

**From:** [Mary Dries](#)  
**To:** [Lockett, Jay](#)  
**Subject:** Case Comments on 22-ZONE-0141 and 22-ZONE-0142. 13110 & 13300 Old Henry Rd  
**Date:** Saturday, July 8, 2023 10:22:53 PM

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Re: Interested Party letter for 22-ZONE-0141 ([13110 Old Henry Rd](#)) and 22-ZONE-0142 (13300 Old Henry Rd)

Mr. Lockett,

Please add my attached Interested Party letter from 11-7-2022 to the Case File, and to the LD&T information and Public Hearing information, for these two Cases.

On 11-8-2022, you confirmed that my Interested Party letter would be added to the Case File. I am still interested in the Old Henry Road Subarea Plan being considered for these two Cases along Old Henry Rd.

Thanks,  
Mary Dries  
502.819.9993

On Mon, Nov 7, 2022 at 4:18 PM Mary Dries <[mpwdries@gmail.com](mailto:mpwdries@gmail.com)> wrote:

Mr. Lockett,

As a nearby homeowner and frequent user of Old Henry Road, I offer the following comments for this important "Gateway" and "Parkway" area related to proposed M-2 heavy truck storage sites for:

- 22-ZONE-0141 (at [13110 Old Henry Rd](#))
- 22-ZONE-0142 (at 13300 Old Henry Rd)

Although I am not specifically for or against these rezoning requests, I believe the "Gateway" and "Parkway" character along the Old Henry Rd frontage is extremely important to protect, as described in the following designations:

- **Old Henry Road Subarea Plan.** The proposed sites are located within the approved Old Henry Road Subarea Plan. **Guiding Principle No. 1 - Subarea Gateway** states that: *"The Old Henry Road / Snyder Freeway Interchange and its immediate surroundings should be planned as a gateway."*
- The **Subarea Plan** further states: **"Care should be taken to ensure that this 'gateway' is a positive experience** - - and that all the elements of that experience from landscaping to signage are well-designed and coordinated."
- **Implementation Strategies** from the Subarea Plan state: "A master landscape and

signage plan should be developed to accomplish a **unified appearance for the gateway . . .** "

- **As a designated Parkway, Old Henry Road should be protected** to maintain this attractive mixed-use Gateway area, and for the benefit of the many nearby neighborhoods including Berrytown, Anchorage, Middletown, and others.

Consistent with both the Old Henry Road Subarea Plan and the Parkway designation, **I request that an attractive frontage be required and maintained along Old Henry Rd, similar to the following suggestions:**

- **As much existing landscaping and as many existing trees as possible along the Old Henry Road frontages be protected and remain as is**, especially due to the unattractive proposed M-2 use of outdoor storage for heavy trucks. A tree survey should be performed, and any significant trees or tree stands adjacent to the required Parkway buffer area should be protected as part of the Parkway buffer zone.
- If there is an area where a limited number of existing trees and vegetation along the roadway frontage must be removed, **a tall landscaped berm should be required** of similar height, landscaping, and characteristics comparable to many other landscaped berms located along Old Henry Road from the Eastpoint Business Center to Bush Farm Road. For example, a new landscaped berm should be comparable or better than the landscaped berm across the street on the north side of Old Henry Road. Heavily-landscaped buffers at these two proposed sites are especially needed because of the undesirable proposed use of heavy truck storage, which seems inconsistent with a Gateway area and inconsistent with a designated Parkway area for Old Henry Road.
- **Limited or no excavation, cut, or lowering of existing elevations** should be allowed in the buffer areas (with tree preservation and landscaped berms), in order to protect the Old Henry Road interchange Gateway and designated Parkway.
- **Related to signage, lighting, and truck parking**, attractive minimal signage and minimal lighting for the entrance and site should be required, and no truck parking or idling should be allowed on, along, or visible from Old Henry Road. The lighting should not be similar to the overly bright lights in use (and highly intrusive on the I-265 northbound ramp at Old Henry Rd) at the recently approved Louisville Paving storage yard located at [13600 Terra View Trail](#).

Hopefully, the Staff Report and Planning Commission will follow the Guiding Principles of the approved Old Henry Road Subarea Plan, which was not recently done in 22-DDP-0098 for a new Concrete Plant located on a Secondary Collector. In that case, the Plan's Guiding Principle No. 12 for a Quarry Reuse Master Plan (prior to future development of the quarry property) was not included in the Staff Report, and was only an incidental discussion item and not required by the Planning Commission.

On the positive side, although these two rezoning requests are for undesirable uses along a Parkway frontage, these M-2 rezoning requests:

- **Are located on a Minor Arterial . . .** contrary to the recently approved Concrete

Plant which is located on a Secondary Collector serving Residential Neighborhoods in the area, instead of using internal Industrial Roadway Connectivity (in use for 40 years) to access Old Henry Rd and I-265. And with no analysis required of the additional truck traffic on the Secondary Collector roadways, and no analysis of the preferred truck routing pattern to avoid areas of lower intensity.

- **Are located near the I-265 interchange . . .** contrary to the new Concrete Plant that requires a 2.5-mile circuitous route using Secondary Collectors to access the I-265 interchange, instead of using a relatively direct Roadway Connection route internally through the Industrial site to access an Old Henry Road traffic signal near I-265.
- **Do not require APCD FEDOOP air emissions permits . . .** contrary to the air emissions, fugitive dust, and APCD permit associated with the Concrete Plant. And with no analysis required for DDP approval associated with the impacts from air emissions and fugitive dust on the nearby Residential neighborhood, schools, and church.
- **Are not located in a portion of the M-3 quarry that has been described and used for 40 years as a Residential Buffer / Nursery Operations area,** including Planning Commission cases in 1982, 1985, 2005, and 2015. The access driveway for the new Concrete Plant has been shown during the same 40 years as the entrance driveway for a Nursery and Garden Operation, with quarry-related trucks required to use internal roadways to access Old Henry Rd and I-265. Although the entrance driveway for the Nursery and Garden Operation has occasional truck deliveries, the associated Nursery Supply truck deliveries are insignificant compared to the hundreds of Concrete Trucks and supply trucks daily for the proposed Concrete Plant.
- **Apparently conform to Comp Plan 2040 and its CHASE Principles . . .** contrary to the new Concrete Plant with multiple non-conformance issues that were not addressed in the Staff Report or by the Planning Commission.
- **Likely will not have 280+ Opposition emails expressing many different personal health and safety concerns,** as the Concrete Plant case did.
- **And appear to be compatible with surrounding land uses . . .** contrary to the recently approved Concrete Plant located on a very narrow, tree-lined Residential Secondary Collector, and near a major Residential Neighborhood, two schools, athletic ballfields, playgrounds, and a church.

Thanks for your consideration.

Mary P. Dries  
40245