

Louisville Metro Planning Commission Public Hearing  
August 4, 2016

Docket No. 15ZONE1065

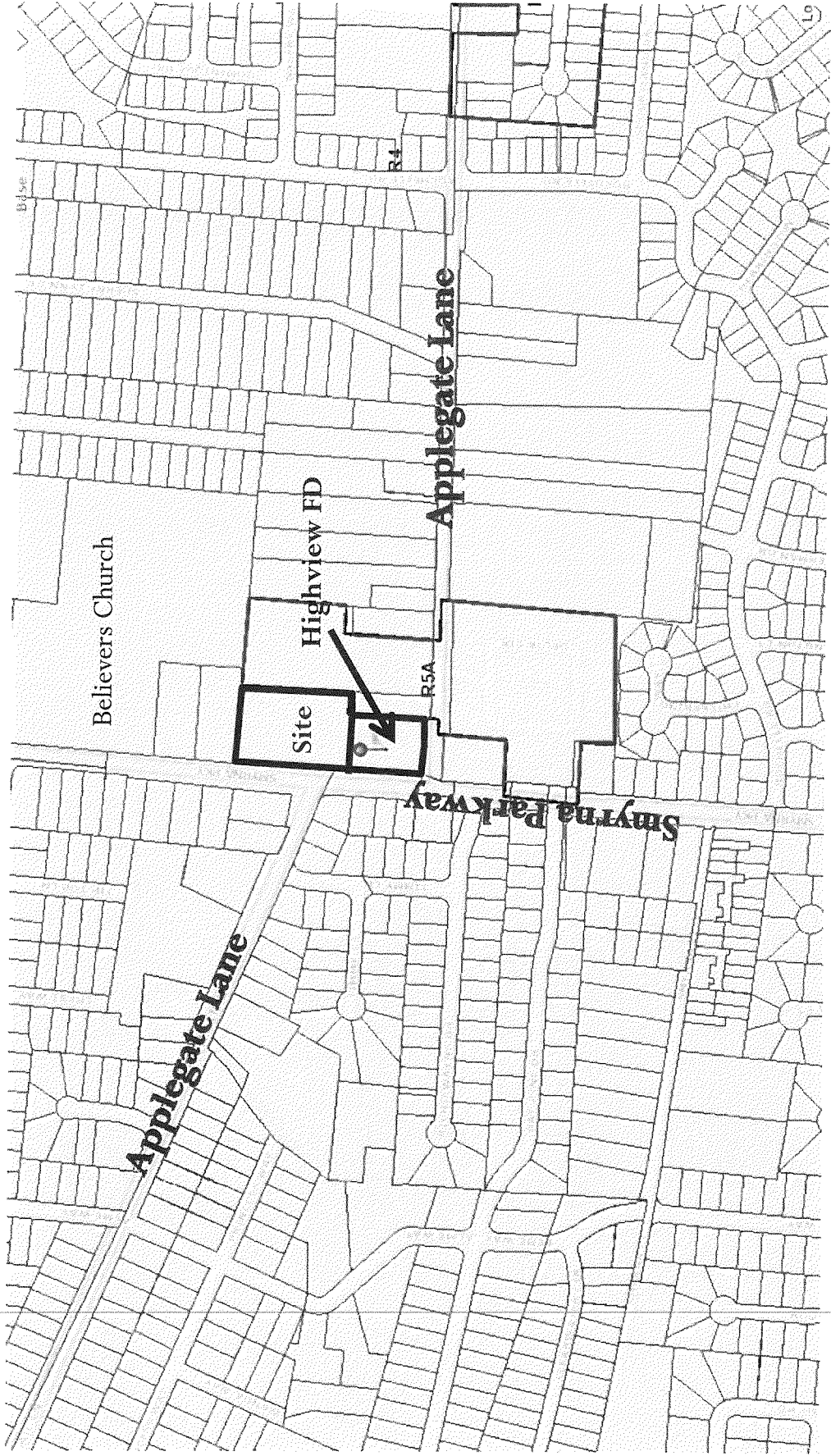
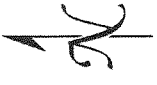
Zone change from R-4 to C-1 to allow a combination Crossroads IGA grocery store with hardware store and fuel pumps on property located at 8001 Smyrna Parkway

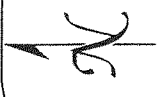


Attorneys: Bardenwerper Talbott & Roberts, PLLC  
Land Planners, Landscape Architects & Engineers: Arnold Consulting Engineering Services, Inc.  
Traffic Engineer: CDM Smith Engineers

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1. LOJIC Zoning Map
2. Aerial photographs of the site and surrounding area
3. Ground level photograph of the site and surrounding area
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6. Building elevations and interior photographs
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9. Statement of Compliance filed with the original zone change application with all applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan
10. Proposed findings of fact pertaining to compliance with the Comprehensive Plan





Believers Church

Highview FD

Site

Applegate Lane

Smyrna Parkway

NOCHELLE RD

DOMINIQUE DR

MALRY WAY

R5

SPOURRIANO DR

OLYMPIAN CT

SHERRY PLANN CT

GRINLEY DR

WILLY BROOK CT

PSA

DE VAGA DR

CHICKERING WAY

SMYRNA PKY

HP TOP LN

GUEST WAY

APES DR

MAPLE HILL RD

AGRI WAY

APPLEGATE LN

GRINLEY WAY

R4

EMMY LN

TRIMY CT

HIGHVIEW DR

JESSICA HELEN DR

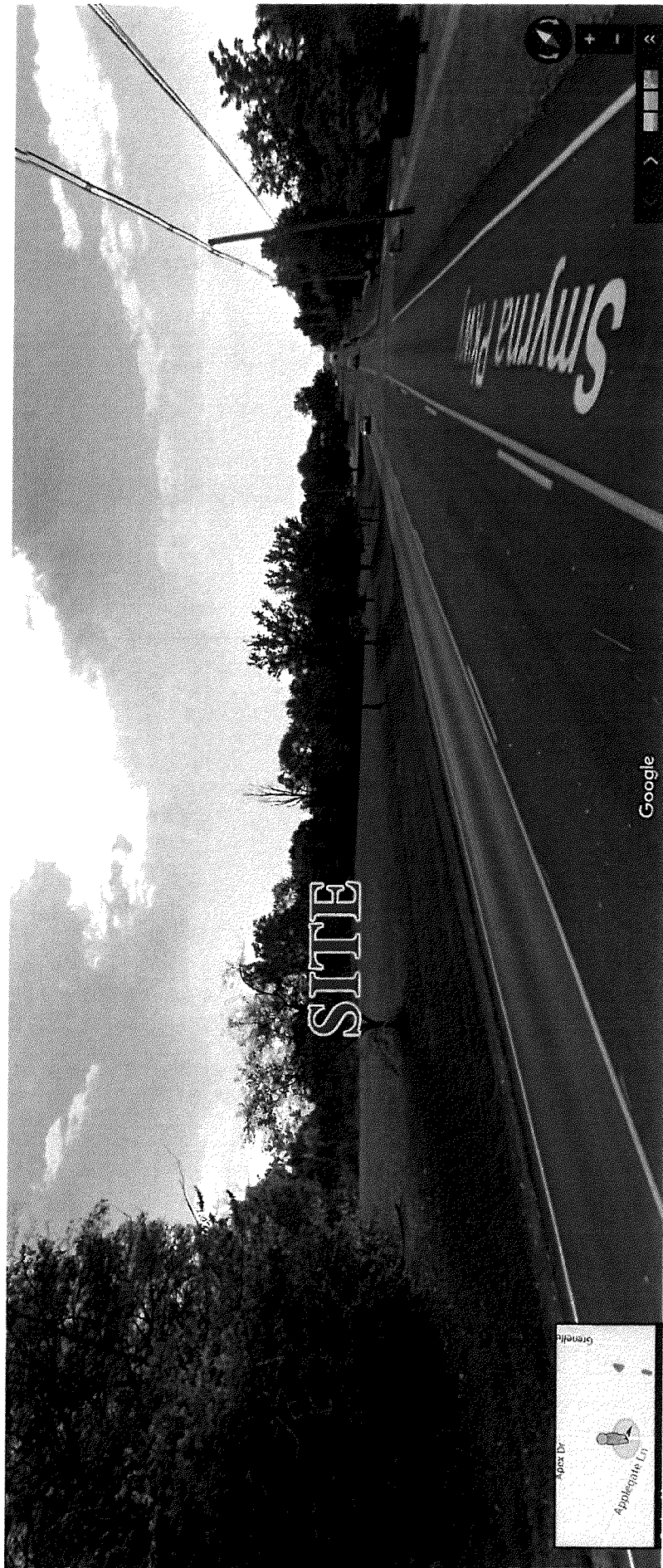
SMYRNA VILLAGE CT

RAY DING DR

CLEARWATER CR

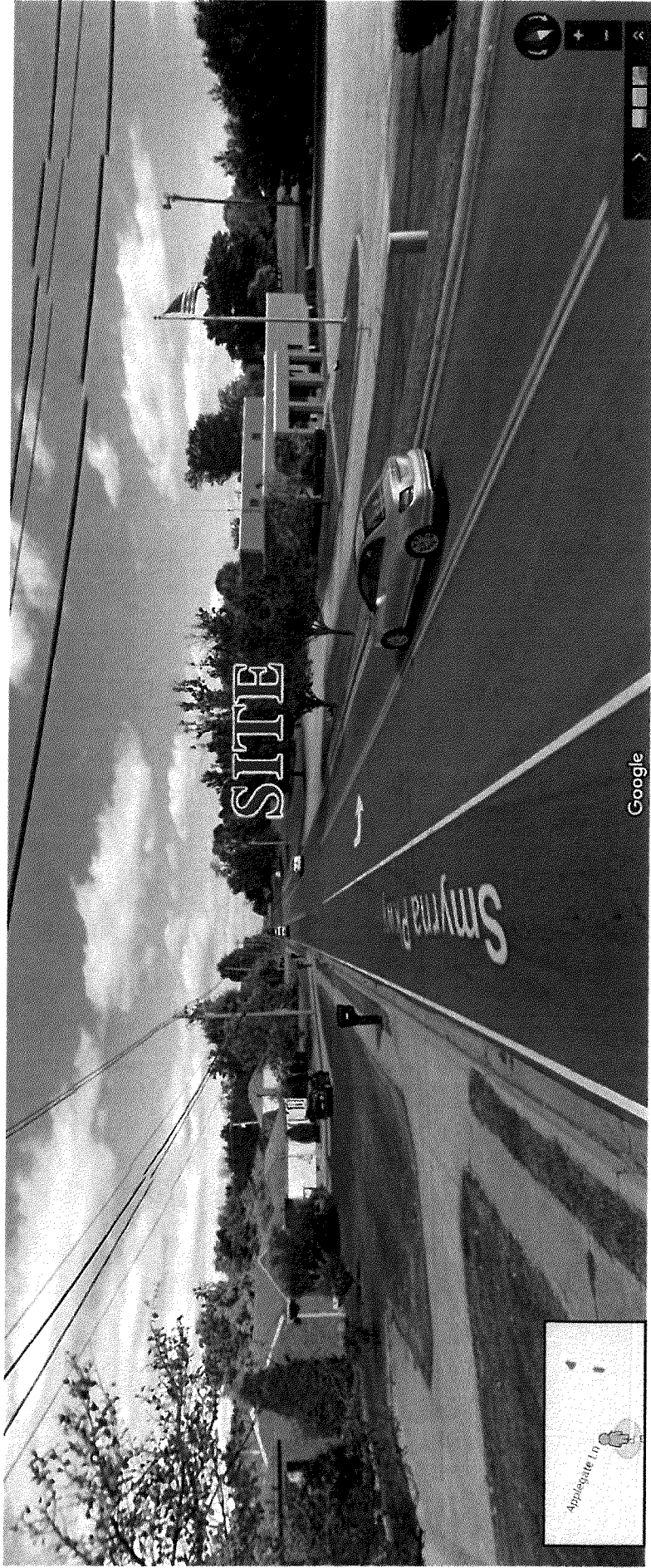
SMYRNA PL

WHEAT CTR

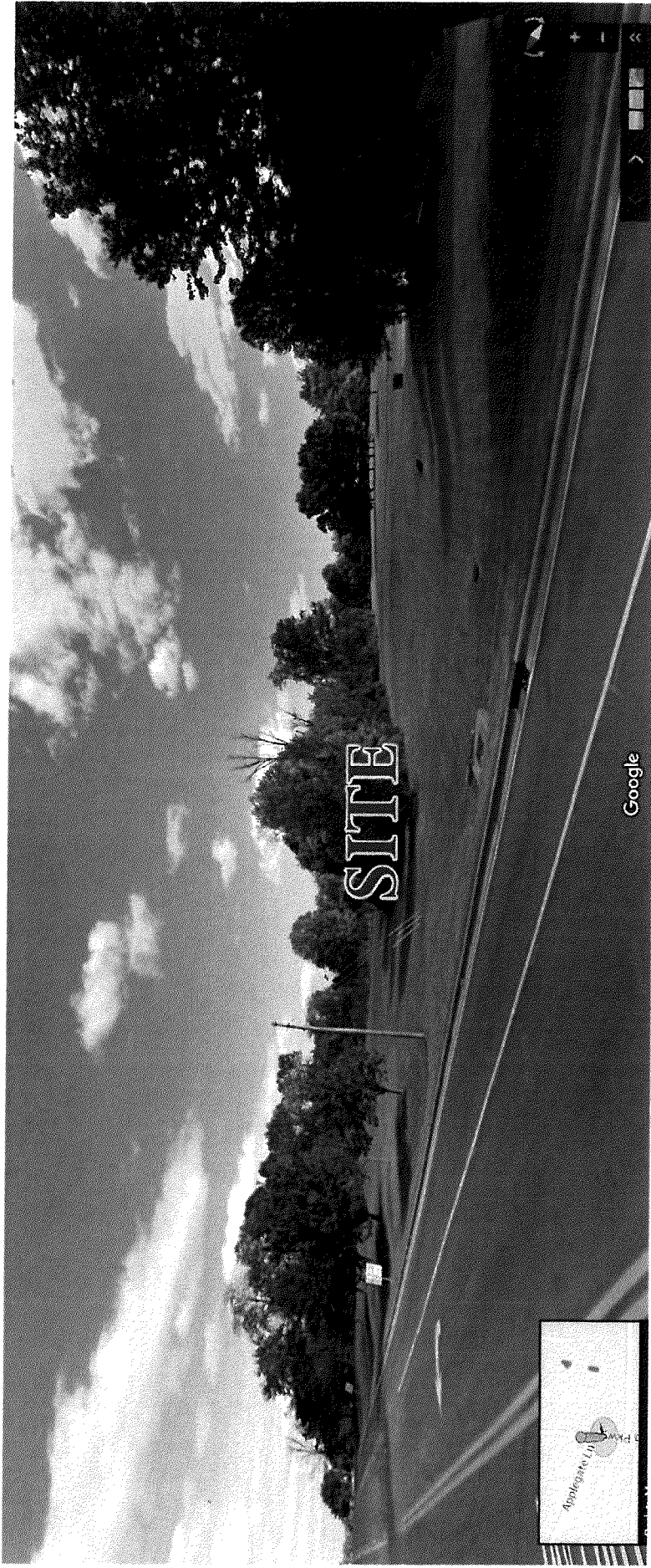


View of Smyrna Parkway looking south towards Gene Snyder. Site is on the left.

