

St. Germain, Dante

From: Sherrie Morgan <smorgan@morganky.com>
Sent: Wednesday, April 27, 2022 7:02 PM
To: St. Germain, Dante
Subject: Case #22-MSUB-0004

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To: Dante St.Germain
Re: Case #22-MSUB-0004
Non-compliance
From: Sherrie Morgan
1920 Johnson RD
Date: April 27, 2022

I was distressed to learn that the interested parties of 1614 Johnson Rd are in direct violation of the Floyds Fork DRO and MSD regulations by cutting more than 5,000 square feet of trees without approval. (LDC Ch 3 Part 1- DRO District, B.2.)

Such disregard should convince The Planning and Zoning Commission that it **should not retroactively grant that permission!**

Floyds Fork is a valuable natural resource in Jefferson County. It is the waterway that anchors the Parklands of Floyds Fork, a huge financial investment in our community. This development is located just up steam from the Parklands and the impact will be felt far beyond the initial site.

We urge the Commission to take seriously the need to protect Floyds Fork from the damage created by irresponsible development. We desperately **need all of you who represent the city of Louisville** to recognize the value of this waterway and move to protect it. That can be done by using your discretion and honoring the guidelines of the DRO. It is important that the Commission is willing to enforce the rule of law and codes and ensure violations are not retroactively permitted.

This cannot be a case of do as you please and then ask forgiveness. There is too much at stake.

St. Germain, Dante

From: Cara Joynt <cara.joynt@gmail.com>
Sent: Wednesday, April 27, 2022 4:52 PM
To: St. Germain, Dante
Subject: 22-MSUB-0004

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Good afternoon,

As a mother of young children, I understand the importance of creating and implementing effective rules. Therefore, when I told my son, "You may have one piece of chocolate cake," he had consequences when he decided to eat four. His pleas for forgiveness didn't take away his stomachache or bring back the cake for his siblings to enjoy.

Just as my children are learning to operate within the rules and regulations of our home to ensure the health, safety, and enjoyment for themselves and for our family, so must the business people operating within our community follow the laws created by our officials to govern their activities.

It is distressing, therefore, to learn that after disregarding the Floyd's Fork DRO by cutting more than 5,000 square feet of trees, the developer of 1614 Johnson Road is able to apply for a retroactive permit to erase consequences of this activity.

Please, maintain the integrity of Louisville's regulations by denying this petition. Blatant disregard for our city's code is not right and should not be tolerated. The developer must face the consequences of his action.

Thank you for your consideration.

Cara Joynt
40245

St. Germain, Dante

From: kacey <lkfrazier01@gmail.com>
Sent: Tuesday, April 26, 2022 8:26 AM
To: St. Germain, Dante
Subject: 22-MSUB-0004

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According to LDC Ch 3 Part 1- DRO District, B.2, the interested parties of 1614 Johnson Rd are in direct violation of the Floyd's Fork DRO by cutting more than 5,000 sqft of trees.

Citizens who live here in the FF DRO (and who also enjoy the benefits of an award-winning park system of the multi-million-dollar-invested *The Parklands of Floyd's Fork*) implore the Planning Commission to not grant a retroactive permit to allow this activity. We want to ensure that current violations are not retroactively permitted. It is extremely important that our city follow and enforce rule of law and intent of codes.

The letter and intent of the FF DRO shall be followed in order to protect Louisville's last natural waterway and the wildlife it supports. The character and form of the Floyd's Fork Special District is one of lush woodlands, wonderful wetlands, amazing and abundant wildlife; ones who disregard its character and cut trees along streams (violation of MSD regulations), in flood plains, and along Floyd's Fork shall not be given retroactive permission to violate and disregard our city's regulations and land use/development codes.

Thank you,

Kacey Frazier
FF DRO resident
FEMA Flood Plain resident
Patron of *The Parklands of Floyd's Fork*

St. Germain, Dante

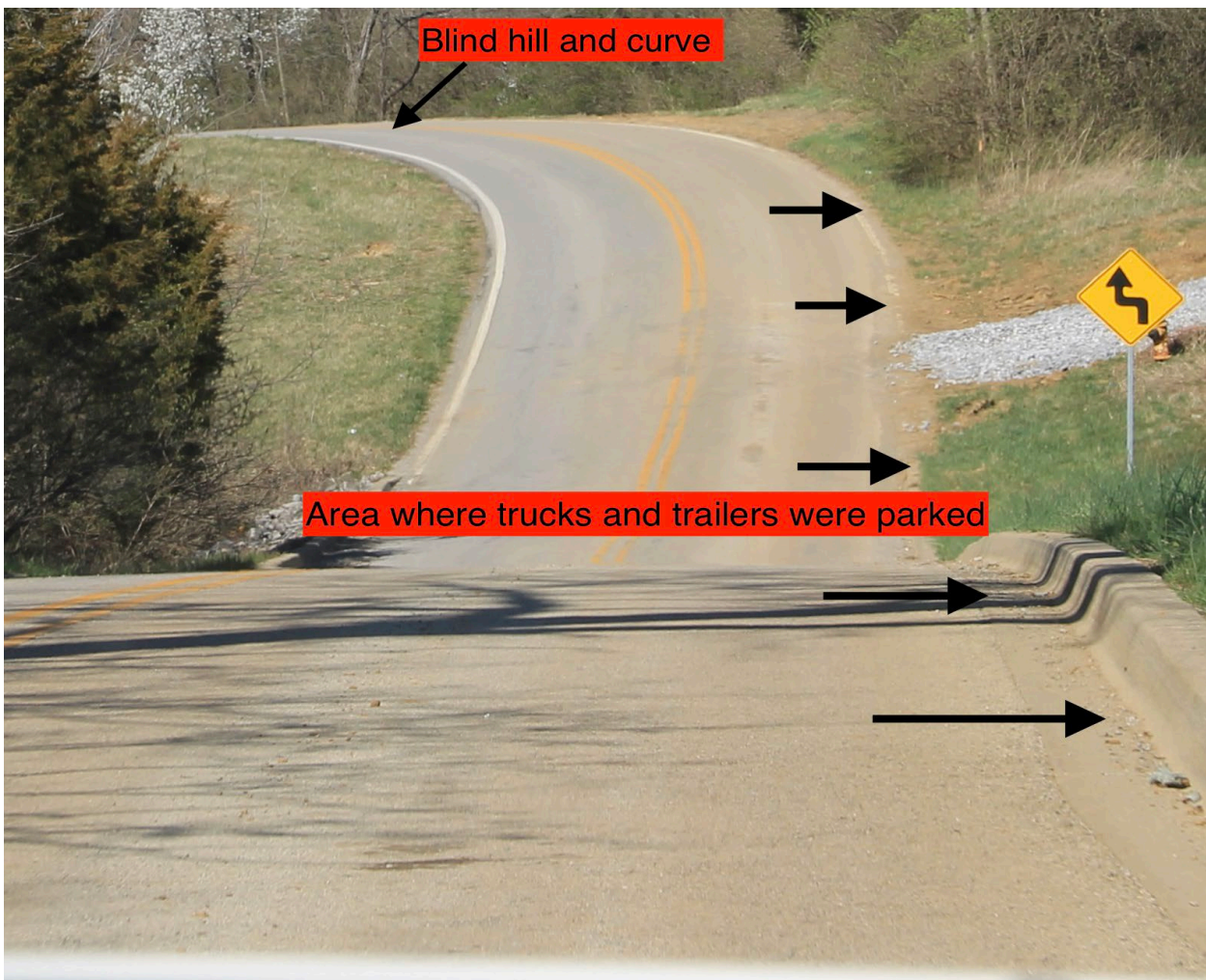
From: Sherrie Morgan <smorgan@morganky.com>
Sent: Wednesday, April 20, 2022 4:19 PM
To: St. Germain, Dante
Subject: Case #22-MSUB-0004
Attachments: Road blockages on Johnson Road.docx

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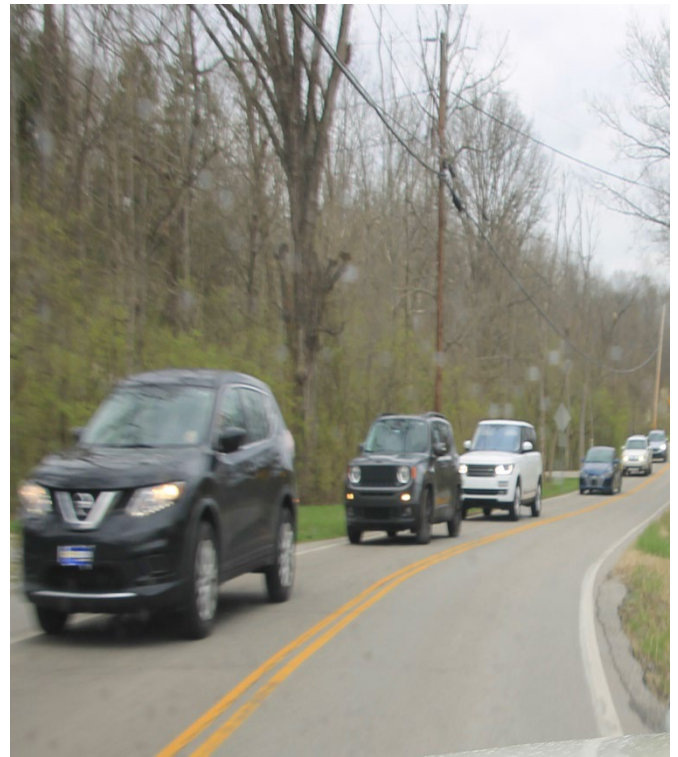
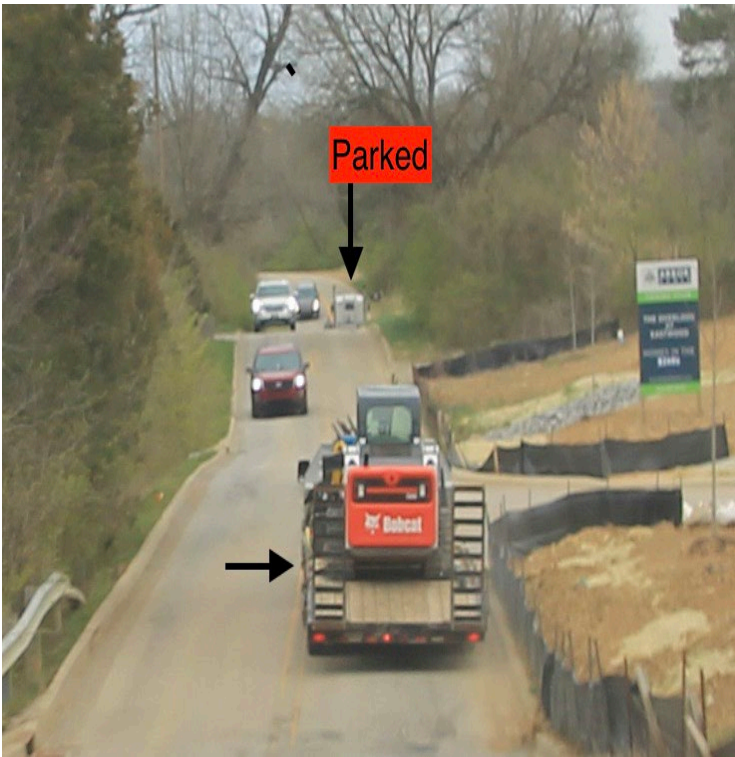
Please submit attached to case file for 1614 Johnson Road. Thank you.

From: Sherrie Morgan, 1920 Johnson Rd
Date: April 5, 2022
Re: Road blockages on Johnson Rd at The Overlook
at Eastwood across from proposed 1614 Johnson
Road project

On March 30, 2022 I pulled over to take this photo of three trucks with trailers blocking the north bound lane for Johnson Rd. I had just finished passing these trucks which, in retrospect, was foolish on my part. You can see from the second photo that there was no way I could have known if I would have encountered on-coming traffic as I approached the hill and curve. I discussed this with the workers and the need for flagmen in this area.



Less than a week later, on April 5th, I encountered the same situation. The road was busier than usual that day due to Aiken being closed, a preview of what to expect unless approval for development in this area begins to seriously consider the negative impact on Johnson Road and its current residents.



The truck in front of me proceeded very slowly around the parked truck, but this time I stopped behind it and informed them a flagman needed to be at the top or the hill.



I had to request this employee stand here and help with traffic.



I had to get out of my car and inform them there should be a flagman at the top. The fellow in gray had already waved me on standing beside his truck, but a car was coming behind him at the same time he was looking at me and telling me to go! This was the second time I had to do this in a week's time in the same spot. This is directly across from 1614 Johnson Road.

I was met at the top of the hill and curve by a pickup, two cars, and a dump truck, all headed my way.



You may say that this is construction traffic and is temporary, but we have already been dealing with it for a while. Any new development in this area is going to make it last for several more years, compounding a dangerous situation. 1614 Johnson and the Overlook at Eastwood sit directly across the street from each other. The Overlook is just getting started and will take years to complete. So, while we are very concerned about the end result of adding thousands of cars to this road by approving such density in development, the immediate dangers are also a concern. Having both these projects going on at the same time will be a nightmare. Please do not approve 1614 Johnson Road and add to dangers we already encounter routinely or will have to face in the future.

St. Germain, Dante

From: Meredith Wickliffe <meredith1130@gmail.com>
Sent: Monday, April 18, 2022 4:10 PM
To: St. Germain, Dante
Subject: Re: Test email

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Dear Mr. Dante St. Germain,

My name is Meredith Wickliffe, I am an Eastwood Resident, District # 19.
I reside at 1922 Johnson Road Louisville, KY 40245

I am writing to you with several concerns regarding CASE # 22-MSUB-0004 and the letter I received regarding a proposed new subdivision development plan that is in the works.

I reside at 1922 Johnson Road Louisville, KY 40245 which sits right next store to, and directly connects my property line to the proposed building site.

I have lived at this address for over 6 years and have personal accounts of the Traffic concerns, road safety, road conditions, drainage/flooding concerns on this very narrow, dilapidated curvy, hilly, unlit 2 lane road.

The integrity of Johnson Road has greatly deteriorated since the massive overhaul and construction that has been occurring over the last 2 years, either directly on Johnson Road or within less than a half of a mile of it. My concerns regarding road integrity and safety are as follows...

1) a narrow 2 lane road with heavy construction equipment on it for many hours out of the day will only deteriorate it even more. Traffic jams and stops for large equipment to get in and out, drop off construction supplies, or literally just sit on Johnson Road blocking one lane since the Overlook development at Eastwood has started has become a regular practice, very inconvenient, and oftentimes **UNSAFE** given the narrow road, the hills and curves, and blind spots to see up a head with oncoming traffic. The mud, dirt, rock, potholes and debris from construction mixed with rain, snow, and ice is almost unbearable as well. Semi's on this road are also unsafe due to their sheer size alone.

2) Johnson Road has some drainage issues, so parts of it do not drain properly which leads to flash flooding concerns. There are very few curbs on Johnson Road as well keeping cars on the road with large drop offs in some places. It's extremely dark at night with no real street lights anywhere on this entire street.

3) POT HOLES!! POT HOLES! and more POTHOLEs t!! There are many! They are a consistent nuisance year round that wreak havoc on automobiles. These potholes never fully get repaired, only banded which in my experience in driving that road everyday for the last 6 + years, never last very long, and have only worsened.

