

Development Review Committee

Staff Report

February 3, 2016



Case No:	15PARK1004
Request:	Parking Waiver to reduce the minimum number of required parking spaces from 10 to 5
Project Name:	ROC Restaurant
Location:	1327 Bardstown Road
Owner:	Rocco Cadolini
Applicant:	Owner
Representative:	Lockett & Farley
Jurisdiction:	Louisville
Council District:	8 – Tom Owen
Case Manager:	Sherie' Long, Landscape Architect

(Continued from January 20, 2016 hearing)

REQUEST

- Parking Waiver to reduce the minimum number of parking spaces required from 10 to 5

CASE SUMMARY/BACKGROUND/SITE CONTEXT

Zoning District: C-2, Commercial
Form District: TMC, Traditional Marketplace Corridor
Use: Restaurant
Minimum Parking Spaces Required: 10
Parking Spaces Proposed: 5
Parking Waiver Requested: 5 spaces; 50% Waiver

The applicant is requesting to reduce the minimum number of required spaces from 10 to 5. The original minimum required for the property as a result of the proposed expansion of the building square footage is 20. Following a 50% reduction for being along a transit route; providing a green development; and reuse of a historic building; 10 spaces is the new minimum required. 4 spaces will be provided on site and 1 additional space on the adjacent street frontage. 5 parking spaces is the minimum parking waiver needed for the existing building to be utilized and a new kitchen to be built for the new restaurant.

This case was continued from the January 20, 2016 DRC hearing to allow the applicant to make changes to the plan. The applicant has modified the plan and the parking study to include the patio/outdoor dining area in the parking calculations. Plus the unenclosed stair square footage has been removed from the calculations. The width of the proposed parking spaces have been revised to the required 8.5 feet. Also, the 300sf patio/outdoor dining area has been defined on the plan. As requested, the two short term bike parking spaces have been moved from the rear to the front of the property.

LAND USE/ZONING DISTRICT/FORM DISTRICT TABLE

	Land Use	Zoning	Form District
Subject Property			
Existing	Vacant	C-2	TMC
Proposed	Restaurant	C-2	TMC
Surrounding Properties			
North	Multi-family & Single family	R-5B	TN
South	Commercial Retail and Restaurant	C-2	TMC
East	Commercial Office	C-2	TMC
West	Restaurant	C-2	TMC

PREVIOUS CASES ON SITE

- 15BROD1019 Bardstown Road Overlay Review of the proposed kitchen construction, and renovation of front patio area. Approved October 19, 2015
- 15WAIVER1032 Parking Waiver for a new restaurant. Withdrawn
- 15LSCAPE1174 Landscape Plan for new expansion. Approval Pending.

INTERESTED PARTY COMMENTS

Interested party comments were received both by email and by phone. A copy of the email and a summary of the phone conversation are included as Attachment 7.

APPLICABLE PLANS AND POLICIES

Cornerstone 2020
Land Development Code

STANDARD OF REVIEW AND STAFF ANALYSIS FOR PARKING WAIVER

- (a) The Parking Waiver is in compliance with the Comprehensive Plan; and

STAFF: Guideline 7 Policy 10 states that parking requirements should take into account the density and relative proximity of residences to businesses in the market area, the availability and use of alternative modes of transportation, and the character and pattern of the form district. Additional considerations including hours of operation and opportunities for shared parking may be factored on a site by site basis. On-site parking standards should reflect the availability of on-street and public parking. Parking standards should include the minimum and maximum number of spaces required based on the land use and pattern of development in the area. The subject site is located in an urban neighborhood that has good availability of alternative modes of transportation including transit use, pedestrian accessibility and existing bicycling routes on nearby road corridors. The availability of parking on street throughout the surrounding area and in the public parking lot north of the site will accommodate the expansion of the business. For these reasons, the parking waiver is in compliance with the Comprehensive Plan.

- (b) 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 has provided on street parking along the property frontage and parking at the rear of the property. The property owner does not own any other nearby properties. However, the applicant has approached adjacent property owners, a number of times, in an effort to negotiate joint use agreement but have had no success. Therefore, the applicant has made a good faith effort to provide as many parking spaces as possible on and off the site.

- (c) The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use; and

STAFF: This request is the smallest possible reduction of parking spaces that would accommodate the proposed use.

