



**MAY 10, 2012**

**3940 US HIGHWAY 60 E**

## ZONE CHANGE

<b>From:</b> B-4 General Business	
<b>To:</b> I-1 Light Industrial	
<b>Proposed Use:</b> Mini-Storage Units	
<b>Acreage:</b> 1.22	
<b>Applicant:</b>	Thomas S. Hayden, Jr. & Katherine K. Hayden; Samuel Richard Berry, III, Trustee and Janet Ruth Berry, Trustee (1205.1839)
<b>Surrounding Zoning Classifications:</b>	
<b>North:</b> B-4	<b>South:</b> I-1
<b>East:</b> I-1	<b>West:</b> B-4, I-1

## Proposed Zone & Land Use Plan

The applicant is seeking an I-1 Light Industrial zone. The subject property is located in a Business Plan Area where Light Industrial uses are appropriate in limited locations.

### SPECIFIC LAND USE CRITERIA

**(a) Building and lot patterns** – Building and lot patterns should conform to the criteria for “**Nonresidential Development**” (D7), and outdoor storage yards, with “**Buffers for Outdoor Storage Yards**” (D1).

**(b) Logical expansions outside of Industrial Parks** – Existing areas of Light Industrial use that are located outside of planned Industrial Parks may be expanded onto contiguous land that generally abuts the same street(s). Such an expansion should not significantly increase the extent of industrial uses that are located in the vicinity and outside of Industrial Parks. Also, such an expansion should not overburden the capacity of roadways and other necessary urban services that are available in the affected area.

## Planning Staff Review

### GENERAL LAND USE CRITERIA

#### Environment

- It appears that the subject property is not located in a wetlands area per the US Department of Agriculture Soil Conservation Service dated March 6, 1990.
- The subject property is not located in a special flood hazard area per FIRM Maps 21059CO137 D and 21059CO141 D.
- It appears that the subject property is within the Owensboro Wellhead Protection area per the GRADD map dated March 1999. Matt Alvey with OMU was notified of the proposed zoning change.
- The developer is responsible for obtaining permits from the Division of Water, The Army Corp of Engineers, FEMA or other state and federal agencies as may be applicable.

### Urban Services

Electricity, water and gas are available to the subject property. Sanitary sewage disposal would be accomplished by an on-site septic system.

### Development Patterns

The subject property consists of one 1.22 acre vacant tract. Business and Industrial uses are located on all sides of the subject property. The applicant proposes to incorporate the 1.22 acre parcel with the adjoining I-1 property to the southeast to construct individual storage buildings.

In the vicinity of the subject property US Highway 60 E is classified as a principal arterial roadway with a 500 foot drive spacing standard. Access to the subject property will be limited to a single access point. All vehicular use areas shall be paved and vehicular use area screening shall be installed as required by the Zoning Ordinance.

### SPECIFIC LAND USE CRITERIA

The applicant's proposal is in compliance with the Comprehensive Plan. The proposed I-1 Light Industrial zoning is a logical expansion of I-1 Light Industrial zoning to the south. The proposal is not a significant increase in light industrial zoning in the vicinity. With access limited to a single access point the proposal should not overburden the capacity of roadways and other necessary urban services that are available in the affected area.

## Planning Staff Recommendations

The planning staff recommends approval subject to the condition and findings of fact that follow:

#### Condition:

Access to US Highway 60 E shall be limited to a single access point.

#### Findings of Fact:

1. Staff recommends approval because the proposal is in compliance with the community's adopted Comprehensive Plan;
2. The subject property is located in a Business Plan Area where light industrial uses are appropriate in limited locations;
3. The proposal is a logical expansion of existing I-1 Light Industrial zoning to the south;
4. At 1.22 acres, the proposal does not significantly increase the extent of industrial zoning in the vicinity; and,
5. With access limited to a single access point, the proposal should not overburden the capacity of roadways and other necessary urban services that are available in the affected area.