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

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| <u>Owner/Applicant:</u> | Ghasem Properties, Inc. |
| <u>Location:</u> | 12910 and 12920 Factory Lane |
| <u>Proposed Use:</u> | Addition to existing retail center |
| <u>Engineers, Land Planners and Landscape Architects:</u> | Milestone Design Group |
| <u>Request:</u> | Rezoning from R-4 to C-1 (plus a Revised Detailed District Development Plan to the adjoining existing retail center site) |

INTRODUCTION

This small retail center is proposed as an add-on to the existing retail center rezoned for and developed and owned by a related entity of the principal of the same applicant. Together this site and the other one mentioned that was previously approved and developed are appropriate for this location, among other reasons, because they are at the intersection of LaGrange Rd. and Factory Lane just outside the Snyder Freeway where a large retail activity center already exists. This small retail center addition is located across Factory Lane from a very large retail center and across LaGrange Rd. from yet another small retail center developed by the principal of this same applicant.

GUIDELINE 1 - COMMUNITY FORM

The subject property is located in the Suburban Workplace Form District. Although this may seem a bit of an oddity for this retail activity center interchange outside the Snyder Freeway at LaGrange Rd. at its intersection with Factory Lane and Chamberlain Lane, the Suburban Workplace Form District designation exists because of the Snyder Freeway and the large Eastpointe Business Center to the south. Even though what is proposed is a retail center, there is no reason to change the form district designation because what exists works here and because furthermore other non-workplace uses are also located within this particular Suburban Workplace Form District within this retail activity center area outside the Snyder Freeway.

GUIDELINE 2 - CENTERS

The application complies with the Intents and applicable Policies 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14 and 15 of this Guideline as follows.

This site is within an existing activity center. It also exists along corridors where major support population exists. As an add-on to an existing small retail center, the two together are compact and will contain a mixture of acceptable/desirable retail and office uses, complimentary to what exists in

the area. There is no other practical use of this property than what is proposed. The users in these two, essentially combined centers will share parking. Utilities already exist for extension into this site. They will also share points of access, such that traffic can better enter and exit utilizing both Lagrange Rd. and Factory Lane.

GUIDELINE 3 – COMPATIBILITY

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

The design of this small addition to the existing retail center will be compatible with that one and the larger one that exists across Factory Lane from this site because of its location at the Snyder Freeway interchange with LaGrange Rd. Issues of noise, odors and other nuisances are not a question at this high traffic interchange location. Lighting will comply with Land Development Code (LDC) standards. Accessibility and access will be in accordance with the law and specific Metro Public Works requirements. Transitions, buffers, setbacks and landscaping will comply with LDC standards for, where appropriate, LDC waiver provisions. As said, parking will be shared, and loading and delivery will be appropriately located. Signs will comply with the LDC. Much of this is evident on the Detailed District Development Plan (DDDP) and related Revised Detailed District Development Plan (RDDDP) accompanying this application.

GUIDELINE 6 - MARKETPLACE

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

This location is essentially an infill activity center location where a large support population exists. Thus, it represents a good opportunity for continued economic development for the area.

GUIDELINES 7, 8 and 9 – CIRCULATION, TRANSPORTATION FACILITY DESIGN AND BICYCLE, PEDESTRIAN AND TRANSIT

The application complies with the Intents and applicable Policies 1, 2, 3, 9, 10, 11, 13, 14 and 15 of Guideline 7, Policies 5, 8, 9, 10 and 11 of Guideline 8 and Policies 1, 2, 3 and 4 of Guideline 9 as follows.

As shown on the DDDP and RDDDP accompanying this application there will be good access off Factory Lane and LaGrange Rd. to the proposed combined retail centers with good cross connections and internal circulation as well. Parking will be shared. Curb cuts access at Factory Lane will be wide enough to satisfy Metro Public Works requirements. Site distances for ingress and egress will be sufficient. Bike racks will be provided in conformance with LDC requirements. Sidewalks and other pedestrian accommodations will be made as necessary. TARC service is available along LaGrange Rd.

GUIDELINES 10 AND 11 - FLOODING, STORMWATER, AND WATER QUALITY

The application complies with the Intents and applicable Policies 1, 3, 6, 7, 10 and 11 of Guideline 10 and Policies 1 and 5 of Guideline 11 as follows.

A detention basin is shown on the accompanying DDDP. Other than that, all MSD regulatory requirements for stormwater and water quality will be satisfied on the construction plans following DDDP and RDDDP approvals.

GUIDELINE 13 – LANDSCAPE CHARACTER

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

All tree canopy and landscape regulatory requirements of the LDC will be complied with. To the extent that waivers of any kind are necessitated, landscape buffers can be enhanced to mitigate same.

For all the reasons listed above and as will be further explained at LD&T and the public hearing, the application complies with the listed and all other relevant and applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan and should be approved.

Respectfully submitted,

William B. Bardenwerper
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