

## Williams, Julia

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**From:** Metcalf, Megan  
**Sent:** Wednesday, November 30, 2022 4:01 PM  
**To:** d.bellafronto813@gmail.com  
**Cc:** Williams, Julia  
**Subject:** RE: Contact Councilwoman Cassie Chambers Armstrong [#1556]

Hi Diane,

Thank you for reaching out. Due to state law, Council Member Armstrong has to refrain from engaging in any ex parte conversations about zoning matters that may come before Council. That is because Metro Council votes on these issues and acts in a quasi-judicial role. Their decisions must be made based solely on the record that is created before the Planning Commission. I'm copying the case manager Julia Williams so that this can be made part of the record.

Please let us know if there is anything else we can do to assist you.

Kindest regards,

Megan Metcalf

**From:** Councilwoman Cassie Chambers Armstrong <no-reply@wufoo.com>  
**Sent:** Tuesday, November 29, 2022 8:36 AM  
**To:** Armstrong, Cassie <Cassie.Armstrong@louisvilleky.gov>; Metcalf, Megan <Megan.Metcalf@louisvilleky.gov>  
**Subject:** Contact Councilwoman Cassie Chambers Armstrong [#1556]

**Name \*** Diane Bellafronto

**Address**

\* 1699 Trevilian Way  
Louisville, KY 40205  
United States

**Phone** (502) 553-5080

**Number**

\*

**Email \*** [d.bellafronto813@gmail.com](mailto:d.bellafronto813@gmail.com)

**Comments \***

Good morning Ms. Armstrong,

I may have missed coverage in your November newsletter of the December 1, Planning Commission meeting that will review the request for a change in zoning from R-1, R-6, C-1, and C-2 to PPD (Planned Development District) for the properties at 2297, 2301, 2313, 2345 Lexington Road. This is the project known as "One Park South".

As the developer of One Park North has already requested a \$244 million public subsidy, I am very concerned about the financing

for both projects and am opposed to the use of tax dollars for these private developments.

As one of your constituents, I share my concern because this request may eventually come before Metro Council. I believe that the developer should create a project that stays within his ability to finance. Thank you so much for your patient attention. Diane

Bellafronto

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## Williams, Julia

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**From:** LYNN Bayus <evster95@aol.com>  
**Sent:** Thursday, November 3, 2022 11:26 AM  
**To:** Williams, Julia  
**Subject:** One Park

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Julia

I live on Lexington Road and have attended several One Park Meetings.

I am opposed to the project as it is.

I do not want tax dollars going to this project. My sidewalk is bad and not addressed and we are going to build a colossal structure where employees for it cannot afford to live.

Take another traffic study between 3 and 4 pm.

Now that the lanes are changed to 2 with turning and bike lane it's a crazy mess. More traffic cannot be supported during that time or 8 am mornings.

Here is what I sent Bill Hollander

please do not support one park. There's got to be a better use of our tax dollars. And now that we have two lanes with a turning lane on Grinstead lexington and Cherokee, that will be a traffic mess. It's already highly congested due to the change from four lanes to two lanes plus turning lane. I urge you please do not support this development. A much smaller development is OK, but this is too much.

Sincerely  
Lynn Bayus  
[Dunbar-art.com](http://Dunbar-art.com)  
502-905-5966

## Williams, Julia

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**From:** Ruth Boklage <ruthboklage@gmail.com>  
**Sent:** Thursday, November 3, 2022 10:34 AM  
**To:** Williams, Julia  
**Subject:** One Park

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Absolutely the worst most absurd plan for the area that could possibly be conceived!! Have to believe a lot of money has changed hands for this to get past step one

## Williams, Julia

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**From:** Kim Klein <kklein1600@mac.com>  
**Sent:** Thursday, November 3, 2022 8:13 PM  
**To:** Williams, Julia  
**Subject:** Park North

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Julia,

I know this project isn't your fault, so excuse me for being blunt. I've looked at the plan that was attached with the Councilman's email and even more shocked from what I'd heard previously.

