

Luckett, Jay

From: Ted Sublett <tedsublett@yahoo.com>
Sent: Tuesday, May 14, 2024 10:47 AM
To: Luckett, Jay
Subject: Oak Point proposal

Follow Up Flag: Follow up
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Categories: Respond

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This is Ted Sublett. I live directly across from where said entrance to that area. As of now I don't see how our street can handle more traffic. Y'all need to do a Good study on traffic here! Thanks

Sent from my Galaxy

Luckett, Jay

From: King, Kelly (BHS) <Kelly.King3@bhsi.com>
Sent: Tuesday, May 21, 2024 4:52 PM
To: Luckett, Jay
Cc: Blazis, Heather; jkellyking@yahoo.com
Subject: RE: OAK HILL - Proposed Development and current water draining issues from first hill of Dawn Drive where development is slated to be located.

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Hello Jay,

I appreciate you adding this to the record.

I actually wrote this at 3 am because I could not sleep due to the nightmare mess living next door to me and noise, so I was awake all night. Unfortunately, I saw some typos that I should have caught. Chalk it up to frustration and lack of sleep.

I just know this development is too large and with both entrances, for that many people, connected to a subdivision street and then add an active train track, school zone/fitness center and intersection where the signal either bypasses or doesn't stay green long, winter weather drivability up the hill issues, are ALL a recipe for disaster! We, the home owners, are the ones that are going to be dealing with this nightmare as well as the reduction of our home values.

Appreciate your time,

Kelly King

From: Luckett, Jay <Jay.Luckett@louisvilleky.gov>
Sent: Tuesday, May 21, 2024 4:08 PM
To: King, Kelly (BHS) <Kelly.King3@bhsi.com>
Cc: Blazis, Heather <heather.blazis@louisvilleky.gov>; jkellyking@yahoo.com
Subject: RE: OAK HILL - Proposed Development and current water draining issues from first hill of Dawn Drive where development is slated to be located.

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Kelly,

Thank you for taking the time to express your opinions regarding this proposal. I will add your letter to the record and forward it to the applicant. Please feel free to contact me with further questions or comments.

Regards,

Jay Lockett, AICP
Planning Supervisor

Office of Planning
Louisville Metro Government
444 S. Fifth St. #300, Louisville, KY 40202

O: 502-574-5159



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From: King, Kelly (BHS) <Kelly.King3@bhsi.com>

Sent: Friday, May 17, 2024 3:12 PM

To: Lockett, Jay <Jay.Lockett@louisvilleky.gov>

Cc: Blazis, Heather <heather.blazis@louisvilleky.gov>; jkellyking@yahoo.com; King, Kelly (BHS) <Kelly.King3@bhsi.com>

Subject: OAK HILL - Proposed Development and current water draining issues from first hill of Dawn Drive where development is slated to be located.

Importance: High

CAUTION: This email came from outside of Louisville Metro. Do not click links, open attachments, or give away private information unless you recognize the sender's email address and know the content is safe.

RE: Oak Hill current water drainage issues and possible development in Oak Hill issues and concerns.

Hello Jay,

I want to relay some issues and concerns related to the current water drainage issues from the hill and the proposed development at the top of the first hill in Oak Hills.

My parents build this home in 1962 and I have never experience the water drainage issues as well as multiple sink holes arising as I am seeing now on my property. If the proposed development at the top of the first hill in Oak Hill is approved and the ground work starts, I am extremely worried how that is going to negatively impact the ground/drainage issues we at the bottom of the hill already have as well as the traffic and resident safety, both in car and on foot, on this subdivision street.

Ever since additional homes were built, starting 10 years ago give/take, and a previous development tried to occur, on the land at the first hill on Dawn Drive, once the ground was disturbed the drainage of water down the street of Dawn, through both front and back yards of our homes here at the bottom of the hill, has continued to get progressively worse. My dad had a drain put in at the end of the drive to try and help the issue, but with additional disturbance of the land to build more homes, the drain is still working, however, the quantity of water that is flowing both on the street and in the

yards from the hill has gotten so bad, even the drain cannot handle the quantity of water coming from up the hill. My neighbor, Sue Creason, across the street @ 5122 Christie Ave., had to have a drain put in at the front of her lot which has helped, but she is still having sink hole issues on the side of her lot, directly next to the railroad because water draining down from the hill has continued. She has some real sink hole issues still at the side lot of her home next to the tracks.

I contacted both Louisville Water and MSD today, because when I was out in the front yard yesterday, again, my feet sank down to the ankles in water. This is ridiculous! So new development at the top of Oak Hill is going to disturb more land and I don't know how much worse this can get! It's like a river coming down the fill on both sides of Dawn Drive. My dad even had the end of our drive built up to keep water from flowing down into the Drive and that has gotten weathered down, so water flows directly into my drive and yard. This proposed development at the top of Oak Hill, if approved, is going to cause more drainage issues, both in my front and back yard, and I don't know how much worse it can get!!

The other concerns I have regarding the proposed development include **traffic/pedestrian safety and vehicle congestion and foot traffic on the street and railroad tracks**. Crime is another concern as well:

- **The number of apartments, duplexes, and homes** means there is going to be more than 500 drivers traveling up and down Dawn Drive daily and trying to exit onto Dixie with the active railroad and school zone of Holy Cross. And I heard the developer wants to add two more floors to the apartment buildings!! Honestly, these developer are idiots and they don't care. We are residents understand this perfectly clear! Let's get into some issues the city does not witness on a daily basis already and it's only going to get worse if this development goes through.
 - YOU and the CITY OFFICIALS are NOT HERE to see how people already try to "beat the train" as well as speed down the hill, jump the track, etc., on a DAILY BASIS!! Over the years we have seen people lose control of their cars and end up in folks front yards, including mine especially since I am at the bottom of the hill. Also the homes right after the tracks on Meyers Lane have had cars in their front yards after jumping the tracks. Teens think this is fun! The main issue I see are more people trying to beat the trains already during high traffic times, morning and evening rush hours, etc. People are going to get hurt and eventually someone will end up coming in contact with the train. It's going to happen. You can quote me on that!!
 - I am concerned of the Holy Cross runners. I don't even walk this street for exercise anymore because of the speeding and if this development is approved, there are going to be more drivers that are not used to the turns in the road especially at night as well as the blind spot at the top of the hill where the two entrances for this development are located. People are going to get t-boned as they pull out, BECAUSE PEOPLE SPEED UP TO GO UP THE HILL. I know this because they run up my car tailpipe when I am trying to pull into my driveway!!
 - Add this development with the current situation that is now living next door to me at **1618 Dawn Drive**, NOW 1616 and 1614 Dawn Drive residents are selling!! My neighbor across from me on corner of Christie/Dawn and also across the track from me on Meyers are all considering selling. ALL OF THIS IS DRIVING THE GOOD RESIDENTS OUT!!!! All of this is probably going to push me to sell as well. I do not want to sell, I want to stay in my family home, but this is affecting my health because I'm already concerned about my safety with apartments going up at my back door, as a single female living alone. Also, the questionable caliber of neighbors at 1618 Dawn Drive already here and not taking care of their yard and TURNING A SINGLE FAMILY HOME into 3 apartments and THEY DO NOT CARE about out Bylaws and 2 of them you can't communicate with because they do not speak or understand English!!! What type of people live in two small rooms of a home? If they cannot afford to be approved for rent in an apartment complex, those are NOT the caliber of people I want living next to me and I have 3 sets of those type of people NOW!!
- **The light at Meyer and Dixie will still bypass anyone wanting to turn left on Dixie if there is no one coming out on the Holy Cross/Planet Fitness side.** I have already reported this several times. That's going to lead to further back-ups with the light not triggering if only one side needs to get onto Dixie. Supposedly this was addressed

and fixed. Well, as of this week, it's still bypassing. Additionally, on 3 occasions I went to turn left onto Dixie different hours of the day, since I work from home for Baptist Health, and even when the light finally triggered w/people on the opposite side needing to enter onto Dixie, there were cars blocking the intersection so I had to pull around and almost missed the light entirely and I was bypassed already once. Plus the light does not stay green long. It's frustrating and irritating!!

