

BARDENWERPER, TALBOTT & ROBERTS, PLLC

Attorneys at law

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May 3, 2023

Dante St. Germain, AICP
Planner II
Planning & Design Services
Department of Develop Louisville
LOUISVILLE FORWARD
444 South Fifth Street, Suite 300
Louisville, Kentucky 40202

Re: Rezoning from R-4 to PEC for Industrial Distribution Facilities (the "Xebec Development")
Tracts comprising 73.43 acres on Tucker Station Road / Pope Lick Road (collectively, the "Property")
Xebec Pursuits, LLC ("Xebec")
22-ZONE-0098

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Dear Dante:

As you are aware from the prior LD&T meetings for the Xebec Development, our firm, Bardenwerper, Talbot and Roberts, PLLC ("BTR"), has been retained by the directors of the Blankenbaker Station Community Association, Inc. (the "Association") to represent the Association in the public review and re-zoning process of the approximately 73-acre Property directly adjacent to Blankenbaker Station Phase I and Phase II.

BTR has been involved with the developers of the Blankenbaker Station business park (all 4 Phases) ("Blankenbaker Station") since the initial concept for the development was created. We have represented the developers on all re-zonings and development plan approvals in Blankenbaker Station for the past 25 years.

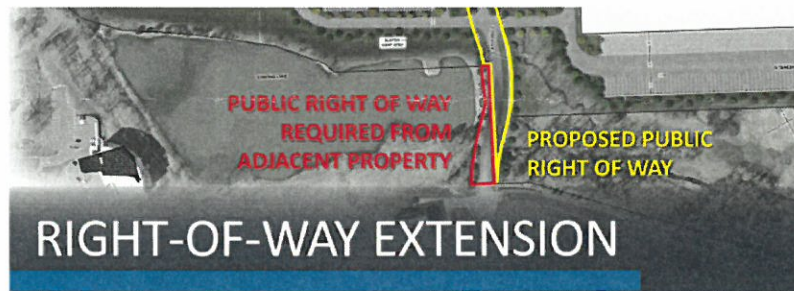
As explained at the LD&T meetings, the Association has compiled a list of concerns communicated to the Association by its members related to the Xebec Development, including the following:

- 1) Does Xebec intend to implement the same design covenants/standards for a Class A business park as set forth in the Declaration of Covenants, Conditions, and Restrictions

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for the Blankenbaker Station Business Park (the “CCRs”), to address such items as required building materials, signage, green space/irrigation, etc.?

- 2) Does Xebec have a conceptual plan (alignment/profile) of how the proposed Schutte Station Place will be constructed? This has been requested numerous times by the Planning Commission with only an engineer letter opining that a connection to Schutte Station Place is technically feasible having been provided to date. The Xebec LD&T presentation indicates additional right-of-way is required from the Association and/or the adjacent business owner in order for the connection at Schutte Station Place to be completed (pasted below), but no agreements have been reached with the Association or the adjacent business owner:



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- 3) Has Xebec made any commitments to participate in trash pick-up, etc. for using Blankenbaker Station infrastructure?
- 4) Has Xebec made any commitments to improve Tucker Station Road East of Bluegrass Parkway, other than adding turn lanes at the Tucker Station Road / Pope Lick Road intersection, such as widening Tucker Station Road to four lanes similar to Plantside Drive or constructing a median similar to the medians on Plantside Drive and Bluegrass Parkway? Association members have asked whether Xebec would enter into a binding element prohibiting approval of any construction plans until the Schutte Station Place connection and four-lane widening of Tucker Station Road is complete? This was a commitment that the developers of Blankenbaker Station were required to make on the construction of Plantside Drive prior to the approval of any constructions plan within the Blankenbaker Station development.
- 5) Will Xebec install a Traffic Signal at the intersection of Plantside Drive/Tucker Station Road or make a financial contribution to same?
- 6) At the numerous prior Neighborhood Meetings and Land Development and Transportation Committee Meetings, the Xebec representatives have been asked about the visual impact on neighboring Blankenbaker Station businesses as to the scale and height of the proposed buildings. These impacts are greatly influenced by site grading, building placement, parking lane/drive slopes, first floor elevations, building height, etc.. To date, information related to some of these items have been provided for the Tucker Station Road / Pope Lick Road frontage only, but have not be provided for the west frontage or south frontage.

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- 7) How does Xebec propose to screen the beautiful office buildings surrounding the lake (Charah, Kelley Construction, Donan Engineering, Eurofins, Farm Credit Mid-America, Boys Scouts of America) from the docks/truck storage areas proposed on the Xebec Development? Will there be wing walls? Landscaping?
- 8) Xebec has been asked if it would it construct and connect to the proposed walking trail/loop around the lake? Phase II of the walking trail in Blankenbaker Staton is under construction presently. To date, only a verbal statement that a walking trail would be provided has been received, without the requested details as to the commitment, location, and timing of construction, etc.
- 9) Xebec has indicated the need to build tall retaining walls at the sound end of the Xebec Development adjacent to the lake (and visible from the Office Buildings noted above). These walls could be as tall as 25' in some areas. No details related to these retaining walls have been provided (materials, etc.).
- 10) Does Xebec propose saving the trees along the lake on its side of the lake? I believe there was a verbal commitment that Xebec will endeavor to save as many trees as possible. The details of which trees will be preserved has not been provided.
- 11) Who will the Xebec tenants be?
- 12) Will this be a 24-hour operation?
- 13) Blankenbaker Station was required to commit to Lighting restrictions above the Land Development Code ("LDC") requirements for the buildings and the site lighting through binding elements related to same. Will the proposed Xebec Development incorporate these same lighting restrictions into its design commitments?

