



Bardstown Road/Baxter Avenue Corridor Review Overlay (BROD) District

Overlay Permit & Report of the Committee

Meeting Date: June 9, 2020

CASE INFORMATION:

Case No: 20-OVERLAY-0002

Classification: Non-Expedited

GENERAL INFORMATION:

Property Address: 1125-1131 Bardstown Rd

Applicant: Jeff Rawlins
Architectural Artisans
213 Shelby Street
Louisville, KY 40202
502.582.3907

Property Owner: Dustin Hensley
Utopia Ventures, LLC
1125 Bardstown Rd
Louisville, KY 40204
502.442.5151

Project Cost: Not provided

DESCRIPTION OF PROPOSED DEVELOPMENT:

The applicant is requesting an Overlay Permit to redevelop the subject property by demolishing the existing commercial building and constructing a new 1-story commercial building at the front of the lot and a new 5-story hotel at the rear of the lot with a parking area. The scope of work includes the following:

- Demolition of an existing 1-story structure built circa 1954 building (6,420 sq.ft), formerly used as a laundry facility;
- Construction of a new restaurant/bar building - a 1-story cmu/fiber cement/corrugated metal structure with 3,489 sq. ft. of floor area, 1,871 sq. ft. patio out front, and an upper story concrete deck and staircase framed with woven galvanized steel;
- Construction of a hotel building - a 5-story cmu structure with 19,293 sq. ft. featuring anodized aluminum framed windows and EFIS wall panels, parking on the ground level of the structure;
- Construction of new side and rear parking areas (30 spaces); and
- Completion of associated site improvements.

The subject property consists of 2 adjacent parcels, with the first parcel located at 1125 Bardstown Rd and the second parcel located at 1131 Bardstown Rd. In total, the two parcels are approximately 0.3975 acres. The property is bordered by Bardstown Rd to the southwest, private property to the northwest, an alley to the northeast, and private property to the southeast. The parcels are zoned C-2 (Commercial) and within the Traditional Marketplace Corridor (TMC) form district. Currently, the building on the property is vacant.

The subject property is surrounded by a mix of uses and building types, including: residential in 1- to 2-story residential garages and carriage houses across the alley to the north; restaurant/bar in a 1½-story concrete building to the southeast (Nowhere bar); across the street a 2-story frame building with a brick 1-story commercial front houses a restaurant (Dragon King's Daughter); and a restaurant in the adjacent property to the west a 1-1½ story frame building with a brick commercial storefront (Akikos).

To accommodate the mixture of uses, buildings in the immediate area vary in terms of age, architectural style, height, and mass. Several of the buildings are 1 to 2-stories in height. Nowhere Bar is set back on the lot with a patio area in front of the structure. The other structures are generally built to the sidewalk.

To construct the new buildings, the existing building will be demolished. The new buildings are contemporary in style.

COMPLETION OF APPLICATION:

The applicant submitted the Overlay Permit application on January 10, 2020. The application was determined to be substantially complete and classified as requiring a non-expedited review by the Urban Design Administrator on February 10, 2020. Additional renderings were submitted on February 10, 2020. The Committee will review the application at 6:00 PM on February 25, 2020.

The proposal has been submitted as a Category 2B development plan review (case #20-CAT2-0007) for review for compliance with the Land Development Code. Waivers or Variances may be needed, which will require review by BOZA or DRC. A final landscape plan shall be reviewed by the Planning & Design Services for compliance with the Land Development Code and the Guidelines.

MEETINGS:

The application was reviewed by the Overlay Committee at its meeting on February 25, 2020 in the Old Jail Building Auditorium located at 514 W. Liberty Street. Committee members present were Charles Morris, Emily Paprocki, Ann Richard, Di Tran, and Joe Reverman (Interim Chair). Staff Becky Gorman, Planning and Design Coordinator and Urban Design Administrator David Marchal were also in attendance.

Becky Gorman presented the Staff Report to the Committee.

Staff was followed by a presentation from the applicant's team, Jeff Rawlins and Dustin Hensley.

