

## RECOMMENDATIONS:

Final recommendations are based on the study and analysis of existing conditions, issues and opportunities and the public input process that ran throughout the entire planning and design process. This section includes final Land Use, Community Form and Mobility recommendations.

Land Use and Community Form recommendations have been combined in this section because of their direct relationship. Community Form recommendations relate to physical characteristics of development, for instance building set backs, landscape details for parking lots, and streetscape recommendations among others. These recommendations relate directly to Land Use recommendations and will ultimately inform related zoning and form-district policies.

The Land Use and Community Form recommendations are illustrated concurrently in Figure 3.0 on page 43. Each recommendation is described in greater detail on the following pages.

## **LAND USE**

### **RECOMMENDATIONS**

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- LU1** Revise Town Center Form District Boundaries
- LU2** Establish a network of strategic Neighborhood Activity Centers/ Nodes
- LU3** Revise Suburban Workplace Form District Boundary and limit future industrial uses to that district
- LU4** Replace Suburban Marketplace Corridor Form District with Neighborhood Form District
- LU5** Conduct a Market Study for the Town Center, Neighborhood Activity Centers/Nodes & large vacant or underutilized properties
- LU6** Limit future commercial zoning to within the Town Center and Neighborhood Activity Centers/Nodes
- LU7** Limit multifamily residential to within or immediately adjacent to the Town Center and Neighborhood Activity Centers/Nodes
- LU8** Encourage enhanced conservation subdivision development south of I-265 corridor
- LU9** Develop a Highview Greenway Master Plan
- LU10** Establish a Highview Neighborhood Planning & Implementation Group to preserve and promote the intent of this plan
- LU11** Develop a Master Plan for Highview Park
- LU12** Develop a network of Community Spaces
- LU13** Outer Loop Industrial Down-Zoning

### **COMMUNITY FORM RECOMMENDATIONS**

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- CF1** Adopt a Plan Development District (PDD) that incorporates Town Center Architectural Design Standards and uses
- CF2** Incorporate Design Principles for Neighborhood Activity Centers/Nodes
- CF3** Incorporate Design Principles for New Development/Redevelopment of Multi-Family Residential
- CF4** Seek to Enhance Design Guidelines for Conservation Subdivisions Through Revising Enhanced Standards Citywide.
- CF5** Incorporate Streetscape Design Standards for key corridors/ adopt Streetscape Master Plan
- CF6** Develop & Implement Gateway Treatments
- CF7** Encourage Redevelopment of Former Big Box Sites in a Way that Establishes a More Compatible Scale/Pattern of Development



# RECOMMENDATIONS:

## LAND USE & COMMUNITY FORM

### **LU1: Revise Town Center Form District Boundaries**

The Town Center Form District is intended for “compact areas with moderately intense uses that are developed around an identifiable core.” Illustrated in *Figure 3.1*, the proposed form district boundary creates two focal points around Outer Loop and Beulah Church Road, and the second at the intersection of Vaughn Mill Road and Fegenbush Lane. A corridor along Fegenbush Lane connects the two focal points to create a continuous town center. Appropriate uses for the Town Center should be developed and implemented through an area-wide rezoning to Planned Development District to promote compact development with a mix of moderately intense uses (See CF1 below for design guidelines for Town Center).

### **CF1: Adopt a Plan Development District (PDD) that incorporates Town Center Architectural Design Standards and uses**

Architectural design standards for the Town Center should be developed and implemented to further define an identifiable core in Highview. The following conceptual architectural design standards are intended to inform the final adopted PDD standards:

- Original character or qualities of a building that attribute or support the character of Highview should not be destroyed.
- Repair of historic buildings and materials is preferred over replacement.
- New buildings, additions or renovations should not detract from the overall architectural character of a property or the overall Town Center Form District.
- New design should be compatible with the historic character of Highview.
- Architectural Design Standards should be developed for the following elements: Façade & Storefront Design (including design style, minimum features, entries, windows and façade materials); Awnings; Signs; Roofs; New Construction; Maintenance; Parking Lot & Site Improvements; Relocation & Demolition



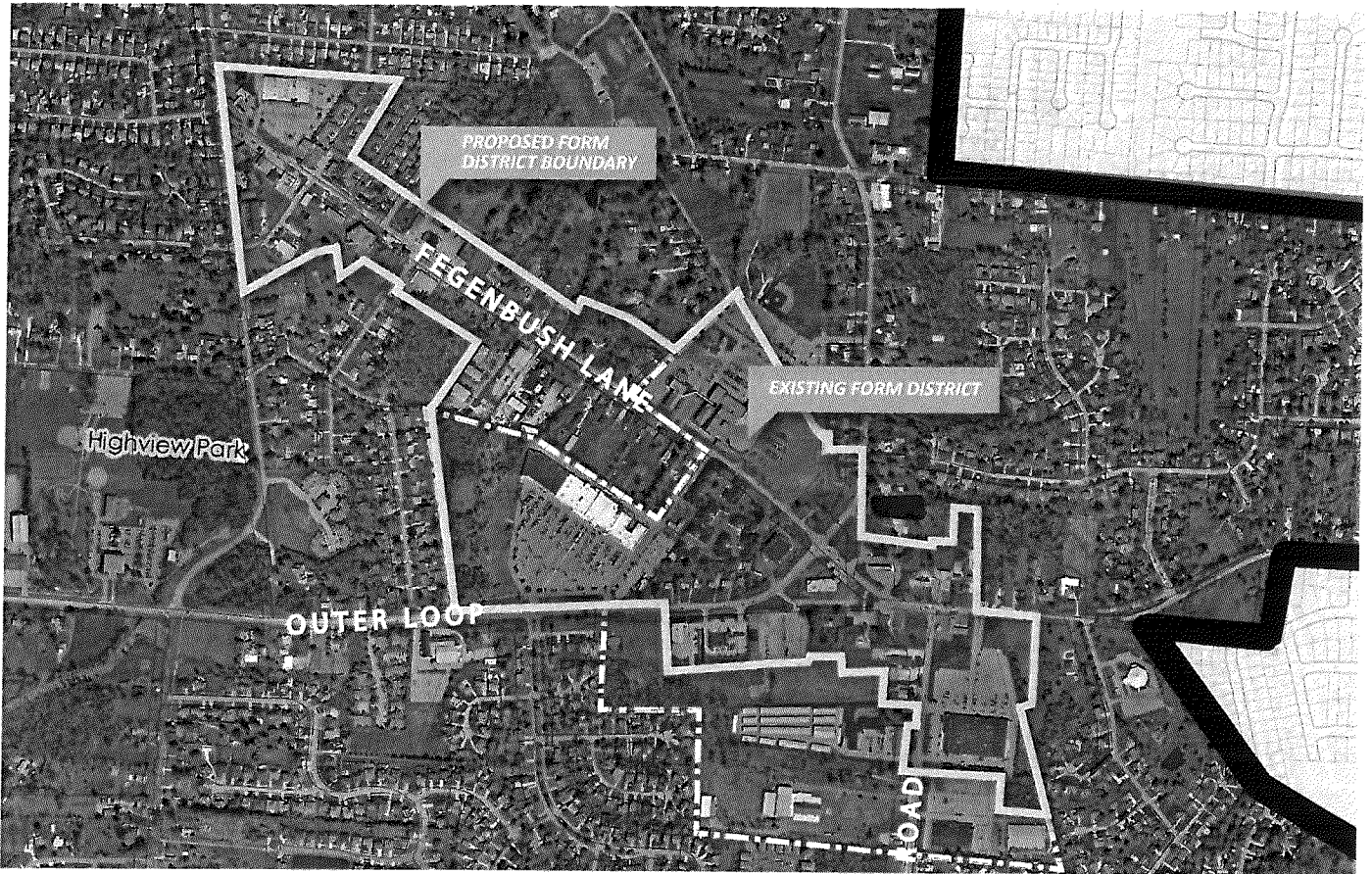


Figure 3.1 - The yellow line represents the new boundary for the Town Center Form District, the white dashed line represents the existing district



Figure 3.2 - This character image represents the character of an eventual Highview central district. A community focused corridor that operates as the Town Center.



Figure 3.3 - This character image represents the types of design details that might be considered for Town Center design standards.

## **LU2: Establish a Network of Strategic Neighborhood Activity Centers/Nodes**

Existing areas with a cluster of commercial uses have been identified as future Neighborhood Nodes as seen in *Figure 3.4*. These nodes are the preferred location for future medium to high density development. Other compatible uses that are also appropriate for the Neighborhood Nodes include office, civic, open space, and higher density residential. The scale and character of future development should fit within the existing character and be neighborhood serving.

Neighborhood Nodes should be: centered around a defined intersection; have finite boundaries with appropriate transition to surrounding neighborhoods, and; be walkable in size—generally defined as a ¼ mile from edge to edge (See CF2 below for design guidelines for Neighborhood Nodes).

