

From: [Wilson Frazier](#)
To: [Lockett, Jay P](#)
Subject: 8000 Broad Run Rd. Case # 22-MSUB-0001
Date: Wednesday, March 30, 2022 10:54:03 AM

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Hello Mr. Lockett,

I am writing to inquire about how far along the approval process is for 8000 Broad Run Rd? I have a number of petitions from neighbors that I received last night and other items that I would like to forward to you.

However, I will be out of town from today through the 7th. Please let me know a realistic timeframe for getting pertinent information to you. The neighborhood is very concerned about the simplified traffic impact study, due to the extremely narrow roadway, dangerous blind corners (proposed site of both neighborhood entrances) that have been the site of numerous accidents, and lack of infrastructure. We are formally requesting you recommend to the Director of Public Works that a full development traffic condition study be conducted (including existing traffic, expected natural growth, approved development projects, and expected site generated traffic), to estimate future traffic conditions once the project is completed. The safety of our neighborhood, including new neighbors, is critically dependent on this study.

Best regards,
Wilson Frazier
8400 Broad Run Rd.

From: [Wilson Frazier](#)
To: [Lockett, Jay P](#)
Subject: 8000 Broad Run Rd. Case # 22-MSUB-0001
Date: Monday, May 2, 2022 4:57:55 PM
Attachments: [Petitions.pdf](#)

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Mr. Lockett,

Please find the attached petitions that have been collected in regards to 8000 Broad Run Rd. proposed development project.

Best Regards,
Wilson Frazier

From: [Stuber, Elizabeth W.](#)
To: [Jennifer Morris](#)
Cc: [Lockett, Jay P](#)
Subject: RE: 8000 Broad Run Road
Date: Thursday, March 10, 2022 5:23:54 PM

Ms Morris,

1. Thank you for your input. At this time, Metro Transportation also has significant concerns about the traffic and have requested a traffic study to see where all the impacts to the additional traffic are. The developer will be required to comment to improve the intersection of Brentlinger Ln/Broad Run Road/ Seatonville Road with an acceptable plan before they can go forward.

Beth Stuber, PE
Transportation Engineering Supervisor

From: Jennifer Morris <mjenn07@gmail.com>
Sent: Thursday, March 10, 2022 4:45 PM
To: Stuber, Elizabeth W. <Elizabeth.Stuber@louisvilleky.gov>
Subject: 8000 Broad Run Road

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

Dear Ms. Stuber,

I live on Seatonville Road and want to communicate my concerns with the development of 8000 Broad Run Rd.

The roads in this area are narrow and can be dangerous. I've driven home from the Parklands before and had cars that think Broad Run Rd is a speedway as they zoom around those curves at top speed. There's nowhere to go if someone is coming right at you because there is no shoulder. If a bus comes down that road everyone has to crawl to a stop so as not to tear off mirrors. I don't see how an additional 450 housing units will be accommodated. Brentlinger Rd is the same. And the 3 road junction on Seatonville Rd is not great either. In addition, if someone has no car, there is nothing out there within walking distance - nothing. The nearest grocery is 4 miles away.

Also, for anyone who has to drive to and from work, what should be a 5 minute drive is now 30 minutes. Bardstown Rd gets backed up horribly. People now use Seatonville Rd as an alternate road and again, treat it like it's a speedway. I've had my mailbox taken out 3 times in the 4 years I've lived

here.

Adding to all this, there are already several developments off of Schaffer Ln with hundreds of homes with drivers all pouring out onto the local roads. There is only so much the infrastructure can take. I lived in Miami for 8 years. The last hurricane that hit caused a back up in traffic that was so bad that people ran out of gas on the highway trying to get out. Driving anywhere at almost any time was a nightmare of congestion there. I don't want to live like that which is one of the reasons I moved back to Kentucky. This is a beautiful area in Fern Creek with wide open spaces and it's a shame what over-development will end up doing and the adverse effect it will have on the quality of life not just for humans, but for the wild animals as well.

So I'm lodging my objections and thank you for the opportunity to express my frustration with this proposed development.

Jennifer P. Morris
11221 Seatonville Rd.

PETITION RE: 8000 BROAD RUN ROAD, LOUISVILLE, KENTUCKY Case #22-MSUB-0001

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SIGNATURE, PRINTED NAME and ADDRESS on Front. Email address & Phone # on Back Please

1. *Diane W. Richardson* Diane W. Richardson, 8015 Kendrick Crossing Lane
DWRICHARDSON2001@gmail.com

Matthew G. Richardson Matthew G. Richardson 8015 Kendrick Crossing Lane

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1. *Stephen D. Davis* *Jennifer P. Morris* *wjenn07@gmail.com* *762-4106*

2. *Scott E. Morris*

3. *11231 Stationville Rd. Louisville Ky 40291*

502-

PETITION RE: 8000 BROAD RUN ROAD, LOUISVILLE, KENTUCKY Case #22-MSUB-0001

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1.  JOHN SCHOVAN 7601 COURTNEY SQUARE LANE

2.  KAREN SCHWUR 7601 COURTNEY SQUARE LANE

3. _____

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1. Hobson R. Keesee

2. Mary Mary S Keesee

3. _____

Hobson R Keesee 11510 Seatonville Rd
Mary S Keesee 11510 Seatonville Rd

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1. Martha A. Cissell MARTHA D. CISELL 7800 BROAD RUN RD. LOU. KY. 40291
2. Louis A. Cissell LOUIS A. CISELL "
3. _____

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1. Joseph E Cissell Joseph E Cissell 7800 Broad Run Rd Bld Rt
2. _____
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1.  MICHAEL KLOTZ 12341 MARK LN, LOUISVILLE, KY. 40291

2.  HEATHER KLOTZ 12341 MARK LN, Louisville, KY. 40291

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1. *[Signature]* Nickolas Koczko 1000 Broad Run Rd, 40299
2. *[Signature]* Kochko - Christine Koczko " " " " " "

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1. *Patricia R. Thorpe* 7904 Stout Rd. X Patricia R. Thorpe

2. *James M. Thorpe* 7904 Stout Rd. X James M Thorpe
40291

3. _____

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1. Dottie Gatewood Dottie Gatewood
2. Phil Gatewood Phil Gatewood
3. _____

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2. *Jeremy Levin, Jeremy Levine, 9403 Broad Run Rd, Louisville, 40291*

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SIGNATURE, PRINTED NAME and ADDRESS on Front Email address & Phone # on Back Please

1.  Danny Dobson 1315 Seatonville Rd 40291

2.  Rita Dobson DAN@KY-DAN.com 502.231-06

PETITION RE: 8000 BROAD RUN ROAD, LOUISVILLE, KENTUCKY Case #22-MSUB-0001

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1. *Steve M Lambert, STATE W LAMBERT, 11215 Seatonville Rd, Louisville*
2. *Melinda S Lambert, Melinda Lee Lambert, 11215 Seatonville Rd,*
3. *Shirley Powers, Shirley Powers, 1819 Seatonville Rd, Louisville, KY 40291*

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1. *Martha J. Davidson* **Martha J. Davidson** 114297 Searbournville Rd Louisville KY 40291

2. *Charles E. Davidson* **Charles E. Davidson** 114297 Searbournville Rd Louisville KY 40291

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1. Steven Koontz 11421 Seatonville Rd. 40291 STEVEN KOONTZ

2. Jamies A. Koontz JANICE A. KOONTZ 11421 Seatonville Rd Louisville, Ky. 40291

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1.  Lynette Drury 6406 Farmstead Ct Louisville, Ky 40251

2.  JEFF DRURY 6406 FARMSTEAD CT LOUISVILLE KY 40251

3. _____

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1. *Rodend D Johnson*

2. *Road Road D JAVER 155*

3. *7861 Broad Run Rd Fern Creek Rd*

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1. *Susie Jeffries* Susie Jeffries

2. _____

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1. 

