

FEEDER'S SUPPLY REAR ADDITION

**CASE NO. 20-DDP-0081
CASE NO. 21-WAIVER-0008**

**6820 BARDSTOWN ROAD
LOUISVILLE, KENTUCKY**

OWNER

**Cedar Springs FC I, LLC
Cedar Springs FC II, LLC**

ENGINEER

Prism Engineering

Site Data

Existing Site Area: 6.904 Acres

Existing Form District: *Town Center*

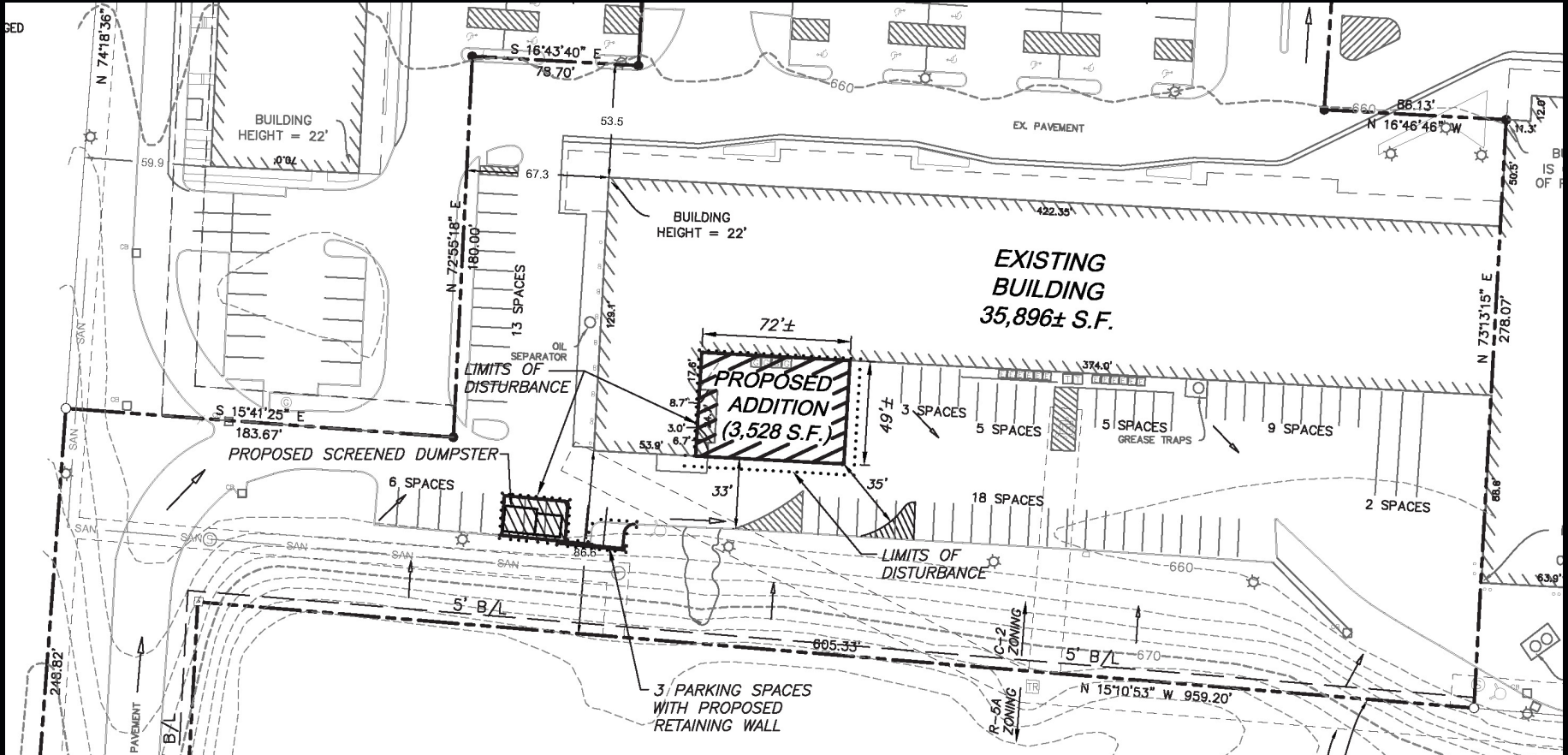
Existing Zoning: *C-2*

Existing Use: *Commercial Uses*

Proposed Use: *Commercial Uses – No Change*



SITE EXHIBIT



PROPOSED BUILDING ADDITION

REQUESTED APPROVALS:

- **Revised Detailed District Development Plan**
- **Waiver of LDC Section 5.9.2.A.1.b.i requiring safe pedestrian access from the adjacent public right of way through the off-street parking area to the building entrance.**

Development Plan

- Applicant is in agreement with the staff report and requests approval of the revised development plan
- Existing Binding Elements #2 and #4, included in the staff report, apply to an outlot in the development and would conflict with the existing development

Waiver Request

- Waiver of LDC Section 5.9.2.A.1.b.i requiring safe pedestrian access from the adjacent public right of way through the off-street parking area to the building entrance.
- Waiver request applies to both Bardstown Road and Beulah Church Road connections.

- **Applicant is in Agreement with the Staff Report.**

- **In addition –**

- 1. Granting of the waiver will not adversely affect adjacent property owners since:**

- a. The proposed addition will be located in an area of existing pavement at the rear of the building.

- b. The proposed addition does not change the character of the overall development, as the addition is minimal (Approx. 9.8% increase for the lot and 3% for the overall development floor area)

- c. The proposed addition will not create a significant increase in pedestrian traffic in the area.

- d. All existing traffic patterns – pedestrian and vehicular will remain unchanged as result of this project.

2. Granting of the waiver will not violate specific guidelines of Plan 2040 since:

- a. The proposed building addition will conform to the guidelines of Plan 2040 and the intent of the Land Development Code.
- b. The proposed addition does not change the character of the overall development, as the addition is minimal (Approx. 9.8% increase for the lot and 3% for the overall development floor area)
- c. The site will continue to operate as it has, with no changes to the overall character of the development.

3. The extent of the waiver of the regulation is the minimum necessary to afford relief to the applicant:

- a. The development has frontage along both Bardstown Road and Beulah Church Road. The construction of pedestrian connections will alter the overall character of the existing development.
- b. Pedestrian connections cannot be safely constructed as a result of:
 - i. The physical boundaries of the property
 - ii. The existing site features and constraints:

Bardstown Road

- Existing site has limited frontage along the roadway.
- Bardstown Road does not have sidewalks.
- Existing site boundaries do not provide adequate space to provide a safe pedestrian route along the existing access drives.
- Existing mature landscaping would need to be removed and existing utilities relocated to accommodate a safe pedestrian route.
- See photographs below:



VIEW FROM BARDSTOWN ROAD



INTERNAL DRIVE AISLE VIEW

Beulah Church Road

- Existing site has limited frontage along the roadway.
- Existing mature landscaping would need to be removed and existing grading and drainage features changed to accommodate a safe pedestrian route.
- Safe internal pedestrian route options restricted by existing conditions
- See photographs below:



VIEW LOOKING TOWARD BEULAH CHURCH ROAD



VIEW FROM INTERNAL DRIVE AISLE

4. Strict application of the provisions of the regulation would deprive the applicant of reasonable use of the land and would create an unnecessary hardship on the applicant:

- a. The existing center is fully developed – The proposed addition is an approximate 9.8% increase in floor area for the lot and 3% of the overall development floor area.
- b. In general, to comply with the regulation, the applicant would need to re-construct the access drive from Bardstown Road to provide safe pedestrian access.
- c. Existing mature trees/landscaping and drainage patterns would need to be altered to accommodate a pedestrian route along the access from Beulah Church Road.
- d. Existing parking and drive aisles would need to be modified.

ADDITIONAL INFORMATION PER DRC 2/17/21:

