



HIGHVIEW NEIGHBORHOOD PLAN

June 2015



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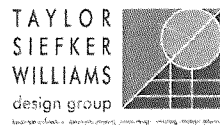
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VISION STATEMENT

The citizens of Highview envision a future where their neighborhood is an even more vibrant, healthy community. It is a safe, family-friendly, well-maintained neighborhood that embraces and celebrates its roots and multi-generational population. Highview meets the needs of current and future residents with a stable mix of housing and complementary businesses and institutions that provide high quality employment opportunities. Highview has maintained and protected its character by focusing commercial and higher density residential uses in well-designed centers and nodes. "Downtown Highview" is a lively center of activity; its "main street" character and charm is enhanced and has attracted compatible infill development that balances existing local businesses and landmarks.

The Highview Neighborhood recognizes and values its community services and assets. Highview Park, a treasured community resource, has been enriched to provide more amenities and neighborhood events. The Neighborhood has also added new cultural/civic spaces and recreational areas and activities, while maintaining existing ones. It is easy to get around in Highview; the community is pedestrian-friendly with a well-connected network of streets, walkways, public transportation, and bike facilities.



Figure 1.0 - Community input collected during Friday Fest

PROCESS SUMMARY

PRE-PLANNING

Pre-Planning is focused on developing a comprehensive snap shot of the Highview study area including the history of its development, and current issues and opportunities that exist today. Community characteristics in this phase of study included: Land Use/Zoning, Infrastructure, Mobility/Transportation, Demographics, Community Assets, Natural Assets and more.

VISION DEVELOPMENT

The vision for Highview was developed through a series of community engagement efforts which included: A project website, “meeting in a box” tools for pop-up meetings at Friday Fest (*Figure 1.0*), on-site stakeholder interviews, and surveys.

PLAN COMPONENTS

The components of the final plan recommendations include the following:

Land Use - Recommendations specifically related to identifying opportunities to develop a land use strategy that reflects both community vision, history, current economic realities and projections forward.

Community Form - Recommendations which lay the framework for future development to reflect community vision for creating a sense of place through site development, architectural and landscape characteristics.

Mobility - These recommendations focus on creating a higher quality of life for communities within Highview by providing a more complete mobility network including considerations for traffic calming, bike/pedestrian issues, overall vehicular traffic flow and public transportation.

PLAN IMPLEMENTATION

The implementation stage is all about vetting the visioning process, assessing the feasibility of identified projects and producing actionable projects. These projects are given to specific individuals and organizations to be carried out. This step also includes Planning Commission / Metro Council approvals, which will officially adopt the plan.

BACKGROUND

Highview is a suburb of Louisville Metro in south central Jefferson County, located between Okolona and Fern Creek. Like Okolona and Fern Creek, Highview began to thrive in the 1950s and 1960s. Marion C. Moore High School is located in Highview, along with three major private schools, St. Athanasius, St. Bernard, and Whitefield Academy. Highview has a park known as Highview Park. The Central Government Center is also located in the Highview area, on the Outer Loop.

Demographics:

Population estimates for the area are approximately 15,000 people, with about 6,000 households residing in the area. The racial makeup of the area is approximately 90% white, 8% African American, and 2% other. The average household size is approximately 2.56 people. The population is spread out with 23% under the age of 18, 8% from 18 to 24, 30% from 25 to 44, 25% from 45 to 64, and 13% who are 65 years of age or older. The median income for a household in the area is approximately \$50,000. About 2.6% of families and 4.3% of the population are below the poverty line.

Purpose of the Plan:

As described previously, the economic growth that played a large role in the infrastructural investments that gave birth to communities like Highview has in the past decade seen a downturn, and paired with continued growth around the suburban fringe of the county, automobile focused development has struggled. In Highview, the Beulah Church Shopping Center & ValuMarket shopping centers are archetypal of these issues. This plan is meant to address these types of existing conditions, in an effort to chart a path for future success of these communities and the businesses within them. This plan will serve as a framework addressing the issues that arise through community conversation in regards to mobility (how we get around), land use what types of uses are desired (businesses, institutional or residential), and community design which addresses the physical character that fits the community priorities best.

Pictured in *Figure 1.1*, Highview is a suburb of Louisville Metro in south central Jefferson County, located between Okolona and Fern Creek. The study area is largely north of the Gene Snyder Freeway (I-265). Major corridors throughout the study area include: Outer Loop, Beulah Church Road, S. Watterson Trail, Smyrna Parkway, Fegenbush Lane, Poplar Level Road and Hurstbourne Parkway. The study area is overwhelmingly residential in nature with pockets of commercial use along the central Outer Loop Corridor. There is also a pocket of industrial use in the northwestern corner of the study area.

STUDY AREA

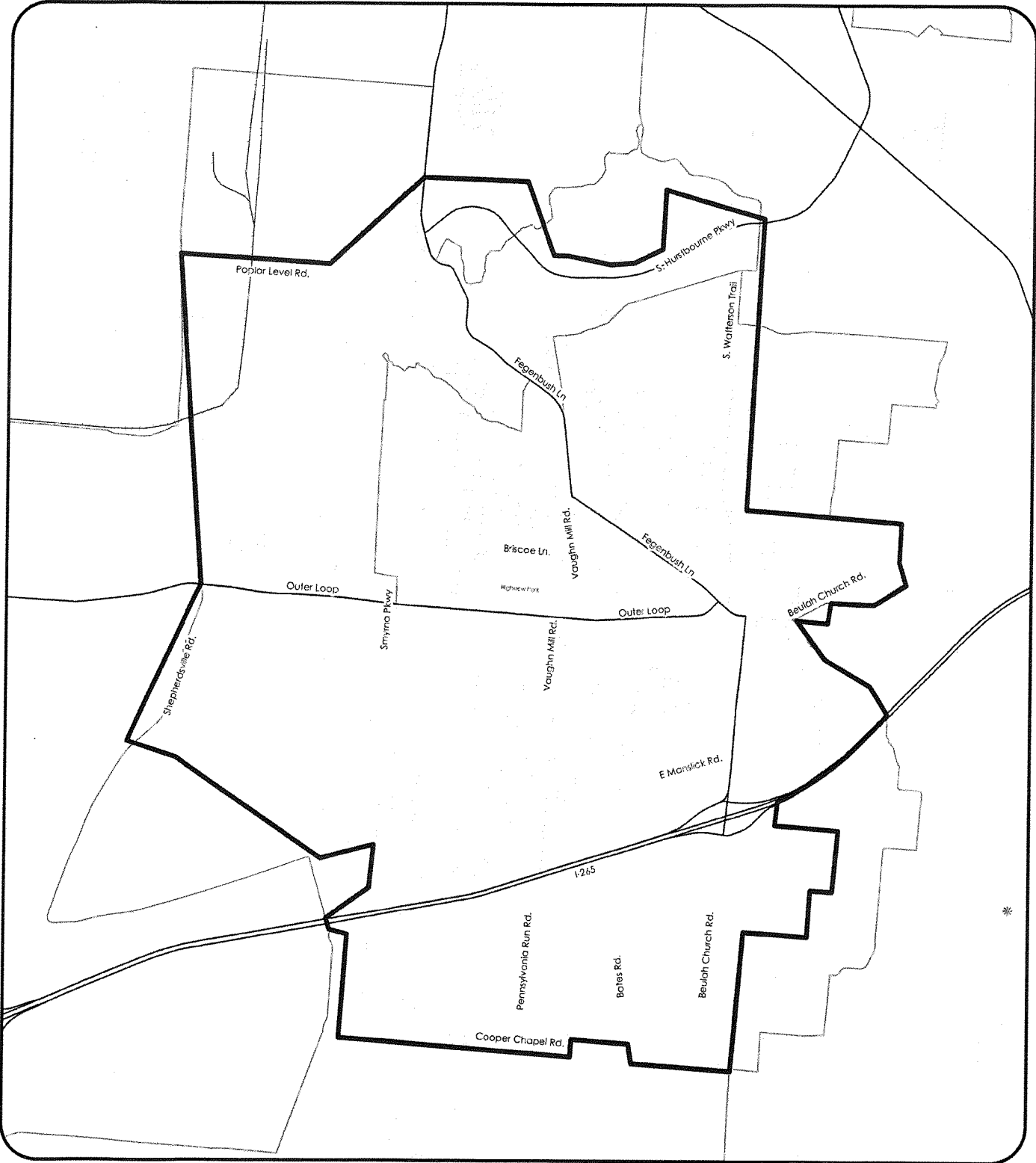


Figure 1.1 - Highview Study Area

NEIGHBORHOOD IDENTITY

History:

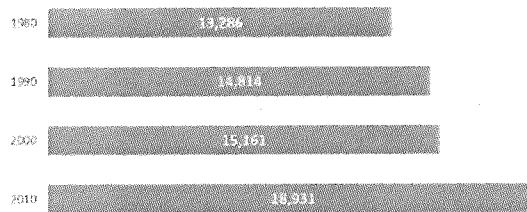
Highview, once a rural landscape on the fringe of Louisville and the edge of Jefferson County, felt the impacts of mid-twentieth century infrastructural and economic developments. These developments include Standiford Field, GE Appliance Park, the Ford Assembly Plant and Interstates 65 & 64 to name a few. As these developments came on-line, workers and their families were able to access neighborhoods further away and more affordably than ever before prompting widespread migration to new suburban communities such as Highview. With these new residential communities blossoming, places like the Fegenbush Commercial Center or "Downtown Highview," home of the Hitching Post and other small businesses, developed to support those middle class working families. Over time as industry continued to expand, congestion pressures mounted leading to the construction of the Gene Snyder Highway, which aided in further residential expansion around Jefferson County's edges. These developments along with their commercial counterparts have over time, created a very fragmented suburban framework that is extremely reliant on automotive circulation. This reliance on automotive transportation has created many physical and social challenges as seen in Highview today.



NEIGHBORHOOD IDENTITY

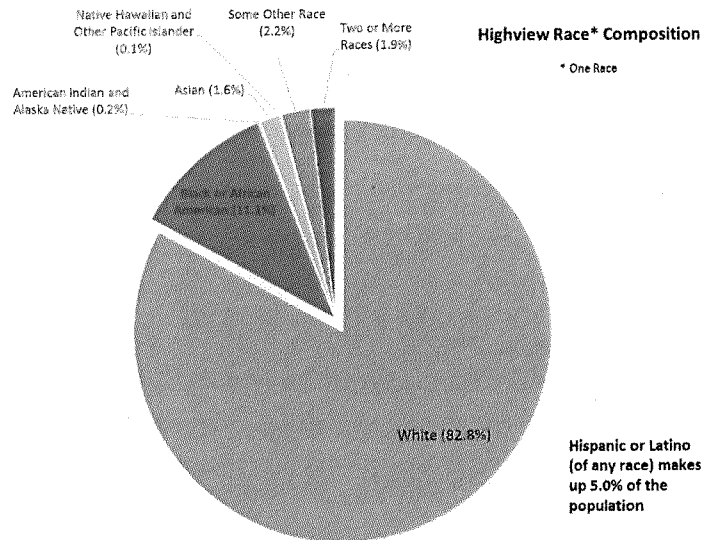
Total Population

In 2000, the Census Designated Place* of Highview had a total population of 15,161 while the comparable geographic boundary had a total population of 18,931 in 2010. This represented a 25% overall increase in population which was the Highview area's highest growth rate compared to any other decade since 1980.



