

## St Germain, Dante

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**From:** Maureen Welch <maureen.welch1222@yahoo.com>  
**Sent:** Thursday, November 14, 2024 3:09 PM  
**To:** St Germain, Dante  
**Cc:** Batshon, Khalil; Goodman, Steven; Ann and George Ramser  
**Subject:** 24-ZonePA-0073 Southside Drive Rezoning

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Dante,

Thank you for your work on this rezoning. Here are my thoughts.

What is the appropriate zoning for 7.14 acres at Southside Drive and Steedly? It's currently densely residential with modest residential and large apartment complexes across the street to the west and to the south. The old Naval Ordnance Station is adjacent to the property on the north side and further north is the airport. UPS is east of the property. In 2023 the residential property owner wanted to build a subdivision for the Vietnamese community, but was told residential was no longer appropriate in the area. Thus, in September 2023 the applicant tried to get the property rezoned from residential to CM Commercial Manufacturing saying he wanted to build a Vietnamese shopping center which actually would just need C-2 zoning. Answering the question as to what zoning is appropriate and equitable was not easy two years ago. After testimony of those in opposition, the applicant agreed to C-2 zoning which would have been good for the neighborhood.

Two years later, Kenjoy Drive Venture LLC is purchasing the purchasing the 7.14 acre property I assume contingent on it being rezoned from C-2 to M-3 manufacturing with plans to build a 158,084 square foot building. They plan to eventually expand their fabricated metals facilities which is comprised of cutting, bending, welding, and painting steel and aluminum. In the meantime, they want to use the site as a heavy truck parking and storage facility.

Answering the question as to what zoning is appropriate and equitable now is easy. I oppose the rezoning to M-3 with residential right across Southside Drive. It's too intense and poses too many risks to the neighborhood which was there first. Reference Givaudan Sense Colour (aka the old D. D. Williamson) explosion on November 13, 2024, with 2 killed and several injured in Clifton. Debris and damage were flung around surrounding neighborhoods. There was a 1 mile radius to shelter in place. This occurred after another explosion in 2003. It's my understanding that in Clifton the factory preceded the houses. In the Southside / Southland Boulevard neighborhood, the houses were here first. Please do not approve this change.

How did we get here? In the 1980's the City bought houses in Highland Park and other neighborhoods which no longer exist to expand the airport and lure UPS here. Businesses continue to locate in and around the airport in South Louisville so much so that certain areas are now included in the Suburban Workforce Form District, which is not intended to be residential, but mostly industrial with some commercial mixed in. Certain property values increase from a commercial perspective especially if zoned CM, but residential property values decrease, and the surrounding neighborhoods deteriorate due to noise pollution, air pollution, and increased truck and car traffic.

As I've noted, this site is directly across the street from a densely populated diverse neighborhood of single-family post-war homes which are affordable to own or rent. Many of the residents are poor, nonwhite, and immigrants. The proposed zoning change would drastically change their neighborhood.

If M-3 zoning is approved, the applicant who lives at the site will move as their home will be demolished. That's not an option for most nearby residents. Their home value will be negatively impacted as well as their quality of life due to increased traffic, and air and noise pollution due to the proximity of warehouses and commercial manufacturing. For most residents, their house is their biggest investment, not a 401K or a brokerage account. This zoning change will force residents out as more property owners seek zoning changes.

M-3 zoning is a whole new ball game. Here's what is acceptable there, but keep in mind our applicant and anyone who buys the property from him would be allowed to do the following.

- Permitted Uses:

Accessory uses or buildings: those uses allowed shall be subordinate, customary and incidental to the permitted primary uses, including retail sale, rental or repair of items manufactured or assembled on site.

Any accessory structure must meet site and other requirements of this zone. All uses permitted in the M-2 District Adult entertainment, subject to the requirements of Chapter 4, Part 4

Forge plants, drop hammer or pneumatic

Foundries, ferrous or non-ferrous, brass, bronze

Racetracks for motor-powered vehicles

Railroad yard, roundhouse, repair and overhaul shops, railroad equipment including locomotive and railroad car building and repair

Sports Arenas Storage of coal and gas, yards and pockets

Uses, manufacture, processing, treatment, or storage of the following: Aromatic flavoring materials (essential oils) Bag cleaning Boiler manufacture (other than welded)

Cider and vinegar

Concrete, central mixing, and proportioning plant

Cotton ginning, cotton wadding, or linters

Film, photographic

Flour, feed, grain except grain elevators

Glass and glass products (large), including structural or plate glass, or similar products

Graphite or graphite products

Hair, felt, feathers, shoddy, bulk processing, washing, curing and dyeing Ink manufacture from primary raw materials (including colors and pigments) Insecticides, fungicides, disinfectants, or related industrial or household chemical compounds

Jute, hemp, sisal, or oakum products

Lead oxide

Linoleum and other hard-surfaced floor covering (except wood), oil cloth, oil-treated products, or artificial leather

Machinery, heavy, including electrical, construction, mining, or agricultural, also repairs

Metal alloys or foil, miscellaneous, including solder, pewter, brasses, bronzes, tin, lead, gold foils, or similar products

Metal casting or foundry products, heavy, including solder, pewter, brasses, bronzes, tin, lead, gold foils, or similar products

Metal or metal products; treatment or processing including enameling, japanning, lacquering, galvanizing, and (hot dip) plating

Molasses Monument and architectural stone, monument works

Motor testing (internal combustion motors)

Oils, shortenings, and fats (edible)

Paint, lacquer, shellac, and varnish, including calcimine, casein, colors and pigments, thinners and removers

Paper and paper board (from paper-making machines)

Pickles, vegetable relish, sauces

Pottery and porcelain products (coal-fired, including bathroom or kitchen equipment, or similar products)

Refrigerating plants

Rice cleaning and polishing

Roofing materials, building paper, and felt (including asphalt and composition )

Rubber (natural or synthetic), including tires, tubes, or similar products, gutta percha, chidle, and balata processing

Sauerkraut

Self-tanning materials and allied products

Shell grinding

Soaps and soap products or detergents, including fat rendering, oils, vegetable and animal (non-edible) Stone processing or stone products, including abrasives such as wheels, stones, paper and cloth, asbestos products, stone screening, stone cutting, stone-works, sand or lime products, or similar processes or products

Sugar refining

Synthetic fibers

Textile bleaching, bleachery, bleaching products, including bluing vitreous enameled products

Wall board, plaster board, insulation, and composition flooring

Wood or lumber processing, including sawmills, planing mills, cooperage stock mills, excelsior or packing materials, plywood veneer, wood-preserving treatment, or similar products or processes Wool pulling or scouring

It's a challenge as to how to best develop this site. The Applicant's original proposal of a subdivision 2 years ago would have fit nicely with the Traditional Neighborhood Form District, which is on two sides of it, but it wouldn't fit with the Suburban Workforce Form District on another side. That ship has sailed. Thus, the new proposal is to go from what's actually still residential skipping past C-1 and C-2 zoning straight to M-3 Manufacturing. This would be a huge change with significant health risks.

The current zoning site plan shows 1 large warehouse manufacturing building with 147,248 square feet for a warehouse and 10,800 square feet for an office. It will have 28 loading docks along with 126 parking spaces. There will be another 11,000 square footprint office building with another 55

parking spaces. Increased traffic and environmental risks are reasons why I oppose this zoning change in a poor neighborhood with many residents. It's naïve to say traffic won't increase significantly around shift changes, etc. in addition to added truck traffic and noise. It's not equitable.

Here's also some of the concerns regarding rezoning the property for heavy truck parking / storage.

issue. Currently, truck drivers can legally park their heavy trucks only in areas zoned M2, M3, EZ1, and W3. I believe that in M-3 heavy trucks are permitted to park and idle. I'm very concerned regarding childhood and adult respiratory issues due to trucks idling. Air Pollution Control in the past has been concerned about idling trucks at night and the impact on residents.

