

**EXHIBITS FOR APPLICANT
Hurstbourne Corporate Group, LLC
Hurstbourne Station
7300 South Hurstbourne Parkway & Block 636 Lot 155**

**Louisville Metro Planning Commission
Case No. 15 Zone 1021**

- 1) Zoning Map
- 2) Site Photography
- 3) Development Plan
- 4) Zoning Change Demonstration of Appropriateness
- 5) Proposed Findings of Fact

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PLANNING &
DESIGN SERVICES

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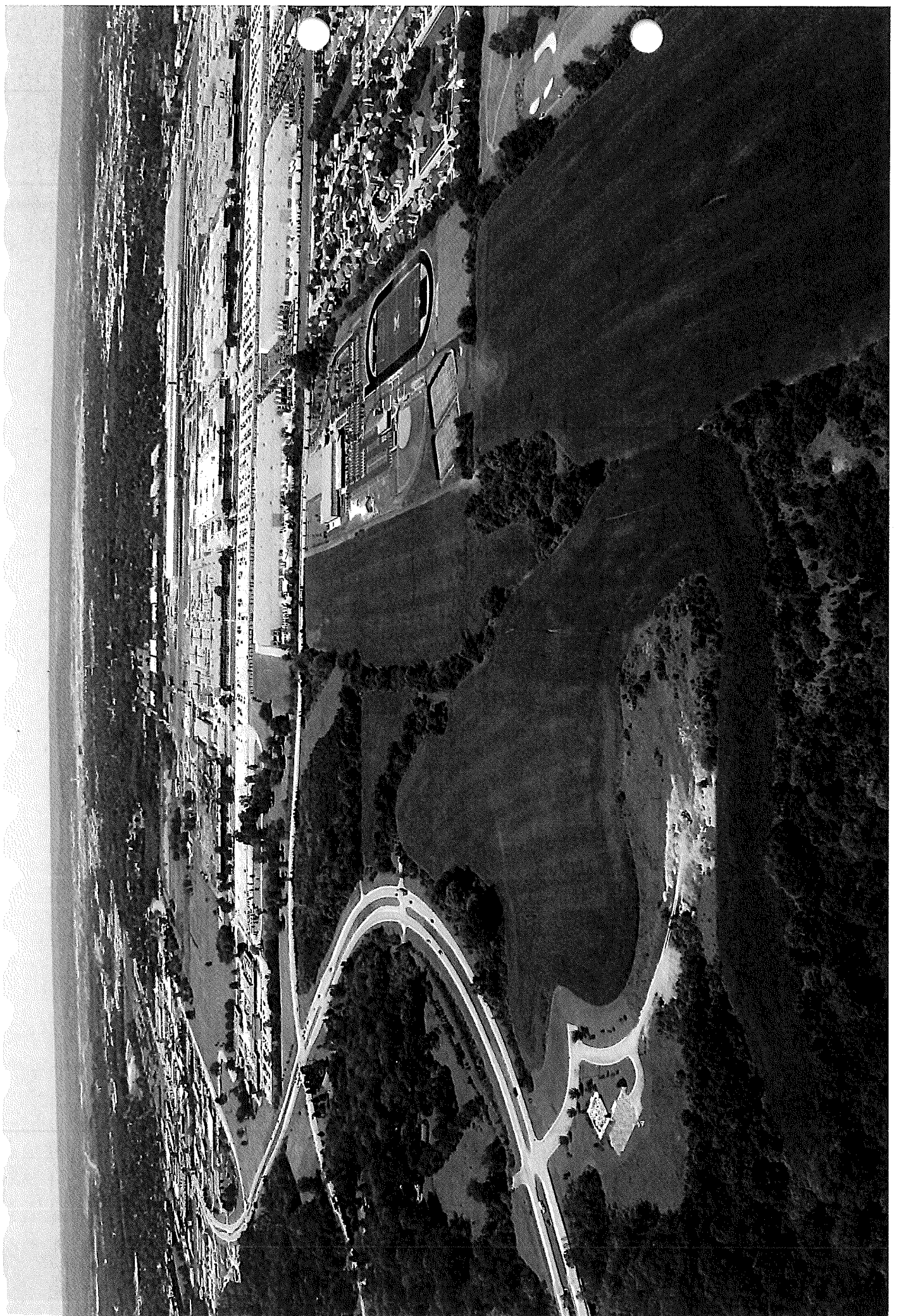
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DEMONSTRATION OF APPROPRIATENESS
(as amended on December 9, 2015)

Hurstbourne Station
7300 South Hurstbourne Parkway

I. The proposal conforms to the Comprehensive Plan for Louisville and Jefferson County, Kentucky.

The proposed zone change from R-4 Residential Single Family District to PEC Planned Employment Center district and C-1 Commercial District (the "proposal") conforms to KRS 100.213 because it is in agreement with the adopted Comprehensive Plan for Louisville and Jefferson County, Kentucky, within which this property lies. Comprehensive Plan Goals, Objectives, Guidelines and Policies are discussed in this Demonstration of Appropriateness.

Community Form Guideline 1. The proposal conforms to Community Form Guideline 1 and all applicable Policies adopted thereunder, including Policy 1.B.10, Suburban Workplace Form District Goal G1 and Objective G1.1, Community Design Goal G2 and Objectives G2.1, G2.2, G2.3, Land Use goal G3 and Objectives G3.1 and G3.3, Site Design Goal G4 and Objectives G4.1, G4.2, G4.3 and G4.4. The 37.13-acre site lies within the Suburban Workplace Form District. Appropriate access to the site will occur via Hurstbourne Parkway and Fegenbush Lane. The development will be flexible to accommodate a user of a large parcel or a cluster of smaller uses. The proposal for PEC and C-1 zoning allows for a mix of compatible uses. Site perimeters will be compatible with adjacent properties by use, buffering and screening. Buffer and landscape standards and lighting and noise controls will ensure compatibility among the uses on-site and with adjacent properties. All parking facilities will meet the minimum requirements of the Land Development Code.