4) In the colder months Johnson Road is absolutely **TREACHEROUS**, totally unsafe, with rain, Ice and snow. The edge of my yard literally touches Johnson road, Every single year that I have lived here there has been damage done to my yard from cars, and trucks sliding off of Johnson Road using my property as a landing pad. From cars not being able to make it up or down either hill forcing them to leave their cars parked in my yard from being stuck, or parked in my driveway, to

deep ruts tearing up my yard, to my mailbox being hit and falling over more than once. Most of the people that this happens to live in the Polo Fields and have no other way to get home, so they leave their cars on my property and walk home to the Polo Friends, which is diagonally across the street from my property, and is very disruptive.

Just this past Feb and March, on several different occasions, I spent several hours watching people get stuck trying to drive up or down the 2 hills on each side of Johnson Road, I have spent countless hours over the years trying to warn them to turn around and go a different way, to helping push cars up the hill on Johnson Road that is directly in front of my house. Had I not, I would not have been able to even get into my own driveway to come home. It was so bad this year that I even called 311 to report this issue, pleading with them to shut down Johnson Road because it was so dangerous. Several years ago during a snow event a car came down an unlit, very dark Johnson Road heading towards Aiken at night, slid out of control coming down that hill and landed on top of the short guard rail at the bottom of the hill, the fire department had to come and free them, during that incident the Eastwood Fire Department couldn't turn around due to the width of the road, leaving deep ruts in my yard in which I could literally stand in with both feet that were up to my shins!!

5) The traffic alone in Eastwood and Middletown has become almost UNBEARABLE!!! Over the last 2 years it has dramatically increased. Adding 139 more homes, as well as 112 multi Family units to this already highly congested area causes more harm, accidents, pollution, and disruptions to its current residents. I moved away from the Woodmont subdivision to my 5.5 acre homestead to get away from new developments such as these and developers building literally right in my backyard on my property line. I moved here for peace, and tranquility from a large subdivision, I moved here to have nature and the beauty of Floyds Fork closer to me. I moved here because of all of the wildlife that is literally in my backyard. Why do we have to build something on every piece of green scape that we have? I pay more to live where I do, which I know is my choice, I don't mind paying more if I get to keep the landscape that I actually bought. This year alone my property taxes went up \$110.00 per month, and now to be straddled with this new development right next store drastically changes and disrupts my way of life, and affects my property value which in my opinion is extremely unfair and unjust.

6) There are drainage concerns with my property as well. I have a lake on my property which is fully stocked with at least 7 different types of fish, turtles, snakes, and is a huge water source for the abundant amounts of wildlife that live here such as numerous amounts of deer, racoons, hawks, cranes, canadian geese, mallards, opossums, squirrels, chipmunks, wild turkeys and I am sure many more. My lake is almost an acre in size and is 18 feet deep at its center, so it is not like a pond or a swimming pool that can be filled up with a water hose, it has massive amounts of water in it and is naturally filled by mother nature and by a storm drain located underneath Johnson Road and comes out on my property, from there water empties directly into a declining rock bed that controllably flows downhill under my bridge into my lake to keep it full. This drainage is the **ONLY MEANS OF KEEPING WATER IN MY LAKE**. During the rainy season there is also an overflow gap in my lake that allows for excess water to drain down another declining rock bed on the back side of my property which flows directly into a creek at the base of my property, which then flows directly into Floyds Fork. This water source that flows on my property is a vital resource that feeds the beauty and preservation of Floyds Fork and the wild life that it inhabits. Any disruption of this water source would cause great harm to me personally, the value of my home, the numerous amounts of wildlife that live here, and to the Floyds Fork Preservation project. (I will be providing some video and some pictures to give you an idea of what I am describing here. My video is 25mb so I can't email it but will be at meeting to provide it)

Another concern... with big construction comes the uprooting of many trees, fence removal, large construction vehicles and heavy equipment, the turning over, digging up and removal of soil, possible rock blasting, increased trash and debris which leads to the current landscape being torn apart and totally dismantled to its surrounding properties. Since my property literally is butting right up to this new proposed development and the limited space on Johnson Road that we have already established is a problem, what assurances do I have as a property owner that these disruptions won't encroach onto my property and affect its value? What assurances do I have that the water source that is vital to my property's wellbeing won't be encroached upon damaged, moved, or altered? With no space on this narrow road, where are bulldozers, pot a potties for workers, and other heavy equipment going to be placed? If any of my mature trees are damaged, or mistakenly cut down in this construction process what will be done to take care of that, or replace them?

How far off of my property line will the construction be? These are just a few questions I thought I would share in this letter.

In closing, I will state that my concerns are many, **I GREATLY OPPOSE** this development. I understand that its developers and engineers do respect their communities and will do their very best to make this work within our area, however, after living through this already and having been in business for myself for the last 31 years, I also know that unforeseen things always occur on a job site, which leaves the residents of Eastwood on their own to work through them, or just live with the havoc that a development such as this will bring to our doorstep. After living here for the last 6 years, and in the 40245 zip code for the last 15 plus years this development does not enhance our Eastwood community whatsoever, in my opinion, it creates a huge hardship, bringing with it nothing of real value to the actual residents who already live here but stress, chaos, and disruption. The residents of Eastwood in the Johnson Road corridor have more than enough developments in its surrounding half mile radius already underway and will not serve any valuable purpose to its current residence.

Thank you.

Sincerely,
Meredith Wickliffe
1922 Johnson Road
Louisville, KY 40245
502-648-0720

On Mon, Apr 18, 2022 at 4:08 PM St. Germain, Dante <Dante.St.Germain@louisvilleky.gov> wrote:

Please respond to this email with no attachments to see if I receive it. Thanks!

Dante St. Germain, AICP

Planner II

Planning & Design Services

Department of Develop Louisville

LOUISVILLE FORWARD

444 South Fifth Street, Suite 300

Louisville, KY 40202

(502) 574-4388

<https://louisvilleky.gov/government/planning-design>



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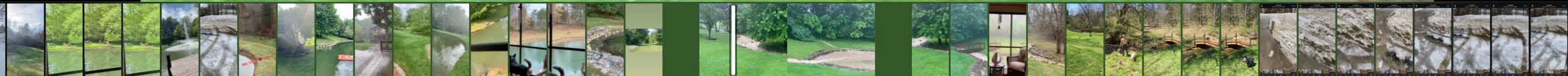
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Louisville



Edit

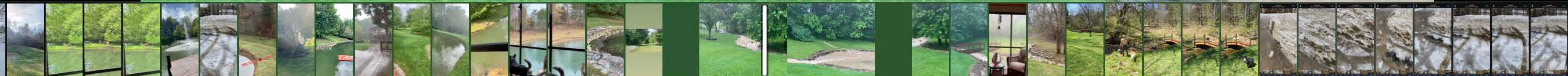
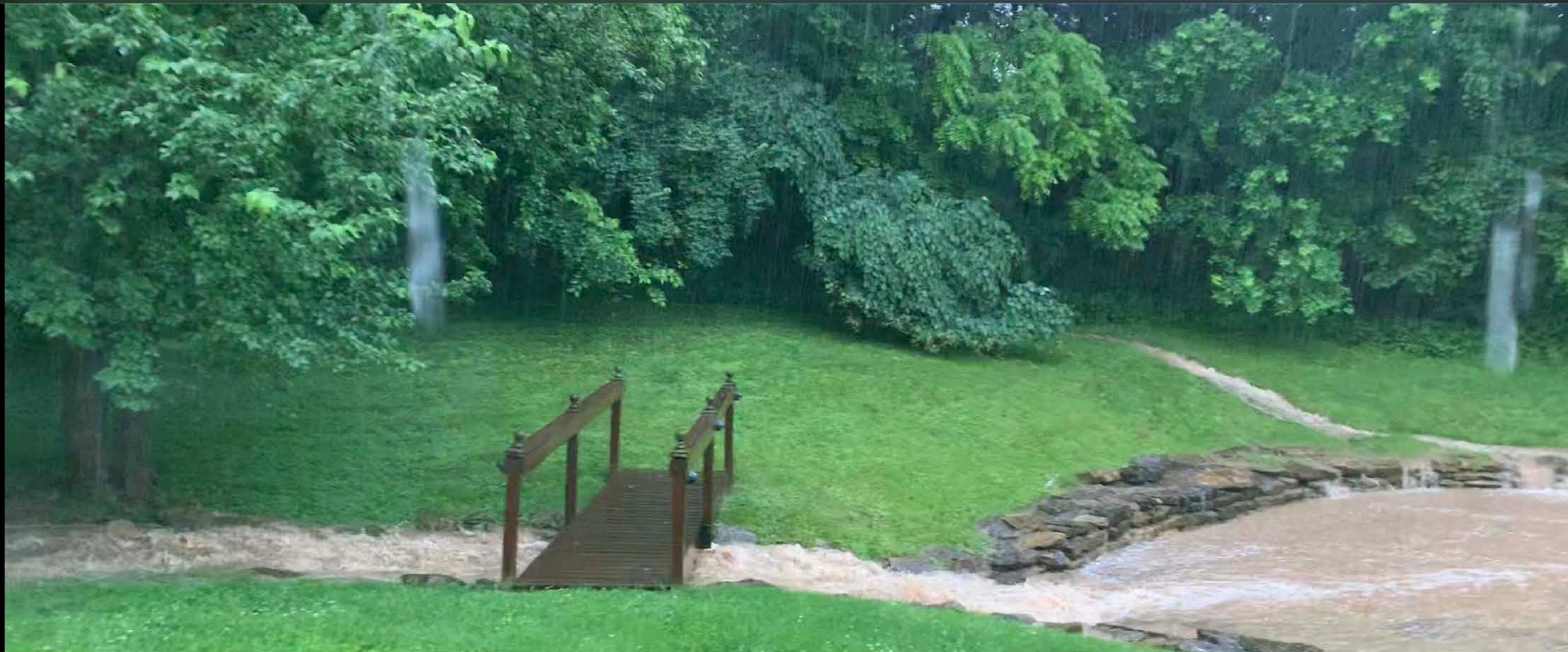




Louisville



Edit





January 6

12:34 PM

Edit





January 6

12:34 PM

Edit



St. Germain, Dante

From: Jim Ross <jpjross23@gmail.com>
Sent: Thursday, April 14, 2022 9:52 AM
To: St. Germain, Dante
Subject: Re: 22-MSUB-0004

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I am sorry, but frustrated with my skills. I sent a very lengthy email yesterday to this address and it came back undeliverable three times. Not sure what the problem was and now I can't retrieve it to copy and paste. I don't have time right now to write it again, but simply want to express my extreme opposition to this case. Specifically, the proposed development at 1614 Johnson Rd.

In the briefest manner

1. It will damage a waterway we are desperately trying to protect.
2. It will increase my chance of flooding as a result of moving and changing existing areas for water to go.
3. Lots of added runoff from streets and houses.
4. Building in the DRO which three studies stated that development SHOULD not occur here.
5. We have gone great efforts to protect Floyds Fork on the south side of US 60, 91.(i.e. the Parklands and beyond.) Why don't we care about the north side of Floyd's Fork.
6. There are traffic safety issues, road safety issues, sewage pumping issues if it fails.
7. We are ruining a beautiful area for short term money.

I could go on and on. Please don't approve this.

Jim Ross
15710 Piercy Mill Rd
40245

On Thu, Apr 14, 2022 at 9:27 AM St. Germain, Dante <Dante.St.Germain@louisvilleky.gov> wrote:

I received this email but nothing was attached. Please resubmit your comments on this case.

Dante St. Germain, AICP
Planner II
Planning & Design Services
Department of Develop Louisville
LOUISVILLE FORWARD
444 South Fifth Street, Suite 300

Louisville, KY 40202

(502) 574-4388

<https://louisvilleky.gov/government/planning-design>

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

From: jpjross23@gmail.com <jpjross23@gmail.com>

Sent: Thursday, April 14, 2022 9:25 AM

To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>

Subject: 22-MSUB-0004

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Testing email

Sent from my iPhone

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St. Germain, Dante

From: Sherra Kapfhammer <slkapfhammer@gmail.com>
Sent: Wednesday, April 13, 2022 3:20 PM
To: St. Germain, Dante
Subject: 22MSUB-004
Attachments: Video.MOV; Video_1.MOV; Video_2.MOV; Video_3.MOV

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Dear Dante:

Attached you will find videos of the intersection of Shelbyville Rd and Eastwood Cut-off. I tried standing on the shoulder of the Road and decided it was too dangerous. So some are taken from inside my vehicle for safety.

Dangerous because of the 4 lanes Shelbyville road is at this point going East then merge into 2 lanes with a turning lane in front of the fire station going into Eastwood cut off. It's two BLIND curves, one onto Eastwood Cutoff and one trying to get out onto Shelbyville Rd going West from Eastwood to get onto Shelbyville Rd.

Dangerous also because of the sheer number of vehicles on the road.

I am not hopeful that with the additional traffic going to be coming from the Johnson Rd developments, the new grocery at Shelbyville Rd and flat Rock Road, the completion of the Louisville Loop

and most importantly the new Middle School on Echo Trail that the traffic and safety is being considered when looking at what is being permitted for this immediate area. Traffic and Safety should be a major priority, and it appears it is not.

Sent from my iPhone

St. Germain, Dante

From: Carla Dixon <carladixon00@gmail.com>
Sent: Tuesday, April 12, 2022 9:34 PM
To: St. Germain, Dante
Subject: 22-MSUB-0004

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Thanks for receiving my email in Case File 22-MSUB-004. I strongly oppose development in the Floyd's Fork DRO. I have lived in this area of Louisville and the infrastructure CAN NOT handle more development. The road where a proposed development is being requested is a windy, 2-lane country road with no guard rails or shoulders.

I have nearly been run off this road multiple times simply by a typical farm truck. School buses take up 2/3 of the road. We are risking the lives of innocent Louisvillians by allowing this development.

Another reason that this development is not a wise move is the damage it will cause to one of Louisville's priceless assets, The Parklands of Floyds Fork. To risk damage to this area is throwing any future tax dollars down the drain. Generations after us will wonder what the heck we were thinking.

Please evaluate this developmental request and make the right decision.

Kind regards, Carla Dixon

16719 Glen Lakes Drive
Louisville, KY 40245

St. Germain, Dante

From: Sherrie Morgan <smorgan@morganky.com>
Sent: Monday, April 11, 2022 2:14 PM
To: St. Germain, Dante
Subject: Case # 22-MSUB-0004
Attachments: Traffic jam Shelbyville RD photos.docx

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Copy of message sent to Kenny Carrico and Elizabeth Stuber

From : Sherrie Morgan , 1920 Johnson Rd Louisville, KY 40245
502-5942-565
Date: April 11, 2022
Re: 1614 Johnson Rd/ Traffic back up at Shelbyville Road and/Our future?

I got a call from my husband this morning as he was heading downtown for jury duty. Seems he had been waiting for 20 minutes to travel .3 miles at the end of Johnson Rd to get onto Shelbyville Rd. I went to the same location about 30 minutes later than he. The situation was not much improved. We recognize that the increase in traffic is due in part to the current closure of Aiken. I assume some of that traffic was logically diverted to Flat Rock. However, it is not difficult to see this as a predictor of our future when well over a thousand new homes from the Courtyards at Curry Farms, The Overlook at Eastwood, and the Perfection development are completed. We all know there will be even more to come if we continue along the same path! Trying to empty a long line of vehicles into heavy traffic at Shelbyville Road is a recipe for disaster! We do not need to continue to add to the problem!