Lenore Slawsky, Shawn Reilly provided testimony in favor of the project, Debra Harlan, Thomas McGee, Megan Thomas spoke as neither for nor against the application. Will Rawley, and Ray

Brunidge, spoke in opposition. Caroline Lau provided an email in favor of the project with concerns. Chris Payne sent an email in favor. Michelle Christopher sent an email in favor with concerns. Tiffany Fabing sent an email regarding significant concerns.

After public testimony, the Committee proceeded with discussion. Committee Member Morris made a motion to continue the hearing at a date to be determined. Committee Member Richard seconded the motion. The motion passed unanimously.

The application was reviewed by the Overlay Committee at its meeting on June 9, 2020 via Webex due to the State of Emergency in the Commonwealth of Kentucky due the outbreak of the Covid-19 outbreak. Committee members present were Charles Morris, Emily Paprocki, Ashley Bartley, Di Tran, Ken Baker, Christopher Fuller, and Joe Reverman (Interim Chair). Staff Becky Gorman, Planning and Design Coordinator, Joe Haberman, Planning and Design Manager, and Urban Design Administrator David Marchal were also in attendance.

Becky Gorman recapped the previous meeting and presented new materials to the Committee. The staff presentation was followed by comments by the applicant Jeff Rawlins.

Ray Brunidge and Holly Rich provided testimony and spoke in opposition of the project. Kristan Rawley sent an email in opposition of the project. An email with comments for consideration was submitted by Debra Harlan.

After public testimony, the Committee continued discussion. Committee Member Fuller made a motion to approve with conditions from the staff report. Committee Member Baker seconded the motion. The motion passed unanimously.

FINDINGS:

The following Principles and Design Guidelines are applicable to the proposal: 1- Signage; 2- Sign Mounting & Placement; 4- Building; 6- Site Planning, Parking. Staff's findings of fact and conclusions with respect to the Principles and Design Guidelines are attached to this report.

Site Context



Subject Property (LOJIC, Aerial 2016)



Subject Property (Google)

Existing Conditions, 1125 Bardstown Rd (Parcel075D00080009):

The parcel is developed with a 1-story building which is currently vacant. The cmu and brick structure, built circa 1954, is a commercial building in design and purpose and is the only structure on the parcel. Set back approximately 37' from the front property line, the 1-story commercial building, approximately 130 ft long and consisting of 6,420 sq. ft., is located in the center of the property. There are 4 surface parking spaces at the front of the building and a setback side addition with a street facing storefront. The parking area is accessible from a curb cut that stretches across nearly the entire front of the property along Bardstown Rd.

The building façade has a Mid-Century Modern inspired design. Oriented towards Bardstown Rd, its front façade includes a large glass storefront, a parapet, and roman brick in a horizontal stack part of which is covered in siding. The roof is flat and the rooftop mechanical equipment is visible.

The northwestern side of the building originally had window openings which have been blocked in. The side is mostly cmu block with brick on the rear addition.

The southeastern side of the building is painted cmu block. It has the side addition which is setback from the front façade. This façade is similar to the front façade, a large glass storefront and a cement brick block in a vertical stack.

