Mindel, Scott & Associates, Inc.
Planning • Engineering • Surveying • Landscape Architecture

REVISED PRELIMINARY MAJOR SUBDIVISION & GENERAL DEVELOPMENT PLAN

BLANKENBAKER STATION II

2301 TUCKER STATION ROAD AND 13007 REHL ROAD
LOUISVILLE, KY. 40299
TAX BLOCK 39 LOT 69 TAX BLOCK 3672, LOTS 4 & 5
DEED BOOK 8500, PAGE 899, DEED BOOK 9385, PAGE 815

OWNER & DEVELOPER
HOSTS DEVELOPMENT, LLC.
P.O. BOX 7368
LOUISVILLE, KENTUCKY 40257

Revisions: 9/22/10 PLANTSIDE DR. REVISED PER METRO PUBLIC WORKS

Vertical Scale: NA
Horizontal Scale: 1"=200'
Date: 06/28/10
Job Number: 1567
Sheet 1 of 1

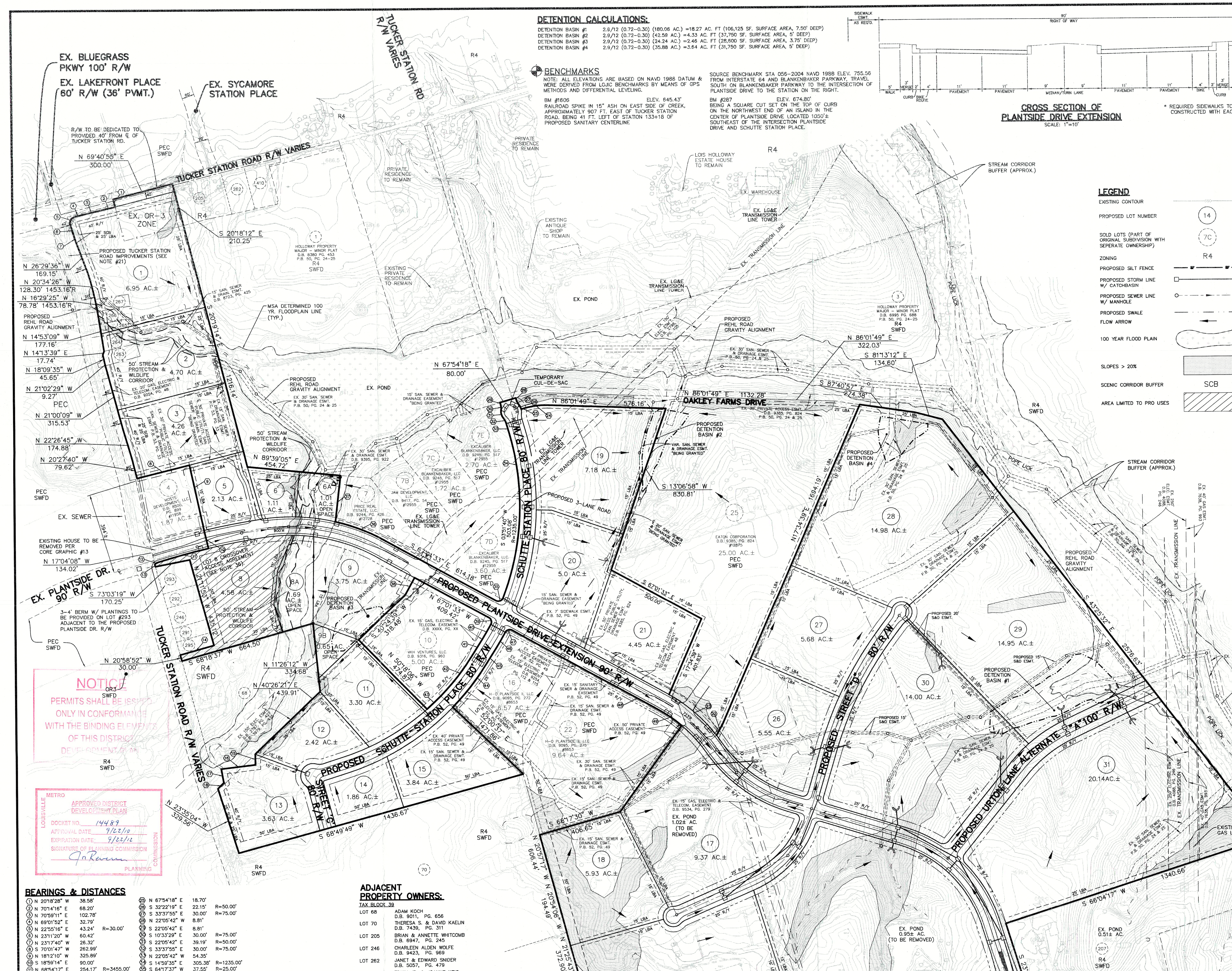
CASE# 14489
PREVIOUS CASE #'s 13723, 10-51-05 & 09-67-05
MSD SUB# 1165

