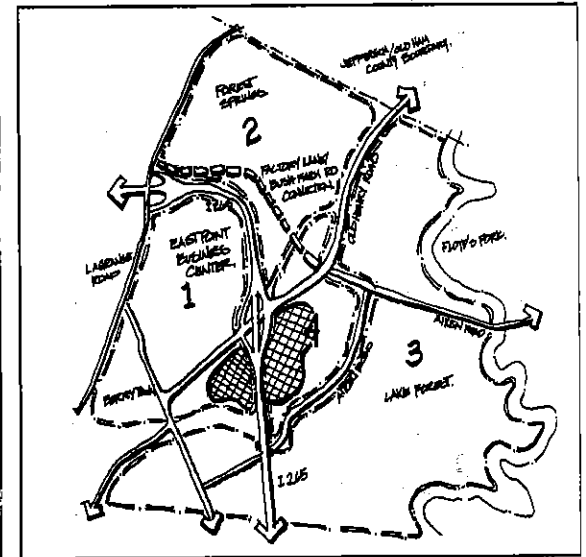
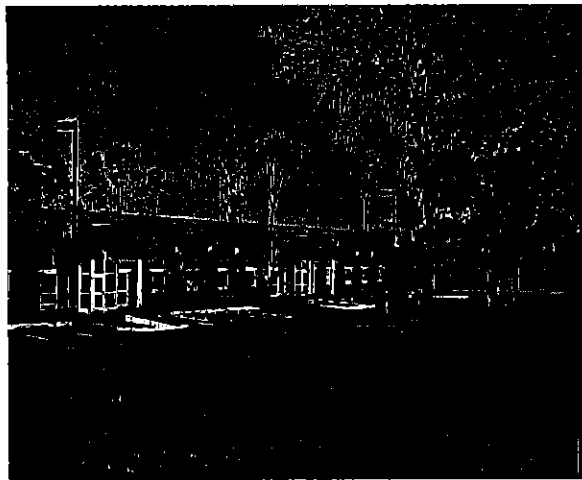


OLD HENRY ROAD

Subarea Plan



FINAL PLAN

ADOPTED BY
JEFFERSON COUNTY FISCAL COURT
MAY 9, 2000

Acknowledgements

This report is a result of changes made to the submission of a draft prepared by the HNTB Corporation. This project was made possible by funding from Jefferson County and the Kentuckiana Regional Planning and Development Agency. It is a component of the Louisville Urbanized Area Thoroughfare Plan and Jefferson County's Major Thoroughfare Plan.

The Old Henry Road Subarea planning process involved a variety of individuals, neighborhood organizations and public agencies. The agencies include KIPDA, the Kentucky Transportation Cabinet through its district office in Louisville, Jefferson County Public Works and Transportation, and the Division of Planning and Development Services. Citizens involved in the planning process include the Old Henry Neighborhood Organization (OHNO) and numerous other residents. The Division of Planning and Development Services wishes to thank all these individuals and agencies for their participation.

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1.0 Executive Summary

Purpose of the Plan

The Old Henry Road Subarea Plan has been developed to provide land use, transportation and urban design guidelines and capital improvement recommendations that are necessary to plan for growth and preserve the character of the area.

This Subarea plan is a component of the Louisville Urbanized Area Thoroughfare Plan. The purpose of this plan is to more closely link land use and transportation improvement decision making at the local level, particularly for areas experiencing rapid growth. The focus on the land use and transportation relationship should have the desired outcome of improved levels of service for all travel modes.

Plan Preparation

The Plan has taken shape from a collaborative effort of residents and property owners to find common ground on questions of how and where growth should occur. Three public workshops were held over the course of several months to identify opportunities and issues, develop and present alternative strategies and refine a set of guiding principles. Although some differences remain to be worked out, the process has afforded everyone an opportunity to participate in an open and frank discussion of issues.

Major Findings and Recommendations

- ❑ The subarea is expected to have a population of nearly 15,000 and more than 17,000 employees by the year 2020.
- ❑ The proposed extension of Old Henry Road into Oldham County will increase access and traffic in and through the area.
- ❑ A residential “collar” of existing and future neighborhoods should be preserved east of I-265 to protect the character of the area and provide housing opportunities for employees of the Eastpoint Business Center and other workplaces.
- ❑ Factory Lane should be realigned to connect with Bush Farm/Aiken Road – providing a collector link between Old Henry and LaGrange Road.
- ❑ A “gateway” should be created at the Old Henry Interchange with I-265.

2.0 Project Overview

A number of factors contributed to a decision by the Louisville and Jefferson County Planning Commission, Jefferson County and the Metropolitan Planning Organization to develop a land use and transportation plan for what is titled the Old Henry Road Sub-Area.

Recent and projected transportation improvements in the sub-area, including the Old Henry interchange with I-265 and the proposed Old

Henry Road extension, represent one of the factors. These facilities will significantly increase the level of access to the sub-area. However, the improvements also have the potential to influence the type and timing of development, particularly in the mostly rural and low-density portion of the sub-area east of I-265.

Development proposals that would take advantage of the transportation improvements are already beginning to take shape and are another factor leading to the decision to undertake this project. The Old Henry Road Sub-Area Plan is intended to provide a coordinated set of land use and transportation planning guidelines and improvement recommendations that planning agencies will use to review and evaluate development proposals.

2.1 Relationship to Regional and Local Transportation Plans

This subarea plans is an element of the Louisville Urbanized Area Thoroughfare Plan. The Thoroughfare Plan is developed and maintained by the Metropolitan Planning Organization (MPO) as the long-range transportation plan for the urbanized area. All transportation and transit projects must be included in the long-range plan in order to be eligible for inclusion in the State Six-Year Transportation Improvement Program (TIP). Improvement projects included in the TIP are then eligible for funding and construction.

The purpose of this subarea plan is to undertake a more detailed analysis of land use and transportation linkages in an area experiencing rapid growth and/or redevelopment. This more detailed analysis helps to refine the types of facility or operational improvements needed, and can provide land use and access management guidelines that enhance and protect investments in transportation services.

2.2 Study Objectives

The planning process for the Old Henry Road Subarea was designed to achieve the objectives listed below.

√ Engage and involve subarea residents, businesses and property owners in the planning process, particularly in the development and evaluation of alternative land use and transportation guidelines.

√ Prepare two alternative land use plans that consider existing land use and zoning, land ownership, proposed development, environmental assets and constraints, historic resources, transportation infrastructure and community facilities and services.

√ Expand the MINUTP roadway network and update traffic analysis zone boundaries utilized in the transportation model.

√ Analyze future roadway level of service conditions, and identify and recommend

roadway improvements and access management techniques that address future level of service issues.

√ Analyze the level of service characteristics of the interchange of I-265 and Old Henry Road for the year 2020 based on the alternative socioeconomic forecast.

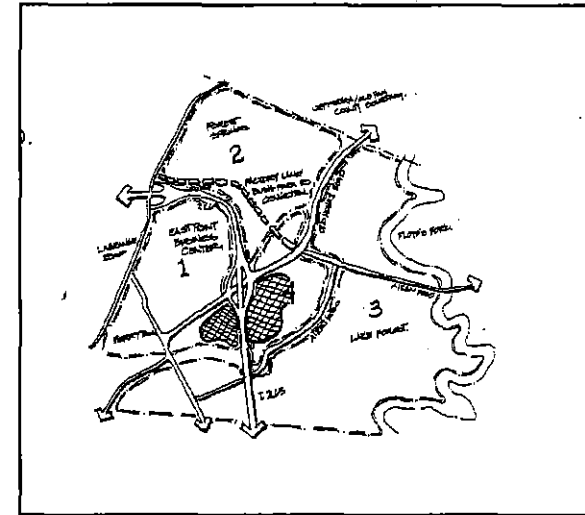
√ Prepare land use, landscaping, site preservation or restoration, transportation and signage guidelines for the selected alternative land use and transportation plan.

2.3 Study Area Characteristics

The Old Henry Road Sub-Area is located in northeast Jefferson County. Figure 1 (Appendix) illustrates the study area, which is approximately 11 square miles in area. General boundaries include La Grange Road, the Jefferson and Oldham County line, Floyd's Fork and a line south of the tributary to Floyd's Fork. The sub-area is bisected by I-265 and Old Henry Road, the latter providing the name for the area.

There are several developments that are having a significant influence on the direction and pace of change within the Old Henry Road subarea. The Eastpoint Business Center, a 450-acre office and warehouse development located west of I-265 between LaGrange and Old Henry Roads, is the major employment center. Employment at the Center is expected

to reach approximately 15,000 at build-out in the year 2010.



The Lake Forest development, a 1,000 acre planned community that will contain 2,200 dwelling units at build-out, is another project with significant influence in the subarea. Current residential development activity in Lake Forest is focused around the golf course that extends along the Aiken and Bush Farm Road corridor. While the Lake Forest community is expanding in the southern portion of the sub-area, the Forest Springs development occupies a similar residential market niche in the northern section of the sub-area. Forest Springs will have approximately 600 dwelling units on 300 acres and can be accessed from either LaGrange Road or Factory Lane.

The unincorporated neighborhood of Berrytown is located on the west side of the

subarea generally between the City of Anchorage and English Station Road. Additional residential development and reinvestment continues to occur in this community.

The subarea also contains a number of limestone quarry sites that straddle both sides of I-265 south of Old Henry Road and north of Aiken and Avoca Roads. The impact of quarry operations to existing and future development should be minimized due to a recent decision by the quarry operator to shift the operation underground. The sites, however, present challenges for land use planning in the vicinity of the Old Henry Road interchange.

Floyd's Fork, a blue line stream whose headwaters are in Oldham County, forms the eastern boundary of the subarea. Along with its floodplain, associated vegetative communities and adjoining farms, this corridor contains much of the wildlife habitat that exists in the subarea.

2.4 Coordination and Citizen Involvement Process

The Old Henry Road subarea planning process involved a variety of individuals, neighborhood organizations and public agencies. The agencies included KIPDA, the Kentucky Transportation Cabinet through its District Office in Louisville, and the Jefferson County Department of Planning and Environmental Management.

A collaborative process involved the community in the identification of land use, transportation and environmental issues and alternatives. Three public meetings were conducted with extensive discussion of all issues. At least six different alternative land use and transportation scenarios were generated from the meeting, four of which were generated by Jefferson County DPEM staff and consultant. The remaining two alternatives were developed either by an individual property owner or by the Old Henry Neighborhood Organization (OHNO).

Copies of the notices, agendas and work products from each of the three public meetings are included in the Appendix, along with copies of all correspondence that was received related to the public process.

3.0 Population, Housing and Employment

An analysis of these factors is important to determine and understand future development patterns and the impact of expected growth on public services and facilities.

Table 1 provides a comparison of population, housing unit and employment forecasts, by traffic analysis zone, for the years 2000, 2010 and 2020. The KIPDA (Kentuckiana Regional Planning and Development Agency) forecast is currently used for metropolitan transportation planning. These future esti-

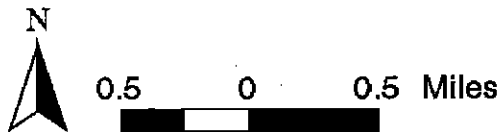
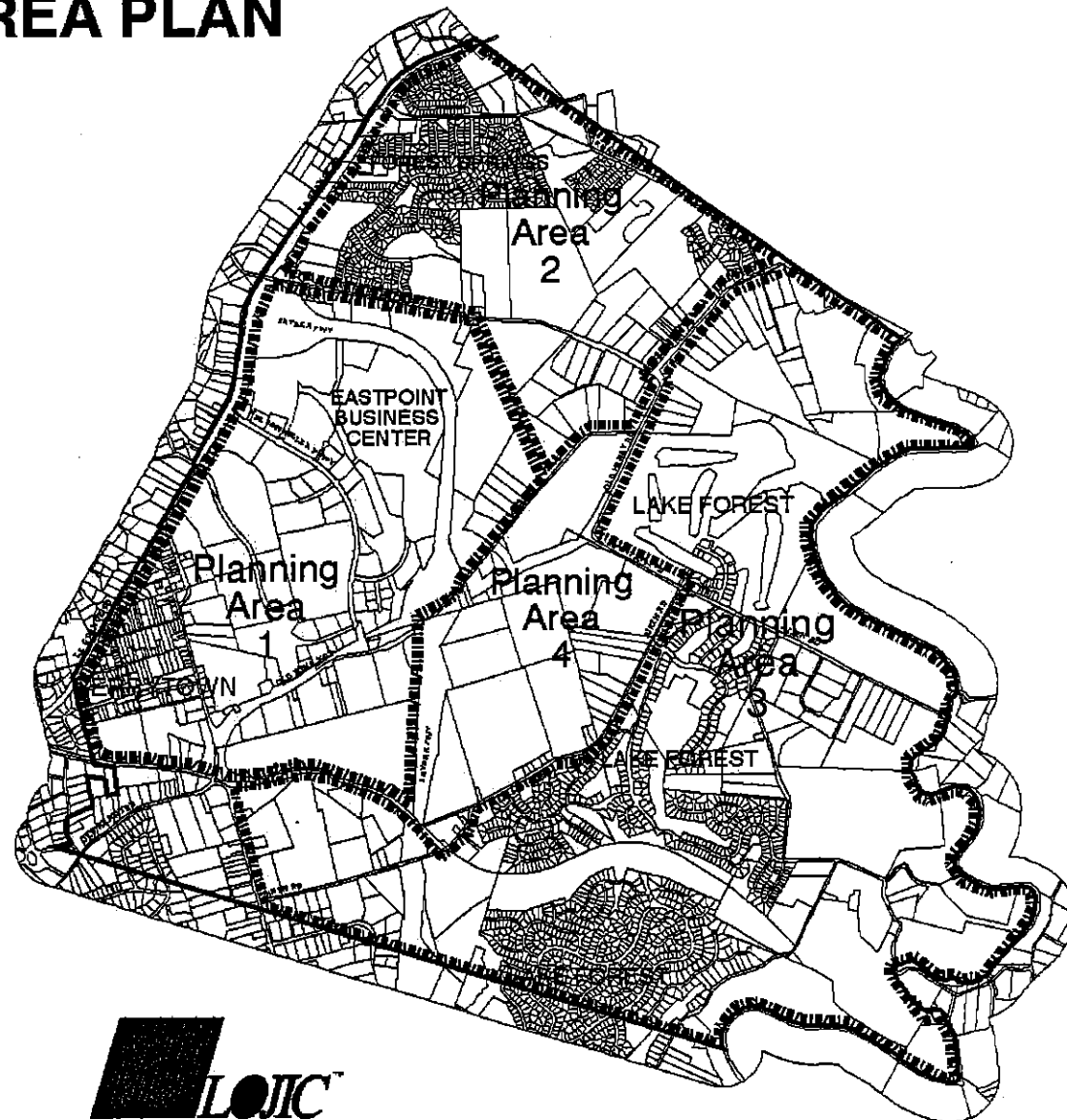
mates of population and employment were originally developed in 1994-95 as part of the Cornerstone 2020 Comprehensive Plan process for Louisville and Jefferson County.