2. Brian Jeffries

3. 11319 Seatonsville Rd, Louisville Ky 40291

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1. *Wilson Tugger* Wilson Frazier 8400 Broad Run Rd.

2. *Kristi Frazier*, Kristi Frazier 8400 Broad Run Rd.

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1. William R. Dye William R. Dye 11500 Seatonville Louisville Ky 40291

2. _____

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1. *Olivia Mizeal, Gina Miles* 7500 Broad Run Rd Louisville KY 40291

2. _____

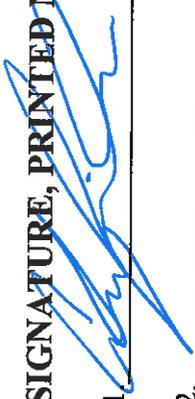
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1.  Colin Richardson 8309 Broadrun Rd.
2. _____
3. _____

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5. The subdivision will **exacerbate storm water drainage issues** as the run off flows to Big Run Creek which, at a point in the Parklands, joins Floyds Fork causing soil erosion, stream siltation and flooding. **In addition, this development's sanitary sewers will flow to the Cedar Creek Water Treatment Plant, allowing its effluent to flow first into an already impaired Cedar Creek, continuing on to Floyds Fork, further affecting the water quality of both endangered streams.**

SIGNATURE, PRINTED NAME and ADDRESS on Front. Email address & Phone # on Back Please

1.  Brenda J Richardson 8315 Broad Run Rd 40291
2.  Lee D. Richardson 8315 Broad Run Rd 40291 /owled@ymail.com 898-2394

PETITION RE: 8000 BROAD RUN ROAD, LOUISVILLE, KENTUCKY Case #22-MSUB-0001

We, the undersigned, object to the proposed subdivision at 8000 Broad Run Road. Here are some of our concerns:

1. The increased traffic on Broad Run Road will be a danger not only for those driving but also dangerous for those awaiting ambulances, fire trucks and police response. Broad Run Road is a road of minimal allowable width with no shoulders. It is a winding country road, hugs the hillside and is deteriorating on the outside lane. There are stretches where guard rails are in place on both sides of the road, eliminating the ability to avoid vehicles (many over-sized) which drift into oncoming traffic. Where there are no guard rails, there is the steep drop off down into the valley below.
2. Adequate infrastructure does not exist. TARC buses do not serve Broad Run Road. Neither it nor neighboring roads are equipped to absorb the volume of traffic from nearly 450 additional housing units. There is but one subdivision entrance and one subdivision exit placed so that they are on either side of a blind 90 degree curve. Per the developer's Statement of Compliance there is "the presence of readily accessible significant and growing retail activity..." Currently this "presence" consists of a gas station/mini mart 3 miles away. The closest drug store, grocery store and fast food is 4 miles away.
3. This subdivision is incompatible with the adjacent residential development. The Statement of Compliance in fact underscores the incompatibility. The new lots will be, on average, less than 1/5 acre. The neighbors' preexisting lots are, on average, 7 acres (35 times larger). Per the Statement of Compliance there will be a buffer of required evergreen trees. However, the buffer does nothing to reduce the incompatibility, it only attempts to hide it. The entirety of this subdivision is not compatible with the surrounding, rural neighborhood with its country sized lots, mature tree cover, flora and fauna.
4. The development would sit on numerous sinkholes and areas of karst terrain.
5. The subdivision will exacerbate storm water drainage issues as the run off flows to Big Run Creek which, at a point in the Parklands, joins Floyds Fork causing soil erosion, stream siltation and flooding. In addition, this development's sanitary sewers will flow to the Cedar Creek Water Treatment Plant, allowing its effluent to flow first into an already impaired Cedar Creek, continuing on to Floyds Fork, further affecting the water quality of both endangered streams.

SIGNATURE, PRINTED NAME and ADDRESS on Front. Email address & Phone # on Back Please

1. *Raymond Smith* RAYMOND SMITH 12331 MARKI LN

2. *Rhonda C Smith* Rhonda C Smith 12331 Marki Lane

March 30, 2022

Mr. Jay Lockett
Planning and Design Services
444 S. 5th Street
Louisville, KY 40202

Re: **Case #22-MSUB-0001**
8000 Broad Run Road

Dear Mr. Lockett:

This is in regards to the above referenced proposed development of the farm at 8000 Broad Run Road. We are writing you to register our strong disapproval of the proposal. **We ask that you please make this letter part of the Record in this case.**

During a previous attempt to receive approval for this development and re-zoning (Case #20-ZONE-0122), we know that you received a number of letters from neighbors of the 8000 Broad Run Road development. We understand that these disapproval letters have not been carried forward to this case as the proposal no longer needs an approval for re-zoning the property. In these letters, most had pointed out the inconsistent lot size compared to current property, as well as the negative traffic and environmental impact this will have on the area. Even though the development request has been changed, we still have the same concerns that we voiced last year based on the 31 years since we built our home at 7840 Broad Run Road.

The traffic load now is more than the roads can safely support since the increase from the Broad Run Park visitors have started using Broad Run Road, Seatonville Road and Brentlinger Lane. We have been in constant need of road repair even before this additional traffic, but it is even more unsafe now with the vehicle and bicycle traffic that has been using these roads. We constantly have cars missing the curve and driving through our front yard, and have had a car burn in our yard from hitting the road sign and puncturing the gas tank. Besides these incidents we have replaced a number of mailboxes because of the narrow street and have had a lumber truck run off the opposite side of the street from our property due to the condition of the road. Also, the fire hydrant in the 7700 block of Broad Run Road has been run over on a few occasions and had to be replaced. These problems will only increase with the additional traffic from the homeowners in the development.

Based on the latest plan, the developer still has the 2 entrances placed in dangerous locations considering traffic speed and the near-blind entrance planned for the downhill grade coming out of the curve. During the neighborhood meeting we were told that a traffic study had already been completed but there was no further information. We are uncertain if this was completed when school was in session or if this will be reviewed again when school traffic is at a

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APR 05 2022

PLANNING & DESIGN
SERVICES

normal level and when employees return to office work on a regular basis. We also have no indication of specific location of the tracking equipment to record speed and traffic direction at the proposed entrances when the study was conducted.

