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1 Overview

The Tyler Town Center planned development district (PDD) consists of multiple properties with multiple owners; the area includes approximately 117 acres of developable land. This PDD is the result of work conducted for both the Taylorsville Road/Urton Lane Transportation Study and the Tyler Rural Settlement District Neighborhood Plan. These efforts along with increasing development pressure in the project area resulted in a request from the Louisville Metro Council to designate this area as a town center. The complexity of infrastructure coordination, the economic crisis and the desire for a unique design scheme resulted in the Louisville Metro Planning Commission sponsoring an area-wide rezoning to Planned Development District for this area. Planning and Design Services staff working with their engineering consultant Qk4 and other metro agencies developed this planned development district as a tool to ensure a sustainable yet diverse, pedestrian-friendly development pattern with unique design guidelines, while providing flexibility to ensure that the town center can react positively to changes in the market and development practices. The design standards of the Land Development Code (LDC) are the base requirements for the the Tyler Town Center PDD. Detailed dimensional and design standards within the PDD supplement and/or replace requirements of the LDC. Where there is a conflict between the PDD standards and the LDC, the PDD requirements shall apply. Where the PDD standards are silent the LDC shall apply.

1.1 Site Description

The Tyler Town Center area includes multiple properties south of the Norfolk-Southern Railroad Corridor, between Tyler Retail Way and Gene Snyder Freeway, and north and south of Taylorsville Road including the St. Michaels Church Campus. The area west of Tyler Retail Way to Tucker Station Road remains in the Neighborhood Form District (NFD) as a planned development that transitions from higher intensity commercial uses within the Town Center to residential areas to the west and historic areas to the north towards the Tyler Rural Settlement Historic District.

1.2 Vision

1.2.1 Vision - The vision for the Tyler Town Center and Planned Development District (PDD) is to create a compact and economically viable mixed-use development pattern. It is a pedestrian-friendly community center with multi-modal access and design guidelines that promote sustainable building and site development practices.

A. **Goal #1:** Engage the community in an effort to proactively address anticipated development.

1. Objectives

- a. Use the Planned Development District tool to create a unique zoning district for the project area that is the result of a collaborative charrette process with input from interested parties that informs design decisions and guidelines for future development proposals.
- b. Forge a partnership with developers interested in investing in the project area to evaluate options for procuring infrastructure necessary to support proposed growth.
- c. Change the zoning designation of the area east of Tucker Station Road and west of the historical drive (adjacent to the Tyler Retail Center I) to PDD while retaining the form district designation of Neighborhood which is an appropriate transition from the residential areas to the west towards the proposed town center nearer to the interstate interchange to the east.
- d. Change the zoning designation of the balance of the project area to PDD and the form district to Town Center.

1 Overview

- B. **Goal #2:** Establish a design concept for a town center that respects the character of the surrounding area including the historical landscapes of the Tyler Rural Settlement historic district.

1. Objectives

- a. Develop design guidelines for the PDD that supplement the current LDC regulations for Town Center and Neighborhood Form Districts to better support and address the needs of the specific project area.
- b. Define an appropriate mix of uses for the PDD; encourage mixed use; ensure that more intense uses are restricted to areas of the district that are appropriate based on context of surrounding uses and available infrastructure.
- c. Design a pedestrian-friendly, multi-modal environment that is a destination and gathering place for area residents and visitors.
- d. Incorporate the historical drive (along the eastern edge of the Neighborhood FD) into the green/openspace of the district retaining its character as much as possible with the only vehicular crossing to be permitted at the future Urton Lane Corridor.
- e. Ensure that the development pattern and infrastructure design of the PDD is flexible enough to allow the district to transition as market conditions change over time, while preserving the overall design concept.

- C. **Goal #3:** Promote a pedestrian-friendly environment.

1. Objectives

- a. Establish build-to lines to ensure building placement that creates an active edge at the street.
- b. Create a streetscape and landscape concept that provides necessary buffers while enhancing the public realm.
- c. Establish an access management plan addressing shared curb cuts and connectivity.

- D. **Goal #4:** Coordinate private infrastructure development needed to support appropriate growth in the project area.

1. Objectives

- a. The development community and Louisville Metro conducted a comprehensive traffic analysis to inform the planning effort. This analysis shall be updated as development takes place to ensure that the most recent analysis provides current information.
- b. Adopt amendments to the Thoroughfare plan (Core Graphic # 10) to address alignment of future Urton Lane Corridor which will provide needed connections north and south of the proposed Town Center as well as a parallel access to I-265 as depicted within the PDD Concept Mobility Plan.

1.3 Planning Components

1.3.1 Planned Development District Plan - The Planned Development District (PDD) Plan includes the following components:

1. PD Use Map – this map indicates the various sections of the PDD and correlates with the associated land use table located within the appendix of this document

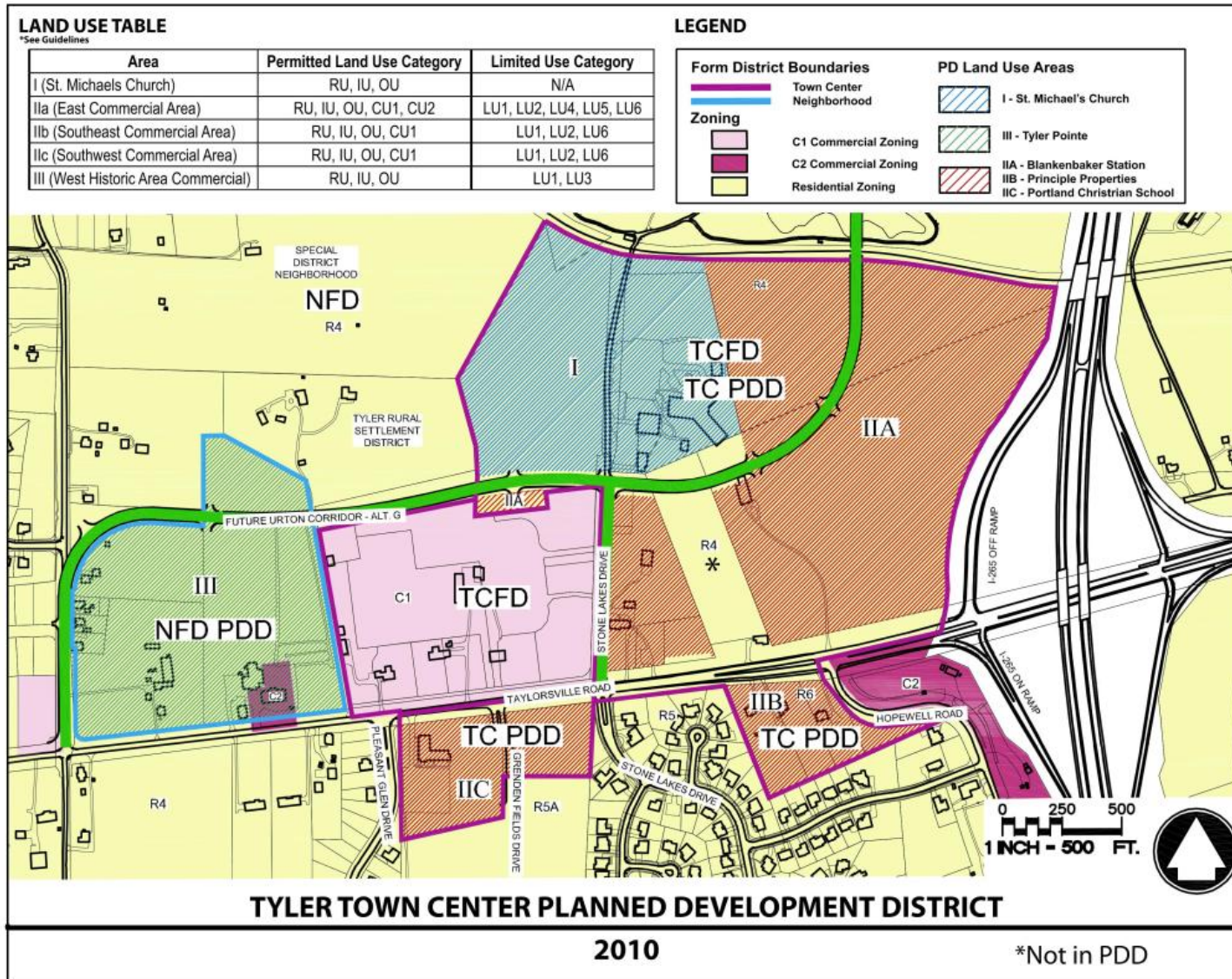
Tyler Town Center

2. Land Use Category Table – this table sets forth allowable, limited and conditional uses appropriate for the identifies areas and sub-areas of the PDD
3. PD Design Guidelines – this document contains guidelines that define the character of the PDD addressing building placement, street type and general locations, site amenities, signage, landscaping (including open space), parking and mobility standards
4. PD Concept Mobility Plan – this plan establishes the location of the Urton Lane Corridor as well as other streets necessary for proper circulation within the PDD; the hierarchy and sections for different street types are also identified

