

July 26, 2017

John A. Bartlett
1603 Alpha Avenue
Louisville, KY 40223

Louisville Metro Planning Commission
Land Development & Transportation Committee
Old Jail Courtroom
514 West Liberty Street
Louisville, KY 40202

To the Committee:

My wife Holly and I are among the property owners who have agreed to sell our real property to Continental Properties Company for the proposed Morat Avenue Apartments development on fourteen acres total (Project Number 17ZONE1020). We will have owned this property for 30 years come this October, and we raised our family in this house in the course of those years.

Though not looking initially to sell, we became convinced that Continental Properties' proposal, which was first brought to us nearly 3 years ago, would allow us to convey our home to a highly capable and reputable developer of multi-residential communities who would develop the property in its highest and best use. From information we received on existing Continental Properties apartment communities both in Louisville and elsewhere, we could see that the style and quality of development planned for Morat Avenue Apartments would compare very favorably with existing residential developments in our area.

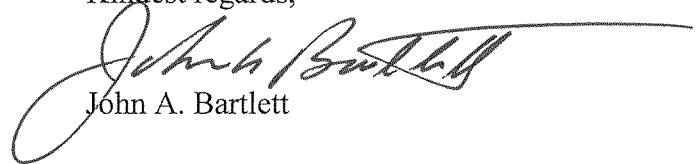
It is clear that in this part of the North Hurstbourne Parkway area near the LaGrange Road Overpass, multi-residential apartment and condominium communities are fast becoming the predominant use. The two-story apartments planned by Continental Properties fit in very well with the existing apartments across from our property on Hurstbourne Parkway, and are compatible as well with the multi-unit patio homes of Pinehurst Green. The planned amenities and quality of the proposed Morat Avenue Apartments convince me that among all the possible ways our property could be developed – and it will be developed – this is one that should please those who will be its neighbors as much as it pleases us to help this community development come into being.

And, I believe most people are similarly pleased with all these aspects, but many are understandably concerned about increased traffic and increased difficulty of negotiating the Morat Avenue access onto Hurstbourne Parkway. Representatives of Continental Properties have shared with me some very sensible ideas for making the traffic problem not only manageable but actually improving the present state of safety entering Hurstbourne from Morat. I understand that traffic safety improvement will be a part of the presentations and discussion at the impending meeting, which regrettably I cannot attend. The point I wish to make here is that traffic safety at Morat will only get worse in the absence of this development, as the

improvements, e.g., new access lanes for traffic coming into Hurstbourne, for which Continental Properties will provide funding, will not otherwise be made at this time.

So, for all the above reasons, Holly and I are pleased with everything we have learned of the Morat Avenue Apartments proposal from Continental Properties (it even includes a “dog park” for animal lovers such as we are), we are gratified by our role in bringing it about, and we strongly support its approval by this Committee.

Kindest regards,

A handwritten signature in black ink, appearing to read "John A. Bartlett", with a long horizontal flourish extending to the right.

John A. Bartlett

Land Development & Transportation

514 W. Liberty Street

Louisville, KY 40201

To whom it concerns,

Forty something years ago my father purchased the property on Alpha Avenue. After lying fallow for years I personally bush-hogged the property for the first time. It is one of those memories you never forget. Between the rough terrain and the tree growth it was a major task not to be thrown from the tractor. Through the years my father and I spent endless hours working on the property. It was a very special place, especially for my father. He loved his "farm" and he spent many of his retirement years there.

I mention this because first of all, the property was never actually put up for sale and secondly, my brother and I were very particular in choosing the right partner to develop the property. The highest offer was not accepted but the best offer was. The gated community with the two story structure was the best suited structure with the homes and condos surrounding the property. Plus Continental Properties is and has proven to be both a competent and reliable developer. The fact that all of their properties are managed with their own people tells you they will be here for years to come.

The traffic study and the proposal to fix the traffic situation at their total expense is evidence of their effort to develop nothing but a class A development.

Sincerely,


Gary Allgeier

SPRINGS[®]

apartments

Continental 407 Fund LLC ("Continental") is proposing a 244-unit multifamily apartment development at the northeast corner of Morat Avenue and Alpha Avenue. Outlined below is a brief summation of Continental's meetings with the community, as well as the current status of the recurring discussion items.

KEY DATES

3/30/2017 – Meeting with the Pinehurst Green board, Dennis Barnett and Robert Bell

3/31/2017 – Meeting with Mayor Hagan (City of Lyndon)

5/23/2017 – Meeting with Dennis Barnett and Pinehurst Green representatives

5/23/2017 – Neighborhood Meeting with Pinehurst Green and Owl Creek residents

5/24/2017 – Meeting with Robert Bell

6/19/2017 – Lyndon City Council Caucus Meeting

7/11/2017 – Meeting with Owl Creek Committee

7/11/2017 – Meeting with Pinehurst Green board members and Dennis Barnett

7/12/2017 – Meeting with Mayor Hagan

7/12/2017 – Meeting with Robert Bell

TRAFFIC

Existing traffic conditions at the intersection of Hurstbourne Parkway and Morat Avenue was a common concern expressed by adjacent neighbors. In response, Continental hired Diane B. Zimmerman Traffic Engineering, LLC to complete a traffic study, which included an analysis of the following intersections:

- Hurstbourne Parkway and Morat Avenue
- Hurstbourne Parkway and Dorsey lane

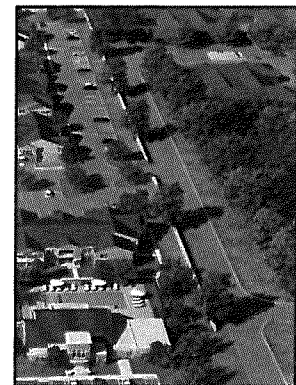
The analysis resulted in the following traffic improvements being warranted, and they have been included as part of the development proposal:

- Hurstbourne Parkway median cutback to improve the left-turn out from Morat Avenue
- Deceleration lane for the right-turn onto Morat Avenue.

SCREEN WALL

Pinehurst Green residents have expressed interest in having a screen wall along Morat Avenue, extending from the corner of the clubhouse at the development's west end, to the end of Morat Avenue at the east end. This wall would be a vinyl privacy fence with landscaping between the fence and the property boundary. Renderings of the wall were presented to members of the Pinehurst Green board at our July 11th meeting.

Owl Creek residents are requesting a similar wall along the eastern boundary of the development. This will serve to provide a screen between the apartment community and the Owl Creek track and field. Continental will continue gathering feedback from all parties as design progresses.



Monday, September 18, 2017

To: Laura Mattingly-Division of Planning & Design Services-Metro Development Center

Case #17Zone1020-1701 Alpha Ave. R-4 to R-6 Continental Properties-Springs @Morat-244 Apartments

Opposition: Submitted by area residents-R-4 Residents: Dennis Barnett 10410 Morat Ave. & 1600 Alpha Ave. (Estate) & 1507 Alpha Ave. (John Barnett) & (Robert Bell) 1509 Alpha Ave. & Pinehurst Green-60 unit Patio homes-Morat Ave.

Concerns: Single entry/exit to Apartments on Morat Ave. off North Hurstbourne Pwky. & dangerous, poorly designed roadway of approximately 0.6 mile on North Hurstbourne Pwky. between Whipps Mill Road/LaGrange Road(North of Morat Ave & CSX RR Overpass & Morat Ave/Dorsey Lane(South of CSX RR Overpass). Submitting Ky. State Police Accident Reports between 1/01/2010 & 9/05/2017 on public website <http://crashinformationky.org>

- A) Kentucky State Police (KSP) Accident Reports-from 1/1/2010 thru 9/10/17 @ intersection of Whipps Mill Road & North Hurstbourne Pwky. Equal 16 accidents; consisting of -6 collusions w/injury; 10 collusions w/property damage; total injuries 12.
- B) KSP Accident Reports-from 1/1/2010 thru 9/5/17 from/including Morat Ave. up to Dorsey Lane – approximately 0.3 miles of North Hurstbourne Pwky. Form Morat Ave. up to Dorsey Lane-Containing 45 degree blind curves in both northbound & southbound directions. Total Collusions is 37; 3 collusions with injury; 34 collusions w/property damage; total injuries equal 3.
- C) KSP Accident Reports-from 1/1/2010 thru 9/10/2017 @ intersection of Dorsey Lane & North Hurstbourne Lane equals 49 accidents; consisting of 8 collusions w/imjury; 41 collusions w/property damage; total injuries equal 10.
- D) September 4th (Labor Day)-Not in KSP website-4 car collusion @ LaGrange Road (Hwy 146) & North Hurstbourne Pwky---One(1) fatality.

Illustration (Photos) Accident @ intersection of Morat Ave. & North Hurstbourne Pwky-Accident Date 8/4/2016 @4:20 PM



**KENTUCKY UNIFORM POLICE
TRAFFIC COLLISION REPORT**

MASTER FILE #
71818885

INVESTIGATING AGENCY
LOUISVILLE METRO POLICE DEPT

AGENCY ORI NUMBER
0568000

LOCAL CODE
8016066276

ROADWAY NAME
N HURSTBOURNE PKWY

PARKING LOT: **N**

INTERSECTION WITH: **Y**
MORAT AVE

BETWEEN STREETS: **N**

ROADWAY # KY1747	DISTANCE FROM MILEPOINT MILES: 0.00	MILEPOINT # 15.542	INJURED 1	KILLED 0	# UNITS INVOLVED 1	HIT & RUN NO	ONE WAY NO	SPEED LIMIT 45 MPH
----------------------------	---	------------------------------	---------------------	--------------------	------------------------------	------------------------	----------------------	------------------------------

IN CITY LIMITS?
YES

LATITUDE DEG: **38** MIN: **16.087**

COLLISION DATE AND TIME
08/04/2016 16:20

MILES FROM CITY
0.0 MILES

LONGITUDE DEG: **85** MIN: **33.755**

CITY/TOWN: **05608 - LYNDON**

RAMP: **NO**

COUNTY: **056 - JEFFERSON**

FROM:

DIR:

SECONDARY COLLISION: **NO**

MEDIAN CROSSOVER: **NO**

TO:

DIR:

MANNER OF COLLISION
09 - SINGLE VEHICLE

LOCATION 1ST EVENT
05 - OUTSIDE SHOULDER-RIGHT

TRAFFIC CONTROL
**02 - CENTER LINE
03 - CURVE SIGN**

ROADWAY TYPE Frontage Rd
05 - STATE

TOTAL LANES
4

ROADWAY CHARACTER
01 - CURVE & GRADE

RDWY SURFACE
01 - ASPHALT

ROADWAY CONDITION
05 - WET

WEATHER
06 - RAINING

LIGHT CONDITION
02 - DAYLIGHT

LAND USE
06 - RESIDENTIAL

SCHOOL BUS RELATED
03 - NOT APPLICABLE

FIRST AID AT SCENE **YES** FIRST AID GIVEN BY

INJURED REMOVED TO

EMS AGENCY AND RUN #
143173164

EMS AGENCY AND RUN #

EMS AGENCY AND RUN #

NOTIFIED TIME	ARRIVED TIME	TIME AT HOSPITAL	NOTIFIED TIME	ARRIVED TIME	TIME AT HOSPITAL	NOTIFIED TIME	ARRIVED TIME	TIME AT HOSPITAL
16:28	16:33							

INJURED OR DECEASED REMOVED BY

1 PROPERTY DAMAGE - OTHER THAN VEHICLES
DAMAGED TREES AND GRASS

PROPERTY
PP - PRIVATE PROPERTY

OWNER/ADDRESS
**BARNETT, DENNIS
10410 MORAT AVE LOUISVILLE, KY 40223**

2 PROPERTY DAMAGE - OTHER THAN VEHICLES

PROPERTY

OWNER/ADDRESS

3 PROPERTY DAMAGE - OTHER THAN VEHICLES

PROPERTY

OWNER/ADDRESS

INV. COMPLETE **YES** PHOTOS **YES** PHOTOGRAPHER UNIT NO. **811B**

INVESTIGATOR POHL J	ID NUMBER 7905	BEAT OR POST # 811B	TIME NOTIFIED 16:28	TIME ARRIVED 16:35	RDWY OPENED 16:35
-------------------------------	--------------------------	-------------------------------	-------------------------------	------------------------------	-----------------------------

REVIEWED BY
FUGETT S

PAGE **1** OF **3**

8/9/16 1-800-396-6126

KENTUCKY UNIFORM POLICE TRAFFIC COLLISION REPORT - UNIT *11:41 AM - 54 minutes to 12:35 PM*

MASTER-FILE # 71818885

INVESTIGATING AGENCY LOUISVILLE METRO POLICE DEPT AGENCY ORI 0568000 LOCAL CODE 8016066276

UNIT # 1 TOWED? YES - OWNER TOWED DUE TO DISABLED? YES # OCCUPANTS 2 PEDESTRIAN FACTORS

OPERATOR'S LIC. NO. STATE CO. RESIDENT YES LIC. CLASS ENDORSEMENT OPERATORS LICENSE RESTRICTIONS
Class # 0424220390
Thomas-Dettweiler

CDL NO CO. RESIDENT YES OWNER NO COMPLIANT YES *502-326-4876*

OPERATOR NAME (LN-FN-MI)- HERNANDEZ ALONSO, EMANUEL
 BIRTH DATE 05/17/1997 ADDRESS 209 LA NORMANDY DR LOUISVILLE, KY 40223

A. PRE-COLLISION VEHICLE ACTION 05 - GOING STRAIGHT AHEAD B. UNIT TYPE 08 - LT TRUCK(VAN/SPORTS UTILITY/PICKUP) C. FIRE NO D. OVERTURNED NO

E. HUMAN FACTORS 18 - NOT UNDER PROPER CONTROL *Kimberly - Fax 866-447-4293*

F-H. EVENT COLLISION 1ST: 15 - CURBING 2ND: 30 - TREE *CLAIMS @ CLAIMS, Allstate. Can*

I. VEHICULAR FACTORS 99 - NONE DETECTED J. ENVIRONMENTAL FACTORS 13 - WATER POOLING

K. UNDERRIDE/OVERRIDE 01 - NO UNDERRIDE/OVERRIDE

INVOLVED PERSONS: NAME, ADDRESS, CITY, STATE AND ZIP	DOB/DOD	14	15	16	17	18	19	20	21	22	23
HERNANDEZ ALONSO, EMANUEL MALE 209 LA NORMANDY DR LOUISVILLE, KY 40223	05/17/1997	01	NO	11	05		01	01	01	01	01
HERNANDEZ ALONSO, RUBEN MALE 209 LA NORMANDY DR LOUISVILLE, KY 40223	02/22/2000	02	NO	13	03	03	01	01	01	01	01
ALONSO HERNANDEZ, JUANA FEMALE 209 LA NORMANDY DR LOUISVILLE, KY 40223		08	NO							01	01

VEH YEAR 2003 MAKE FORD MODEL EXPLORER TYPE LL STATE KY REGISTRATION NUMBER 862BVL YEAR 2016

VIN (VEHICLE ID #) 1FMZU73K43UA41726 VEH INSURED YES NAME OF INSURANCE CO. ALLSTATE INDEMNITY CO INSURANCE POLICY # 968926424 COLOR OF VEH TAN

1ST AREA OF CONTACT 09 - 9 O'CLOCK 1ST AREA CONTACT - COMBINATION VEH EXTENT OF DAMAGE SEVERE AIR BAG SWITCH ON TRAVEL DIRECTION NORTH

ESTIMATED TRAVEL SPEED BETWEEN 40 & 45 MOST HARMFUL EVENT

COMMERCIAL VEH NO LARGE TRUCK / BUS NO PLACARD PRESENT HAZ CARGO HAZ SPILL HAZ. MAT. # TYPE CARGO/COMMODITY NAS SAFETY REPORT #

HM CLASS CARRIER TYPE

SINGLE/ COMBINATION/BOBTAIL NO. AXLES NO. TRAILERS US DOT # ICC MC # CRASH AVOIDANCE (Fatal Only)

VEHICLE CONFIGURATION CARGO BODY TYPE BUS USE

GVMR TOTAL MOTOR CARRIER NAME CARRIER NAME SOURCE

MOTOR CARRIER ADDRESS

VIOL CODES CITATION # CASE NUMBER SUSPECTED DRINKING DRIVER NO METHOD OF DETERMINATION 02 - OBSERVATION

TAKEN BY

TEST OFFERED NO CHEMICAL TEST TESTED FOR SENT TO RESULTS PAGE 3 OF 3

KENTUCKY UNIFORM POLICE TRAFFIC COLLISION REPORT - NARRATIVEKSP 74 Revised
1/2000

MASTER FILE # 71818885

INVESTIGATING AGENCY LOUISVILLE METRO POLICE DEPT

AGENCY ORI

0568000

LOCAL CODE 8016066276

Unit 1 was traveling north on N Hurstbourne Pkwy in a curve and hydro-planed on the wet roadway. The vehicle spun out, went off the right shoulder through the grass and through a tree limb, and collided on the drivers side with another tree. Final rest was against the tree with the vehicle's driver's side partially suspended in the air against the tree facing southbound. Unit 1 stated the tires would not grip the road in the curve. Unit 1 passenger had pain to the rib area and head and was treated and released by EMS. Unit 1 operator stated he just came to live in the U.S. from Mexico a few months back and only had a Mexican "Gobierno del Estado de Veracruz" drivers license # 01000322087.