- (d) Adjacent or nearby properties will not be adversely affected; and

STAFF: Due to the nature of the corridor, the general public is accustomed to parking and walking to various locations along the corridor. There are parking spaces on site and on street within the area; there is a public parking lot with 800 feet of the property; there is public transit available; and bike parking is being provided; for these reasons, and the reasons stated above, adjacent or nearby properties will not be adversely affected.

- (e) 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: Because there are sufficient parking spaces on the streets along the property frontages available and in the area along surrounding streets as well as the public parking lot the requested reduction will accommodate the parking demand to be generated by the proposed use. The parking space demand created by the proposed use on the subject site, the requirements found in table 9.1.2 of the Land Development Code, which mandate the number of parking spaces required to be provided off-street, do not accurately depict the parking needs of the proposed use due to the availability of alternative methods of transportation.

- (f) That there is a surplus of on-street or public spaces in the area that can accommodate the generated parking demand;

STAFF: There are sufficient parking spaces within the area available at peak times for the expanded use to accommodate the parking space demand.

TECHNICAL REVIEW

There are no outstanding technical review issues that need to be addressed.

STAFF CONCLUSIONS

The standard of review has been met for the requested parking waiver to reduce the number of spaces required from 10 to 5. Multiple modes of transportation are available to this site located within a core urban neighborhood. Based upon the information in the staff report, applicant parking study, applicant justification and the testimony and evidence provided at the public hearing, the Land Development and Transportation Committee must determine if the proposal meets the standards for granting a Parking Waiver as established in the Land Development Code.