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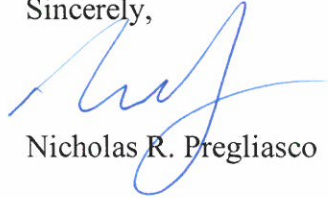
We have heard the same general consensus from the Association members: good development benefits all. Just as Blankenbaker Station was held to a standard – so should adjoining development. Just as Blankenbaker Station established a level of quality in construction, design, and maintenance – so should adjoining development. Just as Blankenbaker Station was required to develop and contribute to the cost of appropriate infrastructure and maintenance – so should adjoining development.

In summation, while some in opposition to the Xebec Development application argue that Xebec's proposed project is just plain too large and incompatible with its neighbors, our argument instead is this — that every applicant must demonstrate compliance with the current form of comprehensive plan. "Plan 2040" (the "Comprehensive Plan") is like "Cornerstone 2020" which was like the 1979 comprehensive plan in that each of these comprehensive plans required and continue to require "impact mitigation". As such, all applicants in every rezoning and development plan case (whether general plan or detailed plan) had and continue to have to answer the same kinds of questions that have been posed to Xebec and its professional representatives Greg Erhard, Esq. and Kelli Jones. Why Xebec continues to ignore the legal requirements of the Comprehensive Plan, especially when each and every one of the Blankenbaker Station business park occupants we represent have had to do, is a mystery. What we've asked them is only what was asked of our clients. Our job here is to inform Xebec as to

22-20NE-009B

what the Comprehensive Plan compels it to do. If it refuses to comply with the Comprehensive Plan like other applicants were obligated to do when they filed and presented their own cases, then their application should be denied. Please file this letter in the official Planning and Zoning record/file.

Sincerely,



Nicholas R. Pregliasco

cc: Blankenbaker Station Community Association, Inc. members
Jeff O'Brien, Chief of Louisville Forward
Emily Liu, Director of Development Louisville

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22-ZONE-0091

Planning Commission
444 S. Fifth Street
Louisville, Ky 40202

Re: Case 22-ZONEPA-0098

Dear Planning Commissioners, regarding Xebec proposal to build multiple industrial buildings we just wanted to make everyone aware of public safety issues. Submitted is a road map created by Mindell Scott for Louisville Metro years ago when Blakenbaker Station II was being rezoned to PEC. After the rezoning Trane Corporation, Fed Ex East Louisville Hub, Piston Automotive, Pro-Lift, Rev a Shelf, Kelley Construction, Charah, Eurofins, Quadrant Magnetics, Powerscreen among others have opened using a substandard neighborhood street, Tucker Station Rd. As you can see from the Mindell Scott map Tucker Station is not even the required 18 feet wide in sections. Tucker Station of course has become a heavily used road supporting this successful business park. Tucker Station has become a popular route to the businesses with one reason being when traveling on I 65 North to I 265, (the Snyder Freeway) drivers GPS app will bring them from the Snyder Freeway, west on Taylorsville Road to Tucker Station. Semi trucks have difficulty coming thru the curves on Tucker Station taking up both lanes.

Blakenbaker Station II binding elements 27 a b, and c supports or requires what really needs to occur. Plantside Drive/Urton Lane be extended from Rehl Road thru the Riggs Lake property owned by Hollenbach Oakley so Plantside Drive would connect to Stone Lakes Drive. This would put traffic within sight of the Snyder Freeway. A win win for many. 1.6 million taxpayer dollars was already spent by Councilman Benson to have a bridge built over the railroad tracks to encourage the Plantside Drive extension but after years we haven't seen any movement to finish this much needed project. It has become known as the "bridge to nowhere." It seems one condition for the Xebec proposal to be approved should be that the Plantside Drive extension be completed before buildings could be occupied. The proposal is large industrial complexes which result in and depend on semi truck traffic. The proposal has too many entrances letting out onto Tucker Station and South Pope Lick roads instead of directing traffic inward where it could access Plantside Drive and support the new much needed Plantside Drive extension.

We have had a lot of national out of town companies come into this area with large projects being built but it seems like road improvements are falling years behind without seeing smart infrastructure improvements to keep up. The Bluegrass Parkway/Tucker Station/Lakefront Place intersection would also be much safer with a traffic signal. The development should adopt the Blakenbaker Station II binding elements also if not already. Thank you for your concern.