The second forecast, "Revised" was developed specifically for the Old Henry Road Subarea Plan. It is based on an analysis of committed or approved development within the Study Area, interviews with property owners and development managers, and an assessment of the development potential for land parcels currently undeveloped but available for development.

Figure 2 (Appendix) depicts the Study Area and boundaries for traffic analysis zones and planning areas. Socioeconomic information is summarized by these geographic areas as input to the MINUTP transportation model. This model is used to forecast traffic or transit ridership volumes and level of service on facilities that comprise a road or transit network. Zone boundaries are typically determined in conjunction with each census, and the boundaries currently applicable to the Old Henry Road Subarea were created for the 1990 Census. Land use patterns and the roadway network have changed to the degree that the 1990 zone boundaries may no longer provide an accurate reflection of existing or projected conditions. Therefore, zone boundaries have been modified for this study and these changes are indicated in Figure 2.

OLD HENRY SUBAREA PLAN

Planning Areas



Completed in 1999
LOUISIANA AND JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT (MSD)
AND LOUISIANA OFFICE OF JOINT INFORMATION COORDINATION (LOJIC)
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Map Prepared By: Planning and Development Services

3.1 Forecast Assumptions

The population, dwelling unit and employment forecast developed specifically for the Old Henry Road Subarea is substantially different than the KIPDA maintained information. The assumptions used to develop the Old Henry forecast, and differences with the KIPDA forecast, are described below.

Planning Area 1

This Planning Area includes traffic analysis zones 486, 487-B and 496-B. The Area includes a portion of the Berrytown community and the Eastpoint Business Center. Traffic zones 487 and 496 were split to accomplish two objectives. First, to recognize the physical barrier that I-265 represents between the respective parts of these zones. Second, forecasts for the new zones would more accurately reflect current and expected development patterns and trends.

The socioeconomic forecasts for TAZ 486 are the same for each planning period due to the fact that much of this zone has been developed. Additional single-family infill development consisting of 84 units is expected to occur over the 20-year planning period.

Traffic analysis zone 487-B includes the 603-acre Eastpoint Business Center as well as a number of residentially zoned properties that have frontage along English Station Road north of its intersection with Old Henry Road. The split of zone 487 was accomplished as-

suming an equal number of dwelling units for 1995, and all dwelling unit increases for 1995-2000 allocated to 487-A. For employment, it was assumed that all 1995 retail jobs were located west of I-265, and non-retail jobs were divided equally between the split zones. All new employment for 2000 was assigned to 487-B.

There is a substantial difference in the employment forecasts for zone 487-B due to current and expected development of the Business Center. The Kroger Company currently occupies a 55-acre site within the Center, and will have approximately 1.1 million square feet of warehouse/distribution space when completed. This single development will have more than 660 employees working in two shifts.

For forecasting purposes, the following assumptions were used to estimate retail and non-retail employment over the 20-year planning period. Several of these assumptions were obtained through discussions with representatives of the Business Center. Employment forecasts assume 50 acres of commercial uses developed at a floor area ratio of 0.25 with one employee per 250 square feet of gross floor area. Eighty acres of the Center is projected to be developed with industrial/warehouse/distribution uses at a floor area ratio of 0.40 and one employee per 1,500 square feet of gross floor area. An additional 316 acres of the Center would be dedicated to

office uses with a floor area ratio of 0.25 and one employee per 250 square feet of gross floor area. The remaining acreage within this site is attributed to either right-of-way or open space.

Currently, the pace of land sales and development within the Business Center indicates that full build-out of the development could be achieved by 2010. An additional 50 acres of residential development, at a density of 3 dwelling units per acre, was included in the forecast for 487-B to represent future development opportunities for parcels fronting English Station Road.

The remaining zone within this Planning Area is comprised of several properties fronting Old Henry Road, and a large quarry operated by the Rogers Group which is accessed from Avoca Road. Development potential for this zone is difficult to estimate given the adjacent quarry operation, but has been assumed to include commercial (50,000 square feet) and office/industrial/warehouse (150,000 square feet) uses related to the success of the Eastpoint Business Center. The same floor area and jobs per square foot assumptions used for the Business Center were used to forecast employment.

Planning Area 2

This Planning Area includes traffic zone 487-A. The physical boundaries of this zone include LaGrange Road (KY 146), I-265, Old

Henry Trail/Old Henry Road and the Jefferson County/Oldham County line. Within the last decade, significant residential development has occurred in several subdivisions including Forest Springs and more recently Woodmont. Much of the remainder of the planning area is currently in agricultural use or occupied by large lot single family uses.

The difference in the forecasts for dwelling units in 2000 can be attributed to the development of planning area subdivisions. Most of the 722 additional dwelling units are located in the Forest Springs development, and an additional 20 retail jobs were allocated to represent convenience and golf related commercial developments.

The 2010 forecast for this zone was developed assuming full buildout of the Woodmont Subdivision (220 units), and development of an additional 80 dwelling units per year within other properties. Should non-residential development options be approved for properties adjoining I-265, some mix of residential and non-residential uses could be expected. For comparison purposes, the 80 dwelling units per year forecast would equal approximately 200 acres of office uses (2.0 million square feet) based on the respective trip generation rates for office and single family uses. An additional 100 acres of residential and/or office development (300 dwelling units) was forecast for the year 2020, representing an annual absorption rate of 10 acres of devel-

opment.

The 2010 employment forecast for 487-A includes a significant increase in retail employment. This is attributed to an assumption that 200,000 square feet of commercial space would be constructed on commercially zoned parcels adjacent to LaGrange Road.

Planning Area 3

The eastern portion of the Old Henry Subarea is included in this Planning Area, specifically traffic analysis zones 497, 498-A, and 498-B. These zones are grouped in this planning area not only because of their contiguity but also because each contains a portion of the Lake Forest residential development.

Traffic zone 497 includes many of the earlier phases of the Lake Forest development, and it was assumed that future development within this zone would be consistent with the KIPDA forecasts.

The remaining two zones represent a split of the 1990 zone boundary at Aiken Road. This split was made to better represent the distribution of traffic to the local road network from the respective areas. In 1990 there were a total of 66 dwelling units in the entire zone 498. It was assumed that 25 of these were in 498-B and the remainder in 498-A. Approximately 518 lots have been platted in the Lake Forest development in 498-A and all have been assumed to contain dwelling units for the 2000

forecast. An additional 200 units are forecast through the year 2020 to represent development of parcels adjacent to Lake Forest and generally east along Aiken Road. Planned improvements for Aiken Road by the year 2020 should spur further residential development consistent with the forecast.

Additional residential development within 498-B is just beginning to occur and an additional 37 units were allocated for the year 2000 forecast. This zone includes much of the Lake Forest golf course and several additional residential sections have been planned around the course. The 2010 and 2020 dwelling unit forecasts include 300 and 100 additional units respectively, most of which will be developed within the Lake Forest project.

Planning Area 4

Planning Area 4, which includes traffic zone 496-A, contains a large limestone quarry adjacent to I-265, a landscape nursery operation, large lot single family residential uses along Aiken Road, and several large undeveloped parcels.

The forecast for this planning area was based on two assumptions. First, the area is most likely to be developed with a mixture of land uses that will be determined based on the land use plan that is ultimately approved for the Old Henry Road Subarea. Second, additional development in this Planning Area is unlikely to occur until after 2000 given timetables for

2000 Population, Dwelling Unit and Employment Forecast

1990 Traffic Analysis Zone	SPLIT Traffic Analysis Zone (2)	Dwelling Units	2000 (KIPDA)			2000 (REVISED) (1)			
			Population	Retail Employment	Non-Retail Employment	Dwelling Units	Population	Retail Employment	Non-Retail Employment
486	486	201	441	61	270	201	441	61	271
487	487 A	99	244	0	40	821	2020	20	40
	487 B	47	122	4	81	47	122	4	2104
	Total	146	366	4	121	868	2142	24	2144
496	496 A	15	38	0	0	15	38	0	0
	496 B	15	38	0	0	15	38	0	0
	Total	30	76	0	0	30	76	0	0
497	497	1886	4732	140	752	1886	4732	140	752
498	498 A	108	270	0	47	559	1398	0	42
	498 B	25	63	0	20	62	155	0	20
	Total	133	333	0	67	621	1553	0	62
Tot.		2396	5948	205	1206	3606	8944	225	3229

Source: Jefferson County Forecasts of People, Jobs, and Housing 1995-2020, Final Report, September, 1995 Traffic Zone Summaries of Population, Household, and Employment Data, Kentuckiana Regional Planning and Development Agency, April, 1999

Notes: (1) The "forecast" for 2000 was revised to reflect recent development activity in the Lake Forest and Forest Springs subdivisions and new employment in Eastpoint Business Center.

(2) Traffic Analysis Zone Split = The 1990 TAZ was split to better represent development activity and traffic demand on the roadway network. TAZ's are depicted on Figure 2.

2010 Population, Dwelling Unit and Employment Forecast

1990 Traffic Analysis Zone	SPLIT Traffic Analysis Zone (2)	2010 (KIPDA)				2010 (REVISED) (1)			
		Dwelling Units	Population	Retail Employment	Non-Retail Employment	Dwelling Units	Population	Retail Employment	Non-Retail Employment
486	486	275	593	67	287	275	593	67	287
487	487 A	384	924	0	40	1841	4529	220	40
	487 B	47	116	5	109	47	116	2182	15259
	Total	431	1060	5	147	1888	4645	2402	15299
496	496 A	21	29	0	0	200	492	150	600
	496 B	15	37	0	0	15	37	75	0
	Total	36	66	0	0	215	529	225	600
497	497	205	506	162	897	2057	5061	162	897
498	498 A	490	1205	0	47	709	1744	0	47
	498 B	121	298	0	20	362	891	0	20
	Total	611	1503	0	67	1071	2635	0	67
Total		5510	8552	252	1788	5506	13463	2856	17150

Source: Jefferson County Forecasts of People, Jobs, and Housing 1995-2020, Final Report, September, 1995 Traffic Zone Summaries of Population, Household, and Employment Data, Kentuckiana Regional Planning and Development Agency, April, 1999

Notes: (1) The "forecast" for 2000 was revised to reflect recent development activity in the Lake Forest and Forest Springs subdivisions and new employment in Eastpoint Business Center.

(2) Traffic Analysis Zone Split = The 1990 TAZ was split to better represent development activity and traffic demand on the roadway network. TAZ's are depicted on Figure 2.

2020 Population, Dwelling Unit and Employment Forecast

1990 Traffic Analysis Zone	SPLIT Traffic Analysis Zone (2)	2020 (KIPDA)				2020 (REVISED) (1)			
		Dwelling Units	Population	Retail Employment	Non-Retail Employment	Dwelling Units	Population	Retail Employment	Non-Retail Employment
486	486	284	595	69	29	284	595	69	291
487	487 A	893	2090	0	40	2141	5010	220	40
	487 B	47	144	5	129	197	603	2182	15259
	Total	940	2234	5	169	2338	5613	2402	15299
496	496 A	275	624	0	0	600	810	150	600
	496 B	54	123	0	0	15	37	75	100
	Total	329	747	0	0	615	847	225	700
497	497	204	4625	180	1013	204	4625	180	1013
498	498 A	790	1789	0	40	790	1789	0	47
	498 B	656	1487	0	20	656	1487	0	20
	Total	1446	3276	0	69	1446	3276	0	67
Tot.		5040	11477	254	1542	6424	14956	2876	17370

Source: Jefferson County Forecasts of People, Jobs, and Housing 1995-2020, Final Report, September, 1995 Traffic Zone Summaries of Population, Household, and Employment Data, Kentuckiana Regional Planning and Development Agency, April, 1999

Notes: (1) The "forecast" for 2000 was revised to reflect recent development activity in the Lake Forest and Forest Springs subdivisions and new employment in Eastpoint Business Center.

(2) Traffic Analysis Zone Split = The 1990 TAZ was split to better represent development activity and traffic demand on the roadway network. TAZ's are depicted on Figure 2.

development approvals and infrastructure construction.

The forecast for 2010 includes 200 dwelling units which represents approximately 50 acres of area based on an average yield of 4 units per acre. The retail employment forecast (150 employees) is based on development of 150,000 square feet of neighborhood commer-

feet of office/civic space. Together, the employment forecast represents between 30 and 60 acres of potential commercial, office and civic uses.

Between 2010 and 2020 additional residential development is likely to occur, particularly on parcels adjacent to Aiken Road. The forecast for 2020 includes an additional 60

Based on discussions with land owners, there are expectations for additional office and warehouse/distribution uses on reclaimed portions of the quarry. The operators of the quarry are currently working to move the operation completely underground and eventually regrade and restore portions of the existing site. Additional non-retail employment to reflect these development expectations was not included in the 2020 forecast due to the uncertainty about the timing and details of the land reclamation. However, since the land is currently zoned M-3 additional uses would not be precluded by this forecast and it could be updated in the future as more information is known about the reclamation process.

Table 2 - Old Henry Road Existing Land Uses

Land Use Category	Acreage
Single-Family Residential	1690.39
Multi-Family Residential	10.82
Commercial	88.41
Industrial	456.68
Public and Semi-Public	22.78
Parks and Open Space	513.79
Agriculture and/or Undeveloped	4242.08
Total	7024.95

4.0 Existing Land Use and Zoning

A land use analysis was conducted to help identify existing, emerging and future development trends and patterns within each of the planning areas. This type of analysis is also important in determining the relationship between existing and future development and the availability of public facilities and services.

4.1 Existing and Committed Land Use

Existing land use information is summarized in Table 2 and depicted on Figure 3 (Appendix). The predominant land uses in the Subarea include rural and low density residential,

cial space and one employee per 1,000 square feet of gross floor area. The non-retail forecast (600 employees) assumes 150,000 square

acres of single family residential development with a yield of 180 units (assumed yield is 3 dwelling units per acre).

office, warehouse/distribution and commercial uses associated with the Eastpoint Business Center, agriculture, the quarry and landscape nursery operation, and a small number of freestanding commercial enterprises.

Existing land use maps and data are useful in understanding the pattern and character of an area, but are limited to representing conditions at a single point in time. The existing land use map does not depict the processes of change that may be underway in an area.

Land ownership and development permit approvals are two important factors in the process of change. The size and configuration of parcels under common ownership in an area is a major determinant of development potential and location. Public actions for approval of zoning district amendments and subdivision plats should also be evaluated to determine what commitments, or entitlements, influence the change of land use.

