Mattingly, Jude

From: Mary Dries <mpwdries@gmail.com>
Sent: Wednesday, March 18, 2026 3:06 PM
To: Mattingly, Jude
Cc: Eatherly, Kip
Subject: 26-ZONE-0028 for 13112 Old Henry Rd, truck storage

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email came from outside of Louisville Metro. Do not click links, open attachments, or give away private information unless you recognize the sender's email address and know the content is safe.

March 18, 2026

Subject:
Comments on 26-ZONE-0028 for 13112 Old Henry Rd, truck storage

Jude,
As an area resident who frequently uses Old Henry Rd, I offer the following concerns and requests for the Applicant's consideration and for the Planning Commission's review.

1. Utilize existing, approved Plans. Ensure consistency with the excellent Old Henry Road Subarea Plan and protection of Old Henry Road as a designated Parkway. Attractive frontages have been designed and installed for the vast majority of this large Suburban Workplace area along Old Henry Rd, both west and east of I-265. These frontages include well-landscaped berms, four-board fences, and other natural, wooded-landscape features . . . instead of the highly visible, tall chain-link fencing and gate along Old Henry Rd which was recently installed on the adjacent 10-acre truck storage property at 13110 Old Henry Rd. Essentially all of the attractive frontages along Old Henry Rd have been developed consistent with the following:

- **Old Henry Road Subarea Plan, Guiding Principle No. 1, Subarea Gateway,** which includes: "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." Protecting this attractive, mixed-use Gateway area benefits many nearby neighborhoods including Berrytown, Anchorage, Middletown, and others.
- **Comp Plan 2040, Core Graphic 13, Parkways and Scenic Corridors**, including Old Henry Rd.

2. Avoid duplicating the adjacent, major-eyesore truck storage property at 13110 Old Henry Rd. The adjacent truck storage property (22-ZONE-0141 and 24-LANDSCAPE-0009) should not be duplicated at 13112 Old Henry Rd. The 10-acre truck storage property (and potential future junk storage) at 13110 Old Henry Rd has become a significant eyesore along Old Henry Rd in terms of:

- Contrary to the approved plans, significant portions of the required Tree Canopy Credit Area (TCCA) appear to be removed.

- A large, gravel, truck-storage area has been installed that is highly visible from Old Henry Rd (due to the TCCA removal), and that may be significantly larger than approved.

- And highly-visible, tall chain-link fencing has been installed along Old Henry Rd (as opposed to attractive landscaped berms, four-board fencing, and natural wooded landscapes at most of the other Suburban Workplace businesses along Old Henry Rd).

3. Add Binding Elements to help ensure an attractive frontage along Old Henry Rd. The adjacent truck-storage property at 13110 Old Henry Rd is an example of what is not needed for future projects along Old Henry Rd. My requests include adding Binding Elements that address the following frontage characteristics along Old Henry Rd:

- **Protect the Old Henry Rd buffer area and tree canopy.** Avoid removing existing trees, berms, and vegetation near Old Henry Rd, and add robust landscaping for any gaps. That is, the gravel parking and truck storage area should not be visible from Old Henry Rd.

- **Require an attractive frontage.** Like essentially all parts of Old Henry Rd between Stanley Gault Pkwy and Bush Farm Rd, the Old Henry Rd frontage should include landscaped berms, and/or four-board fencing, and/or existing natural woodland landscape and not highly-visible, tall chain-link fencing and not a highly-visible, gravel truck-storage area. Consistent with the Applicant's Justification Statement (under Plan Element 5 - Livability), a more specific Binding Element should be added to protect “the parkway character along the Old Henry Road corridor”, and to avoid excavating,or lowering the existing elevation in the Buffer Area along Old Henry Rd.

- **Require shielded lighting, directed down,** consistent with the Applicant's Justification Statement (under Plan Element 1 - Community Form), which states: "Lighting on the Property will be LDC-compliant, shielded and directed down . . .” A Binding Element which requires lighting that is "shielded and directed down" (to match the Justification Statement) would benefit the "Gateway" area, and is more consistent with the nearby shielded, down lighting throughout the Eastpoint Business Center.

- **Limit roadway access and connectivity to Nelson Miller Pkwy or Stanley Gault Pkwy.** The entire, attractive 700-acre Eastpoint Business Center connects to Old Henry Rd at only two locations, including Nelson Miller Pkwy and Stanley Gault Pkwy. If possible, the Suburban Workplace neighbors south of Old Henry Rd should work together on a roadway connectivity plan with cross-connectivity and 'through' roads that connect to the same two intersections on Old Henry Rd. Additional mid-block access points will unnecessarily add congestion points and make Old Henry Rd less safe. Limiting roadway connectivity along Old Henry Rd would also supports:

    - **Comp Plan 2040, Mobility Goal 2, Policy 9:** "Develop, preserve, and maintain an interconnected system of scenic corridors and parkways. . . . “

In summary, I am only asking that the Applicant should take the time to provide a quality design to hide an unsightly, gravel, truck-storage use. And that is relatively attractive for the area: consistent with the Old Henry Road Subarea Plan’s Gateway concept; that protects the Designated Parkway’s aesthetics; and that does not add a second major eyesore for the area, with highly visible chain-link fencing and entrance gate, and with highly visible large gravel areas for the storage of trucks or other unknown materials.

Please confirm receipt, and that this email will be added to the Case File.