David Kaelin
2421 Tucker Station Rd.
Louisville, Ky 40299

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Traffic & Transportation

25. All street signs shall be installed by the Developer, and shall conform with the *Manual on Uniform Traffic Control Devices* (MUTCD) requirements. Street signs shall be installed prior to the recording of the subdivision record plat or occupancy of the first building on the street, and shall be in place at the time of required bond release. The address number shall be displayed on a structure prior to requesting a certificate of occupancy for that structure.
26. Construction traffic shall be restricted to Blankenbaker Parkway, Plantside Drive and Bluegrass Parkway.
27. Based on the traffic impacts of this development, the following development conditions shall apply:

- (a) The Jordon Jones and Goulding Traffic Impact Study dated October 24, 2005 ("JJG Study") requires that Urton Lane Corridor be constructed from Plantside Drive / Rehl Road to Taylorsville Road or before development relating to the final 25% of the total a.m. and p.m. peak hour trips anticipated in the above-referenced Study can occur. Approval for development (based on this final 25% or final 25% of the total land area) shall require an updated traffic and air quality impact study.
- (b) Development shall be prohibited on lots 27, 28, 29, and the portion of lot 26 shown on the approved general district development plan as area reserved for future corridor alignment, which is approximately 25% of the overall net land area, until such time as the Snyder Freeway interchange location and Urton/Plantside corridor alignment are determined.
- (c) Plantside Drive shall not connect to Rehl Road until such time as:
 - i. Urton Lane is constructed from Plantside Drive/Rehl Road to Taylorsville Road; or
 - ii. After a public hearing with advance written notice to first and second tier adjoining property owners, registered neighborhood organizations, and anyone who spoke at a previous public hearing on this case, the Planning Commission determines, with input from transportation planning staff, that the area road network can adequately support the traffic that will result from the connection.

Modified by the Development Review Committee on September 22, 2010, case # 14489

BLAKENBAKER II Binding ELEMENTS
REFLECT THE NEED FOR THE PLANTSIDE
DRIVE EXTENSION.

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The TUCKER STATION, BLUEGRASS PARKWAY INTERSECTION
WOULD BE MUCH SAFER WITH A MUCH NEEDED
TRAFFIC SIGNAL. VAN LOAD OF CHILDREN AND THEIR
MOTHERS INVOLVED IN ONE OF MANY CRASHES THAT
HAVE OCCURRED THERE.

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Fed Ex is 300,000 sq. FT. Building on 46 ACRES.

Xebec proposes over 900,000 sq. FT. on — ACRES.

Xebec proposes excess SQUARE FOOTAGE of buildings on the ACREAGE.

Plantside Drive EXTENSION TO TAYLORSVILLE ROAD needs to be
A Top Priority.

Xebec needs to adopt THE BLAKENBAKER STATION II binding
ELEMENTS AND THEIR CCR'S. COVENANTS, CONDITIONS, & RESTRICTIONS.

TRUCK TRAFFIC TRAVELING NORTH I65 TO I265 SNYDER FREEWAY
NOW COME DOWN SUB STANDARD TUCKER STATION RD. BECAUSE
THAT'S THE WAY GPS DIRECTS THEM. A LARGE SIGN NEEDS TO BE
PLACED AT TAYLORSVILLE RD. & TUCKER STATION RD. DIRECTING TRUCK
TRAFFIC WEST TO BLAKENBAKER PARKWAY.

DAVID KARLIN
2421 TUCKER STATION RD.
LOUISVILLE, KY 40299

St Germain, Dante

From: kaelinfarms <kaelinfarms@bellsouth.net>
Sent: Thursday, February 16, 2023 1:46 PM
To: St Germain, Dante
Cc: me
Subject: Case 22-ZONEPA-0098
Attachments: 20230216133304617.pdf

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Good afternoon Dante, please add my latest comments for the Planning Commission to read regarding the Xebec rezoning. It consists of my comments, a site plan that included the Holloway Farm previously and two pictures of a current development on Plantside Drive. As always, thank you very much.

