

PARKING STUDY & JUSTIFICATION STATEMENT

In support of a parking waiver to reduce
the minimum number of parking spaces



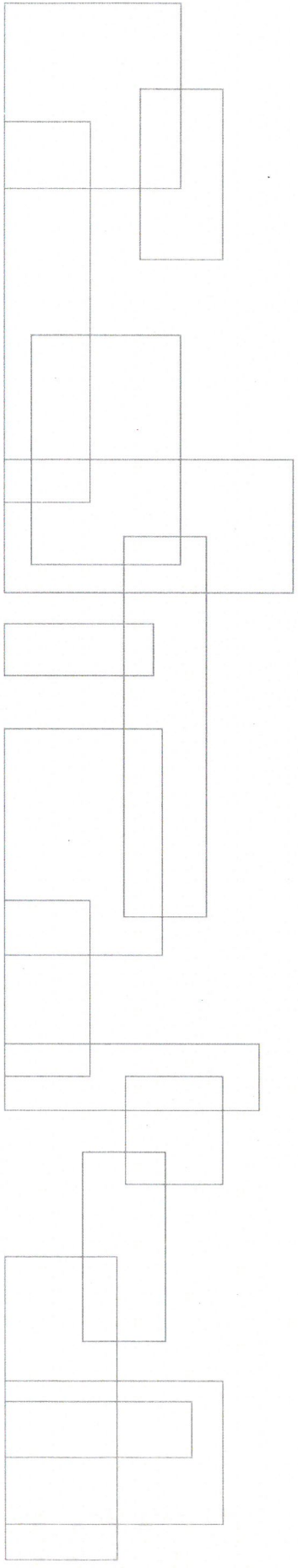
THE ROC RESTAURANT
1327 Bardstown Road
Louisville, KY

Prepared By:

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Civil Engineer

January 25, 2016
A/E Commission No. 2015.211

[smart design]SM
Luckett & Farley





OBJECTIVE

This parking study has been prepared to satisfy requirement 9.1.16.A.2.d of the Land Development Code (LDC) under "Parking Waiver Provisions". This parking study was prepared in accordance with section 9.1.17 "Parking Studies", Section 2 "Parking Waivers for Space Reductions or Increases" of the LDC. The conclusions drawn from this parking study also address Section 9.1.16.A.4 "Required Findings" in the granting of a parking waiver.

PROJECT DESCRIPTION

Owner, Rocco Cadolini proposes to remodel the interior of the first and second floors of the existing building at 1327 Bardstown Road for upscale Italian dining atmosphere similar to that of his Roc Restaurant in the TriBeCa neighborhood of New York City. The property is zoned C-2, located within the Traditional Marketplace Corridor, and the Bardstown Road Special Overlay District. The refinished 1st and 2nd floors will provide 2,945 square feet of dining space. The small, existing kitchen space is insufficient for a restaurant of this scale. As such, a 940 square foot independent structure is proposed behind the existing building to house the new kitchen. The 935 square foot 3rd floor, is an existing finished attic space that was the top floor of the previous two-floor residential unit. This 3rd floor will not be used by the restaurant and is not intended to be occupied by restaurant patrons. The existing patio will be replaced by a new paver patio with overhead pergola structure, allowing up to 300 square feet of outdoor dining space. This project is also proposing a reconfiguration of the alley accessible parking lot to provide the maximum number of spaces possible while respecting Americans with Disabilities Act (ADA) requirements and the LDC. The parking lot also provides an off-street and off-alley loading/unloading space and a new landscape island with a new tree to provide screening to the adjacent residential developments.

PARKING CALCULATIONS

Existing First Floor:	1,591 SF
Existing Second Floor:	1,354 SF
Existing Third Floor*:	935 SF
Proposed Kitchen Addition:	940 SF
Proposed Patio Seating	300 SF
Total	5,120 SF

*Floor area with ceilings 7'-0" or higher

Minimum allowable Restaurant	5,120 SF/250 = 20 Spaces
Maximum allowable Restaurant	5,120 SF/50 = 102 Spaces



Reductions:

- | | |
|-----------------------------|----------------------|
| 1. Transit Route | 10% reduction |
| 2. Green Development | 20% reduction |
| 3. <u>Historic Property</u> | <u>20% reduction</u> |
| Total Reductions | 50% |

Minimum Required Parking 10 Spaces

Spaces Provided:

- | | |
|---------------------------|----------|
| Street Parking | 1 |
| <u>Off-Street Parking</u> | <u>4</u> |
| Total | 5 |

Requesting a waiver for the reduction of minimum parking spaces by 5.