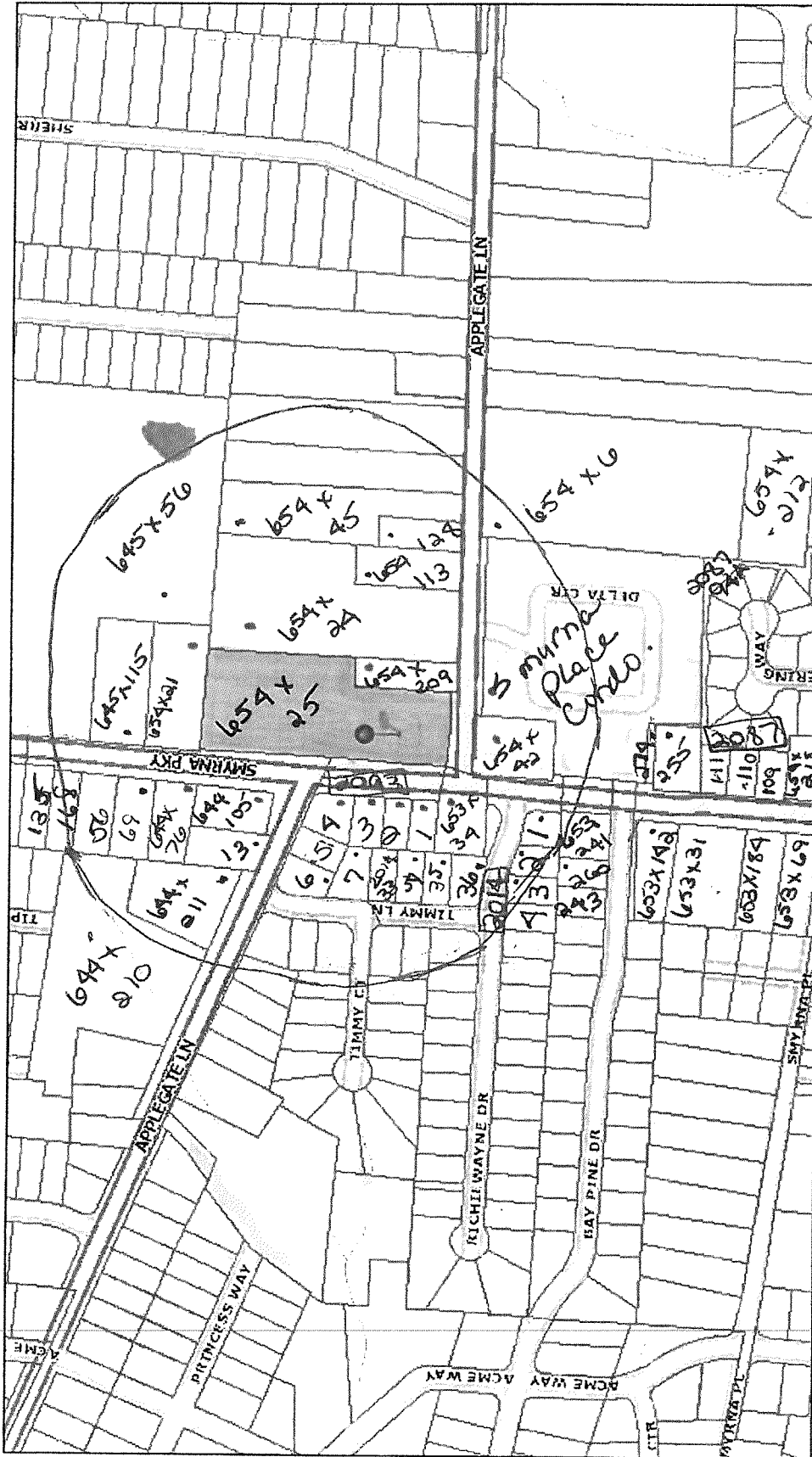




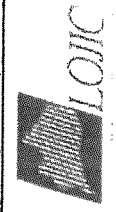
View of Smyrna Parkway looking north towards Outer Loop. Site is on the right just past the fire station.



View of site from Smyrna Parkway just past the fire station.

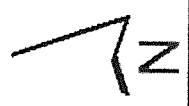
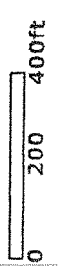


# Houchens / 8001 Smyrna Pkwy.



Louisville Metro, MSD, LWC & PVA © 2015  
 This map is not a legal document and should only be used  
 for general reference and identification.

11/4/2015, 12:44:50 PM



# CROSSROADS IGA

700 Church Street  
Bowling Green, KY 42101

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November 16, 2015

Dear Neighbor,

**RE: Zone change from R-4 residential to C-1 commercial to allow a combination Crossroads IGA grocery store with restaurant, hardware store and fuel pumps on approximately 2.5 +/- acres, to be located on the rear, northern portion of the Highview Fire Station at the northeast corner of Smyrna Parkway and Applegate Lane at 8001 Smyrna Parkway**

We are writing to invite you to a meeting we have scheduled to present neighbors with our plan for a combination Crossroads IGA grocery store with restaurant, hardware store and fuel pumps.

Accordingly, we have filed a plan for pre-application review with the Division of Planning and Design Services (DPDS) that has been assigned case number 15ZONE1065. A case manager will be assigned in a few days and we will have the name of the case manager at the neighbor meeting.

We would like to show and explain our plan to neighbors so that we might hear what thoughts, issues and perhaps even concerns you may have. In that regard, a meeting will be held on **Monday, November 30, 2015 at 7:00 p.m.** at the **Jefferson County Central Government Center** located at **7201 Outer Loop**.

If you cannot attend the meeting but have questions or concerns, please call our local land use attorney Bill Bardenwerper at 426-6688, or our land planning and engineering firm representatives Jeff Arnold and Brian Shirley at 270-780-9448.

We look forward to seeing you.

Sincerely,



---

Tim Rich

cc: Hon. James Peden, Metro Councilman, District 23  
Bill Bardenwerper, attorney with Bardenwerper, Talbott & Roberts, PLLC  
Jeff Arnold P.E, PLS and Brian Shirley RLA, land planners/engineers with Arnold  
Consulting Engineering Services  
Brian Davis, Planning & Design Services supervisor



People present had lots of comments about traffic and access, including the possibility of a road to connect this site to the easterly extension of Applegate Lane. On the other hand, some people were very much opposed to that idea, notably one of the individuals who resides in the condominium community on the south side of Applegate Lane next to the Smyrna Inn.

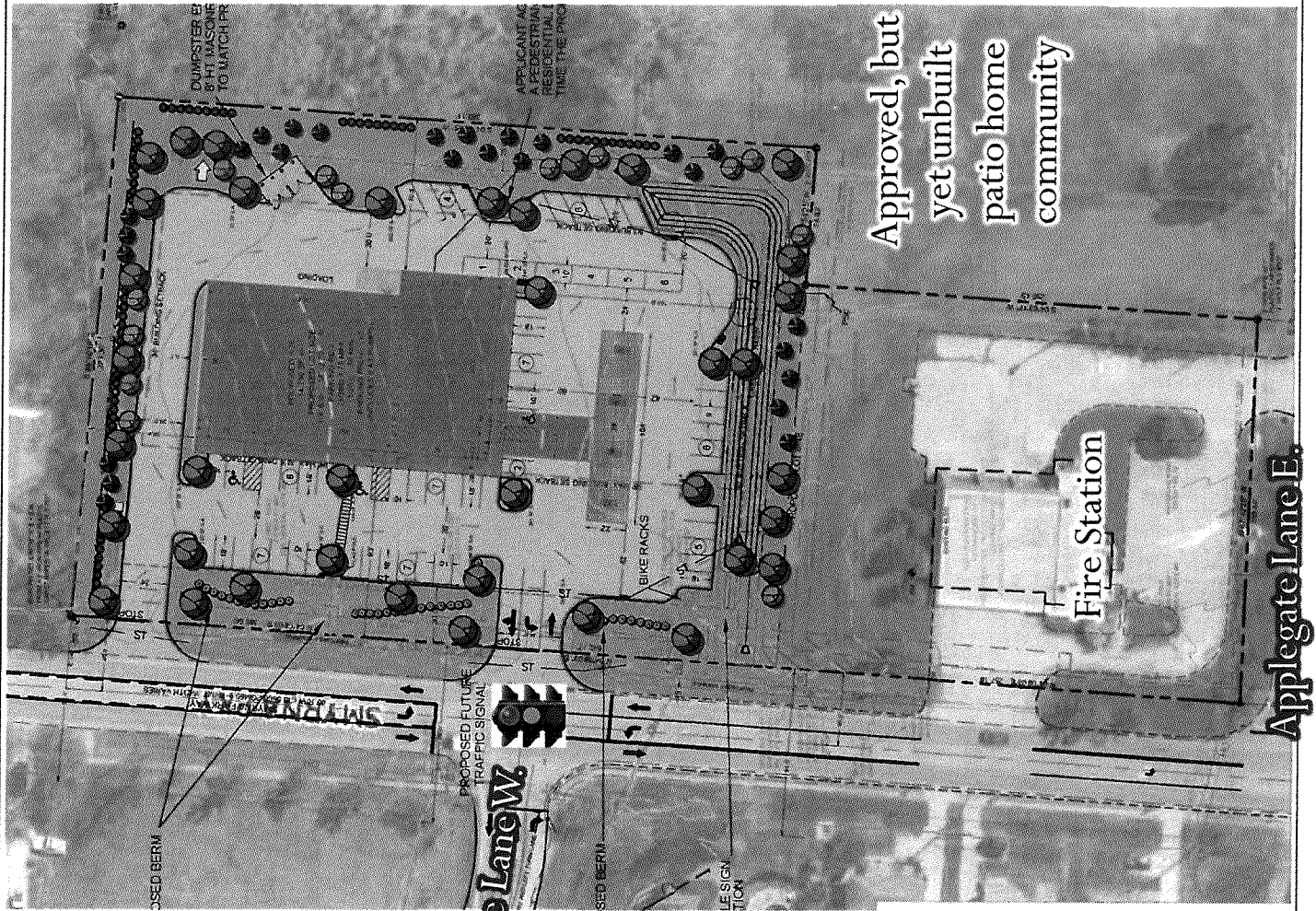
Although traffic and access issues predominated the discussion, there were also questions and comments pertaining to why this store at this location. Houchens representatives explained their concept, as opposed to that of other larger grocery stores. Basically what they explained is that the Crossroads IGA concept is a modern-day version of the old corner grocery store. It is intended to provide for easy access by people residing in surrounding, usually densely populated areas, as here. That way, people living nearby wanting to do generally small amounts of grocery shopping, often times in an emergency or hurry, can do so in close proximity to their homes, reducing wasted time and vehicle miles traveled.

There were also questions about whether Houchens would be willing to consider conditions of approval (binding elements) relating to such things as hours of operation, hours of delivery, screening/buffering and the like. When asked about all of these, Houchens representatives assured those present that most of its Crossroads IGA stores open at 6 AM and close at 11 PM, except for 24-hour fuel pump operations. As to lighting, Mr. Bardenwerper explained how lighting is regulated by the local Land Development Code. But someone remarked that the Shelbyville Road store seems to have lighting that bleeds onto Shelbyville Rd. Therefore, Houchens representatives agreed to take a closer look at that lighting plan compared to the one anticipated for this site. Of course, it was noted that there are far fewer pumps at this location than at Houchens' Shelbyville Road location.

As to deliveries, Houchens representative said they occur during normal business hours. Under no circumstances do they occur after its stores are closed. Most delivery trucks are ones making multiple runs to multiple store locations, so whether they come and go from the north or south, meaning to and from the Outer Loop or Snyder Freeway, is yet to be determined.

