

# Development Review Committee

## Staff Report

March 19, 2025



<b>Case No:</b>	25-PARKWAIVER-0001
<b>Project Name:</b>	7 Brew Coffee (Poplar Level)
<b>Location:</b>	4023 Poplar Level Road
<b>Owner(s):</b>	P & M Investment Company, LLC
<b>Applicant:</b>	7 Brew Team KY, LLC
<b>Jurisdiction:</b>	Louisville Metro
<b>Council District:</b>	10 – Josie Raymond
<b>Case Manager:</b>	Kaitlin Dever, Planner I

### REQUEST(S)

- **Parking Waiver** from Land Development Code (LDC) Table 9.1.3B to exceed the 8 maximum permitted parking spaces by 3 spaces, for a total of 11 parking spaces.

### CASE SUMMARY

The subject site is approximately 0.7 acres zoned C-1 Commercial in the Suburban Workplace form district, located on Poplar Level Road to the north of its intersection with Interstate 264. The property is currently paved and vacant. The applicant is proposing a drive-thru restaurant with vehicular access from an existing internal drive serving nearby commercial properties. A pedestrian connection will be provided from the existing Poplar Level Road sidewalk to the principal structure entrance. The extent of the development does not meet the Form District threshold for additional review; however, the applicant is requesting to exceed the maximum permitted parking of 8 spaces by 3 spaces for a total of 11 parking spaces (including 1 ADA accessible space).

### STAFF FINDING

The requested Parking Waiver is adequately justified for approval based on staff's analysis contained in the standard of review.

### INTERESTED PARTY COMMENTS

No interested party comments have been received by staff.

### STANDARD OF REVIEW AND STAFF ANALYSIS FOR PARKING WAIVER

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

STAFF: Plan 2040 Community Form Goal 1 Policy 3.1.10 characterizes the Suburban Workplace form district as containing a single large-scale use or cluster of uses within a master planned development in a landscaped setting. In order to provide adequate transportation

access in suburban workplaces, connected roads, public transportation, and pedestrian facilities should be encouraged. Mobility Goal 2 Policy 1 advocates for the provision of transportation facilities and systems that accommodate all users and allow for context sensitive solutions that recognize the distinguishing characteristic of each of the Form Districts. Mobility Goal 3 calls to ensure that transportation facilities of new developments are compatible with and support access to surrounding land uses, and contribute to the appropriate development of adjacent lands. Where appropriate, provide at least one continuous roadway through the development to tie all local access roads or parking areas to the arterial street system. The proposal accommodates for all transit users in the provision of vehicular parking, bicycle parking, and a striped pedestrian access between Poplar Level Road and the principal building entrance. The site will be served by an internal drive with no direct access to the Poplar Level Road major arterial to reduce traffic and is compatible with the pattern of development in the surrounding area.

Mobility Goal 3 Policy 4 states that parking requirements should take into account the density and relative proximity of residence to businesses in the market area, the availability and use (both current and potential) of multi-modal transportation options, the character and pattern of the Form District, and advances in technology. Additional consideration include 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, shared, and public parking spaces. 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 site will be served by public transportation facilities such as TARC. Shared parking provisions are not available for this site due to its separation from nearby uses with the internal access drive. On-street parking is also not available for this site. The subject site is located on a major arterial roadway in a node of mixed-use commercial, office, and heavily residential zoning districts as well as nearby pockets of industrial uses. The parking study submitted in accordance with LDC Section 9.1.17 does indicate in similar market areas that parking demand exceeds the maximum permitted by the LDC.

- (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 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. Shared parking provisions are not available for this site due to its separation from nearby uses with the internal access drive. On-street parking is also not available for this site. The applicant is reducing the impervious surface of the site, restoring green space, and providing landscaping for the proposed parking.

- (c) The requirements found in Table 9.1.3B do not allow the provision of the number of parking spaces needed to accommodate the parking needs of the proposed use; and

STAFF: The requirements found in Table 9.1.3B do not allow the provision of the number of parking spaces needed to accommodate the parking needs of the proposed use. The LDC does not account for the peak demand and staffing changes of small-scale drive-thru restaurant uses which do not meet the anticipated definition and parking requirements of a standard restaurant use. The applicant is requesting to provide a number of parking spaces reasonably supported by the parking study of similar sites to meet the market demand of the proposed use.

- (d) The requested increase is the minimum needed to do so.

STAFF: The requested increase is the minimum needed to accommodate use as supported by the applicant's parking study of similar sites in Jeffersonville, IN and Kingsport, TN. The parking study demonstrates that peak demand occurs in the morning, varying from 9-12 occupied parking spaces. The requested maximum parking is 11 spaces, including an ADA accessible space.