2010 Racial Composition

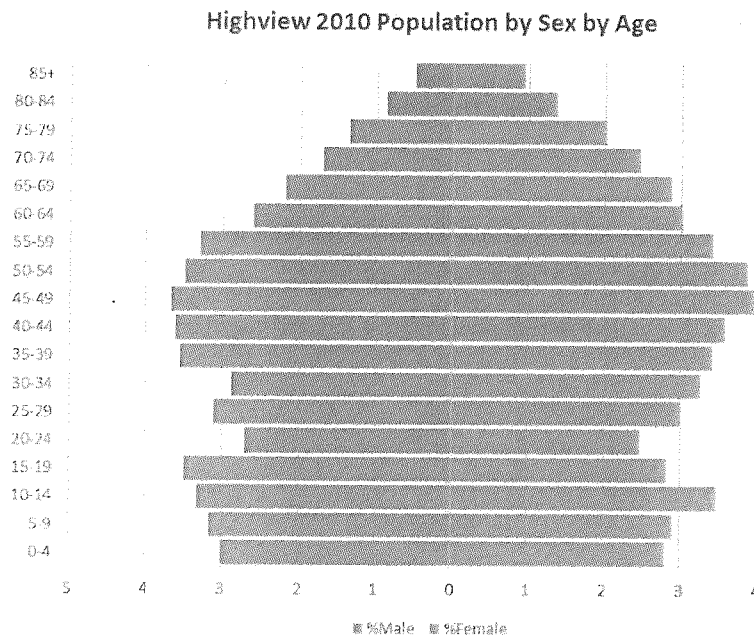
In 2010, white residents comprised 82.8% of Highview, down from 89.3% in 2000. Correspondingly, black residents made up 11.1% of Highview in 2010, up from 7.8% in 2000. Perhaps the most notable change was the increase in Hispanic residents to 5% of the population in 2010, up from 2% in 2000. This is a trend the Highview Planning Area is experiencing that many areas of Louisville Metro as well as many other areas of the United States are also seeing.



* The Highview Census Designated Place (36730) was eliminated in 2003 at the time Louisville and Jefferson County merged. Because of the merged government it is only possible to compare total population as one of the few data sets that can still be compared for the same geographic boundaries.

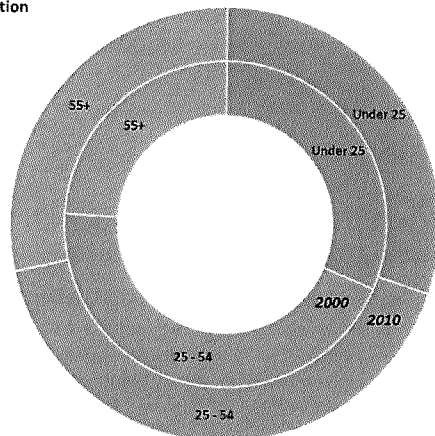
2010 Population Pyramid and Age Composition

The age of Highview's residents is another dimension that experienced notable change over the past decade. From 2000 to 2010, the proportion of Highview's under 25 population remained relatively unchanged at 31.4% and 30.1% respectively. However, during the same period of time, the 55 and over population increased from 24% to 29%. The pie graph below illustrates Highview's changing age composition.



Highview had 8,267 occupied housing units in 2010. Of those units, 80.91% were owner occupied and 19.09% were renter occupied.

**Highview Age Composition
2000 to 2010**



EXISTING CONDITIONS:

LAND USE

The first step in this community focused planning process is to identify baseline information related to the existing conditions of the Highview Neighborhood. The Planning and Design Team focused on three overarching characteristics to evaluate throughout the study area including: Land Use, Community Form and Mobility. The existing conditions allow the team to evaluate issues and opportunities and allow the Advisory Group and public at-large to reframe their understanding of their community and offer their input from on the ground experience to validate or disprove the team's take away.

Land Use

The Land Use section includes a study areawide look at patterns in existing zoning, land use, infrastructure and environmental considerations. These considerations are important because they ultimately will help the community evaluate their current growth and then decide how to move forward based on the community vision.

LAND USE

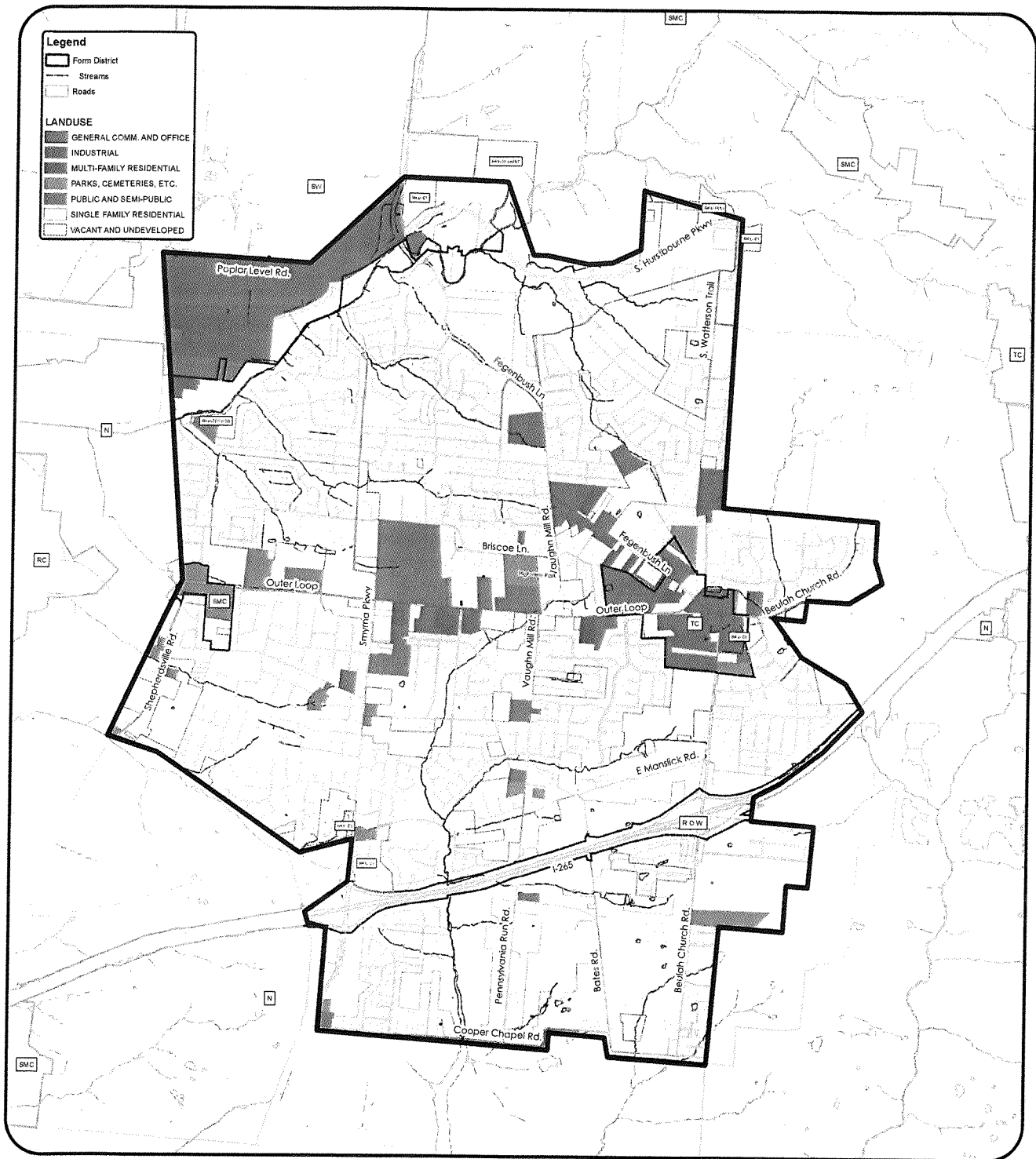


Figure 2.1 - Existing Land Use

Zoning & Land Use Policy

Zoning and land use policies are ultimately what determines what is built within communities. By examining current land uses in *Figure 2.1*, on the previous page, it becomes possible to identify patterns within the community. Existing land use shows a collection of uses aggregating along major corridors like the Outer Loop, and Fegenbush Lane. Also clearly evident is the majority land use, single family residential. Single family residential makes up approximately 44% of the total land area within the study boundary. The northwestern corner of the study area also stands out as an industrial center. Of note, the white areas that represent undeveloped land where growth may occur in the future is important to understand. There are nearly 500 acres of vacant land throughout the study area. Also standing out is the amount of public/semi-public space which makes up nearly 300 acres of total land area.

Existing zoning tells slightly different story than land use, as seen in *Figure 2.1*. The zoning categories that are prevalent within the study area include:

- Commercial Manufacturing
- Commercial
- Industrial
- Neighborhood Commercial
- Office/Residential
- Planned Development
- Planned employment Center
- Planned Residential
- Multi-Family Residential
- Single Family Residential

When looking at the map similar patterns emerge in that single family residential makes up the majority of the study area, the industrial corridor is to the northwest and commercial related uses are attracted to the major corridors, though other nodes emerge along Smyrna Parkway south of I-265 and along Beulah Church Road. Two noted differences between zoning and current land uses, the first being the lack of zoning for public and semipublic spaces and the large number of those land uses. Similarly is the amount of zoning for multi-family developments in areas where single-family uses exist. These anomalies in the overall patterns will be addressed in the overall land use recommendations.