Compatibility Guideline 3. The proposal conforms to Compatibility Guideline 3 and all applicable Policies adopted thereunder, including Policies 3.1, 3.2, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.17, 3.21, 3.22, 3.23, 3.24 and 3.28. Development of this site will be consistent with its intended function under Suburban Workplace Form District guidelines. The development will be compatible with the scale and site design of nearby development, including Mercy Academy and Wildwood Green, which will be protected through the use of substantial buffers and landscaping. The proposal is not a non-residential expansion into a residential area. Other non-residential uses exist in the immediate area, including a proposed commercial shopping center at the intersection of South Hurstbourne Parkway and Fegenbush Lane. The Subject Site is appropriately located across Fegenbush Lane from an existing activity center, which includes Globalport Business Centre, an industrial distribution and business center, and General Electric Appliance Park. The Subject Site also has close proximity to

UPS Worldport facilities near Louisville International Airport. The proposed Wildwood Green, a multi-family use (R-7 Multi-Family) is an abutting property northeast of the Subject Site. The site will not be a source of odor or adverse air quality emissions, excessive traffic, noise, lighting nuisances or visual nuisances. Lighting will meet the requirements of the Land Development Code. The Subject Site is located across Fegenbush Lane from an existing activity center. All building setbacks, lot dimensions and building heights will be compatible with adjacent development and will be in accordance with Land Development Code requirements unless waivers or variances are granted. Parking facilities and landscape adequacy will be reviewed in detail for each individual lot. Requirements for outdoor amenities and focal points will be determined at the time of development of each site; all such requirements will be observed. Signs will conform to Land Development Code requirements.

Open Space Guideline 4. The proposal conforms to Open Space Guideline 4 and all applicable Policies adopted thereunder, including Policies 4.1, 4.4, 4.5 and 4.7. Open space is provided on site via landscape buffer areas and setbacks. Maintenance of open space will be provided for.

Natural Areas and Scenic and Historic Resources Guideline 5. The proposal conforms to Natural Areas and Scenic and Historic Resources Guideline 5 and all applicable Policies adopted thereunder, including Policies 5.1, 5.2 and 5.6 and Social and Cultural Resources Goal D1 and Objective D1.1. Development of the property will respect natural features of the site and will avoid substantial topographical changes. There are no steep or severe slopes on site. On-site soils drain well and are highly permeable. No soils on-site are classified as wet soils.

Economic Growth and Sustainability Guideline 6. The proposal conforms to Economic Growth and Sustainability Guideline 6 and all applicable Policies adopted thereunder, including Policies 6.1, 6.2, 6.4, 6.6 and 6.8. Core Graphic 10 identifies South Hurstbourne Parkway as a major arterial roadway; Fegenbush Lane is a minor arterial roadway. The requested PEC district permits M-2 industrial uses having the potential for more than 100 employees. The site is located immediately adjacent to two arterials: South Hurstbourne Parkway and Fegenbush Lane. The proposed C-1 area of the Subject Site has immediate access to South Hurstbourne Parkway, a major arterial, and has excellent access to Fegenbush Lane.

Circulation Guideline 7. The proposal conforms to Circulation Guideline 7 and all applicable Policies adopted thereunder, including Policies 7.1, 7.2, 7.3, 7.4, 7.6, 7.8, 7.10, 7.12, 7.13, 7.14, 7.16 and 7.19 and Pattern of Development Goal E3. Although there is no transit service on South Hurstbourne Parkway in the vicinity of the site, Transit Authority of River City ("TARC") Route 23 is located along the Fegenbush Lane frontage of the site. Adequate access for all forms of transportation – vehicular, pedestrian and bicyclists – is provided for on-site. The

Department of Public Works approved the development plan on November 4, 2015; this approval indicates that space for adequate parking facilities is located on the Subject Site, that the roadways will provide for uniform access and circulation, and that the site design provides for efficient and safe movement of vehicles and pedestrians.

Transportation Facility Design Guideline 8. The proposal conforms to Transportation Facility Design Guideline 8 and all applicable Policies adopted thereunder, including Policies 8.9 and 8.11. Access is provided to all lots via internal roadway network as shown on the development plan. Stub streets are provided for access to adjacent lots and multiple types of roadways are proposed within the site.

Bicycle, Pedestrian and Transit Guideline 9. The proposal conforms to Bicycle, Pedestrian and Transit Guideline 9 and all applicable Policies adopted thereunder, including Policies 9.1, 9.2, 9.3 and 9.4, Moving People and Goods Goal A1, Goal A2 and Objectives A2.1 and A2.2, Bicycle and Pedestrian Circulation Plan Planning Goal H1, Goal H2 and Objective H2.2 and H2.5, Safety Goal H3 and Objective H3.1, Promotion Goal H4, Site Design Standards for Alternative Transportation Modes Goal I1 and Objective I1.1, Goal I2 and Objective I2.1, Goal I3 and Objective I3.1, Goal I4 and Objective I4.1, Goal I5 and Objective I5.1, and Goal I7 and Objective I7.1. Sidewalks are proposed throughout the development as detailed in General Note No. 25 of the development plan. Bicycle parking facilities will be provided within the development as detailed in General Note No. 17 of the development plan. As stated above, transit service serves the Fegenbush Lane frontage of the site.

Flooding and Stormwater Guideline 10. The proposal conforms to Flooding and Stormwater Guideline 10 and all applicable Policies adopted thereunder, including Policies 10.1, 10.2, 10.3, 10.4, 10.7, 10.10 and 10.11 and Water Goal B1 and Objective B1.3. The development of Hurstbourne Station minimizes the potential for the impacts of flooding, and will effectively manage stormwater runoff. Storm sewers will be sized appropriately for the full development of the site. Storm sewers will discharge into on-site sewer and drainage easements, as provided for by the Metropolitan Sewer District ("MSD"). There will be no impact to the regulatory floodplain because all structures will be located above the floodplain. Compensatory storage is not required. No buildings are proposed to be located within the 100-year FEMA regulatory floodplain. There is no impact to existing stream valleys and no disturbance to jurisdictional waters of the United States as defined by the U.S. Army Corp of Engineers. The proposal received the approval of MSD on November 4, 2015. MSD's approval indicates, among other things, that detention facilities will adequately accommodate stormwater from the site based on a fully developed watershed; that the on-site drainage system will likewise accommodate the "through" drainage system of water flows on-site and off-site, and that peak stormwater runoff rates post-development will not exceed pre-development rates.

