

Planning Commission Meeting Staff Report

May 29, 2014



Case No:	14Devplan1034
Request:	Parking Waiver
Project Name:	Multi-Family Housing
Location:	2008-2032 Frankfort Ave., 113 N. Bellaire Ave.
Owner:	Windhorst Investments, Ltd. and Ready Electric Co., Inc.
Applicant:	Milhaus Development
Representative:	Glenn Price, Frost Brown Todd
Jurisdiction:	Louisville Metro
Council District:	9 – Tina Ward Pugh
Case Manager:	Latondra Yates, Planner II

REQUEST

- Appeal of LD&T's approval of waiver of Table 9.1.2.A. of the Land Development Code (LDC) to not provide the minimum required parking. The request was a reduction from 126 to 115 spaces. The parking waiver was approved at the April 24 LD&T meeting.

CASE SUMMARY/BACKGROUND/SITE CONTEXT

The parking waiver is related to a Category 3 Plan, variance and waivers are for demolition of the existing structures on site, consolidation of several lots, and construction of a 93-unit, 4-story multi-family housing development. Part of the site is the location of Ready Electric.

The site is zoned C-2 and in the Traditional Marketplace Corridor (TMC) Form district. To the north, across Frankfort Ave., is Clifton Lofts, zoned R-6 and C-2 in the TMC, and other commercial properties. To the south is Louisville & Nashville Railroad. To the east is property zoned C-2 in the TMC. The site transitions to the Traditional Neighborhood (TN) Form District to the west, where there is R-6 property.

LAND USE/ZONING DISTRICT/FORM DISTRICT TABLE

	Land Use	Zoning	Form District
Subject Property			
Existing	Industrial	C-2	TMC
Proposed	Multi-family residential	C-2	TMC
Surrounding Properties			
North	Commercial	C-1	TN
South	Railroad	ROW	ROW
East	Commercial	C-1	TMC
West	Single-multi-family residential	R-6	TN

PREVIOUS CASES ON SITE

- **13Devplan1034:**
- Parking Waiver approved at LD&T April 24.
- At their April 21st meeting, BOZA approved the following:
 - Variance of Sec. 5.4.1.D.2. of the Land Development Code (LDC) to not provide the required 30% private yard;
 - Waiver of Sec. 5.4.1.C.2. of the LDC to allow parking in the principal structure area;
 - Waiver of Sec. 10.2.4 of the LDC to not provide the required 10-ft. LBA and plantings adjacent to R-6 property to the southwest;
 - Waiver of Sec. 10.2.10 of the LDC to not provide the required 5-ft VUA LBA adjacent to C-2 property to the northwest (Johnson & Cox properties), conditioned upon providing an 8-ft. wood fence;
 - Waiver of Sec. 10.2.12 of the LDC to not provide the required 120-ft. distance between the ILAs;
 - Category 3 Plan for construction of a multi-family housing development, conditioned upon approval by the Architectural Review Committee and approval of the parking waiver.
- **13COA1038** The site is in the Clifton Historic Preservation and National Register Districts and will be reviewed by the Architectural Review Committee April 23.
- The site is part of Bowles Third Addition Subdivision, recorded in Plat Book 8, Pg. 10.

INTERESTED PARTY COMMENTS

Staff received an inquiry from an interested party concerned about the required landscaping and parking not being provided.

Staff also received a petition of opposition from business owners along Frankfort Ave. This was presented at the April 24 LD&T meeting.

APPLICABLE PLANS AND POLICIES

Land Development Code

Cornerstone 2020 Comprehensive Plan- See checklist attached.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR PARKING WAIVER

In granting a General Parking Waiver the Planning Commission must find that:

a. All General Parking Waivers

i. The Parking Waiver is in compliance with the Comprehensive Plan; and

STAFF: The parking waiver violates circulation guidelines in that the minimum parking requirement is not being met, even after the transit reduction. There is an apparent need for this parking in this area.

ii. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions.

STAFF: The development could possibly be scaled down or otherwise redesigned to provide the required minimum parking, given parking demands in the area.

b. Waivers to Reduce the Minimum Number of Required Parking Spaces

i. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions; and

STAFF: The applicant hasn't provided information to indicate that efforts have been made to provide the remaining parking through joint use provisions.

ii. The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use; and

STAFF: The requested waiver may not be the smallest reduction of parking spaces that would accommodate the proposed use because it may or may not be possible to providing the remaining parking through joint use or other provisions.

iii. Adjacent or nearby properties will not be adversely affected; and

STAFF: Adjacent or nearby property owners may be adversely affected by the parking waiver due to the apparent demand for parking in this area.

iv. The requirements found in Table 9.1.2 do not accurately depict the parking needs of the proposed use and the requested reduction will accommodate the parking demand to be generated by the proposed use; and

STAFF: The requirements found in Table 9.1.2 appear to accurately depict the parking needs of the proposed use. The parking requirement provides for a smaller parking requirement for traditional neighborhoods.

v. That there is a surplus of on-street or public spaces in the area that can accommodate the generated parking demand.

STAFF: There does not appear to be a surplus of on-street or public parking spaces in the area to accommodate the generated parking demand.

TECHNICAL REVIEW

No outstanding technical review items.

STAFF CONCLUSIONS

Staff's analysis of the standards or review does not support granting of the parking waiver. The waiver violates circulation guidelines in that the required minimum parking is not being provided, even after the transit reduction; and lesser parking requirements provided for traditional neighborhoods by Chapter 9.1. The applicant should, if they haven't already, consider joint use provisions; or possibly scaling down or otherwise redesigning to provide the required minimum parking, given the apparent parking demands in the area.

Traffic data needs to be provided to Transportation Planning Review to determine compliance with compatibility guideline 3.A.6, mitigation of any adverse impacts of its associated traffic on nearby existing communities.

The overall development meets 24 of the applicable guidelines of the comprehensive plan. The proposed is a redevelopment of existing commercial lots. The proposed building meets infill setback and height standards, and appears to be compatible in scale and design with others in the area. The majority of the parking is proposed at the rear of the building. The site is served by sidewalks and mass transit and is located along a marketplace corridor. The landscape waivers are mitigated by proposed screening that should be an improvement of existing screening of adjacent properties, and is appropriate given the constraints to providing the required plantings.

