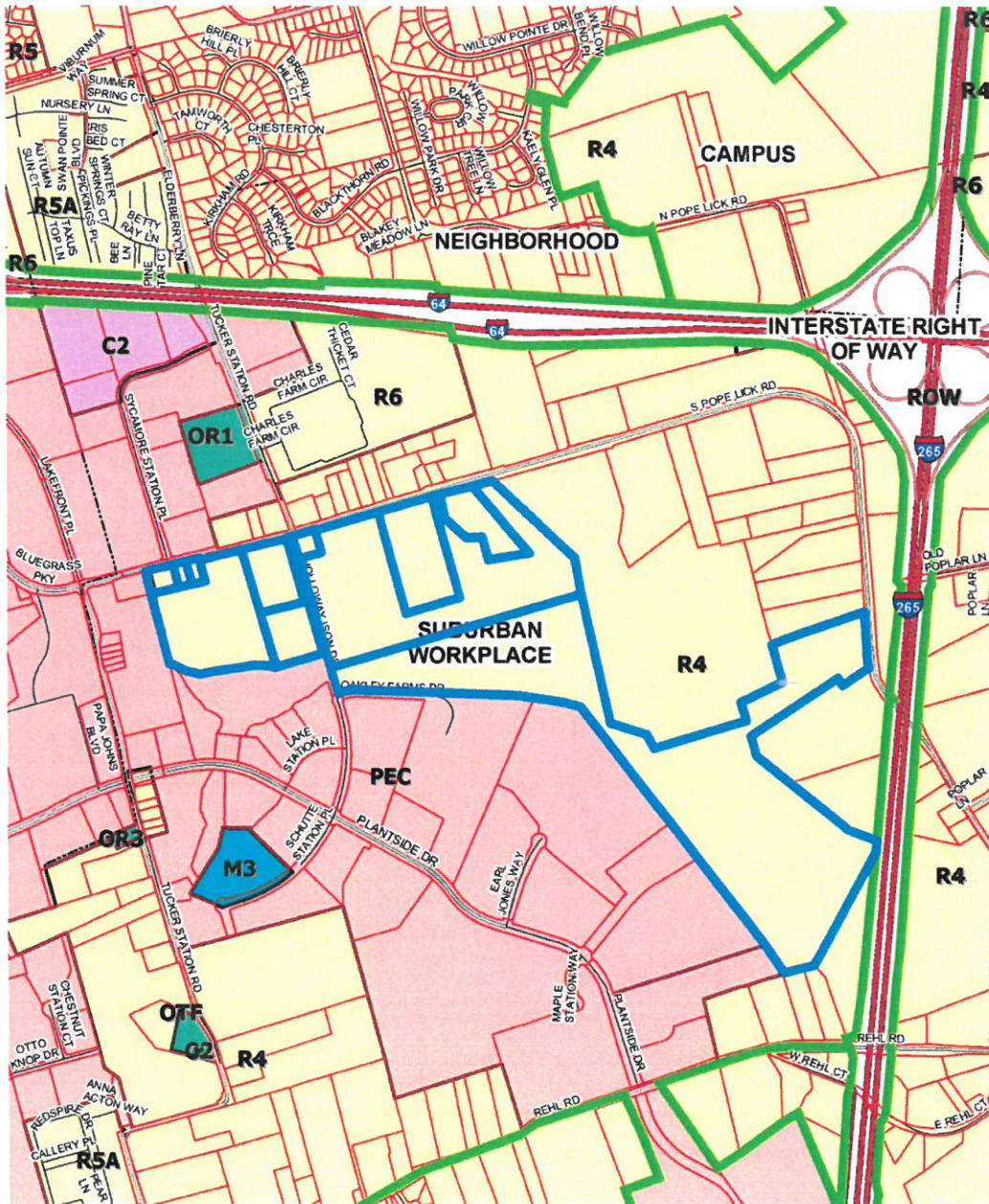
Date	Purpose of Notice	Recipients
12/13/2022	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal



## **ATTACHMENTS**

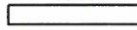
1. Zoning Map
2. Aerial Photograph
3. Proposed Binding Elements