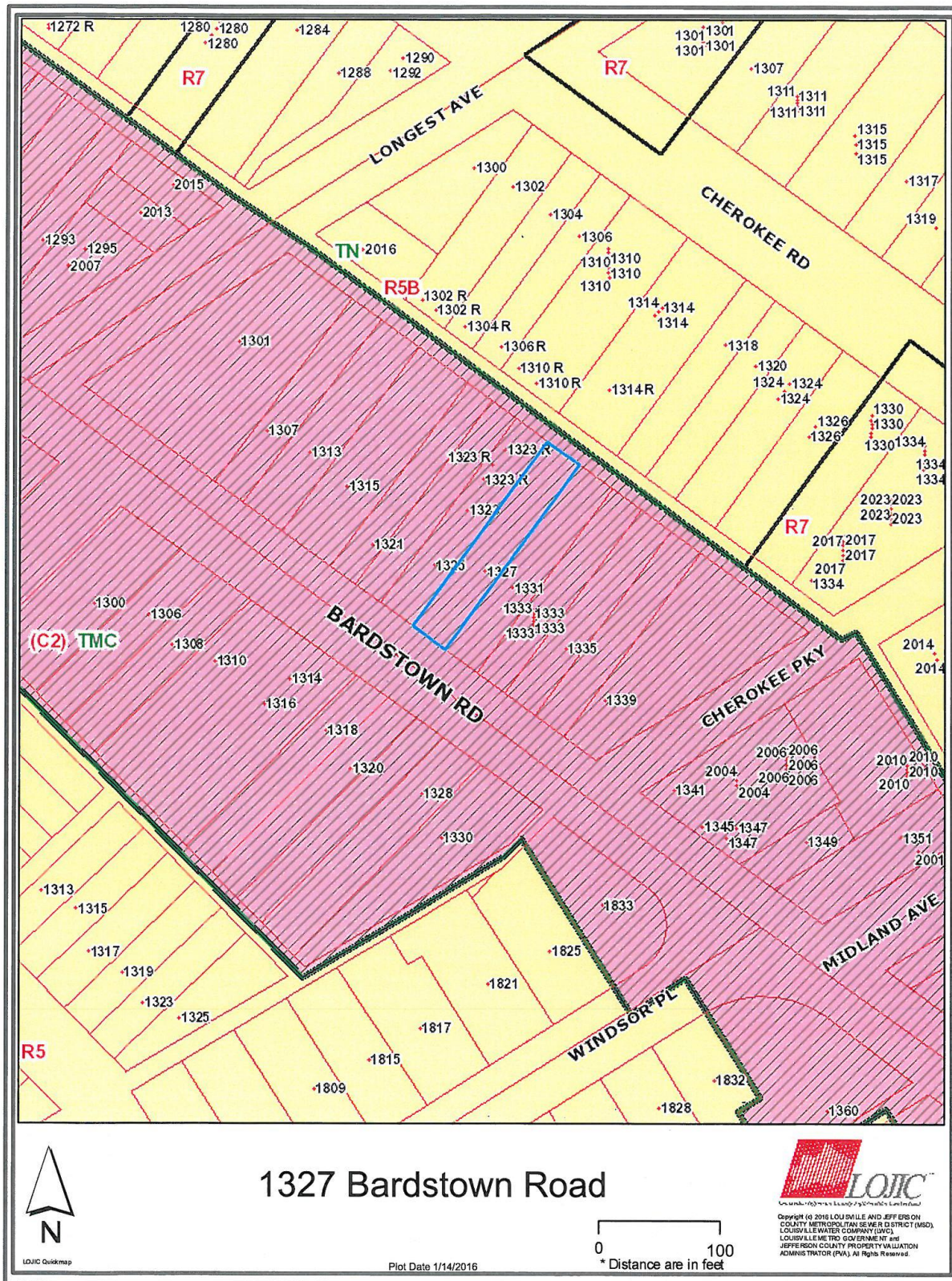
NOTIFICATION

Date	Purpose of Notice	Recipients
12/16/2015	Staff Approvable Parking Waiver Request	1 st and 2 nd tier adjoining property owners Any property owner within 100 feet of any on-street parking space proposed to be used to meet the parking requirements. Subscribers of Council District 8 Notification of Development Proposals
12/23/2015		Request for a public hearing was received.