I know that you are busy with many projects, but I implore you to take the messages you get about 1614 Johnson Road seriously and with an open mind. We realize that you do not have final approval of the projects that are brought before you, but you do have influence and are able to make recommendations how each development will impact the area and what needs to be done to keep the area safe. Just think personally, is this a good idea? Is it a safe idea? It boggles the mind that the county can continue to approve projects along state roads when the state has no intention of adding infrastructure that supports the increases in traffic they will generate and the developers are not required to provide it. You have a voice that can speak to this! We urgently need for you to speak to the problem that is growing all around us.

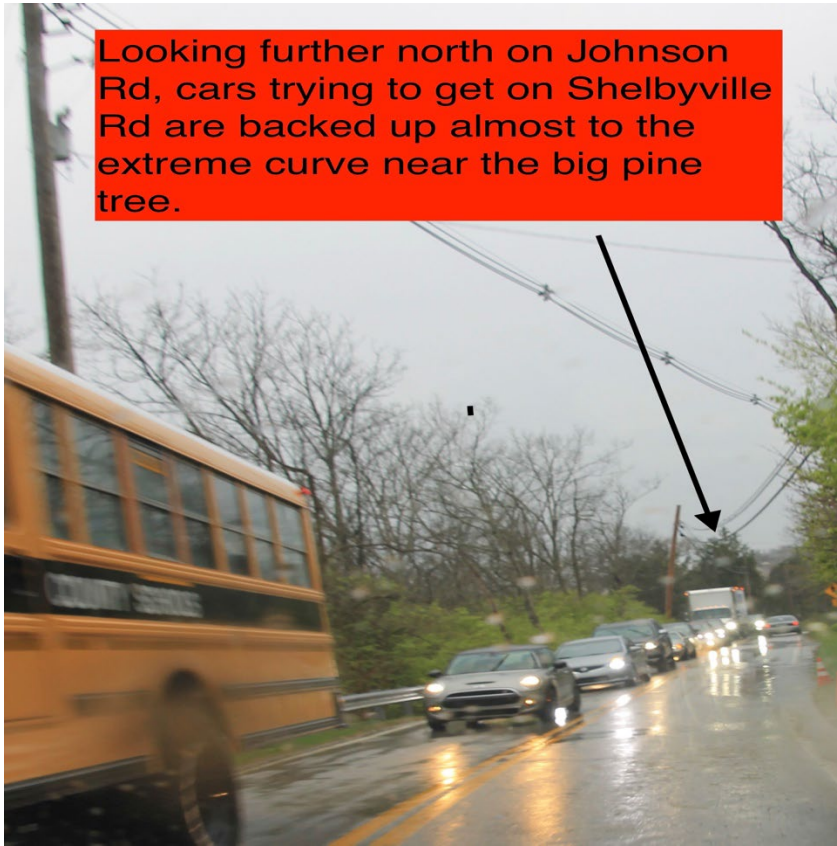
I have said this before, we are not against development as such, but we need those of you involved in the process of approval to take a step back and consider the nature of the area, the residents, their quality of life, and their safety!

Please take time to look at the attached photos.

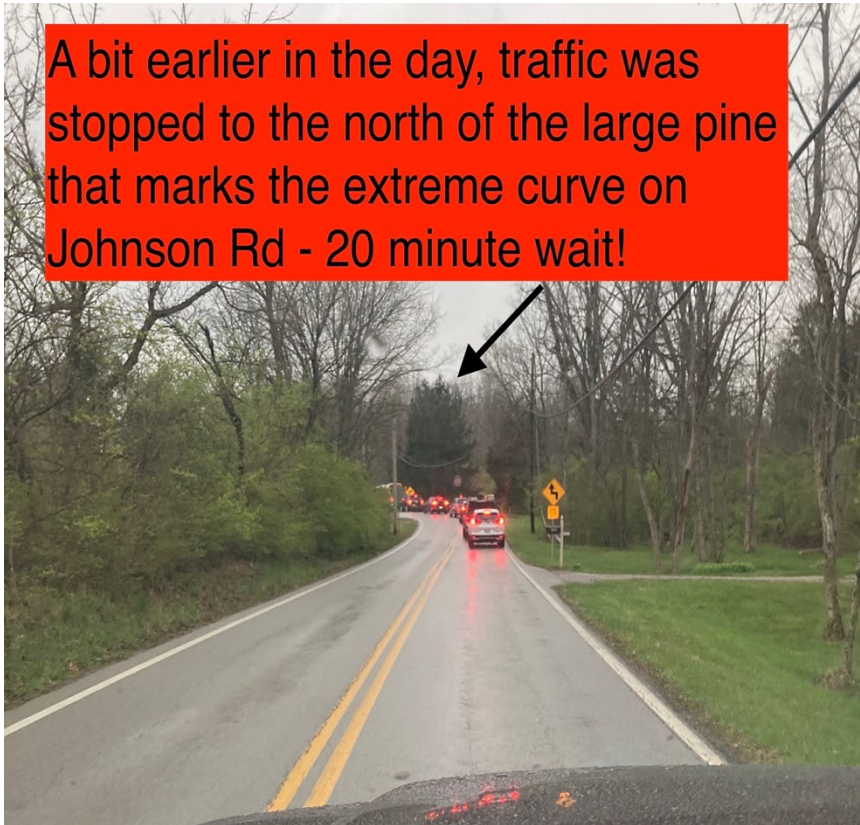
The following photos were taken on Johnson Road on April 11 between 8:00am and 9:00am at the corner of Shelbyville Rd and Johnson Rd.



Looking further north on Johnson Rd, cars trying to get on Shelbyville Rd are backed up almost to the extreme curve near the big pine tree.



A bit earlier in the day, traffic was stopped to the north of the large pine that marks the extreme curve on Johnson Rd - 20 minute wait!





And as if the long line was not enough, there were large construction vehicles to deal with. We just don't all fit!! Imagine how many more there will be if we continue to add more construction projects and they are all building simultaneously!

St. Germain, Dante

From: lkfrazier01@gmail.com
Sent: Monday, April 11, 2022 2:15 PM
To: St. Germain, Dante
Subject: 22-MSUB-0004 Johnson Rd (Ky 1531) traffic 4/11/22

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Dante,
Please include this in the case file for 22-MSUB-0004.

Thank you,
Lucas Frazier
District 19

From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Monday, April 11, 2022 2:11 PM
To: 'Anthony B. Piagentini' <anthony.piagentini@louisvilleky.gov>; jerry.miller@lrc.ky.gov; 'Carrico, Kenny K (KYTC-D05)' <Kenny.Carrico@ky.gov>; matt.bullock@ky.gov; 'Stuber, Elizabeth W.' <Elizabeth.Stuber@louisvilleky.gov>; mike.nolan@louisvilleky.gov; barry.clyde@louisvilleky.gov
Cc: 'Federico, Bob' <eastwoodevc@yahoo.com>; 'Kacey Frazier' <kaceydf@fastmail.us>; 'Jeff Frank' <jeffreycfrank@gmail.com>; lkfrazier@fastmail.com
Subject: Johnson Rd (Ky 1531) traffic 4/11/22

Representative Miller, Councilman Piagentini, public servants,

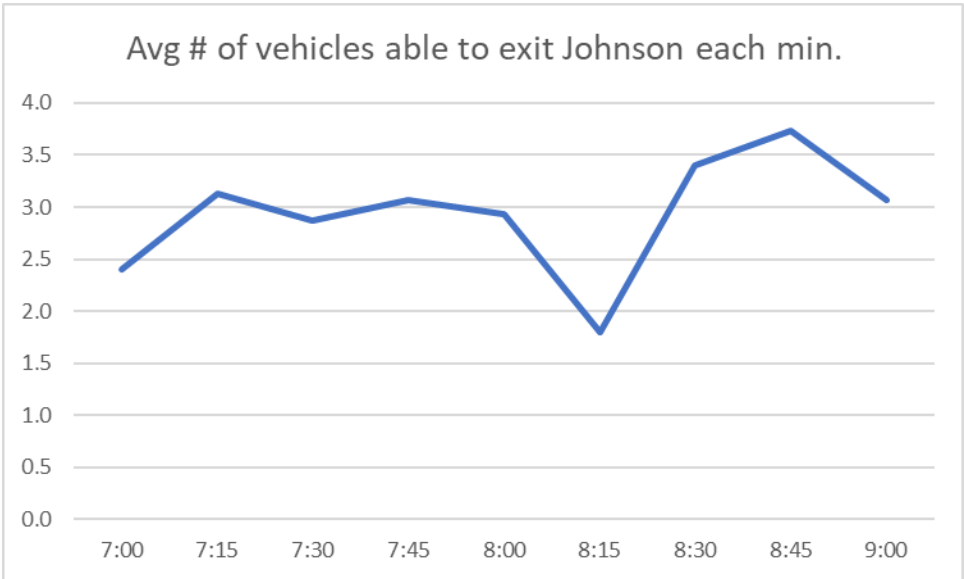
Today I monitored traffic moving in and out of Johnson Rd. (KY 1531) from 6:00am-9:15am at the Shelbyville Rd. intersection. There was a total of 720 vehicles counted.

Vehicular traffic attempting to leave Johnson Rd started backing up at 6:30am and was backed up past the blind curve (.25 miles back) by 7:00am and stayed like that until 9:15am.

The average time it took a vehicle to leave Johnson Rd was 00:20 seconds (3 cars a minute for 15 minutes) with the worst performance being 33 seconds per vehicle (less than 2 cars a minute for 15 minutes!).

With over 70 cars in line, residents had to wait 20+ minutes to go ¼ mile.

Many vehicles were "let out" by the kindness of drivers on Shelbyville Rd stopping to let someone out which in an of itself is incredibly dangerous as it causes confusion. I witnessed eight near misses/accidents.



The ratio of vehicles departing Johnson Rd versus vehicles entering Johnson Rd from Shelbyville Rd was 2:1. Nearly 100% of all vehicles turning onto Shelbyville Rd turned Westbound (right) while 80% turning onto Johnson Rd were turning left (originally travelling Eastbound on Shelbyville Rd.). Vehicles turning onto Johnson had to wait up to 11 minutes to turn on to Johnson.

I called the non-emergency police line for assistance, but was told that the department is understaffed, and it was unlikely any help would be provided. No assistance was ever received.

While Aiken Rd was closed causing some additional traffic on Johnson Rd., this is a very clear demonstration of what will happen on Johnson Rd with the increased traffic load caused by the major subdivisions being added in conjunction with the new school, grocery, hardware store, etc. I watched 18 wheelers have to pull off the road and stop to try and let a bus full of kids get past. There was not enough room on the road as it is currently built to handle buses, trucks, etc. You have created a very dangerous situation. This traffic on Johnson Rd is not just busy, it is unsafe, unreasonable, and unsustainable.

Until Johnson Rd. meets the current design standards of a collector, this road cannot support the load you are demanding of it.

Thank you for working to protect the safety of current residents.

Lucas Frazier
 District 19
 Eastwood
 Louisville, KY





8:15am



7:15am



7:00am



St. Germain, Dante

From: kacey <kaceydf@fastmail.com>
Sent: Friday, April 8, 2022 1:37 PM
To: Carrico, Kenny K (KYTC-D05); Bullock, Matt
Cc: Piagentini, Anthony B.; Jerry Miller; Benson, Stuart; Kramer, Kevin; Stuber, Elizabeth W.; St. Germain, Dante; Julie.Adams@lrc.ky.gov
Subject: Re: Regarding 1614 Johnson Rd (KY 1531)

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Dear Kenny,

I had already received this email verbatim from Matt Bullock (attached).

We, as citizens, are supposed to engage our government officials regarding safety concerns and dangers. I then find out from neighbors that this is the exact same email they received (word-for-word) to them as well. This is very concerning in and of itself.

I'm writing because Johnson Rd is CURRENTLY an extremely dangerous road! According to FHWA, Johnson Rd is listed as "minor collector." According to the 2040 Comprehensive Plan Metro Louisville has listed Johnson Rd as a "major collector." Both are completely absurd!

By FHWA functional classifications, Johnson Rd is a "local road." According to current road design standards, Johnson is not even *close* to meeting a collector classification. At 18' pavement-to-pavement with incredible slopes and curves, it has **no** business being used as one. The only reason it's classified as a collector is that non-residents use it as a cut-through from Shelbyville Rd to Aiken Rd. Residents along Johnson Rd encounter concrete mixers, dump trucks, and all types of construction equipment because Johnson is used as access to the quarry on Old Henry and due to current construction at 16701 Eastwood Bluff Rd, which you gave a permit to construct an entrance.

- *Stop issuing permits for subdivisions to construct an entrance on a road that does not meet current road design standards!*

(The Planning Commission just approved nearly 1,400 houses along this corridor. By ITE standards, that's nearly 14,000 car trips a day being added to an already extremely dangerous situation. 14,000 car trips... that's an unmanageable AADT for this 18' road.)

You (and Mr. Bullock) both said, "KYTC makes recommendations as to what improvements may be needed." This is a State Road. The city will NEVER make the necessary improvements. If you are going to continue to issue permits and treat this road like a "minor collector" or even worse, like a "major collector," then

- *please make the recommendation that a center turn lane is added—at the very least at the single location where there will be 5,500 AADT entering Johnson Rd between these TWO subdivisions coming from either side of Johnson.*


In the past two weeks alone, I have almost been plowed into by a school bus, a dump truck, a flatbed 18-wheeler, an F-350, a corvette, and a minivan...at the location of current (and proposed) development. To make the entire situation frighteningly worse is that there is NO where to go due to the curbs! Curbs are like bumpers and create a more dangerous situation. I can't get out of their way and am completely dependent on them swerving to avoid a collision. This is EVERY DAY for this road.

Mr. Bullock or Mr. Carrico,






Please reply with a real email that tells me you will do more than copy-and-paste a form response.

Thank you,

Kacey Frazier

★ **Bullock, Matt A (KYTC-D05)**  March 30

To: Kacey Frazier Cc: Jerry Miller, Piagentini, Anthony B., Stuart Benson, Kevin.kramer@louisvilleky.gov, Stuber, Elizabeth W., Carrico, Kenny K (KYTC)
RE: Regarding SR 1531 in Jefferson County

     5

Ms. Frazier,

We have received several inquiries lately as to what the Kentucky Transportation Cabinet (KYTC) can do regarding the construction equipment traversing on Johnson and Eastwood-Fisherville roads (KY 1531). KYTC's role in new developments is to permit the entrance on state roads. A developer/property owner would contact KYTC to apply for a state highway if it does not already exist. After submitting the permit application and engineer-developed plans, KYTC engineers review the plans to determine if the access meets KYTC standards (example: appropriate sight distance, geometry, etc.), and they also evaluate what roadway improvements may be required if the entrance is required to ensure that the property has access, but not necessarily to the state highway if the property can be served by surrounding local roads. KYTC does not hinder the development of any property. That ability lies with the Planning Commission. They are the approvers of developments and set binding elements that dictate what must be done as a condition of approval.

