

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

The logo for Setzer Properties features a stylized blue 'S' followed by the word 'ETZER' in a bold, black, sans-serif font. Below this, the word 'PROPERTIES' is written in a smaller, blue, sans-serif font.The logo for Hollenbach Oakley features a stylized green 'H' with a gold leaf-like element inside. Below this, the words 'HOLLENBACH' and 'OAKLEY' are stacked in a gold, serif font.

Attorneys: Bardenwerper Talbott & Roberts, PLLC

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

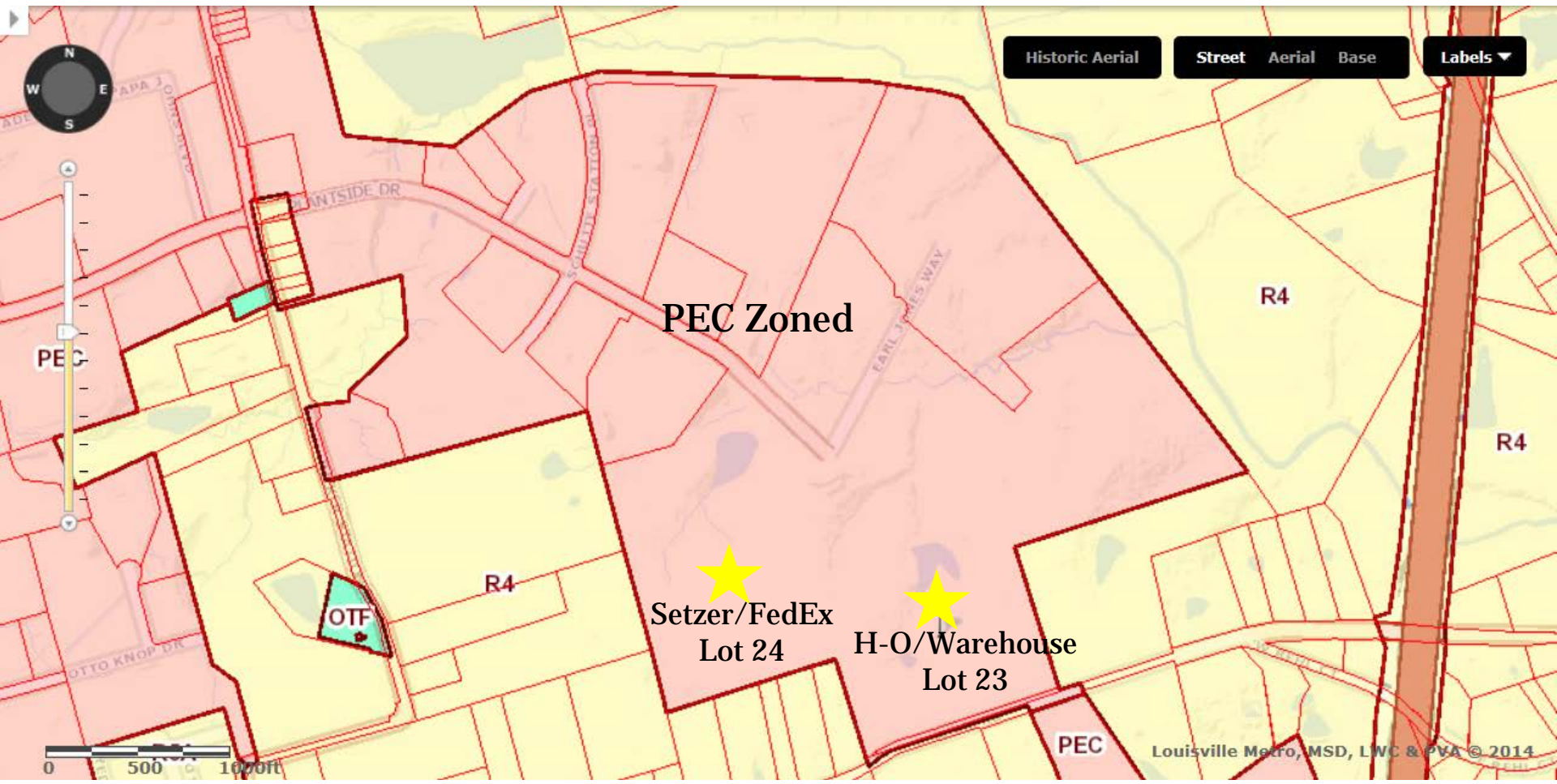
Hollenbach-Oakley Land Planners, Landscape Architect & Engineers: Mindel Scott & Associates

INDEX

1. LOJIC map and aerial of both sites
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9. Tractor trailer routing plan

Tab 1

LOJIC map and aerial of both sites





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)



I-64

N



Blankenbaker Parkway

Plantside Drive

Tucker Station Rd

Rehl Road

I-265

Tab 3

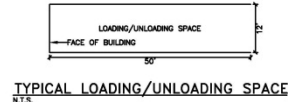
Setzer/FedEx (Lot 24)

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

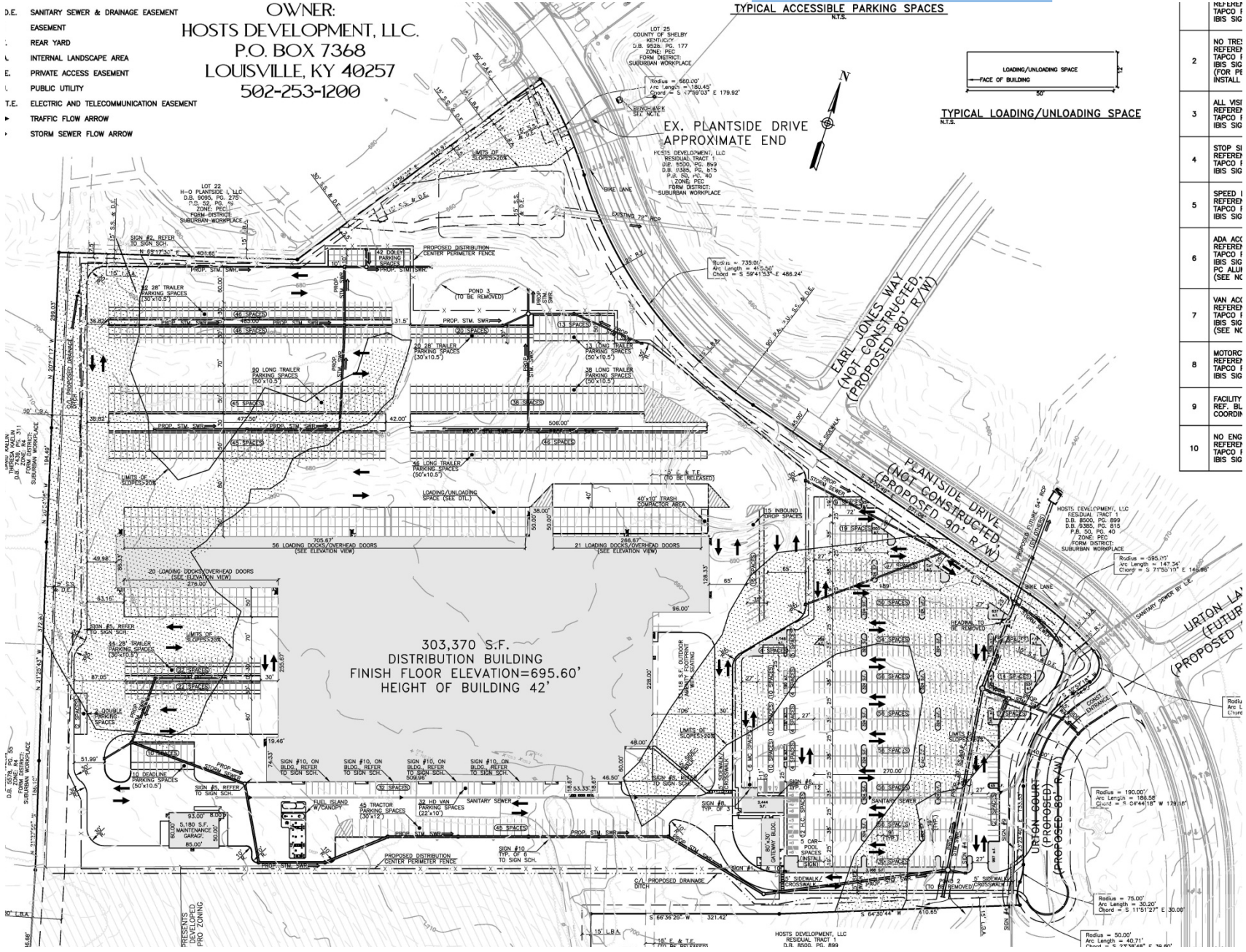
- D.E. SANITARY SEWER & DRAINAGE EASEMENT
- EASEMENT
- REAR YARD
- L. INTERNAL LANDSCAPE AREA
- E. PRIVATE ACCESS EASEMENT
- L. PUBLIC UTILITY
- T.E. ELECTRIC AND TELECOMMUNICATION EASEMENT
- TRAFFIC FLOW ARROW
- STORM SEWER FLOW ARROW

OWNER:
HOSTS DEVELOPMENT, LLC.
 P.O. BOX 7368
 LOUISVILLE, KY 40257
 502-253-1200

TYPICAL ACCESSIBLE PARKING SPACES
 N.T.S.