01/07/2016	Hearing before DRC	1 st and 2 nd tier adjoining property owners Any property owner within 100 feet of any on-street parking space proposed to be used to meet the parking requirements.
01/14/2016	Hearing before DRC	Subscribers of Council District 8 Notification of Development Proposals

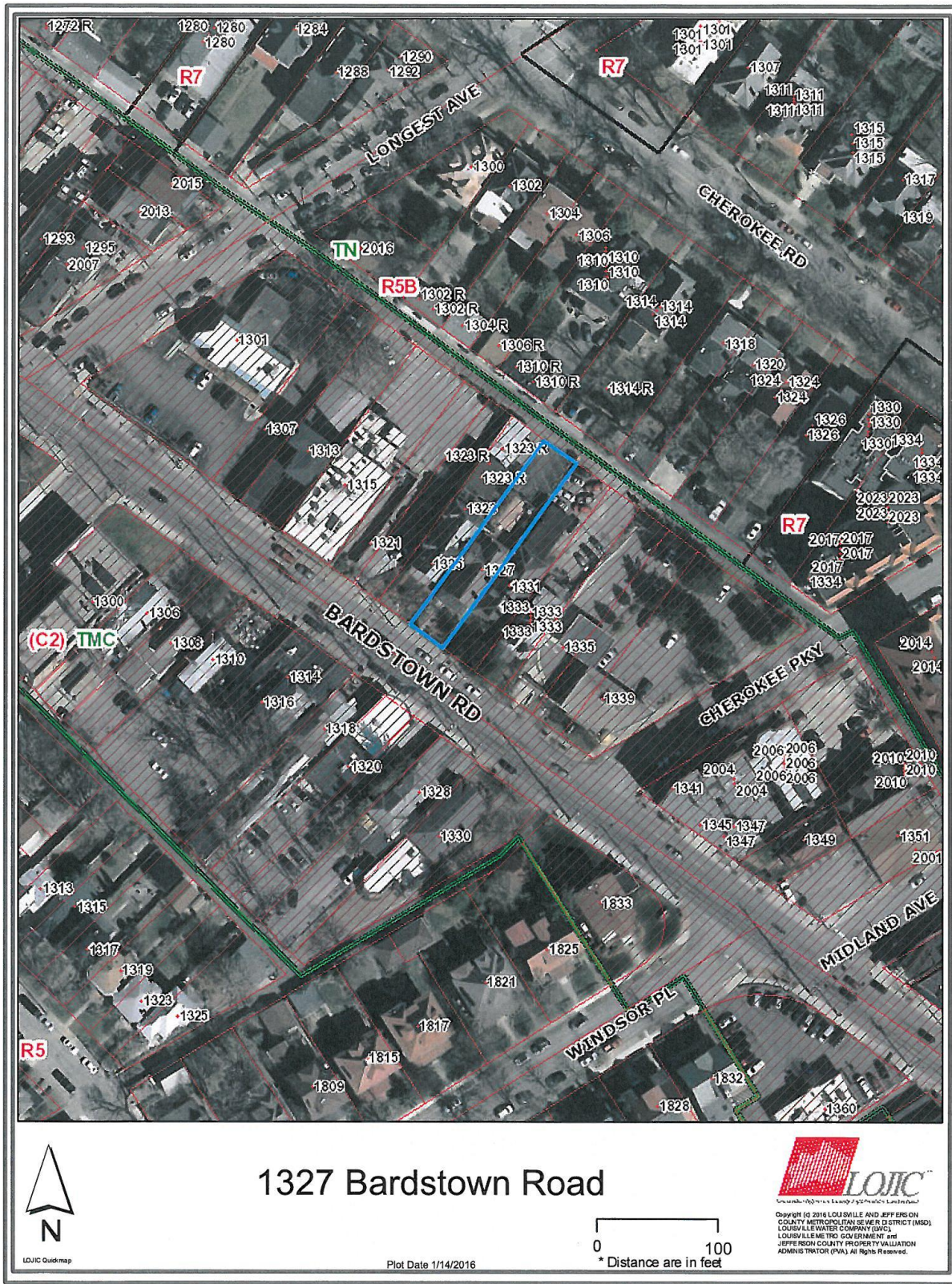
ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Public Parking Lot Exhibit
4. Revised Site Plan
5. Applicant's Revised Parking Study & Justification Statement
6. Applicant's Revised Parking Study Supplement
7. Interested Party Comments