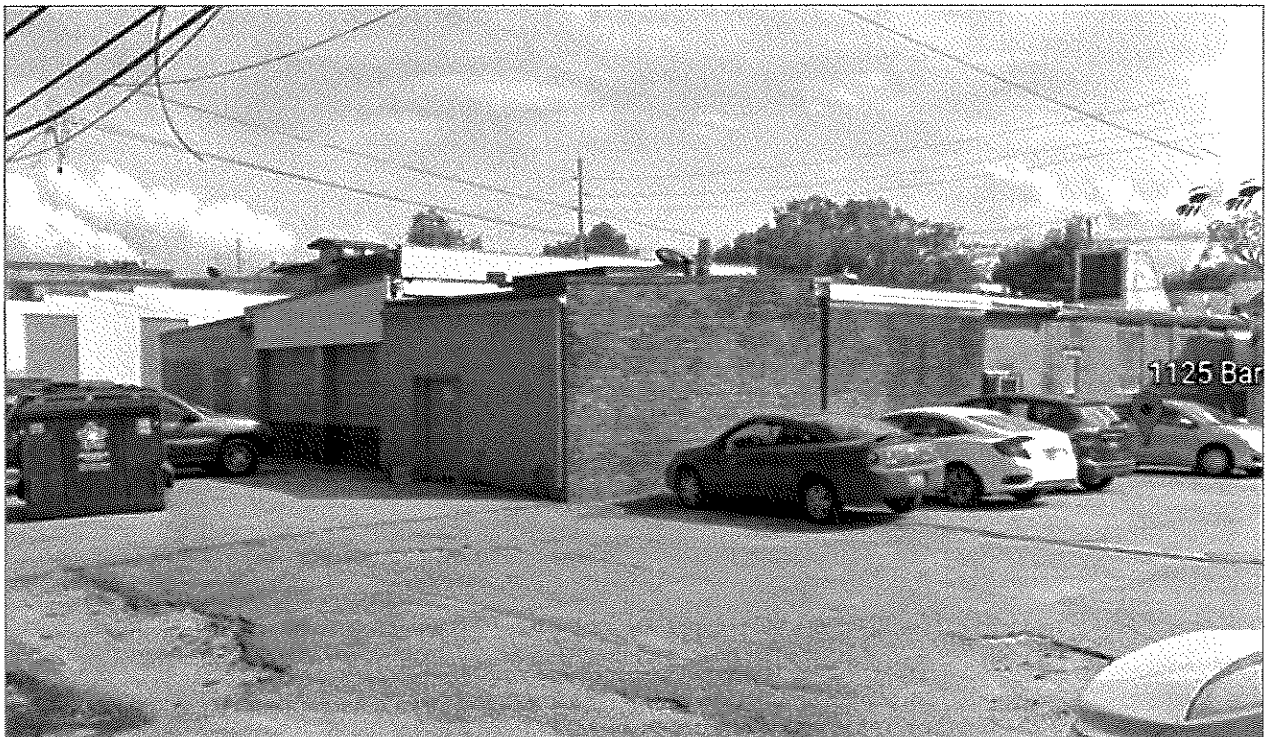
The rear of the building has two large garage door openings and a person door on each side. Part of the rear facade is brick and part is cmu block.



1125 Bardstown Rd from Bardstown
Google



1125 Bardstown Rd from Bardstown
Google



1125 Bardstown Rd from Rear Alley
Google

Existing Conditions, 1131 Bardstown Rd (075D00080009):

The parcel is currently used for parking and has approximately 20 surface parking spaces facing south toward the adjacent lot. The parking area is accessible from a curb cut at 1125 Bardstown Rd.



1131 Bardstown Rd from Bardstown
Google

CONCLUSIONS:

To construct the new buildings, the existing building is to be demolished. While adaptive reuse of existing structures is often encouraged, in this case, the existing building is non-contributing to the District, and has little historic and architectural value. The site design and location of the building are auto-centric and consequently do not meet several of the Guidelines of the District that promote a pedestrian friendly atmosphere. Further, this is not a notable example of the Mid-Century Modern style that would warrant preservation.

There are 2 buildings proposed for the site, and construction is proposed in 2 phases. The building proposed in phase 1 is a 1-story contemporary style commercial structure for a club/bar.

The building is located on northwestern side property line and is setback 10' from the sidewalk. It is located closer to the Bardstown Rd property line than the existing building, and generally in the range of the setbacks of the adjacent structures. There is a 10' wide easement along the front of the site that is controlled by the state DOT and prohibits construction of structures in the easement. The new building is placed as close as it can be to this easement. The main façade of the building is approximately 19' back from the patio, with the side corridors leading to spaces in the rear terminating at the edge of the patio. In the DOT easement a fence and hedge hold the street wall at the sidewalk. There are entry gates at each end of the fence for the patio area. The entry to the 2nd story deck is centered on the patio and the woven steel form creates a presence at the sidewalk.

The pedestrian experience is enhanced by the building's location being closer to the sidewalk, its use of simple and utilitarian materials such as cmu and corrugated metal, with varied texture, and a clear storefront entrance that faces the street. Although the building is set back from the front property line, the fence and hedge elements hold the street wall along the sidewalk. The corridor entries and concrete stairs to the 2nd story deck begin at or near the edge of the patio which delineates the edge of the easement and building space. The inclusion of the deck staircase and woven galvanized metal structure provides variation and interest as an architectural element and contemporary version of an upper level activity area, and helps bring the massing of the building closer to the street.