## **CF2: Incorporate Design Principles for Neighborhood Activity Centers/Nodes**

Design guidelines for new development/redevelopment within Neighborhood Nodes should be adopted to enhance the character of these areas and Highview. The design guidelines should incorporate the following elements:

- **Transition to Traditional Neighborhood Scale:** There should be a gradual change in scale between adjacent residential areas and Neighborhood Nodes to reduce the visual effect of larger mass and height of commercial development.
- **Definition of Street Edge:** Development within the Neighborhood Nodes should reinforce the street edge through building locations, landscaping, streetscape treatments, or other similar design techniques.
- **Development of Vacant Sites or Gaps:** A focus should be placed on redeveloping vacant sites or gaps that might exist before development of new sites. Existing drives and entry points should be consolidated and shared parking is encouraged.
- **Preservation of Building Pattern & Materials:** The pattern of commercial and non-commercial development adjacent to the Neighborhood Nodes should be considered in new development. Building materials for new development should reflect surrounding sites and adjacent residential districts.



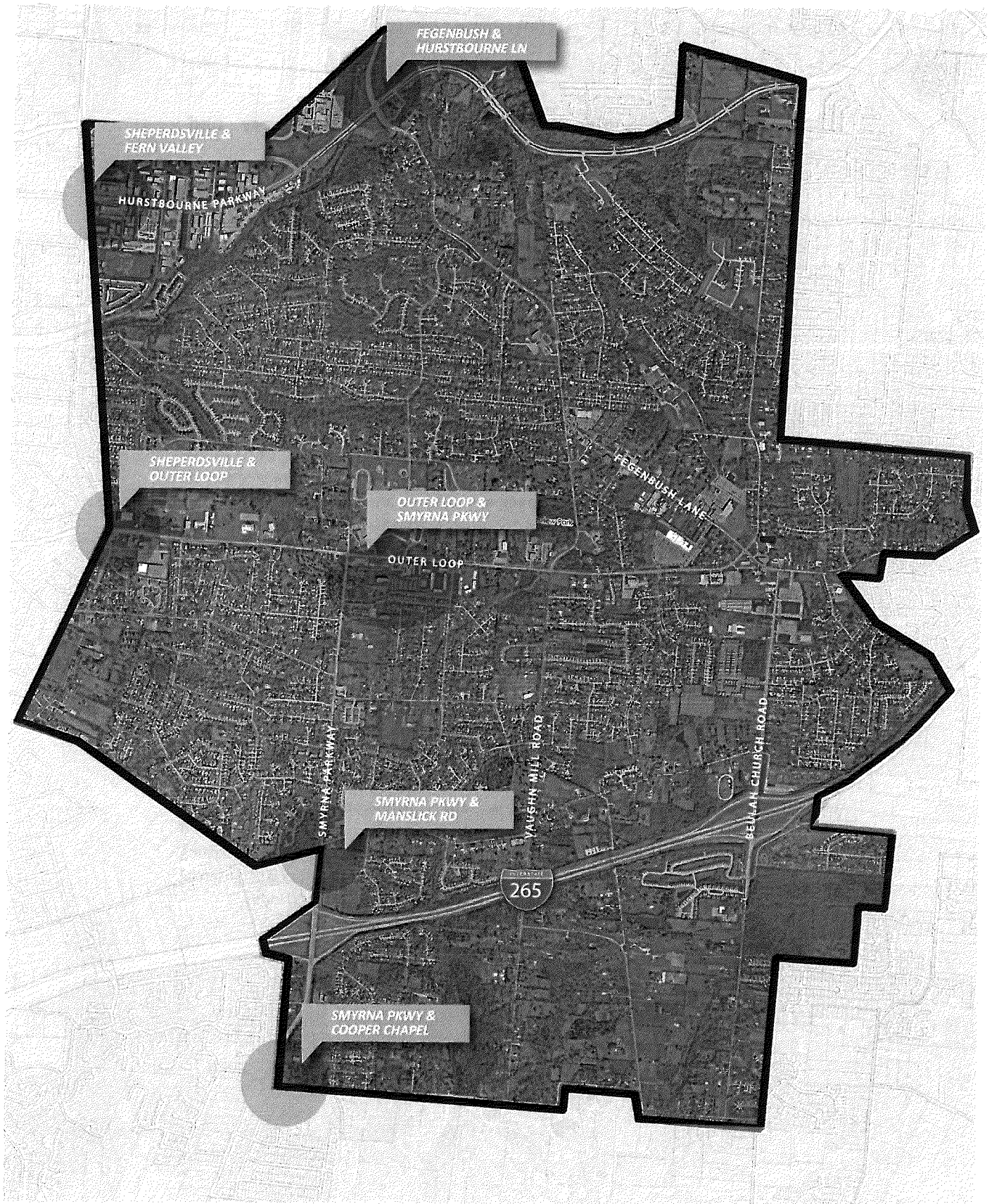


Figure 3.4 - The red circles represent the proposed network of Neighborhood Activity Centers. These areas would be commercially focused areas where development density would increase.

**LU3: Revise Suburban Workplace Form District Boundary and Limit Future Industrial Uses to that District**

The Suburban Workplace Corridor Form District is intended for “large-scale industrial and employment uses in suburban locations”. Illustrated in *Figure 3.5*, the existing form district is characterized by several industrial uses along Hurstbourne Parkway. The industrial property south of Hurstbourne Parkway should be included in this Form District.

**LU4: Replace Suburban Marketplace Corridor Form District with Neighborhood Form District**

The Suburban Workplace Corridor Form District is intended for “linear commercial development along major roadways” and can include a variety of medium to high intensity commercial land uses. This form district presently exists at the intersection of Outer Loop and Shepherdsville Road. The arrangement of existing commercial uses and zoning are clustered around the intersection, and not linearly down the road. The Suburban Marketplace Corridor Form District should be removed and instead replaced with a Neighborhood Node, which could include a mix of commercial, civic, office, and residential uses as illustrated in *Figure 3.6*.

**LU5: Conduct a Market Study for the Town Center, Neighborhood Activity Centers/Nodes, and Large Vacant or Underutilized Properties**

A market study will help better identify the highest and best use of these areas and could be used as a recruitment tool to attract future commercial/retail, and office as the study identifies. In order to preserve and enhance the existing neighborhood character, any market driven recommendations will still be subject to all recommendations as established in this plan. The areas should include the interchange from Smyrna Parkway and Beulah Church Road, existing underperforming big box stores, large undeveloped/underdeveloped commercial properties, the Town Center and Neighborhood Activity Centers/Nodes.

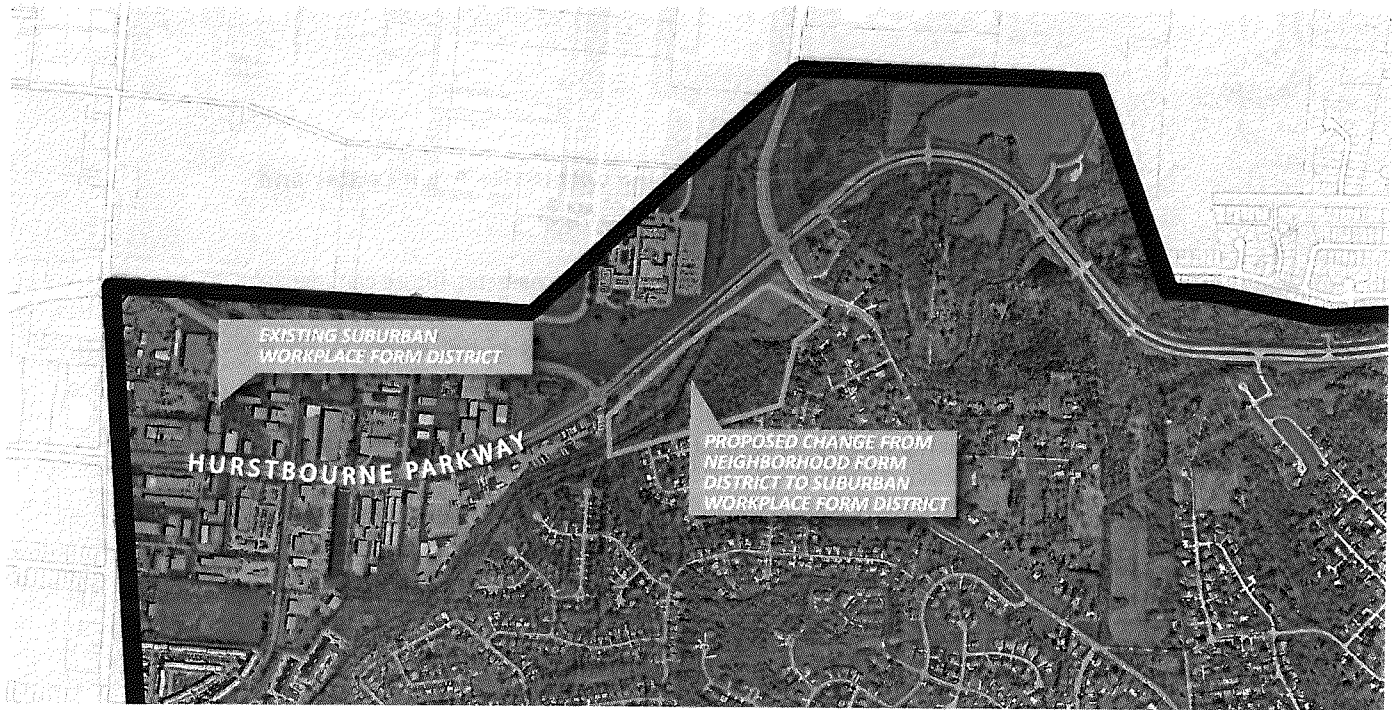


Figure 3.5 - The purple overlay represents the existing Suburban Workplace Form District. The purple outline represents an expansion area.

