

**Planning Commission  
Staff Report**  
March 19, 2015



Case No:	15STREETS1002
Request:	Closure of the remaining portion of Glenwood Circle at its intersection with Export Dr.
Project Name:	Glenwood Circle Street Closure
Location:	8725 Glenwood Cir.
Owner:	Louisville Metro
Applicant:	Air Commerce, LLC
Representative:	Sabak, Wilson & Lingo, Inc.
Jurisdiction:	Louisville Metro
Council District:	13 – Vicki Aubrey Welch
Case Manager:	David B. Wagner – Planner II

**REQUEST**

- Closure of the remaining portion of Glenwood Circle at its intersection with Export Dr.

**CASE SUMMARY/BACKGROUND/SITE CONTEXT**

The applicant proposes to close the remaining portion of Glenwood Circle. Previously closed portions of this street were closed as part of the Louisville Regional Airport Authority’s (LRAA) relocation program. There was one property owner that had not yet reached an agreement with the LRAA to sell the adjoining lot which necessitated keeping this street open. Since the adjoining lots have all been purchased by Air Commerce, LLC and consolidated together, there is no longer a need to keep the last portion of Glenwood Circle open.

**LAND USE/ZONING DISTRICT/FORM DISTRICT TABLE**

	Land Use	Zoning	Form District
<b><i>Subject Property</i></b>			
<b>Existing</b>	Right-of-Way	EZ-1	SW
<b>Proposed</b>	Private Property	EZ-1	SW
<b><i>Surrounding Properties</i></b>			
<b>North</b>	Vacant	EZ-1	SW
<b>South</b>	Vacant	EZ-1	SW
<b>East</b>	Vacant	EZ-1	SW
<b>West</b>	Vacant	EZ-1	SW

**PREVIOUS CASES ON SITE**

- 13SUBDIV1004: Preliminary Major Subdivision for Renaissance South Business Park, Section 2.
- 15567: Area-wide re-zoning to EZ-1 for Louisville Renaissance Zone.

**INTERESTED PARTY COMMENTS**

- Staff has not received comments from any interested parties.

## APPLICABLE PLANS AND POLICIES

- Cornerstone 2020
- Land Development Code

## STANDARD OF REVIEW AND STAFF ANALYSIS FOR STREET AND ALLEY 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.

**STAFF: Adequate public facilities will be maintained as the area of closure and adjoining properties will be consolidated into one tract. The resulting tract will have frontage on Export Drive and will be served by existing infrastructure.**

2. 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.

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

3. 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.

**STAFF: The applicant will provide for the improvements.**

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

**STAFF: The closure complies with the Goals, Objectives and Plan Elements of the Comprehensive Plan found in Guideline 7 (Circulation) and Guideline 8 (Transportation Facility Design). The physical improvements necessary for the closure will be completed by the applicant. The area of closure will be consolidated with adjoining properties and will no longer be needed to provide access to any lot. Existing infrastructure will provide necessary access and a functional hierarchy of streets for the newly consolidated tract.**

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

**STAFF: There are no other relevant matters.**

## TECHNICAL REVIEW

Okolona Fire District – **Approved**

E-911/Metro Safe Addressing – **Approved**

AT&T – **Approved**

MSD – **Approved**

Louisville Metro Health Department – **Approved**

Louisville Gas & Electric – **Approved**

Louisville Water Company – **Approved**

Louisville Metro Public Works – **Approved**

Historic Preservation – **Approved**

TARC – **Approved**

### STAFF CONCLUSIONS

The proposal meets or exceeds all applicable items of the comprehensive plan in regards to the Suburban Workplace Form District. The area of closure will be consolidated with adjoining lots. The resulting tract has frontage on an existing street that provides the necessary infrastructure for future development. The functional hierarchy of streets will not be affected.

#### Required Actions

Based upon the information in the staff report, the testimony and evidence provided at the public meeting, the Planning Commission must **RECOMMEND** Louisville Metro Council **APPROVE** or **DENY** this proposal.

