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STATEMENT OF COMPLIANCE WITH ALL APPLICABLE GOALS, OBJECTIVES AND POLICIES OF THE "PLAN 2040" COMPREHENSIVE PLAN

Applicant: Christian Brothers Automotive

Owners: Meijer Stores LTD Partnership

Location: A portion of 4500 S. Hurstbourne Parkway

Proposed Use: Automobile repair center

Request: Zone change from C-1 to C-2

Engineers, Land Planners, Landscape
Architects: Thoroughbred Engineering

INTRODUCTION

The Applicant proposes a change in zoning from C-1 to C-2 in the Suburban Marketplace Form District to construct an automobile service center on an .92 acre portion (to be created by minor plat) of an underutilized parking field at the Meijer Store on South Hurstbourne Parkway. The service center will have 9 bays and in a 5,815 square foot building in an area that is also a prime growth area for development because of these principal factors: (a) the availability of sanitary sewers and all utility services; (b) the presence of significant and growing commercial site activity; (c) the location near major arterials in close proximity to an interstate highway system which moves traffic to and from this major employment center; and (d) the close proximity to residential communities, thereby making employee commuting distances and times relatively short and appealing.

PLAN ELEMENT 4.1: COMMUNITY FORM

This "Application Package" complies with Plan Element 4.1, and 4 of its 5 Goals and their Objectives plus the following Policies.

As to Goal 1, Policies 6, 7, 8, 15, 16, 17, 18 and 21, it complies as follows, in addition to the other ways set forth above and below:

The site is located in the Suburban Marketplace Form District which is characterized by locating uses along major roadways with well-defined beginning and ending points and established depths along the length of the corridor with a mix of medium to high density uses which accommodates

multi-modal transportation with connectivity to nearby uses with compact groups of buildings utilizing the same curb cuts with a common buffering or street scape plan with respect to abutting uses of lower intensity. The proposal constitutes a reuse within the existing boundaries of the corridor with no expansion being requested.

Land Development Code required size and height restrictions, interior and perimeter landscaping, minimum parking, maximum lighting, and signage, and required setbacks will all be met.

Also, located as this proposed automobile service center is just a short drive in all directions from sizeable and ever-growing population centers, travel distances for workers are reduced, and walking and biking become very real possibilities, especially over time as sidewalk extensions are completed. This helps contribute to improved air quality.

Quality building components and a design, compatible in size and scale with other buildings and car dealerships along South Hurstbourne Parkway and surrounding area, will assure compatibility with nearby commercial and workplace buildings, development sites and also the residentially occupied properties. Quality landscaping and effective screening and buffering also help assure context-appropriateness and design-compatibility for the larger area and proximate residential neighborhoods.

Partly as a consequence of what surrounds this proposal and the fact that this is a proposed automobile service center, much like its surrounding land uses, impacts such as traffic, odors, lighting, noise, and aesthetic factors will not prove to be nuisance factors. After all, this area has been almost entirely built out as Suburban Marketplace development. This development will not cause an expansion of non-residential uses into residential areas as the existing C-1 zoning already permits a variety of non-residential uses and buffering and screening will be provided adjacent to residential development. Access to the site is not through residential areas and no industrial uses will be allowed in the proposed C-2 district. No disadvantaged communities will be impacted.

As to Goal 2, Policies 1, 5, 6, 7, 8, 9 and 10 it complies as follows, in addition to the other ways set forth above and below:

As said, the proposed automobile dealership and service center will be located in a Suburban Marketplace Form District and is within an already developed commercial activity center with a variety of retail and service facilities of a similar kind to this one. As such and with good and improving pedestrian and vehicular access along South Hurstbourne Parkway, and other area streets, there already exist convenient vehicular, bicycle and pedestrian connections to other like-kind developments, commercial establishments, and nearby residential neighborhoods. Indeed, the proposed automobile service center is part of a large mixed use activity center served by adequate infrastructure and transportation facilities that extends from Shelbyville Road to

Bardstown Road. Thus, it will access the mix of diverse residential communities nearby that provide a workforce. Plus, this development will have easy access to Louisville's interstate highway system, which leads to and from the UPS Worldport facility and is within a day's drive of a significant portion of the United States. Nevertheless, this use will likely serve the immediate area and will be capturing pass by trips rather than a destination site attracting traffic from throughout Metro Louisville.

This location adds to the opportunities existing and planned in this high growth area to work in close and convenient proximity to places of residence, food, and shopping within easy driving distances in all directions.

