

Eastwood Neighborhood Plan



APPROVED



ACKNOWLEDGEMENTS

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CORNERSTONE 2020

VISION STATEMENT

IN OUR VISION OF 2020, LOUISVILLE AND JEFFERSON COUNTY IS A COMMUNITY WIDELY RECOGNIZED FOR ITS HIGH QUALITY OF LIFE, SENSE OF TRADITION AND COMPETITIVE SPIRIT. OUR CHILDREN HAVE INHERITED A LIVABLE, VIBRANT AND ECONOMICALLY DIVERSE COMMUNITY. WE HAVE CLEARLY RECOGNIZED THAT THE QUALITY OF LIFE DEPENDS UPON CONTINUED SUCCESS IN THE ECONOMIC MARKETPLACE AND AN ONGOING COMMITMENT TO THE CONSERVATION OF ENVIRONMENTAL RESOURCES WHICH DEFINE OUR HERITAGE AND ENHANCE THE LIVABILITY OF OUR COMMUNITY.

COMMUNITY RESIDENTS SHARE A SENSE OF PLACE AND TAKE GREAT PRIDE IN THEIR ESTABLISHED AND EMERGING NEIGHBORHOODS WHICH ARE CULTURALLY AND ECONOMICALLY DIVERSE. RESIDENTS ARE PROUD OF THEIR DIFFERENCES IN HERITAGE AND CULTURE. ECONOMIC AND EDUCATIONAL OPPORTUNITIES ARE AVAILABLE TO ALL RESIDENTS, IN EVERY NEIGHBORHOOD. EVERY NEIGHBORHOOD IS A SAFE PLACE TO LIVE.

THE COMMUNITY ENJOYS A RICH FABRIC OF URBAN AND SUBURBAN AREAS, INTERWOVEN WITH ENVIRONMENTAL RESOURCES, ACCESSIBLE PARKS, OPEN SPACE AND THE OHIO RIVER CORRIDOR, ALL REPRESENTING A HERITAGE OF NATURAL BEAUTY. A MULTI-MODAL TRANSPORTATION SYSTEM SERVES AND TIES TOGETHER THE ENTIRE COMMUNITY. UNIFIED GOVERNMENT SERVICES ENHANCE THE ABILITY OF THE COMMUNITY TO SPEAK WITH A SINGLE VOICE IN MATTERS RELATED TO THE INVESTMENT OF HUMAN, ENVIRONMENTAL AND CAPITAL RESOURCES.

THE CORNERSTONE 2020 VISION FOR LOUISVILLE AND JEFFERSON COUNTY IS NOTHING LESS THAN THE BEST OF THE PAST MERGED WITH THE BEST OF THE FUTURE, CREATING A COMMUNITY WHERE ALL RESIDENTS CAN GROW AND PROSPER.

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Background/Purpose

Eastwood is located in eastern Jefferson County approximately two miles from the Jefferson/Shelby County Line (Figure 1). The neighborhood has no official boundaries but is generally viewed as the area radiating from Eastwood Cut-Off Road where it intersects with Shelbyville Road (US Highway 60). The outer reaches of the neighborhood are loosely formed by Valhalla Country Club to the west, Polo Fields subdivision to the north, Long Run Road to the east, and Interstate 64 to the south (Figure 2).

Eastwood developed as a crossroads community and continues to maintain its rural character today. This unique character led to Eastwood becoming one of only five areas to be designated as a Village Form District when Louisville Metro's comprehensive plan, Cornerstone 2020 was adopted.

The potential for development in this area however is increasing, due to continued demand for housing, impending sewer extensions, and the attraction of Shelbyville Road as a regional transportation corridor. At the same time, there are several former commercial properties in the Eastwood area that are in transition, creating visual blemishes and uncertainty as to future use.

These issues have spurred interest by local residents and business owners to find ways to



Intersection of Shelbyville Rd. and Eastwood Cutoff Rd. serves as the “front door” to Eastwood for visitors traveling east

manage future growth and redevelopment in Eastwood in a way that will respect and enhance the area's unique qualities. The purpose of this plan is to define the concept of “village” as it applies to Eastwood; to provide recommendations to further the ongoing efforts to protect and preserve the rural atmosphere of the area, and; to stimulate and guide development in the area consistent with the village characteristics. Research prepared and relied upon for adoption of Cornerstone 2020, the Comprehensive Plan for Louisville Metro, is considered to still be valid and was relied upon in the adoption of the Eastwood neighborhood plan.



FIGURE 1

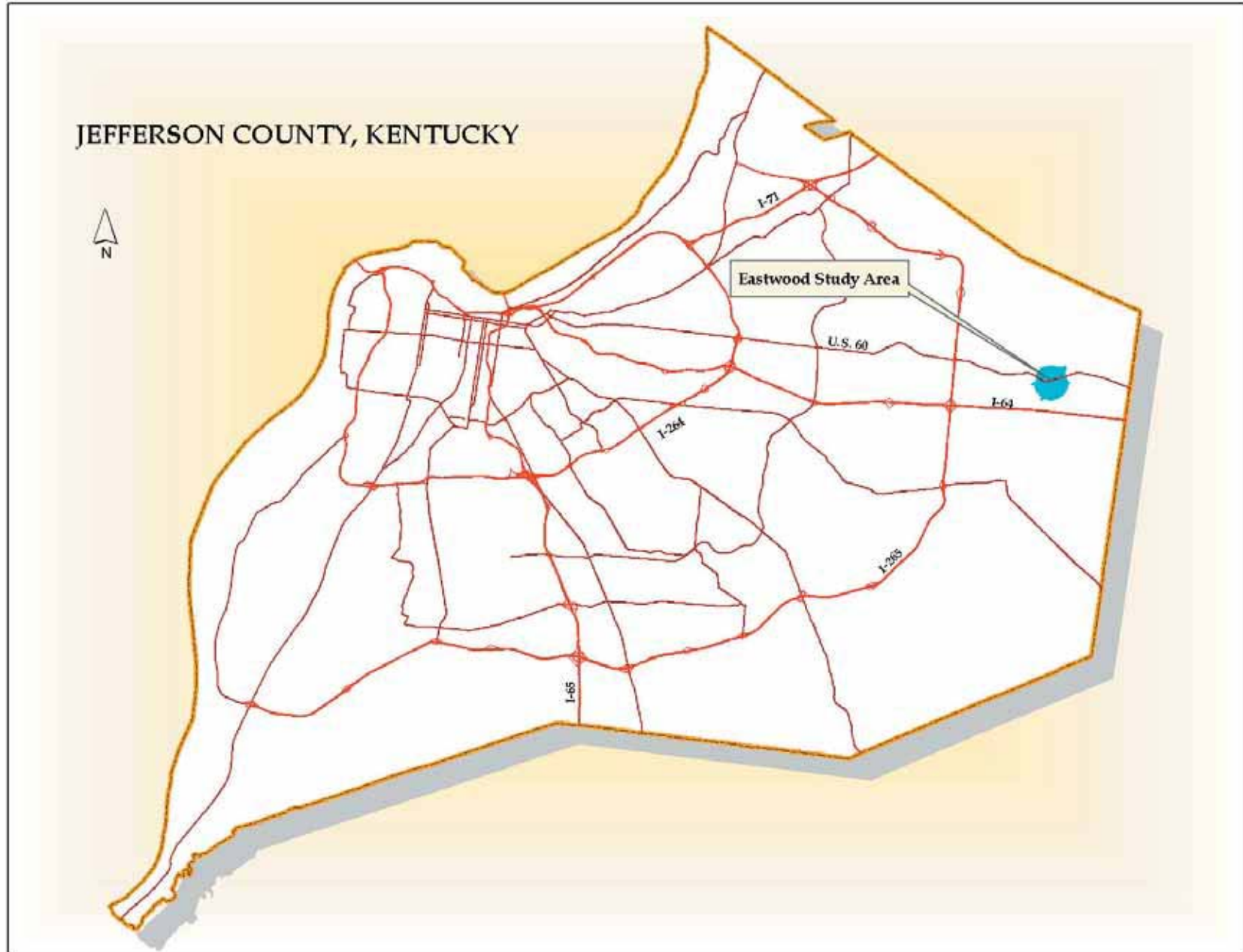
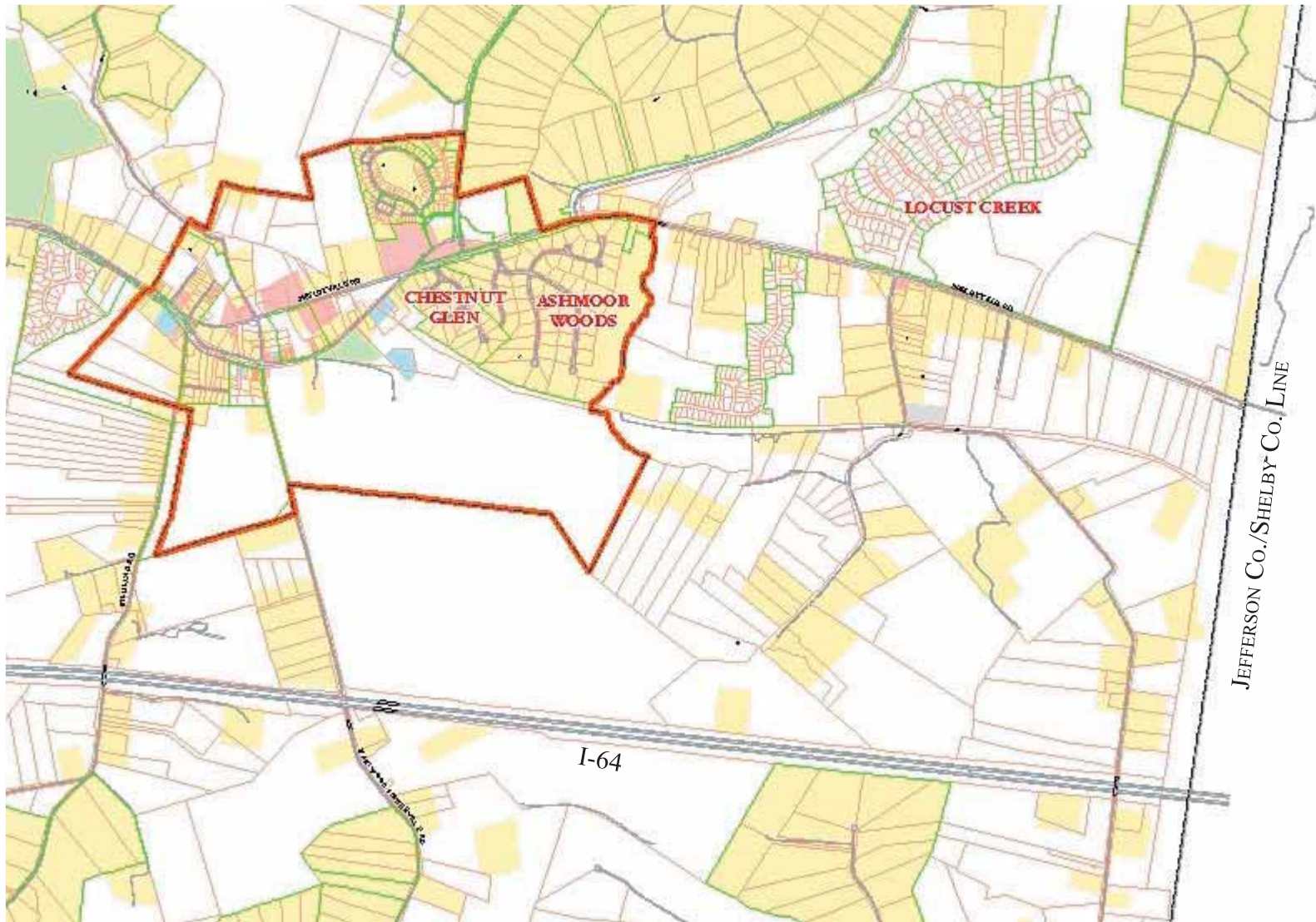




