

Land Development and Transportation Committee Staff Report April 17, 2025



Case No:	24-STRCLOSURE-0034
Project Name:	Partial Street Closure
Location:	Franklin and Jackson St
Applicant:	Qk4
Representative:	Wyatt, Tarrant & Combs LLP
Jurisdiction:	Louisville Metro
Council District:	4 – Ken Herndon
Case Manager:	Mark Pinto, Planner II

REQUEST(S)

- **Closure of Public Right-of-Way**

CASE SUMMARY

The applicant is requesting the closure of unnamed alley areas and right-of-way within the existing parking lot that currently serves Slugger Field, located between E Main and E Witherspoon Streets. Louisville Metro owns the properties that abut the right-of-way proposed for closure. The property is associated with a Category 3 development plan to construct several new buildings consisting of residential units, mixed-use retail, and a hotel. As part of the Category 3 development, it is required all right-of-way is closed.

STAFF FINDING

Louisville Metro Government is the only property owner adjoining the right-of-way to be closed. The proposal is ready for the next available consent agenda of the Planning Commission.

TECHNICAL REVIEW

The proposed closure will maintain public facilities.

All agency comments have been addressed. At the time of publishing this report, approvals have yet to be received from AT&T or LG&E.

INTERESTED PARTY COMMENTS

No interested party comments have been received as of the publication date of this staff report.

STANDARD OF REVIEW AND STAFF ANALYSIS FOR STREET CLOSURES

1. Adequate Public Facilities – Whether and the extent to which the request would result in demand on public facilities and services (both on-site and off-site), exceeding the capacity or interfering with the function of such facilities and services, existing or programmed, including transportation, utilities, drainage, recreation, education, emergency services, and similar necessary facilities and services. No closure of any public right-of-way shall be approved where an identified current or future need for the facility exists. Where existing or proposed utilities are located within the right-of-way to be closed, it shall be retained as an easement or alternative locations shall be provided for the utilities; and

STAFF: Adequate public facilities are available to serve existing and future needs of the community. The proposed closure does not result in an increase in demand on public facilities or services as utility agencies have coordinated with the applicant and/or applicant's representative and Office of Planning staff to ensure that facilities are maintained or relocated through agreement with the developer. No property adjacent or abutting the rights-of-way to be closed will be left absent of public facilities or services or be dispossessed of public access to their property. The applicant will provide necessary easements or relocation of equipment per utility agency requirements.

2. Cost for Improvement – The cost for a street or alley closing, or abandonment of any easement or land dedicated to the use of the public shall be paid by the applicant or developer of a proposed project, including cost of improvements to adjacent rights-of-way or relocation of utilities within an existing easement; and

STAFF: Any cost associated with the rights-of-way to be closed will be the responsibility of the applicant or developer, including the cost of improvements to those rights-of-way and adjacent rights-of-way, or the relocation of utilities and any additional agreement reached between the utility provider and the developer.

3. Comprehensive Plan – The extent to which the proposed closure is in compliance with the Goals, Objectives, and Plan Elements of the Comprehensive Plan; and

STAFF: The request to close the right-of-way is in compliance with the Goals, Objectives, and Plan Elements of the Comprehensive Plan as Mobility Goal 2, Policy 2 states to coordinate use of rights-of-way with community design policies. Ensure accessible rights-of-way to accommodate mobility needs of all transportation network users; Mobility Goal 2, Policy 7 states that the design of all new and improved transportation services and facilities to promote and accommodate growth and change in activity centers to minimize single-occupant vehicle travel. Encourage a mix of complementary neighborhood serving businesses and services in neighborhood and village centers to encourage short trips easily made by walking or bicycling; Mobility Goal 3, Policy 2 seeks to improve mobility and reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians, and people with disabilities. Housing should be encouraged near employment centers; Mobility Goal 3, Policy 3 seeks to evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed-use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices; Mobility Goal 3, Policy 5 seeks to evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement, and bike facilities and services) and air quality; and Mobility Goal 3, Policy 12 states 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. Adequate stub streets and pedestrian connections should be provided by developments. Any cost associated with the rights-of-way to be closed will be the responsibility of the applicant or developer. Adequate public facilities are available to serve existing and future needs of the community. Any facility required to be placed in an easement or relocated will be done so by the developer. Transportation facilities have been provided to accommodate future access and to not dispossess property owners of public access. All adjacent land maintain access to public infrastructure and utility services will continue to be provided to these lands.

