



OFFICE OF PLANNING & DESIGN SERVICES
DEVELOP LOUISVILLE
LOUISVILLE, KENTUCKY

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February 21, 2018

Subject: Advisory Committee Recommended Goals, Objectives and Policies for the
Comprehensive Plan Update ("Forward 2040")

Dear Planning Committee Members,

On behalf of the Comprehensive Plan Advisory Committee, please accept our recommended goals, objectives and policies for the Comprehensive Plan update, "Forward 2040," for your review and consideration. The provisions build on the success of Cornerstone 2020 and are informed by more recent planning initiatives including Vision Louisville, MOVE Louisville, Sustain Louisville, and Healthy Louisville 2020.

The updated plan, which will have a horizon of 2040, is designed with a combination of interrelated principles and elements. The principles are Connectivity, Healthy, Authenticity, Sustainability and Equity (CHASE). The elements, which provide the goals, objectives and policies that further the principles, include Community Facilities, Community Form (land use), Housing, Livability & Environment, Marketplace (economic development), and Mobility (transportation).

Members of the Advisory Committee represented various agencies, organizations and interests of the Louisville Metro community. Established by Mayor Greg Fischer, the Advisory Committee was created to review the efforts of six Work Groups, each of which was focused on an element and open to any member of the community to participate. A broad and inclusive public engagement process was conducted to obtain input on the update to ensure that it appropriately reflects the community's vision for the future growth and development of Louisville Metro over the next 20 years. In total, over 6,000 attendees participated in over 160 public meetings and events held throughout the community.

With a single exception, the goals, objectives and policies were individually considered by the Committee and agreed upon by consensus. For the exception (a policy which pertained to traffic studies and air quality), a vote was taken by the Advisory Committee to indicate the preferred option (see Livability Goal 1, Policy 30).

Thank you for your service in the community and your participation will contribute significantly to the success of this effort.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cliff Ashburner".

Cliff Ashburner
Advisory Committee, Co-Chair

A handwritten signature in blue ink, appearing to read "Cathe Dykstra".

Cathe Dykstra
Advisory Committee, Co-Chair

LOUISVILLE FORWARD

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COMMUNITY FACILITIES

Community Facilities Goal 1: Ensure community facilities are accessible.

- A. Multi-modal access to recreational, educational, health, cultural and leisure facilities and programs is promoted for all citizens.**
- B. A network of community facilities is provided that meets neighborhood needs throughout Louisville Metro.**
- C. Measures to promote sustainability, safety and security are integrated into community facility design and management operations.**

Development Policies:

- 1. Locate community facilities that have a large daily or periodic attendance of users on or near an arterial roadway and a transit route.
- 2. Design community facilities intended for public use so that they are accessible to all citizens with multi-modal transportation options.
- 3. Provide secure, convenient and appropriate bicycle storage opportunities in community facilities that are open to the public.

Programmatic Policies:

- 4. Promote interpretive and educational programs and facilities within the parks and open space system to foster an understanding of natural resources and processes.
- 5. Establish a comprehensive, coordinated bicycle and pedestrian system connecting parks, greenways, and recreational facilities.
- 6. Increase public awareness and utilization of available recreational resources.

Development/Programmatic Policies:

- 7. Expand quality internet and computer access to underserved areas.
- 8. Connect new and existing parks and open spaces around Louisville Metro with accessible trails and greenways where possible.

Community Facilities Goal 2: Plan for community facilities to improve quality of life and meet anticipated growth.

- A. Land use policies guide the location, type and design of community facilities in Louisville Metro.**
- B. A system of well-maintained community facilities is provided which meets the current and anticipated needs of Louisville Metro citizens.**
- C. Co-location of community facilities is promoted to meet the needs of the community, optimize efficiency and avoid duplication of service.**
- D. Land use policies provide adequate infrastructure and community facilities exist or are planned for proposed development.**
- E. Environmentally sensitive management practices are encouraged for all community facilities.**
- F. Critical community facilities should be located outside the floodplain and consider future flood risks.**
- G. Community facility planning and decision making focuses on long-term maintenance and positive neighborhood impact.**
- H. All affected members of the community receive adequate notification and are able to participate in planning community facilities.**
- I. The use of health impact assessments is encouraged when planning community facilities.**

Development Policies:

- 1. Locate development in areas served by existing utilities or capable of being served by public or private utility extensions.
- 2. Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes. Locate only very low density land uses on sites that use on-lot sewage disposal systems or on a private supply of potable water.
- 3. Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams as determined by MSD.
- 4. Locate or expand community facilities in areas with a demonstrated or anticipated need for the facility, to avoid duplication of services, and to provide convenient access to the area that the facility is intended to serve.
- 5. Locate, where possible, community facilities on a shared site with other compatible facilities and land uses.

Programmatic Policies:

- 6. Promote improved maintenance of community facilities, especially those intended for public access, through a sustainable funding source.
- 7. Work with appropriate organizations to promote and market the services and exhibits of community facilities and events.
- 8. Encourage public participation in the development review process of community facilities.

Development/Programmatic Policies:

- 9. Provide for necessary infrastructure and ensure that carrying-capacity of the land is adequate for proposed development.
- 10. Restrict the siting of critical facilities, as well as those facilities which store or utilize hazardous waste or materials, to locations outside the floodplain.
- 11. Maintain and improve high quality public parks, recreational facilities, public golf courses and swimming pools, greenway trails, and the Olmsted park system.
- 12. Encourage green infrastructure as part of community facilities and public infrastructure projects, and create a model to assess green infrastructure impacts.
- 13. Promote open spaces and recreation areas along the Ohio River and other waterways.
- 14. Encourage the use of vacant lots as small parks and community gardens.

Community Facilities Goal 3: Design community facilities to be resilient and compatible with the surrounding neighborhood.

- A. The location, design, scale and intensity of community facilities enhance the character of neighborhoods.**
- B. Community facilities and utility infrastructure are designed to be sustainable and managed to conserve energy and reduce waste.**
- C. Infill sites are considered when selecting locations for community facilities.**
- D. Community facilities and utilities intended for public access are designed to be welcoming.**

Development Policies:

1. Review the location and design of new community facilities, as well as major expansions to existing community facilities, to ensure compatibility with the immediate vicinity and any surrounding neighborhood.
2. Design community facilities within residential areas so that they will not detract from the residential character of the immediate neighborhood. Mitigation may be required to address issues such as signs, noise, lighting, traffic, parking, and odors.
3. Retain, maintain and reuse structurally sound community facilities that can continue to serve useful functions.
4. Ensure that there is sufficient area on-site for equipment maneuvering and storage when necessary and feasible.

Programmatic Policies:

5. Promote environmentally responsible design and management policies for publicly owned land.
6. Integrate renewable energy systems such as solar panels and cool roofs into community facilities where feasible.
7. Incorporate and showcase public art in community facilities.
8. Include native plants, green space and green infrastructure in community facilities.
9. To encourage waste reduction and diversion, provide recycling and compost bins at community facilities and public buildings.

Development/Programmatic Policies:

10. Cultural and entertainment facilities of a regional nature, such as museums and civic centers, should be located in the vicinity of downtown; or may be located in convenient locations throughout the county as long as impacts to the surrounding neighborhoods are mitigated.
11. Utility Location:
 - Encourage underground utilities within common easements.
 - Discourage utility installations from creating nuisances for surrounding areas.
 - Locate large utility installations so that they have access to a major arterial road.
 - Design and locate utility easements to provide access for maintenance and repair and to minimize negative visual impacts.
 - Encourage the location of utility lines within the right of way so as to allow the planting of shade trees on both sides of the road.
12. Locate landfills for disposal of solid waste in areas which:
 - Are above the regulatory floodplain;
 - Have suitable underlying soils and geology to prevent pollution of groundwater and surface streams;
 - Are a sufficient distance above aquifers and the seasonal high water table;
 - Have soils in sufficient quantity to cover the refuse on-site or otherwise readily available;
 - Are an appropriate distance from any water producing wells;
 - Can be screened from public view;
 - Can be buffered from adjacent land uses to prevent associated nuisances and hazards, such as methane gas migration problems;
 - Are a safe distance from aircraft runway approaches if the landfill will create air navigation problems pursuant to Federal Aviation standards; and

- Have adequate access that will not route trucks through existing residential neighborhoods.
13. Emergency Services (Fire, Ambulance, Emergency Management and Police Stations):
- Emergency Services should be located on or very near arterial roadways and on two-way streets.
 - Emergency Services should be designed with equipment entrances regulated by traffic control signals, away from barriers that might delay direct emergency vehicle and apparatus access to the service area, such as at-grade railroad tracks and flood prone areas.
 - Ensure that noise and other nuisances that could disturb surrounding land uses are mitigated.
14. Parks and Recreation Areas:
- Parks and recreation areas should be located and designed in accordance with the approved Parks and Open Space Master Plan.
 - Evaluate parks and recreation areas for access from new and existing developments.
 - Design parks to be flexible and respond to adapting trends and demographics.
 - Conserve undisturbed natural areas in parks to preserve wildlife habitat.
 - Integrate measures to promote safety and security in park design and management operations.
 - Include benches and sitting areas in parks and recreation areas.
15. Schools:
- Schools should be located and designed with safe access for pedestrians, bicyclists, motorists and their passengers, with adequate buffering from nuisances detrimental to its operation, and to the extent possible, with active and passive recreational areas.
16. Hospitals and Healthcare Facilities:
- Hospitals should be located in highly accessible locations unless the services provided are complementary to or supportive of other hospital services.
 - Design of hospitals should ensure that emergency entrances, if needed, are safe and separate from other vehicular and pedestrian entrances and on-site circulation routes.
 - Healthcare facilities and clinics should be located within or near office buildings, shopping areas, activity centers and other highly accessible locations, and in relation to the areas they are intended to serve.
17. Government Facilities:
- Government facilities that require extensive interagency communication should be located in the Louisville Central Business District.
 - Locate administrative offices that directly serve the public in convenient locations in activity centers throughout the county.
 - Locate government garage and storage facilities in areas suitable for warehousing and industry.
18. Libraries.
- Libraries should be located within or near public buildings, activity centers or other locations that are highly accessible to pedestrians, bicyclists, transit users and motorists.
 - Libraries should provide a range of community services and serve as community centers.
19. Antenna Towers for Cellular Telecommunications Services or Personal Communications Services.
- Cellular towers should be designed to minimize impact on the character of the general area concerned.
 - Cellular towers should be sited (in order from most preferred to least preferred): 1. highway rights-of-way except designated parkways; 2. existing utility towers; 3. commercial centers; 4. government buildings; 5. high-rise office structures; 6. high-rise residential structures.
 - Cellular towers should minimize the likely effects of the installation on nearby land uses and values.
 - Cellular towers should be designed to address compatibility issues such as co-location, mass, scale, siting, abandonment and removal of antenna tower structure.
 - Cellular towers should avoid environmentally sensitive lands, historic landmarks, and scenic byways, unless the applicant proves that no other reasonable site is available and the tower is designed to minimize impact.

