

Julia Williams

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

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Julia,

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

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

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

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

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



Jackie Cobb
1320 Cherokee Road
Louisville, KY 40204

Julia Williams

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

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Hello Julia,

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

Taking examples from:

Louisville's Complete Streets Policy

https://louisvilleky.gov/sites/default/files/2021-06/2020-12-10_lcs_completestreetsdesignmanual_final.pdf

KIPDA's Complete Streets Policy

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

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

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

#1 Make bike lanes protected

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

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

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

LTS 1 - 100% of Cyclists



LTS 2 - 70% of Cyclists



LTS 3 - 10% of Cyclists



LTS 4 - 1% of Cyclists

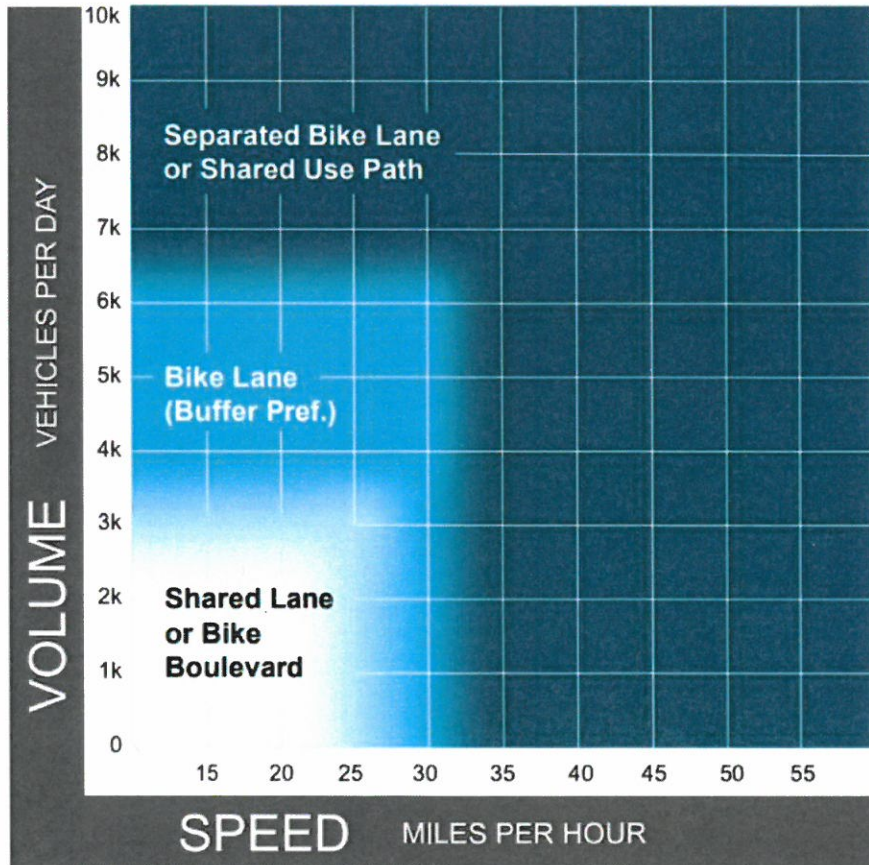


Level 1 or 2 physically protected bike lanes are required/recommended for both Lexington and Grinstead based on speed and traffic volumes.

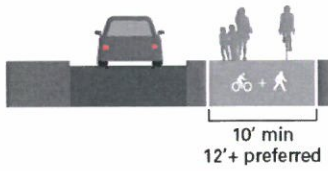
Louisville guide:

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

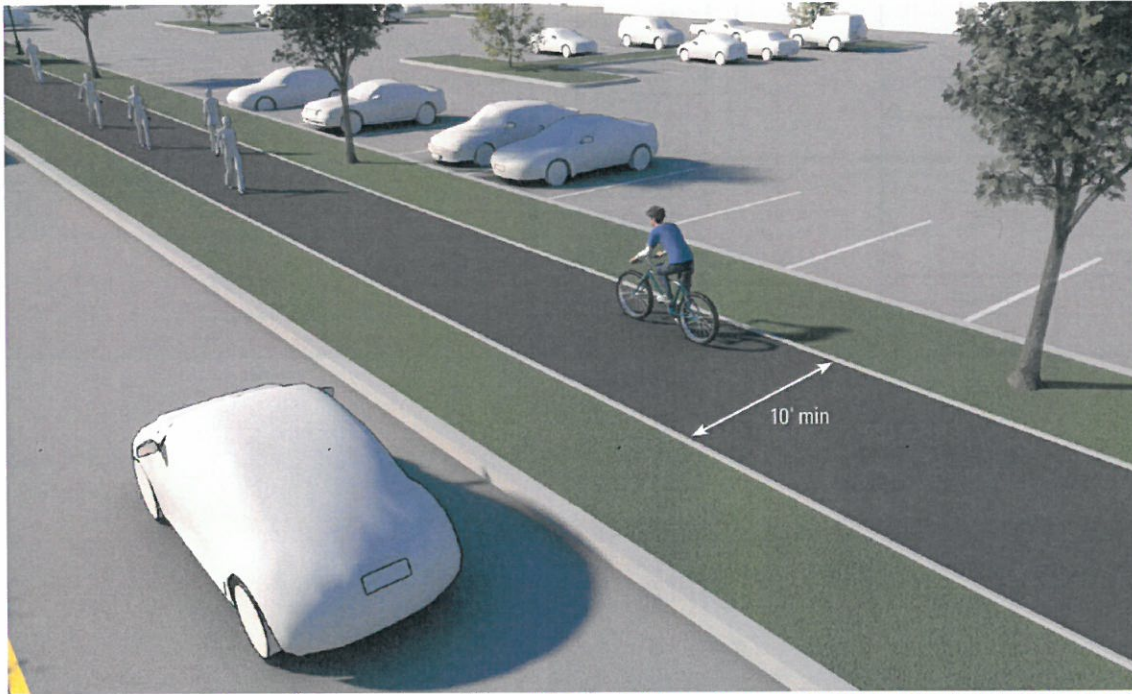
KYTC guide:



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



Shared-use Path

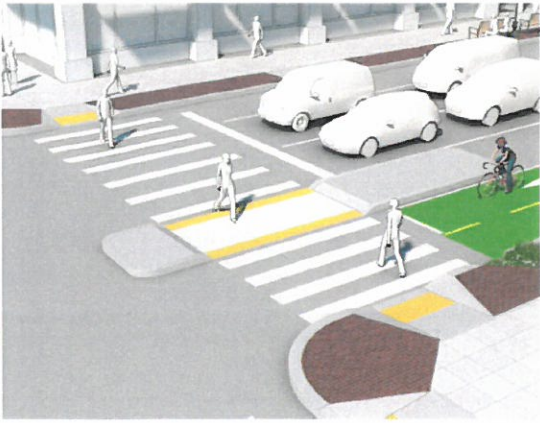


For more guidance on minimum widths see <https://louisvilleky.gov/government/planning-design/land-development-code>

#2 Center pedestrian islands

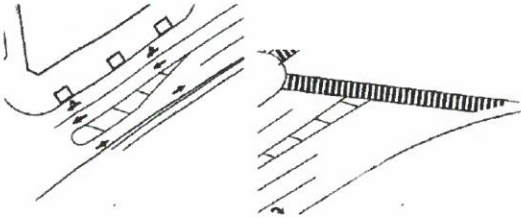
At the crossings on Lexington Rd, have concrete refuge islands where there is only paint now.

Louisville guide:



Center Islands

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



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

#3 Raised crossings

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

Louisville guide:



Please share with developers and Metro and KYTC teams.

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

Michael Schnuerle, resident

Subject: Re: Contact Councilman Bill Hollander [#4755]

Diane -

To my knowledge, no formal application for the rezoning has been filed at this time. Certainly, no public hearings on any formal application have been scheduled. I will pass along your concerns to Planning & Design. My decision will be based on the record before the Planning Commission, as the law requires.

Bill

Councilman Bill Hollander | Ninth District Councilmember
Louisville Metro Council
601 W. Jefferson Street | Louisville, KY 40202
d: (502) 574-1109

Click [here](#) to sign up for the District 9 eNews!

From: Councilman Bill Hollander <no-reply@wufoo.com>
Sent: Tuesday, November 9, 2021 9:30 AM
To: Ethridge, Kyle <Kyle.Ethridge@louisvilleky.gov>; Hollander, Bill H. <Bill.Hollander@louisvilleky.gov>
Subject: Contact Councilman Bill Hollander [#4755]

Name *	Diane Cooke
Address	<input type="checkbox"/> 3318 Lexington Road Louisville, kentucky 40206 United States
Phone Number *	(502) 893-6674
Email *	dimacooke@aol.com

Comments

Major concerns about the new proposed One Park North, presented recently.

I represent the Lexington Road Preservation Assoc, We have many members concerned about the proposed development across from One Park in the Jim Porter property, Concerns about traffic and the size of the project. Again too large for the area and creating traffic concerns. We hope the traffic study will be updated as the last one was several years ago. I hope Planning and Design will be concerned also, as they were not about the first One Park, Frustration and concern of the newest proposal is compounded by the size of the project, and the impact on the area. The voices of the people who live in the area don't seem to matter.

From: [Liu, Emily](#)
To: [Williams, Julia](#)
Subject: FW: Charettes
Date: Wednesday, September 29, 2021 5:17:24 PM

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

Thanks
Emily

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

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

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

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When this developer, who has yet to develop anything at any of the three pending redevelopment sites long granted zoning largesse at great expense to the urban environment, the code, and common sense, actually breaks ground.....perhaps an actual charrette here would be appropriate. We certainly did not get that for One Porke, and I attended every lecture the zoning attorney gave. The best use of that land is to restore it to the heavily wooded, wildlife laden oasis it was before Steve Poe ("Woods" of Lexington Road) and MSD literally raped the land. Strong sentiments perhaps, but I was raised in the area pre tunnel and these fantasy island super developments have no merit nor traction. Traffic is at a standstill now. Pedestrians deal with terrifying conditions. The cost to the tree canopy in Cherokee Park will be catastrophic. The threat of a RaceTrac development is a farcical one and just one more eye roll in developmentspeak. I have zero

confidence any consideration will ever be given to actual public process. Having participated in many actual charrettes, this series of charades will produce another untenable unbuildable but tidily rezoned parcel.

Visionary sustainable green.

Debra Harlan

Sent from my iPad

PUBLIC OUTREACH



What is a Charrette?

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

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

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

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

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

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

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