KYTC does review traffic impact studies (TIS) provided by the developer and coordinates any necessary roadway improvements with the Planning Commission's recommendations as to what improvements may be needed. The Planning Commission then is the enforcement agency responsible for ensuring that the binding elements are followed. They have the ability to suspend the issuance of certificates of occupancy for residential developments if binding elements or other requirements are not followed.

KYTC only has control over the permitting for the actual encroachment within state right of way. For example, if the developer is building a new entrance onto the state road for constructing according to our specifications. We normally require a permit bond so that we can enforce those specifications or use the bond to make repairs, but only for the required work within the right of way. KYTC's permit engineers will complete a post-construction inspection of the state highway to make sure all requirements are met.

Other than the permitted work, we can only monitor roadway conditions for maintenance (potholes, etc.) and will address those as needed.

Thank you,

Matt Bullock, PE
Chief District Engineer
Department of Highways - District 5
8310 Westport Rd.
Louisville, KY 40242
(502) 210-5400

From: Kacey Frazier <kaceydf@fastmail.us>
Sent: Wednesday, March 23, 2022 10:45 AM
To: Bullock, Matt A (KYTC-D05) <Matt.Bullock@ky.gov>; Carrico, John (CHFS DCBS TLSR Graves) <john.carrico@ky.gov>
Cc: Miller, Jerry (State Rep.) (LRC) <Jerry.Miller@LRC.KY.GOV>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Stuart Benson <Stuart.Benson@louisvilleky.gov>; Kevin.kramer@louisvilleky.gov; Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Subject: Regarding SR 1531 in Jefferson County

Dear Mr. Bullock and Mr. Carrico,

On Apr 8, 2022, at 11:11 AM, Carrico, Kenny K (KYTC-D05) <Kenny.Carrico@ky.gov> wrote:

We have received several inquiries lately as to what the Kentucky Transportation Cabinet (KYTC) can do regarding the construction equipment traversing on Johnson and Eastwood-Fisherville roads (KY 1531).

KYTC's role in new developments is to permit the entrance on state roads. A developer/property owner would contact KYTC to apply for a permit to gain access to a state highway if it does not already exist. After submitting the permit application and engineer-developed plans, KYTC engineers review the plans to determine whether the proposed access meets KYTC standards (example: appropriate sight distance, geometry, etc.), and they also evaluate what roadway improvements may be required if the entrance is feasible. KYTC is required to ensure that the property has access, but not necessarily to the state highway if the property can be served by surrounding local roads. KYTC does not have any authority to stop the development of any property. That ability lies with the Planning Commission. They are the approvers of developments and set binding elements that dictate what the developer must do as a condition of approval.

KYTC does review traffic impact studies (TIS) provided by the developer and coordinates any necessary roadway improvements with the Planning Commission. KYTC makes recommendations as to what improvements may be needed. The Planning Commission then is the enforcement agency responsible for ensuring that the binding elements are followed. They have the ability to suspend the issuance of certificates of occupancy for residential developments if binding elements or other requirements are not followed.

KYTC only has control over the permitting for the actual encroachment within state right of way. For example, if the developer is building a new entrance onto the state roadway, they are responsible for constructing according to our specifications. We normally require a permit bond so that we can enforce those specifications or use the bond to make repairs, but only for entrance or other required work within the right of way. KYTC's permit engineers will complete a post-construction inspection of the state highway to make sure all requirements are met.

Other than the permitted work, we can only monitor roadway conditions for maintenance (potholes, etc.) and will address those as needed.

J. Kenny Carrico, P.E.
Transportation Engineer
Department of Highways - District 5 Permits
8310 Westport Road
Louisville, Kentucky 40242
(502) 210-5400

KYTC Disclaimer:

IMPORTANT: This email transmission, including any attachments, is sent on behalf of Kentucky Transportation Cabinet and may be privileged, proprietary or confidential. It is intended only for the intended recipient. If you are not the intended recipient or a person responsible for delivering this transmission to the intended recipient, you shall not disclose, copy, or distribute this transmission or take any action in reliance on it. If you have received this transmission in error, please notify us immediately by telephone (502)210-5400 or by e-mail. Please dispose of and delete this transmission. Thank you.

From: kacey <kaceydf@fastmail.com>
Sent: Saturday, April 2, 2022 4:50 PM
To: Carrico, Kenny K (KYTC-D05) <Kenny.Carrico@ky.gov>; Carrico, John (CHFS DCBS TLSR Graves) <john.carrico@ky.gov>
Cc: Bullock, Matt A (KYTC-D05) <Matt.Bullock@ky.gov>
Subject: Regarding 1614 Johnson Rd

Dear Mr. Carrico,

I want to thank you for your service to Kentucky and what you do to provide safe, efficient roads for its citizens. I appreciate you.

I wanted to reiterate some concerns (of which I'm sure you have heard) the residents surrounding and on Johnson Rd have regarding a proposed development at 1614 Johnson Rd.

Although Johnson Rd (SR 1531) is merely an 18.3' road (double-lane alley according to Lville Metro LDC) with blind curves, steep hills, drop-off ledges, cumbersome curbs, sharp turns, poor drainage, no shoulder, and no white lines in areas, Highgates Development is proposing to build a major subdivision at 1614 Johnson Rd and will come to you for a permit to construct an entrance. *I request that KYTC not issue a permit for this subdivision entrance, which will be placed on a curve at the top of a steep ascent. It is too dangerous for this narrow state road.*

However, if KYTC insists on permitting this development to have an entrance from SR1531 at 1614 Johnson Rd, *I request that you **require** the developer to provide a Center left-turn lane on Johnson Rd.*

PLEASE have regard for the current and future residents who (will) daily take their lives in their hands when traveling SR1531.

Thank you so much,

Kacey Frazier
15700 Piercy Mill Rd
Lville KY 40245

St. Germain, Dante

From: Sherrie Morgan <smorgan@morganky.com>
Sent: Friday, April 8, 2022 12:09 PM
To: St. Germain, Dante
Subject: Case #: 22-MSUB-0004
Attachments: Photo evidence driveway.docx

CAUTION: This email came from outside of Louisville Metro. Do not click links or open attachments unless you recognize the sender and know the content is safe

To Dante St. Germain, Case Manager
Re: 1614 Johnson Road - Traffic Hazard Concerns
From: Sherrie and John Morgan
1920 Johnson Road, Louisville, Ky 40245, Sherrie -502-594-2565, John 502-777-3450
Date: April 6, 2022

We live just north of the proposed development at 1614 Johnson Road. Of great concern to us are the transportation hazards that will be intensified by the increase in traffic if this proposed development is approved. We are afraid that someone is going to be severely injured or killed along this stretch of road if dense developments continue to be approved in this area.

As you know, Johnson Road is an extremely hilly and terribly curvy road with steep drop-offs in some areas. It is not a very wide road, which encourages drivers of both cars and trucks to cross the center lines, especially when coming around one of the curves. The larger trucks involved in construction barely fit in the lanes and seem to have little choice but to cross into on-coming traffic lanes to maneuver some of the curves. It is already a dangerous road without increasing the traffic it carries.

The proposed development would undoubtedly add a significant number of vehicles passing our driveway every day. Our driveway sits at the bottom between two hills, where it is not an easy task to see cars coming from either direction. We have to be extremely cautious exiting our driveway and it has gotten worse. We know this is true for other driveways and side roads along Johnson Road as well. In fact, our car was almost hit yesterday by a car coming around a bend while our car was leaving Piercy Mill Road. You cannot see around these bends!

With the developments already approved, the traffic load is guaranteed to continue to increase significantly in this area. It is our understanding that the estimate (according to the ITE Transportation Manual) for traffic increases for 1614 Johnson Road is nearly 2000 more vehicle trips per day on Johnson Road. This location has no egress from the proposed neighborhood onto any other road, forcing all cars to travel Johnson to the right or the left. This is in addition to the nearly 3300 vehicles calculated for *The Overlook at Eastwood*, up to 500 for *Curry Farms*, and possibly 5-10,000 trips from the newly PRD-zoned development at 16907 Aiken Rd—many of which will also be traveling along Johnson. Plus 2222 Johnson Road has just been sold and we expect permits for development will follow. **Developing 1614 Johnson in the density submitted for approval will significantly compound a growing problem on a winding rural road.** This is not a reasonable burden for Johnson Road to handle!

Since this is a state road, KY1531, the county will not be making any road improvements. We have been told by State Representative Jerry Miller, that the state will not be making any improvements on this road at any point in the foreseeable future. Therefore, we fear that continuing to add densely populated developments in this area will eventually lead to serious accidents.

Please understand that we are not against growth and development specifically, but we oppose development that does not seriously consider the dangers that are inherent in adding to the overall density of growth that this plan proposes. We cannot afford to ignore the cumulative effect of rampant development. Are we creating another dangerous traffic quagmire in our county? We request that a permit for approval be denied based on safety concerns. Thank you for your consideration.

Respectfully,

Sherrie and John Morgan

Photos attached

Sherrie and John Morgan
1920 Johnson Road
RE: 1614 Johnson Road development
Date: April 6, 2022

We are especially worried about serious injuries to our family and other visitors. Our concern is the hazards that increased traffic will bring near our driveway, our neighbors' driveways, and side roads, many of which have poor visibility in one or both directions. Our driveway is at the bottom of a valley created by two hills along this road. Cars fly down these hills and you often don't see each other until you are right upon each other. (Photos were taken on a Sunday afternoon in clear weather to avoid any danger from busier week-day traffic.)



Traveling north, can you see our driveway at the bottom of the hill in the left photo?
NO?

That means we can't see cars coming either.



Traveling south, our driveway is located at the bottom of the hill in the photo on the left. Again, you can't see it until you are at the crest.



At the top of the hill is a significant curve turning left and then right (note the sign). The proposed entry to 1614 Johnson is just around the bend at the top of the hill. In other words; at the top of a blind hill adjacent to a sharp turn.



Above is the view sitting at Piercy Mill Road trying to turn left onto Johnson Road. Piercy Mill Road is another example of the visibility problems side roads and driveways have to deal with routinely. These areas are becoming even more hazardous as traffic increases. Our car was almost hit at this exact spot a few days ago.

Finally, to our knowledge there are no turn lanes planned for any of these developments. Shouldn't developers pay for some of the safety improvements their projects make necessary?

St. Germain, Dante

From: Sherrie Morgan <smorgan@morganky.com>
Sent: Friday, April 8, 2022 1:03 PM
To: St. Germain, Dante
Subject: Case #: 22-MSUB-0004 Dangerous Rural Road
Attachments: Traffic pictures Johnson road trip.docx

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Attached is a pictorial trip down Johnson Road outlining the reasons why dense development directly on this road should not be approved.

Sherrie Morgan
1920 Johnson Road
502-594-2565

To: Case Manager - Dante St. Germain
RE: Case: #: 22-MSUB-0004 / Dangerous Rural Road
From: Sherrie Morgan, 1920 Johnson Road, Louisville, KY 40245
Date: April 8, 2022

If you are not familiar with Johnson Road, this photo road trip will acquaint you with its challenges. Johnson Road is known by locals for its twists and turns. More than one person has told me that their little ones like to travel fast down the hills because it's like a roller coaster. My observation is that there are also plenty of adults and teens who seem to feel the same.

Most of the following photos were taken at 3:00pm on March 27, 2022, a Sunday afternoon during light traffic. That way I could take them safely by avoiding the heavier week-day traffic. I call on you to also imagine if you were driving these roads when the traffic was heavier, at night, or in bad weather. Even more treacherous!

We'll start by turning off Aiken Road onto Johnson Road (state road KY 1531) and head south. You will have just passed two developments that are planned or have already started building this area. Construction at Curry farms is well under way. The estimate for traffic increases is up to 500 for *Curry Farms*, and possibly 5,000-10,000 trips if the newly PRD-zoned development at 16907 Aiken Rd is approved. Add that to the *Overlook at Eastwood*, and 1614 Johnson and we are looking at 10,000 to 15,000 or more cars per day! The property opposite Curry Farms, 2222 Johnson, has also just been sold at auction, so I assume something will be proposed there as well. Development is exploding here and we don't have the infrastructure to safely support it. That's scary! It's my understanding that no improvements to this intersection have been planned. Developers need to be responsible for some of the improvements we need, such as turn lanes.



This first length that we will travel is the straightest part of Johnson Road, but the hills are evident. The crests of these hills hinder observation of on-coming traffic from driveways and side roads.



I especially worry about serious injuries to my family and others who travel this road. I'm concerned about the hazards that increased traffic will bring to my driveway, my neighbors' driveways, and side roads with poor visibility in one or both directions. My driveway is at the bottom of a valley created by two hills along this road. Cars fly down these hills and you often don't see each other until they are right upon you.



At the top of the hill pictured below is a significant curve turning left and then right (note the sign). The proposed entry to 1614 Johnson is just around the bend at the top of the hill. In other words; at the top of a blind hill adjacent to a sharp turn.



This is the view from the estimated position of a proposed entry of 1614 Johnson Road. Here you are looking back to the left (North) toward the curve and hill that leads to my driveway. It can be quite hazardous as you encounter cars and trucks coming over this ridge. I predict it will be especially difficult if cars are coming out of this proposed development.



Directly across the road you travel past the building site of an already approved development that will add another 3300 cars traveling the road, The Overlook at Eastwood. **It will be a nightmare if construction is allowed to occur on both sides of this road at the same time.**

It is not far before you reach a series of curves.



Piercy Mill Road is another example of the visibility problems side roads and driveways have to deal with routinely. These areas are becoming even more hazardous as traffic increases.



Above is the view sitting at Piercy Mill Road trying to get onto Johnson Road. I was almost hit at this exact spot a few days ago.

As you head toward Shelbyville Road there are still more hills and curves. The one below is particularly dangerous. Note: It gets TWO signs and suggests a highly reduced speed!



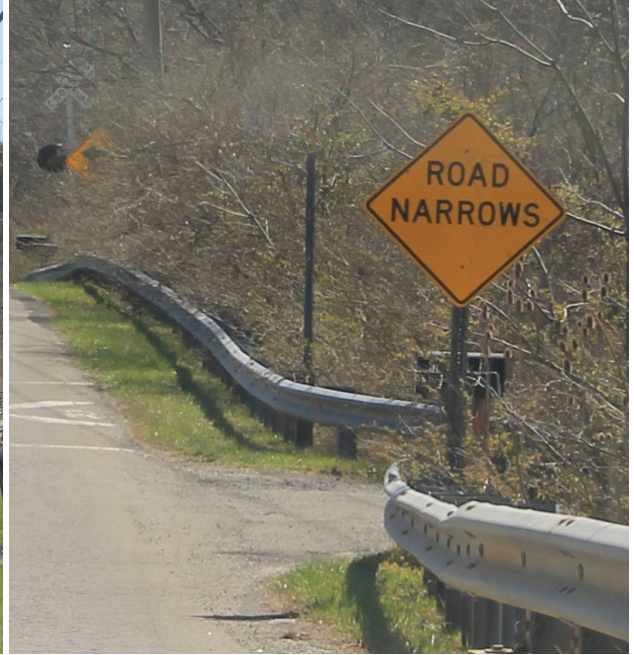
This curve is so treacherous that guardrails were added in front of this yard several years ago, even before the increase in traffic began to impact Johnson. The resident reports there have been over 30 accidents in his front yard.