- Again, during high traffic/rush hours, cars will go ahead and enter into the intersection and block cars from pulling out and turning left when our light goes green. This happens daily!!
 - Traffic is so bad on Dixie no one cares that they are blocking the intersection when the light changes because of the bottleneck that happens multiple times daily between Meyers Lane and the Kroger Marketplace. If this development is approved and all these people from the apartments and houses trying to get onto Dixie with people not caring and sitting in the intersection already? The road rage that is going to occur needless to say the traffic jam that will be up to the railroad track from Dixie during high traffic times! This is going to be a joke!!!
 - What the city needs to consider is the people who are going to get hurt with all the additional traffic, the bottleneck and road rage that's going to be caused daily at Meyers/Dixie and the future crash or God forbid derailment of a train due to more people in the area trying to get to work and thus take more risks like beating the train because of the traffic wait times. You can quote me on that!!!
- **Since the apartments have been built behind the Christie circle**, that are in the subdivision off of Gagel Ave., more teens are walking the railroad tracks. They are sitting things on the track for the train to hit. They think it's funny. I have gone out there and removed glass bottles, cans, etc.
 - **FACT** – the more apartments, the more single parent households, the more teens and children. Take the “lack of respect of this population” of the kids. I already pick up trash and litter in my front yard and on the tracks multiple times a week. Now, look at the obvious safety issues: Kids walking the tracks and items being place on the track for the train to hit. NEITHER IS ACCEPTABLE!!! And I'm going to be the one with a train derailed into my home whether it be from a collision with a vehicle trying to beat the train or something place on the track that could cause an issue.
 - **Families/Houses** on Christie have had issues with crime that never occurred before those apartments were built. Enough said.
 - **When the train has an issue and slows down or stops**, which happens more now than ever that I've seen, it could be stopped for 20 minutes. Dead stop. Add the additional people living in Oak Hill getting stuck waiting for the train to resume it's travel.
 - The track is checked on a regular basis, because I see the trucks go by checking it. They do not see all the items placed on the tracks cause I go out when I see it happen and remove it. I save my Kroger bags to pick it up so there's not direct contact with the bottles and cans etc. because sometimes they are not empty. One day, One bottle looked as if it was urine. Seriously, you have no idea what trash and items end up in our yards and on the track now! Its' only going to get worse!

I still have the Oak Hill Subdivision brochure from back in the early 60's and have black and white photos as well. The subdivision should ONLY have single family homes or have families with their parents or adult children living with them. NO RENTALS AND NO TURNING HOMES IN DUPLEXES OR MULTIPLE APARTMENTS and we already have that issue going on which goes against our Bylaws. That's a whole other issue!! It's a sad time for Oak Hills and the fact that WE, the residents, pay annual dues to keep the road up and DAWN DRIVE is going to need more paving done and more upkeep more often with this proposed development. No one at the city cares, we as residents know that and those of us who care the most and are most affected by this are going to continue to move out. WE SHOULD NOT BE THE ONES BEING PUSHED OUT!!

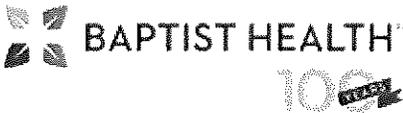
- **In the winter, if cars cannot get up the hill due to ice/snow**, there are usually no more than 30 cars parked around Christie and people walk up the hill. YOU ADD OVER 500 PEOPLE AND THEIR CARS, Christie Ave. alone WILL NOT BE ABLE TO ACCOMMODATE ALL THESE CARS, these people WILL BE PARKING ON DAWN DRIVE and how's that gonna work for the snow removal to happen, let alone the safety issue and Dawn

Drive is NOT that wide!! This is going to be a mess!! Any time there is substantial snow and/or ice, the residents up the hill are affected.

Again, my parents built this home in 1962, I was brought home from the hospital when I was born in 1966. My parents lived here their entire lives, both are gone now, and I grew up here and have seen both the good and bad changes with Oak Hills. Right now, I am so disgusted with this development that is being proposed because it does NOT make any sense at all. It is not going to better Oak Hills, it's going to lead to the downfall of Oak Hills and Dawn Drive cannot support this entire development!!!

Feel free to contact me if you have any questions.

J. Kelly King
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Louisville, KY 40216
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Luckett, Jay

From: Blackwell, Rick
Sent: Monday, March 4, 2024 4:51 PM
To: Luckett, Jay
Cc: Blazis, Heather
Subject: FW: Analysis of Traffic Report for 1612 Dawn Dr. Rezone
Attachments: Analysis of Traffic Report.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Respond

Jay,
We wanted to share this request/concern from a constituent with you regarding the proposed project at 1600 Kurz Way to be shared with those who do the traffic studies and for the official record.
Thank you,
RB



Rick Blackwell | 12th District Councilman
Louisville Metro Council
601 W. Jefferson Street | Louisville, KY 40202
p: (502) 574-1112 f: (502) 574-3363
www.rickblackwell.com

From: Lisa Kljaich <lisa.kljaich@gmail.com>
Sent: Friday, March 1, 2024 3:09 PM
To: Blackwell, Rick <Rick.Blackwell@louisvilleky.gov>
Subject: Analysis of Traffic Report for 1612 Dawn Dr. Rezone

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Heather - We spoke on the phone in early February about this.
The attached Traffic Report conducted on behalf of Prodigy Investments was SERIOUSLY flawed.

I would suggest that before any proposed rezoning goes forward a more extensive and accurate traffic report be required.

I do believe that this is a task for our Councilman. This is not taking one side over the other. It is a matter of public safety for everyone involved from residents, future residents, delivery drivers, school buses, immediate responders as well as folks who use the Meyers Lane, Dawn Dr., Oak Valley Dr., as a thoroughfare.

I have attached my detailed analysis.
Here are the high points:

- 1) **HUGE FLAW** -Peak traffic is not 5-6 pm. The traffic report appendix numbers make that clear, and yet all their afternoon traffic conclusions were drawn from the 5-6 pm traffic projections.
- 2) The **irregularity** of the Holy Cross/Meyers Lane intersection is not mentioned.
- 3) The Meyers Lane and Holy Cross intersections were graded as "E" - **next to the lowest rating** for intersections **with the incorrect peak hour data**. What would it look like with real peak hour data?
- 4) The impact of the **rail crossing** is not taken into account.
- 5) The report projects that 179 cars will be using one of the new entrances off of Dawn Dr. during peak hours. Common sense says that **179 cars is too low for 400+ residences**.
- 6) The **blind curve** by the entrances on Dawn Dr. was not mentioned
- 7) The **grade of the hill** on Dawn Dr. was not mentioned.
- 8) No mention of the potential impact of **poor weather** on Dawn Dr. with 400+ new residences.
- 9) No mention of current or proposed **pedestrian traffic** on narrow roads with no sidewalks.

Residents of this area have already pointed out in public meetings the dangers of this proposed entrance to the new development at 1612 Dawn Dr.

Safety, safety, safety, safety! These are the major concerns residents have. Keep our roadway that we have to travel safe. These roads were developed between 1900 and 1954 as single-family roads. They were not designed for 21st-century apartment living.

--

Lisa Kljaich

Analysis of the Traffic Report
For
Oak Pointe Dawn Drive – January 8, 2024

Analysis of the Traffic Report prepared by Lisa Kljaich
Property Owner – 5102 Maryview Dr.
February 2, 2024

This is an analysis of the Traffic Report submitted for the Oak Pointe project.
Case number 23-ZonePA-0141 1600 Kurz Way and 1612 Dawn Dr.

