

## **Property Owner's Statement (21-DDP-0055). 7300 S Hurstbourne Pkwy**

As the HCG Property Owner and Applicant, we strongly support Roadway Connectivity and are very flexible in providing a Roadway Connectivity plan that works for all.

### **Current Situation:**

- The Applicant's 27-acre property is zoned PEC and C-1 (from 15ZONE1021) in a Suburban Workplace form district, and is located across Fegenbush Lane from the GE/Haier Appliance Park and the Global Port Business Park.
- The expired General District Development Plan (GDDP) from 15ZONE1021 showed a 10-lot Major Subdivision, including a proposed public roadway across the property serving the 10 lots (Previous Plan).
- In response to market demand from land users appropriate to the Suburban Workplace Form and related to the highest and best use of HCG's 27-acre property, the Applicant proposes two larger lots instead of the 10 lots shown on the expired GDDP. Of most interest to the Applicant is the proposed 20-acre PEC Lot 2.
- The Applicant is very flexible on providing additional roadway connections, unless such connections unreasonably prevent the Applicant from developing its property in a manner appropriate for the Suburban Workplace Form. Without the Property being subdivided into 10 lots, utilization of the Previous Plan's public roadway design prevents the Property Owner from responding to today's current market demand and delivering the highest and best use to the Property, thereby significantly depressing the value of the Property. We believe that the adjacent properties have existing direct roadway access to one or two arterial roadways, and that the Applicant is providing robust Roadway Connectivity as proposed (see graphic below) to interconnect the properties.
- The Applicant is also agreeable and has proposed to provide traffic calming relief to the existing Kyle Ridge Way, and would dedicate the western portion of Kyle Ridge Way as public right-of-way, if required . . . although this roadway dedication seems unnecessary to the Applicant.
- Like most any property owner would want, the Applicant is mainly trying to keep a roadway design from unnecessarily bisecting the property and effecting a severe economic encumbrance on the 20-acre PEC Lot 2. Such a roadway design would drastically reduce its marketability and functionality.

## **Advantages of the proposed public roadway alignment compared to the diagonal roadway connection requested connecting Patriots Crossing Trail to Kyle Ridge Way**


- Existing and proposed roadways will not subdivide developable property and unnecessarily restrict developable ground, when site designs are achievable that provide the necessary connectivity without subdividing the usable ground.
- The Applicant's proposed new public roadway will connect Hurstbourne Pkwy and Fegenbush Lane across HCG's PEC property and Elder's C-1 property, which minimizes the mix of PEC and Residential traffic at Patriots Crossing Trail.

## **Reasons we believe the diagonal roadway request is unreasonable and unfair**

- Without the need to serve 10 separate properties, Lot 2 should not be unnecessarily bisected by a public roadway. Roadway connections can still be established without creating two separate lots from Lot 2.
- Affected property owners desire to separate commercial/industrial traffic from residential traffic.
- The Applicant believes that the requested diagonal roadway would serve as a high-speed, cut-through roadway across the Applicant's Lot 2 for traffic trying to avoid the traffic signal at Hurstbourne Pkwy and Fegenbush Lane. The proposed DDP provides excellent connectivity and minimizes high-speed, cut-through traffic.
- Note that the Willow Green apartments are already connected to both Patriots Crossing Trail at Hurstbourne Pkwy and to Kyle Ridge Way at Fegenbush Lane, across the northern portion of the Applicant's Lot 2 (approved in 17DevPlan1016 for Willow Green apartments). As long as adjacent properties have appropriate cross-access, a new connection between Patriots Crossing Trail at Hurstbourne Pkwy and Kyle Ridge Way at Fegenbush Lane appears unnecessary and redundant.

## Summary:

- The Applicant's property and the adjacent properties have existing direct roadway access to Hurstbourne Pkwy or to Fegenbush Lane, or existing direct roadway access to both arterial roadways.
- The Applicant is proposing substantial additional Roadway Connectivity to provide cross-access to vehicular traffic between properties, including a new public roadway connecting Hurstbourne Pkwy and Fegenbush Lane, which will reduce the mix of PEC truck traffic with Residential traffic.
- The Applicant is very flexible and willing to provide additional roadway connections which provide Roadway Connectivity improvements, as long as these roadway connections do not unnecessarily bisect and subdivide the Applicant's proposed 20-acre PEC Lot 2.
- We believe a Roadway Connectivity solution can be quickly and efficiently worked out that does not bisect the Applicant's proposed 20-acre PEC Lot 2. We have hoped that a Roadway Connectivity solution could be agreed to prior to a Planning Commission public meeting.



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## Existing Crossover Connections and Roadway Connectivity

**(a) Kyle Ridge Way crossover access easement:**

- 2008 crossover access easement. DB 9164, Pg 14
- 2017 Louisville Metro approval of Kyle Ridge Way. 17-DEVPLAN-1016

**(b) 2008 Elder crossover access easement:** DB 9340, Pg 404

**(c) 2021 Noltemeyer Lot 3 Minor Plat crossover** 21-MPLAT-0102

**(d) 2015 diagonal roadway across Lot 2.** From the previous GDDP for 10 lots (15-ZONE-1021). This diagonal roadway is now redundant and unnecessary, with robust Roadway Connectivity for the properties now being provided.

Note: Solid blue lines = Existing private roadways and connections (with a crossover agreement)