TYPICAL LOADING/UNLOADING SPACE
 N.T.S.



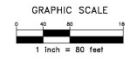
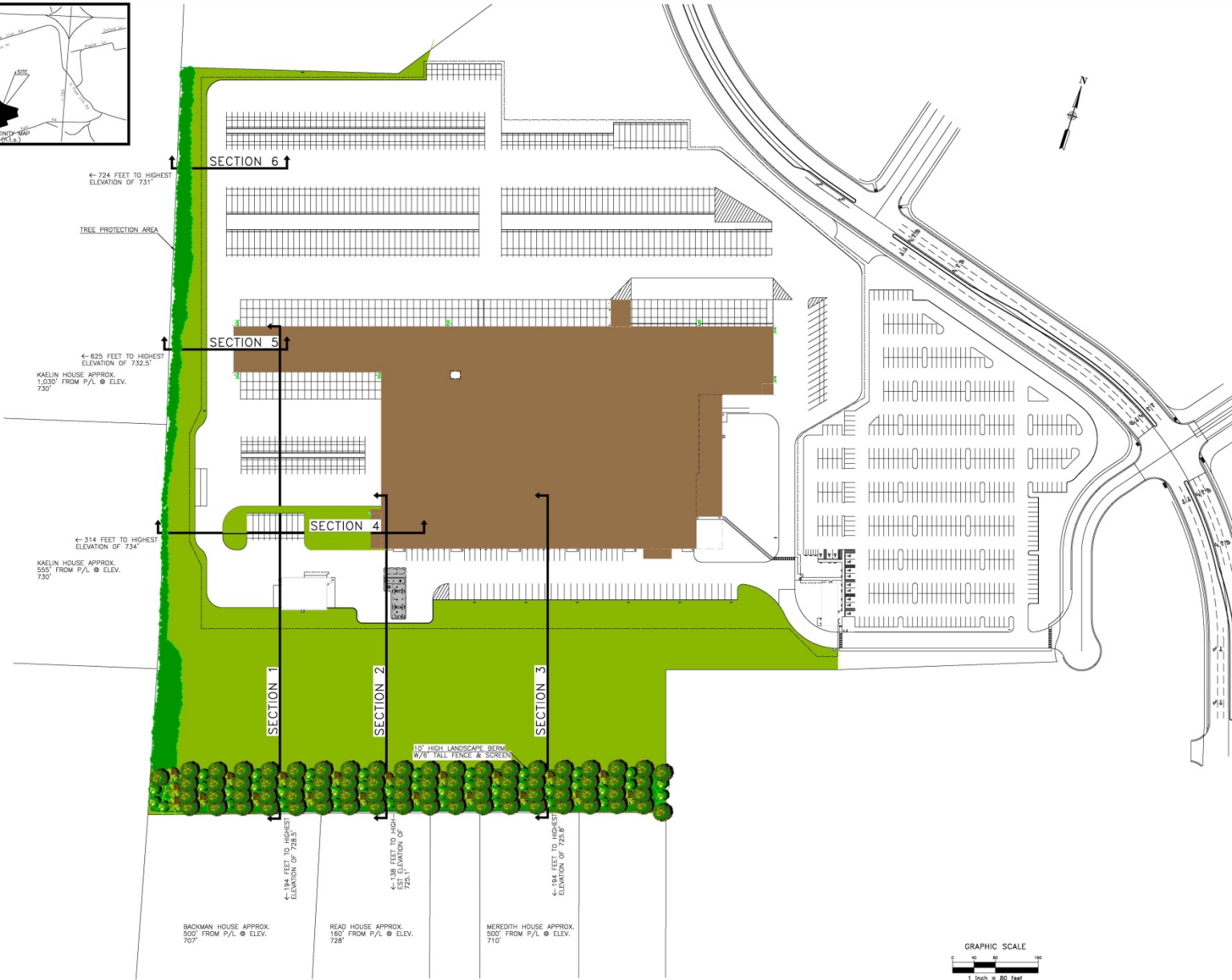
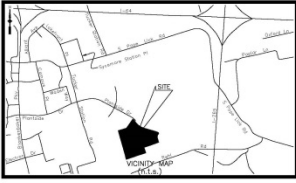
NO	REF	DESCRIPTION
1	NO ENG	REFERED TAPCO I IBI SIG
2	NO TR	REFERED TAPCO I IBI SIG (FOR FT INSTALL)
3	ALL VISI	REFERED TAPCO I IBI SIG
4	STOP SI	REFERED TAPCO I IBI SIG
5	SPEED I	REFERED TAPCO I IBI SIG
6	ADA ACC	REFERED TAPCO I IBI SIG PC ALUM (SEE NC)
7	VAN ACC	REFERED TAPCO I IBI SIG (SEE NC)
8	MOTORC	REFERED TAPCO I IBI SIG
9	FACILITY	REF. BL COORDIN
10	NO ENG	REFERED TAPCO I IBI SIG

60' L.B.A.

PRESENTED PRO ZONING

HOSTS DEVELOPMENT, LLC
 RESIDUAL TRACT 1
 D.B. 8500, PG. 899

Radius = 50.00'
 Arc Length = 40.71'
 Chord = 5.00'



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 DATE: January, 2014
 DRAWN BY: J.D.B.
 CHECKED BY: J.D.B.
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 BANKS ENGINEERING, P.C.
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 SUITE B-175
 LEXINGTON, KY 40504