FIGURE 2

EASTWOOD FORM DISTRICT BOUNDARY AND SURROUNDING VICINITY





INTRODUCTION

Process Overview

Louisville Metro neighborhood planning is based on procedures established by the Metro Council and set forth in the Louisville Metro Code of Ordinances, Title XV, Chapter 161, Neighborhood Development Plans. The Code of Ordinances contains language broadly outlining the purpose and process for neighborhood planning. Neighborhood planning is administered through Louisville Metro's Department of Planning and Design Services (P&DS). P&DS staff has expanded and refined the procedures outlined in the municipal Code of Ordinances and produced a document referred to as the Neighborhood Planning "Toolkit". The Toolkit outlines specific procedures for the drafting, adoption and implementation of the neighborhood plan.

Each neighborhood plan is required to include certain basic plan elements. These elements include a neighborhood identity narrative, a vision statement, a land use/community form component, a mobility component, a plan implementation section, and an executive summary. The plan may also contain optional components to address issues unique to each neighborhood such as housing, economic development, community facilities/services, open space/recreation, urban design, historic preservation, and environmental resources.

The Eastwood neighborhood plan process began in March of 2004, with the selection of the planning consultant, Gresham, Smith and Partners (GS&P). GS&P met April 1, 2004 with District 19 Councilman Hal Heiner, P&DS staff and key neighborhood leaders to discuss the direction and scope of the neighborhood plan.

On July 26, 2004, Louisville Metro Mayor Jerry Abramson appointed the Eastwood Neighborhood Plan Task Force (ENTF), which included representatives from a variety of interest groups including residents, business owners, and area institutions. The role of the ENTF was to frame issues, provide local knowledge, and offer feedback to the consultant. The ENTF also served as the connection between the planning process and the general neighborhood, promoting the final recommendations of the plan to other



Eastwood task force meeting
area residents and local decision-makers. GS&P met with P&DS staff and the taskforce members on a monthly basis throughout the course of the project.

Inventory

The first step in the process of developing the neighborhood plan was to conduct an inventory of the study area. Walking and driving tours were conducted for the area to study the existing conditions including housing/building types, building setbacks and massing, pedestrian and vehicular circulation, condition of infrastructure and points of interest. Physical, cultural, and socio-economic information was obtained for the area. Additional information was gathered from sources including LOJIC data, census data, existing studies/reports, and interviews with utilities and agencies as well as key stakeholders including the ENTF members.

Infrastructure information was gathered from the local agencies and



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utility companies. Meetings and conversations were held with the Metropolitan Sewer District (MSD), the Kentucky Transportation Cabinet and the Louisville Water Company concerning future infrastructure improvements planned for the area. Jefferson County Parks Department was contacted to discuss the condition and adequacy of parks within Eastwood as well as future plans for additional parks within the vicinity. Jefferson County Public School System was contacted. There were no immediate plans for construction of future schools in this area of eastern Jefferson County.

The data was then mapped to provide visual tools for assessing and analyzing development patterns and trends. The inventory maps are found in the Appendix and include:

- Form Districts/Overlay District and National Register District boundaries
- Land Use
- Zoning
- Topography

Cornerstone 2020 and the Louisville Metro Land Development Code were reviewed early in the process to identify guidelines and standards presently in place based on the form districts and zoning districts currently found in Eastwood.

Analysis

Information gathered in the inventory process was used to analyze historic development patterns, building setbacks, building mass and scale and architectural styles to identify characteristics which typify Eastwood. The appropriateness of land use and existing zoning of properties within Eastwood were analyzed to identify areas which are possible conflicts with the overall character of Eastwood. Pedestrian and vehicular circulation patterns were studied to identify areas for future links or access. The boundaries of the Village Form District as identified by Cornerstone 2020 were evaluated to determine if revisions were needed to more appropriately reflect existing zoning, land use and lot patterns.



Rail Road Tunnel

The plans for future infrastructure development provided by the agencies and utility companies were analyzed to identify areas of potential development. These plans included projected extensions of the sanitary sewer system to the western edge of Eastwood. Although not listed in the MSD Capital Projects list, the extension of the sanitary sewer system throughout Eastwood is anticipated in the near future which could have a large impact on the quality of development in Eastwood.

In addition, future plans to expand Interstate 64 were identified and analyzed. The Kentucky Department of Transportation has allocated funds to widen I-64 from the Gene Snyder Freeway to the Simpsonville exit. There are also plans to form a committee to study placement of a future interchange from I-64 to Shelbyville Road between the Gene Snyder Freeway and Simpsonville. The location of this new interchange could have a large impact on Eastwood and the desires to maintain the character of Eastwood.



INTRODUCTION



Primitive Baptist Church

A study was conducted in March of 2004 to investigate possible properties and structures to be nominated for the National Register. Donna Neary, President of Donna M. Neary, Inc., prepared the report. Eastwood was included as a part of this study. Ms. Neary presented her findings to the taskforce for consideration during the preparation of the neighborhood study. The commercial core of Eastwood was identified as a possible area for nomination to the Register as a historic district.

Extensive research of existing villages across the country was performed to identify common components of thriving villages. Information was extracted from this study to apply to Eastwood such as roadway patterns, building orientation and scale, site features, gateways and zoning relationships throughout the village.

Public Participation

In addition to the monthly taskforce meetings and constant contact between the taskforce members and the residents of Eastwood, two public meetings

were held. The public meetings were used to present the progress of the neighborhood plan and to gather feedback on concepts and the general direction of the plan. Components of the plan presented at the public meetings included:

- March 29, 2005 – to present the project scope, timeline, inventory data analysis and vision statement (Eastern High School Auditorium). Approximately 150 people attended.
- June 30, 2005 – to present the Draft Neighborhood Plan (Middletown Fire Department)

The final plan will be presented to the Louisville Metro Planning Commission for its recommendation to the Louisville Metro City Council for adoption at a public hearing. This will provide yet another opportunity for the residents of Eastwood to give feedback and comments concerning the plan.



March Meeting at Eastern High School.

Vision Statement

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A vision statement is an avenue for communicating the aspirations of a community. It is used in a neighborhood plan to measure the suitability of proposed development.

The Eastwood vision statement was developed by the ENTf, using two planning techniques to help stimulate discussion. Task Force members were first asked to photograph significant landmarks to help reacquaint them with the community. Information gathered during the inventory and analysis phase also contributed to the visioning process. Using a process known as the nominal group method, Task Force members formulated and prioritized thoughts pertaining to a future Eastwood that were assembled into the following vision statement:



Western intersection of Shelbyville Rd. and Eastwood Cutoff Rd

In the year 2020, Eastwood has become a model for the “village” pattern of development. The area now consists of a flourishing mixed use center within walking distance of surrounding farms, parks, open space, and planned development.

Auto-oriented uses found along Shelbyville Road have been successfully blended with the historic, cultural, and civic uses lining Cut-Off Road to create a well defined, inviting Village Center consisting of neighborhood serving retail, office, multi-family, and institutional uses. The transportation network in and around Eastwood now serves as an asset to the community through well planned improvements to the roadways, new pedestrian links, and opportunities for alternative transportation modes (bicycles, transit).

