

**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

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

0131409.0626455 4852-9978-5772v1