

Planning Commission

Staff Report

May 23, 2019



Case No:	19PARK1000
Project Name:	NoRae Bar Parking Waiver
Location:	717 E Market St
Owner(s):	East Market Holdings
Applicant:	East Market Holdings
Jurisdiction:	Louisville Metro
Council District:	4 – Barbara Sexton Smith
Case Manager:	Jay Lockett, AICP, Planner I

REQUEST(S)

- **Parking Waiver** to reduce minimum parking requirement from 10 to 1, to utilize parking spaces located in a public parking lot and to use on-street parking spaces not directly abutting the subject site.

CASE SUMMARY/BACKGROUND

The applicant is proposing to open a bar in an existing structure located in the NULU area of Louisville Metro. The building area is approximately 1,941 SF, which gives a raw parking requirement of 20 spaces based on 1/100 SF requirement for bars and taverns. The Land Development Code allows for 10% credit for available transit, 20% for renovation of a building that is eligible for the National Register of Historic Places and 20% for meeting the Green Design Criteria found in Land Development Code Appendix 5A. Of the 10 spaces required for this development, the applicant is able to provide 1 on the rear of the subject site accessed via the alley. The applicant has requested to waive the remainder of the parking requirements.

STAFF FINDING

There is an abundance of public parking available near the subject site. In addition to on-street parking, there is a large public parking garage attached to a nearby hotel. The subject site is well served by transit, bike, pedestrian networks and other alternative transportation options reducing the need for patrons to drive to the site. Therefore, the request is adequately justified and meets the standard of review.

TECHNICAL REVIEW

Proposed changes to the exterior of the site were reviewed and approved per the NULU architectural review overlay under 19COA1088.

INTERESTED PARTY COMMENTS

Staff has received no comments from interested parties concerning this request.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR WAIVER

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

STAFF: The proposal would allow for the reuse of an existing site within an established activity center. The site is well served by existing transportation networks and is part of a walkable area well served by transit, bike and pedestrian networks. The elimination of parking minimums is consistent with the Traditional Marketplace form district as described in Plan 2040.

- (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 one space on the subject site, and made a good faith effort to secure agreements with other sites for joint-use parking but was unsuccessful.

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

STAFF: The requested waiver is the smallest possible reduction of parking spaces that would accommodate the proposed use, as they have provided as much as possible on site.

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

STAFF: Adjacent or nearby properties will not be adversely affected, as the development pattern of the area allows for minimum on-site parking for most sites. Businesses in the area are used to sharing public parking facilities and patrons are able to utilize alternative transportation networks to reach the area.

- (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: The requirements found in table 9.1.2 do not accurately depict the parking needs of the proposed use. Patrons of bars and taverns should be discouraged from driving as much as possible. Bars and taverns have a parking requirement in the Land Development Code that is at odds with the public health, safety and welfare. Public transit, pedestrian networks and the wide availability of taxis and ride-sharing services reduce the need for patrons to drive to bars and taverns, thereby mitigating public safety issues traditionally associated with such uses.

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

STAFF: There is a surplus of on-street and public spaces in the area that can accommodate generated parking demand. All streets near the area have abundant on-street parking available and there is a large public garage located on the same block as the subject site.

REQUIRED ACTIONS:

- **RECOMMEND** that **Louisville Metro Council APPROVE** or **DENY** the **Parking Waiver**.

