



HIGHVIEW NEIGHBORHOOD PLAN

June 2015



ACKNOWLEDGMENTS

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VISION STATEMENT

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

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



Figure 1.0 - Community input collected during Friday Fest

PROCESS SUMMARY

PRE-PLANNING

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

VISION DEVELOPMENT

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

PLAN COMPONENTS

The components of the final plan recommendations include the following:

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

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

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

PLAN IMPLEMENTATION

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

BACKGROUND

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

Demographics:

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

Purpose of the Plan:

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

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

STUDY AREA

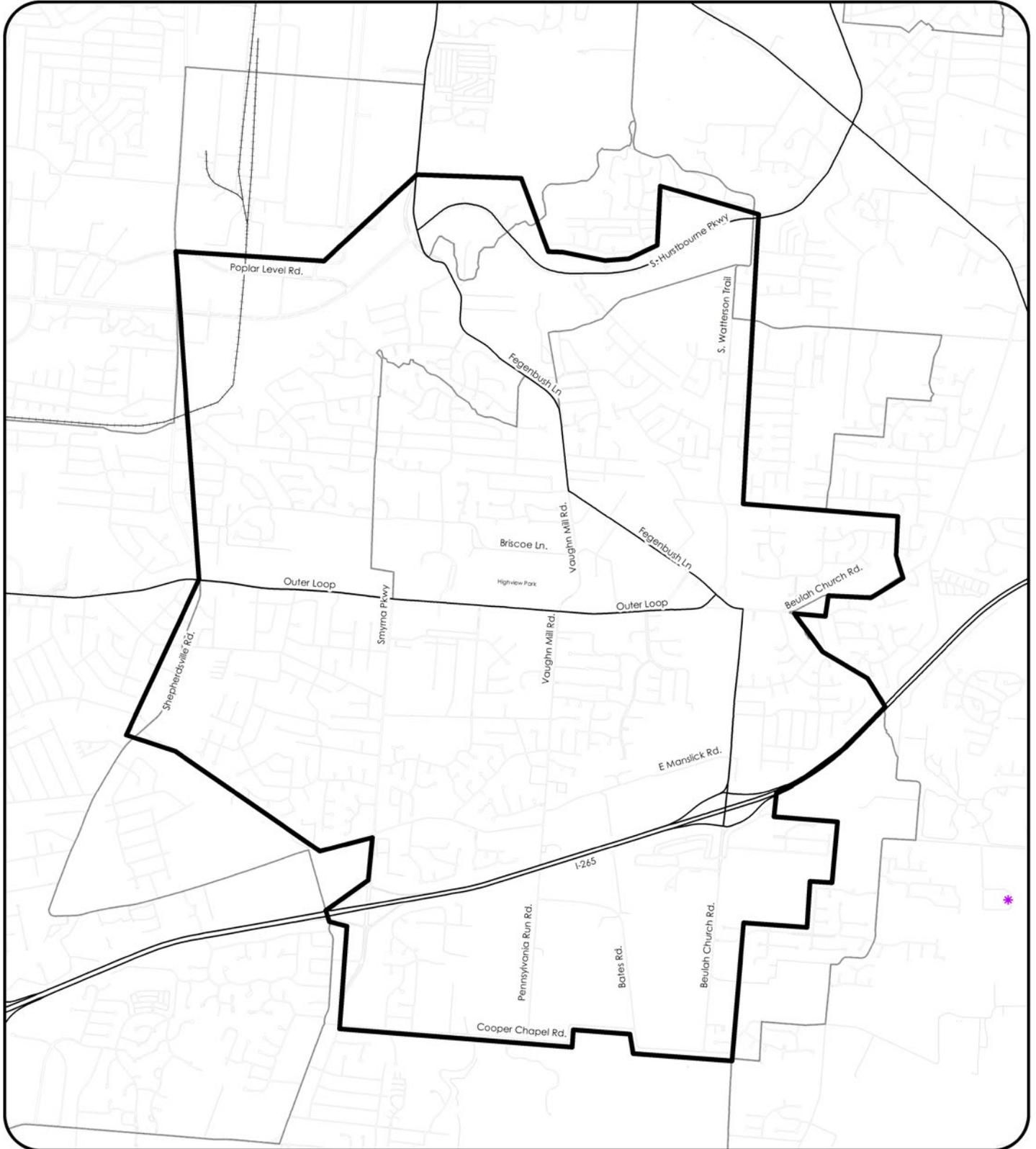


Figure 1.1 - Highview Study Area

NEIGHBORHOOD IDENTITY

History:

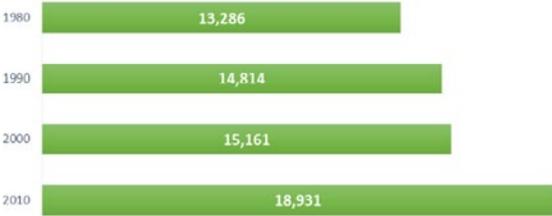
Highview, once a rural landscape on the fringe of Louisville and the edge of Jefferson County, felt the impacts of mid-twentieth century infrastructural and economic developments. These developments include Standiford Field, GE Appliance Park, the Ford Assembly Plant and Interstates 65 & 64 to name a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



NEIGHBORHOOD IDENTITY

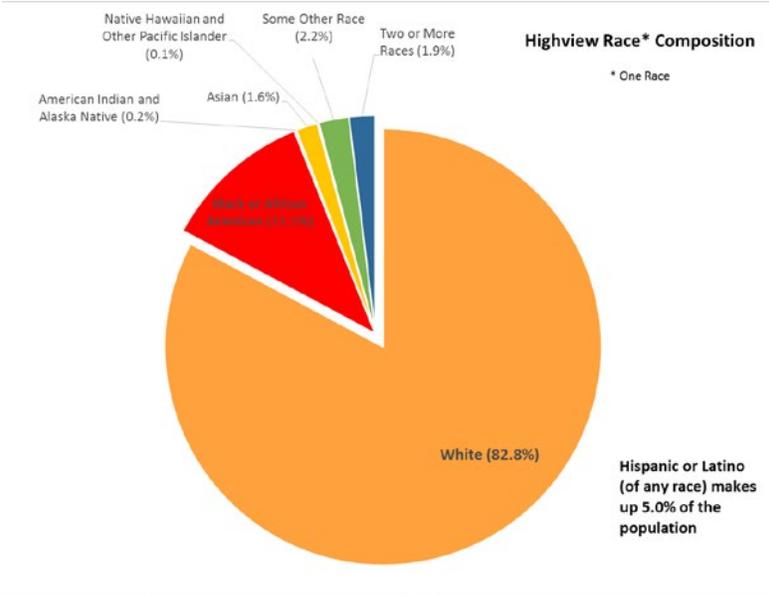
Total Population

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



2010 Racial Composition

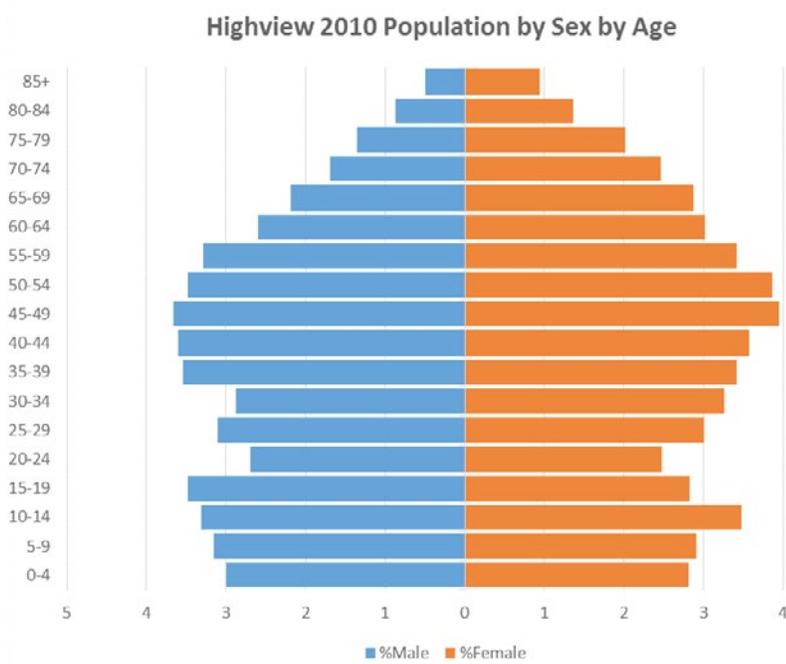
In 2010, white residents comprised 82.8% of Highview, down from 89.3% in 2000. Correspondingly, black residents made up 11.1% of Highview in 2010, up from 7.8% in 2000. Perhaps the most notable change was the increase in Hispanic residents to 5% of the population in 2010, up from 2% in 2000. This is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