RECEIVED SEP 21 2010 PLANNING & DESIGN SERVICES

PRELIMINARY APPROVAL DEVELOPMENT PLAN — LOUISVILLE/JEFFERSON COUNTY METRO PUBLIC WORKS — 9/22/10

PRELIMINARY APPROVAL — Condition of Approval: — LOUISVILLE & JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT — 9/22/10

NOTICE: PERMITS SHALL BE ISSUED ONLY IN CONFORMANCE WITH THE BINDING ELEMENTS OF THIS DISTRICT



DETENTION CALCULATIONS:

DETENTION BASIN #1 2.5/70 (0.72–0.30) (180.06 AC) = 18.27 AC. FT (106,125 SF. SURFACE AREA, 7.50' DEEP)
DETENTION BASIN #2 2.5/70 (0.72–0.30) [illegible]
DETENTION BASIN #3 2.5/70 (0.72–0.30) [illegible]
DETENTION BASIN #4 2.5/70 (0.72–0.30) [illegible]

BENCHMARKS

LOCATION MAP

NO SCALE

GENERAL NOTES:

1. WASTEWATER:
SANITARY SEWER WILL CONNECT TO THE FLOYD'S FORK WASTEWATER TREATMENT PLANT BY LATERAL EXTENSION AGREEMENT, SUBJECT TO FEES. SANITARY SEWER CAPACITY SHALL BE APPROVED BY MSD. EACH BUILDABLE LOT MUST CONNECT TO ITS OWN PSC.
2. DOMESTIC WATER SUPPLY:
SUBJECT SITE CAN BE SERVED BY THE LOUISVILLE WATER COMPANY. THE NECESSARY WATER SYSTEM IMPROVEMENTS REQUIRED TO SERVICE THE DEVELOPMENT SHALL BE AT THE OWNER / DEVELOPER'S EXPENSE.
3. DRAINAGE / STORM WATER DETENTION:
DETENTION TO BE PROVIDED ON SITE AS DEPICTED ON THE PLAN SUBJECT TO MSD FACILITY FEES. POST-DEVELOPED PEAK FLOWS WILL NOT EXCEED PRE-DEVELOPED PEAK FLOWS FROM DEVELOPMENT FOR THE 2,10 & 100 YEAR STORMS. PRE-DEVELOPED FLOWS TO INCLUDE EXISTING POND. DRAINAGE PATTERN DEPICTED BY ARROWS (←) IS FOR CONCEPT PURPOSES ONLY. FINAL CONFIGURATION AND SIZE OF DRAINAGE PIPES AND CHANNELS SHALL BE DETERMINED DURING THE CONSTRUCTION PLAN DESIGN PROCESS. DRAINAGE FACILITIES SHALL CONFORM TO MSD REQUIREMENTS.
4. EROSION & SILT CONTROL:
A SOIL AND SEDIMENTATION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED IN ACCORDANCE WITH MSD AND THE USDA NATURAL RESOURCES CONSERVATION SERVICE RECOMMENDATIONS. DOCUMENTATION OF MSD'S APPROVAL OF THE PLAN SHALL BE SUBMITTED TO THE PLANNING COMMISSION PRIOR TO GRADING AND CONSTRUCTION ACTIVITIES.
5. TREE PRESERVATION:
A TREE PRESERVATION PLAN SHALL BE PROVIDED TO THE PLANNING COMMISSION'S STAFF LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES ON THE SITE.
6. PROTECTION OF TREES TO BE PRESERVED:
CONSTRUCTION FENCING SHALL BE ERECTED PRIOR TO ANY GRADING OR CONSTRUCTION ACTIVITIES TO PREVENT COMPACTION OF ROOT SYSTEMS OF TREES TO BE PRESERVED. THE FENCING SHALL ENCLOSE THE AREA BENEATH THE DRIP LINE OF THE TREE CANOPY AND SHALL REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE. NO PARKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES SHALL BE PERMITTED WITHIN THE FENCED AREA.
7. THE DEVELOPMENT LIES IN THE JEFFERSONTOWN FIRE DISTRICT.
8. A PORTION OF THE SUBJECT PROPERTY LIES WITHIN A FLOOD HAZARD AREA PER THE FEMA'S FIRM MAPPING, (21111CO 115 D), AND AS INDICATED ON THE PLAN.
9. CORPS OF ENGINEERS APPROVAL REQUIRED FOR DISTURBANCE OF U.S. WATERS.
10. SIGNATURE ENTRANCE WALLS AND IDENTIFICATION SIGNAGE ARE PROPOSED AT THE PLANTSIDE DRIVE AND TUCKER STATION ROAD INTERSECTION AND ALSO AT THE PLANTSIDE DRIVE AND REHL ROAD INTERSECTION. THE DESIGN OF WHICH SHALL BE SUBMITTED TO AND APPROVED BY THE PLANNING STAFF PRIOR TO CONSTRUCTION PLAN APPROVAL. THEY SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 8 OF THE LDC.