Respectfully submitted,

Bill Bardenwerper  
Bardenwerper, Talbott & Roberts, PLLC  
1000 N. Hurstbourne Pkwy., 2<sup>nd</sup> Floor  
Louisville, KY 40223  
502-426-6688



Approved, but  
yet unbuilt  
patio home  
community

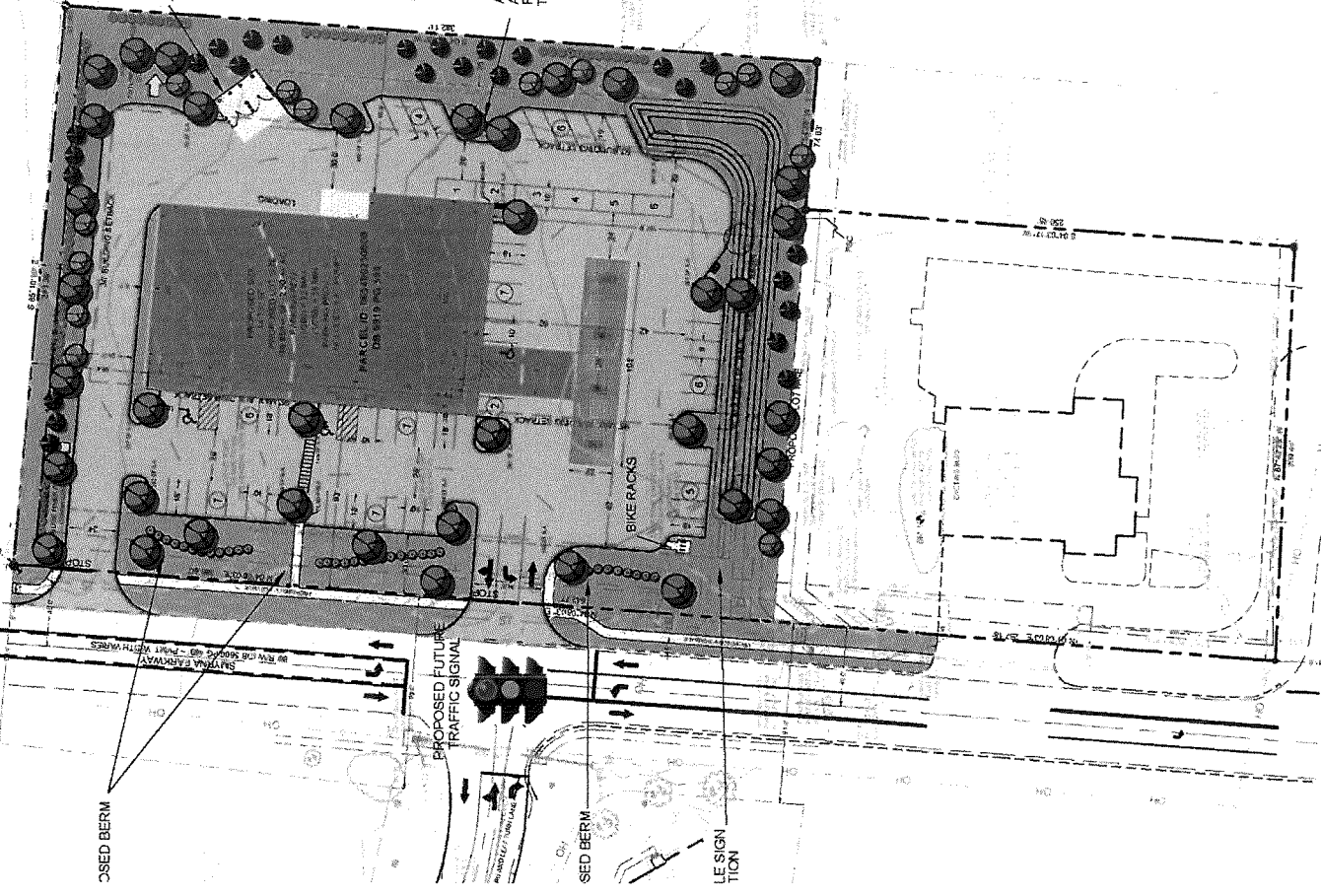
Applegate Lane E

Fire Station

Applegate Lane E

DUMPSTER  
8' HT MASON  
TO MATCH PI

APPLICANT A  
A PEDESTRIA  
RESIDENTIAL  
TIME THE PRK



CASED BERM

PROPOSED FUTURE  
TRAFFIC SIGNAL

SED BERM

LE SIGN  
TION

BIKE RACKS

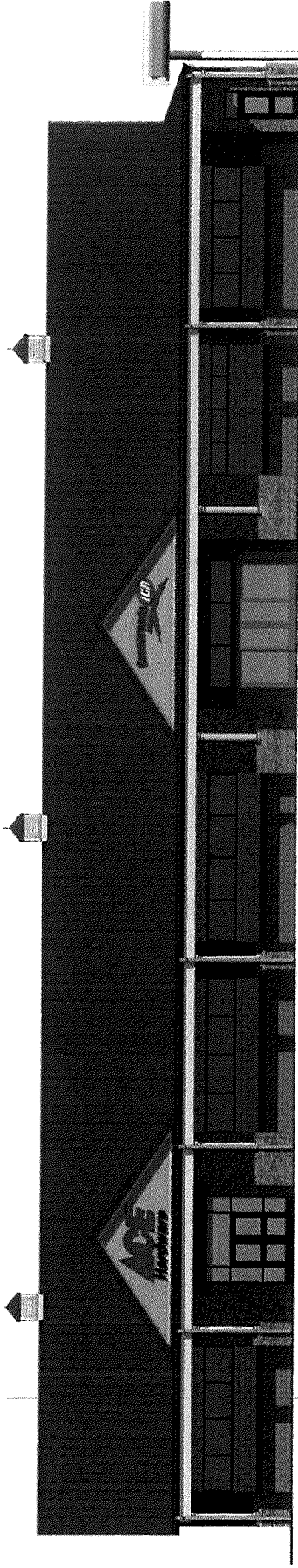
LANDING

PARCEL ID: 180-0007-0003  
120-0419-00-01-01

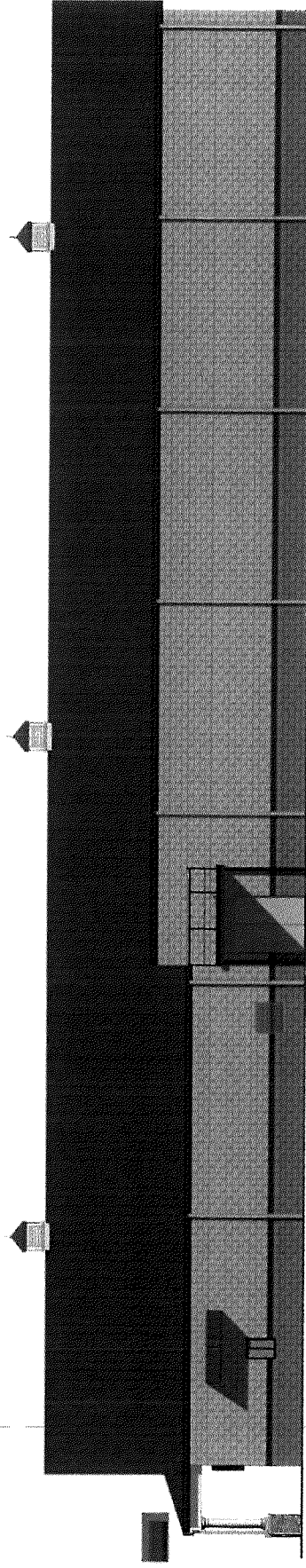
SAVANA EASTWAY  
BY RITE-GIR SKINCO, INC. - POINT WITH WARRS

BIKE RACKS REFERENCE

REVISIONS TO BE MADE TO THE PLAN  
BY THE ARCHITECT AND ENGINEER  
FOR THE CITY OF SAVANNAH

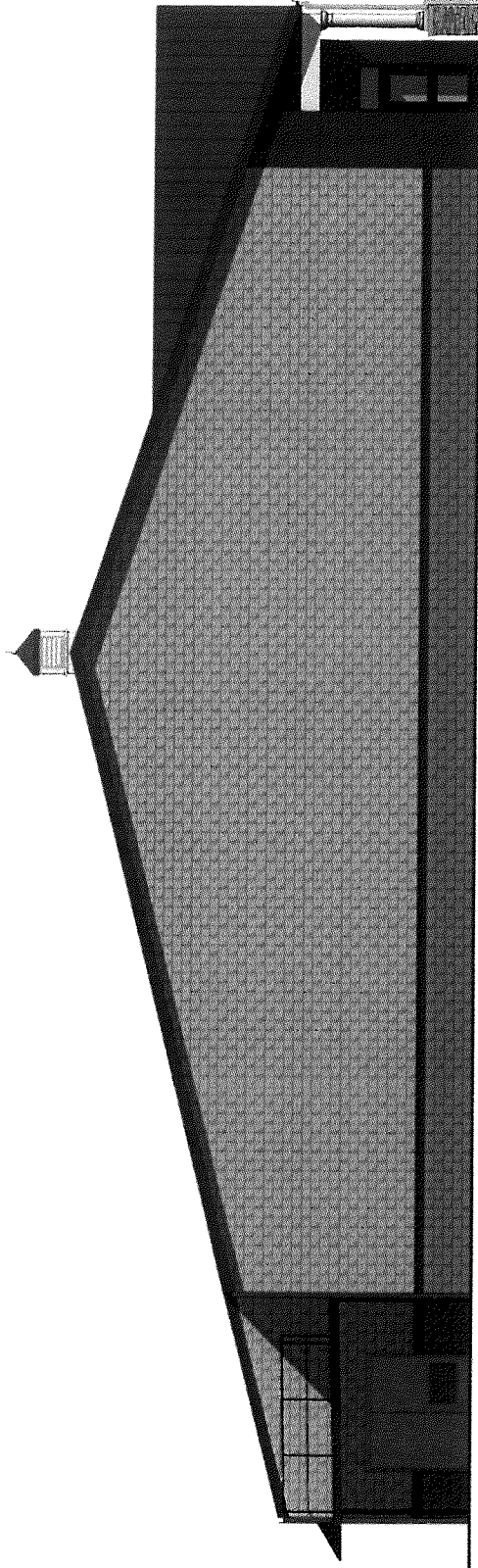


1 EXTERIOR BUILDING COLOR ELEVATION - GROCERY ENTRANCE  
1/8" = 1'-0"

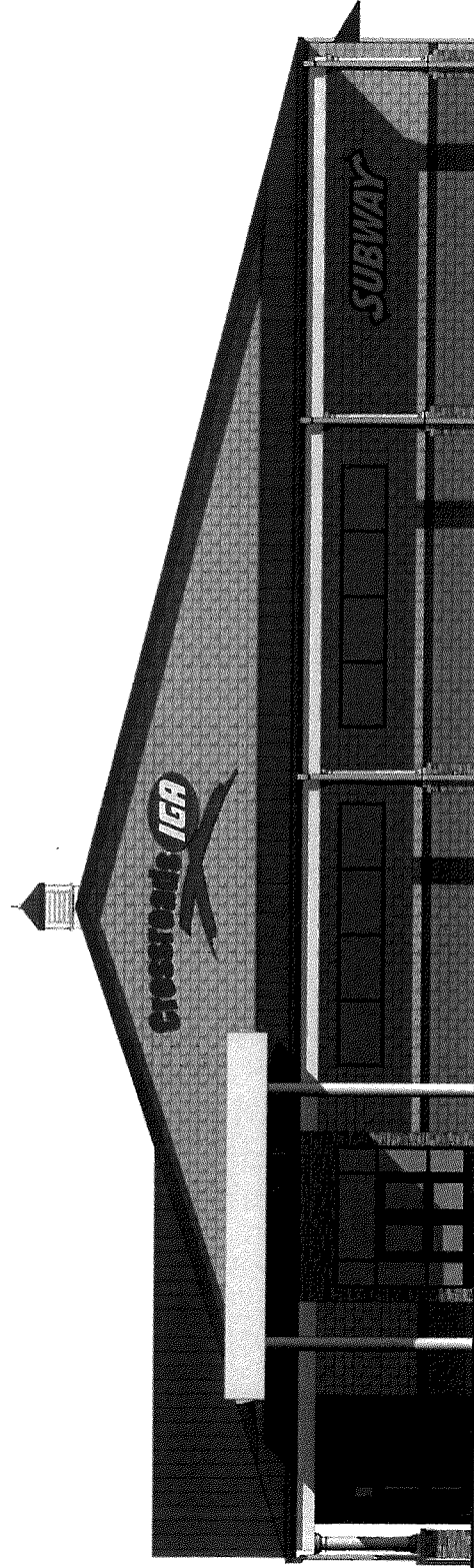


2 EXTERIOR BUILDING COLOR ELEVATION - DRIVE-THRU  
1/8" = 1'-0"

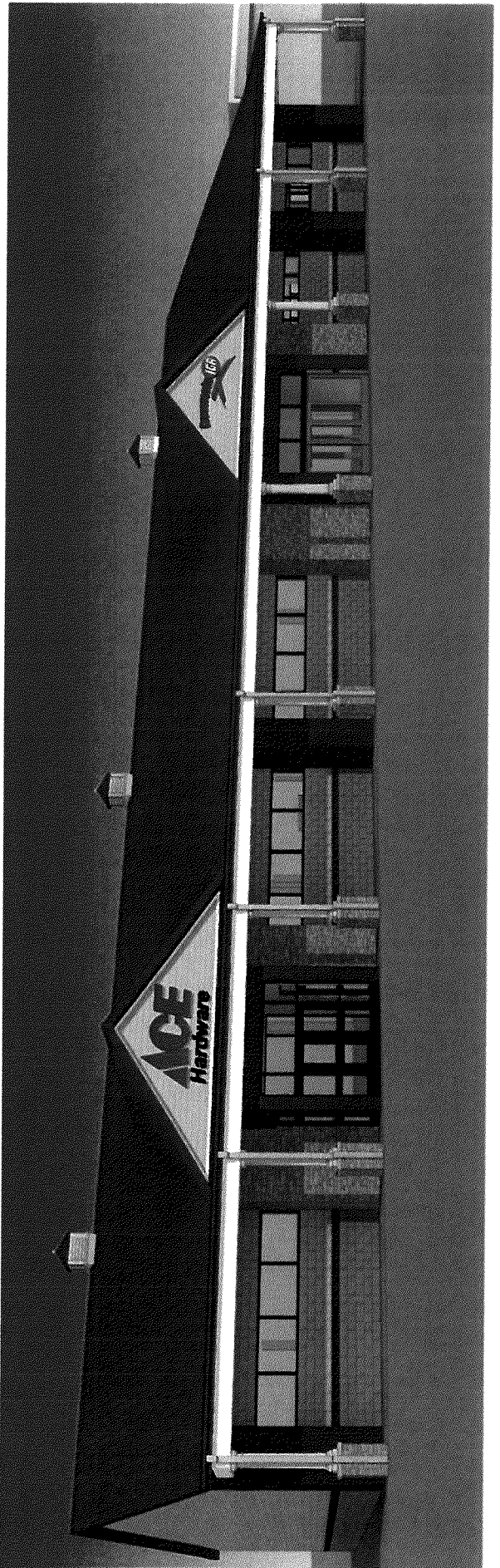
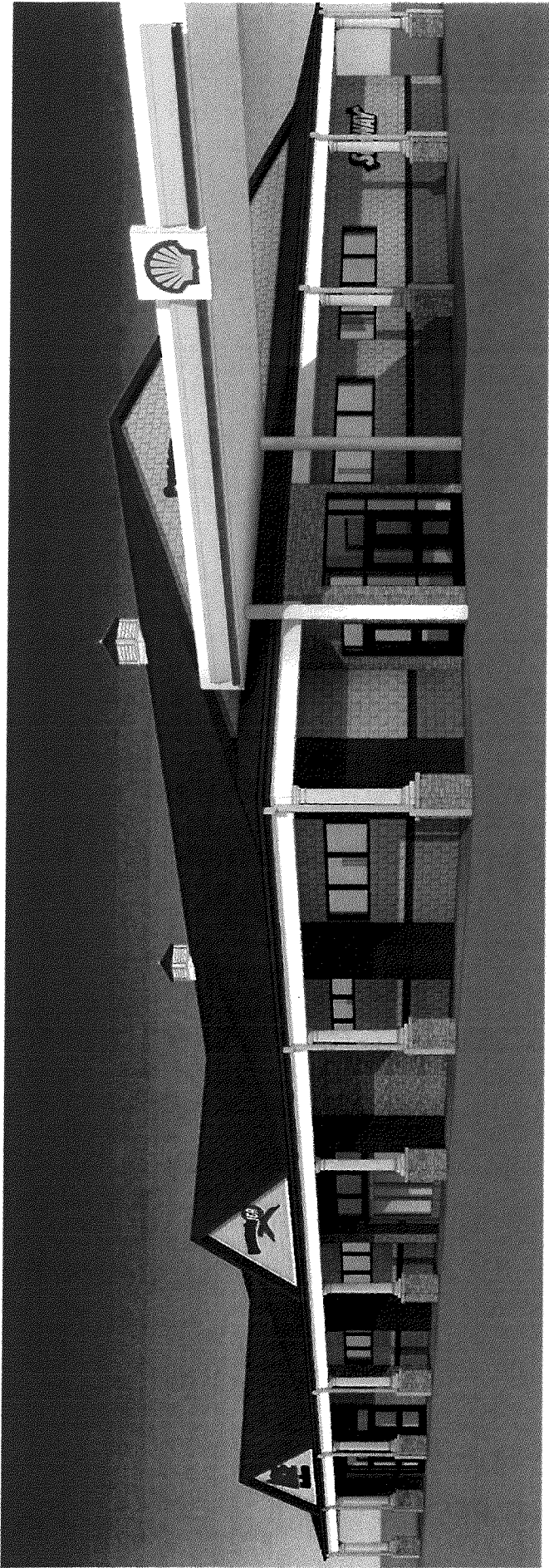