Air Quality Guideline 12. The proposal conforms to Air Quality Guideline 12 and all applicable Policies adopted thereunder, including Policies 12.1, 12.2, 12.3, 12.5, 12.6, 12.7 and 12.8 and Air Goal C1. South Hurstbourne Parkway, a major arterial, is located along the frontage of the site, as is Fegenbush Lane, a minor arterial. Fegenbush Lane is a transit route. Sidewalks will be located throughout the development and are situated to encourage the use of these alternate modes of transportation by on-site workers and area residents. The proposal received the approval of the Louisville Air Pollution Control District on August 14, 2015.

Landscape Character Guideline 13. The proposal conforms to Landscape Character Guideline 13 and all applicable Policies adopted thereunder, including Policies 13.1, 13.2, 13.4, 13.5 and 13.6, Habitat and Biodiversity Goal F1 and Objective F1.1 and Goal F2. Street trees and landscaping will be provided on roadways throughout the Subject Site. Native plant species will be installed. Planting and buffering plans, wherever required, will be implemented. An adequate tree canopy will be provided for the Subject Site as indicated in the Tree Canopy Calculations shown on the development plan.

Infrastructure Guideline 14. The proposal conforms to Infrastructure Guideline 14 and all applicable Policies adopted thereunder, including Policies 14.2, 14.3, 14.4, 14.6 and 14.7. The proposal has adequate service for all necessary utilities. One or more common utility corridors will exist in the development that includes gas, electric, water, telephone, cable and telecommunications. An adequate water supply for domestic and fire-fighting purposes will serve the site. Utilities will be located underground wherever possible and will be situated where recommended by each utility for appropriate maintenance and repair access.

Community Facilities Guideline 15. The proposal conforms to Community Facilities Guideline 15 and all applicable Policies adopted thereunder, including Policy 15.9. Adequate fire fighting services will be provided by the Buechel Fire Protection District.

The proposal conforms to all other applicable Goals, Objectives, Guidelines and Policies of the Comprehensive Plan.

- II. **All necessary utilities, including gas, electric, water, telephone, cable and telecommunications, either presently exist on-site or will be constructed. Essential public services, including sidewalks, will be constructed to serve the site as described above.**
- III. **Implementation of proposed uses is anticipated to begin within twelve (12) months of final approval.**

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**PROPOSED FINDINGS OF FACT
SUBMITTED BY APPLICANTS, HURSTBOURNE CORPORATE GROUP and
ROBERT AND NANCY WILLIAMSON**

**Hurstbourne Station
7300 South Hurstbourne Parkway**

WHEREAS, The Planning Commission Finds That the proposed zone change from R-4 Residential Single Family District to PEC Planned Employment Center District and C-1 Commercial District (the "proposal") conforms to KRS 100.213 because it is in agreement with the adopted Comprehensive Plan for Louisville and Jefferson County, Kentucky, within which this property lies, as further detailed in these Findings; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Community Form Guideline 1 and all applicable Policies adopted thereunder, including Policy 1.B.10, Suburban Workplace Form District Goal G1 and Objective G1.1, Community Design Goal G2 and Objectives G2.1, G2.2, G2.3, Land Use Goal G3 and Objectives G3.1 and G3.3, Site Design Goal G4 and Objectives G4.1, G4.2, G4.3 and G4.4 because the 37.13-acre site lies within the Suburban Workplace Form District; because appropriate access to the site will occur via Hurstbourne Parkway and Fegenbush Lane; because the development will be flexible to accommodate a user of a large parcel or a cluster of smaller uses; because the proposal for PEC and C-1 zoning allows for a mix of compatible uses; because site perimeters will be compatible with adjacent properties by use, buffering and screening; because buffer and landscape standards and lighting and noise controls will ensure compatibility among the uses on-site and with adjacent properties; and because all parking facilities will meet the minimum requirements of the Land Development Code; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Compatibility Guideline 3 and all applicable Policies adopted thereunder, including Policies 3.1, 3.2, 3.5, 3.6, 3.7, 3.8, 3.9, 3.11, 3.12, 3.17, 3.21, 3.22, 3.23, 3.24 and 3.28 because development of this site will be consistent with its intended function under Suburban Workplace Form District guidelines; because the development will be compatible with the scale and site design of nearby development, including Mercy Academy and Wildwood Green, which will be protected through the use of substantial buffers and landscaping; because the proposal is not a non-residential expansion into a residential area; because other non-residential uses exist in the immediate area, including a proposed commercial shopping center at the intersection of South Hurstbourne Parkway and Fegenbush Lane; because the proposed Wildwood Green, a multi-family use (R-7 Multi-Family), is an abutting property northeast of the Subject Site; because the site will not be a source of odor or adverse air quality emissions, excessive traffic, noise, lighting nuisances or visual nuisances; because lighting will meet the requirements of the Land Development Code; because the Subject Site is located across Fegenbush Lane from an existing activity center, which includes Globalport Business Centre, an industrial distribution and business center, and General Electric