ZONING

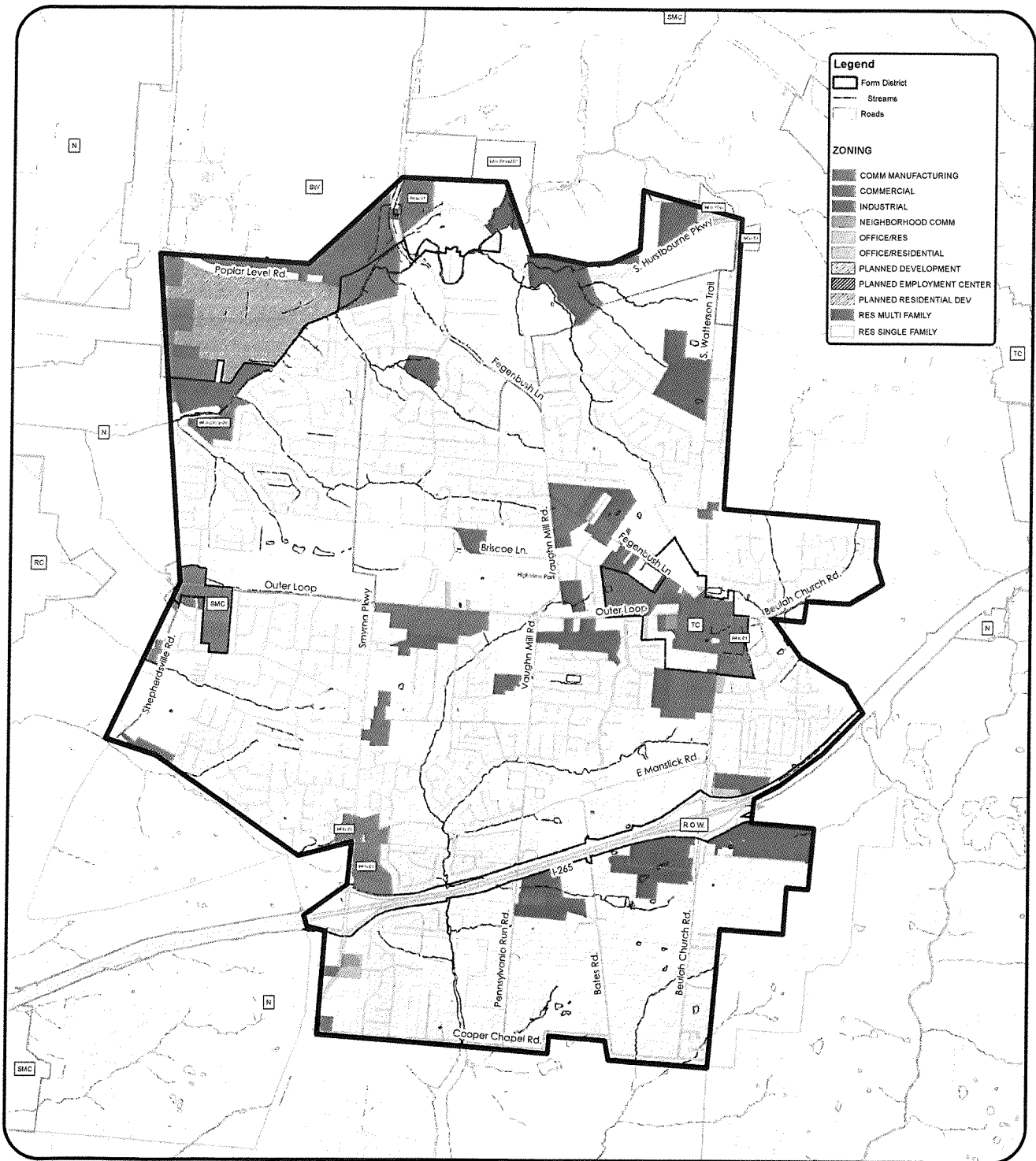


Figure 2.2 - Existing Zoning

Infrastructure

The existing infrastructure map, *Figure 2.4*, illustrates existing storm water basins, main drainage lines, sewage treatment plants, and active sewer lines. This graphic indicates where gaps in infrastructure exist for instance around the I-265 corridor, along Hurstbourne Parkway, and along the north side of the Outer Loop. Areas without existing infrastructure are generally open, undeveloped properties as seen in *Figure 2.3*. This is important to note because of the cost of adding new infrastructure versus tapping into existing systems. Major savings can be had by identifying growth strategies that limit overall new infrastructure needs.



Figure 2.3 - Undeveloped Property in Highview

INFRASTRUCTURE

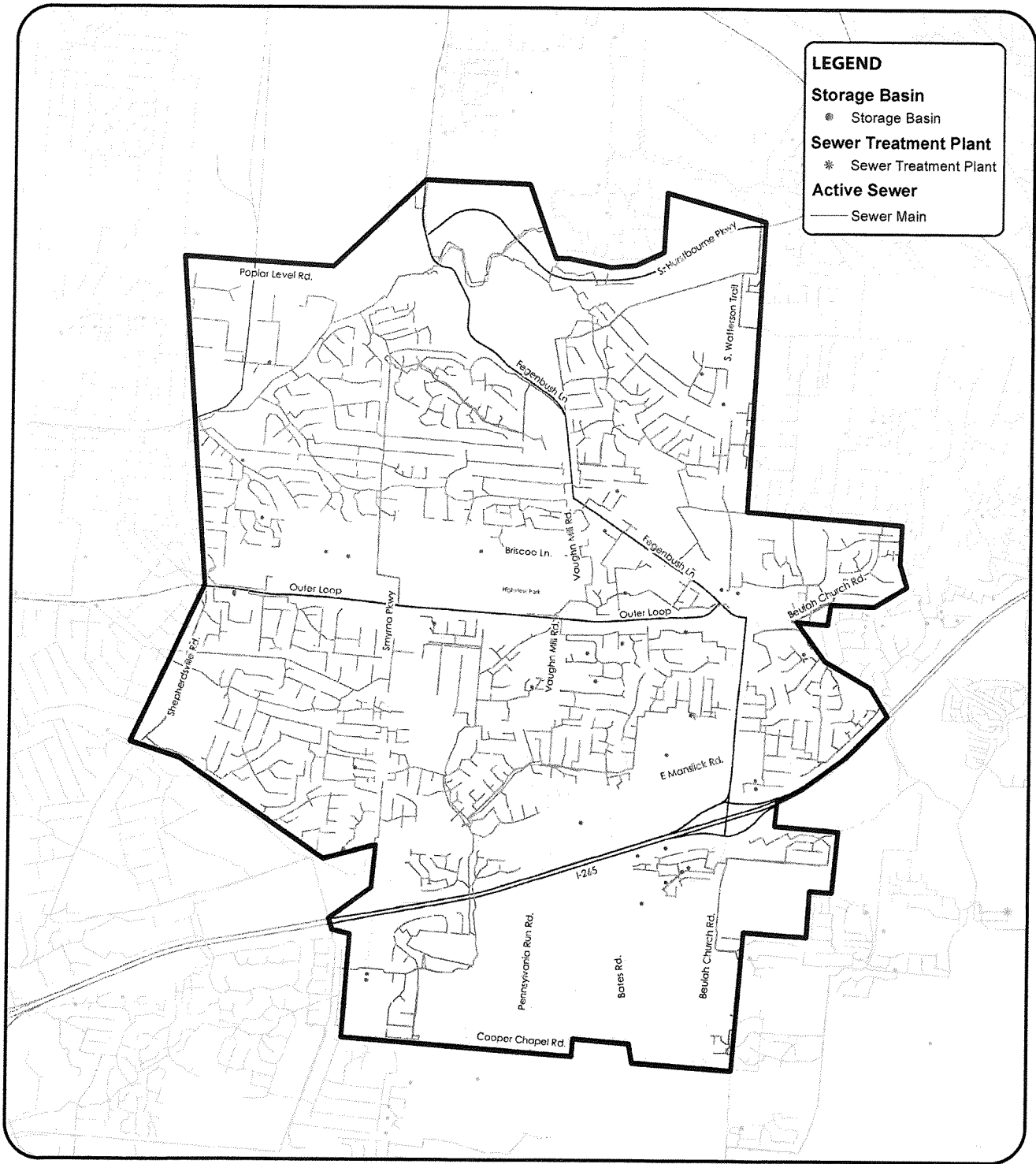


Figure 2.4 - Existing Infrastructure

Environment

The Environmental map, *Figure 2.6*, illustrates locations with high to low soil qualities, major streams and potential flooding areas, areas with dense tree canopy, and Endangered Indiana Bat Habitat. All of these factors combine to further inform overall growth strategies for instance ideally avoiding areas with higher quality soils, in flood prone areas, and with dense tree canopy and with sensitivity to endangered species habitat, as seen in *Figure 2.5*.



Figure 2.5 -Heavily wooded sections of Highview are still frequent especially south of I-265.

ENVIRONMENTAL

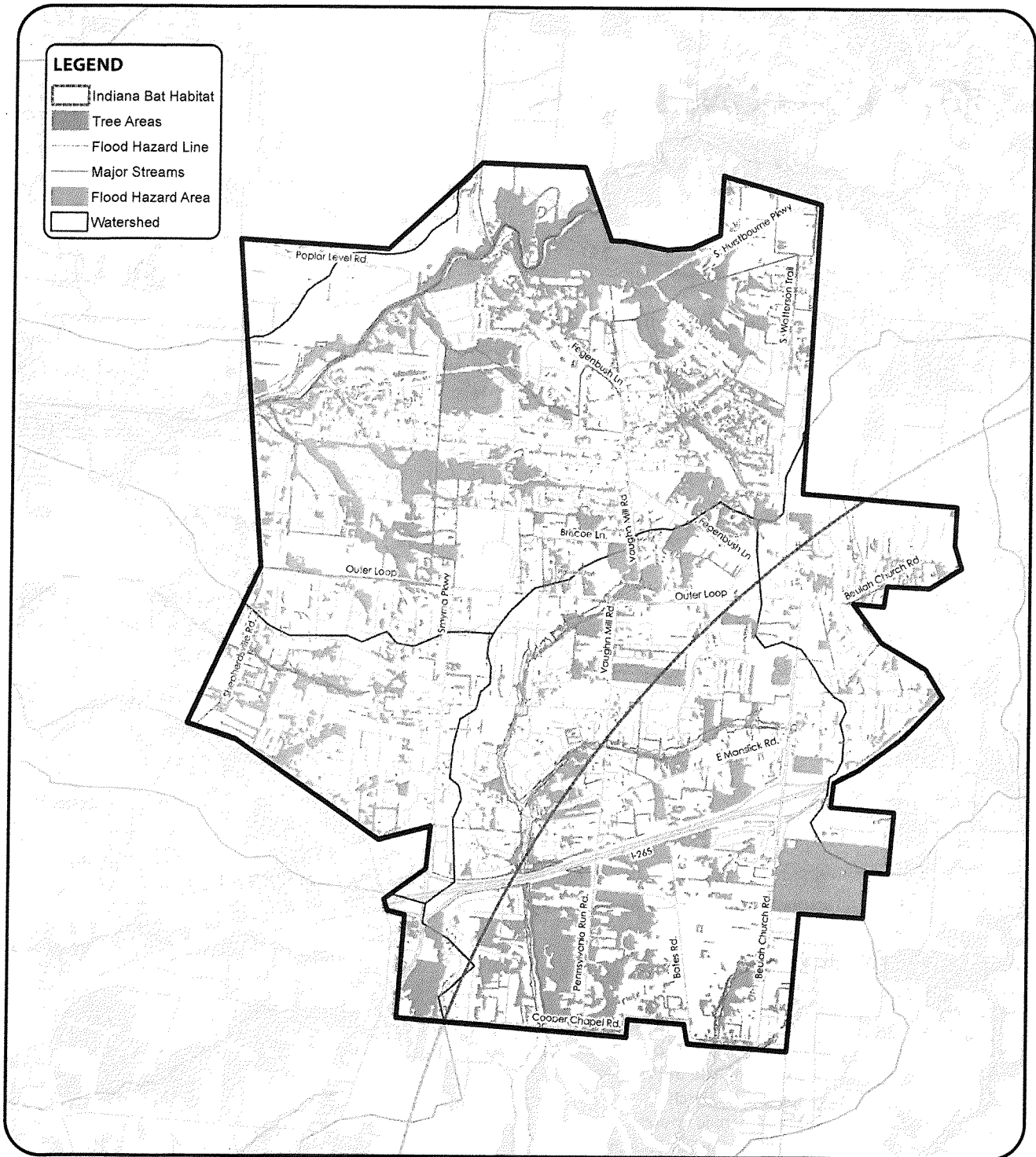


Figure 2.6 - Existing Environmental Considerations

EXISTING CONDITIONS:

COMMUNITY FORM

Highview Amenities

The starting point for improving a community is inventorying what currently exists. This chapter defines the existing amenities as seen in *Figure 2.7* and describes the existing character of the corridors to begin to reveal areas of opportunity. Amenities such as schools, religious facilities/churches, historic properties and parks are inventoried.