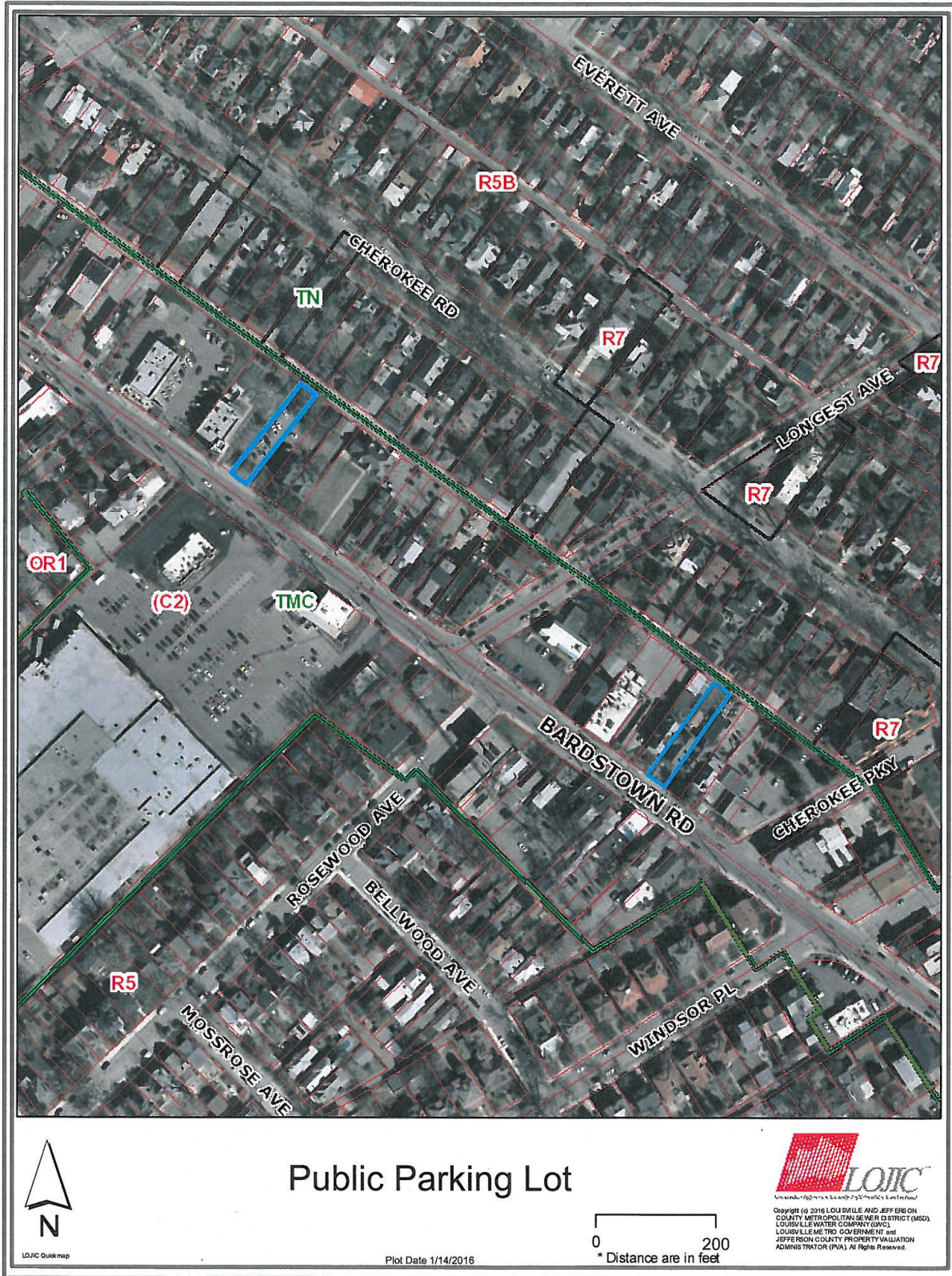
Attachment 1: Zoning Map

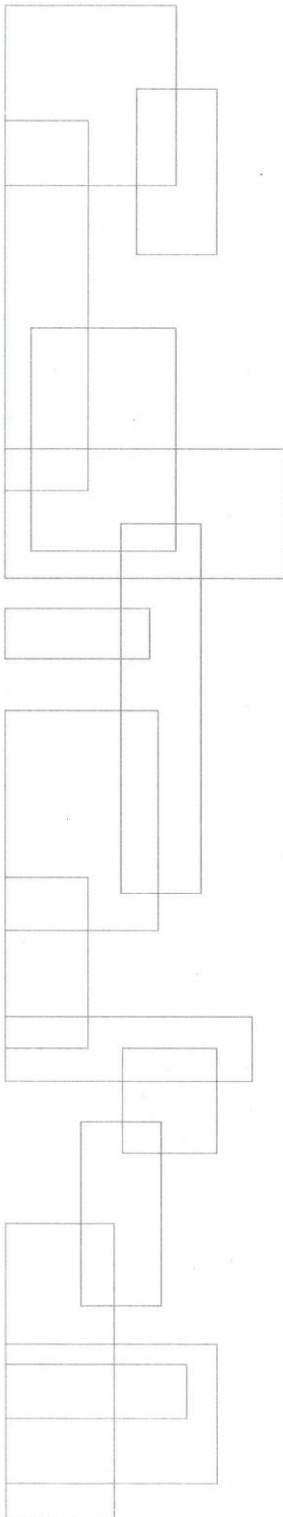


Attachment 2: Aerial Photograph



Attachment 3: Public Parking Lot Exhibit





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:

Ashley Brock, PE
Civil Engineer

January 25, 2016
A/E Commission No. 2015.211

[smart design]SM
Lockett & 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 one 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)





PARKING STUDY & JUSTIFICATION STATEMENT

The Roc Restaurant
1327 Bardstown Road
Louisville, KY

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 Back, 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