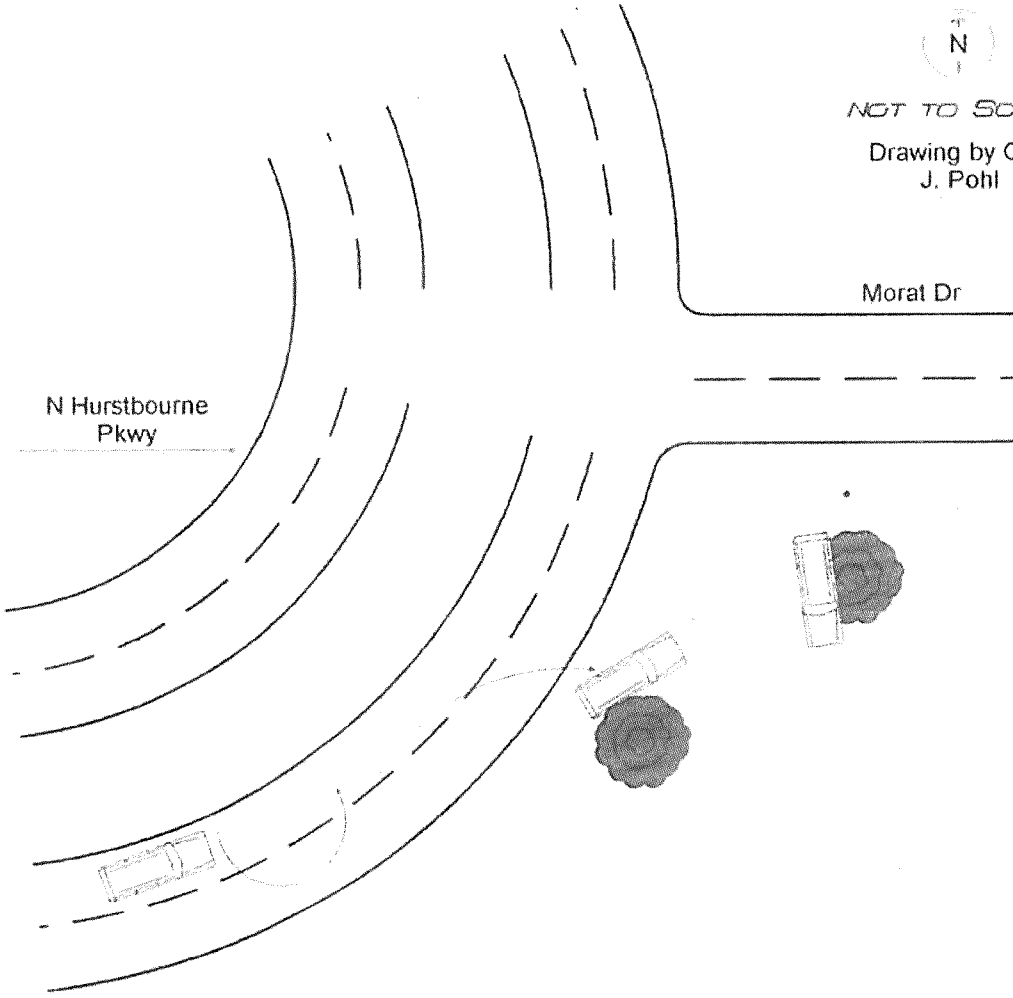


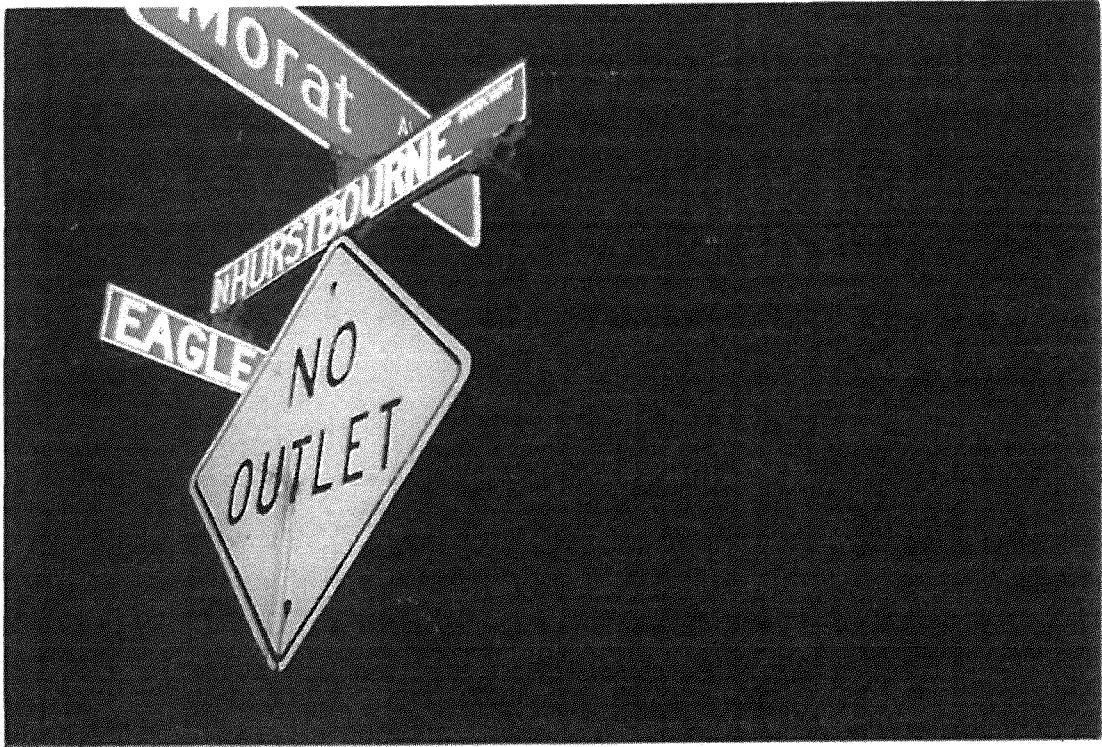
NOT TO SCALE

Drawing by Ofc.
J. Pohl

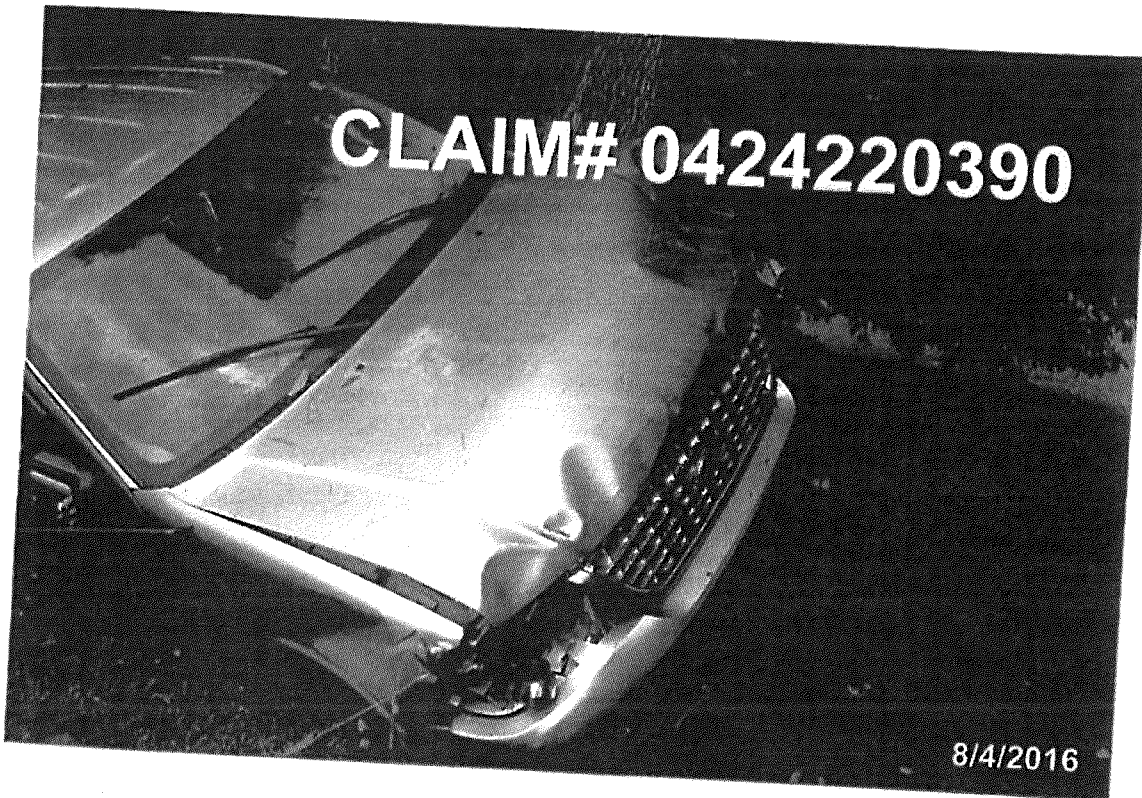
Morat Dr

N Hurstbourne
Pkwy

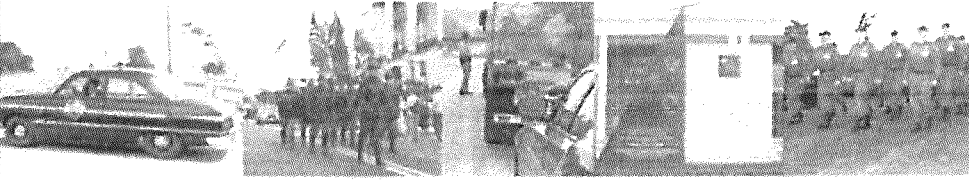




CLAIM# 0424220390



8/4/2016



[Home](#)

[Analyze Collision Data](#)

[Collision Code Values](#)

[Yearly Collision Extracts](#)

[Help Document](#)

[KSP Home](#)

[Dashboard Analysis](#)

Kentucky Collision Analysis for the Public

[Back to Select Criteria](#)



Criteria: County Name is one of: JEFFERSON **And** Collision Date is between 1/1/2010 and 9/5/2017 **And** Between Street Roadway # 1 contains Dorsey **And** Between Street Roadway # 2 contains Morat



Page Note

Click **BACK TO SELECT CRITERIA** to modify the criteria used to generate the results.

Total Collisions found:	37
Collisions w/injury:	3
Collisions w/fatality:	0
Collisions w/property damage:	34
Total injuries:	3
Total fatalities:	0



[Generate Map](#)

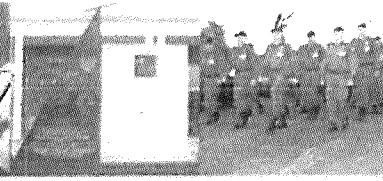
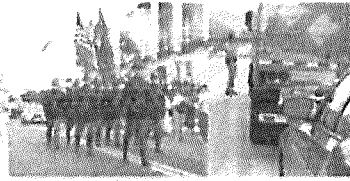


[View Details](#)



[Create Extract](#)

W



[Home](#)

[Analyze Collision Data](#)

[Collision Code Values](#)

[Yearly Collision Extracts](#)

[Help Document](#)

[KSP Home](#)

[Dashboard Analysis](#)

Kentucky Collision Analysis for the Public

[Back to Select Criteria](#)

[Print](#)

Criteria: County Name is one of: JEFFERSON And Collision Date is between 1/1/2010 and 9/10/2017 And Roadway Name contain Hurstbourne And Intersection Roadway contains Whipps Mill



Page Note

Click **BACK TO SELECT CRITERIA** to modify the criteria used to generate the results.

Total Collisions found:	16
Collisions w/injury:	6
Collisions w/fatality:	0
Collisions w/property damage:	10
Total injuries:	12
Total fatalities:	0



[Generate Map](#)

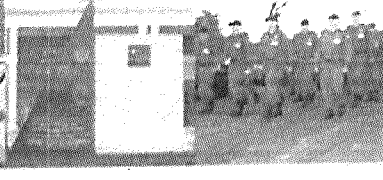
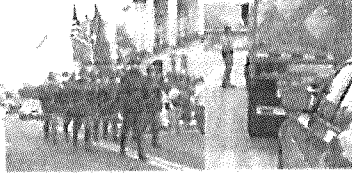


[View Details](#)



[Create Extract](#)

http://crashinformation.ky.gov



[Home](#)

[Analyze Collision Data](#)

[Collision Code Values](#)

[Yearly Collision Extracts](#)

[Help Document](#)

[KSP Home](#)

[Dashboard Analysis](#)

Kentucky Collision Analysis for the Public

[Back to Select Criteria](#)



Criteria: County Name is one of: JEFFERSON **And** Roadway Name contains Hurstbourne **And** Intersection Roadway contains Dorsey **And** Collision Date is between 1/1/2010 and 9/10/2017



Page Note

Click **BACK TO SELECT CRITERIA** to modify the criteria used to generate the results.

Total Collisions found:	49
Collisions w/injury:	8
Collisions w/fatality:	0
Collisions w/property damage:	41
Total injuries:	10
Total fatalities:	0



[Generate Map](#)



[View Details](#)



[Create Extract](#)

Barbara G Dunne

10600 Eagle Pines Ln.

Louisville, KY 40223

Dear Louisville Metro Planning and Design Committee:

This letter is to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street off N. Hurstbourne Ln.

I am a resident of Pinehurst Green Patio Homes, and I want to let you know that I stand in **STRONG** opposition of this plan. Please do not think that I am just trying to save my little, private "neck of the woods". I understand that this area will be developed sometime in the near future, and that you can't stop progress. I just want to make sure that when development comes it won't hurt this area.

In reviewing the rezoning of the land from single family to multiple families keep in mind we are currently surrounded by a demographics of multiple high rise office buildings, each building adding a minimum of 350 cars during the prime time of the day. The main campus of UPS is among them. Also they are in the process of developing U of L east campus into multiple high rise office buildings adding thousands of cars. None of this is new information for you.

I can tell you that at many times of the day I already have to wait several minutes to turn from Morat Ave. onto Hurstbourne Ln., and the developers themselves have told us that over 350 additional cars will enter and exit on the .2 mile strip of Morat Avenue. We already hold our breath when turning left off Morat onto Hurstbourne, because to the north, there's a blind hill, and to the south there's a blind curve. And we mustn't forget the 2 projects already under way on corners of Dorsey Ln and Hurstbourne Ln. They will be bringing their share of traffic to the immediate area soon enough. This stretch of road just isn't wide enough or equipped to handle the added volume of traffic that the apartment project on Morat would bring.

After talking to other residents, I'm now also aware that our ability to access emergency services will be impaired. Waiting for 5 minutes during rush hour to make a turnout of Morat to urgently go the a doctor or hospital is disastrous. How would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

Please wait for a project that is good for Lyndon to come along, and **DON'T APPROVE THE APARTMENT PROJECT PLAN, Project #17 Zone 1020.**

Thank you for your consideration,

Sincerely,



Barbara G Dunne

Dear. *Louisville Metro Planning + Design Services,*

I am a long term resident and supporter of Lyndon. I am writing to you today to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services.

As a resident of Pinehurst Green Patio Homes, I am concerned about the viability of this plan, and have insight that those not living here may lack. There are already regular periods throughout the day when we can expect a 3+ minute wait to turn onto Hurstbourne Lane from Morat Avenue. This particular project would, I'm told, add over 350 cars on the .2 mile strip of Morat Avenue, not to mention the already dangerous turn onto/off of Hurstbourne from Morat that we are continuously dealing with.