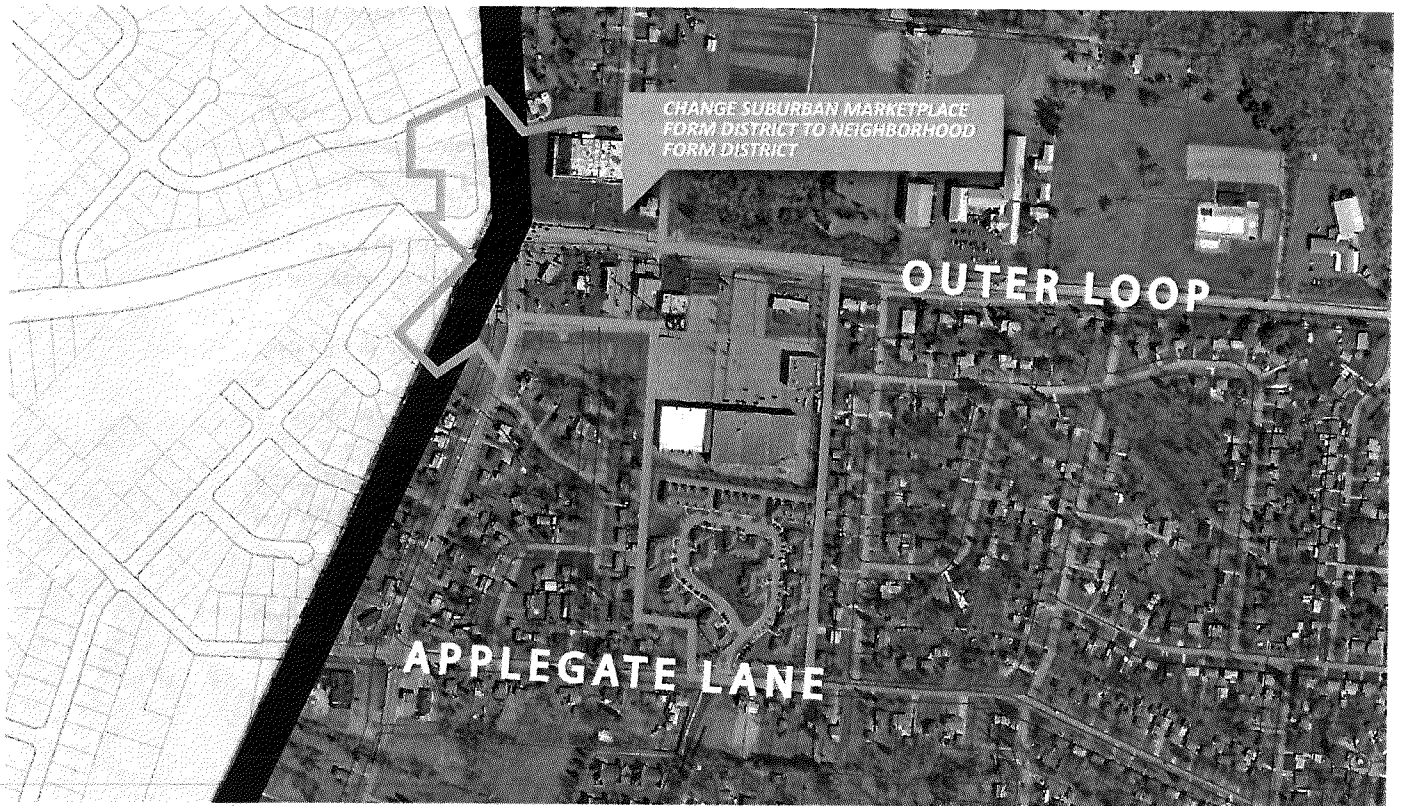


Figure 3.6- The orange outline represents a proposed new Neighborhood Activity Center.

### **LU6: Limit Future Commercial Zoning within the Town Center and Neighborhood Activity Centers/Nodes**

To preserve and protect the existing neighborhood character, future commercial development should be limited to the Town Center and limited within Neighborhood Activity Centers/Nodes as illustrated in red circles in *Figure 3.7*. Concentrating commercial development helps build a critical mass that is beneficial to both the commercial uses and preserving the character of the remainder of the neighborhood by limiting potential expansion of fragmented incompatible uses.

### **LU7: Limit Multifamily Residential to within or Immediately Adjacent to the Town Center and Neighborhood Activity Centers/Nodes**

The Town Center and Commercial Nodes are designed to accommodate more dense land uses such as commercial and multifamily residential. To help protect the single family residential character, future multifamily development will be limited to the Town Center and Commercial Nodes as illustrated in *Figure 3.7* (See CF3 below for design guidelines for Multifamily Residential).

### **CF3: Incorporate Design Principles for New Development/ Redevelopment of Multi-Family Residential**

To ensure a high-quality of multi-family development in Highview, design guidelines should be developed and adopted for all multi-family development. The design guidelines should incorporate the following design elements:

- New multi-family development should be designed to a scale (both height and mass) to be cohesively integrated into the surrounding existing development.
  - Small sites should act as infill development and focus on design over density
  - Medium-scaled sites should take advantage of opportunities for a variety of housing types and options
  - Larger sites should provide a range of housing types with a centralized common open space or focal point, interconnected system to streets, sidewalks and paths to create a neighborhood feel
- New development should connect to surrounding neighborhoods through an integrated car, bike and pedestrian network with adequate and appropriately sited parking (i.e., not located between a building and public street).
- Both public and private open spaces (scaled appropriately for the design of the development) should be incorporated into the design. The orientation of buildings around common spaces should also be designed to face the public space or streets.
- Landscaping treatments, including trees, planting and other treatments,