I'm so very disappointed with the City in allowing this ultra modern, cheap looking, congestion adding project to move forward. Lexington Rd is already compromised with lines of traffic bumper to bumper multiple times a day and not because of schools. How do I know? I love on Lexington and remember when I was truly a parkway. I can sit without ever being allowed to exit or enter my drive, get to hear excessively loud car speakers in cars while they sit in front of my house, motorcycles dragging in the wee hours of the night/morning. Neighbors aren't happy now, so this adds fuel to the fire. On top of the massive scale, tell me how it solves the issue of affordable housing? People are already sleeping in the park, in the woods by the creek/highway and across the street from this project. Any construction these days should solve problems, not create them.

I guess what I'd ask what genius decided to add more congestion, more retail when most can't find good workers now, more of what we don't need to this beautiful historic area? Louisville desperately needs to revise its Historic Preservation council and do a better job considering what the city infrastructure can actually handle, but I'm sure that will never happen.

My two cents worth, so thanks for letting me vent.  
Kim Klein



## Williams, Julia

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**From:** Daniel Scullin <dscullin44@gmail.com>  
**Sent:** Monday, October 24, 2022 5:44 PM  
**To:** Williams, Julia  
**Subject:** Case number 22-ZONE-0043 AND 22-STRCLOSURE-0017

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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October 24, 2022

Dear Ms. Williams,

It has come to our attention that File #: 22-ZONE-0043 has been continued and will come to a final vote on October 27, 2022. We would like to voice our opposition to this project from several points of view.

- The feasibility of this project, combined with One Park South is totally out of proportion to the surrounding neighborhoods and businesses. None of the businesses along Lexington Road are over four stories.
- This project will only add to the traffic congestion along an already busy Lexington Road/Grinstead Drive corridor. This will add to the new congestion generated by One Park South.
- Lastly, the developers have asked for tax increment financing for these projects:
- [https://www.wdrb.com/wdrb-investigates/developer-eyes-244-million-public-subsidy-for-one-park-project/article\\_70322b36-50ad-11ed-a6c1-d71873b070c2.html](https://www.wdrb.com/wdrb-investigates/developer-eyes-244-million-public-subsidy-for-one-park-project/article_70322b36-50ad-11ed-a6c1-d71873b070c2.html)
- In the charettes that preceded this project, many, many adjacent neighbors were very much against the project. To ask taxpayers to subsidize a project that they are against would be an insult. Again we are reinforcing our opposition to this project

Once again, my wife and I are **totally objecting** to this project

Sincerely,

Daniel C. Scullin

Robin D. Scullin

607 Briar Hill Road

Louisville KY 40206

## Williams, Julia

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**From:** Daniel Scullin <dscullin44@gmail.com>  
**Sent:** Monday, October 24, 2022 5:44 PM  
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Once again, my wife and I are **totally objecting** to this project

Sincerely,



Daniel C. Scullin

Robin D. Scullin

607 Briar Hill Road

Louisville KY 40206

Dear Julia Williams:

I am writing to express my concern regarding the proposed development, One North, on the corner of Lexington Road and Grinstead Drive. I am concerned that this development will change the charm of our unique neighborhood and invite the development of more suburban like structures in the area. It would be far more appropriate for planned developments to be located downtown or in the new Portland and Broadway projects, which need developers to stimulate interest in those neighborhoods. Why doesn't this developer try to expand development in areas that really need economic stimulus?

Our neighborhood is especially valued because of its proximity to an Olmsted Park, one of the key treasures of our city, and the historic Cave Hill Cemetery. It is vital that any development in this area respect the park and the cemetery through the use of proper scale and materials. The proposed change in zoning will open the possibility of dense development that does not fit this neighborhood.

I am very concerned that One North will increase the already serious traffic congestion at the corner of I-64 and Grinstead. The traffic at I-64 and Grinstead is congested and unsafe for cars trying to approach the exits and for pedestrians. I already avoid I-64 at rush hour if I can because it is too dangerous to exit. During peak hours, I sit in the traffic lane backed up with other cars trying to exit at I-64 fearful that the car behind me will not slow up and instead back into me and the lined up cars at the exit. Adding many more cars to the area through One North will endanger lives.

Finally, I oppose the closing of a public road for a private developer's profit. Public property needs to be maintained to serve the public. There are beautification efforts along Lexington Road that are underway that, hopefully, zoning policy will decide to support. Closing a road for private development is not in the best interest of the public.

Thank you for considering my comments on the One North proposed zoning change and development.