To summarize we have a tale of two form districts – the Traditional Neighborhood and the Suburban Workforce - which are divided by Southside Drive and greatly impacted by the airport, UPS, and related businesses. The Planning Staff's position is residential development is not possible on the site portion abutting Naval Ordnance and the KenJoy Ventures because it would not be equitable to future residents. The majority of neighbors historically oppose manufacturing zoning and warehouses specifically. The Planning Commission must decide what is equitable – what is fair – to the residents and the applicant. I believe rezoning the area from C-2 to M-3 Commercial Manufacturing will be a massive transgression and have a negative impact to this area and throughout the wider South End for years to come.

I appreciate your careful consideration.

Best regards,

Maureen Welch

7101 Venetian Way

Louisville, KY 40214

502-693-8526

## St Germain, Dante

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**From:** gealr@iglou.com  
**Sent:** Thursday, November 14, 2024 6:47 AM  
**To:** St Germain, Dante; Ruhe, Betsy; Rezai, Ashkan  
**Subject:** Case No. 24-zone-0101 Corner of Steedly Drive and Southside Drive  
**Attachments:** Case Number 24-zone-0101 Final.docx

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Dante,

I hope you did not have any issues with the rain last night.

Attached is a letter with my comments regarding Case No. 24-zone-0101.  
Please let me know you have received this document.

I plan to be present next Thursday, November 21, 2024 to speak before the Planning Commission regarding this case.

Thank you.

Ann Ramser

Case Number 24-ZONE-0101, 6101-6107 Southside Drive, 101-111 Steedly Drive  
Commissioners,

I oppose the applicant's proposal to rezone this property to industrial M-3. The proposal does not comply with CHASE principles, nor the Community Form, Mobility, Economic Development, and Livability identified in the Comprehensive Plan 2040. The size of the proposed building is much larger than almost all other buildings within the surrounding area of the Suburban Workplace Form and the harm to the residents on Kenjoy Drive from the additional truck traffic cannot be remediated.

This rezoning proposal involves land located in the Southland Park neighborhood. The Southside neighborhood, where I reside, is on the opposite side of Southside Drive. The South Central Neighborhood plan, which includes Southland Park and Southside, has been in progress for over two years. As a member of the community action group for the South Central Neighborhood Plan, I know that the most important issue involved housing or a lack thereof. Concerns regarding housing involved rental/owning and a safe, clean, stable environment.

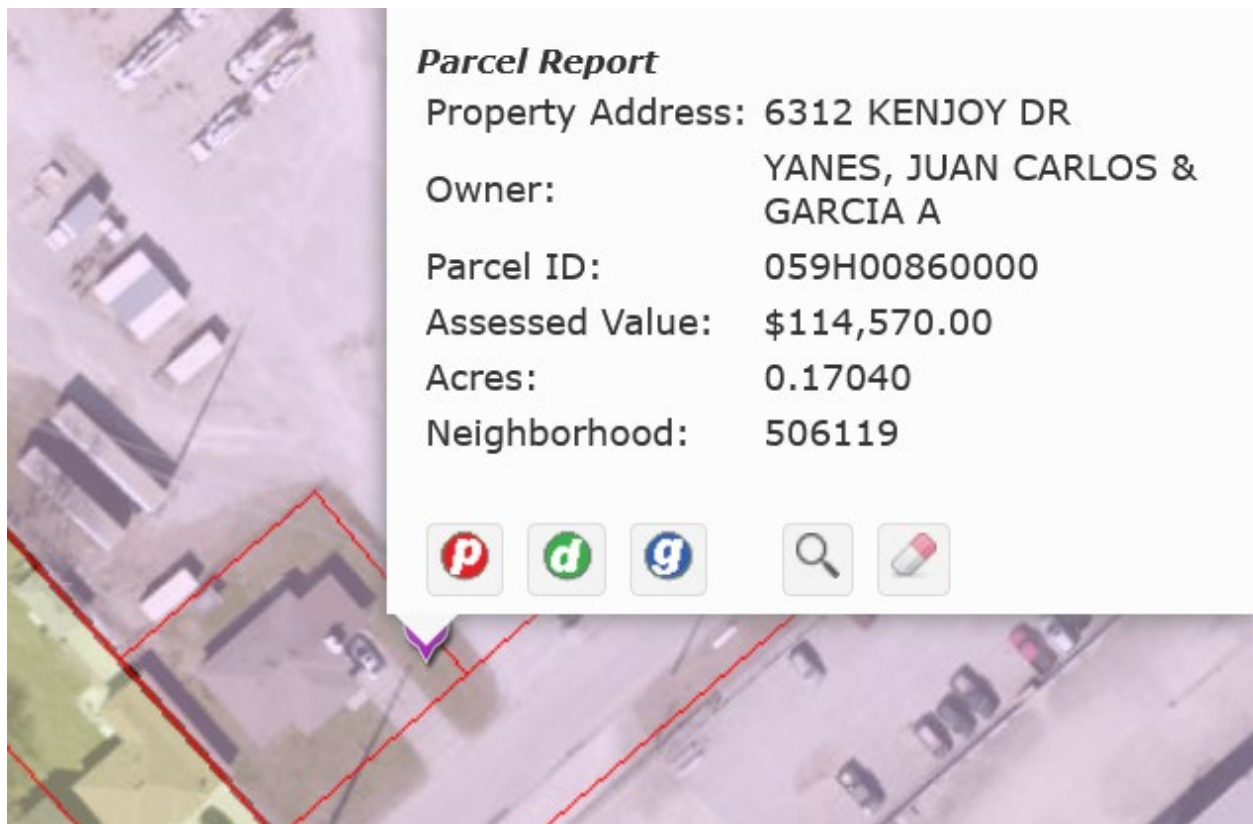
The first proposal for this 7 plus acre site consisting of 8 contiguous parcels occurred early in 2021 (21-MSUB-0007) by the current owner for a 25 house subdivision. That proposal died because residential structures aren't permitted within 250 feet of properties not developed for residential. EZ-1 zoning exists along roughly the northern and eastern edges of the property. Later in 2021, the current owner of the 8 parcels applied for CM zoning (21-ZONE-0161) for retail/restaurant/contractor buildings and was granted C2 in late 2022. One of the binding elements included consolidation of the 8 parcels into one lot which I do not believe occurred.

The staff report for CM zoning praised the CM proposal indicating the proposal provided "an appropriate transition between the industrial uses to the east of the site, and the residential uses to the west and southwest of the site across Southside Drive and Steedly Drive." No such transition exists in the current zoning change proposal.

The current proposal is to demolish the house and accompanying structures and rezone the 8 parcels to M-3 for a 158,084 square foot manufacturing building,

including a 10,800 square foot office bldg. The applicant currently owns a ninth parcel zoned EZ1 on which approximately 1/4 to 1/3 of the 158,084 square foot building will sit. A structure on the applicant's property will also be demolished and a 22,000 square foot office building built.

A house on property zoned EZ1, abuts the southeast corner of applicant's property. Pursuant to the proposal, the additional 12 daily trucks Monday through Friday will enter/exit next to this home.



Chapter 3 of the Comprehensive Plan 2040 sets forth the CHASE principles. Four of the CHASE principles deserve consideration.

#### CONNECTIVITY

Under connectivity (for the letter C in CHASE), the plan fails to consider all transportation modes. The proposed plan does not show any direct connections for bus riders, pedestrians, or bicyclists from the Bus Stop at Alger to the manufacturing plant or parking area.



In notes, the plan indicates 12 spaces for bicycles, but I cannot locate the bicycle rack on the plan. I also do not see areas in the parking lot where one can safely walk or ride a bicycle. The prior approved C2 plan (21-ZONE-0161) included bus stop amenities.

## SUSTAINABILITY

Under sustainability (for the letter S in CHASE), the proposed plan fails to include green practices for the proposed buildings.

## EQUITY

Under Equity (for the letter E in CHASE), the outcome is not being shared by all. The poorer, less healthy neighborhoods of Louisville, including Southland Park and Southside have a much larger share of negative impacts.

## HEALTHY ENVIRONMENT

I left the letter H in CHASE for last.