We are also concerned about the additional erosion of our property when the property at 8000 Broad Run is developed. Even in the current state of the land we have flooding and ground erosion that has not been addressed by Louisville/Jefferson County departments. With the clearance of the natural landscape to build the streets for the development there will be significantly more water running through the adjacent neighbors and into our property with no sufficient drainage at the intersection with Marki Lane at the front, and crossing to neighboring property in the back yard. We have seen no indication of plans to redirect any of this additional runoff which will lead to more water damage and ground erosion on our property.

This development is going to disrupt the rural living conditions for all surrounding homeowners. We specifically chose our location to be in a quiet setting outside a heavily populated subdivision. We invested heavily in our property and are now being faced with the influx of a large population with much smaller land and home sizes as well as multi-family townhouses. Besides the ongoing disruption with these additional homeowners, the development will have a negative impact on the property value of existing property and reduce the value when electing to sell the property.

We ask that the representatives in Planning and Design take these concerns into consideration as you continue the review of proposed development plan. We would also appreciate direction on how to track the progress as reviews are conducted/completed by the various departments and notification of meetings/hearings related to the development.

Thank you,

Danny & Lisa Schmidt

Danny & Lisa Schmidt

7840 Broad Run Rd.
(502) 819-3712/(502)819-3721

cc: Stuart Benson
Robin Engel

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APR 05 2022

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Elizabeth Stuber
Transportation Engineering Supervisor
Planning and Design Services
444 S. 5th Street
Louisville, KY 40202

Dear Ms. Stuber,

My name is Raymond Smith and I hope this letter finds you doing well. I am writing you in regards to the planned MRDI development at 8000 Broad Run Road (Case # 22-MSBU-0001), and would like to hear your thoughts and concerns, as well as give you some of mine.

My first concern would be the incompatibility of this development with the existing roads and infrastructure. Broad Run Road is a beautiful scenic byway. It can also can be very dangerous. Broad Run has large lots (from at least 5 acres to some in the hundreds of acres) and is a narrow country road with hairpin curves and hills. There are no shoulders and the road is lined by ditches. We have barns and livestock. We drive trucks with trailers. Deer are abundant and there are plenty of bike riders. There are no bike lanes or sidewalks, even though residents still like to take a walk for exercise.

This area is not equipped to handle the increase in traffic that comes with an estimated 1200 additional vehicles concentrated on one lone one hundred acre lot in the middle of the community. The only access to Broad Run Road's northeast origin is fed by Billtown Road and Bardstown Road via Seatonville road. Traffic has been building due to the overall development on Bardstown Road to the south. Due to the increased traffic on Bardstown Road, many drivers will use these rural back roads like Broad Road and Brentlinger as alternate routes or short cuts to avoid traffic and reduce travel time. This brings drivers who are not as familiar with the roads as someone who travels them daily would be. This proposed development will do much the same with all the activity it will bring to the area.

Some people will insist that Broad Run Road is wide enough by the standards and is a safe road; and that this development will not have any adverse effect on the safety or traffic! I have heard in one neighborhood meeting that developments like this usually don't increase the traffic at all! They are wrong.

The danger brought on by more and more traffic on these roads should not be underestimated. The first segment of Broad Run Road from Seatonville Road has telephone poles that are set less than 2 feet from the edge of the roadway. The upcoming 90 degree turn has accidents regularly. New signs were put up recently for this curve, and have been damaged several times already. The difference is that they are now repaired right away, where in the past they would be down for months. Our neighbor that resides in this first curve has moved their mailbox away from their driveway and onto their neighbor's property in an effort to reduce the frequency of replacing it. By the time you get through this 90 degree turn and get your vehicle up to speed, you will need to maneuver through another 90 degree turn, but with this one, you are completely blind to any oncoming traffic! This is where the two entrances/exits of the development will be.

I thank you for your time and I would certainly like to hear back from you via any means you chose. I would guess that you have traveled through this area, but if not, I would highly recommend an afternoon drive down Broad Run Road to the Parklands of Floyds Fork. If you do, please don't miss the original and only Subdivision on Broad Run, fondly known as "Munchkinville."

Sincerely,

Raymond Smith
12331 Marki Lane
Louisville, KY 40291
(502) 231-1136
Opencorner7@gmail.com

From: lkfrazier01@gmail.com
To: [Lockett, Jay P](#)
Subject: 22-MSUB-0001
Date: Friday, August 26, 2022 1:11:25 PM

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Mr. Lockett,

I have a couple of questions regarding this major subdivision proposal.

Was there any follow-up by Transportation to the Agency Notes as Broad Run Rd clearly does not meet the 18' requirements?

The Agency notes by Beth Stuber state:

Agency Comment 1 Transportation has the following comments for 22-msub-0001 at 8000 Broad Run Road submitted 6/17/22. 1. The improving the intersection of Brentlinger Ln/Broad Run Road/ Seatonville Road are under review by Metro Transportation and Public Works. Also, they need to verify that Broad Run Road is at least 18 feet all the way out to Seatonville Road

Why is this subdivision going before the Planning Commission with a roadway that does not meet the 18' requirements?

Has the developer agreed to widening the road?

Thank you,

Lucas Frazier
FF DRO Resident

From: lfrazier01@gmail.com
To: Luckett, Jay P
Subject: 22-MSUB-0001
Date: Friday, August 26, 2022 1:07:32 PM
Attachments: [image001.png](#)

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Planning Commission,

This proposed development on Broad Run Rd has road frontage that is only 17'6" and thus does not meet the 18' LDC street standards for Major Subdivisions. I have attached a picture of a section from close to the entrance and exit of the proposed subdivision, but the most egregious is at the stormwater retaining wall.

LDC Chapter 7 Part 3.10 is very clear:

In or adjoining any major subdivision of land hereafter proposed, access from new lots or a new street connecting an existing street shall not be approved unless the Planning Commission, with input from the Director of Works, determines that the subdivision will be served by an adequate street network. In order to be considered adequate, the street or combination of streets providing most direct means of access to an arterial level street shall have a minimum roadway width of 18 feet of pavement.

Additionally, Ch 7 Part 3.10 states:

In addition to the roadway width, the Planning Commission may require other off-site improvements to correct conditions that would impede the safe flow of traffic associated with the new subdivision.

This roadway must be brought into compliance for the subdivision to be approved. An improvement to the road should be placed upon the developer as an "off-site improvement" and according to Mr. Bill Bardenwerper's Planning Commission testimony on 11/16/17 this "off-site improvement" would be completely justifiable for the planning commission to require.

As proposed, this development must include a binding agreement to improve Broad Run Rd to the minimum of 18' per the LDC or it must be rejected.

Additionally, while this proposal is adding a large volume of daily traffic to the rural road, they are simultaneously placing their entrances and exits to this subdivision in an extremely dangerous section of the road. The addition of 433 dwellings associated with the new subdivision will add, according to Institute of Transportation Engineers, 3,588 vehicle trips per day to Broad Run Rd. This developer must mitigate the adverse impacts of traffic at the dangerous blind corner of Broad Run Rd where the two proposed entrances exist. As proposed, this will compound an already dangerous situation. According to KRS 100.281 and Plan 2040, it is fully within the rights of the Planning Commission to have the developer eliminate present inadequacies as this would be the only way this development would be considered appropriate at the proposed location.