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2 PD Land Use Map

2 PD Land Use Map



3 Land Use

3.1 Land Use Categories

3.1.1 Permitted Land Use Categories - The following permitted use categories are defined in order to allow for flexibility in the determination of those uses permitted within the PD District:

- A. Residential Use Category (RU) - consists primarily of multi-family residential uses either in stand alone structures or as part of a mixed use building. This category also permits residential care facilities in accordance with KRS 100.
- B. Institutional Use Category (IU) - consists primarily of institutional uses of a religious or educational nature. This category also permits community related uses such as community centers, and other community facilities.
- C. Office Use Category (OU) - consists primarily of business, professional, medical or governmental offices.
- D. Commercial Use Category 1 (CU1) - consists primarily of retail stores and personal service establishments which:
 - 1. Provide for a wide variety of neighborhood serving uses; and
 - 2. Have a small service area and are, therefore, distributed widely throughout the city.
 - 3. Single use building footprints less than 40,000 square feet in area (Area IIa, IIb, IIc).
- E. Commercial Use Category 2 (CU2) - consists of strictly more intense entertainment related uses that are typically not considered as neighborhood serving uses.

3.1.2 Limited Land Use Categories and Standards - Limited Uses are comprised of either specific land uses or specific land use categories that may be permitted as long as specific criteria are met. These locational and design criteria are prerequisites and therefore are not eligible for waivers and variances. Below is the list of limited uses and limited use categories.

- A. Limited Use Category 1 (LU1) - contains all uses within CU1 with the addition of more auto-oriented uses, typically these uses are indirectly related to the automobile (such as uses with drive-through and drive-in related facilities). Automobile and truck sales and rental facilities prohibited. This limited use category is only permitted on lots adjacent to Taylorsville Road.
- B. Limited use Category 2 (LU2) - contains those uses directly related to the automobile (such as automobile service stations and gas stations). Automobile and truck sales and rental facilities prohibited. This limited use category is only permitted on lots adjacent to Taylorsville Road.
- C. Limited Use Category 3 (LU3) - Commercial uses within the CU1 category that are only permitted as part of a mixed use building that contains at a minimum a mix of two or more permitted use categories (such as CU1, IU, OU, RU).
- D. Limited Use Category 4 (LU4) – Big Box Stores (Permitted only on the lot immediately adjacent to the railroad right-of-way and the St. Michaels Church campus) - in excess of 40,000 square feet of gross floor area on the first floor that:
 - 1. serve a wide area, ranging from a community to the whole metropolitan area, and are, therefore, appropriate in secondary, major, or central shopping areas; and
 - 2. are not appropriate in close proximity to less intense use areas (such as single-family residential) because of the generation of considerable pedestrian, automobile or truck traffic.
- E. Limited Use Category 5 (LU5) - consists of hotels and motels used primarily for transient occupancy. This limited use category is only permitted on lots adjacent to I-265 Gene Snyder Freeway.
- F. Limited Use Category 6 (LU6) - Mini-warehouses - this use is only permitted in conformance with the following limited use standards:

3 Land Use

1. Shall not be adjacent to any street designated as a Main or Boulevard Street.
2. If adjacent to residential use the following screening and buffering requirements shall apply:
 - a. A thirty foot landscape buffer area (LBA) shall be provided along a property line adjacent with residential use.
 - b. The LBA shall include a eight foot tall continuous screen in accordance with LDC requirements of chapter 10.
 - c. A 2.0 planting multiplier shall be used for planting requirements within the LBA, existing vegetation may be used to meet this requirement.
 - d. A minimum of fifty percent of new plantings within the LBA shall be evergreen trees.

3.2 PD Use Table

PD Use Table

Area	Permitted Land Use Category	Limited Use Category
I (St. Michael's Church)	RU, IU, OU	N/A
Ila (East Commercial)	RU, IU, OU, CU1, CU2	LU1 ¹ , LU2 ¹ , LU4 ³ , LU5 ² , LU6 ⁵
Ilb (Southeast Commercial)	RU, IU, OU, CU1	LU1 ¹ , LU2 ¹ , LU6 ⁵
Ilc (Southwest Commercial)	RU, IU, OU, CU1	LU1 ¹ , LU2 ¹ , LU6 ⁵
III (West Historic Area)	RU, IU, OU	LU1 ¹ , LU3 ⁴
¹ Permitted only on lots adjacent to Taylorsville Road. ² Permitted only on lots adjacent to I-265 Gene Snyder Freeway. ³ Permitted only on the lot immediately adjacent to the railroad right-of-way and the St. Michaels Church campus. ⁴ Permitted only as part of a mixed use building that contains at a minimum a mix of two or more permitted use categories (such as CU1, IU, OU, RU). ⁵ Prohibited adjacent to streets classified as boulevard or main streets.		

4 PD Design Guidelines

The intent of the design guidelines is to establish and evoke a pattern of rural architectural design styles that will complement the historic nature of the area. The guidelines encourage high levels of pedestrian activity through the use of building design, parking design, outdoor amenities, landscape design, and consistent and appropriately scaled signage. Where the design guidelines within this section are silent the Land Development Code regulations shall be in effect for development within this Planned Development District. Where detailed definitions are not provided within this document those definitions located within the Land Development Code (LDC) shall be used.



Rural mixed-use



Main street mixed use

4.1 Site Design/Development Standards

Site Planning is an important part of any project. Your site should incorporate attractive and maintainable landscaping to enhance the hardscape of the built environment. Plants can be used in minimizing the visual impact of parking lots and service areas, and to promote pedestrian activity. Development shall occur in accordance with the principles of pedestrian oriented design as listed below and in accordance with Tables 4.1.1 and 4.1.2.

- A. **Pedestrian Friendly Design Principles** - The principles build on and supersede those listed under the Town Center Form District and standards related to traditional form districts. The design principles are:
1. Off-street parking shall be located behind and to the side of buildings and away from street corners.
 2. Parking rows shall be perpendicular to the building entrance.
 3. Safe, designated pedestrian pathways from street/sidewalk to main building entrance shall be provided.
 4. Drive-through windows and order stations shall not be located between the building and the street.
 5. Drive lanes shall not be located between the building and the street.
 6. Buildings shall be constructed to the build-to-line for at least 70% of the building facade as described in Table 4.1.1 and connected to the public sidewalk system.

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7. An entrance shall be provided on each street frontage; corner entrances may be provided in lieu of two entrances.
8. Distance between buildings along the street. The following maximum distances between buildings along the specified streets shall be as follows:
 - a. Main Street - 120 feet
 - b. Boulevard Street - 200 feet

B. Special District Design Criteria (Area III only)

1. Residential buildings shall have entrances oriented toward the street with front porches.
2. Garages for residential uses either attached or detached shall be located behind primary structures with doors oriented away from street frontages.
3. Multi-family residential buildings shall be limited to no more than four units per building and shall be located no closer than 50 feet to the nearest building.

Table 4.1.1 Setbacks Linked to Street Type	
Street Type/PDD Area	Setback ^{1 2}
Boulevard Street (Urton Corridor and Stone Lakes Dr.) ROW = 90 feet	FY/SSY 15 Feet Build-to-line (Church sanctuary exempt from build-to-line, with a 15 feet minimum)
Boulevard Street (Urton Corridor) Area III only - ROW = 90 feet	FY/SSY 30 feet Build-to-line
Main Street (Easement or ROW = 70 feet)	FY/SSY 0 feet Build-to-line
Through Street (Taylorsville Rd - ROW varies)	FY/SSY 30 feet Build-to-line
All Areas	SY 0 feet unless adjacent to residential, then use required landscape buffer from Chapter 10 of LDC for setback.
	RY 0 feet unless adjacent to residential, then use required landscape buffer from Chapter 10 of LDC for setback.
FY = Front Yard SSY = Street Side Yard SY = Side Yard RY = Rear Yard	
¹ On curved streets additional setback up to 10 feet beyond the build-to-line may be permitted by Planning Director or designee for lots that have a curvilinear street frontage.	