As I am sure you are well aware, there are at least 2 other major projects underway very nearby on corners of Dorsey Lane and Hurstbourne Lane. Here we find other logistically dangerous intersections in the immediate area., which have been the cause of almost 90 accidents in 8 years. Please consider the impact this complex would have on the road safety of our entire area.

I and many other residents of this area are concerned not only about our safety on the roads, but our ability to access emergency services with this proposed influx of traffic. Will an ambulance or fire truck be delayed in reaching us? Will we be able to rapidly and safely evacuate the area in case of emergency?

Again, as a long term resident of Lyndon, I support growth and change to our area when appropriate. I will support the development of an appropriate project when one arises. I ask that you consider all sides of this currently proposed but inappropriate project, including the quite probable ramifications I've mentioned.

Thank you for seriously considering the concerns of our community,

.....
Charles M. Whelan
Deborah Austin-Whelan

10616 Eagle Pines Lane
Louis. Ky. 40223

Kaura Mattingly
444 S. 5th Street Suite 300
Louisville, Ky. 40202

Re: Project # 17, Zone 1020

I am a resident of Pinehurst
Green Condos and am very
concerned that apartments are
being discussed to be built
right on top of us.

We were told only one way in
and out to Hurstbourne Parkway
for apartments & Condos with no
traffic light -

This would create a mess re:
traffic - it is already difficult
for Condo owners to go left on
South Hurstbourne during busy traffic.

I am afraid all of this with apartments
so close would hurt the value
of our Property - Please take
this under consideration

Thank You,

Dear.....Ms. Mattingly:

I am writing in response to development plans by Continental Properties to build 244 apartments on Morat Avenue. As a resident of a patio home community (Pinehurst Green), directly across from the proposed site, I am voicing my strong opposition to the breadth and scope of the proposed development. This development is currently being reviewed by Metro Planning & Design Services; project #17Zone1020.

There is approximately .2 miles of roadway on Morat Avenue to N. Hurstbourne Parkway. Should the proposed development proceed as planned, there would be well over 350 vehicles attempting entry/egress daily on this strip of roadway. This does not take into account school buses, visitors to Pinehurst Green and the proposed apartment complex, service vehicles, etc. Due to the heavy traffic on N. Hurstbourne Parkway, Pinehurst Green homeowners already can expect a wait of up to **3 minutes** before there is a safe break in traffic to turn left on N. Hurstbourne Parkway. I cannot fathom the disruption and probable safety hazards that will result by adding 300+ vehicles entering and leaving the proposed development.

As you deliberate whether to approve the Continental Properties proposal, please consider my concerns aforementioned, as well as: how the area in question would be evacuated in the case of an emergency and the impact should an ambulance or other first responder vehicle be unable to respond in an expeditious manner in a life threatening event.

Thanking you in advance for your attention.

Sincerely,

Charles M. White
Deborah Austin-Whelan
10616 Eagle Pine Lane
Louis, Ky. 40223

WE, THE UNDERSIGNED, STRONGLY OPPOSE CONTINENTAL PROPERTIES' PROJECT #17 ZONE 1020 FOR THE FOLLOWING REASONS:

1. Dangerous conditions already exist on the .2-mile stretch of roadway on N. HURSTBOURNE PKWY BETWEEN DORSEY LN TO THE SOUTH AND THE LA GRANGE RD OVERPASS TO THE NORTH. The roadway is dangerous because:
 - A. There is a BLIND CURVE on N. Hurstbourne Pkwy heading north from the Dorsey Ln/ N. Hurstbourne Pkwy intersection.
 - B. Immediately following that BLIND CURVE on N. Hurstbourne Pkwy, there is 30° hill due to the La Grange Rd/railroad overpass, causing a second blind spot on this stretch of N. Hurstbourne Pkwy.
 - C. Two roads/intersections turn off of the middle of this poorly designed stretch of roadway; those intersections being Morat Ave. to the east and the road to Hurstbourne Apartments to the west.*
 - D. This intersection and stretch of roadway have been the scene of 86 accidents in the last 8 years.

~~*attached is a sketch of the stretch of roadway described—~~

2. The proposed project would build 244 apartment units off Morat Ave., which will add, by statistics provided by Continental properties, approximately 374 additional cars, and 600?? additional lives, turning onto/off of Hurstbourne Pkwy from Morat Ave. on a daily basis, into the center of the blind area. (There are currently 3-stand alone and privately owned houses on Morat and/or Alpha, in addition to the 60 patio homes of Pinehurst Green. Based on the statistics, there are currently 104 cars using Morat and Hurstbourne daily.)

3. There are already 2 major building projects under way on the northeast and northwest corners of Dorsey Ln that will soon be adding traffic to the immediate area.

4. No traffic signal can be added at the intersection on Hurstbourne Pkwy at Morat Ave. to regulate the greatly increased flow of traffic that would occur should PROJECT #17 ZONE 1020 be approved.

5. Road "improvements" that have been proposed for the projects (again as shown on attached sketch), when closely evaluated, do not improve but only complicate the traffic situation.

6. No alternate and viable road changes have been proposed, or indeed exist, to make the intersection of Hurstbourne Pkwy and Moart Ave. a safe one.

7. Aside from the dangerous roadways, there would exist the equally important condition, if PROJECT #17 ZONE 1020 is approved, of access for EMERGENCY SERVICES to the community of what would then be approximately 600 ?? lives, would be not be adequate because:

A. Ambulances, fire trucks, police, and other emergency vehicles would not have ease of ingress/egress to the community.

B. Morat Ave is THE ONLY means of ingress/egress for these 600 lives should evacuation become necessary, or when the above mentioned emergency services are called upon.

8. Ingress and egress for school buses needed for the children will also be dangerous. Statistics provided by Continental properties assumes .06 children per unit, thus 14.64 children leading to approximately 8-10 buses daily for Jefferson County Schools.

PROJECT #17 ZONE 1020 WOULD ENDANGER NOT ONLY THE 600 LIVES THAT WOULD BE LIVING OFF OF MORAT AVE. AT HURSTBOURNE LANE, BUT ANY OF THE NUMEROUS LIVES THAT TRAVEL THIS ROAD DAILY.

PLEASE DO NOT APPROVE IT!

Charles M. W. Huber

Deborah Austin-Whelan

10616 Eagle Pines Lane
Louis Ky 40223

PETITION IN OPPOSITION TO PROJECT #17 ZONE 1020

WE, THE UNDERSIGNED HOMEOWNERS AT PINEHURST GREEN PATIO HOME DEVELOPMENT (EAGLE PINES LANE AND EAGLE PINES COURT), **OPPOSE** CONTINENTAL PROPERTIES' **PROJECT #17 ZONE 1020** FOR THE FOLLOWING REASONS:

1.) Dangerous conditions already exist on the .2 mile stretch of roadway on N. HURSTBOURNE PKWY BETWEEN DORSEY LN TO THE SOUTH AND THE LA GRANGE RD OVERPASS TO THE NORTH. The roadway is dangerous because

- A. There is a BLIND CURVE on N. Hurstbourne Pkwy heading north from the Dorsey Ln/N. Hurstbourne Pkwy intersection.
- B. Immediately following that BLIND CURVE on N. Hurstbourne Pkwy, there is 30° hill due to the La Grange Rd overpass, causing a SECOND BLIND SPOT on this stretch of N. Hurstbourne Pkwy.
- C. Two roads/intersections turn off of the middle of this poorly designed stretch of roadway; those intersections being: Morat Ave. to the east, and the road to Hurstbourne Apartments to the west.
- D. This intersection and stretch of roadway have been the scene of 86 accidents in the last 8 years

2) The proposed project would build 244 apartment units off Morat Ave., which will add, by statistics provided by Continental properties, approximately 374 additional cars, and 400+ additional people, turning onto/off of Hurstbourne Pkwy from Morat Ave. on a daily basis, into the center of the blind area. (There are currently 3 stand-alone and privately-owned houses on Morat/Alpha Avenues. Based on statistics, there are currently 104 cars that enter the center of the blind area daily from existing residents.)

3) There are already 2 major projects under way on the northeast and northwest Corners of Dorsey Ln that will soon be adding traffic to the immediate area.

4) Logistically, no traffic signal can be added at the intersection on Hurstbourne Pkwy at Morat Ave. to regulate the greatly increased flow of traffic that would occur should PROJECT #17 ZONE 1020 be approved.

5) Road "improvements" that have been proposed for the projects, when closely evaluated, do not improve, but only complicate the traffic situation.

6) No alternate and viable road changes have been proposed, or indeed exist, to make the intersection of Hurstbourne Pkwy and Morat Ave. a safe one.

7) Aside from the dangerous roadways, there would exist the equally important condition, if PROJECT #17 ZONE 1020 is approved, that access to EMERGENCY SERVICES to the community of what would then be approximately 500+ people, would be not be adequate because:

A. Ambulances, fire trucks, police, and other emergency services would not have ease of ingress/egress to the community.

B. Morat Ave is THE ONLY means of ingress/egress for these 500+ lives should evacuation become necessary, or when the above-mentioned emergency services are called upon.



8) The possible 8-10 school bus trips turning on and off of Hurstbourne Pkwy./Morat Ave., needed to transport 15+ children (statistics provided by Continental Properties) to and from their schools, would also be hazardous.

PROJECT #17 ZONE 1020 WOULD ENDANGER NOT ONLY THE 500+ LIVES THAT WOULD BE LIVING OFF OF MORAT AVE. AT HURSTBOURNE LANE, BUT ANY OF THE LIVES THAT ALREADY TRAVEL HURSTBOURNE PKWY/MORAT AVE. DAILY. PLEASE DO NOT APPROVE IT!

Petition to Oppose Project #17 Zone 1020

Printed Name	Signature	Address Number
1. CAROLE R. VOLZ	<i>Carole R. Volz</i>	1600 Eagle Pines Ct
2. RICHARD S. VOLZ	<i>Richard S. Volz</i>	1600 " " "
3. JANIS B. HOLM	<i>Janis B. Holm</i>	10610 Eagle Pines Lane
4. Janis Preher	<i>Janis Preher</i>	Eagle Pines Lane 10530 LANE
5. Edward Preher	<i>E R Preher</i>	Eagle Pines Lane 10530 Lane
6. DEBRAH PATTLE	<i>Debrah Pattle</i>	10515 Eagle Pines Lane
7. SUSAN ALTHAUS	<i>Susan Althaus</i>	10522 EAGLE PINES LANE
8. BENJAMIN COLLINGS	<i>Benjamin A. Collings</i>	10544 Eagle Pines Ln
9. Barbara Emerman	<i>Barbara Emerman</i>	10614 Eagle Pines Lane
10. Barbara Emerman	<i>Barbara Emerman</i>	10608 EAGLE PINES LN
11. Amy CRISAFULLI	<i>Amy Crisafulli</i>	10606 Eagle Pines Ln
12. Tim MATTINGLY	<i>Tim Mattingly</i>	10610 EAGLE PINES LN
13. Sharon Bruner	<i>Sharon Bruner</i>	10514 EAGLE PINES LN
14. EDGAR BRUNER	<i>Edgar Bruner</i>	10514 Eagle Pines Ln

Printed Name	Signature	Address Number
15. JAMES R. WARD	James R. Ward	1601 Eagle Pines Court
16. MARGE TORRANCE	Marge Torrance	10626 Eagle Pines
17. Martha F. Stout	Martha F. Stout	10519 Eagle Pines Ln.
18. Karen Coleman	Karen Coleman	10622 Eagle Pines Ln.
19. Patricia J Horton P.L. HORTON	Patricia J Horton	10622 Eagle Pines Ln.
20. Ethonia McManus	ETHONIA McMANUS	10404 Eagle Pines Ln
21. BETTY BAKER	Betty Baker	10571 Eagle Pines Ln
22. JAMES BAKER	James Baker	10578 "
23. Clarence Fange	CLARENCE WANGE	10534 Eagle Pines Ln
24. MARY LEE WANGE	Mary Lee Fange	10534 "
25. SUSAN DURHAM	Susan Durham	10604 Eagle Pines Ln, 4023
26. CORRINE MARTIN	Corrine Martin	10536 EAGLE PINES LN.
27. Dennis Martin	Dennis Martin	10536 EAGLE PINES LN
28. BETTIE GORMAN	Bettie Gorman	10534 Eagle Pines Ln
29. CAROL REAMS	Carol Reams	10548 Eagle Pines
30. Richard Hof	Richard Hof	1605 Eagle Pines Ct.

Printed Name	Signature	Address Number
31. Norma J Grote	Donna J. Grote	1604 Eagle Pine Court
32. Richard R. Grote	Richard R. Grote	1604 Eagle Pines Ct
33. Deborah Austin-Whelan	Deborah Austin-Whelan	10616 Eagle Pine Ln
34. CHARLES M WHELAN	Charles M Whelan	10616 EAGLE PINE LN
35. CONSTANCE RASPER	Constance Rasper	10621 Eagle Pines Ln
36. ARTHUR P. RASPER		10621 Eagle Pines Ln
37. John E. Frisbie	John E. Frisbie	10619 Eagle Pines Ln
38. MARY FRISBIE	Mary J. Frisbie	10619 Eagle Pines Ln
39. Joe Snow	Joe Snow	10617 EAGLE PINES LN
40. Jodi LARI	Judith C. Lare	10617 EAGLE PINES LN
41. MICHAEL J. GEORGE	Michael J. George	10625 EAGLE PINES LN
42. PATRICIA A GEORGE	Patricia George	10635 Eagle Pines Ln
43. DEBBIE DAVIS	Debbie Davis	10502 Eagle Pines Ln
44. DEBBE MORCKENKAMP		10517 EAGLE PINES
45. ELOISE BRADEN	Eloise Braden	10503 Eagle Pines Ln
46. CML T. DEN	Garrett, Jr	10509 Eagle Pines Ln

Printed Name	Signature	Address Number
47. Janis L. Ferguson		10620 Eagle Pines Ln.
48. EARL W. WEIKEL		10620 EAGLE PINES LN.
49. HOYT + IMA CASTLE		10607 EAGLE PINES CT
50. Michael F. RYAN		10627 EAGLE PINES LN
51. Debbie D. Ryan		10627 Eagle Pines Ln
52. BARBARA IDEND		10502 Eagle Pines Ln.
53. VICTORIA S. WARREN		10513 EAGLE PINES LN.
54. Linda Goulder		10528 Eagle Pines Ln.
55. Allen Goulder		10528 Eagle Pines Ln
56. ELIZABETH UNRUH		10512 Eagle Pines Lane
57. SUE A RICHARDS		10511 EAGLE PINES LN
58. Becky Livingston		10624 Eagle Pines Ln.
59. RAYMOND CALDWELL		10501 Eagle Pines Ln
60. THARON CALDWELL		10501 Eagle Pines Ln
61. Barbara A. Welch		10516 Eagle Pines Ln.
62. CRAMER JOTT		10113 Eagle Pines Ct

Printed Name	Signature	Address Number
63. Eileen Greis	Eileen Greis	10532 Eagle Pines
64. Kara Spencer	Kara Spencer	10545 Eagle Pines
65. Judy Lott	Judy Lott	1603 Eagle Pines
66. Barbara J. Ratliff	Barbara J. Ratliff	10538 Eagle Pines Lane
67. Betty C. Collings	Betty C. Collings	10544 Eagle Pines
68. Mike Noonan	Mike Noonan	10520 Eagle Pines C.
69. Debbie Noonan	Debbie Noonan	10520 Eagle Pines C.
70. Don S. Call SR	Don S. Call	10540 Eagle Pines Ln
71. Marcie A Call	Marcie A Call	10540 Eagle Pines Ln
72. Charles Dwarles	Charles Dwarles	10549 Eagle Pines Ln
73. Carol Reckner	Carol Reckner	10511 Eagle Pines Ln
74. Sue Godfrey	Sue Godfrey	10546 Eagle Pines Ln
75. Edwin Godfrey	Edwin Godfrey	10546 Eagle Pines Ln
76. Tom D. Moore	Tom D. Moore	10816 Eagle Pines Ln
77. D. Byer Murch	D. Byer Murch	10542 Eagle Pines Ln
78. Laura Mattingly	Laura Mattingly	10610 Eagle Pines Ln

Printed Name	Signature	Address Number
79. NANCY QUARLES	<i>Nancy Quarles</i>	10517 P EAGLE PINES
80. FEGGY BOHNE	<i>Feggy Bohne</i>	10507 Eagle Pines Ln
81. <i>K. Allen</i>	<i>K. Allen</i>	10608 EAGLE PINES
82. Hannah Allen	<i>Hannah Allen</i>	Eagle Pines Lane.
83. <i>Sarah C. Stevens</i>	<i>Sarah C. Stevens</i>	10505 Eagle Pines Ln
84. Arthur H Althaus	<i>Arthur H Althaus</i>	10522 Eagle Pines Ln
85.		
86.		
87.		
88.		
89.		
90.		
91.		
92.		
93.		
94.		