Schools

The study area contains three Jefferson County Public Schools and three private, religious based schools. These school facilities include:

Public

- Mattie B. Luhr Elementary (6900 Fegenbush Lane)
- Smyrna Traditional Elementary (6401 Outer Loop)
- Moore Traditional High School (6415 Outer Loop Road)

Private

- St. Bernard (PK-8, 7500 Tangelo Drive)
- St. Athanasius Parish School (PK-8, 5915 Outer Loop)
- Whitefield Academy (7711 Fegenbush Lane)

Religious Facilities / Churches

There are numerous religious facilities within the study area representing many denominations and faiths. Below is a listing of those facilities.

1. St. Athanasius
2. Okolona Church of Christ
3. The Believers Church
4. Foundation of Life Church
5. Farmdale Church of The Nazarene
6. Church of God of Prophecy
7. Spirit Life Church
8. The Apostolic Church
9. Highview Baptist Church
10. Summit Heights Church
11. St. Stephen Church
12. Good Shepard Worship Center
13. Victory Baptist Church
14. Fern Creek Congregation
15. Peace Lutheran Church

AMENITIES

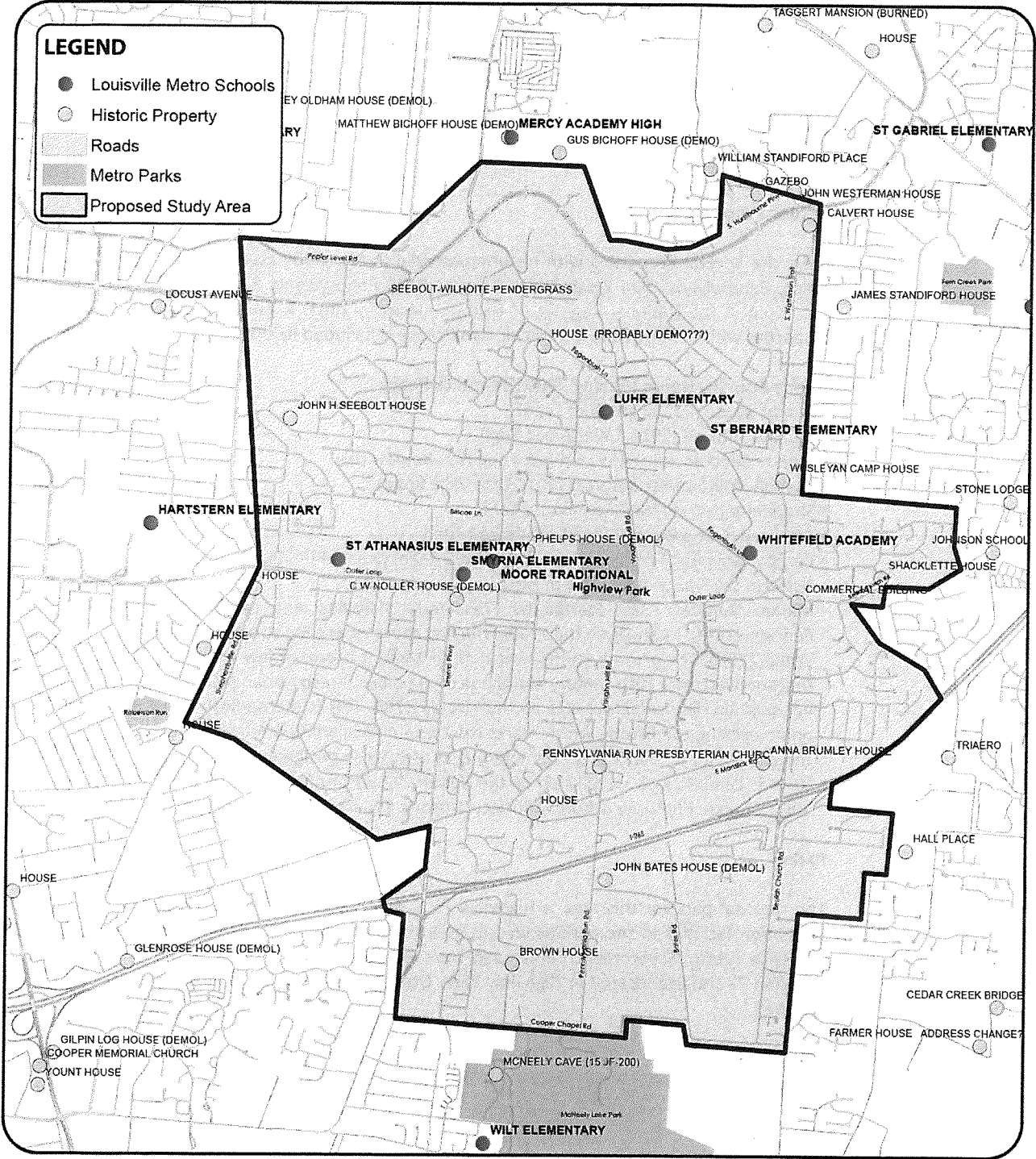


Figure 2.7 - Existing Community Amenities

16. Solid Rock Church of God
17. Church of The Harvest
18. Okolona Presbyterian Church
19. Highview Church of God

Historic Properties

There are several properties with historic potential in the study area. One of which, Pennsylvania Run Presbyterian Church (8405 Pennsylvania Run Road), was listed in the National Register of Historic places in 1983. A listing of the properties with the potential for historic significance is included below.

- Anna Brumley House (Behind 7800 E Manslick Road)
- Brown House (9215 Fern Bluff Lane)
- D Calvert House (5926 S Watterson Trail)
- John H. Seebolt House (5513 Whispering Hills Boulevard)
- Seebolt-Wilhoite-Pendergrass (6010 Fern Valle Road)
- Shacklette House (7507 Farmhouse Lane)
- Wesleyan Camp House (7013 S Watterson Trail)
- Pennsylvania Run Presbyterian Church (8405 Pennsylvania Run Road)
- Listed in the National Register of Historic places in 1983.
- Marker Number 2325: Started by Presbyterian families who came from Pennsylvania to Kentucky in the 1780s. The first church was a log structure built in the 1790s. The present church was built in 1840. It is one of few churches that survived from 19th century and is one of the oldest Presbyterian churches in Louisville. The cemetery was on this site by 1795. This is the earliest date on an existing tombstone which marks the grave of William Cummins, one of the organizers of the church. Cemetery & church were designated as Metro Historic Landmarks & were listed on the National Register of Historic Places in 1983. Source: Kentucky historical Society: Historical Marker Database Search.

Parks

The regional park for this area is Highview Park. At 40 acres, there are many recreation facilities in the park as well as green space and mature trees. The Louisville Metro Government Center and Louisville Metro Police Department (Division 7) are also located in Highview Park. Other amenities within the park include:

- 40 acres
- Two Ball Fields
- Basketball Court
- Grill
- Picnic Shelter
- Picnic Table
- Playground
- Four Tennis Courts
- Walking Paths & Trail



Figure 2.8 - Highview Park

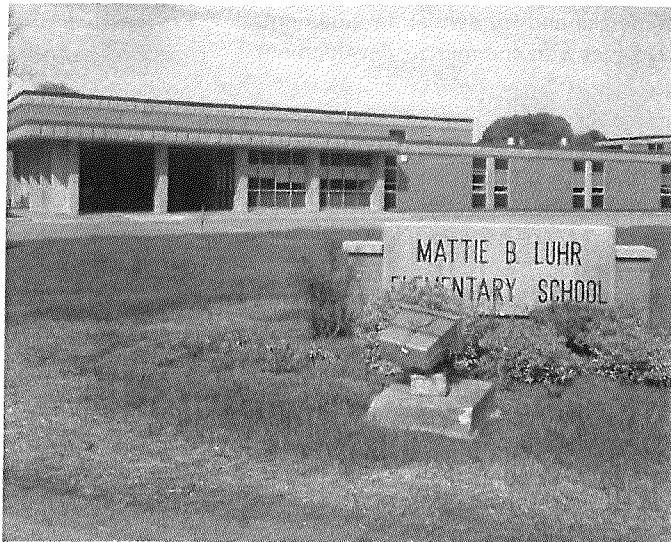


Figure 2.9 - Mattie B. Luhr Elementary School



Figure 2.10 - The Hitching Post

Existing Corridor Character

An examination of existing corridor character and typical conditions is necessary to make recommendations for change to increase the visual character of neighborhoods and improve connectivity. The inventory of character for Highview's corridors is below.

In its current state, Fern Valley Road/ Hurstbourne Parkway typically contains an east and west-bound two-lane road with a raised grass median with approximately 60-foot setbacks as seen in *Figure 2.11*. Adjacent land uses are commercial, industrial, agricultural/natural and suburban residential. Mature trees dominate large sections of this corridor beginning at the Poplar Level Road intersection and continuing eastward to S. Watterson Trail.

The west section of the corridor within the study area is aggressively developed with commercial and industrial uses near the major intersection of Shepherdsville Road. Smaller areas of commercial uses are clustered at the Bardstown Road intersection to the far western end of the corridor. Between the Poplar Level Road intersection and the commercial cluster at Bardstown Road, adjacent land uses are agricultural/natural and suburban residential.

Outer Loop, as seen in *Figure 2.12*, is typically two travel lanes with a center turn lane. Where sidewalks exist, they are separated from the roadway by large 20-35 foot grassy areas that often function as channels for water movement. Most land adjacent to this corridor is used for commercial and residential development. Residential setbacks are large, typically 125 feet with commercial development following a similar pattern.

Roads in Downtown Highview, as seen in *Figure 2.13*, are currently two travel lanes. Land use is predominately commercial with setbacks between 50 to 80 feet. Sidewalks are present in limited areas along one side of the road separated by a utility strip. Some billboards also exist along these corridors.