4 EXTERIOR BUILDING COLOR ELEVATION - SERVICE / LOADING  
1/8" = 1'-0"



3 EXTERIOR BUILDING COLOR ELEVATION - GAS ENTRANCE  
1/8" = 1'-0"





# Typical Grocery Section Featuring Fresh Produce



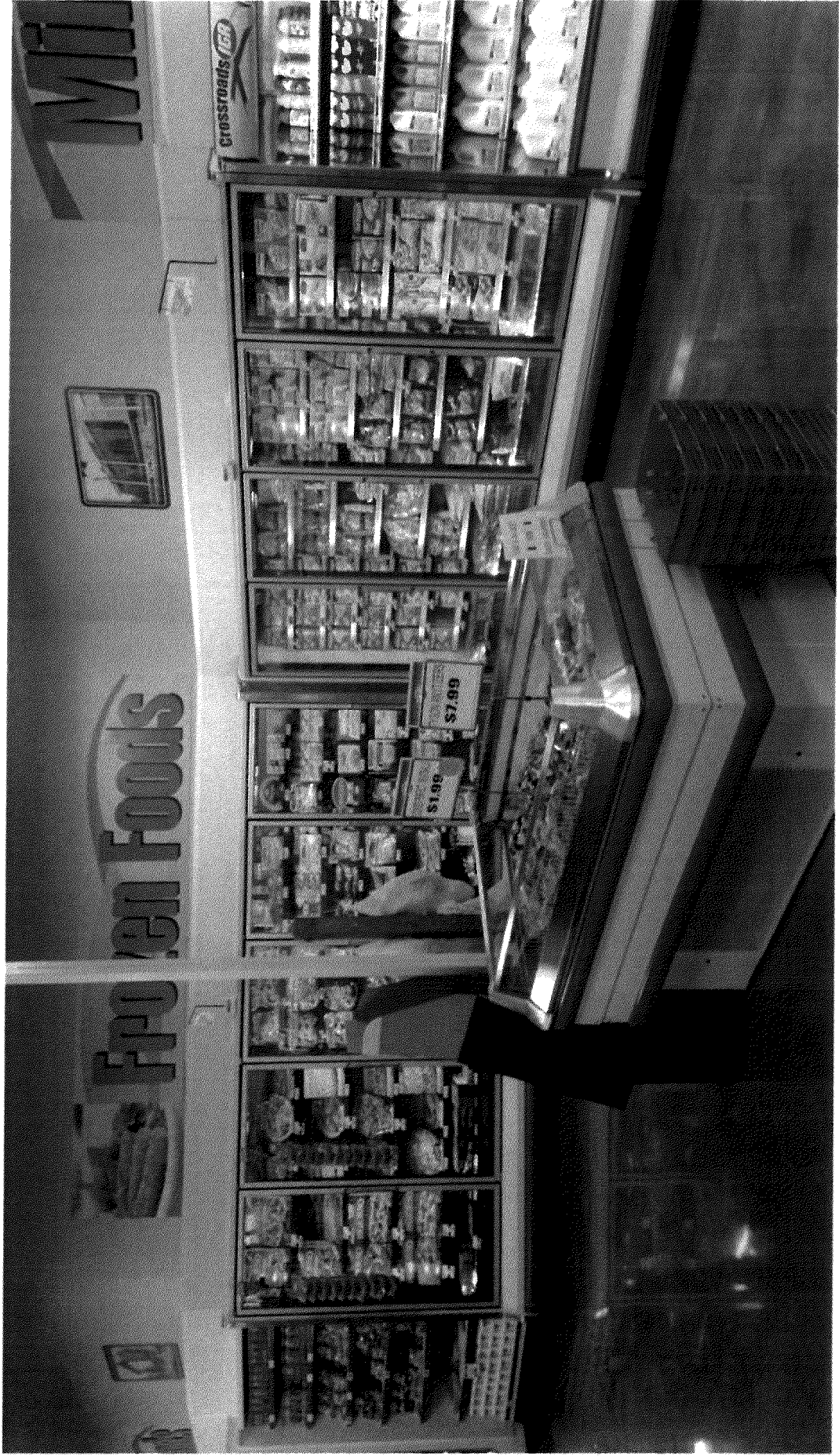
# Fresh Fruits, Vegetables, and Meat





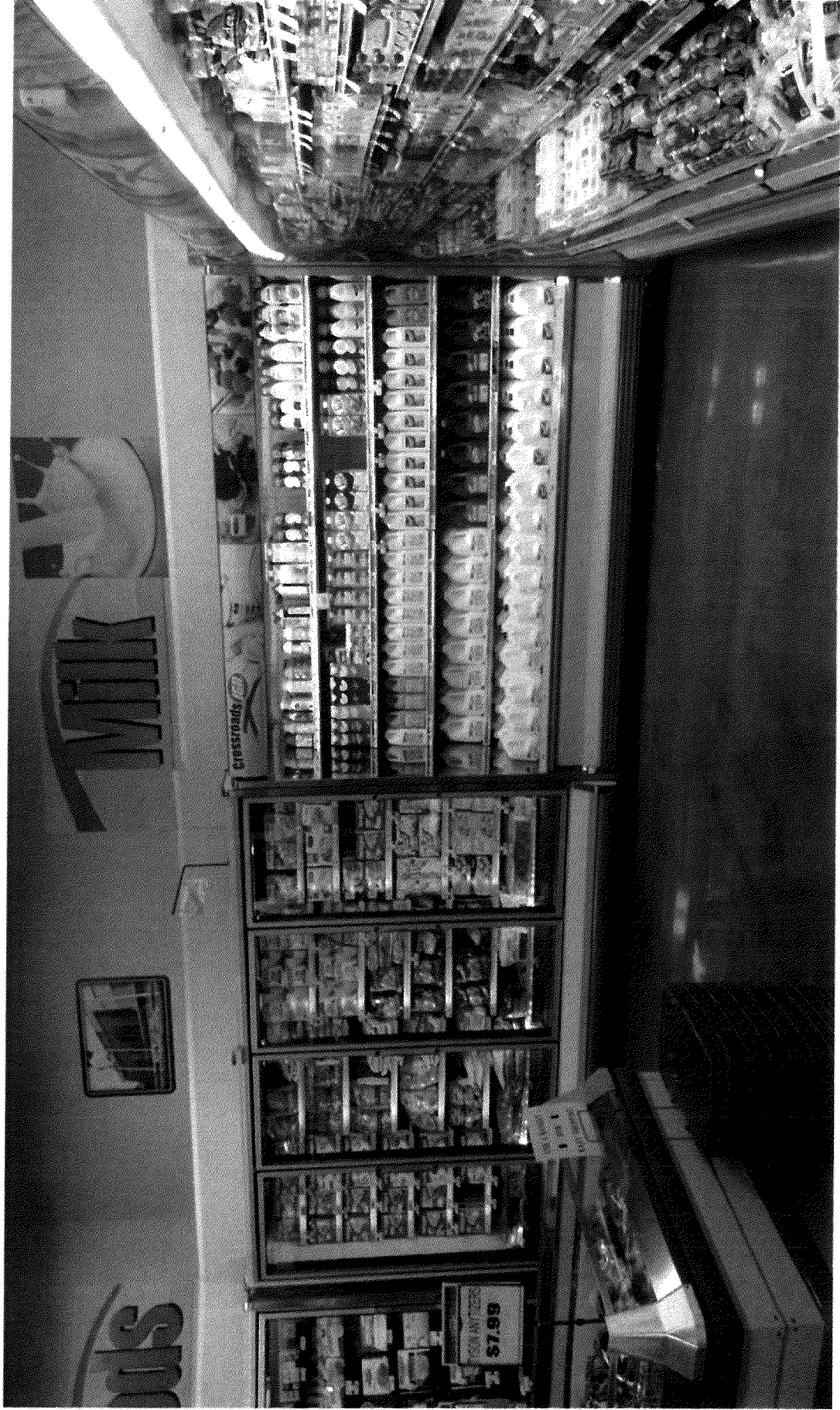


# Frozen Food Department

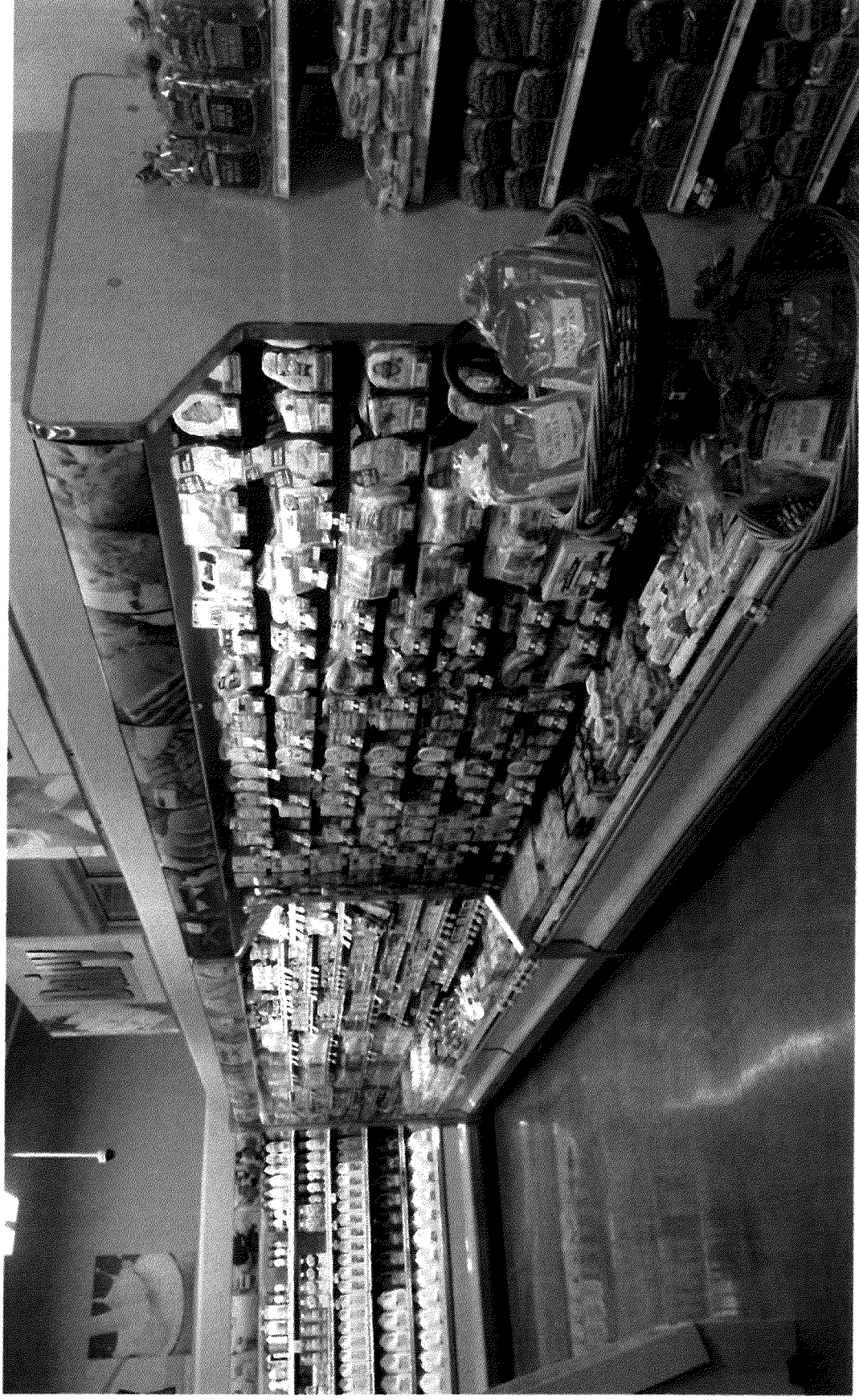




# Dairy Department

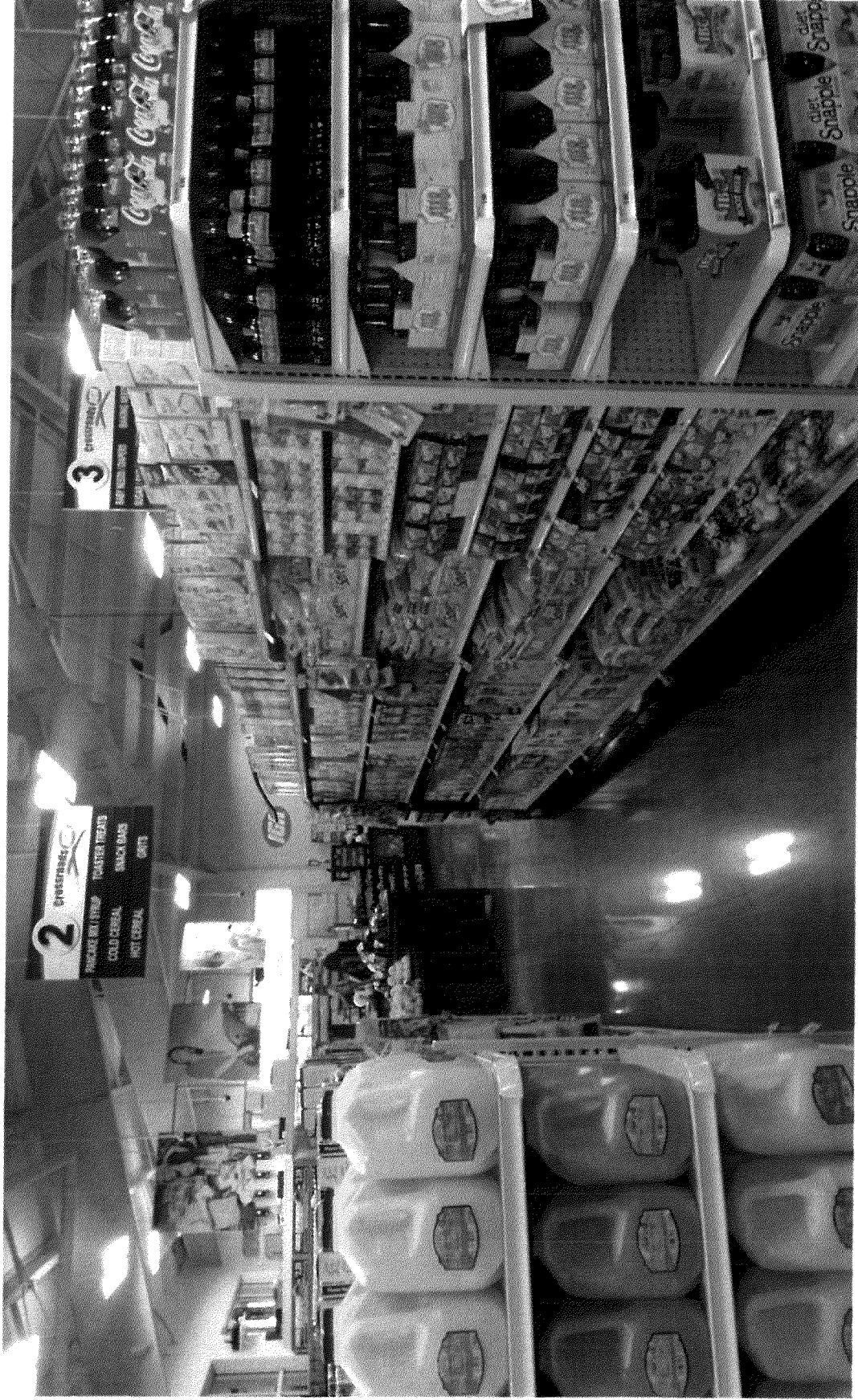


# Breakfast and Deli Meats





# Standard Grocery Offerings



Coffee Area



# In-Store Restaurant





## Proposed Additional Binding Element

- Funding for the design and installation of a traffic signal and right turn lane (eastbound) shall be provided by the Owner /Developer at the Applegate Lane and Smyrna Parkway intersection. Traffic Signal installation shall be performed by Louisville Metro. Construction plans for the traffic signal and right turn lane, a bond and encroachment permit from Transportation Planning will be required prior to construction approval for the site. The traffic signal installation and right turn lane construction shall be completed before the issuance of the certificate of occupancy. Additional intersection improvements may be required after construction plan review by Transportation Planning, Traffic Engineering and Metro Public Works.





REPORT

**Crossroads IGA  
8001 Smyrna Parkway  
Louisville, KY**

**Traffic Impact Study**

Louisville Metro Planning

March 8, 2016

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**CDM  
Smith**

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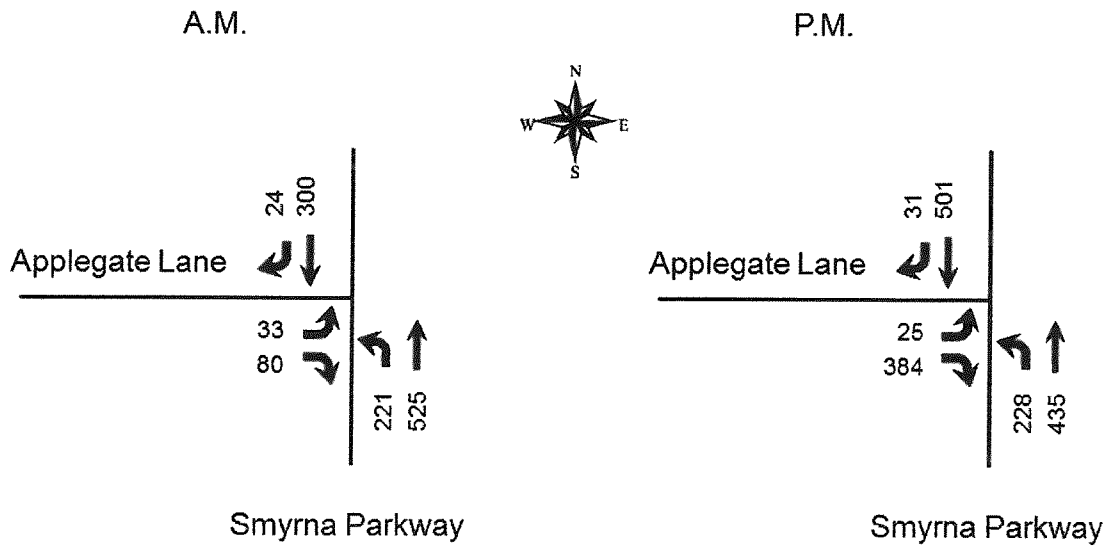


Figure 2  
2015 Peak Hour Counts

### Future Conditions

The projected completion year for this development is 2017, so the analysis year for this study is 2017. To predict traffic conditions in 2017, one percent annual growth in traffic was added. This growth is based upon a review of the historical growth at KYTC count stations 401 and 402.

Figure 3 displays the 2017 No Build volumes.

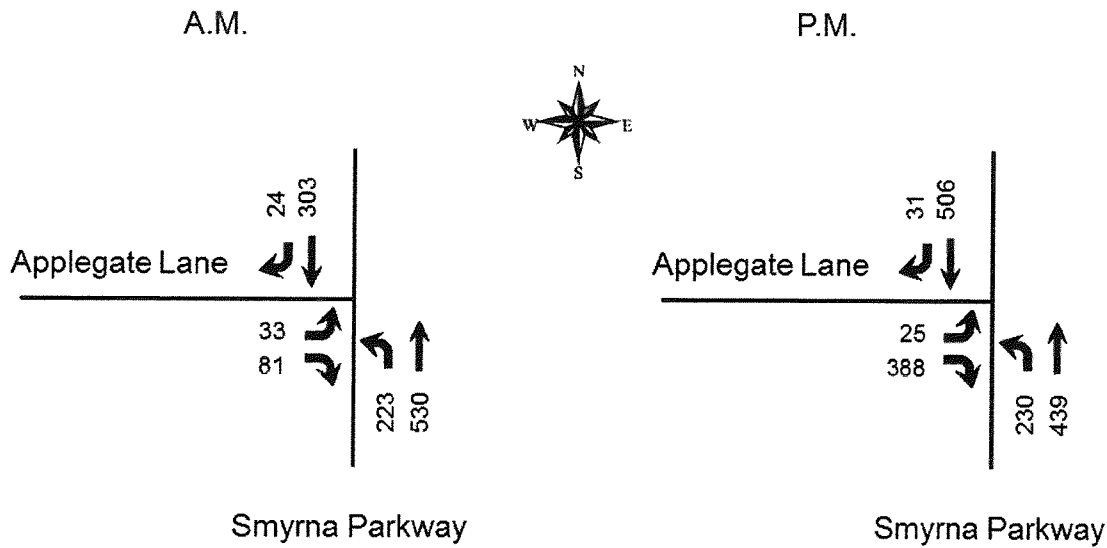


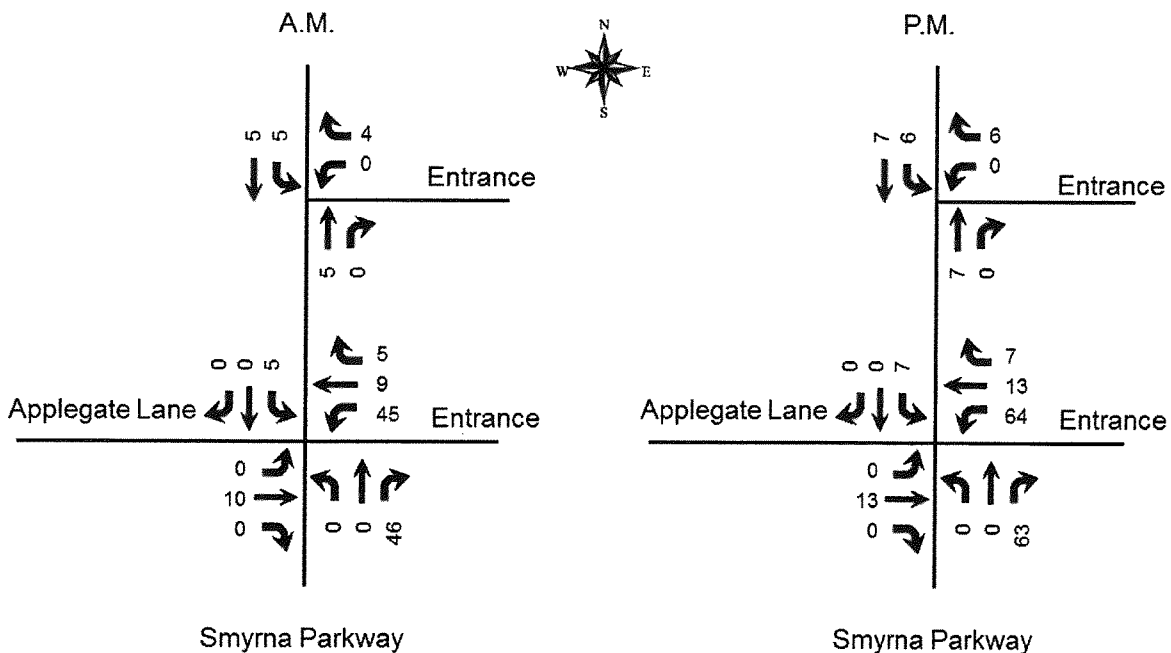
Figure 3  
2017 No Build Peak Hour Volumes