Critical Traffic Safety Considerations

I reside at 5102 Maryview Dr. Louisville, KY 40216. I drive on the roads mentioned in this traffic report. As a citizen concerned with the safety of the roads mentioned in this traffic report, I noted discrepancies and omissions that I consider critically important traffic safety considerations for the current residents of Meyers Lane, Christie Ave., Holy Cross and Dawn Dr, as well as an impact to the residences of the 406 proposed apartments and single-family homes in the Oak Pointe Project.

Discrepancies and Critical Public Safety Omissions.

This analysis aims to note each of the discrepancies and omissions in the report. This analysis is asking for further depth in a traffic report for this development to address the totality of traffic related public safety issues that could be considerably worsened by the impact of 406 21st century domiciles in a single-family neighborhood with roads that were developed from 1900 – 1954.

The Duty of Louisville Planning and Design to Consider Public Safety in the Decision-Making Process

Without addressing these omissions and discrepancies, the current traffic report fails to communicate the true picture of increased traffic to those making decisions to rezone an older residential neighborhood to multi-family housing.

Analysis of Existing Conditions and Future Conditions in the Traffic Report

Page 2 – Conditions not reported.

The speed limit is correctly noted at 25 mph with no sidewalks. 25 mph does not reflect the actual speed of the current traffic traveling on Meyers Lane. **No study was provided for actual speeds.**

There are no sidewalks on Meyers Lane. This was mentioned on page 2. **No report on pedestrian use was provided in the Traffic Report.** There is a bus stop at the intersection of Dixie Highway and Meyers Lane, and also on the other side of Dixie Highway.

The railroad crossing was mentioned and included in the Existing Conditions. However, no further mention was made in the report to indicate how many train trips are made daily on the railroad tracks,

how long the road is impassable due to the railway crossing, and how many cars are waiting on the train. The length of the traffic backed up due to the crossing should also be included in this report. Would backed up traffic impact Christie Dr., or possibly Dixie Highway, or even the proposed entrances to Oak Pointe? Without this data, the Traffic Report is incomplete. **The impact of increased traffic regarding the train crossing was not included.**

No mention was made of the **road width** as being within acceptable parameters for adding multi-family housing units. Currently the narrow width of Meyers Lane is impacted by garbage bins, garbage collection, delivery vehicles and pedestrians.

No mention was made of reported traffic accidents at any of the intersections in this report.

No mention was made of the irregularities of the Meyers Lane, Dixie Highway, Holy Cross intersection – which is not in the traditional 90 degree intersection configuration. It is an off-set 4 way intersection. Residents and Holy Cross Community users are frequently confused by left-hand turns at this intersection.

The Holy Cross and Planet Fitness road controlled by a traffic light is not included in the map provided on Page 2. **The report is incomplete.**

Analysis of Existing Conditions in the Traffic Report

Confusing Discrepancies

The Trip Generated tables mention “Peak Hours”. On page 3 of the Existing Conditions portion of the traffic report the peak traffic for the morning was noted as 7:15 am to 8:15 am. And the evening peak traffic as 5:00 pm to 6:00 pm. They also mentioned the peak consideration for Holy Cross School was 7:45 – 4:00 pm. No further clarification was given in Figure 2, which diagrams Am and Pm peak traffic. Is the assumption that the AM is from 7:15 to 8:15? Same for the PM designation in Figure 2 – 5:00 to 6:00 PM? This needs clarification from the creator of the report when different peak hours are mentioned in the same paragraph. **This report is confusing.**

Important Discrepancies

It is common knowledge that rush hour on Dixie Highway happens before 5 pm. The car counts in the Appendix from Marr Traffic Data Collection confirms common knowledge. Total of turns for each intersection has a higher number from 3-4 pm, and sometimes 4-5 pm than 5-6 pm. **This report inaccurately describes the time frame for peak hours in the afternoon.**

Numbers Don't Match

Figure 2 on page 3 showing the turns in and out of Meyers Lane do not match the numbers contained in the Appendix with the Marr Traffic Counts for the 5-6 time period. Both data collection points are reported for the same day. I couldn't find any figures for southbound traffic turns from Dixie Highway that corresponds to the Marr Traffic Data. **The figures aren't adding up.**

Conclusion – The stated peak hours are not the actual peak hours. The conditions given in Figure 2 on Page 3 don't reflect the actual peak traffic conditions. Total figures given for Dixie Highway traffic on Figure 2 is lower than the traffic conditions at 3 pm and sometimes even 4 pm. This study is flawed, and any projections based on this data are flawed as well. **City governments need correct information in making important decisions that impact hundreds of people daily.**

Trip Generation

The Institute of Transportation Engineer's Trip General Manual, 11th Edition was published in September of 2021. Is the data collected prior to a September 2021 publication consistent with trends in 2024 and into the future? Since that date there has been a notable increase in delivery services. There have been additions to delivery services such as Temu, and food delivery services as well as increases in Amazon deliveries. Food delivery revenue is projected to grow from a 100 billion dollar industry to a 165 billion industry by 2029. This increase will certainly impact the number of trips made in the future. Was this foreseen in a publication from 2021? Is this the best available data on Trip Generation?

Why 40%?

On page 4 the narrative states that 40% of the apartments are using the west entrance. What about the east entrance? Why would only 40% of the apartments be using the west entrance? This is not explained.

We have been given no data about the prices of these apartments, homes or the populations they are trying to serve. Newer apartments in the area – such as The Foundry range in price from 1,058 to 1,225 and are 2-3 bedroom apartments with 2 baths. They are low-rise apartments.

179 trips?

Common sense would guesstimate that 368 apartments would generate more than 179 trips back home during peak hours. How many parking spaces are being allocated for the 368 apartments and 38 homes? 2 cars per unit would be 812 cars. 40% of that number would be 324, substantially higher than 179 trips, unless this is housing designed for 55+ residents.

What is the comparison between the number peak hour trips currently going past the proposed entrances in relation to the number of homes in Oak Hill Subdivision? Real data would for the area would be more reliable for government decision.

Conclusion – The Trip Generation numbers in Table 1 on page 4 don't model the total numbers of cars that would be in this new development. **This doesn't seem to be a real-life scenario unless this is senior housing. How can these numbers be accurate, when there aren't any projections for the typical resident intended in this project?**

The Analysis and Conclusions of Data Presented

Intersection already deemed Level E with incorrect peak hours.

On page 8 Table 2 – the rating, even using the flawed data of peak hour traffic as being from 5-6 pm in the evening shows that Meyers Lane Westbound and Holy Cross Eastbound are rated at an "E" level of

service. Only one degree higher than the worst rating of an F. Every current resident and every proposed resident needs to come to the Meyers Lane Westbound intersection. **It is already on the low end of acceptable with flawed data.**

Downgrade of Dixie Highway intersection with incorrect peak hours.

Additionally, even based on the lower numbers with the wrong peak hours, this report concludes that the traffic at Dixie Highway and Meyers Lane will be downgraded from an A to a B.

No mention was made in the study of how many pedestrians travel along Meyers Lane and Dawn Dr. No further mention was made in the report in predicting future pedestrian conditions with the addition of 406 residences on Dawn Dr.

In Summary

The concluding statement in the traffic report only discusses the volume of traffic. Louisville residents understand that traffic volume is only one aspect of public traffic safety. The Traffic Report only presented conclusions about the need for turn lanes.

This report is incomplete and flawed. Even with flawed data the Dixie Highway intersection would be downgraded by this proposed rezoning, and Meyers Lane and the Holy Cross entrance are already at the next to lowest levels.

Public officials need more comprehensive professionally obtained information to make good decisions about public safety, particularly when it comes to increasing the number of residents on older, narrow streets.

Without a more comprehensive analysis, with accurate data, it is impossible to make a rational and reasoned zoning decision concerning the safety for the residents served.