4. Other Matters – Any other matters which the Planning Commission may deem relevant and appropriate.

STAFF: There are no other relevant matters to be considered by the Planning Commission.

REQUIRED ACTIONS:

- **Place on the consent agenda at the next available Planning Commission**

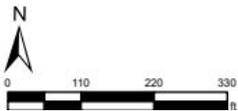
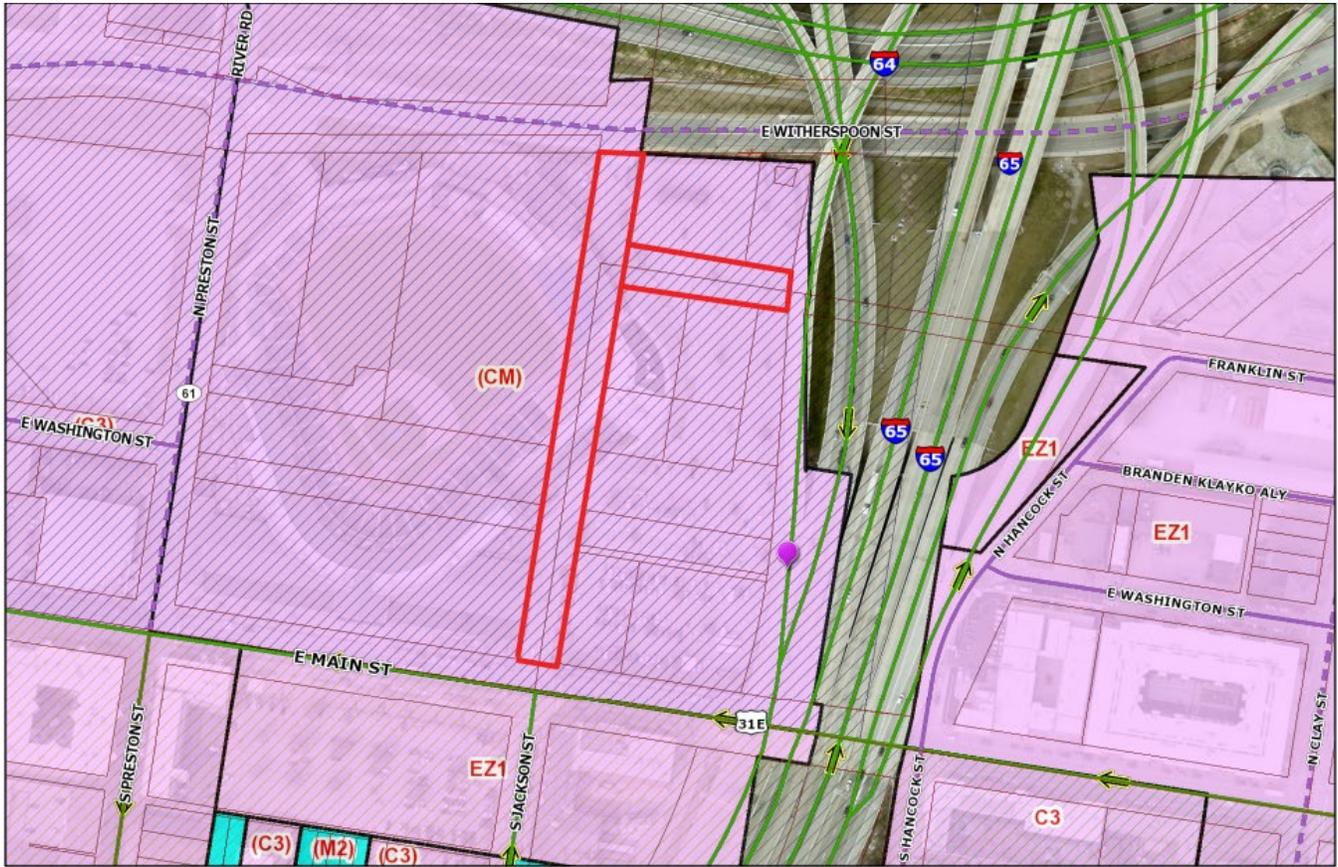
NOTIFICATION

Date	Purpose of Notice	Recipients
4/7/2025	Hearing before LD&T	Registered Neighborhood Groups in Council District 4.