11. SMALL PONDS – A GEOTECHNICAL ANALYSIS SHALL BE PERFORMED BY A GEOTECHNICAL ENGINEER PRIOR TO THE FILLING OF THE PONDING AREA. THE APPROPRIATE DETAILS FOR REMEDIATION SHALL BE NOTED ON THE CONSTRUCTION PLANS.
12. ALL EXISTING STRUCTURES SHALL BE REMOVED, UNLESS NOTED OTHERWISE.
13. PROPOSED DETENTION BASIN #1 TO SERVE LOTS 16, 22, 23A, 23B, 24, 25, 26A, 26B, 26D, 26E, 27 AND 28. BASIN #2 SHALL PROVIDE DETENTION FOR LOTS 19–20 & 25. BASIN #3 SHALL PROVIDE DETENTION FOR LOTS 11–15. BASIN #4 SHALL PROVIDE DETENTION FOR LOT 26B AND 26C. THE BASINS WILL BE SIZED TO ACCOUNT FOR THE ADDITIONAL RUNOFF FROM THE REMAINING LOTS THAT DO NOT DRAIN TO A BASIN.
14. LOCATION, SIZE AND NUMBER OF BASINS MAY BE ALTERED DURING CONSTRUCTION DESIGN AS LONG AS THE TOTAL POST-DEVELOPED PEAK FLOWS FROM THE SITE ARE DECREASED FROM THE PRE-DEVELOPED PEAK FLOWS FROM THE SITE FOR THE 2, 10 & 100 YEAR STORMS.
15. ALL SITE LIGHTING TO BE DIRECTED DOWN AND AWAY FROM ANY ADJACENT RESIDENTIAL.
16. THE DESIGN OF ALL ROADS SHALL BE REVIEWED AND APPROVED BY METRO WORKS. AN ENCROACHMENT PERMIT AND BOND SHALL BE REQUIRED FROM METRO PUBLIC WORKS PRIOR TO RECORD PLAT APPROVAL.
17. LOCAL REGULATORY FLOODPLAIN TO BE DETERMINED.
18. MSD FLOODPLAIN PERMIT REQUIRED.
19. ANY LOSS OF FLOODPLAIN STORAGE SHALL BE COMPENSATED.
20. DOW PERMIT REQUIRED FOR WORK IN FLOODPLAIN.
21. ON-LINE BASINS SHALL PROVIDE EXTRA DETENTION.
22. PRE-DEVELOPED FLOWS TO INCLUDE EXISTING PONDS.
23. MEDIAN OPENINGS ALONG THE PLANTSIDE DRIVE EXTENSION SHALL BE SPACED AT 400' TO 600' INTERVALS, THE LOCATIONS OF WHICH SHALL BE DETERMINED AS THE LOTS DEVELOP AND AS APPROVED BY TRANSPORTATION PLANNING.
24. DETAILED DEVELOPMENT PLAN APPROVAL OF INDIVIDUAL LOTS WILL REQUIRE DRC REVIEW.
25. ALL ROADWAY AND ENTRANCE INTERSECTIONS SHALL MEET THE REQUIREMENTS FOR LANDING AREAS AS SET BY METRO PUBLIC WORKS.
26. VERGE AREAS WITHIN PUBLIC RIGHT-OF-WAY TO BE APPROVED PER METRO PUBLIC WORKS.
27. COMPATIBLE UTILITY LINES (ELECTRIC, PHONE, CABLE) SHALL BE PLACED IN A COMMON TRENCH UNLESS OTHERWISE REQUIRED BY APPROPRIATE AGENCIES.
28. STREET TREES SHALL BE PLANTED IN A MANNER THAT DOES NOT AFFECT PUBLIC SAFETY AND MAINTAINS PROPER SIGHT DISTANCE. FINAL LOCATION WILL BE DETERMINED DURING CONSTRUCTION APPROVAL PROCESS.
29. AN ENCROACHMENT PERMIT AND BOND ARE REQUIRED BY METRO PUBLIC WORKS FOR ROADWAY REPAIRS ON ALL SURROUNDING ACCESS ROADS TO THE SUBDIVISION SITE DUE TO DAMAGES CAUSED BY CONSTRUCTION TRAFFIC ACTIVITIES.
30. ALL STREET NAME SIGNS AND PAVEMENT MARKINGS SHALL CONFORM WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS AND BE INSTALLED PRIOR TO CONSTRUCTION OF THE FIRST RESIDENCE OR BUILDING ON THE STREET AND SHALL BE IN PLACE AT THE TIME OF THE BOND RELEASE.
31. THE MINIMUM GRADE OF ALL STREETS SHALL BE 1% AND MAXIMUM GRADE SHALL BE 10%.
32. THE DEVELOPER WILL BE RESPONSIBLE FOR ANY UTILITY RELOCATION ON THE PROPERTY.