1. Zoning Map



Xebec Tucker Station

feet



1,100

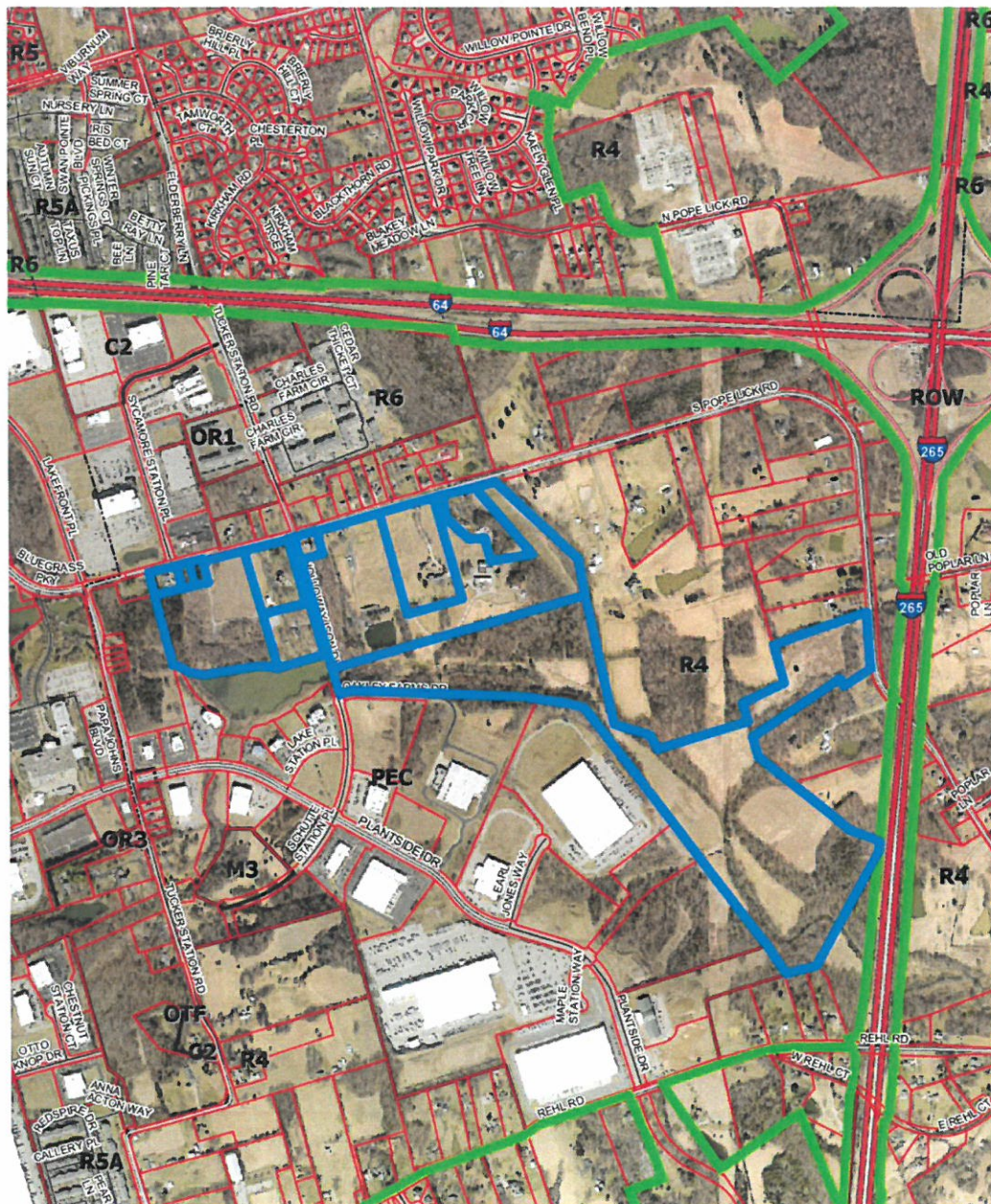
Map Created: 1/4/2023



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JEFFERSON COUNTY PROPERTY VALUATION  
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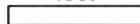


## 2. Aerial Photograph



**Xebec Tucker Station**

feet



1,100

Map Created 1/4/2023



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### **3. Proposed Binding Elements**

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3. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.
4. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
5. 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 certificate of occupancy. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
  - c. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved prior to obtaining approval for site disturbance.
  - d. A major subdivision plat creating the lots and roadways as shown on the approved district development plan shall be recorded prior to issuance of any building permits.
  - e. A reciprocal access and crossover easement agreement in a form acceptable to the Planning Commission legal counsel shall be created between the adjoining property owners and recorded. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services prior to obtaining a building permit.
  - f. The materials and design of proposed structures shall be substantially the same as depicted in the rendering as presented at the \_\_\_\_\_, 2023 Planning Commission meeting. A copy of the approved rendering is available in the case file on record in the offices of the Louisville Metro Planning Commission.
6. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line.
7. No idling of trucks shall take place within 200 feet of residential structures. No overnight idling of trucks shall be permitted on-site.
8. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring



action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.

9. 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.
10. The applicant/developer shall contribute a prorated sum, not to exceed \$75,000, as a sharing of cost for a signal to be erected at the intersection of Tucker Station Road and Bluegrass Parkway. Payment of the cost share shall be made prior to approval of construction plans by Transportation Planning and Public Works.
11. The connection to the existing Schutte Station Place to the south of the site shall be completed prior to issuance of the first certificate of occupancy for the first structure on the site.
12. No construction traffic shall be permitted on S Pope Lick Road. No construction traffic shall be permitted on Tucker Station Road once the Schutte Station Place connection has been completed.
13. Signage shall be placed at all access points to Tucker Station Road and S Pope Lick Road to direct truck traffic to the Schutte Station Place connection.

**Land Development and Transportation  
Committee  
Staff Report  
February 23, 2023**



<b>Case No:</b>	22-ZONE-0098
<b>Project Name:</b>	Xebec Tucker Station
<b>Location:</b>	1525 - 1711 Tucker Station Road, 12850 & 1704 S Pope Lick Road, Parcel ID 367200070000
<b>Owner(s):</b>	Mark & Sandra Holloway, William Gary Holloway, LRH Family LLC, Lois R Holloway Revocable Trust, Brian & Annette Whitcomb, HHOP Partners LLC,
<b>Applicant:</b>	Xebec Pursuits LLC
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	11 – Kevin Kramer
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

**REQUESTS**

- **Change in zoning** from R-4 Single Family Residential to PEC Planned Employment Center
- **Waivers:**
  - #1: from 10.2.4.B.3 to permit an easement to overlap a required Landscape Buffer Area by more than 50% (22-WAIVER-0118)
  - #2: from 10.2.4.B.8 to permit encroachment into a required LBA by a drive aisle, and to waive the required plantings in the area of encroachment (22-WAIVER-0118)
- **Detailed District Development Plan/Major Preliminary Subdivision** with Binding Elements

**CASE SUMMARY/BACKGROUND**

The subject site is located at the intersection of Tucker Station Road with S Pope Lick Road and consists of ten contiguous parcels and a portion of an eleventh parcel. The site is partially undeveloped and partially developed with single-family residences, which are not proposed to be preserved. The applicant proposes to rezone the property in order to construct a warehouse development with associated loading areas, trailer storage, and parking. Pope Lick runs through the site to the east.

Industrial and commercial uses generally abut the site to the south, within the Blankenbaker Station II development. Commercial uses, single-family residential and multi-family residential are located across Tucker Station Road and S Pope Lick Road to the north. Large-lot single-family and agricultural uses are located to the east and west. A small lake is located to the south-west of the site.

This case was previously heard before Land Development and Transportation Committee on January 12, 2023, and was continued to give the applicant an opportunity to address some of the Committee's concerns. Those concerns included the traffic impact, a direct connection to Schutte Station Place, and a binding element concerning a contribution toward a traffic signal at either the intersection of Bluegrass Parkway and Tucker Station Road, or the intersection of S Pope Lick Road and Tucker Station Road.

**STAFF FINDING**

The proposal is ready for a public hearing date to be set.



## **TECHNICAL REVIEW**

MSD and Transportation Planning have provided preliminary approval of the proposal.

## **INTERESTED PARTY COMMENTS**

Seven interested party emails were received by staff in opposition to the request.