Appliance Park; because the Subject Site also has close proximity to UPS Worldport facilities near Louisville International Airport; because all building setbacks, lot dimensions and building heights will be compatible with adjacent development and will be in accordance with Land Development Code requirements; because parking facilities and landscape adequacy will be reviewed in detail for each individual lot; because requirements for outdoor amenities and focal points will be determined at the time of development of each site; and because signs will conform to Land Development Code requirements; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Open Space Guideline 4 and all applicable Policies adopted thereunder, including Policies 4.1, 4.4, 4.5 and 4.7; because open space is provided on site via landscape buffer areas and setbacks; and because maintenance of open space will be provided for; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Natural Areas and Scenic and Historic Resources Guideline 5 and all applicable Policies adopted thereunder, including Policies 5.1, 5.2 and 5.6 and Social and Cultural Resources Goal D1 and Objective D1.1 because development of the property will respect the natural features of the site and will avoid substantial topographical changes; because there are no steep or severe slopes on site; because on-site soils drain well and are highly permeable; and because no soils on-site are classified as wet soils; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Economic Growth and Sustainability Guideline 6 and all applicable Policies adopted thereunder, including Policies 6.1, 6.2, 6.4, 6.6 and 6.8 because Core Graphic 10 identifies South Hurstbourne Parkway as a major arterial roadway and identifies Fegenbush Lane as a minor arterial roadway; because the requested PEC district permits M-2 industrial uses having the potential for more than 100 employees; because the site is located immediately adjacent to two arterials: South Hurstbourne Parkway and Fegenbush Lane; and because the proposed C-1 area of the Subject Site has immediate access to South Hurstbourne Parkway, a major arterial, and has excellent access to Fegenbush Lane; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Circulation Guideline 7 and all applicable Policies adopted thereunder, including Policies 7.1, 7.2, 7.3, 7.4, 7.6, 7.8, 7.10, 7.12, 7.13, 7.14, 7.16 and 7.19 and Pattern of Development Goal E3 because although there is no transit service on South Hurstbourne Parkway in the vicinity of the site, Transit Authority of River City ("TARC") Route 23 is located along the Fegenbush Lane frontage of the site; because adequate access for all forms of transportation – vehicular, pedestrian and bicyclists – is provided for on-site; because the Department of Public Works approved the development plan on November 4, 2015, indicating that space for adequate parking facilities is located on the Subject Site, that the roadways will provide for uniform access and circulation, and that the site design provides for efficient and safe movement of vehicles and pedestrians; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Transportation Facility Design Guideline 8 and all applicable Policies adopted thereunder, including Policies 8.9 and 8.11 because access is provided to all lots via internal roadway network as shown on the development plan; and because stub streets are provided for access to adjacent lots and multiple types of roadways are proposed within the site; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Bicycle, Pedestrian and Transit Guideline 9 and all applicable Policies adopted thereunder, including Policies 9.1, 9.2, 9.3 and 9.4, Moving People and Goods Goal A1, Goal A2 and Objectives A2.1 and A2.2, Bicycle and Pedestrian Circulation Plan Planning Goal H1, Goal H2 and Objective H2.2 and H2.5, Safety Goal H3 and Objective H3.1, Promotion Goal H4, Site Design Standards for Alternative Transportation Modes Goal I1 and Objective I1.1, Goal I2 and Objective I2.1, Goal I3 and Objective I3.1, Goal I4 and Objective I4.1, Goal I5 and Objective I5.1, and Goal I7 and Objective I7.1 because sidewalks are proposed throughout the development as detailed in General Note No. 25 of the development plan; because bicycle parking facilities will be provided within the development as detailed in General Note No. 17 of the development plan; and because transit service serves the Fegenbush Lane frontage of the site; and

WHEREAS, The Planning Commission Further Finds that the proposal conforms to Flooding and Stormwater Guideline 10 and all applicable Policies adopted thereunder, including Policies 10.1, 10.2, 10.3, 10.4, 10.7, 10.10 and 10.11 and Water Goal B1 and Objective B1.3 because the development of Hurstbourne Station minimizes the potential for the impacts of flooding, and will effectively manage stormwater runoff; because storm sewers will be sized appropriately for the full development of the site; because storm sewers will discharge into on-site sewer and drainage easements, as provided for by the Metropolitan Sewer District ("MSD"); because there will be no impact to the regulatory floodplain because all structures will be located above the floodplain; because compensatory storage is not required; because no buildings are proposed to be located within the 100-year FEMA regulatory floodplain; because there is no impact to existing stream valleys and no disturbance to jurisdictional waters of the United States as defined by the U.S. Army Corp of Engineers; because the proposal received the approval of MSD on November 4, 2015 which indicates, among other things, that detention facilities will adequately accommodate stormwater from the site based on a fully developed watershed; that the on-site drainage system will likewise accommodate the "through" drainage system of water flows on-site and off-site, and that peak stormwater runoff rates post-development will not exceed pre-development rates; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Air Quality Guideline 12 and all applicable Policies adopted thereunder, including Policies 12.1, 12.2, 12.3, 12.5, 12.6, 12.7 and 12.8 and Air Goal C1 because South Hurstbourne Parkway, a major arterial, is located along the frontage of the site, as is Fegenbush Lane, a minor arterial; because Fegenbush Lane is a transit route; because sidewalks will be located throughout the development and are situated to encourage the use of

these alternate modes of transportation by on-site workers and area residents; and because the proposal received the approval of the Louisville Air Pollution Control District on August 14, 2015; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Landscape Character Guideline 13 and all applicable Policies adopted thereunder, including Policies 13.1, 13.2, 13.4, 13.5 and 13.6, Habitat and Biodiversity Goal F1 and Objective F1.1 and Goal F2 because street trees and landscaping will be provided on roadways throughout the Subject Site; because native plant species will be installed; because planting and buffering plans, wherever required, will be implemented; and because an adequate tree canopy will be provided for the Subject Site as indicated in the Tree Canopy Calculations shown on the development plan; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Infrastructure Guideline 14 and all applicable Policies adopted thereunder, including Policies 14.2, 14.3, 14.4, 14.6 and 14.7 because the proposal has adequate service for all necessary utilities; because one or more common utility corridors will exist in the development that includes gas, electric, water, telephone, cable and telecommunications; because an adequate water supply for domestic and fire-fighting purposes will serve the site; and because utilities will be located underground wherever possible and will be situated where recommended by each utility for appropriate maintenance and repair access; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to Community Facilities Guideline 15 and all applicable Policies adopted thereunder, including Policy 15.9 because adequate fire fighting services will be provided by the Buechel Fire Protection District; and

WHEREAS, The Planning Commission Further Finds That the proposal conforms to all other applicable Goals, Objectives, Guidelines and Policies of the Comprehensive Plan; and

WHEREAS, The Planning Commission Further Finds that all necessary utilities, including gas, electric, water, telephone, cable and telecommunications, are either presently exist on-site or will be constructed, and essential public services, including sidewalks, will be constructed to serve the site; and

WHEREAS, The Planning Commission Further Finds That implementation of the proposed uses on the Subject Site is anticipated to begin within twelve (12) months of final approval.

NOW, THEREFORE, BE IT RESOLVED THAT THE LOUISVILLE METRO PLANNING COMMISSION DOES HEREBY RECOMMEND TO THE LOUISVILLE METRO COUNCIL THAT THE ZONING CATEGORIES APPLICABLE TO THE SUBJECT SITE BE CHANGED FROM R-4 SINGLE FAMILY RESIDENTIAL DISTRICT TO PEC-PLANNED EMPLOYMENT CENTER DISTRICT AND C-1 COMMERCIAL DISTRICT.