33. AN ENCROACHMENT PERMIT AND BOND ARE REQUIRED FOR ALL WORK DONE IN THE RIGHT-OF-WAY.
34. ALL CUL-DE-SACS AND BUBBLE PAVEMENT WIDTHS, RADII, SIDEWALK LOCATIONS, AND OFFSETS SHALL BE IN ACCORDANCE WITH METRO PUBLIC WORKS STANDARDS AND APPROVED AT THE TIME OF CONSTRUCTION.
35. CURBS AND GUTTER SHALL BE PROVIDED ALONG ALL STREETS IN THE DEVELOPMENT. SIDEWALKS SHALL BE PROVIDED ALONG ALL STREETS WHERE REQUIRED BY THE DEVELOPMENT CODE.
36. A CROSSOVER ACCESS AGREEMENT SHALL BE PROVIDED ACROSS LOT 8 TO ALLOW ACCESS TO PLANTSIDE DRIVE TO SERVE THE COMBINED ADJACENT LOTS (CURRENTLY LISTED AS TAX BLOCK 39 LOTS 291, 292, 293, 246 & 295) SHOULD THEY BE DEVELOPED FOR A USE OTHER THAN SINGLE FAMILY RESDENTIAL. THE ACTUAL LOCATION OF THE EASEMENT MAY VARY DEPENDENT ON THE FINAL CONFIGURATION OF LOT 8 AND TRANSPORTATION PLANNING APPROVAL. CONSTRUCTION COST, MAINTENANCE AND REPAIR COST OF THE PAVEMENT IN THE EASEMENT SHALL BE SHARED BY LOTS THAT IT SERVES. PRO-RATED SHARING COST TO 50% BY LOT 8 AND 50% SHARE OF COSTS (AS DETERMINED BY HOSTS DEVELOPMENT, LLC) PRIOR TO ANY CONSTRUCTION ACTIVITY ON ITS SITE NO CONSTRUCTION TRAFFIC WILL BE ALLOWED ON LOT 8 AND THE "SHARED EASEMENT" IF LOT 8 HAS BEEN DEVELOPED. DEVELOPER OF LOTS 293, 292, 246, 291 AND 295 AGREES TO HAVING ITS PROPERTY ANNEXED INTO THE BLANKENBAKER STATION COMMUNITY ASSOCIATION, AND BE SUBJECTED TO ALL COVENANTS, CODES AND RESTRICTIONS THEREIN.
37. THIS DEVELOPMENT SHALL COMPLY WITH ALL BUFFER REQUIREMENTS OF THE LAND DEVELOPMENT CODE (LDC) AS THEY APPLY AND SHALL NOT BE LESS THAN THE BUFFERS SHOWN ON THE PLAN, DETAILED IN THE EXHIBITS, OR BINDING ELEMENTS, UNLESS THERE IS A CHANGE TO THE USE OF THE ADJACENT PROPERTY WHICH REDUCES THE BUFFER REQUIREMENT.
38. ALL SIDEWALKS SHALL CONFORM TO THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD DRAWINGS, CURRENT EDITION, AND THE THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
39. THERE SHALL BE NO INCREASE IN DRAINAGE RUNOFF TO THE RIGHT OF WAY. CALCULATIONS WILL BE REQUIRED FOR ANY RUNOFF TO THE STATE RIGHT OF WAY.
40. THERE SHALL BE NO COMMERCIAL SIGNS ON THE RIGHT OF WAY.
41. THERE SHALL BE NO LANDSCAPING IN THE RIGHT OF WAY WITHOUT AN ENCROACHMENT PERMIT.
42. SITE LIGHTING SHOULD NOT SHINE IN THE EYES OF DRIVERS. IF IT DOES, IT SHOULD BE RE-AIMED, SHIELDED, OR TURNED OFF.
43. MOSQUITO CONTROL SHALL BE RPOVIDED IN ACCORDANCE WITH CHAPTER 96 OF THE LOUISVILLE JEFFERSON COUNTY METRO ORDINANCES.
44. ALL CONSTRUCTION AND SALES TRAILERS MUST BE PERMITTED BY THE DEPARTMENT OF PUBLIC HEALTH AND WELLNESS IN ACCORDANCE WITH CHAPTER 115 OF THE LOUISVILLE JEFFERSON COUNTY METRO ORDINANCES.
45. NO SITE DISTURBANCE IS PROPOSED IN THE 50' STREAM PROTECTION AND WILDLIFE CORRIDOR AREAS DELINEATED ON THIS PLAN. AREAS OF STEEP SLOPES SHALL BE ANALIZED AND ADDRESSED DURING THE DEVELOPMENT OF CONSTRUCTION DRAWINGS.
46. A PORTION OF LOT 24, AS IDENTIFIED SHALL BE LIMITED TO BE DEVELOPED FOR USES ALLOWED IN THE PRO ZONING DISTRICT.
47. FINAL DESIGN OF REHL ROAD (and N Plantside Dr.) INTERSECTION (TURN LANE LENGTHS, ETC) TO BE DETERMINED BY METRO PUBLIC WORKS PRIOR TO CONSTRUCTION PLAN APPROVAL.