COMMUNITY FORM

Community Form Goal 1: Guide form and design of development to respond to distinctive physical, historic and cultural qualities.

- A. Appropriate form districts guide development and enhance community form.
- B. The pattern and design of development are shaped by a preferred neighborhood character.
- C. Equitable patterns of growth and development are implemented to foster health and prosperity for all neighborhoods.
- D. Innovative development policies promote resilience and are responsive to existing and future trends.
- E. The community is engaged in the planning and development process.
- F. Infill development, revitalization and adaptive reuse are encouraged.

Development Policies:

A. Form District Policies:

1. *Creation of Form Districts.* Cornerstone 2020 identified 11 existing patterns or forms of development which are described in part B of this Policy. The legislative bodies with zoning authority shall continue to use these community form descriptions and the Community Form Core Graphic prepared by the Planning Commission as a guide to establish and maintain Form Districts. The Form Districts shall be used to make land use and site development decisions. Form districts shall be used in conjunction with zoning districts, special districts and other districts as described herein and in Chapter 100 of the Kentucky Revised Statutes. The Planning Commission and legislative bodies with zoning authority may establish additional form districts, zoning districts or other districts that are consistent with the goals, objectives and policies of Comprehensive Plan 2040 and that are authorized by KRS Chapter 100. Such districts shall be a part of the Land Development Code for the legislative bodies that establish them.
2. *Land Use.* Use the patterns of development described as community forms in reviewing proposals for zoning or form district changes and land development decision making. Develop guidelines and standards for the form districts, derived from the pattern, character and function of each form district. These guidelines shall provide the basis for site design regulations such as building scale, size, height and massing, as well as regulations pertaining to the relationship of proposed development to nearby buildings, the community, the street and the site.
 - a) Evaluate the appropriateness of a land development proposal in the context of:
 - the description, character and function of the form district designated for the area in which the subject site is located;
 - the intensity and density of the proposed land use or mixture of land uses;
 - the effect of the proposed development on the movement of people and goods; and
 - the compatibility of the proposed use or uses with surrounding uses including the relationship of the use, mass, scale, height, materials, building footprint, orientation, setback and design of the proposed building or buildings with that of surrounding buildings.
 - b) Evaluate the appropriateness of a form district amendment in the context of:
 - the description and function of the subject property's existing form district;
 - the description and function of the form district to which it is proposed the subject property should be attached;
 - the compatibility of any proposed development associated with the form district amendment with the character of the proposed form district; and,
 - the compatibility of the proposal with the existing building and uses on any contiguous land.
 - c) Zoning map amendments for property not located in or near a form district may be evaluated by identifying the following:

- any predominant community form in the vicinity of the proposed development;
 - the inherent physical attributes and constraints of the site;
 - any pattern or form of development that is appropriate for an area within a special district such as Floyds Fork, the Ohio River or the Jefferson Memorial Forest; and
 - any land use or pattern of development recommended in neighborhood, corridor or sub-area plans.
- d) Plans, studies and strategies legislatively developed subsequent to the adoption of Cornerstone 2020 supplements and represent the specific application of Comprehensive Plan 2040's goals, objectives and policies. These plans and studies should be adopted by the affected legislative body as amendments to the Comprehensive Plan. Specific recommendations found in plans and strategies adopted after Comprehensive Plan 2040 are intended to take precedence over more general guidelines of the Comprehensive Plan.
 - e) Plans, studies and strategies adopted subsequent to Cornerstone 2020 but prior to Comprehensive Plan 2040 may continue to represent specific application of Comprehensive Plan 2040, however, the Planning Director or their designee shall make a formal determination in cases where the plan has not been re-adopted by the affected legislative body.
 - f) Plans, studies and strategies adopted prior to the adoption of Cornerstone 2020 shall not be used as official policy until such plan is updated and re-adopted. However, such plans, studies and strategies may be used for planning evidence if no update has been completed or adopted.
 - g) Develop neighborhood, sub-area, corridor plans and strategies consistent with the goals and objectives of Comprehensive Plan 2040. Modify the Neighborhood Plan ordinance to improve the planning process, including consideration of using data-driven approaches to determine need for new plans, using boundaries of recognized neighborhoods and planning areas and a regular schedule for review and update of plans to be responsive to changing community needs.
 - h) In areas of the community that have not implemented Form Districts as part of a Land Development Code, the existing zoning regulations will continue to apply. The Planning Commission and legislative body shall evaluate proposed zoning map amendments based on the degree to which the proposed map amendment agrees with the goals, objectives and policies of Comprehensive Plan 2040. The policies of Comprehensive Plan 2040 provide that the patterns of development described and characterized as the Community Forms will be identified and used in the zoning map amendment.
3. *Additional Form Districts.* Legislative bodies may also create new form districts by adopting in the manner provided by law for the amendment of the Land Development Code, an ordinance which states: (i) the policy reasons for the creation of the form district, (ii) the description, character and function of the form district, (iii) why one or more existing form districts of similar description and/or character are not adequate to meet the policy reasons for which the new form district is created and (iv) the name of the new form district.

Allow for the establishment of new and innovative form districts to guide development, preserve natural resources and enhance the respective character of the Floyds Fork area, the Jefferson Memorial Forest and the Ohio River corridor. Any such new form areas shall be described and geographically-defined within a plan that is adopted as an amendment to Comprehensive Plan 2040.

B. Description of the Community Forms.

1. *Downtown:* This form is characterized by its location near the center of the population it serves. The Downtown Form is comprised of predominantly office, commercial, civic, medical, high-density residential and cultural land uses. It has a grid pattern of streets designed to accommodate a large volume of vehicular traffic and public transportation. There are provisions for on-street and long-term parking of vehicles and for substantial pedestrian and non-vehicular movement within the district. Buildings are generally the greatest in volume and height in the metropolitan area, and there is public open space including plazas and squares. The Downtown Form should give identity to the whole community and should provide for a mixture of high density and intensity uses. Unlike the other community forms, the Downtown is already a geographically defined area that is described by Louisville Metro Codified Ordinance and in the Louisville Downtown Development Plan. The Downtown Development Plan also recognizes that Downtown consists of five neighborhoods and the Ohio River waterfront and describes those

neighborhoods and connections to the river. The Downtown Development Plan and its successors are to be used as official planning evidence guiding land use decisions in the Downtown.

2. ***Traditional Neighborhood:*** This form is characterized by predominantly residential uses, by a grid pattern of streets with sidewalks and often including alleys. Residential lots are predominantly narrow and often deep, but the neighborhood may contain sections of larger estate lots, and also sections of lots on which appropriately integrated higher density residential uses may be located. The higher density uses are encouraged to be located in centers or near parks and open spaces having sufficient carrying capacity. There is usually a significant range of housing opportunities, including multi-family dwellings. Traditional neighborhoods often have and are encouraged to have a significant proportion of public open space such as parks or greenways, and may contain civic uses as well as appropriately located and integrated neighborhood centers with a mixture of mostly neighborhood-serving land uses such as offices, shops, restaurants and services. Although many existing traditional neighborhoods are fifty to one hundred twenty years old, the Traditional Neighborhood Form may be used when establishing new developments and redevelopments. Revitalization and reinforcement of the Traditional Neighborhood Form will require particular emphasis on (a) preservation and renovation of existing buildings in stable neighborhoods (if the building design is consistent with the predominant building design in those neighborhoods), (b) in the case of new developments or redevelopments using traditional building scales and site layouts, (c) the preservation of the existing or establishing a new grid pattern of streets and alleys, (d) preservation of or creation of new public open spaces.
3. ***Neighborhood:*** The Neighborhood Form is characterized by predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape and neighborhood areas. High-density uses will be limited in scope to minor or major arterials and to areas that have limited impact on the low to moderate density residential areas.

The Neighborhood Form will contain diverse housing types in order to provide housing choice for differing ages and incomes. New neighborhoods are encouraged to incorporate these different housing types within a neighborhood as long as the different types are designed to be compatible with nearby land uses. These types may include, but not be limited to large lot single family developments with cul-de-sacs, traditional neighborhoods with short blocks or walkways in the middle of long blocks to connect with other streets, villages and zero-lot line neighborhoods with open space, and high density multi-family housing.

The Neighborhood Form may contain open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services. These neighborhood centers should be at a scale that is appropriate for nearby neighborhoods. The Neighborhood Form should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycles and transit.

Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to support physical activity for all users and invite human interaction. Streets are connected and easily accessible to each other, using design elements such as short blocks or bike/walkways in the middle of long blocks to connect with other streets. Examples of design elements that encourage this interaction include narrow street widths, street trees, sidewalks, shaded seating/gathering areas and bus stops. Placement of utilities should permit the planting of shade trees along both sides of the streets.