Based upon the information in the staff report, testimony and evidence provided, LD&T must determine if the proposal meets the standards for approval of a parking waiver as established in the Land Development Code.

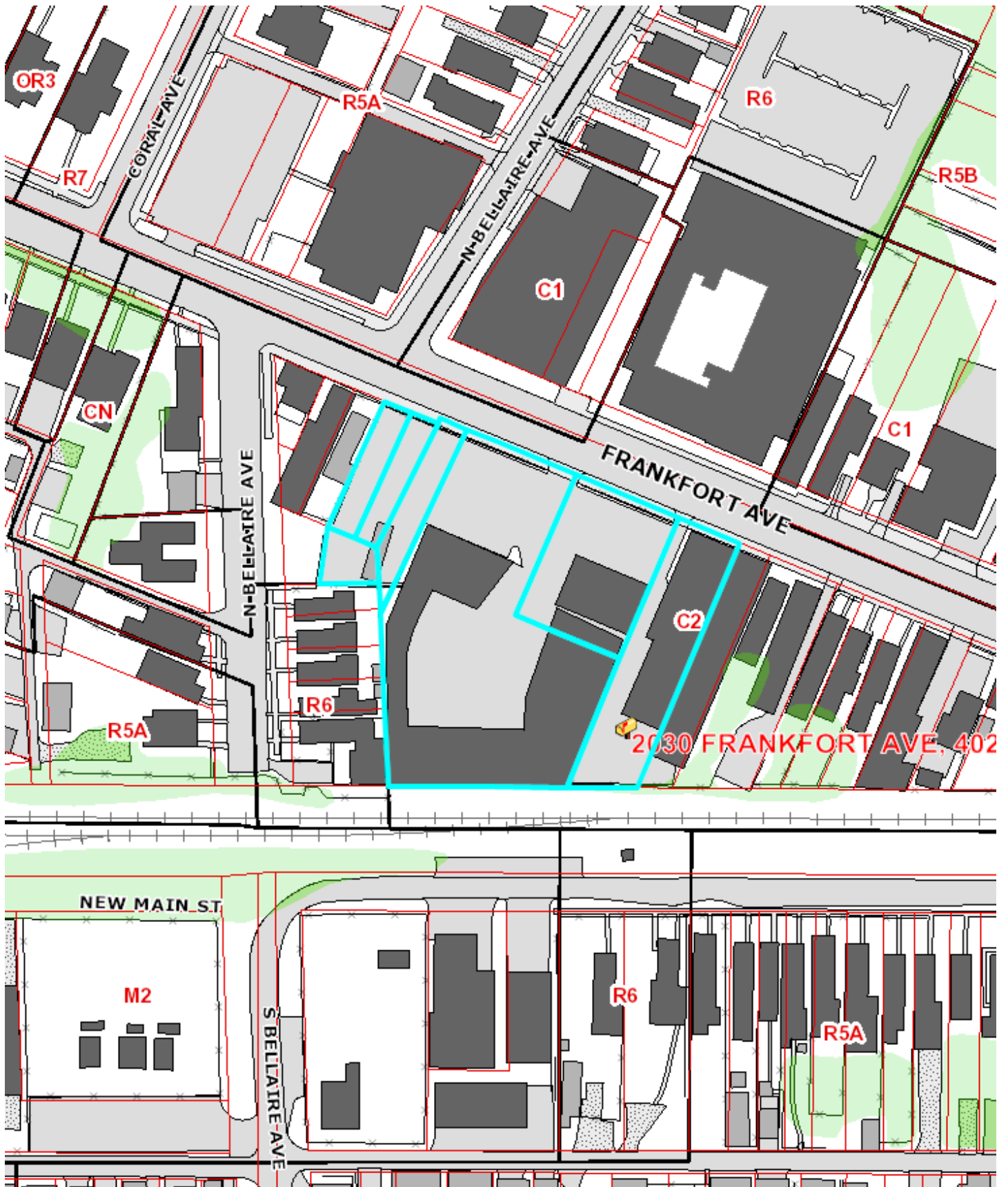
NOTIFICATION

Date	Purpose of Notice	Recipients
5/13/2014	PC Meeting	1 st and 2 nd tier adjoining property owners Neighborhood Notification

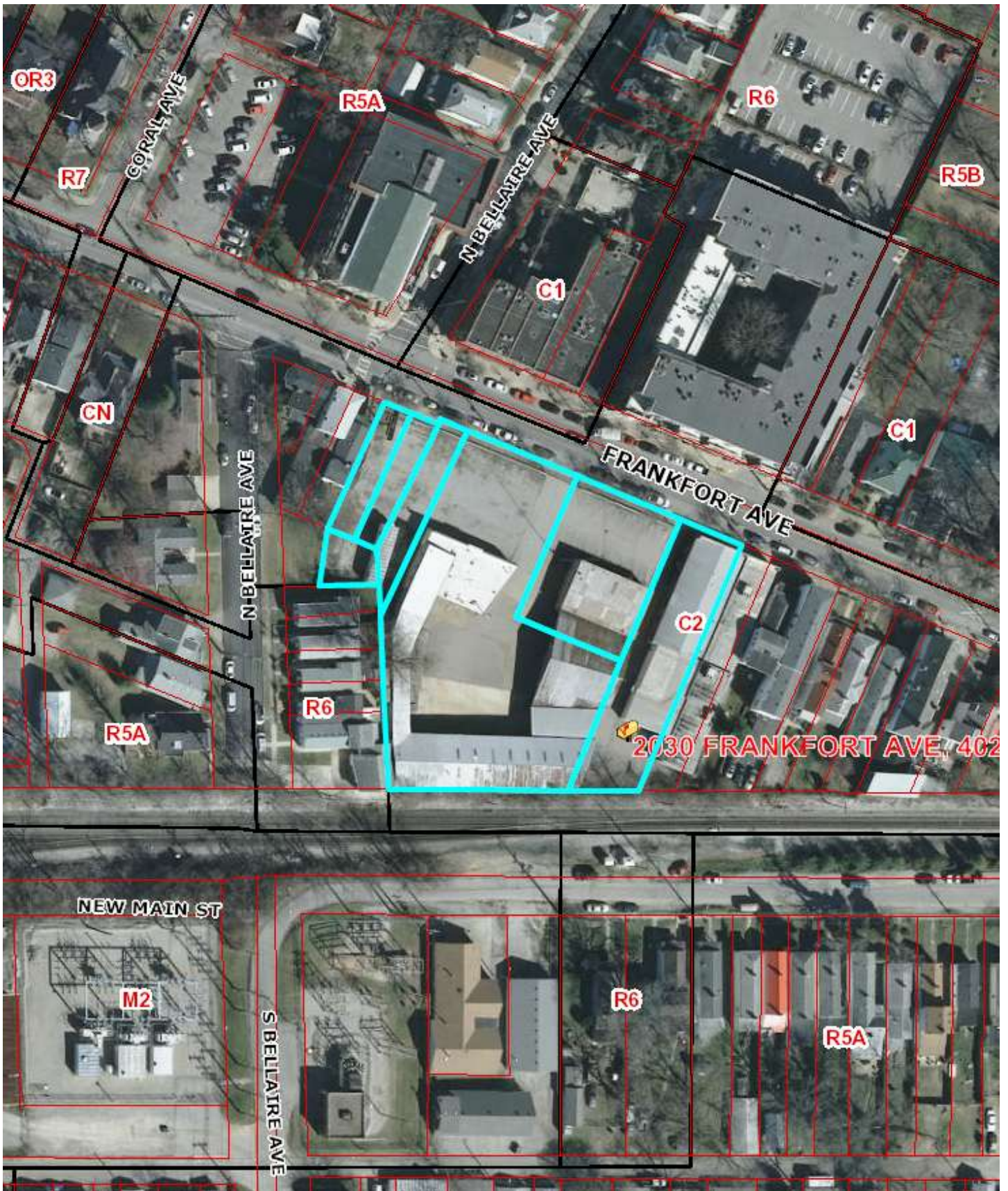
ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Site Plan
4. Elevations
5. Applicant's Justification Statement
6. Appeal documents