Per LDC 9.1.3.i, a parking waiver reduction of 10% or less, or five (5) spaces or less (no matter the percentage) shall be reviewed by the Planning Director or designee.

DATA COLLECTION METHODOLOGY

Per section 9.1.1.2, “An analysis of the peak parking demand for two similar or like facilities in terms of use and size. The analysis should include the facilities’ peak parking days of the week and hours of the day, as depicted by a study of the existing parking spaces hourly during the peak hours of usage and hourly four hours before and after that time for each facility. It should also include the number of space each facility contains. Or “The results of at least 3 separate site surveys, conducted on different days, which depict the usage of the existing parking spaces hourly during the peak hour of usage and hourly four hours before and after that time. Site surveys are not needed for any portion of the period four hours before and after the peak hour in which the use is not in operation. One of the days surveyed should be the peak day or busiest day of operation, if on can be determined for the specific uses.”

Parking Survey Data:

Three separate surveys were conducted as follows:

1. Saturday, September 26, 2015 4:30pm-12:30am
2. Monday, September 28, 2015, 12pm-8pm
3. Friday, October 2, 2015, 3pm-11pm (Peak)



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There are two nearby establishments that are similar to the proposed Roc Restaurant in use and size; Roux and The Joy Luck Club. Information for these two restaurants are listed below:

Roux – 1325 Bardstown Road
6,293 square foot Restaurant*
Hours: Mon-Sat 11am-2am, Sun 10am-12am
Available onsite parking: 0
Available street parking: 1

The Joy Luck – 1285 Bardstown Road
2,516 square foot Restaurant*
Hours: Mon 5pm-10pm, Tue-Sun 11am-10pm
Available onsite parking: 2
Available street parking: 1

*Floor areas of Roux and Joy Luck were obtained from the Jefferson County PVA.

In addition to these two properties, this study includes open space parking counts for the on-street parking found on the 1200 and 1300 North block of Bardstown Road and for the existing businesses on the north side of these two blocks, including: Kashmir, Ramsi's, PNC Bank, Bristol Bar & Grille, and BBT Bank.

Location	Saturday, September 26, 2015								
	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	9:30 PM	10:30 PM	11:30 PM	12:30 PM
1200 Block, North, Bardstown Road	-	-	1	2	0	2	4	3	5
Kashmir	4	3	0	0	0	0	0	0	3
Joy Luck	1	1	1	1	1	1	1	1	2
Ramsi's	6	4	5	2	6	3	6	5	6
1300 Block, North, Bardstown Road	-	-	2	0	0	3	4	7	7
PNC Bank*	12	4	3	0	0	0	0	4	7
Roux	0	0	0	0	0	0	0	0	0
1327 Bardstown Road	4	2	1	0	0	2	1	1	1
Bristol Bar & Grille	10	6	4	1	1	3	5	5	5
BBT Bank*	15	14	13	9	11	8	9	12	15



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Location	Monday, September 28, 2015								
	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
1200 Block, North, Bardstown Road	6	8	9	4	-	-	9	2	1
Kashmir	2	2	3	4	4	4	2	3	2
Joy Luck	1	1	0	0	0	0	0	1	1
Ramsi's	0	0	0	2	2	2	2	1	0
1300 Block, North, Bardstown Road	7	8	6	8	-	-	16	2	1
PNC Bank*	6	9	10	14	13	9	8	3	2
Roux	0	0	0	0	0	0	0	0	0
1327 Bardstown Road	3	3	3	5	5	5	4	2	2
Bristol Bar & Grille	1	0	3	6	14	14	14	6	3
BBT Bank*	14	14	16	18	17	15	23	17	12

Location	Friday, October 2, 2015								
	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
1200 Block, North, Bardstown Road	3	-	-	7	1	0	0	1	3
Kashmir	4	4	3	0	0	0	0	0	1
Joy Luck	0	0	1	0	0	0	0	0	0
Ramsi's	3	2	1	0	0	2	3	5	6
1300 Block, North, Bardstown Road	6	-	-	13	2	0	0	0	1
PNC Bank*	12	13	5	0	0	0	0	2	5
Roux	0	0	0	0	0	0	0	0	0
1327 Bardstown Road	5	5	2	0	0	0	0	1	1
Bristol Bar & Grille	5	14	10	5	2	1	1	5	6
BBT Bank*	16	17	15	10	7	8	10	10	13

*The parking lots of PNC and BBT Banks are signed for their patrons only. The information presented was collected and is being provided for context.