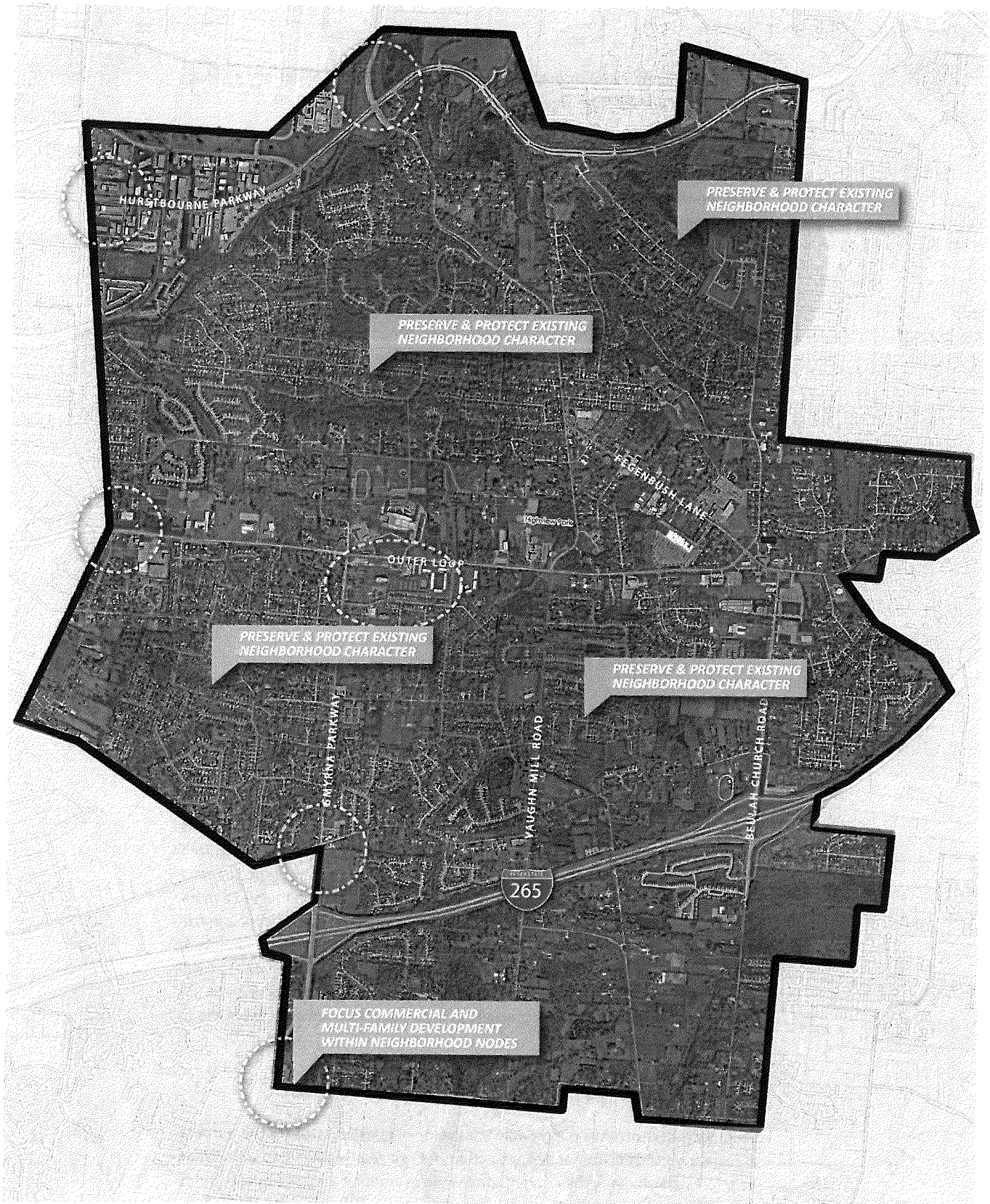


Figure 3.7 - The large red circles represent existing residential communities that are desired to be preserved and protected by limiting future commercial zoning within the Neighborhood Nodes and focusing those uses within Neighborhood Activity Centers (white circles).



should be incorporated throughout the development with utilities and service structures screened from view.

- The architectural design of new multi-family developments should vary to create interest rather than duplicating the same facade or building design in a continuous row or in multiple locations. The scale of buildings should be pedestrian-friendly and highlight the entry to individual units. The buildings should have proportions and massing that creates a higher-density residential neighborhood (compared to a large apartment building with large parking lot). High-quality and durable materials, such as brick, stone, etc., should be used in all multi-family developments and changes in colors and materials should be encouraged.

#### **CF4: Seek to Enhance Design Guidelines for Conservation Subdivision Through Revising Enhanced Standards Citywide.**

Conservation Subdivision Design Guidelines should be adopted to ensure that future Conservation Subdivisions are sensitive to an area's unique qualities. The design guidelines should incorporate the following design elements:

- Preserve the existing context of the area as experienced by surrounding developments and streets
- Preserve open space or environmentally sensitive areas
- Connect to trails, and recreation sites

#### **LU8: Encourage enhanced conservation subdivision development south of I-265 corridor**

Conservation Subdivision is a tool in the Land Development Code that allows for more compact development in exchange for protecting/preserving a site's most sensitive environmental features and providing functional open space. As illustrated in *Figure 3.8*, the area south of the Gene Snyder has been recognized specifically for the large canopy cover, sensitivity to endangered species, and hydrologic features. This is also an area that has traditionally maintained a more rural character, but has experienced new development that reflects a more traditional "suburban" pattern. Encouraging review of these tools for future application of Conservation Subdivisions with area specific design guidelines, will help to preserve the rural character and environmental qualities of this area as development pressure grows, especially as roadway improvements are made to Cooper Chapel Road.

#### **LU9: Develop a Highview Greenway Master Plan**

Greenways are corridors of primarily undeveloped land set aside for the purpose of recreation and environmental protection. A Greenway Master Plan will provide help to establish a healthier community while promoting a higher quality of life by helping connect various communities throughout Highview. The Greenways will include improved bicycle and pedestrian facilities that provide additional

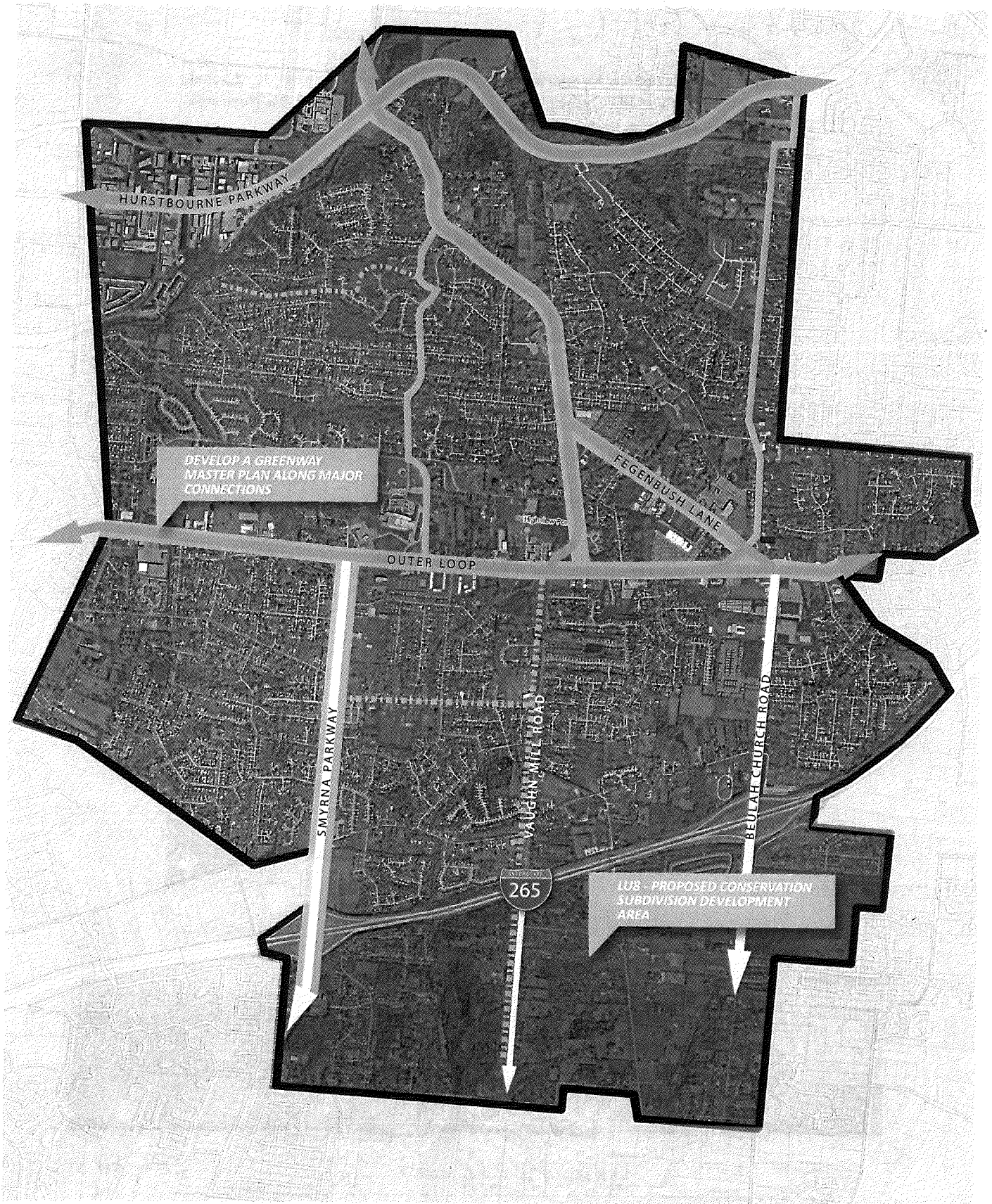


Figure 3.8 - The green swath represents the proposed area for the conservation subdivision area which would focus on preserving the natural character of the existing landscape. The solid green lines represent main greenway corridors and the dashed lines indicate potential spur routes as potential connections for a Greenway Master Plan.

transportation options for shorter trips. They will also provide a link to regional amenities such as the Louisville Loop and McNeely Park *Figure 3.8* illustrates conceptual connections for such a plan in Highview..

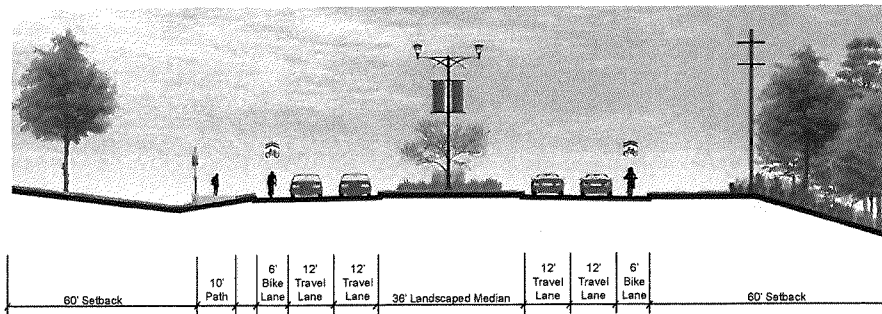
**CF5: Incorporate Streetscape Design Standards for key corridors/  
adopt Streetscape Master Plan**

Key corridors within Highview should be enhanced through streetscape design standards developed as part of a Streetscape Master Plan that help create unique character and sense of place. Streetscape design standards should be developed and applied to Downtown Highview (Fegenbush Lane, Outer Loop, and Beulah Church Road in the Town Center Form District), Fern Valley Road & Hurstbourne Parkway, and Outer Loop.

