

Street Closings



Bob English
Mayor



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Code Enforcement/
Sanitation



Ed Dahlem
Commissioner
General
Government



Lois Wagner
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Public Works



Earl Hubbuch
Commissioner
Public Safety

In 2002 the Planning Commission approved the Oxmoor Farm Development. This 450-acre development will be SIX times larger than the current Oxmoor Shopping Center. The approved master plan required six City of Hurstbourne streets to be connected directly into the Oxmoor Farm Development. There were 18 intersections analyzed by the developer in the traffic study required by the Planning Commission. Although the Planning Commission mandated that six of our streets be connected directly into the development, they would not allow these streets to be included in the traffic data. The Planning Commission's own rules require these streets to be included. There is a limit to the amount of traffic that should be allowed on our residential streets. By not analyzing Hurstbourne streets, the Planning Commission avoided the dilemma of creating critical data that would jeopardize the development.

Since 2002 the Hurstbourne City Commission has repeatedly asked the Planning Commission to require a Traffic Impact Study for our six connecting streets as well as all roadways within our City. The Hurstbourne Commission wanted to learn just how much additional daily traffic could be added to Hurstbourne roadways before we would experience the gridlock that occurs each year between Thanksgiving and Christmas. The current Oxmoor Center has approximately 160,000 customers each week. During Thanksgiving and Christmas this number increases to 480,000 per week! Remember, the planned Oxmoor Development will be SIX times larger than the current Oxmoor Center! The development will include retail, office buildings, condos, apartments, hotel and convention center and less than 50 single family homes. The Planning Commission has

consistently responded that they insist on complete connectivity for new developments and that the City of Hurstbourne should not expect special treatment.

In June of 2004, University of Louisville announced that they were planning to develop 180 acres into a commercial development at their Shelby Campus. They received \$5,700,000 from the state for roadways. The main artery through the campus became an extension of Whittington Parkway, one of Hurstbourne's most congested streets. This new roadway was designed to disperse traffic from the new Shelby Campus development into the City of Hurstbourne. Daily and Associates, an engineering firm hired by Hurstbourne, predicted that the campus would generate 14,000 additional vehicle trips per day when completed.

In 2004, after realizing the Planning Commission would mandate that traffic from all new developments in our area be dispersed into our City of

Street Closings Continued

Hurstbourne streets, with total disregard for the exact amount of traffic that might be generated, the City of Hurstbourne started a road closing process in order to preserve the future safety and quality of life for the residents of Hurstbourne.

The Hurstbourne City Commission began the process, using Linn Station Road and Lyndon Lane as the first streets to be closed. It was necessary to obtain the consent of the two property owners on both sides of each proposed street closure. Also the process required a public hearing and

review by the Planning Commission. Other streets connecting to the Oxmoor Farm Development (Oxmoor Woods Parkway, Cheffield Drive, Lincolnshire Drive, and Stamford Drive) would then be added to the process if permissions could be obtained from the appropriate property owners.

This five year legal process that gave Hurstbourne the ability to close these two streets was complete on July 7, 2009. If traffic volumes on these



streets—Lyndon Lane and Linn Station Road—exceed acceptable limits, the City of Hurstbourne would erect attractive gates allowing access for Hurstbourne residents and emergency vehicles.

If we are not prepared, once development starts and our streets are connected, we have no choice but to tolerate the amount of traffic generated. We would have to adapt our streets to the increased traffic to avoid gridlock and that could result in the removal of our beautiful medians.

8203 Paddington Drive Condemned

The City of Hurstbourne recently became the first small incorporated city to obtain title to a blighted property through a condemnation lawsuit.

For the past fifteen years the citizens of the City of Hurstbourne, and especially those residents on Paddington Drive, have been forced to endure the lack of care and maintenance that has blighted the property at 8203 Paddington Drive.