Table 4.1.1 Setbacks Linked to Street Type

Street Type/PDD Area	Setback ^{1 2}
² LU1 (auto-oriented uses) uses may have additional setback beyond the building limit line for sites that have been granted a waiver from one or more of the pedestrian design criteria. The additional setback shall be the minimum needed not to exceed three times the building limit line.	

Table 4.1.2 Density/Intensity

Area	Maximum Density	Maximum Building Coverage	Maximum Building Height
I	17 dwelling units per acre	40%	Three stories not to exceed 50 feet (Sanctuary structure not to exceed 80 feet, cross exempt from height restriction)
II	17 dwelling units per acre	60%	Three stories not to exceed 50 feet (Limited Use Hotel - Four Stories not to exceed 70 feet)
III	12 dwelling units per acre	40%	Two and 1/2 stories not to exceed 40 feet
Maximum building coverage is the ratio of building footprint to lot area.			

4.2 Building Design

4.2.1 Architectural Standards

- A. New structures shall have a “contextual fit” and reinforce the established rural architectural design patterns. Contextual design elements shall be derived from traditional architectural patterns as depicted in these guidelines, including building setbacks, building heights, building form, and rhythm of openings, color, materials, texture, roof forms, and building details.

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Rural mixed use buildings.



Town Center mixed use buildings

- B. Building facades shall be “pedestrian-friendly” by diversifying articulated facades every 20 to 40 feet with animating features that include: buildings located to the build-to-line and connecting to the sidewalk, store front window openings at the ground floor, awnings, canopies, lighting, and porch or canopy entries.
- C. A vertical bay structure of buildings shall be achieved where buildings exceed 20’ in width. The use of pilasters, piers, columns, colonnades, and the like are acceptable methods for creating building facades with similar scales and window volumes.



Preferred building facade treatment

- D. Appropriate façade materials which make up 85% of the building’s surface veneer shall include; brick, stone, manufactured stone, wood or cement board siding. Appropriate accent facade materials which make up 15% of the building’s surface veneer shall include; EIFS, wall panel systems, wood or cement board siding.
- E. Hipped or pitched roofs are preferred. A parapet wall is required for all buildings with a flat roof.

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- F. A visual terminus, such as a cornice at the top of a wall, shall be used to articulate the architecture, and gives it a completed finished look.
- G. Hipped or pitched roofs shall be covered in either asphalt shingles or metal roofing. Roofing shingles shall be of a “dimensional design style” and fall within a brown or gray color pallet. All metal roofing systems shall include a traditional standing seam design and have an exposed metal finish, a copper green patina finish, or a burgundy or dark red finish color.



Appropriate hotel design



Hipped roof design

- H. All development projects are encouraged to meet LEED specifications in energy usage and material conservation.
- I. The design of awnings, including the selection of materials and colors shall complement the architectural style of the building. Striping may be allowed on awnings provided there are no more than 2 colors used. Awnings shall not be back-lit or have a design utilizing a rounded “bull-nose” shape.
- J. Mechanical equipment shall be installed to have no impact on adjacent properties and not to be exposed to public views.



Pedestrian-friendly building facades

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Conceptual Town Center plan, east side

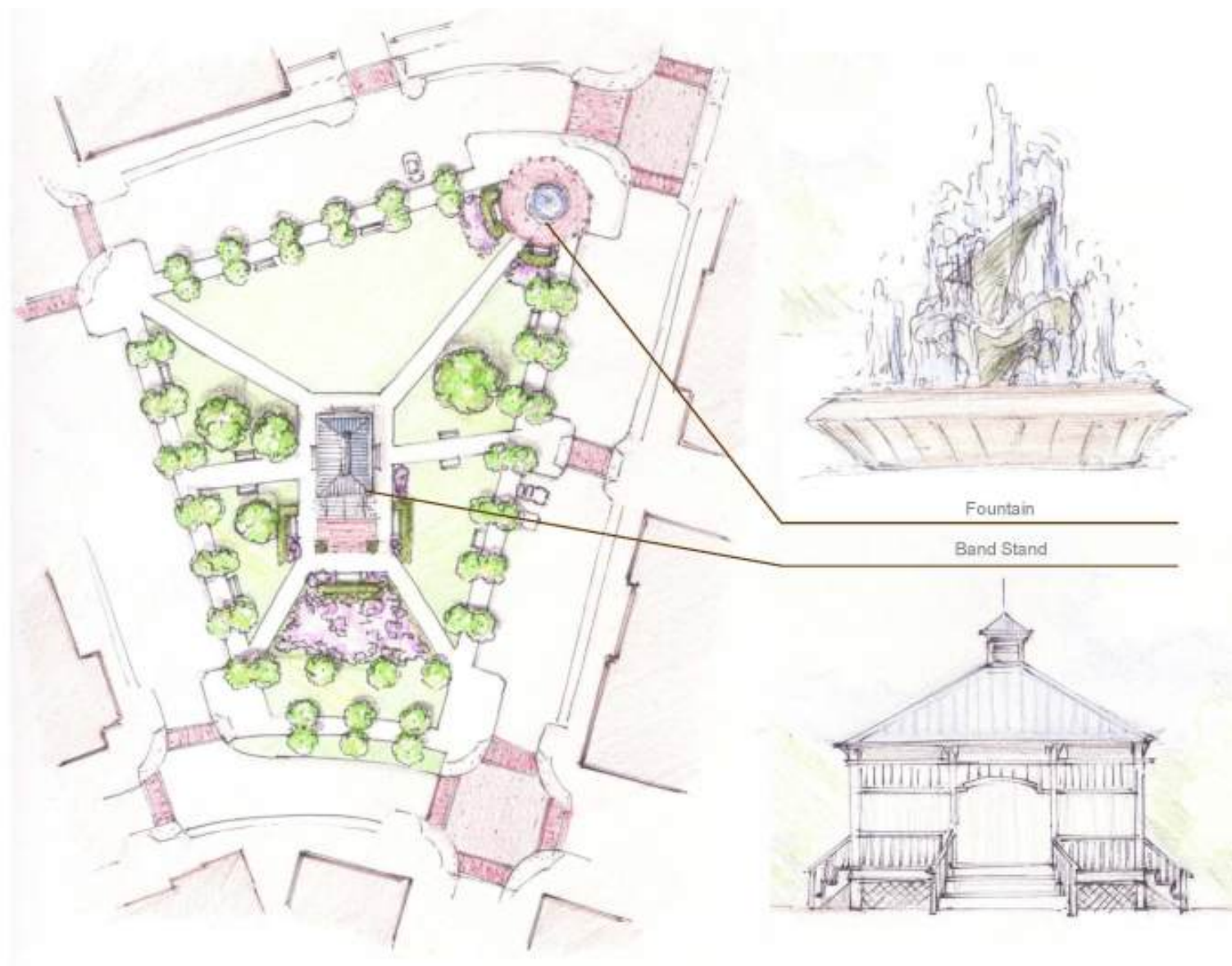


Conceptual Town Center main street, east side

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Conceptual Town Center main street, east side



Conceptual town square and public amenities

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Conceptual plan, west side



Conceptual plan perspective, west side

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4 PD Design Guidelines



Conceptual green space, bioswale and historic drive, west side

4.3 Parking Requirements and Design

4.3.1 Parking Requirements

Parking Requirements

- A. **Off-street Parking Requirements** - Required number of parking spaces shall be provided in accordance with chapter 9, part 1 of the Land Development Code. The minimum requirements for traditional form districts shall be applied per chapter 9, part 1 of the Land Development Code. The maximum parking allowed shall be no more than 15% above the minimum parking requirement.
- B. **Exception to Maximum Parking** - Off-street parking provided in excess of the maximum allowed shall only be permitted as follows:
 - 1. On lots that share parking with adjacent properties.
 - 2. Where the parking over the maximum is built with permeable pavement.
 - 3. Where the parking over the maximum is designated for a Parc'N'Tarc facility as approved by TARC.
 - 4. Where structured or underground parking is provided.
- C. **Bicycle Parking Requirements** - Bicycle parking for this Planned Development District shall be provided at a level twice the amount required by chapter 9, part 2 of the Land Development Code.
- D. Short-term bicycle parking (bike racks) shall be located within 100 feet of main building entrances with safe and convenient access to the street. Bike racks shall be located so they are visible to the public.