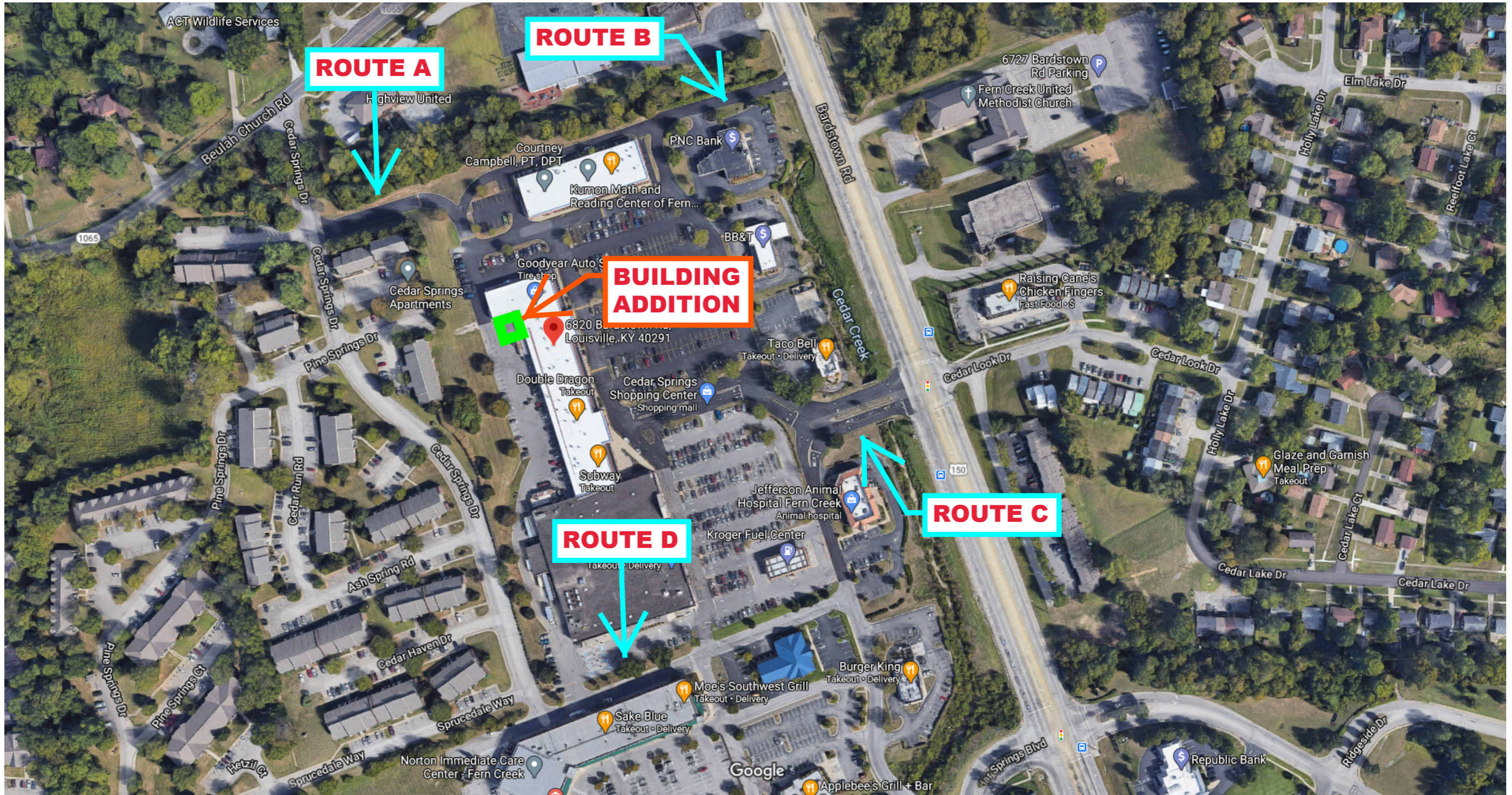
As requested, pedestrian connection options have been identified and are shown in the following exhibits.

Discussion points during 2/17 DRC meeting:

- Connection to apartments to the west
- Connection to Bardstown Road



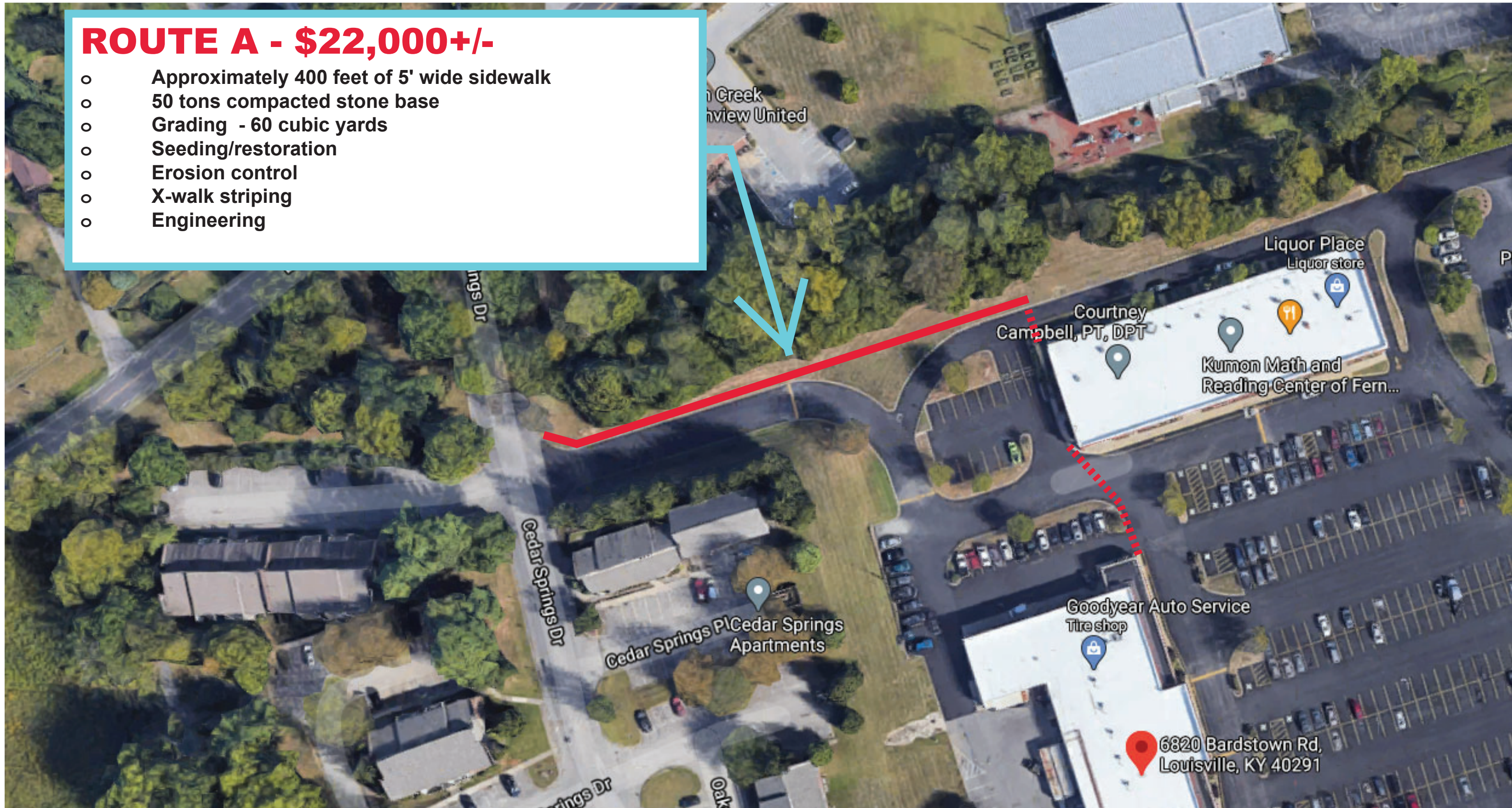
SUBSTANTIAL ELEVATION DIFFERENCE



SIDEWALK ROUTE EXHIBIT

ROUTE A - \$22,000+/-

- Approximately 400 feet of 5' wide sidewalk
- 50 tons compacted stone base
- Grading - 60 cubic yards
- Seeding/restoration
- Erosion control
- X-walk striping
- Engineering





ROUTE B - \$27,000+/-

- Approximately 360 feet of 5' wide sidewalk
- 50 tons compacted stone base
- Grading - 50 cubic yards
- Seeding/restoration
- Erosion control
- X-walk striping
- KyTC Guardrail Remove and Replace 100 feet
- Engineering and KyTC Permitting