PARKING STUDY & JUSTIFICATION STATEMENT

The Roc Restaurant
1327 Bardstown Road
Louisville, KY

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

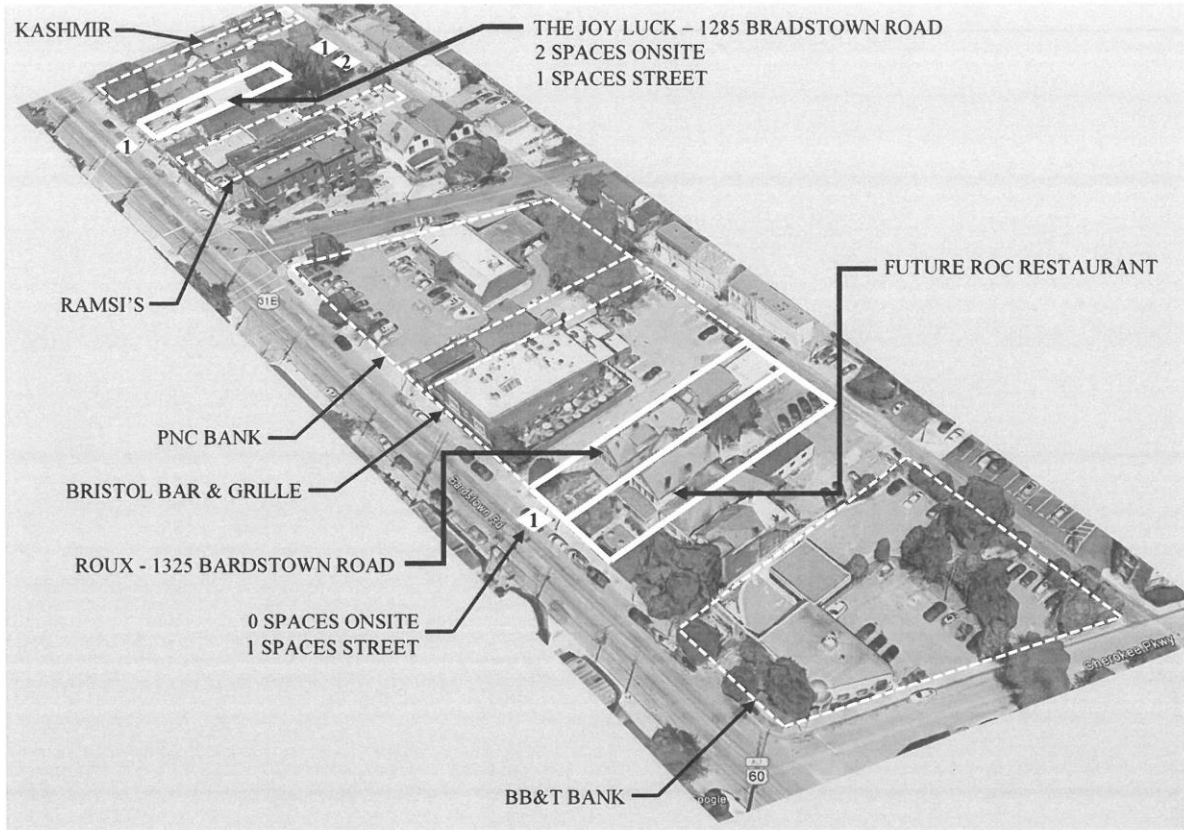
- i. The applicant made a good faith effort to provide as many parking spaces as possible on the site, on other property under the same ownership, or through joint use provisions.
 - a. See response above.
- ii. The requested waiver is the smallest possible reduction of parking spaces that would accommodate 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



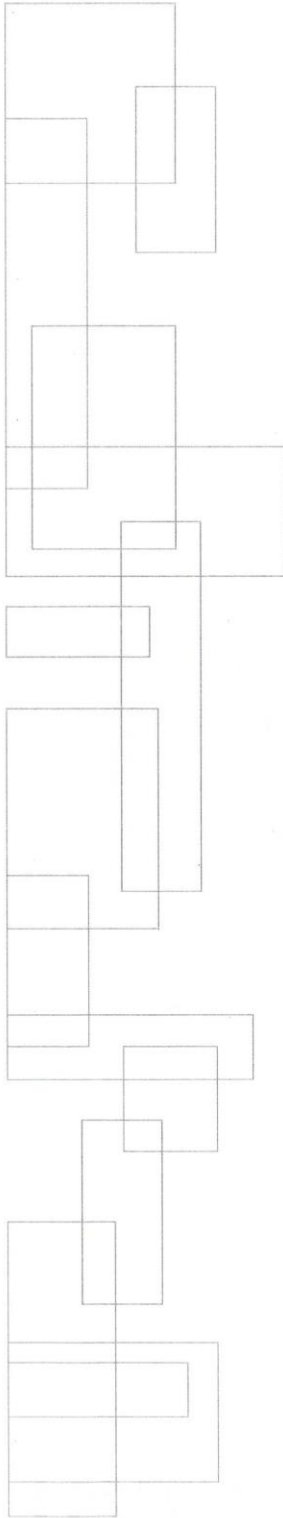
- belonging to patrons of their establishment. Other properties, of a similar use, have almost 100% lot coverage with their building, providing little to zero on-site parking. Due to the nature of the Marketplace Corridor, the general public is accustomed to parking and walking to various locations along 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



**PARKING STUDY
SUPPLEMENT**

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



**THE ROC RESTAURANT
1327 Bardstown Road
Louisville, KY**

Prepared By:

**Ashley Brock, PE
Civil Engineer**

**January 25, 2016
A/E Commission No. 2015.211**





OBJECTIVE

This Parking Study Supplement is in support of the Parking Waiver Request for the Roc Restaurant. The Parking Study and Justification Statement, Prepared by Lockett & Farley, dated January 5, 2016 identified a Public Parking lot on Bardstown Road, approximately 850' NW of the Proposed Restaurant. This supplemental study presents and summarizes parking counts for this public lot as evidence of available parking.