## **STANDARD OF REVIEW FOR REZONING**

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
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## **STAFF ANALYSIS FOR CHANGE IN ZONING**

The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

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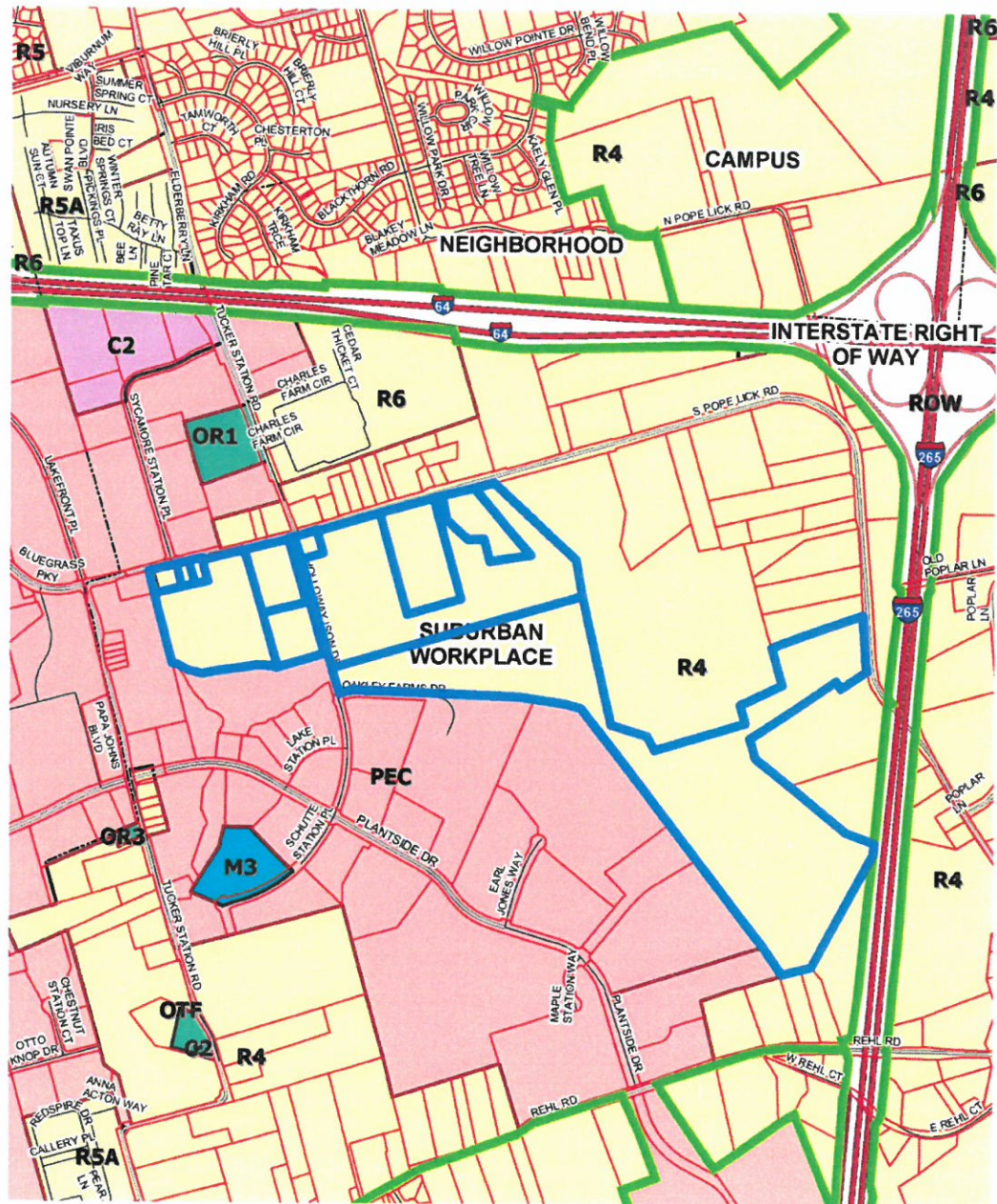
## **REQUIRED ACTIONS**

- **Set** the public hearing date.

## **NOTIFICATION**

Date	Purpose of Notice	Recipients
12/13/2022	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
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1. Zoning Map



Xebec Tucker Station

feet

1,100

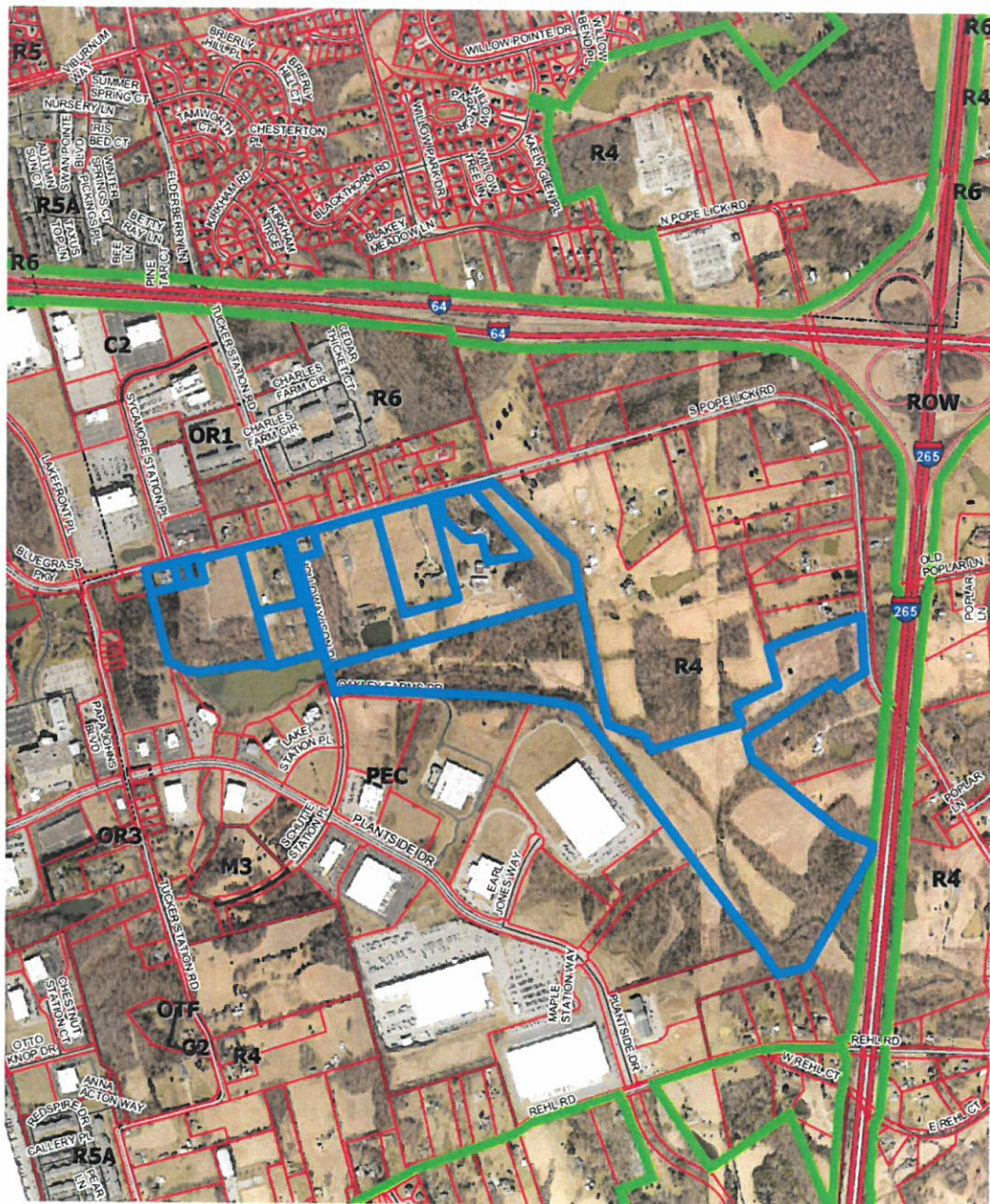
Map Created: 1/4/2023



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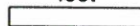