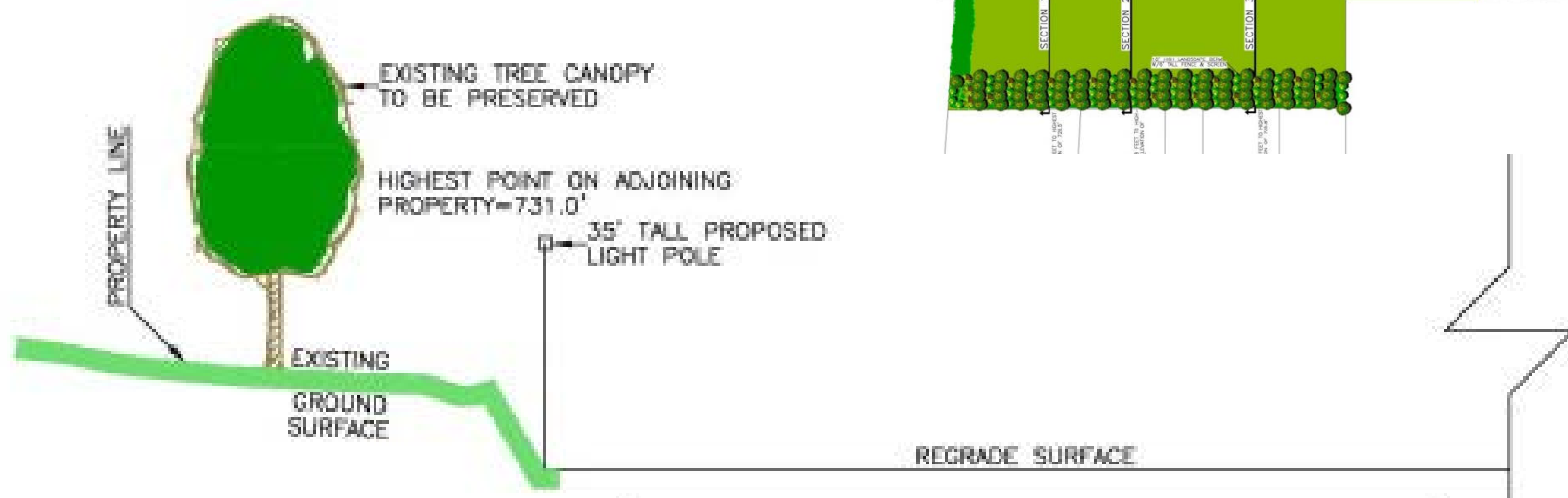
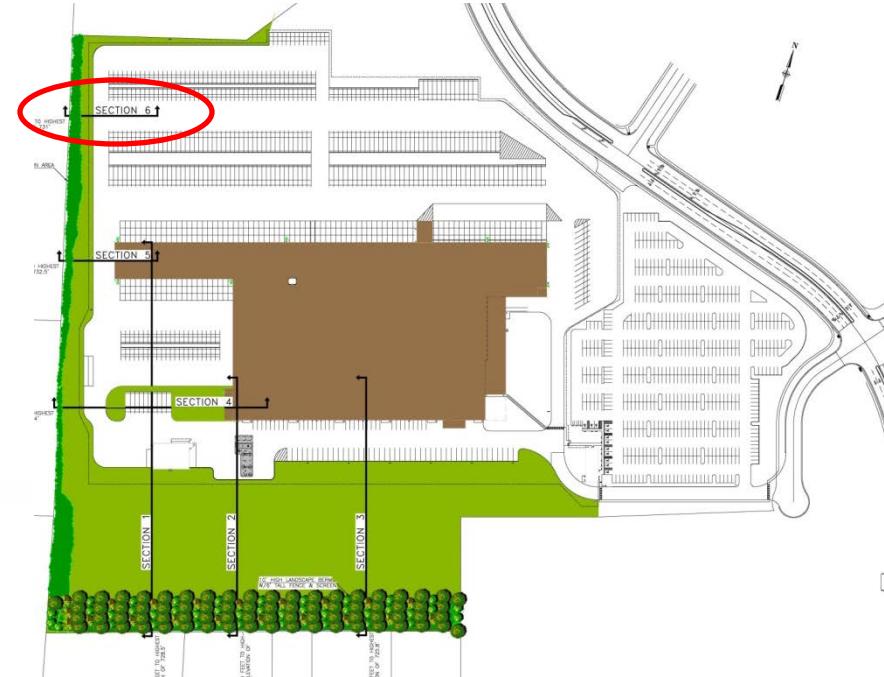
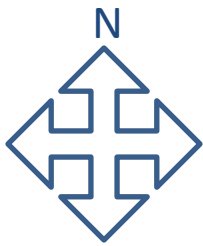
REVISIONS: DATE:

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

SECTIONS
 BLANKENBAKER STATION II
 A PORTION OF LOTS 17, 18, 23 & 24
 A PORTION OF TRACT 11
 LOUISVILLE, KENTUCKY 40299

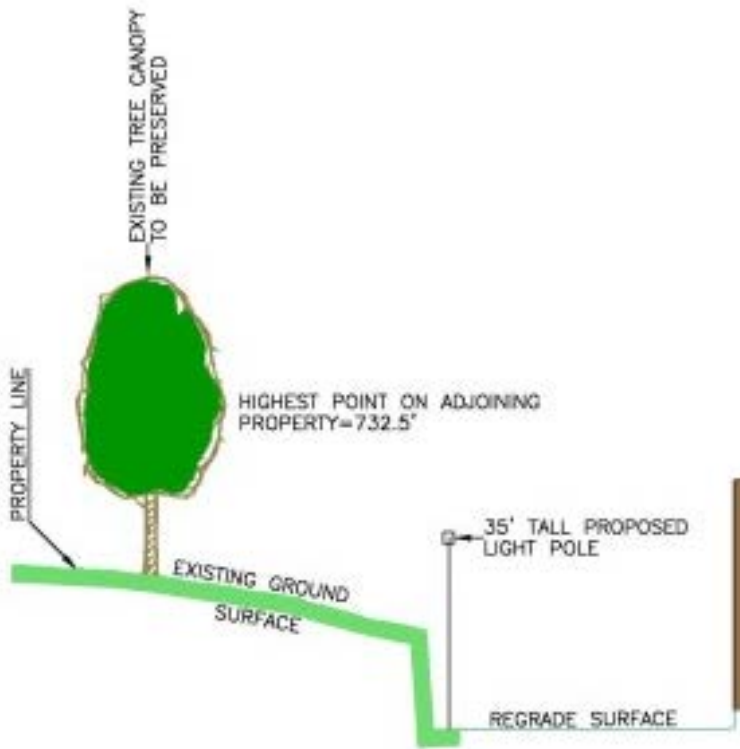
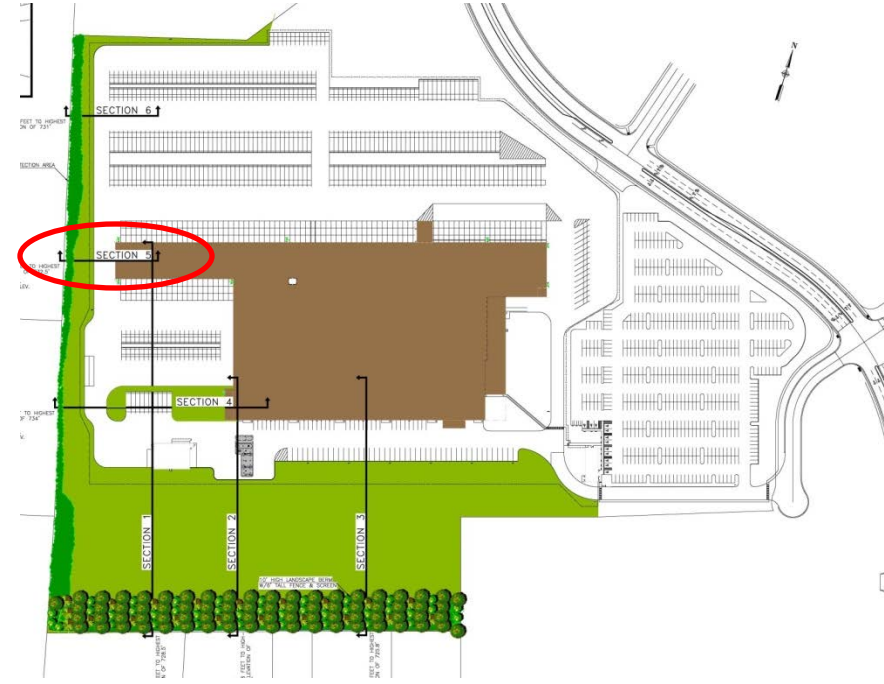
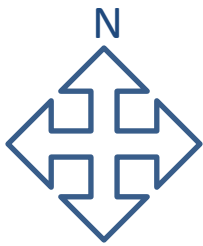
BANKS
Engineering, Inc.
 An Engineering Firm • Mechanical • Electrical • Plumbing
 Phone: (606) 254-1200 • (859) 256-5113
 2365 Harrisburg Road, Ste. B-175 • Lexington, Kentucky 40504

SHEET: OF: **3**



SECTION 6 (KAELIN PROPERTY)