Land Development & Transportation Committee Public Meeting

Developer: Continental Properties-244 Dwelling units

Case 17ZONE1020-Case Manager Laura Mattingly

Traffic Impact Study---Diane B. Zimmerman 502-648-1858

Current Traffic – Morat/North Hurstbourne Parkway Intersection

Dwelling Units (59) Pinehurst Garden Patio Homes

(7) Single Family residents

Traffic Volume=66 dwelling units*1.5 vehicle/DU factor= 99 daily ingress/egress trips

Additional Continental Traffic = 244 dwelling units *1.5 factor=366 additional ingress/egress trips .

False Premise: Traffic Study assumes one (1) percent affected area traffic growth rate. See 16DEVPlan1160 StoneCrest Senior Living-SE corner of Hurstbourne/Dorsey Lane Intersection; 16Zone1039-Office Bldg. NW corner of Hurstbourne/Dorsey Lane Intersection; 15 acres undeveloped land @ N.Hurstbourne/Morat Ave. Intersection under broker listings.

AM=126 additional vehicles In=25 additional vehicles-Out=101 additional vehicles

PM= 155 additional vehicles In =101 additional vehicles & Out=54 additional vehicles Road Design Problems: Dorsey Lane/N. Hurstbourne Intersection to Morat Avenue/N. Hurstbourne Pwky Intersection=0.3 miles. Kentucky State Police Statistics report 62 accidents since 2005CY on this 0.3 miles of roadway.

-Northbound & Southbound traffic enter 35 degree blind curve

-Northbound & Southbound traffic contain 40 degree blind RR overpass

-Southbound traffic Left turn in to Morat has three (3) vehicle dedicated turning holding lane. Continental Properties proposes zero changes

Southbound traffic Left turn out of Morat has no holding and/or merging lane-must cross northbound traffic. Continental Properties proposes thirty (30) foot median cutback creating one (1) vehicle holding lane-Southbound Traffic.

Currently, no dedicated right turn lane into Morat Ave. Northbound N. Hurstbourne Pwky. Traffic, Continental Properties proposes a dedicated right turn lane into Morat Ave. Northbound N. Hurstbourne Pwky. Traffic .

Traffic Conclusion:

Southbound Hurstbourne traffic turning left into Morat Ave. will exceed 3 vehicle turning lane-backing up into through Southbound traffic lane.

Southbound Hurstbourne traffic turning left from Morat Ave. will exceed one vehicle southbound holding lane resulting in medium congestion blocking both northbound & southbound Hurstbourne traffic.

Suggested Solutions:

Decrease apartment density of Continental Properties apartment complex to minimize additional traffic onto Morat Ave/Hurstbourne Pwky. Intersection..

Traffic Light @ Morat Avenue/N.Hurstbourne Pwky. Intersection.

Connecting Morat Ave. (East) to Morat Ave. (West) via overpass-Traffic continue to Dorsey Lane/N.Hurstbourne Pwky, traffic signal.

Install traffic signal on N.Hurstbourne Pwky. Southbound traffic between Wesport Road & LaGrange Road. To create timing gap for Morat Ave. traffic to exit southbound (left turn) toward Dorsey Lane/Hurstbourne Intersection.

Install Caution Lights northbound & southbound lanes @ Morat Ave. to alert Hurstbourne through traffic of hidden Morat Ave. ingress/egress traffic.

Allow Continental Properties to create second entry/exit point over CSX RR @ Whipps Mill/LaGrange Intersection.

Increase Southbound Hurstbourne left turn into Morat Ave. from three (3) vehicle turning lane to six (6) vehicle turn lane.

Convert Continental's left turn out from Morat Ave. onto Hurstbourne southbound traffic from one (1) vehicle holding lane to a six (6) vehicle merging lane.

Variance Sign Chapter 8, Table 8.3.1---Sign will hide entrance to a Kentucky Landmark: Morat House-See Photos. Sign is not compatible to residential single family residences & the Kentucky Landmark.

Department of Highways, District 5

8310 Westport Road515 Wood Road

Louisville, KY 40242

To Whom it May Concern:

I am writing to express my adamant opposition to the breadth and scope of the proposed development; **Project #17 Zone 1020**. As an original home owner (1997) at Pinehurst Green Patio Home Development, my concerns are as follows:

1. There is approximately **.2 miles of roadway** on Morat Avenue from the entrance on N. Hurstbourne Pkwy. to the beginning of Pinehurst Green (Eagle Pines Lane). Should the proposed development proceed, this will add approximately 400 additional vehicles attempting entry/egress daily on this strip of roadway.
2. Home owners at Pinehurst Green already have substantial difficulty making a **safe** left-hand turn on to Hurstbourne due to the 'blind' hill to the north and a 'blind' curve to the south. Often, the wait to make this turn can be as long as 5 minutes. In fact, I know of neighbors who no longer attempt this turn – rather- they turn right and look for a safer way to turn around.
3. There are two development projects underway at the corner of Dorsey Lane & N. Hurstbourne which will bring even more traffic to the immediate area.
4. An equally important consideration is the potential for a human catastrophe if an ambulance, fire truck or other first responder faces delays in responding to an emergency in this area. In the event of a need for a community wide evacuation how are we to safely leave the area?
5. Even if the proposed development project were to add additional entry/egress points the fact remains that all vehicles will wind up on Morat Ave.

I support growth (economic, residential, etc.) for Lyndon and its' citizens. But, I cannot support a proposed development project that in all likelihood will endanger lives'.

Thanking you in advance for your consideration.

Sincerely,



Deborah Rattle, 10151 Eagle Pines Lane

July 17, 2017

Laura Mattingly, Case Manager
Louisville Metro Dept. of Land Development and Transportation
444 S. Fifth Street, Suite 300
Louisville, KY 40202

RE: Project #17, Zone 1020

Dr. Ms. Mattingly:

This letter is to let you know we strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17, Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street, off of N. Hurstbourne Lane.

As residents of Pinehurst Green Patio Home community, we want to let you know we stand in **STRONG OPPOSITION** of this plan. Please do not think we are just trying to save our little, private "neck of the woods". We understand this area will be developed sometime in the future and that you can't stop progress. We just want to make sure that when development comes it won't HURT this area.

We can tell you that many times of the day we already have to wait for several minutes to turn from Morat Ave. onto Hurstbourne Ln. and the developers themselves have told us that over 350 additional cars will enter on and exit off the .2 mile strip of Morat Ave. We already hold our breath when turning left out of Morat onto Hurstbourne because to the North there is a blind hill and to the South there is a blind curve with vehicles traveling at the 45 mph or greater speed limit. Additionally there are also 2 other projects under way on the corners of Dorsey Ln. and HuRstbourne Ln. They will be bringing their share of traffic to the immediate area soon. This strip of road just isn't designed to handle the added volume of traffic that this proposed apartment project on Morat Ave. will bring.

After discussion with other residents we are also aware that ability for access to emergency services could also be impaired. Waiting 5 minutes during rush hour to make a turnout of Morat to urgently go to a doctor or hospital isn't good. How

would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

As residents of Pinehurst Green who pay an HOA fee to maintain their own roads, we are also concerned with traffic backups trying to enter this proposed complex by an immediate left turn onto Alpha Avenue after entering Morat and being forced to travel down Morat onto our privately maintained road.

Please wait for a project that is good for Lyndon to come along and DON'T APPROVE THIS APARTMENT PROJECT PLAN.

Thank you for your consideration.

Respectfully,



Arthur Rasper



Constance Rasper

10621 Eagle Pines Lane
Louisville, KY 40223-6159

Cc: Marilyn Parker, District 18 Metro Council Representative
Brent Hagan, Mayor, City of Lyndon

July 15, 2017
10548 Eagle Pines Lane
Louisville, KY 40223

Laura Mattingly, Case Manager
444 S. 5th Street, Suite 300
Louisville, KY 40202

Dear Ms. Mattingly,

I am a long time resident of Lyndon. I am very much oppose to the plans proposed by the Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by the Metro Planning and Design Services.

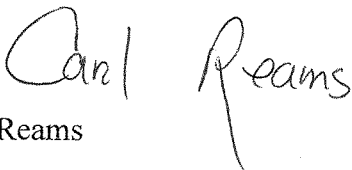
I am a resident of Pinehurst Green patio homes and stand in strong opposition of this plan. There are many times each day you have to wait 3 plus minutes to turn onto Hurstbourne Lane from Morat Avenue. The developers have told us that over 350 additional cars will enter and exit on this .2 mile strip of Morat Avenue onto Hurstbourne Lane.

It is hard turning left off of Morat Avenue onto Hurstbourne Lane because to the north, there is a blind hill. To the south there is a blind curve. We also have 2 other major projects underway on the corners of Dorsey Lane and Hurstbourne Lane. This will bring unbelievable traffic to this area. The road isn't equipped to handle the additional volume of traffic that the apartment project on Morat Avenue will bring.

I am very concerned about our ability to access emergency services with this proposed increase in traffic. How long would an ambulance or fire truck be delayed getting to us? Would other first responder vehicle be unable to respond in a manner of life treating event? Would we get out safely if we had to evacuate for a gas leak?.

Thank you for considering our concerns.

Sincerely,

A handwritten signature in cursive script that reads "Carol Reams". The signature is written in black ink and is positioned to the right of the typed name.

Carol Reams

July 17, 2017

Louisville Metro Planning and Design Services
Land Development and Transportation Committee
444 S. 5th Street, 3rd Floor
Louisville, KY 40202

Re: Project # 17, Zone 1020

To Whom It May Concern:

This letter is in regard to the proposed 244 unit complex to be constructed on Morat Avenue off N. Hurstbourne Lane next spring.

I am a resident of Pinehurst Green Patio Homes which consists of 15 buildings and located adjacent to the proposed apartment complex. Our community consists of approximately 60 residents, many of whom are retired. I am very concerned about the ingress and egress of all the traffic off N. Hurstbourne that will most likely cause congestion and accidents, not to mention a dire situation if emergency services such as ambulances and fire trucks need to access our community and are unable to get to us in a timely manner to save a life.

There have been 62 collisions on a stretch of road between East Morat and Dorsey Lane over an eight year period, and 86 collisions at N. Hurstbourne Lane and the Dorsey Lane intersection.

The developers told us that they expect an additional 350 cars to be added from the apartments. I strongly disagree with this figure since most people are now two-car families thus approximating over 400 vehicles. Our community has approximately 50 cars, making a total of 450 cars instead of the 350 cars noted by these developers.

I urge you to consider our concerns so that we may not become victims of poor planning and development and suffer the consequences.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Marge Torrance". The signature is written in black ink and is positioned above the typed name.

Marge Torrance
10626 Eagle Pines Lane
Louisville, KY 40223

John & Mary Frisbie
10619 Eagle Pines Lane
Louisville, KY 40223-6159
July 12, 2017

RE: Oppositimon to Proposed 244 Apartment
Development by Continental Properties
& Zoning Change....Project #17 Zone 1020

To: Land Development and Transportation Committee.....Louisville Metro Planning & Design Services

We are writing to inform you of our STRONG OPPOSITION to the proposed development of 244 apartment units close to our patio home in Pinehurst Green.

John & I moved to these patio homes several years ago thinking ahead of our retirement years in a community that was convenient and safe. We have been astonished at the increase in the traffic on Hurstbourne Lane in the few years we have lived in our home, and cannot imagine that 350+ cars (that would be added if these apartments are built) would even be considered to add to this small area.

It already is a nightmare trying to turn off of Morat onto Hurstbourne Lane much of the day. There is a blind curve south on Hurstbourne a short distance from Morat and to the north there is a blind hill. The apartments added across from Morat on Hurstburne a short while ago has not helped the congestion here. Already, at certain times of the day it is almost impossible if trying to make a left hand turn onto Hurstbourne from Morat. This .2 mile of Hurstbourne Lane is already a dangerous area to travel and is going to get even worse when the 2 new developments on the north corners of Hurstbourne and Dorsey Lane are finished this year. This short area has already had almost 90 accidents in just 8 years. We cannot imagine the problems if adding +350 cars, more school buses and emergency vehicles trying to maneuver this intersection & onto Morat that is a very narrow, short street. This area will surely jump to the top of the Louisville listing for dangerous areas to drive in our city.

We realize that this property will be developed soon and support the growth and development of Lyndon, but not the development of this wrong choice. We hope those of you making the decisions for what is safe & good or wrong & dangerous to add to certain areas will realize that this project is just not a smart, safe choice for the development of this property.

We hope you will review all information submitted to you and make the right choice for those of us that live in this affected area & are concerned for everyone's safety and the development of City of Lyndon.

Thank you for the consideration of our concerns regarding the development of this property.

Mary F. Frisbie

John E. Frisbie

Mattingly, Laura L

From: Renee Rigenhagen <renee.rigenhagen@gmail.com>
Sent: Wednesday, May 3, 2017 10:01 AM
To: Mattingly, Laura L
Subject: Project 17ZONE1020, Morat Ave Apts

Good morning Ms. Mattingly,

My husband and I own a home at 1600 Grey Owl Court in the Owl Creek subdivision. Our property line backs up to the area that is being considered for rezoning from R-4 to R-6 in order for apartments to be built on Morat Avenue.

We are opposed to the rezoning of this area! What steps can we take to let the Department of Planning and Design Services and other departments know that we do not support the rezoning of this property.

Sincerely,

Renee Rigenhagen Monson
502-612-5154

Mattingly, Laura L

From: Scott P <spottinger@twc.com>
Sent: Saturday, May 20, 2017 5:43 PM
To: dkbbarnett@gmail.com
Subject: Zoning Change Concerns

The Sterling Springs Estates Residents Association Board of Directors and virtually all Sterling Springs Estates residents support the following position regarding the proposed zoning change that would allow a 244-unit on Morat Avenue.

Current traffic patterns are not presently supportable (volume or safety) on Hurstbourne Parkway from Dorsey Lane to Morat Avenue. Additional traffic resulting from the proposed 244-unit complex or the senior living complex cannot be adequately supported even with the below expansions and additions.

But, if an apartment complex does go in, and even if it does not, the Sterling Springs Board and virtually all residents support the following:

1. Addition of a right turn lane from Hurstbourne Pkwy Northbound onto Dorsey Lane (at least 500 feet in length).
2. Addition of a right turn lane from Hurstbourne Pkwy Northbound onto Morat Ave (at least 250 feet in length).
3. Addition of a right turn lane from Hurstbourne Pkwy Southbound onto Dorsey Lane (at least 1000 feet in length).
4. Adding a second right turn lane from Dorsey Lane onto Hurstbourne Pkwy North (at least 1500 feet in length).
5. Lengthening of the left turn lane on Hurstbourne Pkwy Southbound onto Morat Ave (at least 750 feet in total length).
6. Lengthening of both left turn lanes and especially the right turn lane from Dorsey Lane onto Hurstbourne Pkwy North (at least 1500 feet in total length).
7. Lengthen the entrance ramp from LaGrange Road onto Hurstbourne Pkwy North (at least 1000 foot addition).
8. Expanding Morat Ave to LaGrange Road directly across from Whipps Mill Road is most strongly recommended even though railroad support will be needed.

Note: If an objection to add a right turn lane onto Dorsey Lane from Hurstbourne Pkwy North is raised due to concern this will increase cut through traffic onto Dorsey Lane, this is not a valid concern as nobody would be heading from Shelbyville Rd. north on Hurstbourne Pkwy to turn right onto Dorsey Lane which only leads back to Shelbyville Rd... lack of a right turn lane from Hurstbourne Pkwy only hurts local traffic for residents living off Dorsey Lane.

Thank you,
Scott Pottinger
President, Sterling Springs Estates Residents Association
502-727-1010
spottinger@twc.com
10302 Carriage House Court
Louisville, KY 40223

Mattingly, Laura L

From: ROBERT ALLEN <rallen6469@msn.com>
Sent: Wednesday, July 26, 2017 2:59 PM
To: Mattingly, Laura L
Subject: Proposed Morat Ave. Apartments

To: Laura Mattingly, Metro Louisville Planning and Design Services.