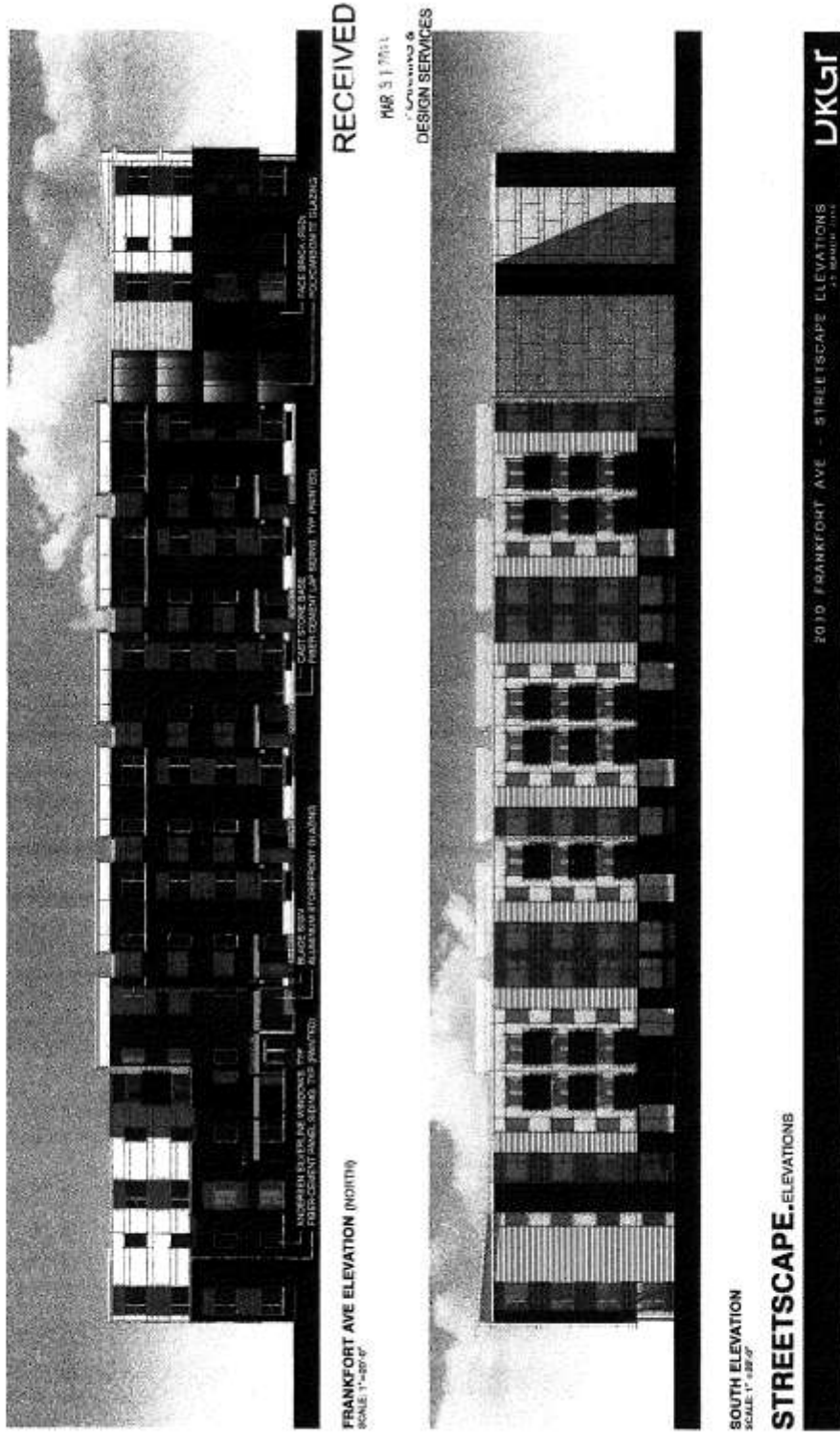
1. Zoning Map



2. Aerial Photograph



4. Elevations

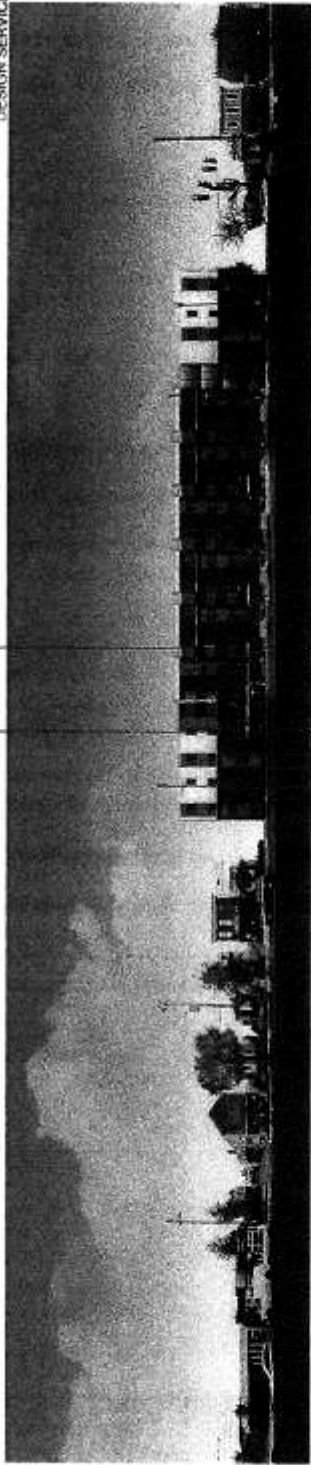




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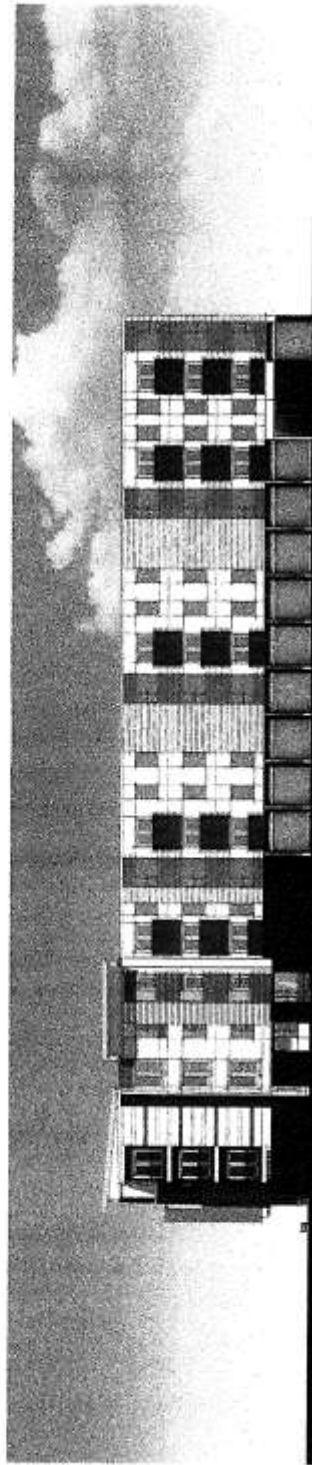
FRANKFORT AVE (LOOKING SOUTHWEST)

STREETSCAPE ELEVATIONS

