Louisville Metro Planning Commission
March 6, 2014

Docket No. 14DEVPLAN1000 and 13DEVPLAN1004

Related Detailed District Development Plans w/ Waivers to allow a proposed FedEx Distribution Center on property located at Plantside Drive and Earl Jones Way, also known as Lot 24 within Blankenbaker Station II

and

to allow a proposed office/warehouse on property located at 13007 Rehl Road, also known as Lot 23 within Blankenbaker Station II

SETZER PROPERTIES

HOLLENBACH OAKLEY

Attorneys: Bardenwerper Talbott & Roberts, PLLC

Setzer Land Planners, Landscape Architect & Engineers: Banks Engineering, Inc.

Hollenbach-Oakley Land Planners, Landscape Architect & Engineers: Mindel Scott & Associates

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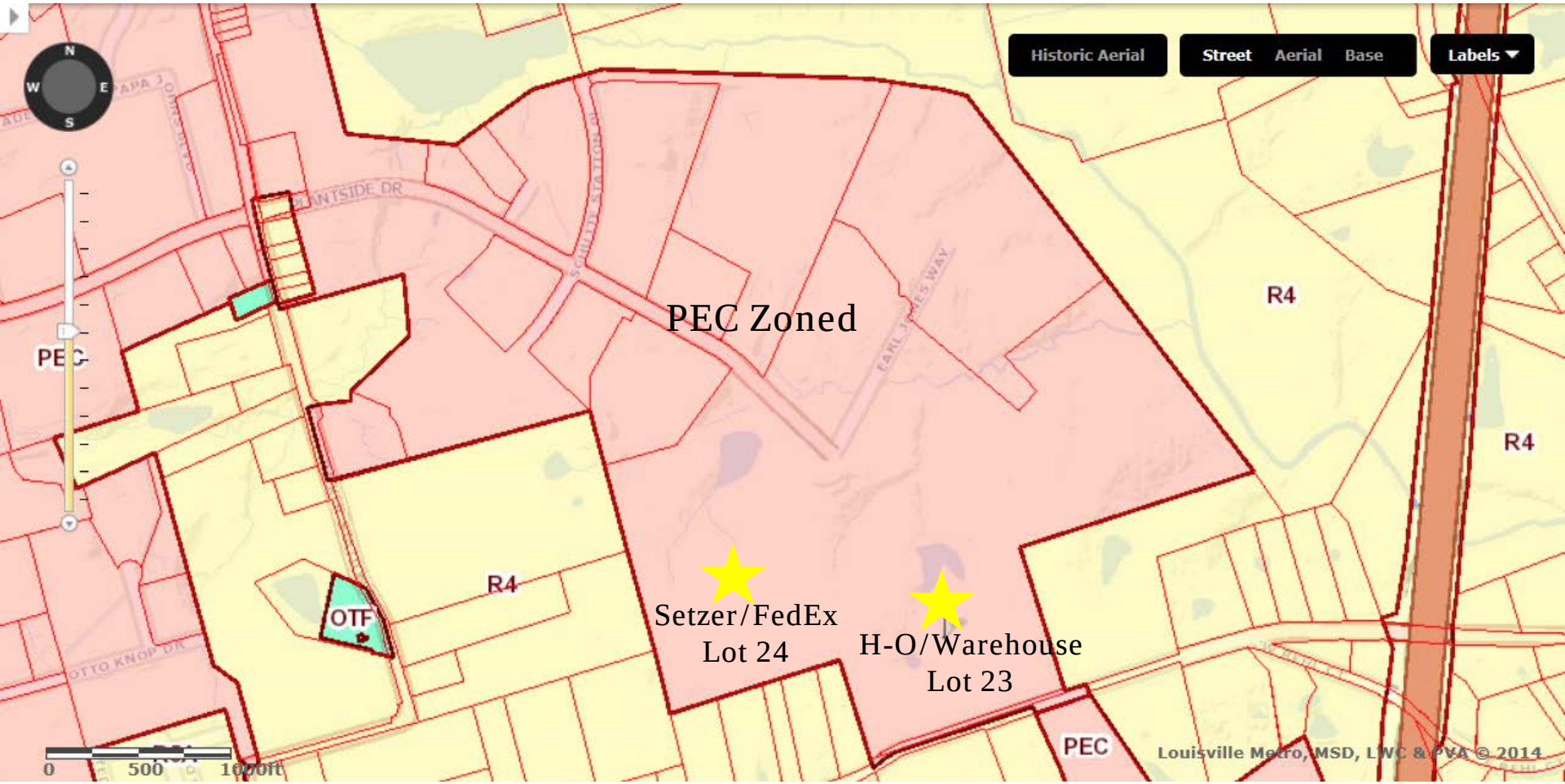
5. Setzer/FedEx (Lot 24) Building elevations
6. Hollenbach-Oakley (Lot 23) Development Plan
7. Environmental Impact summary
8. Traffic Impact Study summary
9. Tractor trailer routing plan

Tab 1
LOJIC map and aerial of both sites


Historic Aerial
Street
Aerial
Base
Labels
PEC Zoned
R4
R4
R4
PEC
OTF
Setzer/FedEx
Lot 24
H-O/Warehouse
Lot 23
PEC
0
500
1000ft
Louisville Metro, MSD, LWC & PVA © 2014


Historic Aerial
Street
Aerial
Base
Labels
N
W
E
S
PAPA JOHNS BLVD
PLANTSIDE DR
TUCKER STATION RD
EARL JONES WAY
S PORTERWICK RD
265
R4
R4
R4
OTF
PEC
OTTO KNOP DR
REHL RD
W REHL CT
REHL RD
E REHL CT

Tab 2
Aerial and overall plans of the Blankenbaker Station II development

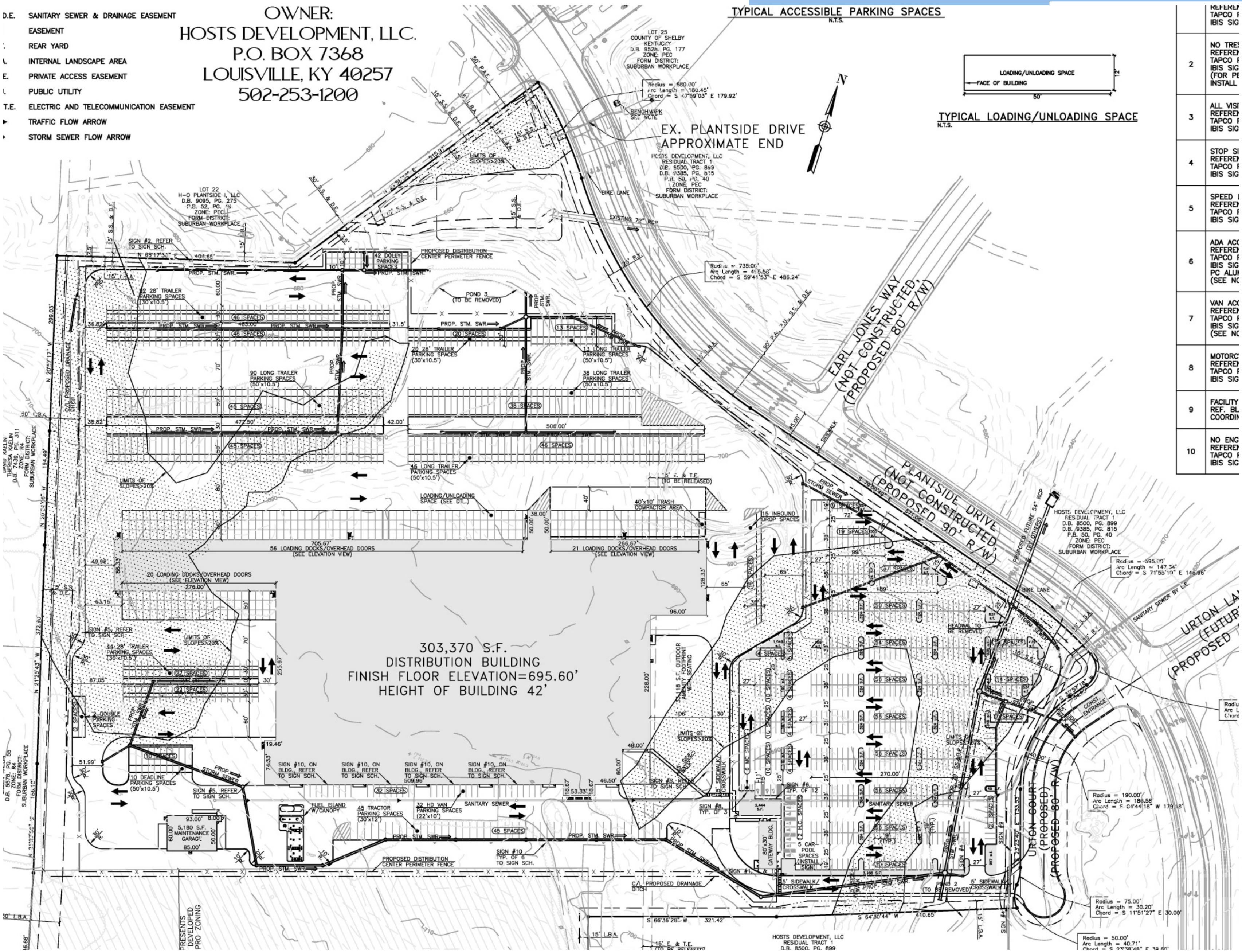
Blankenbaker Station I, II, III and IV Business Parks (subject sites circled in red)


Blankenbaker Parkway
Plantside Drive
Tucker Station Rd
Rehl Road
I-64
I-265
N

Tab 3

Setzer/FedEx (Lot 24)

Development Plan with cross sections to adjoining residential properties and notations of areas where parking versus different types of loading occur


OWNER:
HOSTS DEVELOPMENT, LLC.
P.O. BOX 7368
LOUISVILLE, KY 40257
502-253-1200
SANITARY SEWER & DRAINAGE EASEMENT
EASEMENT
REAR YARD
INTERNAL LANDSCAPE AREA
PRIVATE ACCESS EASEMENT
PUBLIC UTILITY
ELECTRIC AND TELECOMMUNICATION EASEMENT
TRAFFIC FLOW ARROW
STORM SEWER FLOW ARROW
TYPICAL ACCESSIBLE PARKING SPACES
TYPICAL LOADING/UNLOADING SPACE
LOADING/UNLOADING SPACE
FACE OF BUILDING
EX. PLANTSIDE DRIVE
APPROXIMATE END
EARL JONES WAY
(NOT CONSTRUCTED,
(PROPOSED 80' R/W)
PLANTSIDE DRIVE
(NOT CONSTRUCTED)
(PROPOSED 90' R/W)
URTON COURT
(PROPOSED)
(PROPOSED 80' R/W)
303,370 S.F.
DISTRIBUTION BUILDING
FINISH FLOOR ELEVATION=695.60'
HEIGHT OF BUILDING 42'
56 LOADING DOCKS/OVERHEAD DOORS
21 LOADING DOCKS/OVERHEAD DOORS
20 LOADING DOCKS/OVERHEAD DOORS
5,180 S.F. MAINTENANCE GARAGE
FUEL ISLAND W/CANOPY
PROPOSED DISTRIBUTION CENTER PERIMETER FENCE
POND 3 (TO BE REMOVED)
40'x10' TRASH COMPACTOR AREA
15 INBOUND DROP SPACES
5 CAR-POOL SPACES
BIKE LANE

PROJECT: 13113
DATE: January, 2014
DRAWN BY: J.D.H.
CHECKED BY: J.D.B.

REVISIONS: DATE:

SETZER PROPERTIES
858 CONTRACT STREET
LEXINGTON, KY 40504
(859) 514-7787

SECTIONS
BLANKENBAKER STATION II
A PORTION OF LOTS 17, 18, 23 & 24
A PORTION OF TRACT 1
LOUISVILLE, KENTUCKY 40299

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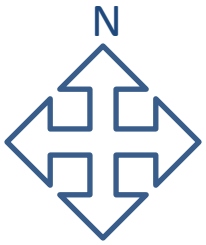
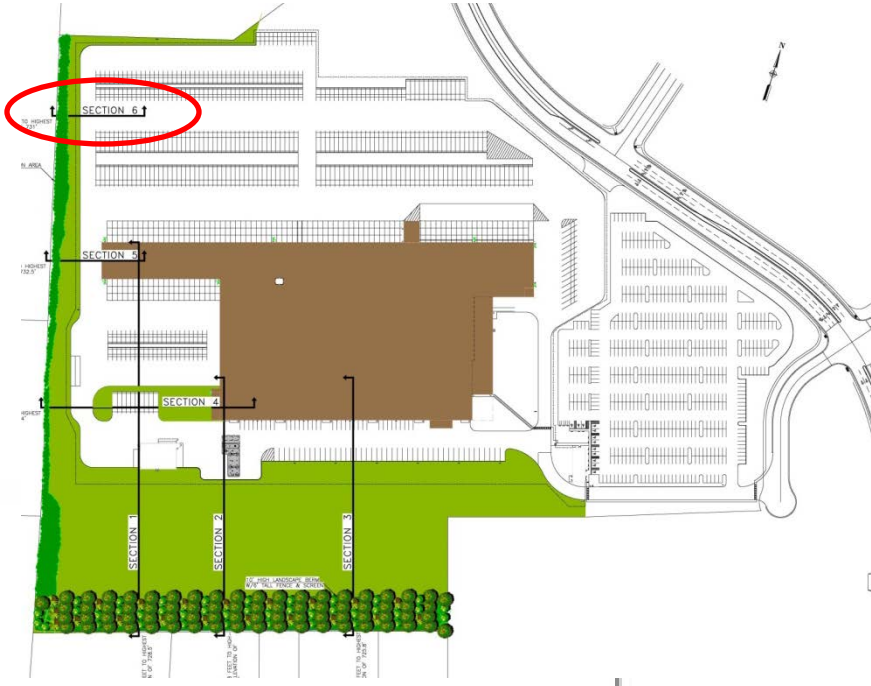
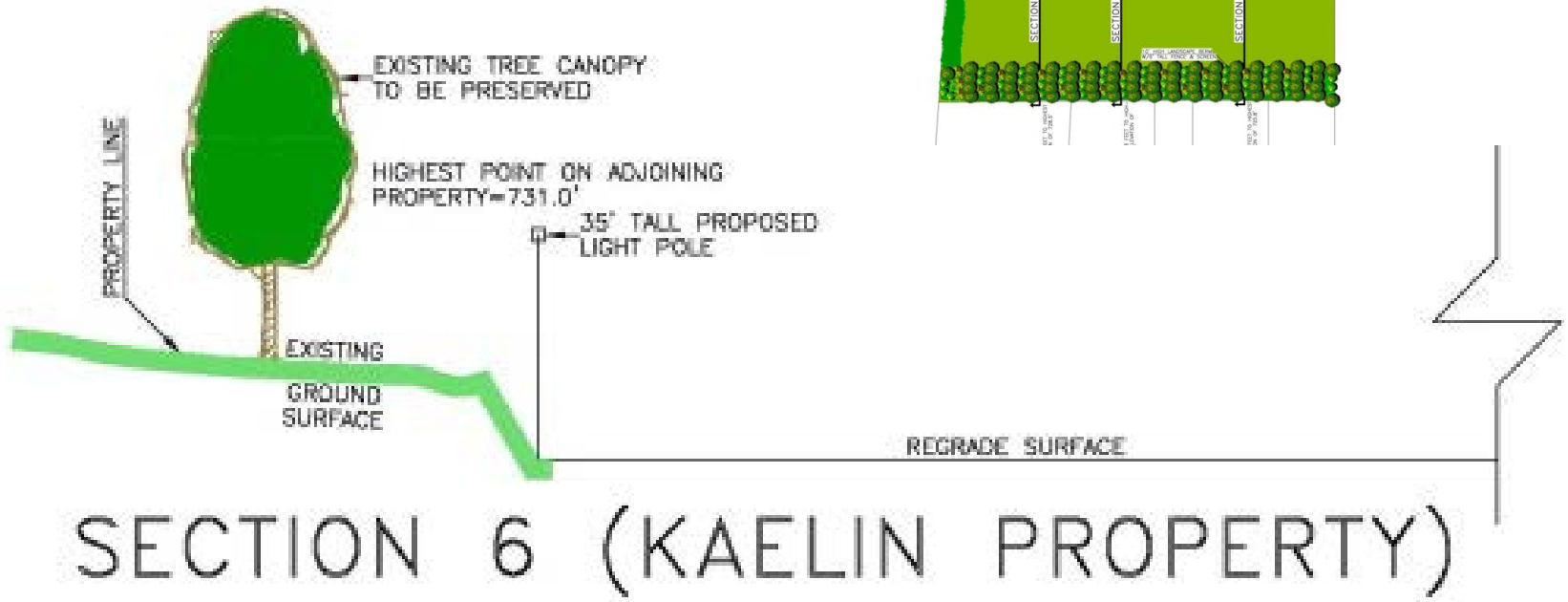
Site Development/Planning • Water/Wastewater • Surveying
Phone (859) 296-6300 Fax (859) 296-6812
2365 Harrodsburg Road, Ste. B-175 Lexington, Kentucky 40504

SHEET: 1 OF: 3

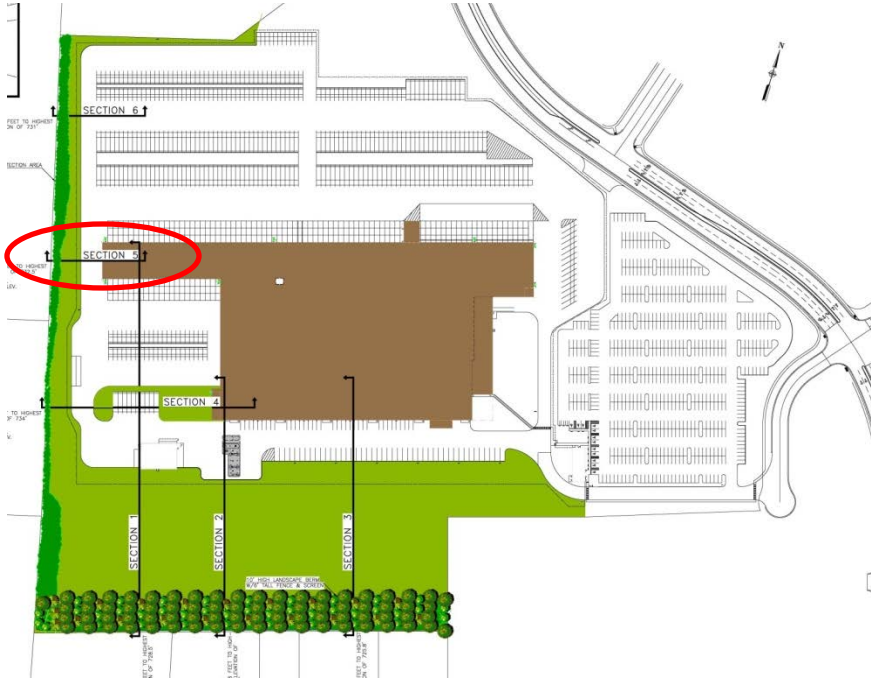


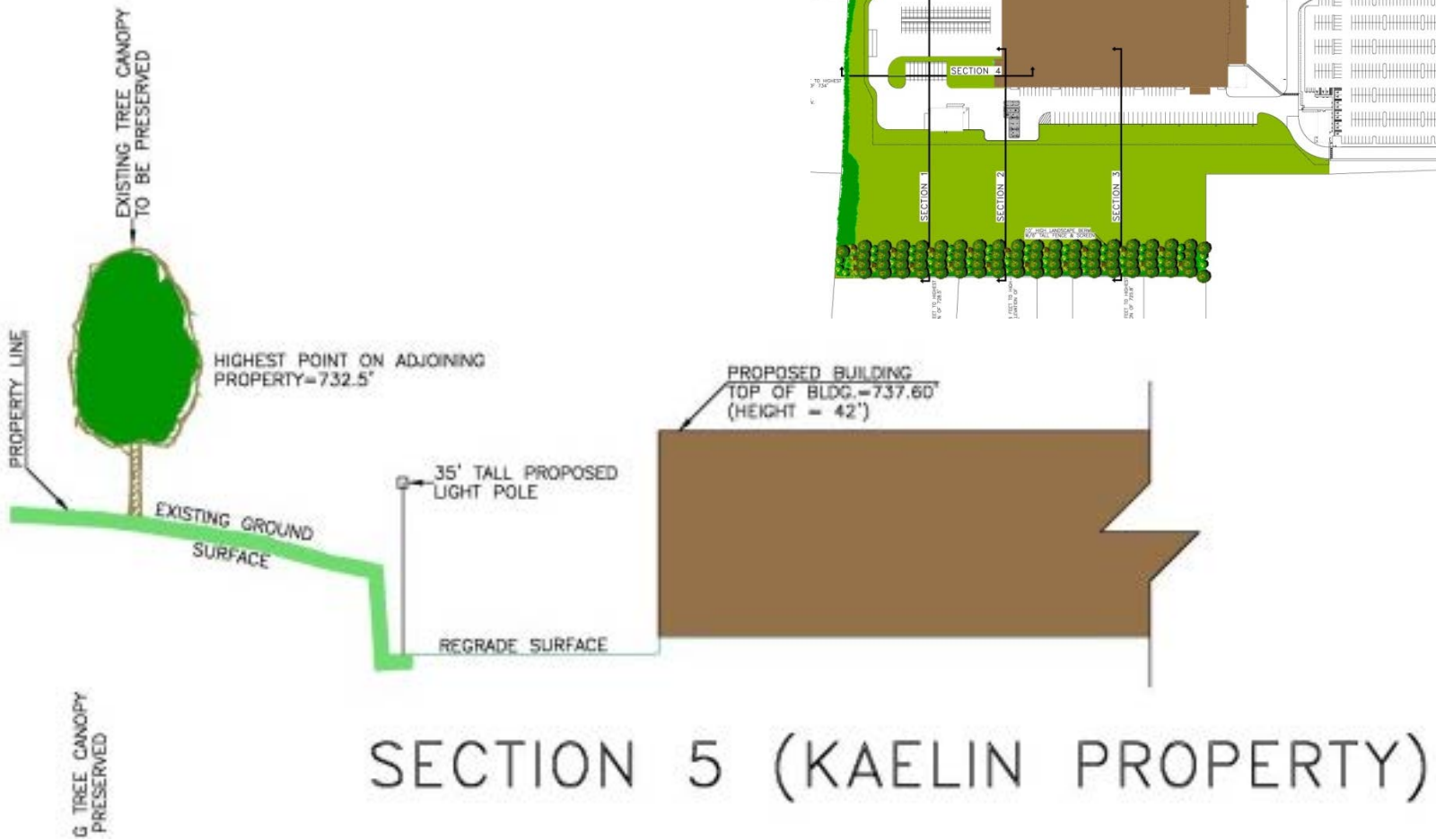




SECTION 6 (KAELIN PROPERTY)

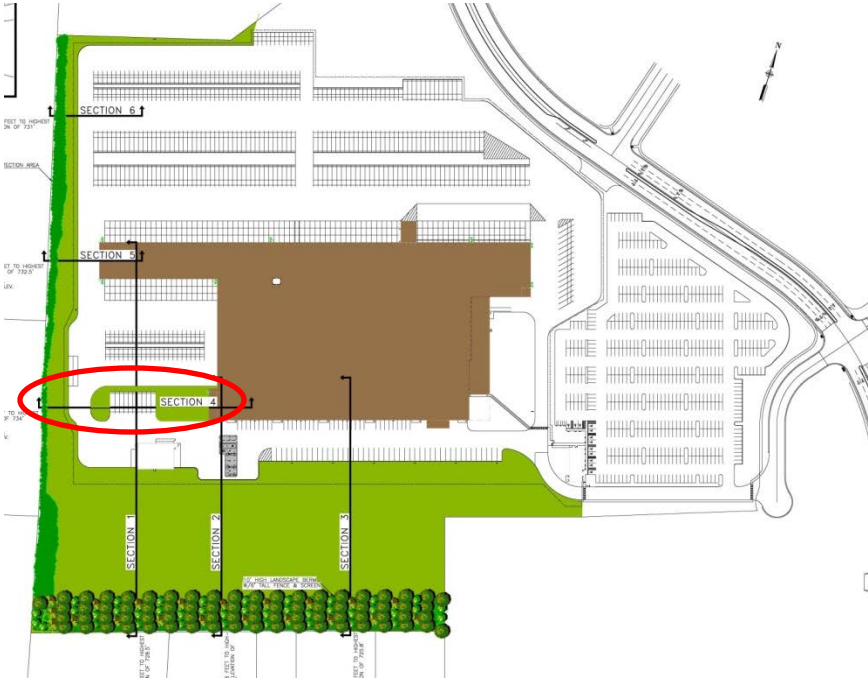
Where, per LDC Section 4.1.6, there is a 100’ setback between residential use and loading/truck idling operations and garbage/recyclables collection





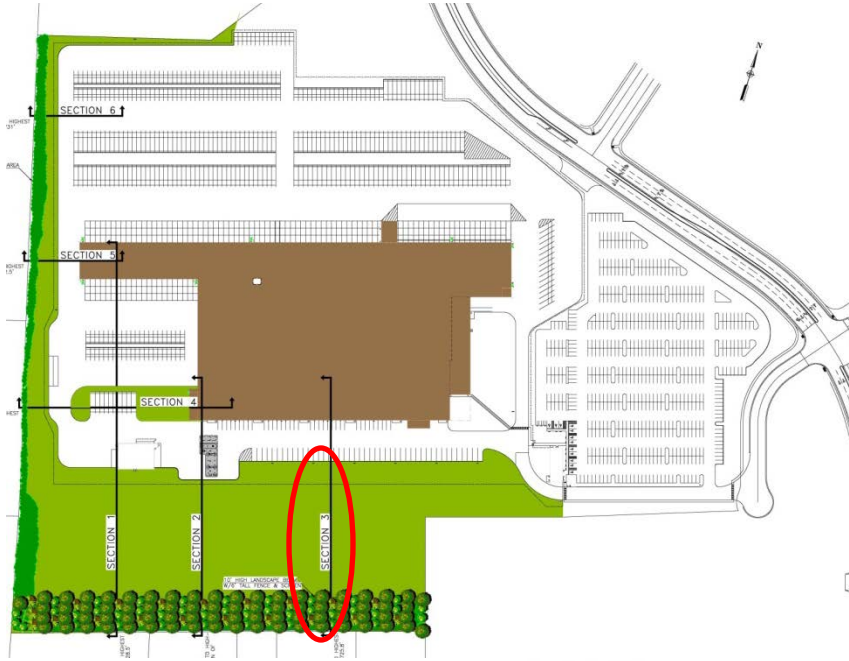
SECTION 5 (KAELIN PROPERTY)