From: Robert Allen, resident at Pinehurst Green Patio homes, Morat Ave. Lyndon, KY

Subj: Proposed Apartments Morat Ave., Lyndon, KY.

I spoke with Councilwoman Marilyn Parker today and she asked me to forward you my concern about a potentially dangerous traffic pattern if the proposed apartments with 244 units are built and occupied on Morat Avenue.

When turning left into Morat Ave. driving South on North Hurstbourne (just over the Lagrange Road/Railroad bridge) there is a short turn lane with a safe capacity of only three vehicles. It should also be noted that this south bound turn lane going left onto Morat Ave is not visible to south bound vehicles until just over the crest of the bridge.

That being said, with a potential increase of 300% vehicles turning left into Morat Ave going South there is a very high probability that at times this turn lane will be over overwhelmed. If there are four or five cars stacked up in that turn lane it will create a dangerous and accident-prone situation with cars lingering into the lanes of south bound traffic... Not to mention South bound vehicles may not see this backup until the last second before impact...

I suggest using a map or driving south on North Hurstbourne over the LaGrange Road/Railroad bridge to visualize my concern.

Thank you,

Robert Allen

Mattingly, Laura L

From: Inwright, John <John.Inwright@wqsc.com>
Sent: Tuesday, July 25, 2017 10:37 AM
To: Mattingly, Laura L
Subject: FW: Morat Avenue Development

Laura, I am redirecting this correspondence to you as Councilwoman Marilyn Parker indicates this is not within her purview of authority.

The courtesy of a reply will be appreciated.

John and Patty Inwright

From: "Parker, Marilyn" <Marilyn.Parker@louisvilleky.gov>
Date: July 21, 2017 at 4:18:03 PM CDT
To: "Inwright, John" <John.Inwright@wqsc.com>
Cc: "Lewis, Chris W" <Chris.Lewis@louisvilleky.gov>
Subject: RE: Morat Avenue Development

John,

Thanks for contacting my office, I would like to take this opportunity to briefly explain my role as your representative on the Metro Council in the zoning process for the proposed apartments on Morat Ave. While suburban cities such as Lyndon are within Louisville Metro, under state law they have authority over all planning and zoning matters within their city limits, not Louisville Metro Government. Thus, the decision to approve or reject this development is entirely that of Lyndon city officials. Although this zoning matter will not come before the Louisville Metro Council, I have met with neighborhood leaders in Owl Creek and Pinehurst as well as with other residents in the area. Additionally, I have arranged a meeting for these community leaders with Louisville Metro Planning and Design staff and with a metro traffic engineer to gather more information and allow residents to share specific concerns. Suburban cities use metro government's planning and design services for their zoning matters because of the specialized expertise required to gather and process information for the record. Planning and design's role is to work with developers, the community and other interested parties to assemble information and make a recommendation to the city of Lyndon.

While I do not have authority over this city of Lyndon process, my goal is to hear your concerns and help facilitate meetings with those decision makers involved in the process to discuss possible remedies. I understand the concerns with increased traffic congestion along North Hurstbourne, Dorsey and Morat Ave, as well as concerns with the density of the proposed apartments. Though I will not be allowed the opportunity to vote on this proposal, I will continue to be your advocate to help achieve the best possible outcome. I encourage you to attend the public meetings on this case and continue to voice your concerns as part of the record with Lyndon city officials. Below is the contact information for the planning and design case manager responsible for the morat apartments proposal, as well as how to reach the City of Lyndon to express your concerns over this development. I hope this helps clarify how the zoning process

works in conjunction with the many suburban cities across Metro Louisville. Please don't hesitate to let me know if my office can ever be of any assistance.

Councilwoman Marilyn Parker

District 18

From: Inwright, John [mailto:John.Inwright@wqsc.com]
Sent: Thursday, July 20, 2017 6:22 PM
To: Parker, Marilyn
Subject: Morat Avenue Development

Dear Councilwoman Parker,

Our family are residents of Owl Creek, and we wish to express our concerns about the proposed development Morat Avenue which is behind the Owl Creek Track. Almost all our concerns are related to the overall density of the project and the subsequent effects upon our community and other communities surrounding our area:

- 244 units translates to 500+ additional residents
- Vehicle traffic congestion in an already dense and dangerous Dorsey Lane/Hurstbourne Lane/Shelbyville Road corridor
- Increased pedestrian traffic in Owl Creek by non-residents of the community: track, sidewalks, streets
- Potential security issues that can often result from traditionally transient populations
- Possible maintenance neglect that often occurs with non-owner occupied residential properties

Undoubtedly, this project will have a profound effect on the Owl Creek Community. It might not be immediate but over time it will be felt, whether it is increased traffic on Dorsey, increased vehicle or pedestrian traffic in Owl Creek, security costs, along with landscaping or other physical barriers between the track and the development. History shows that original developers will eventually sell the property. A subsequent owner might not have the same vision for the property. Market conditions can change and can affect the occupancy and the upkeep of an investment property. Collectively these can eventually affect our lifestyle and our property values.

- No one at last night's meeting is naïve enough to believe that this property will remain a farm.
- No one at last night's meeting expressed any opposition to development.
- However, everyone expressed opposition to this development.

Our community is investigating all options.

Unfortunately, due to previously scheduled travel out-of-town, we cannot attend the public meeting next Thursday July 27th. Even though we cannot be present at this meeting to voice our opposition...count us among those that do not want to see this project go forward.

John and Patty Inwright

11516 Spring Heath Court

Louisville, KY 40223

July 21, 2017

Laura Mattingly
444 S. 5th St.
Suite 300
Louisville, Ky 40202

Dear Ms Mattingly

I am writing to you concerning
project # 17, zone 1020.

I am a resident of Pinchurst Green
Condominiums and I strongly oppose
the project mentioned above to
build apartments next to
our entrance rd (Morat).

I understand that no traffic
light will be placed at ~~Hurstbourne~~
^{Parkway} Lane and Morat Ave. I believe
this intersection will be a
nightmare, as I have previously
had an automobile wreck
at this intersection due to
the curve on Hurstbourne
Parkway.

Please consider this as you
make plans concerning this
matter.

Sincerely,
Linda Boulder

Barbara Welch
Pinehurst Green Patio Homes
10516 Eagle Pines Lane
Louisville, Kentucky 40223

July 18, 2017

Laura Mattingly
444 S. 5th St. Suite 300
Louisville, Ky 40202

Dear Ms. Mattingly:

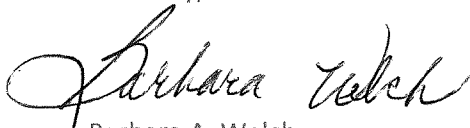
I am writing in response to development plans by Continental Properties to build 244 apartments on Morat Avenue. As a resident of a patio home community (Pinehurst Green), directly across from the proposed site, I am voicing my strong opposition to the breadth and scope of the proposed development. This development is currently being reviewed by Metro Planning & Design Services; project #17 Zone 1020.

There is approximately .2 miles of roadway on Morat Avenue to N. Hurstbourne Parkway. Should the proposed development proceed as planned, there would be well over 350 vehicles attempting entry/egress daily on this strip of roadway. This does not take into account school buses, visitors to Pinehurst Green and the proposed apartment complex, service vehicles, etc. Due to the heavy traffic on N. Hurstbourne Parkway, Pinehurst Green homeowners already can expect a wait of up to three minutes before there is a safe break in traffic to turn left on N. Hurstbourne Parkway. I cannot fathom the disruption and probable safety hazards that will result by adding 300+ vehicles entering and leaving the proposed development.

As you deliberate whether to approve the Continental Properties proposal, please consider my concerns aforementioned, as well as: how the area in question would be evacuated in the case of an emergency and the impact should an ambulance or other first responder vehicle be unable to respond in an expeditious manner in a life threatening event.

Thank you for seriously considering the concerns of our community,

Sincerely,


Barbara A. Welch

7/18/17

To Whom it may concern,

I am writing in response to development plans by Continental Properties to build 244 apartments on Morat Avenue. As a resident of a patio home community (Pinehurst Green), directly across from the proposed site, I am voicing my strong opposition to the breadth and scope of the proposed development. This development is currently being reviewed by Metro Planning & Design Services; project #17Zone1020.

There is approximately .2 miles of roadway on Morat Avenue to N. Hurstbourne Parkway. Should the proposed development proceed as planned, there would be well over 350 vehicles attempting entry/egress daily on this strip of roadway. This does not take into account school buses, visitors to Pinehurst Green and the proposed apartment complex, service vehicles, etc. Due to the heavy traffic on N. Hurstbourne Parkway, Pinehurst Green homeowners already can expect a wait of up to **3 minutes** before there is a safe break in traffic to turn left on N. Hurstbourne Parkway. I cannot fathom the disruption and probable safety hazards that will result by adding 300+ vehicles entering and leaving the proposed development.

As you deliberate whether to approve the Continental Properties proposal, please consider my concerns aforementioned, as well as: how the area in question would be evacuated in the case of an emergency and the impact should an ambulance or other first responder vehicle be unable to respond in an expeditious manner in a life threatening event.

Thanking you in advance for your attention.

Sincerely,

Richard S. Volz
Carol R. Volz
1600 Eagle Pines Ct.
Louisville, KY 40223

Barbara G Dunne

10600 Eagle Pines Ln.

Louisville, KY 40223

Dear Laura Mattingly (Case Manager):

This letter is to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street off N. Hurstbourne Ln.

I am a resident of Pinehurst Green Patio Homes, and I want to let you know that I stand in STRONG opposition of this plan. Please do not think that I am just trying to save my little, private "neck of the woods". I understand that this area will be developed sometime in the near future, and that you can't stop progress. I just want to make sure that when development comes it won't hurt this area.

In reviewing the rezoning of the land from single family to multiple families keep in mind we are currently surrounded by a demographics of multiple high rise office buildings, each building adding a minimum of 350 cars during the prime time of the day. The main campus of UPS is among them. Also they are in the process of developing U of L east campus into multiple high rise office buildings adding thousands of cars.

I can tell you that at many times of the day I already have to wait several minutes to turn from Morat Ave. onto Hurstbourne Ln., and the developers themselves have told us that over 350 additional cars will enter and exit on the .2 mile strip of Morat Avenue. We already hold our breath when turning left off Morat onto Hurstbourne, because to the north, there's a blind hill, and to the south there's a blind curve. And we mustn't forget the 2 projects already under way on corners of Dorsey Ln and Hurstbourne Ln. They will be bringing their share of traffic to the immediate area soon enough. This stretch of road just isn't wide enough or equipped to handle the added volume of traffic that the apartment project on Morat would bring.

After talking to other residents, I'm now also aware that our ability to access emergency services will be impaired. Waiting for 5 minutes during rush hour to make a turnout of Morat to urgently go to a doctor or hospital is disastrous. How would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

Please wait for a project that is good for Lyndon to come along, and DON'T APPROVE THE APARTMENT PROJECT PLAN, Project #17 Zone 1020.

Thank you for your consideration,

Sincerely,

A handwritten signature in black ink that reads "Barbara G Dunne". The signature is written in a cursive, flowing style.

Barbara G Dunne

July 20, 2017

Dear Louisville Metro Planning and Design,
Originally I mailed the attached letter to
Maya Brent Dagan, City of Lyndon and Council
member. Mayor Dagan asked me to forward this
letter to you.

Thank you for reading my letter and considering
my concerns with the future development in
Lyndon.

Sincerely,
Rebecca Livingston

July 14, 2017

Dear Mayor Hagan and Lyndon Councilmembers,

I am a resident of Lyndon. My property is located in the Pinchurst Green Patio Homes, Eagle Pines Lane and Morat Avenue.

I am strongly opposed to the proposed Apartment Development on Morat Avenue. Morat Avenue is probably the only remaining zoned single family dwellings on North Hurstbourne Parkway. My property is adjacent to the proposed development and Owl Creek Subdivision. This area is surrounded by large office complexes and businesses from Shelbyville Road to Westport Road. I prefer the single family zoning to remain for the Morat Avenue development.

The larger problem for my community is safety. Issues needed to be addressed are density and age of population and traffic speed, number of vehicles and the topography of the land from Densey Lane to Whippas Mill Road. A traffic light would be the safest resolution to the entrance and exit from Morat Avenue onto North Hurstbourne Parkway.

I appreciate you serving my community, and look forward to a positive resolution to the development of the property on Morat Avenue.

Sincerely,
Rebecca Livingston

BETTY UNRUH

10512 Eagle Pines Lane
Louisville, KY
40223

July 19, 2017

Laura Mattingly, Case Manager
444 South 5th Street, Suite 300
Louisville, KY 40202

Dear Ms Mattingly:

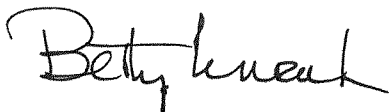
I want to share my strong, negative reaction to the proposed development being planned by Continental Properties for a 240 unit apartment complex on Morat Avenue. (Project # 17, Zone 1020)

Those of us living in Pinehurst Green Patio Homes currently find exiting onto North Hurstbourne more of a challenge than it used to be! The traffic seems only to grow. With the addition of two new structures at Hurstbourne and Dorsey, that growth seems assured. Add into that mixture what 240 apartment dwellers would bring: one can imagine only a nightmare!

I notice that there is a traffic light at Old Dorsey Place and Hurstbourne, which is directly across the street from the Homebuilders Association building...that intersection is not a "through" one as isn't Hours Bourne and Morat; but there is a traffic light. I also notice that Hurstbourne Estates, an apartment complex of similar scale to the proposed one and across from Morat, is accessible from North Hurstbourne ONLY if you are heading south. There is no egress onto Hurstbourne at all. All other access points are from other roads. Whoever heard that proposal and set up caveats must have realized the potential traffic nightmare with full but limited access.

I hope and pray that the requested rezoning is not approved and the proposed development be send back to the drawing board for a better location and safer environment for the residents and the existing neighbors.

Sincerely,



July 18, 2017

Dear Jo Whomdt Concer's

We have lived in Lynden at Pinchard Green for 21# years.
Please know that we are adamantly opposed to the
Project development #FT ZONE 1020.

Our concerns are:

- 1) The wider section at Morot & N. Hurstbourne Lane is very dangerous due to a blind curve and a hill.
 - 2) Already it can take as long as 5 minutes to make a left-hand turn from Morot on to Hurstbourne.
 - 3) Adding an additional 350 cars from the proposed development will worsen this situation & create additional #42, #205.
 - 4) Additionally, there will be problems for Emergency Vehicle ending - leaving the area.
 - 5) - see attached -
- Please do not approve this project!

Sincerely

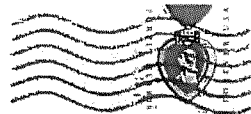
Richard R. Harts
1604 Eagle Pines Ct
Lou. Ky 40223



Donna Grote
1604 Eagle Pines Ct.
Louisville, KY 40223

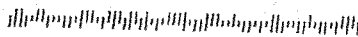
LOUISVILLE KY 400

18 JUL 2017 PM 4.1



Dept of Highways, District Five
8310 Westport Road
Louisville, Ky. 40242

40242-304210



July 18, 2017

Dear To Whom It's Concerns

We have lived in Lyndon at Pinhurst Green for 21# years.
Please know that we are adamantly opposed to the
project development #17 ZONE 1020.

Our concerns are:

- 1) The intersection at Morat & N. Hurstbourne Lane is
very dangerous due to a blind curve and a hill.
- 2) Already it can take as long as 5 minutes to make a left-hand
turn from Morat on to Hurstbourne.
- 3) Adding an additional 350 cars (from the proposed development)
will worsen this situation + create ADDITIONAL HAZARDS.
- 4) Additionally, there will be problems for Emergency vehicles
entering + leaving the area.
- 5) - see attached -

Please do not Approve this Project!

Sincerely

Richard R. Sisto

Nonna J. Sisto

1604 Eagle Pines Ct
Law, Ky 40223

July 18, 2017

Department of Highways, District 5
8310 Westport Road
Louisville, KY 40242

Dear Transportation Cabinet Highway division, District 5

This letter is to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street off N. Hurstbourne Ln.

I am a resident of Pinehurst Green Patio Homes, and I want to let you know that I stand in STRONG opposition of this plan. Please do not think that I am just trying to save my little, private "neck of the woods". I understand that this area will be developed sometime in the near future, and that you can't stop progress. I just want to make sure that when development comes, that it won't hurt this area.

