



The Hurstbourne Herald

VOLUME XIX, NUMBER 1, March 2006

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Oxmoor Farm Development

The present Commission took office in January 2003 after approval of the Oxmoor Farm Development Plan. The Commissioners are aware that there are many ongoing community concerns about the future long-term impact of this development on our City of Hurstbourne.

The current Oxmoor Farm Development Plan states that the development shall not exceed:

- a) Office 947,600 square feet of gross floor area
- b) Specialty Retail 52,000 square feet of gross floor area
- c) Shopping Center with Restaurant 436,000 square feet of gross floor area
- d) Hotel with Conference Center 400 rooms
- e) Assisted Living Facility 273 units
- f) Single-Family Residential 44 lots
- g) Condominiums/Town Houses 110 units
- h) Apartments 1,294 Units

The Oxmoor Farm Development Plan was approved on the assumption that no traffic generated by the development was assigned to South Lyndon Lane. This was the only Hurstbourne street mentioned in the traffic study for the re-zoning of the development. Though the recommended plan calls for leaving many of the streets in Hurstbourne open to the development, the traffic study did not include a traffic analysis of the development's impact on the City of Hurstbourne.

The commission had Kentuckiana Regional Planning & Development Agency (KIPDA) perform a 48-hour traffic analysis on major Hurstbourne streets entering and exiting the city in late October 2003, with a follow up traffic analysis on the same streets in early December 2003. An additional street was studied in April 2004. The traffic studies were completed at no cost to the City. The analysis revealed that about one half of the vehicles using our streets exceeded the 25 mph speed limit and several vehicles traveled in excess of 75 mph on all of the studied streets.

As such, police patrols throughout the City have been doubled, with particular emphasis on the streets having the highest level of traffic, in an effort to discourage cut-thru traffic. Additional traffic calming measures are being studied. Hurstbourne streets are public rights-of-way maintained by City of Hurstbourne tax dollars. None of the streets in Hurstbourne are County thoroughfares.

The KIPDA study, conducted in peak afternoon traffic hours at the Linn Station Road/Nottingham Parkway/Liberty Lane intersection during 48 hours beginning December 8, 2003, noted that with a 10% traffic increase over the earlier study, the intersection reached a failing

rate of delay based on accepted guidelines. Other streets had increases in December in excess of 25% over the October study.

Daily & Associates, Engineers, Inc. conducted a study which included Oxmoor Farm as well as the impending development of University of Louisville Shelby Campus, which also borders our City. The proposed University of Louisville Shelby Campus plan will develop about 180 of the 232 acres with office buildings. Current plans call for the new main entrance of Shelby Campus to align with Whittington Parkway in the City of Hurstbourne. Re-zoning is not required for this development. Commissioners attended three meetings with U of L officials to become informed about the campus development.

One study noted that Oxmoor Farm would generate over 24,000 total trips during a 24 hour period on a weekday and over 15,000 total trips during a 24 hour period on weekends. Shelby Campus would generate approximately 14,000 total trips during a 24 hour period on a weekday and approximately 5,500 total trips during a 24 hour period on a weekend. The two projects combined, when completed, would add over 39,000 total trips to the existing road system on a typical weekday.

The Oxmoor Farm Traffic Study projected that delays caused by the development at Shelbyville Road and Oxmoor Lane would increase 17.1% at Phase I, 264.9% at Phase II, and 83% at Phase III. The delays at Shelbyville Road and Christian Way are projected to increase 9.1% at Phase I, 1035% at Phase II, and 19% at Phase III. Most of the intersections along Shelbyville Road bordering the City of Hurstbourne are currently operating at a Level of Service of F (Failing).

Attorney John Singler was retained in order to assess the legal rights of the City should it be decided that road closures are in the best interest of the City of Hurstbourne. His report affirmed that the City has the authority to close any or all of the roads. Street closures would require proper procedure and a valid reason for such an action and could require a long, costly legal battle.

The City of Hurstbourne is participating in the Hurstbourne Area Transportation Study and Small Area Plan, which was initiated due to concerns about proposed developments, traffic conditions in neighborhoods and area traffic congestion. The consulting engineering firm of Gresham, Smith and Partners is performing the study. Gresham, Smith and Partners is the same firm hired by Oxmoor Farm Rezoning to prepare their traffic impact and air quality analysis.

The findings of the Hurstbourne Area Transportation Study will be presented to the Louisville Metro Planning Commission and the Louisville Metro Council for consideration and adoption. In addition, the City of Hurstbourne will also have the opportunity to consider the Small Area Transportation Study for adoption. A Small Area Plan supplements the Land Development Code for Metro Louisville by providing more detailed guidance on future development and land-use policies for a specifically-defined area or neighborhood.

We need your input and opinions, keeping in mind that this is not just a current issue, but will continue to affect existing and future residents for many years. Your response to questionnaires and your attendance at meetings and hearings is critical to the success of this plan.

The Commission will continue the necessary due diligence to determine what is best for the City of Hurstbourne, both now and in the future.

The City of Hurstbourne

426-4808

Bob English Mayor
Ed Dahlem Commissioner General Government
Rusty Wells Commissioner Public Works
Dick Hays Commissioner Sanitation/Code Enforcement
Lois Wagner Commissioner Public Safety

The Hurstbourne City Staff

Ronald J. Howard City Administrative Officer
Ann Sheltz City Administrative Assistant
Kathy Petricek City Accountant

Dear Hurstbourne City Resident,

You may know that the Oxmoor Farm Development has been an issue as it relates to the quality of life in our city. As Commissioners, we are very interested in your opinions regarding this development and its impact on the connection of our neighborhood streets, as well as the issues of safety, quality of life, cut-through traffic, higher road maintenance costs and increased traffic congestion around our city.

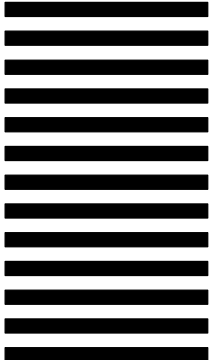
We realize that initial pre-planning and decision-making with the Oxmoor Farm developer occurred several years ago without city-wide input. So that we may be sure that future decisions concerning these issues will be made with the consideration of your input, we ask that you please take a moment to complete and return this questionnaire (one per address).

Please see the back side of this newsletter for the survey form.

Please check your name and mailing address on the label of this newsletter. If any changes need to be made please call the city office at 426-4808 and request a change form.



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City of Hurstbourne

This survey is intended as an initial barometer and is not meant to be all-inclusive. There will be additional requests for your input as we proceed along this journey together.

1. The Metro Louisville Planning Commission has approved a plan to connect the City of Hurstbourne to the new Oxmoor Farm Development through the following streets. Which of these streets do you believe we should attempt to close or keep closed?

- | | |
|---|---|
| <input type="checkbox"/> Linn Station Road | <input type="checkbox"/> Cheffield Drive |
| <input type="checkbox"/> Lyndon Lane | <input type="checkbox"/> Stamford Drive |
| <input type="checkbox"/> Oxmoor Woods Parkway | <input type="checkbox"/> Lincolnshire Drive |

2. Are you in favor of closing all access to the new Oxmoor Farm Development? YES NO

COMMENTS: _____