SITE DATA:

EXISTING FORM DISTRICT: SUBURBAN WORKPLACE
EXISTING ZONING: PEC
EXISTING LAND USE: VACANT
GROSS LAND AREA: 225.064 AC.
NET LAND AREA: [illegible]
BUILDABLE LOTS: [illegible]
NON-BUILDABLE LOTS: [illegible]

TREE CANOPY DATA

BEARINGS & DISTANCES

ADJACENT PROPERTY OWNERS:

EROSION PREVENTION AND SEDIMENT CONTROL NOTE

BINDING ELEMENTS

Blankenbaker Station II
DOCKET # 9-67-05

1. The development shall be in accordance with the approved district development plan, all applicable sections of the Land Development Code (LDC) and agreed upon binding elements unless amended pursuant to the Land Development Code. Any changes/additions/alterations of any binding element(s) shall be submitted to the Planning Commission or the Planning Commission's designee for review and approval; any changes/additions/alterations not so referred shall not be valid.

   If any proposals for detailed district development plans or proposals for changes to these binding elements are made, written notice shall be given to the Tucker Station Neighborhood Association, Blackacre Foundation and Floyd's Fork Environmental Preservation Association.

2. The development shall be in accordance with the approved Preliminary Subdivision Plan. No further subdivision of the land into a greater number of lots than originally approved shall occur without approval of the Planning Commission.

3. Prior to development of each site or phase of this project, the applicant, developer, or property owner shall obtain approval of a detailed district development plan in accordance with Chapter 11, Part 6. Each future detailed plan shall be in adequate detail and subject to additional binding elements.

4. Construction fencing shall be erected when off-site trees or tree canopy exists within 3' of a common property line. Fencing shall be in place prior to any grading or construction to protect the existing root systems from compaction. The fencing shall enclose the entire area beneath the tree canopy and shall remain in place until all construction is completed. No parking, material storage or construction activities are permitted within the protected area.

5. Before any permit (including but not limited to building, parking lot, change of use, site disturbance, alteration permit or demolition permit) is requested for a given lot:
   a. The development plan for such lot must receive full construction approval from Louisville Metro Department of Inspections, Permits and Licenses, Louisville Metro Public Works and the Metropolitan Sewer District.
   b. The property owner/developer must obtain approval of a detailed plan for screening (buffering/landscaping) as described in Chapter 10 prior to requesting a building permit for such lot. Such plan shall be implemented prior to occupancy of the lot and shall be maintained thereafter.
   c. A Tree Preservation Plan in accordance with Chapter 10 of the LDC shall be reviewed and approved for such lot prior to obtaining approval for site disturbance on such lot.

6. An index map indicating the lotting pattern for the overall development site shall be submitted to staff and updated with any proposal which affects the lotting pattern as approved on the General District Development Plan.
   Modified by the Development Review Committee on July 11, 2007, case # 8918

7. A certificate of occupancy must be received from the appropriate code enforcement department prior to occupancy of any structure or land for a proposed use. All binding elements requiring action and approval must be implemented prior to requesting issuance of the certificate of occupancy, unless specifically waived by the Planning Commission.