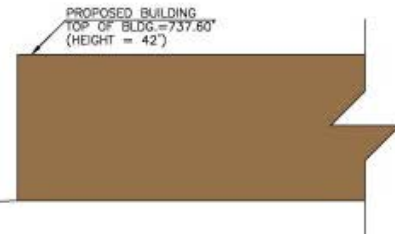
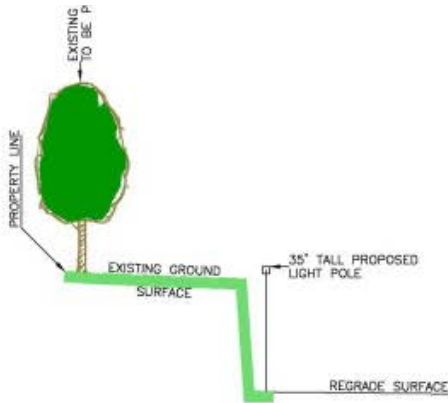
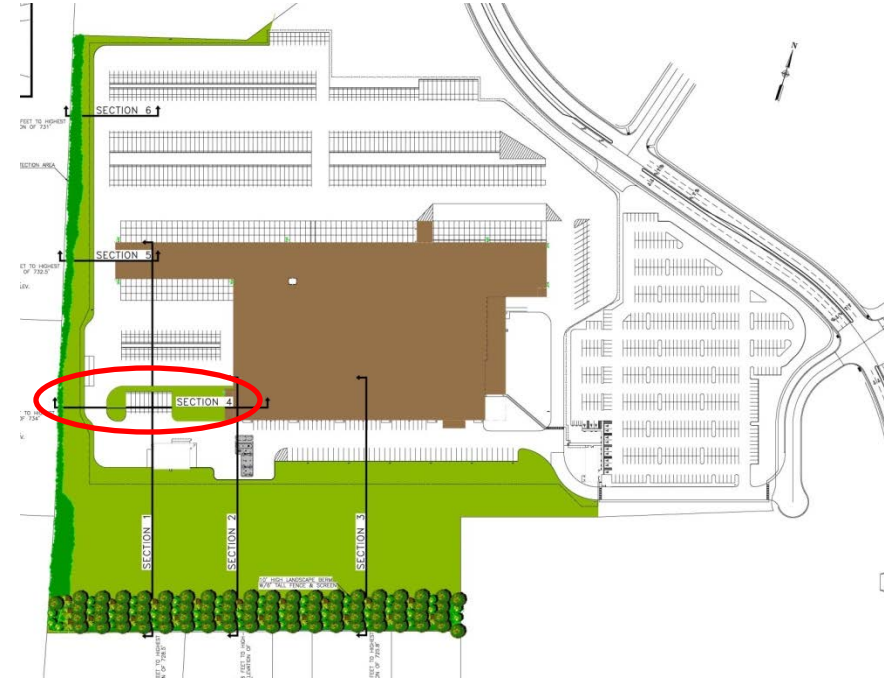
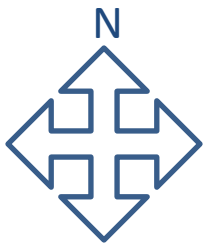
Where, per LDC Section 4.1.6, there is a 100' setback between residential use and loading/truck idling operations and garbage/recyclables collection



G TREE CANOPY PRESERVED

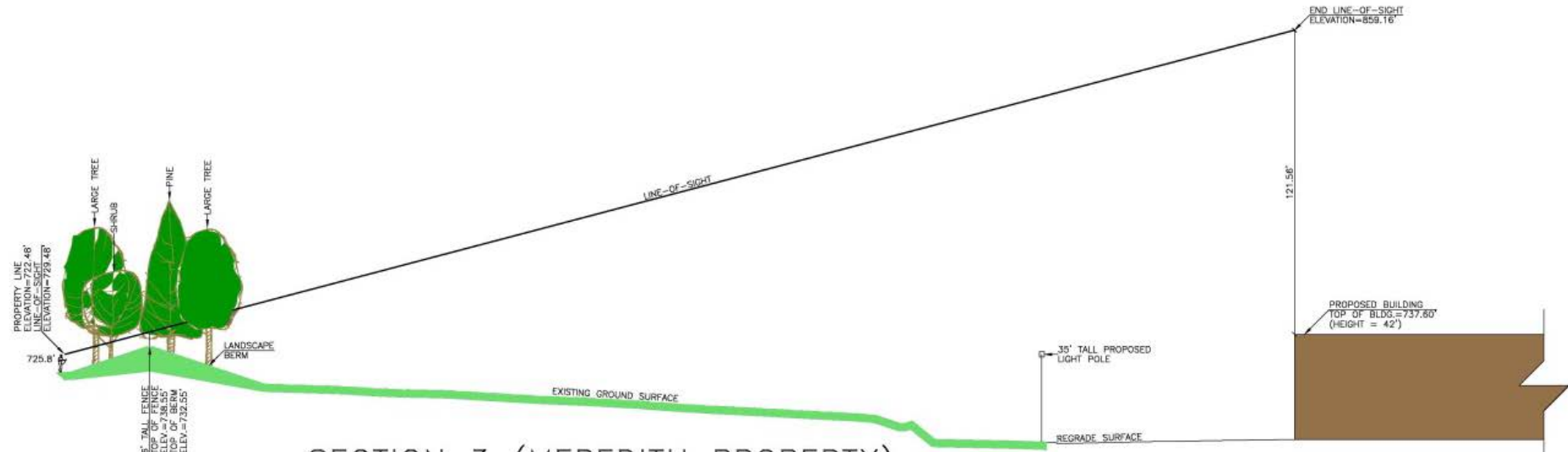
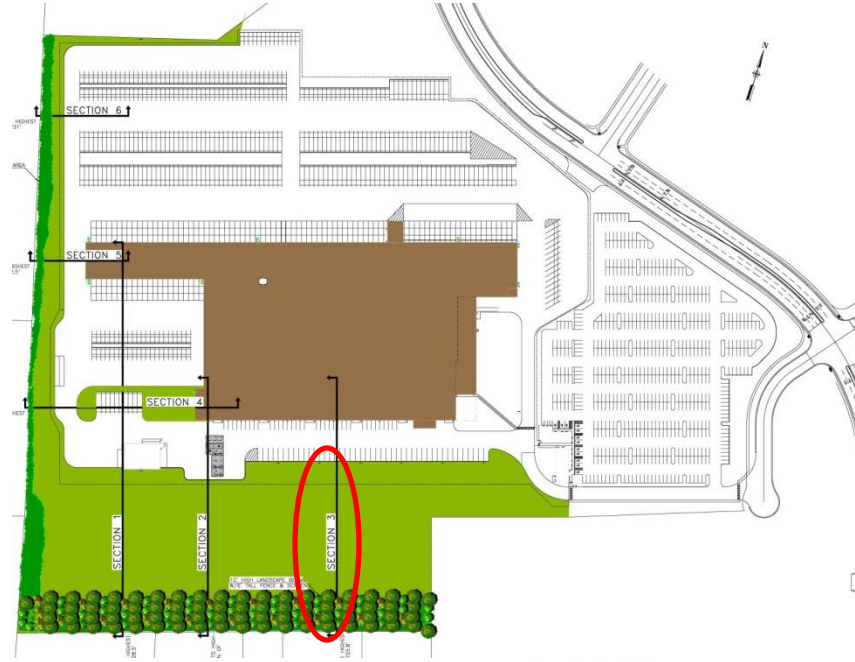
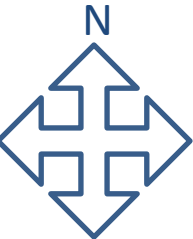
SECTION 5 (KAELIN PROPERTY)

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

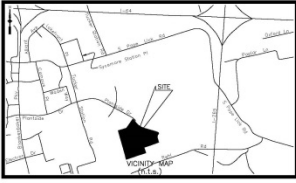


SECTION 4 (KAELIN PROPERTY)

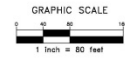
Where, per LDC Section 4.1.6, there is a 100' setback between residential use and loading/truck idling operations and garbage/recyclables collection



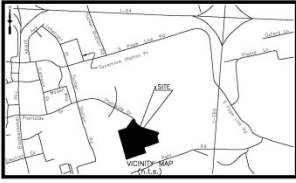
Section 3 (3 south residential properties where, per B.E., there is a minimum 200' bermed and landscaped setback from the property line to loading docks and truck parking or idling and where, per LDC Section 4.1.6, there is a 100' setback between residential uses and loading/truck idling operations and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



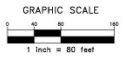
Local delivery trucks
backed indoors for
overnight loading