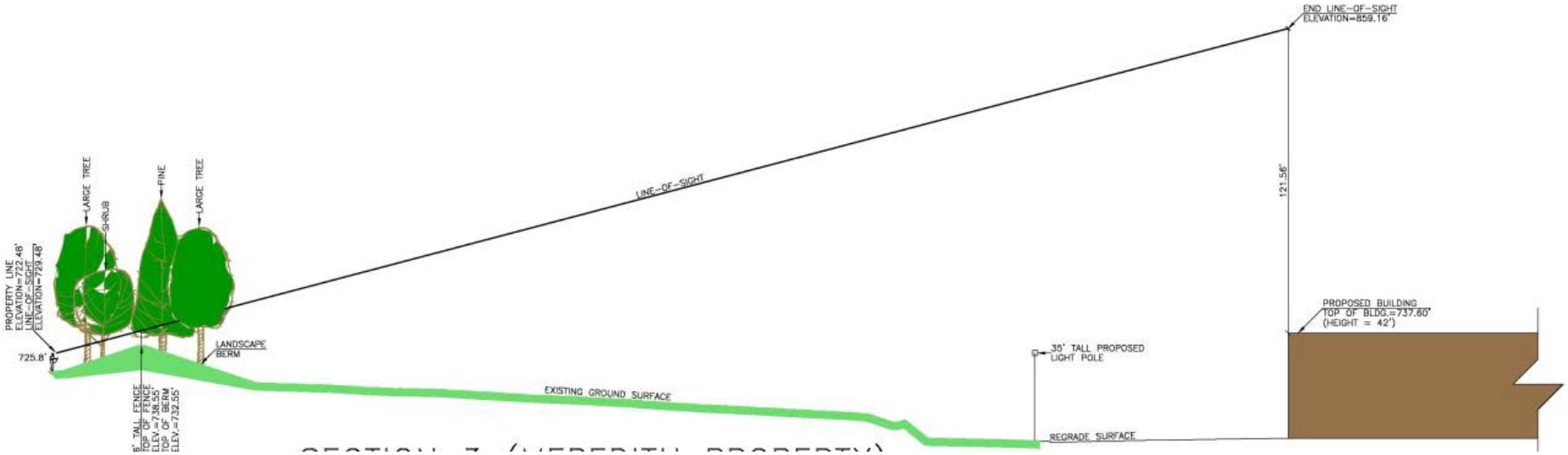
Where, per LDC Section 4.1.6, there is a 100' setback between residential use and loading/truck idling operations and garbage/recyclables collection



SECTION 4 (KAELIN PROPERTY)

Where, per LDC Section 4.1.6, there is a 100’ setback between residential use and loading/truck idling operations and garbage/recyclables collection

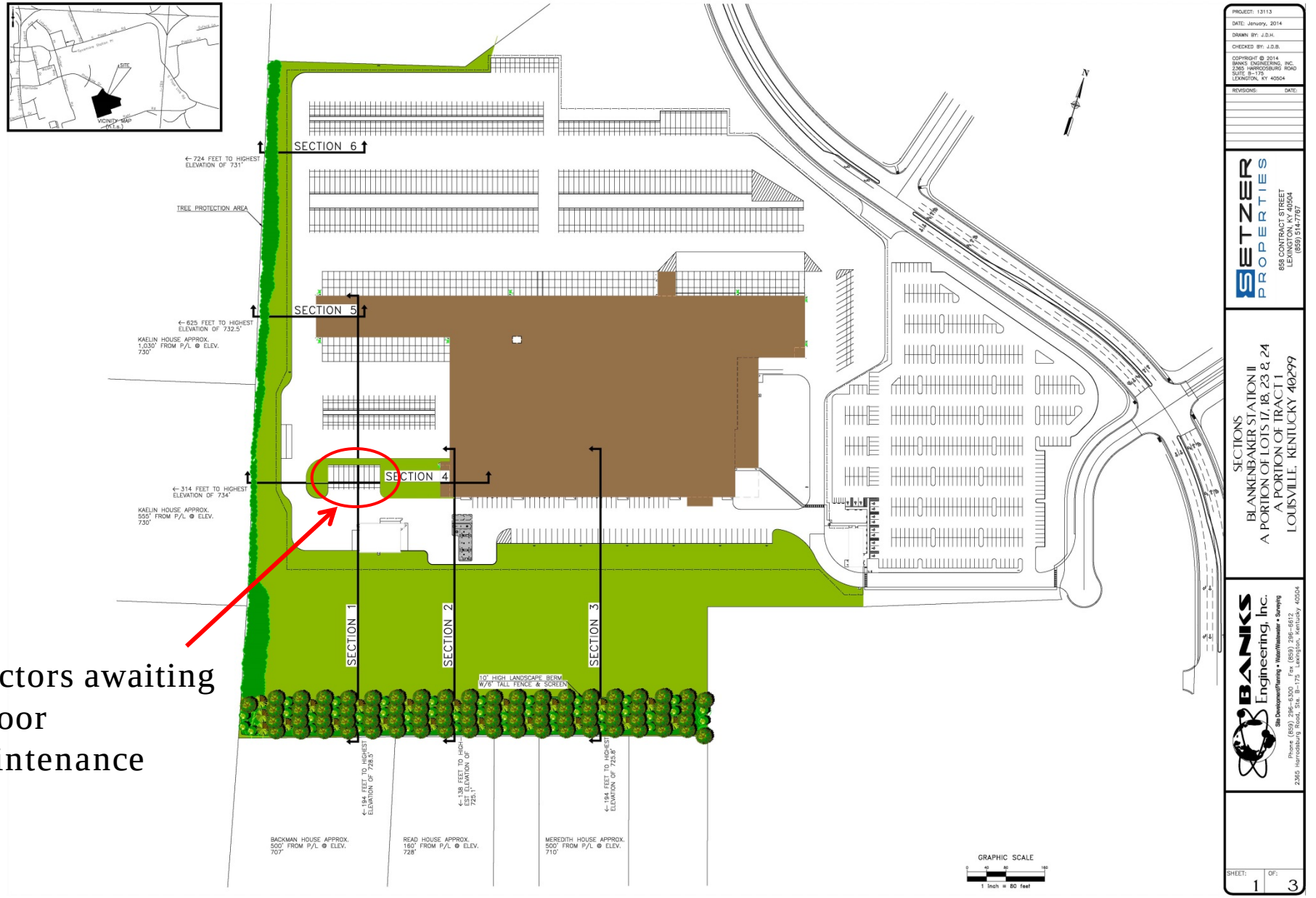




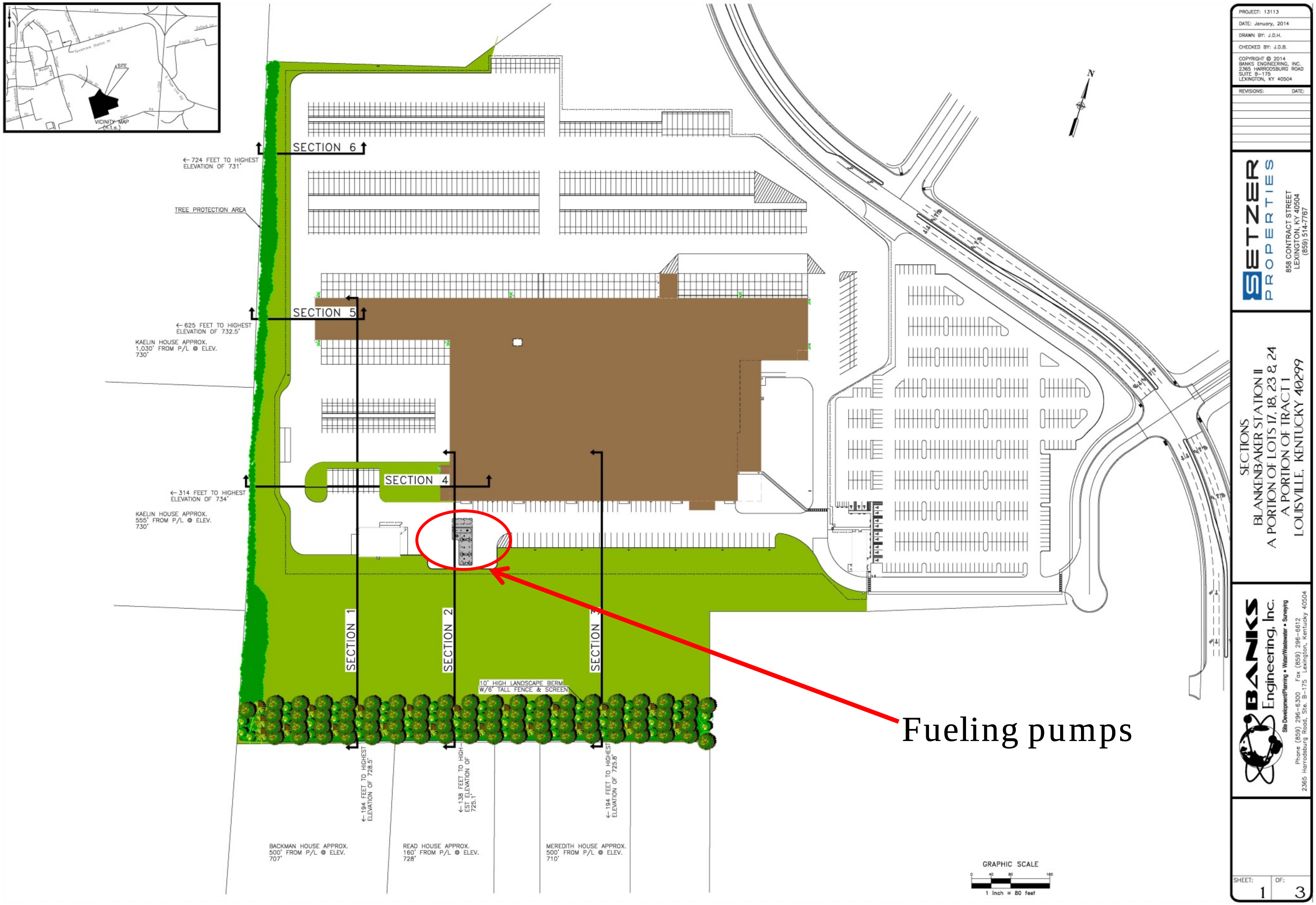
Section 3 (3 south residential properties where, per B.E., there is a minimum 200' bermed and landscaped setback from the property line to loading docks and truck parking or idling and where, per LDC Section 4.1.6, there is a 100' setback between residential uses and loading/truck idling operations and garbage/recyclables collection – ACTUALLY THESE SETBACKS ARE IN SOME CASES SIGNIFICANTLY LARGER).