## Trip Generation

The Institute of Transportation Engineers Trip Generation Manual, 9<sup>th</sup> Edition contains trip generation rates for a wide range of developments. The land uses of “Gasoline/Service Station with Convenience Market (945)”, “Fast-Food with Drive-Through Window (934)” and “Hardware Store (816)” best describes this development. The trip generation results were compared with existing Crossroads IGA sites to confirm this as the best match. The trip generation results are listed in **Table 1**. The results of the trip generation analysis are that this development will generate 129 a.m. peak hour trips and 179 p.m. peak hour trips. The trips were assigned to the highway network with 70 percent to/from the south, 15 percent to/from the north and 15 percent to/from the west. This is based upon the residential density in the vicinity. **Figure 4** shows the trips generated by this development and distributed throughout the road network for the year 2017 during the peak hours. **Figure 5** displays the individual turning movements for the year 2017 for the peak hours when the development is completed.

**Table 1 – Trip Generation**

	AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit
Gasoline/Service Station with Conv Market (8 fueling positions)	81	41	40	108	54	54
Hardware Store (3,000 square feet)	3	2	1	38	18	20
Fast-Food with Drive-Through Window (1,000 square feet)	45	23	22	33	17	16
<b>TOTAL</b>	<b>129</b>	<b>66</b>	<b>63</b>	<b>179</b>	<b>89</b>	<b>90</b>



**Figure 4**  
Trip Distribution for Site



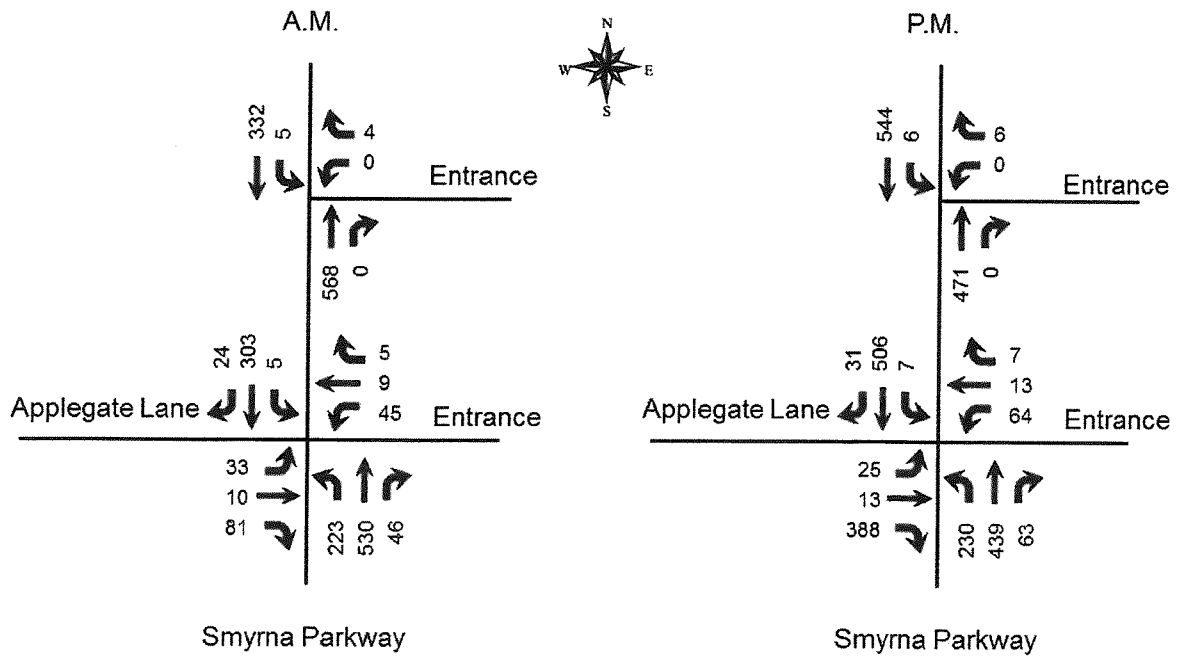


Figure 5  
2017 Build Peak Hour Volumes

## Analysis

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a “Level of Service” or LOS. Level of Service is a ranking scale from A through F with each level representing a range. LOS results depend upon the type of facility that is analyzed. In this case, the LOS is based upon the average vehicle delay each movement experiences at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersection were determined using procedures detailed in the Highway Capacity Manual, 2010 edition. Future delay and Level of Service were determined for the intersection using HCS 2010 TWSC and Streets software (version 6.70). **Table 2** shows the results of the analysis for the three scenarios analyzed. The full printouts are included in Appendix B.

