

Louisville Metro Planning Commission Public Hearing - April 24, 2025
Louisville Metro Land Development & Transportation Committee - March 13, 2025
Neighborhood Meeting - September 10, 2024

Docket No. 24-ZONE-0137

Zone Change from R-4 to R-6 and C-1 (w/ parking waiver and setback variance) to allow a mixed commercial-residential development at
6422 & 6808 Billtown Road

c/o Billtown Road Dev, LLC
Patrick Madden

Attorneys: Bardenwerper Talbott & Roberts, PLLC

Land Planners, Landscape Architects & Engineers: Land Design & Development Inc.

Traffic Engineer: Diane B. Zimmerman Traffic Engineering, LLC



Eastside
Praise Ministry
Center

Farmer
Elem. School

Ramsey
Middle School

Billtown Road

Gellhaus Ln. (future Veterans Dr.)

Future Veterans Dr. (Urton Ln Corridor)

Seatonville Road

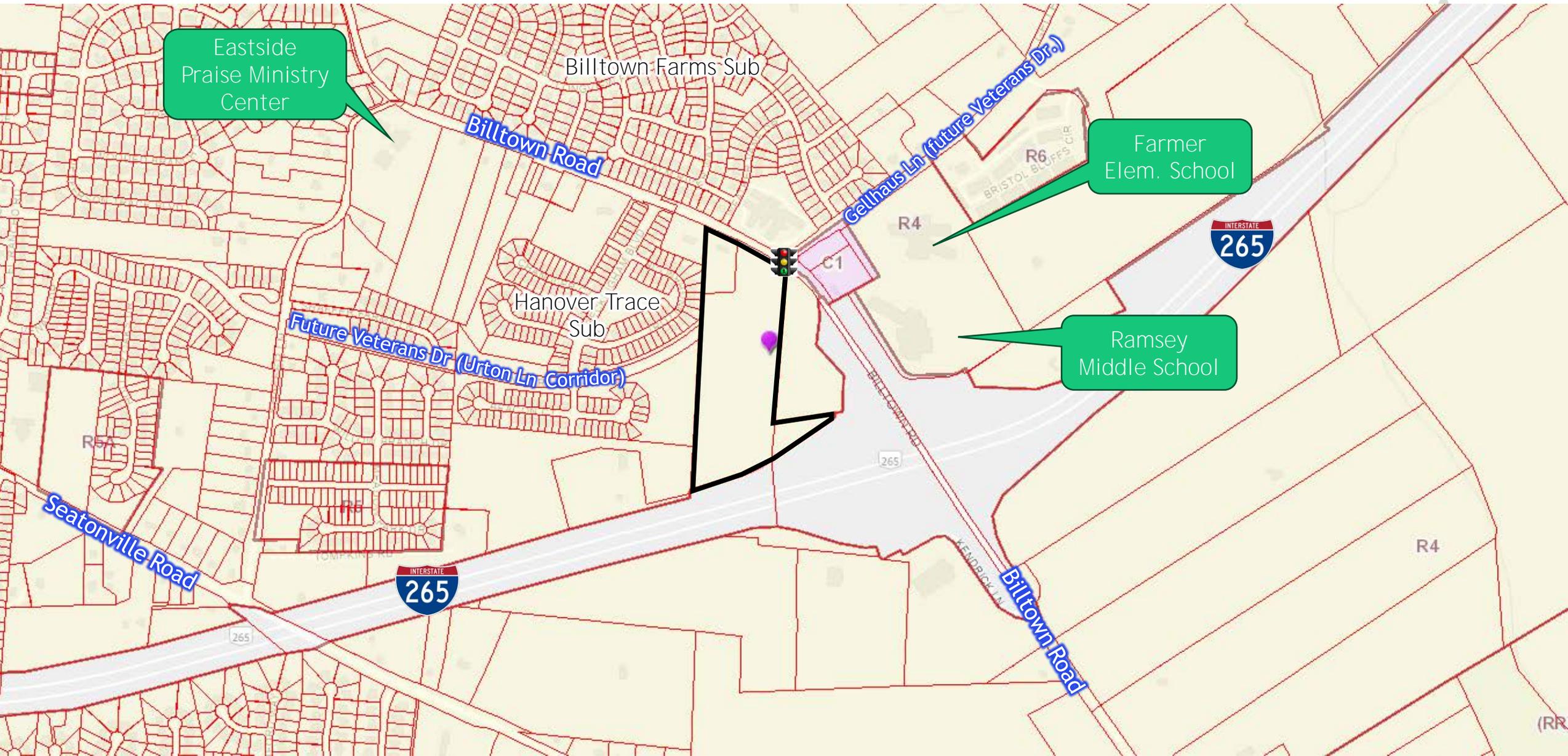
Billtown Road

INTERSTATE
265

INTERSTATE
265

265 265

(RR)



Eastside Praise Ministry Center

Billtown Farms Sub

Billtown Road

Gellhaus Ln (future Veterans Dr.)

Farmer Elem. School

Hanover Trace Sub

Future Veterans Dr (Urton Ln Corridor)

Ramsey Middle School

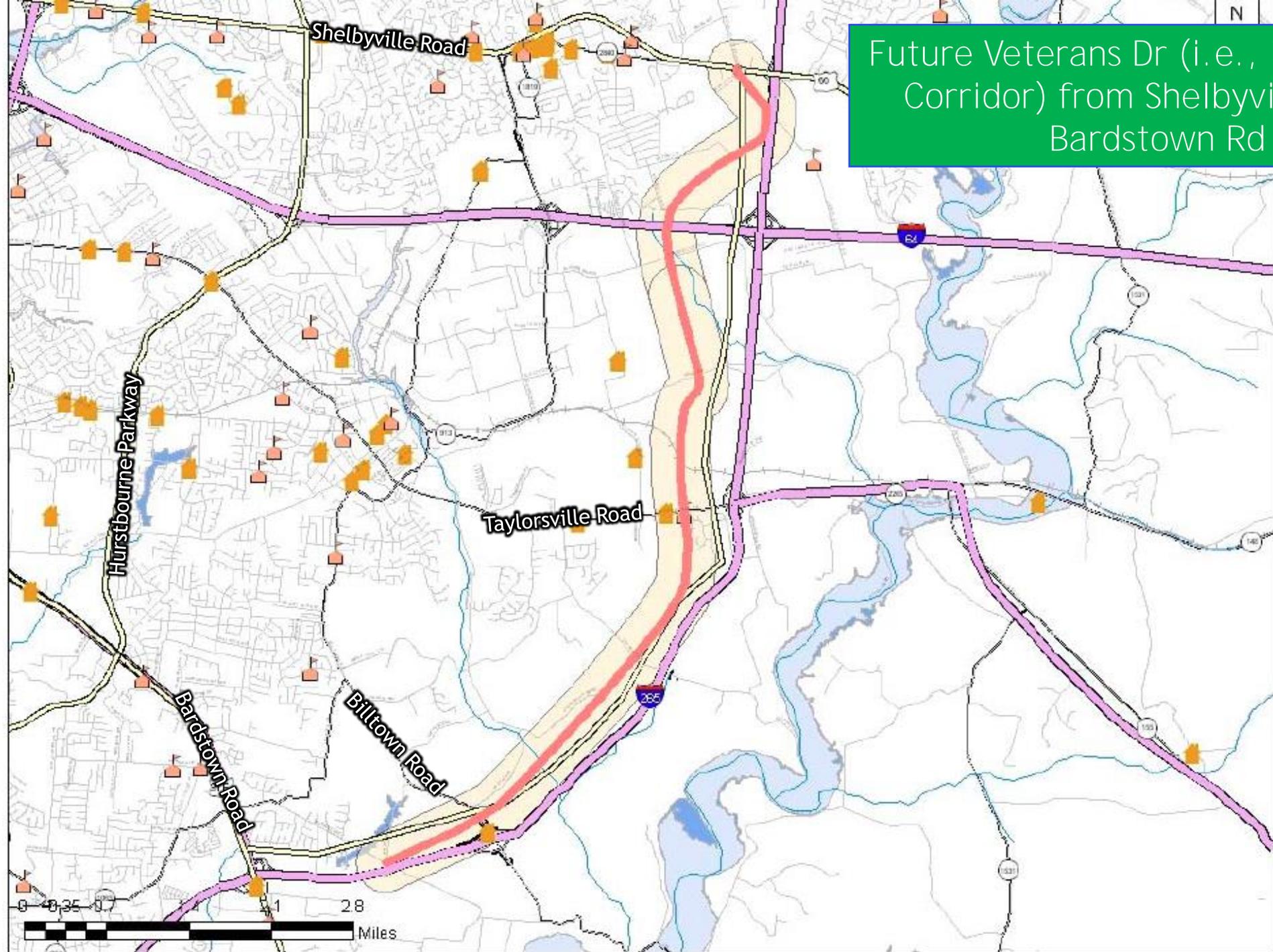
Seatonville Road

INTERSTATE 265

INTERSTATE 265

Billtown Road

Future Veterans Dr (i.e., Urton Lane Corridor) from Shelbyville Rd to Bardstown Rd



GENERAL NOTES:

1. CONSTRUCTION SHALL BE PERFORMED BY THE LOUISVILLE WATER COMPANY. THE NECESSARY WATER SYSTEM IMPROVEMENTS REQUIRED TO SERVE THE DEVELOPMENT SHALL BE AT THE OWNER'S / DEVELOPER'S EXPENSE.
2. TREE PRESERVATION PLAN SHALL BE PROVIDED TO THE PLANNING COMMISSIONS STAFF LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES ON THE SITE.
3. PROTECTORS OF TREES TO BE PRESERVED: CONSTRUCTION ACTIVITIES SHALL BE LIMITED TO ANY GRADING OR CONSTRUCTION ACTIVITIES INVOLVING COMPACTING OF ROAD SYSTEMS OF TREES TO BE PRESERVED. THE FENCING SHALL INCLUDE THE AREA UNDER THE TOP CANOPY OF TREE CANOPY AND SHALL REMAIN IN PLACE UNTIL ALL CONSTRUCTION IS COMPLETE. NO FENCING, NATURAL STORAGE OR CONSTRUCTION ACTIVITIES SHALL BE CONSIDERED WITHIN THE FENCED AREA.
4. THE DEVELOPMENT LIES IN THE FERN CREEK FIRE DISTRICT.
5. A CHAPTER 10 LANDSCAPE AND TREE CARE PLAN PER SHALL BE PROVIDED PRIOR TO RELEASE OF BUILDING PERMIT.
6. ALL EXISTING STRUCTURES AND UTILITIES ON SITE TO BE REMOVED EXCEPT AS NOTED ON THE PLAN.
7. INTERIOR MEASUREMENTS FOR DUST CONTROL SHALL BE IN PLACE DURING CONSTRUCTION TO PREVENT FUGITIVE DUSTS REACHING EXISTING ROADS AND NEIGHBORHOODS.
8. ANY LAND DISTURBING ACTIVITIES ON SLOPES GREATER THAN 3% MUST BE DONE IN CONFORMANCE WITH CHAPTER 4.7 OF THE LAND DEVELOPMENT CODE.
9. IN ACCORDANCE WITH CHAPTER 4.9 OF THE LDC A HAZARD SURVEY OF THE SITE HAS BEEN CONDUCTED BY HARRY STEIN, P.E. ON 10/15/13. A POTENTIAL SWAMP WAS IDENTIFIED IN THE GENERAL LOCATION SHOWN IN THE PLAN.
10. MAJOR SUE OF BURTON AREA CONTAINS TREES OF AT LEAST 4" IN CALIPER. IT SHALL BE DESIGNATED A TREE CANOPY PROTECTION AREA (TCPA) AND NO UTILITY EXCAVATIONS SHALL BE PERMITTED TO EXCEED THIS AREA.
11. COMBUSTIBLE UTILITIES SHALL BE PLACED IN A COMMON TRENCH UNLESS OTHERWISE REQUIRED BY APPLICABLE AGENCIES.
12. ALL OPEN SPACES ARE TO BE DESIGNATED CONSERVATION AREAS AND SHALL BE MANAGED AND MAINTAINED AS DESCRIBED IN THE MANAGEMENT PLAN. PEDESTRIAN PATHWAYS SHALL BE PROVIDED THROUGH THE OPEN SPACE BY THE DEVELOPER AT THE TIME OF CONSTRUCTION OF EACH PHASE AND ULTIMATELY MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

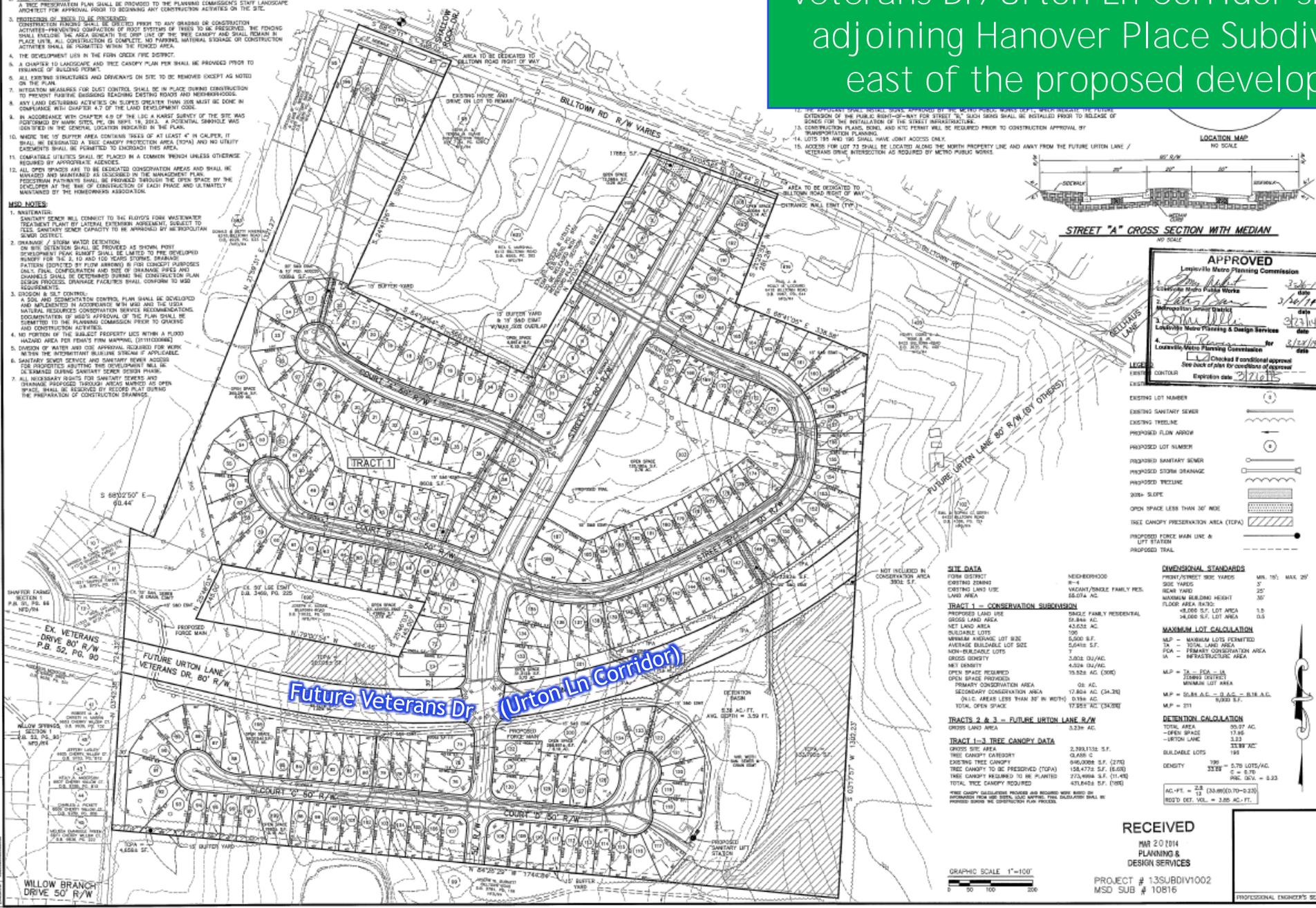
MSD NOTES:

1. SANITARIETY: SANITARY SEWER WILL CONNECT TO THE FLOYD'S FORD WASTEWATER TREATMENT PLANT BY LATERAL EXTENSION AGREEMENT, SUBJECT TO THE SANITARY SEWER CAPACITY TO BE APPROVED BY THE REGULATION SEWER DISTRICT.
2. DRAINAGE / STORM WATER DETENTION: ON SITE DETENTION SHALL BE PROVIDED AS SHOWN. POINT OF DETENTION SHALL BE LIMITED TO THE FLOODED RESORT FOR THE 2, 10 AND 100 YEAR STORM DRAINAGE SYSTEMS CONTROLLED BY FLOW LIMITING OR FLOW CONTROL DEVICES ONLY. FINAL CONFIGURATION AND SIZE OF DRAINAGE SPACES AND CHANNELS SHALL BE DETERMINED THROUGH THE CONSTRUCTION PLAN DESIGN PROCESS. DRAINAGE FACILITIES SHALL CONFORM TO MSD REQUIREMENTS.
3. GROUND & SLOPE CONTROL: SOIL AND EROSION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED IN ACCORDANCE WITH MSD AND THE USGA. NATURAL RESOURCES CONSERVATION SERVICE RECOMMENDATIONS AND DOCUMENTATION OF SLOPE APPROVAL OF THE PLAN SHALL BE SUBMITTED TO THE PLANNING COMMISSION PRIOR TO GRADING AND CONSTRUCTION ACTIVITIES.
4. NO PORTION OF THE SUBJECT PROPERTY LIES WITHIN A FLOOD HAZARD AREA FOR FEMA'S FIRM MAPPING (LITHOLOGICAL).
5. DIVERSION OF WATER AND USE APPROVAL REQUIRED FOR WORK WITHIN THE INTERMEDIATE BULKHEAD SYSTEMS IF APPLICABLE.
6. SANITARY SEWER SERVICE AND SANITARY REVER ACCESS FOR SIGHTED ACCESSING THIS DEVELOPMENT WILL BE DEMAND DURING SANITARY SEWER SYSTEM PLAN.
7. ALL NECESSARY ISSUES FOR SANITARY TOWERS AND DRAINAGE PROPOSED THROUGH AREAS MARKED AS OPEN SPACE SHALL BE RESOLVED BY RECORD PLAN DURING THE PREPARATION OF CONSTRUCTION DRAWINGS.

BENCHMARKS

ON # 100 NAVARIS BLVD. 128.47
 14-GUT 18" CONCRETE SPOUNDER LOCATED 100% WEST OF THE CENTERLINE OF WEATHER VANE DRIVE AND 45' NORTH OF THE CENTERLINE OF BELLTOWN ROAD.