Local delivery trucks backed indoors for overnight loading

Tractors parked overnight by in-town drivers



Tractors awaiting indoor maintenance



VICINITY MAP (n.t.s.)
SITE
SECTION 6
SECTION 5
SECTION 4
SECTION 1
SECTION 2
SECTION 3
← 724 FEET TO HIGHEST ELEVATION OF 731'
TREE PROTECTION AREA
← 625 FEET TO HIGHEST ELEVATION OF 732.5'
KAELIN HOUSE APPROX. 1,030' FROM P/L @ ELEV. 730'
← 314 FEET TO HIGHEST ELEVATION OF 734'
KAELIN HOUSE APPROX. 555' FROM P/L @ ELEV. 730'
10' HIGH LANDSCAPE BERM W/6' TALL FENCE & SCREEN
← 194 FEET TO HIGHEST ELEVATION OF 728.5'
← 138 FEET TO HIGHEST ELEVATION OF 725.1'
← 194 FEET TO HIGHEST ELEVATION OF 725.8'
BACKMAN HOUSE APPROX. 500' FROM P/L @ ELEV. 707'
READ HOUSE APPROX. 160' FROM P/L @ ELEV. 728'
MEREDITH HOUSE APPROX. 500' FROM P/L @ ELEV. 710'
GRAPHIC SCALE
1 inch = 80 feet
N
Fueling pumps
PROJECT: 13113
DATE: January, 2014
DRAWN BY: J.D.H.
CHECKED BY: J.D.B.
COPYRIGHT © 2014 BANKS ENGINEERING, INC. 2365 HARRODSBURG ROAD SUITE B-175 LEXINGTON, KY 40504
REVISIONS: DATE:
SETZER PROPERTIES
858 CONTRACT STREET LEXINGTON, KY 40504 (859) 514-7767
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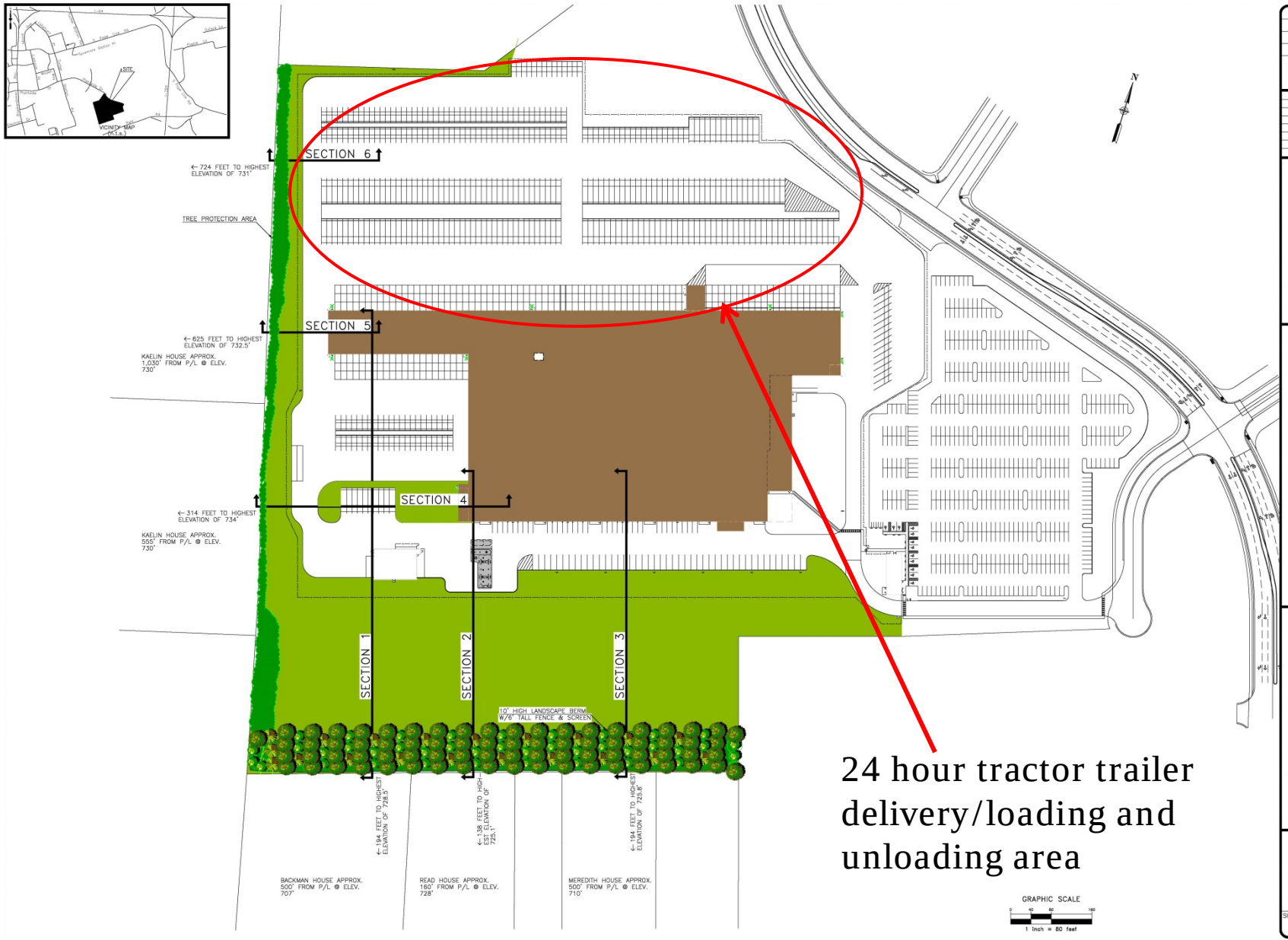
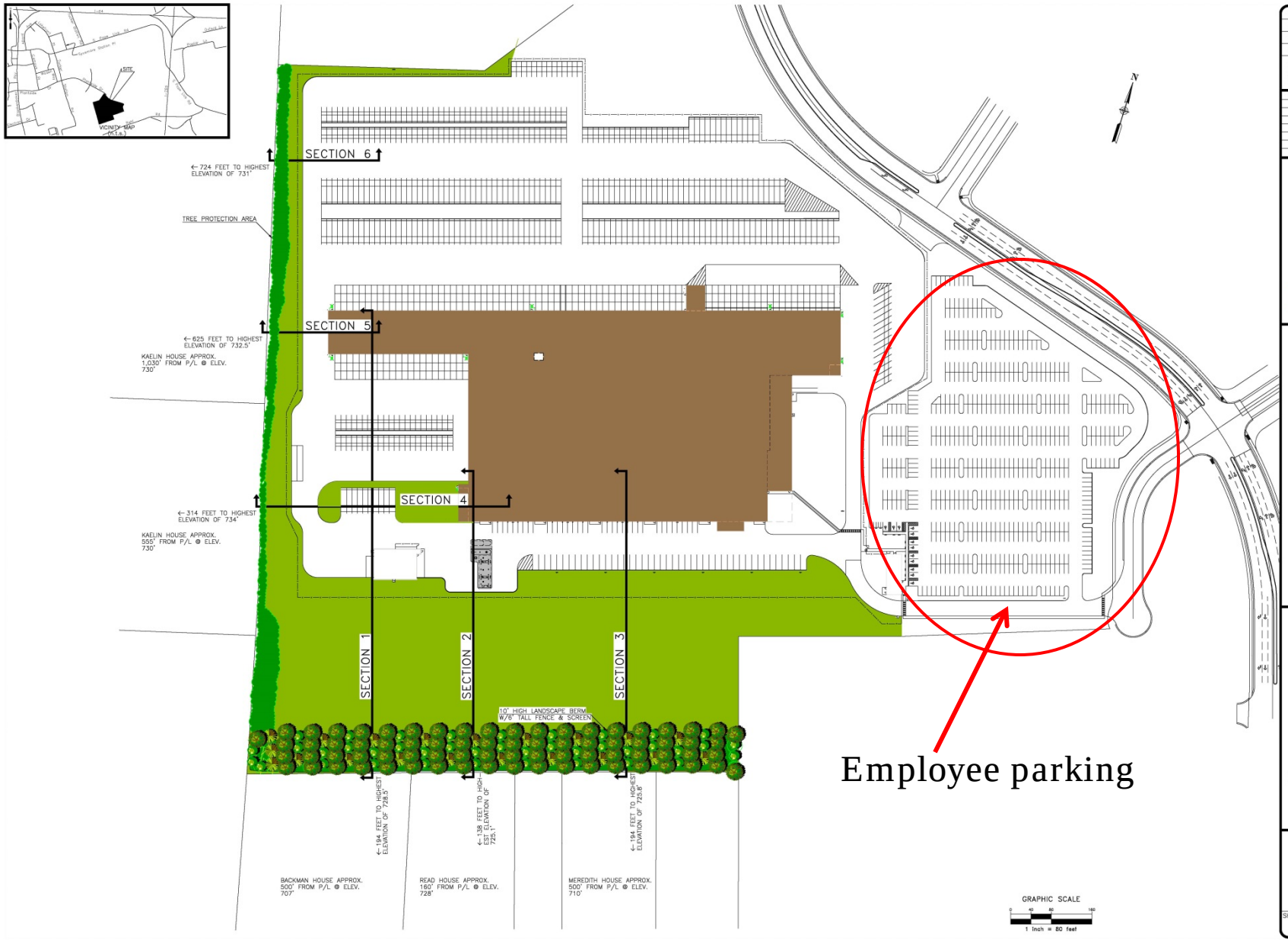
SHEET: 1 OF: 3



24 hour tractor trailer delivery/loading and unloading area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GRAPHIC SCALE
1 inch = 80 feet
Employee parking
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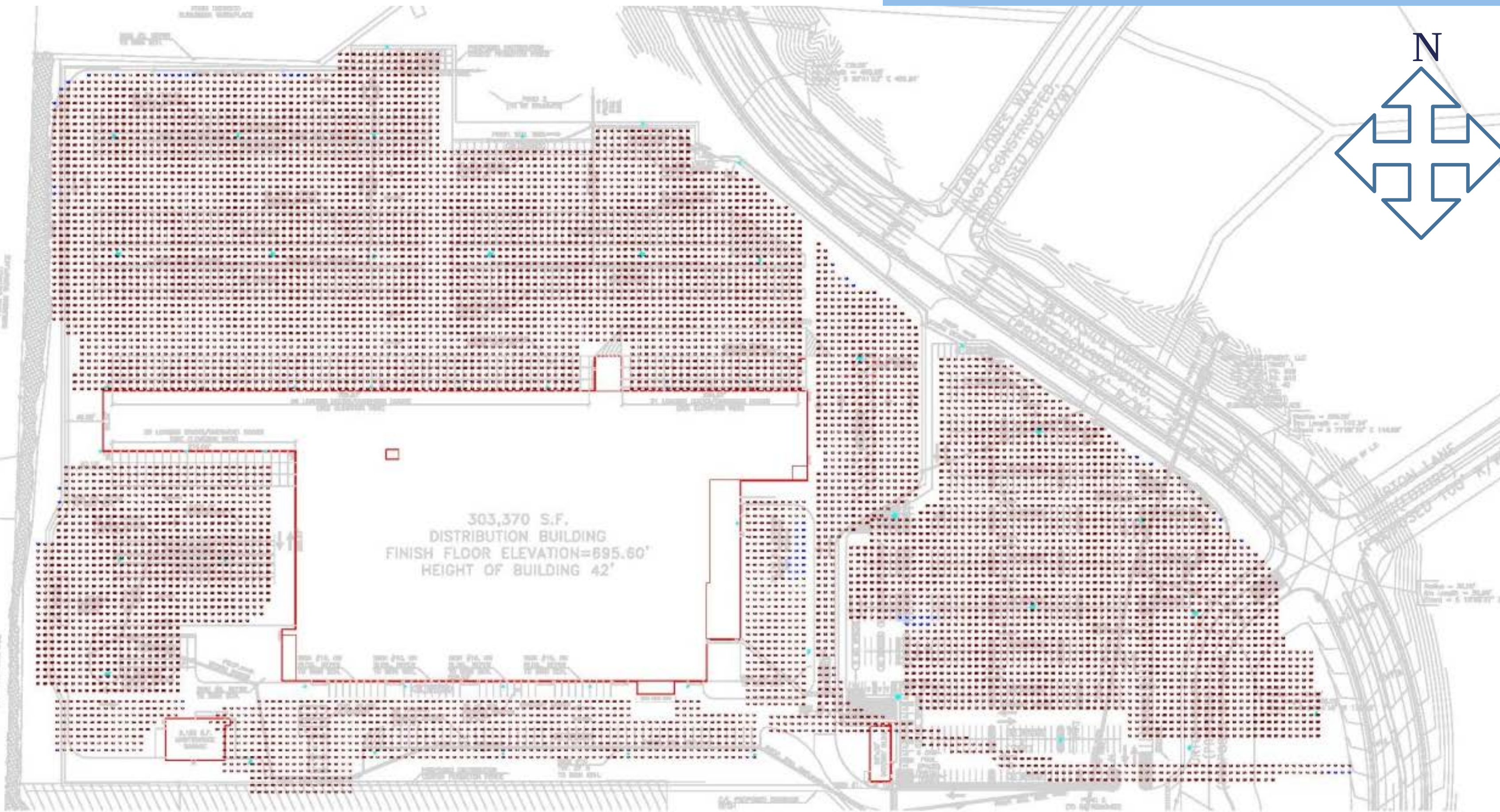
SHEET: 1 OF: 3

Tab 4
Setzer/FedEx (Lot 24)
Lighting and tree preservation plans



200’ setback/buffer area with berm, fencing and landscaping per B.E.

Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	EF1	4	Lithonia Lighting	KVF2 1000M ASYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE "NIGHTTIME FRIENDLY" CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYFL.ies	110000	0.72	1080
	EF1S	17	Lithonia Lighting	KVF2 1000M ASYFL WB	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE "NIGHTTIME FRIENDLY" CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYFL.ies	110000	0.72	1080
	EF4	6	Lithonia Lighting	KVF2 1000M ASYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE "NIGHTTIME FRIENDLY" CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYFL.ies	110000	0.8	1080
	EF42	19	Lithonia Lighting	KVF2 1000M ASYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE "NIGHTTIME FRIENDLY" CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYFL.ies	110000	0.8	2160
	EF84	11	Lithonia Lighting	KVF2 1000M ASYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE "NIGHTTIME FRIENDLY" CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYFL.ies	110000	0.8	4320

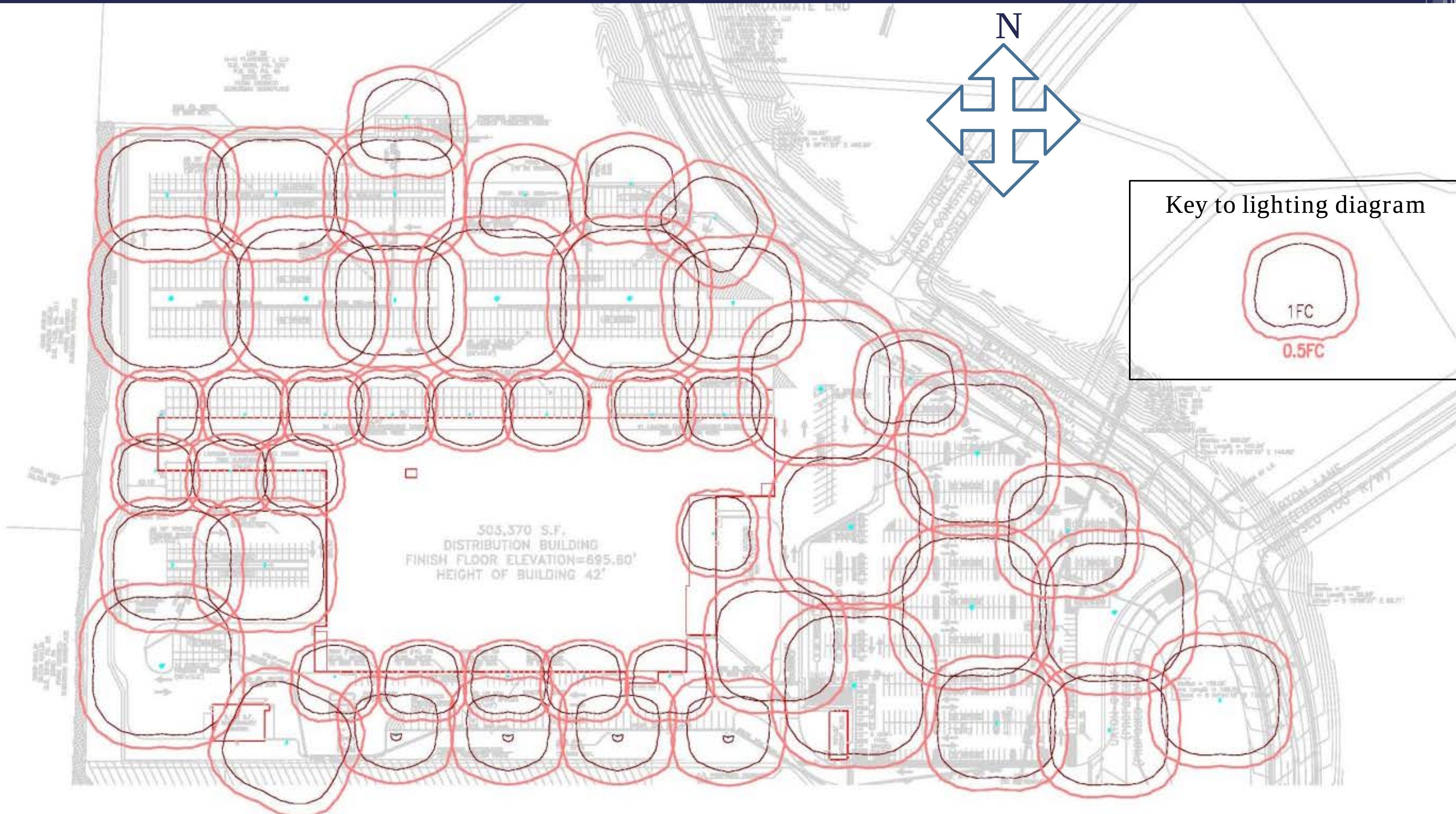
Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
SHIP TRAILER AND DEADLINE PARKING	+	3.4 fc	8.8 fc	1.0 fc	8.8:1	3.4:1	0.4:1
AUTO PARKING	+	3.4 fc	7.2 fc	1.0 fc	7.2:1	3.4:1	0.4:1
COURTYARD AT FRONT DOOR	+	3.8 fc	11.5 fc	0.8 fc	13.8:1	3.8:1	0.3:1
DROP OFF AREA AND DRIVEWAY	+	3.9 fc	7.9 fc	1.0 fc	7.9:1	3.9:1	0.5:1
ENTRANCE DRIVE	+	3.2 fc	7.7 fc	1.2 fc	6.4:1	2.7:1	0.4:1
TRAILER PARKING	+	3.3 fc	10.2 fc	1.0 fc	10.2:1	3.3:1	0.3:1
VEHICLE MAINTENANCE AND TRACTOR PARKING	+	3.1 fc	8.8 fc	1.0 fc	8.8:1	3.1:1	0.4:1

PLAN NORTH

FEDEX Site Lighting – Point by Point

SCALE: 1" = 80'-0"



200’ setback/buffer area with berm, fencing and landscaping per B.E.