Suburban roadways in this area, illustrated in *Figure 2.14*, are typically two lanes with about 100-foot setbacks to residential and commercial uses.

FIGURE 2.11 - FERN VALLEY ROAD/HURSTBOURNE PARKWAY (EXISTING)

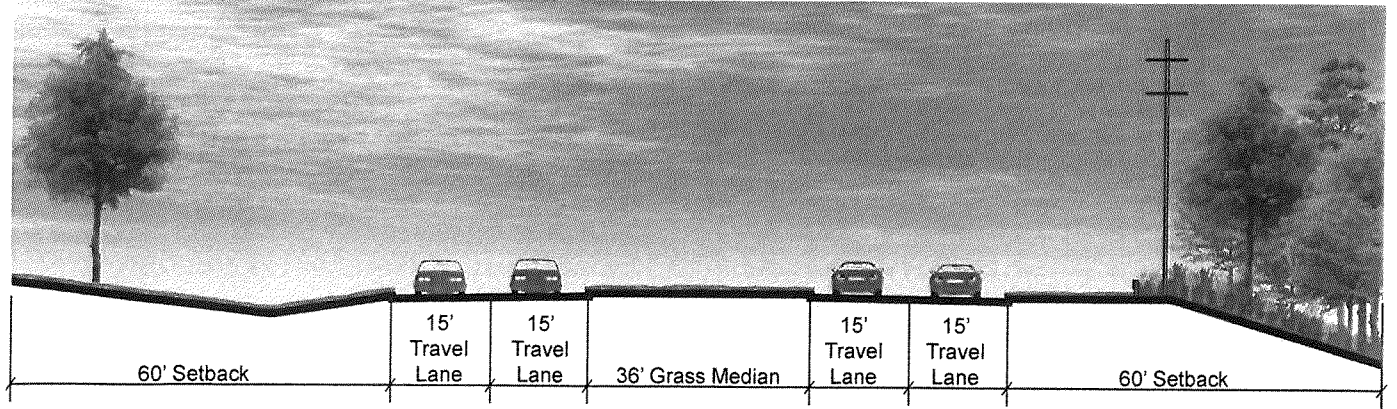


FIGURE 2.12 - OUTER LOOP (EXISTING)

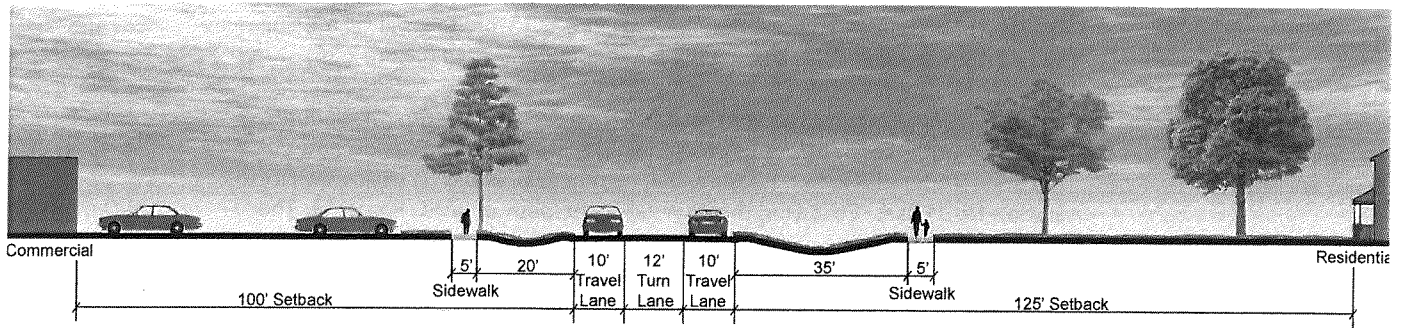


FIGURE 2.13 - DOWNTOWN HIGHVIEW (EXISTING)

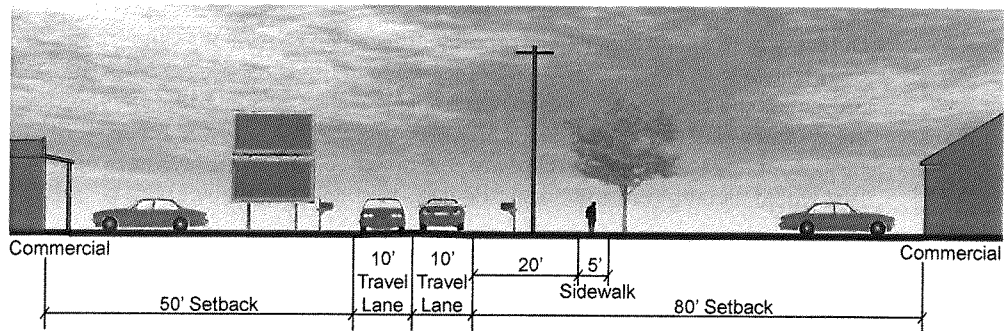
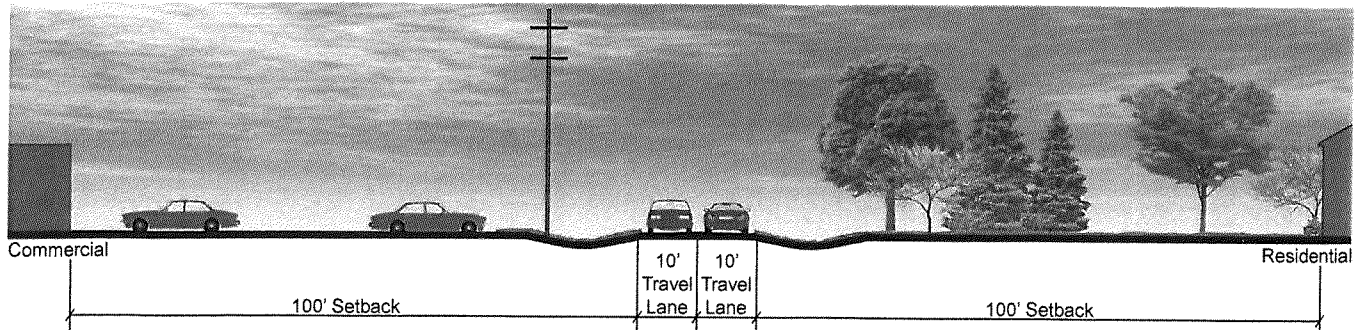


FIGURE 2.14 - SUBURBAN ROADWAYS (EXISTING)



Sidewalk Network

Sidewalks serve to connect people to places through safe routes. The lack of presence of sidewalks in key areas of Highview should be weighed heavily when new sidewalks are considered. The images to the right, Figures 2.15 and 2.16, illustrate three sidewalk conditions, new (Figure 2.15 on the right), missing (Figure 2.15 missing any sidewalk on the left) and deteriorated (Figure 2.16).

- **Downtown Highview:** The triangle that is formed by Vaughn Mill Road, Fegenbush Lane, and Outer Loop surrounds Downtown Highview, the traditional center of the area. Within the area are residential, commercial, and civic (Highview Fire Station No.1) uses. Following this triangle is the path of TARC Route 43. The presence of a bus route with multiple stops on this loop enhances the need for a complete sidewalk network. Also, there are several multi-family residential areas within and adjacent to this area including Fox Hollow, Goins Manor, and Stovall Place Patio Homes. These developments increase the population density and the need for sidewalks. Highview Park, the 40 acre community park adjacent to this area, draws a large number of people to this area as well and should be served by a sidewalk network.
- **Outer Loop:** The main commercial center for the region exists along Outer Loop. Commercial uses along Outer Loop are scattered in the study area and are less present as the corridor changes to residential and civic uses plus undeveloped areas. Sidewalks connect a large portion of the corridor and the associated business, but gaps still exist. There are several schools adjacent to Outer Loop that would benefit from additional sidewalks to connect to Highview Park.



Figure 2.15 - Missing Sidewalk on Fegenbush Lane



Figure 2.16 - Sidewalk at Highview Park

EXISTING CONDITIONS:

MOBILITY

Several plans, guidelines and strategies have addressed mobility related issues in Highview such as developing high capacity transit corridors, multi-use paths, proposed roadway and intersection improvements. All of these represent important efforts and provide valuable insight and background, and have influenced the development of this plan.

The purpose of the mobility element of the Highview Neighborhood Plan is to improve mobility and increase safety for bicyclists and pedestrians and motorists. Upon adoption of the plan, it is the intention that the recommendations will help provide short-term and long-term solutions for better circulation and create new quality of life opportunities for healthy living such as walking and bicycling.

Vehicle Transportation

The Highview Planning Area has a roadway network that is in place and will likely remain unchanged with the exception of roadway intersection realignments and roadway widening projects.

Road Network and Functional Classification of Roadways

The roadway functional classification system is a means of organizing roads based upon their role of moving vehicles through a network of highways and providing access to adjacent land. Functional classification determines eligibility for funding under the federal aid program and helps determine roadway design. Highview's system of collectors and arterials are well spaced and appropriately interconnected. (See Figure 2.17)

The connection between the functional classification of a roadway, land use and community design is important. Gone are the days when roadway improvement projects are designed without considering adjacent land uses and all modes of transportation. While the land use and transportation connection is important, the design of road improvement projects should also consider community preservation and a sense of place. The Community Form Element of this plan can help guide the planning and design of some current and future long-range transportation plan projects.