2030 FRANKFORT AVE - STREETSCAPE ELEVATIONS
14 March 2014

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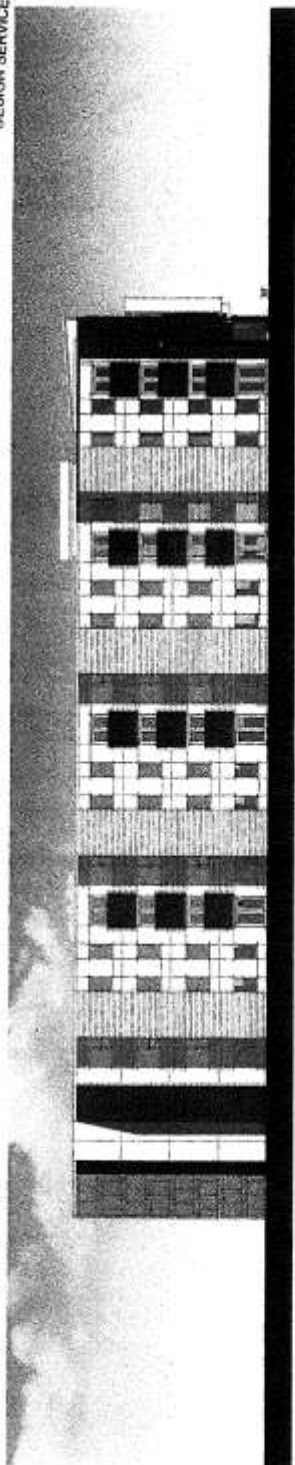
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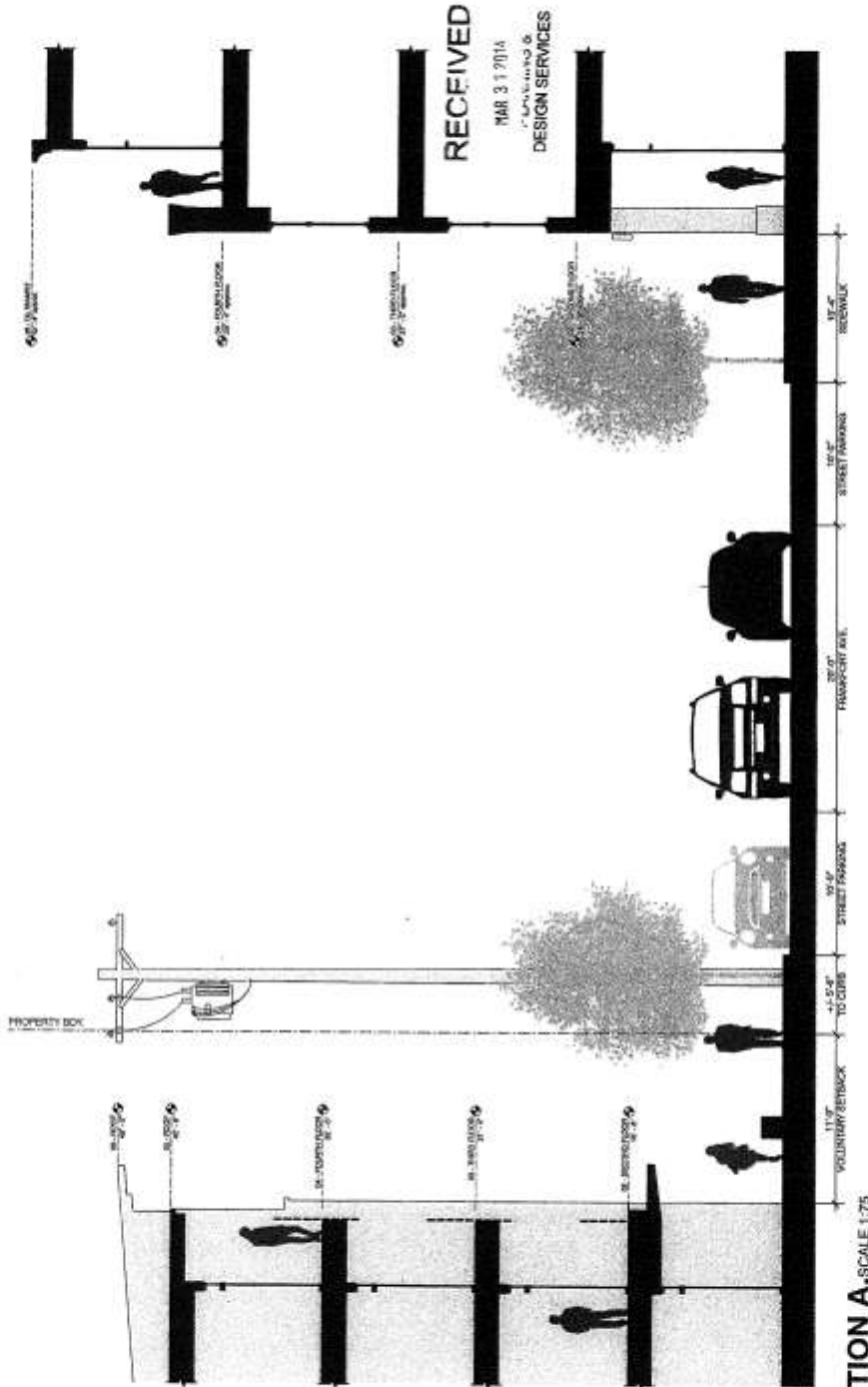
EAST ELEVATION
SCALE: 1" = 32'-0"

