

JUSTIFICATION STATEMENT

East-west Alley Closure, 5th 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 19th 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 5th 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.*