Figure 4, Committed Land Use, (Appendix) illustrates the land ownership pattern and current development approvals for the Old Henry Subarea. The graphic indicates several large parcels in common ownership. These include: the proposed Old Henry Crossings property (100 plus acres); an approximate 66 acre group of parcels just north of Old Henry Trail; a 50 plus acre tract adjacent to the quarry and north of Aiken Road; and a 200 plus acre parcel immediately east of I-265 that is referred to

as the Klemenz property. There are other large parcels under common ownership in Planning Areas 2 and 3, many of which, are in active residential or agricultural use.

The number and size of parcels under common ownership would appear to support continued development in the Subarea. The fact that several of the parcels are located in close proximity to the I-265 and Old Henry Road interchange will certainly generate a greater level of development interest in the immediate future. Table 3 (pages 31 & 32) provides a listing of parcels under common ownership and the size of each of these parcels.

Of the 4,242 acres that are included in the agriculture and/or undeveloped land use category, approximately 35 percent, or 420 acres is included in the "committed" category. This means that one or more development approvals have been secured for the property. Figure 4 indicates that a majority of these lands are located on the east-side of I-265, predominantly in Planning Area 2. Many of these parcels have approved subdivision plans for residential development. Table 4 (page 33) provides a listing of all parcels that have been included in the "committed" category.

4.2 Existing Zoning

Existing zoning in an area is another determinant of future development patterns. Figure 5 (Appendix) illustrates current zoning classifications. With the exception of the

Eastpoint Business Center, an area near the intersection of Factory Lane and LaGrange Road and the quarry operations east and west of I-265, most lands in the Subarea are zoned for low-density residential development. The Comprehensive Plan defines low density as a net density of up to 5 dwelling units/acre., All of the large parcels under common ownership identified and described above are currently zoned low density (R-4) residential uses.

4.3 Cornerstone 2020 – Future Land Use Plans

The Louisville and Jefferson County Planning Commission is currently in the process of developing the Plan Elements to support previously approved goals and objectives for the Cornerstone 2020 Comprehensive Plan update. The draft recommends the establishment of a series of "form areas" that will serve as guides for future land use. The Plan Elements will be used in conjunction with the Form Areas and adopted subarea plans for the assessment of proposed amendments to the Zoning District Map, Land Development Code text and the Form District Map.

A preliminary form area map, depicting the location of the eleven types of districts, is currently under review by the Planning Commission and Legislative bodies for adoption in early 2000.

5.0 Community Facilities and Services

A brief analysis was conducted to evaluate the availability and capacity of existing public services. It is necessary to be aware of current service levels in order to calculate needed expansion to ensure coordination with expected growth in new development. A brief discussion of each analysis category follows.

5.1 Sanitary Sewer Service Area and Facilities

The Metropolitan Sewer District (MSD) will provide sanitary sewerage treatment services through its Floyd's Fork facility. Figure 6 (Appendix) depicts existing sanitary sewer collection and transmission facilities. Planned facilities are included in MSD's long term capital improvement plan, but have not yet been scheduled for construction.

The figure indicates that much of the study area does not currently have existing collection and transmission facilities. The Lake Forest residential development has an extensive collection system and access to treatment capacity via a facility located south of the study area.

As additional development within the Old Henry Road subarea occurs, an expansion of the collection/transmission system will be required.

5.2 Potable Water

The Louisville Water Company (LWC) provides potable water service to the study area. The LWC will provide service upon request as development is planned. Potable water capacity is not an issue for this study area.

5.3 Police, Fire and Emergency Services

The Jefferson County Police Department provides police protection for the study area. An interview with Police Department representatives indicated that the Department currently has capacity to serve the area. However, during the course of the public meetings held to develop this plan, the current level of police service was questioned, and several participants felt that the current level of service was not adequate.

Given the population and employment forecasts for the study area, which indicate significant future growth, the availability and level of police service should be reevaluated in the near future.

Fire and emergency response services are provided through the Middletown Fire District (MFD). The MFD has recognized a need for additional facilities in this area to serve future growth. Currently, the District is interested in a potential station site in the Factory Lane/Old Henry Road area.

5.4 Public School Attendance Areas and Facilities

The Old Henry Sub-Area is included in the Jefferson County Public Schools (JCPS) Tully North planning district. The area is well served by existing middle and high schools.

Future residential development in the area may require a new elementary school on a 15 to 20 acre site. The JCPS should review the updated population forecasts for this study area in determining the timing of development and size of a future elementary school.

The JCPS and the Louisville and Jefferson County Parks Department are developing a joint school and park site for the Farnsley Middle School, located in Southwest Jefferson County. The joint venture serves both organizations well and is seen as a model for future projects. An additional 5-10 acres would need to be included in an elementary school site in order to meet the needs of a joint facility.

5.5 Stormwater Management

The Old Henry Road Subarea is located within the Floyd's Ford Watershed. There are several blue line and intermittent streams which traverse the study area and outfall to Floyd's Fork.

Figure 7 (Appendix) depicts the major stream corridors and associated flood plain areas for the study area, as well as areas with slopes

Old Henry Road Historic Resources

Number	Historic Name/Code	Location	Owner Name	Status Description
1	Young House (JF443)	12610 Old Henry Rd.	Louis D. Young	Survey Site
2	Mill House (JF473)	14405 Old Henry Rd.		Inventory Site
3	House (JF477)	12405 Old LaGrange Rd.	John A. Patterson	Inventory Site
4	Ryan House (JF480)	12412 LaGrange Rd.	Edmond Ryan	Inventory Site
5	GowdyHouse/Black Rock (JF481)	12518 LaGrange Rd.	John Wright	Survey Site
6	W. Singer (JF364)	Old Henry Rd.	Frank Otte	Inventory Site
7	Anchorage Coal Co. Hdqtrs. (JF460)	Aiken Rd.		Inventory Site
8	Loc Pen Barn (JF462)	Aiken Rd		Inventory Site
9	Yager House (JF463)	Aiken Rd. RR 2 Box 318	Mary Ruth Rogers	National Register
10	W. Glove House (JF472)	13105 Old Henry Rd.		Inventory Site
11	J.A. Lee House (JF479)	E. side of Factory Ln.	B. Fenley	Survey Site
12	House (JF482)	11210 LaGrange Rd.	J.T. Ruby	Inventory Site
13	Chenoweth Fort-Spring House (JF657)	N. side of Avoca Rd.	Martin Marietta Co.	National Register
14	Wilcox Cemetery (JF699)	Aiken Rd., 5 mi. SE of Avoca	NTS Corp.	Survey Site
15	House, Demolished (JF471)	0 Old Henry Rd.	Ancho Dickerson Trucking	Demolished
16	O'Bannon Grocery Store (JF475)	Old LaGrange Rd. at Collins Ln.	Bennett Mossbarger	Survey Site
17	Dorsey-O'Bannon House, Moved (JF478)	13204 Factory Ln.	Charles Hebel	Removed from NA

exceeding twenty percent. These environmental features do not appear to represent significant constraints, but additional stormwater analysis of the development forecasts should be accomplished to determine environmental conditions under a "fully developed" land use scenario.

The "fully developed" terminology is contained in the current edition of the Floodplain Regulations for Jefferson County. The Metropolitan Sewer District is undertaking watershed based stormwater management planning to determine flood plain and flood hazard areas assuming that the watershed has been

fully developed as determined by existing land uses and zoning.

The floodplain and flood hazard areas identified on Figure 7 are based on FEMA (Federal Emergency Management Agency) data that assumes existing development conditions.

The Floodplain regulations would require a minimum twenty-five foot setback from the top of bank for all blue line classified streams – a consideration for future development adjacent to such classified streams. In addition, the Floyd's Fork corridor is included in a designated Design Review Overlay (DRO) district. Lands within the DRO district are required to meet additional land use, site design and environmental criteria whose purpose is the preservation of the character of this area and its environmental resources.

5.6 Parks and Recreation

The Louisville and Jefferson County Parks and Recreation Department operates and owns Berrytown Park, a 24 acre community park. A new Community Center is planned for this park. There are private and semi-private recreational resources including the Lake Forest Golf Course, in addition to a number of designated public open spaces and trails that have been set-aside as part of the approval process for individual residential and non-residential development.

Pursuant to the Parks and Open Space Master

2000, 2010, and 2020 Level of Service and Average Daily Traffic Volumes on Selected Roadway Segments

Roadway Segment	2000		2010		2020	
	LOS	VOL	LOS	VOL	LOS	VOL
LaGrange Rd.: Factory to Westport Rd.	F	14,130	F	10,992	F	13,330
LaGrange Rd.: I-265 to Nelson Miller Parkway	C/D	7,957	F	19,735	F	20,511
English Station Road: LaGrange to Old Henry	C	4,368	D/E	8,233	C	2,615
Old Henry Road: English Station to I-265	C	3,244	C/D	17,311	C/D	20,162
Old Henry Road: I-265 to Bush Farm Road	C/D	10,212	F	36,010	F	41,597
Old Henry Road: Bush Farm to Jefferson Co. Line	9,578	C/D	F	32,082	F	38,835
Factory Lane: LaGrange to Old Henry/Bush Farm Rd.	NA	NA	C	4,650	C/D	6,130
Aiken Road: English Station to Bush Farm Road	2,928	C	C	3,787	C	4,499
I-265 NB: Old Henry to LaGrange	9,963	C	C/D	9,240	C/D	15,520
I-265 SB: LaGrange to Old Henry	10,583	C	C/D	9,800	C/D	17,743
Bush Farm Road: Old Henry to Aiken Road	1,036	C	C/D	5,217	D/E	8,544

Plan that was developed as part of the Cornerstone 2020 process, additional parklands would be needed to serve this study area. The Old Henry Road Study area is located in Area D of the Plan. Based on the standards recommended in the Master Plan, the following acreages of parkland are required to meet the needs of the future population in Area D:

- Neighborhood Parkland - 27-33
- Community Parkland - 77-94
- Major Urban Parkland - 414-506

5.7 Historic Resources

An inventory of historic resources was performed for the study area to identify architectural, culture or archaeological sites that should be considered for protection in the de-

velopment review process. This inventory was completed from information available through the Jefferson County Department of Public History. Table 5 provides the site by site inventory, and the location of these sites is depicted on Figure 7.

6.0 Transportation Facilities and Services

An analysis of existing and projected traffic volumes was conducted to determine levels of service and potential need for transportation system improvements. This analysis was performed using the MINUTP transportation model as provided by KIPDA, and the updated socio-economic forecasts produced for

this study. The analysis was performed for the years 2000, 2010 and 2020. The results are reported in Table 6 and depicted on Figure 8 (Appendix).

The transportation network for which assignments were made was based on the Existing and Committed (E+C) network developed for the Major Thoroughfare Plan – with two modifications. These modifications include the addition of the Old Henry Road Extension project, and improvements to Aiken/Bush Farm Road and Factory Lane that include a new segment connecting the facilities. Both improvements were included in the network beginning with the 2010 analysis year.

Old Henry Road Scheduled and Planned Road Improvement Projects

Project	Improvement	Schedule	In Transportation Improvement Program
English Station Road from Avoca Road to Aiken Road	Widen to three lanes	Construction to begin after 2002	Yes
Old Henry Road from Bush Farm Road to the Crestwood Bypass	Widen to five lanes	Construction to begin as funds are available	Yes
Old Henry Road from south of CSX to I-265	Widen to three lanes	Under Construction	Yes
LaGrange Road from Factory Lane to Westport Road/Reamers Road Intersection	Widen to five lanes	Projected completion between 2004 and 2010	No
Factory Lane – Bush Farm Connector Road from Factory lane to Bush Farm Road	Construct a 2-lane collector	Projected completion between 2004-2010	No

6.1 Existing Transportation System

The Study Area is divided by a section of I-265, with interchanges located at LaGrange and Old Henry Roads. The Old Henry interchange has just recently been completed, and additional work is continuing to improve Old Henry Road to English Station Road.

LaGrange Road is a minor arterial that provides access to Oldham County and Crestwood as well as eastern Jefferson County through Anchorage. English Station Road connects the study area to the business and industrial areas of Middletown as well as Shelbyville Road. Reamers Road and Fac-

tory Lane are existing two-lane roads which serve as residential collectors connecting the eastern portion of the Study Area with LaGrange Road. Aiken and Bush Farm Roads also serve as collectors, linking the Lake Forest and Polo Fields developments with Old Henry Road and English Station Road.

In addition to the facilities described above, Jefferson County has plans to improve English Station Road from Avoca Road south to Aiken Road. This improvement is scheduled for completion after 2002. Also, the Kentucky Transportation Cabinet (KTC) has initiated a preliminary design and environmental scoping

project for the extension of Old Henry Road from its intersection with Bush Farm Road north to a connection with KY 329 in Oldham County. This scoping project should be completed by 2000, and construction of the improvement scheduled as funds are available.

Transit service (bus) is provided to the area by the Transit Authority of River City (TARC), although service is peripheral to the area. Regular service to the Old Henry Sub-area, including the Eastpoint Business Center, is staged from LaGrange and Shelbyville Roads.

6.2 Transportation System Analysis – Year 2000

The analyses of travel demands on the existing transportation network indicate a very high level of service for the Study Area. There are two exceptions. LaGrange Road exhibits a poor level of service (greater than 1.05 or F) for segments east of the intersection of Factory Lane. Old Henry Road also experiences a poor level of service.

The deficiencies expected for these roadways appear to result from pre-existing conditions and represent increasing travel demands from residential development in Jefferson and southern Oldham Counties and for travel to Peewee Valley and Crestwood.

All other roadway facilities which serve the Subarea exhibit a good level of service (less than 0.85 or C/D). Since the KIPDA and Old Henry Subarea socio-economic forecasts are very similar for the year 2000, it is likely there would be a high degree of similarity between the traffic impacts of both scenarios.

6.3 Transportation System Analysis – Year 2010

The relative differences between the socio-economic forecasts discussed in Section 2.0 are recognizable in the 2010 analysis. The addition of the Old Henry Road Extension project to the network has two obvious and related effects. First, the average daily traffic volume (for both directions) for the facility

east of the interchange is in the range of 27-35,000 depending on the proximity of the road segment to the interchange. This projected volume will result in a poor level of service for this four lane arterial (greater than 1.05 or “F”).

The second apparent effect of the extension project is that the 2010 volumes on LaGrange Road remain fairly consistent with the volumes projected for 2000. Although level of service remains poor because of the limited number of travel lanes (one in each direction), the Old Henry Road extension project appears to be satisfying travel demands that would have been focused in the LaGrange corridor. Traffic volumes remain fairly constant between the 2000 and 2010 analyses.