Veterans Dr/Urton Ln Corridor shown through adjoining Hanover Place Subdivision to the east of the proposed development site



APPROVED
 Louisville Metro Planning Commission
 Louisville Metro Public Works
 Louisville Metro Planning & Design Services
 Checked if conditional approval
 See back of plan for conditions of approval
 Expiration date: 3/21/15

SITE DATA

| | | |
|-------------------|---------------------------|-----------|
| FORM DISTRICT | NEIGHBORHOOD | R-4 |
| EXISTING ZONING | VACANT/RESID. FAMILY RES. | RS.07A AC |
| EXISTING LAND USE | | |
| PROPOSED LAND USE | | |

TRACT 1 - CONSERVATION SUBDIVISION

| | |
|-----------------------------|---------------------------|
| PROPOSED LAND USE | RESID. FAMILY RESIDENTIAL |
| GROSS LAND AREA | 50.848 AC |
| NET LAND AREA | 43.038 AC |
| BUILDABLE LOTS | 100 |
| MINIMUM BUILDABLE LOT SIZE | 6,500 S.F. |
| AVERAGE BUILDABLE LOT SIZE | 5,641 S.F. |
| NON-BUILDABLE LOTS | 0 |
| GROSS DENSITY | 2.002 DU/AC |
| NET DENSITY | 4.524 DU/AC |
| OPEN SPACE REQUIRED | 15.828 AC (36%) |
| OPEN SPACE PROVIDED | 0 AC |
| PRIMARY CONSERVATION AREA | 17.864 AC (34.2%) |
| SECONDARY CONSERVATION AREA | 0.138 AC (0.3%) |
| TOTAL OPEN SPACE | 17.992 AC (34.9%) |

TRACTS 2 & 3 - FUTURE URTON LANE R/W

| | |
|-----------------|----------|
| GROSS LAND AREA | 3.334 AC |
|-----------------|----------|

TRACT 1-3 TREE CANOPY DATA

| | |
|------------------------------------|----------------------|
| GROSS TREE AREA | 2,393,132 S.F. |
| TREE CANOPY CATEGORY | CLASS C |
| EXISTING TREE CANOPY | 946,008 S.F. (27%) |
| TREE CANOPY TO BE PRESERVED (TOPA) | 128,072 S.F. (6.0%) |
| TREE CANOPY REQUIRED TO BE PLANTED | 373,998 S.F. (11.4%) |
| TOTAL TREE CANOPY REQUIRED | 471,842 S.F. (10%) |

DIMENSIONAL STANDARDS

| | | |
|----------------------------|-------------------------|----------|
| FRONT/REAR YARD SETBACKS | MIN. 10' | MAX. 20' |
| SIDE YARD SETBACKS | 5' | |
| REAR YARD SETBACKS | 20' | |
| MAXIMUM BUILDING HEIGHT | 30' | |
| FLOOR AREA RATIO | | |
| MAXIMUM BUILDABLE LOT AREA | 18,000 S.F. LOT AREA | 1.0 |
| MAXIMUM LOT CALCULATION | MAXIMUM LOT CALCULATION | 0.5 |

DEFINITION CALCULATION

| | |
|----------------|---------------------|
| TOTAL AREA | 10,017 AC |
| OPEN SPACE | 17.86 AC |
| URTON LANE | 3.33 AC |
| BUILDABLE LOTS | 193 |
| DENSITY | 1.90 = 5.70 LOTS/AC |
| | 3.278 C = 8.70 |
| | IND. D.C. = 3.23 |

AC-FT = 2.8 (34.86)(10-0.20)
REQ'D DEF. VOL. = 3.85 AC-FT.

REVISIONS

| | | |
|-----|---------|-------------------|
| NO. | DATE | DESCRIPTION |
| 1 | 3/20/13 | ISSUED FOR PERMIT |
| 2 | 3/20/13 | ISSUED FOR PERMIT |
| 3 | 3/20/13 | ISSUED FOR PERMIT |
| 4 | 3/20/13 | ISSUED FOR PERMIT |

REVISIONS

| | | |
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| 3 | 3/20/13 | ISSUED FOR PERMIT |
| 4 | 3/20/13 | ISSUED FOR PERMIT |

RECEIVED
 MAR 20 2014
 PLANNING & DESIGN SERVICES
 PROJECT # 13SUBDIV1002
 MSD SUB # 10816

PROFESSIONAL ENGINEER'S SEAL

HANOVER TRACE
 DOMINION HOMES OF KY, LTD.
 10035 FOREST GREEN BLVD.
 LOUISVILLE, KY. 40223

BRYAN T. GILLESPIE
 6326 BILDTOWN ROAD
 LOUISVILLE, KY. 40229

Vertical Scale: N/A
 Horizontal Scale: 1"=100'
 Date: 3/20/13
 Job Number: 2018
 Sheet: 1
 of 1



WEATHER
VANEDR

GLEN RIDGE
HEALTH CAMPUS

GELHAUS LANE

FARMER ELEMENTARY
SCHOOL

CHANDLER CT

BECKINGHAM BLVD

HANOVER TRACE
SUBDIVISION

PROPOSED VETERANS DRIVE

TROTtingham CIRCLE

FUTURE VETERANS DRIVE

RAMSEY MIDDLE
SCHOOL

BEACON COURT

BILLTOWN ROAD

KY - 6326

BILLTOWN FRONTAGE ROAD





SITE

View along Billtown Road, looking south towards Gene Snyder Freeway. Site is to the right.



View from site entrance looking east down Gellhaus Lane.



View of site from Gellhaus Lane, looking west towards Billtown Road.



SITE

View along Billtown Road looking north. Site is to the left.

| | Allowed/Required | Proposed | Parking Allowed | Parking Proposed |
|------------------|------------------|-----------------|-----------------|------------------|
| Apartments Units | 270 (17.42 du/a) | 240 (15.5 du/a) | 480 | 429 |
| Open Space | 101,587 sf | 150,400 sf | | |

| Total Gross Area | Existing Tree Canopy | Proposed Tree Canopy |
|------------------|----------------------|----------------------|
| 26.3 ac | 16.5% | 35% |

| Use | Sq. Footage | Parking Allowed | Parking Proposed |
|-------------------------------|-------------|-----------------|------------------|
| Restaurant/Gas Station (Wawa) | 6,400 sf | 26 | 56 |
| Coffee Shop | 2,000 sf | 20 | 9 |
| Restaurant | 6,730 sf | 67 | 66 |



October 18, 2023

Ms. Caroline Churchill, P.E.
Kimley-Horn
10 Lea Avenue
Nashville, TN 37210

RE: Wawa Parking Analysis

Hilltown, Bucks County, PA / Millsboro, Sussex County, DE
TPD No. WAWA.00674

Dear Ms. Churchill:

As requested, Traffic Planning and Design, Inc. (TPD) has completed a parking analysis for purposes of determining the parking needs of typical Wawa Convenience Market with Gasoline facilities. This analysis was conducted at two (2) existing Wawa locations. The first site is located at the intersection of US 113 & State Route 30 (Laurel Road) in Millsboro, Delaware and the second site is located at the intersection of PA 113 (Souderton Road) & PA 313 in Hilltown, Pennsylvania. The Millsboro, DE Wawa contains a 5,566 sf. convenience store with 6 gasoline pumps (12 fueling positions), while the Hilltown, PA Wawa contains a 5,585 sf. convenience store with 8 gasoline pumps (16 fueling positions). Parking data was collected at these two facilities and the results are summarized below.

EXISTING PARKING DATA

As shown in **Figure 1**, the Millsboro, DE Wawa parking lot consists of approximately 42 dedicated passenger vehicle parking spaces (striped) and 12 fueling positions. Additionally, when the striped parking is fully occupied, passenger and oversized vehicles (i.e. tractor trailers, landscaping trucks, etc.) utilize the unmarked zones within the existing drive aisles.

As shown in **Figure 2**, the Hilltown, PA Wawa parking lot consists of approximately 66 dedicated passenger vehicle parking spaces (striped) and 16 fueling positions. Additionally, as observed at times, passenger and oversized vehicles (i.e. tractor trailers, landscaping trucks, etc.) utilize the unmarked zones within the drive aisles, more out of convenience than lack of available parking.

For the data collection purposes, TPD deployed Miovision cameras within the existing parking areas around the Millsboro, DE Wawa during the week of Friday May 20, 2022 to Thursday May 26, 2022. The cameras recorded video of the parking on-site each day between 6:00 A.M. to 9:00 P.M. Similarly, TPD deployed Miovision cameras within the existing parking areas around the Hilltown Wawa during the day of October 5, 2022 as well as conducted on-site parking observations. The cameras recorded video of the parking on-site each day between 12:00 A.M. to 11:59 P.M., while on-site parking observations were taken from 6:00 A.M. to 9:00 P.M. TPD then utilized this raw data and analyzed how each site operated from a parking perspective.

Table 1 summarizes the existing parking operations for the average and maximum observed parking occupancy with the raw data is provided in **Attachment A**.

TABLE 1
EXISTING PARKING OPERATIONS

| Parking Analysis | Millsboro, DE (5,566 sf. w/ 12 fuel stations) | Hilltown, PA (5,585 sf. w/ 16 fuel stations) |
|---|---|--|
| Average Parking Occupancy | 32 spaces | 27 spaces |
| Average Parking Occupancy ratio per 1,000 sf. | 5.75 spaces | 4.83 spaces |
| Average Parking Occupancy ratio per fueling station | 2.66 spaces | 1.69 spaces |
| Maximum Parking Occupancy | 48 spaces | 43 spaces |
| Maximum Parking Occupancy ratio per 1,000 sf. | 8.62 spaces | 7.70 spaces |
| Maximum Parking Occupancy ratio per fueling station | 4.00 spaces | 2.69 spaces |

Based on **Table 1**, during the course of a typical day, the Wawa sites observed averaged between 27 to 32 parking spaces occupied, however during the peak periods (i.e. A.M. peak, midday peak, and P.M. peak) the maximum parking occupancy observed/recorded was between 43 to 48 parking spaces occupied.

The above data, as well as the data contained in **Attachment A**, represents the number of parking spaces occupied. However, as is typical practice for TPD based on industry guidance, and in order to avoid driver frustration when circulating the parking lot looking for a parking space, TPD typically suggests providing a parking supply which provides a surplus above and beyond the observed/calculated parking occupancy when determining the number of off-street parking spaces to be provided. For this purpose and this type of use (retail/service), TPD typically suggests a 10% parking surplus be employed. Applying this surplus to the maximum parking occupancy provided in **Table 1**, yields the need to provide between 48 and 53 off-street parking spaces for a typical Wawa facility.