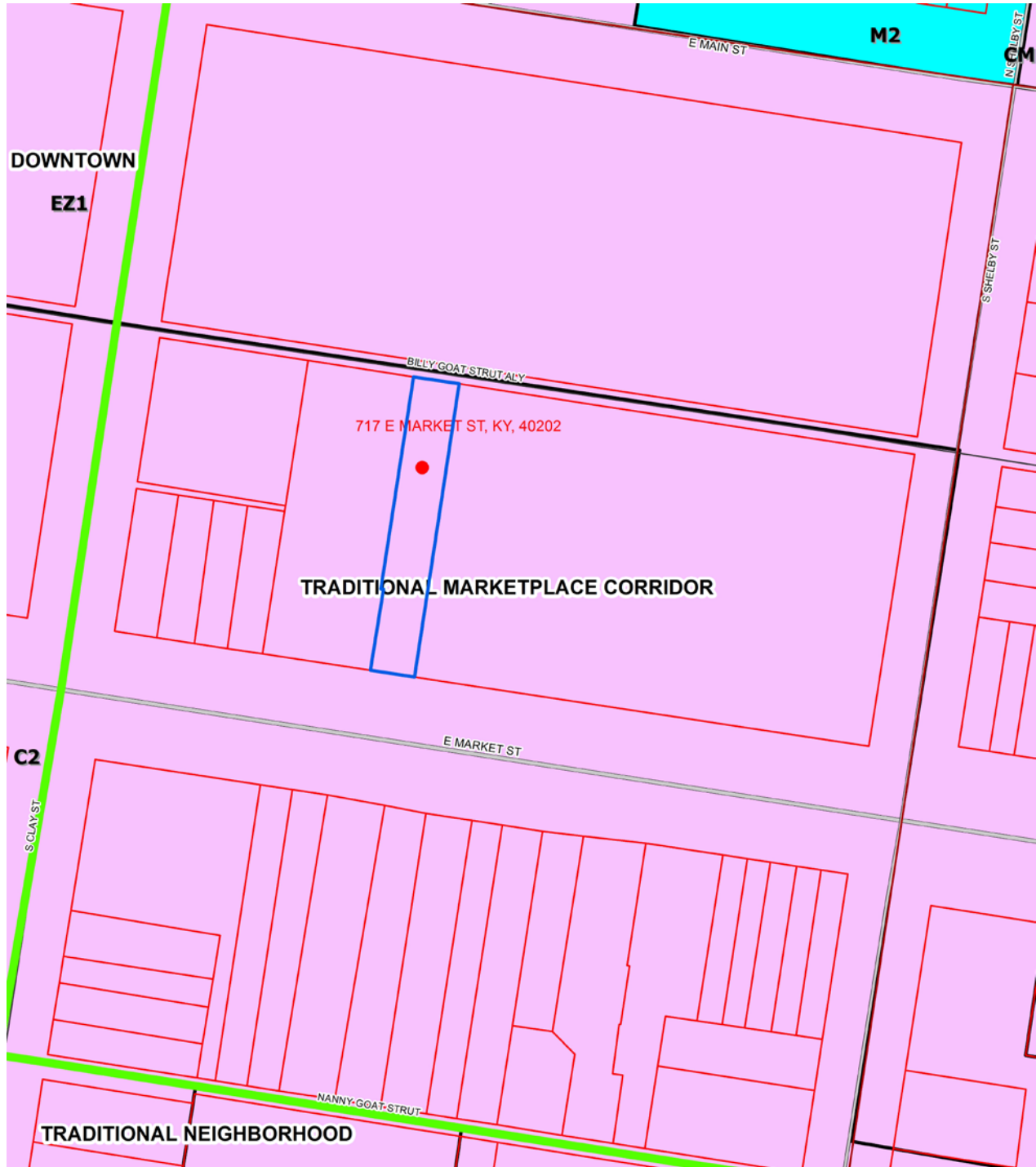
NOTIFICATION

Date	Purpose of Notice	Recipients
5-4-19	Hearing before PC	1 st and 2 nd tier adjoining property owners, property owners within 100 feet of on-street parking spaces considered for this request. Registered Neighborhood Groups in Council District 4

ATTACHMENTS

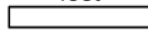
1. Zoning Map
2. Aerial Photograph

1. Zoning Map



19PARK1000

feet



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2. Aerial Photograph



19PARK1000
feet
80

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