The Old Henry Road interchange also begins to exhibit some deficiencies, particularly with the ramps south of Old Henry Road. This type of deficiency is consistent with the increased travel volumes for Old Henry Road east of I-265. The level of service on Old Henry west of I-265 is at “C/D”. Increased employment at the Eastpoint Business Center appears to impact the LaGrange Road segment between Nelsen Miller Parkway and the I-265 ramps. This segment is shown to have a poor level of service, but overall the interchange does not exhibit any significant deficiencies.

Along the western edge of the study area, English Station Road between LaGrange and Old

Henry Roads is shown to experience a decline in level of service. This facility is comprised of one lane in each direction, whereas the segments south of Old Henry are included with two lanes in each direction – a result of the currently planned improvement by Jefferson County.

6.4 Transportation System Analysis – Year 2020

The analysis for 2020 indicates increasing traffic volumes on the arterial and collector system serving the study area. Projected ADT (average daily traffic) volumes on Old Henry Road east of I-265 are in the range of 30-40,000. The remaining segments of Old Henry Road experience additional declines in the level of service.

The Old Henry Road interchange is most affected by this increase in traffic as the difference between capacity and projected volumes on the ramps increases. These ramps will fail to handle the projected traffic volumes resulting in other system and traffic safety problems.

6.5 Access and Movement Issues and Recommended Improvements

Three principal transportation issues emerge from the future conditions analysis. First, the demand for access to I-265, at both the LaGrange and Old Henry interchanges, will dramatically increase over the next two decades. The Old Henry Road extension project

will certainly contribute to the increase in travel demand for this facility originating in Oldham County, as will additional residential and workplace development. The combination of traffic volumes in the LaGrange Road and Old Henry Road corridors indicate that some combination of additional roadway improvements would be necessary to satisfy projected demand within a safe level of service. That combination could include additional lanes on LaGrange Road and/or Old Henry.

The second issue is related to projected conditions on Old Henry Road. The 2010 and 2020 volumes, assuming two lanes in each direction, would result in very poor levels of service. Without additional planned improvements to this facility, access management and traffic calming techniques will play a critical role in mitigating potential traffic safety problems. Such techniques include limiting direct access to the road to Old Henry Road; a minimum 1,200-foot intersection spacing standard east of Arnold Palmer Parkway (intersection spacing west of Arnold Palmer Parkway should be determined by the State Highway Department), requirements for acceleration and deceleration lanes at all intersections, implementing deflection curves and other traffic calming techniques to slow traffic without decreasing capacity, and limiting the placement of traffic control signals to preselected locations along the corridor. Also, to facilitate the free flow of traffic at the in-

terchange with I-265, signalization of intersecting driveways should be restricted within 2,500 feet of an interchange ramp.

The third issue is related to property access and traffic movement between Aiken Road and LaGrange Roads. At present, the only opportunities for travel between Old Henry and LaGrange is either on English Station or Factory Lane. Both of these facilities are rural section streets, functioning as collectors.

The proposed connection of Factory Lane to Bush Farm Road at Old Henry was included as a means of addressing several of the access and movement issues discussed above. Without this connection, an offset traffic movement between Factory and Bush Farm would continue, increasing the number of turning movements on Old Henry and adversely affecting the capacity and level of service.

The Factory/Bush Farm connection would serve two additional purposes. It would provide a primary means of access to either Old Henry or LaGrange from the traffic likely to be generated by future development of the I-265 corridor lands. Without this type of access, the pressure from property owners will be to locate a signalized intersection much closer to the interchange. Second, the connection should serve as the primary collector for several separately owned parcels within the I-265 corridor. The amount of undevel-

oped/agricultural lands in the corridor will generate significant traffic whether residential or non-residential. Should this recommendation be implemented, this facility should be planned within sufficient right-of-way to provide for left turn lanes at all intersections, access should be limited to predetermined locations and joint access driveways encouraged.

The connection of Factory and Bush Farm could result in a greater potential to preserve the existing rural character of that portion of Factory from the proposed alternate alignment to the Old Henry Extension. The remaining facility would provide access to individual properties and eventually be improved to County safety standards – maintaining its rural character.

6.6 Transit – Bus Service

The concentration of employment at the Eastpoint Business Center and projected demand for access to I-265 provides a significant justification to expand transit bus service to the area. TARC should begin to plan for the potential for expanded service to this employment center and express service to other major employment centers in its long-range planning program.

The high volume of trips in the Old Henry corridor also suggests that TARC and the Planning Commission jointly plan for park and ride opportunities near the interchange and at the other end of the Old Henry Road

extension in Crestwood. Although TARC officials have not indicated a present need for a transit facility or center in this subarea, projected development patterns should be revisited by TARC as part of its ongoing planning process. At a minimum, TARC should be encouraged to participate in review of development proposals and the scoping and design process for the Old Henry extension and other improvements in order to delineate future locations for bus stops and shelters.

7.0 A Strategy for Preservation and Growth

The Old Henry Road Subarea provides a cross section of the variety of land use issues facing many communities and neighborhoods at the fringe a growing urban areas. It is an area comprised of farms, quiet country roads and seemingly endless vistas of open space that is quickly being transformed into a different kind of place. There are numerous points of view about what kind of place it will or should become, but underlying those different perspectives is a commonly held belief. Many people recognize that a process of change is underway.

Furthermore, existing conditions will not remain as is for an indefinite future and it is possible to shape change in a positive way. Many residents and property owners understandably regret that change is occurring. However difficult it may be to accept change,

shaping it in a way that permits the community to preserve important aspects of its heritage, protect its neighborhoods and business centers, and secure the benefits of change are what lies at the heart of this planning process.

A number of issues and opportunities have emerged from many hours of discussion between community residents, property owners and other interests. The discussions have been both productive and constructive – a collaboration of people seeking solutions. Alternative change strategies have been examined and the planning process is now focused on selecting an alternative, or parts of alternatives, that best represent the community's vision for this subarea of Jefferson County.

The process of consolidating alternatives to a single strategy that enjoys a consensus of support is not a simple matter. Our effort to produce a strategy combining the best parts of all identified alternatives, whether produced by a community group, planning staff and consultant or other property interests, is described below.

Comment:

“The preservation of existing and emerging neighborhoods...is one of the foremost planning issues.”

This strategy provides a series of guiding principles whose cumulative effect would be to

shape future growth and infrastructure investments. For each guiding principle, one or more implementation actions are identified. Shaping this community will require more than simply reacting to change as it occurs. The implementing actions provide an opportunity for all of the parties to this strategy to be proactively involved in securing the future anticipated by the guiding principles.

7.1 Issues and Opportunities Neighborhood Impact Issue

The preservation of existing and emerging neighborhoods both within and adjacent to the Old Henry Road Subarea is one of the foremost planning issues. The Eastpoint Business Center has been very successful and will eventually have more than 17,000 employees. The potential for expansion of non-residential uses on the east side of I-265 has raised concerns from many property owners that the rural/agricultural integrity and suburban integrity of developments such as Lake Forest and Forest Springs could be threatened. Development standards and guidelines that are used to create land use and visual/aesthetic buffers will insure that developmental impacts are minimized.

The specific impacts that can be envisioned are related to questions of building height, site lighting and topography, and architectural type, protection of trees and vegetation, orientation and operational characteristics of future land uses. The established character of

much of the Subarea is clearly of a suburban/rural nature.

Environmental Issues

The rolling topography, open space and floodplains associated with Floyd's Fork represent a significant resource for the Subarea. The issue here would be to devise a development approach that results in the preservation of as many elements of this resource as possible. The combination of the rolling topography and forested areas presents an economic resource and issue. The fact that the topography of the area varies will require that development standards, which govern building height, be sensitive to the site topography. It is possible to imagine that the application of a single building height standard through the eastern portion of the Subarea could result in structures with vastly different visual impacts to surrounding neighborhoods.

Transportation Issues

Transportation access for the Subarea is the third key urban design issue. The issue involves how to plan for internal traffic circulation systems that provide connections to surrounding arterial and collector transportation routes. For an area expected to employ 23,000 people and house 6,000 people by the year 2020, the existing plus committed roadway system to support this level of development is deficient. Improvements such as the extension of Old Henry Road, four-laning of En-

glish Station Road, and connection of Factory to Bush Farm will improve levels of service, but functional deficiencies will still exist.

7.2 Guiding Principles

A "guiding principle" provides a general decision making framework for a specific issue or subject. Within the context of the Old Henry Road Subarea Plan, guiding principles are the primary concepts that should guide future land use and transportation decisions.

For example, a guiding principle for a banker, otherwise known in the banking industry as underwriting criteria, would be to require collateral on significant loans. The guiding principal doesn't describe what type or how much collateral should be required, nor does it define what "significant" is. However, it does provide a general decision making framework for the banker, who makes decisions about the type and amount of collateral on a case by case basis.

Comment:

Guiding principles may implemented through several alternative means. They may be included in the Comprehensive Plan as Land Use Policies, or may be adopted by the Planning Commission and applied much like the US 42 Corridor Study recommendations.

Guiding Principle No. 1 – Subarea Gateway

First and last impressions are important. For a majority of people who experience the Old Henry Road Subarea as a resident, employee or visitor, their impressions will be based on the primary point of arrival and departure. That point is the interchange of I-265 with Old Henry Road.

Care should be taken to ensure that this "gateway" is a positive experience – and that all the elements of that experience from landscaping to signage are well designed and coordinated. The guiding principle and implementation strategies will help to improve the overall appearance and function of this gateway. Figure 9 (Appendix) illustrates the location and extent of the gateway area as well as other potential "gateways" that deserve additional attention.

Guiding Principle:

The Old Henry Road/Snyder Freeway Interchange and its immediate surroundings should be planned as a "gateway". The function and physical appearance of this gateway should be integrated and consistent with the character of the areas it serves as a gateway.

Implementation Strategies:

- ❑ The "gateway" area should include the

Old Henry Road corridor between Bush Farm Road and the new Eastpoint Business Center access road.

- ❑ A master landscape and signage plan should be developed to accomplish a unified appearance for the gateway. This plan would be implemented as properties within the corridor are developed or redeveloped.
- ❑ As part of the master landscape planning process, encourage the Kentucky Transportation Cabinet to participate through the replacement of the concrete medians with landscaping to improve the physical appearance of the corridor.
- ❑ Work with the Eastpoint Business Center, Lake Forest community, and others to support implementation of the master landscape and signage plan.
- ❑ Develop specifications for roadway lighting that will provide a unified appearance and level of lighting for the gateway area. Coordinate these specifications with the Kentucky Transportation Cabinet.
- ❑ In order to preserve an adequate level of service of the interchange, signalized intersections within the gateway corridor should be limited to Bush Farm Road and the Eastpoint Business Center access road.
- ❑ Property access and land uses within

the gateway corridor should be managed to avoid concentrating turning movement demands in close proximity to the interchange ramps. Where access to Old Henry Road is permitted within the gateway corridor, acceleration and deceleration lanes should be provided to preserve capacity for through movement of traffic.

Comment:

A common level of service problem of freeway interchanges with local arterials is the proximity of access roads and collectors to the interchange ramps. These collectors and access roads become attractors for higher intensity land uses, which ultimately increase traffic and turning movements near the interchange. As these roads are signalized, the capacity of the interchange and its intersecting arterial becomes restricted – reducing the level of service. This is the basis for the implementation strategy to limit signalization to Bush Farm Road and the new Eastpoint Business Center access road.

Guiding Principle No. 2 – Eastside Residential Collar

A very real concern of many residents and property owners within the area east of I-265 was the potential for non-residential uses to proliferate along the proposed extension of Old Henry Road. This type of “linear” development is incompatible with the suburban/rural residential pattern of development and would detract from the character of the Subarea.

A “residential collar” already exists, beginning with the Forest Springs neighborhood in Planning Area 2 and continuing through Planning Area 3 to the Lake Forest neighborhood. Figure 9 illustrates the “residential collar.” It is recommended that the residential collar of neighborhoods within the Old Henry Road Subarea be preserved. There are several large parcels within the “collar” that could be further developed in the future. However, if these parcels (which are currently zoned R-4) are developed under the existing zoning classification, there will be a continuous pattern of neighborhoods ringing the intersection of Old Henry and I-265.

Low density residential development is defined in the adopted Comprehensive Plan and includes housing densities up to 5 dwelling units per acre. This is the same density limit that the neighborhoods of Forest Springs and Lake Forest were developed under. Figure

10 depicts the “residential collar” and recommended land use alternative for the Old Henry Road Subarea Plan. One area located in the residential collar has been designated as appropriate for inclusion of medium density residential. The medium density residential (not to exceed six dwelling units/acre and only in designated locations with adequate buffers) would provide a buffer for low density residential uses to the east from non-residential uses to the west. Medium density residential uses would also provide additional housing opportunities for employees in the nearby workplace areas.

Guiding Principle:

Preserve a “residential collar” of neighborhoods within the Old Henry Road Subarea. Permit medium density residential development only in designated locations with adequate buffers.

Implementation Strategies:

❑ Do not permit rezonings within the designated residential collar to a classification that would permit high-density residential or non-residential developments.

❑ Plan and implement a local road system that integrates neighborhoods within the “collar”, connects neighborhoods with planned civic uses, and provides a “hard edge” to separate the residential collar from non-residential and high density land uses.

❑ Encourage the use of cluster development techniques within the residential collar only when supporting a strategy to preserve open space and habitat corridors. Such corridors would include Floyd’s Fork and any planned and designated corridors that would link neighborhoods with park and open space resources in the subarea.

❑ Incorporate site planning, buffer area and landscape design measures at the edges of new infill neighborhoods within the “collar” to ensure a compatible transition to lands that remain in residential, rural or agricultural use.

Comment: Cluster development techniques would allow a developer to transfer density within a given site to preserve open space. This implementation strategy suggests limiting innovative/cluster development in the Old Henry Subarea to this purpose.

Comment: Old Henry Road is currently classified as a “parkway” under the parkway policies of the Planning Commission. These policies address signage and landscaping within the parkway area, however, the policies should be reviewed and updated to

address the specific physical attributes of the gateway. Also, a common landscape plan would provide an appearance unique to the Old Henry Road Subarea

**Guiding Principle No. 3 –
Transportation System**

The transportation analysis underscored a need for facility improvements to provide an adequate level of service for residents and employees. However, these facilities should be designed and constructed in a manner that will enhance the residential character of the area.

Guiding Principle:

The transportation system framework for the Old Henry Road Subarea should balance the need to move traffic and provide access to property with a need for compatibility of thoroughfares with the planned character of the area.