Under the healthy built environment, no changeable difference in health is supposed to exist between socially, economically, demographically, or geographically defined populations. That is not the case. Changeable differences in health do exist due to social, economic demographics, and geographically defined populations in Southland Park and Southside.

This 158,084 square foot building is located on the edge of Southland Park. The Southside neighborhood is on the other side of Southside Drive. The following statistics come from the June 2022 Southland Park and Southside Neighborhood Profiles Prepared in Partnership Between Metro United Way and the Kentucky State Data Center at the University of Louisville.

<https://metrounitedway.org/neighborhood-data-profiles/> ;

<https://metrounitedway.nyc3.digitaloceanspaces.com/app/uploads/2022/08/Southland-Park-June-22.pdf> ;

<https://metrounitedway.nyc3.digitaloceanspaces.com/app/uploads/2022/08/Southside-June-22.pdf> .

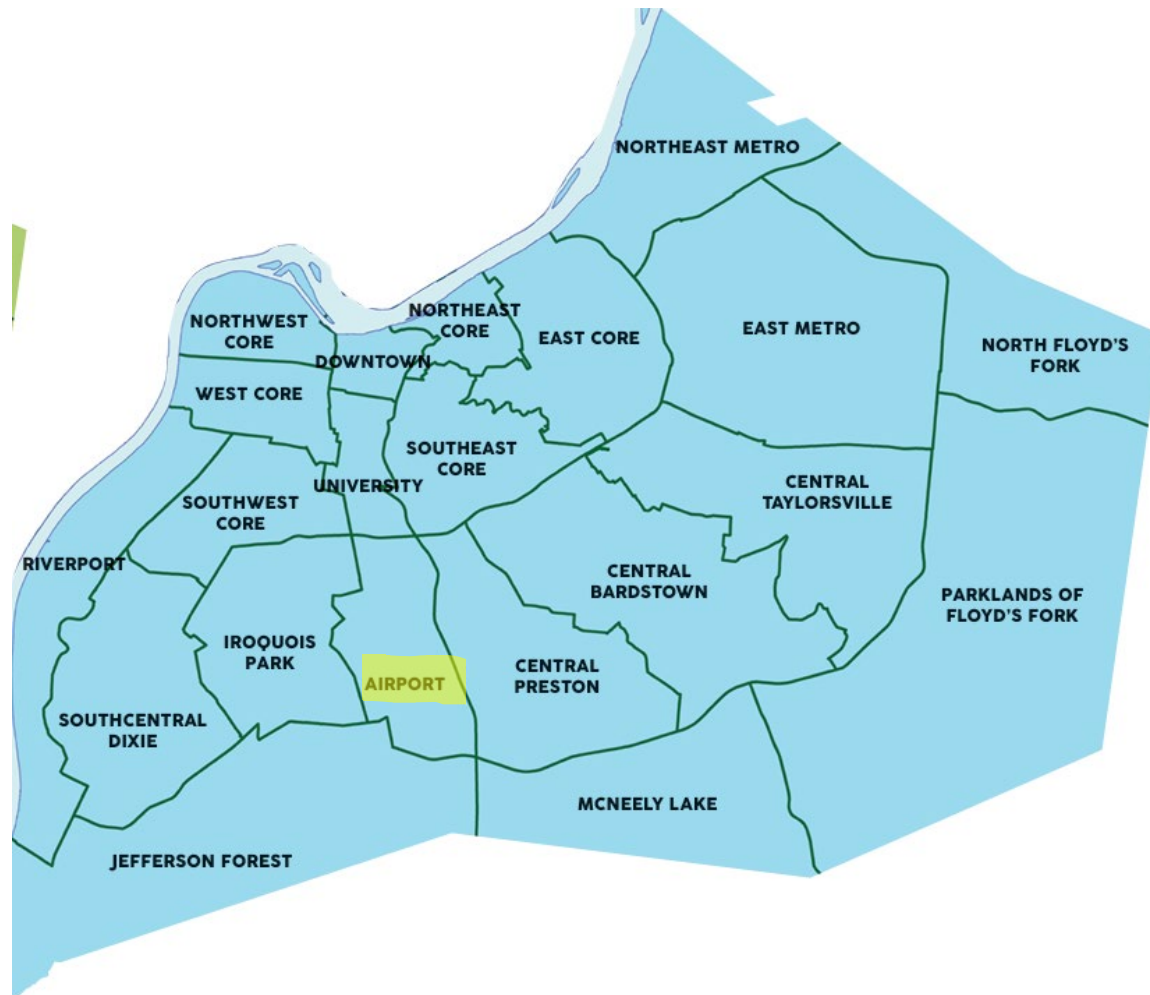
Only 30% of Southside is white non-Hispanic/Latino, whereas it is 67% for Jefferson County. For Southland Park, 63% are white non-Hispanic/Latino. I am a member of the majority minority in the Southside neighborhood.

In Jefferson County 8% are foreign born, but in the Southside neighborhood 48% are foreign born and in Southland Park 23% are foreign born.

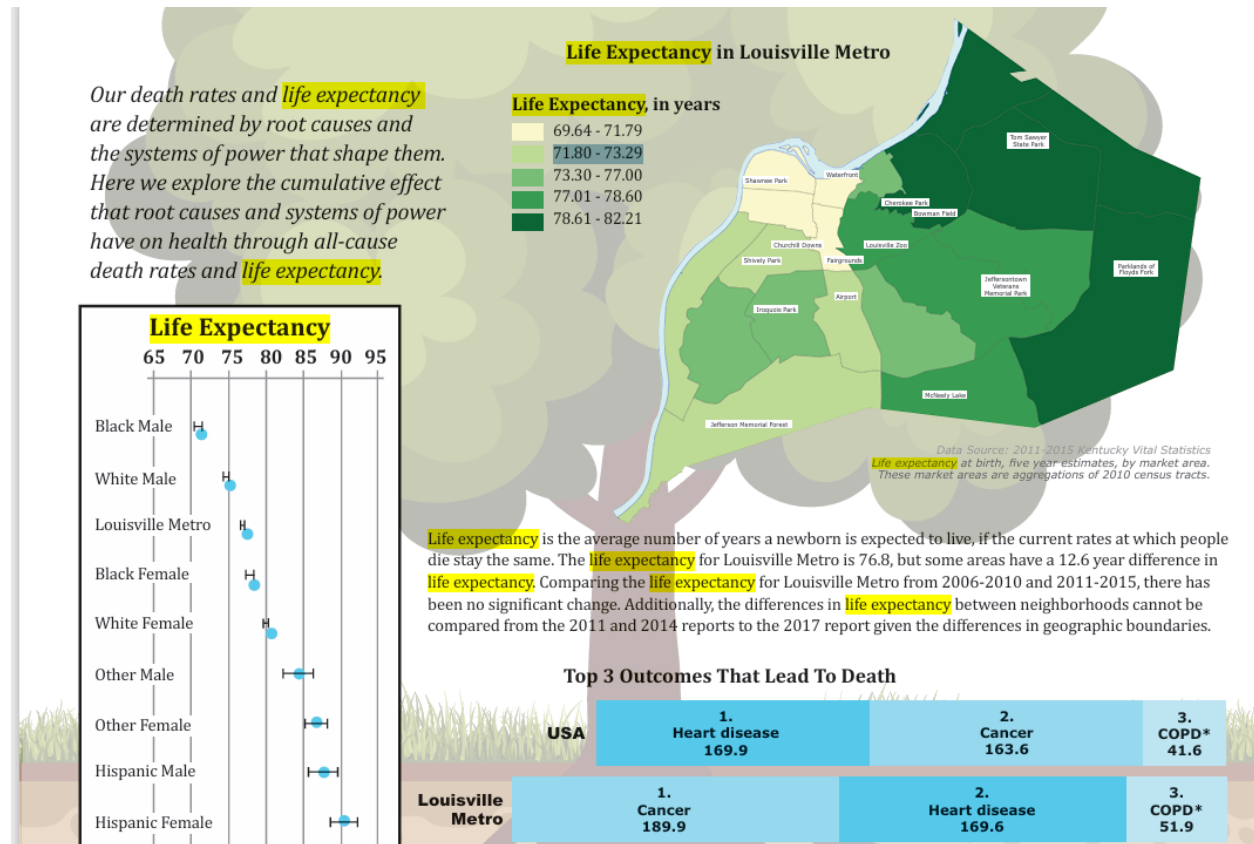
In all of Jefferson County 14% of the population falls below the federal poverty line, but in Southside, that increases to 22%.

