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

Applicant/Owner:	Iron Will Ventures, LLC
Location:	11401 Race Road
Proposed Use:	Single-story, self-storage
Engineers, Land Planners and Landscape Architects:	Mindel Scott
Request:	Zone Change from R-4 to C-M

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, 14, 16, 17, 18, 19, 20 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 storage site for parking heavy trucks, trailers, boats, RVs, and other large vehicles, is an excellent neighborhood and proximate small area serving business. It will allow for the expansion of a complementary service with a strong customer base. Nearby residents live on relatively small lots with minimal storage, therefore prompting a need for this proposed use. In total, this site will be located near residential apartments, town/patio homes, or single-family residences, and is the closet storage service of this type within several miles. Small businesses may also require this storage capacity for supplies and extra equipment on site. Therefore, this proposed use adjacent to these nearby residential and other commercial activities will be better for air quality and traffic safety, requiring shorter distances to be traveled for access. The site will also use few employees, meaning there is a lower need for access by transit. Overall, this proposal will not allow for higher intensity uses on the site that would otherwise have a negative environmental impact on the surrounding residential areas. Additionally, the site is bordered to the north by a landscaping business and is effectively screened by natural buffers to its southeast side, meaning it provides an appropriate transition to any residential neighbors.

The site is also located on Race Road, a local road, with immediate access to Bardstown Road, which is a major arterial. These overall characteristics align with the residential aspect of the area, as there are no manufacturing, hazardous, or traditional industrial activities occurring on the site.

The site features setbacks and design themes that maximize aesthetics and minimize negative visual impacts, as well as fosters compatible forms and designs with surrounding residential communities. Entry points will be minimized. A gate will be used, along with lighting and

added security features. This proposal will lack any real odor, noise and lighting impacts. 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, which is the nature of self-storage. Further, the site plan has been prepared to assure safe and easy access without disrupting existing traffic patterns and flows.

The proposed facility includes only minimal/negligible short-term parking, given how infrequently businesses of this kind are visited, meaning there is little to no increase in traffic flow or trip generation through other 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 desired levels, adjacent 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 increase any significant intensity of use. It is also located off a stretch of Bardstown Road that possesses adequate traffic-carrying capacity. The development is within an existing and growing, commercial activity center. As such, there will be appropriate access and connectivity provided, and a synergy of complementary commercial uses that support economic growth.

Road access will be reviewed during the agency comments, following this official filing. MSD and Metro Public Works and Transportation Planning (MPW&TP) will approve 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. The proposed zone change will also permit a variety of uses, including mixed residential, office, and other commercial uses.

As to Goal 3, applicable Policies 3, 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. All necessary actions will be implemented to account for any wet or highly permeable soils, or severe, steep, or unstable slopes on the site. The site is also not located in the floodplain, or Ohio River Corridor. The proposed use maintains other natural features of the site.

As to Goal 4, applicable Policies 1 and 4, it complies as follows, in addition to the other ways set forth above and below: this application is not located near or adjacent to any historical sites, thus aiding in the preservation of any existing in the area. The wrecking ordinance is inapplicable.

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 4, 5, 7 and 8; and Goal 3, applicable Policies 1, 2, 3, 4, 5, 6, 7, 9, 10, 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. 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 nearby roads will be minimal. No nuisance will be created.

Access to the site will be directly off Race Road, meaning no commercial traffic will be routed through adjacent residential neighborhoods. The proposed use is not a higher intensity use for the surrounding area, despite the zoning classification. As such, 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 due to the proposed use. The proposal achieves the basic objectives of encouraging short trip lengths due to proximity to its anticipated customer base. Any future redevelopment could potentially allow for higher density and more employment opportunities near a strong residential base.

In line with this, this proposed zone change will serve and fit with the transportation characteristics of the surrounding area and there is adequate vehicular infrastructure to serve the proposed commercial use and future commercial uses. It will continue to assist a growing residential population by providing them with access and connectivity to a complementary service. The property will allow for ease of transport for people with disabilities. This proposal shall also allow higher density and intensity commercial zoning to be located in a growing activity center.

All necessary agencies will approve the DDDP for preliminary approval prior to docketing for LD&T review and public hearing. This will demonstrate 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:

This proposal is not a community facilities plan, but is located in an area currently served by existing infrastructure. The site shall incorporate all necessary features as determined by the Health Department or other government agency for full compliance with all applicable codes and regulations.

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 1 and 3, it complies as follows, in addition to the other ways set forth above and below:

This proposal promotes general economic activity that serves and betters the surrounding area. While this proposed use complements the nearby residential areas, it will not lead to higher traffic rates, thereby avoiding any adverse effects or nuisances on its neighbors. The development will further serve as a facilitator for job creation. This location is near a growing activity center, and as such it will serve area residents and those visiting existing, adjacent and nearby businesses along Bardstown Road. 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.

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 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 on 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. A KARST study may help preserve any ecological conditions. The site is also not located in the floodplain, but will still comply with all applicable regulations for environmental concerns.

Once again, this development will not utilize transit systems, therefore preserving these valuable community resources for other uses. All requirements will be followed, as systems will be implemented to further protect groundwater and any other natural water sources. Landscaping will be added where necessary and required under the Land Development Code to reduce the impact of the site on nearby residential uses. The proposed rezoning and development will incorporate numerous policies and features that all support the natural character of the land, including greenspaces and a tree canopy that will encourage growth of many native plant species.

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 and 2; 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 proposal is located proximate to existing residential neighborhoods, near an existing activity center and major roadway, 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, as well as more diverse housing layouts and types. The proposed use will not create a disparity in density or intensity of uses with these housing options but will instead complement them. It will promote fair and affordable housing, and will not displace any residents. 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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