Implementation Strategies:

❑ Apply parkway standards for internal subarea thoroughfares. Such standards should require sufficient right-of-way to incorporate landscaped medians and thoroughfare buffers. The internal thoroughfares that should receive this treatment include: English Station Road between Old Henry Road and LaGrange Road; Old Henry Road between English Station Road and, at a minimum, the

Oldham County line; and, a corridor comprised of Factory Lane, Bush Farm Road and Aiken Road. Setback Requirements on roads not designated as parkways under the Planning Commission's parkway policies will only be required to observe the setbacks as required under the zoning districts.

❑ Extend Bush Farm Road/Aiken Road through its intersection with Old Henry Road to a connection with Factory Lane. This connection may occur as a "T" type intersection with the current alignment of Factory Lane, or Factory Lane could be realigned and reconstructed to intersect with Bush Farm/Aiken at Old Henry Road.

❑ Coordinate with Oldham County for the development of a scenic corridor overlay district that would guide land use and access management decisions within the Old Henry Road corridor between the I-265 interchange and KY 146 in Oldham County.

❑ Ensure that traffic calming techniques, such as roadway deflections and reduced design/posted speeds, are utilized in thoroughfare design to ensure compatibility with the neighborhood and scenic character of the sub-area.

Comment:
Traffic calming techniques such as deflection curves help to reduce travel

speed, enrich the trip experience by opening up vistas and generally improving the quality of travel and compatibility of the road with the surrounding area.

Comment:
The remaining part of Factory Lane that would intersect with Old Henry Road would remain as a local street. Its primary function would be to provide access to existing residential developments. New residential developments on the south side of this section of Factory should provide densely vegetative buffers.

Comment:
Community scale shopping typically occurs as a center with a variety of uses, or a freestanding "big box" use, both types occupying more than 100,000 square feet of space. Whether grocery stores are included in the community or neighborhood categories depends on the size of the store. The "superstore" of more than 100,000 square feet typically draws from a large market area. Smaller grocery stores, in the range of 40-70,000

square feet more appropriate and compatible with a neighborhood based market area.

Guiding Principle No. 4 – Community Retail Shopping

At present, the only areas zoned for commercial uses are located near the intersection of LaGrange Road and Factory Lane, and within the Eastpoint Business Park. Whether additional community level commercial development within the Subarea is warranted is a major planning issue.

This issue has at least four elements. First, there is concern that, if allowed, commercial uses would expand along the Old Henry Road with obvious consequences. Second, community level commercial would draw traffic to the area from outside the Subarea, adding to traffic congestion and air quality impacts. Third, a host of freestanding fast food outlets and gas stations in association with community commercial would dominate the OldHenry gateway – offering a first impression not consistent with the desired residential character of the area. Finally, there are other existing opportunities for this kind of shopping located in Middletown, at Springhurst Town Centre, and potentially near the interchange of I-265 with LaGrange Road.

On the other side of the issue stands the fact that the Subarea will be home to 8,000 resi-

dents and 23,000 employees. There will be a substantial market for personal service, convenience and neighborhood commercial services. The provision for such uses in close proximity to the Old Henry neighborhoods could potentially reduce either the number or length of trips from home to shops.

The resolution of this issue is divided between two guiding principles – one that addresses the larger-scale commercial and the other, which identifies how neighborhood commercial could be integrated within the Subarea.

Guiding Principle

Opportunities for community scale retail shopping should be focused at the I-265 interchange with LaGrange Road, and within existing sites located at Westport Road and along Shelbyville Road in Middletown.

Implementation Strategies:

□ Inventory and monitor the commercially zoned land base to ensure that sufficient land is available near the I-265 interchange with LaGrange Road to provide sites for community scale retail shopping.

□ Require market support analysis and justification for rezoning proposals to establish community scale retail shopping centers in locations within the subarea. Such market studies should take into consideration available commercially zoned land and built space within five miles of the proposed rezoning

site. Rezoning should not be recommended for approval without a substantial justification of need as demonstrated by the market analysis.

Guiding Principle No. 5 – Civic Uses

In contemporary neighborhood development, civic uses are often overlooked or must seek left over sites near residential neighborhoods. Those parts of our neighborhoods that should be central to where we live are relegated to sites that are on the periphery of our neighborhoods and difficult, if not impossible, to walk to.

Comment:

The list of civic uses referenced in the guiding principle is not inclusive but meant to represent the types of uses preferred in a civic center.

There is an opportunity with the Old Henry Road Subarea to address needs and requirements for civic uses early in the community development process. Much of the area that is east of the “residential collar” is either vacant or under agricultural use and is still available as potential sites for civic uses. The community facilities and services analysis has indicated that several civic uses could locate within the Subarea, but designating civic sites within private development projects will not

be a popular idea with property owners.

However unpopular the idea may be with the property owner/developer, incorporating such uses at a central location within the Subarea would open up several opportunities. These include joint use of parking facilities among several civic uses and a community focal point for surrounding neighborhoods.

Guiding Principle:

Provide incentives that encourage civic land uses to locate central to and serve the Old Henry Subarea “residential collar”. Provide sufficient land to accommodate: public and/or private school sites; churches; public health and safety facilities such as a police substation and fire station; transportation/transit facilities such as park ‘n ride lots; a post office; park and recreation sites and facilities to include community center; and, other similar uses.

Implementation Strategies:

□ Establish an overlay district that could be used to identify an area appropriate for such uses and establish civic design guidelines to ensure compatibility with surrounding uses and neighborhoods. Incentives should be incorporated in this district to encourage the development of civic uses. The geographic area of the civic center overlay district should be consistent with the area depicted on the Subarea Plan.

□ Form a partnership of government and subarea associations to advocate and pursue implementation of a civic center concept. This partnership should be staffed and funded from public and private sources to proactively recruit uses for the center and coordinate the civic development process. A priority of this partnership should be to ensure that an appropriate level of public infrastructure is available to support civic use development.

Guiding Principle No. 6 – Eastpoint Business Support Uses

Several property owners/developers have talked about the market demand for commercial and other uses to support the growing employment base at the Eastpoint Business Center. Where this demand is satisfied has been a significant question for workshop participants. Again, much of the concern has centered around the impact such uses would have on neighborhoods on the east side of I-265 as well as the Berrytown community. The Berrytown community is not only concerned about potential commercial uses in the English Station Road corridor but also about multi-family.

At present, there are lands set aside in the Business Center for commercial support uses. Such uses are highly appropriate and would be in close proximity to workers and visitors to the Center. This proximity is preferable

since it affords the opportunity for walking trips and reduces the number of trips potentially crossing through the interchange.

Commercial, hotel/motel and service uses which support the workplace uses should be located within or adjacent to workplace areas as identified in the Subarea Plan.

Guiding Principle:

Commercial, hotel/motel and other service oriented uses which support the workplace uses should be located withing or adjacent to workplace areas as identified in the Subarea Plan.

Implementation Strategies

□ Monitor implementation of the Eastpoint Business Center General Plan to ensure that sufficient appropriately zoned lands are retained for such support uses as restaurants, specialty retail, hotels/motels, dry cleaning and similar service establishments.

□ Restrict additional commercial support uses to parcels inside the workplace areas. However, in no case should commercial development be permitted within 600 feet of the intersection of English Station Road and Old Henry Road. Workplace uses are, however, permitted within 600 feet of the intersection.

Guiding Principle No. 7 – A Neighborhood Center

The prospect for neighborhood serving commercial, office and service uses within the Subarea is certainly one that does not have a clear consensus for support among workshop participants. The discussions have focused on the need for such uses, the impact to surrounding neighborhoods from lighting, operations and traffic, and the ability of decision-makers to limit the area of commercial development.

There is no question of market for such uses in the existing and future neighborhoods of the Old Henry Road Subarea. There are also transportation and air quality benefits for locating neighborhood serving commercial land uses in close proximity to the residents served.

Whether or not neighborhood serving commercial can locate on the east side of I-265 should be decided on the basis of design and commitment. The design part of this equation would address location, site and architectural design. The commitment part would address the ability of decision-makers to limit the area of commercial development.

The guiding principle and implementing strategies address the design and commitment issues for consideration. The provision of neighborhood commercial is a reasonable and supportable objective, if it can be located and

designed to minimize impacts and fully integrate the uses with surrounding neighborhoods.

Guiding Principle:

Direct medium density residential land uses to locate within an areas designated as "neighborhood center" and "low to medium residential" on the Subarea Plan. The neighborhood center may include residential but other neighborhood serving office and commercial land uses may be permitted. Minimum thresholds, or conditions for approval, for residential and neighborhood serving land uses are described below.

1. *Neighborhood serving non-residential land uses should be limited and restricted to all areas west of Bush Farm Road and its extension to Factory Lane. The total retail square footage should be limited to 100,000 square feet.*

2. *The entire frontage of Factory Lane adjacent to the area designated as "low-medium density residential" to a depth of at least 75 feet should be heavily buffered with dense vegetation.*

3. *Consider allowing transfers of density within the same development site to permit higher density forms of residential uses (garden apartments) in a mix with lower density forms.*

4. *The preferred method of development of lands within the neighborhood center should be based on the following land use and design guidelines:*

- a) *Single retail uses with a building footprint of greater than 50,000 square feet shall be discouraged;*
- b) *Civic buildings such as schools, libraries, meeting halls, places of worship, and day care facilities should occupy prominent places in the center;*
- c) *Open space should be designed as squares, plazas, or greens and may be associated with buildings.*

Guiding Principle No. 8 - I-265 Corridor Workplace Uses

Appropriate uses for lands immediately adjacent to I-265 also received considerable discussion by workshop participants. Alternatives included workplace uses similar to those developing in Eastpoint Business Center, a continuation of the civic uses recommended for the "civic" uses (see Guiding Principle No. 3), and low or moderate density residential uses.

The proposed extension and realignment of Factory Lane and Bush Farm Road is central to this issue for several reasons. First, it would provide a boundary between low-medium density residential uses that are part of the "residential collar" and more intense uses adjacent to I-265. Second, the road provides a

means of providing collector level access to several large developable parcels in this corridor. Third, a parkway type road would help to define the character of the corridor, regardless of the types of uses permitted.

Guiding Principle:

Generally, workplace uses such as Technical parks, research parks, and corporate Business Centers would be appropriate for this area -Furthermore, these uses should be limited to the area west of the Factory Lane/Bush Farm Road corridor. Owner-occupied multi-family uses would also be appropriate for this area.

Implementation Strategies:

- Rezoning proposals consistent with this guiding principle should be considered following commitment of funding and the scheduling of construction of the Factory/Bush Farm Road extension.
- This Bush Farm Road extension project should be supported for inclusion as part of the Old Henry Road Extension Project.
- Establish site and architectural design standards to ensure that all permitted structures encourage architectural compatibility with the surrounding areas, including limiting workplace structures within the I-265 corridor to no more than four stories in height, pedestrian circulation of the workplace, and off-site impacts of lighting, noise and park-

ing are mitigated.

Comment:

“Coordinate the development of a park and open space system to accomplish a multi-objective greenway system serving Old Henry Road neighborhoods.”

**Guiding Principle No. 9 –
Park and Open Space System**

The number of potential dwelling units and residents in the Old Henry Road Subarea raises the issue of the availability of parks and recreational opportunities and connections with major open space resources such as the Floyd’s Fork DRO.

Standards contained in the Parks and Open Space Master Plan for Louisville and Jefferson County indicate that the forecast level of population for Louisville and Jefferson County as a whole will have a need for 2,238 acres of neighborhood, community and major urban parkland by the year 2020. The Old Henry Road Study area falls within Service Area D which is listed as not deficient for parklands in the year 2020. However, this area is underserved by specific types of facilities, such as playgrounds, basketball courts, tennis courts, softball/baseball fields

Guiding Principle:

Future residential development in the Old Henry Road Subarea should participate in the implementation of a park and open space system.

Implementation Strategies

□ The park and open space system should be planned to include a community scale central park and recreation area/facility, connected to smaller parks/open spaces. These smaller spaces should be located near the intersection of Old Henry Road and English Station Road on the west side of I-265, and at the intersection of the existing Factory Lane with Old Henry Road.

□ The type of participation should be addressed on a project by project basis. Participation may include the dedication of land or easements at appropriate locations, financial commitments, and other techniques. The Louisville and Jefferson County Parks Department should be involved in this review and the determination of the type of participation desired.

□ Coordinate the development of a park and open space system with stormwater/stream corridors and the planned transportation system, including sidewalks and bicycle paths, to accomplish a multi-objective greenway system serving Old Henry Road neighborhoods.

**Guiding Principle No. 10 –
Utility Planning**

Future residential and non-residential development will require substantial improvements to sanitary sewer and potable water systems. MSD and the Louisville Water Company should begin planning for the necessary improvements such that utility service can be coordinated with planned and recommended road improvements.

Guiding Principle:

The provision or upgrading of sanitary sewer and water service in the subarea should be coordinated with the construction schedule for the Old Henry Road Extension and Factory Lane/Bush Farm Road Extension project.

Implementation Strategies:

□ MSD and the Louisville Water Company should coordinate a sanitary sewer and water service plan for the subarea based on the construction schedule for the road projects and the development forecasts contained in the Plan. This planning process is essential in order to identify necessary rights-of-way and coordinate the timing of utility installation with roadway construction and landscape installation.

Guiding Principle No. 11 – English Station Road Corridor Uses

The English Station Road corridor between LaGrange and Old Henry Roads is planned for improvement in the near future and is just west of the Eastpoint Business Center. A single row of land parcels under separate ownership divides the road from the Business Center.

Historically, English Station Road was a county road providing access to local farms, the Berrytown community and the City of Anchorage. Industrial and office/warehouse uses have developed in the southern end of the corridor near Middletown and have gradually moved northward. However, non-residential uses have not been permitted north of the intersection with Old Henry Road.

At present, the land parcels along the corridor that are north and east of Old Henry Road are either vacant or occupied by residential uses. Future use of these parcels was a discussion topic during planning workshops. These discussions centered on alternative uses for the eastside of the corridor, from expansion of Business Center uses to higher density residential development.

Workshop participants expressed a clear preference for residential development compatible with existing neighborhoods to the west.

Guiding Principle:

The area east of English Station Road, between Old Henry Road, LaGrange Road and the Eastpoint Business Center should be developed in a manner consistent and compatible with the low-density neighborhood areas to the west.

Implementation Strategies:

- ❑ Coordinate future residential development of the east side of the English Station Road corridor to limit the number of access points and encourage joint access where possible.
- ❑ No new non-residential development should front on English Station Road. Non-residential development in the area of the Eastpoint Business Center adjacent to English Station Road should be no taller than two stories in height.
- ❑ Low density residential is considered the most appropriate use for the land parcels east of English Station Road. However, parcels with sufficient depth and appropriate buffering may be considered for development of both low-density residential and non-residential if considered compatible with surrounding residential uses. Any non-residential use of English Station Road should be accessed from Eastpoint Business Center or Old Henry Road; access from English Station Road is not appropriate.