6820 Bardstown Rd,
Louisville, KY 40291

ROUTE C - \$30,000+/-

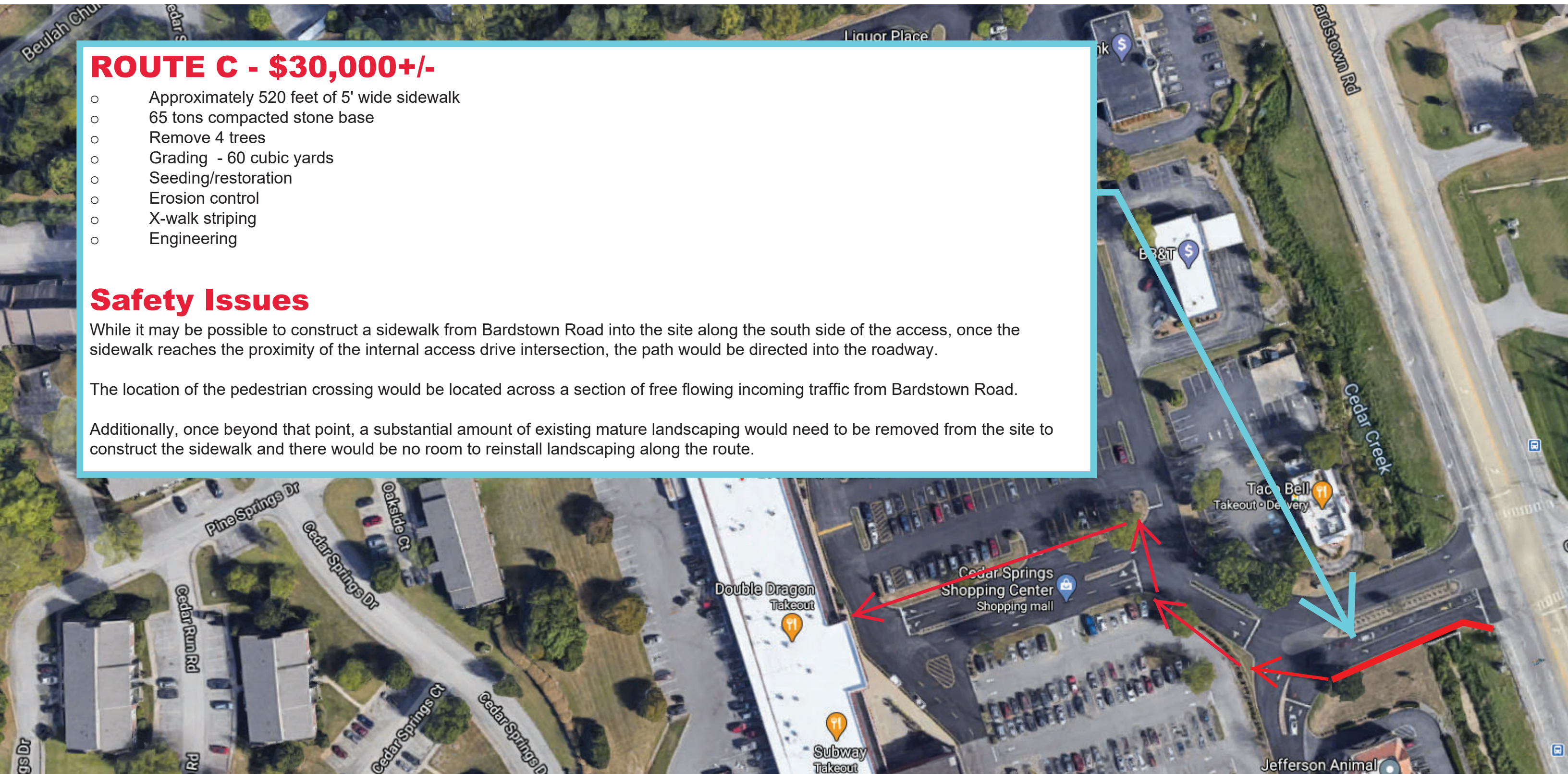
- Approximately 520 feet of 5' wide sidewalk
- 65 tons compacted stone base
- Remove 4 trees
- Grading - 60 cubic yards
- Seeding/restoration
- Erosion control
- X-walk striping
- Engineering

Safety Issues

While it may be possible to construct a sidewalk from Bardstown Road into the site along the south side of the access, once the sidewalk reaches the proximity of the internal access drive intersection, the path would be directed into the roadway.

