LAND DESIGN & DEVELOPMENT, INC.
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3106 Chenoweth Run Road
Case: 21-ZONE-0135
(January 15, 2022)

Proposed Storage Center – 3106 Chenoweth Run Road Louisville, KY

- Proposed building area = 20,177 sf per floor
  - Parking Required
    - Min (1sp/ 500sf + 1/15 Units) = 26 spaces
    - Max (1sp/ 250sf + 1/5 Units) = 75 spaces
  - Parking Provided = 10 spaces (16 spaces below min)

Parking Analysis:

- Land Development Code Requirements:
  - Suburban Form: 1 per 500 sq. ft. of gross floor area for office, plus one space per 15 climate-controlled storage units – Minimum
  - 1 per 250 sq. ft. of gross floor area for office, plus one space per 5 climate-controlled storage units – Maximum

- Peak Parking demands for similar uses/ facilities
  - River City Self Storage – 383 Freys Hill Rd, Louisville, KY 40241 (21 total spaces)
    - Thursday 1/13/22
      - 12:00 pm
        - 3 spaces occupied
      - 5:00 pm
        - 2 spaces occupied
    - Friday 1/14/22
      - 12:00 pm
        - 1 space occupied
      - 5:00 pm
        - 3 spaces occupied
    - Saturday 1/15/22
      - 12:00 pm
        - 2 spaces occupied
      - 5:00 pm
        - 1 space occupied

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- Extra Space Self Storage – 8002 Warwick Ave Louisville, KY 40222 (10 total spaces)
  - Thursday 1/13/22
    - 12:15 pm
      - 4 spaces occupied
    - 5:15 pm
      - 1 space occupied
  - Friday 1/14/22
    - 12:15 pm
      - 3 spaces occupied
    - 5:15 pm
      - 2 spaces occupied
  - Saturday 1/15/22
    - 12:15 pm
      - 4 spaces occupied
    - 5:15 pm
      - 1 space occupied
- Citadel Self Storage – 1403 Browns Ln, Louisville, KY 40207 (11 total spaces)
  - Thursday 1/13/22
    - 12:30 pm
      - 3 spaces occupied
    - 5:30 pm
      - 2 spaces occupied
  - Friday 1/14/22
    - 12:30 pm
      - 1 spaces occupied
    - 5:30 pm
      - 3 spaces occupied
  - Saturday 1/15/22
    - 12:30 pm
      - 3 spaces occupied
    - 5:30 pm
      - 4 spaces occupied

Conclusion:

The comparable sites provided parking spaces that closely resemble the number of parking spaces proposed within the subject proposed development. At peak hour demand (12pm and 5pm) the comparable sites had an average of 3 parking spaces occupied. All three similar developments had 1 car that was present during most of the inventory times, believed to be an office staff worker.

Two of the study sites proposed a similar number of parking spaces as proposed in this development. One appeared to have provided the correct number per LDC requirements. None of the subject sites during this study were ever at capacity. It was observed that 4 cars or U-Haul trucks did pull up to the loading zone, unloaded at that area, and then left immediately following the drop off.

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