

**Planning Commission
Staff Report**
May 23, 2019



Case No:	19STREETS1003
Project Name:	Hay Court
Location:	Hay Court
Owner(s):	Louisville Metro
Applicant:	Barnie R. Elder Living Trust
Representative(s):	Schroll Land Surveying, LLC – Bill Schroll
Jurisdiction:	Louisville Metro
Council District:	13 – Mark Fox
Case Manager:	Joel P. Dock, Planner II

REQUEST(S)

- **Street/Alley Closure**

CASE SUMMARY

A portion of an east/west, dead-end court beginning at National Turnpike is proposed for closure. The closure request is associated with a change in zoning to M-2 to allow for truck storage/parking approved by the Planning Commission on October 18, 2018, docket 17ZONE1041. Portions of Hay Court that serve users with frontage on National Turnpike will remain open.

STAFF FINDING

The street closure application appears to be adequately justified based on the staff analysis contained in the standard of review.

TECHNICAL REVIEW

Fairdale Fire District – PDS staff has not received any formal objections.

E-911/Metro Safe Addressing – E-911 has no objections to the proposed closure.

AT&T – AT&T has no objections to the proposed closure

MSD – MSD has no objections to the proposed closure.

Louisville Metro Health Department – Health and Wellness has no objections to the proposed closure.

Louisville Gas & Electric – LG&E has no objections to the proposed closure. Easements have been received.

Louisville Water Company – LWC has no objections to the proposed closure.

Louisville Metro Public Works – DPW has no objections to the proposed closure.

Historic Preservation – Historic Preservation has no objections to the proposed closure.

TARC – TARC has no objections to the proposed closure.

STANDARD OF REVIEW FOR STREET CLOSURE

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. Easements and access to utilities has been coordinated and will be provided by individual easement or recorded upon the associated minor subdivision plat, docket 19MINORPLAT1035.

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. Easements and access to utilities has been coordinated and will be provided by individual easement or recorded upon the associated minor subdivision plat, docket 19MINORPLAT1035.

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: Plan 2040 calls for developments to be evaluated for their impact on the transportation net-work (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality. The closure does not result in an increase level of connectivity as the street currently dead ends and the surrounding property will be consolidated to serve a single user. No pedestrian facilities are provided in the area or are warranted given the industrial nature of the surrounding area.

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

STAFF: The Planning Commission has approved a change in zoning to M-2, industrial and development plan on October 18, 2018, docket 17ZONE1041.

REQUIRED ACTIONS:

- **RECOMMEND** that Louisville Metro Council **APPROVE** or **DENY** the closure request.

NOTIFICATION

Date	Purpose of Notice	Recipients
Not provided (100% consent)	Meeting before LD&T	Adjoining property owners, applicant, representative, case manager, and neighborhood groups

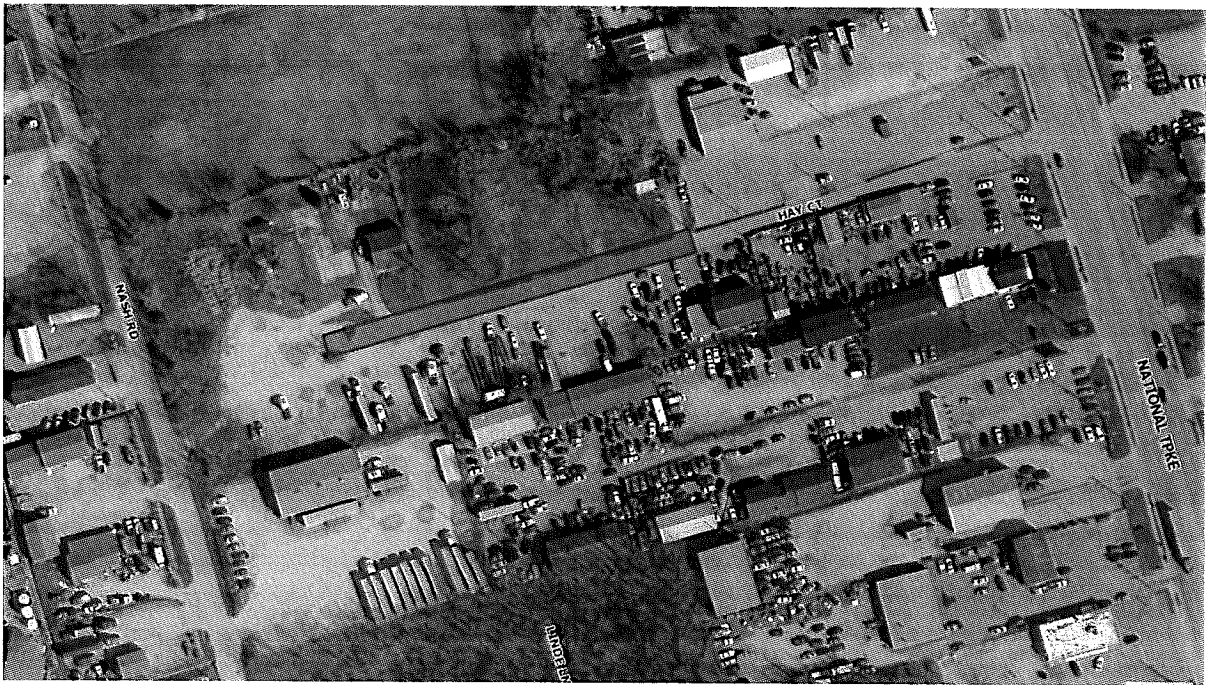
ATTACHMENTS

1. Zoning Map
2. Aerial Photograph

1. Zoning Map



2. Aerial Photograph



Land Development and Transportation Committee
Staff Report
May 16, 2019



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STAFF FINDING

The street/alley closure plat is in order and 100% consent from abutting property owners has been received. It is ready to be docketed for the May 23, 2019 Consent Agenda of the Planning Commission.

TECHNICAL REVIEW

Louisville Fire District – PDS staff has not received any formal objections.

E-911/Metro Safe Addressing – E-911 has no objections to the proposed closure.

AT&T – AT&T has no objections to the proposed closure

MSD – MSD has no objections to the proposed closure.

Louisville Metro Health Department – Health and Wellness has no objections to the proposed closure.

Louisville Gas & Electric – LG&E has no objections to the proposed closure. Easements have been received.

Louisville Water Company – LWC will require continues access to a 6" main in or near the right-of-way to be closed.

Fairdale
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Louisville Metro Public Works – DPW has no objections to the proposed closure.

Historic Preservation – Historic Preservation has no objections to the proposed closure.

TARC – TARC has no objections to the proposed closure.

REQUIRED ACTIONS

Based upon the information in the staff report, the testimony and evidence provided at the public meeting, the Land Development and Transportation Committee must decide whether this case is ready to be scheduled for a Planning Commission **PUBLIC HEARING, BUSINESS SESSION, or CONSENT AGENDA.**

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