STREETSCAPE ELEVATIONS

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5. Cornerstone 2020 Comprehensive Plan Checklist

2	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 1: Community Form	B.7: The proposal includes buildings that have little or no setback, and are oriented to the street. New development respects the predominate rhythm, massing and spacing of existing buildings.	√	Proposed building observed infill setbacks, is oriented to the street and is compatible in scale with adjacent structure.
3	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 1: Community Form	B.7: New development maintains the existing grid pattern of streets and alleys and typical block size.	√	The existing grid pattern will be maintained.
4	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 1: Community Form	B.7: The proposal includes on-street parking or parking in lots at the rear of the building, and includes wide sidewalks, street furniture and shade trees.	√	The majority of off-street parking is proposed at the rear of the building. The required sidewalk is provided.
5	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 1: Community Form	B.7: The proposal's design is compatible with the scale and architectural style and building materials of existing developments in the corridor.	√	The proposed building materials, scale and architectural style appears to be compatible with existing developments in the corridor.
6	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 1: Community Form	B.7: The proposal emphasizes compatibility of scale and the architectural style and building materials are compatible with nearby existing development.	√	The proposed building materials, scale and architectural style appears to be compatible with existing developments in the corridor.
9	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 2: Centers	A.4: The proposed development is compact and results in an efficient land use pattern and cost-effective infrastructure investment.	√	Redevelopment of commercial lots proposed. The proposed building uses height to accomplish density allowed by the zoning district.
14	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 2: Centers	A.14: The proposal is designed to share utility hookups and service entrances with adjacent developments, and utility lines are placed underground in common easements.	√	Utility hookups will be shared.
15	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 2: Centers	A.16: The proposal is designed to support easy access by bicycle, car and transit and by pedestrians and persons with disabilities.	√	Site served by sidewalks and mass transit.
16	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.2: The proposed building materials increase the new development's compatibility.	√	The proposed building materials appear to be compatible with other structures in the area.
17	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.4/5/6/7: The proposal does not constitute a non-residential expansion into an existing residential area, or demonstrates that despite such an expansion, impacts on existing residences (including traffic, parking, signs, lighting, noise, odor and stormwater) are appropriately mitigated.	√	Redevelopment of commercial lots proposed. The proposed building uses height to accomplish density allowed by the zoning district.
18	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.5: The proposal mitigates any potential odor or emissions associated with the development.	√	Plan has APCD approval with note on plan.

19	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.6: The proposal mitigates any adverse impacts of its associated traffic on nearby existing communities.	+/-	Traffic data still needs to be provided per Transportation Planning Review Team review.
20	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.8: The proposal mitigates adverse impacts of its lighting on nearby properties, and on the night sky.	+/-	Lighting details should be provided, when known.
21	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.11: If the proposal is a higher density or intensity use, it is located along a transit corridor AND in or near an activity center.	√	Site is located along a transit corridor and within an activity center.
22	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.21: The proposal provides appropriate transitions between uses that are substantially different in scale and intensity or density of development such as landscaped buffer yards, vegetative berms, compatible building design and materials, height restrictions, or setback requirements.	√	Landscape waivers are being mitigated by screening and plantings that should be an improvement of the existing screening of adjacent properties.
23	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.22: The proposal mitigates the impacts caused when incompatible developments unavoidably occur adjacent to one another by using buffers that are of varying designs such as landscaping, vegetative berms and/or walls, and that address those aspects of the development that have the potential to adversely impact existing area developments.	√	Landscape waivers are being mitigated by screening and plantings that should be an improvement of the existing screening of adjacent properties.
24	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.23: Setbacks, lot dimensions and building heights are compatible with those of nearby developments that meet form district standards.	√	The proposed building setbacks and height are compatible with nearby developments, and meets infill standards.
25	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.24: Parking, loading and delivery areas located adjacent to residential areas are designed to minimize adverse impacts of lighting, noise and other potential impacts, and that these areas are located to avoid negatively impacting motorists, residents and pedestrians.	√	Landscape waivers are being mitigated by screening and plantings that should be an improvement of the existing screening of adjacent properties.
26	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.24: The proposal includes screening and buffering of parking and circulation areas adjacent to the street, and uses design features or landscaping to fill gaps created by surface parking lots. Parking areas and garage doors are oriented to the side or back of buildings rather than to the street.	√	Landscape waivers are being mitigated by screening and plantings that should be an improvement of the existing screening of adjacent properties.
28	Form District Goals F1, F2, F3, F4, Objectives F1.1, F2.1-2.5, F3.1-3.2, F4.1-4.5	Community Form/Land Use Guideline 3: Compatibility	A.28: Signs are compatible with the form district pattern and contribute to the visual quality of their surroundings.	+/-	Sign details should be provided, when known.
29	Livability Goals H3 and H5, all related objectives	Community Form/Land Use Guideline 4: Open Space	A.2/3/7: The proposal provides open space that helps meet the needs of the community as a component of the development and provides for the continued maintenance of that open space.	√	Open space requirements are being met.