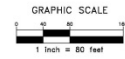
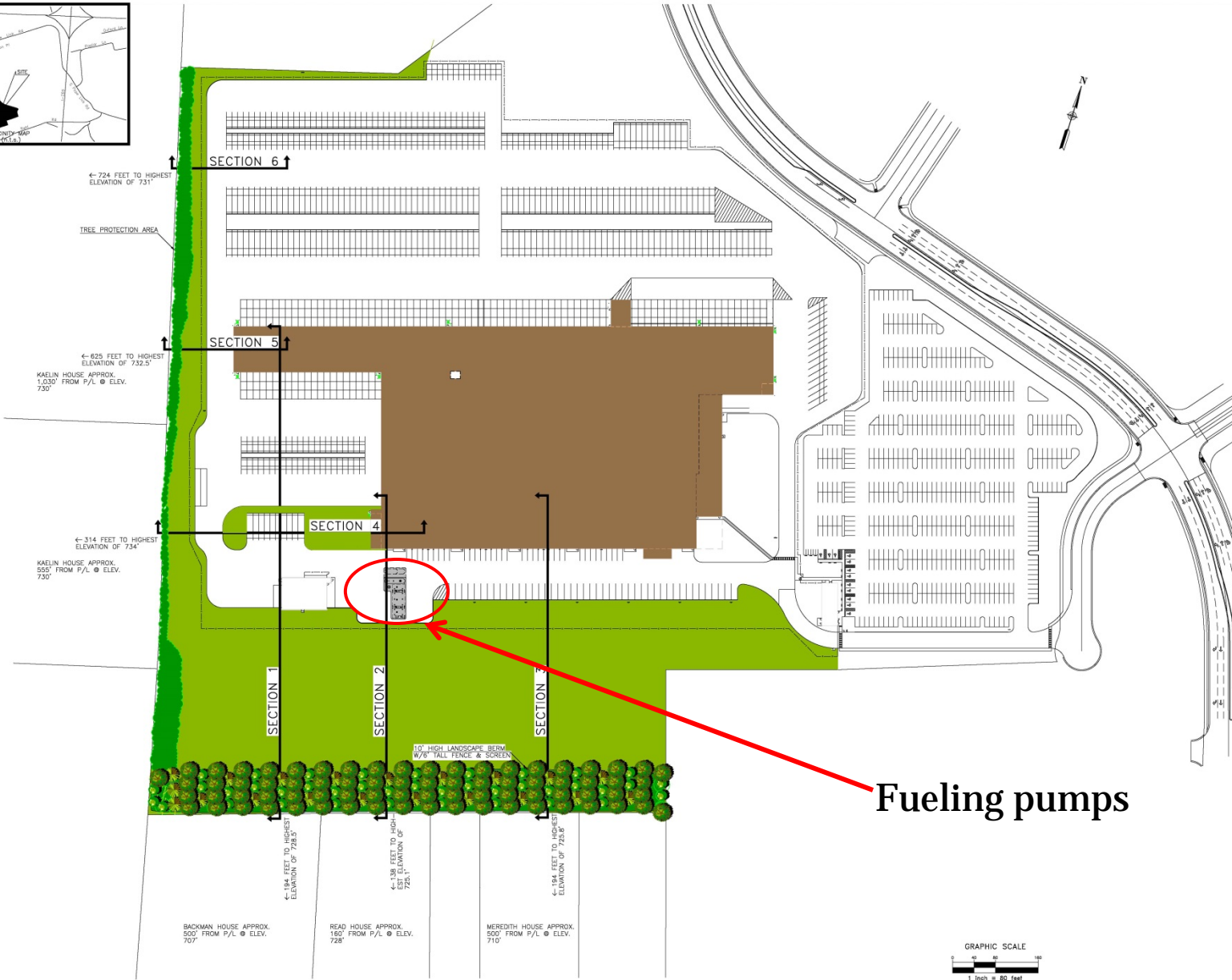
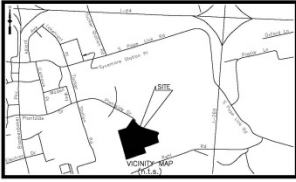
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REVISIONS:	DATE:
SECTIONS BLANKENBAKER STATION II A PORTION OF LOTS 17, 18, 23 & 24 LOUISVILLE, KENTUCKY 40299	
Banks Engineering, Inc. Site Development/Planning • Architecture • Surveying Phone: (606) 584-1300 • (606) 584-1414 2365 Harrisburg Road, Ste. B-175 • Lexington, Kentucky 40504	
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Tractors parked overnight by in-town drivers



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SHEET:	OF:
1	3



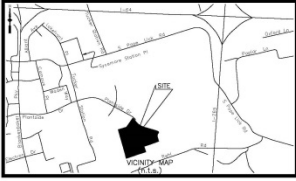
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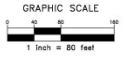
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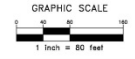
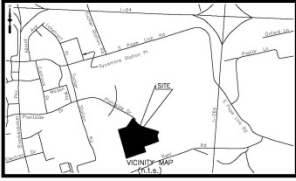
SHEET: OF: 1 3



**24 hour tractor trailer
delivery/loading and
unloading area**



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REVISIONS:	DATE:
SECTIONS BLANKENBAKER STATION II A PORTION OF LOTS 17, 18, 23 & 24 A PORTION OF TRACT 1 LOUISVILLE, KENTUCKY 40299	
<small>BANKS ENGINEERING, INC. • DEVELOPMENT • SURVEYING • LANDSCAPE ARCHITECTURE • ENGINEERING</small> Phone: (502) 944-2100 • Fax: (502) 944-5110 2345 Herringburg Road, Ste. B-175 • Louisville, Kentucky 40204	
SHEET: 1	OF: 3

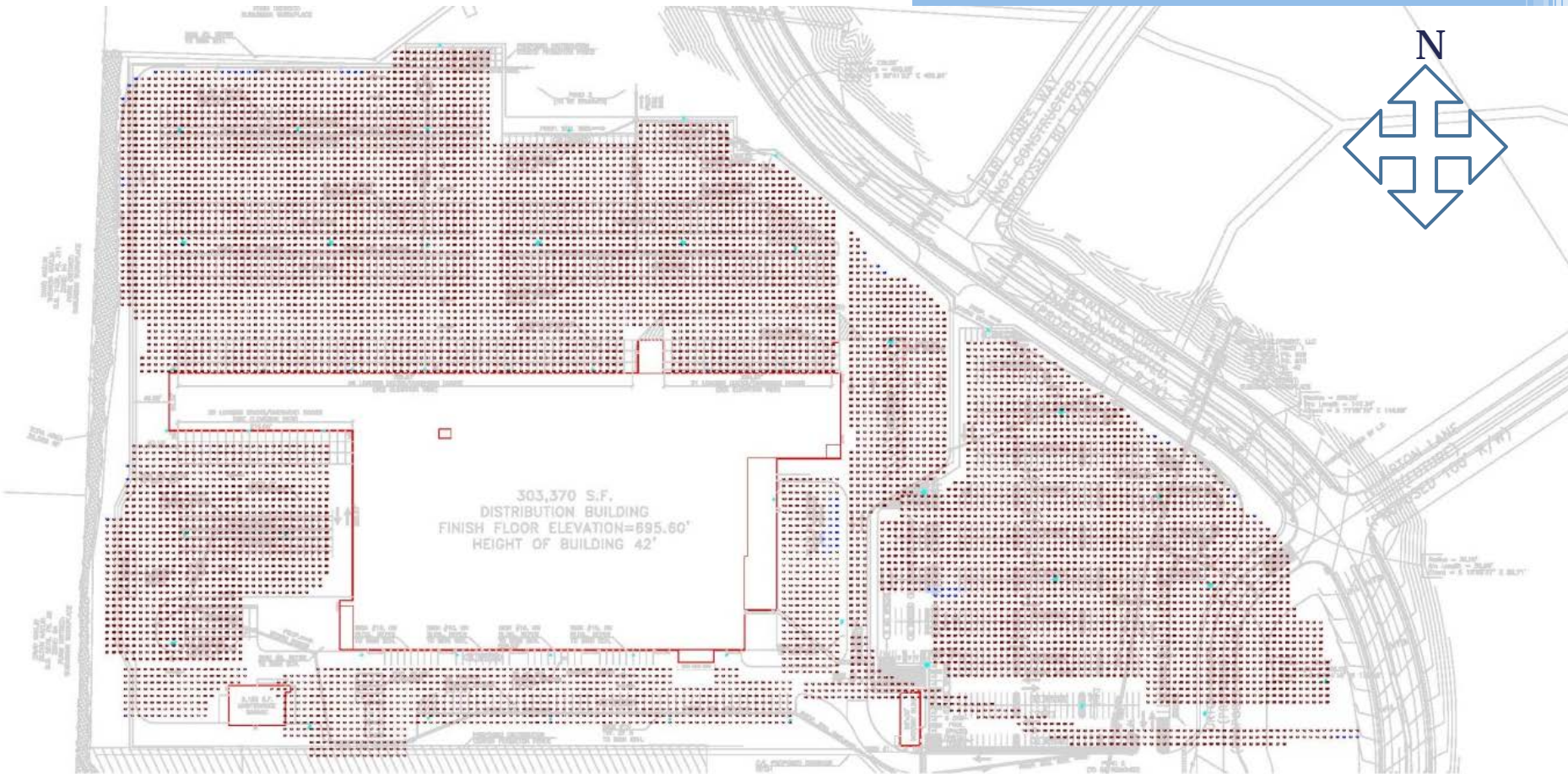
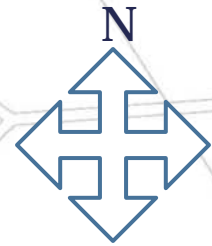