EXISTING PARKING OBSERVATIONS

The following observations were made during a review of the videos conducted as part of the data collected:

- Wawa deliveries usually occur during the off-peak hours and will block dedicated parking spaces for a period of time. Additionally, Wawa performs maintenance cleaning (ex. power washing of on-site parking) at all of their sites during the off-peak hours and will close some dedicated parking spaces for a brief period of time.
- Outside vendor truck deliveries (ex. Coca-Cola) occur occasionally during the off-peak hours but occasionally will occur during the A.M. peak hours and will block drive aisles and dedicated parking spaces for a period of time.

ADDITIONAL PARKING OBSERVATIONS

It should also be noted that neither the Millsboro, DE Wawa site, nor the Hilltown, PA site provided for dedicated EV charging parking spaces. This is important to note, as TPD has observed these spaces being a draw to Wawa sites. These parking spaces are only occupied by electric vehicles and tend to remain occupied for longer periods of time when compared to a non-EV charging space.

CONCLUSIONS

The following conclusions were reached based on the existing parking data and observations made at typical Wawa Convenience Markets with Gasoline:

- *Based on the existing parking data presented in Table 1, the maximum parking occupancy observed for a typical Wawa range from 7.70 to 8.62 parking spaces per 1,000 sf. or 2.69 to 4.0 parking spaces per fueling station.*
- *In order to avoid driver frustration when circulating the parking lot looking for a parking space, TPD typically suggests providing a parking supply which provides a surplus above and beyond the observed/calculated parking occupancy when determining the number of off-street parking spaces to be provided. For this purpose and this type of use (retail/service), TPD typically suggests a 10% parking surplus be employed.*
- *TPD has observed that EV charging spaces are a draw to Wawa sites. These parking spaces are only occupied by electric vehicles and tend to remain occupied for longer periods of time when compared to a non-EV charging space. Therefore, they are typically treated as "additional" parking spaces above and beyond what is needed for efficient operations of the Wawa facility.*

If any of you have any questions or require any additional information, please do not hesitate to contact us.

Sincerely,
TRAFFIC PLANNING AND DESIGN, INC.



Matthew I. Hammond, P.E.
Executive Vice President
mhammond@TrafficPD.com

Figures 1 & 2
Attachment A: Parking Data

cc: TPD Files

Section 9.1.16.A.4 Findings Required to Grant a General Parking Waiver

(a) (i) The Parking Waiver is in compliance with the previously filed Detailed Statement of Compliance with **All Applicable Goals, Objectives and Policies of the “Plan 2040” Comprehensive Plan as follows. The Parking Study** submitted with this application demonstrates what is essential for this, indeed any, proposed use – that being adequate parking to serve a demonstrated need and to do so in a way that (a) does not create a parking intrusion onto nearby properties and into nearby residential neighborhoods, (b) does not compete with the parking demands of nearby businesses, or (c) impedes the safe flows of traffic on nearby arterial and neighborhood streets.

(a) (ii) The applicant has 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 as follows. Only this Wawa site and no other properties are available to provide the required parking. And joint use parking with the other proposed uses is impossible because none of the other three uses (i.e., coffee shop, restaurant and apartments) provide more spaces than they themselves need and further because two of those uses are located across a future arterial roadway.

Section 9.1.16.A.4 Findings Required to Grant a General Parking Waiver

(c)(i) The requirements found in Table 9.1.3.B do not allow the provision of the number of parking spaces needed to accommodate the parking needs of the proposed use as follows: **The total number of parking spaces provided on the Detailed District Development Plan prepared for the Wawa at this Billtown Road location is 56 (42 regular spaces, 2 ADA spaces and 12 E.V. spaces), which is more than the LDC allows, absent waiver. That compares to the submitted Parking Study's determinations that between 49 and 55 spaces are needed during the am and pm peak hours based on the 6400 sq foot size of the building and that between 43 and 64 spaces are needed during the am and pm peak hours based on the 16 fuel pumps.**

(c)(ii) The requested increase is the minimum needed to do so for the reasons noted in (c)(i) above. With the initial filing and at LD&T, the applicant presented a plan with 67 parking spaces, but that number has since been reduced by 11 spaces to a total of 56.

Kevin Young, land planner and landscape architect to discuss site design and plan for screening and buffering



ROW OF EVERGREENS
PLANTED 15' O.C. (6' HT)
THUJA GREEN GIANT ARBORVITAE
> 30' MATURE HT.

PROPOSED 8' HT. WOODEN
PRIVACY FENCE

LARGE DECIDUOUS TREES
> 50' MATURE HT.