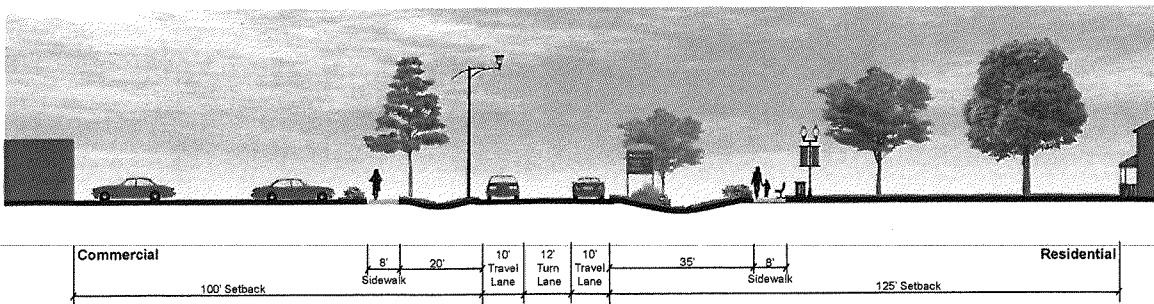
Final design standards should include:

- Pedestrian Crossings: Pedestrian crossings should be designed to maintain function and safety but with consideration of aesthetics through enhanced or decorative materials, such as pavers, stamped designs, etc.
- Sidewalk Treatments: Sidewalks should be large enough to accommodate all users and should be wider in higher pedestrian areas, such as Downtown Highview. The sidewalk materials in Downtown should also include upgraded materials, such as pavers or brick edging.

**Fern Valley Rd &  
Hurstbourne Parkway**



**Outer Loop**



*Figure 3.9 - The illustrations above represent proposed street section improvements for Fern Valley & Hurstbourne Pkwy and the Outer Loop.*

- **Pedestrian, Transit, & Bicycle Amenities:** Streetscapes should include access for vehicles, bicycles and pedestrians. In addition pedestrian amenities, such as benches or trash cans, should be incorporated where appropriate.
- **Landscaping:** Landscaping should be required along the identified corridors (and medians, if present) and may include street trees, tree grates, planters or other landscaping as appropriate.
- **Lighting:** Ornamental or decorative lighting should be used along the corridors identified. Light fixtures should be able to accommodate banners or other seasonal decorations.
- **Signal Poles:** Ornamental or decorative signal poles and arms should replace traditional signals.
- **Wayfinding & Corridor Signs:** Both vehicular and pedestrian-scaled signs should be incorporated into the streetscape. While signs must meet MUTCD standards, they should be enhanced with materials and colors on poles, bases, or other design elements.

The cross sections in *Figure 3.9 on the previous page* illustrate the design standards discussed above.

#### **CF6: Develop and Implement Gateway Treatments**

Gateway treatments at the I-265/Snyder interchanges and other major entrances should be developed to create a sense of place. The gateway design treatment can serve as a signature design element for the entire corridor as residents and visitors enter Highview. These gateway features should set the corridors apart from others in the surrounding community. A unifying theme, including similar materials, colors and shapes, should be developed for the entire community and be reflected in the gateways identified.

#### **CF7: Encourage Redevelopment of Former Big Box Sites in a Way that Establishes a More Compatible Scale/Pattern of Development**

Highview includes multiple sites of former “big box” developments that no longer function in the manner they were originally designed for. Redevelopment of these outdated, under-utilized and/or vacant properties should be encouraged. While the land uses for these sites should respond to current and future market influences as determined by a neighborhood market study, the scale and form of these redevelopments should respond to the neighborhood’s existing patterns of development where larger building footprints are replaced with more compatible scale structures; parking fields are placed behind or adjacent to structures or are constructed with more walkable depths, and; architectural design is consistent with the guidelines for neighborhood nodes as outlined in the Community Form recommendations.

**LU10: Establish a Highview Neighborhood Planning and Implementation Group to Preserve and Promote the Intent of this Plan**

The success of the Highview Neighborhood Plan will depend on the strength of the community to guide its implementation. A neighborhood based group should be established (or the role of an existing group expanded) to champion the plan by continuing to work with the various agencies/parties that will be responsible for implementing the plan recommendations. The makeup of the group should include representation from a broad cross section of Highview interest groups including neighborhoods, businesses, religious and social organizations.

**LU11: Develop a Master Plan for Highview Park**

Highview Park is one of the neighborhoods greatest assets. The park accommodates several programmed events along with heavy daily use. A master plan for the park is recommended to better organize the spaces and identify future program development, management, and set priorities for increase connectivity to nearby residential areas.

**LU12: Develop a network of Community Spaces**

Utilize vacant land, proposed development, and environmentally sensitive areas as potential sites to develop small to medium scale Community Spaces. These spaces can range from active to passive recreation, civic spaces such as plaza/performance space, or other public use appropriate for community interaction. Location of future Community Spaces should occur along primary roads and paths to promote connectivity.

**LU13: Outer Loop Industrial Down-Zoning**

7300 Outer Loop is a 1.3 acre parcel currently zoned M3 and maintained as a landscape related business. Potential M3 zoning parcels is not compatible with the surrounding uses is not consistent with the community vision for this section of the Outer Loop. Down-zoning to C1 would allow for more appropriate uses for the area.



# RECOMMENDATIONS:

## MOBILITY

### **M1: Study Fegenbush/Vaughn Mill intersection design to create a gateway and improve safety**

The Kentucky Transportation Cabinet plans a road improvement project to widen Fegenbush Lane from 2 to 3 lanes from Poplar Level Road to Beulah Church Road (KIPDA ID 357). The project is designed to improve roadway geometrics and provide a center turn lane to improve safety and reduce congestion. This project presents opportunities to eliminate the awkward Fegenbush/Vaughn Mill intersection and to create a gateway into "Downtown Highview".

A cursory review of the intersection suggests that the intersection will not meet warrants for a traffic signal. The Kentucky Transportation Cabinet bases its decision on standards that measures the traffic volumes of the major street (street with higher traffic volumes) and the minor street (street with lower traffic volumes).

The recommended solution for this intersection is to consider the use of a roundabout. Roundabouts significantly reduce traffic accidents, eliminates idling times which results in improved air quality, is safer for pedestrians and children and can become an attractive gateway feature for the area as seen in *Figure 3.10*. An alternative solution is a reconfiguration of the intersection into a "T" intersection, but a "T" intersection will only improve sight distances. It will not improve traffic flow and cars turning left onto Fegenbush Lane from Vaughn Mill Road will still have difficulty finding safe gaps during heavy traffic periods.





*Figure 3.10 - The photo above represents a roundabout in a suburban setting that allows smooth traffic flow and clear pedestrian connectivity in Okemos, Michigan.*

**M2: Identify areas where excessive speeding and cut-through traffic threatens the safety of pedestrians and bicyclists in residential neighborhoods**

Many neighborhoods have roads that face excessive cut-through traffic and traffic with excessive speeds. In order to address these concerns, specific traffic problems and complaints should be documented. Roads that are likely to be eligible for traffic calming measures have the following characteristics: local roads with traffic volumes lower than 4000-5000 per day; two-lanes; and not a primary access to a commercial or non-residential use. There are several types of traffic calming solutions such as bump outs and speed bumps and humps.

**M3: Improve existing crosswalks to help pedestrians move safely through intersections and emphasize the presence of pedestrian**

*Figure 3.11* identifies locations where significant crosswalk enhancements are recommended. These locations have been selected because they are either in close proximity to destinations that attract pedestrians (schools and parks) or because they are intersections located in roads that are recommended to become a “Neighborhood Way”. See Mobility recommendation M6.

Enhanced crosswalks help direct pedestrians to the optimal location for crossing a road. At signalized locations, pedestrian crossing signals indicate when it is safe to cross the street for pedestrians. Enhanced crosswalk materials and markings that are visible to everyone, particularly at night should always be considered. Other treatments include raised crosswalk materials, crosswalk warning signs, can help reinforce the importance of a crosswalk and reduce vehicle speeds. In some cases, curb extensions and crossing islands may be used to protect pedestrians. Crosswalks markings must meet ADA requirements.

**M4: Work with TARC to prioritize locations and identify funds for enhancing Transit Stops**

*Figure 3.11* identifies locations where transit stops should be enhanced. These enhanced locations are located along the Outer Loop. The Councilperson should work with TARC, KYTC or Metro Public Works to prioritize the locations. The cost to enhance transit stops ranges from \$12,000 to \$15,000. Improvements typically include concrete pads, concrete curbs, shelters, benches and seating. The KIPDA Long-Range Plan, MOVE Louisville, and TARC are all recommending that transit service along Outer Loop be enhanced as a high capacity corridor (Route 43- Poplar Level). Improving transit stops and eliminating sidewalk gaps along Outer Loop will help the Highview area ready itself for enhanced, high capacity transit service.