During this period the City of Hurstbourne has reported numerous code violations to the Louisville Health Department and I.P.L. (Inspections, Permits, and Licenses) to no avail. The homeowner refused to communicate with City of Hurstbourne officials, and even though the electricity and water service were disconnected, the resident continued to occupy the property until about 2002.

Foreclosure proceedings were initiated by the City of Hurstbourne in 2003 for back taxes; however, the proceedings were dismissed because the

delinquent taxes were paid prior to the foreclosure sale. The property continued to deteriorate despite the City of Hurstbourne's futile efforts to contact the owners. Again for delinquent taxes, the City of Hurstbourne initiated foreclosure proceedings in March 2004 and they were again dismissed because back taxes were paid on the day of the public sale. With the City of Hurstbourne's persistence, the Louisville Metro Vacant Property Review Commission determined on December 20, 2005 that 8203 Paddington Drive "is a blighted property" because of the building and housing code violations and the owners' failure to correct the violations.

On February 13, 2006, the Commission sent notice of a possibility of condemnation to the owners by certified mail. The owners failed to make the necessary corrections. The Vacant Property Review Commission then certified to the Louisville Metro

Council that the property was a blighted property and recommended that the Louisville Metro Council institute eminent domain proceedings.

A Memorandum of Agreement was entered into on October 31, 2007 between the City of Hurstbourne and Louisville Metro Government that Louisville Metro would maintain an Eminent Domain Action against the owners of 8203 Paddington Drive in Jefferson Circuit Court, and that the City of Hurstbourne would absorb all costs associated with the action.

As a result of the condemnation lawsuit, Louisville Metro Government acquired title to the property in June 2009 and declared the property surplus in September 2009.

After fifteen years of prolonged frustration, the City of Hurstbourne acquired title to the property on November 3, 2009, and after a bid process, title was transferred to a new owner on March 8, 2010. Renovations are finally underway.

**2009 Financial Report
Actual vs. Budgeted
Revenues and Expenditures**

	Budget	Actual
Revenues	\$1,541,700	\$1,669,520
Expenditures		
General Government	519,650	392,561
Public Safety	255,000	132,067
Public Works	695,800	617,177
Sanitation	403,500	406,613
Total Expenditures	1,873,950	1,548,418
Change on Funds	(332,250)	121,102
Fund Balance	\$1,278,592	\$1,882,390

Williamsburg Office Plaza Development

Several buildings within the Williamsburg Office Park are sitting empty and have become dilapidated. Jefferson Development Group has purchased these properties and additional adjacent buildings. They plan to raze the existing structures and construct a development called 'The Vinings'. There will be retail, entertainment, hotel, office and residential uses. Those properties affected are 9500, 9502, 9505 Williamsburg Plaza; 400, 500 S. Hurstbourne Parkway and 320, 330, 340 Whittington Parkway.

The proposed development requires a zoning change and the application has been submitted to Metro Planning and Design Services. There are numerous steps necessary to complete the process prior to construction. After Planning and Design has completed their review and has conducted a public hearing, they will make their recommendations to the City of Hurstbourne who will then have the final say in the matter.

Until the zoning application is received from Planning and Design, the Hurstbourne City Commission is

limited in their involvement and discussion regarding the development. The Commission must remain neutral so that when the application comes before them there can be no question of improper contact either with the applicant or those who might be opposed to the application. The best estimate when this would occur is fall 2010.





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Hurstbourne City-Wide Yard Sale

Friday & Saturday
June 11 & 12

8:00 a.m. - ?

- all residents are invited to participate.
- signs are permitted throughout the city.
- signs **MUST** be removed after sale.
- put out balloons to advertise sale.

The City will provide an ad in The Courier-Journal and will place signs at City entrances.

City of Hurstbourne Picnic

Sunday, June 13, 2010

6:00 p.m. - Until Dark

Under the tent in the City Park at the corner of
Nottingham Parkway & Linn Station Road

**Concert music provided by
Pete Willinger's Orchestra**

Come Join The Fun
Meet Your Neighbors

Enjoy a CATERED Picnic Supper