The club/bar building is 1-story with a height of 19' and the 2nd story deck height of 20'. While there are some taller structures along this segment of Bardstown Road, the new building is compatible in size and scale to many buildings in the immediate vicinity, including adjacent 1-story building.

The second building proposed is a 5-story hotel with a height of 49'-5" (54'-0" with the elevator penthouse) and approximately 18,644 sq.ft. of floor area and a footprint of 649 sq. ft. To reduce the scale, the new hotel will be constructed behind the commercial building and setback from street frontage. It will extend the width of the lot. To reduce visual impacts to the residential buildings across the alley to the rear, the hotel building is set in from the alley as well. Careful thought has been given to the exposure of view windows and lighting from the hotel building to the rear.

The hotel design elements and materials are complimentary to the modern design of the commercial structure. They include: painted cmu block, EFIS wall panels, and anodized aluminum framed windows. Exposed concrete columns and beams are used at the base of the structure.

There is vehicle access to the site from the curb cut along Bardstown Road and the rear alley.

The new project includes a 13 space parking area with a drive aisle along the northwest property line. Additional parking, 17 spaces, is appropriately located to the rear of the lot, and on the ground level of the proposed hotel (phase 2). A charcoal painted wood fence will be installed behind the hotel to screen parking will be accessed at an aluminum picket gate.

In comparing the existing and proposed developments, the new development will be located closer to the sidewalk and bring a better presence to street wall. The proposed hotel is setback on the lot which minimizes the height and scale from the pedestrian level, but will have some impact to the residential properties across the alley.

The proposed development will eliminate parking at the front of the property and a vacant lot being used for parking. The existing curb cut will be significantly reduced, which will improve safety, the street wall, and visual continuity of the corridor.

The materials proposed for the new development are modern and not commonly used along the corridor. This could be an introduction of these materials to the corridor. Materials most commonly used along the corridor include: Brick, wood or fiber cement siding, large clear or low tint glass storefronts and windows. Given the extensive use of utilitarian materials such as cmu and metal panel, and the innovative stair/upper deck architectural element the final detailing will be critical to the success of the structure's compatibility with the character of the district and visual interest to the pedestrian. The final detailing of these elements should be submitted for final review and approval.

New renderings submitting for the June 9, 2020 hearing addressed some of the comments of the Committee and public testimony from the first hearing. The hotel is moved forward on the lot to allow for more landscaping at the rear of the lot, there is a reduction in parking along the northwestern property line and additional trees and landscaping are being added at the front of the development. A new glass storefront is proposed on the front façade instead of corrugated metal, and metal panels replace the previously proposed EIFS on the hotel.

DECISION:

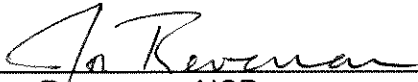
Considering the information furnished, the Committee finds that the proposal generally complies with the applicable Guidelines and the application for an Overlay Permit is **approved** with the following conditions:

1. The proposed attached signage complies with the guidelines in general concept. Final signage details and materials for signs indicated in the application as well as any additional signage proposed in the future shall comply with the Signage Design Guidelines and be submitted to staff for final review and approval.
2. Building sites should provide side yards wide enough to allow for maintenance of the building unless common party walls are provided on the lot line. As the hotel structure is proposed to be built to the side property lines and the side facades are large and very exposed due to their height and area, provisions shall be made for regular maintenance and finished appearance of all sides of the building.
3. Final landscape and streetscape design including light fixtures, street furnishings, street trees, and paving materials shall comply with applicable Design Guidelines and be submitted to staff for final review and approval.

4. Public art is always encouraged to enhance the quality and design of projects in the district. Any public art proposals should comply with the Public Art guidelines and shall be submitted to staff for review and approval.

5. Final design and detailing of the front area of the building shall be submitted for staff level review and approval indicating building materials, plantings, lighting, stair and screen detail.