KRS 100.281 Contents of subdivision regulations

Subdivision regulations shall be based on the comprehensive plan, in those counties which have adopted a comprehensive plan

Since Metro Louisville has a comprehensive plan, all subdivision regulations must comply with the comprehensive plan. In any area these regulations do not comply, they are in violation of KRS 100. 281.

The Plan 2040 states

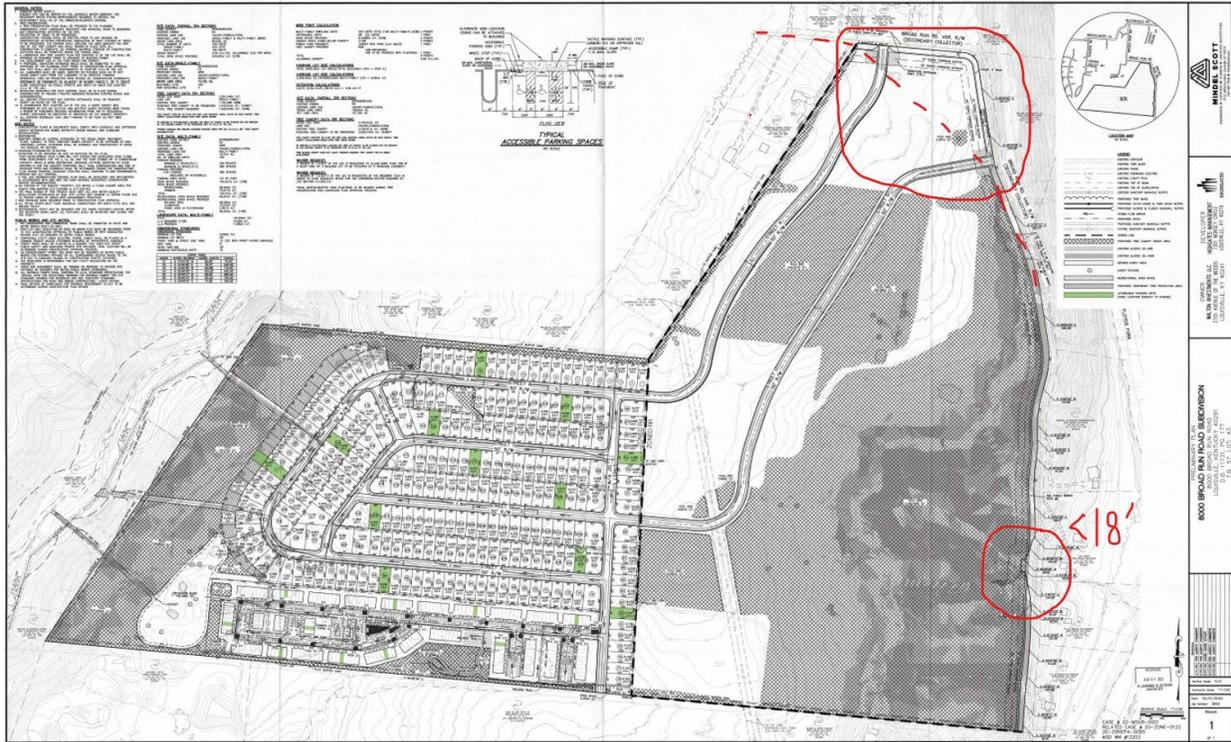
Community Form Goal 1 Policies

1.17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities

Mobility Goal 3 Policies Land Use & Development

3.9 When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.

Please require that this developer update the Broad Run Rd to the required 18' for all road frontage to his property per LDC Chapter 7 and rework the Broad Run Rd corner to eliminate the 90 degree blind turn according to Plan 2040, or deny this proposal.



Thank you
Lucas Frazier
FF DRO Resident

August 25, 2022

Subject Property: 8000 Broad Run Rd.

Case Number: 22-MSUB-0001/22-FFO-0002/22-WAIVER-059/22-WAIVER-0103

Dear Mr. Lockett,

Floyds Fork is at grave risk

This proposed subdivision will add 433 houses and apartments, significantly impacting the Floyds Fork Watershed and further straining MSDs Cedar Creek facility that is already over capacity. In fact, MSDs own Project Manager, Robin Burch revealed how much Cedar Creek WQTC is over capacity. Cedar Creek is rated for 7.5 million gallons per day, but it currently is serving 20,000 homes that, to MSD, generate an average of 400 home. That equates to 8,000,000 gallons which is 500,000 gallons over capacity single day! This overloading is having a negative impact on our waterways, further jeopardizing Floyds Fork and exposing all downstream to a significant risk of



according to MSD, every 400 residences flood.

Family Safety at Risk

The two proposed subdivision entrances on Broad Run Rd. straddle either side of the dangerous blind 90-degree corner. This dangerous blind corner has been the site of numerous vehicle accidents and countless near-miss incidents. This reckless proposal will needlessly endanger the lives of current and new residents that travel Broad Run Rd.

Furthermore, both entrances are located on the DRO. Regrettably, this developer and others are waging an all-out assault on the Floyds Fork DRO by repeatedly developing properties in the floodplain and the watershed. Their actions are over-running Floyds Fork tributaries, including Big Run and Brush Run.

Finally, on August 25, 2022, I measured the width of Broad Run Rd. from Seatonville Rd. to 8400 Broad Run Rd. (bottom of the big hill). While I found that the majority of Broad Run Rd. met the minimum 18' width requirement, several areas were below the 18' requirement. The bottom line, Broad Run Rd. is out of compliance. The worst section I measured was the brand-new stormwater retaining wall in the 8300 block of Broad Run Rd. that is abuts this proposed subdivision. Some areas measured as low as 17' 6"!

On a side note, I appreciated that most drivers on Broad Run Rd. were courteous enough slow down and not hit me on this dangerous stretch of narrow road that is lined by guardrails and rock faces. Thankfully, I only had to jump over the guardrail once to avoid a large pick-up truck coming up the hill while a car was travel down simultaneously.

Sincerely yours,

Wilson Frazier
8400 Broad Run Rd.



The proposal is for a **PRELIMINARY SUBDIVISION** and Mixed Residential Development Incentive (MRDI) Plan, Floyds Fork Development Review Overlay, a review of land disturbing activities on steep slopes and waivers.