4.3.2 Parking Lot Design

Parking Lot Design

- A. General Requirements - All off-street parking shall be designed in accordance with chapter 9 of the LDC and shall be landscaped in accordance with chapter 10 of the LDC.
- B. Large Off-street Parking Areas - The design of large parking areas (100 or more spaces) shall segment the off-street parking area, visually and functionally, into smaller parking “pods” that reduce the visual and environmental impacts of the parking. Parking pods (see parking pod depicted below) will be created by separating the field of parking



Short-term Bike Parking

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into areas of no more than 52 parking spaces separated from each other by physical breaks consisting of a combination of the following techniques:

1. Landscaping beds of not less than five feet in width with no car overhang and 10 feet in width with a car overhang;
2. Pedestrian walkways a minimum of five feet in width with a landscaped strip on each side that incorporates landscaping, lighting, and other pedestrian amenities. Overall width of the area should be at least 15 feet in width;
3. Buildings including outbuildings designed and located in a manner that physically separates one field of parking from another;
4. Interior streets designed with pedestrian facilities on each side of the street and screened from adjacent parking areas in accordance with minimum vehicle use area screening requirements of chapter 10 of the LDC.



Aerial photo of a parking pod

4.4 Site Amenities

4.4.1 Landscape Concept

Landscape Concept Intent - The intent of these landscape standards is to enhance the aesthetic and environmental quality of the planned development district. Perimeter buffer plantings serve several functions including screening, naturalizing, softening edges, and to unify architectural elements. Landscape buffer areas around the perimeter help reduce the visual impacts of vehicle use areas including parking lots, loading docks and service areas. Tree canopy protects, conserves and replaces trees in the landscape in order to enhance community character, provide wildlife habitat, improve air and water quality, decrease storm-water runoff, provide noise buffers, prevent soil erosion and enhance property values. Low impact development (LID) practices are encouraged to manage stormwater, Planning and Design Services (PDS) staff shall allow flexibility in landscape design where needed. LID practices include the following: conservation of natural areas through compact site design, bioretention/rain gardens, vegetated roofs, permeable paving, rainwater collection systems, and minimal excavation foundations.



Four-rail fence with stone column



Fence and landscaped berm

A. Open Space Standards

1. A minimum of 25% of the gross area of the development site (Areas IIa, IIb, IIc and III) shall be common open space. The location of the common open space area may include outdoor amenities, such as pedestrian plazas, outdoor dining areas, picnic areas, water features, landscaped areas with seating, private sidewalks, open patios or balconies, rain gardens, green roofs, public art, and sport/exercise facilities.
2. Common open spaces shall be a minimum of 30' wide and containing 6,000sf.
3. Common open space shall meet or exceed the requirements of Chapter 10 of the Land Development Code (LDC).
4. Common open space shall not include any areas used for surface parking, driveways and alleys, or be located at the rear or less visible areas of the building. PDS staff may reduce the minimum size requirement in number 2 above for areas where existing vegetation as listed on the preferred planting list (Appendix 10A of the LDC) is preserved in accordance with the LDC.
5. Common open spaces areas located within the IIA and III areas of the development site shall be connected with a minimum 10 foot wide shared path between the individual lots.
6. A minimum of 4 feet of unobstructed area shall be maintained on walkways within common open space to accommodate pedestrian movement and access.
7. Historic Drive shall be dedicated as common open space. A minimum 20 foot width on both sides of the drive shall be maintained to accommodate preservation of the existing mature trees currently lining both sides of the drive.

B. Open Space Landscaping

1. Landscaping shall be incorporated into the designated open space and parking areas. Plantings shall include trees planted in location with sufficient growing space to reach maturity, hedges, flower beds, planters, fountains, etc. An irrigation system shall be provided to ensure long-term survival of plant material.
2. A 30' planting buffer shall be located along the Urton corridor where adjacent to the Historic Tyler Settlement. This buffer shall contain a mix of native trees and shrubs planted in masses; with a minimum planting density of 70% large trees and 30% understory (Type B or C trees as defined by LDC) trees with the total number of trees provided; equaling five trees per 100 feet of frontage. Shrubs, a

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minimum height at time of planting of 3 feet, shall be planted along 2/3 of the street frontage creating a dense buffer. Wildflower displays shall be incorporated into the planting for seasonal color.

- C. Streetscapes/Street Tree Plantings - The streetscapes and street tree plantings are to enhance the development and reduce the vehicular impact. There are three different levels of street classification: Main, Through, and Boulevard; with each level having a different buffer and planting requirement.
1. Main Street (Shopping Street) Landscape Requirements - Street trees shall be planted along the street in the Amenity Zone (first five feet behind curb) located along the outer perimeter of the sidewalk adjacent to the street. Street trees shall be regularly spaced and planted at a ratio of no less than 1 large tree per 40' of road frontage. These street trees shall be located in either large beds or in tree wells, a minimum size of 4' wide x 8' long.
 2. Through Street Landscape Requirements
 - a. PDD Areas IIa, IIb, and IIc
 - i. Landscape planting along the street frontages of areas IIa, IIb and IIc shall be located within a 30' landscape buffer.
 - ii. A black four-rail horse fence shall be located along the entire street frontage behind the earthen berm.
 - iii. The planting requirements for this buffer area are (1) Type A tree for each 40 foot of road frontage and a visually continuous berm, minimum height of 4' and maximum height of 6'.
 - iv. Shrubs shall be located on or fronting the berm with at least 2/3 of the frontage length heavily planted (one shrub per three feet).
 - v. 10% of the trees and 25% of the shrubs shall be evergreen.
 - b. PDD Area III
 - i. Landscape planting along the street frontage of area III shall be located in a 30' landscape buffer.
 - ii. A black four-rail horse fence shall be located at the edge of the buffer along the entire street frontage.
 - iii. The planting requirement for this buffer area are (1) Type A or B native tree for each 40 foot of road frontage. The trees shall be planted in a random pattern.
 - iv. Native shrubs shall be massed along the frontage creating a naturalized planting or cluster of mixed plant material. Shrubs shall be located on or fronting the berm with at least 2/3 of the frontage length heavily planted (one shrub per five feet).
 - v. Preservation of the existing trees along the historic driveway shall be required.
 - vi. Preserve eight inch diameter or larger trees within 30 foot Landscape Buffer Area (LBA).
 3. Boulevard Street Landscape Requirements
 - a. PDD Areas IIa, IIb, and IIc
 - i. Street trees shall be located in the 24' landscape areas on both sides of the Boulevard and in the center median. Areas not planted with shrubs or ground cover shall be seeded with turf grass.
 - ii. The street trees along the perimeter of both sides of the boulevard shall be Type A trees which are planted on staggered centers 25' apart; creating two rows of trees along the out edge of the street.

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- iii. The Street trees located in the median where no turning lane is present, shall be Type A trees planted on 25' centers.
- iv. Additional shrub plantings shall be planted between the median trees, where there is no interference with the traffic sight distance views. These shrubs shall be planted in five foot intervals between the median trees.

b. PDD Area III

- i. Street trees shall be located in the 24' landscape areas on both sides of the Boulevard and in the center median. Areas not planted with shrubs or ground cover shall be seeded with turf grass.
- ii. The street trees along the perimeter of both sides of the boulevard shall be Type A trees which are planted on staggered centers 25' apart; creating two rows of trees along the outer edge of the street.
- iii. The planting requirement for this buffer is 1 Type A or B native tree for each 25' of road frontage. The trees shall be planted in a random pattern.
- iv. Additional shrub planting is required between median trees. These shrubs should be planted to not interfere with the traffic sight distance views. These shrubs shall be planted in five foot intervals between the median trees.
- v. The Street trees located in the median where no turning lane is present, shall be Type A trees planted on 25' centers.

- 4. Perimeter Buffer Landscape Requirements - Buffer plantings shall be provided as required by the Land Development Code, Chapter 10 Part 2.
- 5. Vehicle Use Area Perimeter and Interior Landscape Requirements - Interior landscape areas shall be provided within all vehicle use areas. Vehicle Use Area buffers and Interior landscape planting shall be provided as required by the Landscape Development Code, Chapter 10 Part 2.
- 6. Tree Canopy Requirements - Tree canopy requirements shall be met on site and tree preservation is the preferred method to meet the canopy requirements. Tree canopy requirements shall be provided as required by the Landscape Development Code Chapter 10 Part 1. This development shall meet the requirements for Tree Canopy Class C for all portions of the development.
- 7. Screening - Utilities and Accessory Structures - All ground mounted utility boxes; transformers, service structures, etc. shall be screened by one of the following or a combination of fence (minimum of 80% opaque), wall, earth mound, or plant material.