4. ***Village:*** Village Form is characterized by predominately residential uses where the pattern of development is distinguished by open space such as parks, greenways, and farmland protected by conservation easements. The Village Form should have a small-scale village center with a mixture of uses such as offices, shops, restaurants, services and a diversity of housing types that may be higher in density than the rest of the district. The village center may be arranged around a village green. Low-density residential uses interspersed with open space may be encouraged at the edge of the Village. Village Form should be designed to encourage pedestrian, bicycle and transit use.
5. ***Town Center:*** The Town Center is a traditional and preferred form, larger in scale than the neighborhood center, which forms a focal point of activity. The Town Center has an identifiable core and is often located at a historic

crossroads or the intersection of a major thoroughfare(s) and a collector roadway with connections to surrounding neighborhoods through walkways, local streets and residential collector streets. The amount of floor space in town centers is usually between 100,000 and 400,000 square feet reflecting a market area designed to serve a population of between 25,000 and 75,000.

The Town Center form typically has a compact mixture of moderately intense uses including shopping, restaurants, offices and residences. In its most traditional form, the Town Center ordinarily includes civic uses, such as libraries, government offices, police or fire stations and religious facilities. The presence of small-scale civic open space is a common but not essential feature. Buildings are generally close to and oriented toward the street. These characteristics strengthen the role of the Town Center as a community focal point.

The Town Center should have a high level of pedestrian, roadway, transit and bicycle access, a connected street pattern, shared parking and pedestrian amenities. More intense uses in the town center are located in close proximity to the major thoroughfare, and the intensity of use gradually declines toward the adjacent neighborhoods.

Town Centers are easily disrupted by new forms of development. Therefore the harmony and compatibility of infill and redevelopment in town centers should receive special attention. The establishment of new town centers requires a high level of planning and design. The Comprehensive Plan envisions the preservation and enhancement of those town centers that already exist and encourages creation of new town centers that are in keeping with the goals, objectives and policies.

6. *Regional Centers:* A Regional Center is a development form that typically contains a mixture of high intensity uses including regional shopping, office, services, entertainment facilities and medium to high-density residential uses. Such Regional Centers may include a variety of stores under one roof, or may consist of freestanding structures. The amount of floor space in regional centers usually exceeds 400,000 square feet, reflecting a market area designed to serve a population of at least 100,000. Redevelopment and infill development are encouraged.

Integration of civic uses such as branch libraries, community centers or government offices is encouraged, and can strengthen the identity and success of the center. Regional Centers are most appropriately located on or near major arterials, state or interstate highways. Development in Regional Centers should be compact and provide for site accessibility through all means of transportation. A high level of transit access is desirable and Regional Centers should serve as focal points for transit from homes and workplaces. A wide mix of uses including high density residential should be promoted to encourage the creation of transit nodes. Connectivity and the capacity to handle traffic should be addressed through unified access and circulation. The site plan should encourage pedestrian activity within the Regional Center with human-scale design and by providing pedestrian amenities and pedestrian connectivity among buildings.

Landscaping, building design and unified signs in the Regional Center give character to the development, defines and reinforces identity and provides a human scale. A center may include several internal focal points. Several uses sharing a building may have separate entrances and the design of the building facades may mimic a traditional marketplace corridor or “main street.” Parking in Regional Centers is provided on a shared basis to avoid excessive impervious areas, and the center is designed to encourage customers to visit several establishments without moving their vehicles.

Regional Center site design should provide screening of the parking lot and outbuildings as the site is viewed from the arterial roadway. The rear or loading area of buildings should be well screened from arterials, freeways and adjacent residential areas. Human safety or “crime prevention through environmental design” should be a factor in the design of regional centers.

7. *Traditional Marketplace Corridor:* The Traditional Marketplace Corridor is a form found along a major roadway where the pattern of development is distinguished by a mixture of low to medium intensity uses such as neighborhood-serving shops, small specialty shops, restaurants, and services. These uses frequently have apartments or offices on the second story. Buildings generally have little or no setback, roughly uniform heights and a compatible building style. Buildings are oriented toward the street. Buildings typically have 2-4 stories. New

development and redevelopment should respect the predominant rhythm, massing and spacing of existing buildings. However, at certain nodes taller buildings and more intense uses may be appropriate and may facilitate the creation of transit nodes.

There should be a connected street and alley system. New development should maintain the grid pattern and typical block size. Development density and intensity should support existing and future transit operations. If parking is provided, it should be either on-street or in lots at the rear of buildings. Consideration for elimination of parking minimums may be appropriate in certain locations. New development should respect this pattern. Flexible and shared parking arrangements are encouraged. A street capable of permitting on-street parking is usually necessary. Wide sidewalks, street furniture and shade trees should make a pedestrian friendly environment that invites shoppers to make multiple shopping stops by walking, using bicycles or using transit. Providing access for pedestrians, transit and bicycle users is critical for the Traditional Market Place form.

Attention to discreet signs can also help make this a very desirable form. A premium should be placed on compatibility of the scale and architectural style and building materials of any proposed new development with nearby existing development within the corridor.

8. *Suburban Marketplace Corridors:* Suburban Marketplace Corridors are generally located along major roadways with well-defined beginning and ending points and established depths along the length of the corridor. The pattern of development is distinguished by a mixture of medium to high intensity uses. Accommodations for transit users, bicyclists and pedestrians are encouraged in an effort to attract a variety of users as well as to minimize automobile dependency and traffic congestion. Transit-oriented development and park and ride facilities are encouraged to facilitate the creation of transit nodes throughout the community. Connectivity to nearby uses should be encouraged. Developers should be encouraged to design new commercial development in compact groups of buildings, which use the same curb cut, share parking, have a common freestanding sign identifying the uses and have a common buffering or streetscape plan with respect to any abutting uses of lower density or intensity. This form may include medium to high-density residential uses that are designed to be compatible with both the non-residential uses along the corridor and the lower density residential uses in adjacent form districts. Medium density residential uses may serve as a transition area from lower to higher density residential uses and should be encouraged in this form.

Proposed new commercial uses are encouraged, to locate within the boundaries of existing corridors. Reuse of locations within existing corridors is preferred over expansion of a corridor. Proposals to expand defined corridors represent significant policy decisions. When considering proposals that result in an extension of suburban marketplace corridors, particular emphasis should be placed on: (a) use or reuse of land within existing corridors; (b) potential for disruption of established residential neighborhoods; and (c) compliance with the site and community design standards of the Land Development Code.

9. *Traditional Workplace:* A Traditional Workplace is a form characterized by predominantly small to medium scale industrial and employment uses. The streets are typically narrow, in a grid pattern and often have alleys. Buildings have little or no setback from the street. Traditional workplaces are often closely integrated with residential areas and allow a mixture of industrial, commercial and office uses. New housing opportunities should be allowed as well as civic and community uses.

Traditional workplaces should be served by public transportation. Because of the close proximity to residential areas, parking should be encouraged to be located mostly off-street and behind buildings. There should be adequate buffering of nearby neighbors from noise, odors, lighting and similar conditions.

In order to encourage reinvestment, rehabilitation and redevelopment in these areas, flexible and creative site design should be encouraged along with a respect for the traditional pattern of development in the surrounding area.

10. *Suburban Workplace:* A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban workplaces often contain a single

large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within suburban workplace form districts may need significant buffering from abutting uses.

11. *Campus*: Campus form districts typically contain a mixture of uses that are clustered for a single or predominant function, often of regional importance, such as a university, a hospital complex or an office development for corporate headquarters. A mixture of uses is encouraged and may include residential or commercial, but the uses primarily should serve the people whom work or live on the Campus. The form should be compact and walkable, with multiple buildings, central gathering areas, extensive open space, internal shared parking, private walkways and roadways, and shared utilities and signage. Some Campus form districts may need significant buffering from abutting uses. Campuses may include entry roads as part of an internal system of interconnected streets.

In addition to the aforementioned Community Forms identified by Cornerstone 2020, the following additional Community Forms are hereby recognized:

12. *Urban Center Neighborhood*: Urban Center Neighborhoods typically adjoin Louisville's Central Business District and serve as a transition from Downtown Louisville to the surrounding neighborhoods and commercial corridors. These areas consist of higher intensity uses and higher density mixed use buildings that accommodate retail, offices, row houses and apartments. It has a tight network of streets, with wide sidewalks, street trees and buildings set close to the sidewalks. Pedestrians, bicyclists and transit users should be prioritized in Urban Center Neighborhoods. To support street life and promote alternative forms of transportation, consider reducing or eliminating parking minimums in these areas.
13. *Conservation*: The Conservation Form District is characterized by its natural features and scenic landscapes. Historically, these districts are characterized by agricultural land, woods and fields, creeks and streams, riparian areas, wetlands, forests, wildlife habitat, parklands, steep slopes, floodplains, and dark skies. Future development in Conservation Form Districts should preserve natural and historical resources while providing opportunity for low-impact, sustainable and mixed-use development that include innovative housing varying in design, type, size and affordability. To conserve natural areas, innovative and clustered developments are encouraged and incentivized. Commercial and other nonresidential buildings that serve community, recreational or tourism needs are located near major roadways and/or recreational areas. Multi-modal transportation opportunities should be extended to the area, including connections to parks, recreational areas and residential areas to enhance connectivity. Innovative and environmentally-friendly methods of development, especially in the areas of waste management, wastewater disposal, stormwater runoff and energy efficiency should be considered to enhance the character of the district and the health of the watershed.

Preserving open spaces, greenways, parks and recreational areas, natural vistas, working farms, tree canopy, air quality, watershed health, dark skies and wildlife habitat, while offering a variety of housing opportunities, are goals in the district.

Any Conservation Form District shall be described and geographically-defined within a plan that is adopted as an amendment to this comprehensive plan.

