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STATEMENT OF COMPLIANCE WITH ALL APPLICABLE GOALS, GUIDELINES AND POLICIES OF THE CORNERSTONE 2040 COMPREHENSIVE PLAN

Applicant/Owner: Jeffrey Vessels

Location: 908 and 910 S. English Station Road

Proposed Use: Single and multi-story, climate controlled, self-storage mini-warehouse

Engineers, Land Planners and
Landscape Architects: Land Design & Development, Inc.

Request: Zone Change from R-4 to C-M

INTRODUCTORY STATEMENT

This application is for a change in zoning from R-4 to C-M on two parcels totaling approximately 12.68-acres along the west side of S. English Station Road, adjacent to and north of I-64. These parcels are unusually large with a strange configuration for single-family residential homes. Furthermore, this site's location directly next to I-64 and in close proximity to very large overhead electrical lines make any residential development undesirable. The immediate area surrounding this site has been transitioning over time to a variety of other residential uses: small lot residential, apartments, townhomes, and patio homes. All of this new residential development creates the need in the immediate area for storage, which this proposal is designed to provide in a way that doesn't create negative impacts. The mini-storage use is among the lowest of all possible peak hour traffic generators and does not cause the negative impacts of noise, odor and light emissions. The aesthetic issues will be addressed through building design and screening and buffering along S. English Station Road and from the apartment and single-family development to the north.

PLAN ELEMENT 4.1: COMMUNITY FORM

This Application complies with Plan Element 4.1, its 5 Goals and their Objectives plus the following applicable Policies.

As to Goal 1, applicable Policies 2, 2.1, 3.1.3, 4, 6, 7, 8, 9 10, 11, 12 13, 14, 15, 16, 17, 18, 19, 20, 21, and 23, it complies as follows, in addition to the other ways set forth above and below: The site is located in the Neighborhood Form District which encourages compatible, neighborhood and area-serving commercial uses. The proposed self-storage facility is an excellent neighborhood and proximate small area serving business. The owners of the newly constructed nearby single-family residential lots have unmet storage needs, as do the owners of the nearby condominiums and the tenants in the newly constructed apartments. In total, this site will be located next to a total of 936 new residential dwellings (being the total from Signature Point, Sunshine Development's 805 S. English Station Road, Lake Village at Landis Lakes, the Reserve Patio Homes, the Stables Apartments, and Creekside Commons). And all of the above

are just the brand new residential demand not including the overall Landis Lakes development. The closest self-storage facility is located inside the Gene Snyder 2.5 miles from the subject site such that any resident along S. English Station Road currently needs to travel into Middletown for storage needs. Therefore, this proposed use adjacent to these residents will be better for air quality and traffic safety, requiring shorter distances to be traveled for access. The site will also have very few employees, meaning there is a lower need for access by transit as employees will likely come from the immediate area.

While the request is for commercial zoning, this is a very low impact commercial use on a severely constrained site (due to the large overhead transmission easements) that is not a viable residential site due to the proximity to I-64. In fact, the site will serve to create a noise barrier from the I-64 noise to the Signature Point and Lodges developments to the north. Because there is no other undeveloped property in the immediate area, there is no potential for this rezoning to spawn other commercial rezoning requests. The proposed use is also one of few proposed uses that can be designed around the utility easements which are located through the site. The overall characteristics align with the residential aspect of the area, as there are no manufacturing or traditional industrial activities proposed on the site. While the site constraints make such activities impractical, the applicant will propose a use binding element to prohibit all other C-M uses other than mini-storage.

The proposal features heights, setbacks, building materials and design themes that maximize aesthetics and minimize negative visual impacts, as well as fosters compatible forms and designs with surrounding residential communities. Specifically, vantage points from nearby residential properties to the inside of the site, as well as any refuse storage, will be appropriately screened through proposed berm and plantings. A gate will be used, along with lighting and added security features requested by surrounding residents.