**Table 2 - Level of Service Results**

	AM Peak Hour			PM Peak Hour			Traffic Signal	
	2015 Existing	2017 No Build	2017 Build	2015 Existing	2017 No Build	2017 Build	2017 AM Build	2017 PM Build
<b>Smyrna Parkway at Applegate Lane</b>							<b>C 21.9</b>	<b>D 35.6</b>
Applegate Lane Eastbound	A 9.7	A 9.7	F 213.9	F 50.7	F 54.3	F 158.6	D 44.3	E 68.8
Crossroads IGA Westbound	NA	NA	F 377.8	NA	NA	F 1537.8	D 54.7	E 55.9
Smyrna Parkway Southbound	A 9.2	A 9.2	A 9.2	A 9.6	A 9.6	A 9.5	B 19.9	C 27.1
Smyrna Parkway Northbound	NA	NA	A 9.1	NA	NA	A 8.4	B 12.6	B 19.9

*Note: Level of Service, delay in seconds*

Because the intersection currently experiences Level of Service F during the current p.m. peak hour and during both build peak hours, the intersection was also analyzed with a traffic signal. The Manual on Uniform Traffic Control Device Warrants for installing a traffic signal were reviewed. Warrant 1B is satisfied with the current volumes. Warrant 1A is satisfied for seven of the required eight hours. The warrant chart is included in Appendix B. An eastbound right turn lane will also be constructed on Applegate Lane.

## Conclusions

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2017, there will be an impact to the existing highway network. Due to the delays currently experienced on Applegate Lane at Smyrna Parkway, a traffic signal with an eastbound right turn lane is recommended for the intersection.

**Study Name Smyrna Rd & Applegate Ln**

**Start Date 12/17/2015**

**Start Time 7:00 AM**

**Site Code**

Start Time	Southbound Approach Southbound			Northbound Approach Northbound			Mainline		Eastbound Approach Eastbound			Side street	
	Right	Thru	U-Turn	Thru	Left	U-Turn	Total	Hourly	Right	Left	U-Turn	Total	Hourly
7:00 AM	3	55	0	140	31	0	229		14	6	0	20	
7:15 AM	4	67	0	179	58	0	308		20	11	0	31	
7:30 AM	12	110	0	141	85	0	348		22	9	0	31	
7:45 AM	5	68	0	65	47	0	185	1070	24	7	0	31	113
8:00 AM	2	51	0	65	33	0	151		21	5	0	26	
8:15 AM	1	61	0	76	35	0	173		21	7	0	28	
8:30 AM	3	70	0	103	40	0	216		31	2	0	33	
8:45 AM	3	76	0	93	44	0	216	756	26	5	0	31	118
9:00 AM	4	70	0	69	31	0	174		29	6	0	35	
9:15 AM	5	60	0	69	24	0	158		18	2	0	20	
9:30 AM	3	39	0	79	35	0	156		21	2	0	23	
9:45 AM	4	51	0	65	35	0	155	643	26	3	0	29	107
10:00 AM	3	61	0	73	37	0	174		15	3	0	18	
10:15 AM	0	50	0	66	39	0	155		29	1	0	30	
10:30 AM	6	46	0	63	23	0	138		23	4	0	27	
10:45 AM	3	51	0	53	37	0	144	611	30	3	0	33	108
11:00 AM	2	44	0	64	35	0	145		23	7	0	30	
11:15 AM	4	60	0	77	43	0	184		21	6	0	27	
11:30 AM	2	67	0	84	45	0	198		27	5	0	32	
11:45 AM	2	73	0	74	35	0	184	711	38	9	0	47	136
12:00 PM	7	55	0	80	33	0	175		31	7	0	38	
12:15 PM	4	57	0	72	35	0	168		33	3	0	36	
12:30 PM	6	65	0	80	34	0	185		27	6	0	33	
12:45 PM	6	77	0	90	40	0	213	741	40	5	0	45	152
1:00 PM	0	77	0	97	35	0	209		55	9	0	64	
1:15 PM	5	89	0	73	48	0	215		50	2	0	52	
1:30 PM	5	81	0	91	45	0	222		57	3	0	60	
1:45 PM	5	87	0	102	45	0	239	885	60	2	0	62	238
2:00 PM	5	58	0	109	41	0	213		60	7	0	67	
2:15 PM	6	94	0	129	55	0	284		57	9	0	66	
2:30 PM	10	112	0	106	62	0	290		70	6	0	76	
2:45 PM	7	126	0	112	32	0	277	1064	99	6	0	105	314
3:00 PM	6	113	0	82	40	0	241		94	5	0	99	
3:15 PM	4	90	0	116	44	0	254		68	10	0	78	
3:30 PM	6	120	0	86	45	0	257		68	6	0	74	
3:45 PM	6	105	0	96	51	0	258	1010	75	4	0	79	330
4:00 PM	2	148	0	115	54	0	319		82	8	0	90	
4:15 PM	5	116	0	106	46	0	273		80	5	0	85	
4:30 PM	10	136	0	107	52	0	305		87	5	0	92	
4:45 PM	6	124	0	97	64	0	291	1188	90	7	0	97	364
5:00 PM	7	135	0	100	57	0	299		80	7	0	87	
5:15 PM	6	127	0	100	57	0	290		103	6	0	109	
5:30 PM	9	114	0	122	47	0	292		111	7	0	118	
5:45 PM	9	125	0	113	67	0	314	1195	90	5	1	96	410
6:00 PM	4	116	0	106	56	0	282		96	4	0	100	
6:15 PM	10	98	0	115	40	0	263		66	6	0	72	
6:30 PM	2	104	0	94	53	0	253		75	11	0	86	
6:45 PM	5	87	0	110	52	0	254	1052	71	4	0	75	333

# Appendix B

## HCS Reports



HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	DBZ							Intersection	Smyrna Pkw at Applegate							
Agency/Co.	CDM Smith							Jurisdiction								
Date Performed	2/17/2016							East/West Street	Applegate Lane							
Analysis Year	2015							North/South Street	Smyrna Pkwy							
Time Analyzed	AM Peak							Peak Hour Factor	0.78							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Crossroads IGA															
<b>Lanes</b>																
<p>Major Street: North-South</p>																
<b>Vehicle Volumes and Adjustments</b>																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		33		80						221	525				300	24
Percent Heavy Vehicles		6		1						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															
<b>Delay, Queue Length, and Level of Service</b>																
Flow Rate (veh/h)			145								283					
Capacity			918								1136					
w/c Ratio			0.16								0.25					
95% Queue Length			0.6								1.0					
Control Delay (s/veh)			9.7								9.2					
Level of Service (LOS)			A								A					
Approach Delay (s/veh)	9.7								2.7							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	DBZ							Intersection	Smyrna Pkw at Applegate							
Agency/Co.	CDM Smith							Jurisdiction								
Date Performed	2/17/2016							East/West Street	Applegate Lane							
Analysis Year	2017							North/South Street	Smyrna Pkwy							
Time Analyzed	AM Peak No Build							Peak Hour Factor	0.78							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Crossroads IGA															
Lanes																
<p>Major Street: North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		33		81						223	530				303	24
Percent Heavy Vehicles		6		1						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			146							286						
Capacity			911							1134						
v/c Ratio			0.16							0.25						
95% Queue Length			0.6							1.0						
Control Delay (s/veh)			9.7							9.2						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.7								2.7							
Approach LOS	A								A							

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	DBZ							Intersection	Smyrna Pkwy at Applegate							
Agency/Co.	CDM Smith							Jurisdiction								
Date Performed	2/17/2016							East/West Street	Applegate Lane							
Analysis Year	2017							North/South Street	Smyrna Parkway							
Time Analyzed	AM Peak Build							Peak Hour Factor	0.78							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Smyrna Pkwy Crossroads IGA															
<b>Lanes</b>																
<p>Major Street: North-South</p>																
<b>Vehicle Volumes and Adjustments</b>																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		33	10	81		45	9	5		223	530	46		5	303	24
Percent Heavy Vehicles		6	0	1		0	0	0		1				0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																
<b>Delay, Queue Length, and Level of Service</b>																
Flow Rate (veh/h)			159			58		18		286				6		
Capacity			131			39		95		1145				877		
v/c Ratio			1.22			1.49		0.19		0.25				0.01		
95% Queue Length			9.7			6.0		0.7		1.0				0.0		
Control Delay (s/veh)			213.9			479.0		51.6		9.2				9.1		
Level of Service (LOS)			F			F		F		A				A		
Approach Delay (s/veh)	213.9				377.8				2.6				0.1			
Approach LOS	F				F				A				A			

HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	DBZ							Intersection	Smyrna Pkw at Applegate							
Agency/Co.	CDM Smith							Jurisdiction								
Date Performed	2/17/2016							East/West Street	Applegate Lane							
Analysis Year	2015							North/South Street	Smyrna Pkwy							
Time Analyzed	PM Peak							Peak Hour Factor	0.98							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Crossroads IGA															
Lanes																
<p>Major Street: North-South</p>																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		25		384						228	435				501	31
Percent Heavy Vehicles		6		1						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															
Delay, Queue Length, and Level of Service																
Flow Rate (veh/h)			418									233				
Capacity			464									1020				
v/c Ratio			0.90									0.23				
95% Queue Length			10.0									0.9				
Control Delay (s/veh)			50.7									9.6				
Level of Service (LOS)			F									A				
Approach Delay (s/veh)	50.7								3.3							
Approach LOS	F								A							



HCS 2010 Two-Way Stop Control Summary Report																
General Information								Site Information								
Analyst	DBZ							Intersection	Smyrna Pkw at Applegate							
Agency/Co.	CDM Smith							Jurisdiction								
Date Performed	2/17/2016							East/West Street	Applegate Lane							
Analysis Year	2017							North/South Street	Smyrna Pkwy							
Time Analyzed	PM Peak No Build							Peak Hour Factor	0.98							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Crossroads IGA															
<b>Lanes</b>																
<p>Major Street North-South</p>																
<b>Vehicle Volumes and Adjustments</b>																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		25		388						230	439				506	31
Percent Heavy Vehicles		6		1						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															
<b>Delay, Queue Length, and Level of Service</b>																
Flow Rate (veh/h)			422										235			
Capacity			459										1015			
w/c Ratio			0.92										0.23			
95% Queue Length			10.5										0.9			
Control Delay (s/veh)			54.3										9.6			
Level of Service (LOS)			F										A			
Approach Delay (s/veh)	54.3								3.3							
Approach LOS	F								A							

HCS 2010 Two-Way Stop Control Summary Report																	
General Information								Site Information									
Analyst	DBZ							Intersection	Smyrna Pkwy at Applegate								
Agency/Co.	CDM Smith							Jurisdiction									
Date Performed	2/17/2016							East/West Street	Applegate Lane								
Analysis Year	2017							North/South Street	Smyrna Parkway								
Time Analyzed	PM Peak Build							Peak Hour Factor	0.98								
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25								
Project Description	Smyrna Pkwy Crossroads IGA																
<b>Lanes</b>																	
<b>Vehicle Volumes and Adjustments</b>																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0		0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR	
Volume (veh/h)		25	13	388		64	13	7		230	439	63		7	506	31	
Percent Heavy Vehicles		6	0	1		0	0	0		1				0			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	
<b>Delay, Queue Length, and Level of Service</b>																	
Flow Rate (veh/h)			435			65		20			235				7		
Capacity			353			15		132			1026				1064		
v/c Ratio			1.23			4.31		0.15			0.23				0.01		
95% Queue Length			18.9			9.0		0.5			0.9				0.0		
Control Delay (s/veh)			158.6			1999.6		37.2			9.5				8.4		
Level of Service (LOS)			F			F		E			A				A		
Approach Delay (s/veh)	158.6				1537.8				3.0				0.1				
Approach LOS	F				F				A				A				

TRAFFIC SIGNAL WARRANT ANALYSIS

COUNTY Jefferson DATE December 17, 2015 DAY OF WEEK Thurs  
 CITY Louisville MILEPOST \_\_\_\_\_ NO. OF CORRECTIBLE CRASHES IN 12 MONTH PERIOD 2  
 MAJOR STREET NAME Smyrna Parkway NO. OF MAJOR STREET APPROACH LANES 1  
 MINOR STREET NAME Applegate Lane (west) NO. OF MINOR STREET APPROACH LANES 1  
 POSTED SPEED LIMIT MAJOR SREET 35 MPH POPULATION < 10,000  YES  NO  
 POSTED SPEED LIMIT MINOR SREET 35 MPH REDUCED WARRANTS BASED UPON  SPEED  POPULATION