## 2. Aerial Photograph



**Xebec Tucker Station**

feet



1,100

Map Created 1/4/2023



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### 3. Proposed Binding Elements

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10. The applicant/developer shall contribute a sum, not to exceed \$75,000, as a sharing of cost for a signal to be erected at the intersection of Tucker Station Road and Bluegrass Parkway. Payment of the cost share shall be made prior to approval of construction plans by Transportation Planning and Public Works.

**Land Development and Transportation  
Committee  
Staff Report  
January 12, 2023**



<b>Case No:</b>	22-ZONE-0098
<b>Project Name:</b>	Xebec Tucker Station
<b>Location:</b>	1525 - 1711 Tucker Station Road, 12850 & 1704 S Pope Lick Road, Parcel ID 367200070000
<b>Owner(s):</b>	Mark & Sandra Holloway, William Gary Holloway, LRH Family LLC, Lois R Holloway Revocable Trust, Brian & Annette Whitcomb, HHOP Partners LLC,
<b>Applicant:</b>	Xebec Pursuits LLC
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	11 – Kevin Kramer
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

**REQUESTS**

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  - #2: from 10.2.4.B.8 to permit encroachment into a required LBA by a drive aisle, and to waive the required plantings in the area of encroachment (22-WAIVER-0118)
- **Detailed District Development Plan/Major Preliminary Subdivision** with Binding Elements

**CASE SUMMARY/BACKGROUND**

The subject site is located near at the intersection of Tucker Station Road with S Pope Lick Road and consists of ten contiguous parcels and a portion of an eleventh parcel. The site is partially undeveloped and partially developed with single-family residences, which are not proposed to be preserved. The applicant proposes to rezone the property in order to construct a warehouse development with associated loading areas, trailer storage, and parking. Pope Lick runs through the site to the east.

Industrial and commercial uses generally abut the site to the south, within the Blankenbaker Station II development. Commercial uses, single-family residential and multi-family residential are located across Tucker Station Road and S Pope Lick Road to the north. Large-lot single-family and agricultural uses are located to the east and west. A small lake is located to the south-west of the site.

**STAFF FINDING**

The proposal is ready for a public hearing date to be set.

**TECHNICAL REVIEW**

MSD and Transportation Planning have provided preliminary approval of the proposal.



## **INTERESTED PARTY COMMENTS**

Seven interested party emails were received by staff in opposition to the request.

## **STANDARD OF REVIEW FOR REZONING**

Criteria for granting the proposed form district change/rezoning: KRS Chapter 100.213

1. The proposed form district/rezoning change complies with the applicable guidelines and policies Plan 2040; OR
2. The existing form district/zoning classification is inappropriate and the proposed classification is appropriate; OR
3. There have been major changes of an economic, physical, or social nature within the area involved which were not anticipated in Plan 2040 which have substantially altered the basic character of the area.

## **STAFF ANALYSIS FOR CHANGE IN ZONING**

The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

## **REQUIRED ACTIONS**

- Set the public hearing date.