Already mentioned were the omission in this traffic report:

Pedestrians with no sidewalks available 2) the railway crossing data, 3) actual speeds data, 4) impact of narrow road widths, 5) lack of traffic accident data and 6) the irregularities of the Holy Cross/Meyers Lane intersection.

But there are other considerations about road safety that greatly impacts and concerns the current residents that travel Meyers Lane and Dawn Drive. These issues have been brought to the attention of Planning and Design as well as Bardenwerper, Talbott & Robers, PLLC and Prodigy Investments. These conditions were ignored in the Traffic Report.

Potentially Life Threatening Conditions of the Proposed Entrances

The proposed entrance/exit to this project are on a very steep slope with a blind curve on Dawn Dr. just above the proposed Oak Pointe eastern entrance. What would be the impacts of adding more traffic to the blind curve with the steep slope? This omission is huge. I was surprised when the first proposal for the latest single housing project was passed and the inherent dangers of the steep incline on Dawn Drive were ignored despite resident's warnings. It seemed reckless.

It is also the assumption of the report analysis that the developers will be looking for grants and tax credits associated with low-income housing, which frequently includes a higher than normal proportion of disabled individuals. The steep hill grade and lack of sidewalks need to be considered by public officials when granting important monetary incentives. Negotiating this steep hill on foot is a daunting proposition for healthy individuals. Should developers get incentives when inherent land features make foot traffic for all impossible?

Further Study is Needed for Making an Irreversible Rezoning Change

A study that shows concern for the residents of Louisville would need to include:

- 1) The grade of the hill for the proposed intersections 1612 Dawn Dr.
- 2) The sight distances for the curve and the slope of the hill from the proposed intersection at 1612 Dawn Dr.
- 3) The impacts of the railroad crossing
- 4) The impacts of increased pedestrian activity on Dawn Dr. and Meyers Lane
- 5) The impacts of inclement weather and multi-family housing on an intersection on a steep slope.

Anecdotal Evidence

Metro officials have been told before that the proposed intersection to this development presents a hazard. The government decision makers tasked with determining the fate of this rezoning should know that traveling Dawn Drive's steep hill in inclement weather has had a major impacts on vehicle safety and the safety of property owners. In icy or snowy conditions the hill becomes impassable in both directions. This has a significant impact on the residents of Christie and Meyers Lane. Folks who can't get up the steep incline on Dawn Dr, must park their cars along these streets and walk up the hill in bad conditions with no sidewalk and poor visibility. I have had that happen to me personally. Christie and Meyers Lane have become parking lots.

In Oak Hill Estates there are 113 households that need to go up that hill from Dixie Highway. Imagine adding 400+ households to that issue. It's a multiplied nightmare. Evidence can be collected by survey of the residents should be part of a comprehensive traffic report to gain a clear understanding of the safety concerns this proposed entrance.

Publicly noted concerns were raised and not addressed.

Residents of the area brought these concerns to the attention of the property developer and his law firm by multiple individuals during the public meeting held in November 2023.

These concerns were also presented at a previous hearing; prior to the 2 houses that were built on this development in 2018. The traffic report paid for by the developer ignores the biggest traffic safety concerns brought to their attention by the residents. If the Planning Commission believes that this rezoning should advance to the next level, a comprehensive and accurate traffic report should be required for the sake of public safety before allowing the rezoning project to move forward.

March 2, 2024

Re: Proposed Rezoning Oak Hills Development

Dear Mr. Lockett:

I am writing this letter to share my concerns about the rezoning for the Dawn Dr and Oak Hills development. I am against rezoning and would like you to consider the following points regarding safety, roads and traffic issues.

I have lived in Oak Hills 8.5y ears and have great concerns about the safety of this neighborhood of the proposed rezoning. Cars speed down the hills and there are no sidewalks for residents to walk on for protection. Also, when I am driving at the speed limit drivers become very impatient and aggressive. Heavy rains have flooded the hills several times and if the roads and land instability happen it can cause flooding in residents' homes unless proper and adequate draining is installed. Also, the road is very narrow, and this rezoning would put extra surmountable traffic on the curvy hills if no widening of the existing road is part of the rezoning.

Your time and consideration on this matter of rezoning Oak Hills is very much appreciated for the safety of this community. Thanks for your time.

Sincerely,

Janice Strickland

Janice Strickland
5110 Nancy Ave
Louisville, KY 40216
stricklandjm@twc.com

Luckett, Jay

From: Lisa Kljaich <lisa.kljaich@gmail.com>
Sent: Friday, February 9, 2024 11:28 AM
To: Luckett, Jay
Subject: Analysis of Traffic Report
Attachments: Analysis of Traffic Report.pdf

Follow Up Flag: Follow up
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Dear Jay Luckett

This communication is regarding the proposed rezoning of 1600 Kurz Way and 1612 Dawn Dr. Case number 23-ZonePA-0141

I received a copy of the traffic report conducted at the behest of the proposed developer.

I have looked at this carefully and have found the data collection to be flawed, with important omissions. I created a section-by-section analysis of the report as well as a summary of what needs to be done to ensure public safety if this rezoning effort is to move forward.

Please enter the analysis that I have composed into the public record for any considerations made on this rezoning effort.

Respectfully,

Lisa Kljaich
5102 Maryview Dr.
Louisville, KY 40216

Analysis of the Traffic Report
For
Oak Pointe Dawn Drive – January 8, 2024

Analysis of the Traffic Report prepared by Lisa Kljaich
Property Owner – 5102 Maryview Dr.
February 2, 2024

This is an analysis of the Traffic Report submitted for the Oak Pointe project.
Case number 23-ZonePA-0141 1600 Kurz Way and 1612 Dawn Dr.

Critical Traffic Safety Considerations

I reside at 5102 Maryview Dr. Louisville, KY 40216. I drive on the roads mentioned in this traffic report. As a citizen concerned with the safety of the roads mentioned in this traffic report, I noted discrepancies and omissions that I consider critically important traffic safety considerations for the current residents of Meyers Lane, Christie Ave., Holy Cross and Dawn Dr, as well as an impact to the residences of the 406 proposed apartments and single-family homes in the Oak Pointe Project.

Discrepancies and Critical Public Safety Omissions.

This analysis aims to note each of the discrepancies and omissions in the report. This analysis is asking for further depth in a traffic report for this development to address the totality of traffic related public safety issues that could be considerably worsened by the impact of 406 21st century domiciles in a single-family neighborhood with roads that were developed from 1900 – 1954.

The Duty of Louisville Planning and Design to Consider Public Safety in the Decision-Making Process

Without addressing these omissions and discrepancies, the current traffic report fails to communicate the true picture of increased traffic to those making decisions to rezone an older residential neighborhood to multi-family housing.

Analysis of Existing Conditions and Future Conditions in the Traffic Report

Page 2 – Conditions not reported.

The speed limit is correctly noted at 25 mph with no sidewalks. 25 mph does not reflect the actual speed of the current traffic traveling on Meyers Lane. **No study was provided for actual speeds.**

There are no sidewalks on Meyers Lane. This was mentioned on page 2. **No report on pedestrian use was provided in the Traffic Report.** There is a bus stop at the intersection of Dixie Highway and Meyers Lane, and also on the other side of Dixie Highway.

The railroad crossing was mentioned and included in the Existing Conditions. However, no further mention was made in the report to indicate how many train trips are made daily on the railroad tracks,

how long the road is impassable due to the railway crossing, and how many cars are waiting on the train. The length of the traffic backed up due to the crossing should also be included in this report. Would backed up traffic impact Christie Dr., or possibly Dixie Highway, or even the proposed entrances to Oak Pointe? Without this data, the Traffic Report is incomplete. **The impact of increased traffic regarding the train crossing was not included.**

No mention was made of the **road width** as being within acceptable parameters for adding multi-family housing units. Currently the narrow width of Meyers Lane is impacted by garbage bins, garbage collection, delivery vehicles and pedestrians.