In addition, the 2017 Louisville Metro Health Equity Report (“Health Equity Report”) [https://louisvilleky.gov/sites/default/files/2020-12/2017\\_health\\_equity\\_report.pdf](https://louisvilleky.gov/sites/default/files/2020-12/2017_health_equity_report.pdf) reveals large disparities in geographically defined populations.

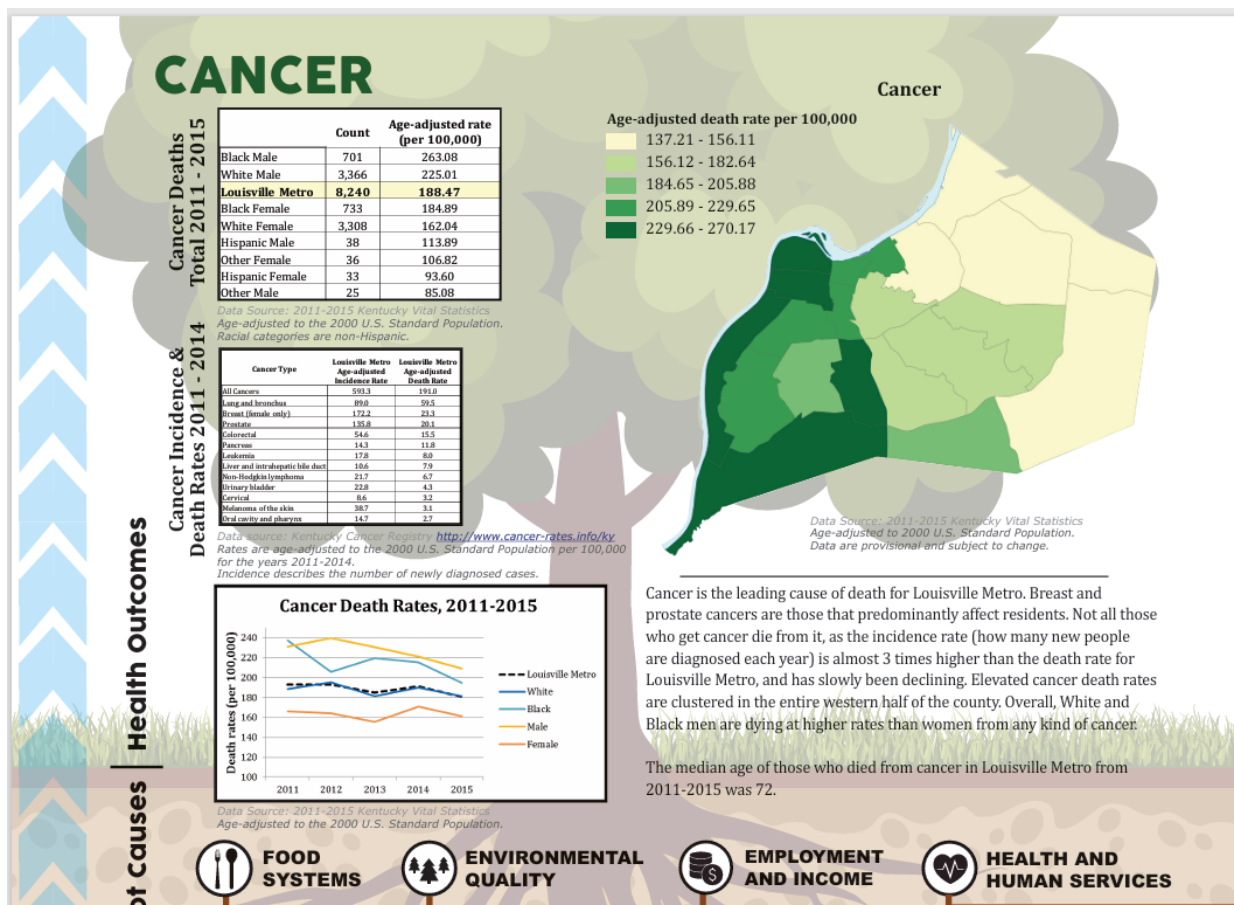
This map came from page 15 of the Health Equity Report indicating the defined community areas. The land proposed for rezoning is located in the area defined as Airport.



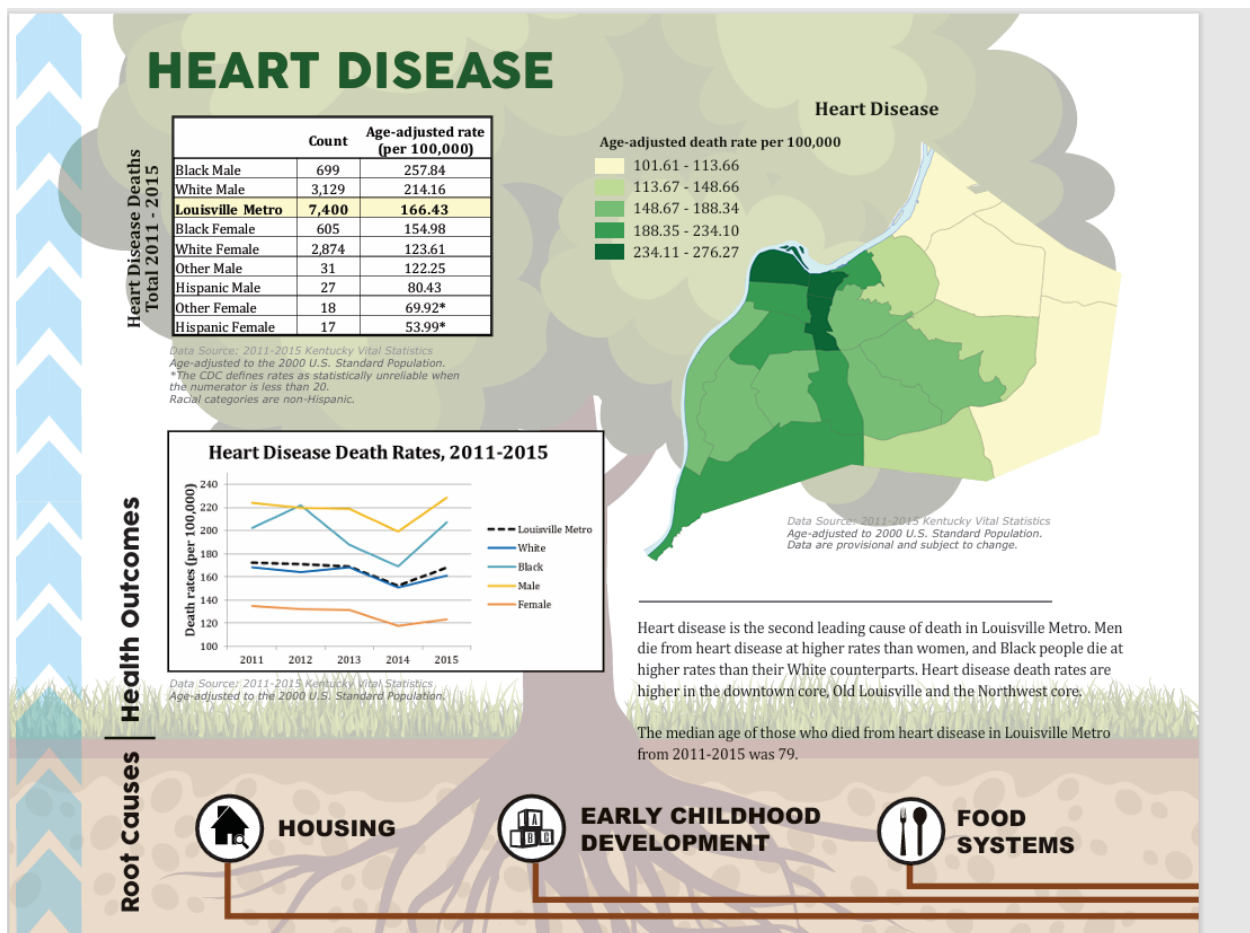
Page 38 from the Health Equity Report indicates an average life expectancy in Louisville of 76.8 years, but in the airport area, where the proposed large building with an additional 12 trucks Monday through Friday is proposed, the average life expectancy is 71.80 - 73.29.