Fegenbush/Outer Loop/Beulah Church Road Intersection Improvement

One active roadway project in Highview is an intersection improvement project located at the intersections of Fegenbush Lane, Outer Loop, and Beulah Church

ROAD CLASSIFICATION

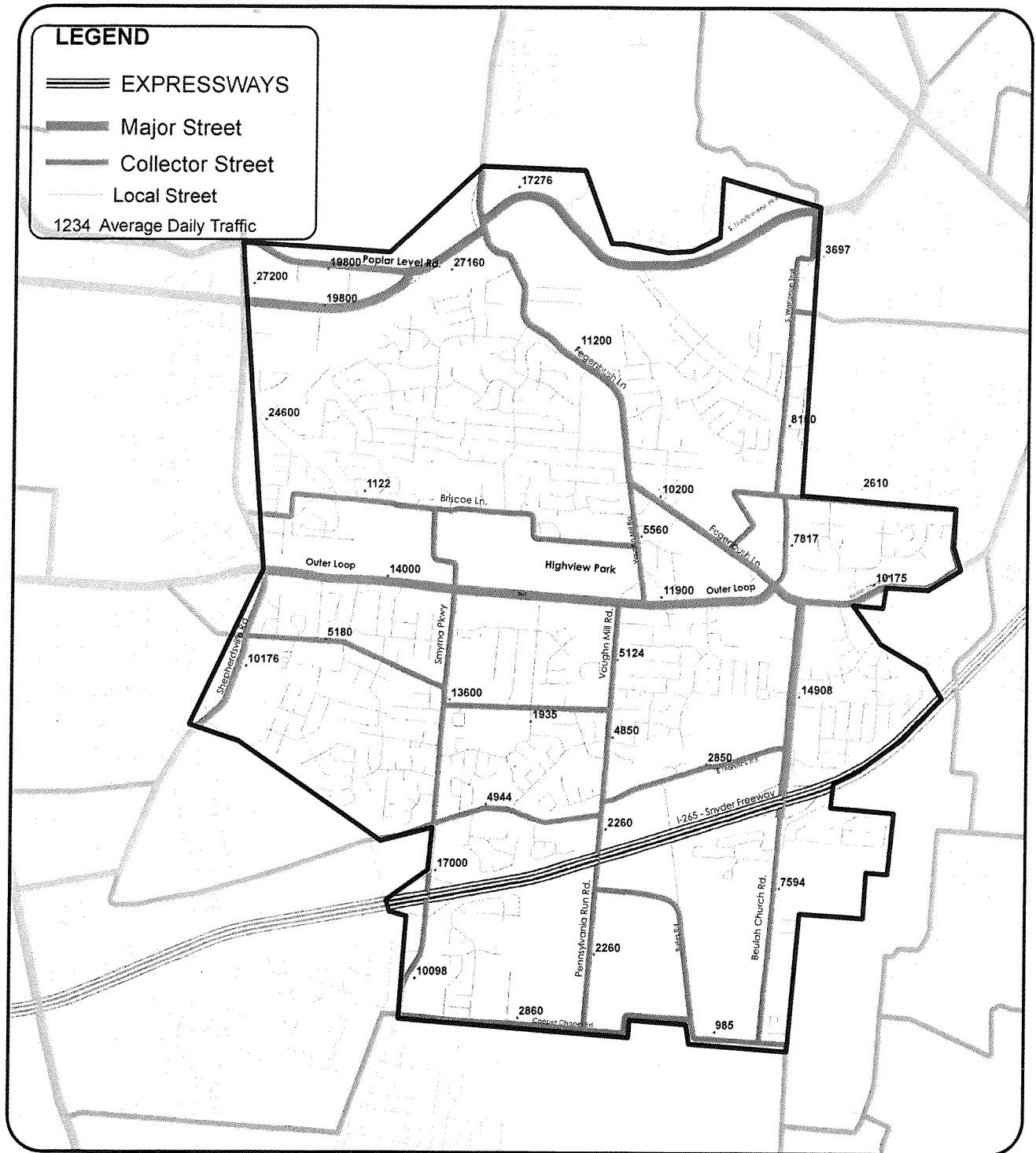


Figure 2.17 - Roadway Classification, all roads not classified on this map are designated as local roads.

Road. The project is designed to improve traffic congestion and safety. It is in final stages of design and has state funding for right-of-way acquisition, utility relocation and construction. The project will add new sidewalks within the project area.

Long-Range Transportation Plan

The projects in the Kentuckiana Regional Planning and Development Agency's current Long-Range Transportation Plan are shown on Figure 2.18. Table 2.0 describes the projects. This plan will make recommendations, where appropriate, regarding these projects to ensure that their design addresses community character and "complete streets". Complete streets is a road design approach which requires that all streets consider all types of travel modes such as pedestrians and bicyclists. Accommodating pedestrians and bicyclists in all new road improvement projects has become standard practice since public support and bicycle and pedestrian advocacy have created widespread advocacy. As each of the road improvement projects included in the list below are constructed, sidewalks and bicycling facilities will be incorporated into the design of the projects.

KIPDA ID	Project Name	Project Description and Project Purpose
263	Briscoe Lane	Reconstruct as a 2 lane road with various intersection improvements from Vaughn Mill to Smyrna Pkwy. The existing Briscoe Lane is a narrow two lane road with no shoulders and tight curves. The road will be reconstructed as a two lane rural collector.
357	Fegenbush Lane	Widen from 2 to 3 lanes from Poplar Level Road to Beulah Church Road. This project will improve roadway geometrics and provide center turn lane to improve safety and reduce traffic congestion. This project will also provide better access between I-265(Gene Snyder Fwy.) and the KY 1747(Hurstbourne Parkway) extension.
1825		Shepherdsville, Outer Loop, various residential streets. Provide increased frequency TARC service along two high capacity corridors: Broadway – Bardstown Road Corridor and the Dixie Highway –Preston Corridor.
1324	Watterson Trail South	Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1747 (Hurstbourne Parkway) to Glaser Lane
1320	Applegate Lane	Reconstruct Applegate Lane from 2 to 3 lanes (3rd lane will be a center turn lane Smyrna Parkway to Pennsylvania Run Road
961	Manslick Road (KY 2845)	Reconstruct and widen KY 2845 (Manslick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Shepherdsville Road to KY 864 (Beulah Church Road)
407	I-265:	Add 1 lane in each direction from I-65 to Bardstown Road. Intent would be to widen to inside.
255	Beulah Church Road Widening	Widen KY 864 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Cedar Creek Road to I-265 (Gene Snyder Freeway). Improve safety and reduce congestion.
271	Cooper Chapel Road Phase 2	Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864. The area south of I-265 (Gene Snyder Freeway) between KY 61 (Preston Highway) and US 31E (Bardstown Road) is experiencing rapid growth with the development of many new residential subdivisions. Cooper Chapel Road is a heavily traveled collector road serving this area. The project will add shoulders where there are none and improve existing poor geometrics to this rapidly growing residential area south of I-265. The project will also improve traffic flow through major intersections. When coupled with the proposed Fairmount Road extension (KIPDA ID #282 and 283), the project will provide a continuous route parallel to I-265 between KY 61 (Preston Highway) and US 31E (Bardstown Road).

Table 2.0 Long Range Kentucky Transportation Plan

LONG RANGE TRANSPORTATION PLANS

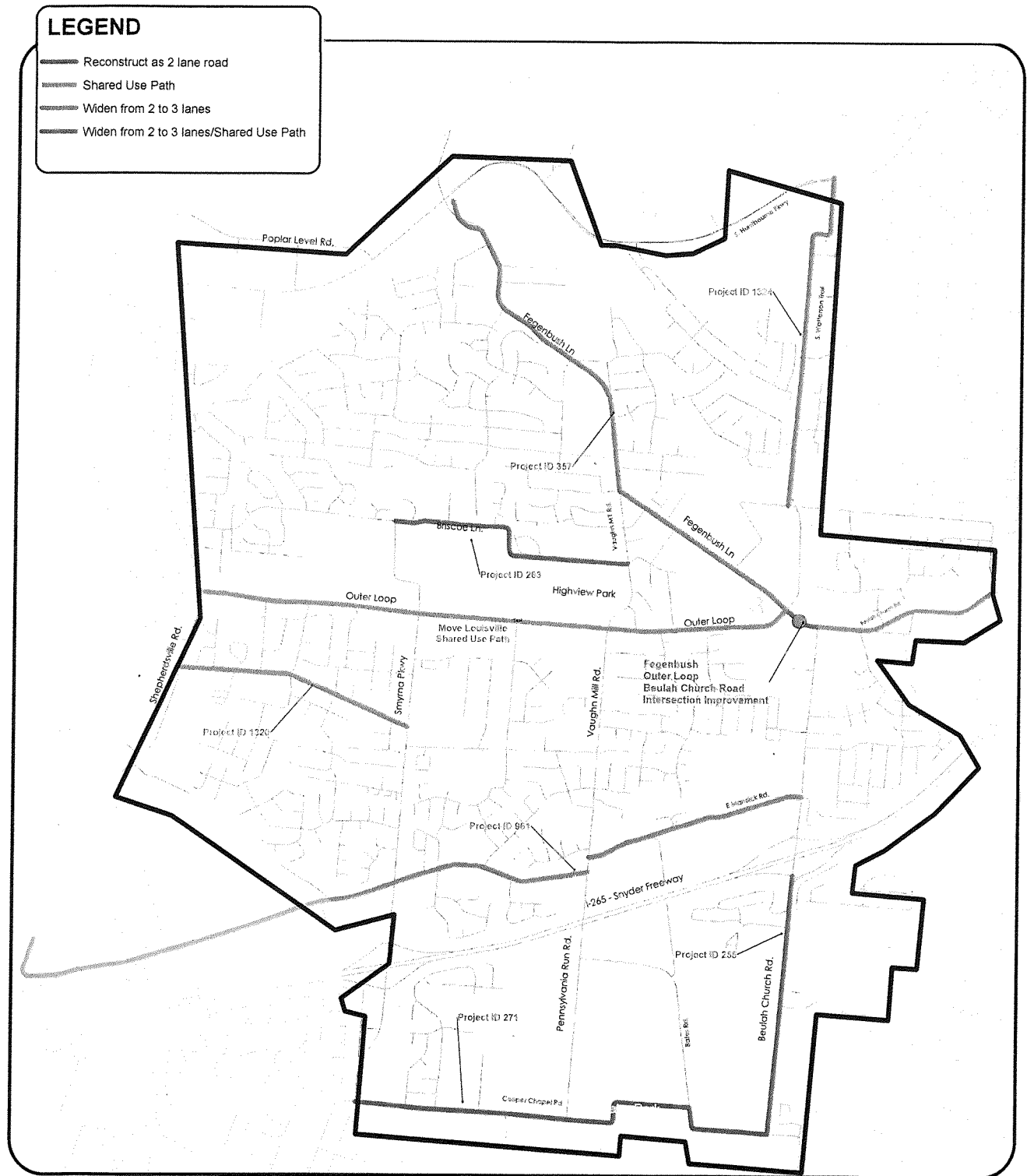


Figure 2.18 - The Kentuckiana Regional Planning and Development Agency's current Long-Range Transportation Plan

Accident Data

As part of the analysis of existing conditions, a review of accident data for a three year period (2011-2013) was conducted. The accident data are shown on Figure 2.19, located on the next page.

A review of the data indicates that there are several locations that have higher crash rates than others and should be reviewed/studied to determine the contributing factors in the traffic crashes. These intersections include:

- Smyrna Parkway and Outer Loop
- Smyrna Parkway and Applegate Lane
- Smyrna Parkway and Rochelle Road
- Smyrna Parkway and Michael Ray Drive
- Smyrna Parkway and E. Manslick Road
- Shepherdsville Road and Applegate Lane
- Vaughn Mill Road and E. Manslick Road

A troubling accident pattern is located along the entire segment of Shepherdsville Road from Poplar Level Road to Outer Loop. This five (5) lane section of road has a center turn lane with adjacent land uses that are primarily residential. A more detailed review of the accident data should be conducted to determine the contributing factor for this high crash rate. A potential solution for this type of road could include a barrier median which could include landscaping and a reconfiguration of the lanes.