Subject Property: **8000 BROAD RUN RD**
Case Number: **22-MSUB-0001/22-FFO-0002/22-WAIVER-0059/22-WAIVER-0103**
Case Manager: **Jay Luckett (jay.luckett@louisvilleky.gov)**

Meeting Type: **Planning Commission**
Date: **THURSDAY, SEPTEMBER 1, 2022**
Time: **Meeting will begin at 1:00 PM and continue until all cases are heard**
Location: **514 W. Liberty Street 40202**



Learn how to participate online at
<https://louisvilleky.gov/government/upcoming-public-meetings>

To view documents related to this proposal, please visit:
Louisville Metro Planning and Design Services (Hours: 8:00 AM to 5:00 PM)
444 S. 5th Street, 3rd Floor, Louisville, KY 40202
(502) 574-6230

- Or visit louisvilleky.gov/government/planning-design for:
- Meeting agenda and staff report (typically available one week prior to meeting)
 - More information on zoning processes
 - Public comment opportunities
 - Visit <https://louisville.legistar.com/Calendar.aspx> for meeting agenda and staff report

A list of persons notified of this proposal is available in the case file.

Public Meetings are now available for viewing via live stream at the following website: <https://louisville.legistar.com>

Persons who desire special accommodations should contact the Planning Commission office at (502) 574-6230 at least one week prior to this meeting. TDD users please use the Relay Service, 1-800-648-6056.

NOTICE OF PUBLIC HEARING



From: [Wilson Frazier](#)
To: [Lockett, Jay P](#)
Subject: Fwd: Broad Run Rd 22-MSUB-0001
Date: Monday, August 29, 2022 2:53:02 PM
Attachments: [Broad Run Rd width.png](#)
[22-MSUB-0001 Roadway Improvement Exhibit 05-23-22.pdf](#)

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Dear Mr. Lockett,
Please add the attached email to the case file.

Best regards,
Wilson Frazier

----- Forwarded message -----
From: **Wilson Frazier** <wilsonffrazier@gmail.com>
Date: Mon, Aug 29, 2022 at 2:27 PM
Subject: Fwd: Broad Run Rd 22-MSUB-0001
To: Engel, Robin <Robin.Engel@louisvilleky.gov>
Cc: <Kevin.Bratcher@lrc.ky.gov>

Dear Honorable Robin Engel,

Your immediate attention to this time-sensitive matter is greatly appreciated.

The Highgates Development planned for Broad Run Rd (22-MSUB-0001) is scheduled for the Planning Commission this Thursday 9/1/22 at 1:00pm.

BROAD RUN ROADWAY

This development is planned for Broad Run Rd which is less than 18' wide (a LDC requirement for Major Subdivisions – Chapter 7 Part 3.10.A) in several key locations. The most egregious being the new stormwater retention bridge/crossing abutting the applicant's property just to the south of the entrance/exits. This bridge is clearly short of the 18' pavement-to-pavement requirement. This out-of-compliance roadway places existing and potential new residents at significant risk of injury.

The applicant has not made any sign of updating the roadway. In fact, they indicate that they will only update an intersection at Broad Run Rd, Seatonville Rd, and Brentlinger Ln. (See Attached) instead. Through a binding agreement, the Planning Commission must require this applicant improve this inadequate stretch of roadway that they will significantly impact with their new

subdivision.

The Plan 2040 states,

LDC Chapter 7 Part 3 Standards of Designs for Major Subdivisions

7.3.10 Streets

A. In or adjoining any major subdivision of land hereafter proposed, access from new lots or a new street connecting an existing street shall not be approved unless the Planning Commission, with input from the Director of Works, determines that the subdivision will be served by an adequate street network. In order to be considered adequate, the street or combination of streets providing most direct means of access to an arterial level street shall have a minimum roadway width of 18 feet of pavement. The Commission may determine, based on input from the Director of Works, that the traffic flow associated with a proposed subdivision will utilize more than one route to one or more arterial streets. As a result of such determination, the Planning Commission may require that more than one route (street or combination of streets) must have a minimum roadway width of 18 feet. In addition to the roadway width, the Planning Commission may require other off-site improvements to correct conditions that would impede the safe flow of traffic associated with the new subdivision.

In addition to the item above, we requested the Planning Commission address the proposed entrances that straddle a dangerous blind corner.

Additionally, while this proposal is adding a large volume of daily traffic to the rural road, they are simultaneously placing their entrances and exits to this subdivision in an extremely dangerous section of the road. The addition of 433 dwellings associated with the new subdivision will add, according to Institute of Transportation Engineers, 3,588 vehicle trips per day to Broad Run Rd. This developer must mitigate the adverse impacts of traffic at the dangerous blind corner of Broad Run Rd where the two proposed entrances exist. As proposed, this will compound an already dangerous situation. According to KRS 100.281 and Plan 2040, it is fully within the rights of the Planning Commission to have the developer eliminate present inadequacies as this would be the only way this development would be considered appropriate at the proposed location.

KRS 100.281 Contents of subdivision regulations

Subdivision regulations shall be based on the comprehensive plan, in those counties which have adopted a comprehensive plan

Since Metro Louisville has a comprehensive plan, all subdivision regulations must comply with the comprehensive plan. In any area these regulations do not comply, they are in violation of KRS 100.281.

The Plan 2040 states

Community Form Goal 1 Policies

1.17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities

Mobility Goal 3 Policies Land Use & Development

3.9 When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.

The pictures below are from the section of the road abutting the applicant's property. This roadway is the primary access to the Parklands and all traffic headed to Spencer County, including Mt. Washington, Shepherdsville, and I-65 South.

LDC code requires the road to be 18' (216 inches) pavement to pavement, not 17'8", 17'10" or even 17'11", but 18'.



Damaged sections of the road are even less.



17'9"





The NEW guardrail on this NEW bridge shows significant damage due to the narrow roadway. Drivers have to wait on one side of the bridge if a bus or construction truck is coming down the road.



17'7½"



17'10"



17'10"



Best regards,

Wilson Frazier

8400 Broad Run Rd.

cc: 161 Broad Run Residents

September 7, 2022

Subject Property: 8000 Broad Run Rd.

Case Number: 22-MSUB-0001/22-FFO-0002/22-WAIVER-059/22-WAIVER-0103

Dear Planning Commission,

I am writing to request that the above project not be given a waiver of the required road improvements needed to accommodate the proposed subdivision at 8000 Broad Run Rd.

Executive Summary:

- Broad Run Rd. is out of compliance**, it does not meet the minimum AASHTO design criteria for collector roads (or even local roads). The April 11, 2022, Traffic Impact Study, page 2, "Existing Conditions," contains factual errors. Broad Run Rd. is $\leq 18'$ in several areas with **ZERO shoulder width between 8000 Broad Run Rd. and Seatonville Rd.** (except in two 90° corners). Based on the Highway Safety Manual, this is only appropriate for roads with fewer than 400 vehicles per day. Additionally, there are no stop signs anywhere on Seatonville Road.
- According to the Highway Safety Manual, increasing the average daily traffic count from 400 to more than 2000 vehicles per day will literally increase crashes by 95%! This is not a trivial risk. Therefore, Broad Run Rd. needs to be widened, and shoulders need to be added to accommodate the proposed development.
- If this development is approved, Broad Run Rd. will have well over 2,000 vehicles per day. This will make Broad Run Rd. one of the worst-performing roads in the county. This known risk has serious potential legal ramifications.
- Do NOT allow MORE traffic on Broad Run Rd.** because of safety. Broad Run Rd. will perform terribly because it does not meet AASHTO criteria, and the Highway Safety Manual shows that crashes will go up significantly.