But wait, we're not finished!



There's another curve,



a warning that the road narrows,



a railroad crossing without crossing gates,
combined with a curve just past the tracks,



and last, but not least, a significant curve around a
huge pine tree with a 15mph speed warning!

It's imperative that drivers take these reduced speeds seriously, but often do not and end up crossing the center lane! If there is oncoming traffic on the worst of the curves you often need to be going even slower.

Finally, we're at Shelbyville Road where you take your life in your hands if you want to turn left. You will be trying to turn as oncoming traffic travels around a blind curve. Hopefully you're turning right, but be prepared to wait. The new turn lane on Shelbyville Road has made it easier to turn onto Johnson Road, but does not help much for exiting Johnson Road. If we want to turn left, my family drives all the way through Polo Fields in order to safely connect with the traffic light at Flat Rock and Shelbyville Road. Besides being longer and inconvenient, I imagine Polo Fields does not want to be a cut-through for this traffic.



So, you've seen Johnson Road traveling south. What does it look like traveling in the opposite direction? Warning: Fasten our seat belts and off we go!

1. Curve around the big tree



2. Road narrows



3. Curve right and cross the tracks without crossing gates .



4. Curve up the hill, but that's just the warm up for the super-duper curve at the top where it's near impossible to stay in your lane. **The 15mph speed may be generous when you are faced with a line of oncoming traffic.**



5. Here comes the wiggle worm of curves.



6. Watch out for side roads and driveways!



7. Another egress from the side? They're everywhere! I counted 36 driveways and 6 side roads. Four of the side roads are dead ends used only by local residents, so they are not part of the traffic problem. The other two are from Polo Fields and the new Eastwood Overlook, both of which are adding to the problem. The Polo Fields access was closed until a few years ago.



8. Yes, it's another curve, but no guard rail. That's a long way down!



9. **Are you kidding me! More steep drop-offs off to the side of the road! The photos don't do justice to the steepness of these areas!**



One afternoon a few years ago I saw a car run off the road along one of these stretches. Lucky for him the trees were strong enough to hold him or he would have plunged to the valley below. That would have been devastating.

10. We're back to the new Overlook at Eastwood. The proposed development at 1614 Johnson will sit directly across the street. All traffic from 1614 Johnson would empty onto Johnson Road, adding to the increased traffic from the Overlook.



11. My home is just over the next hill. The newly proposed entrance/exit from 1614 Johnson is on the left near the curve!



Can you see our driveway at the bottom of the hill?

NO?

That means we often can't see cars coming either!



In conclusion, Johnson Road is a beautiful rural area, but it is not a safe road for heavy traffic. I implore you to take these concerns seriously and consider the dangers that are inherent in this road. I respectfully request that you do not approve the proposal for 1614 Johnson Road and consider the nature of the area and concerns of the current residents for their safety.

St. Germain, Dante

From: kacey <kaceydf@fastmail.com>
Sent: Wednesday, April 6, 2022 4:00 PM
To: St. Germain, Dante
Subject: 22-MSUB-0004

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These are pictures of Johnson Rd (SR 1531), where proposed major subdivision is submitting to be placed.

Please note the narrow road, cumbersome curbs, and horrible drainage.

Please note the conditions of current construction directly across street from proposed subdivision.



St. Germain, Dante

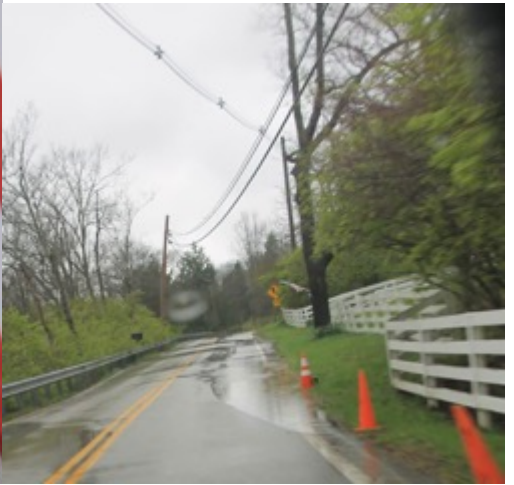
From: kacey <kaceydf@fastmail.com>
Sent: Wednesday, April 6, 2022 4:05 PM
To: St. Germain, Dante
Subject: 22-MSUB-0004

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These are pictures of Johnson Rd (SR 1531), where proposed major subdivision is submitting to be placed.

Please note the narrow road, cumbersome curbs, and horrible drainage.

Please note drivers straddling the center line on an already-narrow road.





St. Germain, Dante

From: Williams, Julia
Sent: Tuesday, April 5, 2022 1:09 PM
To: St. Germain, Dante
Subject: FW: Concerns on Johnson Rd (SR 1531)

From: kacey <kaceydf@fastmail.com>
Sent: Tuesday, April 5, 2022 12:57 PM
To: jwheatley@amfems.org; Hanson, Steve <shanson@amfems.org>
Cc: Brown, Jeffrey E <Jeffrey.Brown@louisvilleky.gov>; Funk, Brian W <Brian.Funk@louisvilleky.gov>; Burns, Vanessa <Vanessa.Burns@louisvilleky.gov>; Jerry Miller <jerry.miller@lrc.ky.gov>; Williams, Julia <Julia.Williams@louisvilleky.gov>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Smith, Chanelle Emily <Chanelle.Smith@louisvilleky.gov>
Subject: Concerns on Johnson Rd (SR 1531)

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Dear Mr. Wheatley (and Misters Hanson, Brown, & Funk, Ms. Burns, & Rep Miller),

Thank you, Mr. Wheatley, for coming out so quickly in response to some of our concerns with safety on Johnson Rd (SR 1531).

The citizens here are very concerned about

- the safety of people traveling Johnson Rd,
- the residents who might need emergency services during this construction project at The Overlook (16701 Eastwood Bluff Rd),
- and the destruction to Johnson Rd.

Citizens are also concerned that

- development is being approved on a road that CANNOT actually accommodate the heavy equipment required to build.

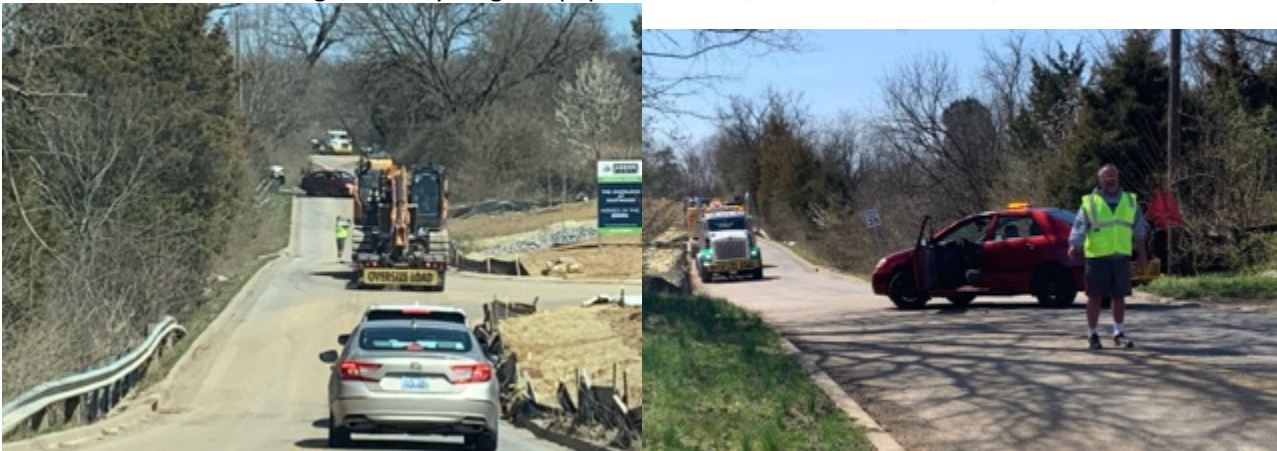
I do not say this lightly—we take our lives in our hands every day with dump trucks, wide load trailers, etc which DO NOT STAY IN THEIR LANE due to the *small width of our road* (where a single lane of pavement is **8' 4"**).

Please respond.

Here are **some** pictures, with dates, of blockage of Johnson Rd due to construction with The Overlook at 16701 Eastwood Bluff Rd. Frankly, we have dealt with the obstruction to Johnson Rd so much, that citizens just recently began taking pictures of the constant safety hazards this project has caused.

March 21

Notice double-lane blockage, 2 heavyweight equipment trucks, 3rd one out of view; blind curve



March 11



March 10

Note the steep ledge on right-hand side where the trailer was dropped; note that workers are in no hurry—just on their phones



Feb 23

Note the blind curve, with no one aiding with safety/traffic/one-lane closure



Feb 25

Note the destruction to easements; note destruction to road due to Wide Load trailers moving heavy equipment.



Week of approx March 28

A neighbor at 906 Johnson Rd reported that TWICE the Wide Load trucks were **stuck** on the curbs in front of his house and not able to continue down the road;they blocked traffic for long periods of time due to not being able to make the curves. (Pic of curve)



For the safety and consideration of the people (families with children, senior citizens, etc) who travel this road daily and call this area home, please take quick action and resolve these matters. The people who currently live here **matter**.

Thank you for responding,

Kacey Frazier
15700 Piercy Mill Rd

St. Germain, Dante

From: Kara Beth Thompson <kara_beth@usa.net>
Sent: Saturday, April 2, 2022 2:23 PM
To: St. Germain, Dante
Subject: Case #: 22-MSUB-0004

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To Whom It May Concern:

I am writing to voice my opposition to the proposed development at 1614 Johnson Road Louisville KY 40245. I reside on Piercy Mill Road and travel Johnson Road multiple times per day. I cannot imagine what the increased traffic from developments already approved by Louisville Metro Council will do to this rural state road—much less what ANOTHER development and the additional traffic will do! Johnson Road is a narrow, winding road with steep hills and blind curves. I have turned right out of Piercy Mill numerous times, barely avoiding drivers coming north on Johnson, over the yellow lines. There are steep cliffs along multiple areas of this road and I cannot fathom how the state of KY could expand it to meet the demands of the traffic that will now be traveling along it. The time to act is NOW! **Please do not recommend any further developments along this dangerous small road.**

This is an urgent safety issue. I truly hope you will act in the best interest of keeping citizens of Louisville safe.

Regards,
Kara Beth Thompson
Louisville KY 40245

St. Germain, Dante

From: Kara Beth Thompson <kara_beth@usa.net>
Sent: Saturday, April 2, 2022 2:22 PM
To: St. Germain, Dante
Subject: Case #: 22-MSUB-0004

CAUTION: This email came from outside of Louisville Metro. Do not click links or open attachments unless you recognize the sender and know the content is safe

To Whom It May Concern:

I am writing to submit my opposition to the development proposed at 1614 Johnson Road, Case #: **22-MSUB-0004**

The developer's plans include using land in the Floyd's Fork DRO. The DRO was created 30 years ago to protect our vital greenspaces in Louisville—including Jefferson Memorial Forest and Floyds Fork River.

The DRO was created to protect the waterway and the **life it sustains**. I have personally seen bald eagles, blue herons, pileated woodpeckers, cedar waxwings, great horned owls, sandhill cranes along Floyds Fork. The area is home to a **great array of native flora and fauna that will be threatened by this development**. Every spring and summer kayakers paddle down Floyds Fork, utilizing the Parklands take-out point at Beckley Creek. Floyds Fork is the last natural waterway in Jefferson County. We should do all we can to preserve its natural beauty.



Bald eagle along Floyds Fork

The DRO was created to protect **the waterway** and the life it sustains. Floyds Fork fills and empties in response to rain. Such a drastic change to the landscape along its banks will assuredly affect the waterway. Areas below the development will see a **higher river that takes longer to subside**—areas that include homes that have been standing for decades. And what will be in that water? Runoff into the river from fertilizers in lawns, salt from icy roads. Are we willing to risk polluting Floyds Fork?

This development is a threat to the natural beauty and vitality of the area. It should not be allowed to proceed.

Regards,

Kara Beth Thompson
Louisville KY 40245

St. Germain, Dante

From: kacey <kaceydf@fastmail.com>
Sent: Saturday, April 2, 2022 5:43 PM
To: Stuber, Elizabeth W.; Brown, Jeffrey E
Cc: Benson, Stuart; Piagentini, Anthony B.; Kramer, Kevin; Bullock, Matt; St. Germain, Dante
Subject: Regarding 1614 Johnson Rd (22-MSUB-0004)

CAUTION: This email came from outside of Louisville Metro. Do not click links or open attachments unless you recognize the sender and know the content is safe

Dear Ms. Stuber,

I want to thank you for your service to Louisville and what you do to provide safe, efficient roads for its citizens. I appreciate you.

(I hope that I am contacting the right person in this situation and that I am understanding the process correctly; please forgive me if I am not in full understanding of the process a developer and his/her legal team, design team, and engineering team traverse. Please forgive me if I do not use exactly the correct terminology. I have to admit that a simple notification in the mail has turned our worlds upside down and, to a normal citizen not completely abreast of “how things work,” this process can be very confusing and make citizens and residents feel quite powerless and voiceless.)

I wanted to reiterate some concerns (of which I’m sure you have heard) the residents surrounding and on Johnson Rd have regarding a proposed development at 1614 Johnson Rd.

Although Johnson Rd (SR 1531) is merely an 18.3’ road (a double-lane alley according to Lville Metro LDC) with blind curves, steep hills, drop-off ledges, cumbersome curbs, sharp turns, poor drainage, no shoulder, and no white lines in certain spans, Highgates Development is proposing to build a major subdivision at 1614 Johnson Rd and will come to you for approval to construct a major subdivision.

I request that Develop Louisville/Planning & Design not issue an approval for this subdivision, which will be placed on a curve at the top of a steep ascent. It is too dangerous for this narrow state road—a road that is used to train JCPS school bus drivers due to its high quantity of dangerous pinch points all in one location.

However, if Develop Louisville/Planning & Design insists on permitting this development to have a dangerous entrance from SR1531 at 1614 Johnson Rd, *I request that you **require** the developer to provide a Center left-turn lane on Johnson Rd.*

The current residents are in **absolute shock** of all the potential traffic flow which will stream down Johnson Rd due to the approved developments within 1.5-2 miles of Johnson Rd, namely:

- Courtyards at Curry Farms (177 homes) on Aiken Rd
- *The Overlook at Eastwood (334 homes) on Johnson Rd*
 - *Stamped & Approved WITHOUT ANY ALTERATIONS to Johnson Rd*
- *Perfection Development (~880 units, w/ more to come!) approved for 16907 Aiken Rd*
 - *Stamped & Approved WITHOUT ANY ALTERATIONS to Aiken Rd near Johnson Rd*

- *Stamped & Approved WITHOUT a turning light required at Johnson/Aiken, despite D. Zimmerman's recommendation*
 - Twin Lakes (166 homes), Estates, Meadows, and The Villas (~350 homes) at Floyd's Fork
 - Grocery store coming in on Flat Rock Rd/Shelbyville Rd
 - JCPS Middle School on Echo Trail
 - (Ace Hardware approved for Shelbyville Rd/Beckley Station, behind IGA)
 - Applications for further development: currently 1614 Johnson Rd (237 units)
 - Future developments:
 - Perfection Development (16907 Aiken Rd; told Planning Commission they *will* apply for more density)
 - Development of recently-purchased 2222 Johnson Rd
-
- *PLEASE* have regard for the current and future residents who (will) daily take their lives in their hands when traveling SR1531.
 - *PLEASE* utilize thoughtful, strategic, and methodical *planning*.
 - *PLEASE* take into consideration all that you have previously approved before issuing more approvals.