ATTACHMENTS

1. Zoning Map
2. Aerial Photograph

1. Zoning Map

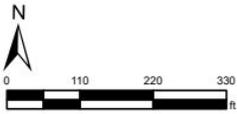
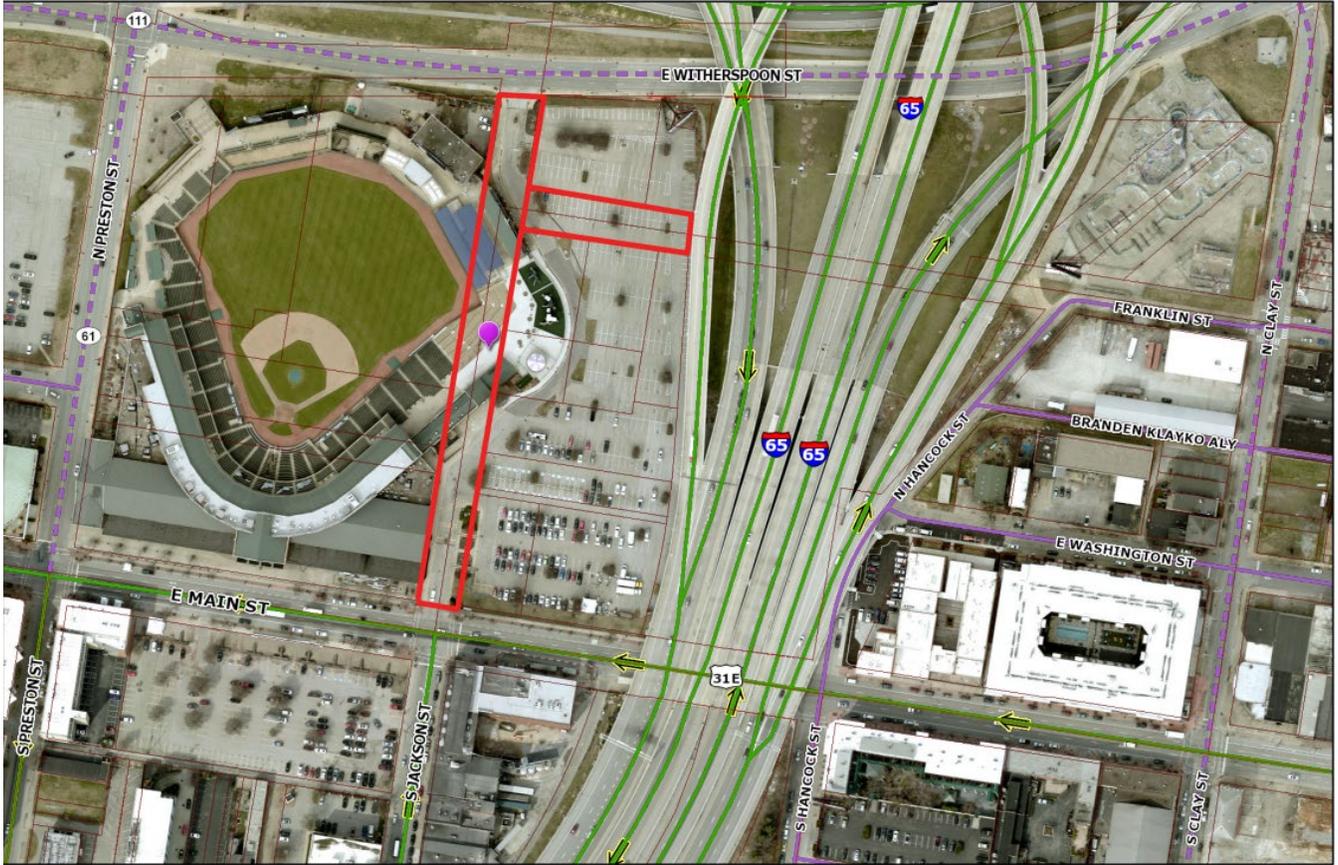


Wednesday, April 9, 2025 | 10:09 AM



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2. Aerial Photograph



Wednesday, April 9, 2025 | 10:11 AM



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