

BARDENWALPER, TALBOTT & ROBERTS, PLLC

ATTORNEYS AT LAW

BUILDING INDUSTRY ASSOCIATION OF GREATER LOUISVILLE BLDG • 1000 N. HURSTBOURNE PARKWAY • SECOND FLOOR • LOUISVILLE, KENTUCKY 40223
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**STATEMENT OF COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND
POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN**

Applicant:

PACCAR Inc

Owners:

Marjorie Linnig Finn, unmarried; Imelda Linnig Fox, unmarried; Carolyn O'Rourke, unmarried; MaryAnn Elliott and spouse Stanley Tucker; Gerald O. Hoffman II and spouse Mary Hoffman; Christopher M. Hoffman and spouse Donnice Hoffman; Angela H. Board and spouse David Board; Matthew M. Hoffman and spouse Bela Patel Jacqueline H. Alvey and spouse Jeff Alvey; Anthony M. Hoffman and spouse Jennifer Hoffman; and

The following heirs of Dorothy L Crimmins:
Michael Crimmins and spouse AnnMarie Crimmins; Patrick K. Crimmins and spouse Alice Rea Crimmins; Bernard A. Crimmins, unmarried; Marilyn C. Benkelman and spouse Jeffrey Robert David Benkelman; Maureen C. Marzano, unmarried; Mari Colleen Foster and spouse James D. Foster

Location:

7205 Johnstontown Road

Proposed Use:

Warehouse and manufacturing building as well as office condos

Request:

Zone change from R-4 to EZ1 and OR1 and from Suburban Neighborhood to Suburban Workplace Form District

Engineers, Land Planners and
Landscape Architects:

Land Design & Development, Inc.

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SUMMARY STATEMENT

This is an application for PACCAR to construct an additional industrial facility on vacant adjoining property next to its currently operating Dynacraft facility. PACCAR is one of the world's largest producers of truck tractors and parts through subsidiaries, such as Dynacraft. Facilities are located around the world. Some of the major brands owned by PACCAR include Kenworth and Peterbuilt, and the Dynacraft subsidiary also builds under these iconic brands.

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This site is at the southern end of an area generally known as Riverport Industrial Park area, with three or four single-family residential houses and an elementary school located to the east on it. As a result of meetings with the immediate adjoining property owners and JCPS officials, a good plan for screening and buffering, as well as lower intensity office use along the narrow strip adjoining the JCPS property, have been devised. Indeed, since the time of the initial neighborhood meeting, a new plan for the industrial building property has been proposed, resulting in more significant setbacks with a screen and buffer that includes a 6-foot high berm with 8-foot high fence and landscaping installed on top of it. The fence will actually be a noise buffering fence, with two sides of wood that include a Styrofoam material inserted in between to dampen sounds. A cross-section elevation accompanying this application and recently sent to nearby residential property owners was designed to provide a high quality visual and noise screen/buffer, hopefully addressing their major questions, comments and concerns.

GUIDELINE 1 –COMMUNITY FORM: SUBURBAN NEIGHBORHOOD

This application complies with this Suburban Workplace Form District Guideline because this area is characterized by predominantly industrial uses to the north and west with but a few adjoining residential uses and a school to the east, impacts which are mitigated by virtue of good plans for setback, screening and buffering, as well as lower impact uses adjoining the JCPS property.

GUIDELINE 2 - CENTERS

This application complies with the Intents and Policies 1, 2, 4, 5, 7, 9, 11, 14 and 15 of the Guideline as follows.

This land is a vacant site at the southern end of an area generally known as the Riverport Industrial Park area. It is vacant and not going to be utilized for an expansion or creation of a new residential subdivision. All along the Greenbelt Highway are other fairly intense, though often well designed, screened and buffered, warehouse and industrial facilities. That means that this site is a good one because utilities already exist close by, workers are already commuting to this area of Metro Louisville, and land, which is increasingly scarce for industrial development in Metro Louisville, remains available at this site right next door to a facility already owned by this same company. Because of the large Riverport Industrial Park (running north from the intersection of Greenbelt Highway and Cane Run Road south to Greenbelt Highway at the Snyder Freeway), this is a major workplace center of intense activity. Nonresidential uses, such as these, are appropriate where compatibility can be assured as discussed hereinabove and at Guideline 3. This development is compact in that it is a proposal by the same company that adjoins the industrial facility on the tract to the north. Utilities are already located at this site.

GUIDELINE 3: COMPATIBILITY

This application complies with the Intents and Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 21, 22, 24 and 29 of this Guideline as follows.

As explained above and as shown in the PowerPoint presentation presented at the neighborhood meeting and in the colored-up site plan with cross-sections subsequently sent to nearby property owners (both accompanying this application), this site plan and the anticipated building located

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on it have been designed taking into account residential compatibility, to the maximum extent practicable, given that this is an industrial area. Screening, buffering and landscaping in excess of Land Development Code (LDC) requirements, enhanced not just with fencing but with a berm on which the fencing is placed and also with a fence of a kind that can provide noise mitigation, assures use and location compatibility. Because the building will also be designed in accordance with LDC standards, the building will be compatible with other high quality industrial buildings in the area.

Specific impacts from an industrial facility involving odors, traffic, noise, lighting and visual are mitigated by virtue of the setback, screening and buffering described above and in the attachments accompanying this application. Also, the LDC requires that certain minimum standards be met with respect to lighting and aesthetics.