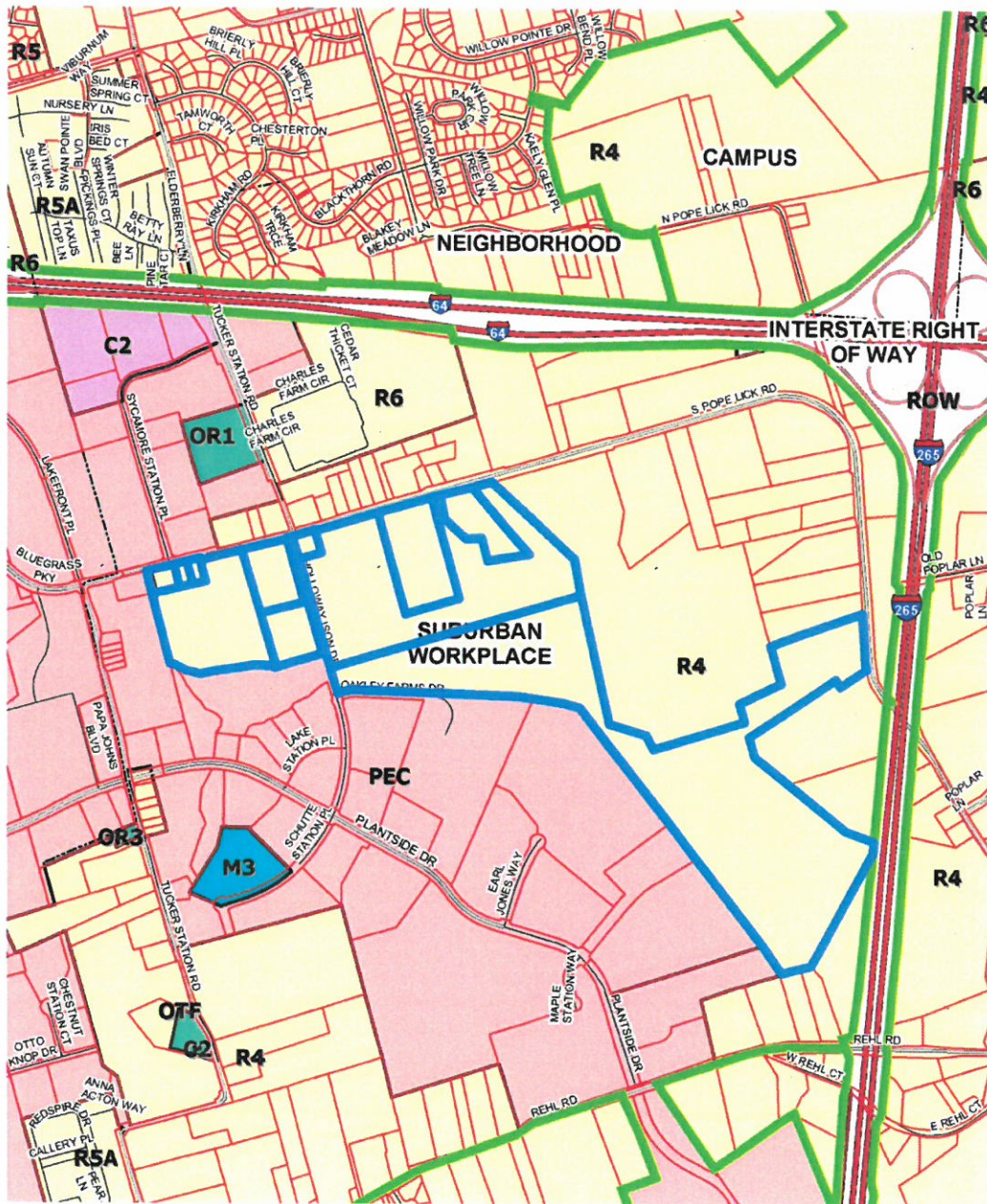
## **NOTIFICATION**

Date	Purpose of Notice	Recipients
12/13/2022	Hearing before LD&T	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
	Hearing before PC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Registered Neighborhood Groups in Council District 11
	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal

## **ATTACHMENTS**

1. Zoning Map
2. Aerial Photograph
3. Proposed Binding Elements

1. Zoning Map



Xebec Tucker Station

feet



1,100

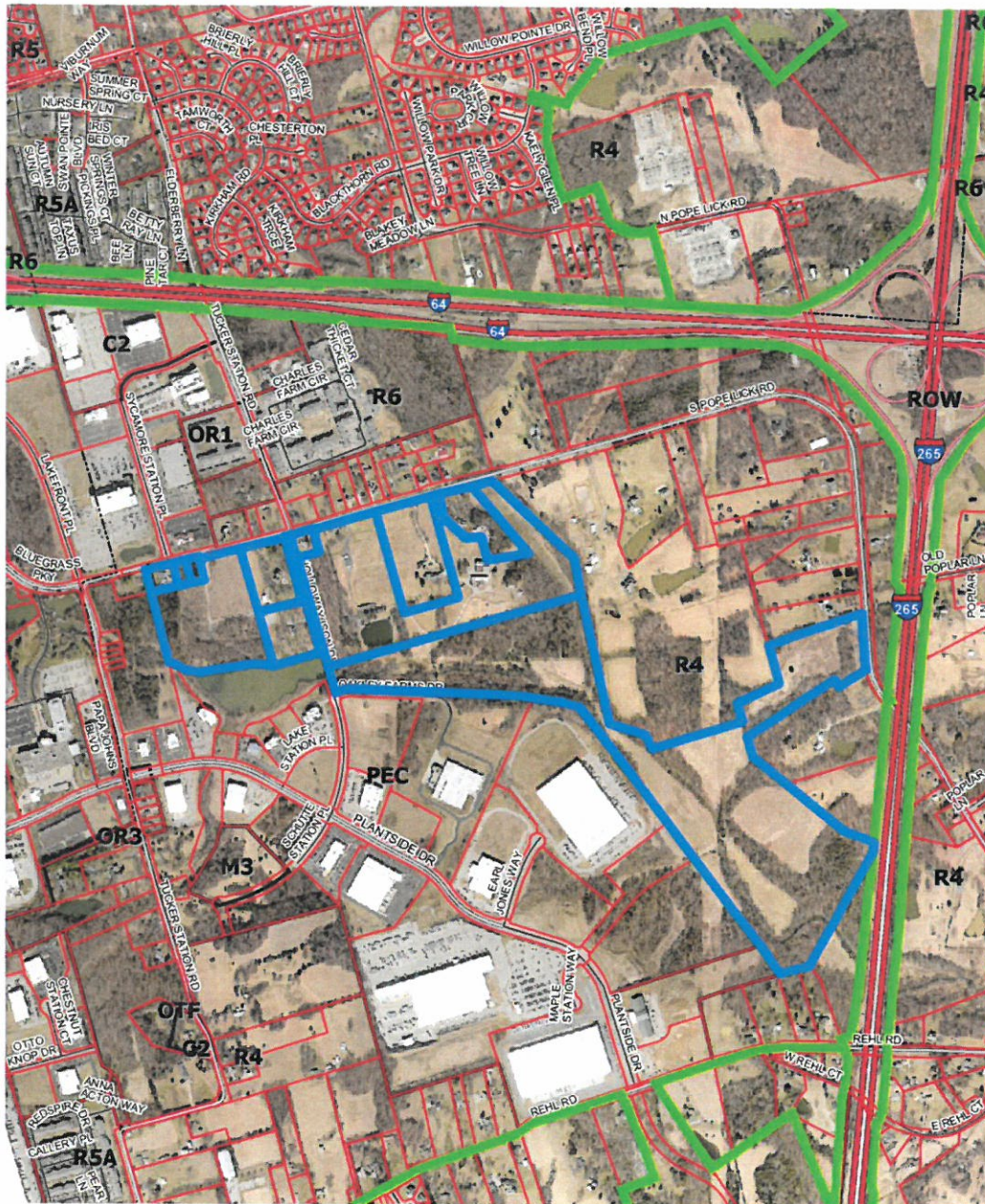
Map Created: 1/4/2023



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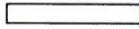


## 2. Aerial Photograph



**Xebec Tucker Station**

feet



1,100

Map Created 1/4/2023



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### **3. Proposed 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. The development shall be in accordance with the approved Preliminary Subdivision Plan. No further subdivision of the land into a greater number of lots than originally approved shall occur without approval of the Planning Commission.
3. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.
4. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.
5. 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 certificate of occupancy. Such plan shall be implemented prior to occupancy of the site and shall be maintained thereafter.
  - c. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved prior to obtaining approval for site disturbance.
  - d. A major subdivision plat creating the lots and roadways as shown on the approved district development plan shall be recorded prior to issuance of any building permits.
  - e. A reciprocal access and crossover easement agreement in a form acceptable to the Planning Commission legal counsel shall be created between the adjoining property owners and recorded. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services. A copy of the recorded instrument shall be submitted to the Division of Planning and Design Services prior to obtaining a building permit.
  - f. The materials and design of proposed structures shall be substantially the same as depicted in the rendering as presented at the \_\_\_\_\_, 2023 Planning Commission meeting. A copy of the approved rendering is available in the case file on record in the offices of the Louisville Metro Planning Commission.
6. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line.
7. No idling of trucks shall take place within 200 feet of residential structures. No overnight idling of trucks shall be permitted on-site.
8. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of the structure or land for the proposed use. All binding elements requiring



action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.

9. 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.