Sincerely,

Jim Calvert

616 Wataga Drive 40206

Dear Ms Williams:

I am writing to express my grave concern regarding the proposed zoning change and development, One North, on the corner of Lexington Road and Grinstead Drive. While I do recognize that ongoing development of the city with new and exciting venues will maintain the vitality of our city, I am concerned that some developments can irrevocably change and harm the unique and exciting neighborhoods that make our city so vital. A zoning change to a Planned Development District will create the probability of hotel/retail development that will be too large for this neighborhood. The surrounding neighborhood is especially valued because of its proximity to an Olmsted Park, one of the key treasures of our city. A Planned Development, One Park, has already been approved across Lexington Road, and it will seriously harm the beauty and serenity of the park already. Additional development in the area will harm the charm and character of the neighborhood even further.

Downtown is sorely in need of revitalization after the pandemic. Further east end development will contribute to the decline of the downtown where offices remain vacant. New planned developments belong downtown and not in a residential neighborhood. We need developers who will strengthen our downtown and help it serve as a magnet for the growth and vitality in our city rather than detract from the character of our neighborhoods.

Further development in this area is a threat to public safety and traffic flow. The traffic at I-64 and Grinstead is already congested and dangerous at rush hour. During peak hours, I often sit in the actual traffic lane backed up with other cars trying to exit at I-64 West. Coming East I have the same problem. When I am the first car to approach the backup, I am always fearful that the car behind me (which is going downtown) will not slow up and change lanes but, instead, back into me and the lined up cars at the exit. It is dangerous now. Adding many more cars to the area will endanger lives.

Lastly, closing a public thoroughfare, Beargrass Avenue, for private profit is indefensible. At the same time the city is making efforts to beautify Lexington Road and improve traffic flow and bike paths, including the Beargrass Creek path, this developer is attempting a land grab for personal profit. Closing a private street for this enterprise should not even be a consideration.

Thank you for your consideration of my sentiments.

Sincerely,

Jan Calvert

616 Wataga Drive 40206

## Julia Williams

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**From:** Jackie Cobb <jackiercobb@gmail.com>  
**Sent:** Tuesday, October 4, 2022 10:42 PM  
**To:** Williams, Julia  
**Subject:** 22-ZONE-0043 AND 22-STRCLOSURE-0017

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Julia,

I'm emailing to submit a comment on Case Number 22-ZONE-0043 AND 22-STRCLOSURE-0017 for the property located at 2297, 2301, 2313, 2345 LEXINGTON AVE.

Please make the bike lanes PHYSICALLY PROTECTED. Now, the bike lanes are not in any way physically protected from car traffic. Making a bike lane physically protected from car traffic will increase ridership among all ages and abilities. Per the image below (which is from Louisville's own Complete Streets policy guide), it shows that painted only "bike lanes" are comfortable for 1% of the population (LTS 4). However, making the bike lane truly physically protected from cars (LTS 2), over 70% of the population feels comfortable and safe riding a bike in this sort of bike lane.

This building and development has such wonderful potential because it is nestled in a dense, popular area of town. And, if the streets surrounding this development actually are safe for riding a bike on....neighbors absolutely will choose to ride their bike to/from this development.

As currently designed, the "bike lanes" are very poorly designed and will not be used by many people.(and I use that is quotes, because a bike lane only with paint is essentially worthless and serves as a gutter more or less). However, MANY MANY people would use the bike lanes if they were physically protected as demonstrated below.



Bicycle Level of Traffic Stress/Comfort in Pictures and by Functional Classification, Lanes, Speeds, and Volumes

LTS 1 - 100% of Cyclists



LTS 2 - 70% of Cyclists



LTS 3 - 10% of Cyclists



LTS 4 - 1% of Cyclists



Jackie Cobb  
1320 Cherokee Road  
Louisville, KY 40204

**Julia Williams**

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**From:** Michael Schnuerle <schnuerle@gmail.com>  
**Sent:** Tuesday, September 27, 2022 5:02 PM  
**To:** Williams, Julia  
**Cc:** Gowin, Dirk L; King, Michael M  
**Subject:** 22-ZONE-0043 AND 22-STRCLOSURE-0017

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Hello Julia,

I'm writing to provide feedback on 22-ZONE-0043 AND 22-STRCLOSURE-0017, the One Park Plan.

