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

Applicant: Luke Williams

Owner: MALDS, LLC

Location: No address per PVA; western side of S.
Hurstbourne Parkway, and north of Bardstown
Road

Proposed Use: Self-storage facility

Engineers, Land Planners and
Landscape Architects: Arnold Consulting Engineering Services, Inc.

Request: Zone Change from R-4 to C-2 with a Conditional
Use Permit

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PLANNING &
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GUIDELINE 1 – COMMUNITY FORM

The subject property is located in the Suburban Neighborhood Form District, which is characterized by predominately low to high density residential uses but which may contain appropriately located and integrated neighborhood centers with a mixture of mostly neighborhood – serving uses. What this infers is that a very well screened and buffered self – storage facility along a major arterial is appropriate in a form district such as this because, among other things, it serves the neighborhood.

GUIDELINE 2 – CENTERS

The proposed project complies with all of the applicable Intents and Policies 1, 2, 3, 4, 5, 7, 8, 11, 13, 14, and 16 of Guideline 2 for these reasons:

This is an existing small activity center, because it includes the recently constructed Morning Pointe Senior Living facility and another parcel rezoned C-2 across Hurstbourne Parkway for a proposed car lot, with the current proposed development of similar intensity as the adjoining uses and designed to serve the nearby neighborhoods as there are many residences near Hurstbourne Parkway and Bardstown Road to support this facility. The newly constructed senior living facility across Hurstbourne Parkway will benefit from their utilization of the proposed new storage facility because the senior residents are often downsizing to enter the facility and the residents and their families need storage space. There are not many mini-storage facilities in the area and as an underserved area, this facility promotes an efficient use of land and investment in existing infrastructure, including the extension of Hurstbourne Parkway to this area, and utilizes utilities already available to the site. The recent Kentucky Transportation Cabinet improvements in front of this site, including a median cut and left turn lane into this site and a left turn lane into

the adjoining C-2 property rezoned for a car lot provide additional infrastructure that otherwise would never been used in its current undeveloped state. The proposed development also keeps commuting time between the nearby residents and storage facilities short, brings a diversity of services to the area on a lot that is not suited for most retail development because of the elevation fall from Hurstbourne Parkway reducing visibility necessary for many uses.

This is a small Neighborhood activity center where mixed activities already exist, and the nonresidential nature of this use adds to that mix in an already existing small activity center where a sufficient support population clearly exists in the general area due to the residential subdivisions along Hurstbourne Parkway and Bardstown Road, these Policies of this Guideline are also served.

S. Hurstbourne Parkway is a major arterial and the proposed storage facility buildings are located well away from Hurstbourne Parkway and screened such that cars passing along Hurstbourne Parkway will only view the project if looking for it. The project will provide a stub connection to the adjoining property owned by the Archdiocese of Louisville for use when it is utilized by the Archdiocese, benefitting the Archdiocese who would also be able to use the recently constructed full cut and turn lanes on Hurstbourne Parkway.

GUIDELINE 3 – COMPATIBILITY

The proposed project complies with all of the applicable Intents and Policies 1, 2, 4, 5, 6, 7, 8, 9, 12, 19, 20, 21, 22, 23, 24, and 28 of Guideline 3 for these reasons.

This new storage facility use adds to the mixture of land uses in the immediate area and to the developing area along Hurstbourne Parkway and Bardstown Road and does not involve any known nuisances, as the adjoining properties, with the exception of the residential home to the North, are all wooded and vacant, or otherwise rezoned for development. Prior to filing the application, the applicant met with the property owner to the North and added substantial screening and buffering through landscaping and increasing the distance for the first proposed building to the neighbor's property confirming this addressed the neighbor's concerns. Further, due to the significant elevation drop falling away from Hurstbourne Parkway, most of the buildings will not be visible from Hurstbourne Parkway.