TIME	MAJOR STREET TWO WAY VOLUME	MINOR STREET HIGHEST VOLUME APPROACH	Warrant 1 Condition A		Warrant 1 Condition B		Warrant 7 - CRASH EXPERIENCE (Warrant 1 Condition A or B 80% Satisfied) AND (5 or More Correctible Crashes in 12 Month Period)			
			Minimum Vehicular Volume		Interruption of Continuous Traffic		Warrant 1 Condition A - 80%		Warrant 1 Condition B - 80%	
			MAJOR	MINOR	MAJOR	MINOR	MAJOR	MINOR	MAJOR	MINOR
			500 (1) 600 (2)	150 (1) 200 (2)	750 (1) 900 (2)	75 (1) 100 (2)	400 (1) 480 (2)	120 (1) 160 (2)	600 (1) 720 (2)	60 (1) 80 (2)
			REDUCED WARRANTS				REDUCED WARRANTS (56% Reduction)			
			350 (1) 420 (2)	105 (1) 140 (2)	525 (1) 630 (2)	53 (1) 70 (2)	280 (1) 336 (2)	84 (1) 112 (2)	420 (1) 504 (2)	42 (1) 56 (2)
			(1) = ONE LANE APPROACH				(2) = TWO LANE APPROACH			
7-8 am	1,070	123	X		X	X	X	X	X	X
8-9 am	756	128	X		X	X	X	X	X	X
9-10 am	643	112	X			X			X	X
10-11 am	611	114	X			X			X	X
11-12 am	711	148	X			X		X	X	X
12-1 pm	741	174	X	X		X		X	X	X
1-2 pm	885	256	X	X	X	X	X	X	X	X
2-3 pm	1,064	332	X	X	X	X	X	X	X	X
3-4 pm	1,010	341	X	X	X	X	X	X	X	X
4-5 pm	1,188	377	X	X	X	X	X	X	X	X
5-6 pm	1,185	423	X	X	X	X	X	X	X	X
6-7 pm	1,052	333	X	X	X	X	X	X	X	X
NUMBER OF HOURS			7		8		10		12	
COMPLIANCE			NO		YES		NO			

### HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	CDM Smith			Duration, h	0.25		
Analyst	DBZ	Analysis Date	Feb 17, 2016	Area Type	Other		
Jurisdiction		Time Period	AM Peak	PHF	0.78		
Urban Street	Smyrna Pkwy	Analysis Year	2017 Build	Analysis Period	1 > 7:00		
Intersection	Applegate Lane	File Name	AM rt.xus				
Project Description	Crossroads IGA						

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	33	10	81	45	9	5	223	530	46	5	303	24

Signal Information				Signal Timing (s)												
Cycle, s	120.0	Reference Phase	2	Green	74.0	20.0	8.0	0.0	0.0	0.0						
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	2.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On													

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		11.0		10.0		6.0		6.0
Phase Duration, s		26.0		14.0		80.0		80.0
Change Period, (Y+R), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.3		3.1		0.0		0.0
Queue Clearance Time (g*), s		8.9		5.8				
Green Extension Time (g*), s		0.2		0.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16				
Adjusted Flow Rate (v), veh/h		55	104	58	18		286	738		6	419					
Adjusted Saturation Flow Rate (s), veh/h/in		1776	1610	1757	1733		954	1819		710	1821					
Queue Service Time (g*), s		3.2	6.9	3.8	1.2		25.6	31.5		0.7	13.8					
Cycle Queue Clearance Time (g*), s		3.2	6.9	3.8	1.2		39.3	31.5		32.2	13.8					
Green Ratio (g/C)		0.17	0.17	0.07	0.07		0.62	0.62		0.62	0.62					
Capacity (c), veh/h		296	268	117	116		539	1121		312	1123					
Volume-to-Capacity Ratio (X)		0.186	0.387	0.493	0.155		0.530	0.659		0.021	0.373					
Available Capacity (c*), veh/h		355	322	264	260		539	1121		312	1123					
Back of Queue (Q), veh/in (50 th percentile)		1.4	2.8	1.7	0.5		6.1	13.0		0.1	5.6					
Queue Storage Ratio (RQ) (50 th percentile)		0.18	0.07	0.44	0.13		0.78	0.66		0.02	0.29					
Uniform Delay (d1), s/veh		43.0	44.5	54.0	52.8		21.3	14.8		25.2	11.5					
Incremental Delay (d2), s/veh		0.1	0.3	1.2	0.2		3.7	3.0		0.1	1.0					
Initial Queue Delay (d3), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0					
Control Delay (d), s/veh		43.1	44.9	55.2	53.0		25.0	17.9		25.4	12.4					
Level of Service (LOS)		D	D	E	D		C	B		C	B					
Approach Delay, s/veh / LOS	44.3	D			54.7			D			19.9			B		
Intersection Delay, s/veh / LOS	21.9						C									

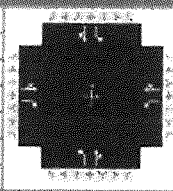
  

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.3	B		2.3	B		2.2	B		2.2	B	
Bicycle LOS Score / LOS	0.7	A		0.6	A		2.2	B		1.2	A	



### HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	CDM Smith			Duration, h	0.25		
Analyst	DBZ	Analysis Date	Feb 17, 2016	Area Type	Other		
Jurisdiction		Time Period	PM Peak	PHF	0.98		
Urban Street	Smyrna Pkwy	Analysis Year	2017 Build	Analysis Period	> 5:00		
Intersection	Applegate Lane	File Name	PM w rt lane.xus				
Project Description	Crossroads IGA						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	25	13	388	64	13	7	230	439	63	7	506	31

Signal Information				Signal Timing (s)										
Cycle, s	120.0	Reference Phase	2	Green	65.5	29.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		11.0		10.0		6.0		6.0
Phase Duration, s		35.0		13.5		71.5		71.5
Change Period, (Y+R), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		3.3		3.1		0.0		0.0
Queue Clearance Time (g*), s		28.7		6.3				
Green Extension Time (g*), s		0.3		0.0		0.0		0.0
Phase Call Probability		1.00		0.94				
Max Out Probability		1.00		0.11				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		39	365	65	20		235	512		7	548	
Adjusted Saturation Flow Rate (s), veh/h/ln		1786	1810	1757	1735		847	1804		876	1826	
Queue Service Time (g*), s		2.0	26.7	4.3	1.3		29.8	21.6		0.6	23.4	
Cycle Queue Clearance Time (g*), s		2.0	26.7	4.3	1.3		53.2	21.6		22.2	23.4	
Green Ratio (g/C)		0.24	0.24	0.06	0.06		0.55	0.55		0.55	0.55	
Capacity (c), veh/h		431	389	110	109		357	984		380	996	
Volume-to-Capacity Ratio (X)		0.090	0.940	0.592	0.187		0.657	0.520		0.019	0.550	
Available Capacity (c*), veh/h		461	416	161	159		357	984		380	996	
Back of Queue (Q), veh/ln (95th percentile)		1.6	19.5	3.5	1.1		11.2	14.1		0.3	15.2	
Queue Storage Ratio (RQ) (95th percentile)		0.20	0.49	0.91	0.27		1.44	0.72		0.03	0.78	
Uniform Delay (d*), s/veh		35.3	44.7	54.7	53.3		35.0	17.3		24.4	17.7	
Incremental Delay (d2), s/veh		0.0	27.7	1.9	0.3		9.1	2.0		0.1	2.2	
Initial Queue Delay (d3), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh		35.3	72.3	56.6	53.6		44.1	19.3		24.4	19.9	
Level of Service (LOS)		D	E	E	D		D	B		C	B	
Approach Delay, s/veh / LOS	68.8		E		55.9	E		27.1	C		19.9	B
Intersection Delay, s/veh / LOS	35.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.2	A	0.6	A	1.7	A	1.4	A

6-2-16 Signal Warrant Analysis for Applegate Lane at Smyrna Parkway

TRAFFIC SIGNAL WARRANT ANALYSIS

COUNTY Jefferson DATE December 17, 2015 DAY OF WEEK THURS

CITY Louisville MILEPOST Smyrna Parkway NO. OF CORRECTIBLE CRASHES IN 12 MONTH PERIOD NA

MAJOR STREET NAME Applegate Lane (west) w/ Crossroads volumes NO. OF MAJOR STREET APPROACH LANES 1

MINOR STREET NAME Applegate Lane (west) w/ Crossroads volumes NO. OF MINOR STREET APPROACH LANES 1

POSTED SPEED LIMIT MAJOR SREET 45 MPH POPULATION < 10,000  YES  NO

POSTED SPEED LIMIT MINOR SREET 35 MPH REDUCED WARRANTS BASED UPON  SPEED  POPULATION

TIME	MAJOR STREET TWO WAY VOLUME	MINOR STREET HIGHEST VOLUME APPROACH	Are Side Street Rights Included? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Warrant 1 Condition A		Warrant 1 Condition B		Warrant 7 - CRASH EXPERIENCE (Warrant 1 Condition A or B 80% Satisfied) AND (5 or More Correctible Crashes in 12 Month Period)					
				Minimum Vehicular Volume		Interruption of Continuous Traffic		Condition A - 80%		Condition B - 80%		Warrant 1	
				MAJOR	MINOR	MAJOR	MINOR	MAJOR	MINOR	MAJOR	MINOR	MAJOR	MINOR
7-8 am	1,070	83		X	X	X	X	X	X	X	X	X	X
8-9 am	756	79		X	X	X	X	X	X	X	X	X	X
9-10 am	643	65		X	X	X	X	X	X	X	X	X	X
10-11 am	611	65		X	X	X	X	X	X	X	X	X	X
11-12 am	711	105	*	X	X	X	X	X	X	X	X	X	X
12-1 pm	741	109		X	X	X	X	X	X	X	X	X	X
1-2 pm	885	145		X	X	X	X	X	X	X	X	X	X
2-3 pm	1,064	182		X	X	X	X	X	X	X	X	X	X
3-4 pm	1,010	196		X	X	X	X	X	X	X	X	X	X
4-5 pm	1,188	208		X	X	X	X	X	X	X	X	X	X
5-6 pm	1,195	230		X	X	X	X	X	X	X	X	X	X
6-7 pm	1,052	154		X	X	X	X	X	X	X	X	X	X
REDUCED WARRANTS				REDUCED WARRANTS		REDUCED WARRANTS		REDUCED WARRANTS		REDUCED WARRANTS		REDUCED WARRANTS	
550 (1)				525 (1)		53 (1)		280 (1)		64 (1)		42 (1)	
420 (2)				630 (2)		70 (2)		336 (2)		112 (2)		56 (2)	
				(1) = ONE LANE APPROACH				(2) = TWO LANE APPROACH					
7-8 am				X	X	X	X	X	X	X	X	X	X
8-9 am				X	X	X	X	X	X	X	X	X	X
9-10 am				X	X	X	X	X	X	X	X	X	X
10-11 am				X	X	X	X	X	X	X	X	X	X
11-12 am				X	X	X	X	X	X	X	X	X	X
12-1 pm				X	X	X	X	X	X	X	X	X	X
1-2 pm				X	X	X	X	X	X	X	X	X	X
2-3 pm				X	X	X	X	X	X	X	X	X	X
3-4 pm				X	X	X	X	X	X	X	X	X	X
4-5 pm				X	X	X	X	X	X	X	X	X	X
5-6 pm				X	X	X	X	X	X	X	X	X	X
6-7 pm				X	X	X	X	X	X	X	X	X	X
NUMBER OF HOURS				8		12		8		12		8	
COMPLIANCE				YES		YES		YES		YES		YES	

\* additional 12 trips added by development

# BARDENWEAVER, TALBOTT & ROBERTS, PLLC

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## STATEMENT OF COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE 2020 COMPREHENSIVE PLAN

Applicant: Houchens Industries

Owner: Highview Fire Protection District

Location: 8001 Smyrna Parkway

Proposed Use: Neighborhood Crossroads IGA, Ace Hardware and fuel station

Engineers, Land Planners and  
Landscape Architects: Arnold Consulting Engineering Service, Inc.

Request: Zone Change from R-4 and R-5A to C-1

### SUMMARY STATEMENT

Houchens is the largest employee-owned company in the United States. It owns and operates various enterprises, and included among them are several hundred grocery stores. The grocery concept proposed for this location, Crossroads IGA, is a relatively new one in that involves a with product that includes fresh produce and meats at grocery, not convenience, store prices along with an Ace Hardware store and sit-down restaurant with drive-thru. The store will be of an upscale design tailor-made for this particular neighborhood with fewer fuel pumps than at Houchens' first Crossroads IGA store in this market, which is at US 60 and Beckley Station Road.

The site is at a "T" intersection of Smyrna Parkway and the westward extension of Applegate Lane. It is also just north of the "T" intersection of Smyrna Parkway and the eastward extension of Applegate Lane. Smyrna Parkway is a relatively heavily trafficked arterial roadway which would benefit from a traffic signal at one of its "T" intersections with west-bound Applegate Lane. The applicant conducted a Traffic Impact Study, which determined that a traffic signal at this location would make it possible to enter and exit the proposed facility while also improving current levels of service at Smyrna Parkway and west-bound Applegate Lane, specifically by making left-hand turns eastbound Applegate Lane to northbound Smyrna Parkway possible and by improving right-turn movements as well eastbound Applegate Lane to southbound Smyrna Parkway.

### GUIDELINE 1 – COMMUNITY FORM

The application complies with the Suburban Neighborhood Form District description of an area characterized by *predominantly* residential uses but that also includes, at appropriate locations, a mixture of uses, such as offices, retail shops, restaurants and services so long as these uses are at

a scale appropriate for the nearby neighborhoods. This proposal represents 21<sup>st</sup> Century version of the “corner grocery” and “neighborhood hardware” stores, which are ideally located in close proximity to large, fairly dense residential areas, which serve as the support population for this combination small grocery and hardware store.

### **GUIDELINE 2 – CENTERS**

The application complies with the Intents and applicable Policies 1, 2, 3, 4, 5, 7, 8, 9, 11, 13, 14 and 15 of this Guideline as follows.