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Banks Engineering, Inc. Site Development • Planning • Residential • Commercial • Surveying Phone: (603) 944-6200 Fax: (603) 944-6100 2345 Herberg Road, Ste. B-175, Louisville, Kentucky 40204	
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Tab 4

Setzer/FedEx (Lot 24)

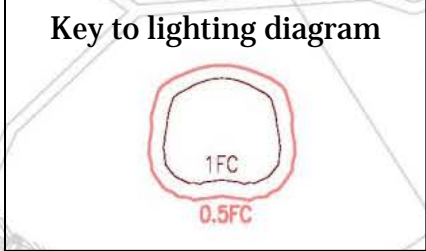
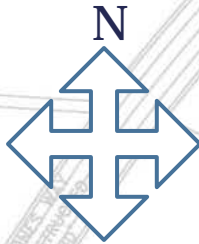
Lighting and tree preservation plans



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

Luminaire Schedule											
Symbol	Lumen	Quantity	Manufacturer	Ordering Number	Description	Lamp	Mounting	Fixtures	Lumens Per Lamp	Light Loss Factor	Maintenance
	EF1	4	Shore Lighting	NXP11000M_ABYFL.W	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100W/4000K CLEAR SPOT OF METAL HALIDE, VERTICAL MOUNT-UP POSITION	1	NXP11000M_ABYFL.W	110000	0.75	1000
	EF1S	17	Shore Lighting	NXP11000M_ABYFL.WS	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100W/4000K CLEAR SPOT OF METAL HALIDE, VERTICAL MOUNT-UP POSITION	1	NXP11000M_ABYFL.WS	110000	0.75	1000
	EF4	8	Shore Lighting	NXP11000M_ABYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100W/4000K CLEAR SPOT OF METAL HALIDE, VERTICAL MOUNT-UP POSITION	1	NXP11000M_ABYFL	110000	0.8	1000
	EF42	13	Shore Lighting	NXP11000M_ABYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100W/4000K CLEAR SPOT OF METAL HALIDE, VERTICAL MOUNT-UP POSITION	1	NXP11000M_ABYFL	110000	0.8	1100
	EF64	11	Shore Lighting	NXP11000M_ABYFL	SQUARE AREA LIGHT, ASYMMETRIC DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100W/4000K CLEAR SPOT OF METAL HALIDE, VERTICAL MOUNT-UP POSITION	1	NXP11000M_ABYFL	110000	0.8	400

Schedule									
Description	Symbol	Qty	Size	Spots	Mounting	Height	Angle	Beam	Beam
NEW TRAILER AND ROADLINE MARKING	+	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0
AUTO PARKING	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
FOURFIND AT FRONT DOOR	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
SHOP-CH AREA AND DRIVEWAY	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
DRIVEWAY DRIVE	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
FRONT PARKING	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
SHEDS & MAIN ENTRANCE	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RAIL TRACK ON PARKING	-	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0



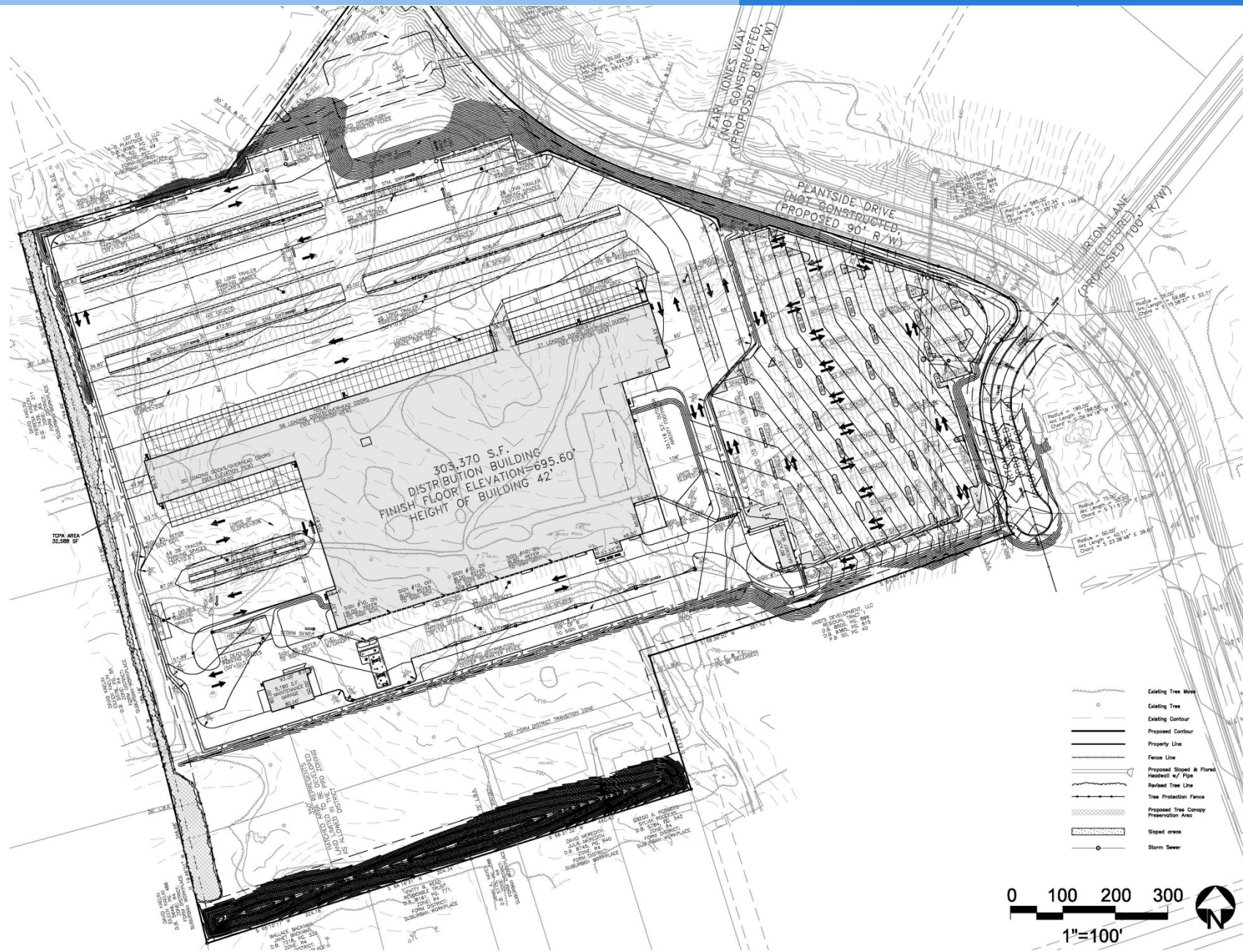
303,370 S.F.
DISTRIBUTION BUILDING
FINISH FLOOR ELEVATION=895.80'
HEIGHT OF BUILDING 42'