Multi-Modal Transportation Network

Transit

Central Highview is served primarily by Route 43 –Poplar Level shown on Figure 2.20 on page 31. This route connects the Highview area with the Louisville Zoo, the Audubon Regional Medical Center, Downtown Louisville, and Portland in western Louisville. The route operates seven days a week and is considered a “local serving” route by the Transit Authority of River City (TARC). Local routes operate seven days a week with 15 minute to 60 minute peak hour frequencies. A Park and Tarc is located on the Outer Loop at the Okolona Church of Christ at 6105 Outer Loop.

Routes 62 and 23 - Broadway serve the perimeter of the Highview planning area. Route 62 – Beckenridge-Shepherdsville is a “neighborhood serving” route that operates on weekdays with 60-75 minute headways. There is no holiday or weekend service on this route. This route connects Okolona with Jefferson Mall, St. Mathews, Hikes Point, and Beuchel Road.

Route 23-Broadway is a “frequent service” route that operates on weekdays from 7 a.m. to 7 p.m. with 10-15 minute headways although it operates as a “standard service” in the Highview/GE Appliance park area. Each trip alternates between the Highview area and the Baptist Hospital East and Meijer/Hurstbourne Parkway areas.

ACCIDENT DATA

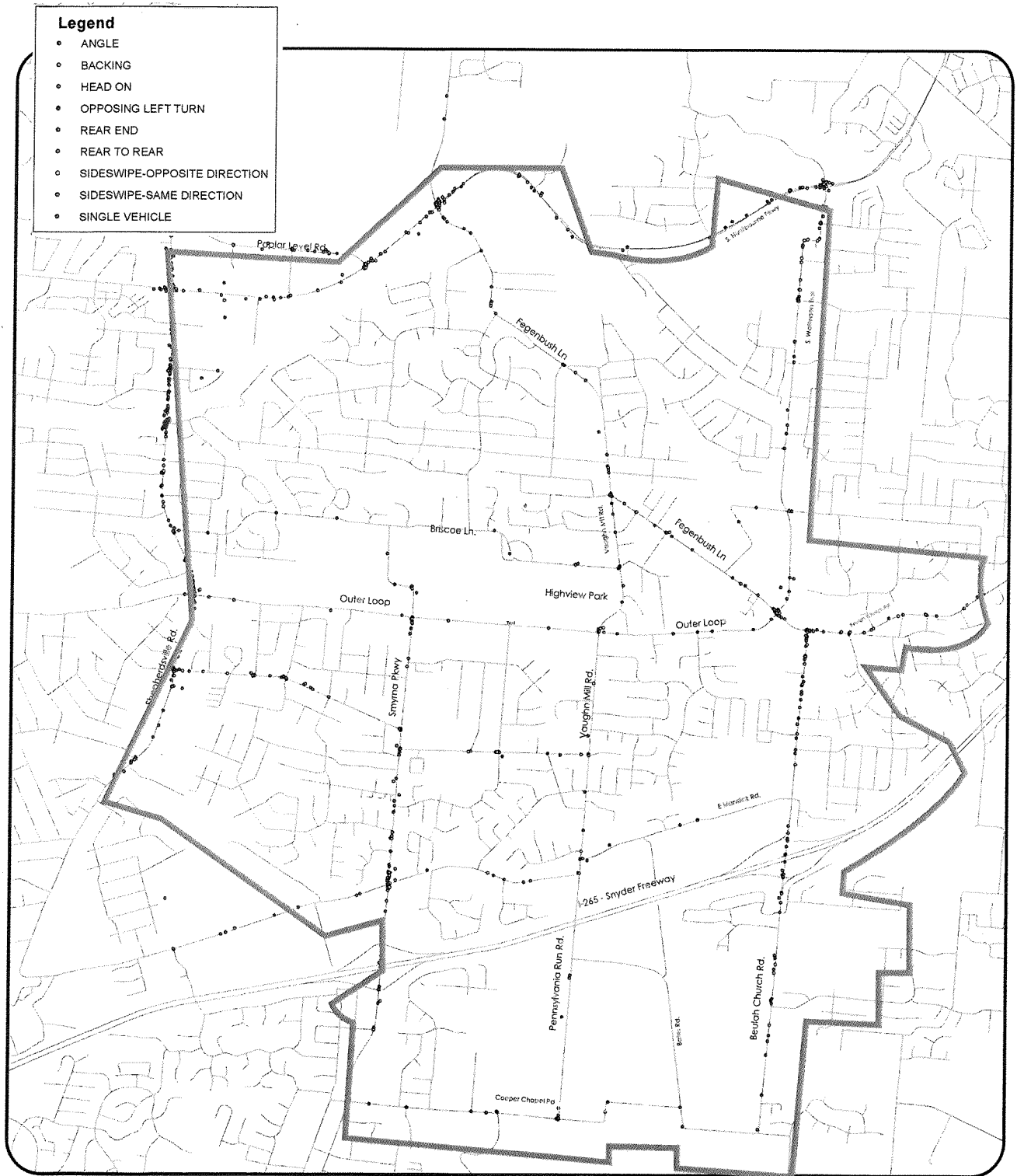


Figure 2.19 - 2011-2013 Accident Data Reports on Collisions

Transit Stops and Shelters

There is a real need along the Outer Loop Corridor for transit shelter improvements. Shelters are located adjacent to steep ditch lines with little or no waiting areas or shelters. In addition, many stops have no sidewalk approaches.

Sidewalks

Figure 2.20 also shows the location of existing sidewalks. The majority of sidewalks found within Highview are located in residential neighborhoods along at least one side of the roadway. On low volume, residential streets, sidewalks on one side of the street can meet the needs of nearby residents for walking within the neighborhood. However, pedestrian connections between some neighborhoods, Downtown Highview, schools, community facilities are lacking or are inadequate.

When collectors and arterial roadways were constructed through Highview, pedestrian facilities, such as sidewalks, were not included. As these roadways are improved through reconstruction or widening projects, sidewalks should be added. In addition as new developments occur along these roadways, sidewalks are being added in the segments to serve new developments adjacent to the roadway. Examples of roadways that do not provide adequate or safe pedestrian conditions include:

- Fegenbush Lane (portions);
- South Watterson Trail;
- East Manslick Road;
- Smyrna Road (near Moore Traditional Elementary School); and
- Vaughn Mill Road.

Crosswalks

There is a need in Highview for crosswalk improvements. Insufficient crosswalks exist, especially at some major intersections. Safe crosswalks are important especially near schools and other activity centers where there are higher pedestrian activity zones. Many existing crosswalks have markings that are not very noticeable.

Recommended Long-Range Plan Transit Improvements

The KIPDA long-range plan includes one major transit recommendation for enhancing transit service in the Highview area. The recommended project includes providing increased frequency of TARC service along Shepherdsville

PUBLIC TRANSPORTATION

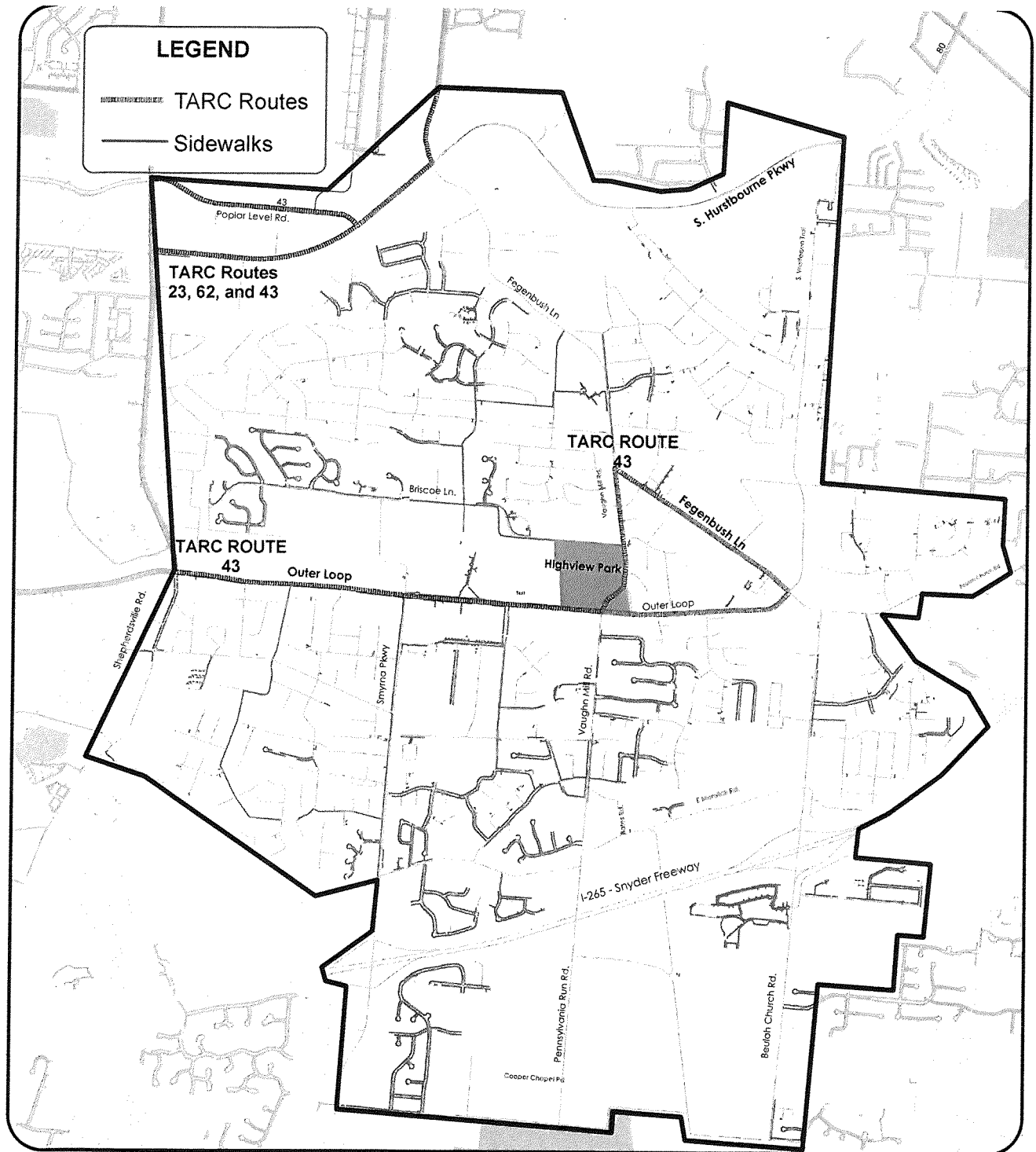


Figure 2.20 - Existing TARC routes with existing sidewalks. The red lines indicate existing TARC routes and blue lines indicate existing sidewalks.

Road and Outer Loop. These projects are known as high capacity transit corridors.