ANALYSIS

An analysis of the parking data shows that on the peak night and peak hours, Friday, October 2 7pm-10pm, there were 11-24 open spaces to be found on the streets and the areas surveyed. Some properties do have visible signage indicating that the parking is only for that business, others do not. Considering only on-street parking, there were two hours (8pm & 9pm) that there was not an open space on the north side of these two blocks.

There is also a public parking lot located 850' northwest of the proposed Roc Restaurant, along the north side of Bardstown Road. It has 22 parking spaces. This parking lot is accessible to future patrons of the Roc Restaurant would have to travel southeast on Bardstown Road, cross Longest Avenue at the signalized



crosswalk, with ADA ramps, and continue to the Roc entrance. A travel distance of approximately 850'. This public parking lot was not included in the parking study.

Required Findings (Per LDC 9.1.16.4):

A. All General Parking Waivers

- i. The parking waiver is in compliance with the Comprehensive Plan (Cornerstone 2020)
 - a. Compliance with Goal F1 is achieved by maintaining the existing character of the site recognizing the distractive characteristics of the Bardstown Road neighborhood.
 - b. Goal F3 is to create a vibrant marketplace corridor which contains a mix of uses and a strong sense of identity. This project will add to the mixed uses and vibrant culture of Bardstown Road as an upscale New York Italian restaurant.
 - c. Goal F4, regarding site design, calls for a higher density of development, in accordance with the established character of the area. The site layout is in compliance with LDC required building heights, setbacks, etc. Parking to be "adequate and convenient for motorists while not adversely impacting pedestrian movement and aesthetic quality" is provided to the maximum extent feasible.
 - d. This project also supports the economic goals of the Comprehensive Plan by bringing in a new business from out of state to add to the growing culinary scene in Louisville.
- 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.
 - a. The proposed site design provides the maximum number of spaces while complying with site design requirements in the LDC. Adequate ADA access is also provided.
 - b. This property owner does not own any other nearby properties.
 - c. Adjacent property owners were approached a number of times in an effort to negotiate a joint use agreement. Such negotiations have not been successful.