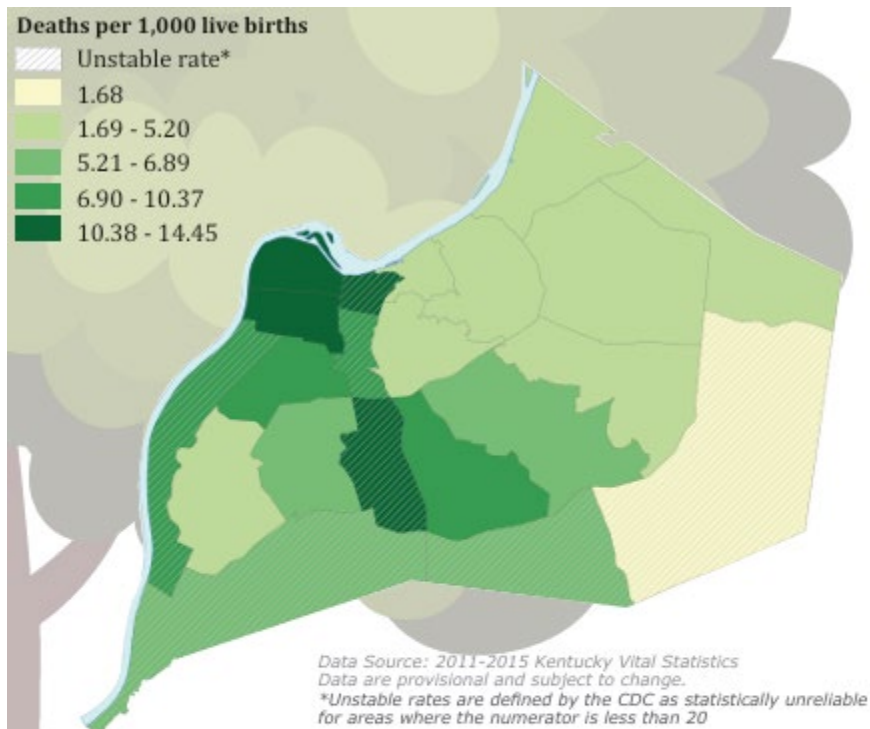
Page 131 of the Health Equity Report shows the areas with the highest rate of cancer includes the airport area.



The Health Equity Report reveals on page 143 that the airport area, along with other areas, has the second highest rate of heart disease.



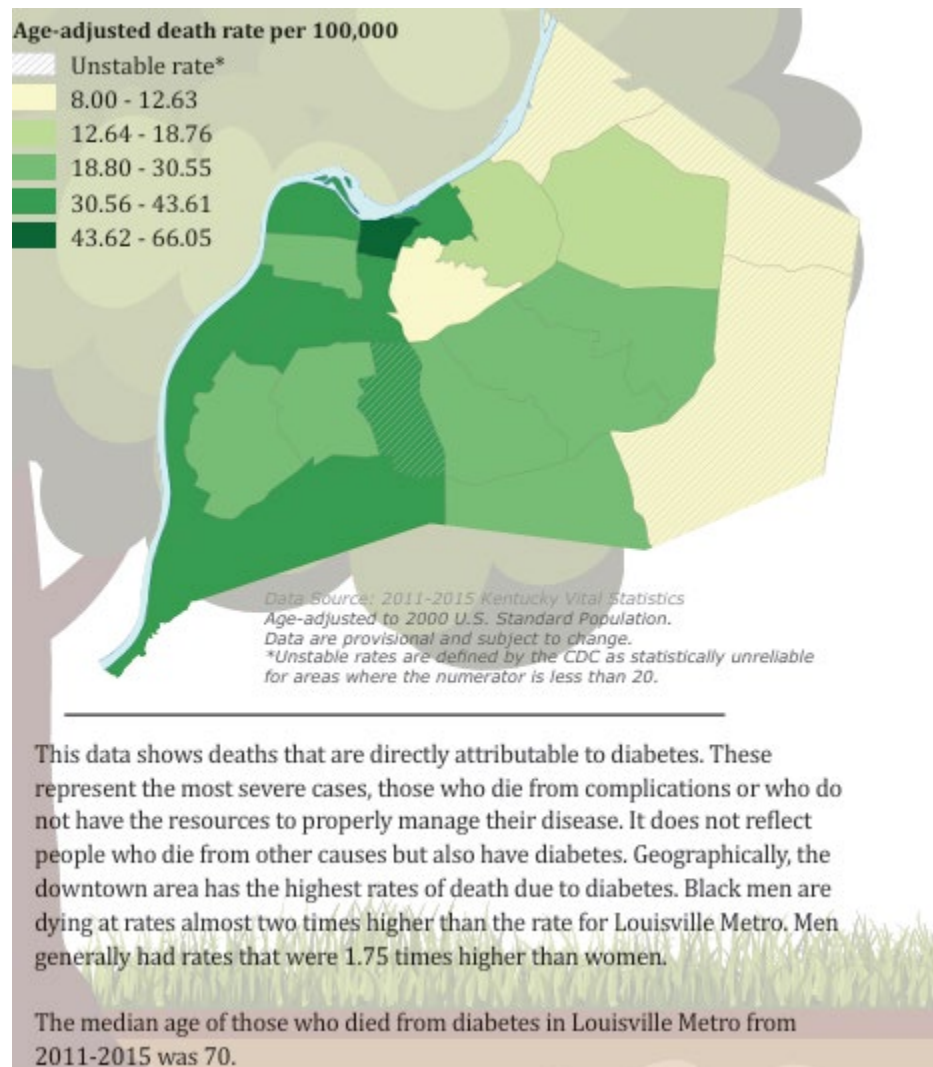
The rates for infant mortality and diabetes in the airport area were considered unstable based on the CDC definition because the numerator was less than 20; however, on page 45 of the Health Equity Report, infant mortality in the airport area along with two other areas is indicated as the highest in Louisville.



From 2011-2015, there were 335 infant deaths in Louisville Metro, out of 49,577 total births. Far and away, preterm births, low birth weights and infant mortality disproportionately affect Black babies. This is important because infant outcomes can impact health throughout the rest of one's life. While infant mortality has slowly been falling, the death rate for Black babies from 2011-2015 was 1.95 times higher than for Louisville Metro; 2.31 times higher than for White babies; and 2.88 times higher than for Hispanic babies.



On Page 137, the Health Equity Report revealed that the airport area along with other areas is believed to have the second highest rate of diabetes.



The Goals, Objectives, and Plan Elements identified in Chapter 4 of the Comprehensive Plan 2040 provide relevance, but first certain glossary terms identified in the Comprehensive Plan 2040 must be considered as they are used throughout the Comprehensive Plan 2040.

Compatibility: The degree to which adjacent or nearby land use activities relate in scale, intensity, density, impact or type. Compatibility concerns how much one use may **adversely affect** the character of **adjacent uses**, typically due to the



impact of the use from traffic, **intensity of use, scale of building** and **operational characteristics**.

Intensity: The level of concentration of activity associated with a particular land use including **size of structures**, traffic generated, number of persons accommodated and **other off-site characteristics** that will determine impacts.

Livability: Also referred to as quality of life, livability is an expression of the standard of urban services, amenities, and **living conditions** provided to residents of an area.