Landscape screened parking

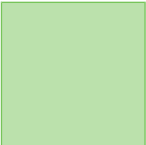

D. Gateway


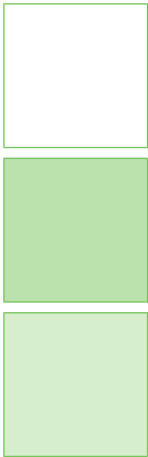
- 1. Gateway Locations - Gateways are established to create welcoming entry into the town center. The gateways are to be located at the following intersections of the development:
 - a. Primary gateway: Taylorsville Road and Stone Lake Road
 - b. Secondary gateways: Taylorsville Road and New Urton Lane Corridor; Urton Lane Corridor and Stone Lakes Drive
- 2. Gateway Design - The secondary gateways shall be 75% of the size and mass of the primary gateway; with all other entry points being 50% the size and mass of the secondary gateway. Each gateway shall be similar in design and constructed with similar materials; such as metal, brick, wood, stone, or combinations. Gateway signage shall be back-lit channel letters. Signage within the gateway shall be limited to twelve square feet in area and shall be used to identify the Tyler Town Center planned development district. Accent lighting may be incorporated into the design. The plant material shall be a mix of native trees, shrubs, perennials, and ground cover;

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with seasonal or wild flower displays. Water features, sculpture, or public art are encouraged to be incorporated in the gateway design. The gateway design shall meet all other district standards and shall be approved by PDS staff.

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3. Gateway Signage - Gateways serve as entrance markers into an area and will share similar features.
 - a. Gateway signage shall incorporate a combination of materials such as masonry, stone, wood, and/or metal.
 - b. Gateway signage shall include surrounding landscaping and shall not exceed 48" above finished grade.
 - c. Signage shall be limited to channel letter signage that may be internally illuminated or back-lit.



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4 PD Design Guidelines



Rural landscape plan, west



Town Center landscape plan, east

Tyler Town Center

4 PD Design Guidelines

4.4.2 Street Furniture

The developer or property owner is required to provide benches, trash receptacles, bollards, and /or bike racks to serve the businesses abutting the right of way. The type of street furniture shall be approved by PDS staff to ensure consistency within each development site.

4.4.3 Lighting

- A. Street: The developer or property owner shall install ornamental street lighting along the street frontage when fronting the street. The lighting shall be adequate to provide visibility for pedestrians and drivers at night and to provide a distinct identity within the district. The poles shall be no greater than 16 feet in height and located in the amenity zone of the sidewalk. Lighting shall be fully shielded and directed downward. The lighting levels shall conform to standards found within the LDC, except that lighting under canopies (drive-through or gas station canopies) shall be limited to no more than thirty foot candles.
- B. Lot Area: The developer or property owner shall provide adequate outdoor lighting for private parking, private and public open space, rear and side of buildings. The lighting shall be arranged to provide security but minimize glare and reflection on adjacent lots and public streets. Lighting shall be fully shielded and directed downward. To ensure adequate lighting design a lighting plan shall be submitted from a qualified lighting professional demonstrating compliance.
- C. Building Lighting: All exterior building lighting, attached or detached, shall be fully shielded, shall utilize flat or hidden lenses and shall be directed downward.



Street furniture

4.5 Sign Guidelines

4.5.1 On-premises Signage

Signage is important to every business. By posting signs you not only create brand awareness for your business, but also the opportunity to attract customers. The signage guidelines promote attractive, consistent, artistic, well proportioned and thoughtfully located signs. Signs are to be designed as integral parts of the site and architectural design of a proposed project.

Tyler Town Center



Attached and projecting signs

- A. Commercial Signage - Signs are to be designed as integral parts of the site and relate to the overall architectural style of the development. The following standards provide detailed requirements beyond those found within the LDC.
1. Area III (only) signage shall be externally lit and constructed from a combination of masonry, wood, and/or metal). All signage shall preserve and relate to the historic features of the Tyler Rural settlement district and the natural environment.
 2. Gateway elements at the Tucker Station and Taylorsville Road intersections should be designed to create a distinct sense of arrival to the district.
 3. Free Standing signage shall be monument style with back-lit, front lit, or internally illuminated channel letters. Internally illuminated signage must have an opaque background.
 4. Signage must not include flashing text, animation, moving graphics, video, or LED.
 5. Attached building signage shall be channel letters designed to be back-lit or internally illuminated.
 6. Projecting wall signage may not project more than 4'-0" from the buildings facade wall.
 7. Projecting banner signage must not project more the 24" from the buildings facade wall.
 8. Directional signage is used to direct pedestrian or vehicular traffic. No more than (1) image, Logo, or text combined with the "entry" or "exit" text is allowed on each directional sign. Directional signage can not exceed 3'-0" in height above finished grade and five square feet in area.

Tyler Town Center

4 PD Design Guidelines

4.5.2 Wayfinding

Wayfinding signage shall be used to provide information on the neighborhood, architecture, local history, or to provide directions. The information presented should help people find their way quickly and easily. Advertising for businesses, products, or services on wayfinding elements is prohibited.



Wayfinding banner pole



Wayfinding kiosk

- A. Wayfinding Kiosks or signage shall not be internally illuminated and shall not exceed 6'-0" in height and 3'-0" in width.
- B. Appropriate materials for wayfinding kiosks or signage include wood, stone, brick, and painted or finished metal.
- C. Logo's or text fonts for all wayfinding shall be similar so that a visual continuity is achieved.
- D. Banner signs attached to banner poles or light poles in multiples shall be spaced at a minimum distance of 50'-0"
- E. Banner signs attached to banner poles or light poles shall be mounted at a minimum 10'-0" above finished grade.
- F. Banner signs shall not exceed 15 s.f. in area.

5 Administrative Procedures

- A. **Land Use Interpretation Process:** Specific land uses not listed in the Chapter 5: Use Index shall require an interpretation by the Development Review Committee (DRC) of the Planning Commission to determine whether the proposed use conforms to the description of the land use categories outlined in chapter 3. Notice shall be given in accordance with paragraph F below. Upon the interpretation of a use within a specific land use category, the use index in chapter 5 shall be updated accordingly.
- B. **Guideline Interpretation Process:** Where there is disagreement between an applicant and the planning staff case manager on the application of a specific design guideline, the applicant may request a guideline interpretation. The Guideline Interpretation process consists of a review before the Development Review Committee of the Planning Commission with notice in accordance with paragraph F below. The interpretation of the specific guideline by the committee shall be final.
- C. **Development Review Procedure:** Detailed development plans shall be reviewed by the Planning Director or designee for compliance with the Land Development Code and the specific standards outlined within the Tyler Town Center PDD Development Plan and Design Guidelines. Notice shall be given in accordance with paragraph F below.
- D. **Waiver Process for Pedestrian-Friendly Design Principles (LU1 uses only):**
 - 1. The Limited Use 1 (LU1) category consists of auto-oriented uses limited to certain geographical areas within the PDD and having frontage along Taylorsville Road (Through Street Designation). The Development Review Committee (DRC) may approve exceptions to the Pedestrian-Friendly Oriented Design Principles of this PDD.
 - 2. Approval Process and Criteria - The approval process shall follow the review requirements listed for Land Development Code (LDC) waivers in Chapter 11 of the LDC. Notice of the DRC meeting shall be given in accordance with paragraph F below. The major site design aspects to consider when reviewing a request for special design consideration are as follows:
 - a. Size, configuration and environmental constraints of the property in question.
 - b. Size and configuration of the proposed structure.
 - c. Location of access points to the property.
 - d. Number of street frontages that impact the property.
- E. **Appeals:** Appeals of staff and committee decisions shall follow the process as outlined within chapter 11, part 7 of the LDC.
- F. **Notice:**
 - 1. Within 5 days of submittal of a land use application affecting property within the Tyler Town Center PDD, electronic (e-mail) notice shall be provided to:
 - a. Owners of property within the Tyler Town Center PDD
 - b. First tier adjoining property owners to the Tyler Town Center PDD
 - c. Registered users within the Neighborhood Notification System for the affected council district
 - d. Those interested parties registered as a member of the Tyler Town Center listserve (subscription service managed by PDS staff)
 - 2. In addition to the notice stated in section F.1. above, applications requiring consideration by the Planning Commission or a committee thereof shall be noticed in accordance with applicable Chapter 11 (LDC) provisions.