It is clear that Broad Run Rd. does not currently meet the 18' absolute minimum design requirements. However, according to the Kentucky Transportation Cabinet and KIPDA, Broad Run Rd. is a Rural, Minor Collector road designed for very low-volume traffic of fewer than 400 vehicles per day. Based on current average daily traffic, the AASHTO design criteria width for Broad Run Rd. should be 22' (see Table 6-5). However, Broad Run Rd. is currently significantly under-designed. Therefore, NO traffic should be added to this road until AFTER road improvements are complete. While I do not have access to the latest AASHTO policy, I understand the range between 400 to 2000 vehicles per day is now the same. Using the Institute of Transportation Engineers Trip Generation Manual 10th Edition, I could approximate the number of trips generated by the proposed subdivision. The proposed new subdivision will add over 3,400 vehicles to the Average Daily Total, increasing volume from the estimated 1,300 to >4700 (see Table A at the end of this document)! This important information was notably absent from Table 1 in the Traffic Impact Study.

Table 6-5. Minimum Width of Traveled Way and Shoulders

Design Speed (km/h)	Metric				Design Speed (mph)	U.S. Customary			
	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day ^a)					Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day ^a)			
	under 400	400 to 1500	1500 to 2000	over 2000		under 400	400 to 1500	1500 to 2000	over 2000
30	6.0 ^b	6.0	6.6	7.2	20	20 ^b	20	22	24
40	6.0 ^b	6.0	6.6	7.2	25	20 ^b	20	22	24
50	6.0 ^b	6.0	6.6	7.2	30	20 ^b	20	22	24
60	6.0 ^b	6.6	6.6	7.2	35	20 ^b	22	22	24
70	6.0	6.6	6.6	7.2	40	20 ^b	22	22	24
80	6.0	6.6	6.6	7.2	45	20	22	22	24
90	6.6	6.6	7.2	7.2	50	20	22	22	24
100	6.6	6.6	7.2	7.2	55	22	22	24	24
					60	22	22	24	24
					65	22	22	24	24
	Width of Shoulder on Each Side of Road (m)					Width of Shoulder on Each Side of Road (ft)			
All Speeds	0.6	1.5 ^c	1.8	2.4	All Speeds	2.0	5.0 ^c	6.0	8.0

^a On roadways to be reconstructed, a 6.6-m [22-ft] traveled way may be retained where the alignment is satisfactory and there is no crash pattern suggesting the need for widening.

^b A 5.4-m [18-ft] minimum width may be used for roadways with design volumes under 250 veh/day.

^c Shoulder width may be reduced for design speeds greater than 50 km/h [30 mph] provided that a minimum roadway width of 9 m [30 ft] is maintained.

Note: See text for roadside barrier and off-tracking considerations.

It also must be noted in the record that Broad Run Rd. does not meet the AASHTO required minimum shoulder offset for guardrails on each side of the road. I understand the latest policy requires an offset of 4' on each side for guardrails when the average daily total is between 400 - 2,000 vehicles. The 2011 AASHTO policy states, "In difficult terrain and on low-volume highways, shoulders of this width may not be practical. A minimum shoulder width of 0.6 m [2 ft] should be considered for low-volume highways, and a 1.8- to 2.4-m [6- to 8-ft] shoulder width is preferable."

It is also worth noting that the bridge constructed on Broad Run Rd. around 2002, was designed to AASHTO criteria with a 22' roadway width and a 4' shoulder on each side. Obviously, the bridge engineers performed a design analysis to determine that a 22' width with 4' shoulders was required for Broad Run Rd. I strongly urge the Planning Commission obtain and review the pertinent design analysis before considering approving the 8000 Broad Run Rd. development.

The most dangerous parts of Broad Run Rd. about the proposed 8000 Broad Run Rd subdivision. This particular stretch of roadway is a steep winding grade, pinned in by rock walls and guardrails. As previously mentioned, it is out of compliance with the minimum 18' width and the AASHTO policy 22' width required for collectors at Broad Run's current traffic rate. Immediately after the proposed 8000 Broad Run Rd. site entrance, Broad Run traverses down a steep winding grade with poor lines of sight and inadequate stopping site distance. At the bottom of this steep grade, a driver is met with the narrowest section of the roadway. This particular section has double guardrails and zero shoulder offset from the roadway. When a vehicle reaches the bottom of the steep grade, most drivers find themselves exceeding the posted speed limit by double digits. According to cellular data, the typical speed is 44 mph.

To add to the above variables, a Broad Run Rd. driver must contend with frequent local bicycle groups on this known favorite route, frequently fallen tree debris on the roadway, and 21st Century Parks Inc. dump trucks that run from Seatonville Rd. to 9050 Broad Run Rd. These large trucks cannot pass one another without one coming to a complete stop while the second driver maneuvers around the first. The trucks have approximately 6 inches of clearance between one another (See Drawing 1 at the end of the document). All of these factors combined with the steep grade, high speeds, narrow winding roads, poor line of sight visibility and inadequate stopping site distance, guardrails pinning vehicles in on both sides, zero shoulder offset, simply introduces too many factors that dangerously diminishes perception-reaction time and braking for crash avoidance. Broad Run's design already challenges the capabilities of many drivers, and unreported single-vehicle incidents are high. This is evidenced by the damage to existing guardrails, and vehicle debris (broken mirrors, fenders, & misc. vehicle parts) routinely picked up by local residents.

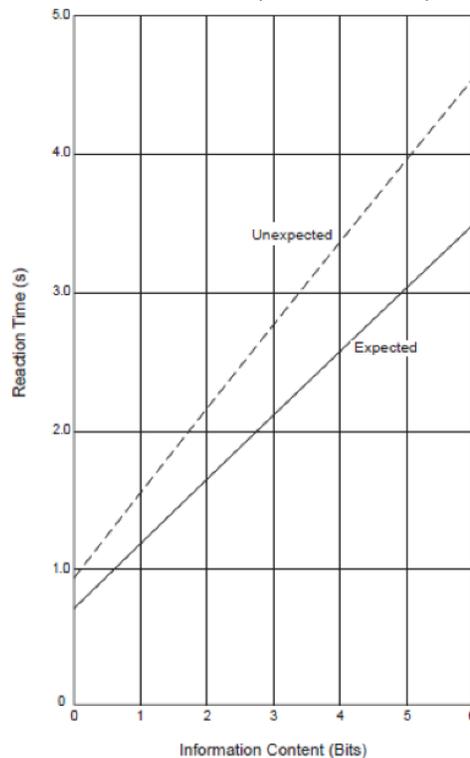


Figure 2-26. Median Driver Reaction Time to Expected and Unexpected Information

According to the AASHTO Green Book, "Information takes time to process. Drivers' reaction times increase as a function of decision complexity and the amount of information to be processed. Furthermore, the longer the reaction time, the greater the chance for error. Johansson and Rumar (27) measured brake reaction time for expected and unexpected events. Their results show that when an event is expected, reaction time averages about 0.6 s, with a few drivers taking as long as 2 s. With unexpected events, reaction times increased by 35 percent. Thus, for a simple, unexpected decision and action, some drivers may take as long as 2.7 s to respond. A complex decision with several alternatives may take several seconds longer than a simple decision. Figure 2-26 [above] shows this relationship for median-case drivers."