The proposed 158,084 square foot building is located in the Suburban Workplace Form District as defined under Section 4.1 Community Form in the Comprehensive Plan 2040. The size of the building and intensity of use is not compatible in scale and adversely affects the character of adjacent uses. The proposal affects the quality of life of people living directly next to and near the proposed building.

Community Form, goal 1, Policies 2, 3, 4, 5, 6, 11, and 16 are important factors when considering this proposed plan. These policies mention building scale, size, height and massing, relationship of proposed development to nearby buildings, the community, the street and the site, intensity and density, and mixture of land uses.

Residential areas to the west, southwest, south, and east exist next to this proposed 158,084 square foot building. A home at 113 Steedly Drive sits directly beside the area proposed for rezoning to M-3. Furthermore, the home at 6312 Kenjoy Drive sits in the Southeast corner next to the EZ-1 property currently owned by the applicant.

The applicant proposes that all trucks enter and exit the property beside 6312 Kenjoy Drive. The inequity of trucks entering the property currently owned by the applicant cannot be remediated for the residents residing in 6312 Kenjoy Drive nor the residents living in 6401 Kenjoy Drive across the street.

The intensity of use is not compatible in scale and adversely affects the character of adjacent uses. The proposal affects the quality of life of people living next to and across the street from the proposed building.

I reviewed properties in the Suburban Workplace Form District surrounding this proposed development using Woodlawn Avenue as the Northern edge, the railroad tracks as the Eastern and Southern Edge, and the bottom of the Suburban Workplace Form District as the Western Edge. This included all of Eiler Avenue, Kenjoy Drive, Steedly Drive, and Stephen Boone Court and portions of Allmond Avenue, East Southland Boulevard., East Woodlawn Avenue, Rochester Drive, Southside Drive, and Strawberry Lane all within the Suburban Workplace Form District and within the area I reviewed. Some addresses were listed more than once, but I counted at least 120 separate plats.

Based on information from the PVA, out of the 120 separate plats, I found just 9 buildings in the defined area of the Suburban Workplace Form District that are larger than 145,000 square feet. The proposed building is 158,084 square feet.

Seven of the nine buildings are at least 50 years old based on PVA information. Five of the nine buildings are completely surrounded by property zoned EZ-1. One of the nine buildings is surrounded by property zoned EZ-1 except for one plat which is zoned industrial.

The property at 6333 Strawberry Lane, owned by the applicant, contains two buildings, one being 155,440 square feet and the other being 97,208 square feet. A portion of the smaller building abuts a small portion of the rear of residential property at 6401 Kenjoy Drive. Other than that residential property, the rest of 6333 Strawberry Lane is surrounded by property zoned EZ-1.

The buildings built in 2021 at 264 and 266 Eiler Avenue are located near the corner of the railroad and are surrounded on three sides by industry. This portion of Eiler Avenue is South of Strawberry Lane and does not connect with any other roads. Eiler Avenue on either side of Strawberry Lane does not contain any residences.

The properties at 264 and 266 Eiler Avenue were zoned EZ-1 prior to any proposal to develop the property. One side of each of the two buildings abuts the rear of several residential properties on East Southside Court. Any truck deliveries to 264 or 266 Eiler Avenue will not use any portion of East Southside Court.

The spreadsheet shows the 9 buildings larger than 145,000 square feet out of 120 properties reviewed. The spreadsheet further indicates the zoning of surrounding property.

PROPERTY OWNER	ADDRESS	BLDGS SQ FT	Year largest bldg built	Zoning when planned	proximity to EZ-1 rather than houses
LegacyWest Partners Kentucky Portfo	4701 Allmond Ave	152,440	1968	?	Completely surrounded by EZ-1 and M-1
Wild Makers Envy Mage LLC	264 Eiler Ave	176,352	2021	EZ-1	side of bldg abuts rear of several residentially zoned property
Wild Makers Envy Mage LLC	266 Eiler Ave	262,920	2021	EZ-1	side of bldg abuts rear of several residentially zoned property
Dawn Besco Inc	6303 Kenjoy Dr	156,460; 437; & 448	1955	?	Completely surrounded by EZ-1
Government	100 Rochester Dr	192,464; 1,660; & 988	1942	?	Completely surrounded by EZ-1
Louisville & Jefferson County Redeve	6201 Strawberry Ln	232, 448 and 600	1942	?	Completely surrounded by EZ-1
Seven Up RC Bottling Company of South	6207 Strawberry Ln	161,032 and 1664	1974	?	Completely surrounded by EZ-1
Strawberry Ln Venture	6208 Strawberry Ln	236,118 and 77,956	1956	?	Completely surrounded by EZ-1
Kenjoy Drive Venture LLC	6333 Strawberry Ln	155,440 and 97,208	1951	?	a portion of the smaller bldg abuts a small portion of the rear of residential property

The property the applicant proposes to rezone from C2 to M3, faces residential property containing numerous homes on both Steedly Drive and Southside Drive. The home at 113 Steedly Drive sits directly beside the property proposed to be rezoned to M3. The home at 6312 Kenjoy Drive sits beside the property where the applicant proposes to have all trucks enter and exit applicant's property. Rezoning the property from C-2 to M-3 is not equitable to the residents.

Allowing construction of a 158,084 square foot building in this Suburban Workplace Form is not appropriate. Only 9 buildings over 145,000 square feet exist in the defined area of 120 plats. Compatibility does not exist because of the size of the building. Concerns of intensity exist due to size of the structure and the residential use of nearby property and other off-site characteristics.

The PVA does not provide building sizes for all government buildings, such as the Louisville Water Company at 4759 Allmond Ave, which is completely surrounded by property zoned EZ-1. I do not believe that the building at 4759 Allmond Avenue is larger than 145,000 square feet.

I found measurements for the former Naval Ordnance buildings in the PVA under 1 Rochester Drive, but the PVA did not specify the location of the buildings within Naval Ordnance under 1 Rochester Drive. The buildings at 100 Rochester and 6201 Strawberry Lane are part of Naval Ordnance and are two of the 9 buildings over 145,000 square feet within the defined area. Both of these buildings are completely surrounded by property zoned EZ-1.

Another building within the former Naval Ordnance complex may be over 145,000 square feet. In my discussions with the PVA office, any building within the former Naval Ordnance complex that is over 145,000 square feet would likely be located in the back closer to the railroad and surrounded by property zoned EZ-1. The buildings backing up to East Southland Boulevard do not appear to exceed 145,000 square feet.

Comprehensive Plan 2040 Community Form Goal 3 involves natural resources such as trees. The applicant proposes to remove approximately 38,000 square feet of canopy. Yes, the applicant intends to "plant" 139,706 sq ft of canopy, but that will take decades to reach maturity. No trees will be planted in the detention areas near Southside Drive or Kenjoy Drive. Loss of tree canopy is especially devastating in this area due to the numerous parcels zoned EZ-1. Furthermore, just

east of this parcel is the railroad tracks and then the airport. No trees can be planted in the location of the railroad or airport.

The 2012-2019 Tree Canopy Assessment located at <https://louisvilleky.gov/urban-forestry/document/louisville-tree-canopy-assessment-2012-2019> page 13, found that District 21 was one of only 4 districts that lost tree canopy. At the time of the assessment, the property proposed for rezoning was in District 21. Removing approximately 38,000 sq ft of tree canopy is inequitable in the neighborhoods of Southland Park and Southside.

Comprehensive Plan 2040 - Mobility Goal 1, policies 1.3, 1.6, 6, and 13 are relevant to this proposed rezoning. The current plan does not provide for any pedestrian connection between the office building and manufacturing facility. A direct connection from the bus stop at Alger Avenue is not provided to the manufacturing facility nor to the parking lot. The prior CM proposal provided for bus stop amenities.