This site is presently owned by the Highview Fire Department, representing excess land at the rear of an existing fire station. The fire station is located next door to one existing and one soon-under-construction residential condominium communities and across the eastward extension of Applegate Lane from the Smyrna Inn. As a consequence, this is an existing activity center, comprised of higher density residential, the institutional use of a fire station and a bar/restaurant. With this addition to the diversity of goods and services in close proximity to residential housing, this small grocery/hardware store/restaurant/fuel station adds to the vitality and sense of place among the mostly disconnected nearby neighborhoods, some of whose residents might decide to walk to this grocery.

As an “activity center”, it is appropriately located at the intersection of a collector and arterial street and is designed to be of intensity, density, size and mix of uses appropriate for a small neighborhood center. Everything within this small center is compact, and it includes four uses: a grocery, a hardware store, a small restaurant and a fuel station. They share parking and work off the same utility infrastructure.

### **GUIDELINE 3 – COMPATIBILITY**

The application complies with the Intents and applicable Policies 1, 2, 4, 5, 6, 7, 8, 9, 12, 20, 21, 22, 23, 24 and 28 of this Guideline as follows.

As set forth above, this is a small neighborhood serving retail center. It will have the look and feel of the store already built at US 60 and Beckley Station Road, except at this one will involve fewer fuel pumps and will add a new hardware store. Elevation renderings are included in the neighborhood meeting PowerPoint presentation accompanying this application. Odors will be contained within the building, especially given that the type restaurant will be a Subway-type restaurant. Noise will not be a late evening/over night factor given that this store, except for the fuel pumps, will be closed during those hours. Lighting will follow restrictions of the Land Development Code (LDC) and thus be directed down and away from nearby residential properties, with a 90 degree cut-off at property lines. Transitions to adjoining properties to the north and east will be well screened and buffered in accordance with LDC requirements and in consultation with adjoining property owners. Parking will be shared. Loading and delivery will be located and/or screened so as to minimize impacts on any nearby residentially occupied properties. Signage will be in conformance with the LDC.



## **GUIDELINE 6 – ECONOMIC GROWTH AND SUSTAINABILITY**

The application complies with the Intents and applicable Policies 2, 3, 5, 6 and 11 of this Guideline as follows.

This proposed combination of four compatible uses constitutes a high quality, neighborhood activity center. It is located in the midst of fairly intense residential populations along Smyrna Parkway and Applegate Lane. Without this proposed development of the rear unutilized portion of the existing Highview Fire Station site, it is hard to envision what this site would otherwise be appropriate for – surely not single-family residential use.

## **GUIDELINES 7, 8 AND 9 – CIRCULATION; TRANSPORTATION FACILITY DESIGN; AND BICYCLE, PEDESTRIAN AND TRANSIT**

The application complies with the Intents and applicable Policies 1, 2, 4, 6, 9, 10, 11, 12, 13, 14, 15, 16 and 18 of Guideline 7; Policies 1, 4, 5, 7, 9, 10 and 11 of Guideline 8; and Policies 1, 2, 3 and 4 of Guideline 9 as follows.

As mentioned above, the applicant conducted a TIS analyses and a signal warrant analysis. The conclusion of that analysis is set forth in the Summary Statement above. The proposed traffic signal at the entrance to this center will would move traffic much more efficiently along this very busy, peak-hour heavy arterial roadway. That is because what especially slows traffic and creates congestion are left and right turns from eastbound west Applegate Lane and attempted left turns from northbound Smyrna Parkway onto west Applegate Lane. Furthermore, the design of this small center, together with its points of access, take into account the standards promulgated by KTC and Metro Transportation Planning and Public Works. The latter will be required to review the detailed district development plan (DDDP) submitted with this application prior to time of LD&T and Planning Commission public reviews, or this application will not be publicly heard. That review and preliminary stamp of approval will assure that Transportation Planning and Public Works standards for corner clearances, access, connectivity, internal circulation and parking minimums are all satisfied. Additional right-of-way will be dedicated if required.

## **GUIDELINE 10 - FLOODING AND STORMWATER**

The application complies with the Intents and applicable Policies 1, 3, 4, 6, 7, 10 and 11 of this Guideline as follows.

Small detention basins distributed at points on the DDDP, in compliance with MSD's standards for storm water management will assure that post-development rates of runoff will not exceed pre-development conditions. MSD will be required to review the storm water management plan and give its preliminary stamp of approval to the DDDP prior to docketing for LD&T and Planning Commission public reviews.

### **GUIDELINE 11 – WATER QUALITY**

The application complies with the Intents and applicable Policies 3, 5 and 8 of this Guideline as follows.

MSD has promulgated both soil erosion/sedimentation control regulations and even newer ones with respect to water quality. Construction plans for this center will require compliance with these regulations prior to obtaining building permits.

### **GUIDELINE 12 – AIR QUALITY**

The application complies with the Intents and applicable Policies 2, 4, 7 and 8 of this Guideline as follows.

By locating this small neighborhood center in close proximity to a large residential support population, notably along an already busy arterial road at its intersection with a busy collector level road, not only will vehicle miles traveled be reduced, but also customers already driving these road systems will be able to pop in and pop out of this center without having to travel greater distances for the exact same services.

### **GUIDELINE 13 – LANDSCAPE CHARACTER**

The application complies with the Intents and applicable Policies 1, 2, 4, 5 and 6 of this Guideline as follows.

Compliance with this Guideline is achieved by virtue of compliance with LDC requirements. But as stated above, landscaping, screening and buffering will exceed LDC requirements, as promised neighbors at the neighborhood meeting.

\* \* \*

For all the reasons listed above, the application complies with the listed and all other relevant and applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan and should be approved.

Respectfully submitted,

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## PROPOSED FINDINGS OF FACT REGARDING COMPLIANCE WITH ALL APPLICABLE GUIDELINES AND POLICIES OF THE CORNERSTONE2020 COMPREHENSIVE PLAN

Applicant: Houchens Industries

Owner: Highview Fire Protection District

Location: 8001 Smyrna Parkway

Proposed Use: Neighborhood Crossroads IGA, Ace Hardware and fuel station

Engineers, Land Planners and Landscape Architects: Arnold Consulting Engineering Service, Inc.

Request: Zone Change from R-4 and R-5A to C-1

The Louisville Metro Planning Commission, having heard testimony before its Land Development & Transportation Committee, in the Public Hearing held on August 4, 2016 and having reviewed evidence presented by the applicant and the staff's analysis of the application, make the following findings:

### SUMMARY STATEMENT

**WHEREAS**, Houchens is the largest employee-owned company in the United States; it owns and operates various enterprises, and included among them are several hundred grocery stores; the grocery concept proposed for this location, Crossroads IGA, is a relatively new one that involves product like fresh produce and meats at grocery, not convenience, store prices along with an Ace Hardware store and fuel station; the store will be of an upscale design tailor-made for this particular neighborhood with fewer fuel pumps than at Houchens' first Crossroads IGA store in this market, which is at US 60 and Beckley Station Road; and

**WHEREAS**, the site is at a "T" intersection of Smyrna Parkway and West Applegate Lane; it is also just north of the "T" intersection of Smyrna Parkway and East Applegate Lane; Smyrna Parkway is a relatively heavily trafficked arterial roadway which would benefit from a traffic signal at the "T" intersections with West Applegate Lane where a signal has been approved; the applicant conducted a Traffic Impact Study (TIS), which determined that a traffic signal at this location would make it possible to enter and exit the proposed facility while also improving current levels of service at West Applegate Lane, specifically by making left-hand turns eastbound from West Applegate Lane to northbound Smyrna Parkway possible and by improving right-turn movements as well eastbound from West Applegate Lane to southbound Smyrna Parkway; and

## **GUIDELINE 1 – COMMUNITY FORM**

**WHEREAS**, the application complies with the Suburban Neighborhood Form District description of an area characterized by *predominantly* residential uses but that also includes, at appropriate locations, a mixture of uses, such as offices, retail shops, restaurants and services so long as these uses are at a scale appropriate for the nearby neighborhoods; this proposal represents 21<sup>st</sup> Century versions of the “corner grocery” and “neighborhood hardware” stores, which are ideally located in close proximity to large, fairly dense residential areas, which serve as the support population for this combination small grocery and hardware store; and

## **GUIDELINE 2 – CENTERS**

**WHEREAS**, the application complies with the Intents and applicable Policies 1, 2, 3, 4, 5, 7, 8, 9, 11, 13, 14 and 15 of this Guideline as follows; and

**WHEREAS**, this site is presently owned by the Highview Fire Department, representing excess land at the rear of an existing fire station; the fire station is located next door to one existing and one soon-under-construction residential condominium communities and across East Applegate Lane from the Smyrna Inn; as a consequence, this is an existing activity center, comprised of higher density residential, the institutional use of a fire station and a bar/restaurant; and with this addition to the diversity of goods and services in close proximity to residential housing, this small grocery/hardware store/fuel station adds to the vitality and sense of place among the mostly disconnected nearby neighborhoods, some of whose residents might decide to walk to this grocery; and

**WHEREAS**, as an “activity center”, it is appropriately located at the intersection of a collector and arterial street and is designed to be of intensity, density, size and mix of uses appropriate for a small neighborhood center; everything within this small center is compact, and it includes three uses: a grocery, a hardware store, and a fuel station; and they share parking and work off the same utility infrastructure; and

## **GUIDELINE 3 – COMPATIBILITY**

**WHEREAS**, the application complies with the Intents and applicable Policies 1, 2, 4, 5, 6, 7, 8, 9, 12, 20, 21, 22, 23, 24 and 28 of this Guideline as follows; and

**WHEREAS**, as set forth above, this is a small neighborhood serving retail center; it will have the look and feel of the store already built at US 60 and Beckley Station Road, except at this one will involve fewer fuel pumps and will add a new Ace hardware store; attractive building elevation renderings and inside photographs were included in the neighborhood meeting PowerPoint and shown at the Planning Commission Public Hearing PowerPoint presentation; odors will be contained within the building; noise will not be a late evening/over night factor given that this store, except for the fuel pumps, will be closed during those hours; lighting will follow restrictions of the Land Development Code (LDC) and thus be directed down and away from nearby residential properties, with a 90 degree cut-off at property lines; transitions to adjoining properties to the north and east will be well screened and buffered in accordance with LDC requirements and in consultation with adjoining property owners; parking will be shared;



loading and delivery will be located and/or screened so as to minimize impacts on any nearby residentially occupied properties; and signage will be in conformance with the LDC; and

**GUIDELINE 6 – ECONOMIC GROWTH AND SUSTAINABILITY**

**WHEREAS**, the application complies with the Intents and applicable Policies 2, 3, 5, 6 and 11 of this Guideline as follows; and

**WHEREAS**, this proposed combination of compatible uses constitutes a high quality, neighborhood activity center; it is located in the midst of fairly intense residential populations along Smyrna Parkway and Applegate Lanes; and without this proposed development of the rear unutilized portion of the existing Highview Fire Station site, it is hard to envision what this site would otherwise be appropriate for – surely not single-family residential use; and

**GUIDELINES 7, 8 AND 9 – CIRCULATION; TRANSPORTATION FACILITY DESIGN; AND BICYCLE, PEDESTRIAN AND TRANSIT**

**WHEREAS**, the application complies with the Intents and applicable Policies 1, 2, 4, 6, 9, 10, 11, 12, 13, 14, 15, 16 and 18 of Guideline 7; Policies 1, 4, 5, 7, 9, 10 and 11 of Guideline 8; and Policies 1, 2, 3 and 4 of Guideline 9 as follows; and

**WHEREAS**, as mentioned above, the applicant conducted a TIS and signal warrant analysis; the conclusion of that analysis is set forth in the Summary Statement above; the proposed traffic signal at the entrance to this center will would move traffic much more efficiently along this very busy, peak-hour heavy arterial roadway; that is because what especially slows traffic and creates congestion are left and right turns from eastbound West Applegate Lane and attempted left turns from northbound Smyrna Parkway onto West Applegate Lane; furthermore, the design of this small center, together with its points of access, take into account the standards promulgated by KTC and Metro Transportation Planning and Public Works which reviewed and gave its preliminary stamp of approval on the detailed district development plan (DDDP) prior to LD&T and Planning Commission public hearing; internal circulation and parking minimums are all satisfied; and additional right-of-way will be dedicated if required; and

**GUIDELINE 10 - FLOODING AND STORMWATER**

**WHEREAS**, the application complies with the Intents and applicable Policies 1, 3, 4, 6, 7, 10 and 11 of this Guideline as follows; and

**WHEREAS**, small detention basins distributed at points on the DDDP, in compliance with MSD's standards for storm water management, will assure that post-development rates of runoff will not exceed pre-development conditions; MSD reviewed the storm water management plan and gave its preliminary stamp of approval to the DDDP prior to docketing for LD&T and Planning Commission public hearing; and

**GUIDELINE 11 – WATER QUALITY**

**WHEREAS**, the application complies with the Intents and applicable Policies 3, 5 and 8 of this Guideline as follows; and

**WHEREAS**, MSD has promulgated both soil erosion/sedimentation control regulations and even newer ones with respect to water quality; and construction plans for this center will require compliance with these regulations prior to obtaining building permits; and

**GUIDELINE 12 – AIR QUALITY**

**WHEREAS**, the application complies with the Intents and applicable Policies 2, 4, 7 and 8 of this Guideline as follows; and

**WHEREAS**, by locating this small neighborhood center in close proximity to a large residential support population, notably along an already busy arterial road at its intersection with a busy collector level road, not only will vehicle miles traveled be reduced, but also customers already driving these road systems will be able to pop in and pop out of this center without having to travel greater distances for the exact same services; and

**GUIDELINE 13 – LANDSCAPE CHARACTER**

**WHEREAS**, the application complies with the Intents and applicable Policies 1, 2, 4, 5 and 6 of this Guideline as follows; and

**WHEREAS**, compliance with this Guideline is achieved by virtue of compliance with LDC requirements; and as stated above, landscaping, screening and buffering will meet or exceed LDC requirements; and

\* \* \* \* \*

**WHEREAS**, for all the reasons explained at LD&T and the Planning Commission public hearing and also in the public hearing exhibit books on the approved detailed district development plan, this application also complies with all other applicable Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan;

**NOW, THEREFORE**, the Louisville Metro Planning Commission hereby recommends to the Louisville Metro Council that it rezone the subject property from R-4 and R-5 to C-1, and it approves the Detailed District Development Plan.