WAWA



ADJACENT PROPERTY

McGARRY
6418 BILTOWN RD

PROPERTY LINE

SWALE

OPEN SPACE

PROPOSED PARKING LOT

PROPOSED WALK

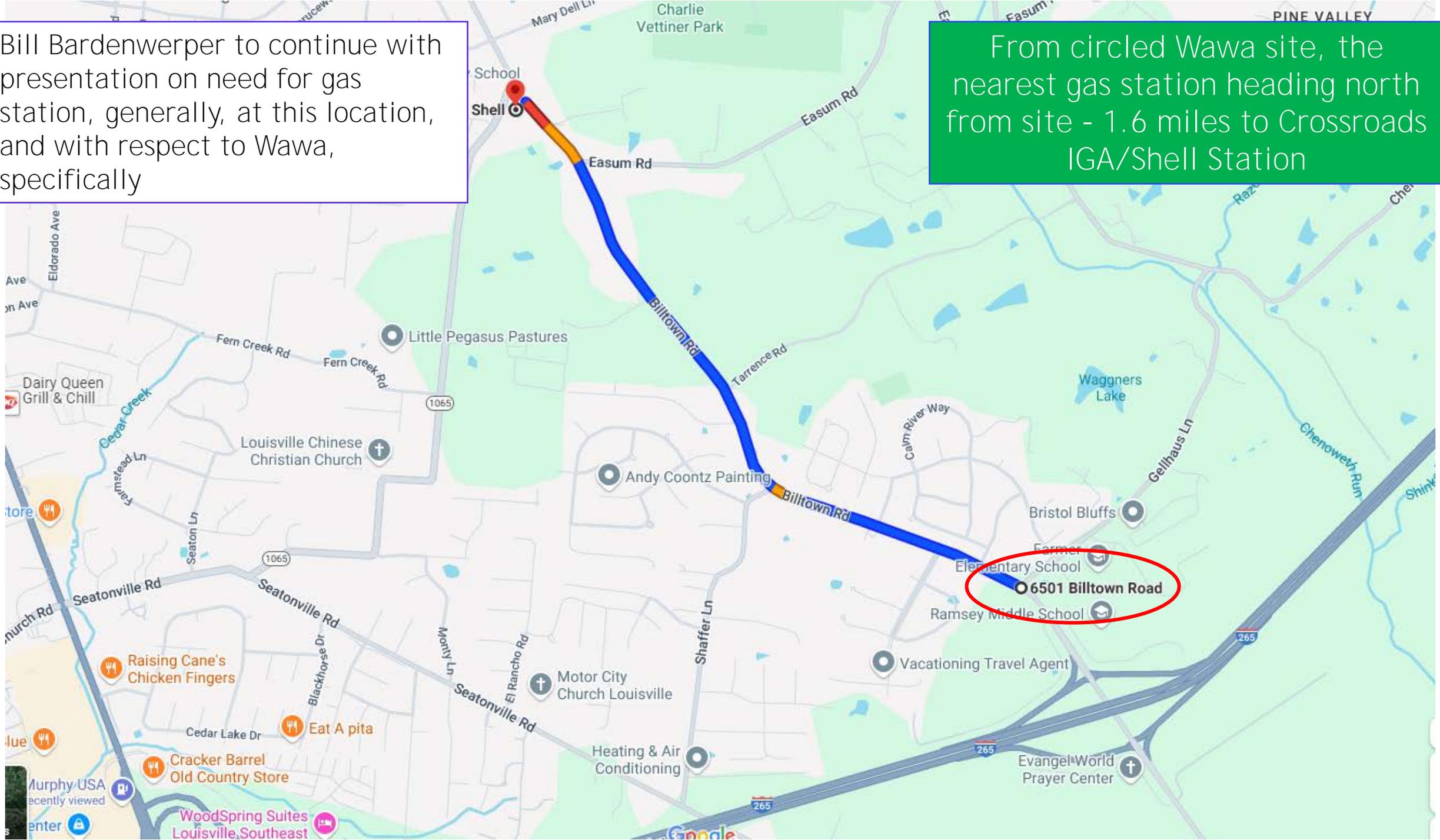
25' MIN.
ALLOWED
BUFFER

35'
PROVIDED
BUFFER

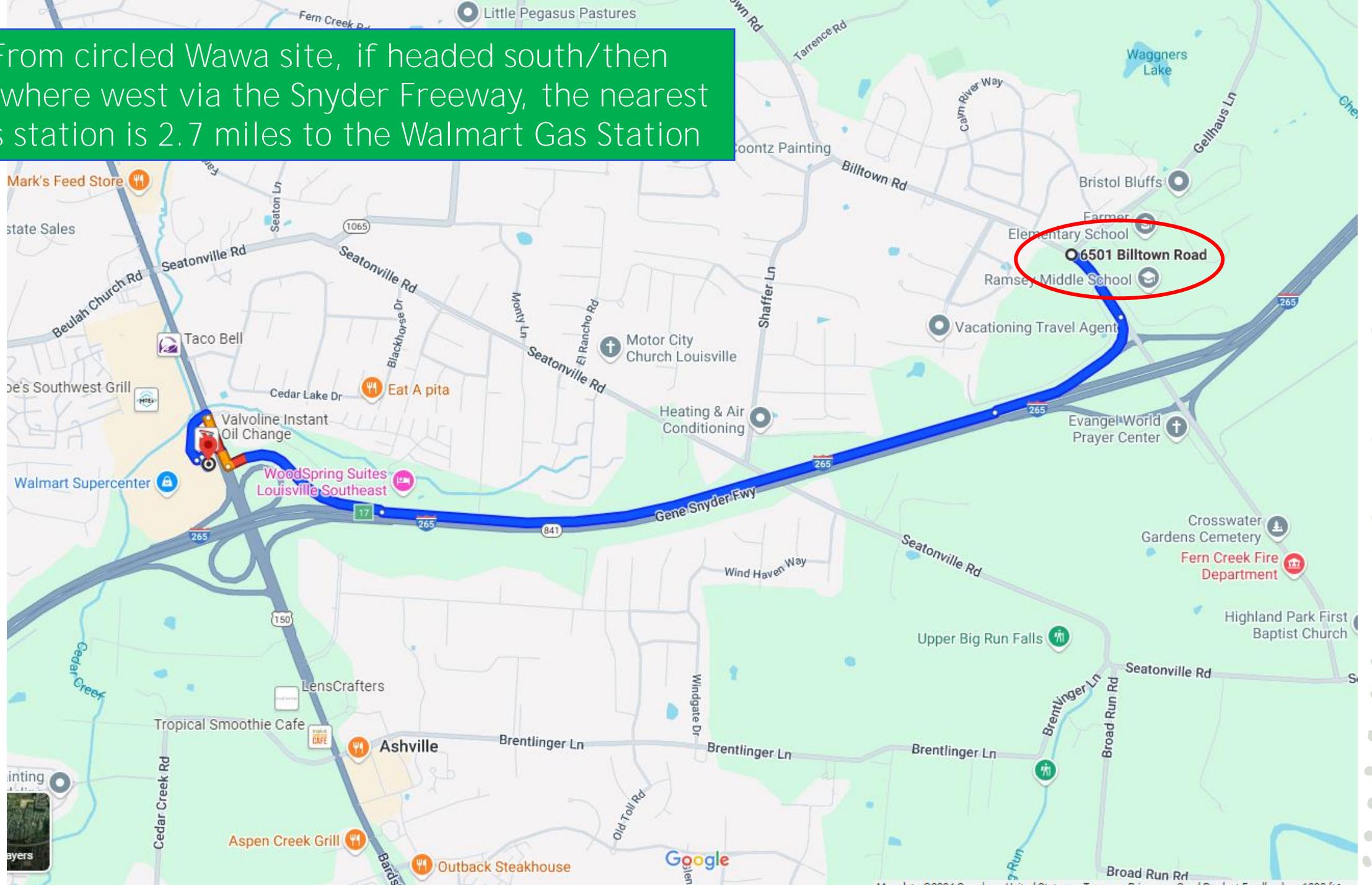
SECTION

Bill Bardenwerper to continue with presentation on need for gas station, generally, at this location, and with respect to Wawa, specifically

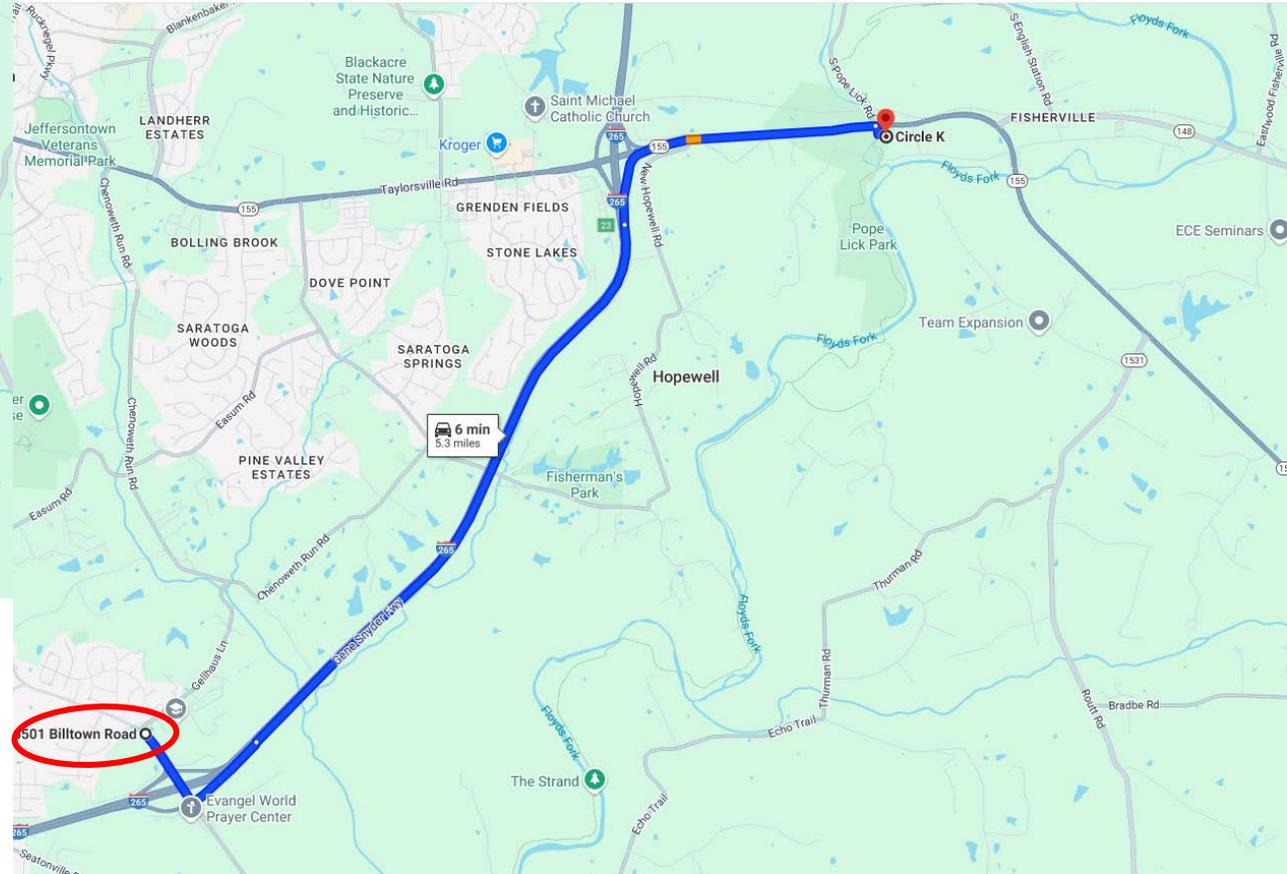
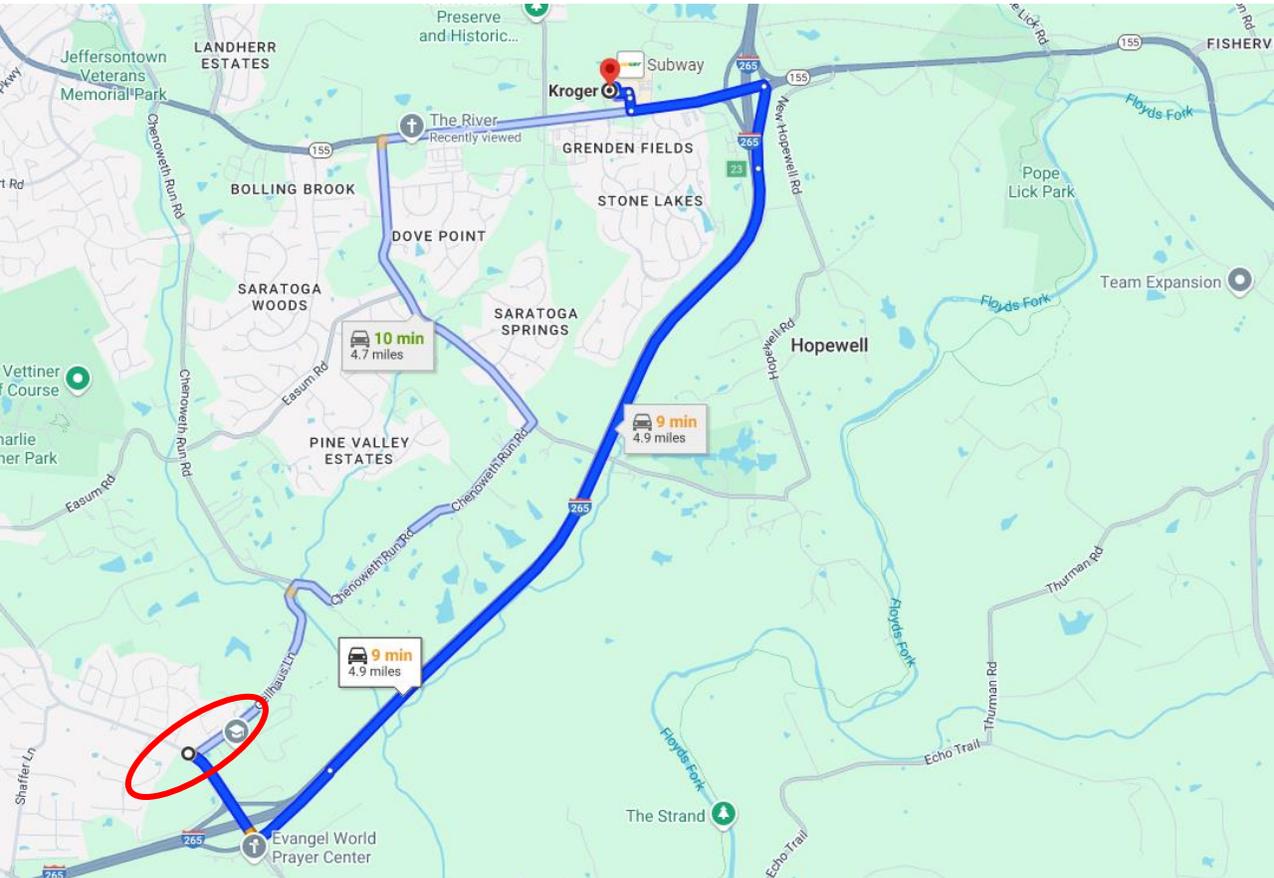
From circled Wawa site, the nearest gas station heading north from site - 1.6 miles to Crossroads IGA/Shell Station