30	Livability Goals H3 and H5, all related objectives	Community Form/Land Use Guideline 4: Open Space	A.4: Open space design is consistent with the pattern of development in the Neighborhood Form District.	√	Open space requirements are being met, and is consistent with the pattern of development in this district.
39	Mobility Goals A1-A6, B1, C1, D1, E1, E2, F1, G1, H1-H4, I1-I7, all related Objectives	Mobility/Transportation Guideline 7: Circulation	A.1/2: The proposal will contribute its proportional share of the cost of roadway improvements and other services and public facilities made necessary by the development through physical improvements to these facilities, contribution of money, or other means.	+/-	Traffic data still needs to be provided per Transportation Planning Review Team review.
40	Mobility Goals A1-A6, B1, C1, D1, E1, E2, F1, G1, H1-H4, I1-I7, all related Objectives	Mobility/Transportation Guideline 7: Circulation	A.3/4: The proposal promotes mass transit, bicycle and pedestrian use and provides amenities to support these modes of transportation.	√	Site served by sidewalks and mass transit.
42	Mobility Goals A1-A6, B1, C1, D1, E1, E2, F1, G1, H1-H4, I1-I7, all related Objectives	Mobility/Transportation Guideline 7: Circulation	A.9: The proposal includes the dedication of rights-of-way for street, transit corridors, bikeway and walkway facilities within or abutting the development.	√	Right-of-way dedication to Frankfort Ave. to be waived per Transportation Planning Review Team.
43	Mobility Goals A1-A6, B1, C1, D1, E1, E2, F1, G1, H1-H4, I1-I7, all related Objectives	Mobility/Transportation Guideline 7: Circulation	A.10: The proposal includes adequate parking spaces to support the use.	-	Parking waiver requested, even after transit reduction. Development could possibly be scaled down or otherwise redesigned to provide the minimum required parking.
48	Mobility Goals A1-A6, B1, C1, D1, E1, E2, F1, G1, H1-H4, I1-I7, all related Objectives	Mobility/Transportation Guideline 9: Bicycle, Pedestrian and Transit	A.1/2: The proposal provides, where appropriate, for the movement of pedestrians, bicyclists and transit users around and through the development, provides bicycle and pedestrian connections to adjacent developments and to transit stops, and is appropriately located for its density and intensity.	√	Site served by sidewalks and mass transit.
49	Livability, Goals B1, B2, B3, B4, Objectives B1.1-1.8, B2.1-2.7, B3.1-3.4, B4.1-4.3	Livability/Environment Guideline 10: Flooding and Stormwater	The proposal's drainage plans have been approved by MSD, and the proposal mitigates negative impacts to the floodplain and minimizes impervious area. Solid blue-line streams are protected through a vegetative buffer, and drainage designs are capable of accommodating upstream runoff assuming a fully-developed watershed. If streambank restoration or preservation is necessary, the proposal uses best management practices.	+/-	Subject to construction review.
50	Livability Goals C1, C2, C3, C4, all related Objectives	Livability/Environment Guideline 12: Air Quality	The proposal has been reviewed by APCD and found to not have a negative impact on air quality.	√	Plan has APCD approval with note on plan.
52	Quality of Life Goal J1, Objectives J1.1-1.2	Community Facilities Guideline 14: Infrastructure	A.2: The proposal is located in an area served by existing utilities or planned for utilities.	√	Site served by existing utilities.
53	Quality of Life Goal J1, Objectives J1.1-1.2	Community Facilities Guideline 14: Infrastructure	A.3: The proposal has access to an adequate supply of potable water and water for fire-fighting purposes.	+/-	Subject to construction review.

54	Quality of Life Goal J1, Objectives J1.1-1.2	Community Facilities Guideline 14: Infrastructure	A.4: The proposal has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams.	+/-	Subject to construction review.
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6. Applicant's Justification Statement

PARKING WAIVER JUSTIFICATION

*2030 Frankfort Avenue
Milhaus Development, LLC*

Request. The Applicant requests a waiver to reduce the parking requirement for a 93-unit multi-family development from 126 spaces (with the 10% TARC credit) to 116 spaces (103 of which to be located on-site, and 13 of which are proposed to be located on Frankfort Avenue abutting the site). This is an approximate eight (8%) parking waiver. No parking study is required pursuant to Land Development Code §9.1.17.A.6.

1. The Parking Waiver is in compliance with the Comprehensive Plan.

The parking waiver is in compliance with the Comprehensive Plan because it conforms to all Guidelines and Policies of the Comprehensive Plan, including Compatibility Guideline 3 and Policy 3.24; Guideline 7 and Policy 7.10; and Guideline 8 and Policy 8.7.

Compatibility Guideline 3. The proposal conforms to Compatibility Guideline and Policy 3.24 because the development provides for all but 10 of its required parking spaces either on-site or in abutting spaces along Frankfort Avenue. Because the proposal is located in the Clifton neighborhood, an urban neighborhood, parking on Frankfort Avenue by residents and customers of adjacent businesses is commonplace.

Circulation Guideline 7. The proposal conforms to Circulation Guideline 7 and Policy 7.10 because the development is providing sufficient parking pursuant to LDC requirements, taking into account the fact that the development has its access on Frankfort Avenue in an urban neighborhood.

Transportation Facility Guideline 8. The proposal conforms to Transportation Facility Guideline 8 and Policy 8.7 because an 8% parking waiver of (10 spaces) is so insubstantial that it will have no impact on surrounding businesses, or on residents living in this urban neighborhood.

2. The Applicant has made a good faith effort to provide as many spaces as possible on the site, on other property under the same ownership, or through joint use provisions.