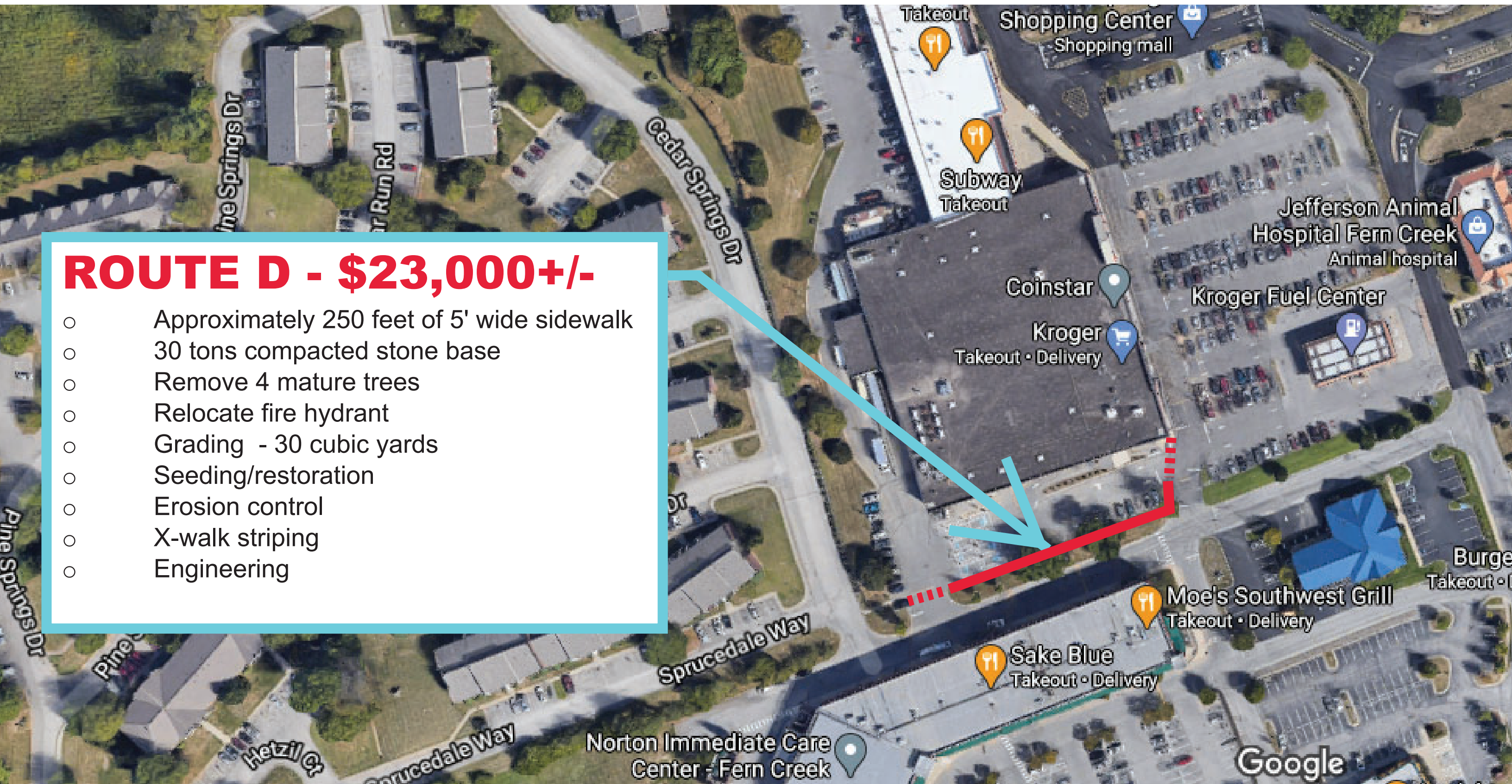
The location of the pedestrian crossing would be located across a section of free flowing incoming traffic from Bardstown Road.