Thanks for your consideration.
Mary Dries
40245

Mattingly, Jude

From: Mary Dries <mpwdries@gmail.com>
Sent: Monday, June 22, 2026 1:21 PM
To: Mattingly, Jude
Cc: Eatherly, Kip
Subject: 26-ZONE-0028 for 13112 Old Henry Rd (truck and equipment storage)

CAUTION: This email came from outside of Louisville Metro. Do not click links, open attachments, or give away private information unless you recognize the sender's email address and know the content is safe.

Re: 26-ZONE-0028 for 13112 Old Henry Rd (truck and equipment storage)

Jude,

In addition to my comments and email from 3-18-2026, following are current suggestions for the Planning Commission's consideration. Many of these comments relate to aesthetics and the Livability Plan Element of Comp Plan 2040.

1. Utilize existing, approved Plans. No changes to my comments from 3-18-2026 to follow the Old Henry Road Subarea Plan, Guiding Principle No. 1 "Subarea Gateway", and to ensure consideration of Core Graphic 13, Parkways and Scenic Corridors from Comp Plan 2040. The Old Henry Road Subarea Plan continues to be a long-standing, excellent planning document which has resulted in one of the most-attractive and best-planned interchange areas along I-265. I reject any suggestion of a "dated nature" of the Old Henry Road Subarea Plan. Good urban plans have a long lifespan when guidelines are consistently followed. For example, other excellent long-standing plans in Louisville include: Olmstead's master plan for Louisville's Parks and Parkways (from 1891); Norton Commons' master plan (from 1997); and The Parklands of Floyds Fork master plan (from 2008).

2. Avoid duplicating the adjacent, eyesore truck storage property at 13110 Old Henry Rd. In addition to my previous comments from 3-18-2026, I suggest that:

- The required Tree Canopy Credit Area (TCCA) which was removed during construction should be re-established and enforced for 13110 Old Henry Rd **(Request #1)**.

- Chain-link fencing should not be allowed and not be visible along Old Henry Rd, which is a designated Scenic Corridor **(Request #2).** The roadway frontages for essentially all nearby properties along Old Henry Rd (both east and west of I-265) include four-board fencing, well-landscaped berms, other robust landscaping, or natural wooded landscape . . . and not chain-link fencing, with a small number of deciduous tree saplings added.

- The chain-link gate for 13110 Old Henry Rd should also be replaced with an attractive gate entrance that is appropriate for a Scenic Corridor **(Request #3)**, and consistent with the nearby and attractive 700-acre Eastpoint Business Center. A large Leasing sign for truck parking spots should also not be allowed along Old Henry Rd at the truck parking entrance location **(Request**

#4). Additional dust control measures should be provided for the gravel truck parking and quarry entrances **(Request #5),** which generate excessive dust and gravel debris on a regular basis along Old Henry Rd west of I-265.

3. Add Binding Elements to help ensure an attractive frontage along Old Henry Rd. In addition to my previous comments from 3-18-2026, I suggest that:

- The gravel truck parking and equipment storage area should have no visibility from Old Henry Rd **(Request #6)**. Blocked visibility of the proposed unattractive use is even more important with any additional storage of construction equipment and other unknown junk.

- Ensure that shielded downlighting is required for any lighting added **(Request #7)**, consistent with the shielded downlighting that exists throughout the Eastpoint Business Center, and consistent with shielded downlighting for essentially all other properties near the I-265 subarea gateway at Old Henry Rd. I suspect that the LDC does not specifically require shielded downlighting for a PEC area, without a descriptive Binding Element.

- Ensure no hazardous materials in the future **(Request #8)**, consistent with the Applicant's updated justification statement.

- And limit commercial access for Old Henry Rd to Nelson Miller Pkwy and Stanley Gault Pkwy:
    - The entire, attractive 700-acre Eastpoint Business Center efficiently and safely connects to Old Henry Rd at only two locations, including Nelson Miller Pkwy and Stanley Gault Pkwy. A new mid-block commercial entrance location between Nelson Miller Pkwy and Stanley Gault Pkwy should not be allowed or widened for a 20 to 35-acre truck and equipment gravel storage area **(Request #9).**
    - Per the Applicant's updated justification statement: "The OHRSP further forecasted the Property's land use to mirror the land uses established in the Eastpoint Business Center". This mirroring of Eastpoint Business Center should also apply for the two existing and safe commercial roadway connections to Old Henry Road (without adding an unnecessary and unsafe midblock commercial entrance on the south side of Old Henry Rd).
    - The proposed mid-block commercial entrance between Nelson Miller Pkwy and Stanley Gault Pkwy would be located at an unsafe location. Old Henry Rd transitions from two westbound lanes to one westbound lane at this location, with merging or weaving of westbound traffic causing traffic safety precautions for drivers (even without adding new traffic and trucks turning left onto Old Henry Rd at the same location from an unnecessary mid-block entrance "with full commercial access"). Truck and equipment storage should not require an additional widened mid-block entrance. And a different future PEC use for the property may add extra traffic and trucks that should connect to Old Henry Rd at either Nelson Miller Pkwy or Stanley Gault Pkwy.

These are all reasonable requests (consistent with Comp Plan 2040) to provide better aesthetics for an unattractive, gravel PEC truck and equipment storage area proposed along a Scenic Corridor, and to minimize negative impacts for the area's commuters and the nearby neighborhoods of Berrytown, Anchorage, and Middletown.

Please confirm receipt, and that this email and my email from 3-18-2026 will be included in the Case File.

Thanks for your consideration.

Mary Dries
40245