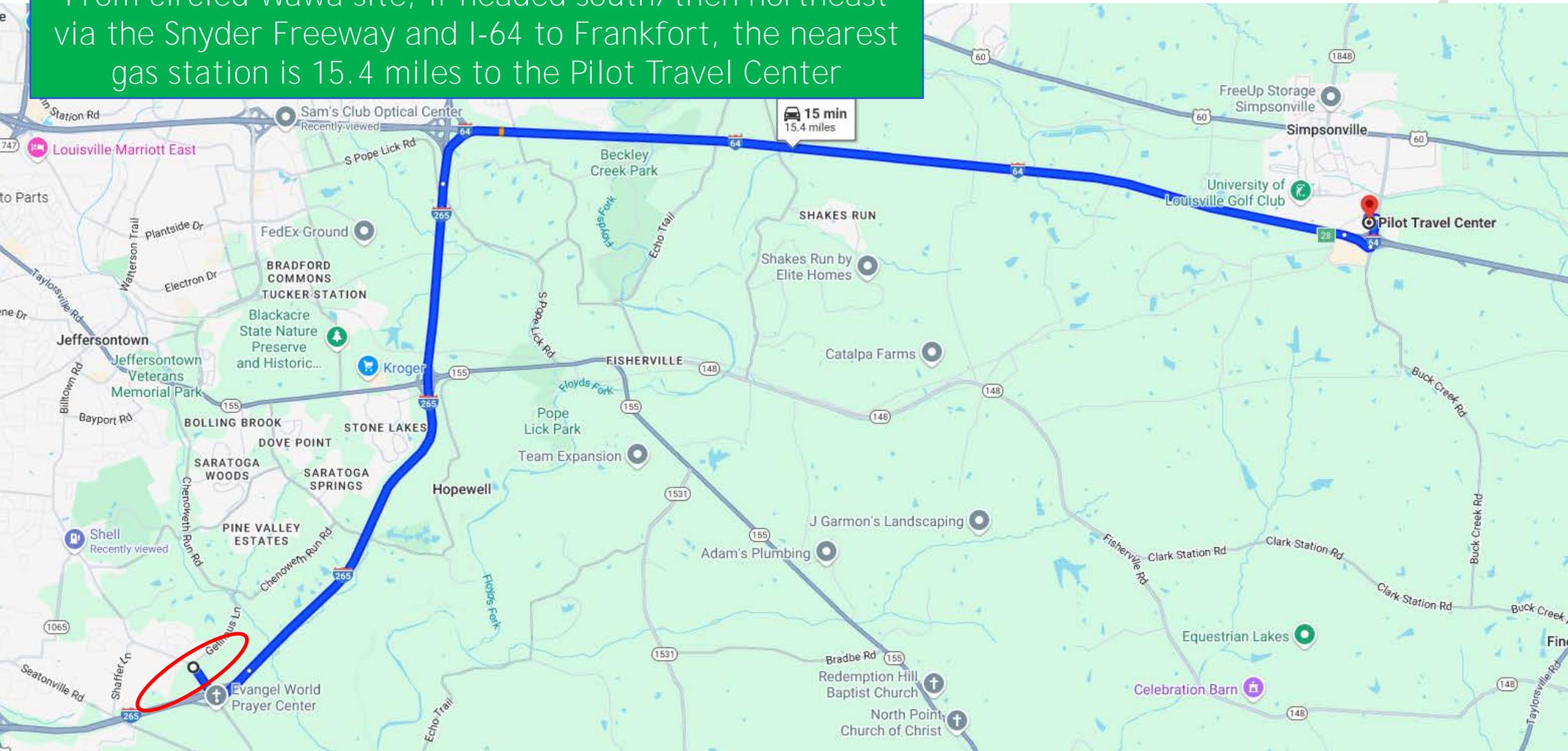
From circled Wawa site, if headed south/then anywhere west via the Snyder Freeway, the nearest gas station is 2.7 miles to the Walmart Gas Station



From circled Wawa site, if headed south/then anywhere northeast via the Snyder Freeway, the nearest gas stations are 4.9 miles away to the Kroger at Taylorsville Rd at Tyler Village Center and 5.3 miles away to the Circle K at Taylorsville Rd and Pope Lick Rd



From circled Wawa site, if headed south/then northeast via the Snyder Freeway and I-64 to Frankfort, the nearest gas station is 15.4 miles to the Pilot Travel Center



The **Wawa** Story

Wawa, Inc is headquartered in Wawa, Pennsylvania and currently operates a chain of over 970 convenience stores in a six-state area, including New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Florida, and Washington DC. The company was founded in 1803 in New Jersey, and incorporated in 1865 as the Millville Manufacturing Company, a textile company with mills in several states and sales offices across the country. In 1892, George Wood, founder of Wawa Dairy Farms, bought a house in Delaware County, PA near a train station named Wawa. A large mill pond on the Chester Creek below the station was a favorite gathering place for Canada Geese and the surrounding area



Wawa Dairy Milk Wagon (1929)

took its name from a Native American word meaning "wild goose." When Wood began the dairy in 1902, he named the business after the local region.

The Wawa Dairy specialized in processing; and the home delivery of "doctor certified" milk. Wawa dairy products have always enjoyed an excellent quality reputation. In the 1960's, Grahame Wood, George Wood's grandson, recognized the changing trends in the marketplace. Textile manufacturing was moving out of the area, and the need for the home delivery of milk had declined dramatically. Consumers were discovering supermarkets, and shopping patterns were changing. He realized that these changes represented an opportunity for a new distribution outlet for Wawa Dairy products.

Grahame Wood was determined to embrace change and meet the evolving needs of the community. On April 16, 1964, the first Wawa Food Market opened in Folsom, PA. Throughout Wawa's evolution the core values of the company have remained the same. Today Wawa is not only the name of the thriving company but a symbol of the company's culture. Just like a majestic flock of Canada geese flying synchronously in "V" formation, Wawa employs the principles of teamwork, group consensus and encouragement in the company.

The Wawa Dairy has also continued to expand and has produced fine quality products for almost a century. Today, this facility includes state-of-the-art dairy processing equipment, a warehouse complex and fleet maintenance facilities.

Wawa Food Markets are highly specialized convenience stores that emphasize food service and superior quality perishable products. Wawa's own brands include a complete line of fluid dairy products and a range of cold beverages such as tea, 100% fruit juices and lemonade. Wawa stores offer a large fresh foodservice selection, including Wawa brands such as custom prepared hoagies, freshly-brewed coffee, Sizzli hot breakfast sandwiches, specialty beverages, an assortment of soups, sides and snacks and dinner items including burgers, crispy chicken sandwiches and more!

Wawa's signature branded coffee, introduced in the 1970's, is now one of the most popular Wawa products. It is a true proprietary, private label blend, available only at Wawa stores. Wawa is unrivaled in the amount of coffee varieties we offer our customers. The company prides itself in delighting customers and having something to please every palate. Wawa's varieties include regular, decaf, flavored coffees and varietals from around the world. Wawa customers enjoy more than 195 million cups of freshly brewed Wawa coffee each year. Today, Wawa sells over 80 million built-to-order hoagies annually. In fact, Wawa was instrumental in having the "hoagie" named the Official Sandwich of Philadelphia.

Wawa's addition of gasoline to our new stores is part of our ongoing commitment to offer value and convenience to our customers. Each Wawa store featuring gasoline provides an average of 16 fueling dispensers and receives gas deliveries every day. Surcharge-free ATMs contribute to convenience for our customers as well. Most Wawa stores are open 24 hours a day, 7 days a week, 365 days a year. In addition to the store-level experience, customers can access their Wawa favorites through mobile ordering, curbside pickup, delivery options and Catering Online. At Wawa, our core purpose is fulfilling lives, every day, for our customers, our communities and each other. 🦋

Front Elevation



Rear Elevation





Left Elevation (Veterans Drive)



Right Elevation (Billtown Rd)



Our Community Commitment to our Friends and Neighbors

With every new store we build, we look to become part of the neighborhood, helping to support and improve the community in many ways.

Convenience & Innovation



FRESH FOOD & ACCESS

Wawa brings every community the convenience of delicious, fresh menu items around the clock from breakfast through dinner. Some of our signature items include our beloved built-to-order hoagies, fresh custom-made beverages and now a line of dinner items including burgers and pasta after 4:00 p.m.



CONVENIENCE INSIDE AND OUT

Our new stores bring new food and fuel convenience, value pricing and services such as surcharge-free ATM's and free air pumps in our fuel courts.



DELIVERY & CURBSIDE SERVICES

All 900+ stores have curbside ordering, pickup and delivery services through The Wawa App, making Wawa favorites accessible without leaving your car or home.



COMMUNITY INVESTMENT

\$6.5 Million

AVERAGE NEW STORE INVESTEMENT



\$2 Million+

Local Contractor Fees



\$250,000+

Local Worker Fees



\$50,000+

Local Landscaper Fees

LOCAL LONG-TERM JOBS

39%



of the Company is owned
by Wawa Associates

40

 average long-term
retail jobs created with
each new store

ASSOCIATE BENEFITS

- ▶ Competitive wages
- ▶ 401(k) Plan
- ▶ Employee Stock Ownership Plan (ESOP)

GIVING BACK THROUGH THE WAWA FOUNDATION

\$135 Million

Contributed by The Wawa Foundation and Wawa since The Foundation's inception in 2014



Supporting organizations committed to health, hunger and everyday heroes

NATIONAL PARTNERS



American Red Cross



Children's Miracle Network Hospitals



Special Olympics



COMMUNITY SUPPORT

In every community we are a part of, our associates get involved in local organizations and are active participants. Annually we:



MAKE IN-KIND DONATIONS

to local charity and community organizations and host blood drives and volunteering events.



