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February 14, 2014

Mr. Christopher Brown
Louisville Metro Planning & Design Services
444 So. Fifth St.
Louisville, KY 40202

Re: Applications # 14DevPlan1000 and #14DevPlan1004

Dear Chris,

As you know, in regards to the above applications, I represent the Tucker Station Neighborhood Association, almost every one of the adjoining (or across the street) neighbors, and other neighbors, especially those on Rehl Road and Tucker Station Road. While this is not a densely populated area, there are many property owners who will be directly and possibly adversely affected by either or both of these proposals. The following comments will have bearing on each of these applications, so I am asking you to include this letter in the file and in the staff report for each application. Of course, I am also asking you and other Louisville Metro reviewers to take our views and questions into account in preparing your reports.

Application #14DevPlan1000 (hereinafter #1000) is a proposed FedEx Ground distribution facility with a building area of 310,949 sq. ft., a 42' building height, 652 auto and motorcycle parking spaces, 430 truck parking spaces, an estimated 572 warehouse employees, and an unknown number of office employees.

Application #14DevPlan1004 (hereinafter #1004) is a proposed distribution facility with a building area of 482,500 sq. ft., a 42' building height, 314 auto parking spaces, 68 trailer parking spaces, an estimated 275 warehouse employees, and an unknown number of office employees.

A major problem is the paucity of information about these projects. The submitted plans and elevations are so incomplete that they do not give any detailed information about the final scope of these projects. There is either very little or no information regarding: topography and topographical cross-sections, fences, walls, berms, noise levels and sound barriers, landscaping, lighting, operations of the completed uses, traffic, detailed employee statistics including future maximums, detailed design/layout features, focal points, outdoor amenities, signage (attached and freestanding), and occupants. By a copy of this letter, we are asking the applicants for much more information.

Section 2.6.3 of the Land Development Code (LDC) states in part:

“The PEC Planned Employment Center District is intended:

...

3. To insure compatibility between the industrial operations within the industrial park and the existing activities and the character of the community in which the park is located.”

The Tucker Station Neighborhood contains a mix of uses including residential, business park, semi-rural, suburban and historic properties. The two major roads near the business park, Rehl Road and Tucker Station Road are both “scenic corridors” as designated by the Louisville Metro Council. It is imperative, in order to meet Cornerstone 2020 and the intent of the LDC above, that the compatibility of any new development be strongly considered in the process of possible approval of the above applications. We wish to address a number of issues as follows:

Operating Hours

Section 4.1.6 (“Operating Hours”) of the LDC states in part:

“The following operating hour restrictions shall apply to all uses that are within 100 feet of any property that is zoned residential...as measured from the closest property line of the proposed use.

- A. Collection of Garbage and Recyclables – No garbage or recyclables collection services shall be conducted between the hours of 10:00 p.m. and 7:00 a.m.
- B. Loading Operations – No loading or unloading operations shall be conducted between the hours of 10:00 p.m. and 7:00 a.m. This restriction shall also be applicable to the idling of any heavy or medium trucks on the site for the purpose of conducting loading or unloading operations regardless of whether said activities have already occurred or are scheduled to occur in the future.”

The properties proposed in these two applications are both adjacent to and within 100 feet of properties that are residentially zoned and used. Application #1000 has residential property on its west and south boundaries. Application #1004 has residentially zoned property on its east and south boundaries. Therefore, any uses anywhere on these properties are subject to these restrictions. The neighbors who own and live in these residential properties must be assured by the applicant and the Planning Commission that there will be full compliance with this regulation. There must be no such loading or collection activities during the restricted hours. Otherwise, the livability of these homes will be severely affected and their values greatly diminished.

Traffic

Traffic concerns on Tucker Station Road immediately and on Rehl Road eventually are of great concern to the neighbors. Together, Applications #1000 and #1004, along with previously approved case # 18989, have proposed over 1200 new employees on just one block of Plantside Drive in Blankenbaker Station II. How many future employees will actually work there is unknown. These three projects have proposed a total of 1860 parking spaces with 500 of those being for trucks and trailers.

Tucker Station Road is unsafe and impassable for tractor-trailers. There are ninety degree turns that are not manageable by large trailers. A speed limit sign is currently bent over in front of the Kaelin property, having been run over by a truck that couldn't make the turn. The road is narrow. Many mirrors from trucks have already been lost when two large trucks try to pass each other. Even shorter trucks would be an incompatible intrusion into the character of the community. That portion of Tucker Station Road is purely residential and even semi-rural in nature.

Any truck traffic serving these sites to or from areas such as South Dixie, Fairdale, I-65 and points south including the FedEx super-hub in Memphis, Bullitt County, Okolona, Highview, Fern Creek, Glenmary and Spencer County, will be directed by GPS to exit I-265 at Taylorsville Road, go west to a right turn onto Tucker Station Road and proceed to Plantside Drive. The route via Tucker Station Road is less than half the distance to Plantside Drive than by continuing on I-265 to I-64 to Blankenbaker Parkway to Plantside. The traffic congestion at the Blankenbaker intersections with I-64 and with Bluegrass Parkway makes that route even less attractive.