8. At the time a building permit is requested, the applicant shall submit a certification statement to the permit issuing agency, from an engineer, or other qualified professional stating that the lighting of the proposed development is in compliance with Chapter 4 Part 1.3 of the Land Development Code and shall be maintained thereafter. No building permits shall be issued unless such certification statement is submitted. Lighting shall be maintained on the property in accordance with Chapter 4 Part 1.3 of the land development code.

Design Standards

9. Façade elevations for each detailed district development plan shall be in accordance with applicable form district standards and shall be reviewed by the Planning Commission, or a committee thereof prior to approval and transmittal of the plan(s) to the appropriate permitting agencies.

Signage

10. No outdoor advertising signs, small freestanding signs, pennants, balloons, or banners shall be permitted on the site.

11. Signage attached to a building shall not exceed 300 square feet in size per façade.

12. Freestanding signs shall be monument style signs and shall be limited to six feet in height.

Lighting

13. All exterior lighting shall be turned off or dimmed to the lowest level necessary for adequate security between the hours of 11:00 p.m. and 7:00 a.m.

Land Use Restrictions

14. Use of the subject site (except as stated in BE# 15 below) shall be limited to uses permitted in the PEC district, with the following exceptions: residential uses; trailer courts or recreation vehicle campgrounds; junk yards; drilling for and removing of oil, gas or other hydrocarbon substances; refining of petroleum products; commercial petroleum storage yards; commercial excavation of building or construction materials (except as excavation is necessary in the course of construction of this site); distillation of bones; dumping, disposal, incineration or reduction of garbage, sewer, dead animals or other refuse; fat rendering; stockyard or slaughter of animals; smelting of iron, tin, zinc or other ores; cemeteries; jail or honor farms; labor or migrant worker camps; foundries; animal or poultry farms, production of insecticides, fungicides or disinfectants; bus garages and repair shops; fairgrounds; flea markets; coal and coke storage and sales. Notice of a request to amend this binding element shall be given in accordance with the Planning Commission's policies and procedures. The Planning Commission may require a public hearing on the request to amend this binding element.

15. Uses on Lot 8 and the portion of Lot 24 identified on the development plan shall be limited to those uses permissible in the PRO zoning district.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

16. There shall be no loading docks and no truck parking or idling on the south side of any building within 200 feet of the south property line of Lot 24 or within 150 feet of the west property line of Lot 8 (the"Areas"). Truck maneuvering (as opposed to truck parking and idling) shall be permitted within the referenced Areas outside the landscaped buffer areas required in binding element 19 below. However, loading docks or truck parking and idling may be located within the Areas outside the landscaped buffer areas described in binding element 19 below if located on the east, west and north sides of any building on lot 24 and if located on the north, south and east sides of any building on lot 8. In the event that loading docks or truck parking and idling occur within the Areas, a screening wall shall be constructed adjacent to the loading dock or truck parking and idling area to prevent sound originating from activities associated with the loading dock or truck parking and idling area from exceeding the average decibel level as measured over a 24-hour period (leg) at the south property line of lot 24 or the west property line of lot 8. The wall shall be designed with the assistance of an expert in the field of sound.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

17. For lots other than lot 8 and the portion of Lot 24 identified on the development plan, no idling of trucks shall be permitted within 100 feet of single-family residences.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

18. No garbage or recyclable collection services, no parking lot sweeping, no exterior maintenance of yards or other properties (except snow removal), no idling of vehicles, and no external construction or remodeling shall be conducted between the hours of 9:00 PM and 7:00 AM.

Buffers & Environmental

19. There shall be a 75-foot wide 10-foot tall (as measured at the property line) irrigated landscaped berm and a 6-foot privacy fence along the portions south side of Lot 24 and a 50-foot wide 6-foot tall (as measured at the property line) irrigated landscaped berm and a 6-foot privacy fence along the west side of Lot 8. Berms on these lots shall be constructed prior to the issuance of a building permit and shall be landscaped in accordance with the requirements of the Land Development Code. A planting plan for these buffer areas (retaining mature trees near the property line where possible and enhanced with evergreen trees planted on the residential side of the berms to create a solid visual screen) shall be submitted for approval by the Planning Commission, or committee thereof, with the detailed district development plan for each of these lots.

20. ~~Except as stated in BE #19 above, the perimeter of the site, except along the north and east property lines common to the property which the applicant/developer has under contract, shall have a 50-foot Landscape Buffer Area provided on the General Plan. Wider buffer areas may be required by the Planning Commission at the time of detailed plan review.~~
    All perimeter LBA's adjacent to residential properties shall be 50 feet wide with the following exceptions:
    - The perimeter LBA shall be as specified in Binding Element 19 above for those property lines specified therein
    - Along the north and east property lines common to the property which the applicant/developer has under contract or owns
    - Along Tucker Station Road north of Plantside Drive and any other publicly-dedicated rights-of-way internal to the development.
    - Wider or narrower buffer areas may be required by the Planning Commission at the time of detailed plan review.