This proposed self-storage facility will lack any real odor, noise and lighting impacts which will be confirmed through additional proposed binding elements. This proposed use is unique among all other commercial enterprises in this manner.

As to the potential impacts of traffic and air quality, the proposed use generates, as said, almost no traffic, indeed less than just about any other conceivable use due to the population it will serve, which is the nature of self-storage. Most customers drop their “stuff” off once and usually never or only infrequently return. Further, the site plan has been prepared to assure safe and easy access without disrupting existing S. English Station Road traffic patterns and flows.

The proposed facility includes very little parking, given how infrequently facilities of this kind are visited, meaning there is little to no increase in traffic flow or trip generation through the neighboring residential areas. The proposal’s lighting and signage features will be fully LDC compliant, as only minimal security lighting and signage are needed given the nature of the proposed use.

As to Goal 2, applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15, 16 and 17, it complies as follows, in addition to the other ways set forth above and below: This project is located in a Neighborhood Form District and offers a proposed use and density that is compatible with the adjacent residential uses, and existing/planned infrastructure. Furthermore, it provides non-residential development within the Neighborhood Form District, while still being a residential serving use. This is the best development option given the natural features of the lot, and this proposed use will not practically be an intense use of the site. It is also located along a stretch of

S. English Station Road that possesses adequate traffic-carrying capacity. An existing activity center which includes a small grocery store, restaurants, large and small retail, office buildings and schools, is located close to the site at the intersection of S. English Station Road and Shelbyville Road.

Road access will be reviewed during the agency comments, following this official filing. MSD and Metro Public Works and Transportation Planning (MPW&TP) will need to “stamp” this plan for preliminary approval prior to LD&T review, thereby demonstrating compliance with those agencies’ independent standards relative to the roadway, sanitary sewer and storm water infrastructures.

As to Goal 3, applicable Policies 1, 2, 7, 8, 9, 10, 11, 12, it complies as follows, in addition to the other ways set forth above and below: the site will promote functional open space which protects natural resources and is compatible with the pattern of development in the Neighborhood Form District. No wet or highly permeable soils, or severe, steep, or unstable slopes are evident on the site. It is also not located in the floodplain. The proposed use incorporates minimal changes to the other overall topography, and maintains the natural features of the site other than the installation of the berms that are proposed.

As to Goal 4, this application is not located near or adjacent to any historical sites. As to Goal 5, the site and proposed use are neither large enough nor appropriate for public art.

PLAN ELEMENT 4.2: MOBILITY

This application complies with Plan Element 4.2, its 3 Goals and their Objectives plus the following applicable Policies. As to Goal 1, applicable Policies 1 and 4; Goal 2, applicable Policies 1, 2, 3, 4, 5, 6, 7 and 8; and Goal 3, applicable Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 17, 18, 20 and 21, it complies as follows, in addition to the other ways set forth above and below:

The proposal and DDDP include provisions for sufficient and safe access, corner clearances, site distances and internal circulation. Adequate road right-of-way exists, or will be further provided. Frontage sidewalk and a pedestrian connection from sidewalks to buildings will be assured. Given the specific proposed use, customers are unlikely to access the facility via bicycle or transit. Instead, it will likely be accessed by truck or car, but once again the nature of the proposed use will cause there to be fewer overall trips, shorter distances traveled, and an infrequent number of trip generations. As a result, any traffic impacts on S. English Station Road street will be minimal and should actually provide a reduction in volume of traffic from residents crossing the Gene Snyder for their storage needs. No nuisance will be created, which will be demonstrated at the public hearing through any additional binding elements to assure same. All existing transportation facilities are adequate to serve this development. Adequate parking and delivery access will be accommodated as explained above and in the DDDP. Furthermore, this is the closest facility in the area for this proposed use, meaning it will facilitate better transportation practices overall. Lower peak hour trips will be generated as well due to the proposed use. Though it is not located in a village center, the proposal still complies with the basic objectives of encouraging short trip lengths due to proximity to its anticipated customer base.