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

Symbol	Local	Quantity	Manufacturer	Catalog Number	Description	Lamp	Ballast Type	Fluorescence	Lumens Per Lamp	Light Loss Factor	Mileage
	EF1	4	Alibaba Lighting	WVPS 1000W_ABYFL_WR	SQUARE AREA LIGHT, ADJUSTABLE, DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100-WATT T5 BALLAST OF METAL HALIDE, VERTICAL, BASE-UP POSITION.	1	WVPS_1000W_ABYFL_WR	11000	0.75	1000
	EF1B	17	Alibaba Lighting	WVPS 1000W_ABYFL_WR	SQUARE AREA LIGHT, ADJUSTABLE, DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100-WATT GLENA OF METAL HALIDE, VERTICAL, BASE-UP POSITION.	1	WVPS_1000W_ABYFL_WR	11000	0.75	1000
	EF4	9	Alibaba Lighting	WVPS 1000W_ABYFL_WR	SQUARE AREA LIGHT, ADJUSTABLE, DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100-WATT GLENA OF METAL HALIDE, VERTICAL, BASE-UP POSITION.	1	WVPS_1000W_ABYFL_WR	11000	0.8	1000
	EF42	13	Alibaba Lighting	WVPS 1000W_ABYFL_WR	SQUARE AREA LIGHT, ADJUSTABLE, DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100-WATT GLENA OF METAL HALIDE, VERTICAL, BASE-UP POSITION.	1	WVPS_1000W_ABYFL_WR	11000	0.8	1000
	EF84	11	Alibaba Lighting	WVPS 1000W_ABYFL_WR	SQUARE AREA LIGHT, ADJUSTABLE, DISTRIBUTION, FLAT LENS, MEETS THE NIGHTTIME FRIENDLY CRITERIA	ONE 100-WATT GLENA OF METAL HALIDE, VERTICAL, BASE-UP POSITION.	1	WVPS_1000W_ABYFL_WR	11000	0.8	1000

Symbol	Quantity	Manufacturer	Description	Material	Height	Width	Depth	Weight
	4	Alibaba Lighting	WVPS 1000W_ABYFL_WR	ALUMINUM	10.0	10.0	10.0	10.0
	17	Alibaba Lighting	WVPS 1000W_ABYFL_WR	ALUMINUM	10.0	10.0	10.0	10.0
	9	Alibaba Lighting	WVPS 1000W_ABYFL_WR	ALUMINUM	10.0	10.0	10.0	10.0
	13	Alibaba Lighting	WVPS 1000W_ABYFL_WR	ALUMINUM	10.0	10.0	10.0	10.0
	11	Alibaba Lighting	WVPS 1000W_ABYFL_WR	ALUMINUM	10.0	10.0	10.0	10.0

Tree Preservation Plan



OWNER/APPLICANTS:
HOSTS DEVELOPMENT, LLC
 P.O. BOX 7388
 LOUISVILLE, KY 40257
 (502) 253-1200
 PARCEL ID#: 003900890000

SITE DATA

FORM DISTRICT:
 EXISTING ZONING
 EXISTING LAND USE
 PROPOSED LAND USE

SUBURBAN WORKPLACE
 PEC
 VACANT
 OFFICE/ WAREHOUSE

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 480,068 S.F. (24%)
 TOTAL TREE CANOPY PROVIDED 512,654 S.F. (25%)

TOTAL LAND AREA 45.922 ACRES
 TOTAL BUILDING AREA 310,949 S.F.
 OFFICE 14,880 S.F.
 WAREHOUSE 288,889 S.F.
 LOT COVERAGE (MAX. 50%) 16%

PARKING DATA

OFFICE (MIN 1/380 - MAX 1/200) 42-73 SPACES
 WAREHOUSE (MIN 1/1.5 EMP. - MAX. 1/EMP. ALL SHIFTS) 381-572 SPACES
 PROVIDED (INCLUDES 12 HDCP & 8 MOTORCYCLE) 807 SPACES

*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 THE TIME OF HIS PLAN APPROVAL. AS TREES WITHIN THE TCPAs ARE LOST 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 THE 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 THEIR 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 CONSTRUCTION, 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 PRESERVATION/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 574-8230."
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 IN PLACE UNTIL ALL CONSTRUCTION IS 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

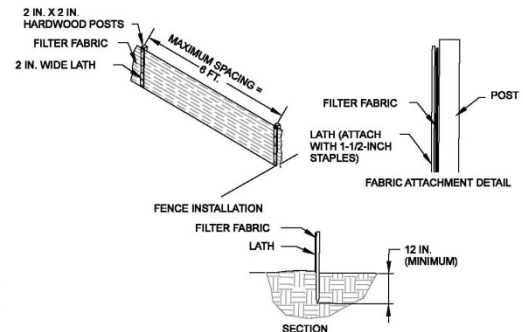
1. WASTEWATER: SANITARY SEWER WILL CONNECT TO THE FLOYD'S FORK WASTEWATER TREATMENT PLANT BY LATERAL EXTENSION AGREEMENT, SUBJECT TO FEES. SANITARY SEWER CAPACITY TO BE APPROVED BY METROPOLITAN SEWER DISTRICT (MSD).
2. DOMESTIC WATER SUPPLY: SUBULIST SITE CAN BE SERVED BY THE LOUISVILLE WATER COMPANY. 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 BLANKENBARGER STATION II DEVELOPMENT. POST-DEVELOPMENT PEAK FLOWS WILL NOT EXCEED PRE-DEVELOPED PEAK FLOWS FROM DEVELOPMENT FOR THE 1, 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 DRY 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, (2111100065 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 LUMINAIRES SHALL BE AWAY, DIRECTED, OR FOCUSED SUCH AS TO NOT CAUSE DIRECT LIGHT FROM THE LUMINAIRE 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 & 5.8 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 SIDEWAYS THAT ADJUT PARKING TO BE 5' WIDE MINIMUM.
15. ALL HANDICAP SITE FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH ACCEPTABLE "ADA" 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 IS 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 BLANKENBARGER STATION II DOCKET #0-87-02.

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 IN ADVANCE OF ANY CONSTRUCTION ON HIS PROJECT. THIS NUMBER WAS ESTABLISHED TO PROVIDE ACCURATE LOCATIONS OF EXISTING 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.



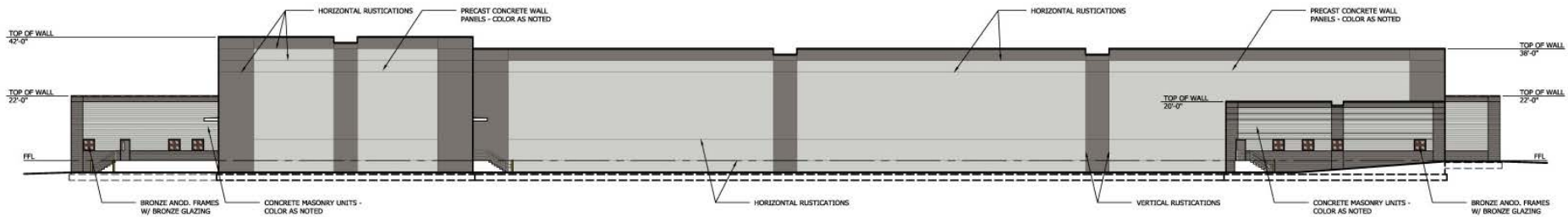
TREE PROTECTION/SILT FENCE
 SCALE: N.T.S.