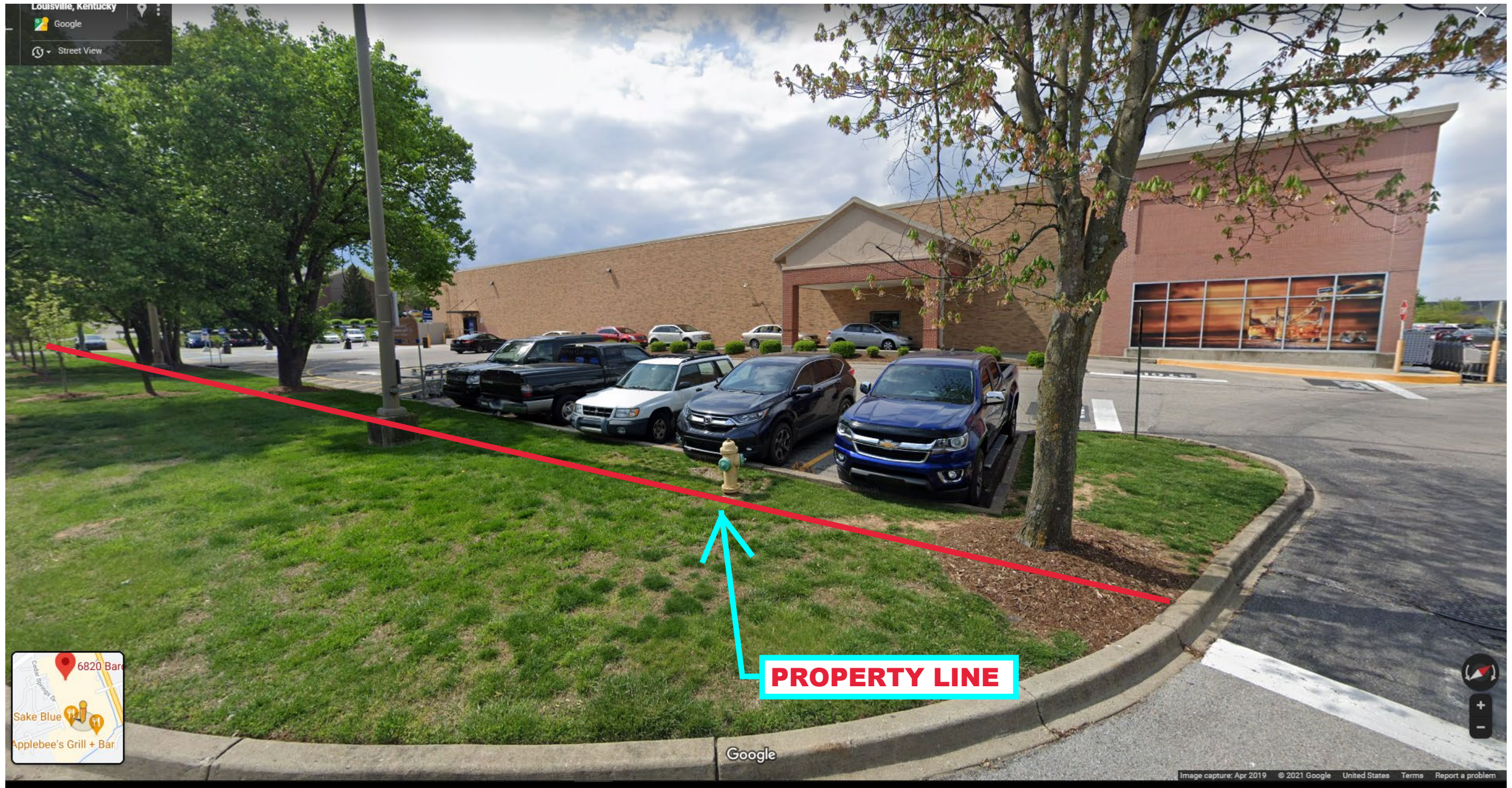
Additionally, once beyond that point, a substantial amount of existing mature landscaping would need to be removed from the site to construct the sidewalk and there would be no room to reinstall landscaping along the route.



ROUTE D - \$23,000+/-

- Approximately 250 feet of 5' wide sidewalk
- 30 tons compacted stone base
- Remove 4 mature trees
- Relocate fire hydrant
- Grading - 30 cubic yards
- Seeding/restoration
- Erosion control
- X-walk striping
- Engineering





SOUTH SIDE OF KROGER

Estimated Cost of Building Addition:

- \$150,000 +/-

Estimated Cost of Each Connection Option:

- Range from \$22,000 to \$30,000
- A single connection is 15% to 20% of the cost of the building addition.
- If two connections are imposed on this site, then the costs are 30% to 35% of the cost of the building addition.

In closing –

- The building addition is a 9.8% increase in floor area for the lot, and only a 3% increase for the overall development.
- The cost of the pedestrian connections, which benefit the entire development, are not commensurate to the scale of this project.
 - One connection – 15% to 20% of the cost of the addition
 - Two connections – 30% to 35% of the cost of the addition
- Each pedestrian connection option has challenges:
 - Pedestrian safety
 - Grading issues
 - Removal of existing mature trees/shrubs

- Per the LDC – Table 5.2.5:
 - The threshold for the pedestrian connection requirement is a **3,000 SF** increase in building area. A building addition less than 3,000 SF would not trigger the pedestrian connection requirement.
 - The proposed request appears to be reasonable and justified based on the information provided.
 - Approval of the Development Plan and the requested waiver will allow for a reasonable expansion of an existing commercial center.
- Request approval of the Development Plan
- Request approval of the requested waiver