In addition, a large majority of the more than 1200 new employees will be warehouse workers who will be following that same route, possibly coming for two or three shifts, seven days a week.

For both of these traffic problems, a traffic study that only estimates trips for the two standard peak times for Monday through Friday will not accurately assess the effect these projects will have on the character of the neighborhood unless adequate measures are taken to control the effect of these and future developments.

From a traffic standpoint, these two new proposed projects should not be allowed until:

1. "Urton Lane is constructed from Plantside Drive/Rehl Road to Taylorsville Road.", as ultimately required by binding Element # 27(c).
2. Heavy and medium truck and trailer traffic is completely prohibited on Tucker Station Road between Taylorsville Road and Plantside Drive, except for local deliveries. If and when Plantside Drive opens to Rehl Road, that same prohibition should be applied to Rehl Road.
3. Traffic lights are installed at Plantside Drive and Tucker Station Road and at Tucker Station Road and Bluegrass Parkway.

4. Previously identified improvements at the intersection of Plantside Drive and Blankenbaker Parkway are completed, and
5. An analysis of a new complete traffic study is completed which would address the requirements in Binding Elements 27, 28, 29 and 31.

Mass Transit

Currently, the only mass transit (TARC) available to these sites is the 78X Downtown/Bluegrass Express which comes closest at Campus Place and Plantside Drive west of Tucker Station Road. This service runs only Monday through Friday, runs only in the mornings and late afternoons, and connects only to the downtown area. This service will be almost useless to the over 1200 warehouse worker at these sites, especially those who live in the areas discussed above.

These projects should not be allowed to proceed until mass transit is made available for all shifts of workers for these two proposed projects and the already approved Case # 18989. Transit stops need to be provided on the new portion of Plantside Drive and bus service should be subsidized by the developers of this industrial subdivision.

Viewshed

Section 5.5.2.B.2 of the LDC states:

“Off-street loading and refuse collection areas shall be located and screened so as **not to be visible** (emphasis added) from adjacent public streets and residential uses.”

In Application #1000, 24 overhead doors and their loading area on the south elevation will be visible from at least six or more R-4 properties. On the north elevation, 78 overhead doors and their loading areas will be visible from the adjacent R-4 property and from Plantside Drive.

In Application #1004, the south elevation, with 19 overhead doors and their loading area, will be visible from Rehl Road and from at least fifteen residential properties. Rehl Road is a legislatively designated ‘scenic corridor’ and needs to be protected from the poor layout and design of this proposal.

The plans for these two projects do not show any adequate screening of these loading areas which would make them invisible to the adjacent and nearby residential properties.

Design

Section 5.5.2.A.1 of the LDC states:

“Buildings with frontage on two streets shall have consistent building design and materials on each façade.”

In Application #1004, the façade on Rehl Road contains nineteen overhead doors but the façade on Plantside Drive is completely different. This building does not seem to comply with the code. Otherwise, there is not enough detail to determine code compliance.

Sound

Measurements of current decibel levels need to be made on all property lines that either abut residential properties or are directly across a public street from residential properties. Adequate sound screening walls need to be planned to prevent any sound beyond current levels from intruding upon adjacent or nearby residential properties. Increased sound levels, possibly seven days a week and for many hours a day, will make nearby residential properties unlivable and will reduce their market values.

Fences and Walls

There is no description of the proposed perimeter fence on Application #1000. There is no proposed fence for Application #1004. If fences are proposed, there need to be full descriptions. A four-board horse fence needs to be erected along the Rehl Road frontage of #1004.

Landscaping

There are no detailed landscaping plans which would indicate whether these projects will be landscaped in a manner which will conform to the character of the neighborhood.

Signage

No lighted attached signage should be visible from any residential properties.

Lighting

Neither plan reflects the lighting requirements of Binding Elements 13 and 36(e). There is no detailed lighting plan which shows the location and height of any light fixtures and their effect on neighboring residential properties.

Outdoor Amenities and Focal Points

There are no outdoor amenities or focal points shown on the plans.

Environmental Concerns

The Redwing report of January 14, 2014, concludes significant environmental impact on the property, to the extent almost One Million Dollars contributed to the state would be an adequate substitute. The Planning Commission needs to determine whether this impact complies with the Comprehensive Plan and the LDC.

The amount and intensity of the traffic generated by these projects may have deleterious effects on air pollution in the area also.