David Kaelin

Planning Commission
444 S. Fifth Street
Louisville, Ky 40202

Re: Case 22-ZONEPA-0098

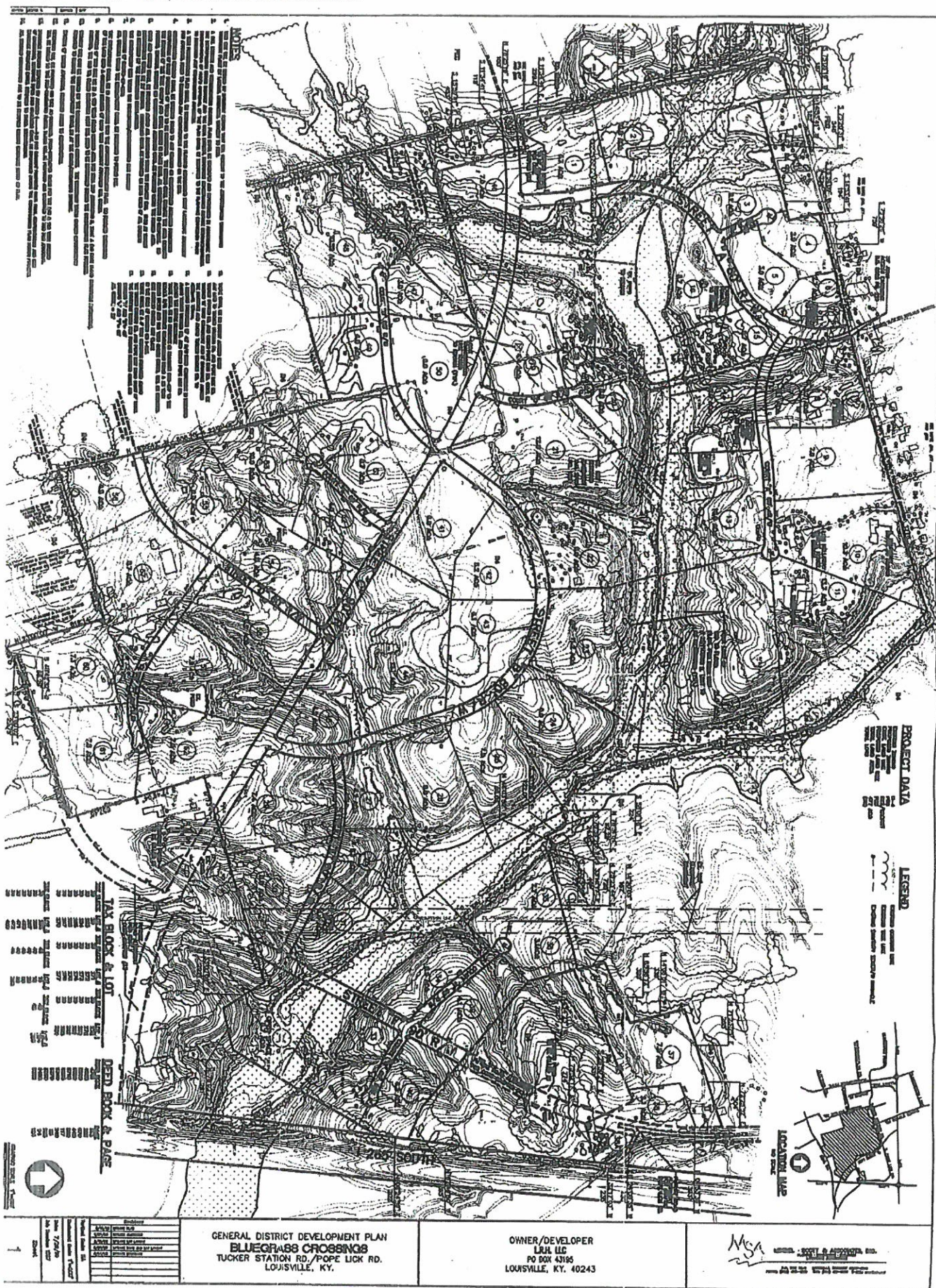
Dear Planning Commissioners, Thank You for your knowledge and concern regarding traffic issues at the LD&T meeting on January 12th, 2023. You are absolutely correct that a development of this size and scale should connect to Plantside Drive and not have so many entrances to Tucker Station and South Pope Lick Roads. Before a development is approved consisting of so many large industrial warehouse buildings which depend on semi truck and trailer traffic the Plantside Drive extension should be completed to connect to Taylorsville Road. There was talk years ago about a Rehl Road interchange with I-265 but the Plantside Drive extension would be more easily completed since many taxpayer dollars have already been spent to accomplish it.

This subject property was originally planned to be served by Plantside Drive over 20 years ago. A General District Development Plan was developed by LRH LLC and Mindell Scott to develop this acreage. (Plan is enclosed) The plan shows Street A aligning with Holloway Ison Drive very much like what needs to occur today to serve this property. Street A runs off of Plantside Drive. The Paul Hemmer Company was to be the contractor to build this industrial park. Originally LRH LLC owned all the land in which part of it became Blakenbaker Station II. The lake was created when Billy Holloway sold the dirt to the State Highway Department or contractors to build the Blakenbaker Interchange at I-64. At the neighborhood meeting we were told the Hemmer Company would probably be the contractor to build this current site.

With today's engineering skills it shouldn't be a problem to cross the dam or increase the size of it so a road can cross over it. I have frequently driven over dams at Rough River and Taylorsville Lakes. In fact right now the Paul Hemmer Company is developing in Blakenbaker Station by filling in a large wetland ravine area and putting in storm water pipes over 7 feet inside diameter so development can occur on what was thought to be unbuildable acreage. This is one block east from Schutte Station Place at Plantside Drive and Earl Jones Way. It is quite an engineering and construction marvel to see! Engineering and construction is available to connect roads. When employees are getting off work at the current warehouses we are experiencing severe speeding on our substandard road. Getting people on new safer roads would improve Metro's public safety concerns for this area.

Lastly, most but not all Binding Elements from the Blakenbaker II (case 9-67-05) and Blakenbaker IV (case 11642) should be adopted by this developer. They were written by Bill Bardenwerper, Steve Porter, and Staff and have worked well for all parties involved.

David Kaelin
2421 Tucker Station Rd.
Louisville, Ky 40299





HEMMER Construction Staging Area
PLAntside Drive



Current Hemmer development on Plantside Drive.
Ravine being filled to create buildable acreage.
It would seem engineering AND CONSTRUCTION EXISTS
To connect XEBEC Parcel to PLANTside Drive.

