

Gorman, Becky

From: Andrei Moldoveanu DMD <andreimdmd@gmail.com>
Sent: Tuesday, July 24, 2018 12:25 PM
To: Gorman, Becky
Subject: Frankfort Crossing

Hello Ms. Gorman. My name is Andrei Moldoveanu, and I am a resident of Clifton. I want to share my support for developing the Frankfort Crossing building. It would be nice to have the space benefit the community. The tracks have been a stopping point for most business and the blocks between New Main and Pope struggle between a residential and retail identity. I would like to see more residential options for the area that have the community well being in mind. Thank you for your consideration.

Andrei Moldoveanu

Gorman, Becky

From: Randy VanHoose <randyvanhoose@yahoo.com>
Sent: Monday, July 23, 2018 6:01 AM
To: Gorman, Becky
Cc: Bike Courier Bike Shop
Subject: Frankfort Crossing located at 2132 Frankfort Ave/New Main St

Good morning Becky - I've discussed the Frankfort Crossing with Jackie Green on numerous occasions. In my opinion, this is a great project that moves beyond the constraints holding communities back. Consideration of occupants, community, & environment are part of the design, construction, & operation, which will improve the quality of life for all.

Sustainability initiatives are incorporated into the design that reduces or eliminates negative impacts, creates positive impacts for the community, & improves the climate & natural environment. The FC's occupant's per capita footprint will be smaller than surrounding buildings (e.g., less water & energy consumption, less carbon), improved indoor air quality, re-use & recycling, materials that are non-toxic, just to name a few.

Louisville is an amazing city with unlimited potential. We need projects pushing the current antiquated boundaries holding our beautiful city back. We need projects looking beyond current neighborhood barriers to future potential that creates a better neighborhood leading to a better City. A neighborhood built to improve the community & current citizens.

He has also mentioned his intention for achieving LEED certification. This worldwide certification looks at several areas to achieve amazing buildings, e.g., energy, water, waste, materials, health & human experience, innovations, etc.

We need to start rewarding projects that accomplish multiple faucets, i.e., improving the neighborhood, creates a stronger local economy, leads by example, & great design. Density is also a desirable trait for new construction to create a more pedestrian community. Density opens the doors to creative ideas for the community's growth.

Thank you for your time,

Randy S. VanHoose
Sustainability Consultant
Co-Chair, U.S. Green Building Council Kentucky

Gorman, Becky

From: David <dvdct2@gmail.com>
Sent: Monday, July 9, 2018 10:05 AM
To: Gorman, Becky
Cc: Bike Courier Bike Shop
Subject: frankfort crossing

ms gorman,

typing 1-handed. please excuse punc.

i support this project. we need more urban housing options and greater density to support transit and infrastructure efficiency. reducing size of project ignores recent decisions eg amp.

please support this smart project to help our neighborhood and city.

thanks,

david coyte
2223 sycamore ave.
lvl, ky 40206

Gorman, Becky

From: Cathy Hinko <cathyhinko@gmail.com>
Sent: Friday, July 6, 2018 2:12 PM
To: Gorman, Becky
Subject: Frankfort Crossing

I have lived at 1941 Payne Street since 1990. My back alley feeds into New Main Street so I use it to get to my back door. Therefore I believe I am a very near neighbor.

I support Frankfort Crossing as proposed. This is exactly where density makes sense. The transit system through TARC is good here. There are amenities within easy walking. The area has many structures that are or are near this height and it seems properly zoned for the proposed density.

As a thirty year resident I have seen our sleepy area be developed and while I am not thrilled with the bad parts of gentrification, I certainly take advantage of the new stores and restaurants.

Again this is precisely how this area should develop.

Cathy Hinko

Gorman, Becky

From: Joshua Poe <joshuapoe001@gmail.com>
Sent: Monday, July 16, 2018 9:45 AM
To: Gorman, Becky
Cc: Bike Courier Bike Shop
Subject: Frankfort Crossing

Becky,

Hello, I am a Clifton resident at 148 North Jane St. I am writing to express my support of the Frankfort Crossing project at 2132 New Main Street. While the project does add an elevation higher than the surrounding structures, the height is not out of context to the street width ratio or other surrounding structures at similar elevations within a quarter mile of the site.

Since the development sits back from Frankfort Ave, the increase in elevation will not effect the amount of natural light on the street or block the sun from street trees. I do not see where the increase in building height will have a negative impact.

One of the challenges along Frankfort Ave is filling in the street gaps to create a walkable thoroughfare.

This project is at the correct ratio for street enclosure for a dense, walkable neighborhood. Most of the buildings along Frankfort Ave do not meet the height to width ratios listed below. In fact, Frankfort Ave is wider than the height of most of the existing structures along the thoroughfare, creating a low-density, un-walkable experience that lacks the proper enclosure. We should be seeking projects such as this that add to the existing elevation. This project is more in line with the suggested building height to street width suggested by urban design practitioners.

From

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

by the Congress for New Urbanism and The Institute for Transportation Engineers.

"Building height and thoroughfare enclosure: Buildings are the primary feature of urban contexts that create a sense of definition and enclosure on a thoroughfare—an important urban design element that helps create the experience of being in a city and in a place that is comfortable for pedestrians. The threshold when pedestrians first perceive enclosure is a 1:4 ratio of building height to thoroughfare width—typical of low-density environments. In denser urban contexts, height-to-width ratios between 1:3 and 1:2 create an appropriate enclosure on a thoroughfare."

Being a city planner and urban design consultant, I am excited about a project that adds density to my community while incentivizing a car-free residential environment. I am also excited about a project that is truly mixed-use and combines residential and commercial in one development.

I hope that my comments add depth to the discussion. Not approving this project will be a missed opportunity for our community.

Best regards,