On-site parking facilities have been maximized as is evident from the Applicant's request for a waiver so as not to provide interior landscaping islands. In short, on-site parking availability has been "maxed out." There is no other property in the vicinity, whether available for joint use parking or otherwise, that is available to meet the parking requirement. The Applicant has exercised good faith in maximizing the number of proposed parking spaces.

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3. The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use.

Because parking spaces on-site have been maximized, the requested waiver is the smallest possible reduction of parking spaces.

4. Adjacent or nearby properties will not be adversely affected.

Adjacent or nearby properties will not be adversely affected by a 10 space parking waiver. Parking requirements are imprecise at best. A 10-space (8%) parking waiver is *de minimus* (i.e., inconsequential), and the regulations do not even require a parking study.

5. The requirements found in Table 9.1.2 do not accurately depict the parking needs of the proposed use and the requested reduction will accommodate the parking demand to be generated by the proposed use.

As stated above, parking requirements are imprecise at best. Thus, it is difficult to ascertain whether a parking requirement of 126 spaces would be satisfied by the provision of 116 spaces. In all likelihood, at most times of the day and night, the parking spaces proposed by the development will be sufficient for the multi-family use.

6. There is a surplus of on-street or public spaces in the area that can accommodate the generated parking demand.

Available on-street parking serves the proposed use. In fact, the LDC allows the development to credit thirteen (13) on-street (Frankfort Avenue) abutting parking spaces to its number of required parking spaces. Most of the parking along Frankfort Avenue is open to the public. Thus, available on-street parking exists along Frankfort Avenue to serve the needs of this development while continuing to serve the needs of nearby Frankfort Avenue businesses and residents.

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2023 FRANKFORT AVENUE
LOUISVILLE, KY 40206
7 MAY 2014

TO WHOM IT MAY CONCERN:

THE UNDERSIGNED, ACTING AS A REPRESENTATIVE OF THE MAJORITY OF BUSINESS OWNERS IN THE 2000 BLOCK OF FRANKFORT AVENUE, WISHES TO APPEAL THE DECISION OF APRIL 24, 2014, BY THE LAND DEVELOPMENT AND TRANSPORTATION COMMITTEE TO GRANT A PARKING WAIVER FOR THE PROPOSED MULTI-FAMILY DEVELOPMENT AT 2008-2032 FRANKFORT AVENUE, CASE NO. 14DEVPLAN1034. FOR THE 93-UNIT BUILDING MILHAUS DEVELOPMENT IS PROPOSING, THEY ARE ASKING TO BE ABLE TO PROVIDE ONLY 116 PARKING SPACES OF THE 126 REQUIRED (AFTER TARC CREDIT). 103 OF THESE SPACES WOULD BE ON-SITE AND THE REMAINING 13 WOULD BE MADE UP USING PUBLIC PARKING ON FRANKFORT AVENUE.

IT IS BELIEVED THAT THE DEVELOPERS WERE NOT FULLY AWARE OF THE NUMBER OF BUSINESSES LOCATED IN THIS BLOCK AND THE DEMANDS FOR ACCESSIBLE CUSTOMER AND RESIDENTIAL PARKING ALREADY BEING MADE IN THIS AREA. THE PROPOSED BUILDING WILL EXACERBATE PROBLEMS.

ATTACHED IS A STREET MAP SHOWING THE THIRTY-THREE (33) ACTIVE RETAIL BUSINESSES AND RESTAURANTS FROM 2000 TO 2115 FRANKFORT AVENUE, THE IMMEDIATE NEIGHBORHOOD OF THE PROPOSED BUILDING. THE APPROXIMATE NUMBER (THE EXACT NUMBER IS NOT KNOWN AS THE PARKING SPACES WERE NOT RE-STRIPED AFTER THE STREET WAS PAVED IN 2013) OF PUBLIC ON-STREET PARKING SPACES IS TWENTY-EIGHT TO THIRTY-TWO (28-32). THIS NUMBER IS FAR BELOW THAT NEEDED TO ADEQUATELY SERVE CUSTOMERS AND TO CONTRIBUTE TO A SUCCESSFUL BUSINESS ENVIRONMENT AS IT ALREADY EXISTS.

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CONT'D UNDER...

DURING NORMAL BUSINESS HOURS ON ANY GIVEN DAY OF THE WEEK, THE PUBLIC SPACES ARE 75-100% FULL AT ALL TIMES (SEE PHOTOS SUBMITTED AND SURRENDERED AT APRIL 24TH HEARING). IN THE EVENINGS UNTIL AT LEAST 11:00 PM, RESTAURANT PATRONS, PATRONS OF THE THREE PHYSICAL FITNESS STUDIOS, AND VISITORS TO CLIFTON LOFTS FILL ALL AVAILABLE PUBLIC PARKING SPACES. FIVE TO SEVEN CLIFTON LOFT RESIDENTS PARK ON THE STREET EVERY EVENING INSTEAD OF USING THEIR PRIVATE LOT. (THIS COULD BE A POTENTIAL PROBLEM WITH THE PROPOSED DEVELOPMENT.) ADDITIONALLY, AND MOST IMPORTANTLY, A THIRTY-NINE SPACE PUBLIC PARKING LOT NOW LOCATED ON THE PROPOSED DEVELOPMENT SINCE 2013 WILL BE ELIMINATED! THE EFFECTS OF THIS LOSS ARE UN-IMAGINABLE. IT IS HEAVILY USED BY BUSINESS EMPLOYEES, CUSTOMERS AND CHURCH GOERS ON WEDNESDAYS AND SUNDAYS. (PHOTOS ALSO SURRENDERED ON APRIL 24, 2014).

IN CONCLUSION, THE SMALL BUSINESSES IN THE 2000 BLOCK CORRIDOR ARE ALREADY "PARKING STRESSED." GRANTING THE PARKING WAIVER AND ADDING TO THE DEMANDS OF ADEQUATE PARKING SPACES ADVERSELY AFFECTS THE SUCCESSFUL OPERATION OF THE UNIQUE SHOPS AND RESTAURANTS WHICH GIVE CLIFTON (AS THE AREA IS DESIGNATED) ITS VITALITY AND MAKE IT A DESTINATION FOR LOCAL AND OUT-OF-TOWN VISITORS.