St Germain, Dante

From: john schneidtmiller <walkersch76@gmail.com>
Sent: Tuesday, January 10, 2023 2:59 PM
To: St Germain, Dante
Subject: 22-zone-0098

Importance: High

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Ms St. Germaine

We live at 12709 S Pope Lick Road and are very concerned about the proposed building of 5 warehouses (Case No 22-ZONE-0098) on the property across from us. It only makes sense that a small, 2 lane, rural and, strictly residential road with a speed limit of 35 like S Pope Lick Rd. should not have semi truck traffic any time of the day or night nor multiple entrances for semi truck traffic 24/7. We must **STOP** the zoning changes. First, we were told the zoning would be R-4, then it was proposed that it change to EZ1 with **4** buildings with approximately **932,000** sq feet. Then we were told that an application was being sent in to change from R-4 to EZ1 and that it would be for **5** buildings for a total of **1,010,800 sq feet** and include a **major subdivision** plan. Now the latest proposal we have seen is to change the zone from R-4 to PEC. What happened to sticking with just the 4 buildings and lower amount of square feet? Where do we stand on a subdivision plan? If it is still proposed where would the entrances be and how would traffic be affected? The current proposal, it seems, only mentions widening Tucker Station Road at S Pope Lick and to make turning lanes and also change the intersection to hook up with Schutte Station Pl for one of the entrances for the proposed industrial development. If we cannot **STOP** the building of warehouses, with truck traffic all hours of the day and night and the sky lit up constantly could we at least have some say in the development? For instance, make sure that the buildings are at least 100 feet from the property, and could we have a large berm style border around the property facing S Pope Lick to help cut down on some of the noise and light pollution? Can we make sure that we homeowners will not be required to "donate" our road front property by easements to widen the road? If sewers are added in the newly developed area would we be required to hook up

to sewers or would liens be put against our homes if we choose not to? Would there be any monetary assistance for the cost of hook ups or the other wise nightmare of the construction? **Block the zoning change!!!** If this absolutely does happen and the warehouses go up--- The more logical and less invasive solution to our residential area is to only add 2 entrances on Tucker Station both on the north west side, as on the plot plan, and rather than add extra entrances on S Pope Lick Rd let them use the semi truck friendly entrance/exit already in place at Tucker Station and Plantside Drive. This is part of the industrial park where Fed Ex and other business are already located. It has direct access to Blakenbaker and I-64. We do not need or welcome semi truck traffic on our street! Large trucks cannot safely be every day traffic on our street! We still have rural style mail delivery and must cross the already busy street just to get the mail. It is almost impossible to feel safe at certain times of the day to cross over to the mail box. Most drivers already are exceeding the speed limit and do not seem to slow down at all, especially during the afternoon busy time.

Also, what are waivers #1 and #2 on the January 12, 2023 staff report? Where can we find out what details these include?

Our property values in this area keep going down and yet taxes are going up to help pay for this horrible proposed "fiasco". What is wrong in this picture? We love where we live and our family has lived on this property for over 65 years but this new proposal is very disturbing and sad.

We would welcome e mail concerning this. We received a letter concerning this saga dated March 10, 2022 referencing Case 22-ZONEPA-0026, then another letter dated June 16, 2022 which referenced the same case number. The last correspondence we received from Louisville Metro was postmarked 10-12-22 and referenced a different case number 22-ZONE-0083. We received nothing after that except an email forwarded to us by a concerned neighbor on Tucker Station Rd. and the case number on it is 22-ZONE-0098. Couldn't the Land Development and Transportation committee be a little more transparent and reach out to those who are truly affected by this? We will attend the virtual meeting set up for Jan 12, 2023 at 1:00 and will be prepared to speak up in opposition to this proposal.

John and Leslie Schneidtmiller

Sent from [Mail](#) for Windows

St Germain, Dante

From: stpinlou@aol.com
Sent: Tuesday, January 10, 2023 1:59 PM
To: St Germain, Dante; beth.stuber@louisvilleky.gov
Cc: kaelinfarms@bellsouth.net
Subject: Case # 22-ZONE-0098 Xebec Tucker Station

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Dante and Beth,

I represent the Tucker Station Neighborhood Association which is opposed to the above proposed industrial development. This letter is directed to the problems with the Traffic Impact Study.

First, the Trip Distribution on page 8 is seriously flawed. To estimate that 25% of the traffic flow will be to and from the east on Pope Lick is way too high. No truck and delivery traffic will use that route and very little of the employee traffic will either. The employees for this location will not come from that semi-rural area. I would estimate maybe 5% at most. The estimate of 20% of traffic to the north on Tucker Station is similarly high for the same reasons. Again, no truck traffic would use that route, but some employees may come from there, causing maybe a 10% usage. The 10% estimate using Schutte Station is, unfortunately, probably close to right. I say unfortunately because such industrial traffic should be directed through another industrial area rather than on residential and commercial roads. That access through Schutte Station to Plantside leads directly to Blankenbaker Pkwy at a lighted intersection. The estimate of 35% of the traffic using Tucker Station to the west is ridiculously low. I estimate at least 75% of the traffic will use that route coming from I-64 to Blankenbaker Pkwy. to Tucker Station Rd. Except for Schutte Station, none of the other access roads are usable for heavy truck traffic.