**M5: Prioritize and implement sidewalk improvements to eliminate gaps and improve pedestrian safety**

Encouraging walking in any neighborhood requires sidewalks. The Highview area has a lot of sidewalks, but they are faced with gaps in the network. This plan recommends the following priorities for eliminating gaps in its sidewalk network

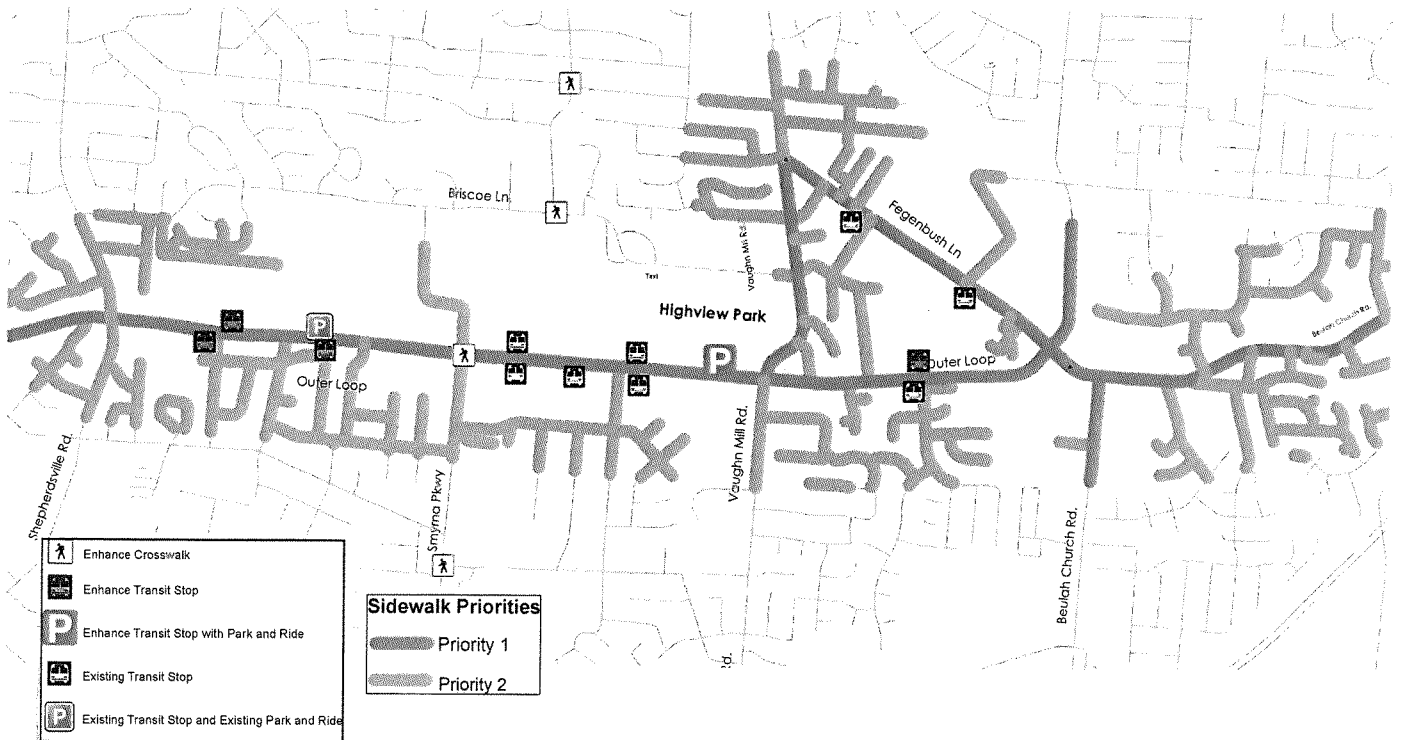


Figure 3.11 - The diagram above represents mobility related street enhancements, including crosswalks, transit stops, and priority sidewalks.

(See Figure 3.11):

Priority 1 – Town Center and Transit Corridor

- Both sides of Outer Loop in close proximity to Town Center
- Vaughn Mill Road (close to Highview Park and Town Center)
- South Watterson Trail

Priority 2 – Walksheds (pull-out quote – A walkshed is typically defined as areas within a ¼ mile walking distance from important destinations such as transit service, schools, parks, shopping, etc.)

- Within ¼ mile of proposed Move Louisville Multi-use Path and Proposed High level transit corridor (Outer Loop). Includes places such as schools, government facilities, business districts, and public transportation.

Priority 3 – All Others

- Balance of the residential streets as funds become available
- Along both sides of the street for all road improvement projects

**M6: Develop a network of neighborhood travelways that allow for residents to ride their bikes or go for walks, instead of simply driving through their neighborhoods.**

Figure 3.12 identifies areas where Neighborhood bikeways/walkways are





recommended in the Highview area. If designed correctly, these Neighborhood Travelways can serve as important connections to destinations such as transit, schools, and parks, but they can also promote healthy lifestyles by providing facilities for residents to walk and bike for exercise and recreational purposes. The proposed routes are located on roads that have sidewalks, are low traffic volume streets, and help connect the residents to and from the north and south of the proposed High Priority Regional Bikeway/Transit Corridor proposed by TARC and Move Louisville. There are several options for the design of these routes including the use of specialty pavement markings such as sharrow (include picture), signage, colored pavement, and other specialty treatments. The southern portion of the Highview planning area is located adjacent of the Louisville Loop project. The Louisville Loop is an estimated 100-mile trail system that is planned to encircle the city and link existing and new parks and neighborhoods. This plan recommends that a study be conducted to determine the best route and/or method for connecting the Highview planning area to the Louisville Loop project. Potential connections are shown in *Figure 3.12*. These routes are rural road cross-sections.

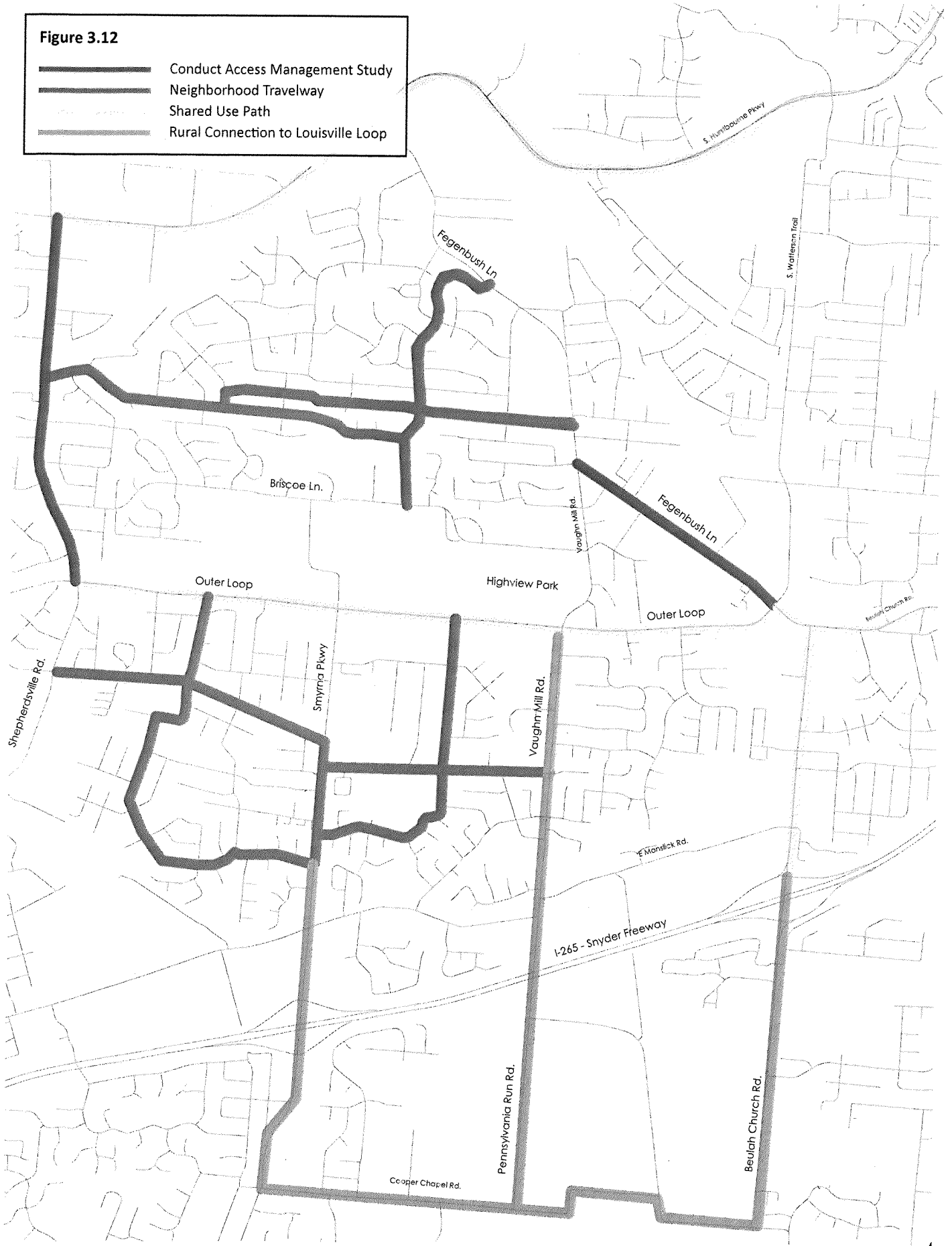
### **M7: Prepare Access Management Plans for Old Shepherdsville Road (from Fern Valley Road to Outer Loop) and Fegenbush Lane (Vaughn Mill Road to Outer Loop)**

There are two areas this plan has identified (*Figure 3.12*) as areas where access management should be addressed. Access management can be defined as a process or development of a program that ensures major arterials, intersections operate efficiently and safely while still providing access to abutting land uses. Commercial corridors that employ access management techniques (barrier medians, combined access points, etc.) carry greater volumes of traffic more safely. Access management reduces turning conflicts and hazard between vehicles and between vehicles and bicyclists and pedestrians.