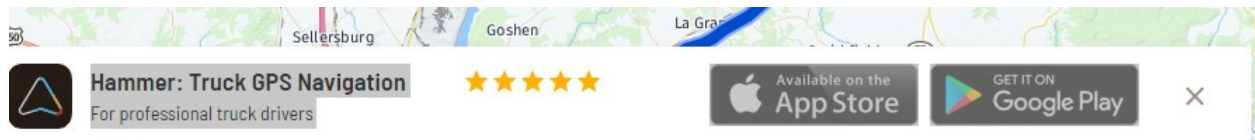
The applicant proposes that truck drivers enter the manufacturing facility by taking Strawberry Lane to Eiler Avenue which leads to the commercial end of Kenjoy Drive. Directions provided by GPS on my cell phone did not direct me to the commercial end of Kenjoy Drive. GPS directions took me Steedly Drive and then to the residential end of Kenjoy Drive.

GPS apps are available for truck drivers generally for a fee. My understanding is that most truck drivers do not pay the fee. Online, I found the following truck gps websites: <https://www.hammerapp.com/live/?guid=c6c5884f-57b2-4786-9f6a-c8450e1d3302> and "truck map" at <https://truckmap.com/map>.

I requested directions from Indianapolis, IN; Nashville, TN; St. Louis, MO; Lexington, KY; and Cincinnati, OH. The applicant's property on Kenjoy Drive does not currently have a street number. I used the street address 6310 Kenjoy Drive, which is the first commercial property north of the applicant's location on Kenjoy Dr. Each time, the directions indicated to take Steedly Drive to the residential end of Kenjoy Drive.

Below are copies of the directions from the "hammerapp". The "truckmapapp" gave slightly different directions before arriving at Steedly Drive. This exercise solved my conundrum as to why trucks continually use Kenwood Way to go north

on South Third Street. Because of the angle that Kenwood Way meets South Third Street, the turn is difficult, but truck drivers follow the GPS directions.



Used <https://www.hammerapp.com/live/?guid=c6c5884f-57b2-4786-9f6a-c8450e1d3302> for directions from Indianapolis, Indiana to 6310 Kenjoy Drive, Louisville, KY.

1. Head toward **N New Jersey St** on **E Washington St**.  
Go for **0.3 mi**.
2. Turn **left** onto **S Pennsylvania St**.  
Go for **0.2 mi**.
3. Keep **right** onto **S Pennsylvania St**.  
Go for **0.4 mi**.
4. Continue on **Madison Ave**.  
Go for **397 ft**.
5. Turn **right** onto **E McCarty St** toward **I-70/I-65**.  
Go for **289 ft**.
6. Turn **left** and take ramp onto **I-70 E** toward **Dayton OH/I-65**.  
Go for **0.8 mi**.
7. Take exit **80** toward **Louisville** onto **I-65 S**.  
Go for **104 mi**.
8. Take exit **6B** toward **IN-62 W/New Albany/I-64** onto **I-265 W (Lee H Hamilton Hwy)**.  
Go for **6.6 mi**.
9. Take **left** exit **0** toward **New Albany/Louisville** onto **I-64 E**.  
Go for **2.4 mi**.
10. Continue on **I-64 E (Sherman Minton Brg)**.  
Go for **0.7 mi**.
11. Take exit **1** toward **Shively** onto **I-264 E**.  
Go for **9.8 mi**.
12. Take exit **10** toward **KY-1020/Southern Pkwy/3rd Street**.  
Go for **0.2 mi**.
13. Turn **right** onto **Southern Pkwy (KY-1020)**.  
Go for **0.5 mi**.
14. Turn **slightly left** onto **W Kenwood Way (KY-1020)**.  
Go for **0.4 mi**.
15. Turn **right** onto **Southside Dr (KY-1020)**.  
Go for **0.9 mi**.
16. Turn **left** onto **Steedly Dr**.  
Go for **0.2 mi**.
17. Turn **left** onto **Kenjoy Dr**.  
Go for **0.2 mi**.
18. Turn **left**.  
Go for **240 ft**.
19. Arrive at your destination.

Used <https://www.hammerapp.com/live/?guid=c6c5884f-57b2-4786-9f6a-c8450e1d3302> for directions from Nashville, Tennessee to 6310 Kenjoy Drive, Louisville, KY.

1. Head toward 2nd Ave N on James Robertson Pkwy (US-31 S/US-41 S/US-431 S).  
Go for 482 ft.
2. Turn right onto 3rd Ave N.  
Go for 0.6 mi.
3. Turn right onto Jefferson St.  
Go for 0.5 mi.
4. Continue on Spring St.  
Go for 0.3 mi.
5. Take ramp onto I-24 W toward I-65.  
Go for 3.3 mi.
6. Keep right onto I-65 N toward Louisville.  
Go for 33.2 mi.
7. Continue on I-65 N.  
Go for 125 mi.
8. Take exit 125-B toward Gene Snyder Freeway onto KY-841 W (Gene Snyder Fwy).  
Go for 2.7 mi.
9. Take exit 8 toward KY-1020/National TNPK/Fairdale.  
Go for 0.4 mi.
10. Turn right onto National Tpke (KY-1020).  
Go for 2.6 mi.
11. Turn right onto Southside Dr (KY-1020).  
Go for 0.9 mi.
12. Turn right onto Steedly Dr.  
Go for 0.2 mi.
13. Turn left onto Kenjoy Dr.  
Go for 0.2 mi.
14. Turn left. Go for 240 ft.
15. Arrive at your destination



Used <https://www.hammerapp.com/live/?guid=c6c5884f-57b2-4786-9f6a-c8450e1d3302> for directions from St. Louis, MO to 6310 Kenjoy Drive, Louisville, KY.

1. Head toward S Tucker Blvd on Market St.  
Go for 400 ft.
2. Turn left onto N Tucker Blvd.  
Go for 1.0 mi.
3. Take ramp onto I-70 E.  
Go for 0.8 mi.
4. Continue on I-70 E (Stan Musial Veterans Memorial Brg).  
Go for 8.9 mi.
5. Take exit 10 onto I-255 S.  
Go for 4.3 mi.
6. Take exit 20 toward US-50 E/Louisville onto I-64 E.  
Go for 71.8 mi.
7. Keep left onto I-64 E toward Louisville.  
Go for 52.8 mi.
8. Continue on I-64 E.  
Go for 124 mi.
9. Continue on I-64 E (Sherman Minton Brg).  
Go for 0.7 mi.
10. Take exit 1 toward Shively onto I-264 E.  
Go for 9.8 mi.
11. Take exit 10 toward KY-1020/Southern Pkwy/3rd Street.  
Go for 0.2 mi.
12. Turn right onto Southern Pkwy (KY-1020).  
Go for 0.5 mi.
13. Turn slightly left onto W Kenwood Way (KY-1020).  
Go for 0.4 mi.
14. Turn right onto Southside Dr (KY-1020).  
Go for 0.9 mi.
15. Turn left onto Steedly Dr. Go for 0.2 mi.
16. Turn left onto Kenjoy Dr.  
Go for 0.2 mi.
17. Turn left. Go for 240 ft.
18. Arrive at your destination

Used <https://www.hammerapp.com/live/?guid=c6c5884f-57b2-4786-9f6a-c8450e1d3302> for directions from Lexington, KY to 6310 Kenjoy Drive, Louisville, KY.

1. Head toward W Vine St on S Broadway (US-27/US-60/US-68).  
Go for 518 ft.
2. Turn right onto W High St (US-60 W).  
Go for 11.8 mi.
3. Keep right toward Versailles Byp/US-60 W.  
Go for 459 ft.
4. Continue on Versailles Byp (US-60 W).  
Go for 10.1 mi.
5. Turn left and take ramp onto I-64 W.  
Go for 38.9 mi.
6. Take exit 19A toward KY-841 S/Gene Snyder Freeway onto I-265 S (Gene Snyder Fwy).  
Go for 15.0 mi.
7. Continue on KY-841 W (Gene Snyder Fwy) toward Gene Snyder Freeway.  
Go for 2.7 mi.
8. Take exit 8 toward KY-1020/National TNPK/Fairdale.  
Go for 0.4 mi.
9. Turn right onto National Tpke (KY-1020).  
Go for 2.6 mi.
10. Turn right onto Southside Dr (KY-1020).  
Go for 0.9 mi.
11. Turn right onto Steedly Dr.  
Go for 0.2 mi.
12. Turn left onto Kenjoy Dr.  
Go for 0.2 mi.
13. Turn left.  
Go for 240 ft.
14. Arrive at your destination.

