

## Justification Statement

### Detailing Why

#### The proposed closure is in compliance with the Comprehensive Plan and addressing provisions for adequate public facilities:

Adequate Public Facilities will be maintained as the area of closure and the adjoining properties will be consolidated. The area of closure was never improved and never part of the grid pattern of streets.

**(#1 & #45)** Since the ROW has never been improved by public agencies, the area has never been used as a ROW. Therefore the proposal preserves the existing grid pattern of streets.

Any utility access necessary within the right of way to be closed will be maintained by agreement with utilities.

The applicant will provide for any necessary improvements. **(#37)** The proposal will contribute its proportional share of the cost of roadway improvements and other services and public facilities made necessary by the development through physical improvements to these facilities.

## JUSTIFICATION STATEMENT

### East-west Alley Closure, 5<sup>th</sup> and Chestnut Streets

The applicant has acquired all the adjacent real estate shown on the attached closure plats, including all the small lots and buildings fronting on Chestnut Street in the 400 block. The existing buildings are being renovated for new uses that will enhance the downtown. There are multiple access points to the parking area and to the rear of the existing buildings. No other property owner will be effected and circulation will not be impaired. This will conform to the Comprehensive Plan Mobility Goal 2: *Plan, build and maintain a safe, accessible, and efficient transportation system.*

The existing alley is only ten feet (10') wide and is visible on the attached historic Sanborn Map excerpt. The original use of the lots on Chestnut St shows the small lot residential pattern of development in the 19<sup>th</sup> Century. These were lots served by horse drawn transportation, so a ten foot (10') wide alley was sufficient for access. As a former Old Louisville resident on a ten foot wide alley, I can attest to the frequent conflicts created by such a narrow alley, making it impossible for two vehicles to pass, let alone a larger delivery vehicle. My client would be willing to provide a cross easement agreement assuring rear lot access to the already developed small lots on Chestnut St.

This is a prominent corner in the downtown and an ideal site for infill development. Our office has performed a future development study that demonstrates the utility of the site, based on a possible hotel project. Although no project is proposed at this time, any infill development on this site will most likely require a vehicular access point from 5<sup>th</sup> Street. The exact location of such access will need to be determined at the time of any proposed development and will most likely result in the reconfiguration of the rear parking at that time. Our hypothetical hotel development study (attached) shows one possible configuration that will support logical connections and future growth. This will comply with Comprehensive Plan Mobility Goal 3: *Encourage land use and transportation patterns that connect Louisville Metro and support future growth.*