The question is not whether Broad Run Rd. can handle additional “peak time capacity” that only evaluates flow. The critical question is about performance. Will Broad Run Rd. safely handle the additional Average Daily Traffic? In 2018, Broad Run Rd. vehicle count was up to 1000 vehicles per day. With regards to lane width, increasing Broad Run Rd. average daily traffic from the design of <400 vehicles per day to >2,000 vehicles per day, with all of the safety variables discussed above, will increase the crash modification factor (CMF) from 1.05 to 1.5 (Table 6). And concerning shoulder width, assuming the same traffic increases, and ZERO shoulder width, the CMF will increase from 1.10 to a factor of 1.5.

Based on the HSM data, that equates to 95% more crashes!

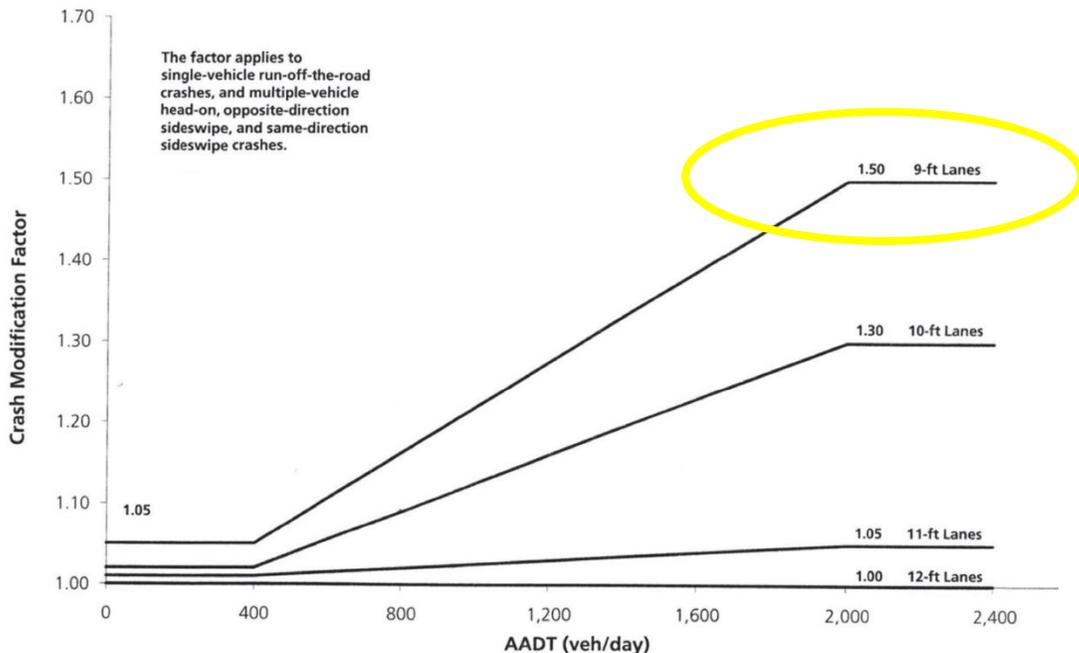
This is NOT A TRIVIAL RISK!

See Table 6, Figure 1, Table 13, and Figure 4.

Table 6. CMF for lane width on rural two-lane roadway segments (12, 18, 19).

Lane width	Average annual daily traffic (AADT) (veh/day)		
	< 400	400 to 2000	> 2000
9 ft or less	1.05	$1.05 + 2.81 \times 10^{-4}(AADT - 400)$	1.50
10 ft	1.02	$1.02 + 1.75 \times 10^{-4}(AADT - 400)$	1.30
11 ft	1.01	$1.01 + 2.5 \times 10^{-5}(AADT - 400)$	1.05
12 ft or more	1.00	1.00	1.00

NOTE: The collision types related to lane width to which these CMFs apply are single-vehicle run-off-the-road crashes and multiple-vehicle head-on, opposite-direction sideswipe, and same-direction sideswipe crashes. Standard error of the CMF is unknown. To determine the CMF for changing lane width and/or AADT, divide the “new” condition CMF by the “existing” condition CMF.
SOURCE: Based on HSM Table 10-8.



SOURCE: Based on HSM Figure 10-7.

Figure 1. CMF for lane width on rural two-lane roadway segments (12).

The AASHTO Green Book summarizes the range of minimum shoulder width by roadway in Table 11 (below). Since Broad Run Rd. has NO shoulder, drivers have nowhere to go. Therefore, the probability of a head-on collision is very high. **Adding to the Average Daily Traffic count greatly increases this known risk.** I have included relevant charts that address the CMF for both rural road width and shoulder (or lack thereof).

Table 11. Ranges for minimum shoulder width by roadway functional class (4, 5, 7).

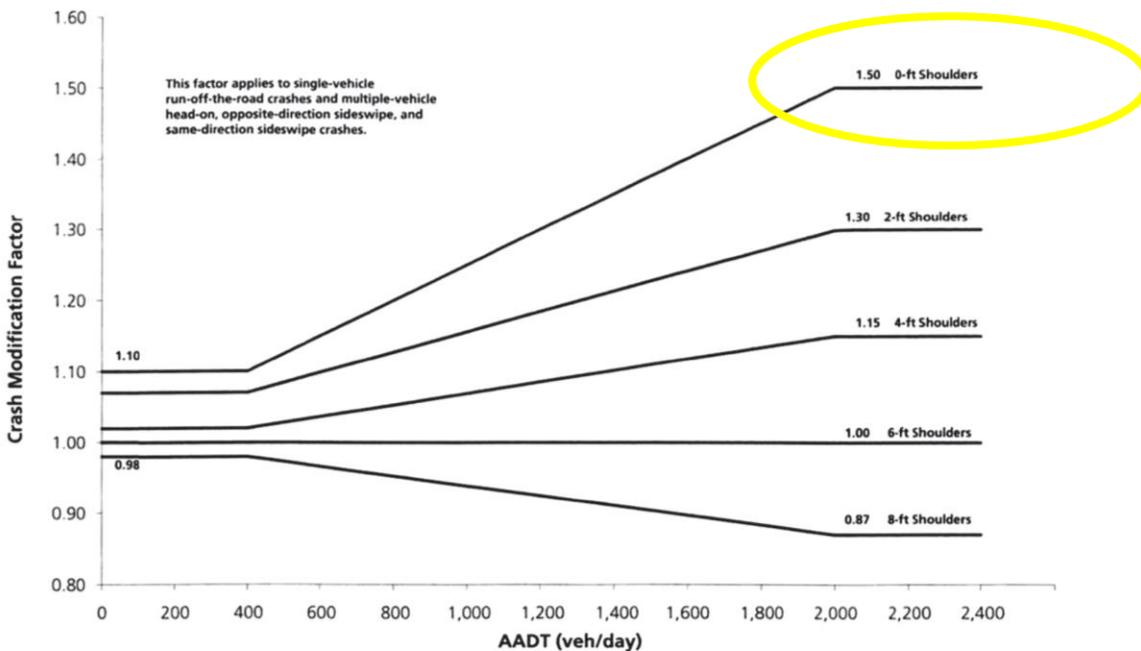
Functional class	Shoulder width (ft)	
	Rural	Urban
Freeway	4 to 12	4 to 12
Ramps (one-lane)	1 to 10	1 to 10
Arterial	2 to 8	2 to 8
Collector	2 to 8	2 to 8
Local	2 to 8	—

NOTE: Ranges shown include both right and left shoulder widths for ramps and divided highways.