Development standards put in place years earlier have helped maintain Eastwood’s unique characteristics and respected its historical influences, creating a special sense of place. Design standards have protected historic structures and reinforced Eastwood’s “small town” character, helping ensure compatibility between new and existing structures. Appropriate oversight of both sets of standards by a thriving association of residents and business owners has balanced goals for both growth and preservation.

In the year 2020, the Village of Eastwood has distinguished itself as community of the future by respecting its past.

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History

Daniel Boone once described Kentucky as the “dark and bloody ground” and the area that today is known as Eastwood certainly saw its share of violence. One of Jefferson County’s bloodiest battles between the early settlers and the Indians took place just east of Eastwood, in the valley of Long Run Creek. On Sept. 14, 1781, a group of settlers was attacked by Indians in what today is known as the Long Run Massacre. Some were believed to have been buried in a ravine near the L & N railroad tracks. The next day, a party of settlers led by Col. John Floyd retaliated against the Indian party, killing their leader.



Col. John Floyd's monument

Five years later, Abraham Lincoln, grandfather of the future president, was killed at his homestead near what is now Long Run Park. Three years later, in 1789, a party of Indians attacked the homestead of Richard Chenoweth, an early settler of Louisville. Chenoweth’s wife was scalped but somehow survived the attack, living the remainder of her life without hair. A crumbling stone springhouse located near the intersection of Avoca Road and the L & N Railroad tracks is all that remains of the old Chenoweth home today.

In the 1800’s, Eastwood was known as “Taylor’s Station” because of an old train stop on the Taylor property north of town where a post office was also located. The Eastwood name appeared sometime thereafter. One early reference is the name Eastwood Methodist Church, which shows up in county records as early as 1851.

Transportation played a major role in the development of Eastwood. The present-day Eastwood Methodist Church is shown on the 1879 Atlas of Jefferson and Oldham Counties as “Tunnel Hill Church” to reflect the location near the railroad tunnel that L & N Railroad built under the town. The Old Stone Turnpike, a road between Louisville and Shelbyville, ran through the center of Eastwood. When U.S. 60 was routed north of Eastwood in the 1930’s, this road became known as the Eastwood Cut-Off, a name it still bears today. Between 1901 and 1910, the electric interurban train from Louisville to Shelbyville ran just south of the Cut-Off Road. By the 1940’s, the popularity of the interurban train declined as it was replaced by the automobile, and the line was eventually discontinued. Today, two reminders of the interurban line still stand; the original power station at the corner of Eastwood Cut-Off Road and Eastwood-Fisherville Road; and; the old bridge over Floyd’s Fork located west of Eastwood and just south of the Shelbyville Road bridge over Floyd’s Fork.



NEIGHBORHOOD IDENTITY

Defining Characteristics

Today, Eastwood still remains a small community that is largely residential. Recent development has begun to influence the pattern of development in the area, including the subdivisions of Gardiner Park, Chestnut Glen, Ashmoor Woods, and Locust Creek, which have been developed in the last 10 years. The center of Eastwood however, has remained largely unchanged, consisting of a few neighborhood oriented businesses such as the Eastwood Stove Company and Figaro's pizza and a strong presence of community facilities. The center of Eastwood has seen only modest development in recent years. The most notable addition to "downtown" Eastwood is the corporate headquarters of Elite Homes, which set a standard for integrating new construction into the area while respecting the existing character of the neighborhood.

Eastwood can be described as three distinct areas, each with its own set of defining characteristics. These are: the Shelbyville Road corridor; the Eastwood Cut-Off Road area; and the residential areas outside of the core of Eastwood. The character of the Shelbyville Road corridor has been shaped by the nature of the roadway as a major arterial link and the commercial



The Shelbyville Road corridor bisects the center of Eastwood



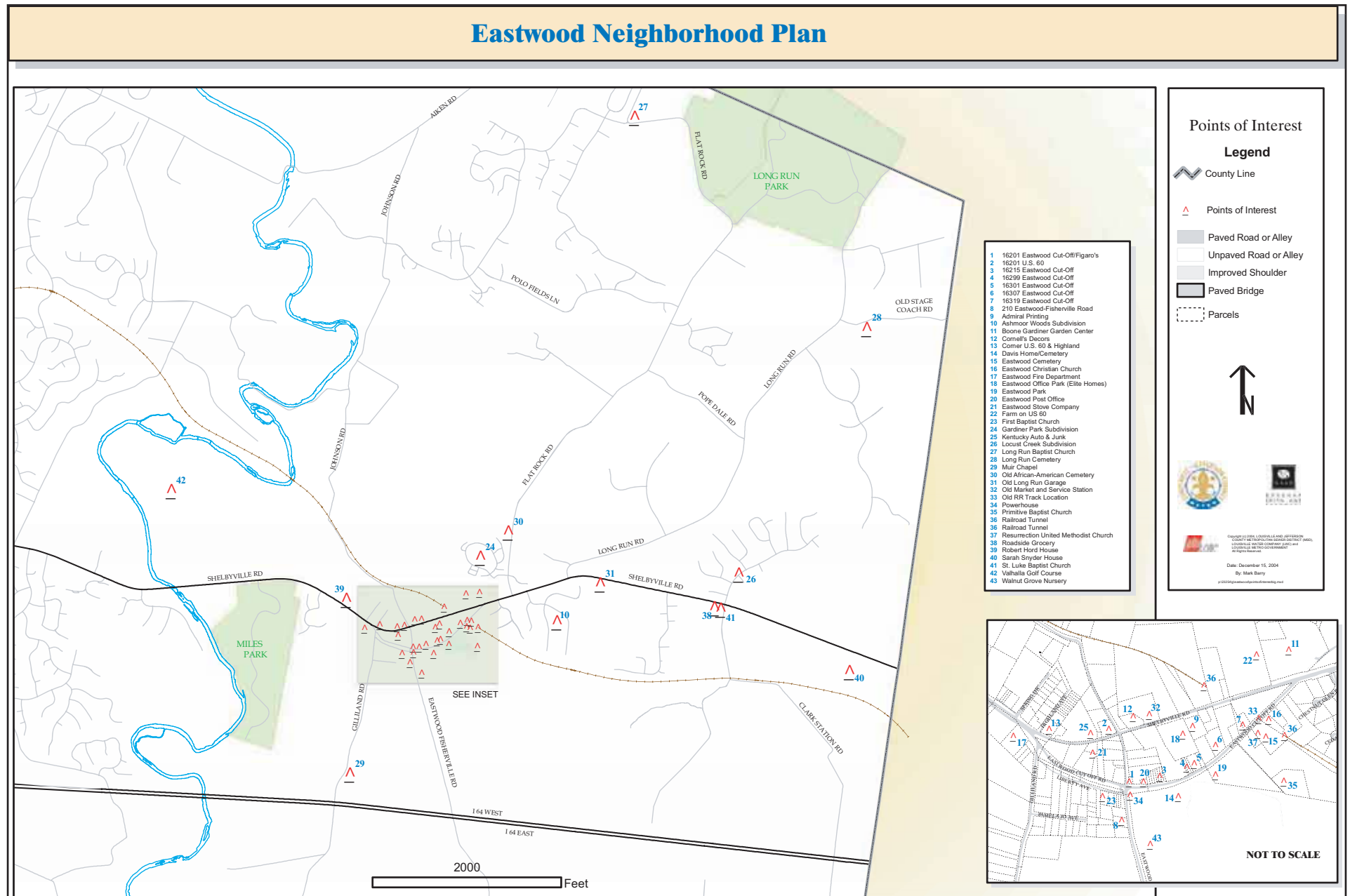
The Davis Home is representative of the rural character in Eastwood

zoning along both sides. The Eastwood Cut-Off Road area in contrast, is made up of smaller lot sizes, buildings that sit closer to the roadway, and a mix of uses that lend a small village feel to the corridor. The remaining area of Eastwood can be characterized as rural-residential, with larger lot patterns and country roads following the natural topography of the land.

Many of the defining characteristics of Eastwood are tied to the area's history. As part of the neighborhood identity process, Task Force members were asked to photograph elements of the community they felt made Eastwood unique. The photographs were organized, charted and mapped to demonstrate common elements identified by the Task Force members and to visualize the physical relationships between the varying points of interest (Figure 3). The images were studied to determine relationships to the surrounding landscape and environment such as, building height, spacing between buildings and the relationship of buildings to the street and pedestrians. The images were also used to start forming the defining characteristics of Eastwood.



FIGURE 3
EASTWOOD AREA POINTS OF INTEREST



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Land use is the central element to the neighborhood planning process. Guiding decisions regarding land uses, their interrelationships, how they impact other systems, and the pattern and form they create, is fundamental in striving toward a community's vision.

The neighborhood plan offers the opportunity to evaluate existing land use and its relation to the vision established for the community. The neighborhood plan becomes the guide for developers and community leaders so that future development can occur in a way that is consistent with surrounding developments. It also provides a “big picture” view of what is envisioned for Eastwood.

Cornerstone 2020 identifies the Village Form District as being characterized by low-density residential development with higher densities in the Village Center. The village should have a center for neighborhood shops and public facilities such as churches, schools, and community centers. The center should be easily accessible by pedestrian with the automobile as a secondary focus. There should be an edge to transition to adjacent form districts.

The neighborhood pattern and form recommendations establish design guidelines which maintain and revitalize the character of Eastwood. General recommendations which apply to the entire area identified as the village



Roadside grocery located on Shelbyville Road

have been provided. Specific recommendations for the individual elements of a village, as outlined in the comprehensive plan, have also been detailed. These include guidelines for the center and the Outlying Village. Recommendations have also been outlined for the Shelbyville Road corridor recognizing the unique challenges of a major roadway running through the village.