I can tell you that at many times of the day I already have to wait for several minutes to turn from Morat Ave. onto Hurstbourne Ln., and the developers themselves have told us that over 350 additional cars will enter and exit on the .2 mile strip of Morat Avenue. We already hold our breath when turning left off Morat onto Hurstbourne, because to the north, there's a blind hill, and to the south there's a blind curve. And we mustn't forget the 2 projects already under way on corners of Dorsey Ln and Hurstbourne Ave. They will be bringing their share of traffic to the immediate area soon. This stretch of road just isn't equipped to handle the added volume of traffic that the apartment project on Morat would bring.

After talking to other residents, I'm now also aware that but our ability to access emergency services will be impaired. Waiting for 5 minutes during rush hour to make a turnout of Morat to urgently go to the doctor or hospital isn't good. How would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

Please wait for a project that is good for Lyndon to come along, and DON'T APPROVE THE APARTMENT PROJECT PLAN.

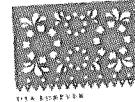
Thank you for your consideration,



Janis Ferguson
10620 Eagle Pines Lane
Louisville, KY 40223

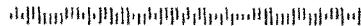
J. Ferguson
10620 Eagle Pines Ln
Lville KY 40223

LOUISVILLE
KY 400
19 JUL '17
PM 2 L



Dept. of Highways, District 5
8310 Westport Road
Louisville KY 40242

40242-304210



July 18, 2017

Laura Mattingly, Case Manager
444 S. 5th Street Suite 300
Louisville, KY 40202

Dear Laura Mattingly,

I am writing in response to development plans by Continental Properties to build 244 apartments on Morat Avenue. As a resident of a patio home community (Pinehurst Green), directly across from the proposed site, I am voicing my strong opposition to the breadth and scope of the proposed development. This development is currently being reviewed by Metro Planning & Design Services; project #17Zone1020.

There is approximately .2 miles of roadway on Morat Avenue to N. Hurstbourne Parkway. Should the proposed development proceed as planned, there would be well over 350 vehicles attempting entry/egress daily on this strip of roadway. This does not take into account school buses, visitors to Pinehurst Green and the proposed apartment complex, service vehicles, etc. Due to the heavy traffic on N. Hurstbourne Parkway, Pinehurst Green homeowners already can expect a wait of up to **3 minutes** before there is a safe break in traffic to turn left on N. Hurstbourne Parkway. I cannot fathom the disruption and probable safety hazards that will result by adding 300+ vehicles entering and leaving the proposed development.

As you deliberate whether to approve the Continental Properties proposal, please consider my concerns aforementioned, as well as: how the area in question would be evacuated in the case of an emergency and the impact should an ambulance or other first responder vehicle be unable to respond in an expeditious manner in a life threatening event.

Thanking you in advance for your attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Janis L. Ferguson", with a long horizontal flourish extending to the right.

Janis L Ferguson
10620 Eagle Pines Lane
Louisville, KY 40223

7-17-17

Dear Dept of Highways -

This letter is to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street off N. Hurstbourne Ln.

I am a resident of Pinehurst Green Patio Homes, and I want to let you know that I stand in STRONG opposition of this plan. Please do not think that I am just trying to save my little, private "neck of the woods". I understand that this area will be developed sometime in the near future, and that you can't stop progress. I just want to make sure that when development comes, that it won't hurt this area.

I can tell you that at many times of the day I already have to wait for several minutes to turn from Morat Ave. onto Hurstbourne Ln., and the developers themselves have told us that over 350 additional cars will enter and exit on the .2 mile strip of Morat Avenue. We already hold our breath when turning left off Morat onto Hurstbourne, because to the north, there's a blind hill, and to the south there's a blind curve. And we mustn't forget the 2 projects already under way on corners of Dorsey Ln and Hurstbourne Lane. They will be bringing their share of traffic to the immediate area soon. This stretch of road just isn't equipped to handle the added volume of traffic that the apartment project on Morat would bring.

After talking to other residents, I'm now also aware that but our ability to access emergency services will be impaired. Waiting for 5 minutes during rush hour to make a turn out of Morat to urgently go to a doctor or hospital isn't good. How would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

Please wait for a project that is good for Lyndon to come along, and DON'T APPROVE THE APARTMENT PROJECT PLAN.

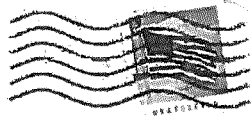
Thank you for your consideration,
James Baker
Dorsey Baker
Retired residents of Pinehurst Green. This development is very dangerous a deadly. Please vote No!



James Baker
10518 Eagle Pines Ln.
Louisville, KY 40223

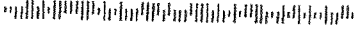
LOUISVILLE KY 400

19 JUL 2017 PM 4 L



Transportation Cabinet Highway Division
District Five
8316 Chestnut Rd.
Louisville, Ky. 40242

40242-304210



Dear Ms. Mattingly

This letter is to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street off N. Hurstbourne Ln.

I am a resident of Pinehurst Green Patio Homes, and I want to let you know that I stand in STRONG opposition of this plan. Please do not think that I am just trying to save my little, private "neck of the woods". I understand that this area will be developed sometime in the near future, and that you can't stop progress. I just want to make sure that when development comes, that it won't hurt this area.

I can tell you that at many times of the day I already have to wait for several minutes to turn from Morat Ave. onto Hurstbourne Ln., and the developers themselves have told us that over 350 additional cars will enter and exit on the .2 mile strip of Morat Avenue. We already hold our breath when turning left off Morat onto Hurstbourne, because to the north, there's a blind hill, and to the south there's a blind curve. And we mustn't forget the 2 projects already under way on corners of Dorsey Ln and Hurstbourne Lane. They will be bringing their share of traffic to the immediate area soon. This stretch of road just isn't equipped to handle the added volume of traffic that the apartment project on Morat would bring.

After talking to other residents, I'm now also aware that but our ability to access emergency services will be impaired. Waiting for 5 minutes during rush hour to make a turn out of Morat to urgently go the a doctor or hospital isn't good. How would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

Please wait for a project that is good for Lyndon to come along, and DON'T APPROVE THE APARTMENT PROJECT PLAN.

Thank you for your consideration,

James Baker } Residents
Betty Baker }
Pls. vote NO for safety -
it's dangerous & scary.
7-17-17.

Dear *Sir*

I am a long term resident and supporter of Lyndon. I am writing to you today to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services.

As a resident of Pinehurst Green Patio Homes, I am concerned about the viability of this plan, and have insight that those not living here may lack. There are already regular periods throughout the day when we can expect a 3+ minute wait to turn onto Hurstbourne Lane from Morat Avenue. This particular project would, I'm told, add over 350 cars on the .2 mile strip of Morat Avenue, not to mention the already dangerous turn onto/off of Hurstbourne from Morat that we are continuously dealing with.

As I am sure you are well aware, there are at least 2 other major projects underway very nearby on corners of Dorsey Lane and Hurstbourne Lane. Here we find other logistically dangerous intersections in the immediate area, which have been the cause of almost 50 accidents in 8 years. Please consider the impact this complex would have on the road safety of our entire area.

I and many other residents of this area are concerned not only about our safety on the roads, but our ability to access emergency services with this proposed influx of traffic. Will an ambulance or fire truck be delayed in reaching us? Will we be able to rapidly and safely evacuate the area in case of emergency?

Again, as a long term resident of Lyndon, I support growth and change to our area when appropriate. I will support the development of an appropriate project when one arises. I ask that you consider all sides of this currently proposed but inappropriate project, including the quite probable ramifications I've mentioned.

Thank you for seriously considering the concerns of our community,

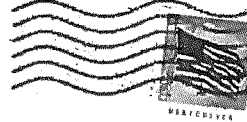
*Bettie Gorman
10524 Eagle Pines Ln.
Law, Ky. 40223*



Ms. Bettie Gorman
10524 Eagle Pines Ln.
Louisville, KY 40223

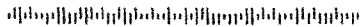
LOUISVILLE KY 400

18 JUL 2017 PM 2 L



*Department of Highways, District Five
8310 Westport Rd.
Law, Ky. 40242*

40242-304210



7-18-17

WE, THE UNDERSIGNED, STRONGLY OPPOSE CONTINENTAL PROPERTIES' PROJECT #17 ZONE 1020 FOR THE FOLLOWING REASONS:

1.) Dangerous conditions already exist on the .2 mile stretch of roadway on N. HURSTBOURNE PKWY BETWEEN DORSEY LN TO THE SOUTH AND THE LA GRANGE RD OVERPASS TO THE NORTH. The roadway is dangerous because

- A. There is a BLIND CURVE on N. Hurstbourne Pkwy heading north from the Dorsey Ln/N. Hurstbourne Pkwy intersection.
- B. Immediately following that BLIND CURVE on N. Hurstbourne Pkwy, there is 30' hill due to the La Grange Rd overpass, causing a SECOND BLIND SPOT on this stretch of N. Hurstbourne Pkwy.
- C. Two roads/intersections turn off of the middle of this poorly designed stretch of roadway; those intersections being: Morat Ave. to the east, and the road to Hurstbourne Apartments to the west.
- D. This intersection and stretch of roadway have been the scene of 86 accidents in the last 8 years

2) The proposed project would build 244 apartment units off Morat Ave., which will add, by statistics provided by Continental properties, approximately 374 additional cars, and 400+ additional people, turning onto/off of Hurstbourne Pkwy from Morat Ave. on a daily basis, into the center of the blind area. (There are currently 3 stand-alone and privately-owned houses on Morat/Alpha Avenues. Based on statistics, there are currently 104 cars that enter the center of the blind area daily from existing residents.)

3) There are already 2 major projects under way on the northeast and northwest Corners of Dorsey Ln that will soon be adding traffic to the immediate area.

4) Logistically, no traffic signal can be added at the intersection on Hurstbourne Pkwy at Morat Ave. to regulate the greatly increased flow of traffic that would occur should PROJECT #17 ZONE 1020 be approved.

5) Road "improvements" that have been proposed for the projects, when closely evaluated, do not improve, but only complicate the traffic situation.

6) No alternate and viable road changes have been proposed, or indeed exist, to make the intersection of Hurstbourne Pkwy and Morat Ave. a safe one.

7) Aside from the dangerous roadways, there would exist the equally important condition, if PROJECT #17 ZONE 1020 is approved, that access to EMERGENCY SERVICES to the community of what would then be approximately 500+ people, would be not be adequate because:

- A. Ambulances, fire trucks, police, and other emergency services would not have ease of ingress/egress to the community.
- B. Morat Ave is THE ONLY means of Ingress/egress for these 500+ lives should evacuation become necessary, or when the above-mentioned emergency services are called upon.

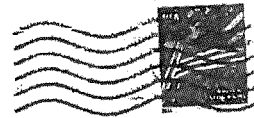
8) The possible 8-10 school bus trips turning on and off of Hurstbourne Pkwy./Morat Ave., needed to transport 15+ children (statistics provided by Continental Properties) to and from their schools, would also be hazardous.

PROJECT #17 ZONE 1020 WOULD ENDANGER NOT ONLY THE 500+ LIVES THAT WOULD BE LIVING OFF OF MORAT AVE. AT HURSTBOURNE LANE, BUT ANY OF THE LIVES THAT ALREADY TRAVEL HURSTBOURNE PKWY/MORAT AVE. DAILY. PLEASE DO NOT APPROVE IT!

John P. Ward
Mary J. Ward

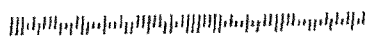
W Jim & Jo Ward
1601 Eagle Pines Ct
Louisville, KY 40223

LOUISVILLE KY 400
18 JUL 2017 PM 4 L



*Department of Highways District 5
8310 Westport Road
Louisville, Ky 40242*

40242-304210



7-18-17

WE, THE UNDERSIGNED, **STRONGLY OPPOSE** CONTINENTAL PROPERTIES' **PROJECT #17 ZONE 1020** FOR THE FOLLOWING REASONS:

1.) Dangerous conditions already exist on the .2 mile stretch of roadway on N. HURSTBOURNE PKWY BETWEEN DORSEY LN TO THE SOUTH AND THE LA GRANGE RD OVERPASS TO THE NORTH. The roadway is dangerous because

- A. There is a BLIND CURVE on N. Hurstbourne Pkwy heading north from the Dorsey Ln/N. Hurstbourne Pkwy intersection.
- B. Immediately following that BLIND CURVE on N. Hurstbourne Pkwy, there is 30° hill due to the La Grange Rd overpass, causing a SECOND BLIND SPOT on this stretch of N. Hurstbourne Pkwy.
- C. Two roads/intersections turn off of the middle of this poorly designed stretch of roadway; those intersections being: Morat Ave. to the east, and the road to Hurstbourne Apartments to the west.
- D. This intersection and stretch of roadway have been the scene of 86 accidents in the last 8 years

2) The proposed project would build 244 apartment units off Morat Ave., which will add, by statistics provided by Continental properties, approximately 374 additional cars, and 400+ additional people, turning onto/off of Hurstbourne Pkwy from Morat Ave. on a daily basis, into the center of the blind area. (There are currently 3 stand-alone and privately-owned houses on Morat/Alpha Avenues. Based on statistics, there are currently 104 cars that enter the center of the blind area daily from existing residents.)

3) There are already 2 major projects under way on the northeast and northwest Corners of Dorsey Ln that will soon be adding traffic to the immediate area.

4) Logistically, no traffic signal can be added at the intersection on Hurstbourne Pkwy at Morat Ave. to regulate the greatly increased flow of traffic that would occur should PROJECT #17 ZONE 1020 be approved.

5) Road "improvements" that have been proposed for the projects, when closely evaluated, do not improve, but only complicate the traffic situation.

6) No alternate and viable road changes have been proposed, or indeed exist, to make the intersection of Hurstbourne Pkwy and Morat Ave. a safe one.

7) Aside from the dangerous roadways, there would exist the equally important condition, if PROJECT #17 ZONE 1020 is approved, that access to EMERGENCY SERVICES to the community of what would then be approximately 500+ people, would be not be adequate because:

A. Ambulances, fire trucks, police, and other emergency services would not have ease of ingress/egress to the community.

B. Morat Ave is THE ONLY means of ingress/egress for these 500+ lives should evacuation become necessary, or when the above-mentioned emergency services are called upon.

8) The possible 8-10 school bus trips turning on and off of Hurstbourne Pkwy./Morat Ave., needed to transport 15+ children (statistics provided by Continental Properties) to and from their schools, would also be hazardous.

PROJECT #17 ZONE 1020 WOULD ENDANGER NOT ONLY THE 500+ LIVES THAT WOULD BE LIVING OFF OF MORAT AVE. AT HURSTBOURNE LANE, BUT ANY OF THE LIVES THAT ALREADY TRAVEL HURSTBOURNE PKWY/MORAT AVE. DAILY. PLEASE DO NOT APPROVE IT!

A. Ambulances, fire trucks, police, and other emergency vehicles would not have ease of ingress/egress to the community.

B. Morat Ave is THE ONLY means of ingress/egress for these 600 lives should evacuation become necessary, or when the above mentioned emergency services are called upon.

8. Ingress and egress for school buses needed for the children will also be dangerous. Statistics provided by Continental properties assumes .06 children per unit, thus 14.64 children leading to approximately 8-10 buses daily for Jefferson County Schools.

PROJECT #17 ZONE 1020 WOULD ENDANGER NOT ONLY THE 600 LIVES THAT WOULD BE LIVING OFF OF MORAT AVE. AT HURSTBOURNE LANE, BUT ANY OF THE NUMEROUS LIVES THAT TRAVEL THIS ROAD DAILY.

PLEASE DO NOT APPROVE IT!

Raymond B Caldwell 10501 Eagle Pines Lane
Sharon J Caldwell



LOUISVILLE KY 402
19 JUL 2017 PM 4:2 L

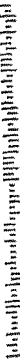
Department of Highway, District Four
8310 Walnutport Road
Louisville, KY 40242

WE, THE UNDERSIGNED, STRONGLY OPPOSE CONTINENTAL PROPERTIES' PROJECT #17 ZONE 1020 FOR THE FOLLOWING REASONS:

- Dangerous conditions already exist on the .2-mile stretch of roadway on N. HURSTBOURNE PKWY BETWEEN DORSEY LN TO THE SOUTH AND THE LA GRANGE RD OVERPASS TO THE NORTH. The roadway is dangerous because:
 - There is a BLIND CURVE on N. Hurstbourne Pkwy heading north from the Dorsey Ln/ N. Hurstbourne Pkwy intersection.
 - Immediately following that BLIND CURVE on N. Hurstbourne Pkwy, there is 30° hill due to the La Grange Rd/railroad overpass, causing a second blind spot on this stretch of N. Hurstbourne Pkwy.
 - Two roads/intersections turn off of the middle of this poorly designed stretch of roadway; those intersections being Morat Ave. to the east and the road to Hurstbourne Apartments to the west.*
 - This intersection and stretch of roadway have been the scene of 86 accidents in the last 8 years.