IT IS RESPECTFULLY ASKED THAT THE PARKING WAIVER BE RESCINDED. ALL PARKING SHOULD BE PROVIDED ON-SITE AND/OR THE SCOPE OF THE DEVELOPMENT REDUCED.

SINCERELY,

Judith Champion

JUDITH CHAMPION
OWNER, 2023 MIDCENTURY MODERN

C.C. MAYOR FISCHER

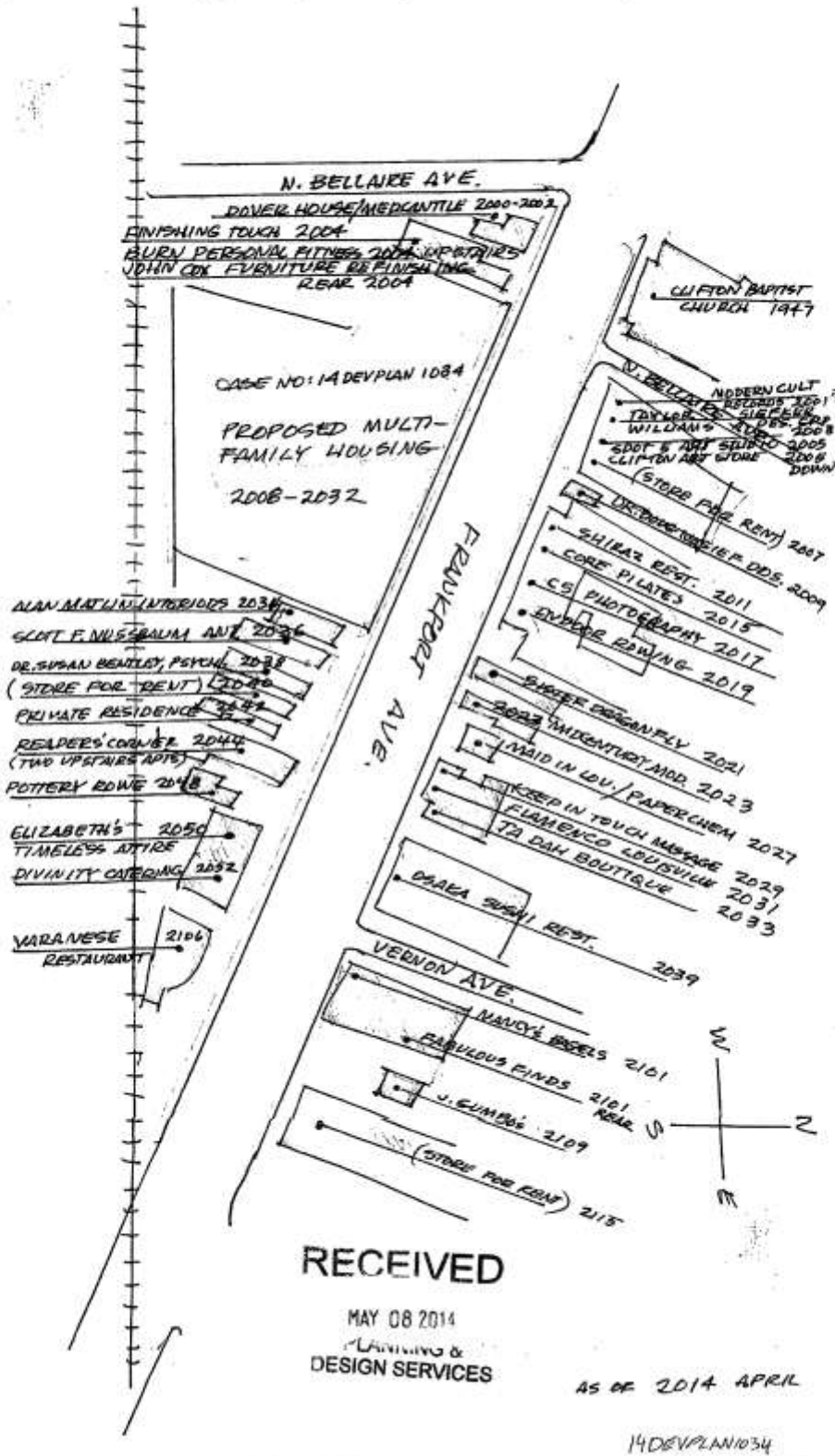
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ATTACHMENTS W\DEVPLAN1034

EXISTING BUSINESSES AND RESIDENCES
2000 - 2115 FRANKFORT AVENUE



2021 Frankfort Ave
Louisville, KY. 40206

April 22, 2014

In RE: Case Number 14Devplan 1034

Latondra Yates
Louisville Metro Planning
444 S. 5th St.
Louisville, KY. 40202

Dear Mrs. Yates

Thanks for the invitation to comment on the proposed development at 2008-2032 Frankfort Ave. Circumstance has prevented our attendance at the public hearings this week, therefore we respectfully submit this letter in order to express concerns.

We own the property at 2021 Frankfort Avenue, which is directly across from the subject site. We live in the back part of our building and for over 20 years now, have operated Sister Dragonfly Gallery in the front portion of our building.

Without question, the single biggest challenge our business has faced during the past two decades has been the gradual decline of parking availability on the block. This obviously being the same block on which the subject developer has proposed even further parking reduction.

We have carefully examined our historical revenue figures and are prepared to demonstrate explicit reductions in customer activity and revenue as a function of reductions in parking availability. Furthermore, we believe and are prepared to demonstrate that any further reduction of parking availability will adversely affect our property value. It is well known that parking availability is a primary factor in the value of retail property.

I have provided numerous photographs, which clearly demonstrate that the 2000 block of Frankfort Ave is already "parking stressed". In short, commerce is suffering and being strangled by further and further reductions in parking availability.

The public lot on the subject site has been helpful, if only a temporary respite. The lot is now routinely full as evidenced by the photos I've submitted. Now with the proposal at hand, where will these customers, patients, employees and patrons park? I encourage you and other representatives from your department to conduct your own cursory inspections to see what we business owners have been struggling with.

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In summary, we believe that the establishment of the subject development (as proposed), would not only adversely affect our livelihood and property value, but would also portend the end of retail vitality which has established this portion of Frankfort Ave as a bastion of uniqueness in our city's retail culture. A uniqueness sought out by suburbanites and out of town visitors.

Thank you


Rolf Klein & Jane Bowling



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