Neighborhood Pattern and Form

Form Districts

Three District designations are found within the immediate area in and surrounding Eastwood, each made as part of the Cornerstone 2020 Comprehensive Plan process. These include Village Form District, Neighborhood Form District and the Floyds Fork Overlay District. In addition, Shelbyville Road is identified as a Parkway



and Gilliland and Eastwood-Fisherville Roads are listed as Scenic Corridors. The neighborhood planning process offered an opportunity to examine each of these boundaries in more detail and provide recommendations for any necessary adjustments based on existing neighborhood conditions and desired future growth patterns.

Discussions during the initial task force meetings centered around the boundary of the village and the Village Center as they were identified in Cornerstone 2020. Taskforce members discussed their sense of the Eastwood limits. Physical, political, and historical boundaries were considered including fire districts, subdivision boundaries, and watersheds. Typical characteristics of villages across the country were identified and compared to the Eastwood area. Current development patterns were reviewed in context with a village model. Existing zoning was also used to analyze the appropriateness of the boundary as identified in Cornerstone 2020.

In addition, the concept of a “walkable” community was applied to the area. This concept is based on empirical data that most people are willing to walk up to a distance of a quarter mile before choosing to travel by automobile.

All of the above issues resulted in the recommended changes to the village boundary and the Village Center as shown in Figure 4.

Density and Zoning

Current zoning classifications found within the neighborhood area include Residential (R-4 and R-5), Commercial (C-1 and C-2), Office (OTF) and Industrial (M-2). The existing zones and the percentage of area of each zone within the Village is listed in the following table:

Zone	Percentage of Village Area
R-4	87.5
R-5	5.2
OTF	0.6
C-1	4.8
C-2	1.2
M-2	0.7



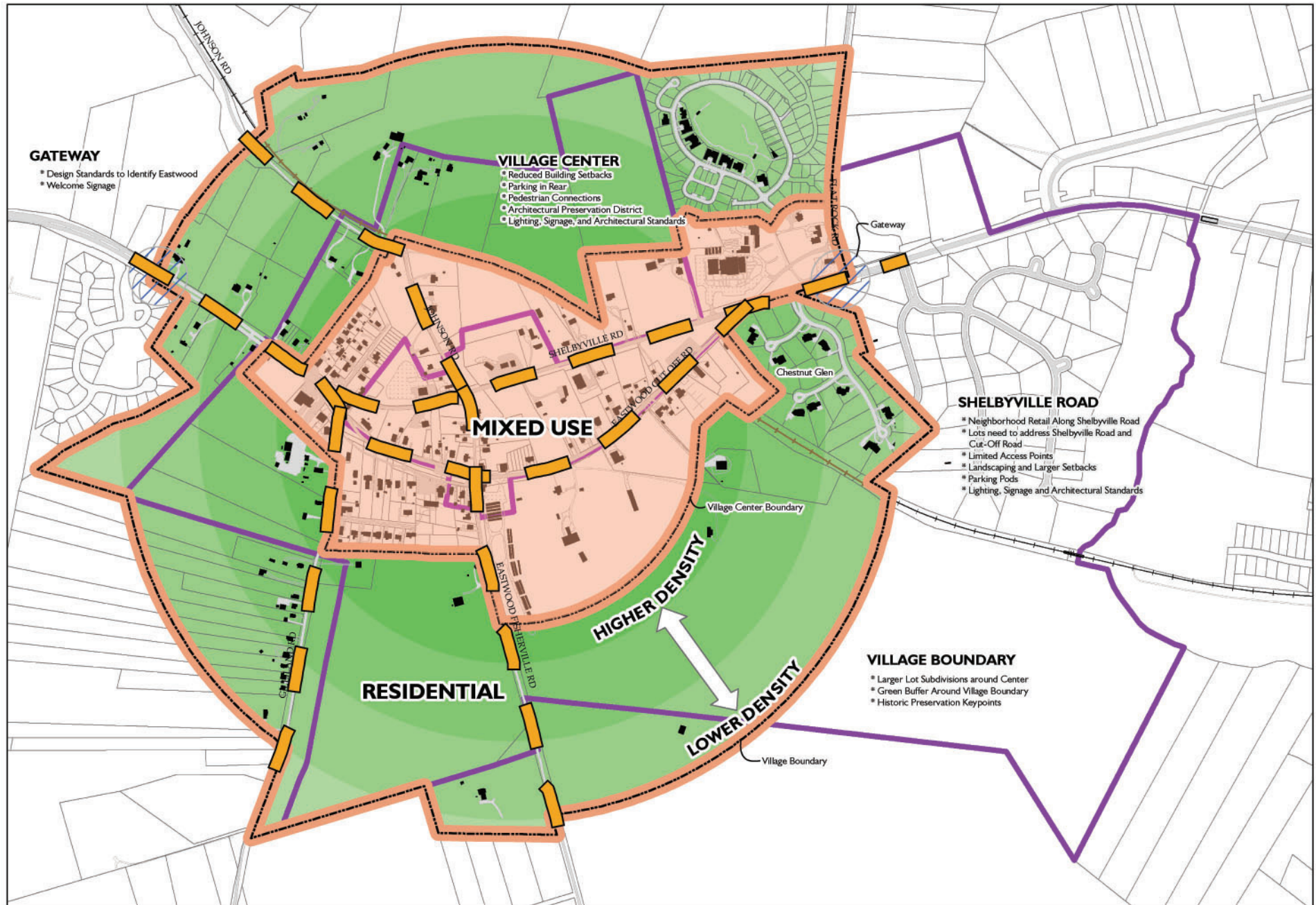
Typical home on Eastwood Fisherville Road

Most of the properties within the Village Center are zoned residential and commercial. There are two properties which are zoned M-2, Industrial, also located within the Village Center. These include Kentuckiana Auto Sales at 16121 Shelbyville Road and East End Welding at 116 Gilliland Road. An area-wide rezoning to downzone these properties to C-1 would permit land uses in the future which are compatible with uses envisioned for the Village Center. Current use of the M-2 properties would continue as non-conforming land uses. The requirements and restrictions of the less intense C-1 would only apply for new development and expansion.

An active association consisting of residents and business owners of Eastwood is needed to become the advocate for the vision established for Eastwood. This association, in cooperation with a review committee



PROPOSED EASTWOOD VILLAGE FORM DISTRICT BOUNDARIES





of the Planning Commission, will evaluate the appropriateness and compatibility of new development as it is proposed for the Village of Eastwood. The proposed uses and design of the developments will be measured by the guidelines presented in the neighborhood plan.

Design

There are common characteristics seen in successful and sustainable villages throughout the country. They are easily identified by their character and scale. Villages are compact in area, easily traversed by foot. There is a definitive boundary distinguishing the village from the surrounding land use. The roadway system within the village is usually linear in nature with a grid pattern or cross roads network. Along with this roadway network is a street corridor hierarchy establishing the relationship between the public street and the more private realm of residences. Villages accommodate a mix of uses with higher densities in the center and lower density uses extending towards the edges. A strong sense of place was a key component of the villages studied.

The Village Form District is divided into two sections in the Land Development Code. These are the Village Center and the Village Outlying. The Village Center Form District refers to the Traditional Neighborhood Form District for dimensional standards such as yard setbacks, as well as, design standards such as architectural design requirements. The Village Outlying refers to Neighborhood Form District for dimensional and design standards.

The intent of a Village Center, as described in Cornerstone 2020, is to provide services for the adjoining neighborhood. Concern over the types of uses allowed in the Village Center was a recurring theme in taskforce meetings. Eastwood's Village Center however, was seen as two distinct parts based on both form and function. It was recognized early in the planning process that the Shelbyville Road corridor, while part of the Village Center, could contain uses that serve a broader market area. Proposed retail development within the remainder of the Village Center should contain neighborhood-serving shops such as a bakery, dry cleaners or a neighborhood market. The scale and character of development in this portion of the center



Many of the characteristics found in the architecture of this Anchorage, Kentucky building convey a “village” form

should maintain the village atmosphere with pedestrian scale design incorporating benches and awnings on storefronts. Buildings are placed closer to the street, with on-street parking or parking in the rear of the building. Mixed use development with commercial and residential uses is also encouraged in the Village Center.

Design recommendations have been made as part of this plan to guide the character of three distinct areas--the village as a whole, the Shelbyville Road Village Center, and the remaining Village Center (Figure 5). The recommendation that generated the greatest amount of debate by the Task Force was the issue of maximum building size. While all of the Task Force members agreed that too large of a building footprint would detract from the character of a village form, consensus was not reached on what the maximum size should be.



Land Use

Much of the debate centered around the relationship between maximum building size and specific land uses. For example, a grocery was viewed as an appropriate use within a Village Center, but many of the Task Force members felt that the trend toward large, full service groceries with footprints in excess of 60,000 square feet were out of scale.

Extensive research was completed on the subject of building size. Numerous buildings around the community, including other Village Form Districts such as the cities Anchorage and Prospect, were analyzed. Standards from communities elsewhere in the country were also reviewed. While codes varied widely, regulatory standards tended to begin with building footprints greater than or equal to 15,000 square feet. 50,000 square feet also tended to represent the maximum size that was permitted in a Village District.

FIGURE 5



The ENTTF ultimately voted 5 to 4 to recommend a maximum building footprint of 35,000 square feet. The four opposing voters all favored a maximum of 50,000 square feet, while others who voted in favor of the 35,000 square feet would have preferred less.