*attached is a sketch of the stretch of roadway described

2. The proposed project would build 244 apartment units off Morat Ave., which will add, by statistics provided by Continental properties, approximately 374 additional cars, and 600?? additional lives, turning onto/off of Hurstbourne Pkwy from Morat Ave. on a daily basis, into the center of the blind area. (There are currently 3-stand alone and privately owned houses on Morat and/or Alpha, in addition to the 60 patio homes of Pinehurst Green. Based on the statistics, there are currently 104 cars using Morat and Hurstbourne daily.)
3. There are already 2 major building projects under way on the northeast and northwest corners of Dorsey Ln that will soon be adding traffic to the immediate area.
4. No traffic signal can be added at the intersection on Hurstbourne Pkwy at Morat Ave. to regulate the greatly increased flow of traffic that would occur should PROJECT #17 ZONE 1020 be approved.
5. Road "improvements" that have been proposed for the projects (again as shown on attached sketch), when closely evaluated, do not improve but only complicate the traffic situation.
6. No alternate and viable road changes have been proposed, or indeed exist, to make the intersection of Hurstbourne Pkwy and Moart Ave. a safe one.
7. Aside from the dangerous roadways, there would exist the equally important condition, if PROJECT #17 ZONE 1020 is approved, of access for EMERGENCY SERVICES to the community of what would then be approximately 600 ?? lives, would be not be adequate because:



WE, THE UNDERSIGNED, STRONGLY OPPOSE CONTINENTAL PROPERTIES' PROJECT #17 ZONE 1020 FOR THE FOLLOWING REASONS:

- Dangerous conditions already exist on the .2-mile stretch of roadway on N. HURSTBOURNE PKWY BETWEEN DORSEY LN TO THE SOUTH AND THE LA GRANGE RD OVERPASS TO THE NORTH. The roadway is dangerous because:
 - There is a BLIND CURVE on N. Hurstbourne Pkwy heading north from the Dorsey Ln/
N. Hurstbourne Pkwy intersection.
 - Immediately following that BLIND CURVE on N. Hurstbourne Pkwy, there is 30° hill due to the La Grange Rd/railroad overpass, causing a second blind spot on this stretch of N. Hurstbourne Pkwy.
 - Two roads/intersections turn off of the middle of this poorly designed stretch of roadway; those intersections being Morat Ave. to the east and the road to Hurstbourne Apartments to the west.*
 - This intersection and stretch of roadway have been the scene of 86 accidents in the last 8 years.

*attached is a sketch of the stretch of roadway described

2. The proposed project would build 244 apartment units off Morat Ave., which will add, by statistics provided by Continental properties, approximately 374 additional cars, and 600?? additional lives, turning onto/off of Hurstbourne Pkwy from Morat Ave. on a daily basis, into the center of the blind area. (There are currently 3-stand alone and privately owned houses on Morat and/or Alpha, in addition to the 60 patio homes of Pinehurst Green. Based on the statistics, there are currently 104 cars using Morat and Hurstbourne daily.)

3. There are already 2 major building projects under way on the northeast and northwest corners of Dorsey Ln that will soon be adding traffic to the immediate area.

4. No traffic signal can be added at the intersection on Hurstbourne Pkwy at Morat Ave. to regulate the greatly increased flow of traffic that would occur should PROJECT #17 ZONE 1020 be approved.

5. Road "improvements" that have been proposed for the projects (again as shown on attached sketch), when closely evaluated, do not improve but only complicate the traffic situation.

6. No alternate and viable road changes have been proposed, or indeed exist, to make the intersection of Hurstbourne Pkwy and Moart Ave. a safe one.

7. Aside from the dangerous roadways, there would exist the equally important condition, if PROJECT #17 ZONE 1020 is approved, of access for EMERGENCY SERVICES to the community of what would then be approximately 600 ?? lives, would be not be adequate because:

A. Ambulances, fire trucks, police, and other emergency vehicles would not have ease of ingress/egress to the community.

B. Morat Ave is THE ONLY means of ingress/egress for these 600 lives should evacuation become necessary, or when the above mentioned emergency services are called upon.

8. Ingress and egress for school buses needed for the children will also be dangerous. Statistics provided by Continental properties assumes .06 children per unit, thus 14.64 children leading to approximately 8-10 buses daily for Jefferson County Schools.

PROJECT #17 ZONE 1020 WOULD ENDANGER NOT ONLY THE 600 LIVES THAT WOULD BE LIVING OFF OF MORAT AVE. AT HURSTBOURNE LANE, BUT ANY OF THE NUMEROUS LIVES THAT TRAVEL THIS ROAD DAILY.

PLEASE DO NOT APPROVE IT!

Raymond B Caldwell 10501 Eagle Pine Lane
Sharon J Caldwell " " " "

To Who it may concern:

July 24,2017

I am a long term resident and supporter of Lyndon. I am writing to you today to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17, Zone 1020 is being considered for our area by Metro Planning and Design Services.

As a resident of Pinehurst Green Patio Homes, I am concerned about the viability of this plan, and have insight that those not living here may lack. There are already regular periods throughout the day when we can expect a 3+ minute wait to turn onto Hurstbourne Parkway from Morat Avenue. This particular project would, I'm told, add over 350 cars on the .2 mile strip of Morat Avenue, not to mention the already dangerous turn on and off Hurstbourne Parkway from Morat that the residents are continuously dealing with.

As I am sure you are well aware, there are at least 2 other major projects underway at the corners of Dorsey Lane and Hurstbourne Parkway. This is a dangerous intersections in the immediate area, which have been the cause of almost 90 accidents in 8 years. Please consider the impact this complex would have on the road safety of our entire area.

I and many other residents of this area are concerned not only about our safety on the roads, but our ability to access emergency services with this proposed influx of traffic. Will an ambulance or fire truck be delayed in reaching us? Will we be able to rapidly and safely evacuate the area in case of emergency?

Again, as a long term resident of Lyndon, I support growth and change to our area when appropriate. I will support the development of an appropriate project when one arises. I ask that you consider all sides of this currently proposed but inappropriate project, including the quite probable ramifications I've mentioned.

Thank you for seriously considering the concerns of our community,



Michael J. George

10625 Eagle Pines Ln

Mattingly, Laura L

Sent: Friday, June 2, 2017 1:25 AM
To: Mattingly, Laura L
Cc: spottinger@twc.com; vwarren923@aol.com; ahoette@gmail.com;
josricha@teksystems.com; wbb@bardlaw.net; dmindel@mindelscott.com;
diane zim@att.com; sjohnson@cproperties.com; dkbbarnett@gmail.com
Subject: Case-17Zone1020
Attachments: Zoning Change Concerns; Title Continental Properties-17Zone1020-Comments.docx

Laura, the May 26th formal filing is somewhat misleading to concerned area residents,

Laura, include the two attachments into case records, comments from affected area residents, on traffic & transportation facility guidelines #8 included in applicants May 26, 2017 formal filings. There were over 92 affected residents @ May 23, 2017 initial neighborhood meeting opposed to proposed Continental Properties development, 0 residents in favor of development. Additional opposed residents were not allowed into neighborhood meeting due to overflow capacity. All opposition was to density of development and its' dangerous life impact to vehicular/pedestrian traffic at the poorly designed intersections of North Hurstbourne Lane & Dorsey Lane & the North Hurstbourne Lane & Morat Ave intersection. In fact, the traffic impact study by Diane Zimmerman rated both intersections at peak AM/PM periods at a "D-". The May 26th power-point presentation does very little to alleviate the dangerous situation, especially the modification to medium to provide a left-turn out stacking lane (North Hurstbourne-heading South from Morat Ave.)while navigating this turn. This stacking lane would need to hold a minimum of (8) eight cars based on projected traffic. Also the North Hurstbourne south direction traffic exiting left turn-in to Morat Ave will cause stacked traffic to stop in existing straight traffic lane. These concerns and statistics in attachments support lower density apartments and major road improvements at both North Hurstbourne & Dorsey Lane intersection & North Hurstbourne & Morat intersections, if Continental Properties proposal is allowed to be approved

Our concerns are focused on poor road design between N. Hurstbourne/Dorsey intersection & North Hurstbourne & Morat Ave. intersection. Section contains a 35 degree blind curve and a 30 degree CSX railroad overpass slope, see Ky State police reports in attachment of 76 collisions @ N.Hurstbourne/Dorsey intersection & 62 collisions between Dorsey Lane & Morat Ave blind curve over a ten year period. Safety & vehicular/pedestrian injuries are our chief concerns over economic impact.

Surely, Continental Property design engineers can develop a safer ingress/egress recommendations. We will work diligently to oppose the development based on built in design traffic/injury incidents.

All look forward to second proposed neighborhood meeting, open to public, promised by their zoning attorney.

Laura, confirm receipt of e-mail and attachments for insert into case files-Thank you, in advance, for your public concern and cooperation.

Dennis Barnett-Pinehurst Green & Morat Avenue
502-641-1852 dkbbarnett@gmail.com

Sent from [Mail](#) for Windows 10

Mattingly, Laura L

From: dkbbarnett@gmail.com
Sent: Wednesday, July 12, 2017 4:02 PM
To: Riddle, Jeff; vwarren923@aol.com; deborahrattle@twc.com; slalthaus@att.net; Bud Bruner; harshfieldtrk@sbcglobal.net; Lyndon Hagan; Parker, Marilyn; Mattingly, Laura L; spottinger@twc.com
Subject: Emergency ingress/egress @ Morat Ave. & North Hurstbourne Lane.

Middletown Fire Chief.....We at Pinehurst Green Community & surrounding Morat Avenue residents are deeply concerned about emergency vehicles ingress/egress access to Pinehurst Green patio home community & surrounding single family homes. Morat is a 25 foot paved dead end Jefferson County Road. Emergency access is difficult currently, due to poorly designed Hurstbourne Pwky. between Dorsey Lane & LaGrange Road, heavy traffic and hazardous entry into Morat Ave.

We (Pinehurst Green board of directors & others-approximately 4 people) would appreciate a sit-down conference, scheduled at your convenience, time, and location to discuss the proposed Continental Properties 244 apartment complex off Morat Ave. Using Continental's statistics, this apartment complex would add daily an additional 366 vehicles traveling on Morat Ave. The Continental Apartment's proposed road improvements, presented to us-7/11/2017, would not alleviate, but make worse ingress/egress off Hurstbourne Pwky. on/off Morat Avenue. The changes would add to the major hazard for emergency vehicle (Fire/EMS/Police) to save Morat Avenue residents' lives in emergency situations.

Please call the writer to discuss this IMPORTANT life or death situation. I'm sending a cc to Mayor Hagan Of Lyndon, District 18 Councilwoman Marilyn Parker, Laura Mattingly-Louisville Planning & Zoning-Case Manager-17Zone1020, requesting their attendance at subject conference. Note, our focus is not the apartment complex, but road improvements necessitated by Zoning Case #17 Zone 1020. Road improvements should fall within the jurisdiction of the Middletown Fire Chief, Lyndon Mayor, and Councilwoman Parker. Councilwoman Parker newsletters focus on road maintenance & improvements. Government officials should hold Continental Properties accountable for making ingress/egress safe for emergency vehicles and the affected Morat residents dwelling in District 18.

We all appreciate your service & look forward to discussing the situation.

Dennis Barnett -Morat Avenue 502-641-1852

Sent from [Mail](#) for Windows 10

Title: Continental Properties-Springs @
Morat-17Zone1020-1701 Alpha Ave R-4 to
R-6 244 unit multi-family apartment
development

Submitted by: Alpha Ave/Morat Ave
Affected Residents: 1507 Alpha, 1509
Alpha, 1600 Alpha (Kentucky LandMark
Designation-1862 Costruction, 10410 Morat
& 59 unit Pinehurst Green Patio Homes

Dennis Barnett-10410 Morat Ave (502-
641-1852-dkbbarnett@gmail.com

Vickie Warren-Pinehurst Green HOA
President-502-245-1323
vwarren93@aol.com

Distributed to:

(1) William Bardenwerper-Continental
Properties Zoning Attorney

(2) Laura Mattingly-Planning & Zoning
Case manager

(3) Sara Johnson-Continental Properties
Senior Development Director

(4) David Mindel-Mindel, Scott, &
Associates, Inc. Engineer & land Planner

(5) Hon. Brent Hagan-City of Lyndon-
Mayor

(6) Brian Davis, Planning Supervisor with
metro Division of Planning & Design
Services

(7) Hon. Marilyn Parker, Councilman,
District 18

**COMMENTS: NEIGHBORHOOD MTG. MAY 23TH@7PM-BLDG.
INDUSTRY ASSOCIATION OF GREATER LOUISVILLE-1000 NORTH
HURSTBOURNE PWKY.**

- Oppose high density/high traffic development within R-4 residential area, especially, without significant road improvements, due to (1) non-compatible within residential area (2) present congested traffic & poor road design on North Hurstbourne Pwky. Between Dorsey Lane & LaGrange Road, causing many accidents.
 - Ky. State Police Collision Analysis:
 - 76 collisions recorded between 2005-2016 CY @ intersection North Hurstbourne Lane & Dorsey Lane Intersection.
 - 62 collisions recorded between 2005-2016 CY on North Hurstbourne section between Dorsey Lane & Morat Ave. (35 degree blind curve & 30 degree slope in road due to RR overpass @ LaGrange Road. Dennis Barnett has (3) examples of accident reports & pictures.
 - A) Suggested Minimum Road Improvements (If Approved)-Request traffic signal from Ky. State Transportation Department. If Not:
 - (1) North Hurstbourne Lane-Northbound traffic-right turn deceleration lane into Morat Ave.

- (2) North Hurstbourne Lane- Northbound traffic-right turn acceleration lane from Morat Ave. onto North Hurstbourne Pwky.
 - (3) Reduce Median width & construct on North Hurstbourne Lane Southbound traffic 100 foot Holding Lane for traffic exiting Morat Ave crossing over medium heading south on North Hurstbourne Lane
 - (4) Widen Morat Ave.(40'RW) from 20' pavement to 40' pavement
 - (5) Widen Alpha Ave (40'RW) @ Morat Intersection from 13' pavement to 40' pavement.
- B) Construct 10 ' Solid decorative wall(similar in design to privacy wall developed by Sawyer Apartments-9910 Westport Road between their development & residential subdivision-Hickory Hills) from Alpha Ave & Morat Ave. Intersection to end of east end of Morat Ave.(Dead end @ Owl Creek property line to provide barrier(noise/dirt/visual/etc.) from 244 apartment complex and remaining residents (3) on Alpha Ave (1 home is designated a Kentucky LandMark-1600 Alpha Ave.) & (1) on Morat Avenue & (59) Pinehurst Green Patio Homes. Landscape between constructed wall & Morat R/W.
- C.) Oppose Variance for large monument sign @ Morat Ave. & Alpha Ave. intersection .Sign would not be compatible with residential area & particularly, obstruct view and aesthetics of 1600 Alpha Ave Kentucky Landmark home & 1509 Alpha Ave. historical home candidate.
- (D) Oppose variance for drainage connection to Pinehurst Green detention basin south of proposed development. Land Topography would potentiall create wetland problems.

7.15.17.

To Whom It May Concern:

I am a residence of Pinehurst
Greet, at 10622 Eagle Pines Ln,
just off Morat Ave.

I am writing to let you know that
I "STRONGLY" Oppose plans of
Continental Projects to build 244
apartments on Morat Ave here in
Lyndon. It's project # 17, Zone 1020.

I am a capitalist and believe in
progress. However, this is a very
dangerous project in the works. I
love where I live and don't want
to move but also don't want to be
killed or seriously injured. Trying to
turn onto Morat from Hurstbourne
Ln. or vice versa.

This new development would mean
300 to 350 additional cars. I know
the price of these 14+ acres is high
and would require a large number
of units for there to be a profit.
But that profit should not be at
the expense of our lives.

7.15.17.

To Whom It May Concern:

I am a residence of Pinehurst
Green, at 10622 Eagle Pine Ln,
just off Morat Ave.