Conclusion

At the zoning hearing on these properties many years ago, we were told not to worry about details. We were told that would all be discussed and revealed at the detailed district development plan stage. Now that we have finally gotten to that stage, there are few details revealed. It is the opinion of the Tucker Station Neighborhood Association and the adjacent and nearby neighbors that the above objections and questions need to be fully discussed and answered before these projects are allowed to proceed, if they are to proceed at all. If we learn more about these proposals, we may have additional questions. It may very well be that they are the wrong locations and designs for the proposed uses.

Sincerely,

/s/ Stephen T. Porter

e-mail copy: Stuart Benson
Jim Mims
Emily Liu
Tammy Markert
Steve Tucker
Aida Copic
J. Barry Barker
Bill Bardenwerper
Jon Baker
Bradley Coomes

Brown, Christopher

From: Marylou James <mljames35@yahoo.com>
Sent: Tuesday, February 25, 2014 9:04 PM
To: Brown, Christopher
Cc: Benson, Stuart
Subject: Proposed Fed Ex. Structure

Dear Mr. Brown,

Please add our names to the list of residents that are against this proposed Fed Ex Development. We have lived off Tucker Station Road in Tucker Lake Estates since October 2006 and have seen the amount of traffic increase tremendously. We cannot imagine what will happen to this area if this development proceeds. We understand some developments will come but this has been a residential area and none of us expected to be confronted with such a large commercial business. We moved to a quiet area and Fed Ex trucks and other necessary trucks for their operation will be a disaster for our narrow curving roads and the noise will increase as well. It will also decrease our property values.

As property owners and tax payers in the proposed area we ask that you do not allow this development to proceed and destroy our area.

Thank you for listening.

*Mary Lou & Richard James
3050 Crystal Waters Way
Tucker Lake Estates
Louisville, Ky. 40299
502 267 8855*

Brown, Christopher

From: Rita Osborn <rdosborn@mindspring.com>
Sent: Tuesday, February 25, 2014 12:25 PM
To: Brown, Christopher
Subject: Fed Ex Development on Rehl Road

Dear Mr. Brown,

As a resident of Grand Lakes Subdivision, I am greatly concerned about the proposed Fed Ex Development planned less than a mile from the entrance to my subdivision off of Rehl Road. I am unable to attend the March 6 meeting but ask that this letter be added to those other taxpayers offering their concerns.

As a taxpayer who will be directly effected by this development, my concerns are:

- semi traffic on Rehl Road and Tucker Station Road. On multiple occasions I have seen Papa John semis using Tucker Station instead of Blankenbaker to cut over to Taylorsville Rd. This would add Fed Ex semis to that route.
- In addition, the state legislature is currently considering a bill that would allow trucks to carry an additional 4 tons of cargo. Rehl Road and Tucker Station Road could not possibly withstand that kind of weight (and width), posing serious safety issues for those who travel that road to access their homes. The roads would also require constant maintenance which is a very expensive proposition that taxpayers would have to ultimately pay for.
- I would want to know how traffic flow patterns are going to be addressed to assure safety for those who travel this road on a daily basis. Can trucks be kept from accessing these narrow, curvy country roads in order to reach Taylorsville Road and the interstates?
- This is a rural area that sustains a significant natural animal habitat. What actions are being taken to protect the rural character of this area and assure this habitat is sustained?
- How will noise, visual appearance/setting, lighting, and pollution be controlled to still allow an asthetically pleasing setting?
- What about the additional traffic 950 employees will add to the traffic in this area? Will there be speed control?

I accept that development is inevitable, but do believe there should be a serious effort and responsibility on the developer's part to do everything possible to make that development blend well with the surroundings and also assure that the rural character of the area is maintained, and that those property owner's in the surrounding areas be respected. We were here first and should not be threatend with reduced property values so a commercial developer can save money at the taxpayers' expense.

Thank you.

Sincerely,

Rita Osborn
13426 Kristen Leigh Court
Grand Lakes Subdivision
Louisville, KY 40299
502-266-6253

Brown, Christopher

From: Webster, Angela
Sent: Wednesday, February 26, 2014 4:08 PM
To: Laurarobin2
Cc: Brown, Christopher
Subject: RE: Fed Ex

Chris,

Please add this to the case file as well so the commissioners will be aware.

Angela Webster

From: Laurarobin2 [laurarobin2@netscape.net]
Sent: Wednesday, February 26, 2014 3:42 PM
To: Webster, Angela
Subject: Fed Ex

Angela, I won't be able to attend the meeting RE: Fed Ex Warehouse at Tucker Station/Rehl Rd. area, but am very much against it at this point. Destruction of that beautiful area is very sad. In addition, a 24 hour operation near several residential areas, TUCKER LAKE ESTATES, CRYSTAL WATERS, GRAND LAKES ESTATES, and many individual homes on Rehl Rd. and Tucker Station Rd., not to mention the close proximity of Blackacre Nature Preserve...trucks, fumes, and business lighting will greatly impact all, people and wildlife, in this area. Please convey our concerns at the meeting. thank you.

Laura Robinson-Zoeller
TUCKER LAKE ESTATES