C. Design. Use form district pattern rather than zoning districts as a basis for site design standards such as lot dimensions, building scale, size, height, massing and materials as well as how buildings relate to other nearby buildings, the street, and the site itself. Design standards should reflect the special character of each form district. Design of new development and redevelopment should take into account use by persons with disabilities.

D. Form District Map. The distinct boundaries of the form districts, along with the zoning districts and special districts, are delineated on the Form District Map that is adopted as part of the Land Development Code. The general Community Form Core Graphic shall be adopted by the Planning Commission as evidence of the intended Community Form and shall

be considered in land use decisions by the Commission and legislative bodies. Once Form District boundaries are established by the legislative body, the Community Form Core Graphic shall be considered only in legislative body decisions related to form district boundary changes. To promote appropriate mix of Form Districts, consider both the existing and evolving neighborhood character when reviewing expansion of a Form District boundary. The Community Form Core Graphic will be updated no less than annually.

E. Compatibility

Design

1. New development and redevelopment should be compatible with the scale and site design of nearby existing development and with the desired pattern of development within the form district. Quality design and building materials should be promoted to enhance compatibility of development and redevelopment projects.
2. Allow a mixture of densities as long as their designs are compatible. Adjacent residential areas in different density categories may require actions to provide an appropriate transition between the areas. Examples include vegetative buffers, open spaces, landscaping and/or a transition of densities, site design, building heights, building design, materials and orientation that is compatible with those of nearby residences.
3. Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts may include, but not be limited to displacement of residents, loss of affordable housing units, traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the form district and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or nonresidential.
4. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity centers and other areas where demand and adequate infrastructure exists or is planned.
5. Encourage industries to locate in workplace form districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.
6. Ensure an appropriate transition between uses that are substantially different in scale and intensity or density of development. The transition may be achieved through methods such as landscaped buffer yards, vegetative berms, compatible building design and materials, height restrictions and setback requirements.
7. Mitigate the impacts caused when incompatible developments unavoidably occur adjacent to one another. Buffers should be used between uses that are substantially different in intensity or density. Buffers should be variable in design and may include landscaping, vegetative berms and/or walls and should address issues such as outdoor lighting, lights from automobiles, illuminated signs, loud noise, odors, smoke, automobile exhaust or other noxious smells, dust and dirt, litter, junk, outdoor storage, and visual nuisances. Residential uses that develop adjacent to agricultural land uses may be required to provide screening and buffering to protect both the farmer and homeowners.
8. Setbacks, lot dimensions and building heights should be compatible with those of nearby developments that meet form district guidelines.
9. Parking, loading and delivery areas located adjacent to residential areas should be designed to minimize adverse impacts from noise, lights, and other potential impacts. Ensure that parking, loading and delivery is adequate and convenient for motorists and does not negatively impact nearby residents or pedestrians. Parking and circulation areas adjacent to the street shall be screened or buffered. Use landscaping, trees, walls, colonnades or other design features to fill gaps along the street and sidewalk created by surface parking lots. Encourage the placement of parking lots and garage doors behind or beside the building rather than facing the street. The use of alleys for access to parking lots is encouraged, especially in Downtown Louisville, Urban Center Neighborhoods, Traditional Neighborhoods and Traditional Marketplace Corridors. Encourage elimination or reduction of parking minimums in areas readily accessible to transit routes.
10. Integrate parking garage facilities into their surroundings and provide an active inviting street-level appearance.
11. Ensure that signs are compatible with the form district pattern and contribute to the visual quality of their surroundings. Promote signs of a size and height adequate for effective communication and conducive to motor vehicle safety. Encourage signs that are integrated with or attached to structures wherever feasible; limit freestanding signs to monument style signs unless such design would unreasonably compromise sign effectiveness.

Give careful attention to signs in historic districts, parkways, scenic corridors, design review districts and other areas of special concern. For freestanding signs in multi-lot developments, minimize the number of signs by including signage for each establishment on the same support structure and encourage consistent design (size, style, and materials).

Environmental Considerations

12. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.
13. Consider impacts on human health, quality of life and the environment including prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when reviewing new developments and redevelopments. Special attention should be paid to air and water quality when residences, schools, parks or vulnerable populations will be impacted. Mitigate impacts to areas that are disproportionately affected.
14. Mitigate adverse impacts of traffic from proposed development on nearby existing communities.
15. Mitigate adverse impacts of noise from proposed development on existing communities.
16. Mitigate adverse impacts of lighting from proposed development on nearby properties, and on the night sky.
17. Mitigate adverse visual intrusions when there are impacts to residential areas, roadway corridors, and public spaces.
18. Require that industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills and quarries are sited to protect public health, safety and welfare and are located away from residential areas and population centers.
19. Require industrial development to store, handle and dispose of all hazardous materials in a safe and environmentally sound manner and to meet all air emissions and industrial and solid waste disposal standards and to prevent contamination of ground water and surface streams.
20. Mitigate adverse noise and lighting impacts and other nuisances of transportation facilities, services, and operations by considering site design solutions such as screening/buffering, greater distance separation, changes in elevation such as placing the facility below grade. Establish and enforce accepted standards to protect residential areas from adverse impacts of noise, lighting and other nuisances. Design transportation facilities, including rail lines and aviation facilities, to mitigate adverse noise, lighting and other nuisance impacts on residential uses.

Programmatic Policies:

21. Complete a land use analysis to identify current land available for development. Analyze land use to identify future need.
22. To encourage reinvestment in former redlined areas, as identified in *Redlining Louisville*, consider regulatory and other development incentives.
23. Review Land Development Code to ensure flexibility for use of urban agriculture to promote access to fresh food especially in areas known as food deserts as identified by the Louisville Metro Health Equity Report.

Development/Programmatic Policies:

24. Implement incentives for redevelopment of existing nodes and under-used properties accessible by transit. Consider density bonuses that increase overall yield, parking reductions, height bonuses and other regulatory incentives to support transit-oriented development.
25. Promote mixed use development especially when redevelopment of large office and retail centers are being redeveloped. Redevelopment of these sites may include residential uses and prioritize pedestrians, bicyclists and transit users to minimize automobile usage.

Community Form Goal 2: Encourage sustainable growth and density around mixed use centers and corridors.

- A. Centers and corridors, both existing and emerging, are promoted for investment.**
- B. Diverse land uses are encouraged to promote quality of place and walkability in all neighborhoods.**
- C. Higher density development is incentivized around appropriate infrastructure.**
- D. Safe mobility options strengthen connectivity around centers and corridors.**

Development Policies:

Location of Centers

1. Locate activity centers in appropriate areas in all form districts. Design and density should be compatible with desired form, adjacent uses, and existing and planned infrastructure.
2. Encourage development of non-residential and mixed uses in designated activity centers provided:
 - proposed uses, density and design are compatible with adjacent uses and meets Form District guidelines; or
 - when a proposed use requires a special location in or near a specific land use, transportation facility or when a use does not fit well into a compact center (e.g., car dealerships or lumberyards).
3. Allow centers in new development in Traditional Neighborhood, Neighborhood and Village Form Districts that serve the day-to-day needs of nearby residents and that are designed to minimize impacts on nearby residents.
4. Allow non-residential development within the Neighborhood, Traditional Neighborhood and Village Form Districts to occur only at locations with appropriate access and connectivity.

Mixed Uses

5. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population exists or is anticipated to support it.
6. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.
7. Encourage activity centers to include a mixture of compatible land uses in order to reduce traffic congestion by requiring fewer trips, support and enhance alternative modes of travel and encourage vitality and a sense of place.
8. Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.
9. Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.

Design

10. Outlot development will be encouraged in underutilized parking lots of existing development to promote utilization of existing infrastructure provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street level retail with residential units above.
11. Ensure appropriate placement, design and scale of centers in Traditional Neighborhood, Neighborhood and Village Form Districts to ensure compatibility with nearby residences.
12. Encourage large developments in activity centers to be compact, multipurpose centers designed with public spaces including green spaces and plazas with artistic amenities.
13. Encourage new neighborhoods, traditional neighborhoods and villages to be organized around a center that may contain neighborhood-serving shops, restaurants and services such as schools, libraries and places of worship and that has a public space such as a square or, green.
14. Encourage adjacent development sites to share entrance and parking facilities in order to reduce the number of curb cuts and the amount of surface parking.
15. Parking in activity centers should reflect the area's associated form district standards to balance safety, traffic, transit, pedestrian, environmental and aesthetic considerations.
16. Encourage activity centers to be easily accessible by bicycle, car, transit, and for pedestrians and people with disabilities. Large activity centers should be considered for designation as transit nodes.

17. Design and locate utility easements to provide access for maintenance and repair. Encourage adjacent development sites to share site and building features such as utility hookups and service entrances. Place, to the extent possible, utility lines in common easements. Minimize the aesthetic and physical impacts of utilities, e.g., by placing utilities underground and screening utility equipment.

Programmatic Policies:

18. To encourage development and redevelopment in certain locations, implement innovative practices for land use regulations, such as form-based coding and permissive zoning. Regularly review and update the Land Development Code to ensure best practices are followed.

Community Form Goal 3: Enhance neighborhoods by protecting and integrating open space, watersheds and other natural resources.

- A. Environmental impacts of development are diminished.
- B. Environmentally sensitive areas are preserved and/or enhanced.
- C. Open spaces are integrated into development, where appropriate.
- D. The built environment provides connections to parks, recreation and natural resources.

Development Policies:

Creation/Design

1. Encourage creation of common, usable and accessible open space in new residential development based on density, need for open space, size of development, and proximity to greenways through the use of regulatory incentives and other tools.
2. Open space should be designed to meet outdoor recreation, natural resource protection, aesthetic, cultural and educational or public, health and safety needs. Open space may also be associated with civic uses, managed for production of resources and designed to ensure compatibility between differing land uses.
3. Open space design should be compatible with the pattern of development in the form district.
4. Ensure that transitions between existing public parks and new development minimize impacts and provides access.
5. Provide access to greenways whenever possible.
6. Encourage open space that is created by new development to help meet the recreation needs of the community.