Next, the only traffic impact intersections identified in the TIS are at the five outlets from the proposed project. What about the dangerous and unsignaled intersection of Bluegrass Pkwy./Tucker Station Rd./Lakefront Place, with no stops going east or west on Bluegrass? That intersection is a nightmare now and this project will have a seriously negative and dangerous effect on it. What about the intersection of Bluegrass Pkwy. and Blankenbaker, an already overloaded one? What about the intersection of Plantside Drive and Tucker Station Rd, an unsignaled four-way stop? Additionally, because of GPS directions, many trucks will be brought to this project from Taylorsville Rd. to Tucker Station Rd., another road that is very problematic, especially for heavy trucks.

This TIS is seriously flawed and needs to be reworked with realistic expectations for the traffic flow and impact in the much broader area than just the five (way too many) entrances to the proposed project. I will be at LD&T Thursday to discuss these issues. thanks.

Steve Porter

Stephen T. Porter
Attorney at Law
2406 Tucker Station Road
Louisville, KY 40299
502-905-9991
stpinlou@aol.com

St Germain, Dante

From: Roy Lillpop <psnteam@att.net>
Sent: Monday, January 9, 2023 2:06 PM
To: St Germain, Dante
Subject: Case Number 22-Zone-0098

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Case Number 22-ZONE 0098

Date 1/9/2023

To: Land Development and Transportation Committee
Attention to: Dante St. Germain

Hello my wife and I, Roy and Robin Lillpop Jr we live at: 12611 South Pope Lick Rd, we are emailing you in regard to the property across the street from our house that is trying to rezone from residential to develop a commercial industrial ware house complex.

We live directly across the street from the Holloway Farm property on South Pope Lick Rd.

My (Roy) parents build our house in 1963, we purchased our home from my mother Catherine Lillpop after my father died (Roy Lillpop Sr.)

This is my home place where I (Roy Lillpop Jr.) was raised.

My parents knew the people who owned the property across the street before the Holloways purchased it.
For fact, my Dad used to take me rabbit hunting on the property when I was a kid.

The property in question, has always been a residential piece of land.

There are several people who built homes and live here on South Pope Lick Rd. And have lived here for years, people take good care of their homes here and people have invested in their properties their entire lives.

When the Holloways bought the property, they too built a residential home that they still live in today. Then they sold pieces of the farm off to their children whom also built residential homes on the said property and they still live in them today.

I have witnessed this area over the past 60 years as well as our neighbors remain in a quite peaceful and safe place to live.
The view out our front windows and from our front porch is of a beautiful residential home and field of land that if full of wildlife deer, turkeys, hawks that are pleasant to view.

Rezoning this property would no doubt change the landscape into something it was never meant to be.
It would diminish the residential property values of the homes like ours that are going to be in direct line of sight, subject to 5-6 story buildings, noise pollution, light pollution, diesel exhaust pollution, traffic issues because South Pope Lick Rd. Nor Tucker Station Rd they cannot handle Semi-Truck traffic.

These roads were never designed for Semi trucks.
In fact this road has way to much traffic on it now!

Keep in mind I've known this road all my life and I've seen a time when there were less than 25-30 cars or pickup trucks per day traveling this road.

Today the traffic is so heavy in the mornings there are cars lined up for a 1/2 mile of more in front of our house, at times it takes me 5 minutes or more just to cross the street to get our mail.

Behind the Holloway property is the Oakley/Hollenback industrial park on Tucker station Rd., it is 1/2 mile or more from our property across the field. By roadway it's 1 mile away.

At night looking out our front windows we can see all the lights, standing outside on our front porch we can hear the Semi-trucks back up safety beepers, slamming of truck doors and the trucks bumping into the loading docks.

What the rezoning would do is have all that light right in our faces every night.

From inside our house we would hear the trucks running, the safety beepers all hours of the night, the banging of the docks and slamming of the trailer doors, all hours of the night every night 24/365 days a year.

As the complex would only be a few hundred feet from the front of our house.

We have attended the 2 meetings that have been held about this: one was held online, the other was in a hotel.
We have seen the plan layout on a big projector screen.

It shows entrances into the complex directly in front of our house.

This would also mean that semi-trucks headlights would be directly shining in our front windows all hours of the night, 365 days a year.

This rezoning would 100% have a negative effect on our property value.

It very well could make our house along with our neighbors houses unsellable.

This rezoning can force people who currently have literal lines for sewage to have to and be forced to by the state to tap onto the sewer system at their own expense, which can be thousands of dollars to hookup, along with a monthly usage bill that comes along with it.

WHO WANTS TO LIVE IN FRONT OF AN INDUSTRIAL WARE HOUSE COMPLEX?

Our understanding of the Zoning commissions duties is to protect people like us from something like this from happening.

We agree that for the most part people should be able to do whatever they want within reason on their said property, but not in a way that would hurt all the other property owners around them in the process.

To: Destroy the established landscape, cause traffic safety issues, place pollution in the air where it presently is not which isn't healthy for all those who live close to it.

To Protect people from property value loss.

To protect peoples privacy.

To protect people from pollution of lights and constant noise.