Also, as mentioned, the site plan accompanying this application shows how the berm with fencing and landscaping atop provide for a good transition to the adjoining small number of single-family homes. This buffer will exceed LDC requirements and assure that these properties are protected to the maximum extent possible, considering that this will be an industrial use next door in an area that is along the Greenbelt Highway, already a heavy warehouse/industrial corridor.

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

This application complies with the Intents and Policies 2, 3, 4, 5, 6, 7, 8, 10 and all of this Guideline as follows.

As noted, this property exists near the southern end of an area generally termed the Riverport Industrial Park. Large scale warehouses and manufacturing facilities are located along this stretch of highway. This area was designed for these kinds of uses beginning back in 1960s, which has continued to fill out with new businesses ever since in part because of its river location for those businesses requiring river access and also in part because of its good access to the Snyder Freeway to the south and Watterson Expressway to the north. Greenbelt Highway has adequate traffic-carrying capacity for new businesses like this one to locate here. This location becomes especially important to Metro Louisville as the new east-end bridge, once open, will attract evermore industrial uses to the abundant and relatively inexpensive land already available in southern Indiana. If Kentucky doesn't capture every facility of this kind that it can when opportunities, like this one present themselves, Kentucky's tax base will erode and Kentucky's economy surely not grow as new industry moves to the southern Indiana area which will have better interstate access. This sadly means a loss of jobs and both property and occupational taxes to another community and a different state, over time.

GUIDELINES 7 AND 8: CIRCULATION AND TRANSPORTATION FACILITY DESIGN

This application complies with the Intents and Policies 1, 2, 3, 4, 6, 10, 11, 12, 13, 14, 16 and 18 of Guideline 7 and Policies 7, 9, 10 and 11 of Guideline 8 as follows.

First and foremost, the detailed district development plan (DDDP) accompanying this application has been designed by Land Design & Development (LDD), taking into account Metro

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Transportation Planning and Public Works standards for internal circulation and both access to and from the major arterial, i.e., the Greenbelt Highway, serving this site. Indeed, this DDDP will require the preliminary “stamp” of approval from Metro Transportation Planning/Public Works prior to public review by the Planning Commission at LD&T and in public hearing. Local agencies will take into account the specific Policies addressed by these Guidelines, especially relating to adequacy of parking, access, corner clearances, potential need for cross access between this and the Dynacraft facility to the north, internal circulation and site distances when entering or exiting the facility.

GUIDELINE 9: BICYCLE, PEDESTRIAN AND TRANSIT

This application complies with the Intents and Policies 1, 2, 3 and 4 of this Guideline in that sidewalks will be provided along the Greenbelt Highway as required, and even bicycles will be accommodated, although it is highly unlikely that anyone will access this workplace facility along an arterial of this kind in a major suburban workplace via bicycle or by foot. To the extent that transit is available along the Greenbelt Highway, this new facility can be served in that way, too.

GUIDELINE 10: FLOODING, STORMWATER

This application complies with Intents and Policies 1, 3, 6, 7, 10 and 11 of Guideline 10 as follows.

First and foremost, post-development rates of runoff may not exceed predevelopment conditions. Typically, this is handled, as in this case, through the provision of detention facilities. Some of the adjoining residential property owners suggested that they may have standing water problems at present. To the extent that this is true, storm water from this site will no longer run in the direction of their residential properties, but rather to the detention basin and from there to the existing drainage system along Greenbelt Highway. Hopefully, this will help address any existing problems on residential properties.

GUIDELINE 11: WATER QUALITY

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

At time of construction, the developer of this site will be required to comply with MSD’s soil erosion and sedimentation control regulations. Also, new water quality standards have been implemented by MSD which must be addressed as well at time of construction plan approval.

GUIDELINE 12: AIR QUALITY

This application complies with the Intents and Policies 1, 2, 3, 5, 6, 8 and 9 of this Guideline as follows.

Because this is already a large Workplace area, employees are already commuting to this area. Some of these employees already traveling to this area may be employed by this new facility. Other new employees may access the Greenbelt Highway from the Snyder Freeway to the south

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and Watterson Expressway to the north, thus assuring good transportation access to this facility such that it will not cause traffic congestion and resulting air quality problems.

GUIDELINE 13: LANDSCAPE CHARACTER

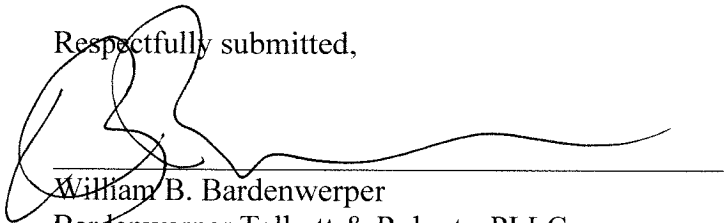
This application complies with the Intents and Policies 1, 2, 4, 5 and 6 of this Guideline as follows.

The LDC requires tree canopies as well as both perimeter and interior landscaping of all sites. This application will comply with LDC standards, and indeed it will exceed those standards because of the enhanced setback together with good plan for screening and buffering along the east property line to protect residential neighbors and the JCPS property as shown on the colored-up site plan and cross-section accompanying this application.

* * *

For all of the above-stated reasons, plus those that will be further explained at the public hearing, this application complies with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan.

Respectfully submitted,



William B. Bardenwerper
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