No mention was made of reported traffic accidents at any of the intersections in this report.

No mention was made of the irregularities of the Meyers Lane, Dixie Highway, Holy Cross intersection – which is not in the traditional 90 degree intersection configuration. It is an off-set 4 way intersection. Residents and Holy Cross Community users are frequently confused by left-hand turns at this intersection.

The Holy Cross and Planet Fitness road controlled by a traffic light is not included in the map provided on Page 2. **The report is incomplete.**

Analysis of Existing Conditions in the Traffic Report

Confusing Discrepancies

The Trip Generated tables mention "Peak Hours". On page 3 of the Existing Conditions portion of the traffic report the peak traffic for the morning was noted as 7:15 am to 8:15 am. And the evening peak traffic as 5:00 pm to 6:00 pm. They also mentioned the peak consideration for Holy Cross School was 7:45 – 4:00 pm. No further clarification was given in Figure 2, which diagrams Am and Pm peak traffic. Is the assumption that the AM is from 7:15 to 8:15? Same for the PM designation in Figure 2 – 5:00 to 6:00 PM? This needs clarification from the creator of the report when different peak hours are mentioned in the same paragraph. **This report is confusing.**

Important Discrepancies

It is common knowledge that rush hour on Dixie Highway happens before 5 pm. The car counts in the Appendix from Marr Traffic Data Collection confirms common knowledge. Total of turns for each intersection has a higher number from 3-4 pm, and sometimes 4-5 pm than 5-6 pm. **This report inaccurately describes the time frame for peak hours in the afternoon.**

Numbers Don't Match

Figure 2 on page 3 showing the turns in and out of Meyers Lane do not match the numbers contained in the Appendix with the Marr Traffic Counts for the 5-6 time period. Both data collection points are reported for the same day. I couldn't find any figures for southbound traffic turns from Dixie Highway that corresponds to the Marr Traffic Data. **The figures aren't adding up.**

Conclusion – The stated peak hours are not the actual peak hours. The conditions given in Figure 2 on Page 3 don't reflect the actual peak traffic conditions. Total figures given for Dixie Highway traffic on Figure 2 is lower than the traffic conditions at 3 pm and sometimes even 4 pm. This study is flawed, and any projections based on this data are flawed as well. **City governments need correct information in making important decisions that impact hundreds of people daily.**

Trip Generation

The Institute of Transportation Engineer's Trip General Manual, 11th Edition was published in September of 2021. Is the data collected prior to a September 2021 publication consistent with trends in 2024 and into the future? Since that date there has been a notable increase in delivery services. There have been additions to delivery services such as Temu, and food delivery services as well as increases in Amazon deliveries. Food delivery revenue is projected to grow from a 100 billion dollar industry to a 165 billion industry by 2029. This increase will certainly impact the number of trips made in the future. Was this foreseen in a publication from 2021? Is this the best available data on Trip Generation?

Why 40%?

On page 4 the narrative states that 40% of the apartments are using the west entrance. What about the east entrance? Why would only 40% of the apartments be using the west entrance? This is not explained.

We have been given no data about the prices of these apartments, homes or the populations they are trying to serve. Newer apartments in the area – such as The Foundry range in price from 1,058 to 1,225 and are 2-3 bedroom apartments with 2 baths. They are low-rise apartments.

179 trips?

Common sense would guesstimate that 368 apartments would generate more than 179 trips back home during peak hours. How many parking spaces are being allocated for the 368 apartments and 38 homes? 2 cars per unit would be 812 cars. 40% of that number would be 324, substantially higher than 179 trips, unless this is housing designed for 55+ residents.

What is the comparison between the number peak hour trips currently going past the proposed entrances in relation to the number of homes in Oak Hill Subdivision? Real data would for the area would be more reliable for government decision.

Conclusion – The Trip Generation numbers in Table 1 on page 4 don't model the total numbers of cars that would be in this new development. **This doesn't seem to be a real-life scenario unless this is senior housing. How can these numbers be accurate, when there aren't any projections for the typical resident intended in this project?**

The Analysis and Conclusions of Data Presented

Intersection already deemed Level E with incorrect peak hours.

On page 8 Table 2 – the rating, even using the flawed data of peak hour traffic as being from 5-6 pm in the evening shows that Meyers Lane Westbound and Holy Cross Eastbound are rated at an "E" level of

service. Only one degree higher than the worst rating of an F. Every current resident and every proposed resident needs to come to the Meyers Lane Westbound intersection. **It is already on the low end of acceptable with flawed data.**

Downgrade of Dixie Highway intersection with incorrect peak hours.

Additionally, even based on the lower numbers with the wrong peak hours, this report concludes that the traffic at Dixie Highway and Meyers Lane will be downgraded from an A to a B.

No mention was made in the study of how many pedestrians travel along Meyers Lane and Dawn Dr. No further mention was made in the report in predicting future pedestrian conditions with the addition of 406 residences on Dawn Dr.

In Summary

The concluding statement in the traffic report only discusses the volume of traffic. Louisville residents understand that traffic volume is only one aspect of public traffic safety. The Traffic Report only presented conclusions about the need for turn lanes.

This report is incomplete and flawed. Even with flawed data the Dixie Highway intersection would be downgraded by this proposed rezoning, and Meyers Lane and the Holy Cross entrance are already at the next to lowest levels.

Public officials need more comprehensive professionally obtained information to make good decisions about public safety, particularly when it comes to increasing the number of residents on older, narrow streets.

Without a more comprehensive analysis, with accurate data, it is impossible to make a rational and reasoned zoning decision concerning the safety for the residents served.

Already mentioned were the omission in this traffic report:

Pedestrians with no sidewalks available 2) the railway crossing data, 3) actual speeds data, 4) impact of narrow road widths, 5) lack of traffic accident data and 6) the irregularities of the Holy Cross/Meyers Lane intersection.

But there are other considerations about road safety that greatly impacts and concerns the current residents that travel Meyers Lane and Dawn Drive. These issues have been brought to the attention of Planning and Design as well as Bardenwerper, Talbott & Robers, PLLC and Prodigy Investments. These conditions were ignored in the Traffic Report.

Potentially Life Threatening Conditions of the Proposed Entrances

The proposed entrance/exit to this project are on a very steep slope with a blind curve on Dawn Dr. just above the proposed Oak Pointe eastern entrance. What would be the impacts of adding more traffic to the blind curve with the steep slope? This omission is huge. I was surprised when the first proposal for the latest single housing project was passed and the inherent dangers of the steep incline on Dawn Drive were ignored despite resident's warnings. It seemed reckless.

It is also the assumption of the report analysis that the developers will be looking for grants and tax credits associated with low-income housing, which frequently includes a higher than normal proportion of disabled individuals. The steep hill grade and lack of sidewalks need to be considered by public officials when granting important monetary incentives. Negotiating this steep hill on foot is a daunting proposition for healthy individuals. Should developers get incentives when inherent land features make foot traffic for all impossible?

Further Study is Needed for Making an Irreversible Rezoning Change

A study that shows concern for the residents of Louisville would need to include:

- 1) The grade of the hill for the proposed intersections 1612 Dawn Dr.
- 2) The sight distances for the curve and the slope of the hill from the proposed intersection at 1612 Dawn Dr.
- 3) The impacts of the railroad crossing
- 4) The impacts of increased pedestrian activity on Dawn Dr. and Meyers Lane
- 5) The impacts of inclement weather and multi-family housing on an intersection on a steep slope.

Anecdotal Evidence

Metro officials have been told before that the proposed intersection to this development presents a hazard. The government decision makers tasked with determining the fate of this rezoning should know that traveling Dawn Drive's steep hill in inclement weather has had a major impacts on vehicle safety and the safety of property owners. In icy or snowy conditions the hill becomes impassable in both directions. This has a significant impact on the residents of Christie and Meyers Lane. Folks who can't get up the steep incline on Dawn Dr, must park their cars along these streets and walk up the hill in bad conditions with no sidewalk and poor visibility. I have had that happen to me personally. Christie and Meyers Lane have become parking lots.