Conservation/Natural Features

7. Encourage natural features to be integrated within the prescribed pattern of development.
8. Conserve, restore and protect vital natural resource systems such as mature trees, steep slopes, streams and wetlands. Open spaces should be integrated with other design decisions to shape the pattern of development. Encourage the use of greenways as a way to connect neighborhoods. Encourage use of conservation subdivisions, conservation easements, transfer of development rights and other innovative methods to permanently protect open space. .
9. Encourage development that respects the natural features of the site through sensitive site design, avoids substantial changes to the topography and, minimizes property damage and environmental degradation resulting from disturbance of natural systems.
10. Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation.
11. Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the Goals and Objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way.
12. When reviewing proposed developments consider changes to flood-prone areas and other features vulnerable to natural disasters such as sinkholes and landslides. Ensure appropriate measures to protect health, safety and welfare of future users of the development.

Development/Programmatic Policies:

13. Provide for the continuing maintenance of common open space. Provisions may include joint ownership by all residents in a homeowners association, donation of open space or conservation easements to a land trust or government entity or other measures.

Community Form Goal 4: Promote and preserve the historic and archeological resources that contribute to our authenticity.

- A. Historic resources are evaluated and inventoried.**
- B. Revitalization is supported within historic neighborhoods.**
- C. Adaptive reuse of historic structures is promoted and incentivized.**

Development Policies:

1. Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, bulk, scale, architecture and placement when located within the impact area of such resources.
2. Encourage preservation of distinctive cultural features including landscapes, natural elements and built features.
3. Encourage preservation and/or adaptive reuse of historic sites listed on or eligible for the National Register of Historic Places and/or recognized by the Louisville Metro Landmarks Commission or other national, state or local government historic preservation agencies.

Programmatic Policies:

4. Develop a comprehensive program of financial and regulatory incentives to support preservation and rehabilitation of historic resources.
5. Survey and inventory historic and cultural resources to identify priority survey areas. Regularly evaluate and amend local ordinances, including the Landmarks Ordinance, and programs, as needed, to enhance protection of historic and cultural resources and ensure a clear, equitable, efficient and balanced process.
6. Promote Federal and State legislation that provides incentives and support for the rehabilitation and reuse of historic properties. Develop marketing and education materials to promote the value of historic preservation and to provide guidance on the available tools for the redevelopment of historic resources.

Development/Programmatic:

7. Develop standards and regulations for Special Districts to preserve sites that have designated natural and historic features and resources that are important to the community and ensure that new land uses do not have a negative impact when located next to such areas. Special Districts have previously been designated for the Floyds Fork Corridor, the Jefferson Memorial Forest and the Ohio River Corridor. Consider additional Special Districts for other areas of communitywide importance including Floyds Fork, historic properties, areas supporting the Louisville International Airport, the Jefferson Riverport and others. Establish, through a public process, standards for development that are specific to each area. Encourage techniques such as clustering, buffers, building height limits and setback requirements to protect the special features and scenic character of these areas.
8. Set local standards to ensure compliance with current State and federal statutes and regulations to protect against destruction of or encroachment upon significant archaeological sites.

Community Form Goal 5: Integrate art and cultivate creativity.

- A. Public spaces incorporate the arts as a fundamental component.
- B. Cultural districts and creative industries are supported by land use policies.
- C. Art is infused into the built environment throughout the community.

Programmatic Policies:

1. Establish standards and guidelines for creation of art and cultural districts. Identify potential locations for future art and cultural districts through the neighborhood planning process.
2. Establish guidelines for siting and installation of murals as public art.

Development/Programmatic Policies:

3. Promote integration of the arts in built environment through installation of public art in public and quasi-public spaces. Consider the use of regulatory incentives to locate arts in the built environment throughout Louisville Metro especially in underserved areas.
4. Review and revise regulations to ensure flexibility in locating artistic and creative industry use throughout Louisville Metro.

HOUSING

Housing Goal 1: Expand and ensure a diverse range of housing choices.

- A. Flexible zoning/design regulations encourage diverse housing options.
- B. Neighborhoods are able to grow while preserving their unique character.
- C. Energy-efficient development practices and resilient design features are encouraged.
- D. Varieties of housing types and densities are promoted.

Development Policies:

1. Encourage a variety of housing types including, but not limited to, detached and attached single family, multi-family, mixed use, zero lot line, average lot, cluster, and cohousing. Allow for accessory residential structures and apartments. Housing types should reflect the form district pattern.
2. Promote housing options and environments that support aging in place. Encourage housing for aging populations and people with disabilities to be located close to shopping and transit routes and, when possible, medical and other supportive facilities.
3. Develop a variety of housing types that meet the needs of all residents including an adequate supply of affordable housing and physically accessible housing.
4. Ensure that manufactured homes are compatible with the scale and character of the surrounding neighborhood. Manufactured homes must meet the most current U.S. Department of Housing and Urban Development Manufactured Home Construction and Safety Standards.
5. Ensure that appropriate safety measures are followed in the installation and siting of mobile homes and that mobile homes are compatible with the scale and character of the surrounding neighborhood.

Programmatic Policies:

6. Preserve, rehabilitate, and reuse existing housing stock where feasible. Support revitalization solutions to maintain existing housing stock in an effort to preserve sense of place and neighborhood vibrancy. Enhance programs and support regulations that facilitate the repair, maintenance, safety and improvement of housing in economically distressed neighborhoods.
7. Encourage inclusive communities, overcome disparities in access to Louisville Metro assets, and enhance housing choice for all residents throughout the Louisville Metro by coordinating plans and investments to affirmatively further fair and affordable housing.
8. Establish incentives and development programs to retrofit existing housing stock to improve energy efficiency.

Development/Programmatic Policies:

9. Increase flexibility of design and parking requirements to promote adaptive reuse and infill development.

Housing Goal 2: Facilitate the development of connected, mixed use neighborhoods.

- A. Residents have convenient and safe multi-modal access designed for users of all abilities to jobs, education and services.**
- B. Environmental and health impact risks are mitigated where residential uses adjoin higher intensity uses.**
- C. Walkable and accessible neighborhoods are promoted.**
- D. Housing is encouraged near existing and developing clusters of economic activity.**
- E. Infill development and adaptive re-use are promoted.**
- F. Universal access and proximity to parks, open space and recreational opportunities is prioritized.**

Development Policies:

1. Encourage inter-generational, mixed income and mixed use development that is connected to the neighborhood and surrounding area.
2. Locate housing within proximity to multi-modal transportation corridors providing safe and convenient access to employment opportunities, as well as within proximity to amenities providing neighborhood goods and services. Higher density, accessible residential uses should be located along transit corridors and in or near activity centers.
3. Encourage the inclusion of residential uses above retail and office uses in mixed-use, multi-story buildings. Provide flexibility to allow live-work units.

Programmatic Policies:

4. Adopt standards and regulations to encourage the use of vacant properties for new housing.
5. Provide flexibility in the Land Development Code for housing to adapt to changing climates, demographics and technology, including but not limited to building materials, design elements, and energy production and conservation methods.

Development/Programmatic Policies:

6. Ensure adequate access between employment centers and population centers.
7. Encourage development, redevelopment, and rehabilitation of housing in downtown, older and declining neighborhoods and older industrial areas that is consistent with the desired form district pattern.
8. Incentivize residential development surrounding nonresidential use or as a component of a mixed use development through flexible design and dimensional standards while maintaining appropriate transitions between incompatible uses.
9. Discourage new residential development near or within heavy industrial areas or near incompatible community facilities. In order to mitigate adverse impacts, programs that recondition existing housing in such heavy industrial areas with nuisance uses or near incompatible community facilities should be explored.

Housing Goal 3: Ensure long-term affordability and livable options in all neighborhoods.

- A. Redevelopment of vacant and underused properties for residential uses is encouraged.
- B. Adaptable design elements, including universal design, are promoted.
- C. Housing types are integrated into and designed to complement the surrounding neighborhood.
- D. Existing housing stock is maintained and improved.
- E. Energy-efficient practices are encouraged to reduce housing costs.

Development Policies:

1. Encourage provision of fair and affordable housing by providing a variety of ownership options and unit costs throughout Louisville Metro. Expand opportunities for people to live in quality, variably priced housing in locations of their choice by encouraging affordable and accessible housing in dispersed locations throughout Louisville Metro.
2. As neighborhoods evolve, discourage displacement of existing residents from their community.
3. Encourage the use of innovative methods such as clustering, mixed-use developments, cohousing, and accessory apartments to increase the production of fair and affordable housing.
4. Provide safe and affordable housing opportunities and related supportive services throughout Louisville Metro to serve the homeless population and those in need of housing, including but not limited to rent assistance, transitional housing, and shelters. Allow for supportive housing to be available for individuals entering or re-entering society upon their exit from residential care facilities, correctional facilities, foster care or similar institutions.
5. Promote and encourage the inclusion of design features that make housing safer and/or are known to help reduce crime (i.e. lighting, fences, front porches).

Programmatic Policies:

6. Incentivize the development of fair, affordable and accessible housing. Such incentives may include but not be limited to density bonuses for projects that include low/moderate income housing, waiving local fees as appropriate, and encouraging mixed-use projects that include appropriate housing components.
7. Provide incentives that allow for smaller lot sizes in single family residential zoning districts to increase opportunity and limit the burdens associated with housing costs.
8. Support affordable housing initiatives such as the Louisville Affordable Housing Trust Fund and Louisville CARES. Pursue a variety of sources and mechanisms including new financial and regulatory tools to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.
9. Perform and update a county-wide housing needs assessment to evaluate current housing conditions and markets.
10. Support programs that assist homeowners with housing costs such as mortgage and home improvement loans in formerly redlined neighborhoods.
11. Encourage neighborhood and community groups to provide resources to repair, maintain, improve and reuse distressed property in their communities.