Recommended Move Louisville Projects

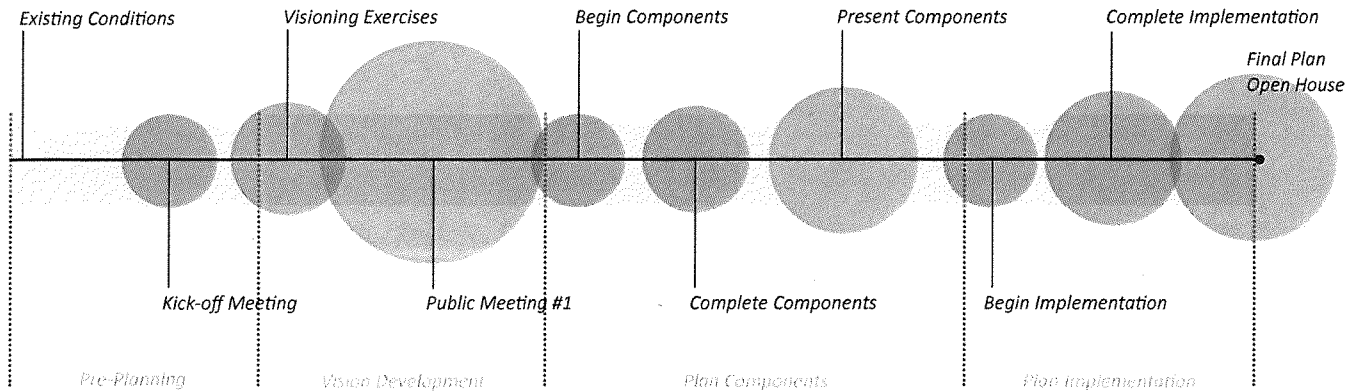
Move Louisville is a long-range multi-modal transportation plan currently underway for Louisville Metro government. The focus of the plan is to improve mobility for all type of travel (foot, bicycle, transit, paratransit, and automobile) and connect people with places where they live, work and shop.

Current plan recommendations include an on-street bicycle route along Outer Loop and Beulah Church Road. Projects are known as B-016 and B-016c.

Bicycle Facilities

The Highview Planning Area contains no formal or dedicated bicycle facilities. The 2010 Bicycle Master Plan identified latent demand for bicycle facilities along Outer Loop. The strongest candidates for bicycle lanes and paths associated with roadway projects include Outer Loop and Hurstbourne Parkway. Rural roadway connections to the Louisville Loop, which is located adjacent to the Highview Planning Area to its south, need to be considered. Highview has several opportunities for neighborhood bikeway routes on low volume residential streets in its subdivisions north and south of Outer Loop as will be seen in the project Mobility Recommendations.

PROCESS OVERVIEW



WORKSHOP PROCESS:

PUBLIC ENGAGEMENT

The planning process has been broken down into 5 Tasks: Pre-Planning, Vision Development, Plan Components, Plan Implementation and Approval Process. Each of these tasks include various levels of community involvement where the Planning Team and Metro Louisville will work with residents and stakeholders to both better understand current issues on the ground, collaborate to set a vision for the future, and layout a strategic plan to begin implementing that vision.

This section focuses on the Vision Development phase which included utilizing a number of ways to interact with community stakeholders including through a Metro hosted website, by creating a “meeting in a box” that allows residents to host educational meetings, interviews and surveys as well as setting up an informational booth at Friday Fest (shown in the photo to the right) and Fall Fest. In addition to all of these methods the Planning Team hosted a number of public meetings to dive into the results of the Phase one data collection along with survey information and meetings to date in order to set a community Vision.

This public input is ultimately what led to the final recommendations in the next section of the report.



PUBLIC PROCESS:

PRIORITIZING FOCUS AREAS

As a part of the planning process, eight focus areas were identified to be evaluated through the lenses of mobility, land use and community form recommendations. These eight areas received more attention due to their potential impacts and visibility. These focus areas were brought to the Strategic Advisory Group to be prioritized (higher priority indicated by *).

1. Downtown Highview***

(Fegenbush Lane, between Vaughn Mill and Beulah Church/Outer Loop)

- Issues to address include: Land use planning, streetscape improvements, and other enhancement tools to build upon this area's potential and strengthen the Town Center character/form.

2. Beulah Church Shopping Center**

(aka the Old K-Mart Shopping Center)

A plan to redesign, redevelop, and enhance connections to adjoining neighborhoods to strengthen the area's economic sustainability and transform a community destination.

- Issues to address include: Developing a framework to guide the redevelopment of this center.

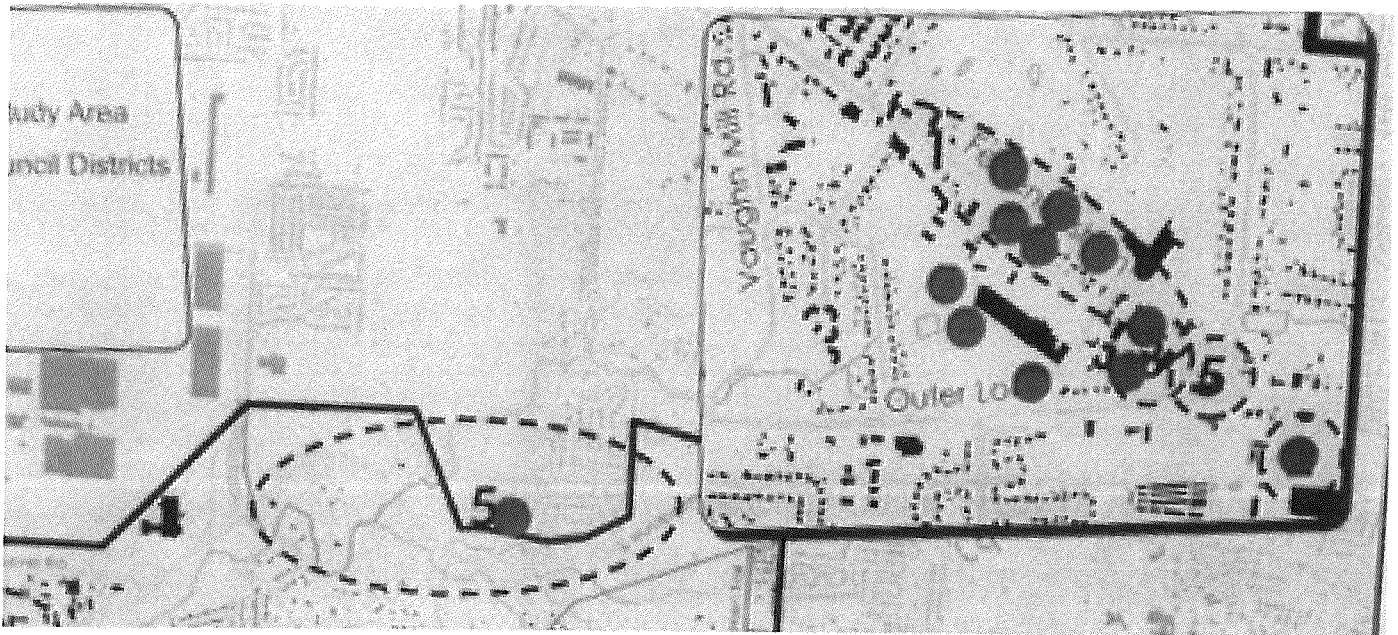
3. ValuMarket Center**

Center contains a credible mix of neighborhood oriented uses (clothing store, bank, tanning salon, fitness center, pet store, fast food restaurant, etc.).

- Issues to address include: Developing planning and design strategies to strengthen development's function as neighborhood oriented center

4. Fern Valley/Shepherdsville PEC*

The industrial area around Fern Valley Road and Shepherdsville Road, zoned Planned Employment Center (PEC). Ancillary to GE and Ford



- Issues to address: Defining other economic development opportunities for this area.

5. Hurstbourne*

(Fegenbush Lane to Watterson Trail)

- Stretch is predominately undeveloped. Mostly zoned residential, but two sites were re-zoned commercial over 5 years ago (not developed) .

Issues to address: Determine the best land uses for the area.

6. Outer Loop/Beulah Church/Fegenbush Intersection**

Intersection is a major transportation/circulation and safety challenge.

Issue to address: Follow-up on existing work and further explore planning options for this intersection

7. Gene Snyder Interchanges***

I-265 interchanges at Beulah Church Rd. and Smyrna Parkway are critical connection points that serve as “gateways” to the southern border of Highview

Issues to address: Recommend strategies and/or physical improvements to strengthen this role.

8. Derby Run*

Large, highly visible apartment complex on Outer Loop.

-Issues to address: Recommend planning/design strategies to better integrate the development into the neighborhood both visually and functionally

WORKSHOP PROCESS:

P.A.R.K.

One exercise that was used during the public process was P.A.R.K. This exercise is broken into four components:

Preserve: *Things participants felt are important to preserve in Highview (sites, structures, community values, traditions that all ready exist in Highview)*

Add: *Things participants felt are missing in Highview and should be added (land uses, facilities, community values, traditions that don't already exist but you feel should)*

Remove: *Things that currently exist in Highview that participants felt detract from the neighborhood and should be removed (land uses, facilities, activities, events that you feel should go away)*

Keep out: *Things that participants felt would negatively impact Highview and shouldn't be allowed (land uses, facilities, activities, events that currently don't exist and you want to keep that way)*

The results are illustrated to the right:

Preserve: *Highview Park, Walking paths, green spaces/wooded areas*

Add: *Sidewalks and Bike Lanes, Restaurants, Shopping, Medical Facility, Parks and Open Space*

Remove: *Vacant/poor condition buildings, Old swimming pool, traffic, loud businesses, liquor store (drive-through).*

Keep out: *Affordable housing*

DOTS PRESERVE	
••••	HIGH VIEW PARK
••	WALKING PATH
•	FESTIVALS + EVENTS
	OLD TIME / SMALL TOWN FEEL
•	"HITCHING POST"
	"THE BARREL"
•	SINGLE FAMILY LAND USE
•	COMMUNITY VALUES
	HIGHVIEW BUSINESS ASSOC
••	GREEN SPACES / WOODED AREAS
•	SAFETY

DOTS ADD	
•••••	SIDEWALKS / BIKE LANES
	PUBLIC TRANSPORTATION / AMENITIES
•	AMPHITHEATER
	OUTDOOR EVENTS
•	SENIOR CENTER / COMMUNITY CENTER
••••	RESTAURANTS
••••	SHOPPING / RETAIL (SMALL BUSINESS)
•••	MEDICAL FACILITY
	SENIOR HOUSING
•••	PARKS / OPEN SPACE / GREEN SPACE

REMOVE	
••••	VACANT BUILDINGS / POOR CONDITION
•	LOUD BUSINESSES
••	OLD SWIMMING POOL (HIGH LEIGH)
	THRIFT STORES
	CAR LOTS
	INDUSTRIAL
•	TRAFFIC
•	LIQUOR STORE (DRIVE-THROUGH)

KEEP OUT		DOTS
■	LOW INCOME HOUSING	•••••
■	MULTI-FAMILY / APARTS	•
■	CRIME	
■	FAST FOOD	
■	LARGE MANUFACTURES / WAREHO	
■	OVER DEVELOPMENT	•
■	BINGO HALLS	