In Oak Hill Estates there are 113 households that need to go up that hill from Dixie Highway. Imagine adding 400+ households to that issue. It's a multiplied nightmare. Evidence can be collected by survey of the residents should be part of a comprehensive traffic report to gain a clear understanding of the safety concerns this proposed entrance.

Publicly noted concerns were raised and not addressed.

Residents of the area brought these concerns to the attention of the property developer and his law firm by multiple individuals during the public meeting held in November 2023.

These concerns were also presented at a previous hearing; prior to the 2 houses that were built on this development in 2018. The traffic report paid for by the developer ignores the biggest traffic safety concerns brought to their attention by the residents. If the Planning Commission believes that this rezoning should advance to the next level, a comprehensive and accurate traffic report should be required for the sake of public safety before allowing the rezoning project to move forward.

Luckett, Jay

From: Don Hiles <Don@donhiles.com>
Sent: Saturday, February 10, 2024 4:23 PM
To: Luckett, Jay
Subject: Development at 1600 Kurz Way and 1612 Dawn Drive

Follow Up Flag: Follow up
Flag Status: Flagged

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Mr. Luckett

I am vehemently opposed to the proposed development of this property referenced above. There are a number of issues that will negatively impact the property values as well as be detrimental to safety.

I have reviewed the traffic study and it is horribly flawed, does not take into consideration speeds above the posted speed limit and short stopping distances at the blind uphill curves at the proposed entrance. A MAJOR SAFETY issue as I have observed MANY people speeding in that area and have had many close calls in that specific area. I am happy to discuss safety concerns in much more depth in the future

As a retired realtor, I can assure you that the proposed development will, without a doubt cause current property values to decline due to the concentration new residents. Again, I am happy to discuss these concerns in more depth.

I strongly urge you to do whatever is necessary to put a halt to this proposed development

Don Hiles, MBA
270-307-7925
don@donhiles.com

Luckett, Jay

From: charlotte <c09201945@gmail.com>
Sent: Saturday, February 10, 2024 4:27 PM
To: Luckett, Jay
Subject: Oak Hills Rezoning at 1612 Dawn Drive

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email came from outside of Louisville Metro. Do not click links, open attachments, or give away private information unless you recognize the sender's email address and know the content is safe.

I live at 1702 Meyers Lane, Louisville, Ky 40216. My phone 502-619-1719. I have been a resident for approximately 30+ years. Seven years in Oak Hills and 25+ years on Meyers Lane. My home sits directly next to the railroad track separating Oaks Hills (Dawn Drive) and Meyers Lane. With the new apartment development off Dawn Drive, I'm quite concerned to the possible increase of traffic movement coming/going on Meyers and Dawn Drive. There are NO SIDEWALKS for children and seniors that travel Meyers Lane by foot and, in deed, is quite dangerous for the citizens to travel on a regular basis. Especially children coming/going to and from Dixie Highway for bus transportation and going/coming from school or other activities. Also, children playing or riding bikes and scooters are also endanger of speeders driving through to/from Dixie Highway or coming off Dawn Drive speeding. I would think installing and making sidewalks would be one way to protect the public from speeders that travel Meyers Lane and Dawn Drive. Speeding happens morning, noon, and night with no respect to the public-----it's virtually a race course! Along with their speeding, they tend to use the streets for disposing trash in yards and along the railroad tracks. For the safety of homeowners and the general public, I hope there will be some consideration to reviewing all aspects of these problems that could be a danger to the homeowners in Oaks Hills!!!! Thank you for your attention the this important issue....

Luckett, Jay

From: Cindee Scroggy <cindeescroggy@gmail.com>
Sent: Sunday, February 11, 2024 9:39 PM
To: Luckett, Jay
Subject: Rezoning of Property on Dawn Drive (Oak Pointe)

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Mr. Luckett

I am 63 and was raised at 1618 Dawn Drive. My parents built that home in 1961, and currently we have lived at 1616 Dawn Dr, Louisville, KY 40216 since 2014. There are many safety problems with rezoning this property of which many pertain to the blind, 90-degree curve which cannot be altered. Through the years, I have seen kids come down the hill on bikes and lose control from sliding on gravel on the street. Cars have become airborne on the tracks and hit houses. These situations made it necessary for a metal barricade to be placed at the home located on the corner of Dawn and Christie Ave. (5122). Please carefully consider the following information.

1. Holy Cross High School students train on the hills during track and cross country season, also several people walk the hills. There is no room for sidewalks. There are currently a little over 130 homes in Oak Hills. This rezoning will triple the number of people using Dawn Drive, creating hazardous conditions for anyone walking, running or biking on the hills. Also, many days traffic is extremely congested at the intersection of Meyers Lane and Dixie Highway due to many factors. These include Holy Cross High School, Planet Fitness Gym, a U-turn lane, and back up because of Dixie Highway traffic. Adding the additional vehicles from the approximate 400 units will cause traffic to only be worse. The result will be a less safe intersection with more back up on Meyers Lane.
2. The entrances and exits to this area will be in a curve that is impossible to see around when going the speed limit. The big hill is so steep that drivers have to ride their brakes down it. Unfortunately, many don't. Then at the bottom of the big hill, is a blind 90-degree curve and no reaction time! In fact it is not unusual for cars to swing wide when coming down the hill. I encourage you to sit at the current entrance and see for yourself.
3. Even though there will be two proposed entrances and exits, both are within yards of each other exiting out onto the same two-lane road--Dawn Drive. Both of these entrances are located in blind spots for traffic. The existing road is blind to traffic coming up the hill. The proposed second entrance will be blind to those coming down the hill following the speed limit.
4. The proposed development will undoubtedly mean many more children catching school buses and playing on or near the closest road, (Dawn Drive) increasing the foot traffic on an already busy two-lane, sidewalkless road. This will create a dangerous situation for children due to the additional traffic and the blind curve.
5. The traffic study does not address the blind curve at all.

6. The proposed land to use for the second entrance has not been developed because it is currently a drainage ditch. There is a reason for a drainage ditch and creating a road will cause settling to occur due to the tonnage of dirt and fill that will need to be used to create it. This will no doubt adversely affect the properties below.

7. Water runoff has always been a problem and has worsened after each attempt to develop this property seemingly due to removal of many mature trees and vegetation and changes to the lay of the land. The retention pond is located behind 1616 Dawn and 1614 Dawn. We were told the original intention was for this to temporarily hold runoff, however it has never been dry since day one. It is a haven for mosquitoes. This has caused us to have our yard "fogged" for mosquitos.

I can tell you from experience that wrecks from bikes and cars at the bottom of the hill are a terrible thing to witness. I have never forgotten them, especially the one boy that crashed into the railroad tracks on a bicycle. He crashed through the fence and his head hit the tracks. I don't know what happened to him, but I remember EMS taking him away on a stretcher. There were also the boys coming down the hill that hit the concrete wall before it was a metal barrier. As a teenager, a truck miscalculated the curve and went through the yard of 1616 Dawn and ended up in the backyard of 1618 Dawn Drive where I had been laying out. A few more feet to the left and I would have been run over! Even more recently a car miscalculated the curve and hit the pole located at the drainage ditch where the "intended second entrance" will be. These are only a few stories with the current homes that are in Oak Hills. I cannot imagine how many children could be hurt or wrecks will be had if this is rezoned to accommodate over 300 additional families all entering and exiting from these two roads. This subdivision curve was not built for this kind of traffic. It is not safe. It will be the same scenario as Woodhill Lane in Okolona only exacerbated by two hills.