# Pre-Application Staff Report March 16, 2022



<b>Case No:</b>	22-ZONEPA-0026
<b>Project Name:</b>	Xebec Tucker Station
<b>Location:</b>	1525, 1531 & 1601 Tucker Station Road, 12600, 12604, 12800 & 1704 S Pope Lick Road, Holloway Ison Drive
<b>Owner(s):</b>	Mark & Sandra Holloway, LRH Family LLC, Lois R Holloway Revocable Trust
<b>Applicant:</b>	Xebec Pursuits LLC
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	11 – Kevin Kramer
<b>Case Manager:</b>	Dante St. Germain, AICP, Planner II

## **REQUEST**

- **Change in zoning** from R-4 Single Family Residential to EZ-1 Enterprise Zone

## **CASE SUMMARY/BACKGROUND**

The subject site is located near at the intersection of Tucker Station Road with S Pope Lick Road and consists of six contiguous parcels and a portion of a seventh parcel. The site is partially undeveloped and partially developed with single-family residences, which are not proposed to be preserved. The applicant proposes to rezone the property in order to construct four warehouse structures with associated loading areas, trailer storage, and parking. Pope Lick runs through the site to the east.

Industrial and commercial uses generally abut the site to the south, within the Blankenbaker Station II development. Commercial uses, single-family residential and multi-family residential are located across Tucker Station Road and S Pope Lick Road to the north. Large-lot single-family and agricultural uses are located to the east and west. A small lake is located to the south-west of the site.

## **STAFF FINDING**

The proposed EZ-1 zoning appears to be more intensive than the industrial uses located nearby, and more intensive than necessary for the proposed warehouses. PEC zoning would be more appropriate. The applicant must conduct a neighborhood meeting to prepare for the formal filing.

## **TECHNICAL REVIEW**

Land Development Code (2022) Louisville Metro

Please see detailed agency review comments.

## **INTERESTED PARTY COMMENTS**

Staff has received comments from two interested neighbors, one via email and one via telephone. The neighbors are concerned with the appropriateness of a virtual neighborhood meeting and the scale and massing of the proposed buildings so close to existing residential development.



## **STANDARD OF REVIEW FOR REZONING**

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**

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

### The site is located in the Suburban Workplace Form District

A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban Workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within Suburban Workplace Form Districts may need significant buffering from abutting uses.

The proposal would constitute an expansion of an existing non-residential development to a natural terminus at Tucker Station Road/S Pope Lick Road. The proposal would permit higher density and intensity uses. The site is close to transit along Plantside Drive and would expand an existing employment center. The proposal is for industrial zoning. The site is located in a Workplace form. More information is needed from the applicant as to why EZ-1 zoning is requested rather than PEC. More information is needed from the applicant regarding the proposed zoning. Staff recommends PEC rather than EZ-1. The proposal would permit uses generating noxious odors, particulates and emissions. The site is separated from the majority of the residential uses nearby by Tucker Station Road/S Pope Lick Road. No schools or parks are located nearby. More information is needed from the applicant regarding how residences will be protected from emissions. Access to the site is via Tucker Station Road, a primary collector at this location, and S Pope Lick Road, a secondary collector. More information is needed from the applicant regarding how noise impacts will be mitigated. The proposed zoning district would not permit junkyards, landfills or quarries.

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.

**NOTIFICATION**

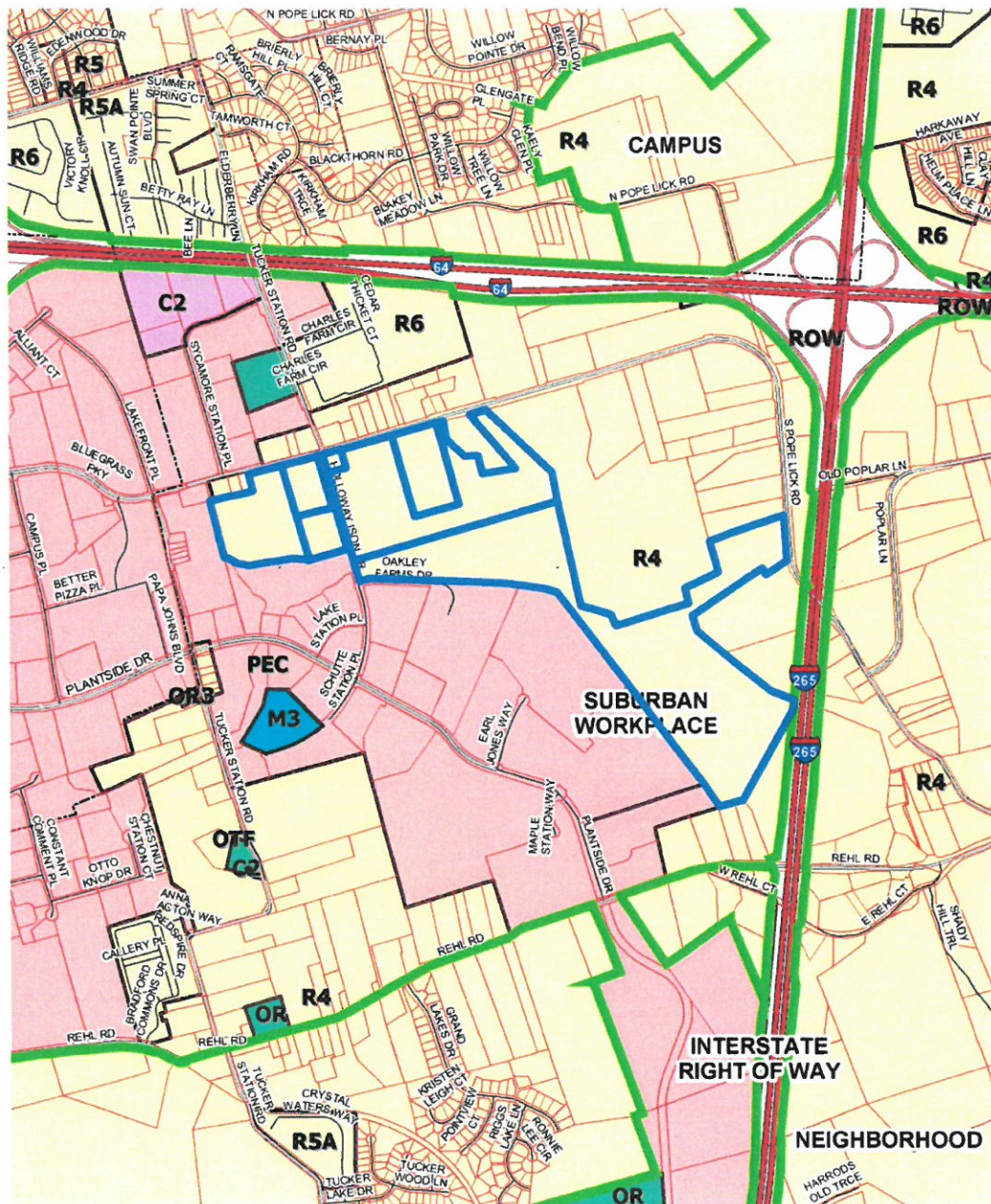
Date	Purpose of Notice	Recipients
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	Hearing before PC	Sign Posting on property
	Hearing before PC	Legal Advertisement in the Courier-Journal