Guiding Principle No. 12 – Reuse of Quarry Lands

The limestone quarries east and west of I-265 and south of Old Henry Road are expected to remain in operation for the foreseeable future. However, the nature of the operation for areas east of I-265 will change from surface to underground. This change in operation would allow site restoration work to begin for significant portions of the eastern quarry properties.

Discussions with landowners and representatives indicate that preliminary plans are being developed for the reuse of areas that are adjacent to I-265. Filling and regrading of these areas could result in viable development sites, according to the representatives.

The planning workshops did not focus on future uses of these lands since, at the time, the expectation was for the quarry operations to continue. However, the potential for site reuse and transportation access suggests the need for a guiding principle concerning these portions of the Subarea.

Guiding Principle:

A Quarry Site Restoration and Reuse Master Plan should be developed by the property owner, reviewed and approved by the Planning Commission and incorporated in this Subarea Plan.

Implementation Strategies:

- ❑ Encourage early development of the master plan in order to coordinate roadway alignments and access points with adjacent properties.

- ❑ Consider the extension of Aiken Road north into the Quarry Site as a primary means of ingress and egress for traffic from potential new uses.

**7.3 Old Henry Road Subarea Plan
Graphics**

Figures 9 and 10 (Appendix), which follow, provide a visual summary of the preceding guiding principles. Figure 9 represents the guiding principles which appear to have a consensus of support. Figure 10 depicts the potential areas in which the application guiding principles occur.

Table 3 - Land Ownership

No.	Parcel I.D. Numbers	Owner(s)	Acreage	Property Value
1	00150118, 00150131	Berger Family Trust	.91	1059300
2	00240027, 00240118, 00240047, 00240054	Big Ten Realty Corp.	169.5	5498210
3	00150255, 00150256	Breckenridge Plaza Inc.	6.13	0
4	00240126, 00240133	Byrne Patrick B & Jill R	9.66	335000
5	27750047, 27750053	C N Corrugated & Sheeting Inc.	**	
6	00150203, 06 and 07	Carlisle Lewis & Linda	33.58	266460
7	0015151, 00150185	Cecil James C & Anne K	.83	156000
8	00150071, 00150139	Chatelain Jim P & Sandra L	1.69	84300
9	00150164, 00150167	Commonwealth of Kentucky	2.36	5400
10	00160051, 00160056	Crawford Michelle A	13.96	235880
11	00240067, 00150094, 00150111, 00150114	Daugherty Anne Lynn & Kyran Daugherty Ernest R Sr & Carol	1.91	464660
12	00150246, 247, 248 and 250	Dean Jeffrey T	1.52	0
13	00150187, 00160076	Floyds Fork Investment Co.	5.93	290920
14	001520221, 00150222	Forest Springs LC	47.2	610180
15	001500190001, 001500190002	Fuchs Helen F TR	6.4	197910
16	00150239, 27750059	Gault Eastpoint LLC	1.24	99790
17	00150200, 00240091	Greene Orbin N Jr & Judy	**	
18	00150057, 00150242, 00150265, 00150267, 00150268, 00150271, 00150272, 00150576, 27750017, 27750049, 27750057, 27750062	Jefferson County Economic Development Corp.	**	
19	00150231, 32 and 33	Longwell Pam Gibson	14.96	135000
22	00150124, 00150014, 00150095	Mossbarger Bennett & CC Mossbarger Christine & Bennett	**	
23	00150042, 00150195, 00150198, 00150199 00150228	MRH Dev Co	52.23	783400
24	17040002, 17040003	Nelson William E & Monica	**	
25	00240176, 00240181 and 200	NTS Lake Forest	**	

Table 3 - Land Ownership (Continued)

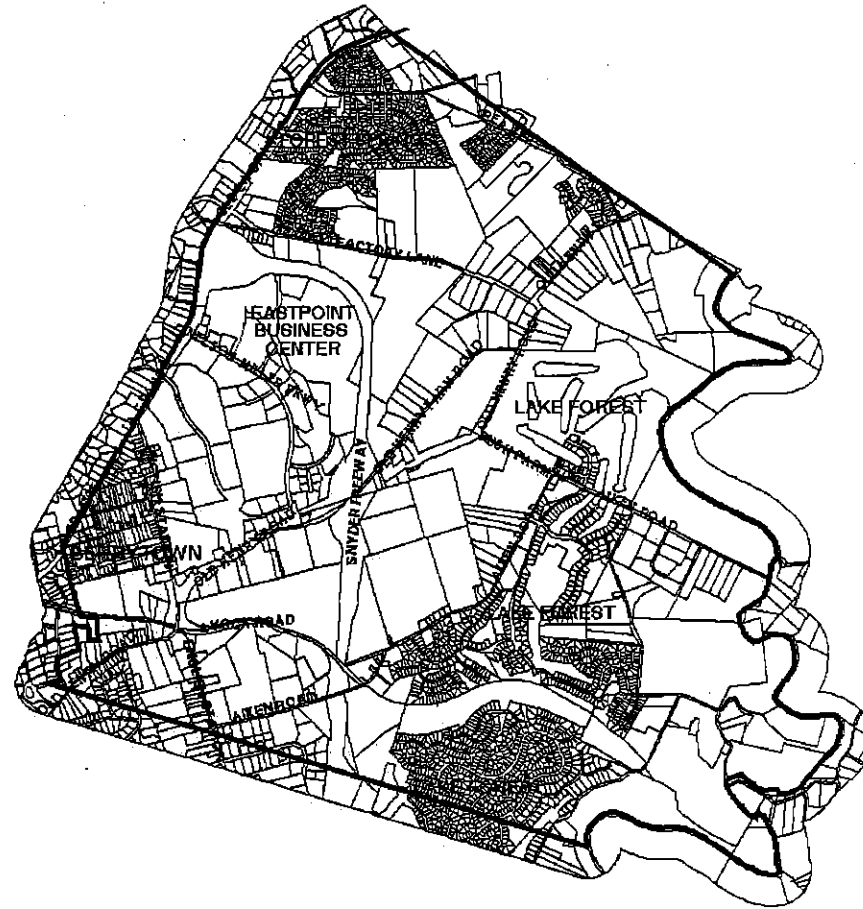
No.	Parcel I.D. Numbers	Owner(s)	Acreage	Property Value
26	00160068, 00160069, 70, 71, 72, 73, 75, 00240076, 00240201, 202, 203, 204, 205, 206, 209, 00240212, 214, 215, 00240216, 00240217, 00240218, 00240219	NTS Lake Forest II Res Corp	306.42	5409950
27	00240003, 00240167	Otte Frank G	44.37	237300
28	00240001, 00150060, 00240096, 00240098	Otte Frank G & Margt H	**	
30	00150032, 00150141	Pridemore Vernon C & Clora L	3.09	143250
31	00150214, 00150215	Robertson James M TR & Robertson James M TR	8.71	180300
32	00160056, 00160059	Sasse Michael H & Mary D	3.78	255000
33	00240073, 00240074	Schmitt Milton E & Helen L	14.01	285000
36	00150064, 00150201, 00150244, 00150245	Terra Development Corp	46.58	287580
37	00240087, 00240115 and 031	Three Gees Realty	17.82	454390
38	00150126, 00150128 and 146	Tiller Christine E	1.07	148000
39	00240223, 00240221	Wetherell Grace S	17.25	287990
40	00240153, 00240172	Williams, Robert R & Mary A	**	
41	00150025, 00150041 and 080	Klemenz Louis K	222.88	934950
42	00150024, 00150142	Klemenz Chester & Edith	7.85	85380
44	00230128, 00230277	Holloway Acquisition Corp	50.5	187400
45	00240136, 00240139	Holloway Sandra F & Mark S	2.97	164720
46	00150043, 00150168 and 69	Isbell Barbara L	15.35	297460
48	00150230, 00150153	Kennedy James F & Mary Alice	14.76	292500
49	00160044, 00160047, 00160057	Kielkopf John F & Helen	44.4	317620
50	00150154, 00150030	Rodgers Darrell W	6.58	167020
51	00150086, 00150093	Tallent Lawrence	1.44	153000

Docket #	Development Name/Type	Location	Parcel I.D. Number	Zoning	# of Lots/ Area
9-62-82	Martin-Marietta Quarry	Aiken Rd. (Anchorage)	Db. 3831x475 Db. 4477x229	M-3	159.31 acres
9-62-84	Specialty Restaurant	1915 English Station Rd./S.E. corner LaGrange Rd. & English Station Rd.	Db. 3583x115	C-1	9.96 acres
9-81-84	Sav-A-Step Food Mart	13700 LaGrange Rd.	00090027	C-1	1 acre
9-66-85	Golf World	Gene Snyder/Factory Ln. crossing LaGrange Rd.	Db. 4767x750	R-1; C-2	33.6 acres
9-109-85	Heavy Equipment Storage	12209 Avoca Rd. (English Station Rd./ Avoca Rd.)		M-2	7.86 acres
9-110-87	Antique Mall	N.W. corner Gene Snyder Frwy. & Old LaGrange Rd.	00150200	C-1	5.63 acres
9-5-89	Eastpoint/ Anchorage Business Center	12004 LaGrange Rd.		PEC	17.994 acres
9-5-89	Thorntons	Factory Ln. & LaGrange Rd			
9-34-89	Insurance Office	N. side of New Chamberlain Ln./E. of Collins Ln.		OR1	108 acres/47,145 sq. ft. Density: 34.18
9-58-90	Berrytown Apartments	1215 Hines Rd./Hines Rd. & English Station	5450x205	R-5A	10.31 du/ac
9-58-92	Office (Business Consulting)	12518 LaGrange Rd.	00150251	OR3	3.748 acres
9-9-94	General Office	12610 LaGrange Rd.	0015004	OR3	5.28 acres
9-29-97	Pinnacle Gardens	S. side Factory Ln./1600 ft. E. of LaGrange Rd.	00150216	R-6	9.61 acres
9-36-97CV	Golf Course	700 S. English Station Rd.	00320192	R-1	42.98 acres
9-40-97	Assembly Fabrication/ Lawn Care	12218 and 12300 Aiken Rd.	00230186	M-2	6.165 acres
9-101-97	Forest Springs III	13713 LaGrange Rd.	00090019	R-5	34.5 acres 106 lots
9-88-98	Retail/ Restaurants	12907 Factory Ln.	00150079	C-1	10,650 Sq. Ft.
10-1-77	Old Henry Farms		32x54	R-4	11
10-5-89	Anchorage Business Center			PEC	151.52 acres
10-22-94	Eastgate Village	Eastgate Village Dr.		R-4	
10-23-94	Forest Springs (8 sections)		42x44	R-4	483
10-13-95	Lake Forest (47 sections)		27x87	R-4	1125
10-27-95	Saddlebrook Subdivision	next to Fairfield, S.E. side of LaGrange Rd.		R-4	83 buildable lots/ 26.50 ac

**Table 4 -
Current
Development
Approvals**

OLD HENRY SUBAREA PLAN

**Figure 1:
Study Area**


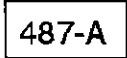



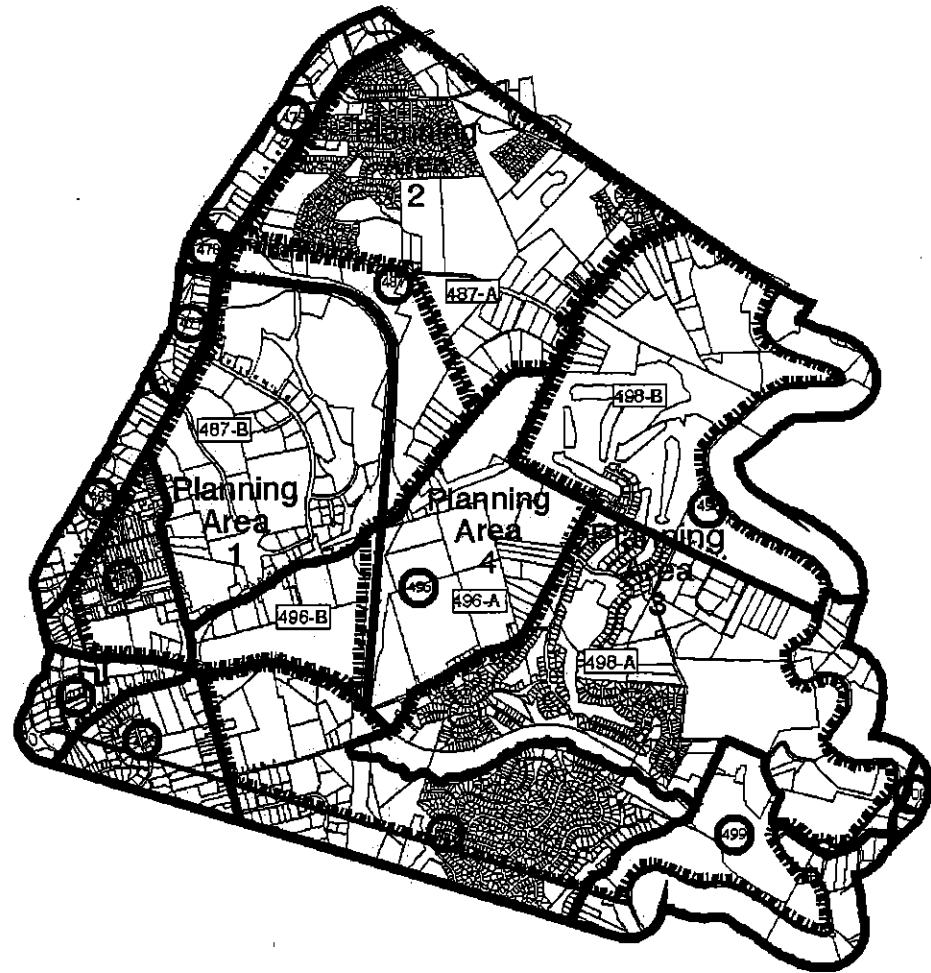
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OLD HENRY SUBAREA PLAN