Luminaire Schedule

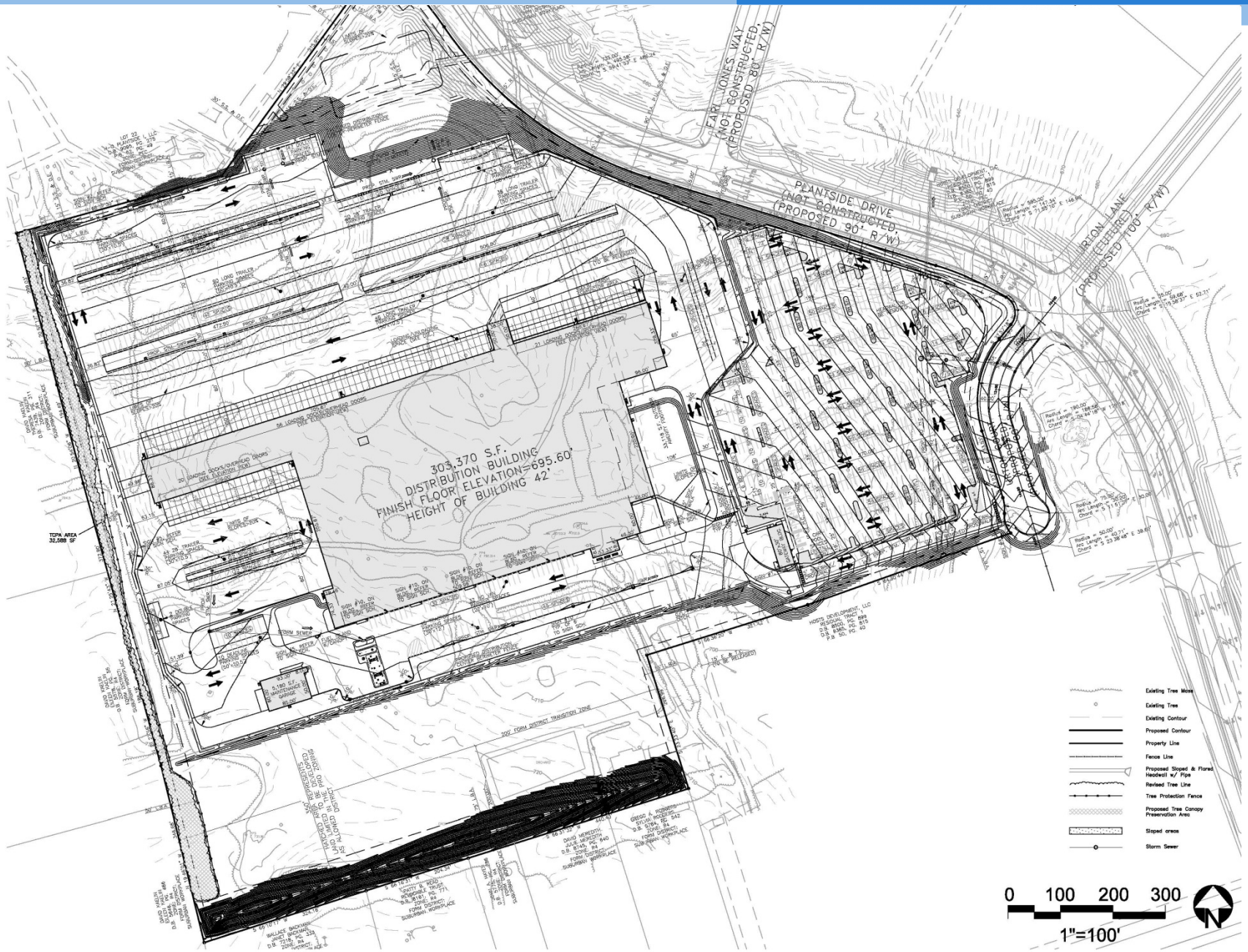
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
○	EF1	4	Lithonia Lighting	KVF2 1000M ASYPL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYPL.ies	110000	0.72	1080
○	EF1S	17	Lithonia Lighting	KVF2 1000M ASYPL WS	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYPL.ies	110000	0.72	1080
○	EF4	5	Lithonia Lighting	KVF2 1000M ASYPL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYPL.ies	110000	0.8	1080
○ ○	EF42	13	Lithonia Lighting	KVF2 1000M ASYPL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYPL.ies	110000	0.8	2160
○ ○ ○ ○	EF84	11	Lithonia Lighting	KVF2 1000M ASYPL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS. MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 1000-WATT CLEAR BT-37 METAL HALIDE, VERTICAL BASE-UP POSITION.	1	KVF2_1000M_ASYPL.ies	110000	0.8	4320

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
[illegible] TRAILER AND DEADLINE PARKING	+	[illegible]	[illegible]	1.0 fc	[illegible]	[illegible]	[illegible]
AUTO PARKING	+	3.4 fc	7.8 fc	1.0 fc	7.8:1	3.4:1	[illegible]
COURTYARD AT FRONT DOOR	+	[illegible]	11.8 fc	[illegible]	[illegible]	[illegible]	[illegible]
DROP OFF AREA AND DRIVEWAY	+	[illegible]	7.0 fc	1.0 fc	7.0:1	[illegible]	[illegible]
ENTRANCE DRIVE	+	[illegible]	7.7 fc	1.2 fc	6.4:1	[illegible]	[illegible]
TRAILER PARKING	+	[illegible]	10.2 fc	1.0 fc	10.2:1	[illegible]	[illegible]
VEHICLE MAINTENANCE AND TRACTOR PARKING	+	[illegible]	[illegible]	1.0 fc	[illegible]	[illegible]	[illegible]

FEDEX Site Lighting – Contours

Tree Preservation Plan



OWNER/APPLICANTS:
HOSTS DEVELOPMENT, LLC
P.O. BOX 7368
LOUISVILLE, KY. 40257
(502) 253-1200
PARCEL ID#: 003900860000

SITE DATA

FORM DISTRICT:	SUBURBAN WORKPLACE
EXISTING ZONING	PEC
EXISTING LAND USE	VACANT
PROPOSED LAND USE	OFFICE/ WAREHOUSE
TOTAL LAND AREA	45.922 ACRES
TOTAL BUILDING AREA	310,949 S.F.
OFFICE	14,680 S.F.
WAREHOUSE	288,689 S.F.
LOT COVERAGE (MAX. 50%)	16%

PARKING DATA

OFFICE (MIN 1/350 - MAX 1/200)	42–73 SPACES
WAREHOUSE (MIN 1/1.5 EMP. - MAX. 1/EMP. ALL SHIFTS)	381-572 SPACES
PROVIDED (INCLUDES 12 HDCP & 6 MOTORCYCLE)	607 SPACES

LANDSCAPE DATA

V.U.A.	232,702 S.F.
I.L.A. REQUIRED (V.U.A. x 7.5%)	17,453 S.F.
I.L.A. PROVIDED	18,037 S.F.

TREE CANOPY

GROSS SITE AREA	2,000,275 S.F.
TREE CANOPY CATEGORY	C2
EX TREE CANOPY	848,517 SF (42%)
EX TREE CANOPY TO BE PRESERVED	32,588 S.F. (1%)
TREE CANOPY TO BE PLANTED	480,066 S.F. (24%)
TOTAL TREE CANOPY PROVIDED	512,654 S.F. (25%)

*TREE CANOPY AREAS ARE BASE ON MSD DIGITAL LOJIC

TCPA NOTES

1. TREE CANOPY PROTECTION AREAS (TCPAs) IDENTIFIED ON HIS PLAN REPRESENT INDIVIDUAL TREES AND/OR PORTIONS OF THE SITE DESIGNATED TO MEET THE TREE CANOPY REQUIREMENTS OF CHAPTER 10 , PART 1 OF THE LAND DEVELOPMENT CODE AND ARE TO BE PERMANENTLY PROTECTED. ALL CLEARING, GRADING, AND FILL ACTIVITIES IN THESE AREAS MUST BE IN KEEPING WITH RESTRICTIONS ESTABLISHED AT HE TIME OF HE PLAN APPROVAL. AS TREES WITHIN THE TCPAs ARE LAST THROUGH NATURAL CAUSES, NEW TREES SHALL BE PLANTED IN ORDER TO MAINTAIN MINIMUM TREE CANOPY AS SPECIFIED ON THE APPROVED DEVELOPMENT OR PRELIMINARY SUBDIVISION PLAN.

2. DIMENSIONS LINES HAVE BEEN USED ON HIS PLAN TO ESTABLISH THE GENERAL LOCATION OF TCPAs AND REPRESENT MINIMUM DISTANCES. THE FINAL BOUNDARY FOR EACH TCPA SHALL BE ESTABLISHED IN HE FIELD TO INCLUDE CANOPY AREA OF ALL TREES AT OR WITHIN THE DIMENSIONS LINE.

3. TREE PROTECTION FENCING SHALL BE ERECTED ADJACENT TO ALL TCPAs PRIOR TO SITE DISTURBANCE APPROVAL TO PROJECT THE EXISTING TREE STANDS AND THERE ROOT SYSTEMS. THE FENCING SHALL BE LOCATED AT LEAST THREE (3) FEET FROM THE OUTSIDE EDGE OF THE TREE CANOPY AND SHALL REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETED.

4. NO PARKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES ARE PERMITTED WITHIN TCPAs.

5. DURING ALL CONSTRUCTION ACTIVITY (INCLUDING CLEARING, GRADING, BUILDING CONSTRICTION, AND VUA CONSTRUCTION) A COPY OF THE APPROVED TREE PRESERVATION PLAN SHALL BE ON-SITE.

6. PRIOR TO SITE DISTURBANCE OR CONSTRUCTION ACTIVITIES A SITE INSPECTION BY METRO PLANNING AND DESIGN SERVICES INSPECTOR SHALL BE SCHEDULED TO CONFIRM AND VERIFY THE TREE PRESERVATION/PROTECTION FENCING AND SIGNAGE IS INSTALLED AND CORRECTLY PLACED.

7. THE CONTRACTOR SHALL POST SIGNAGE ON THE TREE PRESERVATION/PROTECTION FENCING IDENTIFYING THE ENCLOSED AREA AS TREE PRESERVATIO/PROTECTION AREA. THE SIGN SHALL INCLUDE THE FOLLOWING TEXT: "STAY OUT OF TREE PRESERVATION/PROTECTION AREA. NO EQUIPMENT, MATERIALS, OR VEHICLES SHALL BE STORED OR PLACED WITHIN THE AREA ENCLOSED BY THIS TREE PRESERVATION/PROTECTION FENCE. THIS FENCE MAY NOT BE REMOVED WITHOUT THE APPROVAL OF THE METRO LOUISVILLE PLANNING COMMISSION. FAILURE TO COMPLY WILL RESULT IN FINES AND TREE MITIGATION. REPORT NON-COMPLIANCE TO 574-6230."

8. CONSTRUCTION FENCING SHALL BE ERECTED WHEN OFF-SITE TREES OR TREE CANOPY EXISTS WITHIN 3' OF A COMMON PROPERTY LINE. FENCING SHALL BE IN PLACE PRIOR TO ANY GRADING OR CONSTRUCTION TO PROTECT THE EXISTING EXISTING ROOT SYSTEMS FROM COMPACTION. THE FENCING SHALL ENCLOSE THE ENTIRE AREA BENEATH THE TREE CANOPY AND SHALL REMAIN N PLACE UNTIL ALL CONSTRUCTION IN COMPLETE. NO PARKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES ARE PERMITTED WITHIN THE PROTECTED AREA.

9. SEE PLANTSIDE DRIVE EXTENSION PHASE IIA FOR TREE SURVEY HANSEN CASE #L-14978

NOTES

1. WASTEWATER:
SANITARY SEWER WILL CONNECT TO THE FLOYD'S FORK WASTEWATER TREATMENT PLANT BY LATERAL EXTENSION AGREEMENT, SUBJECT TO FEES. SANITARY SEWER CAPACITY TO BE APPROVED BY METROPOLITAN SEWER DISTRICT (MSD).

2. DOMESTIC WATER SUPPLY:
SUBJECT SITE CAN BE SERVED BY THE LOUISVILLE WATER COMPANY. THE NECESSARY WATER SYSTEM IMPROVEMENTS REQUIRED TO SERVICE THE DEVELOPMENT SHALL BE AT THE OWNER/DEVELOPER'S EXPENSE.

3. DRAINAGE/STORM WATER DETENTION:
DETENTION TO BE PROVIDED OFF SITE, WITHIN THE BLANKENBAKER STATION II DEVELOPMENT, POST-DEVELOPMENT PEAK FLOWS WILL NOT EXCEED PRE-DEVELOPED PEAK FLOWS FROM DEVELOPMENT FOR THE 2, 10, & 100 YEAR STORMS, OR THE PROPERTY OWNER SHALL BE SUBJECT TO REGIONAL FACILITY FEES. DRAINAGE PATTERN DEPICTED BY ARROWS ( ) IS FOR CONCEPT PURPOSES ONLY. FINAL CONFIGURATION AND SIZE OF DRAINAGE PIPES AND CHANNELS SHALL BE DETERMINED DURING THE CONSTRUCTION PLAN DESIGN PROCESS. DRAINAGE FACILITIES SHALL CONFORM TO MSD REQUIREMENTS.