    Modified by the Development Review Committee on January 21, 2009, case # 12224

21. In order to provide stream protection and a wildlife corridor which links to the off-site blue line stream, the two intermittent streams on the subject property, identified on the development plan, shall be protected 25 feet on either side of the centerline of these streams (50 total), except as may be disturbed, if at all, for utilities, with designated tree preservation areas assuring the maintenance of healthy trees over 3 inches in caliper.

22. All abutting properties shall be provided easement access to sanitary sewer at the property line. To the extent that a sewer easement runs parallel instead of perpendicular to the property line of an adjoining property to be served by the referenced sewer easement, said easement, if desired by the adjoining property owner, shall run half on each property.

23. "All flood plain areas, all areas containing slopes steeper than 20 percent, areas with unique or sensitive environmental features and all perimeter landscape buffer areas, should be protected until DDDP review and shall be evaluated at that time for each lot within the overall development.

    "An analysis for each individual lot or development plan identifying environmental constraints which may require mitigation including but not limited to topography, soils and karsts, shall be submitted at the time of DDDP review."

    "Furthermore, no sight disturbance outside of "to be dedicated rights-of-way" or "to be dedicated utility easements, including (should be excluding) (see entry at 01:20) the areas necessary for construction and accommodation of these rights-of-ways and utility easements shall be permitted prior to approval of Detailed District Development Plans."

    "Perpendicular crossing of perimeter 50 ft LBAs with a "to be dedicated right-of-way" or a "to be dedicated utility easement", shall only be permitted at a minimum width necessary to extend the utility or infrastructure. No other encroachment into a perimeter 50 ft LBA shall occur until DDDP approval."
    Modified by the Planning Commission on November 15, 2007, case # 9992

Stormwater Management

24. All stormwater drainage from impervious areas of development shall be channeled to a series of stormwater management basins or designed wetlands in order to achieve established standards for minimizing impact on the water quality, quantity and rate of flow onto neighboring properties and into neighboring streams and ponds. A note to this effect shall be added to the development plan. This requirement shall be monitored and enforced by the Metropolitan Sewer District.

Traffic & Transportation

25. All street signs shall be installed by the Developer, and shall conform with the *Manual on Uniform Traffic Control Devices* (MUTCD) requirements. Street signs shall be installed prior to the recording of the subdivision record plat or occupancy of the first building on the street, and shall be in place at the time of any required bond release. The address number shall be displayed on a structure prior to requesting a certificate of occupancy for that structure.

26. Construction traffic shall be restricted to Blankenbaker Parkway, Plantside Drive and Bluegrass Parkway.

27. Based on the traffic impacts of this development, the following development conditions shall apply:

    (a) The Jordon Jones and Goulding Traffic Impact Study dated October 24, 2005 ("JJG Study") requires that Urton Lane Corridor be constructed from Plantside Drive / Rehl Road to Taylorsville Road or before development relating to the final 25% of the total a.m. and p.m. peak hour trips anticipated by the above-referenced Study can occur. Approval for development (based on this final 25% or final 25% of the total land area) shall require an updated traffic and air quality impact study.

    (b) Development shall be prohibited on lots 27, 28, 29, and the portion of lot 26 shown on the approved general district development plan as area reserved for future corridor alignment, which is approximately 25% of the overall net land area, until such time as the Snyder Freeway interchange location and Urton/Plantside corridor alignment are determined.

    (c) Plantside Drive shall not connect to Rehl Road until such time as:
        i. Urton Lane is constructed from Plantside Drive/Rehl Road to Taylorsville Road; or
        ii. After a public hearing with advance written notice to first and second tier adjoining property owners, registered neighborhood organizations, and anyone who spoke at a previous public hearing on this case, the Planning Commission determines, with input from transportation planning staff, that the area road network can adequately support the traffic that will result from the connection.