Maximum building size standards were considered important to preserve and maintain the character with the village form

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Mobility

Mobility is a critical component to the success of achieving Eastwood's vision for a village form. This plan element considers mobility and its influence on development patterns within the Village Center as well as the Outlying Village. The mobility plan element also evaluates the various transportation modes and the role they can play in strengthening the village form. Key mobility issues were identified as part of the planning process based on the four primary travel modes —auto oriented, bicycle, pedestrian, and transit. Information has been provided to define the specific issues associated with each mode and support the subsequent recommendations.

Auto Oriented

Mobility issues relating to the automobile and its influence on the physical form of Eastwood can be separated into two general categories—Village Center and Village Outlying. As the prescribed land use pattern for these areas has varied, so will the appropriate application of the mobility components.

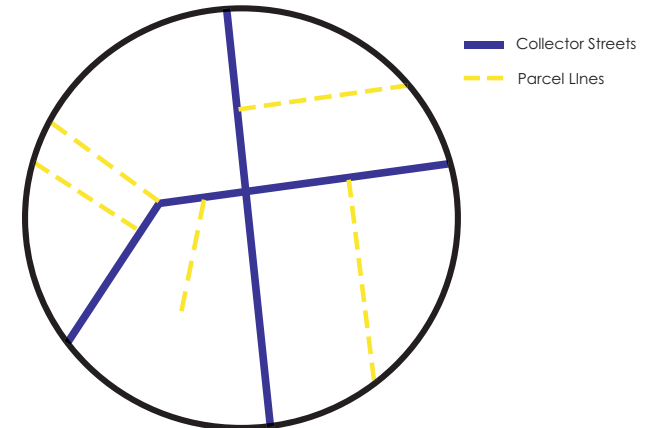
Village Center

Eastwood's existing roadway network is indicative of the area's historic development. Over time farm drives have become lanes then country roads, as development slowly moved into the area. Many intersections are contem-

FIGURE 5

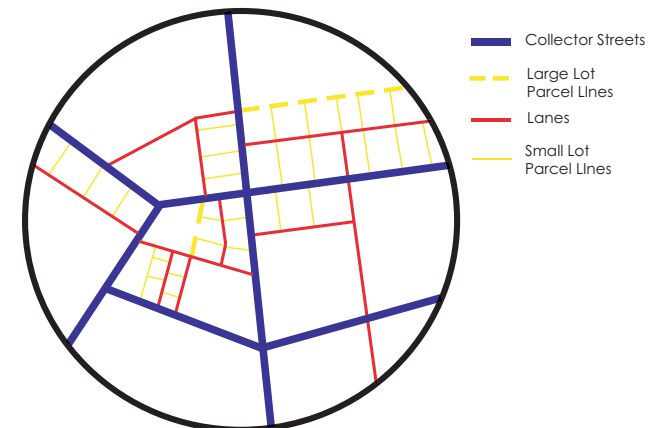
Creating Character and Connectivity

Scenario 1



Collector streets and large lots facilitate spreading development, a loose sense of character, and a lack of connectivity.

Scenario 2



A system of collector streets and lanes increases connectivity, promotes a consistent character and scale of development, and creates a distinctive hierarchy of spaces.

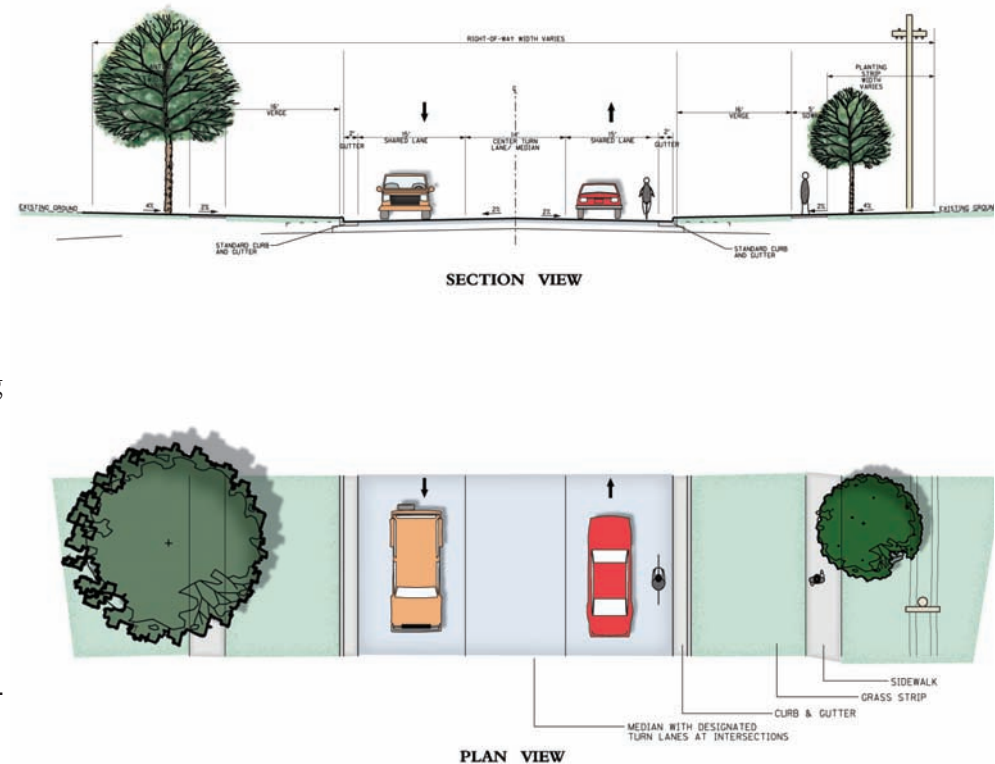


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porary reminders of former coach stops or inner urban rail stops. The result is a pattern of narrow roads with little connectivity that tend to follow direct routes except to respond to the physical characteristics of the landscape. This has helped to preserve larger lots in the Village Center, which allows for a more suburban pattern of development. The introduction of a finer grain network of roads and lanes that encourages smaller lots, rear access, and greater connectivity will encourage a future pattern of development/re-development more in keeping with a village form (figure 5).

The Shelbyville Road corridor bisects the Eastwood Village Center, creating both opportunities and challenges. Property located in the Village Center with access to and visibility from Shelbyville Road is now maximized, offering greater opportunity for a vibrant, successful Village Center. At the same time, splitting the Village Center in two with an arterial street creates a more auto centric environment, limiting the walkability and connectivity desired for a Village Center. As was discussed in the land use element of the plan, it was recognized early on in the planning process that the portion of the Eastwood Village Center adjoining Shelbyville Road needed to be addressed differently than the remaining areas of the center.

The geometry and character of Shelbyville Road varies greatly as you travel along its length from the rural to more urbanized areas it serves. Shelbyville is currently a two lane road from the Shelby County line to just west of Eastwood where it transitions into a five lane road (two through lanes each direction with a shared, center left turn lane.) Future improvements to Shelbyville Road will have a significant impact on the character of the Eastwood Village Center. The recommendation to improve Shelbyville Road to three lanes through Eastwood has been made to strike a balance between capacity and the community's desire to maintain the rural character of the area. This recommendation acknowledges that the speed and volume of traffic on Shelbyville will be considerably higher than other roads within the center and the adjoining land uses will have a greater dependency on automotive traffic. This recommendation also recognizes that Shelbyville Road is Eastwood's front door and future improvements along the corridor should promote and protect the village character.



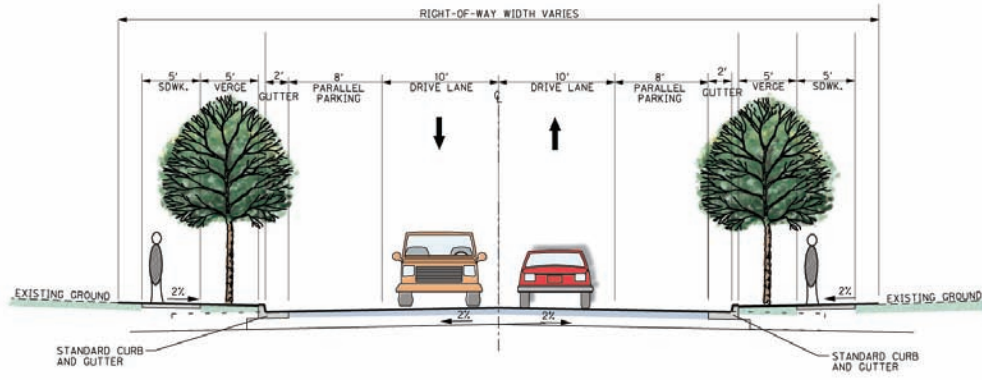
Proposed Section and plan view of Shelbyville Road

No traffic analysis was conducted as part of this planning effort so it is possible that future traffic volumes may warrant additional improvements to Shelbyville Road beyond those suggested in this plan. Such improvements should be designed in a manner that is compatible with the character of the Eastwood Village Center.