Cindee Scroggy

Luckett, Jay

From: Missy Rigdon <missy.rigdon@yahoo.com>
Sent: Monday, November 13, 2023 2:19 PM
To: Luckett, Jay
Subject: Zoning change

Follow Up Flag: Follow up
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Categories: Respond

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Jay,

Oak valley subdivision neighborhood was made aware of an upcoming zoning change request from single family homes to apartments complex's around the Meyers Ln, Dawn Dr, Oak Valley Dr by the lake area.

We do not want or need apartment complexes going up in our neighborhood. We do not need the added traffic and stress to our utilities and not to mention the decrease in our property value due to those apartments being added.

We do not want that in our neighborhood.

We kindly ask that you do not allow this to happen.

Concerned neighbor in Oak Valley Subdivision

Sincerely,
Missy Rigdon

Sent from Yahoo Mail for iPhone

Luckett, Jay

From: Blazis, Heather
Sent: Friday, December 8, 2023 4:33 PM
To: Heather Jackson; Blackwell, Rick
Cc: New ICE Dave; snja234@uky.edu; Luckett, Jay; Blazis, Heather
Subject: RE: Zoning change from R-4 to R-6

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon, Ms. Jackson. We wanted to let you know that this item is only at the neighborhood meeting level. It has not come before the planning commission or Council for votes yet. We have copied Jay Luckett on this email as he is the Case Manager who will include your comments as part of the official record which the Commission and Council review when making their decision.

Take care,
Heather

-----Original Message-----

From: Heather Jackson <ezbucs2003@yahoo.com>
Sent: Thursday, December 7, 2023 11:33 AM
To: Blackwell, Rick <Rick.Blackwell@louisvilleky.gov>
Cc: ME <ezbucs2003@yahoo.com>; New ICE Dave <dave.jackson47@yahoo.com>; snja234@uky.edu
Subject: Zoning change from R-4 to R-6

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Mr. Blackwell,

I am writing to ask you to vote NO to the request to change zoning from R-4 to R-6 at Kurtz Way and Dawn Drive. I live in Oak Valley (I have lived here over 15 years) and I am extremely concerned about impact on watershed and the environment! Not to mention the volume of traffic that would be included in this development.

Thank you for your time,
Heather Jackson
502-751-4025

Sent from my iPhone

Luckett, Jay

From: Blazis, Heather
Sent: Monday, December 11, 2023 10:56 AM
To: chemp.8855@gmail.com; Blackwell, Rick
Cc: Luckett, Jay
Subject: RE: Contact Councilman Rick Blackwell [#1836]

Good morning, Mr. Hemp. This proposed zoning change is not to a vote stage at this time. They have only submitted a pre-application and had an initial neighborhood meeting. They still must submit a formal application, have a Land Development and Transportation Meeting, and then go before the Planning Commission before it comes before Council. Any specific concerns you have regarding this project should be email to the Case Manager, Jay Luckett (copied on this email), to be included as part of the official record (which is what the Planning Commission and Council review when making their decision).

Thank you,
Heather



Heather Blazis | Legislative Assistant
Office of Councilman Rick Blackwell/District 12
601 W. Jefferson Street | Louisville, KY 40202
p: (502) 574-1112 f: (502) 574-3363
www.rickblackwell.com

From: Councilman Rick Blackwell <no-reply@wufoo.com>
Sent: Monday, December 11, 2023 10:18 AM
To: Blackwell, Rick <Rick.Blackwell@louisvilleky.gov>; Blazis, Heather <heather.blazis@louisvilleky.gov>
Subject: Contact Councilman Rick Blackwell [#1836]

Name	John Hemp
Address	 3418 Southmeade Circle Louisville, Ky 40214 United States
Phone Number	(502) 415-4679
Email	chemp.8855@gmail.com
Comments	Vote no to zoning change at Kuntz Way and Dawn Drive

Luckett, Jay

From: Blazis, Heather
Sent: Thursday, December 7, 2023 9:49 AM
To: Corbin, Brandy B.
Cc: Blackwell, Rick; Luckett, Jay
Subject: RE: Proposed Zoning Change

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Respond

Sorry. I forgot to include Mr. Luckett. He is on this one.
Heather



Heather Blazis | Legislative Assistant
Office of Councilman Rick Blackwell/District 12
601 W. Jefferson Street | Louisville, KY 40202
p: (502) 574-1112 f: (502) 574-3363
www.rickblackwell.com

From: Blazis, Heather
Sent: Thursday, December 7, 2023 9:48 AM
To: Corbin, Brandy B. <brandy.corbin@jefferson.kyschools.us>
Cc: Blackwell, Rick <Rick.Blackwell@louisvilleky.gov>; Blazis, Heather <heather.blazis@louisvilleky.gov>
Subject: RE: Proposed Zoning Change

Good morning, Ms. Corbin. Thank you for your email. We have copied Jay Luckett on this email, as he is the Case Manager. He will include your email as part of the official record that the Planning Commission and Council will use to make their decision.

Thank you,
Heather



Heather Blazis | Legislative Assistant
Office of Councilman Rick Blackwell/District 12
601 W. Jefferson Street | Louisville, KY 40202
p: (502) 574-1112 f: (502) 574-3363
www.rickblackwell.com

From: Corbin, Brandy B. <brandy.corbin@jefferson.kyschools.us>
Sent: Tuesday, December 5, 2023 2:22 PM
To: Blackwell, Rick <Rick.Blackwell@louisvilleky.gov>
Subject: Proposed Zoning Change

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Please vote "NO" on the proposal to change zoning from R-4 to R-6 to allow development of a 368-unit apartment community and 38 single-family lots on approximately 35.68 acres on property located at 1600 Kurz Way and 1612 Dawn Drive. As a resident of this neighborhood, I am concerned about the impact this development will have on traffic flow/volume in the neighborhood, as well as its impact on the watershed and the environment, in general.

Brandy Corbin
3430 Southmeade Circle
Louisville, KY 40214

Luckett, Jay

From: Heather Jackson <ezbucs2003@yahoo.com>
Sent: Thursday, December 7, 2023 11:35 AM
To: Luckett, Jay
Cc: ME; snja234@uky.edu; New ICE Dave
Subject: Zoning change Kurz Way and Dawn Drive

Follow Up Flag: Follow up
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Categories: Respond

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Mr. Luckett,

I am writing to ask you to vote NO to the request to change zoning from R-4 to R-6 at Kurtz Way and Dawn Drive. I live in Oak Valley (I have lived here over 15 years) and I am extremely concerned about impact on watershed and the environment! Not to mention the volume of traffic that would be included in this development.

Thank you for your time,
Heather Jackson
502-751-4025

Sent from my iPhone

Luckett, Jay

From: L & M Property Solutions <l.m.propertyolutions@gmail.com>
Sent: Monday, December 4, 2023 4:35 PM
To: Luckett, Jay
Subject: 23-ZONEPA-0141

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email came from outside of Louisville Metro. Do not click links, open attachments, or give away private information unless you recognize the sender's email address and know the content is safe.

The purpose of this email is to ask you to hear from neighbors about this project before allowing it to go through - as it did last time. Please get input from real people living in this area for the traffic study as well as the geological study.

I attended the informational meeting for this project located between Dawn Dr. and Kurz Way. I live on Maryview Dr., I also own 3 other houses on both Dawn Dr. and Maryview Dr.

I have witnessed plans for this property and one on the other side of Maryview and Nancy Dr. go sideways. The development on the other side resulted in two existing homes on Oak Valley Dr. being demolished by MSD because the dirt work that was done on the hillside made those homes unliveable. I had friends that used to live in one of those houses. It was a nightmare for them.

The meeting was very informational. Particularly what the neighbors had to say about the detrimental effects this development has already had. There was photographic evidence submitted as well as stories that I was unaware of.