5 Administrative Procedures

3. In addition to the notice stated in section F.1. above, notice of plans that may be approved by the Planning Director or designee shall provide a minimum 20-day public comment/review period, prior to final action.

The mobility standards of this section provide specific guidance on mobility related issues within the PD District.

The PDD mobility plan utilizes existing public road infrastructure (Taylorsville Rd., Stone Lakes Dr., and Tucker Station Rd.), planned Urton Lane corridor and proposed private internal main streets to serve the Tyler Town Center. Street type, typical cross-sections including bike and pedestrian facilities, right-of-way widths and access locations have been identified.

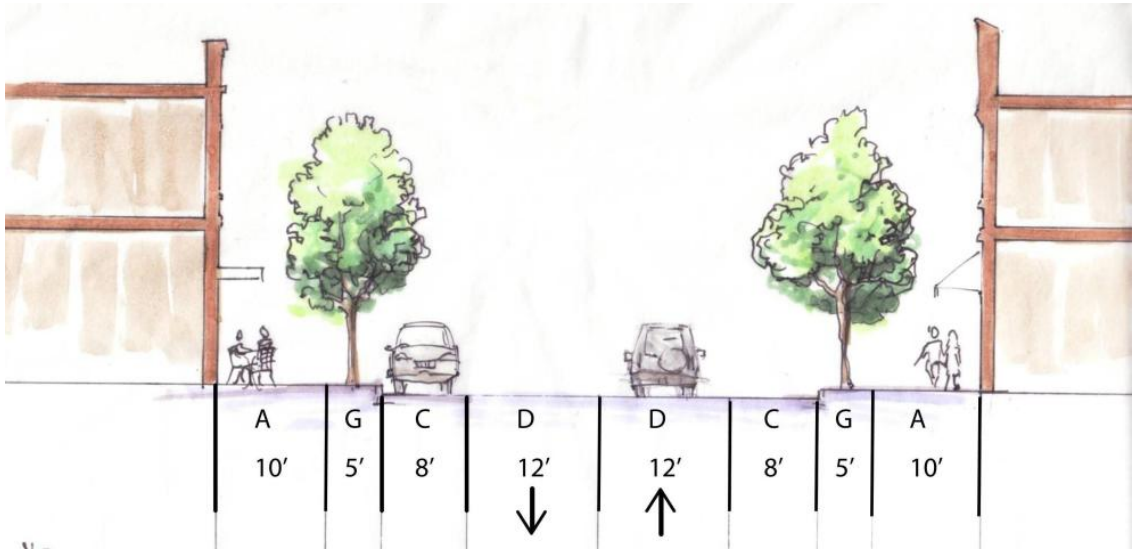


Tyler Town Center
6 Mobility Standards

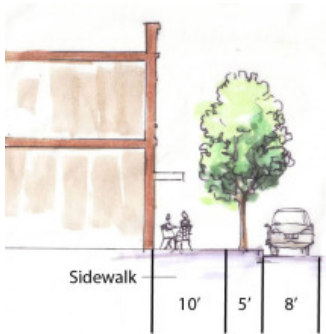
6.2 Street Cross Sections

A - Sidewalk	B - Amenity Zone	C - Parking	D - Drive Lane	E - Bike Lane	F - Median or Turn Lane	G - Landscape Area
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Tyler Town Center, Cross Sections Legend



Tyler Town Center, Main Street Cross Section

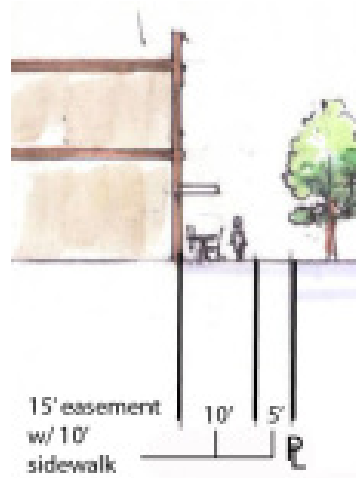


Tyler Town Center, Main Street, up close

Tyler Town Center



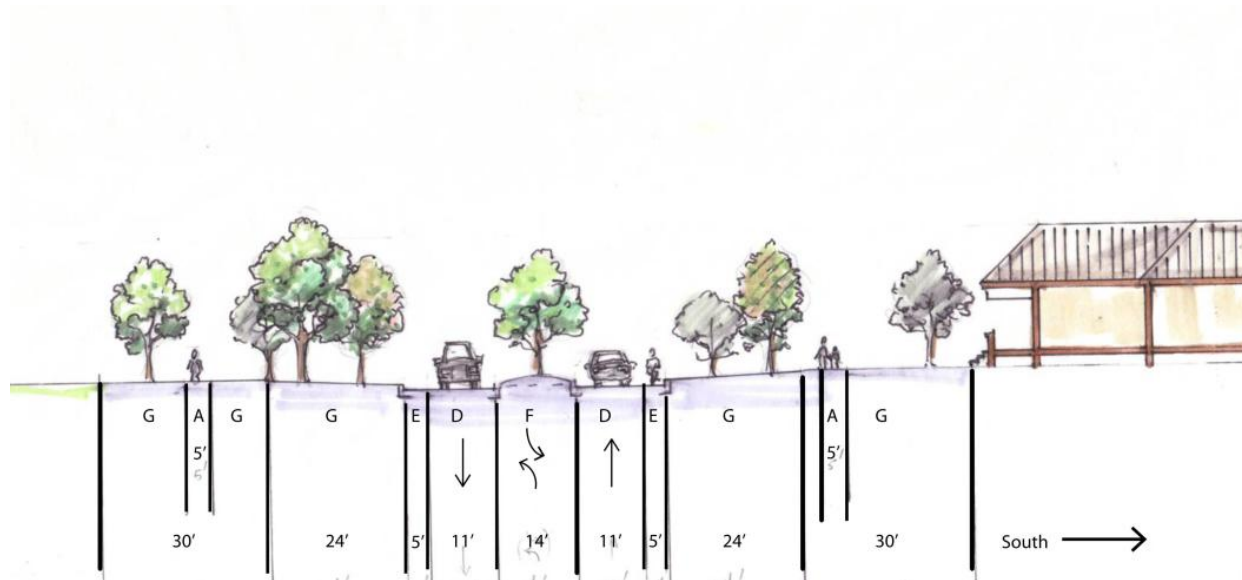
Tyler Town Center, Boulevard Street, East Cross Section



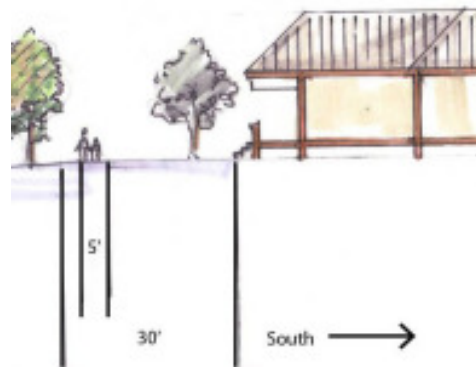
**Tyler Town Center,
Boulevard Street East, close
up**