**Taking examples from:**

Louisville's Complete Streets Policy

[https://louisvilleky.gov/sites/default/files/2021-06/2020-12-10\\_lcs\\_completestreetsdesignmanual\\_final.pdf](https://louisvilleky.gov/sites/default/files/2021-06/2020-12-10_lcs_completestreetsdesignmanual_final.pdf)

KIPDA's Complete Streets Policy

<https://www.kipda.org/wp-content/uploads/2022/08/KIPDA-Complete-Streets-Policy-FINAL.pdf>

KYTC's Complete Streets Policy: Complete Streets, Roads, and Highways Manual

<https://transportation.ky.gov/BikeWalk/Documents/Complete%20Streets,%20Roads,%20and%20Highways%20Manual.pdf>

## **#1 Make bike lanes protected**

**Instead of having bike lanes with painted protection on the road with cars, create separation by moving the lanes to the raised sidewalk areas to the other side of the curb trees.**

Louisville guide: only 1% of cyclists will use a painted lane. If it's protected 70-100% of cyclists will use it.



## Bicycle Level of Traffic Stress/Comfort in Pictures and by Functional Classification, Lanes, Speeds, and Volumes

LTS 1 - 100% of Cyclists



LTS 2 - 70% of Cyclists



LTS 3 - 10% of Cyclists



LTS 4 - 1% of Cyclists



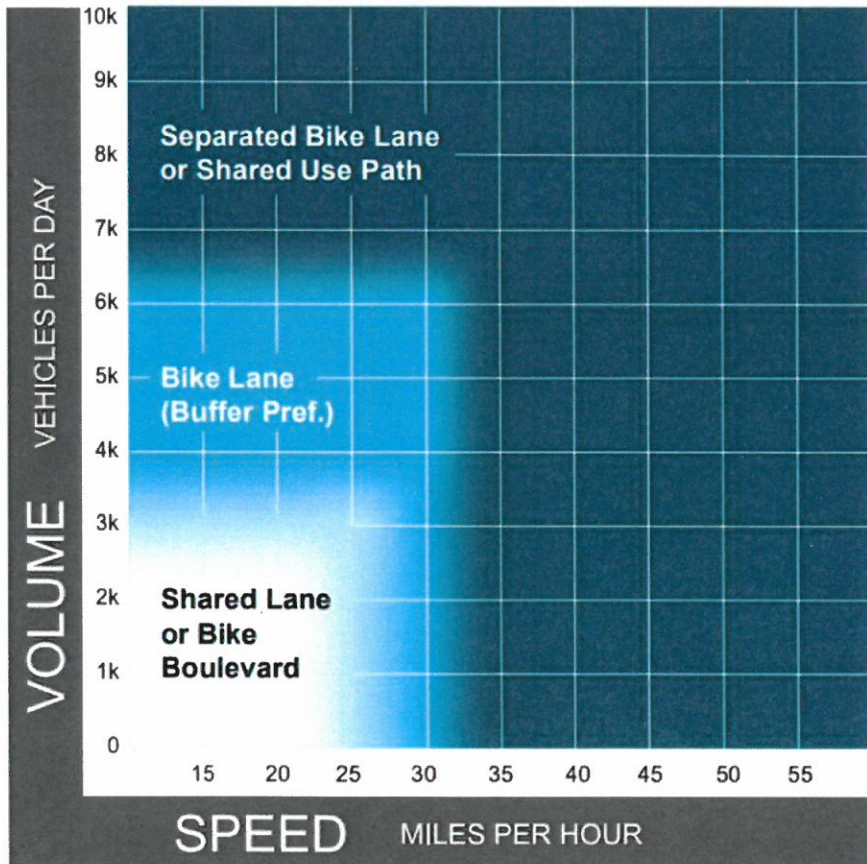
**Level 1 or 2 physically protected bike lanes are required/recommended for both Lexington and Grinstead based on speed and traffic volumes.**

Louisville guide:

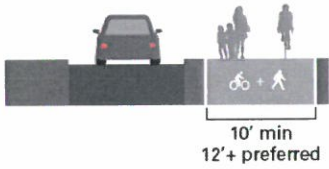


Street Characteristics				Bike F			
Typical Street Designation	Typical # of Lanes	Prevailing Speed	Traffic Volume	Shared Street	Bicycle Boulevard	Bike Lane	Buffer
Residential Access	2-lanes	25	<500	1	1	1	
Residential Local			500-1,500	2	1	1	
Residential Collector			1,500-3,000	2	2	1	
Commercial/Industrial Collector			3,000-10,000	3	3	2	
Minor Arterial	3-4 lanes	30	10,000-20,000	4	4	3	
Major Arterial	4+ lanes		>20,000	4	4	4	
Residential Local	2-lanes		<1,500	2	2	2	
Residential Collector			1,500-3,000	3	2	2	
Commercial/Industrial Collector		3,000-10,000	3	3	2		
Minor Arterial	3-4 lanes	35	10,000-20,000	4	4	3	
Major Arterial	4+ lanes		>20,000	4	4	4	
Residential Local	2-lanes		<1,500	3	2	2	
Residential Collector			1,500-3,000	3	3	3	
Commercial/Industrial Collector		3,000-10,000	4	4	3		
Minor Arterial	3-4 lanes	35	10,000-20,000	4	4	4	
Major Arterial	4+ lanes		>20,000	4	4	4	

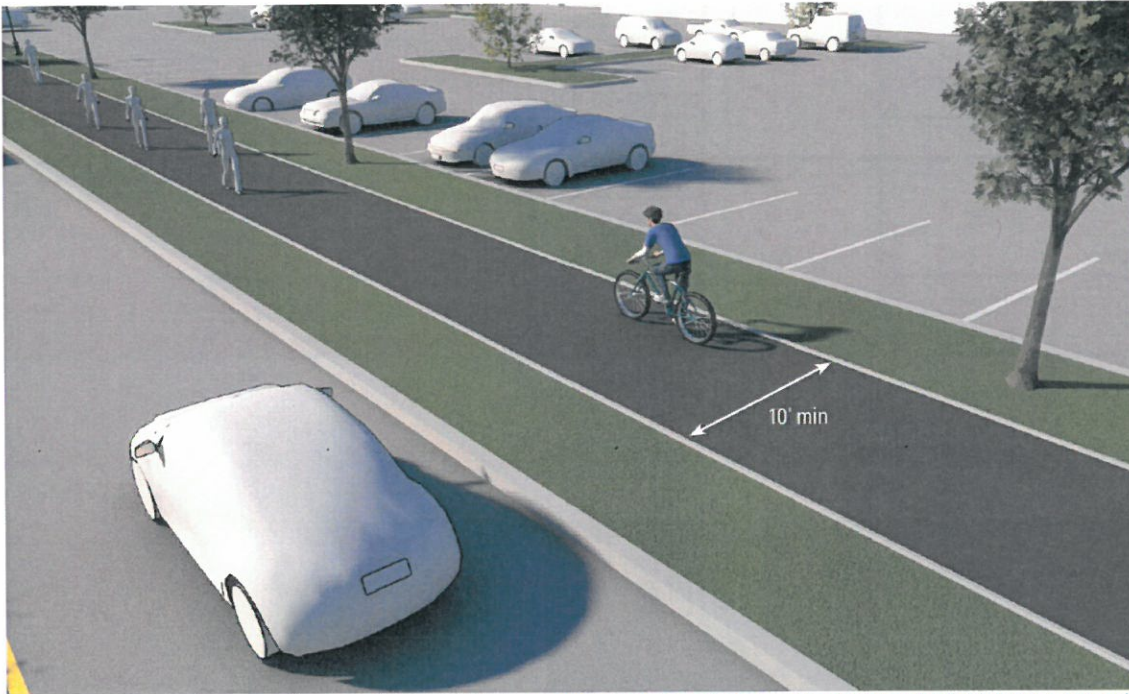
KYTC guide:



Louisville guide: 10-12 foot mixed use path design for bikers and walkers



Shared-use Path



For more guidance on minimum widths see <https://louisvilleky.gov/government/planning-design/land-development-code>

## #2 Center pedestrian islands

At the crossings on Lexington Rd, have concrete refuge islands where there is only paint now.

