



# 26-STRCLOSURE-0012

Development Review Committee  
Staff Report  
August 5, 2026

## Logan Street Market Place

**Location:** E St. Catherine Street and Logan Street  
**Applicant:** MMCS Properties LLC  
**Representative:** Land Design & Development, Inc  
**Jurisdiction:** Louisville Metro  
**Council District:** 6 – J.P. Lyninger  
**Case Manager:** Catherine Gomez, Planner I

### REQUEST & RECOMMENDED ACTION

#### 1. Closure of Public Right-of-Way

- Staff finds the request is in keeping with Plan 2040 and recommends the Development Review Committee place this case on the consent agenda at the next available Planning Commission.

### CASE SUMMARY

The applicant is requesting the closure of 150 feet of linear right of way on E St Catherine Street, which intersects Logan Street and Steve Magre Alley. Currently, E St Catherine Street is blocked by guardrails at the railroad to the east, preventing any vehicular access across the railroad. The applicant is proposing to use the resulting property in conjuncture with Logan Street Market for outdoor dining, community markets, and outdoor family-friendly events.

### TECHNICAL REVIEW

The proposed closure will maintain public facilities. All agencies have been addressed and approvals received from relevant utilities.

The applicant received a Consent to Street Closure from more than 51% of adjacent property owners.

### 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 FINDING:** 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 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 FINDING:** 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 FINDING:** The request to close the right-of-way follows 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. 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 maintains access to public infrastructure, and utility access will continue to be provided to this parcel. The current alley is unused and inaccessible to the public, so keeping the alley will not serve the Goals, Objectives, and Plan Elements of the Comprehensive Plan stated in this review.

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

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

#### **NOTIFICATION**

| <b>DATE</b> | <b>PURPOSE OF NOTICE</b>                    | <b>RECIPIENTS</b>                                     |
|-------------|---------------------------------------------|-------------------------------------------------------|
| 7/24/2026   | Development Review Committee Public Hearing | Registered Neighborhood Groups in Council District 06 |

#### **ATTACHMENTS**

1. Zoning Map
2. Aerial Photograph

1. Zoning Map





2. Aerial Photograph