Table 13. CMFs for shoulder width on rural two-lane roadway segments (CMF_{wra}) (12, 18).

Shoulder width	Average annual daily traffic (AADT) (veh/day)		
	< 400	400 to 2000	> 2000
0 ft	1.10	$1.10 + 2.5 \times 10^{-4}(AADT - 400)$	1.50
2 ft	1.07	$1.07 + 1.43 \times 10^{-4}(AADT - 400)$	1.30
4 ft	1.02	$1.02 + 8.125 \times 10^{-5}(AADT - 400)$	1.15
6 ft	1.00	1.00	1.00
8 ft or more	0.98	$0.98 - 6.875 \times 10^{-5}(AADT - 400)$	0.87

NOTE: The collision types related to lane width to which these CMFs apply include single-vehicle run-off-the-road crashes and multiple-vehicle head-on, opposite-direction sideswipe, and same-direction sideswipe crashes. Standard error of the CMF is unknown. To determine the CMF for changing paved shoulder width and/or AADT, divide the "new" condition CMF by the "existing" condition CMF. SOURCE: Based on HSM Table 10-9. The values from Table 13 are used as CMF_{wra} in Equation 7.



SOURCE: Based on HSM Figure 10-8.

Figure 4. CMF for shoulder width on roadway segments for two-lane highway (12, 18).

Worth noting that in 2018, the Planning Commission approved 21 Century Parks, 1050 unit expansion of the Oakland Hills subdivision. The main new entrance to this expansion is on Broad Run Parkway, which runs South to the already congested Bardstown Rd. and North to Broad Run Rd. However, during the approval process, I believe it was not revealed to the Planning Commission that Broad Run Rd. is out of compliance with AASHTO policy.

According to the April 11, 2022, Traffic Impact Study, 100% of the subdivision's traffic will turn left onto Broad Run Rd. and head towards Seatonville Rd. This is not logical. The Traffic Impact Study fails to account for any trips turning right out of the subdivision. People will travel to Turkey Run Park, Broad Run Park, Mt Washington, Shepherdsville, Taylorsville, and I-65 Southbound. Broad Run Rd. is a known route to these locations that many area residents use.

Furthermore, local Mt. Washington residents, like Ms. Heigl, have stated they "cut through" Broad Run Parkway to Broad Run Rd. to access I-265 Eastbound at Billtown Rd. to avoid the heavy rush-hour congestion on Bardstown Rd. Local residents, including my wife and I both take the same, more efficient route Southbound when traveling to Mt. Washington, Shepherdsville, or when headed to the Parklands. **A formal traffic study must be performed that looks at actual traffic patterns, not theoretical ones.** Mobile device/cell phone data must be evaluated to determine true traffic

patterns. Additionally, when the 1050 units of Oakland Hills is built out, it will put several thousand more vehicles on Broad Run Rd. contrary to what was stated during the approval process.

Thank you for taking the time to carefully consider the significant risk consequences of approving 8000 Broad Run Rd. without binding the developer to make necessary road improvements. The safety of my family, including my young drivers, visitors to the Parklands, and the many Louisville neighbors that drive Broad Run Rd. appreciate you valuing their safety first.

Sincerely yours,

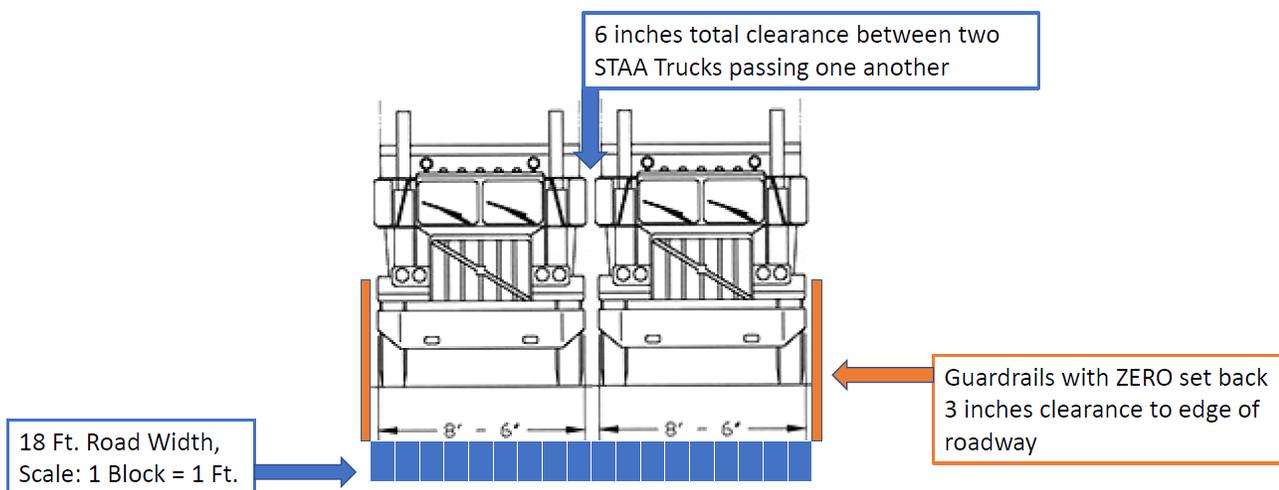
Wilson Frazier
8400 Broad Run Rd.

CC: Councilman Robert Engel
Councilman Stuart Benson
Rep. Kevin Bratcher
L.A. Jared Townes
Ms. Beth Stuber
162 Broad Run Neighbors

Resources

- A Policy on Geometric Design of Highways and Streets, AASHTO, *Green Book*, 2011
- Highway Safety Manual (HSM), AASHTO 2010
- Trip Generation Manual, 10th Edition, Institute of Transportation, 2017
- *Evaluation of the 13 Controlling Criteria for Geometric Design*, National Cooperative Highway Research Program (NCHRP), Report 783, Transportation Research Board for the National Academies, 2014

Lack of Roadway Clearance on Broad Run Rd.



Broad Run Rd. is <18' width in several locations, with ZERO shoulder from Seatonville Rd. to 8000 Broad Run Rd. (except corners) and beyond, with a design speed of 40 mph and posted speed limit of 35 mph