8/4/20
Date



Joe Reverman, AICP
Interim Chair

1 Signage Checklist

Signage is important to every business. By posting signs you not only create a brand image for your business, but also create an opportunity to attract customers. The signage guidelines promote attractive, artistic, well proportioned and thoughtfully located signs which will enhance the existing Bardstown Rd / Baxter Ave Corridor. Signs are to be designed as integral parts of the site and architectural design of a proposed project.

- + Meets Guidelines NA Not applicable
- Does not meet Guidelines TBD To be determined; insufficient Information
- +/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
A Applicants are required to reuse and reface existing "significant or contributing signs". "Significant or contributing signs" are signs that are unique in design or material fabrication. These signs contribute to the history and diverse character of the BROD. For signage to be recognized as "significantly contributing" or for existing recognized signs to be removed or altered, an application must be submitted to the Overlay Staff.	NA	
B Contributing signs which have been painted directly onto walls and represent out of date logos or logos for businesses that are no longer in business are encouraged to remain in either their existing faded condition or restored to their original condition. These signs are recognized as contributing to the historic, artistic character of the Corridor and our community.	NA	
C Back-lit cabinet signs and monument signs including re-faced signs shall have opaque, non-illuminated face panels; only the individual letters and /or logos should be back-lit, not the entire surface of the sign.	+ /TBD	Attached signs are shown on the renderings which generally are appropriate in scale and location, final sign details and dimensions were not provided in the application. See Condition.
D Freestanding pole signs are not allowed. Existing pole signs that are associated with a property that has not been abandoned or vacant for a period of less than one year may be restored or refaced.	+	Existing pole sign to be removed
E Signs that incorporate flashing text, animation, moving graphics, video, or LED text/ image signage with a text change rate greater than one hour are prohibited.	NA	None proposed.
F Storefront window signage including temporary window signage and promotional advertising shall not exceed 25% of the total window area. Neon and hanging window signs are encouraged, and add to the "active atmosphere" for both vehicles and pedestrians.	NA	None proposed
G Projecting wall signs can be erected or attached to a building's wall and extend a minimum of 18" to a maximum of 8' from the wall surface. These signs are mounted perpendicular to the building's façade.	+	None proposed.

H	Projecting banner signs can project no more than 24" from the face of the building. These signs should be attached so that they do not "flap" in the air, and should be removed or replaced when they show signs of unattractive wear.	NA	None proposed
I	Attached wall signs or projecting signs are preferred. Attached signage composed of individual letters or symbols is also preferred.	+	
J	Monument signs are allowed only for businesses with a minimum front yard of 15' as measured from the street to the wall of the structure. Monument signs must also be set back a minimum of 16' from the adjacent side property line. For businesses with less than the required setback requirements, attached wall, awning, or window signage is recommended.	NA	
K	Existing, nonconforming signage must be removed prior to new approved signs being installed. A "significant or contributing sign" is exempt from this requirement.	NA	
L	Neon and neon simulated bulbs such as ("fiber optic" and "LED lighting strips" that simulate neon) are encouraged and help to maintain a sense of activity and contribute to the animated environment of the Corridor.	NA	None proposed.
M	Projecting lighting fixtures used for externally illuminated signs shall be simple and unobtrusive in appearance. They should not obscure the graphics of the sign.	NA	None proposed
N	Directional signage is used to direct pedestrian or vehicular traffic. No more than one image, logo, or text combined with the "entry" or "exit" text is allowed on each directional sign. Directional signage cannot exceed 3' in height above finished grade.	NA	None proposed
O	All exposed conduit, electrical transformer boxes, and electrical raceways should be concealed from public view, or painted to blend in with background.	TBD	While attached signs are shown on the renderings, sign details and dimensions were not provided in the application. See Condition.
P	Multiple signs placed on a building's façade should be compatible with other surrounding signage located on the structure.	+	Attached signs are shown on the renderings as placeholder signs that demonstrate where signage may be located and are generally located compatibly with the design of the buildings.
Q	Permanent banner signage shall be made of canvas material or matte textured vinyl material.	NA	Not proposed

List of Contributing Signs:

Doo Wop Shop, 1587 Bardstown Rd; Leatherhead, 1601 Bardstown Rd; Cricket, 1707 Bardstown Rd;
 Twig and Leaf, 2122 Bardstown Rd; Tom Drexler Plumbing, 2233 Bardstown Rd; Jarfi's, 1543 Bardstown Rd;
 Old Town Liquors, 1529 Bardstown Rd; Sonotone, 1839 Bardstown Rd; Rose, 2307 Bardstown Rd;
 Buffalo Wild Wings, 1055 Bardstown Rd; Horton's Porter Hardware, 2202 Dundee Rd;
 Falls City Beer Sign for Outlook Inn, 916 Baxter Ave

2 Sign Mounting & Placement Checklist

The following signage guidelines will help you bring greater awareness to your business while allowing signs to add to the diversity and character of the Corridor.

- + Meets Guidelines NA Not applicable
- Does not meet Guidelines TBD To be determined; insufficient Information
- +/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
A Signs shall be mounted or erected so they do not obscure the architectural features or openings of a building.	TBD	Attached signs are shown on the renderings. No sign obscures any notable architectural feature or opening. However, it is likely that the sizes and locations of the placeholder and conceptual signs will change to accommodate a tenant(s). See Condition.
B Signs may not be located in the right-of-way unless they are approved by the Public Works Department. Exceptions include portable "A" frame signs which must be removed at the close of the business day. "A" frame signs cannot exceed 4' in height and 3' in width.	NA	
C All wood signs need to be stained or painted and have a finished appearance.	TBD	While attached signs are shown on the renderings, sign details and dimensions were not provided in the application. See Condition.
D No sign or portion of a sign shall extend above the cornice line at the top of the building facade or exceed 20' in height above finished grade. Rooftop signs are prohibited.	+/-	The hotel sign is higher than 20' above finished grade but located appropriately on the building
E New outdoor advertising billboards are not permitted. Removal of existing billboards is encouraged to promote an active and engaging atmosphere for pedestrians and vehicle traffic.	NA	

4 Building

Checklist

Existing structures along the Bardstown Road/Baxter Avenue Corridor are encouraged to be renovated and reused. The Overlay Staff can assist a licensed architect or design professional to develop designs that adaptively reuse these structures to meet the needs of new businesses and services. The Overlay Staff will also assist the applicant through the review and approval process.

- + Meets Guidelines NA Not applicable
- Does not meet Guidelines TBD To be determined; insufficient Information
- +/- Meets Guidelines with conditions as noted

Guideline		Finding	Comment
A	Existing structures along the Corridor are encouraged to be renovated and reused. The Overlay Staff can assist a licensed architect or design professional to develop designs that adaptively reuse these structures to meet the needs of new businesses and services. The Overlay Staff will also assist the applicant through the review and approval process.	+	While adaptive reuse of existing structures is often encouraged, in this case, the existing building is non-contributing to the District, and has little historic and architectural value. The site design and location of the building are auto-centric and consequently do not meet several of the Guidelines of the District that promote a pedestrian friendly atmosphere. Further, this is not a notable example of the Mid-Century Modern style that would warrant preservation.
B	Buildings should be "pedestrian- friendly". Design building facade elements that promote a pedestrian-friendly environment include building to the edge of sidewalk, large storefront window openings at the ground floor, awnings, canopies, and lighting.	+	The pedestrian experience is enhanced by the pub/bar building's location being close to the sidewalk with an intervening outdoor activity area and a prominent exterior stair and upper deck feature. There is actually an easement along the frontage held by the state that prevents construction of a building within 10' of the front property line. The building is finished with modern materials of varied texture and color. The main façade of the building includes a glass storefront entrance that faces the street. Although the building is set back from the front property line, the fence and hedge elements hold the street wall along the sidewalk and define the outdoor activity/ dining area. The entries to the corridors and the concrete stair and deck feature begin at or near the edge of the patio which also delineate the edge of the easement and building space. The patio space must be activated as encouraged by the Guidelines. The inclusion of the deck staircase and woven galvanized metal structure provides variation and interest, and bring the massing of the building closer to the