Hurstbourne Corporate Group, LLC
7300 South Hurstbourne Parkway

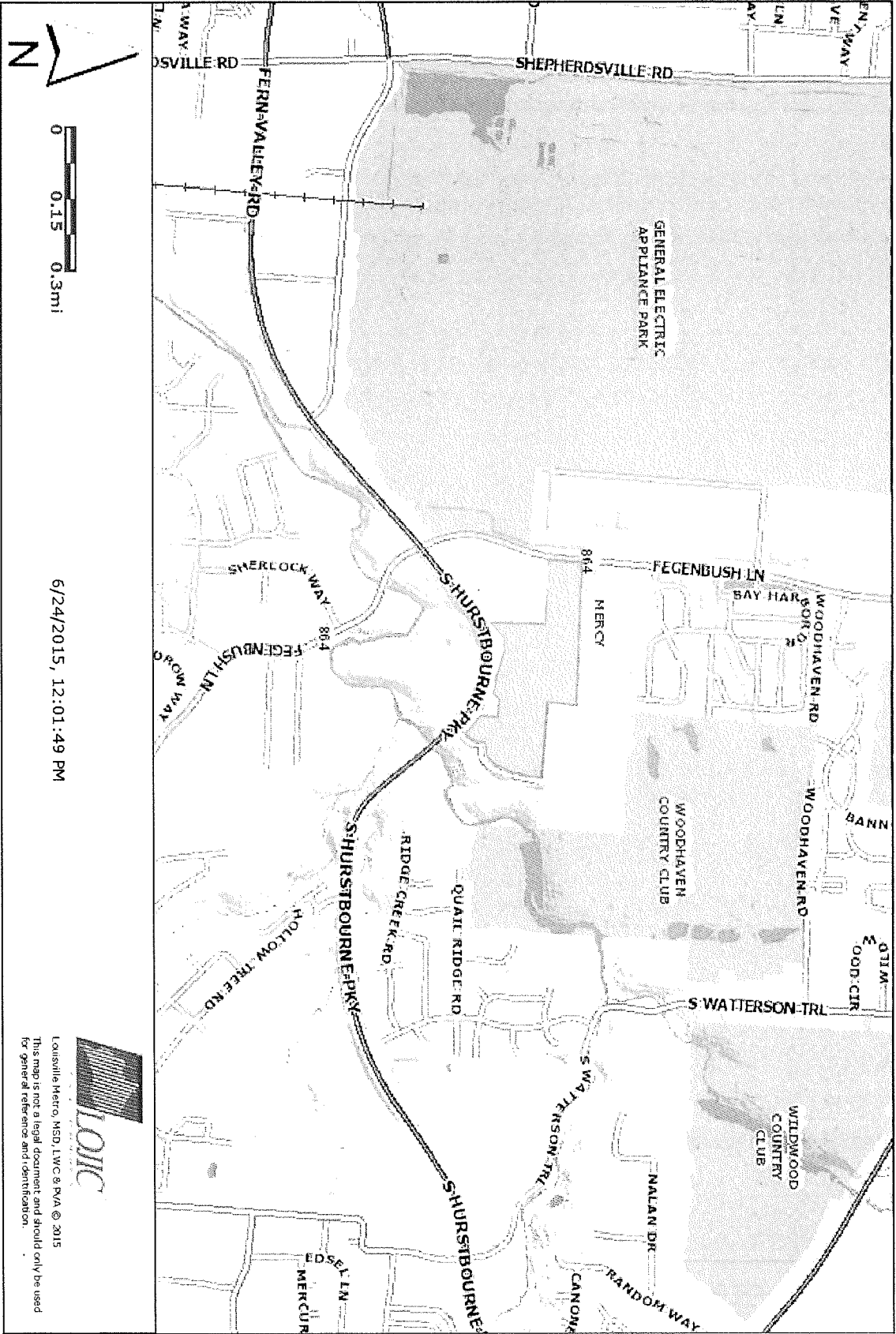
Docket No.
15 Zone 1021

Frost
Brown Todd LLC

Glenn Price

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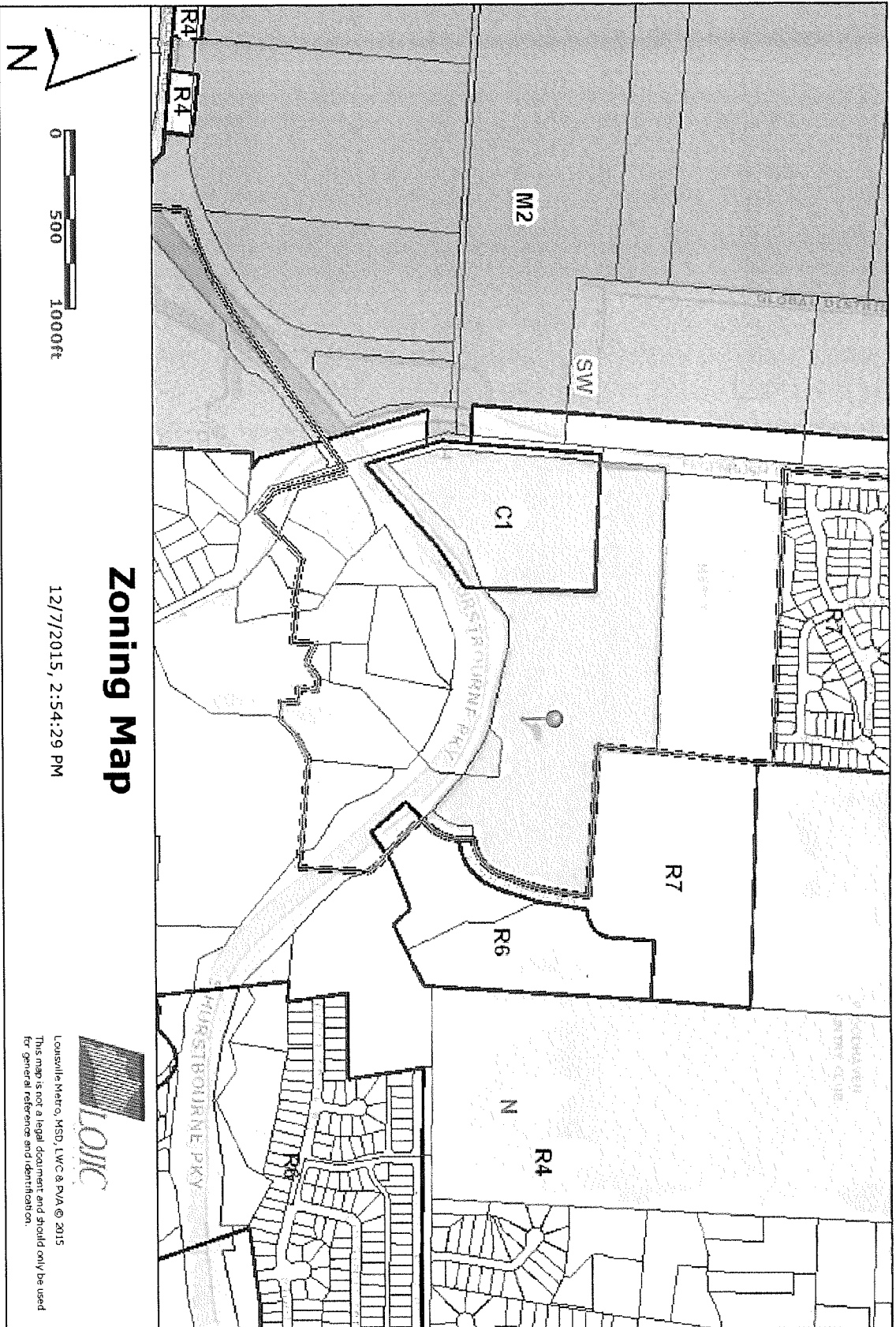


