

CORNERSTONE 2020
JUSTIFICATION STATEMENT
4213 BARDSTOWN ROAD
LOUISVILLE, KENTUCKY

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A. PROJECT OVERVIEW

The applicant is requesting a zone change from C1 to C2 for a 0.49 acre tract on the northwest corner of Bardstown Road and Buechel Terrace. The property is located in the Suburban Marketplace Corridor Form District. This is a redevelopment project on a site which is currently vacant and consists mostly of an existing deteriorating building and pavement. The building will be leased for motor vehicle sales.

Description of Facility

The existing building is a 2,500 square foot building constructed of scored and split face block with exterior brick face. The exterior façade faces Bardstown Road. The rear of the building facing the Drainage Ditch contains no overhead doors or loading docks.

Location

The site is on the northwest corner of Bardstown Road and Buechel Terrace, as can be readily identified from LOJIC mapping. The site is currently surrounded by C2 zoned properties, and C1 to the southeast, in the Suburban Marketplace Corridor Form District.

Developer

JPAT Investments is the developer of the project.

B. COMPLIANCE WITH APPLICABLE PLAN ELEMENTS.

GUIDELINE 1 - COMMUNITY FORM/LAND USE

B.8 Suburban Marketplace Corridor

The site is within a suburban commercial/manufacturing area with low density residential directly adjacent. The proposal is for a redevelopment project on an existing site, this small tract (0.49 acres) on the southeast corner of a block will not expand the existing corridor and would make the C2 zoning for the entire block uniform. The existing pattern of roadways will not be affected, although the proposal does include curb cuts and streetscape improvements.

GUIDELINE 2 - CENTERS

A.1 Location

The proposal is not located within a new center and does not propose new construction.

A.3 Location if Retail Commercial

The Bardstown Road corridor is surrounded by residential development and has good accessibility from other parts of the city.

A.4 Compact Development

The reuse of an existing building is compact, efficient use and cost effective.

A.5 Mixture of Compatible Uses

The proposal is not a new center.

A.6 Residential Uses in Non-residential Areas

The proposal is not a new center and therefore not subject to the element.

A.12 Focal Point

The proposal is not a large development in a new center.

A.13 Shared Parking and Access

The proposal does share an entrance or parking facilities with the adjacent property to the west.

A.14 Utilities

All necessary utility hookups are existing and in place, therefore the site is using existing infrastructure.

A.16 Encourage Alternative Transportation Modes

The proposal is improving the sidewalks along its frontage which is a high frequency transit-route.

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GUIDELINE 3 - COMPATIBILITY

A.2. Building Materials

There are no changes proposed to the exterior of the existing building on the site.

A.4. Non-residential Expansion

The proposal is not a non-residential expansion into a residential area.

A.5. Odor and Air Quality

There is existing buffering along the northeast property line and the applicant has proposed vehicle use area buffering, although it is not required by the Land Development Code.

A.6. Traffic

The proposal includes curb cut and streetscape improvements along both frontages, increasing traffic safety.

A.8. Lighting

It is noted on the plan that all lighting will be directed in such a way as to not cause a nuisance and will be in compliance with LDC standards.

A.11. Density

Bardstown Road is a major arterial with excellent transit access and a well developed commercial corridor. The development is located near several commercial shopping centers including Bashford Manor Shopping Center

A.21. Transitions

There are no abutting uses that require property perimeter buffers and all height and setback requirements are complied with.

A.22. Buffers

There are no abutting uses that require property perimeter buffers and all height and setback requirements are complied with.

A.23. Setbacks, lot dimensions, building heights

All building heights, setbacks and lot dimensions are compatible with surrounding commercial development.

A.24. Parking

Parking is located along the street frontages and no parking or delivery areas are adjacent to residential. There is a 5 foot vehicle use area buffer provided, although it is not required by the LDC.

A.28 Signs

Existing Sign to remain, no additional signage is proposed at this time.

GUIDELINE 4 – OPEN SPACE

A.2. Conservation;

A.3. Outdoor Recreation;

A.7. Maintenance of Open Space

A.4. Consistent with Pattern of Development

A.4. Natural Features

There is no open space requirement with this proposal.

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GUIDELINE 5 – NATURAL AREAS, SCENIC AND HISTORIC RESOURCES

A.1 Natural Features

The proposal includes no changes that will disturb the trees on site and is not increasing impervious area from the existing conditions.

A.2 Historic Resources

A.4 Preservation and Reuse of Historic Sites

The site itself contains no historic resources.

A.6 Soils and Slopes

There are no hydric soils or slopes on site.

GUIDELINE 6 – ECONOMIC GROWTH AND SUSTAINABILITY

A.3 Investment in Downtown and Older Neighborhoods

The proposal is not located downtown.

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A.4 Location of Industries

The proposal is not industrial.

A.6 Activity Centers

Bardstown Road, a major arterial, is a highly trafficked commercial corridor.

A.8 Location of Industries near Transportation Facilities

This proposal is not industrial.

GUIDELINE 7 - CIRCULATION

A.1 Impact of Developments

The proposal includes curb cut, sidewalk and streetscape improvements along both frontages, increasing traffic safety.

A.2 Impact Mitigation

See comment to Guideline 7.A.1 above.

A.3 Transit Supportive Development

The proposal includes improved sidewalks along a high frequency transit corridor.

A.4 Land Use and Transportation

See comment to Guideline 7.A.3 above.

A.6 Access to Surrounding Land Uses

The proposal does not share an entrance or parking facilities with the adjacent property to the west.

A.9 Dedication of Right-of-Way

Dedication of right of way is not required.

A.10 Adequate Parking

Adequate parking is provided for the contemplated use.

A.13 Joint and Cross Access

A.16 Unified Access and Circulation

The proposal does not share an entrance or parking facilities with the adjacent property to the west.

GUIDELINE 8 – TRANSPORTATION FACILITY DESIGN

A.8 Stub Streets

This proposal is located on an existing roadway network and is not creating any new roadways.

A.9 Access

Access is being achieved from the two abutting public right of ways.

A.11 Internal Circulation

The proposal is located on an existing roadway network that is sufficient.

GUIDELINE 9 – BICYCLE, PEDESTRIAN AND TRANSIT

A.1 Bicycle and Pedestrian Circulation

A.2 Transit

The proposal includes improved sidewalks, pedestrian connections and is located along a high frequency transit corridor, where this intensity of use is appropriate.

GUIDELINE 10 – FLOODING AND STORMWATER

The proposal will be reviewed and approved by MSD to ensure that stormwater drainage is handled appropriately.

GUIDELINE 12 – AIR QUALITY

The proposal has been reviewed by APCD and found to not have a negative impact on air quality.

GUIDELINE 13 – LANDSCAPE CHARACTER

A.3 Corridors

This area is highly developed and there are no existing natural corridors.

GUIDELINE 14 - INFRASTRUCTURE

A.2 Adequate Utility Service;

A.3 Water Supply;

A.4 Sewage Treatment and Disposal

The site is in an established center with adequate utility, water and sewage disposal facilities.

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