Thank you so much,

Kacey Frazier
15700 Piercy Mill Rd
Lville KY 40245

St. Germain, Dante

From: Murrell, Brad <brad.murrell@henryschein.com>
Sent: Tuesday, March 29, 2022 1:58 PM
To: St. Germain, Dante
Subject: Case #22-MSU13-0004

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Hi Dante,

I just want to have our issues heard regarding the proposed development (Case #22-MSU13-004) on Johnson Rd. We live at 15420 Piercy Mill Rd. and our property backs up to the DRO area downstream from the proposed development which also is in the DRO and the flood plain/ flood zone. We are approximately 1/8 of a mile from this proposed development and the acreage behind us is on the same plain as the Johnson Road development. We have been here over 20 years and have seen this area flood many times and I am not talking minor flooding. When this property was used as a sod farm a few years ago, I personally watched as a large Kubota diesel tractor that was parked at least 200 yards from Floyds Fork, out in the middle of the field was completely submerged including the exhaust stack that was probably 10 feet or more off of the ground. The entire field approximately 75-100 acres was completely under water from Floyds Fork.

The area in question case #22-MSU13-0004 is just upstream and it to was under the same kind of flooding. Letting developers build in this flood plain is insanity not to mention the erosion that is already being caused by the upstream developments. If this development is rubber stamped then the Floyds Fork DRO was all in vain.

Thanks,
Lynn and Brad Murrell

Brad Murrell

Consultant Medical

brad.murrell@henryschein.com

C: 502-468-5384

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St. Germain, Dante

From: Carla Dixon <carladixon00@gmail.com>
Sent: Sunday, March 27, 2022 11:41 PM
To: St. Germain, Dante
Subject: Subject: 22-MSUB-0004

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I am writing respectfully to express my concern about the proposed development at 1614 Johnson Road. I've lived in this area for over 25 years. Fifteen years ago, I considered buying an old farmhouse on Johnson Road. The reason I didn't was that the thought of my daughters riding a school bus on that tiny winding road was very scary. Back then there were only a few houses scattered along the road, on large lots. Today there have been over six subdivisions on or near Johnson Road. The traffic situation is far more compounded than what I feared 15 years ago. It is at the point of ridiculously dangerous.

These small, shoulder-free roads were built for a few farmhouses years ago, not multi-home subdivision and townhouses.

One life has already been lost at the intersection of Johnson Road and US60. I see wrecks monthly along this stretch of US60. Adding more traffic to these already insufficient roads is not an intelligent way to develop our community.

Another point of my displeasure in the approval of this development is its proximity to Floyd's Fork. This waterway is such a precious asset to Jefferson County. Doing things like allowing condensed development near this waterway is just ignorant on so many levels. Generations of Jefferson Countians after us will wonder, "what were they thinking."

I support development fully, but only smart, well thought out development. We owe it to future generations. You owe it to the County you are supporting.

Best Regards, Carla Dixon

16719 Glen Lakes Road
Louisville, KY 40245

St. Germain, Dante

From: Piagentini, Anthony B.
Sent: Thursday, March 24, 2022 5:55 PM
To: Stuber, Elizabeth W.; Benson, Stuart; Lucas Frazier; Smith, Chanelle Emily; Kramer, Kevin; Brown, Jeffrey E
Cc: St. Germain, Dante
Subject: RE: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

Thank you to everyone. Ms. Frazier did a great job summarizing why this is needed. I am unaware of the timing of any significant improvements to Johnson Road given North English Station Road was funded over a decade ago and there isn't a shovel in the ground. We have to assume we will not see any improvement to Johnson Road for at least a decade and, to Ms. Frazier's point, there isn't just one development coming...there are may and amount to thousands of new daily trips inside of that decade without any significant road improvement.

Ms. Stuber,

Can you please keep my office abreast of that traffic study?

Thank you,
AP



Anthony Piagentini | Metro Councilman
Louisville Metro Council District 19
601 W. Jefferson Street | Louisville, KY 40202
p: (502) 574-1119 f: (502) 574-4501

From: Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Sent: Wednesday, March 23, 2022 11:31 AM
To: Benson, Stuart <Stuart.Benson@louisvilleky.gov>; Lucas Frazier <lkfrazier01@gmail.com>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Smith, Chanelle Emily <Chanelle.Smith@louisvilleky.gov>; Kramer, Kevin <Kevin.Kramer@louisvilleky.gov>; Brown, Jeffrey E <Jeffrey.Brown@louisvilleky.gov>
Cc: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Subject: RE: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

Angela,

We have required the developer to provide a traffic study and will be working closely with the State to determine the scope and any required mitigation.

Beth Stuber, PE
Transportation Engineering Supervisor

From: Benson, Stuart <Stuart.Benson@louisvilleky.gov>
Sent: Wednesday, March 23, 2022 11:13 AM
To: Lucas Frazier <lkfrazier01@gmail.com>; Benson, Stuart <Stuart.Benson@louisvilleky.gov>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Smith, Chanelle Emily <Chanelle.Smith@louisvilleky.gov>; Kramer, Kevin

<Kevin.Kramer@louisvilleky.gov>; Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>; Brown, Jeffrey E <Jeffrey.Brown@louisvilleky.gov>

Cc: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>

Subject: RE: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

Elizabeth,

Please let us know what your intentions are for the type of traffic study that will be requested for (22-MSUB-0004).

The state legislature is working very hard to fund the improvements at Johnson Road/Shelbyville Road in order to handle the growing traffic issues but this development will certainly have a massive impact in making in already horrible traffic situation worse.

Councilman Benson would support a full traffic study.

Angela Webster

From: Lucas Frazier <lkfrazier01@gmail.com>

Sent: Wednesday, March 23, 2022 9:42 AM

To: Benson, Stuart <Stuart.Benson@louisvilleky.gov>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Smith, Chanelle Emily <Chanelle.Smith@louisvilleky.gov>; Kramer, Kevin <Kevin.Kramer@louisvilleky.gov>

Subject: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

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Councilman Piagentini, Councilman Benson, Councilman Kramer,

Thank you for your service to such huge areas and a vast array of needs.

I want to let you know that I submit a request for Staff to recommend a Full development traffic condition study to be completed on 22-MSUB-0004 due to the overwhelming growth.

The details are below, but I ask that you support the request for Transportation Planner Beth Stuber to require a **full study** including existing traffic, expected natural growth, approved development projects, and expected site generated traffic to estimate future traffic conditions once the project is completed (LDC Appendix 6E III A.3).

Thank you for your support.

Lucas Frazier
15700 Piercy Mill Rd.

Begin forwarded message:

From: <lkfrazier01@gmail.com>

Subject: 22-MSUB-0004

Date: March 23, 2022 at 9:29:55 AM EDT

To: "St. Germain, Dante" <Dante.St.Germain@louisvilleky.gov>, "Stuber, Elizabeth W." <Elizabeth.Stuber@louisvilleky.gov>

Transportation Planner Stuber, Case Manager St. Germain,

According to LDC Appendix 6E II WARRANTS FOR REQUIRING AN IMPACT STUDY “the need for a traffic impact study will be determined on a case-by-case basis.” Additionally, it says, “The final decision to require a traffic impact study will be determined by the Director of Public Works, based on staff recommendations.”

The criteria used by the PW&T staff in its recommendations of need for a traffic impact study may be requested if any of the following conditions are present:

1. Significantly Sized Project: two hundred (200) or more peak hour trips according to the...Institute of Transportation Engineers (ITE)
2. Nearby Congestion: The proposed development, of any size, is located near roadways, intersections or set of intersections which have been identified by the Director of Public Works as being already heavily congested.
3. Modification to Roadway: When the proposed development is located near a roadway segment identified by the Director of Public Works as within a problem area, needing to be widened or improved.

Utilizing the criteria above, I believe this is a case that demonstrates a need for a “Full development traffic condition” impact study.

Based on ITE calculations, the 22-MSUB-0004 development will add 1,967 ADT to Johnson Rd. This will be in addition to 3,300 ADT being added by 20-RSUB-004 (The Overlook), the 1,750 ADT added by 20-MPLAT-055 (Curry Farms), and the potentially 8,000+ ADT being planned at 21-ZONE-0001. There is a new school being added on Echo Trail, a new full-size grocery being planned for Flat Rock Rd. and Shelbyville Rd., a new hardware store planned for Beckley Station and Shelbyville Rd., and a marketplace being planned for Johnson and Shelbyville Rd. The traffic for all these new subdivisions listed will primarily travel down Johnson Rd. (especially all school traffic).

This is nearly 15,000 **additional** ADT on the most dangerous road in District 19, and arguably the most dangerous in all of Jefferson County. JCPS train their school bus drivers on Johnson Rd as it has *all* the dangers and pinch points a driver will encounter in a single location (Railroad crossings without crossing gates, tight turns, steep ascents and descents, blind hills and blind curves, cliffs, curbs, guard rails and the road narrows to 20’ width in several locations).

Since Johnson Rd. is a state road, I have spoken with our state representative regarding possible updates, expansions, or funding planned for Johnson Rd. He explained that Johnson Rd. is not in the budget that recently passed and will not receive any updates for over 10-15 years—with no expectation of any changes *ever* between the railroad tracks and the Polo Fields (a span that includes where 22-MSUB-0004 will be located).

Additionally, with the new middle school being built on Echo Trail, the intersection of Gilliland Rd., Eastwood Cutoff Rd., and Shelbyville Rd. is being redesigned to incorporate a traffic light. Since a light will be added to this redesigned intersection, there will **never** be a traffic light added to Johnson Rd. and Shelbyville Rd. as it is only .17 miles away from the new traffic light. All traffic coming down Johnson Rd. turning onto Shelbyville Rd. will remain a dangerous uphill turn from a stop sign—with left turns having to cross two lanes of oncoming traffic without a middle turning lane.

The load being planned for Johnson Rd. (even without 22-MSUB-0004) is already “a problem area needing [expansion]” and leads directly to “a heavily congested” intersection.

Thus, according to LDC Appendix 6E II and based on Johnson Rd. meeting the criteria required, I ask the Staff to recommend that the Director of Public Works require a “Full development traffic condition (including existing traffic, expected natural growth, approved development projects, and expected site generated traffic), to estimate future traffic conditions once the project is completed” (LDC Appendix 6E III A.3).

Thank you very much for your consideration,

Lucas Frazier
District 19

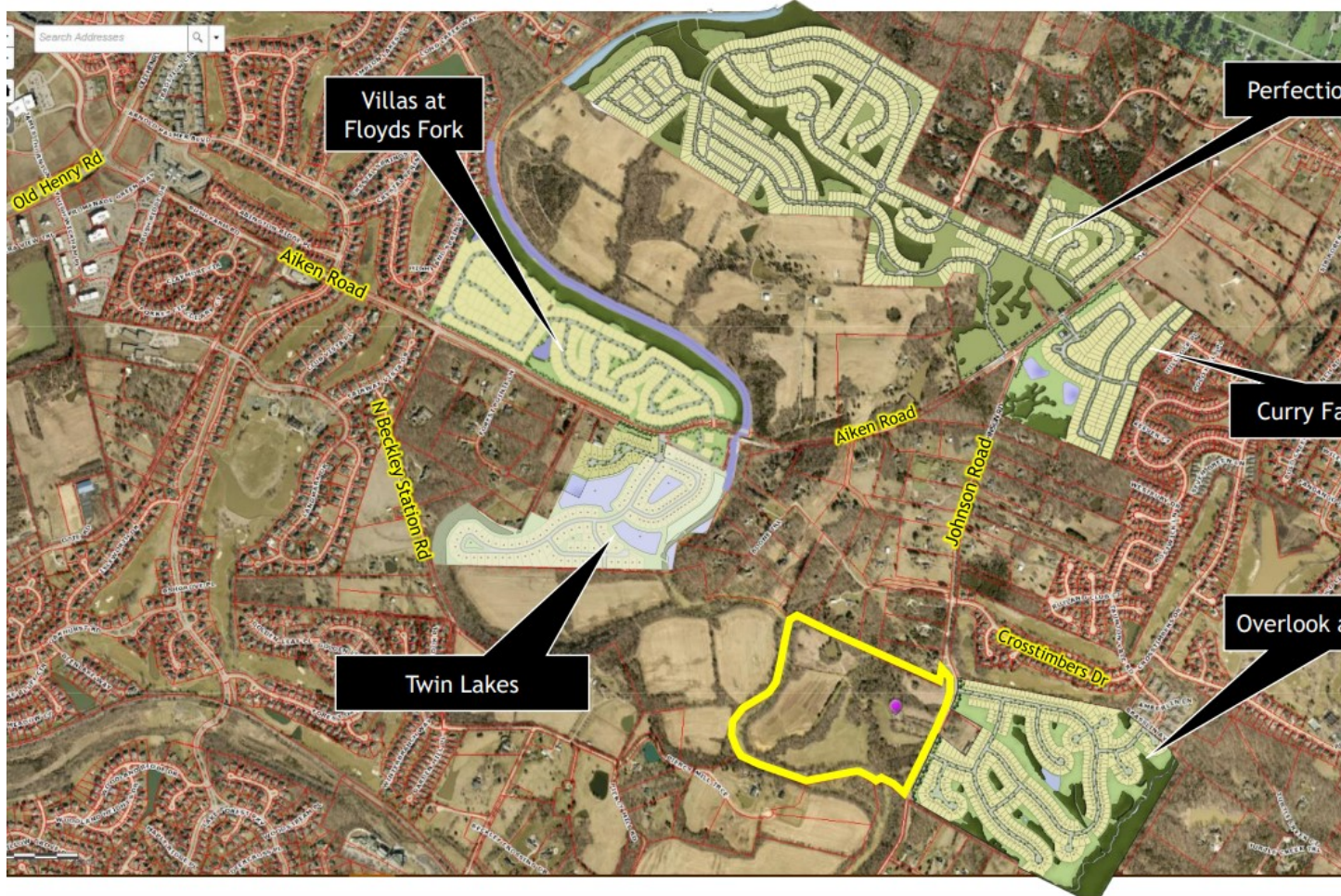
St. Germain, Dante

From: lkfrazier01@gmail.com
Sent: Wednesday, March 23, 2022 4:10 PM
To: Stuber, Elizabeth W.
Cc: St. Germain, Dante; 'Carrico, Kenny K (KYTC-D05)'; Piagentini, Anthony B.
Subject: RE: 22-MSUB-0004

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Ms. Stuber,

Please ensure Perfection development is included in any traffic study as I believe that it is justified in this case. During the neighborhood meeting for 22-MSUB-0004 the slide below was presented to the neighbors by John Talbott and Greg Mindel and clearly shows the total growth picture of the area. Additionally, "21-ZONE-0001_21-MSUB-0001_Plan_010421" (shown below) was submit to the Planning Commission in order to rezone to PRD. This major subdivision is currently being designed for lot size and should be included in all studies for the area.