Did you know:

- 1) That the 2 houses they built on this property in 2019 (?) have created safety issues on the hill going up from the railroad tracks? Talk with those owners. Talk with folks that drive that hill.
- 2) That one of the above mentioned homes (maybe both) have flooding issues?
- 3) Did you know that bald eagles have been seen on that property?
- 4) Did you know that many people who currently live in this neighborhood can't negotiate going up and down Dawn Dr. hill during slick conditions, and have to park their car at Planet Fitness or the office building at the corner and walk home?

I hear that there is a traffic study that is currently ongoing. I am requesting that this traffic study include insight from the people that live on Meyers Lane and in Oak Hill Subdivision. I'll bet that would shed light on what traffic is like under the current conditions in order to accurately project what future conditions would be with the addition of 400 households.

I also urge you to hear what the adjacent neighbors to this proposal have to say on Dawn Ct. and Maryview Dr. about the soil conditions as well as the folks that border the lower side of property. You would hear stories of what the last development did to their homes.

I also thought that it was very interesting to hear that when asked about what protection/mitigation they were offering to property owners if their property is physically damaged by this development. They were very forthright and said - none.

Thanks for reading this. I hope to hear from you on how those who live here can contribute meaningful experiences to help you make good development plans throughout Louisville.

Please don't make a couple dozen home owners sacrifice their biggest investment they make in their lives for the sake of a big development.

Please don't bring additional hundreds of families into a living situation without carefully considering the safety risks inherent in inadequate roadway infrastructure.

Post note - I sent this the day after the meeting - I just got notice that it was undeliverable. So this is the 2nd attempt at communication.

Lisa Kljaich

L & M Property Solutions

Luckett, Jay

From: Corbin, Brandy B. <brandy.corbin@jefferson.kyschools.us>
Sent: Tuesday, December 5, 2023 2:22 PM
To: Luckett, Jay
Subject: Zoning Change Proposal

Follow Up Flag: Flag for follow up
Flag Status: Flagged

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Please vote "NO" on the proposal to change zoning from R-4 to R-6 to allow development of a 368-unit apartment community and 38 single-family lots on approximately 35.68 acres on property located at 1600 Kurz Way and 1612 Dawn Drive. As a resident of this neighborhood, I am concerned about the impact this development will have on traffic flow/volume in the neighborhood, as well as its impact on the watershed and the environment, in general.

Brandy Corbin
3430 Southmeade Circle
Louisville, KY 40214

Luckett, Jay

From: bethsmall18@gmail.com
Sent: Monday, December 4, 2023 10:34 AM
To: Luckett, Jay
Subject: Docket #23-zonepa0141

Follow Up Flag: Follow up
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Dear Mr. Luckett

I am writing to voice my opposition to the planned development at 1612 Dawn Drive by Prodigy Investments.

My reasons are as follows:

1. Planned development would add approximately 800 cars to the immediate area. There is only one traffic light on Myers lane/Dixie to support those volumes. Traffic out of the development could potentially turn right and up the hill and out to Blanton lane. Blanton Lane is already high volume and very congested at both the Dixie and Saint Andrews light. A lot of traffic cuts through OakValley to get to Dixie due to congestion on Blanton. Making a left handed turn off of Oak Valley onto Blanton is nearly impossible during peak travel times. Pedestrian foot travel is very hazardous due to the steep grade and speed of drivers.
2. Increased automobile traffic on a curvy road that has no pedestrian sidewalks. Currently we have cars traveling well in excess of 35 mph on Oak Valley drive and it is very dangerous for community. You have to be very careful not to get "plowed down" just getting mail from street side mailbox The posted speed limit is 25 mph.
3. The hill is largely a slab of slate. Much care would have to be demonstrated to maintain structural integrity for existing homes as well as building new ones. Many homeowners have had significant settlement issues with existing homes that have been there 60 years. What will be recourse for disturbing an already fragile environment?
4. Abundance of underground water! There are many underground springs throughout the hill and several neighbors report they have sinkholes on their property.
5. Safety concerns - proposed access to Dawn drive and Oak Valley drive will be extremely hazardous. Residents will basically be making a blind left hand turn to access Dixie Hwy. The aforementioned speed of people driving down the road at high rates of speed. Increased traffic in the area could potentially increase crime.
6. Inclement weather the county does not treat the road as a primary when snow and ice occur it is treacherous.

Please record my concerns

Respectfully,
Beth Small

Sent from my iPhone

Luckett, Jay

From: stricklandjm@twc.com
Sent: Saturday, December 2, 2023 9:56 AM
To: Luckett, Jay
Subject: Oak Hills Subdivision Proposed Development

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Good morning, Mr Luckett, I am writing this email in hope that you can provide some direction and support on the proposed development. My husband and family have been living in Oak Hills for 8 years and have great concerns about safety of the hill. Currently, the lanes are very narrow and Dawn Drive is a cut through street with drivers speeding down the hills. It is unsafe to walk with my grandchildren because there are not sidewalks and speeders. In the winter the hill is very icy and dangerous to get down, until the roads are cleared. The impact of 800 more cars on this very curvy hill is a great concern. Do you think the integrity of the subdivision will be compromised for profit rather than safety. Dawn drive also floods in a very heavy rain, and you cannot get up the hill. School buses have no safe turn around. Can you also keep us informed up any future planning meetings and can the time be in the evenings after residents get off work. Please consider these points of concerns, thanks for your time.

Janice & Jim Strickland
stricklandjm@twc.com

Luckett, Jay

From: kavin mcgrath <kmcgrath33@att.net>
Sent: Wednesday, November 22, 2023 10:20 AM
To: Luckett, Jay
Subject: Oak Hills Development

Follow Up Flag: Follow up
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Categories: Respond

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Good Morning Mr. Luckett, wanted to follow up on the neighborhood meeting I attended Monday night in regards to the new proposed development in our area, think it will be called Oak Pointe ?

First and fore most the biggest concern is added traffic , there is no way reduce the danger unless there are at least one or two Entrances/exits added, even with added Entrances/exits where they are proposing is a major concern.

Where the exit proposed next to 1614 Dawn Drive (MY Property) is and will be dangerous, I have managed it for 19 years, I pull to end of drive way look to top of hill then pull out , there are still times there will be a car in my rear view mirror right on top of me I didn't see. This plan is accident waiting to happen, add snow and ice makes it even more hazardous . Already cars off the hill yearly in the lot next to me. I have replaced my mail box 8 times in 19 years. Will be worse with all the new traffic with new plan.

I would like to request a study of current traffic flow.

Also, soil erosion, there are times no rain for weeks yet there is underground water still flowing in the ditch (for lack of better description) next to me. For 19 years I have had zero foundation issues, both in the house and inground pool, I have been advised to take both videos and pictures both inside and out which I have done in case there is an issue down the road because of the development. I plan to send to developer next week , what they do with it is their decision but it will be documented just in case.

To me just seems not a good plan and not thought out very well , especially in regards to the traffic flow, already a lot of cut thru traffic from Blanton to Dixie.

Hope you take my concerns into consideration when making this decision.

Happy Thanksgiving !

Thanks

Kavin McGrath

1614 Dawn Drive
Louisville, KY. 40216
502.387.1033
Kmcgrath33@att.net

“God Bless America”

Lockett, Jay

From: Blazis, Heather
Sent: Tuesday, November 21, 2023 1:35 PM
To: Lockett, Jay
Subject: 23-ZONEPA-0141

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Categories: Respond

Good afternoon, Jay. We had a constituent reach out to us about the proposed project 23-ZONEPA-0141 at 1600 Kurz Way/1612 Dawn Dr. Tim Gahan called and is against the apartments. He is concerned about people from the apartments coming across the railroad tracks to his property and stealing. He is concerned about an increase in crime. I gave him your email address to email his concerns to be included in the official record but wanted to send you an email as well.

Thanks,
Heather



Heather Blazis | Legislative Assistant
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