Tyler Town Center

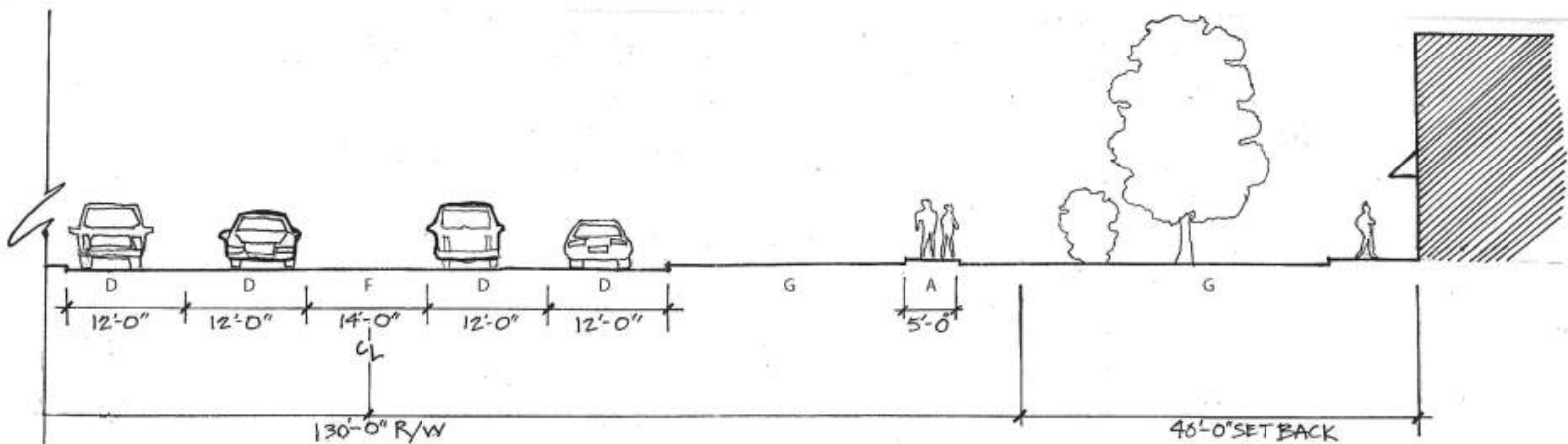
6 Mobility Standards



Tyler Town Center, Boulevard Street West, Cross Section



Tyler Town Center, Boulevard Street West, close up



Tyler Town Center, Taylorsville Road Cross Section

6.3 Access Management

TRANSPORTATION IMPROVEMENTS AND ACCESS MANAGEMENT - As determined by the traffic analysis dated August 2010, the road improvement schematic (see Appendix - Chapter 7) indicates the proposed number of lanes and lane utilization required on the public roads and at the critical intersections including the Taylorsville Road/I-265 Interchange. Existing and proposed access locations are also shown. Any additional access and internal connections shall be evaluated and determined by Metro Public Works and based on the access management and form district standards within the Land Development Code. The future Urton Lane Corridor/Stone Lakes Dr./St. Michael Church entrance intersection is proposed to be signalized and Tucker Station Road is to be realigned to intersect with the Urton Lane Corridor. Development is expected and required to be phased with the required road improvements construction. Immediately upon PDD approval, each developer/property owner is responsible for the required public road R/W dedications along existing road frontages, the Urton Lane corridor and recording of the private cross-access easement agreements. Requirements for contributions and recapture agreements for road improvement and construction required for access to sites served by Stone Lakes Drive and Urton Lane Corridor will be implemented as necessary. Taylorsville Road improvements along property frontages shall be constructed as development occurs. (refer to traffic study and binding elements for specifics) As development occurs, Metro Public Works will monitor existing and proposed traffic in the area and update analysis as needed. Traffic Signal Retiming and Coordination will be implemented by Metro Public Works when funding becomes available.

6.4 Alternative Modes of Transportation

6.4.1 Bike and Pedestrian Facilities on Streets - Bike and pedestrian facilities are provided on all streets and throughout the PDD. Bike facilities are planned and coordinated with the 2010 Louisville Bike Map. Bike Lanes are to be provided on the Urton Lane Corridor within the PDD. Stone Lakes Drive improvements and Main Streets will be constructed with shared bike lanes.

Tyler Town Center

6 Mobility Standards

6.4.2 Transit Facilities - Transit facilities shall be provided in accordance with TARC standards and shall be located at designated gateways as shown on the Concept Mobility Plan. These facilities will be constructed by the developer at such times as transit service is provided to the area and at the request of TARC.

7 Appendices

The following is a listing in alphabetical (Use Index) order of specific uses associated with a specific permitted land use category listed within the PD Land Use Table. The use index also includes a list of land uses associated with specific limited use categories as listed within the PD Land Use Table. Interpretations of specific uses as associated with a specific land use category may be approved by the appropriate committee of the Planning Commission in accordance with the procedures outlined in section 2.5. Once an interpretation is approved the specific use shall be added to the use index table.

7.1 PD Use Index

Use Index Table	
Specific Use	Land Use Category**
Accessory uses	Permitted
Antique stores*	CU1***
Art galleries*	CU1***
Athletic facilities*	CU1***
Athletic goods stores*	CU1***
Audio/video recording studios. Provided the building is sound proof*	CU1***
Bakeries*	CU1***
Banks without drive-through facilities*	CU1***
Barber shops*	CU1***
Bicycle sales and service*	CU1***
Book stores*	CU1***
Beauty parlor*	CU1***
Candy stores*	CU1***
Catering Kitchen/baking preparing food and meals for sale and consumption elsewhere*	CU1***
Cigar and cigarette stores*	CU1***

Use Index Table	
Specific Use	Land Use Category**
Clothing and apparel stores*	CU1***
Clubs, private, non-profit or proprietary*	CU1***
Coffee shops*	CU1***
Computers, hardware and software sales*	CU1***
Costume rental establishments*	CU1***
Craft and hobby stores*	CU1***
Dance studios*	CU1***
Department stores*	CU1***
Drug stores with no drive through facilities*	CU1***
Dry cleaners without drive through facilities*	CU1***
Electronic and appliance stores *	CU1***
Equipment rental, where all activities are within a building*	CU1***
Farmer's markets, fruit and vegetable stands, garden supply stores and pond stores*	CU1***
Florist shops*	CU1***
Funeral Homes	CU1***
Furniture stores*	CU1***
Gift, stationary and greeting card stores*	CU1***
Grocery stores*	CU1***
Health spas*	CU1***
Home Improvement, Home Supplies and Hardware stores*	CU1***

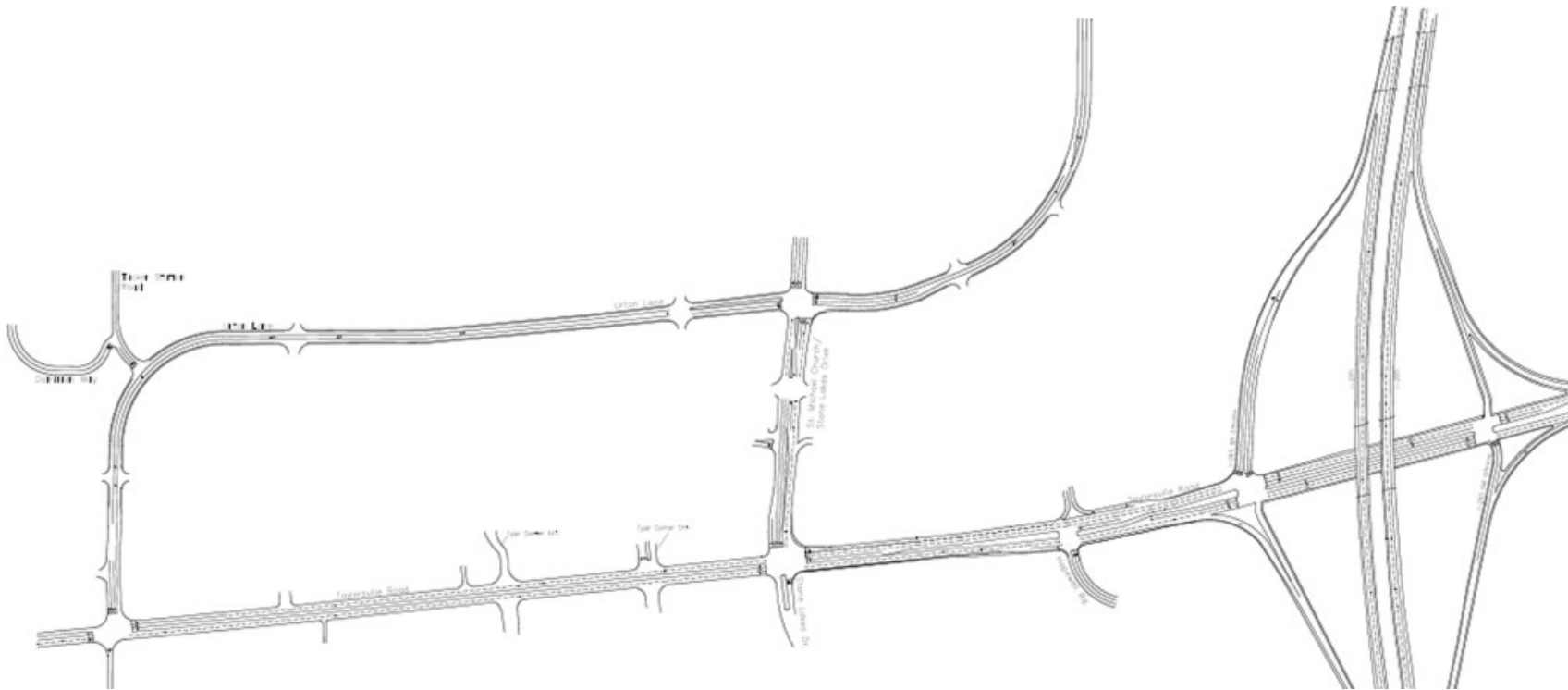
Use Index Table	
Specific Use	Land Use Category**
Ice cream stores*	CU1***
Interior decorating shops*	CU1***
Jewelry stores*	CU1***
Laundry, self service*	CU1***
Liquor stores*	CU1***
Locksmith shops*	CU1***
Luggage stores*	CU1***
Mattress stores*	CU1***
Music stores*	CU1***
Personal service establishments (e.g. Barber shops, beauty parlors,)*	CU1***
Pet stores*	CU1***
Photocopying, word processing and similar office-support activities*	CU1***
Picture framing*	CU1***
Restaurants, delicatessens, tea rooms and diners; no drive through facilities - with outdoor alcohol sales and service permitted and with indoor entertainment permitted*	CU1***
Saddle and harness shops*	CU1***
Shoe sales and repair stores*	CU1***
Sporting goods store*	CU1***
Tailors and dressmakers*	CU1***
Tanning salons*	CU1***