FIGHT HUNGER THROUGH THE WAWA FOOD SHARE PROGRAM

that enables each store to donate some of its unsold products, resulting in more than 4 million meals donated annually chainwide.



OFFER EMERGENCY SUPPORT

in times of crisis or severe weather, first responders and the community can count on Wawa stores for food, fuel and support.



CONNECT THE GOOD

Wawa's Community Commitment & Support

Wawa and The Wawa Foundation: Community Commitment & Support

We partner to be a positive force for good everywhere we live and work – with donations and heart-felt actions that strengthen our communities. Guided by our purpose to fulfill lives every day, we are committed to connecting and amplifying the good in every community we serve.



The Wawa Foundation is a 501(c)(3) non-profit corporation founded to support Wawa's charitable giving and philanthropic activities. Together, Wawa and The Wawa Foundation have significant impact through:

- Focusing on **Health, Hunger & Everyday Heroes**
- Donating more than **\$125 million**, collectively, since 2014
- Reaching **6,000 community partners** every year



Wawa and The Wawa Foundation Partner to Provide Community Support for Health, Hunger & Everyday Heroes:

|  FUNDING |  SHARING |  VOLUNTEERING |  AIDING |  HONORING |
|---|--|--|--|--|
| Investing through financial grants and local community sponsorships | Supporting local community partners with in-kind donations | Lending time, talents, hearts and hands to support causes and events | Serving as essential provider offering needed calm and comfort to those who serve or need | Recognizing and celebrating the work and service of those at the heart of the community |



WEATHER
VANE DR.

BILLTOWN ROAD

GELLHAUS LANE

DELIVERY

FLY-THRU
FLY-THRU

final report

November 27, 2024
Revised January 7, 2025

Traffic Impact Study

6422 Billtown Road (KY 1819)
Louisville, KY

Prepared for

Louisville Metro Planning Commission
Kentucky Transportation Cabinet



Table 1. Peak Hour Trips Generated by Site

AM Peak Hour

| Land use | ITE Code | Intensity | Rate/EQ | % IN | % Out | Total Trips | | | Pass-by Trips | | New Trips | | |
|---------------------|----------|-----------|-----------------------|------|-------|-------------|-----|-------|---------------|--------|-----------|-----|-------|
| | | | | | | In | Out | Total | % | Volume | In | Out | Total |
| Coffee Shop w drive | 937 | 900 sf | $T = 85.88(X)$ | 0.51 | 0.49 | 39 | 38 | 77 | 0% | 0 | 39 | 38 | 77 |
| Fast Food w drive | 934 | 3,230 sf | $T = 44.61(X)$ | 0.51 | 0.49 | 73 | 71 | 144 | 50% | 72 | 37 | 36 | 72 |
| Convenience w gas | 945 | 16 pump | $T = 31.6 (X)$ | 0.5 | 0.5 | 253 | 253 | 506 | 76% | 385 | 61 | 61 | 121 |
| Multi-Family (1-3) | 220 | 240 units | $T = 0.31(X) + 22.85$ | 0.24 | 0.76 | 23 | 74 | 97 | 0% | 0 | 23 | 74 | 97 |
| Total | | | | | | 388 | 436 | 824 | 55.4% | 457 | 159 | 208 | 367 |

PM Peak Hour

| Land use | ITE Code | Intensity | Rate/EQ | % IN | % Out | Total Trips | | | Pass-by Trips | | New Trips | | |
|---------------------|----------|-----------|-----------------------|------|-------|-------------|-----|-------|---------------|--------|-----------|-----|-------|
| | | | | | | In | Out | Total | % | Volume | In | Out | Total |
| Coffee Shop w drive | 937 | 900 sf | $T = 38.99(X)$ | 0.5 | 0.5 | 18 | 17 | 35 | 0% | 0 | 18 | 17 | 35 |
| Fast Food w drive | 934 | 3,230 sf | $T = 33.03(X)$ | 0.52 | 0.48 | 56 | 51 | 107 | 55% | 59 | 25 | 23 | 48 |
| Convenience w gas | 945 | 16 pump | $T = 26.9 (X)$ | 0.5 | 0.5 | 215 | 215 | 430 | 75% | 323 | 54 | 54 | 108 |
| Multi-Family (1-3) | 220 | 240 units | $T = 0.43(X) + 20.55$ | 0.63 | 0.37 | 78 | 46 | 124 | 0% | 0 | 78 | 46 | 124 |
| Total | | | | | | 367 | 329 | 696 | 54.8% | 381 | 175 | 140 | 315 |

Table 2. Peak Hour Level of Service

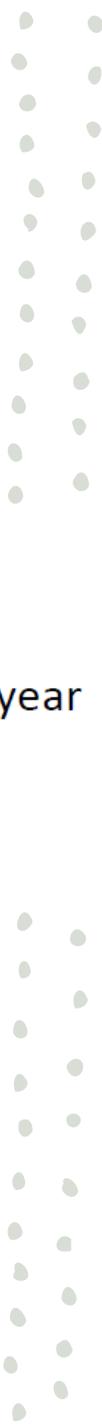
| Approach | A.M. | | | P.M. | | |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | 2024 Existing | 2027 No Build | 2027 Build | 2024 Existing | 2027 No Build | 2027 Build |
| Billtown Road at Breckingham Boulevard | | | | | | |
| Breckingham Boulevard Eastbound | C 21.3 | C 22.5 | D 25.1 | C 16.6 | C 17.2 | C 18.3 |
| Billtown Road Northbound | A 9.5 | A 9.6 | A 9.8 | A 9.2 | A 9.3 | A 9.5 |
| Billtown Road at Weather Vane Drives | | | | | | |
| Site Entrance Eastbound | | | B 14.1 | | | B 13.0 |
| Weather Vane Drive Westbound | C 17.6 | C 18.3 | B 14.3 | C 16.5 | C 17.0 | B 13.4 |
| Billtown Road Northbound | | | A 9.9 | | | A 9.3 |
| Billtown Road Southbound | A 9.2 | A 9.3 | A 9.4 | A 9.0 | A 9.1 | A 9.2 |
| Billtown Road at Gellhaus Lane | B 17.2 | B 17.7 | C 30.1 | C 32.8 | D 35.5 | D 51.5 |
| Veterans Drive Eastbound | | | C 33.8 | | | E 60.8 |
| Gellhaus Lane Westbound | C 24.9 | C 24.7 | C 31.6 | D 37.9 | D 43.1 | D 53.2 |
| Billtown Road Northbound | B 18.0 | B 18.7 | C 25.2 | C 33.0 | C 34.1 | D 38.8 |
| Billtown Road Southbound | B 11.8 | B 12.6 | C 32.7 | C 26.4 | C 27.6 | E 59.3 |
| Billtown Road at I 265 Westbound Ramps | | | | | | |
| I 265 Westbound Ramp | C 20.3 | C 21.2 | C 23.8 | D 25.2 | D 27.6 | D 33.4 |
| Billtown Road Northbound | A 8.0 | A 8.0 | A 8.1 | A 8.6 | A 8.6 | A 8.7 |
| Billtown Road at I 265 Eastbound Ramps | C 32.1 | C 35.1 | D 39.6 | B 19.0 | B 19.4 | C 21.8 |
| I 265 Eastbound Ramp | D 42.6 | D 47.9 | D 52.9 | C 27.6 | C 27.7 | C 29.9 |
| Billtown Road Northbound | C 25.0 | C 26.1 | C 30.6 | B 18.7 | B 19.2 | C 21.9 |
| Billtown Road Southbound | C 22.9 | C 24.2 | C 28.1 | B 12.4 | B 13.0 | B 15.1 |

