

**LAND DESIGN & DEVELOPMENT, INC.**  
ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE  
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**Parking Study**  
**9721 Ormsby Station Road**  
**Lyndon, Kentucky**  
**Case: 16devplan1059**  
(Date: April 21, 2016)

**Parking Waiver Requested**

A Parking Waiver is requested from the ***Louisville Land Development Code*** Section 9.1.3.A Table 9.1.2.A to exceed the maximum number of parking spaces allowed by 73 spaces, a 14% increase.

The maximum number of allowed parking spaces is 505 spaces. 578 parking spaces are proposed.

**History**

The subject site is located at 9721 Ormsby Station Road in the Hurstbourne Green Office Park in the City of Lyndon.

The existing building was constructed in 1994 for a general office use. The building currently houses several businesses one of which has a high number of employees because it is a call center for a Fortune 500 company providing financial services for members of the U.S. Military. Please see Exhibit A and Photo A.

While there are 578 parking spaces being proposed there are a number of factors eliminating spaces from the parking space pool. One factor is the need to provide carpool spaces to comply with ***Section 9.1.7*** of the ***Louisville Land Development Code*** which requires 5 carpool spaces be provided and reserved for carpool use. A similar factor is the need to provide 12 Accessible spaces. Finally, as a result of the high demand for parking spaces, the property owner agreed to provide 172 reserved parking spaces to the other leasers in the building. Please see Photo C of the reserved spaces. These factors combine to reduce the 578 parking spaces down to 389 common parking spaces.

The property owner of the subject site has approached the owners of the neighboring properties to request a shared parking agreement with no success.

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**Parking Statistics**

The ***Louisville Metro Land Development Code*** Parking Requirements for a 100,000 s.f. General Office building are:

Minimum Required Parking Spaces = 286 spaces

Maximum Allowed Parking Spaces = 500 spaces

Existing Reserved Parking Spaces = 172 spaces

Existing Common Parking Spaces = 317 spaces

Existing Accessible Parking Spaces = 12 spaces

Proposed Common Parking Spaces = 72 spaces

to be constructed

Proposed Carpool Spaces = 5 spaces

Total = 578 spaces

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**Parking Counts**

Tuesday April 12, 2016

	Reserved	Common	Accessible
9:00 a.m.	54 spaces vacant	0 spaces vacant	5 spaces vacant
2:00 p.m.	65 spaces vacant	0 spaces vacant	1 space vacant
4:30 p.m.	59 spaces vacant	35 spaces vacant	5 spaces vacant

Wednesday April 13, 2016

	Reserved	Common	Accessible
9:00 a.m.	50 spaces vacant	0 spaces vacant	8 spaces vacant
2:00 p.m.	55 spaces vacant	0 spaces vacant	3 spaces vacant
4:30 p.m.	61 spaces vacant	32 spaces vacant	7 spaces vacant

Thursday April 14, 2016

	Reserved	Common	Accessible
9:00 a.m.	61 spaces vacant	0 spaces vacant	4 spaces vacant
2:00 p.m.	69 spaces vacant	0 spaces vacant	1 space vacant
4:30 p.m.	73 spaces vacant	46 spaces vacant	1 space vacant

## Summary

The parking counts indicate the peak hours of parking demand for the common parking spaces is between 9:00 a.m. and 2:00 p.m. During these times there are no common parking spaces available. There are reserved and accessible parking spaces available at all times during the day.

As a result of the non-availability of vacant common parking spaces people are resorting to parking wherever they can. Please see the attached Photos C, D and E taken at the 9:00 a.m. and 2:00 p.m. parking counts. The photos depict the cars are being parked out of necessity in non-parking areas such as Interior Landscape Islands, driving aisles and designated drop-off areas.

## Conclusion

To address the need for more common parking spaces, Land Design and Development, Inc. has taken a careful look at adding more parking spaces in a manner as compliant as possible with the **Louisville Land Development Code**. Creative re-striping of the parking area was considered and it was determined the existing striping configuration was efficient with no room for improvement. Expanding the parking area into the 100 ft. Ormsby Station Road Building Limit was considered and rejected because it would have reduced the continuous green swath along the public right-of-way and would not have been consistent with the Hurstbourne Green Office Park overall pattern of development.

There is sufficient land area behind the existing office building to construct a forty-eight (48) space parking lot and this is being proposed on the associated Revised Detailed District Development Plan 16devplan1059. Also being proposed on the Revised Detailed District Development Plan are the conversion of several peninsular shaped Interior Landscape Islands to parking spaces. A waiver will be necessary to exceed the **Louisville Metro Land Development Code** minimum requirement of one hundred-twenty (120) feet between Interior Landscape Islands. The Interior Landscape Islands to be converted to pavement are projections of larger Interior Landscape Islands. Additional trees will be planted in the larger Interior Landscape Islands to compensate. The Louisville Metro Land Development Code requires 14,642 s.f. of Interior Landscape Area and approximately double that amount (28,067 s.f.) of Interior Landscape Area is being provided.

To conclude, all avenues of providing additional parking spaces have been investigated resulting in seventy-three (73) parking spaces in excess of the maximum number allowed by the **Louisville Land Development Code**. The waiver is justified by the parking counts which indicate there is a clear need for vacant available common parking spaces during the peak hours of demand.

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