To protect people from a rezoning that could cause people to be subject to debt or cause people to have liens placed on their property.

To protect people from rezoning of a property cause's other people financial harm who want to sell their property, and the rezoning made their property unsellable, and undesirable for buyers.

Many of us like ourselves who live on Tucker station Rd & South Pope Lick Rd have spent a great deal of money on our properties and have plans for our home to be part of our retirement plan.

This would destroy that for everyone who lives any where near by.

Keep in mind that the only people who want the rezoning to happen are one family of people.

They will sell their properties for top dollar, they will then relocate or build a new home and they won't do that in front or any where near, an industrial ware house.

We ask you to please **VOTE NO** on the rezoning located at 1525-1711 Tucker Station Rd,
1266-12850&1704 South Pope Lick Rd. Parcel ID 367200070000 **Case number 22-Zone-0098**

St. Germain, Dante

From: John Brennenstuhl <lifeoffaith1@gmail.com>
Sent: Friday, July 8, 2022 4:17 PM
To: St. Germain, Dante
Subject: Re: 22-zonepa-0026
Attachments: image003.png

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I drove around the property this morning and there would be no reason to make 5 entrances to that property ,when they have all kinds of road and space to enter into plantside drive ,it would not serve the community or public and would probably cost more than 10 million dollars to widen the road (Back to making the general public pay for a development of a road widening for a sole purpose, that could be put anywhere that benefits Holland back Oakley directly)and make all those alterations, when there's already a road over there, Plantside Drive, there's already a distribution center over there ,why ruin this entire community and create another intersection for nothing! there's no more land available over here anyway.

It's a documented fact that they are going to extend the road at the intersection to Plantside drive anyway ! IT'S on the proposal!

so why put a 5 entrances, and burden this road Pope Lick -Tucker Station and this intersection ,and all the people that actually live here ,with semi trailers all fighting to get in-and-out of a very confined space, when the developments already been built for industrial warehouse distribution and put the back of the buildings with nice decorations a 110' off the road like they said!!!! or further, and we'll have to live with that.

At least the traffic won't become nightmare and a tax burden for future development.

If you told Holland back Oakley they'd have to pay to fix all these roads they wouldn't put that building there.
Thanks again.

On Fri, Jul 8, 2022, 8:05 AM St. Germain, Dante <Dante.St.Germain@louisvilleky.gov> wrote:

Thank you for your comments. I will add them to the record.

Dante St. Germain, AICP

Planner II

Planning & Design Services

Department of Develop Louisville

LOUISVILLE FORWARD

444 South Fifth Street, Suite 300

Louisville, KY 40202

(502) 574-4388

<https://louisvilleky.gov/government/planning-design>



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From: John Brennenstuhl <lifeoffaith1@gmail.com>

Sent: Thursday, July 7, 2022 4:32 PM

To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>

Subject: Re: 22-zonepa-0026

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Thank you for the clarification.

After studying the road traffic it would appear that putting 5 entrances on the Tucker station public side would be very congestive as opposed to the warehouse having an exit towards plantside drive where the semis can stack and lineup like an airport. There are already so many congestion problems at blankenbacker, Where people turn off of blankenbacker to swing backup and turn on Alliant ave where the hotel roads-Sams warehouse etc is. It

only would take 2 semi trailers to backup that entire 2nd intersection where Taco Bell is and Numerous other backups would occur as opposed to plantside drive which already has a fedex distribution warehouse ofnthe same size and those semis by the time they scatter them and line them up and they make their turn they don't cause any congestion they lineup and shoot straight through the light at bluegrass and Tucker station and enter the interstate interstate.

Also I don't think we should have to lose a whole lane in front of the houses when they can easily put the lane on the warehouse side since they're now gonna set the buildings back a 110' that's just more encroachment on privacy and the semis that enter that intersection which would have to be blown apart with a light would hear the raving up of the motors as they switch gears and try to make all those turns and require millions of dollars to redo that whole area when plantside drive is already 4 lanes wide ready to accept the traffic , that way they could put the back of the buildings to face Tucker station with trees you wouldn't bother anybody other than they'll never see the sky and it'll be light 24 hours A-day ,but at least it won't ruin the traffic patterns that the residential neighborhood consisting of 2000 people already enjoy. At rush hour traffic there is at least 30 cars in line at the proposed area where they want to have all these entrances and why ruin an entire quiet community when all the traffic was built for plantside drive.

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Sent: Tuesday, July 5, 2022 6:22 PM

To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>

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It would appear that the 1200+ people that live within 600 feet of this project were not aware of the noise, size of the buildings or semi traffic that will destroy, this residential area significantly.

I would like to see the postage proof of delivery of the notices if that is a possibility. They claim they notified the other residents.

Those apartments will be converted to condominiums eventually as I understand it, and this factory can be put somewhere that can easily tolerate the noise 24hrs a day, and the traffic of semis hauling up and down the road trying anyway they can to get out to the Blankenbaker exit.

When they widen the road and install the intersection that will take another 60 feet off the front yards or the 18+ homes and eat up the land at the intersection with a light. Im sure that changing this entire neighborhood, for a singular interest that can go anywhere an industrial environment exists, would do all that live here a long term the benefit of a community already represented as residential..