Key: Level of Service, Delay in seconds per vehicle

Table 3. 2037 Peak Hour Level of Service

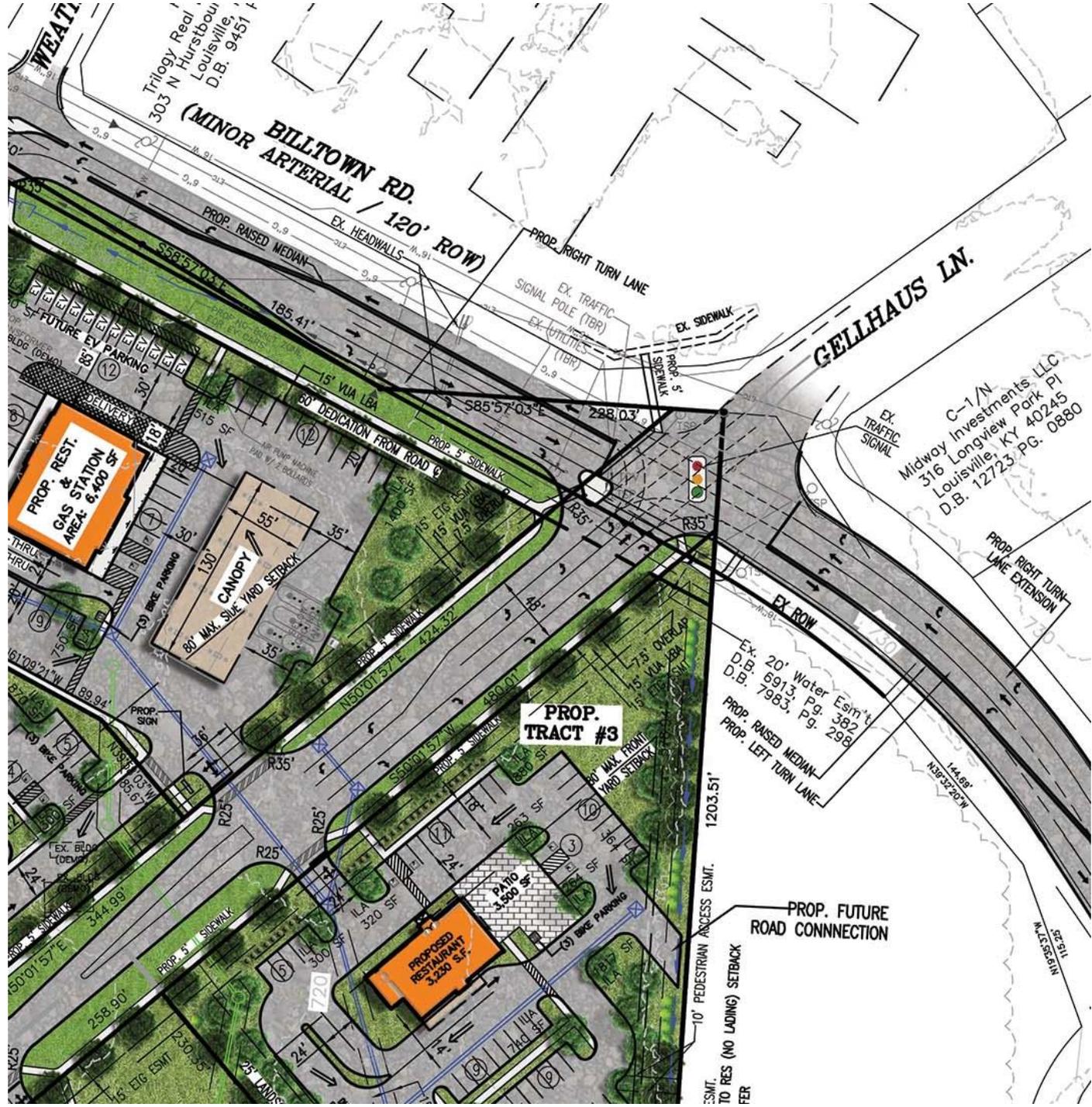
| Approach | A.M. | | | P.M. | | |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | 2024 Existing | 2037 No Build | 2037 Build | 2024 Existing | 2037 No Build | 2037 Build |
| Billtown Road at Breckingham Boulevard | | | | | | |
| Breckingham Boulevard Eastbound | C 21.3 | D 27.6 | D 31.3 | C 16.6 | C 19.2 | C 20.6 |
| Billtown Road Northbound | A 9.5 | A 10.0 | B 10.2 | A 9.2 | A 9.6 | A 9.9 |
| Billtown Road at Weather Vane Drives | | | | | | |
| Site Entrance Eastbound | | | B 14.6 | | | B 13.8 |
| Weather Vane Drive Westbound | C 17.6 | C 20.5 | B 14.6 | C 16.5 | C 18.8 | B 14.2 |
| Billtown Road Northbound | | | B 10.0 | | | A 9.5 |
| Billtown Road Southbound | A 9.2 | A 9.6 | A 9.5 | A 9.0 | A 9.4 | A 9.5 |
| Billtown Road at Gellhaus Lane | B 17.2 | B 19.9 | D 35.1 | C 32.8 | D 50.0 | E 67.8 |
| Veterans Drive Eastbound | | | D 39.7 | | | E 70.1 |
| Gellhaus Lane Westbound | C 24.9 | C 24.1 | D 36.3 | D 37.9 | E 78.6 | F 80.4 |
| Billtown Road Northbound | B 18.0 | C 21.3 | C 27.1 | C 33.0 | C 34.9 | D 47.1 |
| Billtown Road Southbound | B 11.8 | B 15.9 | D 41.4 | C 26.4 | C 29.7 | E 73.4 |
| Billtown Road at I 265 Westbound Ramps | | | | | | |
| I 265 Westbound Ramp | C 20.3 | C 24.9 | D 28.4 | D 25.2 | E 40.0 | F 51.4 |
| Billtown Road Northbound | A 8.0 | A 8.1 | A 8.2 | A 8.6 | A 8.8 | A 8.9 |
| Billtown Road at I 265 Eastbound Ramps | C 32.1 | D 42.3 | D 52.4 | B 19.0 | C 21.2 | C 24.5 |
| I 265 Eastbound Ramp | D 42.6 | D 52.2 | E 62.0 | C 27.6 | C 29.2 | C 33.3 |
| Billtown Road Northbound | C 25.0 | C 34.3 | D 43.5 | B 18.7 | C 20.4 | C 23.3 |
| Billtown Road Southbound | C 22.9 | D 35.8 | D 48.3 | B 12.4 | B 15.1 | B 17.5 |

Key: Level of Service, Delay in seconds per vehicle



CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2027 and 2037, there will be an impact to the existing highway network. Both access points on Billtown Road require a southbound right turn lane. The Gellhaus Lane intersection will require a northbound left turn lane.



WEAT

Trilogy Real
303 N Hurstbrou
Louisville,
D.B. 9451

BILLTOWN RD. / 120' ROW
(MINOR ARTERIAL)

GELHAUS LN.

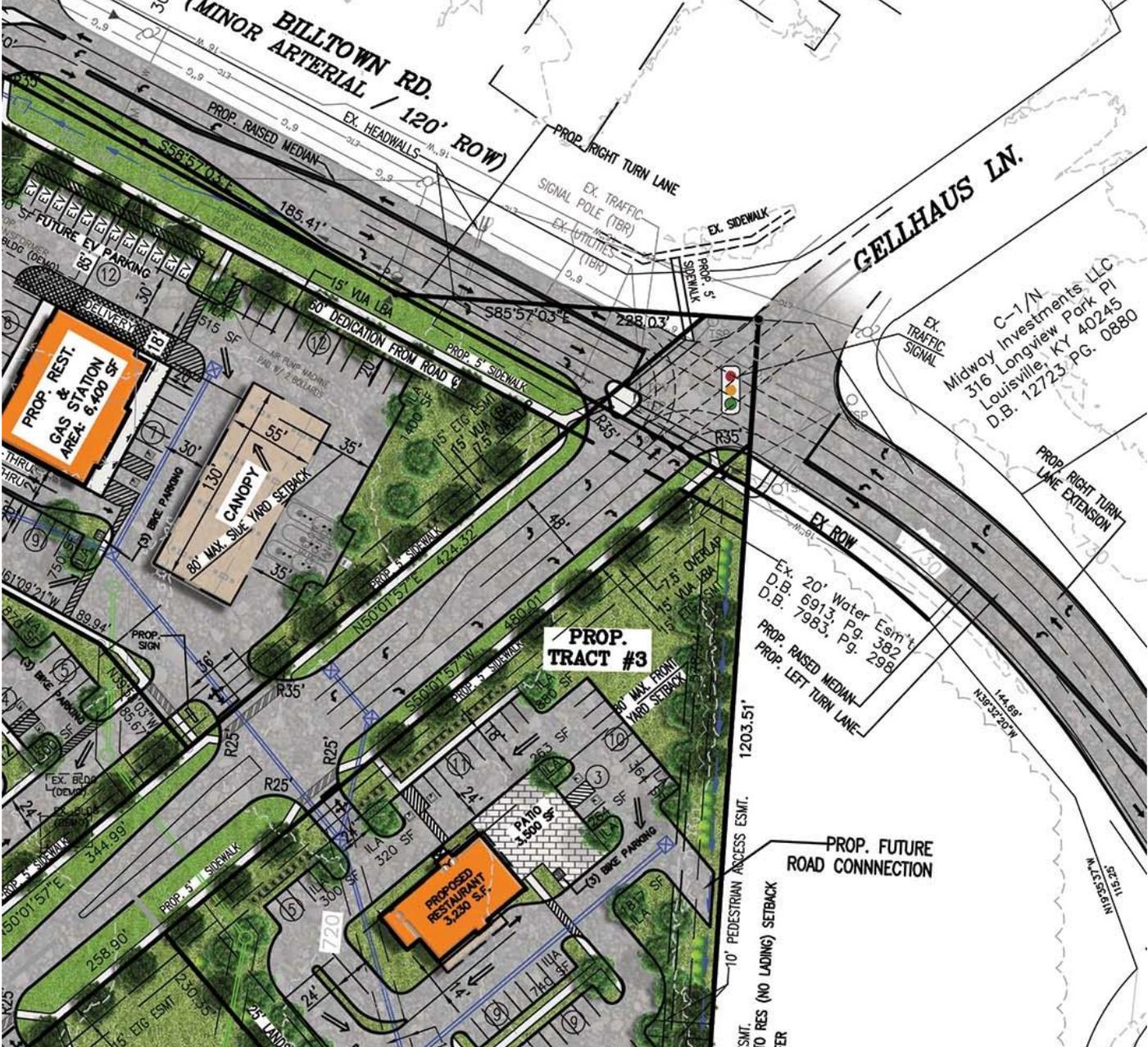
C-1/N
Midway Investments LLC
316 Longview Park Pl
Louisville, KY 40245
D.B. 12723 PG. 0880

PROP. TRACT #3

Ex. 20' Water Esm't
D.B. 6913, Pg. 382
7983, Pg. 298
PROP. RAISED MEDIAN
PROP. LEFT TURN LANE

PROP. FUTURE ROAD CONNECTION

10' PEDESTRIAN ACCESS ESMT.
1203.51'
SMIT.
TO RES (NO LADING) SETBACK
FEET



Proposed Additional Binding Element

- A building permit shall not be issued for more than 199 residential units until construction plans are approved for road improvements connecting the development to the Snyder Freeway frontage road.