1. Old Shepherdsville Road from Fern Valley Road to Outer Loop is an area that has an alarming number of accidents. This section of road is primarily residential, but it has numerous driveways. A cursory review of the roadway indicates that a barrier median might reduce the number of accidents. In addition, the median would provide an area where addition landscaping and other beautification techniques could included in the design.
2. Fegenbush Lane from Vaughn Mill Road to Outer Loop is a commercial corridor that would benefit from access management. This segment of roadway is included in the Fegenbush widening plan mentioned earlier. (Proposed to be widened from 2 to 3 lanes). The Kentucky Transportation Cabinet will address access management during the design phase of this project. It is important that the road cross-section recommendations of this plan are considered, especially since this section of Fegenbush is the recommended Town Center of Highview.

**Figure 3.12**

-  Conduct Access Management Study
-  Neighborhood Travelway
-  Shared Use Path
-  Rural Connection to Louisville Loop



**M8: Consider the feasibility of moving the existing Park and Ride to Government Center/Highview Park**

Park and Ride facilities are an important piece of the transportation network. It providing users access to those who live beyond a walkable/bikable distance to public transportation.

There is an existing Park and Ride TARC facility located at the Okolona Church of Christ. While this location fulfills a functional need, it's location could be improved. Moving the facility to a known public destination will provide users a safe, easy to find, and convenient location for public transportation. The Government Center/Highview Park would be the best candidate due to the existing parking lot, security provided by the police station, and the central location to businesses, residences, and public facilities along the busy #43 TARC route.

**M9: Encourage "Transit Ready" development along Outer Loop and Fegenbush Lane (in Town Center area) to support High Capacity Transit Routes planned by TARC**

High capacity transit routes recognize a fundamental shift in public transportation to become more efficient and provide communities sustainable transportation choices. To fully capitalize on the planned high capacity transit route, this plan encourages transit ready development along Outer Loop and Fegenbush Lane.

1. Consider density bonuses for developments that mix uses and provide for new employment opportunities in the appropriate locations.
2. Consider the character of Outer Loop such as:
  - Buildings facing the street;
  - Street trees, enhanced transit shelters;
  - Wider sidewalks;
  - Pedestrian connections to buildings that are shaded;
  - Bicycle parking facilities;
  - Parking at the rear of buildings



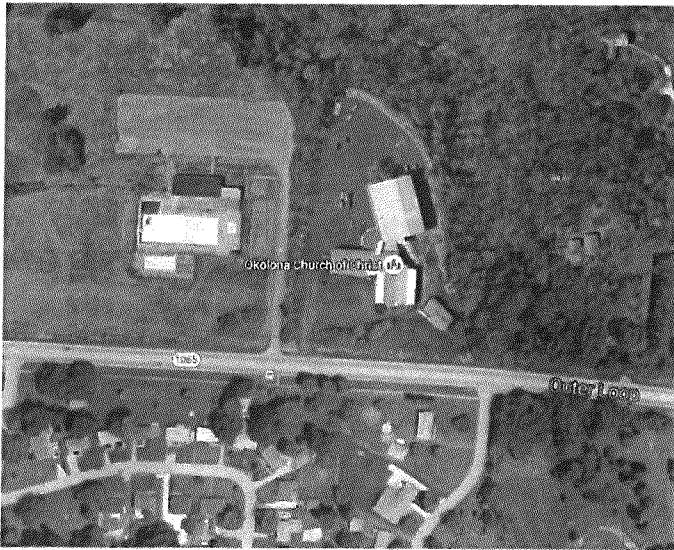


Figure 3.13 Existing Park and Ride location



Figure 3.14 Proposed Park and Ride location



Figure 3.15 Example of potential transit stop that could be incorporated into a Transit Ready Development at the Government Center



Figure 3.16 Example of potential transit stop along a high capacity transit route



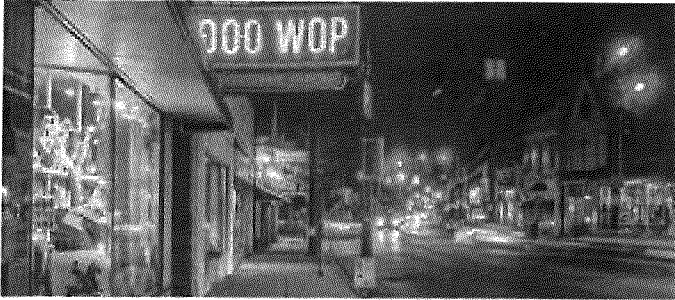
# SUSTAINABILITY PRINCIPLES:

## COMMUNITY, CORRIDOR AND AREA PLANS

In an attempt to better coordinate with the Sustain Louisville Plan, the Highview Planning Recommendations include overall sustainability principles as they relate to neighborhood and small area planning. While the neighborhood planning process does not traditionally call attention to specific sustainability objectives, neighborhood plans are inherently sustainable by promoting more thoughtful development patterns, walkability and multi-modal transportation options, and striving to preserve open space as an important community asset.

- S1 The plan promotes distinct, livable communities with high quality of place.**
- S2 The plan promotes economic vitality of the community, stimulates quality development and job creation, business development.**
- S3 The plan supports compact development/growth in urban and neighborhood centers and where infrastructure is adequate or planned to be improved.**
- S4 The plan promotes a range of housing opportunities and choices, including affordable housing options.**
- S5 The plan promotes the preservation of open space, greenways, natural resources, and critical environmental areas.**
- S6 The plan provides for a variety of transportation/mobility choices that promote efficient use of infrastructure.**
- S7 The plan encourages connected, walkable neighborhoods that promote healthy lifestyles.**
- S8 The plan supports and encourages community collaboration in development decisions**
- S9 The plan encourages accessibility to natural features and resources**
- S10 The plan addresses consensus environmental challenges including but not limited to: air quality, tree canopy, stormwater and flooding issues and water quality.**

**S** *On the following pages, sustainable implementation action items are indicated by the S within a circle.*



*S1 - Quality of Place*



*S2 - Economic Vitality/Job Opportunities*



*S3 - Compact Development Growth*



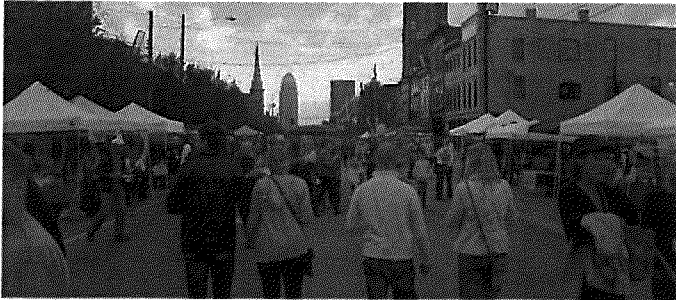
*S4 - Mix of Housing Types and Affordability*



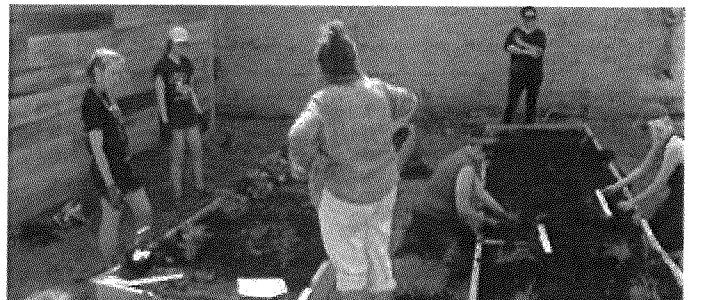
*S5 - Preservation/Promotion of Open Space Systems*



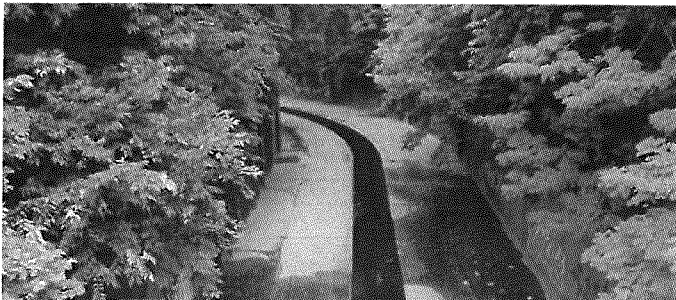
*S6 - Mobility Options*



*S7 - Walkable Communities*



*S8 - Community Collaboration*



*S9 - Accessibility to Natural Features*



*S10 - Address Environmental challenges*

# IMPLEMENTATION:

## LAND USE

**Short: < 1 year; Medium: 1-3 years; Long: >3 years**

The Land Use recommendations represent a series of strategic moves that include policy updates, Form District boundary revisions, additional detailed study for components such as the Greenway Master Plan and others that need project identification as a first implementation step, and finally community activation through further empowering the Highview Business Association.