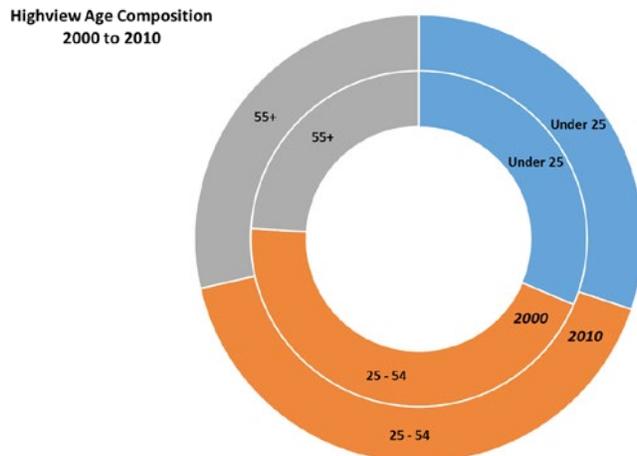
* The Highview Census Designated Place (36730) was eliminated in 2003 at the time Louisville and Jefferson County merged. Because of the merged government it is only possible to compare total population as one of the few data sets that can still be compared for the same geographic boundaries.

2010 Population Pyramid and Age Composition

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



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



EXISTING CONDITIONS:

LAND USE

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

Land Use

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

LAND USE

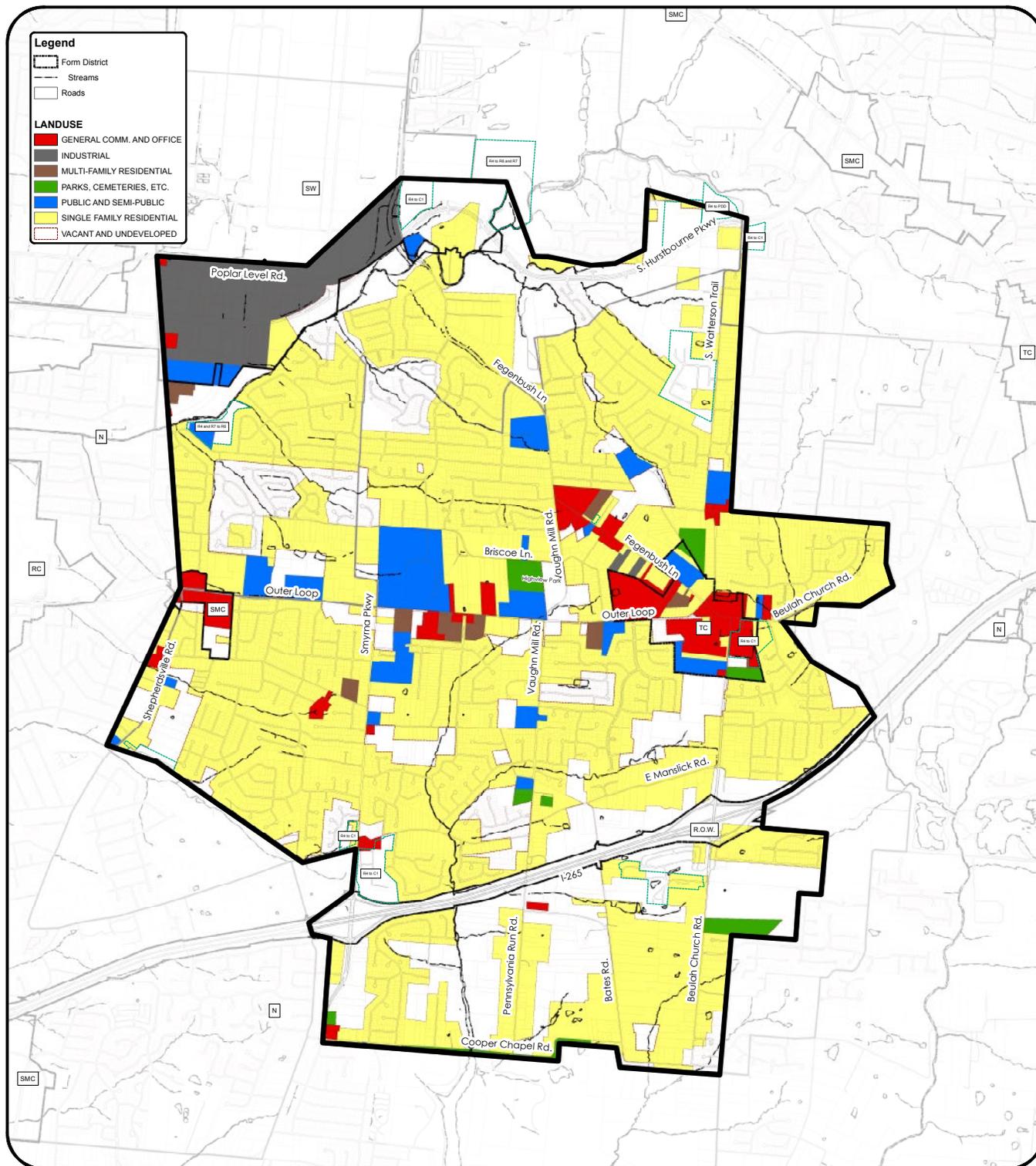


Figure 2.1 - Existing Land Use

Zoning & Land Use Policy

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

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

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

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