**ATTACHMENTS**

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



# 1. Zoning Map



**Xebec Tucker Station**

feet



1,300

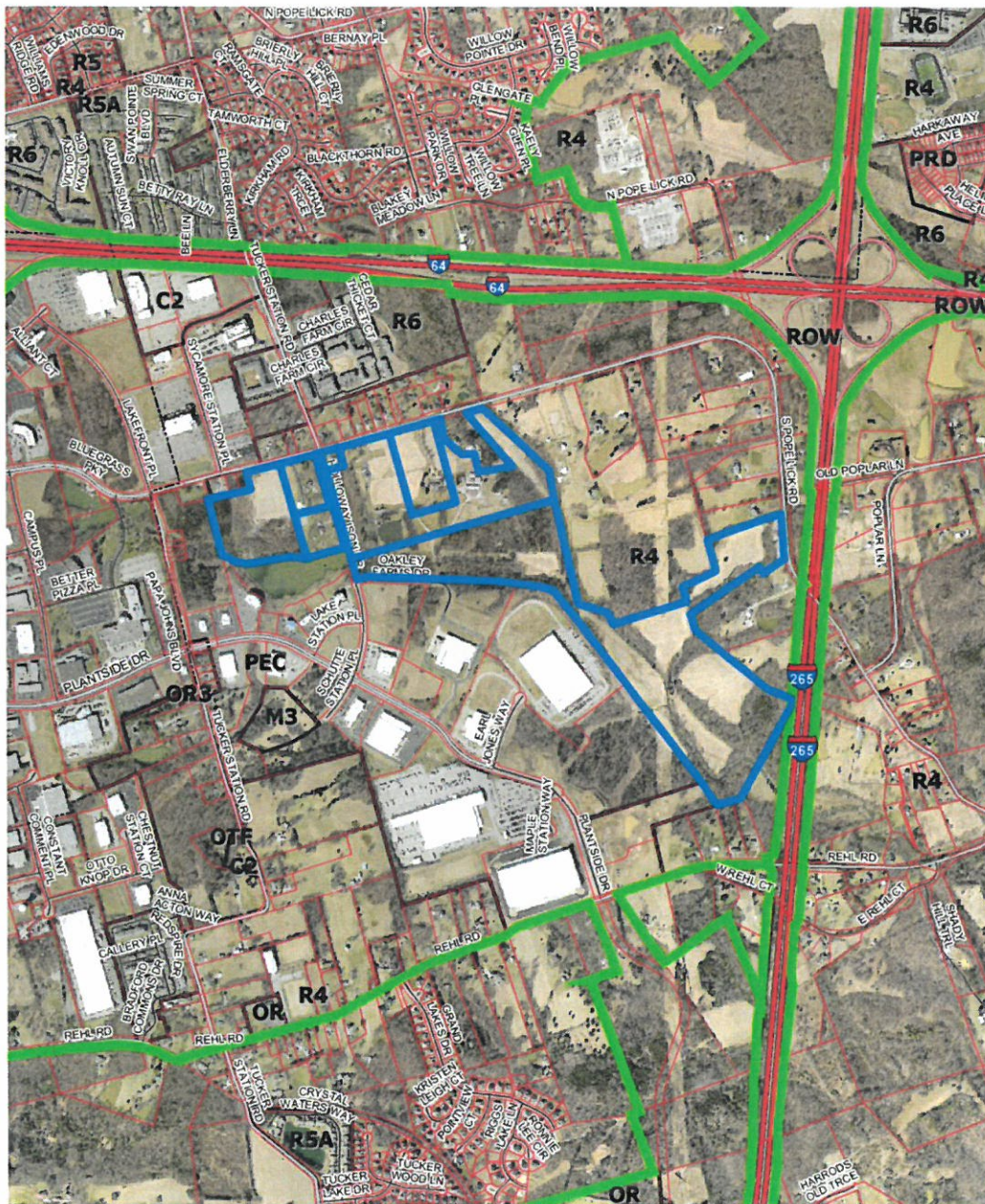
Map Created 3/18/2022



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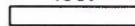


## 2. Aerial Photograph



**Xebec Tucker Station**

feet



1,300

Map Created 3/18/2022



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### 3. Staff Plan 2040 Checklist