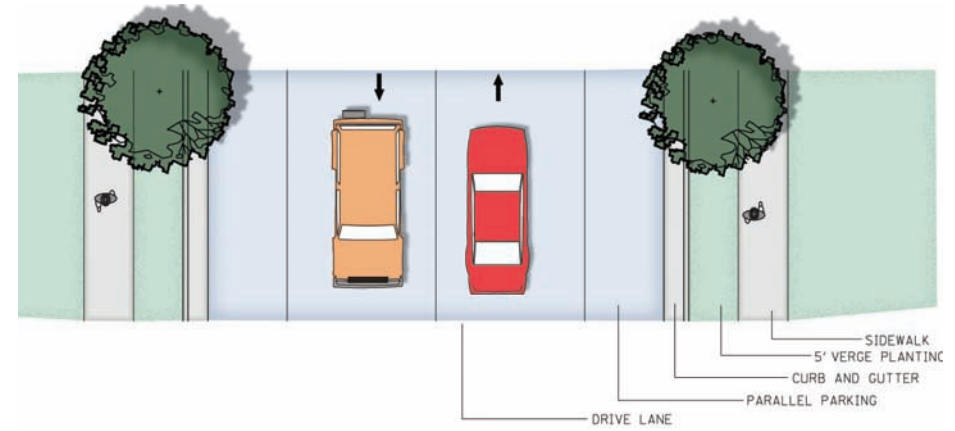
The remaining roads within the Eastwood Village Center are seen as having a completely different character from Shelbyville Road. Improvements along roads like the Eastwood Cutoff should cater to a more human scale. A combination of on street parking, sidewalks, and landscaped verges between, create a pedestrian friendly environment and strengthen the village fabric. Maintaining two lane roads on routes



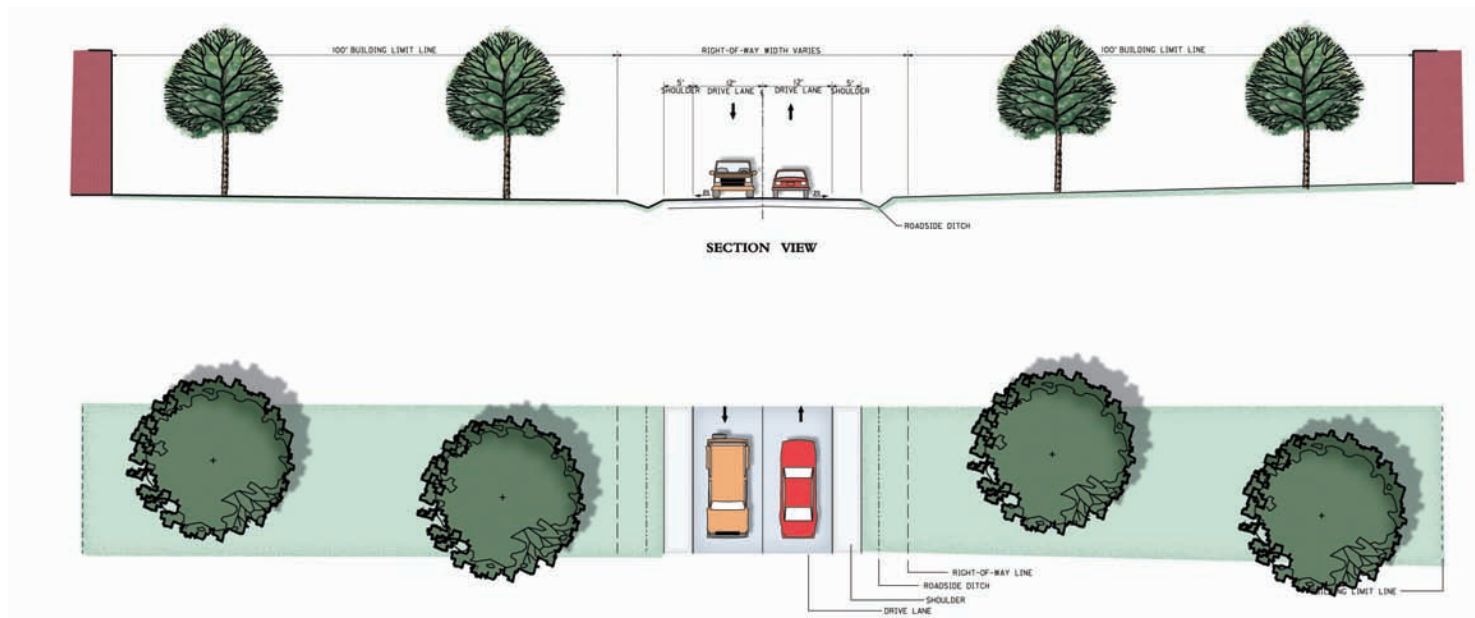
MOBILITY



Cut-Off Road proposed section view



Cut-Off Road proposed plan view



Eastwood Fisherville Road proposed section



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extending beyond the core increase circulation while retaining the small-town character. Proposed greenways provide an alternative to traditional sidewalks and facilitate pedestrian access along the existing routes. Vehicular and pedestrian pathways converge within the village and provide residents with access to community resources and reinforce the neighborhood character.

The possibility of a future interchange at Interstate 64 between Blankenbaker Parkway and Simpsonville is under consideration by the Kentucky Department of Transportation. The location of such an interchange will severely alter traffic patterns in the area, not only along the Shelbyville Road corridor but also along whichever collector road a future interchange connects to. Locating the interchange east of Eastwood would have two beneficial results. It would help reduce the amount of traffic on Shelbyville Road traveling westbound through Eastwood to access the interstate system, and it would locate access nearer to where future growth is anticipated to occur. Locating the interchange at or west of Eastwood will require greater lane capacity that would severely alter the rural character of Gililand Road or Eastwood-Fisherville Road. The proposed 3-lane section for Shelbyville Road would also need to be re-evaluated should an interchange be sited anywhere but east of Eastwood.

Bicycle/Pedestrian

Connectivity is fundamental to the village form concept, allowing residents the ability to easily travel between the Village Center and the outlying areas. A key component to achieving connectivity within the village is to provide a variety of systems that offer modal choice, including systems to accommodate bicycles and pedestrians. While such systems should be provided throughout Eastwood to ensure connectivity, the form of these systems can vary to reflect the differing characteristics of the center and the Outlying Village.

Within the Village Center the typical road section accommodates both automobile and bicycle traffic. On-street parking serves a mix of uses along the street while slowing traffic and providing a buffer between vehicular



Eastwood town center currently lacks pedestrian and bike access.

and pedestrian traffic. A modest “verge” or landscape strip separates the roadway from the sidewalk. The sidewalk serves many uses, not only providing a pedestrian path but a place for seating, outdoor dining, or message boards.

Transit

Eastwood currently has no transit service, with TARC route 61 to Beckley Station being the most eastern service to the area. As the Village Center develops, transit will become more viable as a means of travel to and from Eastwood. Provisions should be made for transit in the Village Center at major intersections along Shelbyville Road in conjunction with pedestrian crossings.

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Eastwood supports a wide variety of community facilities and religious institutions that add character and strength to the community. While the majority of these uses are located in the Village Center, some, like Primitive Baptist Church, are scattered throughout the Outlying Village. Each community facility has a unique physical form reflecting both the use and the history and traditions of the users. These unique characteristics are currently viewed as an attribute to the community, collectively helping to shape the character of Eastwood.

Community Facilities Design Concepts

The community facility recommendations are intended to preserve and enhance the village character within both the center and the Outlying Village. Design standards have been recommended for community facilities, allowing each facility to maintain its identity while ensuring compatibility with the surrounding village pattern.



United Resurrection Methodist Church



Eastwood Christian Church

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Eastwood appears to be well served by existing park and open space facilities. There is currently one park, Eastwood Park and Community Center, located within the Eastwood village boundary. However, there are additional parks and green space areas just outside the boundary lines. These include William F. Miles Park, Valhalla Country Club, Long Run Park, and the Floyds Fork corridor. Recommendations pertaining to recreation and open space have been made to take advantage of the rich and varied resources already available to Eastwood residents and support the village form concept.

Linking Existing Resources

The recreational areas in Eastwood are consistently used by the residents of the community. Establishing ways to connect the existing parks and the surrounding neighborhoods will strengthen the sense of community already present in these existing facilities. Creating pedestrian connections to the surrounding parks and to the Eastwood Park would offer access to a much larger open space system. Additional study is needed however, to determine what links are of value and to layout specific routes for each. Future greenway/trail connections should occur only in connection with future development and consider private property rights.

A greenway master plan for Eastwood would



Eastwood Park and community center

pinpoint areas for future greenway access to create a cohesive system that will unify the area's parks and open space and help to bring the community together for civic activities.

The Louisville Metro Parks Department recently announced a city-wide initiative called the 'City of Parks'. The purpose of the 'City of Parks' is "to build upon the Olmsted tradition of excellent parks and parkways that exist inside the Watterson Expressway, and extend that vision to the rapidly developing areas outside the Watterson", according to Mayor Jerry Abramson. The initiative includes development of a 100- mile hiking and bicycling trail around Louisville's perimeter. A portion of this trail is proposed along nearby Floyd's Fork. Connections between the county-wide trail and the greenway system of Eastwood would open the area to the broader community and should be addressed as part of the greenway master plan for Eastwood.



Strengthening the Village Form

One of the common themes seen in villages throughout the country is an emphasis on green space and its role in creating a sense of place for the community. Open space is often used as a community gathering point, such as a village square or green. It also plays an important role in helping to create a discernable edge, separating the village from the surrounding landscape.

The Land Development Code recognizes several forms of open space including: spaces for outdoor recreation; for natural resource protection; for aesthetic, cultural, and educational purposes, and; for the managed production of resources. Within the village, each form of open space should be designed to contribute to the village form. For example, open space located within the Village Center should take on a more urban form such as squares, greens, and plazas. In the outlying village however, the use of green space can be used to maintain the rural atmosphere. Larger parks, sports fields, preservation areas, and greenways all are forms of open space that can contribute to the outlying village form. Such uses can provide open space buffer where existing vegetation can be preserved and can also provide a definitive edge to the boundary of the village.