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
<u>Proposed Patio Seating</u>	<u>300 SF</u>
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

The methodology is in accordance with LDC section 9.1.17.3, "Parking Waivers for Use of On-Street Parking Spaces Not Adjacent to Site or Spaces Located in Public Parking Lots.

Parking Survey Data:

Three separate surveys were conducted as follows:

1. Friday, January 15, 2016, 3pm-11pm
2. Saturday, January 16, 2016 4:30pm-12:30am (PEAK)
3. Tuesday, January 19, 2016, 12pm-8pm

The Public Parking lot is located at 1273 Bardstown Road, across the street from the Mid City Mall. The lot consists of 25 parking spaces. It is approximately 850' northwest of the proposed Roc Restaurant which is in compliance with the 1000' rule. Patrons would cross one street, Longest Ave, which is a signalized intersection with a painted crosswalk. The days and times chosen to study are in alignment with the days and times of the original parking study.





PARKING STUDY& JUSTIFICATION STATEMENT

**The Roc Restaurant
1327 Bardstown Road
Louisville, KY**

		Friday, January 15, 2016								
Location		3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Public Parking Lot, 1273 Bardstown Rd		11	12	9	11	8	12	15	15	17
		Saturday, January 16, 2016								
Location		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
Public Parking Lot, 1273 Bardstown Rd		11	10	9	2	5	10	11	12	15
		Tuesday, January 19, 2016								
Location		12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Public Parking Lot, 1273 Bardstown Rd		9	9	10	13	13	13	15	15	14

ANALYSIS

An analysis of this parking data indicate that Saturday evening is the peak time. And that at this peak hour, there were 2 spaces available in the public parking lot. The average available spaces for the lot were 12 for Friday, 9.5 for Saturday, and 12 for Tuesday.

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'

SUMMARY

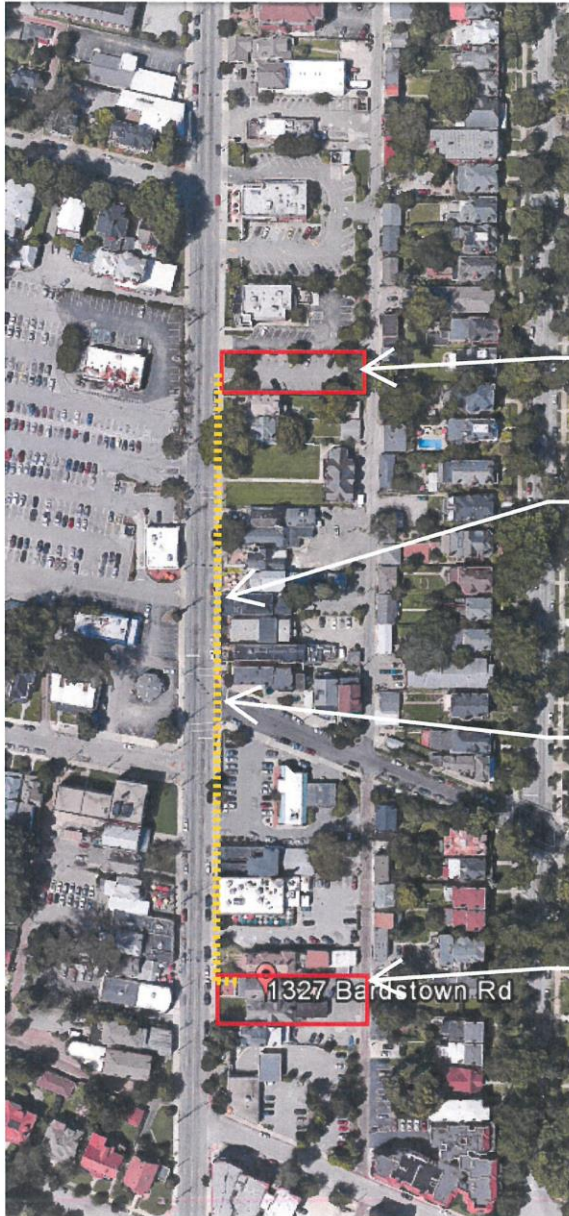
The proposed project is in compliance with the Comprehensive Plan, the Land Development Code, and the Bardstown Road special overlay district. The proposed project will not adversely affect surrounding businesses because the Land Development Code requirements do not accurately depict the parking needs 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 & JUSTIFICATION STATEMENT