Use Index Table	
Specific Use	Land Use Category**
Tattoo, body art, and piercing parlors*	CU1***
Tax preparation service*	CU1***
Toy stores*	CU1***
Upholstery and furniture repair shops*	CU1***
Veterinary clinics*	CU1***
Watch making and repair shops*	CU1***
Automobile Parking Facilities (principal use), public or private	CU2
Bowling Alley*	CU2
Skating Rinks*	CU2
Theaters, enclosed within a building*	CU2
Assisted living facilities	IU
Community centers	IU
Day care centers*	IU
Government buildings and uses (including police and fire stations)*	IU
Religious institutions such as churches, synagogues, temples and mosques	IU
Schools, public or private	IU
Banks with drive-through facilities*	LU1
Drug stores with drive through facilities*	LU1
Dry cleaners with drive through facilities*	LU1

Use Index Table	
Specific Use	Land Use Category**
Restaurants as permitted in CU1 with the addition of drive through facilities*	LU1
Automobile part sales*	LU2
Automobile service stations*	LU2
Gas stations*	LU2
Tire sales establishments*	LU2
Big Box Stores - in excess 40,000 (Area IIa only - adjacent to Area 1 and railroad right-of-way)	LU4
Hotels, motels including extended stay hotels and motels	LU5
Mini-warehouse	LU6
Artist studios*	OU1
Business schools*	OU1
Computer programming services*	OU1
Immediate and urgent care centers*	OU1
Loan offices*	OU1
Medical laboratories*	OU1
Medical Office (including dentist, chiropractor, psychiatrist, psychologist, etc.)	OU1
Photographic studios*	OU1
Residential	RU
* Single establishment footprints less than or equal to 20,000 square feet (Area III) and 40,000 square feet in gross floor area (Areas I & II)	
**See chapter 3 for detail descriptions of land use categories	

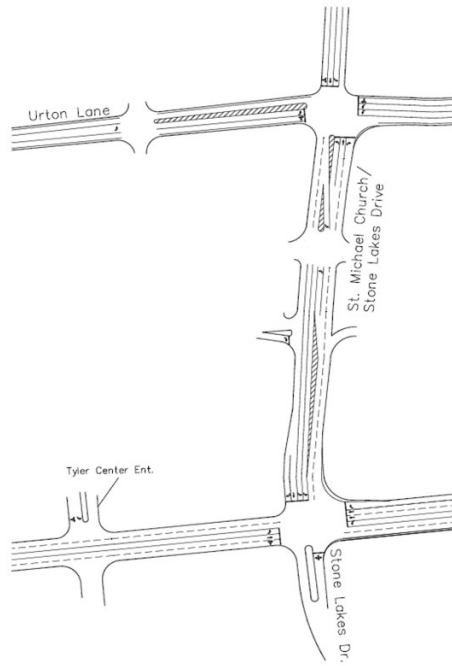
Use Index Table	
Specific Use	Land Use Category**
***See LU1 and LU3 descriptions within chapter 3 for detailed requirements.	

7.2 Road Improvement Schematics



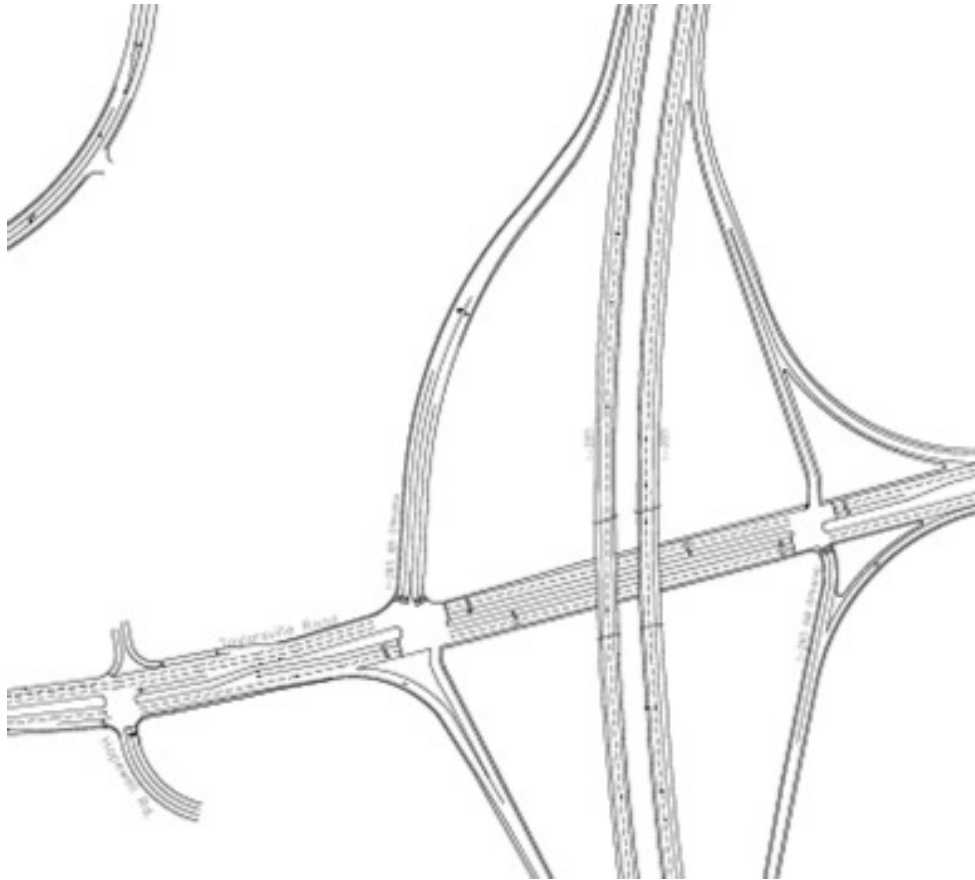
Urton Lane Corridor schematic, total

Tyler Town Center



Stone Lakes detail





Hopewell and I-265 Interchange detail

7.3 Traffic Analysis Summary

7.3.1 TRAFFIC ANALYSIS SUMMARY - The Traffic Impact Study(TIS) was prepared by BTM Engineering, Inc and was jointly funded by developers and Metro Government. Future trips for developments comprising the PDD were included in the study. The remaining approved but undeveloped outlots of existing Tyler Center were also included. AM and PM peak hours of traffic were analyzed for the following scenarios:

- 2015 without Urton Lane Connection to Tucker Station without connection to Rehl Road
 - 2015 with Urton Lane connection to Tucker Station without connection to Rehl Road
 - 2020 with Urton Lane connection to Tucker Station and Rehl Road
- A. For the 2015 scenarios, intersections along proposed Urton corridor and Taylorsville Road between I-265 and Tucker Station were analyzed. For the 2020 scenario, additional developments north of the PDD area were included and intersections along Tucker Station Road and Blankenbaker Parkway were analyzed.
- B. Based on this traffic analysis, development must be phased in conjunction with the required road improvements identified on the road improvement schematic. Twenty-five percent (25%) of PDD development can occur prior to large scale improvements to the I-265 Ramps and Taylorsville Road. Signal coordination and other small scale interim improvements will be preformed by Metro Public Works. Metro Public Works will monitor trip generation as detailed development plans are submitted.