GENERAL NOTES:

1. GROUND WATER SUPPLY
SUBJECT SITE CAN BE SERVED BY THE LOUISVILLE WATER COMPANY. THE NECESSARY WATER SYSTEM IMPROVEMENTS REQUIRED TO SERVICE THE DEVELOPMENT SHALL BE AT THE OWNER/DEVELOPER'S EXPENSE.
2. TREE PRESERVATION
A TREE PRESERVATION PLAN SHALL BE PROVIDED TO THE PLANNING COMMISSION'S STAFF LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES ON THE SITE.
3. PROTECTION OF TREES TO BE PRESERVED
CONSTRUCTION ACTIVITIES SHALL BE LIMITED PRIOR TO ANY GRADING OR CONSTRUCTION ACTIVITIES-PREVENTING COMPARISON OF ROOT SYSTEMS OF TREES TO BE PRESERVED. THE FENCING SHALL ENCLOSE THE AREA AROUND THE TRUNK LINE OF THE TREE CANOPY AND SHALL REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE. NO STAKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES SHALL BE PERMITTED WITHIN THE FENCED AREA.
4. A LANDSCAPE AND TREE CANOPY PLAN FOR COMPART 10 OF THE LSO SHALL BE PROVIDED AS REQUIRED PRIOR TO ISSUANCE OF BUILDING PERMIT.
5. THE DEVELOPMENT LIES IN THE ARCHDALE/ROSLINDALE FIRE DISTRICT.
6. IF PROPOSED, SIGNAGE FOR THE DEVELOPMENT SHALL BE SUBMITTED TO AND APPROVED BY THE PLANNING STAFF PRIOR TO CONSTRUCTION PLAN APPROVAL AND THEY SHALL MEET THE REQUIREMENTS OF CHAPTER 44.1 OF THE LDC.
7. ALL LIGHTING SHALL BE AVOID, DIRECTED OR FOCUSED SUCH AS TO NOT CAUSE DIRECT LIGHT FROM THE LIGHTS TO BE DIRECTED THROUGH RESIDENTIAL LIVES OR PROJECTED OVER SPACES (E. CONSERVATION EXISTENCE, GREENWAYS OR PARKWAYS) ON ADJACENT OR NEARBY PARCELS, OR TO CREATE

PUBLIC WORKS AND ETC. NOTES:

1. NO LANDSCAPING AND COMMERCIAL SIGNS SHALL BE PERMITTED IN STATE AND METRO WORKS RIGHT-OF-WAY.
2. RIGHT-OF-WAY DESIGNATION BY DEED OR MINOR PLAT MUST BE RECORDED PRIOR TO SITE CONSTRUCTION APPROVAL BY PUBLIC WORKS OR WITH ASSOCIATED RECORDED PLAT AS REQUIRED BY METRO PUBLIC WORKS.
3. COMPATIBLE UTILITY LINES (ELECTRIC, PHONE, CABLE) SHALL BE PLACED IN A COMMON FRENCH UNLESS OTHERWISE REQUIRED BY APPROPRIATE AGENCIES.
4. STREET TREES SHALL BE PLANTED IN A MANNER THAT DOES NOT AFFECT PUBLIC SAFETY AND MAINTAINS PROPER SITE DISTANCE. FINAL LOCATION WILL BE DETERMINED DURING CONSTRUCTION APPROVAL PROCESS.
5. AN ENCROACHMENT PERMIT AND BOND MAY BE REQUIRED BY METRO PUBLIC WORKS FOR ROADWAY REPAIRS ON ALL SUBSEQUENT ACCESS ROADS TO THE SITE DUE TO DAMAGES CAUSED BY CONSTRUCTION TRAFFIC ACTIVITIES.
6. THE DEVELOPER IS RESPONSIBLE FOR ANY UTILITY RELOCATION ON THE PROJECT.
7. TREES AND SHRUBBERY SHALL BE TRIMMED OR REMOVED TO PROVIDE THE CLEARANCE AS REQUIRED FOR METRO PUBLIC WORKS STANDING.
8. ALL SIDEWALK RAMP SHALL CONFORM TO ADA STANDARD SPECIFICATION, THE SPECIAL NOTE FOR DETECTABLE WARNING FOR SIDEWALK RAMP FOR KID STANDING, DRIVING FOR SIDEWALKS AND PER. RESIDENTIAL STANDING.

MSD NOTES:

1. CONSTRUCTION PLANS AND DOCUMENTS SHALL COMPLY WITH LOUISVILLE AND JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT'S DESIGN MANUAL AND STANDARD SPECIFICATIONS.
2. WASTEWATER
SEWER MAIN SHALL CONNECT TO THE FLORES FORK WASTEWATER TREATMENT PLANT BY LATERAL EXTENSION AGREEMENT, SUBJECT TO FEES, SANITARY SEWER CAPACITY TO BE APPROVED BY METROPOLITAN SEWER DISTRICT.
3. DRAINAGE/STORMWATER DETENTION
DETENTION TO BE COMPENSATED THROUGH REGIONAL FACILITY FEES. DRAINAGE PATTERNS (DEPicted BY FLOW ARROWS) IS FOR THE CONCEPT PURPOSES ONLY. FINAL CONFIGURATION AND SIZE OF DRAINAGE PIPES AND CHANNELS SHALL BE

Thank you very much for your consideration.

Lucas Frazier
District 19

From: Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Sent: Wednesday, March 23, 2022 11:15 AM
To: Lucas Frazier <lkfrazier01@gmail.com>
Cc: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>; Carrico, Kenny K (KYTC-D05) <Kenny.Carrico@ky.gov>
Subject: RE: 22-MSUB-0004

Mr. Frazier,

The scoping will be done once the developer's team reaches back out to us to set up. Kenny Carrico, who you've also contacted, and others on his team will be part of the scoping.

We can only require developments that have been approved but not yet built to be in the study. Proposed developments that have not been approved by the Planning Commission can't be added. If they have over 200 lots, they will be mandated to also provide a traffic study. A growth factor, set by the State, is used to help mitigate any developments that may get approved shortly after traffic study.

Beth Stuber, PE
Transportation Engineering Supervisor

From: Lucas Frazier <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 10:57 AM
To: Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Subject: Re: 22-MSUB-0004

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Ms. Stuber,

Thank you for the reply and letting me know that a traffic study has been required. When will the scope be determined by both Metro and the State? Also, who in State will help make that determination?

Will new rezoning of 21-ZONE-0001 to PVD to include 800+ homes be included in the study? In talking with planning, it has not been proposed, but it should be included in this case study as it is pertinent to the immediate area.

Thank you again.

Lucas Frazier

On Mar 23, 2022, at 10:35 AM, Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov> wrote:

Mr. Frazier,

A traffic impact study has been required of this developer. The scope will be determined by both Metro and the State and will include existing traffic, expected natural growth, approved development projects, and expected site generated traffic.

Once the traffic study is received, the State and Mero will determine what mitigation, such as improvements for Johnson Rd, is needed for this subdivision should it go forward.

Beth Stuber, PE
Transportation Engineering Supervisor

From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 9:30 AM
To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>; Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Subject: 22-MSUB-0004

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Transportation Planner Stuber, Case Manager St. Germain,

According to LDC Appendix 6E II WARRANTS FOR REQUIRING AN IMPACT STUDY “the need for a traffic impact study will be determined on a case-by-case basis.” Additionally, it says, “The final decision to require a traffic impact study will be determined by the Director of Public Works, based on staff recommendations.”

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The load being planned for Johnson Rd. (even without 22-MSUB-0004) is already “a problem area needing [expansion]” and leads directly to “a heavily congested” intersection.

Thus, according to LDC Appendix 6E II and based on Johnson Rd. meeting the criteria required, I ask the Staff to recommend that the Director of Public Works require a “Full development traffic condition (including existing traffic, expected natural growth, approved development projects, and expected site generated traffic), to estimate future traffic conditions once the project is completed” (LDC Appendix 6E III A.3).

Thank you very much for your consideration,

Lucas Frazier
District 19

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St. Germain, Dante

From: St. Germain, Dante
Sent: Wednesday, March 23, 2022 3:21 PM
To: lkfrazier01@gmail.com
Subject: RE: 22-FFO-0003 / question about DRO approval

Mr. Frazier,

Feel free to continue to send me long emails. They all go in the record.

Pictures can be submitted as well, and sometimes are helpful to the Commission to evaluate the request. You can submit photos now or submit them prior to the Planning Commission public hearing to be used as a presentation, should you choose to speak at the hearing (which I assume you will).

All public comments that I receive in writing are considered with the same weight. Public comment that is given to me on the phone is subject to me trying to paraphrase what someone says, which is less desirable than having your comments in your own words. However, emails and letters are equivalent.

Dante St. Germain, AICP
Planner II
Planning & Design Services
Department of Develop Louisville
LOUISVILLE FORWARD
444 South Fifth Street, Suite 300
Louisville, KY 40202
(502) 574-4388
<https://louisvilleky.gov/government/planning-design>



Stay aware of new development in your area! Sign up for Gov Delivery notifications at:
<https://public.govdelivery.com/accounts/KYLOUISVILLE/subscriber/new>

From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 3:17 PM
To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Subject: RE: 22-FFO-0003 / question about DRO approval

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Ms. St. Germain,

That is wonderful information! It is very much appreciated. Thank you and I'm sorry for the long emails.

In your experience, are pictures used as evidence helpful/considered?

Also, I was asked by a neighbor today if there is a value difference between letter and email submissions or are they treated the same?

Thank you again. Have a wonderful day.

Lucas Frazier
District 19

From: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Sent: Wednesday, March 23, 2022 3:10 PM
To: lkfrazier01@gmail.com
Subject: RE: 22-FFO-0003 / question about DRO approval

Mr. Frazier,

Please refer to Chapter 3 Part 1 – Development Review Overlay District 4 (Review Authority) to reference which designees have authority to approve different types of regulated activities on the Planning Commission's behalf. LD&T could review this request, however, because it is also an MRDI subdivision and controversial, I will not take it to LD&T but instead take it directly to the full Commission. This is under my discretion and I do not believe the applicant will dispute the decision to do this. In 4.b there are some types of regulated activities which can be approved by PDS staff; the development proposed as part of this subdivision does not fall under those types of approvals and have not been delegated to staff.

The DRO review will go to the full Planning Commission for consideration at the same time as the subdivision. You can submit comments regarding the DRO review to me as well, and I will provide them to the Commission.

Dante St. Germain, AICP
Planner II
Planning & Design Services
Department of Develop Louisville
LOUISVILLE FORWARD
444 South Fifth Street, Suite 300
Louisville, KY 40202
(502) 574-4388
<https://louisvilleky.gov/government/planning-design>



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From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 2:42 PM
To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Subject: RE: 22-FFO-0003 / question about DRO approval

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Many Special Districts have committees that oversee development within that district.

I cannot find anyone that oversees the Floyd's Fork Special District. There are 11 regulated activities within the DRO that "are allowed only upon approval by the Planning Commission or its designee." **Does this case have a designee that will approve this FFO?**

Of the 11 items, this subdivision proposal calls into question 8 of the 11 regulated items, and of the builds that have been proposed in the DRO, this is one of the most egregious.

LDC Ch 3.1.B.2 REGULATED ITEMS

- a. Clearing of forested area greater than 5,000 square feet for development purposes.
- b. Grading, excavation, construction of retaining walls, or alteration of the ground surface other than that attendant to agricultural uses.
- c. Alteration of a protected body of water including channeling, diverting, dredging or removal of stream materials.
- d. Bridging or damming of a protected body of water.
- e. Modification of a wetland, including filling, excavation, clearing of trees, paving, construction or diversion of the water supply.
- f. Construction of any structure other than those exempted in Paragraph B.1.
- g. Utility construction including water, sewer or waste disposal, natural gas and electric.
- h. Construction of roadways or parking lots serving more than a single dwelling unit.

i. **Subdivision of land.**

j. Expansion of an existing residential structure by more than 50% or of a non-residential structure by more than 10% beyond the extent of the structure's square footage as existed on the effective date of this regulation.

k. Installation of a freestanding sign exceeding 30 square feet in area.

Who would I make my case to regarding the destruction of Floyd's Fork through this development, and developments like it, that are being approved?

The intent of the DRO lists 7 specific protections, and approvals of these developments are drastically opposed to all 7. I live on Floyd's Fork and my house is directly downstream from this proposed development. I am already witnessing the massive volume of water change on my property since Twin Lakes and the Villas started building further upstream. After every storm I must assess the damage and terrain changes, chainsaw and clear whole trees out of the river (dangerous for kayakers and my family) and evaluate all the new root exposure. We are watching our last living natural waterway die. It is a precious natural resource that we are literally washing away.

I need to know who to contact regarding this approval. Please DO NOT approve another development within the DRO. The erosion, the destruction, the loss of high-quality visual characteristics, and many other problems are getting away from us as a community. We need to stop before it is too late. I have a meeting with MSD Friday to discuss this problem. For 30 years the DRO was protected and the purpose of the DRO worked. In the past couple of years, we have begun to approve DRO subdivisions and the destructive effects are VERY real. The LDC set the DRO as Chapter 3, not 11. It's located before even Development Standards and Subdivision Regulations. It is not an appendix or an afterthought, it's critical. It's been in every version of LDC and both the 2020 and 2040 Comprehensive Plan. However, the boldness of these developers to even submit proposals like these show that we have turned our focus away from protecting Floyd's Fork and treating the DRO like it doesn't matter anymore. The "mitigation" plans being used are not working. The last two years (since Twin Lakes and the Villas were approved) we have seen FEET of erosion.

Thank you for your help with this matter.

Lucas Frazier
District 19

From: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Sent: Wednesday, March 23, 2022 1:48 PM
To: lkfrazier01@gmail.com
Subject: RE: 22-FFO-0003 / question about DRO approval

Mr. Frazier,

The Floyds Fork DRO review is taking place concurrently with the subdivision review and will be considered by the Planning Commission at the same time as the subdivision. I'm not sure what you mean by who has final approval. Can you clarify that?

Dante St. Germain, AICP
Planner II

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Ms. St. Germain,

When in this process is the Floyd's Fork Overlay approved?
Is during the Planning Commission meeting or does it happen before then?
Who has the final approval to authorize building in the DRO?

Thank you,

Lucas Frazier
District 19

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Ms. St. Germain,

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Thank you,

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District 19

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St. Germain, Dante

From: Benson, Stuart
Sent: Wednesday, March 23, 2022 11:13 AM
To: Lucas Frazier; Benson, Stuart; Piagentini, Anthony B.; Smith, Chanelle Emily; Kramer, Kevin; Stuber, Elizabeth W.; Brown, Jeffrey E
Cc: St. Germain, Dante
Subject: RE: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

Elizabeth,

Please let us know what your intentions are for the type of traffic study that will be requested for (22-MSUB-0004).

The state legislature is working very hard to fund the improvements at Johnson Road/Shelbyville Road in order to handle the growing traffic issues but this development will certainly have a massive impact in making in already horrible traffic situation worse.

Councilman Benson would support a full traffic study.

Angela Webster

From: Lucas Frazier <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 9:42 AM
To: Benson, Stuart <Stuart.Benson@louisvilleky.gov>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Smith, Chanelle Emily <Chanelle.Smith@louisvilleky.gov>; Kramer, Kevin <Kevin.Kramer@louisvilleky.gov>
Subject: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

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Councilman Piagentini, Councilman Benson, Councilman Kramer,

Thank you for your service to such huge areas and a vast array of needs.