			<p>street. Given the immediate proximity of the stair and deck element and innovative use of material the final details should be further developed and reviewed for final approval.</p> <p>The hotel building is set back from the pub/bar building. The hotel building does have a vehicular connection, as well a semi-direct connection via the walkway leading back to it. The hotel building, due to its height, does have a visual connection from the street. The design of the building seeks to take advantage of the repetitive nature of its elements such as windows, wall panels, hvac units and structure in varied application of layout and finish treatment to present a façade design of interest and composition.</p>
C	All storefront windows and doors at ground level shall have clear glass or light window tinting. Severe window tinting or mirrored glass is not permitted unless pre-approved by staff for "special conditions". Examples of "special conditions" may include restaurant kitchen areas, storage space, and restrooms that would need to be hidden from public view.	+	Window details were not provided in the submittal materials but the applicant has indicated that they will have clear glass or light window tinting. This should be confirmed, particularly as the interior layout is finalized.
D	New structures should be located at the front property line. Building sites should provide side yards wide enough to allow for maintenance of the building unless common party walls are provided on the lot line.	+/-	<p>As noted in Guideline 'A' above, the pub/bar building is proposed to be located set back from the sidewalk, behind an outdoor activity/dining area and the stair/ upper deck element. This site has an easement along its frontage preventing construction directly at the front property line.</p> <p>The hotel building is set back from the front façade of the pub/bar building.</p>
E	High quality materials and historically appropriate architectural details at the ground floor/street level of buildings can both accent buildings, and provide visual interest for pedestrians and motorists.	+	The materials proposed in the revised drawings have been approved by the Committee. The final detailing should be submitted for final review and approval.
F	New structures greater than three stories high may be permissible if taller portions are set back from the street frontage so that overall sight lines are compatible, and if the increased height is not intrusive towards adjacent structures.	+/-	The proposed hotel is set back from the bar/restaurant which mitigates the height and scale impacts at the pedestrian level of the corridor. The hotel building is also set in from the alley to mitigate visual impact to the residential properties across

			the alley. Those structures are a combination of garages, carriage houses, and larger, multi-family structures.
G	A visual terminus, such as a cornice at the top of a wall helps articulate the architecture, and gives it a completed finished look.	+	The designs for both the pub/bar and hotel building are of a contemporary style that use a different design "language" than cornice. The designs do, however, provide a finished and complete appearance,
H	Roof forms that are inconsistent with the character of the Corridor include single pitch (shed) roofs, curving roofs. Flat roof forms with parapets are well-suited to the character and image of the Corridor.	+	The proposed buildings have flat roof forms proposed, however, neither have a parapet. The clean lines are reflective of contemporary architecture.
I	Outdoor eating or temporary seating located within public sidewalk areas must receive staff approval prior to installation. A 4' wide pedestrian zone is required in the public "right-of-way" sidewalk area.	NA	The patio is not located on the public sidewalk.
J	All new mechanical equipment that is visible from a public right-of-way should be installed to have a minimal impact on adjacent properties and from public view. Replacement of existing mechanical equipment is considered general maintenance and will not require a staff review. Additional permits and approvals by other government agencies or authorities may be required.	+	The mechanical equipment is proposed to be located on the rooftops, not visible from the public view.
K	Permanent service counters, service bars, decks, or similar structures may not be constructed in front of a building's primary street facing façade.	+	The concrete deck structure in front of the building is designed as a significant architectural element to the development as opposed to a simple deck or service counter.

6 Site Planning, Parking

Checklist

Site planning is an important part of any project. Your site should incorporate attractive and maintainable landscaping to enhance the hardscape of the building. Plants can be used in minimizing the visual impact of parking lot and service areas along BROD.