4. EROSION AND SILT CONTROL:
A SOIL AND SEDIMENTATION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED IN ACCORDANCE WITH MSD AND THE USDA NATURAL RESOURCES CONSERVATION SERVICE RECOMMENDATIONS. DOCUMENTATION OF MSD'S APPROVAL OF THE PLAN SHALL BE SUBMITTED TO THE PLANNING COMMISSION PRIOR TO GRADING AND CONSTRUCTION ACTIVITIES.

5. TREE PRESERVATION:
A TREE PRESERVATION PLAN SHALL BE PROVIDED TO THE PLANNING COMMISSION'S STAFF LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES ON THE SITE.

6. PROTECTION OF TREES TO BE PRESERVED:
CONSTRUCTION FENCING SHALL BE ERECTED PRIOR TO ANY GRADING OR CONSTRUCTION ACTIVITIES-PREVENTING COMPACTION OF ROOT SYSTEMS OF TREES TO BE PRESERVED. THE FENCING SHALL ENCLOSE THE AREA BENEATH THE DRIP LINE OF THE TREE CANOPY AND SHALL REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE. NO PARKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES SHALL BE PERMITTED WITHIN THE FENCED AREA.

7. THE DEVELOPMENT LIES IN THE JEFFERSONTOWN FIRE DISTRICT.

8. THE SUBJECT PROPERTY DOES NOT LIE WITHIN A FLOOD HAZARD AREA PER FEMA'S FIRM MAPPING, (21111C0065 E), AS INDICATED ON THE PLAN.

9. IDENTIFICATION SIGN SHALL BE SUBMITTED TO AND APPROVED BY THE PLANNING STAFF PRIOR TO CONSTRUCTION PLAN APPROVAL AND THEY SHALL MEET THE REQUIREMENTS OF CHAPTER 8 AND BINDING ELEMENT #12.

10. ALL LUMINARES SHALL BE AIMED, DIRECTED, OR FOCUSED SUCH AS TO NOT CAUSE DIRECT LIGHT FROM THE LUMINARE TO BE DIRECTED TOWARDS RESIDENTIAL USES OR PROTECTED OPEN SPACES (i.e. CONSERVATION EASEMENTS, GREENWAYS, OR PARKWAYS) ON ADJACENT OR NEARBY PARCELS, OR TO CREATE GLARE PERCEPTIBLE ON PUBLIC STREETS AND RIGHT OF WAYS PER CHAPTER 4.1.3 OF THE LDC.

11. ALL DUMPSTER PADS, TRANSFORMERS, AC UNITS, GENERATOR PADS TO BE SCREENED PER CHAPTER 10 OF THE LDC.

12. BUILDING ARCHITECTURE TO COMPLY WITH CHAPTER 5.5 & 5.6 OF THE LDC.

13. A LANDSCAPE AND TREE CANOPY PLAN PER CHAPTER 10 OF THE LDC SHALL BE PROVIDED PRIOR TO ISSUANCE OF BUILDING PERMIT.

14. ALL INTERIOR SIDEWALKS THAT ABUT PARKING TO BE 5' WIDE MINIMUM.

15. ALL HANDICAP SITE FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ACCEPTABLE "A.D.A." REQUIREMENTS FOR HANDICAP ACCESSIBILITY.

16. ALL ROADWAY AND ENTRANCE INTERSECTIONS SHALL MEET THE REQUIREMENTS FOR LANDING AREAS AS SET BY METRO PUBLIC WORKS.

17. VERGE AREAS WITHIN PUBLIC RIGHT-OF-WAY TO BE PROVIDED PER METRO WORKS.

18. ALL STREET NAME SIGNS AND PAVEMENT MARKINGS SHALL CONFORM WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS AND BE INSTALLED PRIOR TO CONSTRUCTION OF THE FIRST RESIDENCE OR BUILDING ON THE STREET AND SHALL BE IN PLACE AT THE TIME OF THE BOND RELEASE.

19. AN ENCROACHMENT PERMIT AND BOND WILL BE REQUIRED FOR ALL WORK WITHIN JEFFERSON COUNTY RIGHT-OF-WAY.

20. THE DEVELOPER WILL BE RESPONSIBLE FOR ANY UTILITY RELOCATION ON THE PROPERTY.

21. COMPATIBLE UTILITY LINES (ELECTRIC, PHONE, CABLE) SHALL BE PLACED IN A COMMON TRENCH UNLESS OTHERWISE REQUIRED BY APPROPRIATE AGENCIES.

22. ALL EXISTING STRUCTURES AND ENTRANCES SHALL BE REMOVED, EXCEPT AS NOTED ON THE PLAN.

23. MITIGATION MEASURES FOR DUST CONTROL SHALL BE IN PLACE DURING CONSTRUCTION TO PREVENT FUGITIVE EMISSIONS REACHING EXISTING ROADS AND NEIGHBORHOODS.

24. THE LOTS SHOWN SHALL BE CREATED BY A MAJOR OR MINOR PLAT.

25. MEDIANS ON PLANTSIDE DRIVE TO BE REVISED DURING CONSTRUCTION REVIEW PROCESS.

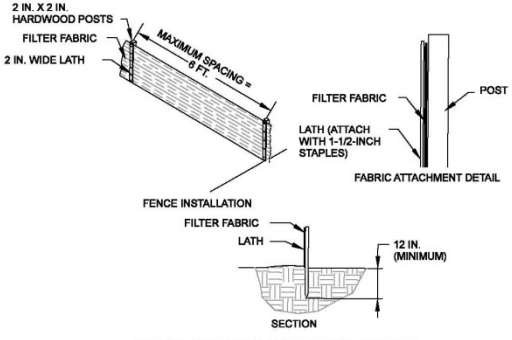
26. THIS PLAN IS IN ACCORDANCE WITH THE BINDING ELEMENTS FOR BLANKENBAKER STATION II DOCKET #9-87-05.

UTILITY NOTE

ALL UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. INDIVIDUAL SERVICE LINES ARE NOT SHOWN. THE CONTRACTOR OR SUBCONTRACTOR SHALL NOTIFY THE UTILITY PROTECTION CENTER KENTUCKY 811 (TOLL FREE PHONE NO. 1-800-752-6007 OR LOCAL NO. 502-266-5123) 48 HOURS N ADVANCE OF ANY CONSTRUCTION ON HIS PROJECT. THIS NUMBER WAS ESTABLISHED TO PROVIDE ACCURATE LOCATIONS OF EXITING BELOW GROUND UTILITIES (i.E. CABLES, ELECTRIC WIRES, GAS, AND WATERLINES). WHEN CONTACTING THE KENTUCKY 811 CALL CENTER, PLEASE STATE THAT THE WORK TO BE DONE IS FOR A PROPOSED MSD SEWER OR DRAINAGE FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BECOMING FAMILIAR WITH ALL UTILITY REQUIREMENTS SET FORTH ON THE PLANS AND IN THE TECHNICAL SPECIFICATIONS AND SPECIAL PROVISIONS.

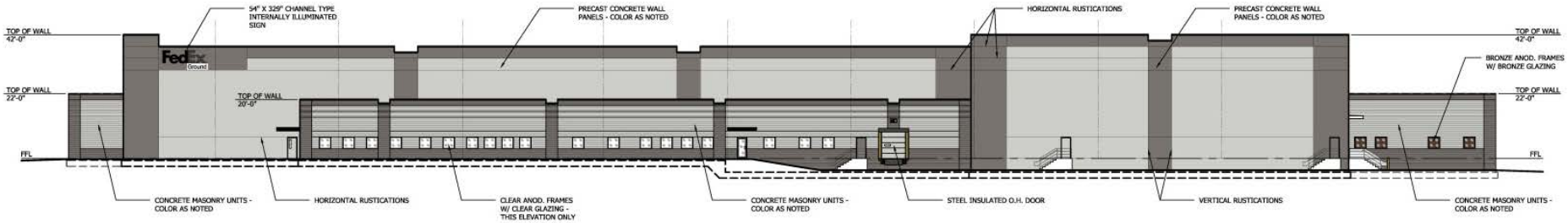
ALL UTILITIES SHOWN HEREON WERE DERIVED FROM UTILITY MAPPING OR FIELD OBSERVATIONS.

THE CONTOURS SHOWN HEREON WERE DERIVED FROM LOJIC MAPPING.



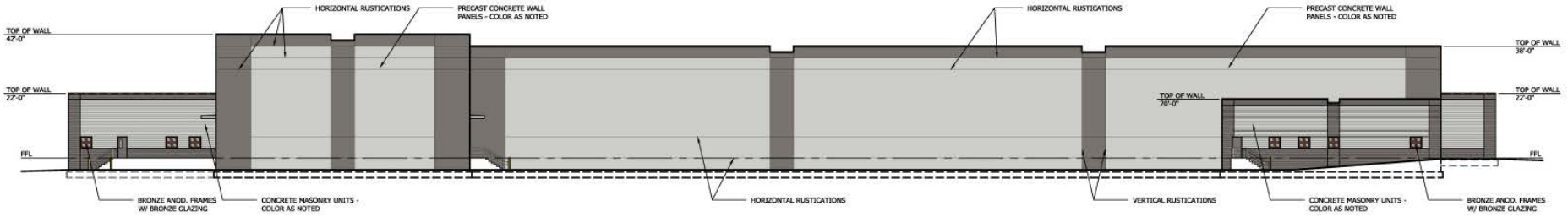
TREE PROTECTION/SILT FENCE
SCALE: N.T.S.

Tab 5
Setzer/FedEx (Lot 24)
Building elevations



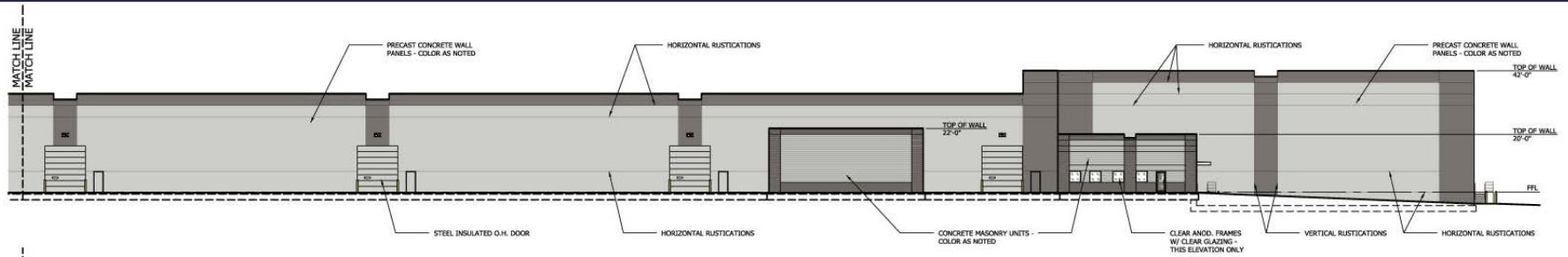
EAST ELEVATION

1" = 20'



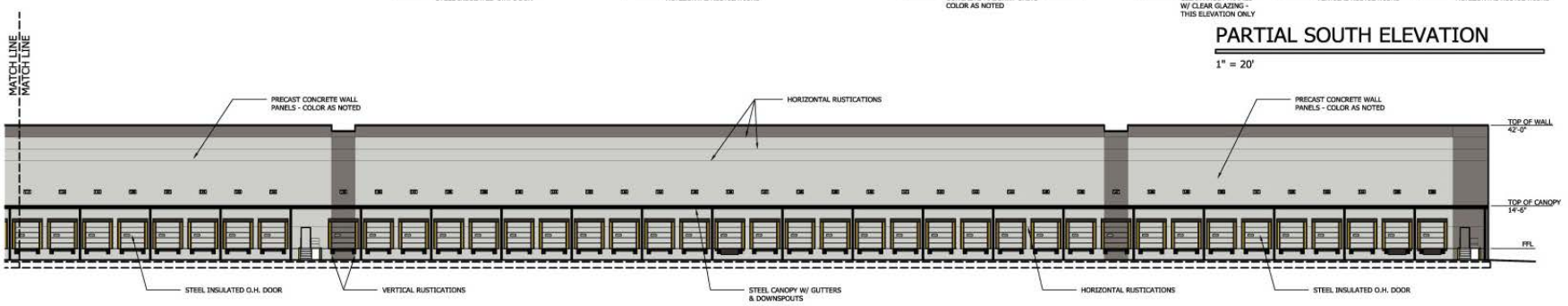
WEST ELEVATION

1" = 20'



PARTIAL SOUTH ELEVATION

1" = 20'

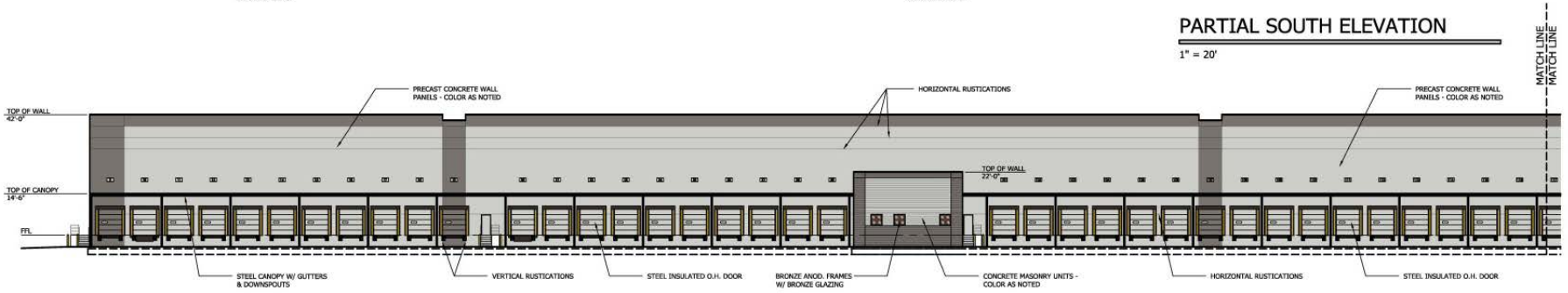


PARTIAL NORTH ELEVATION

1" = 20'

PARTIAL SOUTH ELEVATION

1" = 20'



PARTIAL NORTH ELEVATION

1" = 20'

Tab 6
Hollenbach-Oakley (Lot 23)
Development Plan

SECTION A-A
BLANKENBAKER STATION II
LOT 23 – DISTRIBUTION BUILDING

Mindel, Scott & Associates, Inc.
Planning · Engineering · Surveying · Landscape Architecture
Utility Consulting · Property Management

Blankenbaker Station II - Lot 23 Distribution Building

Louisville, KY
#1567

February, 2014

Tab 7
Environmental summary

Environmental Impacts Summary

There will be 645 feet of impacts to a "blue-line" stream off Lots 23 and 24, which is a future development area. This blue line stream flows into a regional detention basin to be constructed as part of the overall Blankenbaker Station development. This is consistent with all the stormwater management planning that has occurred as a part of the original rezoning. The vast majority of streams are merely "ephemeral" (which are ditches that may or may not even receive run-off, depending on the rain event). Of the 920 lineal feet of intermittent streams, every foot has been classified as poor quality by the professionals. There are no lakes, just two small farm ponds in the uplands of the watershed with man-made dams. That comprises the open water.