I want to let you know that I submit a request for Staff to recommend a Full development traffic condition study to be completed on 22-MSUB-0004 due to the overwhelming growth.

The details are below, but I ask that you support the request for Transportation Planner Beth Stuber to require a **full study** including existing traffic, expected natural growth, approved development projects, and expected site generated traffic to estimate future traffic conditions once the project is completed (LDC Appendix 6E III A.3).

Thank you for your support.

Lucas Frazier
15700 Piercy Mill Rd.

Begin forwarded message:

From: <lkfrazier01@gmail.com>

Subject: 22-MSUB-0004

Date: March 23, 2022 at 9:29:55 AM EDT

To: "St. Germain, Dante" <Dante.St.Germain@louisvilleky.gov>, "Stuber, Elizabeth W." <Elizabeth.Stuber@louisvilleky.gov>

Transportation Planner Stuber, Case Manager St. Germain,

According to LDC Appendix 6E II WARRANTS FOR REQUIRING AN IMPACT STUDY “the need for a traffic impact study will be determined on a case-by-case basis.” Additionally, it says, “The final decision to require a traffic impact study will be determined by the Director of Public Works, based on staff recommendations.”

The criteria used by the PW&T staff in its recommendations of need for a traffic impact study may be requested if any of the following conditions are present:

1. Significantly Sized Project: two hundred (200) or more peak hour trips according to the...Institute of Transportation Engineers (ITE)
2. Nearby Congestion: The proposed development, of any size, is located near roadways, intersections or set of intersections which have been identified by the Director of Public Works as being already heavily congested.
3. Modification to Roadway: When the proposed development is located near a roadway segment identified by the Director of Public Works as within a problem area, needing to be widened or improved.

Utilizing the criteria above, I believe this is a case that demonstrates a need for a “Full development traffic condition” impact study.

Based on ITE calculations, the 22-MSUB-0004 development will add 1,967 ADT to Johnson Rd. This will be in addition to 3,300 ADT being added by 20-RSUB-004 (The Overlook), the 1,750 ADT added by 20-MPLAT-055 (Curry Farms), and the potentially 8,000+ ADT being planned at 21-ZONE-0001. There is a new school being added on Echo Trail, a new full-size grocery being planned for Flat Rock Rd. and Shelbyville Rd., a new hardware store planned for Beckley Station and Shelbyville Rd., and a marketplace being planned for Johnson and Shelbyville Rd. The traffic for all these new subdivisions listed will primarily travel down Johnson Rd. (especially all school traffic).

This is nearly 15,000 **additional** ADT on the most dangerous road in District 19, and arguably the most dangerous in all of Jefferson County. JCPS train their school bus drivers on Johnson Rd as it has *all* the dangers and pinch points a driver will encounter in a single location (Railroad crossings without crossing gates, tight turns, steep ascents and descents, blind hills and blind curves, cliffs, curbs, guard rails and the road narrows to 20’ width in several locations).

Since Johnson Rd. is a state road, I have spoken with our state representative regarding possible updates, expansions, or funding planned for Johnson Rd. He explained that Johnson Rd. is not in the budget that recently passed and will not receive any updates for over 10-15 years—with no expectation of any changes *ever* between the railroad tracks and the Polo Fields (a span that includes where 22-MSUB-0004 will be located).

Additionally, with the new middle school being built on Echo Trail, the intersection of Gilliland Rd., Eastwood Cutoff Rd., and Shelbyville Rd. is being redesigned to incorporate a traffic light. Since a light will be added to this redesigned intersection, there will **never** be a traffic light added to Johnson Rd. and Shelbyville Rd. as it is only .17 miles away from the new traffic light. All traffic coming down Johnson Rd.

turning onto Shelbyville Rd. will remain a dangerous uphill turn from a stop sign—with left turns having to cross two lanes of oncoming traffic without a middle turning lane.

The load being planned for Johnson Rd. (even without 22-MSUB-0004) is already “a problem area needing [expansion]” and leads directly to “a heavily congested” intersection.

Thus, according to LDC Appendix 6E II and based on Johnson Rd. meeting the criteria required, I ask the Staff to recommend that the Director of Public Works require a “Full development traffic condition (including existing traffic, expected natural growth, approved development projects, and expected site generated traffic), to estimate future traffic conditions once the project is completed” (LDC Appendix 6E III A.3).

Thank you very much for your consideration,

Lucas Frazier
District 19

St. Germain, Dante

From: St. Germain, Dante
Sent: Tuesday, March 22, 2022 4:18 PM
To: lkfrazier01@gmail.com
Subject: RE: Thank you / couple of questions

Mr. Frazier,

Any correspondence that comes to me that is clearly identified as being for a particular case, or which I can figure out what case it is about, goes into the record for that case.

Dante St. Germain, AICP
Planner II
Planning & Design Services
Department of Develop Louisville
LOUISVILLE FORWARD
444 South Fifth Street, Suite 300
Louisville, KY 40202
(502) 574-4388
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From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Tuesday, March 22, 2022 4:16 PM
To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Subject: RE: Thank you / couple of questions

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That is a huge workload. Thank you for doing this.

I'll ask neighbors to put their district number or address to help.

Will you submit a letter as evidence if a neighbor wants to participate but is not comfortable putting their name out there and just says "Resident at xyz street" or "Resident District 19"? I'm just trying to get a head of their questions.

Thank you again,
Have a great rest of the day.

Lucas Frazier
District 19

From: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Sent: Tuesday, March 22, 2022 4:07 PM
To: lkfrazier01@gmail.com
Cc: Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Subject: RE: Thank you / couple of questions

Mr. Frazier,

People can sign with just their names, but it helps the Planning Commission if they provide at least a general location, so that they know it is not someone in New Hampshire weighing in about a case in Jefferson County.

Beth Stuber can help you with the traffic study information. I have copied her on this email. Jeff Brown and Director Burns may or may not have time to get back to you on your questions, as they are very busy. It is better to go through Beth as your point person for transportation concerns.

It is hard to say how many cases a case manager will handle at a given time. I just counted 34 active cases on my shelf, not including the pre-applications. I generally have between 2 and 10 revisions to review every week and get 1 to 3 new cases each week. I have had a slow couple of weeks for docketing cases, but in general I have 1 to 3 cases on any given docket for Land Development and Transportation Committee or Planning Commission. I hope that gives you the information you needed.

Dante St. Germain, AICP
Planner II
Planning & Design Services
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From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Tuesday, March 22, 2022 3:59 PM
To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>
Subject: Thank you / couple of questions

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Dante St. Germain,

Thank you for calling me back regarding 22-MSUB-0004. I appreciate your assistance with this case.

Another question regarding submissions, do residents need to put their address under their name in order for it to be included as evidence, or is just the name enough?

For the traffic study, you had mentioned emailing Beth Stuber. Should I also email Vanessa Burns and/or Jeff Brown?

Also, for curiosity, on average how many cases does a Case Manager handle at a time?

Thank you again,

Lucas Frazier

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St. Germain, Dante

From: Stuber, Elizabeth W.
Sent: Wednesday, March 23, 2022 10:36 AM
To: lkfrazier01@gmail.com; St. Germain, Dante
Subject: RE: 22-MSUB-0004

Mr. Frazier,

A traffic impact study has been required of this developer. The scope will be determined by both Metro and the State and will include existing traffic, expected natural growth, approved development projects, and expected site generated traffic.

Once the traffic study is received, the State and Mero will determine what mitigation, such as improvements for Johnson Rd, is needed for this subdivision should it go forward.

Beth Stuber, PE
Transportation Engineering Supervisor

From: lkfrazier01@gmail.com <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 9:30 AM
To: St. Germain, Dante <Dante.St.Germain@louisvilleky.gov>; Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Subject: 22-MSUB-0004

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Transportation Planner Stuber, Case Manager St. Germain,

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Thank you very much for your consideration,

Lucas Frazier
District 19

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From: Benson, Stuart
Sent: Wednesday, March 23, 2022 11:09 AM
To: Lucas Frazier; Benson, Stuart; Piagentini, Anthony B.; Smith, Chanelle Emily; Kramer, Kevin
Cc: St. Germain, Dante
Subject: RE: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

Dante,

Please enter the following email into the official case file so the commissioners will be made aware that a full development traffic study is being requested for this development plan (22-MSUB-0004).

Angela Webster

From: Lucas Frazier <lkfrazier01@gmail.com>
Sent: Wednesday, March 23, 2022 9:42 AM
To: Benson, Stuart <Stuart.Benson@louisvilleky.gov>; Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; Smith, Chanelle Emily <Chanelle.Smith@louisvilleky.gov>; Kramer, Kevin <Kevin.Kramer@louisvilleky.gov>
Subject: Traffic Study due to Eastwood Developments, new Echo Trail school, redesigned intersection in Eastwood

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Thank you for your support.

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15700 Piercy Mill Rd.

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Subject: 22-MSUB-0004

Date: March 23, 2022 at 9:29:55 AM EDT

To: "St. Germain, Dante" <Dante.St.Germain@louisvilleky.gov>, "Stuber, Elizabeth W." <Elizabeth.Stuber@louisvilleky.gov>

Transportation Planner Stuber, Case Manager St. Germain,

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3. Modification to Roadway: When the proposed development is located near a roadway segment identified by the Director of Public Works as within a problem area, needing to be widened or improved.

Utilizing the criteria above, I believe this is a case that demonstrates a need for a “Full development traffic condition” impact study.

Based on ITE calculations, the 22-MSUB-0004 development will add 1,967 ADT to Johnson Rd. This will be in addition to 3,300 ADT being added by 20-RSUB-004 (The Overlook), the 1,750 ADT added by 20-MPLAT-055 (Curry Farms), and the potentially 8,000+ ADT being planned at 21-ZONE-0001. There is a new school being added on Echo Trail, a new full-size grocery being planned for Flat Rock Rd. and Shelbyville Rd., a new hardware store planned for Beckley Station and Shelbyville Rd., and a marketplace being planned for Johnson and Shelbyville Rd. The traffic for all these new subdivisions listed will primarily travel down Johnson Rd. (especially all school traffic).

This is nearly 15,000 **additional** ADT on the most dangerous road in District 19, and arguably the most dangerous in all of Jefferson County. JCPS train their school bus drivers on Johnson Rd as it has *all* the dangers and pinch points a driver will encounter in a single location (Railroad crossings without crossing gates, tight turns, steep ascents and descents, blind hills and blind curves, cliffs, curbs, guard rails and the road narrows to 20’ width in several locations).

Since Johnson Rd. is a state road, I have spoken with our state representative regarding possible updates, expansions, or funding planned for Johnson Rd. He explained that Johnson Rd. is not in the budget that recently passed and will not receive any updates for over 10-15 years—with no expectation of any changes *ever* between the railroad tracks and the Polo Fields (a span that includes where 22-MSUB-0004 will be located).

Additionally, with the new middle school being built on Echo Trail, the intersection of Gilliland Rd., Eastwood Cutoff Rd., and Shelbyville Rd. is being redesigned to incorporate a traffic light. Since a light will be added to this redesigned intersection, there will **never** be a traffic light added to Johnson Rd. and Shelbyville Rd. as it is only .17 miles away from the new traffic light. All traffic coming down Johnson Rd. turning onto Shelbyville Rd. will remain a dangerous uphill turn from a stop sign—with left turns having to cross two lanes of oncoming traffic without a middle turning lane.

The load being planned for Johnson Rd. (even without 22-MSUB-0004) is already “a problem area needing [expansion]” and leads directly to “a heavily congested” intersection.

Thus, according to LDC Appendix 6E II and based on Johnson Rd. meeting the criteria required, I ask the Staff to recommend that the Director of Public Works require a “Full development traffic condition (including existing traffic, expected natural growth, approved development projects, and expected site generated traffic), to estimate future traffic conditions once the project is completed” (LDC Appendix 6E III A.3).

Thank you very much for your consideration,

Lucas Frazier
District 19

St. Germain, Dante

From: Williams, Julia
Sent: Friday, March 18, 2022 4:43 PM
To: St. Germain, Dante
Subject: FW: Website Mayor Contact Form [#57620] - on

From: Harris, Marilyn S. <Marilyn.Harris@louisvilleky.gov>
Sent: Friday, March 18, 2022 4:42 PM
To: Williams, Julia <Julia.Williams@louisvilleky.gov>
Cc: Liu, Emily <emily.liu@louisvilleky.gov>
Subject: FW: Website Mayor Contact Form [#57620] - on

Please put Mr. Ross comments in the file for this project.

Thanks!

Marilyn S. Harris
Director, Develop Louisville
444 S. 5th Street, Suite 300
Louisville, KY 40202
(502)574-3737

Email: Marilyn.Harris@louisvilleky.gov



NTN! No Thanks Necessary! Please help reduce e-mail overload! No need to respond with a thanks!

From: Harris, Marilyn S.
Sent: Friday, March 18, 2022 4:42 PM
To: 'jppjross23@gmail.com' <jppjross23@gmail.com>
Cc: McKee, Joshua <Joshua.McKee@louisvilleky.gov>; Moore, Benjamin L. <benjamin.moore@louisvilleky.gov>;
Saunders, Adam J. <adam.saunders@louisvilleky.gov>
Subject: RE: Website Mayor Contact Form [#57620] - on

Mr. Ross,

This project is currently under review by our staff. We will add your comments to the file.

Marilyn S. Harris

Director, Develop Louisville
444 S. 5th Street, Suite 300
Louisville, KY 40202
(502)574-3737

Email: Marilyn.Harris@louisvilleky.gov



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NTN! No Thanks Necessary! Please help reduce e-mail overload! No need to respond with a thanks!

From: Website Contact Form for Mayor's Office <no-reply@wufoo.com>

Sent: Thursday, March 3, 2022 1:57 PM

To: Mayor Information <Mayor.Information@louisvilleky.gov>

Subject: Website Mayor Contact Form [#57620] - on

Date * Thursday, March 3, 2022

Name * Jim Ross

Address 

* 15710 Piercy Mill Rd
Louisville , KY 40245
United States

Phone (502) 403-9836

Number

*

Email * jpiross23@gmail.com

Comment, question or concern:

Mayor Fisher, I am writing to ask you support in upholding the DRO that was put in place in the mid 90's to protect development around Floyd's Fork. There is a proposed development that wants to put 125 houses and 4 apartment buildings in the middle of Johnson Rd. All properties on Johnson Rd have at least 5 acres except for two. An already substandard development got crammed in the middle of Johnson Rd which will add 300 homes. On less than 100 acres.

This going to cause unsafe travel as Johnson Rd is substandard to handle that traffic. Now the developer, from Canada, wants this new subdivision on the slope across the street and along Floyd's Fork. Some of the development will be in a flood plain, that the developer denies. I understand why you wanted MDRI zoning to get people nearer jobs and to allow lower income families to move into better areas. This will severely damage the quality of Floyd's fork and out my house in harms way with more severe flooding. I shave lived there for 35 years. It was built in 1972. It is in a flood plain. David Jones did a great thing setting aside so much land for the Floyd's Fork corridor. We MUST protect our last decent stream in Jefferson County. Please do the right thing.

Thank you.

Jim Ross

Good friend of Sean Higgins and Mint Julep employee.