Used <https://www.hammerapp.com/live/?guid=c6c5884f-57b2-4786-9f6a-c8450e1d3302> for directions from Cincinnati, OH to 6310 Kenjoy Drive, Louisville, KY.

1. Head toward Broadway St on Gilbert Ave (US-22).  
Go for 0.2 mi.
2. Continue on 8th St E (US-22 W) toward US-22/OH-3.  
Go for 0.2 mi.
3. Turn right onto Main St (US-22 W).  
Go for 358 ft.
4. Turn left onto 9th St E (US-22 W).  
Go for 0.7 mi.
5. Continue on 8th St Viad.  
Go for 394 ft.
6. Take left ramp onto I-75 S toward Louisville/I-71/I-75/Lexington.  
Go for 0.9 mi.
7. Continue on I-71 S/I-75 S (Brent Spence Bridge).  
Go for 18.8 mi.
8. Take exit 173 toward Louisville onto I-71 S.  
Go for 71.6 mi.
9. Take left exit 5 toward I-264/Watterson Expressway onto I-264 W (Watterson Expy).  
Go for 12.7 mi.
10. Take exit 10 toward Southern Pkwy/KY-1020/3rd Street.  
Go for 0.3 mi.
11. Continue on W Florence Ave.  
Go for 0.1 mi.
12. Turn left onto Southern Pkwy (KY-1020).  
Go for 0.7 mi.
13. Turn slightly left onto W Kenwood Way (KY-1020).  
Go for 0.4 mi.
14. Turn right onto Southside Dr (KY-1020).  
Go for 0.9 mi.
15. Turn left onto Steedly Dr.  
Go for 0.2 mi.
16. Turn left onto Kenjoy Dr.  
Go for 0.2 mi.
17. Turn left.  
Go for 240 ft.
18. Arrive at your destination

I used both websites to go the reverse starting at 6310 Kenjoy Drive to go to Indianapolis, IN; Nashville, TN; St. Louis, MO; Lexington, KY; and Cincinnati, OH. In every case, the directions included Steedly Drive and not Eiler Avenue.

Even if one believes that truck drivers will use Eiler Avenue, instead of Steedly Drive to get to Kenjoy Drive, that does nothing for the residents living at 6312 Kenjoy Drive or even 6401 Kenjoy Drive. Applicants proposed truck route does not relieve the inequities.

The applicant indicates the proposed 158,084 square foot building will bring 12 additional trucks Monday through Friday, but only from 8 in the morning to 5 at night. Many people do not work what used to be called business hours. Some people work from home. Some people work second and third shifts. Twelve semi-trucks daily is a significant number (basically 1 per hour from 8 am to 5 pm), but the number twelve is in addition to the numerous trucks already using Kenjoy Drive.

Comprehensive Plan 2040 - Mobility Goal 2, policies 4 and 7.2 provide relevance to this proposed rezoning. Based on the presentation at the LD&T meeting, 100 employees will work one shift with another 30 working another shift. The shifts run from 5:30 am to 3:30 pm.

Even if an employee is working in the office building, that employee is unlikely to use Eiler Avenue to get to Kenjoy Drive. That means all employees will use Steedly Drive to access both the manufacturing facility and the office building. An increase of nearly 100 vehicles at the same starting and ending time significantly increases the use of Steedly Drive, a street that is completely residential on one side and mostly residential on the other side.

A zoning of M-3 is not compatible with the surrounding development and is inequitable. The size of the proposed building and intensity of use is not compatible in scale and adversely affects the character of adjacent uses. The proposal affects the quality of life of people living next to and across from the proposed 158,084 square foot building.

Comprehensive Plan 2040 – Mobility Goal 3, policies 2, 5, 14, and 20 provide relevance to this case. This development discourages housing. M-3 zoning does

not permit housing, except for a care taker residing on site. The few remaining owner occupied residences on Kenjoy Drive will be less likely to remain owner occupied. Zip code 40214 has the highest rate in Louisville of rental property.

The applicant proposes more parking spaces than the minimum required, thus discouraging people from using the bus, walking, bicycling, or car pooling. No internal connections exist between buildings. The size of the building and intensity of use are not compatible in scale and adversely affects the character of adjacent uses. The proposal affects the quality of life of people living next to or near the proposed 158,804 square foot building.

Comprehensive Plan 2040 – Economic Development Goal 2, policies 3 and 5 provide relevance when considering the proposed rezoning. The plan does not indicate any design elements addressing the urban heat island effect and energy efficiency except for planting trees while demolishing old growth trees.

As already indicated, this area needs every mature tree possible. This proposal fails to support equitable growth or increase property values in this underserved community. The size of the proposed 158,084 square foot building and intensity of use are not compatible in scale and adversely affects the character of adjacent residential uses. The proposal affects the quality of life of people living next to or close to the proposed building.

#### Comprehensive Plan 2040 – Livability

Livability includes public health, sustainability, and equity. Consider how issues such as health disparities as well as how social and neighborhood conditions, including the urban tree canopy, come together.

The applicant originally requested EZ-1, but then requested M-3. The applicant does not indicate exactly what will be manufactured but stated in the justification statement “cutting, bending, welding, and painting steel and aluminum” will occur. While I am against rezoning this property to industrial, should the Planning Commission consider granting the application, my review of the LDC indicates that M-2 would be sufficient.

M-2 allows Uses, manufacture, processing, treatment, or storage of the following:

Iron or **steel** (ornamental), miscellaneous, fabrication or assembly, including steel cabinets, doors, fencing, metal furniture, or similar products; cleaning, grinding, heat treatment, metal finishing, plating, polishing, rust proofing, sharpening, or similar processes

Paint and coating, except manufacturing gun cotton nitro-cellulose lacquers and reactive resin cooking

Plating, electrolytic process

Safes and vaults

Sheet metal products from metal stamping or extrusion, including containers, costume jewelry, pins and needles, razor blades, bottle caps, buttons, kitchen utensils, or similar products

In the Letter of Explanation filed June 3, 2024, the applicant stated:

Applicant plans to ultimately develop the Property with an approximately 158,084 square foot manufacturing facility to expand its operations (cutting, bending, welding, and painting steel and aluminum) and employ approximately 150 more employees on site. Prior to development of the Property as a manufacturing facility, the Applicant plans on using the Property for heavy truck parking and storage.

The words “ultimately develop” implies the applicant wants the M-3 zoning now but does not have a construction date for the proposed 158,084 square foot manufacturing building. The stated immediate use of “heavy truck parking” will mean more than 12 trucks per day and the hours will be 24 hours per day.

The possibility of heavy truck parking is of great concern. The applicant allows heavy truck parking at their property at 6333 Strawberry Lane. The heavy truck parking at this location is visually displeasing to say the least. The applicant fails to provide any screening of the heavy truck parking.

At the July 9, 2024 neighborhood meeting, I questioned the applicant about the Letter of Explanation filed June 3, 2024 and the heavy truck parking proposal. The applicant implied that he did not think he would move forward with the heavy truck parking proposal. Just slightly more than one month passed since the

applicant filed the Letter of Explanation stating "Applicant plans on using this Property for heavy truck parking and storage."

I request that you deny the applicant's proposal to rezone the property to M-3 based on CHASE principles and the goals, objectives, and policies of the Comprehensive Plan 2040. The size of the building and intensity of use are not compatible in scale and adversely affects the character of adjacent residential uses.

Changeable differences in health exist due to social, economic demographics, and geographically defined populations in Southland Park and Southside. The proposal affects the quality of life of people living next to and near the proposed 158,084 square foot building. Even if every truck driver followed the proposed truck route, the intensity of use is not compatible with the residents living at 6312 Kenjoy Drive and 6401 Kenjoy Drive.

Ann Ramser  
307 East Kenwood Drive  
40214