**Figure 2:
Traffic Zones and
Planning Areas**

-  - 1990 TRAFFIC ZONE
-  - SPLIT TRAFFIC ZONE
-  - PLANNING AREA BOUNDARY



0.5 0 0.5 Miles

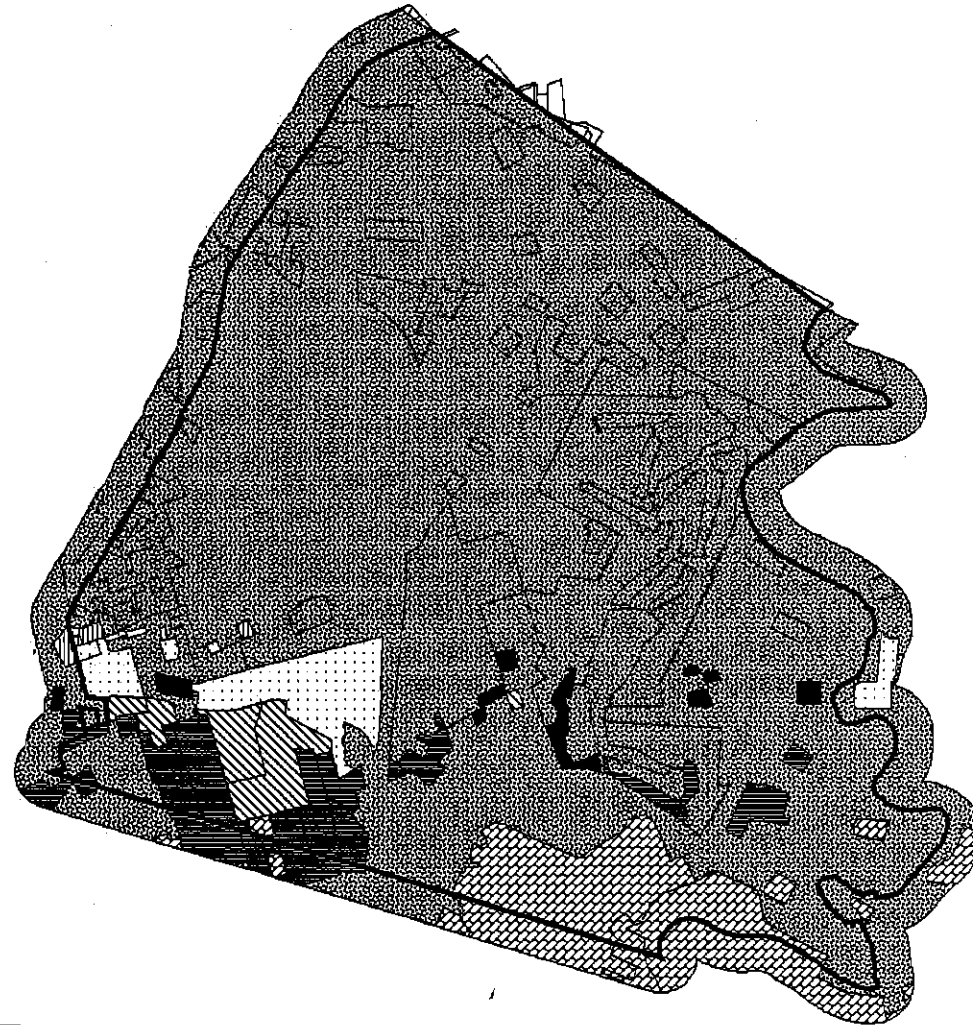
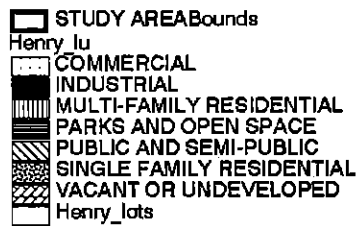


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and Development Services

DESIGNED BY: 1227
LOUISVILLE AND JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT (MSD)
THE LOUISVILLE WHITE CHALK COMPANY & CO.
AS ENGINEERS

OLD HENRY SUBAREA PLAN

**Figure 3:
Existing Land Uses**







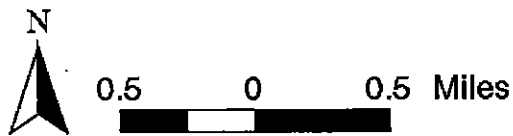
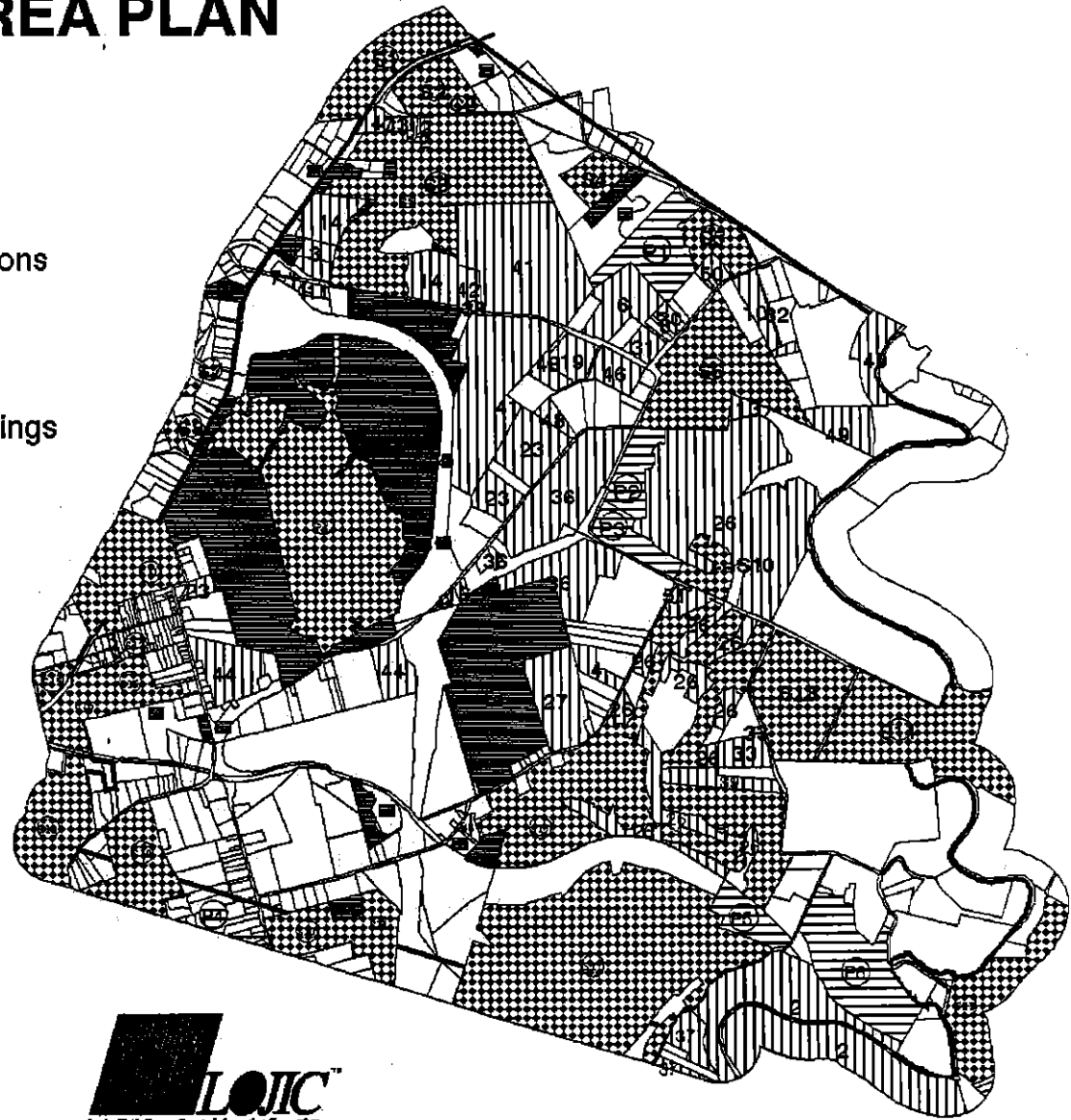
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OLD HENRY SUBAREA PLAN

**Figure 4:
Committed Land Use
and Common Ownership**

-  APPROVED: Recorded Subdivisions
-  PROPOSED: Subdivisions
-  APPROVED: Plan Certain Rezonings
-  Common Land Ownership



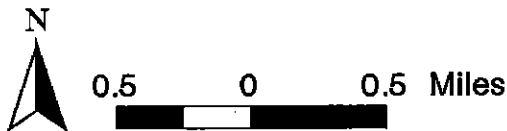
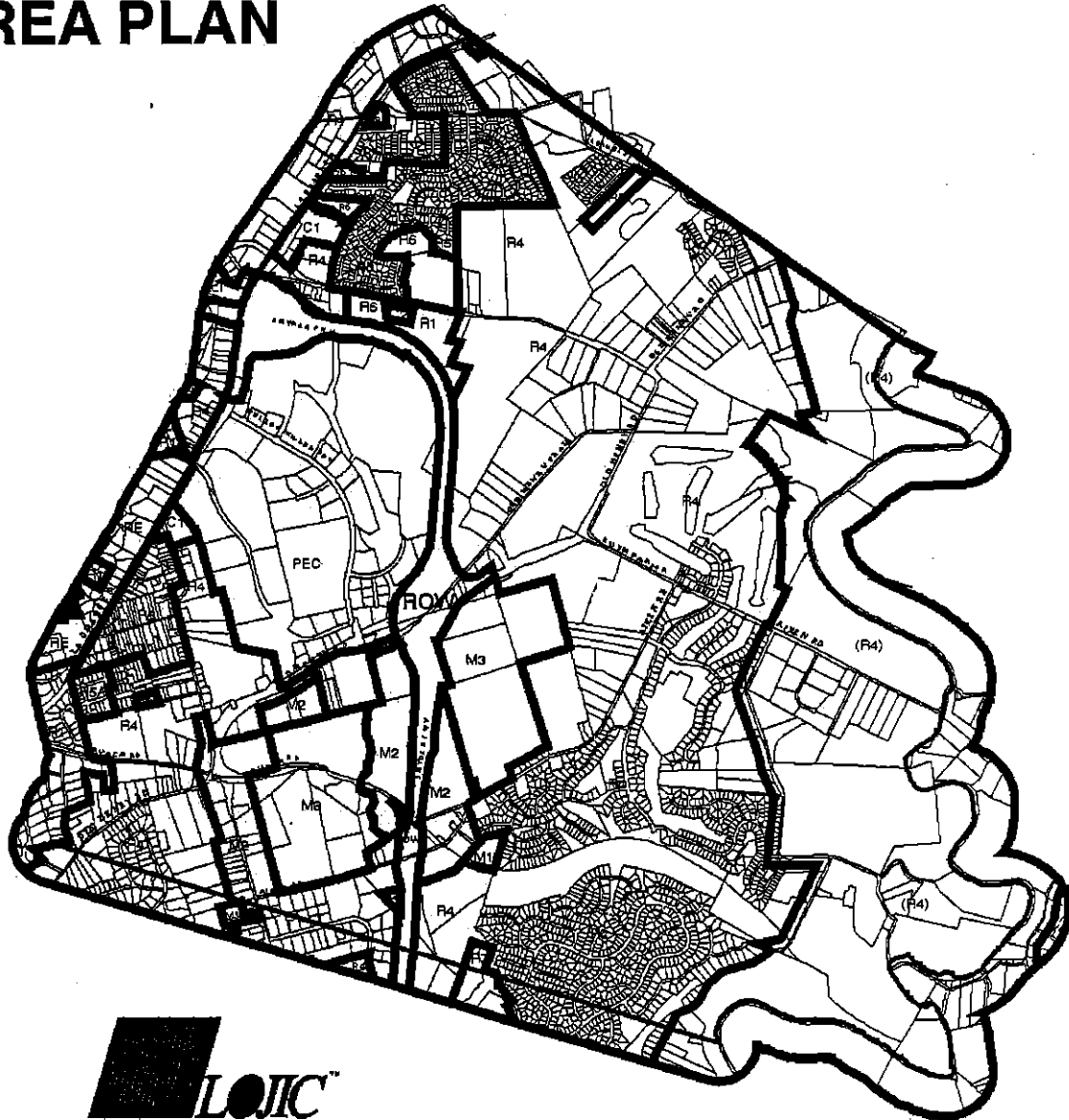
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OLD HENRY SUBAREA PLAN

**Figure 5:
Existing Zoning**

- RE Residential Estate
- R1 Residential Single Family
- R4 Residential Single Family
- (R4) Residential Single Family within Development Review Overlay
- R5 Residential Single Family
- R5A Residential Multi-Family
- R6 Residential Multi-Family
- R7 Residential Multi-Family
- OR3 Office/Residential
- C1 Commercial
- C2 Commercial
- PEC Planned Employment Center
- M1 Industrial
- M2 Industrial
- M3 Industrial
- ROW Interstate Right of Way



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OLD HENRY SUBAREA PLAN

**Figure 6:
Existing Sanitary
Sewer Facilities**

--- Existing Sanitary
Sewer Facilities







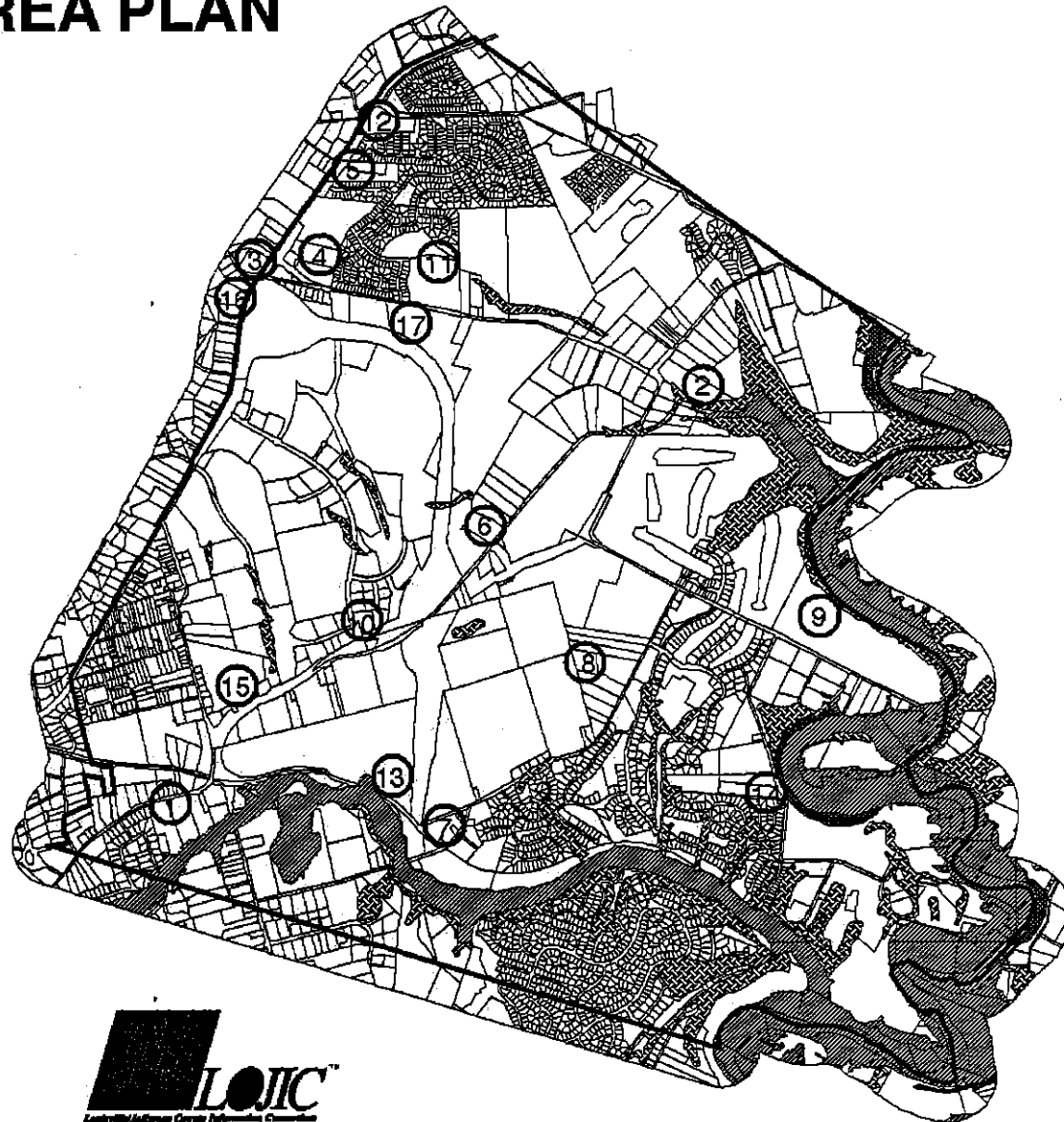
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OLD HENRY SUBAREA PLAN