As to Goal 3, Policies 9, 10, 11 and 12, it complies as follows, in addition to the other ways set forth above and below:

The site does not contain any significant natural resources and does not have any environmental constraints such as wet soils, steep slopes construction on which would cause environmental degradation. It is not located in the Ohio River corridor and is not in a flood plain or flood prone area as will be evaluated by MSD.

As to Goal 4, Policies 1 and 2, the applicant/developer submits that no historic structures, cultural features or natural resources exist on this site.

PLAN ELEMENT 4.2: MOBILITY

This Application Package complies with Plan Element 4.2, its Goals 1 and 3 and their Objectives plus the following Policies.

As to Goal 1, Policy 4 and Goal 3, Policies 1, 2, 3, 4, 5, 6, 9 and 10, it complies as follows, in addition to the other ways set forth above and below:

This proposed automobile service center (located as it is within an existing and growing mixed use Suburban Marketplace corridor area proximate to other facilities of this kind, with good access off both arterial and collector level streets and thereby well connected as it is proposed to be close to restaurants, retail shopping and other nearby residential developments and communities) is plainly part and parcel of good pedestrian, bicycle and road networks, locating its development along and with access to and from those networks. The applicant, at its cost, will assure the provision of sidewalks. In doing so, it will prepare construction plans that will assure safe access with good site distances and turning radii for its entrances off South Hurstbourne Parkway.

Also, bike racks and handicapped parking spots will be installed as and where required near buildings. And all drive lanes, parking spaces and stub connections will be designed in accordance with Metro Public Works and Transportation Planning (MPW&TP) requirements. These are preliminarily depicted on the DDDP filed with this application.

Existing TARC service is generally available in this area. Pedestrian access is provided as well as internal pedestrian connections to the Meijer store.

Further, all necessary utilities are located proximate to this site and accessible by it via public right of way or easements.

PLAN ELEMENT 4.3: COMMUNITY FACILITIES

This Application Package complies with Plan Element 4.3, Goal 2, and its Objectives plus Policies 1, 2 and 3, it complies as follows, in addition to the other ways set forth above and below:

All necessary community facilities are located nearby, including sewage treatment by private service connection, police, and fire stations.

PLAN ELEMENT 4.4: ECONOMIC DEVELOPMENT

This Application Package complies with Plan Element 4.4, Goal 1, and its Objectives, plus the following Policies.

As to Goal 1, Policies 2, 3, 4 and 5, it complies as follows, in addition to the other ways set forth above and below:

The proposed development is in a marketplace form in an area with a mix of residential, office and well-established and predominantly commercial uses readily served by infrastructure and transportation facilities near the intersection of two arterial roadways (South Hurstbourne Parkway and Bardstown Road). The proposed zoning does not permit industrial uses and is not near the airport or the Ohio River.

It also increases the tax base essential to the provision of government services, especially important after the worst economic setback since the Great Depression which has resulted from the current COVID crisis. If Louisville and Kentucky are to fully economically rebound from this devastating occurrence, it will be because new growth opportunities are afforded like this one. That is why this Plan Element of the Comp Plan takes on such overriding significance at this point in Louisville's history.

PLAN ELEMENT 4.5: LIVABILITY

This Application Package complies with Plan Element 4.5, Goal 1 and its Objectives plus its Policies.

As to Goal 1, Policies 17, 21 and 24, it complies as follows, in addition to the other ways set forth above and below:

Soil erosion is not an issue with this site which is also not located in a floodplain and is currently a paved parking lot.. The DDDP filed with this application contemplates that storm water will be accommodated with existing facilities in conjunction with MSD's review. Sanitary sewer service is available at the nearby Hhite regional wastewater treatment plant. It can be accessed via lateral extension to and from an existing nearby manhole.

Measures will also be taken during construction to assure that erosion and sediment impacts are fully controlled and/or mitigated.

As mentioned above, given the location of this proposed automobile service center in and near a large existing and expanding activity center, and nearby residential living opportunities, air quality impacts will be minimized because vehicle miles travelled are reduced.

PLAN ELEMENT 4.6: HOUSING

This Application Package complies with Plan Element 4.6, its 3 Goals and their Objectives, and Policies 1, 2 and 3 as follows:

The proposed zoning permits a variety of housing options and styles within an established commercial corridor with a variety of uses that support mixed use and mixed income development as well as aging in place and could allow for fair and affordable housing. No residents will be displaced by this development.

* * *

For all the above-stated reasons, those shown on the detailed district development plan and those explained at the LD&T meeting and Planning Commission public hearing, this application complies with all other applicable Goals, Objectives, and Policies of the "Plan 2040" Comprehensive Plan.

Respectfully submitted,

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