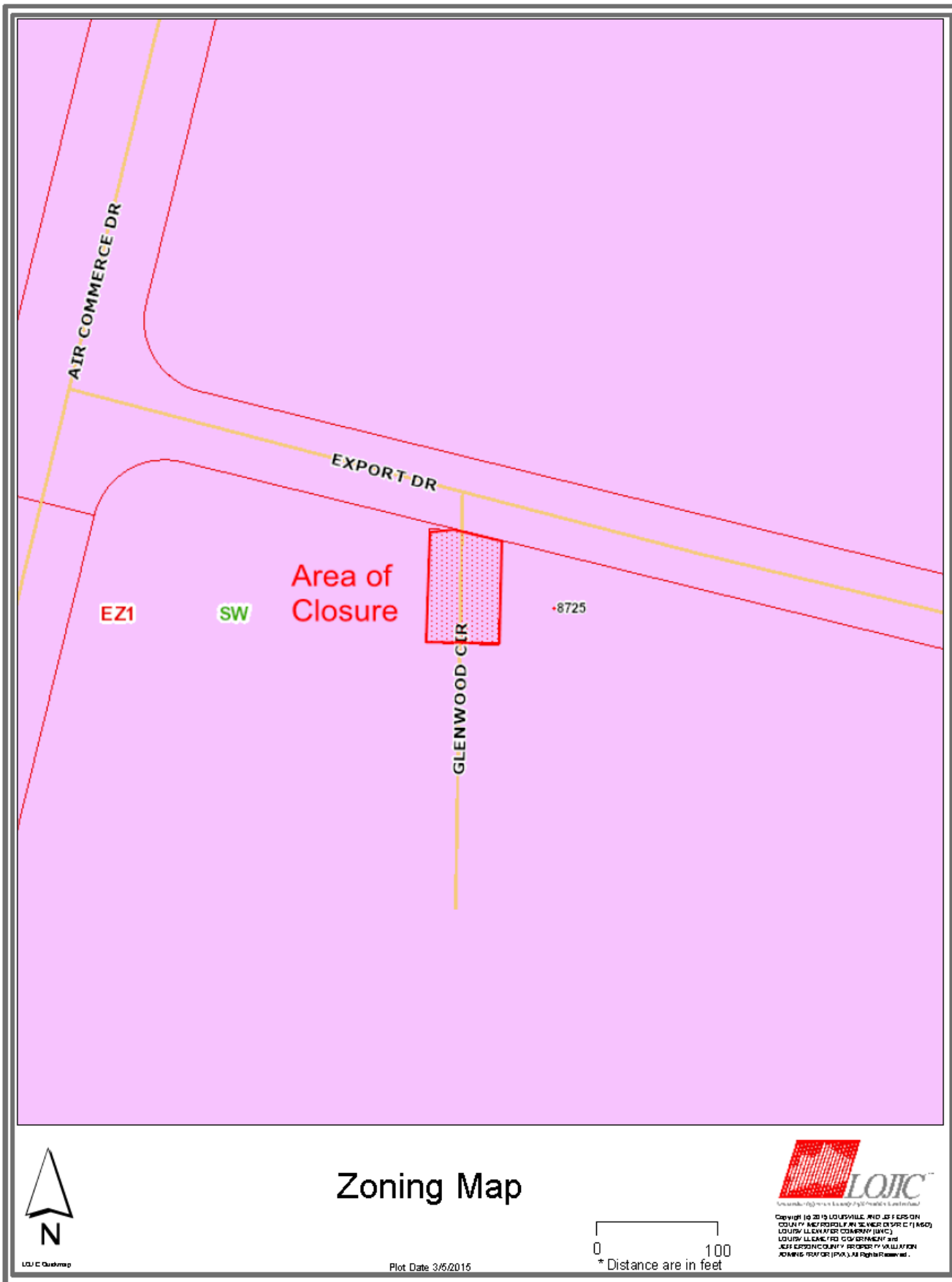
### NOTIFICATION

Date	Purpose of Notice	Recipients
2/26/15	Meeting before LD&T	1 <sup>st</sup> tier adjoining property owners Subscribers to Council District 13 Notification of Development Proposals

### ATTACHMENTS

1. Zoning Map
2. Aerial Photograph
3. Cornerstone 2020 Staff Checklist

1. **Zoning Map**



2. Aerial Photo



**3. Cornerstone 2020 Staff Checklist for Neighborhood**

- + Exceeds Guideline
- √ Meets Guideline
- +/- More Information Needed
- Does Not Meet Guideline
- NA Not Applicable

#	Cornerstone 2020 Plan Element	Plan Element or Portion of Plan Element	Staff Finding	Staff Comments
7	Community Form/Land Use Guideline 3: Compatibility	A.6: The proposal mitigates any adverse impacts of its associated traffic on nearby existing communities.	√	The closure is part of the Renaissance South Business Park, Section 2 Preliminary Subdivision Plan. The closure will allow for the consolidation of the property with adjoining parcels. No adverse impacts on nearby communities will occur.
28	Mobility/Transportation Guideline 7: Circulation	A.1/2: 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, contribution of money, or other means.	√	The applicant will provide for any necessary improvements.
36	Mobility/Transportation Guideline 8: Transportation Facility Design	A.11: The development provides for an appropriate functional hierarchy of streets and appropriate linkages between activity areas in and adjacent to the development site.	√	The closure is part of the Renaissance South Business Park, Section 2 Preliminary Subdivision Plan. The street no longer is needed and the existing infrastructure in the area will provide access within a functional hierarchy of streets.