Figure 7:
Environmental Constraints
and Historic Resources

-  100 Year Floodplain
-  SLOPES 12-20%
-  SLOPES 20% and greater
-  Historic Site



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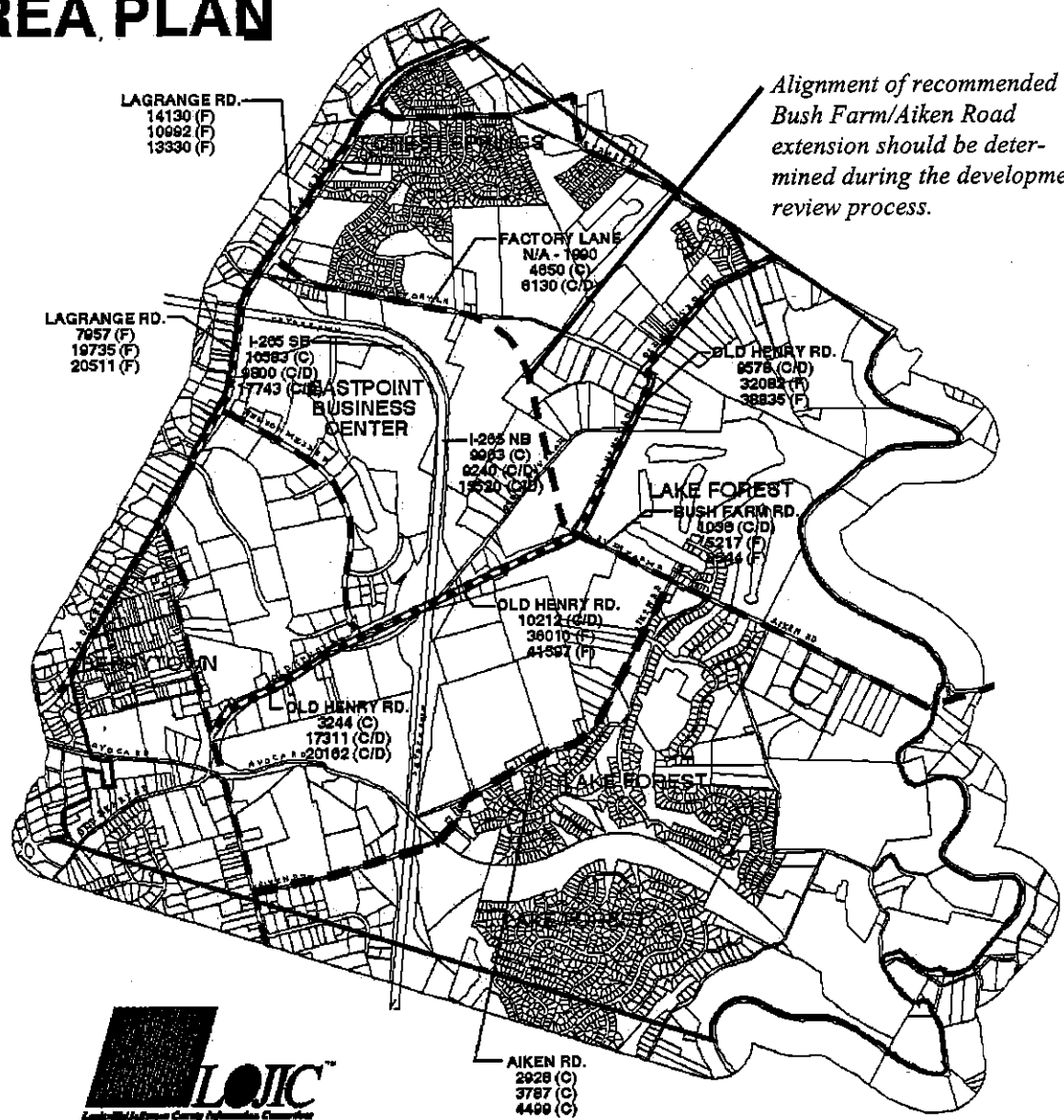
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OLD HENRY SUBAREA PLAN

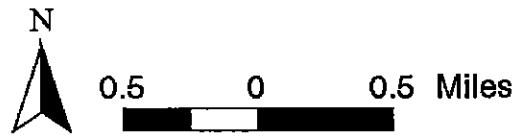
**Figure 8:
Transportation Volumes
and Level of Service**

- ==== EXPRESSWAY
- ARTERIAL
- COLLECTOR

- 14130 (F) - TOP NUMBER IS YEAR 2000 VOLUME AND LEVEL OF SERVICE
- 10992 (F) - SECOND NUMBER IS YEAR 2010 VOLUME AND LEVEL OF SERVICE
- 13330 (F) - THIRD NUMBER IS YEAR 2020 VOLUME AND LEVEL OF SERVICE



Alignment of recommended Bush Farm/Aiken Road extension should be determined during the development review process.






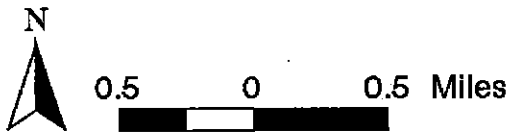
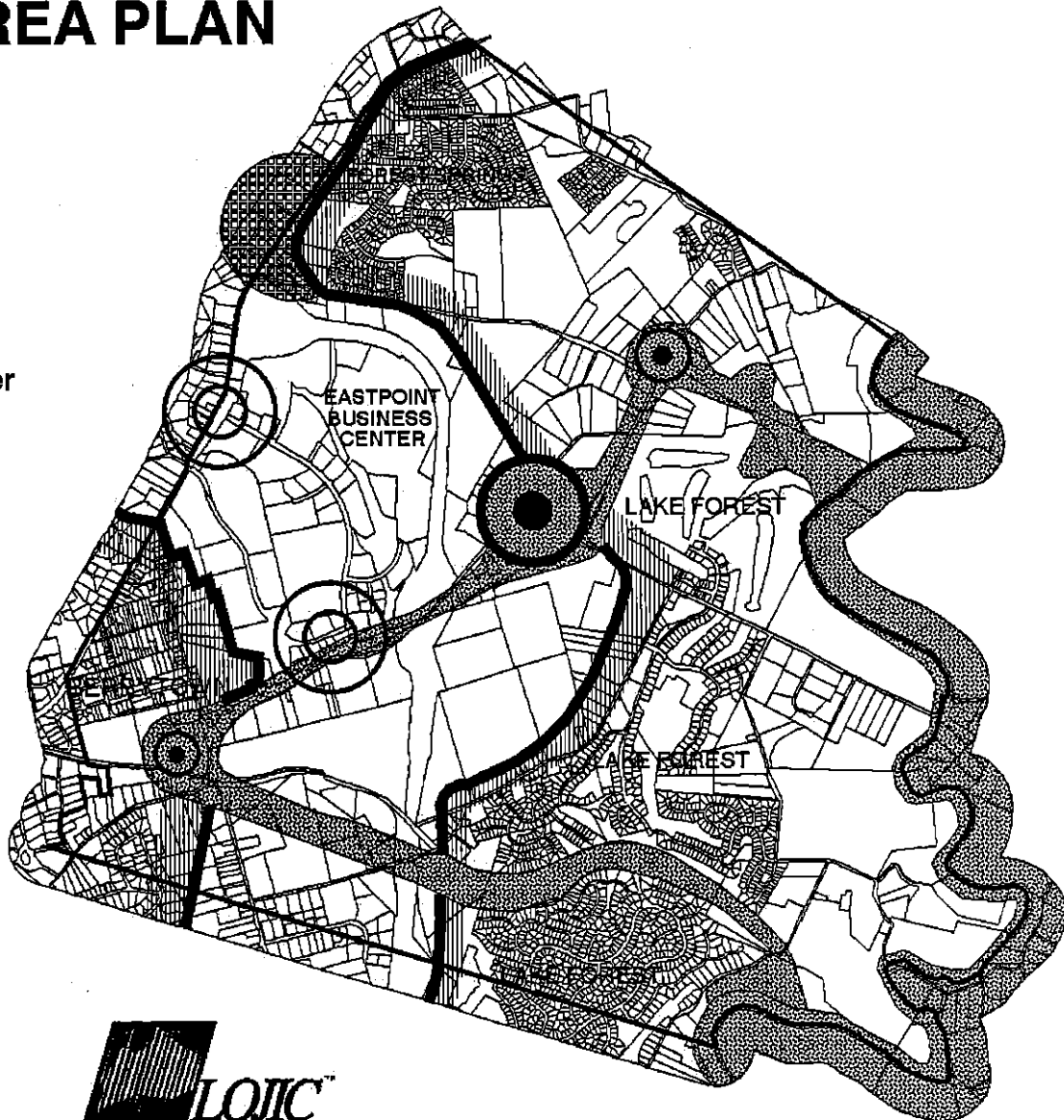
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OLD HENRY SUBAREA PLAN

**Figure 9:
Consensus Elements
of the Subarea Plan**

-  Community Gateway
-  Supports Uses for Business Center
-  Community Retail
-  Connected Park and Open Space System
-  Residential "Collars"



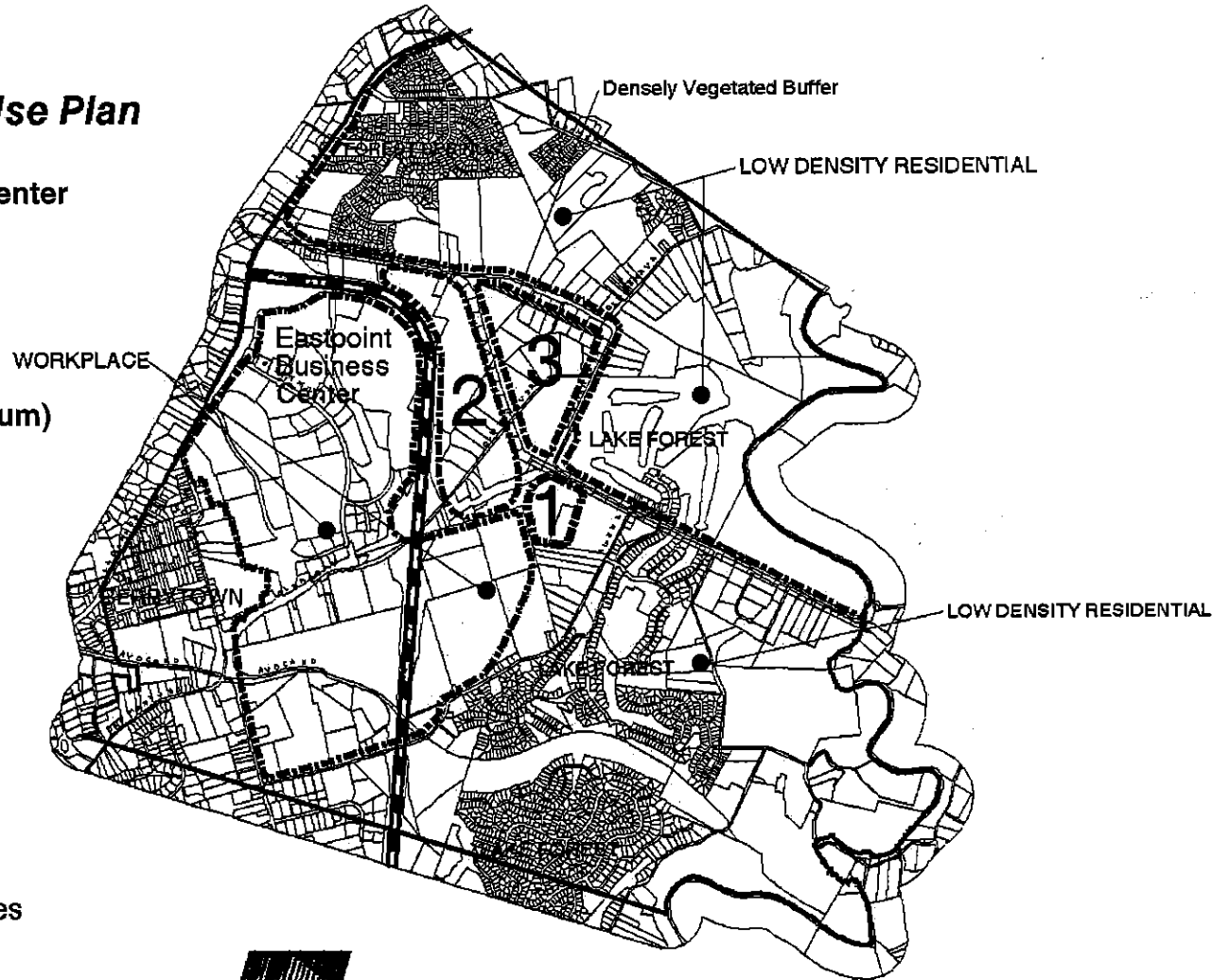
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OLD HENRY SUBAREA PLAN

**Figure 10:
Recommended Land Use Plan**

- 1** Neighborhood Activity Center
- 2** Workplace
- 3** Residential (Low to Medium)



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THE LOUISVILLE WATER COMPANY (LWC)
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