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THERE ARE LEGAL PRECEDENTS AND KENTUCKY STATUTES FOR THIS BEHAVIOR.

THANKS

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From: John Brennenstuhl <lifeoffaith1@gmail.com>

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1416 Tucker Station Rd, Jeffersontown, KY 40299

502-639-5586

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Attachments: image001.png; image002.png; image003.png

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Thanks

John Brennenstuhl

1416 Tucker Station Rd, Jeffersontown, KY 40299

502-639-5586

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St. Germain, Dante

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1416 Tucker Station Rd, Jeffersontown, KY 40299

502-639-5586

St. Germain, Dante

From: stpinlou@aol.com
Sent: Friday, March 18, 2022 12:59 PM
To: gehrhard@stites.com
Cc: St. Germain, Dante; kaelinfarms@bellsouth.net
Subject: Xebec tucker Station Case # 22-ZONEPA-0026

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Greg,

I understand you are having a virtual neighborhood meeting on March 24, 2022 for the above proposal. I represent the Tucker Station Neighborhood Association. I am requesting that, in addition to the virtual meeting, you have a second meeting at an actual location nearby. There are a number of nearby motels that routinely host such gatherings. An in-person meeting is much more valuable to the participants, especially for a project that is so large and will have such an impact on Tucker Station Road. Thanks for your consideration.

Steve Porter

Stephen T. Porter
Attorney at Law
2406 Tucker Station Road
Louisville, KY 40299
502-905-9991
stpinlou@aol.com

St. Germain, Dante

From: kaelinfarms <kaelinfarms@bellsouth.net>
Sent: Friday, March 18, 2022 10:12 AM
To: Kramer, Kevin; Harrington, Scott
Cc: Webster, Angela; Steve Porter; St. Germain, Dante
Subject: Fw: Case # 22-ZONEPA-0026

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Good morning Councilman Kramer and Mr. Harrington, Angela Webster just informed me we are now in District 11 so I am forwarding a concern to you. Also, the Planner is Dante St. Germain and not Julia Williams. I just received an email from Dante St. Germain informing me she is the case manager and has entered my comments into the case record. More reasons to have an in-person meeting besides the scope and scale of the development is I just received my Metro Health & Wellness email stating Jefferson County is now in the green in regards to Covid. Also, Jefferson County School system is having an in-person forum next week at Norton Health Center in Western Louisville. These facts present proof we can have in-person not virtual meetings. Thank you for your concern,

David Kaelin

----- Forwarded Message -----

From: kaelinfarms <kaelinfarms@bellsouth.net>
To: Williams Julia <julia.williams@louisvilleky.gov>
Cc: Angela Webster <angela.webster@louisvilleky.gov>; Stuart Benson <stuart.benson@louisvilleky.gov>
Sent: Friday, March 18, 2022, 09:36:05 AM EDT
Subject: Case # 22-ZONEPA-0026

Good morning Julia Williams, my neighbor Brian Whitcomb called me last night after the notice of this case had just come in his mail. The applicant's letter is dated March 10 but the Whitcomb's had just received it on the 17th. It gives notice of a virtual meeting for March 24th. That is in 7 days. Mr. Whitcomb does not have a computer to attend the virtual meeting and from the notice letter, he gave me this looks to be a very large-scale industrial development. We are not against development but a development of this size and scale of over 100 acres of land and nearly 1,000,000 square feet of buildings we feel should have an in-person meeting to address any concerns neighbors and the neighborhood may have. We have been going to restaurants, soccer games, and our city is getting ready for Thunder over Louisville and the Kentucky Derby. A friend and developer even took me to Passtime Fish House this past Tuesday for lunch, with no masks in site.

We are requesting an in-person meeting be held for a rezoning development of this size and scale. Furthermore, I receive Councilman Benson's email newsletter and of this writing, I have not seen any mention or notice of this development in his excellent newsletter. I am also on your list to receive notices in the area for the Tucker Station Neighborhood Association and I have not received notice. Thank you for your consideration of this very important matter.

David Kaelin
2421 Tucker Station Road
Louisville, Ky 40299

St. Germain, Dante

From: Williams, Julia
Sent: Friday, March 18, 2022 9:54 AM
To: St. Germain, Dante
Subject: FW: Case # 22-ZONEPA-0026

From: Webster, Angela <Angela.Webster@louisvilleky.gov>
Sent: Friday, March 18, 2022 9:50 AM
To: kaelinfarms <kaelinfarms@bellsouth.net>
Cc: Williams, Julia <Julia.Williams@louisvilleky.gov>
Subject: RE: Case # 22-ZONEPA-0026

You have not seen it in writing because it is in District 11.

From: kaelinfarms <kaelinfarms@bellsouth.net>
Sent: Friday, March 18, 2022 9:36 AM
To: Williams, Julia <Julia.Williams@louisvilleky.gov>
Cc: Webster, Angela <Angela.Webster@louisvilleky.gov>; Benson, Stuart <Stuart.Benson@louisvilleky.gov>
Subject: Case # 22-ZONEPA-0026

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To: Williams, Julia <Julia.Williams@louisvilleky.gov>
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