The Roc Restaurant
1327 Bardstown Road
Louisville, KY



Public parking lot
25 spaces

Path of Travel = 850 feet

Longest Avenue
Crossing
Signalized intersection
with Crosswalk

Proposed Roc Restaurant

1327 Bardstown Rd



Attachment 7: Interested Party Comments

Long, Sherie

From: Long, Sherie
Sent: Wednesday, January 06, 2016 4:20 PM
To: 'Ashley Brock'
Subject: RE: Roc - Complaint Letter

I talked with Mr. Drexler on the phone, but he did not send any written comments. I have provided a summary of the conversation below.

Phone Conversation Summary:

1. Concerned about people trespassing and parking on his property.
2. His property line is 48" into the existing paved area.
3. He will be installing a fence along his property line to eliminate trespassing.
4. The former restaurant customers/employees/ owner vandalized a truck he owed so they could use the parking space it occupied.
5. He is not in favor of the parking waiver being granted.
6. If granted he will be asking for the same for his property.

He is planning to attend the hearing.

*Sherie' Long, ASLA
Landscape Architect*

*Planning & Design Services
(502)574-6230 office
(502)574-3283 dir
(502)574-8129 fx
sherie.long@louisvilleky.gov*



[Click Here to take our Customer Satisfaction Survey](#)

<http://www.louisvilleky.gov/PlanningDesign/>



[Sign up to receive notices of developments in your Metro Council District!](#)

From: Ashley Brock [<mailto:ABrock@lucett-farley.com>]
Sent: Wednesday, January 06, 2016 2:54 PM
To: Long, Sherie
Subject: Roc - Complaint Letter

Hey Sherie! Reminding you to send me the letter form Mr. Drexler.
I'll have the Parking Study for you tomorrow morning. ☺

Long, Sherie

From: TJ Oakley <tj@bristolbarandgrille.com>
Sent: Wednesday, December 23, 2015 9:40 AM
To: Long, Sherie
Cc: highlands@bristolbarandgrille.com; scott@bristolbarandgrille.com; Kevin Wagner; Ashley Brock; kparker@luekett-farley.com
Subject: Re: Case # 15PARK1004

Thank you

Sent from my iPhone

On Dec 22, 2015, at 5:32 PM, Long, Sherie <Sherie.Long@louisvilleky.gov> wrote:

Thank you for your request. Once the case has been scheduled for a hearing you will receive a hearing notice providing the date, location and time of the public hearing.

*Sherie' Long, ASLA
Landscape Architect*

*Planning & Design Services
(502)574-6230 office
(502)574-3283 dir
(502)574-8129 fx
sherie.long@louisvilleky.gov*

<image007.jpg>

[Click Here to take our Customer Satisfaction Survey](#)

<http://www.louisvilleky.gov/PlanningDesign/>



<image009.jpg> [Sign up to receive notices of developments in your Metro Council District!](#)

From: T. J. Oakley [<mailto:tj@bristolbarandgrille.com>]
Sent: Tuesday, December 22, 2015 5:26 PM
To: sherie.long@louisvilleky.gov; Long, Sherie
Cc: highlands@bristolbarandgrille.com; scott@bristolbarandgrille.com; 'Kevin Wagner'
Subject: Re: Case # 15PARK1004

Ms. Long,

I am writing to request a public meeting for Case # 15PARK1004, Subject Property 1327 Bardstown Rd. We have concerns that allowing a business to open on the same block of the Bristol Bar & Grille without the required minimum 10 spaces will negatively impact our management of our parking lot that has the required minimum spaces. Please advise to the next step in this process.

Thank you for your time in this matter,

T. J. Oakley
Vice President – Operations
Bristol Bar & Grille Inc.
P.O. Box 4607
Louisville, KY 40204
P. (502) 456-6762 x 15