

MAY 11, 2023

2207 WEST 1ST STREET

ZONE CHANGE

From: R-4DT Inner-City Residential	
To: I-2 Heavy Industrial	
Proposed Use: Self-Storage Facility	
Acreage: 0.671	
Applicant: Owensboro Self Storage, LLC (2305.2260)	
Surrounding Zoning Classifications:	
North: R-4DT	South: I-2 & B-5
East: R-4DT	West: I-2

Proposed Zone & Land Use Plan

The applicant is seeking an I-2 Heavy Industrial zone. The subject property is located in a Central Residential Plan Area, where heavy industrial uses are not generally recommended.

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 map dated March 6, 1990.
- The subject property is not located in a special flood hazard area per FIRM Map 21059CO119D.
- It appears that the subject property is not located within the Owensboro Wellhead Protection area per the OMU map dated 2015.
- The developer is responsible for obtaining permits from the Division of Water, The Army Corp of Engineers, FEMA, the EPA, the OMPC building/electrical/HVAC division or other state and federal agencies as may be applicable.

Urban Services

All urban services, including sanitary sewer, are available to the subject property.

Development Patterns

The subject property, located at the intersection of River Road and W 1st Street, is zoned R-4DT Inner-City Residential. The former home on the property has recently been demolished, leaving only the existing garage.

In 2019, the applicant:

- Closed this portion of W 1st Street, ranging from River Road to the railroad tracks;
- Rezoned the adjoining properties from R-4DT to I-2 Heavy Industrial; and,
- Intended to consolidate the adjoining properties to the self-storage operation located to the south (has not yet occurred).

The applicant has now purchased the subject property with intentions of doing the same (rezone to industrial and consolidate into the existing development to the south). The property is located in a Central Residential Plan Area where Heavy Industrial uses are not generally recommended and, as such, staff is only in support of this proposal because:

- The property shall be consolidated into the adjoining industrial property to the south, thus not creating any additional industrial uses;
- The proposal is a logical expansion of the existing I-2 Heavy Industrial zoning to the south and west;
- The adjoining properties to the north are residential lots located along (and oriented towards) Herr Avenue, and adjoining properties to the east are residential lots that are located across River Road. As a result, the subject property should be the extent of the heavy industrial zoning in the area, as any future proposals located along Herr Avenue or located across River Road should not be considered logical expansions within the Central Residential Plan Area; and,
- The aforementioned closure of W. 1st Street is a physical change in the area that the most recently adopted Comprehensive Plan did not anticipate.

Additionally, because the subject property adjoins residential zoning to the north, the zoning ordinance requires a 20-foot setback from the rear property line. The previously rezoned properties each obtained a variance to reduce the building setback from 20-feet to 10-feet; however, no such variance has been submitted for the subject property.

In order to further protect the existing residential properties in the area, all lighting associated with the development shall be oriented away from adjoining residentially zoned properties located across the alley, as well as away from the residential zoning located across River Road.

Lastly, if approved and consolidated into the existing self-storage facilities to the south, this storage complex will have immediate frontage along W 2nd Street and along River Road. W 2nd Street, in this vicinity is classified as a Minor Arterial roadway with a 500-foot spacing standard. River Road is a local roadway without specific access management regulations. As such, access to this complex shall be limited to River Road. No access to W. 2nd Street shall be permitted.

Prior to any activity on the property the applicant shall obtain approval of a minor subdivision plat to consolidate all industrial zoned properties associated with this development, as well as an amended final development plan to demonstrate compliance with zoning ordinance requirements including, but not limited to, parking, landscaping, building setbacks, access management and signage. The OMPC Building, Electrical & HVAC department shall be contacted before any construction activity takes place on the property.

SPECIFIC LAND USE CRITERIA

Although the subject property is located in a central residential plan area where heavy industrial uses are not generally recommended, the closure of W. 1st Street is a physical change within the area that was not anticipated in the most recent adoption of the Comprehensive Plan. The proposal is a logical expansion of existing I-2 Heavy Industrial zoning to the south and, at 0.671 acres, the proposal is not a significant increase of the I-2 zoning nor should the request overburden the capacity of existing roadways and other necessary urban services within the affected area.

Planning Staff Recommendations

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

Conditions:

1. Obtain approval of a Minor Subdivision Plat to consolidate all industrial zoned properties associated with the development;
2. Obtain approval of an Amended Final Development Plan for the entire self-storage facility; and,
3. All lighting associated with the development shall be oriented away from adjoining residentially zoned properties located across the alley, and away from adjoining residentially zoned properties located across River Road.

Findings of Fact:

1. The subject property is located in a Central Residential Plan Area where heavy industrial uses are not generally recommended;
2. Staff recommends approval because the closure of W. 1st Street is a physical change to the area that the most recent adoption of the Comprehensive Plan did not anticipate;
3. The proposal is a logical expansion of existing I-2 Heavy Industrial zoning to the south and west;
4. By consolidating the subject property into the existing self-storage operation to the south, the 0.671-acre proposal shall not significantly increase the extent of the industrial uses or the industrial zoning within the general vicinity; and,
5. The proposal should not overburden the capacity of roadways and other urban services that are available in the affected area.