

From: [Kirk Chambers](#)
To: [Lockett, Jay](#)
Subject: Fwd: Planning Commission 2221 BRADFORD DR 40218
Date: Monday, July 17, 2023 12:26:02 PM
Attachments: [Screen Shot 2023-07-15 at 5:20:14 PM.png](#)
[Screen Shot 2023-07-15 at 5:21:02 PM.png](#)
[Screen Shot 2023-07-15 at 7:05:18 PM.png](#)

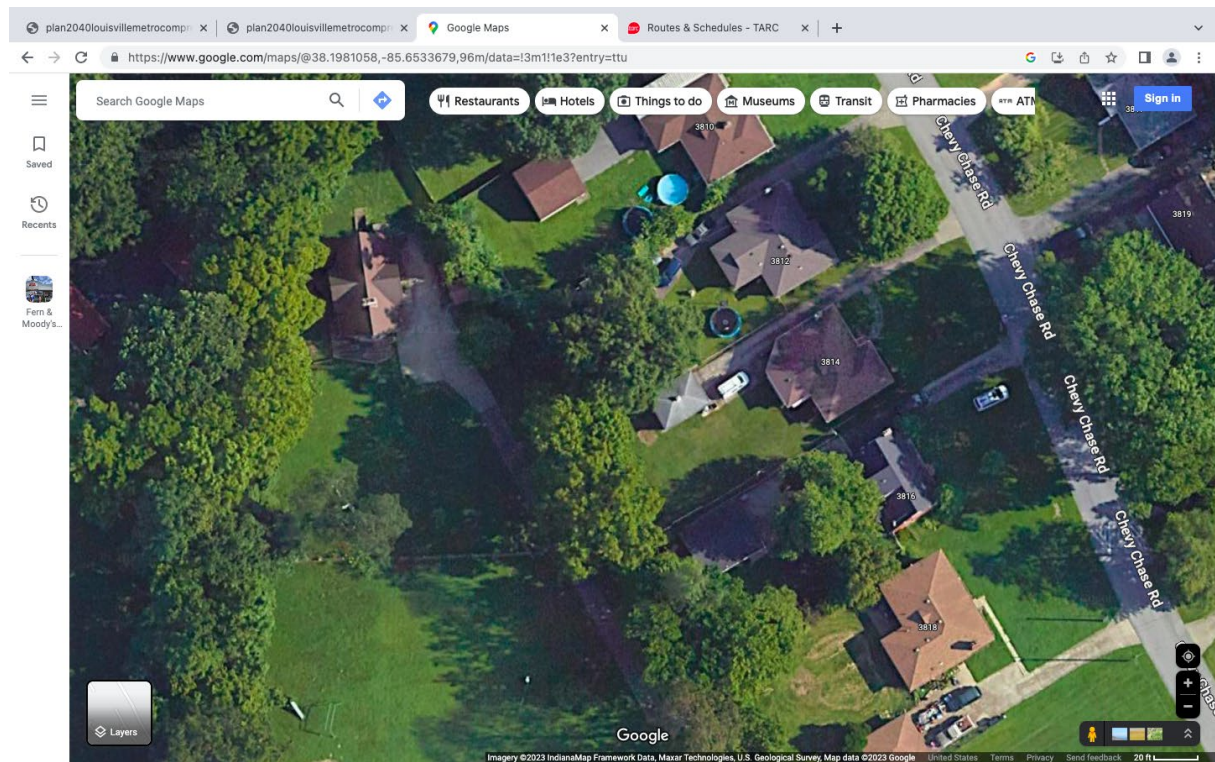
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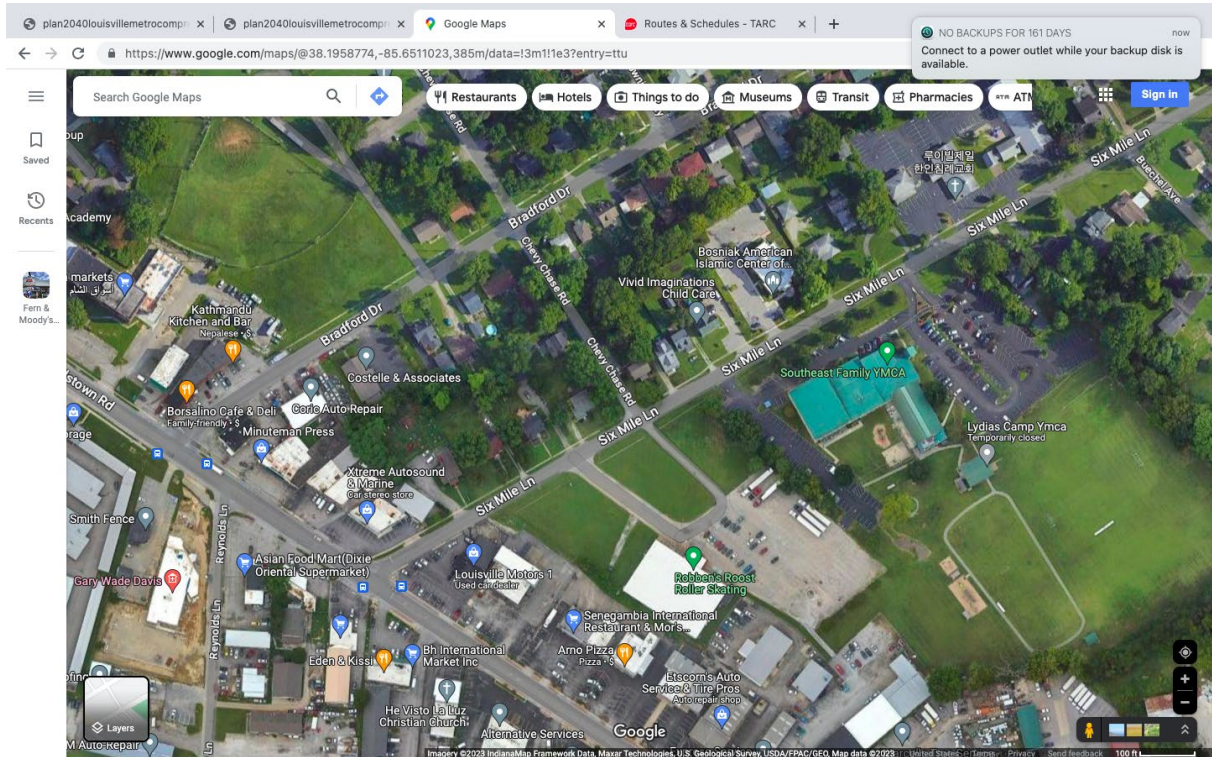
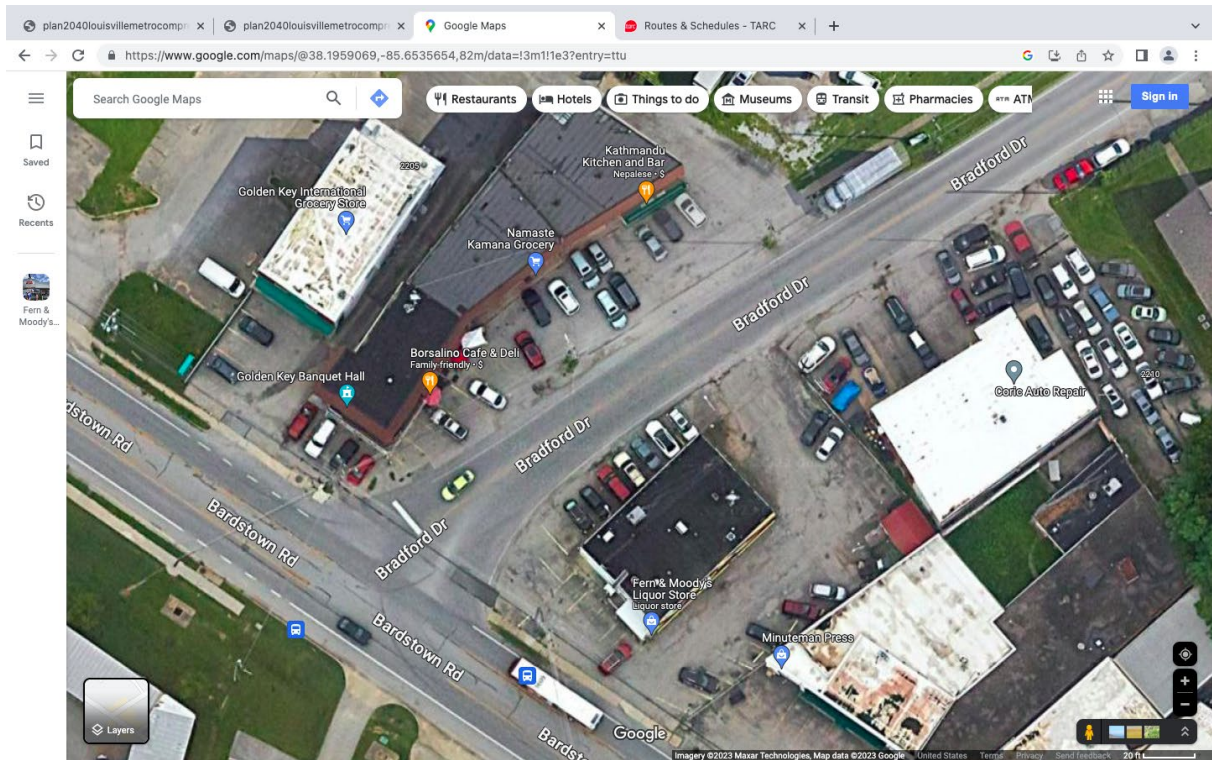
Begin forwarded message:

From: Kirk Chambers <kbc12@yahoo.com>
Subject: Planning Commission 2221 BRADFORD DR 40218
Date: July 15, 2023 at 9:35:14 PM EDT
To: Jay Lockett

Additional notes

1. 20' setback from property line is inconsistent with neighboring size of yards. Houses are on 100' setback from property line.
2. back door to buildings with no property features to utilize. No natural barrier to expand living space to fence
3. First neighboring street does not have sidewalks and is used for walking all times of the day by all age groups. Traffic study is not about too many cars for the street to handle, but any additional traffic for a walking street is too many.
4. Open space design places buildings up against residential side and away from commercial side.
5. flow of walkers from property to local YMCA will add additional walkers to streets that lack side walks
6. route out of property to bus routes is through business parking lots that would not be up to code for anyone.
7. Person currently staying in the house indicated they were staying in the house once the property is completed. If the house is staying residential, it needs to be counted in the occupancy numbers.





2221 Bradford Drive

I believe a change from R5 all the way to R6 is too big of a jump for this property. A move to R5A would be more inline with Plan2040.

Looking over the proposed plan the following are my comments.

Looking at Plan2040 I have categorized in the areas of increased density of traffic, density of the design, water mitigation, concerns with the design

Increased traffic.

The section of Bardstown Road feeding the proposed property is blanked by a relatively new change to the train crossing that allows trains to sit on the road, and a double light at the Hikes Lane intersection that creates blockages. These two items have encourage more vehicle traffic down Chevy Chase, Downing, and Willmar. These three roads should be given extra consideration since they do not have side walks, a feature from the old city/county transition. Extra traffic on either of these roads is counter to the Plan2040

1. Mitigate adverse impacts of traffic from proposed development on nearby existing communities. (More traffic on roads not designed to handle it)
2. Walkable neighborhoods are promoted. (these roads require street traffic to be walkable)
3. Encourage higher densities and intensities within or near existing marketplace corridors and existing and future activity and employment centers to support transit-oriented development and an efficient public transportation system. (public transit in the area is forced onto residential streets which do not need more traffic)

Density of the design

The proposed design takes the R6 requirements to the limit. 5 of the 6 building contain 16 units. If the 6th building contained the same number of units, it would be over the R6 limit, thus it was reduced to 14 units. The details of the property are pushed to the very limit at the point they interact with the existing housing. This density does not follow the Plan2040

1. Allow a mixture of densities as long as their designs are compatible. Adjacent residential areas in different density categories may require actions to provide an appropriate transition between the areas. Examples include vegetative buffers, open spaces, landscaping and/or a transition of densities, site design, building heights, building design, materials and orientation that is compatible with those of nearby residences. (Buffers are at a minimum)
2. Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to support physical activity for all users and invite human interaction. (nothing in the design invites human interaction)
3. Promote and encourage the inclusion of design features that make housing safer and/or are known to help reduce crime (i.e. lighting, fences, front porches). (High density does not help reduce crime)
4. Examples of design elements that encourage this interaction include narrow street widths, street trees, sidewalks, shaded seating/gathering areas and bus stops. Placement of utilities should permit the planting of shade trees along both sides of the streets. (density excludes street trees, and gathering areas)

Water mitigation

As a vast majority of Louisville, we are affected by heavy rain. Roads can be flooded with in a very short radius of the property on Chevy Chase and on Six Mile Lane. The density of the property and the ability to get the water to a sufficient detention or retention pond will be critical to the surrounding properties. The houses surrounding the property have basements and are more susceptible to flooding than a traditional slab house which also should be taken into account when water mitigation is analyzed. The density of the property has a real potential to affect the following

1. When reviewing proposed developments consider changes to floodprone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development. (water must not be permitted to leave the property onto the adjacent land)
2. Minimize impervious surface area and take advantage of soil saturation capacities. (vastly increases impervious surface to the maximum allowed)
3. As neighborhoods evolve, discourage displacement of existing residents from their community. (neighborhood has long term residents who will be forced to move or put up with unwelcome changes)