    Modified by the Development Review Committee on September 22, 2010, case # 14489

28. No later than prior to construction plan approval on the first lot of the development generating the last 25 percent of total a.m. and p.m. peak hour trips anticipated by the "JJG Study", the road improvements identified on page 17 of the "JJG Study" for the Blankenbaker Parkway and Plantside Drive intersection, which are reproduced and set forth in the exhibit book presented at the March 23, 2006 public hearing, shall be constructed by this Developer per KTC requirements, assuming these improvements have not already been constructed by other developers. Financial contributions to the cost of same may be made by or required as a consequence of other development plan approvals.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

29. No later than prior to construction plan approval on the last lot of the development generating the first 50 percent of the total a.m. and p.m. peak hour trips anticipated by the "JJG Study", the road improvements identified on page 15 of the "JJG Study" for the Blankenbaker Parkway and Plantside Drive intersection, which are reproduced and set forth in the exhibit book presented at the March 23, 2006 public hearing, shall be constructed by this Developer per KTC requirements, assuming these improvements have not already been constructed by other developers. Financial contributions to the cost of same may be made by or required as a consequence of other development plan approvals.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

30. Prior to construction plan approval by Metro Public Works for any lot fronting on Tucker Station Road that will require tractor trailer access from its west frontage along Tucker Station Road or generate trips resulting in the need for a center turn lane, the Developer shall provide construction plans for and bond improvements to widen Tucker Station Road. Prior to development of Lot 1, developer shall create left turn lanes south onto Plantside Drive, north onto Bluegrass Parkway. Metro Public Works shall make efforts to assure utility relocation on Tucker Station Road between Bluegrass Parkway and Plantside Drive, and the developer shall dedicate additional area for the utility relocation as needed.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

31. Funding for the design and installation of traffic signals as required by Metro Standards shall be provided by this Developer at Tucker Station Road intersections with Plantside Drive and Bluegrass Parkway if and when required by Metro Public Works, assuming same have not previously been required as a consequence of other development plan approvals; traffic Signal installation shall be performed by Metro Electrical Maintenance

32. Updated traffic data shall be provided as required by Transportation Planning staff.
    Modified by the Development Review Committee on July 11, 2007, case # 8918

33. Right-of-way for the Urton Lane Corridor, if not already constructed, as shown on the development plan, shall be dedicated by developer within 60 days of a request from the Director of Public Works or at the time of the recording of Lots indicated on the RGDDP, whichever occurs first.
    Modified by the Development Review Committee on September 22, 2010, case # 14489

34. No driveways shall be allowed that access Tucker Station Road between Plantside Drive and Rehl Road.

Covenants, Conditions and Restrictions (Car's)

35. The development shall include an amended set of Covenants, Conditions and Restrictions (CCRs), from Blankenbaker Station Phase I, applicable to Phase II, substantially in accordance with that produced at the March 23, 2006 Planning Commission public night hearing, which final set of CCRs shall be reviewed prior to recording by the Planning Commission legal counsel for consistency with these binding elements and the CCRs finally presented to the Planning Commission in this case.

36. Included in the Car's referenced above shall be these provisions:

    a. Existing natural vegetation, with enhancements where necessary, are preferred over replanting in landscape buffer areas; in open areas, native grasses and heavy vegetation are encouraged; and the need for mowing and maintenance can be minimized by this practice.

    b. Sidewalks along scenic corridor shall be dark in color and meandering in nature.

    c. Bicycle paths shall be provided, where possible, on perimeter and internal streets.

    d. Except for security fencing where required as a consequence of the nature of a particular business, three or four-board "horse fencing" shall be encouraged where fencing is utilized, and such horse fencing shall be required along Tucker Station Road.

    e. Except for landscape and accent lighting, all exterior lighting, whether freestanding or attached, and whether on building lots or along streets or in common areas, shall be fully shielded, shall utilize flat lenses, and shall be pointed directly to the ground.

    f. Blinds or other window treatments shall be required on all building windows in order to increase the likelihood that night lighting will be eliminated or diminished by virtue of blinds and window treatments that may be closed during evening hours.

    g. There shall be no outdoor music (live, piped, radio or amplified) or outdoor entertainment or outdoor PA system audible beyond the property line or permitted on the site.

    h. The development shall include a property owners association to maintain roads, common areas, fences, streams and vegetation within common areas of the development and an architectural review committee to review building designs.

    i. The design standards shall be as set forth in the public haring Master Plan documents booklet reviewed at the March 23, 2006 Planning Commission public hearing.

37. An 8 foot high wall, constructed of brick or stone or combination thereof, shall be constructed along the south right-of-way of the proposed Plantside Drive extension adjacent to 2111 Tucker Station Road. Said wall shall be constructed within one year of the approval of the general development plan. Landscaping shall be installed along the Plantside Drive side of the wall. The design of the wall shall be subject to approval by the Louisville Metro Department of Public Works and shall be designed in accordance with the scenic corridor standards applicable to Tucker Station Road, and shall not interfere with traffic safety along Tucker Station Road or Plantside Drive.