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

#### Suburban Workplace: Non-Residential

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
1	Community Form: Goal 1	6. Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts may include, but not be limited to, displacement of residents, loss of affordable housing units, traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the Form District and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or non-residential.	✓	The proposal would constitute an expansion of an existing non-residential development to a natural terminus at Tucker Station Road/S Pope Lick Road.
2	Community Form: Goal 1	7. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned.	✓	The proposal would permit higher density and intensity uses. The site is close to transit along Plantside Drive and would expand an existing employment center.
3	Community Form: Goal 1	8. Encourage industries to locate in workplace Form Districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.	+/-	The proposal is for industrial zoning. The site is located in a Workplace form. More information is needed from the applicant as to why EZ-1 zoning is requested rather than PEC.
4	Community Form: Goal 1	15. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.	+/-	More information is needed from the applicant regarding the proposed zoning. Staff recommends PEC rather than EZ-1.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
5	Community Form: Goal 1	16. Consider impacts on human health, quality of life and the environment including prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when reviewing new developments and redevelopments. Special attention should be paid to air and water quality when residences, schools, parks or vulnerable populations will be impacted. Mitigate impacts to areas that are disproportionately affected.	+/-	The proposal would permit uses generating noxious odors, particulates and emissions. The site is separated from the majority of the residential uses nearby by Tucker Station Road/S Pope Lick Road. No schools or parks are located nearby. More information is needed from the applicant regarding how residences will be protected from emissions.
6	Community Form: Goal 1	17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities.	✓	Access to the site is via Tucker Station Road, a primary collector at this location, and S Pope Lick Road, a secondary collector.
7	Community Form: Goal 1	18. Mitigate adverse impacts of noise from proposed development on existing communities.	+/-	More information is needed from the applicant regarding how noise impacts will be mitigated.
8	Community Form: Goal 1	21. Require that industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills and quarries are sited to protect public health, safety and welfare and are located away from residential areas and population centers.	✓	The proposed zoning district would not permit junkyards, landfills or quarries.
9	Community Form: Goal 2	1. Locate activity centers in appropriate areas in all Form Districts. Design and density should be compatible with desired form, adjacent uses, and existing and planned infrastructure.	✓	The site is located adjacent to an existing activity/employment center and would expand the center.
10	Community Form: Goal 2	5. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it.	✓	The proposal would permit retail development. The site is located adjacent to an existing activity/employment center.
11	Community Form: Goal 2	6. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.	+/-	The proposal would permit a more compact pattern of development. More information is needed from the applicant regarding why PEC zoning is not requested.
12	Community Form: Goal 2	7. Encourage activity centers to include a mixture of compatible land uses in order to reduce traffic congestion by requiring fewer trips, support and enhance alternative modes of travel, and encourage vitality and a sense of place.	+/-	The proposed zoning district would permit a mixture of compatible land uses. More information is needed from the applicant regarding why PEC zoning is not requested.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
13	Land Use & Development Goal 2: Community Form	8. Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.	NA	The proposed zoning district would not permit residential uses.
14	Community Form: Goal 2	9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.	+/-	The proposal would permit new development providing commercial/industrial uses. More information regarding why PEC is not requested is needed from the applicant.
15	Community Form: Goal 2	10. Encourage outlot development in underutilized parking lots of existing development to promote utilization of existing infrastructure provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street-level retail with residential units above.	NA	The proposal does not include underutilized parking lots.
16	Community Form: Goal 3	9. Encourage development that respects the natural features of the site through sensitive site design, avoids substantial changes to the topography, and minimizes property damage and environmental degradation resulting from disturbance of natural systems.	+/-	More information regarding the natural features of the site is needed from the applicant.
17	Community Form: Goal 3	10. Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation.	+/-	More information regarding wet or highly permeable soils, or severe, steep or unstable slopes is needed from the applicant.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
18	Community Form: Goal 3	11. Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the goals and objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way.	NA	The site is not located in the Ohio River Corridor.
19	Community Form: Goal 3	12. When reviewing proposed developments consider changes to flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development.	+/-	More information regarding flood-prone areas is needed from the applicant. More information regarding karst terrain is needed from the applicant.
20	Community Form: Goal 4	1. Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, massing, scale, architecture style and placement when located within the impact area of such resources.	+/-	More information is needed from the applicant regarding the structures already on the site which are proposed to be demolished.
21	Community Form: Goal 4	2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.	+/-	More information is needed from the applicant regarding the structures already on the site which are proposed to be demolished.
22	Mobility: Goal 1	4. Encourage higher densities and intensities within or near existing marketplace corridors, existing and future activity centers, and employment centers to support transit-oriented development and an efficient public transportation system.	✓	The site is adjacent to an existing employment center with transit located nearby.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
23	Mobility: Goal 3	2. To improve mobility, and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers.	✓	The proposed zoning district would permit a mixture of compatible land uses. The site is easily accessible by car and bicycle, and transit is located nearby. Accessibility by pedestrians and people with disabilities would be improved by the development.
24	Mobility: Goal 3	3. Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices.	✓	Transit is located close to the site. The proposal would encourage higher density mixed-use development.
25	Mobility: Goal 3	4. Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following: 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.	+/-	Transportation Planning is reviewing the proposal.
26	Mobility: Goal 3	5. Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality.	+/-	Transportation Planning is reviewing the proposal.
27	Mobility: Goal 3	6. Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development.	+/-	Transportation Planning is reviewing the proposal.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
28	Mobility: Goal 3	9. When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.	+/-	Transportation Planning is reviewing the proposal.
29	Mobility: Goal 3	10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.	+/-	Transportation Planning is reviewing the proposal.
30	Community Facilities: Goal 2	1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.	+/-	The responsible utilities are reviewing the proposal.
31	Community Facilities: Goal 2	2. Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low-density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water.	+/-	Louisville Water Company is reviewing the proposal.
32	Community Facilities: Goal 2	3. Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by the Metropolitan Sewer District (MSD).	+/-	MSD is reviewing the proposal.
33	Economic Development: Goal 1	1. Limit land uses in workplace Form Districts to compatible uses that meet the needs of the industrial subdivision or workplace district and their employees.	✓	The proposed zoning district would permit land uses compatible with the existing Workplace form.
34	Economic Development: Goal 1	2. Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.	✓	The site is located adjacent to existing industry.



#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
35	Economic Development: Goal 1	3. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with adequate access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas.	+/-	More information regarding the volume of traffic anticipated from the development is needed from the applicant.
36	Economic Development: Goal 1	4. Utilize industrial sites near the airport and the Ohio River to support the growth and development of uses whose infrastructure and production needs require such a location or for land uses that support airport-oriented or river-oriented industrial uses.	NA	The site is not located near the airport or the Ohio River.
37	Economic Development: Goal 1	5. Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions.	✓	The site is located adjacent to an existing industrial subdivision and would have access to a minor arterial at Plantside Drive if the access from Shutte Station Place is extended.
38	Livability: Goal 1	17. Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project.	+/-	More information regarding karst terrain is needed from the applicant.
39	Livability: Goal 1	21. Mitigate negative development impacts to the integrity of the regulatory floodplain by encouraging development patterns that minimize disturbance and consider the increased risk of more frequent flooding events.	+/-	More information regarding the floodplain is needed from the applicant.
40	Livability: Goal 1	24. Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events as well as limits, to the extent possible, floodplain disturbance.	+/-	More information regarding the floodplain is needed from the applicant.

#	Plan 2040 Plan Element	Land Use & Development Policy	Staff Finding	Staff Analysis
41	Housing: Goal 1	2. Promote housing options and environments that support aging in place. Encourage housing for older adults and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities.	NA	Housing would not be permitted by the proposed zoning district.
42	Housing: Goal 2	1. Encourage inter-generational, mixed-income and mixed-use development that is connected to the neighborhood and surrounding area.	NA	Housing would not be permitted by the proposed zoning district.
43	Housing: Goal 2	2. Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers.	NA	Housing would not be permitted by the proposed zoning district.
44	Housing: Goal 3	2. As neighborhoods evolve, discourage displacement of existing residents from their community.	+/-	More information regarding displacement of existing residents is needed from the applicant.
45	Housing: Goal 3	3. Encourage the use of innovative methods such as clustering, mixed-use developments, co-housing, and accessory apartments to increase the production of fair and affordable housing.	NA	Housing would not be permitted by the proposed zoning district.