I am writing to let you know that
I "STRONGLY" Oppose plans of
Continental Projects to build 244
apartments on Morat Ave here in
Lyndon. It's project # 17, Zone 1020.

I am a capitalist and believe in
progress. However, this is a very
dangerous project in the works. I
love where I live and don't want
to move but also don't want to be
killed or seriously injured. Trying to
turn onto Morat from Hurstbourne
Ln. or vice versa.

This new development would mean
300 to 350 additional cars. I know
the price of these 14+ acres is high
and would require a large number
of units for there to be a profit.
But that profit should not be at
the expense of our lives.

We have very long waits now
to pull onto Hurstbourne Ln.

We have a blind curve to the south
and a blind hill/railroad bridge to
the North.

Cars come zooming thru this Dorsey
Ln area at rates of 45 to 60mph
When you get hit, it's going to
be dangerous.

I am asking if we can't get the
number of lights reduced to
double digits that you put a traffic
light at Moral and Hurstbourne Ln.

Our lives depend on it. This is
a "REAL SAFETY ISSUE."

Respectfully,

Patricia L Horton

502-744-9009.

ps. There are two projects in process
on N.E. and N.W. corners of Dorsey
and Hurstbourne. We haven't even felt
the impact these two buildings will add.

Dr. Martin Monson, Renee Rigenhagen Monson
1600 Grey Owl Court
Louisville, KY 40223
martin.monson@gmail.com
(320) 413-0523

Dr. Brian Dos Santos, Loretta Dos Santos
1602 Grey Owl Court
Louisville, KY 40223
briandossantos@gmail.com
(502) 640-7880

Land Development & Transportation Committee Members
Planning Commission Members
Old Jail Building
514 W. Liberty St.
Louisville, KY 40202

July 21, 2017

Subject Property: 1701 Alpha Ave
Case Number: 17ZONE1020

Dear Land Development & Transportation Committee and Planning Commission Members:

We are writing to you to voice our **STRONG OPPOSITION** to the zoning change proposal, which would allow Continental Properties to construct a 244 unit apartment building complex on the above referenced address. Please know we are not against development, however, we are against this development in this particular area. The reasons we are opposing this zoning change are enumerated below.

In the Citizen User Guide, found at <https://louisvilleky.gov>, we are asked to do the following:

Think about the surrounding properties and current and future developments in the general area.

Then consider the following questions:

1. Does this proposal "fit" the area in terms of density and quality?
2. Are the proposed uses needed and welcomed by the neighborhood?
3. Are your roads sufficient to handle the additional traffic?
4. Is the tract subject to flooding or causing flooding downstream if developed?
5. Pretend you own the property proposed for development. What feedback from the neighbors would be useful for you?

First, does the proposal fit in terms of density and quality? The answer to this questions is no. The current property is zoned R-4 Residential Single Family which allows 4.84 dwellings per acre. As shown on the Louisville zoning map, all the surrounding property is also zoned R-4, with the exception of Pinehurst Greens, which is zoned R-5a. Using the measurement tool provided by the LOJIC online application, approximately 88% of the adjoining property is zoned R-4 allowing for 4.84 dwellings per acre. The remaining 12% of adjoining property is Pinehurst Greens, while zoned R-5a, has a population density of only 6.4 dwellings per acre. The proposed plan has a population density of 17.39 dwellings per acre (244 units / 14.03 acres). The combined zoned and actual population density of all the adjoining properties is 5.03 dwellings per acre. In terms of density this proposal DOES NOT FIT in the neighborhood. In terms of density, it would be 3.5 times denser than the property surrounding it.

The second part of question one addresses the “fit” by examining quality. Again, the answer to the question of “does it fit?” when looking at quality is NO. All the surrounding property is owner occupied, including the homes within Pinehurst Greens. There are no adjoining properties that are rental properties. While the proposed apartments appear to be nice, they are always going to be only rental or income properties. The people living within them will never take pride of ownership, as do the owners of all the surrounding properties. In addition, the population of apartment tenants is transitory by nature, while many of the surrounding property owners have lived in the area for decades. For these reasons, the question of fit based on quality is also no.

The developers will most likely state that there are apartments close by and that their proposal does fit. However, the apartments that are close by, which they have referred to in their public meetings, are to the west and across Hurstbourne Parkway. That portion of Hurstbourne Parkway is a 4-lane highway divided by a median. They may be somewhat close geographically, but Hurstbourne acts as a man-made barrier and effectively separates the existing apartments from the residences located on the portion of Morat / Alpha in question.

The question of fit would be able to be answered yes to a proposal that had a dwellings per acre number closer to the 5.03 ratio found in the adjoining properties AND if the proposal were for owner occupied dwellings.

The second question asks us to examine if the proposal fills a need and is welcomed by the neighborhood. As to need, a phone survey of many of the apartment complexes located in the area found that they all had vacancies. If it had been found that those same apartments were filled to

capacity and had waiting lists, there would then be a “need” for more apartments. However, that was not the case. As to being welcomed by the neighborhood, we believe that this committee will have, or has had, documentation provided to them that ALL of the surrounding neighbors and neighborhoods STRONGLY OPPOSE this zoning change and building plan. In fact, 100% of the residents of Pinehurst Green have signed a petition opposing this change and development.

The third question asks if the roads are sufficient to handle the increased traffic. Many others have or will provide information related to this topic: citing traffic accident numbers, the fact that there is a blind curve and a blind hill on Hurstbourne, and how the intersection of Morat and Hurstbourne cannot handle such a large amount of cars safely. The developers have proposed several fixes, but those proposals cannot address the fact that it is just very difficult to turn out of the Morat neighborhood onto Hurstbourne Parkway. Turn lane additions on various streets will not ameliorate the fact that there is a lot of traffic using Hurstbourne. Included in this document is a picture taken on a weekday between 4:30 – 5:00 p.m.



The red arrow in the picture indicates the approximate position of Morat Avenue. The developer has proposed a right turn lane from Hurstbourne onto Morat here, but this will not solve the problem of cars wanting to exit Morat onto Hurstbourne. The developer has stated in the application that: “Access to Hurstbourne Parkway is easy enough in terms of right turns-in and right turns-out, and even left turns-in are not problematic.” (formal application, page 3). As you can see

from the picture, current traffic is too heavy to allow any type of movement from Morat onto Hurstbourne regardless of turn lanes. Traffic movement between Morat and Hurstbourne Parkway WILL be problematic and WILL NOT be easy, as the cars in this picture are traveling approximately 40 – 50 miles per hour. Adding, according to the developer, another 350 cars that want to turn on to or off of Hurstbourne will make what is already a bad situation even worse. In a neighborhood meeting that was held by the developer, Diane Zimmerman of Diane B. Zimmerman Traffic Engineering, LLC, who conducted the traffic study, rated the CURRENT situation a D-. Adding these proposed apartments that will have to use Morat and the other two large commercial complexes being constructed nearby on the Northeast and Northwest corners of Dorsey Lane and Hurstbourne, which may not have been taken into account in the developer's traffic study, it would likely cause the grade to drop to an F.

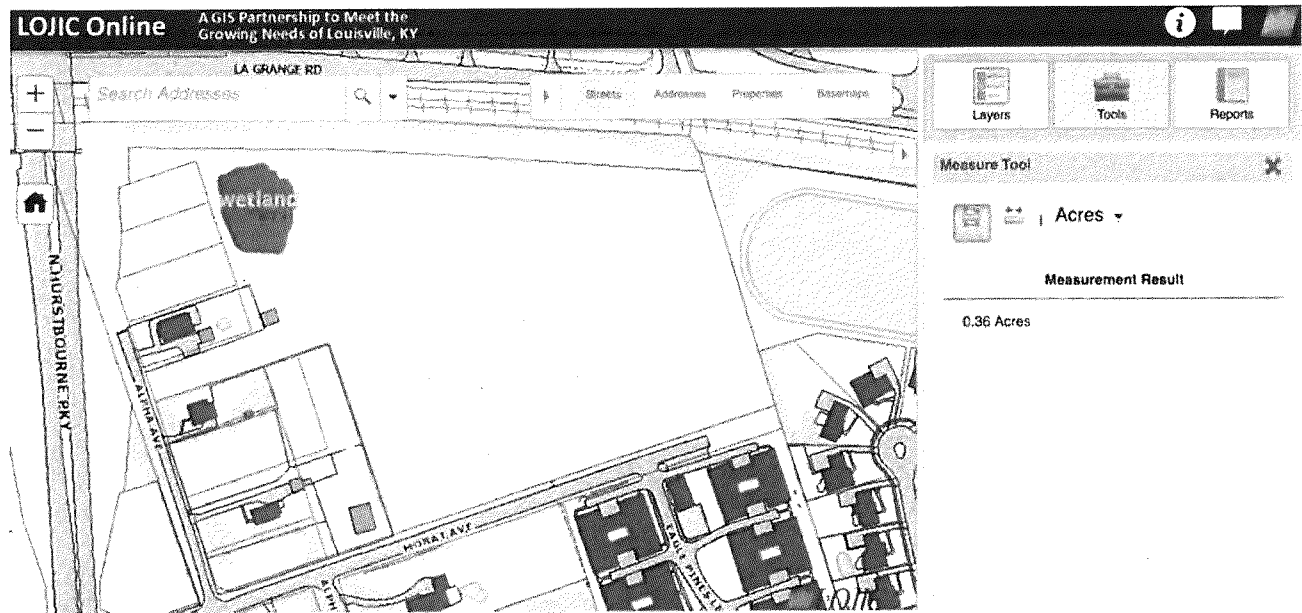
A final fact on transportation, there is no public transportation to speak of in the area. There is a single bus route within walking distance, route 15. It goes by approximately once per hour from 6:30 a.m. to 6:30 p.m. weekdays. Public transportation as a means to relieve traffic congestion is not a viable option in this part of town.

When you take all the factors surrounding the increased traffic that would be coming to an area in conjunction with road infrastructure that is inadequate and cannot be redone or fixed, the rezoning request and resulting apartment plan should be denied.

Additionally, a waiver has been requested to omit the sidewalk on Hurstbourne Parkway. If this rezoning is approved and if a right turn lane is installed on northbound Hurstbourne Parkway, I would request that the sidewalk be reinstated as to the previous condition. I walk along that stretch of Hurstbourne Parkway daily to and from the bus stop. Eliminating the sidewalk would pose a significant safety hazard.

The fourth question addresses flooding on the property or if flooding would be caused downstream. According to the LOJIC online map, there is approximately .36 acres of wetland in the northwest corner of the property and 2.5 acres of hydric soil. A major concern is how the runoff from this much land will be contained or diverted. According to the USGS (www.usgs.gov) one inch of rain falling on ONE acre equates to 27,154 gallons of water. The average annual rainfall in Louisville is 44.89 inches (www.usclimatedata.com). The proposed development would have significantly more than one acre of land that would be unable to absorb water. Currently as the entire area is almost all agricultural land, most water sits on the land or flows to the wetland

area and slowly dissipates. Changing that many acres of land to roofs and pavement will necessitate a comprehensive plan to move enormous amounts water much more quickly than it has been done in the past. While the developer has submitted a plan for water runoff (it will tie into an existing system on Pinehurst Greens), this plan does not seem adequate to move such great amounts of water. Please refer to the pictures below that display the amount of wetland and hydric soil on the property.



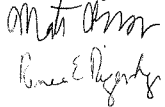
Finally, the last question asks us to take the perspective of the developer and asks for feedback. Quite frankly If we were the developers, we wouldn't care what the neighbors thought. The developers live and are headquartered in another state (Wisconsin). Their main goal is to make a

profit. While there is nothing wrong with that goal, they should not make money at the undue expense of others by jeopardizing other people's safety through increased traffic or jeopardizing their standard of living by building an apartment complex that does not fit in the neighborhood that surrounds it.

In the beginning of this letter we said we were not against development and we would like to reiterate that point. However, this proposed large apartment complex just does not fit, has a host of traffic issues that can't be fixed, and there is no well-established need for more apartments based on occupancy rates, and it is definitely not wanted in the neighborhood. A viable solution would be a proposal for owner occupied housing built at a level close to the adjoining properties.

In conclusion, when asked to look at this request for rezoning three of the five questions used to consider a rezoning and subsequent building proposal came back with a resounding no. The question about flooding on the property and with others having issues with flooding because of the change to the land is questionable and cannot be answered at this time. Based on these answers it seems logical that this proposal should be denied or, if accepted, be accepted with the limitation of owner occupied housing at a dwelling per acre rate similar to the adjoining properties.

Sincerely,



Martin Monson

Renee Rigenhagen Monson

Brian Dos Santos

Loretta Dos Santos

cc: The Honorable Marilyn Parker, Councilwoman, District 18

Laura Mattingly, AICP, Planner II, Case Manager

July 18, 2017
Department of Highways, District 5
8310 Westport Road
Louisville, KY 40242

Dear Department of Highways, District 5,

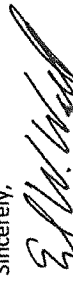
I have lived in Lyndon for a few years. I wanted to make sure you are aware that I vehemently oppose a project that is being proposed for our community by a company named Continental Properties. This project entails 244 apartments being built on a small side street off N Hurstbourne Lane called Morat Avenue. I live off of Morat in Pinehurst Green Patio Homes. I know the in's and out's of the area.

Here are my concerns:

- 1) This is a dangerous intersection already, with a blind curve and blind hill (all within a .2 mile strip of road) on Hurstbourne
- 2) Over 350 cars will be added to turn in and out of this dangerous intersection, and logistically there does not seem to be an option for adding a traffic signal (we could already use a yellow flashing warning signal at the top of the LA Grange Road overpass)
- 3) There are already 2 additional major projects underway/being planned on corners of the Dorsey Lane and Hurstbourne Lane intersections. I'm told this intersection has been the cause of over 80 traffic accidents in 8 years due to blind curves
- 4) Decreased ability to access emergency services, such as ambulances and fire trucks, not to mention ability to evacuate speedily

I'll gladly support a project that has added value for Lyndon, but this project, project #17 Zone 1020, would be bad for Lyndon.

Sincerely,

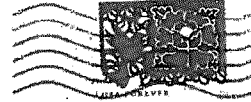


Earl Weikel
10620 Eagle Pines Lane
Louisville, KY 40223

E Weikel
10620 Eagle Pines Lane
Louisville KY 40223

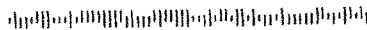
LOUISVILLE KY 402

19 JUL 2017 PM 2 L



Department of Highways,
District 5
8310 Westport Road
Louisville KY 40242

40242-304210



July 18, 2017

Laura Mattingly, Case Manager
444 S. 5th Street Suite 300
Louisville, KY 40202

Dear Ms. Mattingly

This letter is to let you know that I strongly oppose the plans proposed by Continental Properties to build 244 apartments on Morat Avenue. Project #17 Zone 1020 is being considered for our area by Metro Planning and Design Services. About 250 apartments would be built on Morat Ave., a small side street off N. Hurstbourne Ln.

I am a resident of Pinehurst Green Patio Homes, and I want to let you know that I stand in STRONG opposition of this plan. Please do not think that I am just trying to save my little, private "neck of the woods". I understand that this area will be developed sometime in the near future, and that you can't stop progress. I just want to make sure that when development comes, that it won't hurt this area.

I can tell you that at many times of the day I already have to wait for several minutes to turn from Morat Ave. onto Hurstbourne Ln., and the developers themselves have told us that over 350 additional cars will enter and exit on the .2 mile strip of Morat Avenue. We already hold our breath when turning left off Morat onto Hurstbourne, because to the north, there's a blind hill, and to the south there's a blind curve. And we mustn't forget the 2 projects already under way on corners of Dorsey Ln and Hurstbourne Ave. They will be bringing their share of traffic to the immediate area soon. This stretch of road just isn't equipped to handle the added volume of traffic that the apartment project on Morat would bring.

After talking to other residents, I'm now also aware that but our ability to access emergency services will be impaired. Waiting for 5 minutes during rush hour to make a turnout of Morat to urgently go to the doctor or hospital isn't good. How would a fire truck or ambulance be delayed getting to us? Would we all get out safely if we had to evacuate for a gas leak or worse?

Please wait for a project that is good for Lyndon to come along, and DON'T APPROVE THE APARTMENT PROJECT PLAN.

Thank you for your consideration,



Earl Weikel
10620 Eagle Pines Lane
Louisville, KY 40223