These impacted area totals are not just for Fed Ex's lot 24 and H-O's Lot 23 but include public roadway alignments (except the extension of Plantside Drive, which was included under a previous Corps-issued permit, but does include the remaining internal roads including the proposed Urton Lane extension), and includes the area of the permanent regional detention basin as well as the temporary sediment control basin to insure water quality and protection of downstream waters during construction.

Environmental Impacts Summary continued

The are 0.009 acres of emergent wetlands (on a pond fringe). Expressed another way, that is 392 square feet of wetlands on 120 acres of property.

As to wooded areas, there is no regulatory obligation to save anything, only to make sure that in the end all developments have tree canopy, which can be preserved or newly planted trees can be added. The tree preservation plan filed by Setzer specific to the Fed Ex site actually proposes to preserve some trees along adjoiner properties.

A Report has been filed with US Fish and Wildlife addressing any potential endangered species (none) that could have been affected by development. We have a concurrence letter from the USFWS that the project will not adversely affect endangered species or habitats (i.e., Indiana brown bats).

All of this, plus, as said, any trees removed will of course be compensated by new plantings per LDC requirements. Bottom line, there are no negative environmental impacts of these developments, and everything will comply with the LDC and other federal, state and local agency regulations.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kentucky Ecological Services Field Office
330 West Broadway, Suite 265
Frankfort, Kentucky 40601
(502) 695-0468

February 18, 2014

Ms. Laura A. Darnell
Mr. Richard S. Clausen
Redwing Ecological Services, Inc.
1139 South Fourth Street
Louisville, KY 40203

Re: FWS 2014-B-0234; Redwing Project No. 13-014-02; Blakenbaker Station II; located in Jefferson County, Kentucky

Dear Ms. Darnell and Mr. Clausen:

The U.S. Fish and Wildlife Service (Service) has reviewed your February 5, 2014 correspondence and report regarding the above-referenced project. The correspondence requests our concurrence that the proposed project would not likely adversely affect federally listed species. The Service offers the following comments in accordance with the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Indiana bat (*Myotis sodalis*)
The proposed project is located in an area designated as "potential" Indiana bat habitat. Redwing Ecological Services, Inc. assessed the project area and found no caves, rock shelters, or mine portals. Therefore, no impacts to Indiana bat hibernacula are anticipated as a result of the proposed project. The proposed project includes the removal of 55.94 acres of forested habitat that could potentially serve as Indiana bat summer roosting and foraging habitat. Redwing Ecological Services, Inc. surveyed the project area for bats on June 18 and 19, 2013 according to survey protocols that follow the Service's *2013 Indiana Bat Survey Guidance for the Commonwealth of KY*. The survey proposal was approved by KY Department of Fish and Wildlife Resources on June 10, 2013. No Indiana bats were caught in mist nets during the survey. Only one potential Indiana bat call was identified during the acoustical sampling. Based on the survey protocol, no additional mist-netting was necessary unless at least two potential Indiana bat calls were identified. Based on the survey results, the Indiana bat is likely absent from the proposed project area; therefore, the Service believes that the proposed project is not likely to adversely affect the Indiana bat. The results from the survey are valid through May 14, 2015. Thus, any impacts to suitable Indiana bat habitat must occur prior to May 14, 2015 to be in compliance with the ESA.

Gray bat (*Myotis grisescens*)
Redwing Ecological Services, Inc. assessed the project area and found no caves, rock shelters, or mine portals. Therefore, no impacts to gray bat hibernacula or roosting habitat are anticipated as a result of the proposed project. In the survey, no gray bats were caught in the mist nets or detected during the acoustical sampling. In addition to the likely absence of the gray bat within the proposed project area, BMPs will be used during development to minimize sedimentation impacts to aquatic

resources. Based on this information, the Service believes that the proposed project is not likely to adversely affect the gray bat. The results from the survey are valid through May 14, 2015. Thus, any impacts to suitable gray bat habitat must occur prior to May 14, 2015 to be in compliance with the ESA.

Northern long-eared bat

Redwing Ecological Services, Inc. assessed the project area and found no caves, rock shelters, or mine portals. Therefore, impacts to Northern long-eared bat hibernacula as a result of the proposed project are unlikely. The proposed project includes the removal of 55.94 acres of forested habitat that could potentially serve as Northern long-eared bat summer roosting and foraging habitat. In the survey, no Northern long-eared bats were caught in the mist nets or detected during the acoustical sampling. Based on the survey results, the Northern long-eared bat is likely absent from the proposed project area; therefore, the Service believes that the proposed project is not likely to adversely affect the Northern long-eared bat. The results from the survey are valid through May 14, 2015. Thus, all removal of suitable Northern long-eared bat habitat must be removed prior to May 14, 2015 to be in compliance with the ESA.

In addition to the species discussed above, Redwing Ecological Services, Inc. also stated that there is no habitat present in the proposed project area for federally listed mussel species, Kentucky gladecress (*Leavenworthia exigua* var. *lacinata*), running buffalo clover (*Trifolium stoloniferum*), interior least tern (*Sterna antillarum*), and Louisville cave beetle (*Pseudanophthalmus troglodytes*). Based on this, we believe that the proposed project is not likely to adversely affect these species.

In view of these findings we believe that the requirements of section 7 of the Endangered Species Act have been fulfilled for this project. Your obligations under section 7 must be reconsidered, however, if: (1) new information reveals that the proposed action may affect listed species in a manner or to an extent not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, (3) new species are listed or critical habitat designated, or (4) the proposed action impacts potential Indiana bat, gray bat, and/or Northern long-eared bat habitat after May 14, 2015.

Thank you again for your request. Your concern for the protection of endangered and threatened species is greatly appreciated. If you have any questions regarding the information that we have provided, please contact Jessi Miller at (502) 695-0468 extension 104.

Sincerely,

Virgil Lee Andrews, Jr.
Field Supervisor

Tab 8
Traffic Impact Study summary

URS

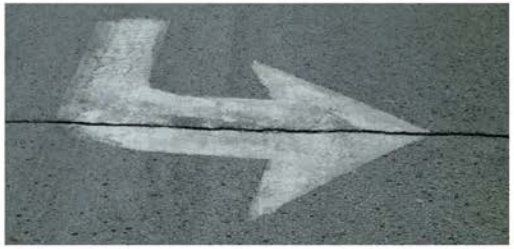
Traffic Impact Study

2014 Update

BLANKENBAKER STATION II

Lots 23 & 24

Louisville, KY



Prepared for:
Hosts, LLC.

February 25, 2014

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Project Chronology

This report is an update to previous impact studies performed for the Blankenbaker Station II planned employment center development. Previous studies include:

- October 2005 – Original Traffic Impact Study by Jordan, Jones & Goulding, Inc
- May 2013 – Update for Rev-a-Shelf by Cummins Consulting Services, PLLC
- February 2014 – Update for FedEx and pharmaceutical distribution facilities

This report contains an updated Traffic Impact Study (TIS) that builds upon the previous studies performed by Jordan, Jones & Goulding, Inc. in 2005 and Cummins Consulting Services PLLC in 2013. Both studies are included in Appendix A. This report analyzes the impacts of two potential development sites for Blankenbaker Station II. On lots 23 and 24 are proposed developments for a pharmaceutical distributor and a FedEx distribution facility, respectively.

Blankenbaker Station II was initially projected to develop within a 10 to 15 year time frame. Nearly 8 ½ years after development approval, Blankenbaker Station II is shown in Table 1 to be approximately 20 percent complete.

Table 1. Current Blankenbaker Station II Utilization (Cummins Consulting Services, 2013)

Total Acreage	271
Reserved for Infrastructure	22
Developable	249
Currently Occupied	46
Percent Developed	18.5%

Percentage developed does not include the Rev-A-Shelf site (Lot #28) as it is currently under construction and not occupied.

Proposed Development

For this stage of the Blankenbaker Station Phase II expansion, Lots 23 and 24 are being developed along with the extension of Plantside Drive. Lot 23 will be occupied by a 315,000 square-foot distribution facility and Lot 24 will be occupied by a 303,370 square-foot FedEx distribution facility. This study assumes that the construction on Lot 28 will be completed and occupied by Rev-a-shelf for existing conditions.

The intersections that were examined as part of this study include:

- Blankenbaker Parkway (KY 913) at Bluegrass Parkway
- Blankenbaker Parkway (KY 913) at Plantside Drive
- Bluegrass Parkway at Tucker Station Road/Lakefront Place
- Plantside Drive at Tucker Station Road/Lakefront Place
- Tucker Station Road at Rehl Road

The development site is located on the proposed Plantside Drive extension east of Tucker Station Road. The site is bordered by Rehl Road to the south but the extension of Plantside Drive will not connect to Rehl Road during this phase. All entrances and exits for both lots will be access via Plantside Drive. The development plans are included in **Appendix B**.

Figure 1 below displays the project area.

Figure 1. Project Study Area

Data Collection

Turning movement counts from the Blankenbaker Station II 2013 TIS Update were used for analyzing four of the previously studied intersections. The data is less than one year old and there are no new developments in Blankenbaker Station since the data collection. Also, the winter weather in January and February 2014 would have been a difficult process to collect new

data with the regular snow events and higher than normal number of school snow days. Also, traffic data collected in the spring is generally higher than data collected during the winter. The data from last year's study was collected in May. All traffic count data is included in **Appendix C**.

Existing Traffic Conditions

The existing conditions were assumed to be for the year 2014 using the opening year data from the 2013 update report. This means the 2014 baseline in this report assumes that the Rev-A-Shelf site is open and operational.

Blankenbaker Parkway is an urban principle arterial facility with a varying cross section of 4 to 6 lanes. Blankenbaker Parkway connects Blankenbaker Station, Bluegrass Industrial Park and the surrounding area to Taylorsville Road (to the south) and I-64 and Shelbyville Road (to the north). The other surrounding development includes, Papa John's corporate headquarters, Sam's Club, Southeast Christian Church, and several restaurants and hotels.

The average daily traffic (ADT) ranges from 12,700 south of Plantside Drive to 25,000 from Plantside Drive to Bluegrass Parkway, and 35,800 from Bluegrass Parkway to I-64, according to historical data from the Kentucky Transportation Cabinet (KYTC).

Build Conditions

The anticipated opening year for the development is 2015. An outer design year (opening year plus five years) of 2020 was also analyzed. A growth rate of 1.00 percent per year was determined based on historic daily traffic volumes collected along Blankenbaker Parkway from 2007 to 2009. Traffic volumes on the corridor actually decrease from 2007 to 2009, as would be expected with the recession. However, a growth rate of 1.00 percent per year was used due to an increase in area development activity. A growth rate was not applied to the base traffic entering and existing Blankenbaker Station II since the current developments will not increase in capacity. The new trips generated by the developments at Lot 23 and Lot 24 are both included in the build condition.

Trip Generation

The ITE Trip Generation Manual is a nationally recognized publication that serves as a resource for estimating traffic generated by a new development.

An estimation of the number of employees was used to develop the trip generation estimates for the pharmaceutical distribution center. The ITE Lane Use: 150 Warehousing was determined to be the most practical application for this site. This land use includes storage area for materials as well as office space. In a large building such as this, the number of employees provides the best basis for trip generation estimates. With current development trends using large facilities such as these, the number of employees can be highly variable from one company or use to another.

For the FedEx distribution center, the applicant was able to provide specific trip information based on a similar facility; in lieu of using the Trip Generation Manual. The manual encourages professionals to collect local data or use similar development specific data when possible.

The trip generation is shown in **Table 1 and Table 2** present the trip generation estimates for lots 23 and 24, respectively.

Table 2. Trip Generation – Lot 23 (Pharmaceutical Distribution Center)

Time Period	Primary Trips Entering	Primary Trips Exiting	Total Trips Generated
AM Peak Adjacent Street	140	55	195
PM Peak Adjacent Street	80	150	130

Table 3. Trip Generation – Lot 24 (FedEx Distribution Center)

Time Period	Primary Trips Entering	Primary Trips Exiting	Total Trips Generated
AM Peak Adjacent Street	300	300	600
PM Peak Adjacent Street	320	240	560

No pass by or diverted link adjustments were made, as all the trips are expected to be primary trips due to the nature of the site as a destination.