Development/Programmatic Policies:

12. Encourage and incentivize developments with a residential component to provide affordable and accessible housing as part of their development plan.
13. Where needed, as determined by a housing needs assessment, consider regulations for certain residential developments that receive public funding or financial incentives to provide affordable and accessible housing.
14. Encourage energy-efficiency investments to reduce overall housing costs and increase long term affordability.

LIVABILITY & ENVIRONMENT

Livability Goal 1: Protect and enhance the natural environment and integrate it with the built environment as development occurs.

- A. Safe, accessible multi-use pathways and transit options are promoted to improve air quality and increase connections throughout the community.**
- B. Existing waterways are conserved, protected or improved to enhance water quality.**
- C. Parks, public outdoor spaces and public natural areas are preserved, enhanced and accessible to all.**
- D. Restoration of the tree canopy and integration of native species into the built environment are prioritized.**
- E. The distribution of public resources addresses inequities in environmental conditions.**

Development Policies:

Open Space/Natural Features

1. Encourage use of conservation subdivisions and other practices that conserve open space and natural features.
2. To encourage preservation of certain natural features, develop indices to aid in determining value of environmental features and identify appropriate measures to offset impacts of development.
3. Investigate the use of conservation easements to protect critical forest areas, wildlife habitat, water quality, agricultural land, scenic views, historic site, and recreational land.
4. Review opportunities to incentivize tree planting on private property including cost-share programs or stormwater fee credits.
5. Landscape Types and Plant Communities. Encourage development that recognizes and incorporates the unique characteristics of identified general landscape types and native plant communities (e.g., upland hardwood forest) throughout Louisville Metro.
6. Encourage the natural process of landscape succession by adding to and connecting a system of natural corridors that can provide habitat areas and allow for migration.
7. Ensure appropriate landscape design standards for different land uses within urbanized, suburban, and rural areas.

Water Quality

8. Enhance the quality of both water and streambanks to protect and preserve drinking water.
9. Encourage access to public waterways when new developments, community facilities, and other public improvements are proposed.
10. Mitigate negative development impacts to the watershed and its capacity to transport stormwater by discouraging changes to stream channels and natural drainage features. Use, where available, MSD watershed plans as a guideline for development suitability. Consider special districts to assist in efforts to enhance watersheds.
11. Protect solid blueline streams, defined by the current floodplain management ordinance, from channelization, stripping, relocation or other alterations. Ensure a vegetative buffer on the banks of blueline streams to protect the functional integrity of the channel.
12. Minimize impervious surface area and take advantage of soil saturation capacities.
13. Protect the surface and subsurface areas within and surrounding new and existing developments that have the potential to be used as sources for community water supply systems.
14. Include greenways as integral components of a comprehensive water quality program (consistent with the Multi-Objective Stream Corridor/Greenways Plan).
15. Ensure that standards for evaluating development proposals meet the water quality goals for the affected watershed. Encourage the use of green infrastructure to protect and enhance water quality.
16. Protect carbonate areas through standards that control the type, location, design and operation of activities posing potential threats to groundwater quality and karst features in carbonate areas.
17. Determine site susceptibility to erosion; identify the presence of on-site carbonate conditions and features that are vulnerable to site disturbance; identify the extent of existing groundwater use and the impacts of the project on

groundwater resources, flow patterns, and existing and proposed surface drainage. Then mitigate potential hazards to such systems resulting from the project.

18. Protect groundwater resources by controlling the types of activities that can occur within established Wellhead Protection Areas. Implement source control design standards for activities that pose potential threats, including septic system failure, to groundwater quality in these areas.
19. Establish buffer areas around lakes and streams to protect the riparian zone as a critical wildlife habitat and/or as a filter to catch waterborne pollutants from site construction activities, on-lot sewage disposal and stormwater runoff.
20. Establish riparian zones and enact regulations such as setback and vegetation conservation requirements.

Floodplain Management

21. Mitigate negative development impacts to the integrity of the regulatory floodplain by encouraging development patterns that minimize disturbance and consider the increased risk of more frequent flooding events.
22. Base floodplain management standards on a regulatory floodplain that reflects the full development potential of each watershed.
23. Ensure that provisions for compensatory storage, as defined by the current floodplain management ordinance, are met when proposals reduce the existing storage capacity of the floodplain.
24. Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events as well as limits, to the extent possible, floodplain disturbance.
25. Ensure that sufficient emergency vehicle access is provided for developments proposed in or through the floodplain. Access should be provided above flood levels or through other means to minimize potential hazards for any development that is proposed in or through the regulatory floodplain.

Stormwater Management

26. Ensure that drainage systems are designed to be capable of accommodating the runoff from development upstream, assuming a fully-developed watershed and an increased frequency of intense storm events.
27. Require that “through” drainage systems accommodate runoff based on a fully developed watershed and are calculated in a manner that is acceptable to MSD. Encourage, where feasible, that such systems take advantage of natural drainage features.
28. When development proposals increase runoff, provide onsite management and treatment of stormwater. Ensure that peak stormwater runoff rates or volumes after development are consistent with regional and watershed plans, if not, they are to be mitigated on-site. Encourage the use of green infrastructure practices to minimize runoff. Mitigation measures shall be implemented in a manner that is acceptable to MSD.
29. Utilize Best Management Practices (BMPs) to preserve or restore stream banks/corridors.
30. Use appropriate best management practices (BMPs) that account for varied site conditions and construction activities to maintain appropriate water quality levels, prevent erosion, and control sedimentation.

Air Quality

31. Consider the impact of traffic from proposed development on air quality.
32. Mitigate sources of pollution through measures that reduce traffic congestion, promote the use of multi-modal transportation options, and implement land use strategies and policies that encourage transit oriented development to achieve compliance with air quality standards.
33. Continue to modify existing roads, particularly at intersections, to alleviate traffic congestion and enhance mobility for all users. When making road-widening decisions ensure that road projects are sensitive to impacts on air quality and surrounding land uses as well as factor in the impact of such projects on induced travel demand.
34. Create incentives and modify regulations in order to improve air quality.

Vote taken by Advisory Committee on Policy 31

Preferred language shown (10 votes)

Proposed Work Group language -
Incorporate an analysis of traffic impacts from proposed development on air quality (0 votes)

Modified Work Group language -
Incorporate an analysis of traffic impacts from proposed development on air quality when a traffic impact study is required (8 votes)

35. Ensure critical connections are built and maintained in the pedestrian and bicycle networks including the development of sidewalks, bike lanes, shared use paths and walkways to promote the use of multi-modal transportation options.

Programmatic Policies:

36. Incentivize the usage of native species, including those that provide habitat for a wide variety of wildlife, in landscaping on public and private land to reflect best practices for planting and protection.
37. Allow for higher density incentives for developers who incorporate low impact and 'green' design concepts that increase tree planting, growth, and longevity.
38. Encourage parking lot greenspace and stormwater management standards that enhance the community wide tree canopy and minimize surface runoff.
39. Land use planning and development review processes should encourage a reduction in emissions of regulated pollutants and greenhouse gases by creating incentives and enhancing regulations that streamline the process for green development proposals.

Development/Programmatic Policies:

40. Prioritize the use of native species and creating complete ecosystems in the built environment, especially when using public funds. Encourage decreased mowing along our transportation corridors to allow more tree growth in appropriate locations.
41. Require tree preservation best management practices during land development and construction activities. Increase the Metro-wide tree canopy coverage toward 45% that is equitably distributed either by planting new tree or preserving existing trees.

Livability Goal 2: Ensure equitable health and safety outcomes for all.

- A. Neighborhoods have access to the resources necessary to maintain health and well-being, including healthy food, medical services and recreational opportunities.**
- B. All neighborhoods are provided equal environmental protection.**
- C. Community engagement ensures that citizens have the opportunity to be involved in efforts to create safe and healthy neighborhoods.**
- D. Efforts to keep neighborhoods clean and livable including litter removal, graffiti abatement, property maintenance enforcement and other similar programs are enhanced.**

Programmatic Policies:

1. Strengthen and expand programs that reduce the risk from environmental hazards in residential neighborhoods including lead removal and abatement.
2. Streamline the application and permitting process for the appropriate, context sensitive, adaptive re-use of vacant properties.
3. Identify areas lacking access to healthcare facilities and update the land development regulations and policies to encourage facilities to locate in these areas.
4. Establish baseline criteria for critical health and infrastructure. Provide visual impact assessments and equity reports for land use and community development planning to evaluate Louisville Metro programs and policies. Infrastructure to include access to food, health care, air quality, schools, and other social determinates of health.
5. Encourage collaboration between government agencies, businesses, neighborhood associations, faith-based organizations and other community organizations in the effort to prevent and remove graffiti and litter in the community.

Development/Programmatic Policies:

6. Enhance access to parks and open spaces to promote positive health outcomes throughout Louisville Metro.
7. Address issue of food deserts. Develop policies and programs that encourage full service grocery stores to locate in identified food deserts and support innovative efforts to provide access to fresh food, such as: urban agriculture, community gardens and farmers' markets. Encourage communities to use vacant lots for gardens to enhance access to fresh foods.
8. Encourage site design standards that incorporate elements intended to promote safe, healthy and accessible places.

Livability Goal 3: Ensure equitable access to resources, planning and policy-making resources.

- A. A variety of mechanisms enable diverse populations to engage in planning and policy-making.**
- B. Baseline criteria for health and equity in land use planning are established.**
- C. Neighborhood and community groups are supported and empowered to participate in planning and policy-making processes.**

Programmatic Policies:

1. Develop procedures and standards for continually engaging and including traditionally disenfranchised communities and individuals (the youth, elderly, people with low incomes or with disabilities, etc.) in the planning and development process.
2. Encourage collaboration between government agencies, neighborhood associations, faith-based organizations, the Jefferson County League of Cities and its member cities, as well as other city/community organizations to improve accessible communication about the availability of resources and the planning and development process.
3. Enhance access to programming, resources and information for disabled residents and new foreign-born residents including interpretive services.
4. Improve civic engagement processes that ensure that new developments and policies are brought into a neighborhood, so that residents have an opportunity to understand how these changes will impact their health and safety.