The following Land Use recommendations are intended to help balance new growth in the area's neighborhoods and business districts, by strengthening the character and function of each, while ensuring appropriate edges and transitions.

Cornerstone 2020, Metro Louisville's comprehensive plan for growth and development, introduced the concept of Form Districts as a tool for categorizing land use based on its physical form. While zoning districts control land uses and densities allowed within a given area, Form Districts prescribe the physical standards, including building placement, scale, and massing that set the character or pattern of development for an area. Many of the land use recommendations contained in the Highview Plan address current and future Form Districts.

LU	Recommendation	Partner	Category	Timeframe
S LU1	Revise Town Center Form District Boundaries	Planning and Design	Cornerstone 2020/LDC	Short
S LU2	Establish a network of strategic Neighborhood Activity Centers/ Nodes	Advanced Planning, Planning and Design	Policy/Programmatic	Short-Medium
LU3	Revise Suburban Workplace Form District Boundary and limit future industrial uses to that district	Louisville Metro Planning and Design	Cornerstone 2020/LDC	Short
LU4	Replace Suburban Marketplace Corridor Form District with Neighborhood Form District	Louisville Metro Planning and Design	Cornerstone 2020/LDC	Short
LU5	Conduct a Market Study for the Town Center, Neighborhood Activity Centers/Nodes & large vacant or underutilized properties	Metro Council and Economic Development	Policy/Programmatic	Short
S LU6	Limit future commercial zoning to within the Town Center and Neighborhood Activity Centers/Nodes	Planning and Design, Advanced Planning, Metro Council	Policy/Programmatic	Short
LU7	Limit multifamily residential to within or immediately adjacent to the Town Center and Neighborhood Activity Centers/ Nodes	Planning and Design, Advanced Planning, Metro Council	Policy/Programmatic	Ongoing
S LU8	Encourage enhanced conservation subdivision development south of I-265 corridor	Planning and Design, Advanced Planning, Metro Council	Policy/Programmatic	Ongoing
S LU9	Develop a Highview Greenway Master Plan	Louisville Metro Parks; Public Works	Policy/Programmatic	Medium
LU10	Establish a Highview Neighborhood Planning & Implementation Group to preserve and promote the intent of this plan	Councilman Peden, Highview Business Association	Policy/Programmatic	Ongoing
S LU11	Develop a Master Plan for Highview Park	Councilman Peden, Louisville Metro Parks	Policy/Programmatic	Medium
S LU12	Develop a network of Community Spaces	Louisville Metro Parks; Councilman Peden's office	Policy/Programmatic	Medium
LU13	Outer Loop Down-Zoning	Louisville Metro Planning and Design	Cornerstone 2020/LDC	Short

# IMPLEMENTATION:

## *COMMUNITY FORM*

**Short: < 1 year; Medium: 1-3 years; Long: >3 years**

The Community Form recommendations represent a series of opportunities to empower the Highview Neighborhood to impact growth by developing a framework of standards based on community input. These standards relate directly to the physical results of continued growth within the community and focuses on strategically growing specific uses in specific locations with physical characteristics that the community has identified as desirable.

The following Community Form recommendations include a number of recommendations that will require further analysis in order to fully develop these standards and put them into action as policy.

Cornerstone 2020, Metro Louisville's comprehensive plan for growth and development, introduced the concept of Form Districts as a tool for categorizing land use based on its physical form. While zoning districts control land uses and densities allowed within a given area, Form Districts prescribe the physical standards, including building placement, scale, and massing that set the character or pattern of development for an area. Many of the land use recommendations contained in the Highview Plan address current and future Form Districts.

CF	Recommendation	Partner	Category	Timeframe
	<b>CF1</b> Adopt a Plan Development District (PDD) that incorporates Town Center Architectural Design Standards and uses	Louisville Metro Planning and Design Louisville Plan Commission Developers	Work with Louisville Metro Planning to implement standards and change zoning regulations to allow compact/moderately intense uses.	Short-Medium
S	<b>CF2</b> Incorporate Design Principles for Neighborhood Activity Centers/Nodes (See Page 46)	Louisville Metro Planning and Design Louisville Plan Commission Advanced Planning - Develop Louisville Neighborhood Associations	Develop design standards through partnership with neighborhood associations. Implement and enforce standards through appropriate agencies.	On-Going
S	<b>CF3</b> Incorporate Design Principles for New Development/Redevelopment of Multi-Family Residential (See Page 50)	Louisville Metro Planning and Design Louisville Plan Commission Developers Neighborhood Associations	Work with Louisville Metro Planning to implement standards and change zoning regulations to allow compact/moderately intense uses.	Short-Medium
S	<b>CF4</b> Seek to Enhance Design Guidelines for Conservation Subdivision Through Revising Enhanced Standards Citywide.	Louisville Metro Planning and Design Louisville Plan Commission Developers	Work with appropriate agencies to create strict guidelines and implement the policy/program.	On-Going
S	<b>CF5</b> Incorporate Streetscape Design Standards for key corridors/ adopt Streetscape Master Plan	Louisville Metro Planning and Design Metro Public Works Metro Council	Work with appropriate agencies to design and secure funds for the enhancement of streetscape corridors.	Medium
	<b>CF6</b> Develop & Implement Gateway Treatments	Louisville Metro Planning and Design Louisville Plan Commission Metro Public Works Highview Stakeholders	Work with Louisville Metro Planning and Design to plan and secure funds.	Medium
S	<b>CF7</b> Encourage Redevelopment of Former Big Box Sites in a Way that Establishes a More Compatible Scale/Pattern of Development	Louisville Metro Planning and Design Louisville Plan Commission Advanced Planning - Develop Louisville Highview Business Association Developers	Complete a study to focus on strategies that consider current market influences. Work with Louisville Metro to implement design standards.	Medium

# IMPLEMENTATION:

## *MOBILITY*

**Short: < 1 year; Medium: 1-3 years; Long: >3 years**

The Mobility recommendations represent a series of opportunities better connect a historically auto oriented community through increased and improved connections for safe travel for pedestrians, bicycles, and by public transportation.

The following recommendations focus on Mobility as both a way to improve safety, sustainability and quality of place through re-framing the public space system throughout Highview.



M	Recommendation	Partner	Category	Timeframe
S M1	Study Fegenbush/Vaughn Mill intersection design to create a gateway and improve safety	Kentucky Transportation Cabinet Metro Public Works Highview Stakeholders Metro Council	Funding/Programmatic	Short-Medium
S M2	Identify areas where excessive speeding and cut-through traffic threatens the safety of pedestrians and bicyclists in residential neighborhoods	Highview Stakeholders Louisville Metro Police Department of Advanced Planning	Policy/Programmatic	Short
S M3	Improve existing crosswalks to help pedestrians move safely through intersections and emphasize the presence of pedestrian	Metro Public Works Metro Council	Policy/Programmatic	Short-Medium
S M4	Work with TARC to prioritize locations and identify funds for enhancing Transit Stops	Metro Council	Policy/Programmatic	Short
S M5	Prioritize and implement sidewalk improvements to eliminate gaps and improve pedestrian safety	Highview Stakeholders	Policy/Programmatic	Short-Medium
S M6	Develop a network of neighborhood travelways that allow for residents to ride their bikes or go for walks, instead of simply driving through their neighborhoods.	Highview Stakeholders Metro Council	Policy/Programmatic	Short-Medium
M7	Prepare Access Management Plans for Old Shepherdsville Road (from Fern Valley Road to Outer Loop) and Fegenbush Lane (Vaughn Mill Road to Outer Loop)	Metro Public Works	Policy/Programmatic	Short-Medium
M8	Consider the feasibility of moving the existing Park and Ride to Government Center/Highview Park	Metro Council Advanced Planning Metro Parks	Policy/Programmatic	Short-Medium
S M9	Encourage Transit Ready development along Outer Loop and Fegenbush Lane (in Town Center area) to support High Capacity Transit Routes planned by TARC	Louisville Metro Planning and Design Department of Advanced Planning Development Community/Private Sector	Cornerstone 2020/LDC	Short-Medium