Floyds Fork (Photo courtesy of www.floydsfork.org)



Rolling landscape typical of the area in and around Eastwood

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The implementation element of the Eastwood Neighborhood Plan is intended to outline the steps necessary to bring about the plan objectives. Recommendations have been made for each of the previous plan components—Land Use, Mobility, Recreation/Open Space, and Community Facilities. Recommendations have been divided into 3 categories including: changes relating to Cornerstone 2020 or the Land Development Code, infrastructure or capital improvements, and recommendations of a policy or programmatic nature. Associated with each recommendation is the lead entity that would need to assume responsibility for implementing the change and the suggested timeframe for initiating the recommendation. Timeframes are given in three ranges—short (less than one year), medium (1-3 years), and long (greater than 3 years).





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Land Use

The land use recommendations are intended to promote and reinforce a consistent and active pedestrian-oriented environment servicing the adjacent residential neighborhoods. Land use recommendations have been divided into two general categories—those dealing with neighborhood pattern and form, and those addressing village design standards.

Neighborhood Pattern and Form Recommendations

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
LU1. Revise the existing Village Form District Boundaries (Center and Outlying)	Louisville Metro Planning Commission	Short
LU2. Restrict future commercial zoning along the Shelbyville Road corridor, east of Eastwood Village boundary to the Jefferson County Line and west through the Floyds Fork Overlay District	Louisville Metro Planning Commission	Short
LU3. Limit non-residential land uses to the Village Center	Louisville Metro Planning Commission	Short
LU4. Limit multifamily residential to within or immediately adjacent to the Village Center		Short
LU5. Implement separate design standards for the Village Center and Outlying Village (see Design Element)	Louisville Metro Planning Commission	Medium
LU6. Initiate an Area-Wide Rezoning process to change the zoning of the existing M-2 properties within the Village Center to C-1 with consent of the property owners	Louisville Metro Planning Commission	Medium



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LU7. Expand the existing road network, adding streets and alleys, to encourage lot patterns appropriate to the village form and consider creating opportunities for greens, squares, and other public open spaces <ul style="list-style-type: none">•Ensure any new roadways reflect the pattern and character of the existing roadway system and minimize impacts to existing tree lines and natural features	Louisville Metro Planning Commission	Medium
Recommendation	Implementation Responsibility	Timeframe
Policy-Programmatic		
LU8. Consider the Planning Commission's Development Review Committee (DRC) as the review/approval entity during the permitting process	Louisville Metro Planning Commission	Short
LU9. Evaluate site within the Eastwood Village Center as a possible location for a future school	Jefferson County Board of Education	Short
LU10. Establish an Eastwood Village Association consisting of residents and business owners to: <ul style="list-style-type: none">•participate in the civic process of setting public improvement priorities and promote the development guidelines and future master plans that are consistent with the Eastwood Village Pattern Book•identify local gathering places such as the ballpark and community center to promote and preserve community events such as parades and festivals	Louisville Metro Department of Neighborhoods	Medium



Design Recommendations

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
LU11. Develop a pattern book for the Village Form District to be used as a guide for applying architectural design principles that: <ul style="list-style-type: none">o respect and enhance the existing mix of historic design styles and encourage both restoration and adaptive re-use to maintain the character of the areao Incorporate elements of nearby historic buildings in new constructiono Promote careful building materials selection	Louisville Metro Planning Commission	Medium
LU12. Develop a streetscape master plan for Shelbyville Road to coordinate site furnishings, lighting, transit stop design, and landscaping	Louisville Metro Planning Commission	Medium
LU13. Develop a greenway master plan for Eastwood to encourage a “green edge” around the village limits and link future pedestrian trail connections when part of new development. Ensure private property rights are respected when considering any future connections	Louisville Metro Planning Commission Louisville Metro Parks Department	Medium
LU14. Establish design standards in addition to the Traditional Neighborhood Form District standards for the Village Center that distinguish development along the Shelbyville Road Corridor from development elsewhere in the Village Center	Louisville Metro Planning Commission	Short



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Village Center Design Standards (Applies to Entire Village Center)

- a. Retail commercial footprints should be limited to 35,000 square feet or less within the Eastwood Village Center. In exceptional circumstances in which it can be clearly and convincingly demonstrated that the proposed structure and use, site design and related development (i.e. parking and maneuvering) are consistent with the scale, design, and intent of the village center as described in Cornerstone 2020 and further elaborated upon in the Eastwood Neighborhood Plan, may a square footage greater than 35,000 be approved.
- b. Require Development Review Committee review for buildings with a footprint greater than 15,000 square feet
- c. Require new buildings to incorporate design features that are compatible and consistent with existing buildings to maintain the existing character of Eastwood
- d. Exterior building materials shall consist primarily of wood, brick and stone and shall incorporate design features of traditional village character such as paned windows
- e. Define outdoor spaces within existing and future public rights-of-way to create greens, squares, boulevards, and medians to maintain the rural atmosphere and to connect the greenways and parks throughout the village
- f. Require signs to be externally lit and constructed from more traditional materials (wood, metal, cloth, etc.)

Village Center Design Standards (Exclusive of Shelbyville Road)

- g. Provide mix of uses
 - o Develop incentives to provide a vertical mix of land uses – i.e., ground floor retail/service; upper floor residential/office
 - o Minimize tenant bays to 50' wide or less to promote a variety of stores/services
- h. Allow small setback variations and offsets to create breaks between buildings for pedestrian scale and visual interest along street facades
- i. Provide a sense of enclosure along the building front through design elements including, but not limited to:
 - o Street trees
 - o Recessed doorways
 - o Slant window awnings
 - o Site features such as lamp posts and benches
- j. Require parking to be located in the rear or at the curbside to maintain the street line of shops and to promote pedestrian focus and to reduce the speed of traffic along the internal village roadways
- k. Require new buildings to maintain 1:1 building height to street width to provide small village scale

Shelbyville Road Village Center Standards (Applies only to Shelbyville Road)

- l. Minimize new entrances onto Shelbyville Road through the use of shared entrances and service drives, where feasible
- m. Promote cross access between compatible uses and use alleys and service drives for vehicular access to sites to promote rural atmosphere created by landscape setbacks and buffers along Shelbyville Road
- n. Designate pedestrian crossings at major intersections for safe connections across Shelbyville Road to provide pedestrian access to areas of the Village Center on both sides of Shelbyville Road



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|--|
| o. Design parking in pods or smaller areas broken by green space to reduce the impact of large asphalt parking lots and vehicles parked within the developments |
| p. Do not permit parking between buildings and Shelbyville Road frontage |
| q. Design buildings with more than one front façade to address frontage along Shelbyville Road as well as internal frontage served by rear or side access to parking as well as pedestrian cross-connections |
| r. Provide shared identification signs at access points to reduce the number of signs along Shelbyville Road |
| s. Maintain the 30 feet setback and 30 feet parkway buffer along Shelbyville Road with landscaping to provide buffer for commercial uses as well as to provide rural atmosphere |
| t. Require landscaping in parkway buffer to utilize native species and designs emulating the surrounding natural environment |
| u. Designate points on Shelbyville Road as gateways at the Village boundary and design gateway elements to create a sense of arrival |

Outlying Village

- | |
|---|
| v. As land is developed, require a 30' greenway easement where recommended by the greenway master plan for Eastwood |
| w. Require new roads to be designed to run parallel to and preserve natural fence lines and tree lines where appropriate to maintain character of existing landscape |
| x. Designate Gilliland and Eastwood Fisherville Roads as Scenic Corridors from I-64 to the Village Center boundary |
| y. New residential development shall have buildings facing the street and shall encourage the use of the front porch and other semi-private architectural features to create hierarchy from the street to the private residence |
| z. Encourage conservation subdivision design practices for future development surrounding the village between Shelbyville Road and I-64 to help maintain a rural character for the area |



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Mobility Recommendations

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
M1. Develop a bicycle and pedestrian master plan to identify future bicycle, pedestrian, and multi-use corridors, including opportunities to connect with the proposed county loop along Floyds Fork	Louisville Metro Planning Commission	Medium
M2. Require sidewalks for all development within the Village Center to promote walking as a viable alternative	Louisville Metro Planning Commission	Short
M3. Promote greenway trails to provide pedestrian access within the Outlying Village when incorporated as part of new development	Louisville Metro Planning Commission	Short
Infrastructure/Capital Improvement		
M4. Expand the existing road network, adding streets and alleys, to encourage lot patterns appropriate to the village form	Louisville Metro Planning Commission	Medium-Long
M5. Improve U.S. 60 to three lanes to support future Village Center development	Kentucky Transportation Cabinet	
Policy-Programmatic		
M6. Locate any future I-64 interchange east of Eastwood to protect the village character	Kentucky Transportation Cabinet	
M7. Adopt typical sections to guide future roadway improvements	Kentucky Transportation Cabinet; Louisville Metro Public Works Department	Short
M8. Improve transit facilities to serve the Eastwood Village Center	TARC	Medium



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Community Facilities

Recommendations relating to community facilities are associated with the physical form of such uses and their compatibility with other land uses within the village.

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
CF1. Require community facilities to adhere to the village design standards applicable to the area (center, outlying) located	Louisville Metro Planning Commission	Short
CF2. Develop incentives for shared parking with compatible adjacent uses	Louisville Metro Planning Commission	Medium
CF3. Establish design standards in addition to the Neighborhood Form District standards for the Village Outlying for community facilities	Louisville Metro Planning Commission	Short
CF4. Prohibit parking between the building façade and the street		
CF5. Establish open space requirements related to building size		
CF6. Require new buildings to incorporate design features that are compatible and consistent with existing buildings to maintain the existing character of Eastwood		
CF7. Exterior building materials shall consist primarily of wood, brick and stone and shall incorporate design features of traditional village character such as paned windows		
CF8. Allow for use of alternative pavements (i.e., porous pavers) in larger lots where parking is only used few days of the week		
CF9. Limit external illumination of parking areas and signs to levels to minimize light pollution		



PLAN IMPLEMENTATION

Recreational/Open Space Recommendations

The recreational/open space recommendations are intended to advance and expand the existing park and associated facilities. There is a strong sense of community present in Eastwood. The recommendations include key elements and tools needed to help maintain and strengthen this sense of community.