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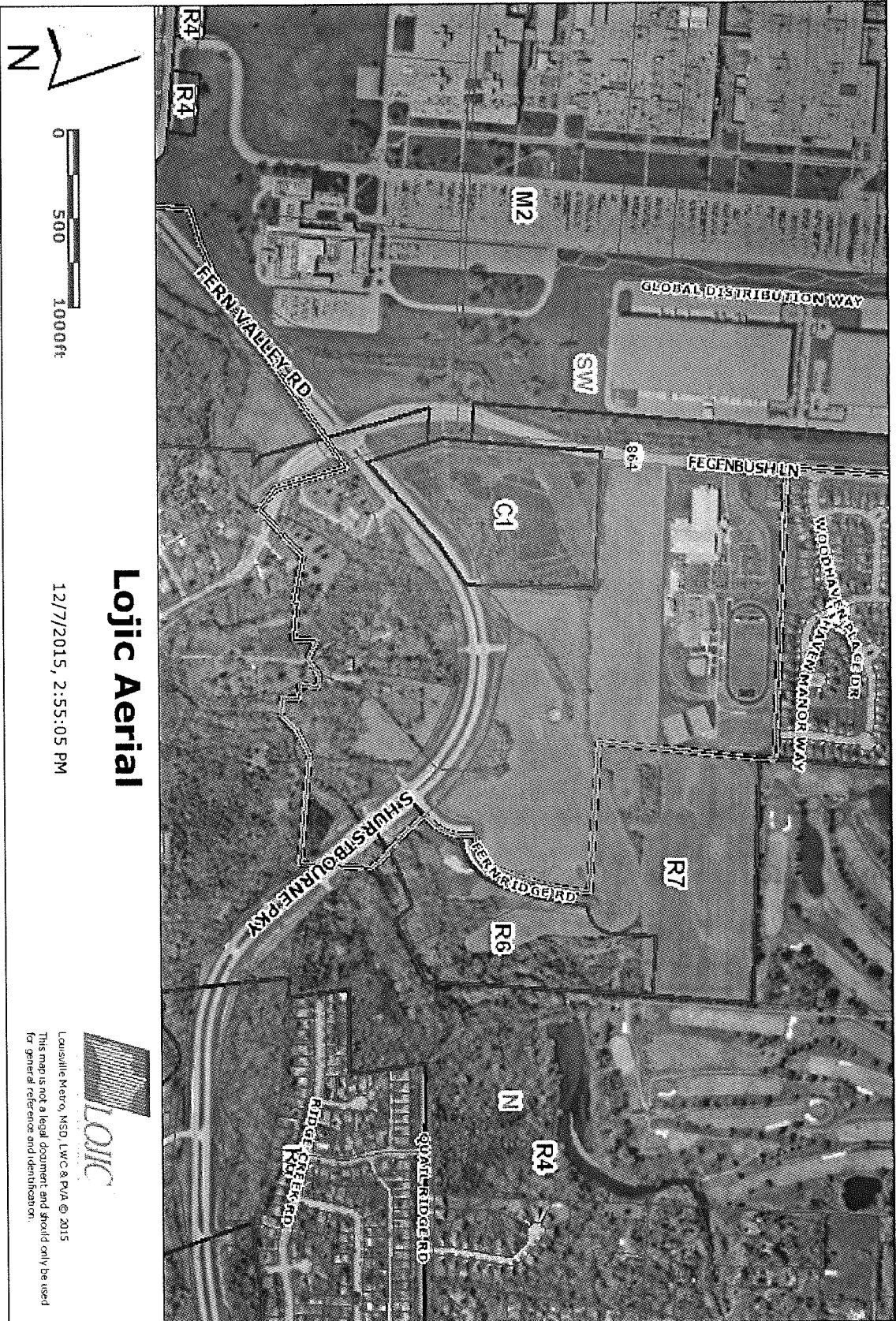