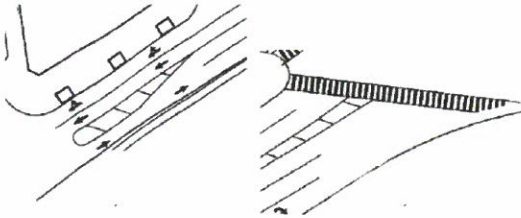
Louisville guide:





**Center Islands**

Center islands create pinch points for traffic by narrowing the width of the travel lanes and reducing pedestrian crossing distances. A center island causes a small amount of deflection without blocking driveway access. Center islands impede high-speed left turns and keep drivers in the correct receiving lane.



Would be good to work these into the other huge crossings on Lexington Rd between the properties.

**#3 Raised crossings**

At crossings into your properties, make all crossings raised pedestrian crossings

Louisville guide:



**Please share with developers and Metro and KYTC teams.**

Thank you, let me know if they have followup questions.

Michael Schnuerle, resident

## Williams, Julia

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**From:** Liu, Emily  
**Sent:** Wednesday, September 29, 2021 5:17 PM  
**To:** Williams, Julia  
**Subject:** FW: Charettes

Julia, I am forwarding this comment in case you have not received it.

Thanks  
Emily

Yu "Emily" Liu  
Director  
Louisville Metro Planning and Design Services  
Develop Louisville, Louisville Forward  
444 S. 5<sup>th</sup> Street, 3<sup>rd</sup> Floor  
Louisville, KY 40202  
502.574.6678  
<https://louisvilleky.gov/government/planning-design>

Sign up for development notifications in your area at:  
<https://public.govdelivery.com/accounts/KYLOUISVILLE/subscriber/new>

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**From:** ted harlan <debraandted@gmail.com>  
**Sent:** Wednesday, September 29, 2021 4:54 PM  
**To:** Liu, Emily <emily.liu@louisvilleky.gov>  
**Subject:** Charettes

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When this developer, who has yet to develop anything at any of the three pending redevelopment sites long granted zoning largesse at great expense to the urban environment, the code, and common sense, actually breaks ground.....perhaps an actual charrette here would be appropriate. We certainly did not get that for One Porke, and I attended every lecture the zoning attorney gave.

The best use of that land is to restore it to the heavily wooded, wildlife laden oasis it was before Steve Poe ("Woods" of Lexington Road) and MSD literally raped the land. Strong sentiments perhaps, but I was raised in the area pre tunnel and these fantasy island super developments have no merit nor traction. Traffic is at a standstill now. Pedestrians deal with terrifying conditions.

The cost to the tree canopy in Cherokee Park will be catastrophic. The threat of a RaceTrac development is a farcical one and just one more eye roll in developmentspeak. I have zero confidence any consideration will ever be given to actual public process. Having participated in many actual charettes, this series of charades will produce another untenable unbuildable but tidily rezoned parcel.

Visionary sustainable green.



Sent from my iPad

## PUBLIC OUTREACH

### What is a Charrette?

A charrette is an intensive planning session where citizens, designers and others collaborate on a vision for development. It provides a forum for ideas and offers the unique advantage of giving immediate feedback to the designers. More importantly, it allows everyone who participates to be a mutual author of the plan.



The charrette is located near the project site. The team of design experts and consultants sets up a full working office, complete with drafting equipment, supplies, computers, copy machines, fax machines, and telephones. Formal and informal meetings are held throughout the event and updates to the plan are presented periodically.

Through brainstorming and design activity, many goals are accomplished during the charrette. First, everyone who has a stake in the project develops a vested interest in the ultimate vision. Second, the design team works together to produce a set of finished documents that address all aspects of design. Third, since the input of all the players is gathered at one event, it is possible to avoid the prolonged discussions that typically delay conventional planning projects. Finally, the finished result is produced more efficiently and cost-effectively because the process is collaborative.



Charrettes are organized to encourage the participation includes everyone who is interested in the making of a developer, business interests, government officials, residents, and activists.



of all. That development: the interested

Ultimately, the purpose of the charrette is to give all the enough information to make good decisions during the

participants planning process.

### A Historical Note -- Origins of the Word "Charrette"

The term "charrette" is derived from the French word for "little cart." In Paris during the 19th century, professors at the Ecole de Beaux Arts circulated with little carts to collect final drawings from their students. Students would jump on the "charrette" to put finishing touches on their presentation minutes before the deadline.