**REQUIRED ACTIONS:**

- **APPROVE** or **DENY** the **Parking Waiver** from Land Development Code (LDC) Table 9.1.3.B to exceed the 8 maximum permitted parking spaces by 3 spaces, for a total of 11 parking spaces.

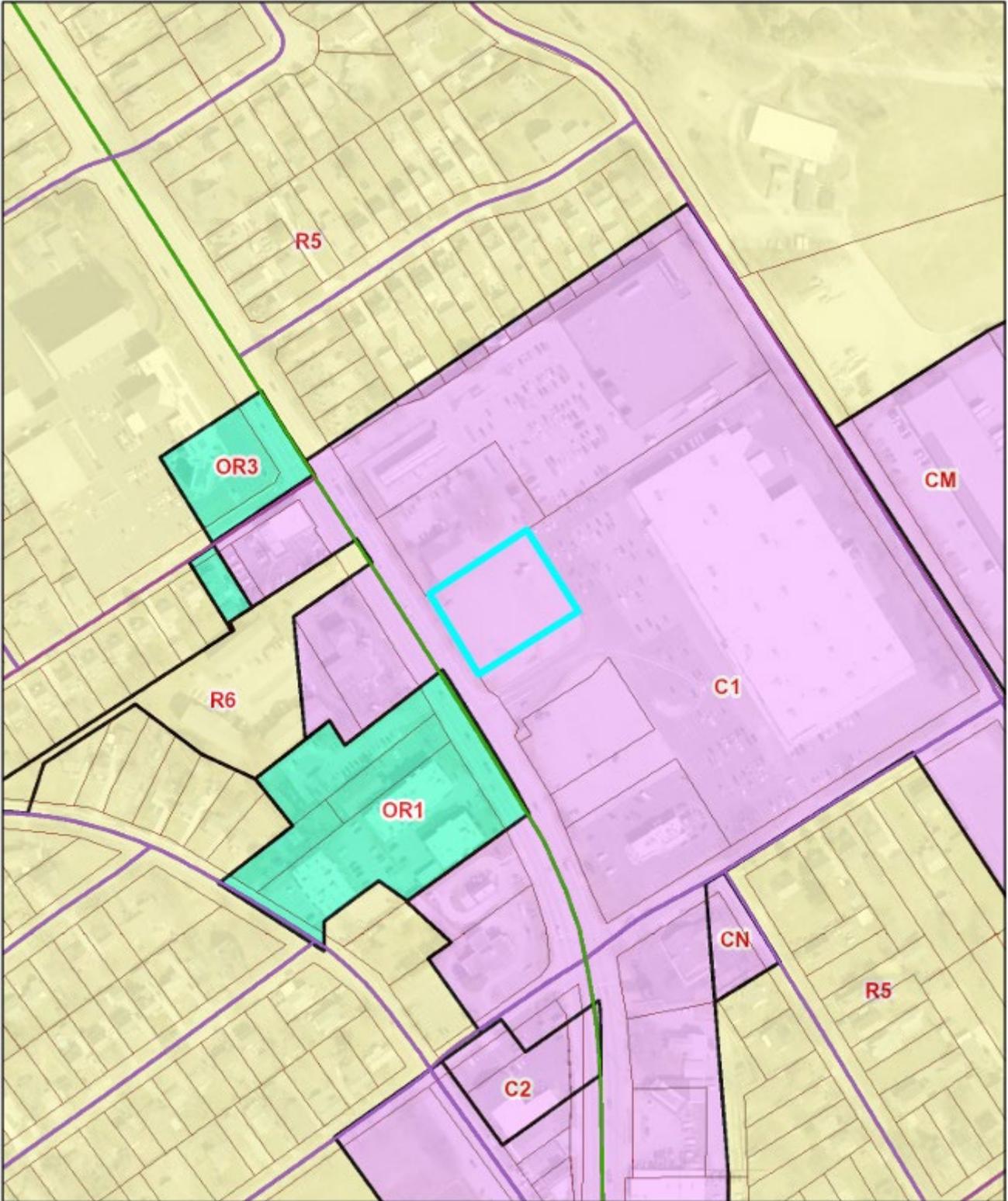
**NOTIFICATION**

Date	Purpose of Notice	Recipients
3/4/2025	Hearing before DRC	1 <sup>st</sup> and 2 <sup>nd</sup> tier adjoining property owners and current residents Metro Council District 10 Representative Registered Neighborhood Groups in Council District 10

**ATTACHMENTS**

1. Zoning Map
2. Aerial Photograph

1. Zoning Map



2. Aerial Photograph