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

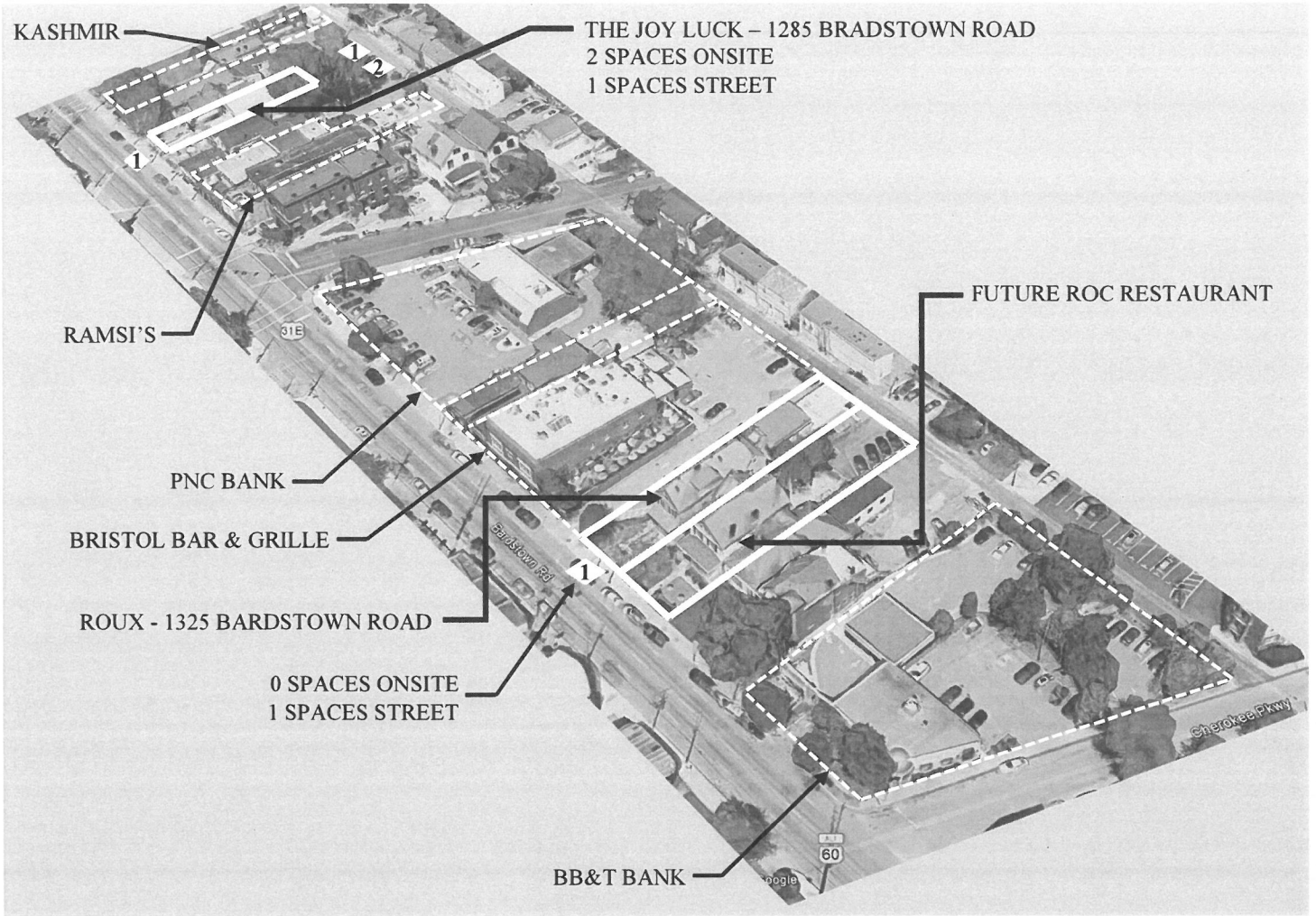
- i. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions.
 - a. See response above.
- ii. The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use.
 - a. The parking requirement calculation, including applicable reductions, and the site design are approved by Planning & Design staff. By Code, this is the smallest possible reduction of parking spaces.
- iii. Adjacent Properties will not be adversely affected.
 - a. Some adjacent properties have ample, on-site parking that is signed for their patrons only. These businesses may monitor their lots and remove vehicles not



- belonging to patrons of their establishment. Other properties, of a similar use, have almost 100% lot coverage with their building, providing little to zero on-site parking. Due to the nature of the Marketplace Corridor, the general public is accustomed to parking and walking to various locations along the corridor.
- 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.
- a. Table 9.1.2 uses the 'gross floor area' for the parking calculations. In the LDC definitions, 'gross floor area' refers to 'floor area' which is defined as:
"Total area of all floors of a building, measured from the outside of the exterior walls of the building. The number of square feet in a finished attic shall be counted to the extent that the height of the attic story is equal to or greater than seven feet; and the number of square feet in a finished basement shall be included, but the number of square feet in a basement other than a finished basement shall not be included (See "Basement, Finished".) Accessory portions of a building such as non-enclosed porches, garages, carports and uncovered steps or fire escapes are not included."
- The existing 3rd floor, a finished attic space, will not be used by the restaurant but must be included in the parking calculation, by code, due to its finished state. If this 935 square foot space was excluded from the calculation, it would reduce the number of required spaces by 4.**
- b. If this project was proposing an interior remodel without the construction of the kitchen, it would not be subject to the parking requirements of the LDC and therefore remain in compliance.
- c. The kitchen space, as proposed, at 940 square feet, carries a parking load of 4 spaces that is not indicative of the nature of the use of the space.

SUMMARY

The proposed project is in compliance with the Comprehensive Plan, the Land Development Code, and the Bardstown Road special overlay district. The proposed project will not adversely affect surrounding businesses because the Land Development Code requirements do not accurately depict the parking needs for the project and patrons will have access to the public parking lot within 1000' of the entrance. Bardstown Road is a gem for Louisville and this project will add to the character of the neighborhood and the city as a whole.



PARKING STUDY MAP