Zoning Map

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Lojic Aerial

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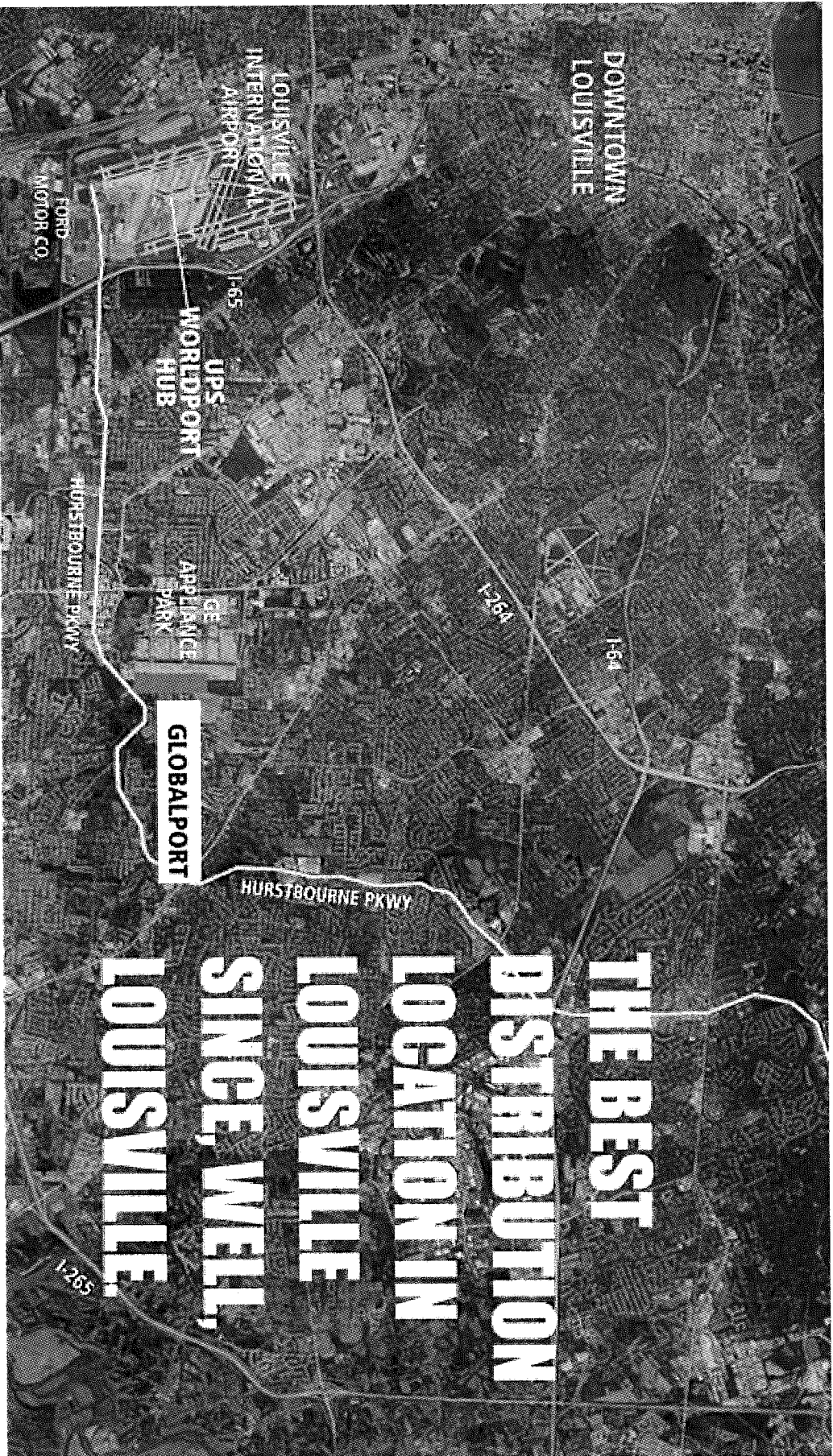


Globalport

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AIRPORT

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MOTOR CO.