Livability Goal 4: Integrate sustainability and resilience in community planning processes.

- A. Land use patterns provide mobility choice and access to multi-modal transportation options.**
- B. Clean air, water and soil promote a healthy environment.**
- C. Green infrastructure and the park system are maintained, enhanced and incentivized to improve air and water quality.**
- D. Flood-prone areas and sensitive ecosystems are identified and protected.**
- E. Recycling and waste reduction efforts are increased.**
- F. The community's existing tree canopy is maintained, and the tree canopy in the areas of greatest need is improved and increased.**

Development Policies:

1. Identify priority nodes along high-capacity transit corridors. Promote transit-oriented development in these nodes through area-wide rezonings. A density exceeding fifteen dwelling units per acre within a 1/4 mile of transit corridors will be needed to support a light rail system or enhanced bus service.
2. Promote mixed-use development at appropriate locations.

Programmatic Policies:

3. Develop policies and standards that encourage diversion of solid waste from landfills located in Louisville Metro. Programs that support and enhance recycling, composting and other eco-friendly waste reduction methods should be used.
4. Promote waste reduction and pursue the expansion of community recycling opportunities by expanding the material waste stream, increasing the number of drop-off locations, and expanding companion recycling education programs.
5. Identify and coordinate community resources for educating the public about existing and expanded recycling opportunities implemented by Louisville Metro Government and other entities.
6. Develop policies and guidelines that incentivize the use of energy conservation practices and use renewable forms of energy, including solar, wind, geothermal and any new technologies that emerge.
7. Develop a plan to reduce carbon emissions and address potential threats due to changing weather patterns and climate change.
8. Promote public transit and encourage higher densities along current and proposed transit corridors.

MARKETPLACE

Marketplace Goal 1: Provide an economic climate that improves growth, innovation, investment and opportunity for all.

- A. Access to infrastructure, including transportation, high-speed internet, water and sewer, is improved and expanded where appropriate.**
- B. Identified business sectors (e.g., advanced manufacturing, business services, food and beverage, lifelong wellness and aging care, logistics, and hospitality and tourism) are supported.**
- C. Land is available to facilitate commercial, industrial, and residential development.**
- D. Redevelopment of underused commercial, industrial and residential land is facilitated.**
- E. A consistent and efficient planning and zoning climate is promoted.**
- F. Equitable economic opportunities are increased.**
- G. Regional, including bi-state, collaboration is promoted.**
- H. Small business and entrepreneurship is cultivated.**
- I. Development and design policies promote health and well-being in workplaces.**

Development Policies:

1. Limit land uses in workplace form districts to compatible uses that meet the needs of the industrial subdivision or workplace district and their employees.
2. Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.
3. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with adequate access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas.
4. Utilize industrial sites near the airports and the Ohio River to support the growth and development of uses whose infrastructure and production needs require such a location or for whose land uses support airport-oriented or river-oriented industrial uses.
5. Require industrial developments to locate with the appropriate transportation connectivity, near an arterial street or within existing industrial subdivisions.

Programmatic Policies:

6. Ensure that both public and private projects face the same level of review and meet the same standards for development.
7. Promote an ongoing capital investment program which is compatible with economic development priorities to ensure cost-effective infrastructure throughout Louisville Metro.
8. Designate preferred freight routes and enhance infrastructure of distribution corridors to allow efficient transportation of people, goods and services.
9. Provide economic development policies to support start-up, small and mid-sized companies.

Development/Programmatic Policies:

10. Support infrastructure and development practices which integrate and are adaptable to future technology innovations.
11. Promote the redevelopment of surface parking lots, where appropriate, to be responsive to current and changing trends.
12. Industrial Redevelopment Implement regulations and strategies that encourage the redevelopment of commercial and industrial land that requires environmental remediation, particularly brownfield and grayfield properties.

Marketplace Goal 2: Cultivate a vibrant, unique city that attracts, retains, and develops a highly-skilled workforce.

- A. Quality of life is enhanced throughout Louisville Metro.**
- B. The economic value of neighborhoods is protected and improved.**
- C. Population and employment centers are connected.**
- D. Revitalization efforts for targeted areas are fostered.**
- E. Land use policies promote equitable distribution of accessible housing, recreation, and other community services.**
- F. Access to technology is enhanced.**
- G. Improved access to education and training supports a strong workforce.**

Development Policies:

1. Ensure direct, safe, accessible and convenient multi-modal access between designated employment and population centers.
2. Provide opportunities for the adaptive re-use of older industrial land and encourage infill development through flexible land use regulations, when such projects would not result in the proliferation of incompatible land uses.
3. Encourage design elements that address the urban heat island effect and energy efficiency, such as the planting and preservation of trees, cool roofs and green infrastructure, for new development.

Programmatic Policies:

4. Encourage infill development and adaptive reuse of existing structures and properties through economic development incentives.
5. Promote and develop programs that support equitable growth and increase property values in historically underserved communities.
6. Facilitate redevelopment of vacant and under-used commercial and industrial properties to improve and maintain neighborhood vitality.

Development/Programmatic Policies:

7. Use plans to encourage redevelopment, rehabilitation and reinvestment opportunities in downtown, older and underserved neighborhoods and older industrial areas that are consistent with the form district pattern.
8. Use and adapt economic development incentives to promote housing, including affordable options, near employment centers.

MOBILITY

Mobility Goal 1: Implement an accessible, multi-modal transportation system.

- A. Transportation options via a coordinated street network efficiently connect people to jobs, education, services and neighborhoods.
- B. Complete Streets are promoted to provide safe mobility options for all users.
- C. Encourage improvements to public transit and promote universal access.
- D. Transportation facilities promote economic growth and community prosperity.
- E. Major thoroughfares and corridors facilitate efficient movement of goods and services.
- F. Accessible greenways and multi-use trails are promoted and expanded.

Development Policies:

Pedestrian/Bicycle Infrastructure

1. To promote healthy lifestyles and reduce congestion, new development and redevelopment should provide for the movement of pedestrians, bicyclists and transit users, where appropriate, by including:
 - bicycle and pedestrian facilities between closely related land uses (e.g., from residential areas to neighborhood centers, recreation areas, greenways, schools, shopping facilities and from office/industrial and retail employment centers to retail/service uses);
 - pedestrian facilities between retail land uses and major concentrations of pedestrian activity, particularly in the Louisville Central Business District and other activity centers;
 - street-level pedestrian connections between all principal buildings within a unified development site including commercial to office and residential to commercial uses;
 - sidewalks along the streets of all developments;
 - walkways between residential areas and nearby neighborhoods, schools, public recreation facilities, parks, office/industrial and retail/service uses;
 - direct, accessible walkways to public transportation stops; and
 - retail and office uses, especially in the Urban Center Neighborhood, Traditional Neighborhood, Village, Marketplace Corridor, Traditional Workplace Form Districts that are located close to the roadway to minimize the distance pedestrians and transit users have to travel.
2. Develop criteria for the type of appropriate bicycle facilities as part of a Complete Streets Design Manual. Bicycle facility type (shared roadway, bike lane, or bike path) will depend on the current and anticipated volume of bicycle traffic, the nature of the connections between residential areas and employment/activity centers, and the magnitude of vehicle or pedestrian conflict as indicated by vehicle speeds and volumes. Planned bicycle facilities should be interconnected, direct, and continuous. Separate connections to greenway systems are encouraged. Facilities should be designed in accordance with AASHTO and NACTO standards.
3. Encourage new development and redevelopment to supply adequate and user-friendly bicycle parking at parks, activity centers, and schools to encourage bicycle use.

Transit Infrastructure

4. Encourage higher densities and intensities within or near existing marketplace corridors and existing and future activity and employment centers to support transit-oriented development and an efficient public transportation system.
5. Plan for new transit centers by incentivizing equitable transit-oriented development at key nodes. The design of transit centers should consider the following:
 - a. Direct, short, and simple connections for all transportation modes;
 - b. Priority traffic management techniques that make it easier to enter and exit from the station area;
 - c. Site design should provide safe and efficient bus movements by including adequate turning radii, parking areas, boarding/alighting areas, drop-off areas, etc.;



- d. Provision of market-based services such as cleaners, newspapers, shoe repair, and auto repair, that enhance ridership; and
 - e. Secure, convenient, and user-friendly bicycle parking facilities.
6. Provide facilities that support an efficient public transportation system such as convenient access to and across pedestrian, bicycle and roadway facilities. Provide transit amenities such as boarding areas, benches, shelters, park and ride facilities, and lighting in accordance with the Transit Design Standards Manual for developments meeting established thresholds.

Programmatic Policies:

- 7. Review local transportation facility design guidelines to ensure regulations support accessibility.
- 8. Embrace smart mobility and advances in technology to ease traffic congestion.
- 9. Complete a comprehensive operational analysis for the transit network to provide a plan for streamlining and improving transit service on key service corridors and enhancing connectivity between housing and employment centers.
- 10. Encourage implementation of innovative transit modes such as Bus Rapid Transit or rail networks to enhance service and ridership.
- 11. Develop an implementation plan for the conversion of one-way streets to two-way circulation, where appropriate, to improve mobility and safety.

Development/Programmatic Policies:

- 12. Develop policies to achieve and maintain National Ambient Air Quality Standards (NAAQS).
- 13. Develop a policy and design standards for preferred truck/freight routes.
- 14. Promote the use of bicycle and pedestrian facilities as both a means of transportation and as a form of recreation.
- 15. Develop a plan to efficiently manage parking supply in Downtown Louisville and other major activity centers to reduce demand and avoid oversupplying parking.