Tab 5
Setzer/FedEx (Lot 24)
Building elevations



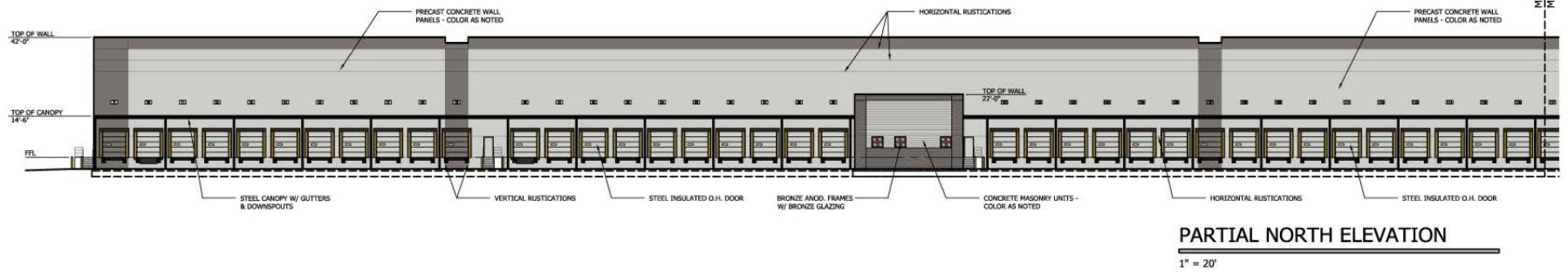
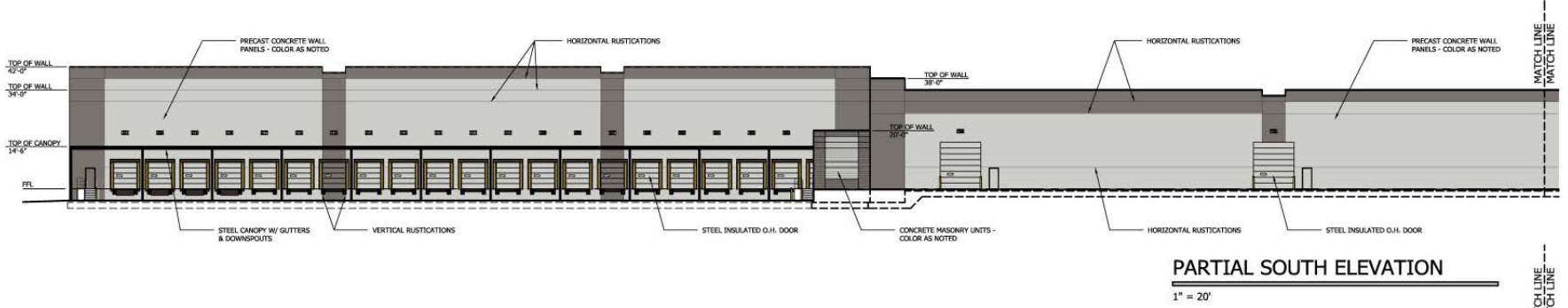
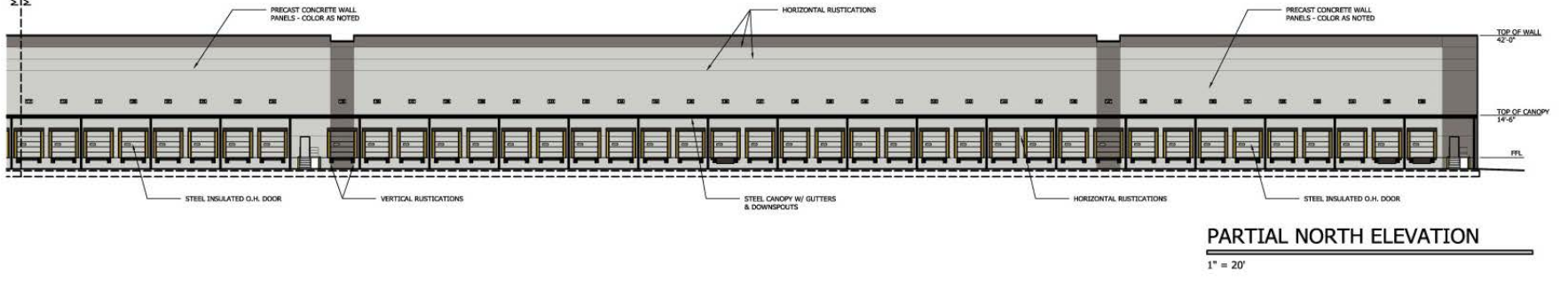
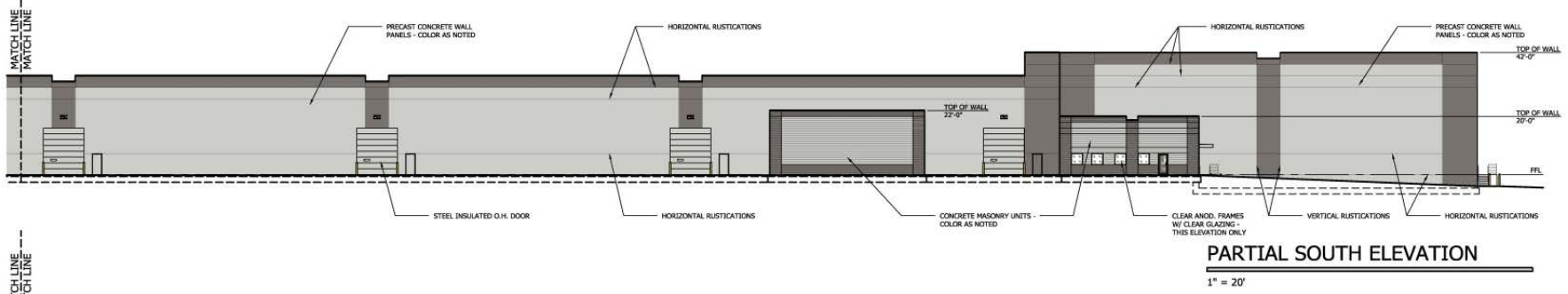
EAST ELEVATION

1" = 20'



WEST ELEVATION

1" = 20'



Tab 6

Hollenbach-Oakley (Lot 23)
Development Plan



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

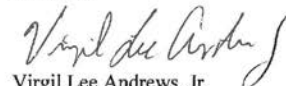
Redwing Ecological Services, Inc. assessed the project area and found no caves, rock shelters, or mine portals. Therefore, impacts to Northern long-eared bat hibernacula as a result of the proposed project are unlikely. The proposed project includes the removal of 55.94 acres of forested habitat that 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 glade cress (*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



Traffic
Impact Study
2014 Update

Prepared for:
Hosts, LLC.

February 25, 2014

BLANKENBAKER STATION II

Lots 23 & 24

Louisville, KY



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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

All Peak Analysis	2013 Existing				2015 No Build				2015 Build				2020 No Build				2020 Build			
	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			
Intersection	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			
Blankenbaker Parkway (KY 913) at Plantside Drive	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
Bluegrass Parkway at Tucker Station Road/Lakefront Place	15/B				15/B				19/B (Split phased)				16/B				19/B (Split phased)			
Plantside Drive at Tucker Station	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
Plantside Drive at Tucker Station	30/D 26/D				33/D 27/D				96/F 34/D				41/E 31/D				*/F 106/F			
Tucker Station Road at Rehl Road	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
	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 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			
Intersection	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			
Blankenbaker Parkway (KY 913) at Plantside Drive	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
Bluegrass Parkway at Tucker Station Road/Lakefront Place	42/D				44/D				30/C (Split phased)				50/D				30/C (Split phased)			
Plantside Drive at Tucker Station	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
Plantside Drive at Tucker Station	160/F 45/E				184/F 54/F				*/F 150/F				*/F 85/F				*/F 160/F			
Tucker Station Road at Rehl Road	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
	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

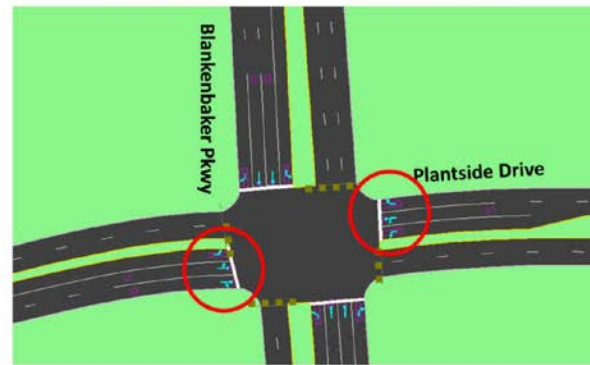
The original 2005 impact study examined multiple spot improvements that would be needed over the course of developing Blankenbaker Station II. Three projects that have been implemented include:

- ✓ 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