The trip distribution from the previous Blankenbaker Station II 2013 TIS Update was used as the basis for this study. The trips were distributed to/from the site based on the directional distribution of existing traffic patterns in the study area. Most traffic originates and returns to Blankenbaker Parkway. Blankenbaker Parkway serves as the connection to Taylorsville Road and I-64. The majority of traffic was distributed west toward Blankenbaker Parkway due to the access to these key generators. A weighted average of the existing approach volumes into the study area was used to assign trips to/from their respective origins.

Figures D1-D9 in the **Appendix D** present the required impact study diagrams displaying existing, no build and future traffic volumes, generated trips, traffic distribution percentages, and the total traffic in each development scenario (opening year and design year).

Traffic Analysis

Synchro/SimTraffic 8 was used to analyze the capacity, delay, and level of service (LOS) for each intersection. The basis of Synchro's reporting system is the Highway Capacity Manual (HCM) 2010. Synchro not only provides an efficient form of analysis and data reporting, but also evaluates both signalized and unsignalized intersections.

The capacity analysis for all analysis periods are presented in **Table 2**. The reports from Synchro are included in **Appendix E**.

Table 4. Capacity Analysis

AM Peak Analysis	2013 Existing				2015 No Build				2015 Build				2020 No Build				2020 Build			
Intersection	Intersection Delay/LOS				Intersection Delay/LOS				Intersection Delay/LOS				Intersection Delay/LOS				Intersection Delay/LOS			
	Approach Delay/LOS				Approach Delay/LOS				Approach Delay/LOS				Approach Delay/LOS				Approach Delay/LOS			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Blankenbaker Parkway (KY 913) at Bluegrass Parkway	45/D				46/D				54/D				53/D				61/E			
	60/E	83/F	37/D	38/D	61/E	85/F	38/D	40/D	62/E	113/F	46/D	44/D	62/E	96/F	40/D	48/D	64/E	128/F	48/D	53/D
Blankenbaker Parkway (KY 913) at Plantside Drive	15/B				**15/B**				**19/B (Split phased)**				16/B				**19/B (Split phased)**			
	59/E	51/D	9/A	8/A	**59/E**	**51/D**	**9/A**	**8/A**	**48/D**	**69/E**	**8/A**	**7/A**	60/E	50/D	10/B	9/A	**49/D**	**71/E**	**8/A**	**7/A**
Bluegrass Parkway at Tucker Station Road/Lakefront Place																				
			30/D	26/D			33/D	27/D			96/F	34/D			41/E	31/D			*/F	106/F
Plantside Drive at Tucker Station Plantside Drive	11/B				11/B				49/E				11/B				49/E			
	10/B	9/A	13/B	10/B	10/B	9/A	13/B	10/B	24/C	25/D	79/F	69/F	10/B	9/A	13/B	10/B	24/C	25/D	79/F	69/F
Tucker Station Road at Rehl Road	13/B				13/B				15/B				14/B				16/B			
	10/B	9/A	15/B	8/A	10/B	9/A	15/B	8/A	11/B	10/B	18/C	9/A	10/B	10/B	16/C	9/A	11/B	10/B	20/C	9/A

PM Peak Analysis	2013 Existing				2015 No Build				2015 Build				2020 No Build				2020 Build			
Intersection	Intersection Delay/LOS				Intersection Delay/LOS				Intersection Delay/LOS				Intersection Delay/LOS				Intersection Delay/LOS			
	Approach Delay/LOS				Approach Delay/LOS				Approach Delay/LOS				Approach Delay/LOS				Approach Delay/LOS			
	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Blankenbaker Parkway (KY 913) at Bluegrass Parkway	67/E				70/E				62/E				76/E				76/E			
	83/F	153/F	45/D	45/D	88/F	161/F	45/D	46/D	83/F	91/F	51/D	52/D	100/F	184/F	47/D	48/D	100/F	185/F	48/D	48/D
Blankenbaker Parkway (KY 913) at Plantside Drive	42/D				**44/D**				**30/C (Split phased)**				50/D				**30/C (Split phased)**			
	64/E	64/E	25/C	37/D	**67/E**	**68/E**	**26/C**	**38/D**	**45/D**	**58/E**	**14/B**	**18/B**	78/E	80/E	26/C	42/D	**46/D**	**58/E**	**14/B**	**18/B**
Bluegrass Parkway at Tucker Station Road/Lakefront Place																				
			160/F	45/E			184/F	54/F			*/F	150/F			*/F	85/F			*/F	160/F
Plantside Drive at Tucker Station Plantside Drive	14/B				14/B				54/F				14/B				55/F			
	13/B	14/B	13/B	15/B	13/B	14/B	13/B	15/C	26/D	64/F	20/C	75/F	13/B	14/B	13/B	15/C	28/D	66/F	20/C	75/F
Tucker Station Road at Rehl Road	28/D				31/D				52/F				42/E				53/F			
	38/E	13/B	16/C	26/D	44/E	14/B	16/C	29/D	62/F	15/B	18/C	66/F	63/F	15/B	18/C	37/E	64/F	15/B	19/C	66/F

There are a number of ways to interpret analysis of this report. There are delay based Level of Service results, posted above, there are capacity calculations and there is also the comparative analysis of planning level traffic forecasts to actual traffic counted.

Expanding upon the two most pivotal intersections serving Blankenbaker Station II, we see that the proposed split phasing and re-designation of lanes at Blankenbaker Parkway and Plantside Drive improves the intersection Level of Service with all the current development proposals in operation.

It is important to point out that the signalized and the stop-controlled intersection analysis are not the same. The most important difference is that the ranges of delay for scales. For example, a LOS F at a signalized intersection begins at 80 seconds of delay; at a stop-controlled intersection LOS F begins at 50 seconds of delay. It is not an apple to apples comparison.

At Plantside Drive and Tucker Station Road, we see significant increases in delay. This was expected as the stop controlled analysis is very sensitive compared to

In the CCS 2013 report, a different type of analysis was performed to track the overall progress of the Blankenbaker Station II development while comparing the original traffic forecasts to the

actual traffic counted at the site entrance. Expanding upon Table 2 found in the CCS 2013 report, we see that the inclusion of the Rev-A-Shelf, FedEx distribution center, and the pharmaceutical distribution center yield the following results.

Table 5. Comparative Analysis of Current Blankenbaker Station II Development Trends

Time	Entering	Exiting
7:30 am to 8:30 am	160	19
4:30 pm to 5:30 pm	15	175

Developable	**249 Acres**
Currently Occupied	46 Acres
+ Rev-A-Shelf Site	30 Acres
+ FedEx Distribution Site	46 Acres
+ Pharmaceutical Site	20 Acres
Total Buildable Acreage Used	**142 Acres**
Percent to be Built	**57%**

Time	Entering	Exiting
AM Peak Forecast from 2005 JJG Report*	1555	285
57% Developed (Proportional JJG Rate)	885	165
Revised 2015 AM Peak Hour Estimate	655	380
PM Peak Forecast from 2005 JJG Report*	296	1679
57% Developed (Proportional JJG Rate)	170	960
Revised 2015 PM Peak Hour Estimate	430	690

The two key points of Table 2 above are that in the peak direction of travel (entering the site during the AM and exiting the site in the PM) are less than original projected. The off-peak direction is higher than projected, however there is better balance of flow in the peak vs. non-peak volumes. The original 2005 analysis considered a larger office component for Blankenbaker Station II, which has a very high directional split (i.e. 80/20). The balancing of traffic flow on our roadways allows for better utilization of the transportation infrastructure and reduces congestion sometimes caused by highly directional traffic.

Recommended Improvements

The original 2005 impact study examined multiple spot improvements that would be needed over the course of developing Blankenbaker Station II. Three projects that have been implemented include:

- ✓ Constructing dual left turn lanes from southbound Blankenbaker Parkway to Bluegrass Parkway
- ✓ Coordinating the traffic signals on Blankenbaker Road
- ✓ Constructing a third northbound lane on Blankenbaker Parkway from Bluegrass Parkway to Interstate 64

Also, the KYTC has constructed the final section of Blankenbaker Parkway from Electron Drive to Taylorsville Road.

The analysis performed for this project recommends "split phasing" the existing traffic signal at Blankenbaker Parkway and Plantside Drive. Split phasing provides a mutually exclusive movement for each side of Plantside Drive. For example, all eastbound traffic receives green and clears the intersection and then westbound traffic does the same. Signal operations for north and southbound traffic on Blankenbaker Parkway will remain as it is today. This will allow for better utilization of the pavement on both the east and west sides of the intersection. Split phasing provides protection for left turning vehicles that currently does not exist. Also, it allows for combining movements, such as the through and left turn movements, to create added left turn capacity. It is also recommended that the right lane on eastern approach of Plantside Drive be utilized as a right turn only lane. A right turn overlap can also be used to facilitate the high number of westbound right turns from Plantside Drive heading toward I-64. A right turn overlap is a green right arrow that operates in conjunction with a non-conflicting left turn.

Figure 2. Recommended Lane Revisions to Plantside Drive

Another recommendation of the original 2005 impact study, dual left turn lanes for southbound Blankenbaker Parkway at Plantside Drive, was also evaluated. This improvement was required in binding element #29 at the time the development was approved (dual left turn lanes were required at a point of 50 percent development). The current day analysis had determined that construction of an additional southbound left turn is unnecessary at this time. This is a capacity based recommendation, not a delay or LOS based decision. The 2020 AM and 2020 PM demonstrates that 75 and 48 percent of the single left turn lane capacity is used for each peak, respectively. Therefore, the actual conditions on the ground today, plus the proposed development are not as severe as initially projected.

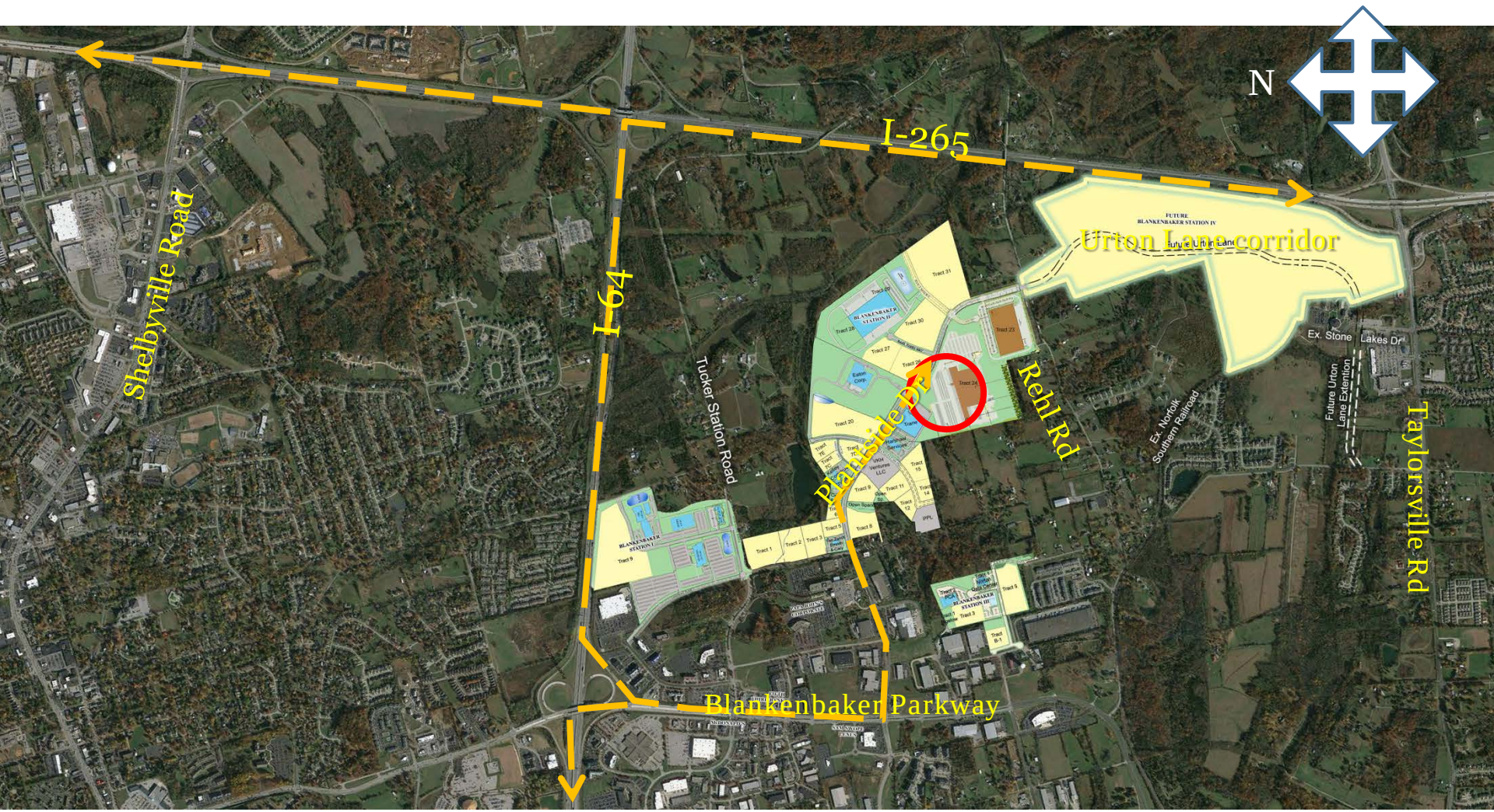
At this time, the four-way stop at Plantside Drive and Tucker Station Road does not appear to warrant a traffic signal. Traffic signal warrants can be found in Part 4 of the Manual on Uniform Traffic Control Devices. Typically, traffic signals are not installed based upon planning level traffic forecasts. Instead, this intersection should be periodically monitored and signal warrants checked using actual traffic.

Conclusion

The purpose of this study was to show the impact of not one, but two proposed development sites that will likely appear before the Louisville Metro Planning Commission this year. The results of the analysis shows that as the pace of the development begin to increase, the projected levels of traffic are below what was originally estimated in 2005.

At this stage of development, the surrounding transportation network, primarily Blankenbaker Parkway and Plantside Drive have ample capacity to continue serving the site, even with the singular entrance at Plantside Drive and Tucker Station Road.

Tab 9
Tractor trailer routing plan



Tractor trailer routing plan