Mobility Goal 2: Plan, build and maintain a safe, accessible and efficient transportation system.

- A. Maintenance of existing transportation infrastructure is prioritized.**
- B. Transportation infrastructure accommodates all users to manage demand for travel.**
- C. Multi-modal transportation infrastructure is promoted to reduce vehicle miles traveled and improve mobility and air quality.**
- D. Technological advances and new transportation options are anticipated and land use and transportation policies are adaptable.**
- E. Long-term, coordinated and sustainable funding strategies for transportation facilities are implemented.**
- F. New and expanded transportation facilities include Complete Streets components.**
- G. Transportation facilities are designed to complement the character of surrounding neighborhoods.**

Development Policies:

Design

1. Transportation facilities and systems should accommodate all users and allow for context sensitive solutions that recognize the distinguishing characteristics of each of the Form Districts.
2. Coordinate use of rights-of-way with community design policies. Ensure accessible rights-of-way to accommodate mobility needs of all transportation network users.
3. Adequate street stubs for future roadway connections that support access and contribute to appropriate development of adjacent lands should be provided by new development and redevelopment.
4. Avoid access to development through areas of significantly lower intensity or density development if such access would create significant nuisances.
5. The road design should provide sight distances consistent with probable traffic speed, terrain, alignments and climatic extremes.
6. The internal circulation pattern for streets within a development should be designed to ensure an appropriate functional hierarchy of streets and appropriate linkages with existing and future development.

Compatibility

7. The design of all new and improved transportation facilities should be accessible and:
 - Review and consider Complete Streets principles and the most current version of the Complete Streets Design Manual;
 - Be context-sensitive by ensuring that proposals are compatible with the surrounding development and provide an aesthetically pleasing visual experience to the user and to adjacent areas;
 - Encourage the acquisition or dedication of whole parcels if the residual not used for the transportation facility would create a nuisance; and
 - Ensure that adequate measures will be taken to reduce glare, vibration, air pollution, odor, and visual intrusion.
8. The planning and design of transportation network construction and improvement projects should avoid, protect and/or enhance environmentally sensitive areas.
9. Develop, preserve, and maintain an interconnected system of scenic corridors and parkways. Encourage the preservation of important cultural resources, landscapes and scenic vistas in the design, maintenance and development of major thoroughfares and parkways.

Programmatic Policies:

10. Increase funding to maintain the existing infrastructure and build a multi-modal transportation network that supports the needs of the entire community.
11. Encourage the establishment of comprehensive and innovative long-term financing programs for transportation investment to increase the cost-effectiveness of future investments while considering cost to future users.
12. Pursue opportunities for passenger rail service to and within the Louisville Metro region.
13. Maintain integration with the regional mobility planning process that is coordinated by KIPDA.

14. Expand the traffic signal coordination program to limit idling and protect public health while increasing the safety and capacity of the current road network.
15. Encourage mobility system planning and improvements to be consistent with and support the multi-purpose use of innovative locations such as easements, stream corridors and abandoned railroad rights-of-way for bicycle and pedestrian facilities while providing for the preservation of important natural resources.

Development/Programmatic Policies:

16. Develop a Complete Streets Design Manual for consideration during the development and redevelopment of roads in accordance with roadway classification and street character that provide for safe, healthy and accessible streets. Such manual should include:
 - Standards and guidelines to determine appropriate improvements based on existing and anticipated volume of street users;
 - A method for determining street typology and typical cross-sections;
 - Streetscape design standards that consider planting of trees and green infrastructure;
 - Safe, efficient movement of freight;
 - scenic, historic, and parkway designations;
 - tree preservation and enhancement;
 - landscaping, lighting, and street furniture;
 - bicycle and pedestrian facilities;
 - transit facilities and operations;
 - encouragement of on-street parking in appropriate areas to buffer pedestrians from traffic; and
 - Traffic calming techniques including the implementation of reconfigurations, where existing and future traffic volumes support them, to improve safety and mobility for all users.
17. When redesigning and redeveloping streets, consider converting unused paved areas to green space or public plazas.
18. Encourage the use of electric vehicles and other clean-fuel technologies.

Mobility Goal 3: Encourage land use and transportation patterns that connect Louisville Metro and support future growth.

- A. Development in existing and emerging mixed use centers is encouraged.**
- B. Walkable neighborhoods are promoted.**
- C. Land use and transportation policies promote access and ensure adequate capacity and mobility.**
- D. Transportation facilities support and enhance neighborhood character.**
- E. Land use policies support transit to improve mobility and air quality.**
- F. Land use policies and transportation infrastructure facilitate efficient movement of people, goods and services to and from Louisville's airports.**

Development Policies:

Transportation & Land Use

1. Provide transportation services and facilities to promote and accommodate growth and change in activity centers through improved access management. Provide walking and bicycling opportunities to enable activity centers to minimize single-occupant vehicle travel. Encourage a mix of complementary neighborhood serving businesses and services in neighborhood and village centers to encourage short trips easily made by walking or bicycling.
2. To improve mobility, reduce vehicle miles traveled and congestion, encourage a mixture of compatible land uses that are easily accessible by bicycle, car, transit, pedestrians and people with disabilities. Housing should be encouraged near employment centers.
3. Evaluate developments for their ability to promote public transit and pedestrian use. Encourage higher density mixed use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation and housing choices.
4. Encourage development of walkable centers to connect different modes of travel. Siting of these multi-modal centers shall consider the effects of the following:
 - Nodal connections identified by Move Louisville;
 - impact on freight routes;
 - time of operation of facilities;
 - safety;
 - appropriate linkages between neighborhoods and employment; and
 - the potential for reducing travel times and vehicle miles traveled.

General Development:

5. Evaluate developments for their impact on the transportation network (including the street, pedestrian, transit, freight movement and bike facilities and services) and air quality.
6. Ensure that those who propose new developments bear or share in rough proportionality the costs of transportation facilities and services made necessary by development.
7. All new and substantially improved development should be consistent with the applicable standards and designed to reserve these rights-of-way for further dedication and/or acquisition.
8. The Planning Commission or legislative body may require the developer to dedicate rights-of-way for street, transit corridors, bikeway and walkway facilities within or abutting the development as set forth in the Land Development Code. Dedication of street rights-of-way should ensure that transit service can be provided where appropriate.
9. When existing transportation facilities and services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, roughly proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.
10. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria for all modes of travel.
11. Provide street improvements and/or transit solutions to mitigate the impacts of development and re-development. Improvements may include, but not be limited to, the following:

- on-site road system construction;
 - off-site shoulder improvements and pavement widening;
 - addition of acceleration and deceleration lanes;
 - addition of turn lanes or traffic signals on streets bordering the site to street;
 - intersection widening completely off-site;
 - right-of-way donation;
 - Addition and/or widening of on-site or off-site sidewalks;
 - Installation of bicycle facilities;
 - Installation of new transit stops and amenities; and
 - Improvement of existing transit stops and amenities.
12. Ensure that transportation facilities of new developments are compatible with and support access to surrounding land uses, and contribute to the appropriate development of adjacent lands. Where appropriate, at least one continuous roadway through the development is necessary to tie all local access roads or parking areas to the arterial street system. Adequate stub streets and pedestrian connections should be provided by developments.

Design

13. Allow cul-de-sacs as short side streets or where natural features limit development of “through” roads.
14. Parking requirements should take into account:
- the density and relative proximity of residences to businesses in the market area;
 - the availability and use (both current and potential) of multi-modal transportation options;
 - the character and pattern of the form district; and
 - advances in technology.
- Additional considerations including hours of operation and opportunities for shared parking may be factored on a site by site basis. On-site parking standards should reflect the availability of on-street, shared, and public parking spaces. Parking standards should include the minimum and maximum number of spaces required based on the land use and pattern of development in the area. Consider reducing parking minimums where appropriate.
15. Develop and review corner clearance standards to reduce or restrict new driveways or other connections in the functional area of an intersection or interchange in order to promote safety and traffic flow.
16. Develop and assign access classifications for roadway segments based upon the current condition of the roadway and any planned improvements. Standards will address access control, driveway and curb cut spacing, median spacing, and signal spacing.
17. Require cross access easements according to standards set forth in the Land Development Code, to reduce traffic on major thoroughfares and to reduce safety hazards.
18. Access points, connections and median openings within 1/4 mile of an interchange area should be minimized to reduce safety hazards and improve flow of traffic onto and off the interchange.
19. Encourage design standards that address design issues such as the minimum and maximum length and width and the gradient of driveways to ensure that the driveway or curb cut functions properly and is safe for all users.
20. Promote joint access and circulation systems for development sites comprised of more than one building site or lot.
21. Prevent safety hazards caused by direct residential access to high speed roadways.
22. Review and update dimensional standards for new lots to ensure proper access to and circulation along public streets.

Programmatic Policies:

23. Review and update the Land Development Code to make it consistent with changes to road classifications, access management regulations, Complete Streets guidelines, advanced in technology, transportation system management, parking requirements and transit measures.
24. Develop appropriate level of mobility criteria that recognizes the distinguishing characteristics of each of the Form Districts. Level of mobility criteria will recognize differences in travel demand characteristics between form districts and the mix and capacity of travel modes available.

25. Encourage the adoption of trip reduction and travel demand management strategies to reduce vehicular use of roadways.
26. Use transportation system management program strategies to enhance roadway performance and capacity with non-capital investment strategies such as high occupancy vehicle lanes and parking restrictions.

Development/Programmatic Policies:

27. Identify infill development opportunities to support biking, walking, and transit service.
28. Encourage the use of, and provide incentives to incorporate, transportation demand management by new development and redevelopment such as:
 - off-peak workplace scheduling
 - ridesharing
 - transit promotion
 - transit user fare subsidy
 - preferential parking for high occupancy vehicles
 - participation in Transportation Management Associations (TMA)
 - parking space cash out programs