- + Meets Guidelines NA Not applicable
- Does not meet Guidelines TBD To be determined; insufficient Information
- +/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
A Development plans shall minimize the adverse visual impact of utility lines on the Corridor. Underground lines or service from the alley, where feasible, is encouraged.	NA	The project will tie into existing utilities as is standard on this block
B Combining existing, small, under-utilized lots to create shared parking areas that are more efficient and more accessible is strongly encouraged.	NA	

C	Parking areas and drive-thru's should be located to the side or rear of structures.	+	The new parking is located on the side and rear of the new structures.
D	Parking areas adjacent to the public sidewalks must use landscaping, trees, colonnades or other construction, to maintain the building line created by structures along the sidewalk. Side parking lots which exceed 40% of the total linear lot frontage adjacent to right-of-way shall provide a 36" high masonry, stone, or concrete wall that makes reference to a similar design within the surrounding area extending from the principal structure across the front of the parking area. Surface parking lots with no principal structure shall provide the 36" wall as described. The 36" tall wall can wrap around any existing or proposed monument signage to maintain visibility.	+	Landscaping is proposed along the front sidewalk at the outdoor dining area, along the side parking area, and in the rear. The revised renderings included additional landscaping areas at the rear and front of the lot. The side parking lot does not exceed 40% of the property frontage.
E	Adequate perimeter landscaping, fencing, or a combination of both is required to help screen parked vehicles from full public view. The screening height shall be 36" above finished grade of parking lot. This height will enable drivers of vehicles to safely see and avoid other pedestrians and vehicles while screening most of the parked vehicles' mass.	+	A charcoal painted wood fence will be installed behind the hotel to screen parking will be accessed at an aluminum picket gate. Landscaping is shown on the renderings along the side parking area and drive aisle. The applicant submitted new renderings which increases trees, shrubbery, and greenery where possible.
F	New development projects should provide adequate and significant screening to adjacent residential structures. Opaque landscape buffers and other forms of screening shall be used to minimize noise and lighting impact.	+	A charcoal painted wood fence will be installed behind the hotel to screen parking will be accessed at an aluminum picket gate.
G	Intensity, location, color, and direction of outdoor lighting shall be sensitive to nearby residential areas.	TBD	Outdoor lighting details were not provided. See Condition.
H	Fencing and screening shall be constructed of materials compatible with the principal structure.	+	A charcoal painted wood fence will be installed behind the hotel to screen parking will be accessed at an aluminum picket gate.
I	Chain link fencing must not be visible from Bardstown Road/Baxter Avenue.	NA	Chain link fencing is not proposed in the traditional sense but a type of metal mesh is proposed at the front stair and deck element, final details to be confirmed
J	The number and width of curb-cuts on the Corridor should be minimized to promote pedestrian circulation. Existing continuous curb-cuts should be reduced to widths necessary for vehicular traffic.	+	The curb cut along Bardstown Rd is minimized.

K	Patios, plazas, or outdoor spaces, constructed, created, or installed in front of a structure that replaces existing turf and/or landscaped areas, shall use permeable pavers, pervious concrete, or equivalent permeable hard surface to reduce water runoff from the property.	NA	The front patio area is located in area that is currently impervious.
L	Minimum 4'-0" wide landscape buffer area containing a 36" minimum height (at maturity) screen shall run along 90% of the lineal area in front of the patio, plaza, or outdoor space that faces the street. This landscape buffer area shall include permanent landscaping material such as trees (minimum 1-3/4" caliper size at time of planting), shrubs (minimum 18" height at time of planting), groundcover, and /or perennials. Fences, planters, and/or walls (maximum height of 36") are permitted within the landscape buffer area. Landscape buffer plantings shall be installed prior to occupancy or use of the patio, plaza, or outdoor space.	+	A fence and row of hedges are proposed at the sidewalk adjacent to the patio.
M	Existing trees located within the property or adjacent property along the street, alley, or access easement shall be preserved and protected unless the City Arborist determines they are not healthy or are dangerous and should be removed. Removed trees should be replaced with appropriate trees approved by the City Arborist. The replacement trees shall be sized at a minimum of 1-3/4" caliper (at time of planting). Replacement tree(s) shall be planted within three months of the tree(s) removal or during the next planting season, whichever comes first.	NA	There are no existing trees on the property.
N	The construction or installation of a deck or structure built off the ground and over existing landscaped areas in front of a building's primary façade is prohibited. Balconies located on the second or third floors of buildings that are cantilevered or bracketed, scaled to match the building's façade, and utilize contextual materials are appropriate.	+/-	The concrete deck structure in front of the building is designed as architectural element to the development.