UPS
WORLDPORT
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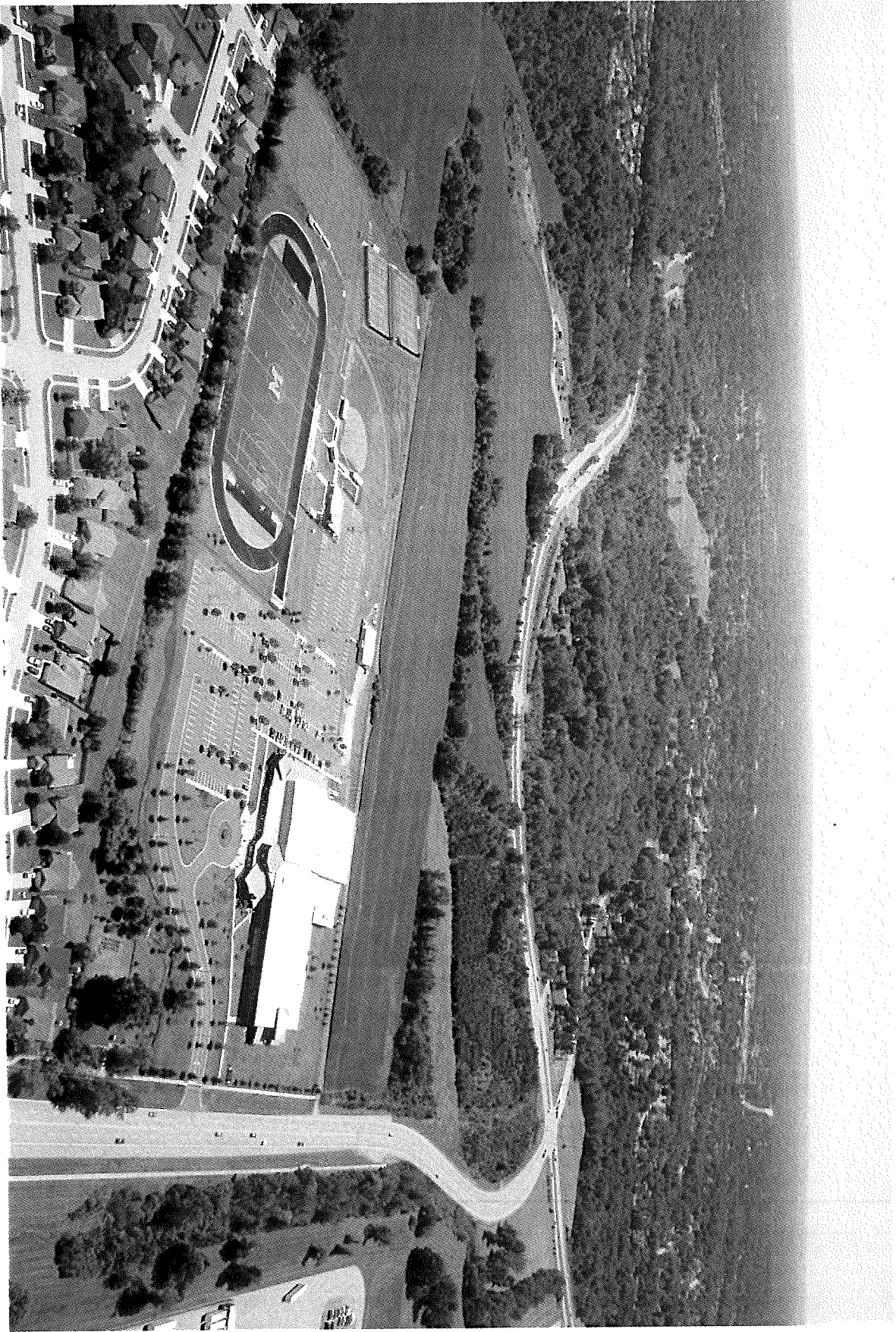
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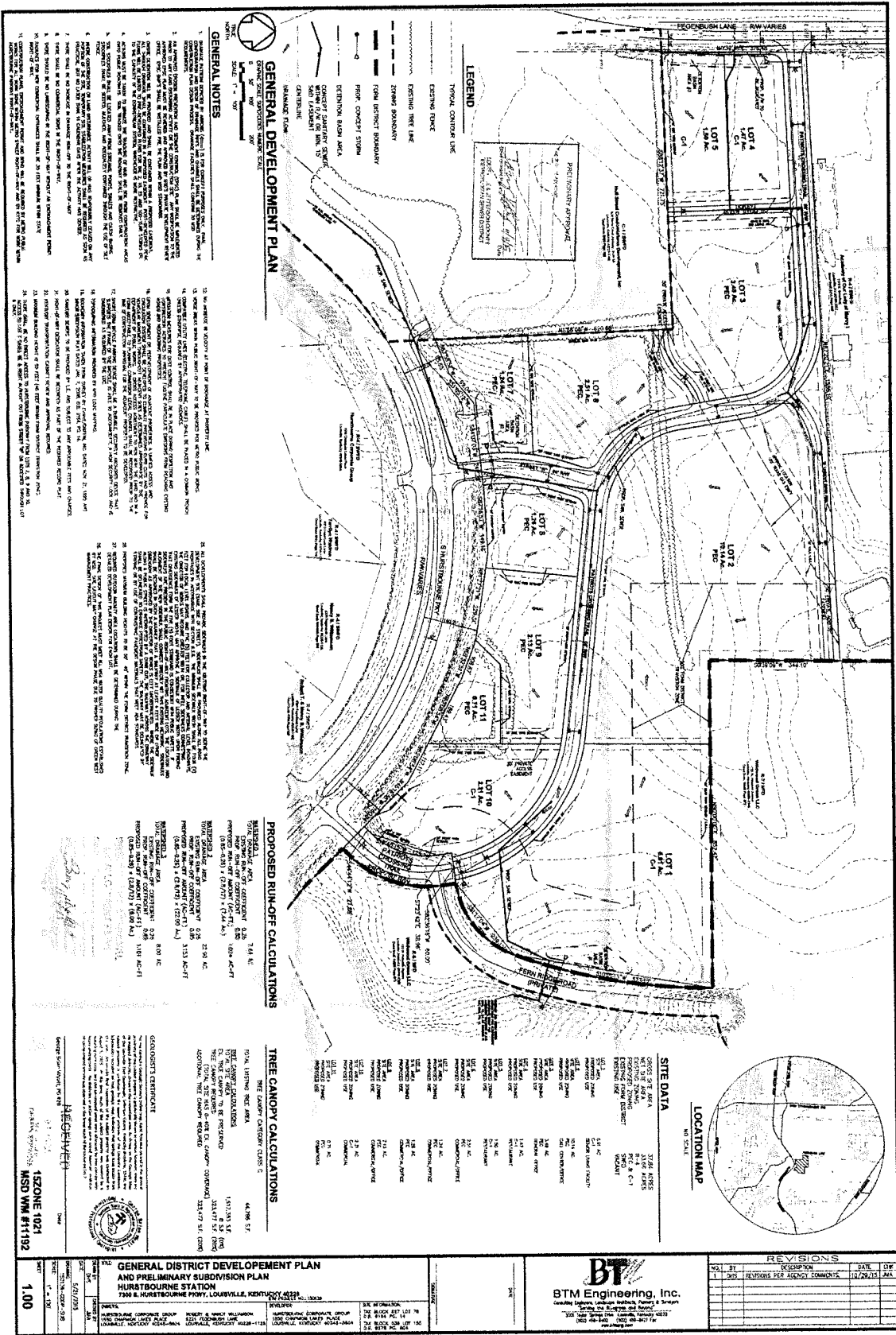
**THE BEST
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LOCATION IN
LOUISVILLE
SINCE, WELL,
LOUISVILLE.**











GENERAL NOTES

1. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES.
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PROPOSED RUN-OFF CALCULATIONS

DESCRIPTION	AREA (AC)	COEFFICIENT	CONTRIBUTION (GPM)
RESIDENTIAL - 100'	1.84 AC	0.25	46.90 GPM
DRIVEWAY	0.28 AC	0.80	62.72 GPM
PAVEMENT	0.40 AC	0.90	324.00 GPM
ROOF	0.10 AC	0.90	72.00 GPM
TOTAL	2.62 AC		505.62 GPM

TREE CANOPY CALCULATIONS

DESCRIPTION	AREA (AC)	COEFFICIENT	CONTRIBUTION (GPM)
RESIDENTIAL - 100'	1.84 AC	0.25	46.90 GPM
DRIVEWAY	0.28 AC	0.80	62.72 GPM
PAVEMENT	0.40 AC	0.90	324.00 GPM
ROOF	0.10 AC	0.90	72.00 GPM
TOTAL	2.62 AC		505.62 GPM

SITE DATA

PROJECT NAME	3026 AMES
OWNER	BTM ENGINEERING, INC.
DESIGNER	BTM ENGINEERING, INC.
DATE	08/20/11
SCALE	AS SHOWN

REVISIONS

NO.	DATE	DESCRIPTION
1	08/20/11	ISSUED FOR PERMIT

BTM ENGINEERING, INC.
 7300 S HURSTBOURNE POINT, LOUISVILLE, KY 40291
 (502) 438-1192

15ZONE-1021
 MSD WM #11192

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**Frost
Todd**
Attorneys

Truck transfer or freight terminal uses.

BE #10

A detailed district development plan for a truck transfer or freight terminal use having loading/unloading doors in a building of 400,000 square feet or greater square feet on an individual lot shall require approval of the Planning Commission and the Louisville Metro Council based on the criteria stated in LDC §11.4.7.E.2.

WADWA

Residential uses. Subject to the exceptions shown in the second sentence below, (i) a residential use having a density greater than permitted in Residential Single-Family District R-4 and (ii) any multi-family use shall require approval of the Planning Commission and the Louisville Metro Council based on the criteria stated in LDC §11.4.7.E.2. A nursing home, home for the infirm or aged, rehabilitation home, or other healthcare residential facility and/or retirement community shall not require approval of the Louisville Metro Council.

BE #11