The proposed development plan has been designed to increase the distance from Hurstbourne Parkway and provide additional screening and landscaping. As a storage facility use, it does not involve odors, create traffic or noise, involve unusual lighting or create unacceptable aesthetic impacts. The proposed self-storage facility will be LDC design-compliant, including building materials which are evident within the area and façade treatments that break up the building and make it appropriate at the street level where it is located. It will not involve the storage of hazardous materials. The screening, buffering, and drop in elevation assure that the little parking and small loading areas proposed do not have adverse aesthetic impacts on the properties across Hurstbourne Parkway. Also, it will not involve noise nor more than security lighting, and visually, because it will comply with design criteria of the LDC, it will not have negative aesthetic impacts. Further, the site has been designed taking into account required transitions, buffers, setbacks, and landscaping, as well as signage that is LDC compliant.

GUIDELINE 5: NATURAL AREAS AND HISTORIC RESOURCES

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

The proposed development leaves the entire southern portion of the property, which includes a stream, to remain wooded and in its natural state, with the developed portion approximately 360 feet from the southern property line. In preserving this area and the preserving the trees along the east and west property lines, the proposed development will provide more than 50% tree canopy, far more than the 15% LDC required tree canopy. Further, by locating the development away from the southern edge of the property, the development will stay away from the portion of the property with wet and permeable soils and steep slopes.

GUIDELINE 6: ECONOMIC GROWTH AND SUSTAINABILITY

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

Hurstbourne Parkway and Bardstown Road are expanding commercial corridors evidenced by the recent senior living development across the street. As such, this is a workplace area and thus, although not employing a significant number of people, contributes to the economic health of businesses by addressing their storage needs. Also, as noted above Guideline 2, in an activity center mixed desirable uses are recommended, and will address the storage needs of the area. One of the reasons for that is because Hurstbourne Parkway has a lot of businesses that require storage and is also in close proximity to lots of residential users. The fact that Hurstbourne Parkway is a major arterial, also allows easy access to those that commute along this road.

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

This application complies with the applicable Intents and applicable Policies 1, 2, 4, 5, 6, 8, 9, 10, 12, 13, 14, 15 and 16 of Guidelines 7, Applicable Policies 1, 8, 9, 10, and 11 of Guideline 8 and Applicable Policy 1 of Guideline 9 as follows.

Most importantly, as a very low traffic-generating use, the proposed self-storage facility will not add to the existing traffic along Hurstbourne Parkway in this area and can reduce traffic being on a road used for many commuters on a daily basis and in close proximity to the nearby residences. As stated, the recent median cut and turn lanes constructed in front of this property result in already installed public infrastructure for this intended use. The existing sidewalk along Hurstbourne Parway will be reconstructed and repaired providing continued pedestrian access. The required right of way for this site has already been dedicate, but any additional right of way required will be dedicated. Further, the development will provide a stub connection providing cross access should the property owned by the Archdiocese ever develop. The proposal also provides more than the required parking for the use.

Access to the site will be designed in accordance with Metro Public Works and Transportation Planning, as well as the Kentucky Transportation Cabinet, requirements with respect to corner clearances, driveway design and so on. This not being a pedestrian or transit used development, it is not really designed with those types of transportation in mind, although sidewalks along its frontage will be provided.

GUIDELINES 10 AND 11: STORMWATER AND WATER QUALITY

The application complies with the applicable Intents and applicable Policies 1, 2, 3, 7, 10 and 11 of Guideline 10 and applicable Intents and applicable Policies 3 and 5 of Guideline 11 as follows.

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

GUIDELINE 12: AIR QUALITY

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

As explained above, this being as it is a low traffic-generating use, it will not contribute to air quality problems. Instead, this low traffic generating use will tend to help alleviate that problem, as opposed to high traffic generators that that would contribute to same, as well as reduce traffic by providing this use along an easily accessible major arterial and near the support population. Also the sidewalks along the frontage will be reconstructed and repaired.

GUIDELINE 13: LANDSCAPE CHARACTER

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

The LDC includes requirements for both interior and perimeter landscaping, which will be provided. As stated, in preserving the southern portion of the property and preserving the trees along the east and west property lines, the proposed development will provide more than 50% tree canopy, far more than the 15% LDC required tree canopy. All of the requirements of the LDC in this regard will be met.

For all of these and other reasons set forth on the Detailed District Development Plan and Conditional Use Permit site plan accompanying this application and in accordance with evidence presented at Planning Commission public hearings, this application will comply with all other applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan.

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Respectfully submitted,

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