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
R1. Emphasize pedestrian connections between parks, open space and civic uses through side-walks and greenways	Louisville Metro Planning Commission	Short
R2. Prepare a greenway plan to connect existing and future parks and open space when incorporated as part of new development	Louisville Metro Planning Commission Louisville Metro Parks	Short
R3. Develop open space standards relative to its location (center vs. edge)	Louisville Metro Planning Commission	Medium
R4. Use open space standards in the Outlying Village as a tool for protection of sensitive areas	Louisville Metro Planning Commission	Medium
Infrastructure/Capital Improvements		
R5. Develop a greenway connection to Floyds Fork as land is developed	Louisville Metro Parks Department	Long
Policy-Programmatic		
R6. Encourage parades, festivals and other events to provide community interaction	Eastwood Association	Short
R7. Focus on existing park as the local gathering point and meeting spot	Eastwood Association	Medium
R8. Identify future open space needs and potential destination points to be incorporated as property develops	Louisville Metro Parks Department	Medium

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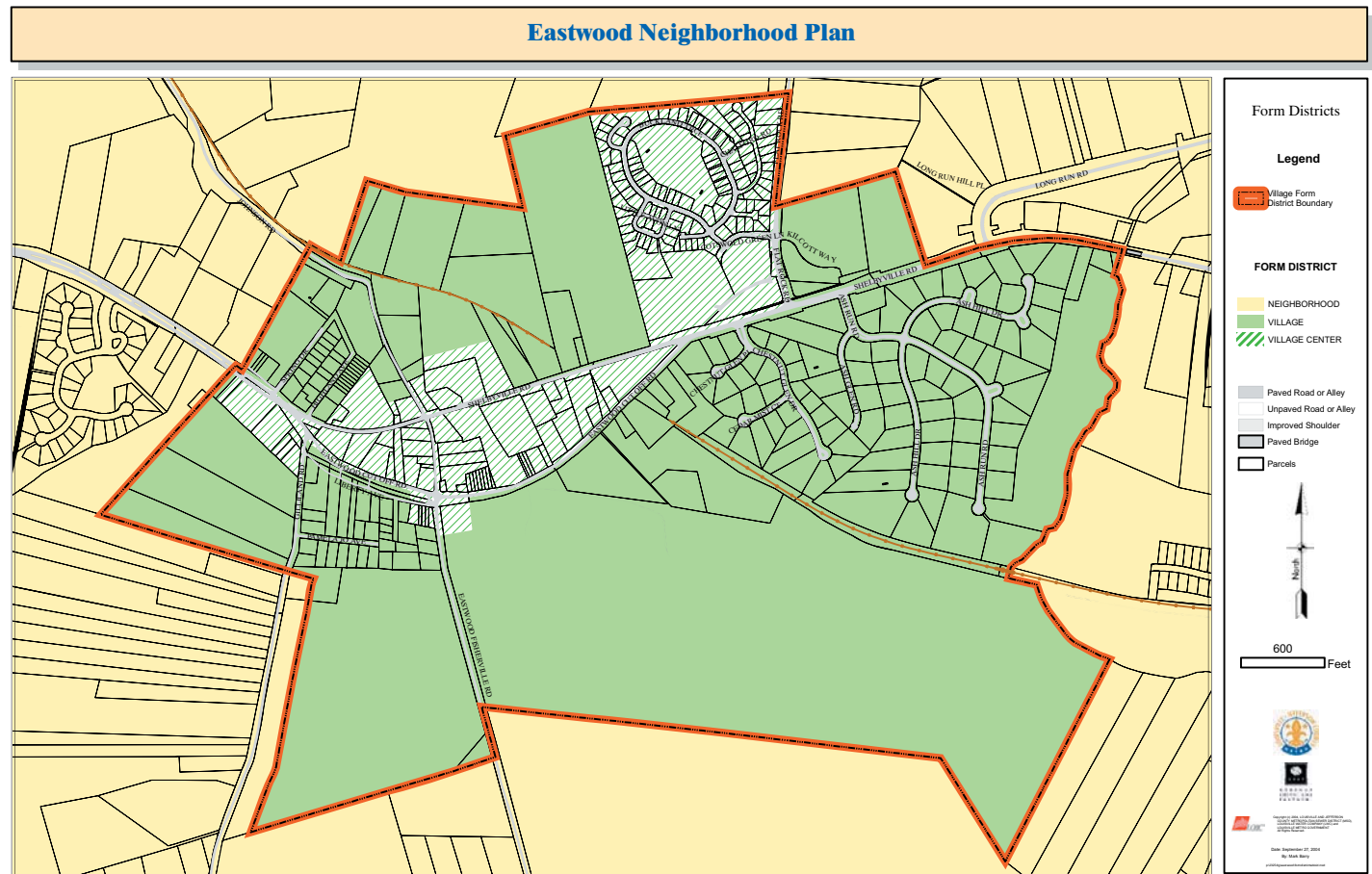
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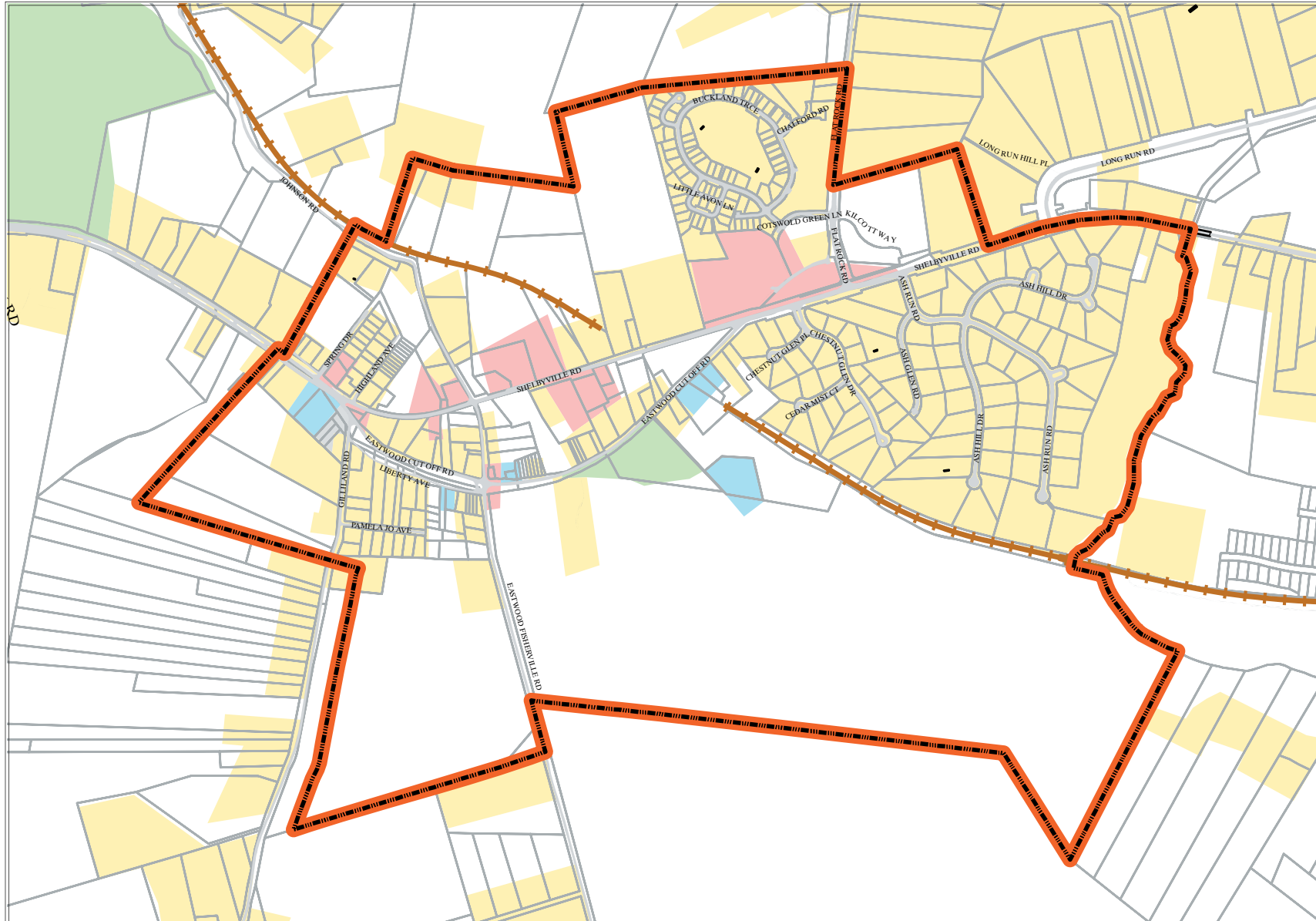
EASTWOOD FORM DISTRICT BOUNDARY AND NATIONAL REGISTER DISTRICT





EASTWOOD LANDUSE

Eastwood Neighborhood Plan



Land Use

Legend

County Line
Village Form District Boundary

LAND USE

General Comm. and Office
Industrial
Multi-Family Residential
Parks, Cemeteries, Etc.
Public and Semi-Public
Single Family Residential
Vacant and Undeveloped

Paved Road or Alley
Unpaved Road or Alley
Improved Shoulder
Paved Bridge
Parcels

North

NOT TO SCALE

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Date: September 2, 2004
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