In the end, as already stated, MPW&TP will have to “stamp” the DDDP for preliminary approval prior to docketing for LD&T review and public hearing. The applicant will show compliance with all technical transportation design requirement of those agencies.

PLAN ELEMENT 4.3: COMMUNITY FACILITIES

This application complies with Plan Element 4.3, its Goals and their Objectives plus the following applicable Policies. Specifically, as to Goal 2, applicable Policies 1, 2 and 3, it complies as follows, in addition to the other ways set forth above and below:

While not a community facilities plan, sanitary sewer, water, electric and gas utilities exist within S. English Station Road and can readily be accessed for this low demand use. Furthermore, there are other existing infrastructures, and as mentioned, potable water sources and sufficient water for fire-fighting purposes. Other existing or future community facilities will not be burdened by this plan.

PLAN ELEMENT 4.4: ECONOMIC DEVELOPMENT

This application complies with Plan Element 4.4, its Goals and their Objectives, plus the following applicable Policies. As to Goal 1, applicable Policies 2, 3, 4, and 5; and Goal 2, applicable policies 2 and 3, it complies as follows, in addition to the other ways set forth above and below:

This infill development proposal promotes general economic activity that serves and betters the surrounding area. While this self-storage use with outdoor storage of boats and RVs is classified in our industrial zoning we will propose use binding elements to address same, and this development provides the ability to provide a much needed service in an area with demand for same. It will not lead to higher traffic rates in the area, thereby avoiding any adverse effects on surrounding areas. This location is close to an existing retail, office and school activity center, and as such it will serve area residents along the busy S. English Station Road corridor. There are adequate connections that already exist for access to the site.

This proposal will also be an infill development of an otherwise under-utilized and vacant lot. It will feature all necessary design components to promote energy efficiency and lower the urban heat island effect through additional tree canopy than exists today.

PLAN ELEMENT 4.5: LIVEABILITY

This application complies with Plan Element 4.5, its Goals and their Objectives plus the following applicable Policies. As to Goal 1, applicable Policies 5, 7, 8, 10, 12, 13, 15, 17, 21, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33 and 35; and Goal 4, applicable Policies 1 and 2, it complies as follows, in addition to the other ways set forth above and below:

A stormwater detention basin is proposed at the front of the site, such that post development peak rates of runoff will not exceed pre-development conditions. Stormwater will enter the exiting storm system. Any effects the proposal has on air quality will be negligible, as the vehicle miles will be reduced due to the close proximity of the site to potential customers. The general landscaping features of the area will be maintained. The applicant will have a KARST study performed to identify any ecological conditions to address. The site is also not located in the floodplain, but will still comply with all applicable regulations for environmental concerns The

main thing to think about in terms of air quality is that when opportunities exist, like in this case, to reduce vehicle miles traveled, air quality is positively impacted.

PLAN ELEMENT 4.6: HOUSING

This application complies with Plan Element 4.6, its Goals and their Objectives, plus the following applicable Policies. As to Goal 1, applicable Policies 1, 2 and 3; Goal 2, applicable Policies 1 and 2; and Goal 3, applicable policies 2 and 3, it complies as follows, in addition to the other ways set forth above:

Because the proposed self-storage facility is located proximate to existing residential neighborhoods, near an existing activity center and major arterial, it will readily serve people in nearby housing who lack appropriate storage and are underserved by similar businesses. This proposal serves as a direct benefit to these residents, and will promote more occupancy in the surrounding area. The proposed use will not create a disparity in density or intensity of uses with these housing options but will instead complement them. Lastly, this proposed use encourages housing in the surrounding areas for older and disabled populations, as it locates storage closer to them for purposes of ease of access.

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For all of the above-stated reasons, those shown on the DDDP and those explained elsewhere in this application, plus those that will be further 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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