ZONING

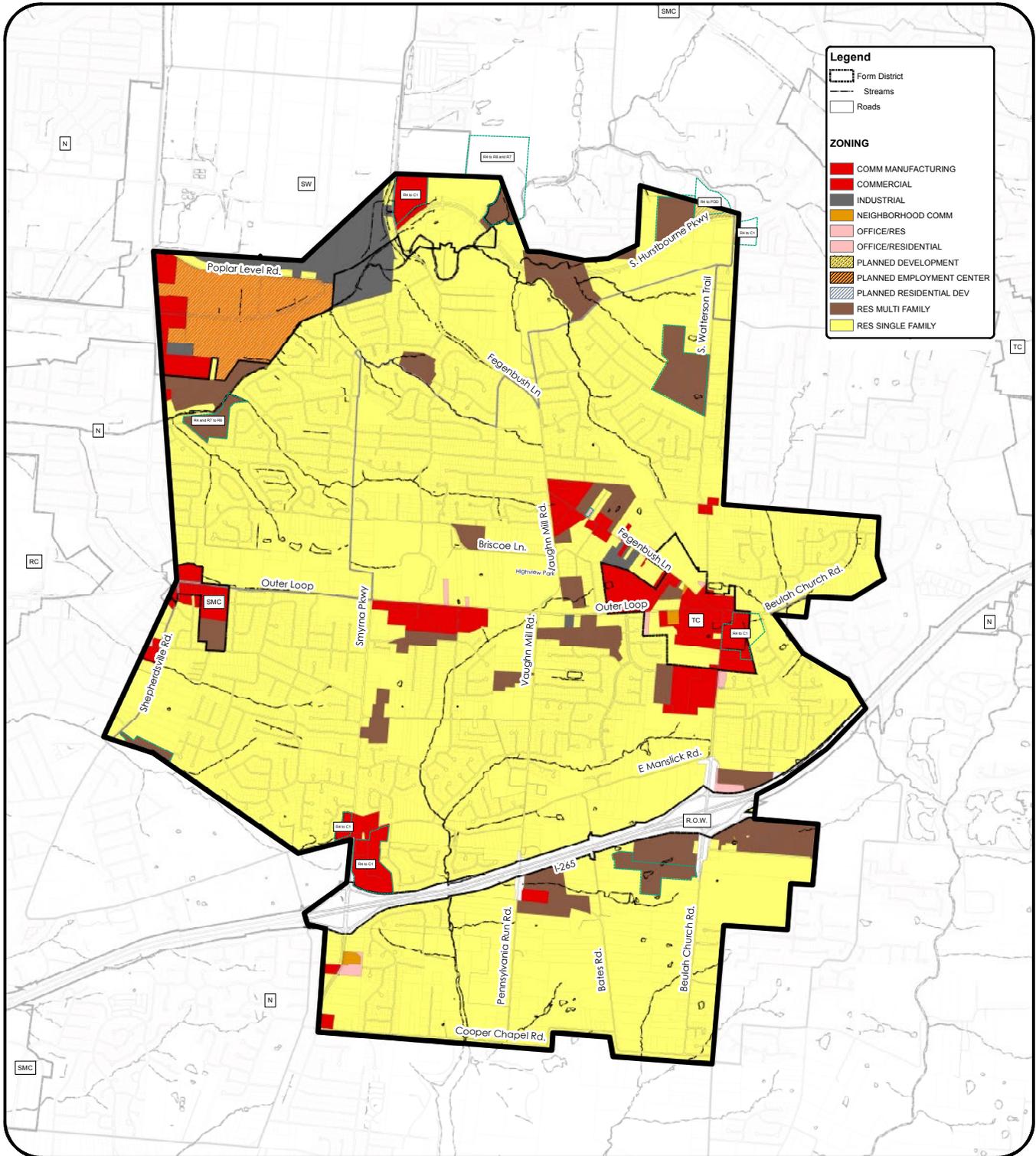


Figure 2.2 - Existing Zoning

Infrastructure

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



Figure 2.3 - Undeveloped Property in Highview

INFRASTRUCTURE

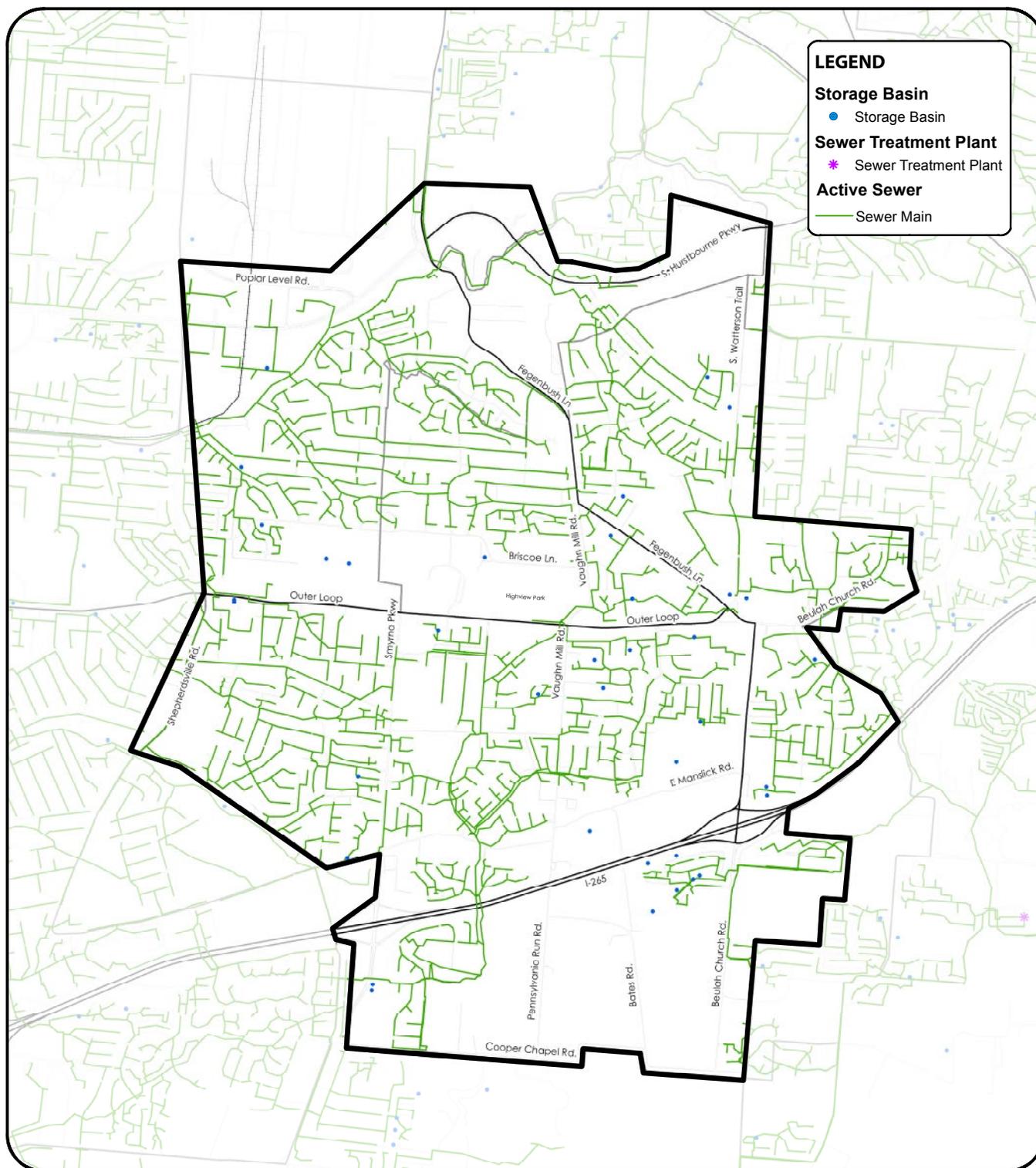


Figure 2.4 - Existing Infrastructure

Environment

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



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

ENVIRONMENTAL

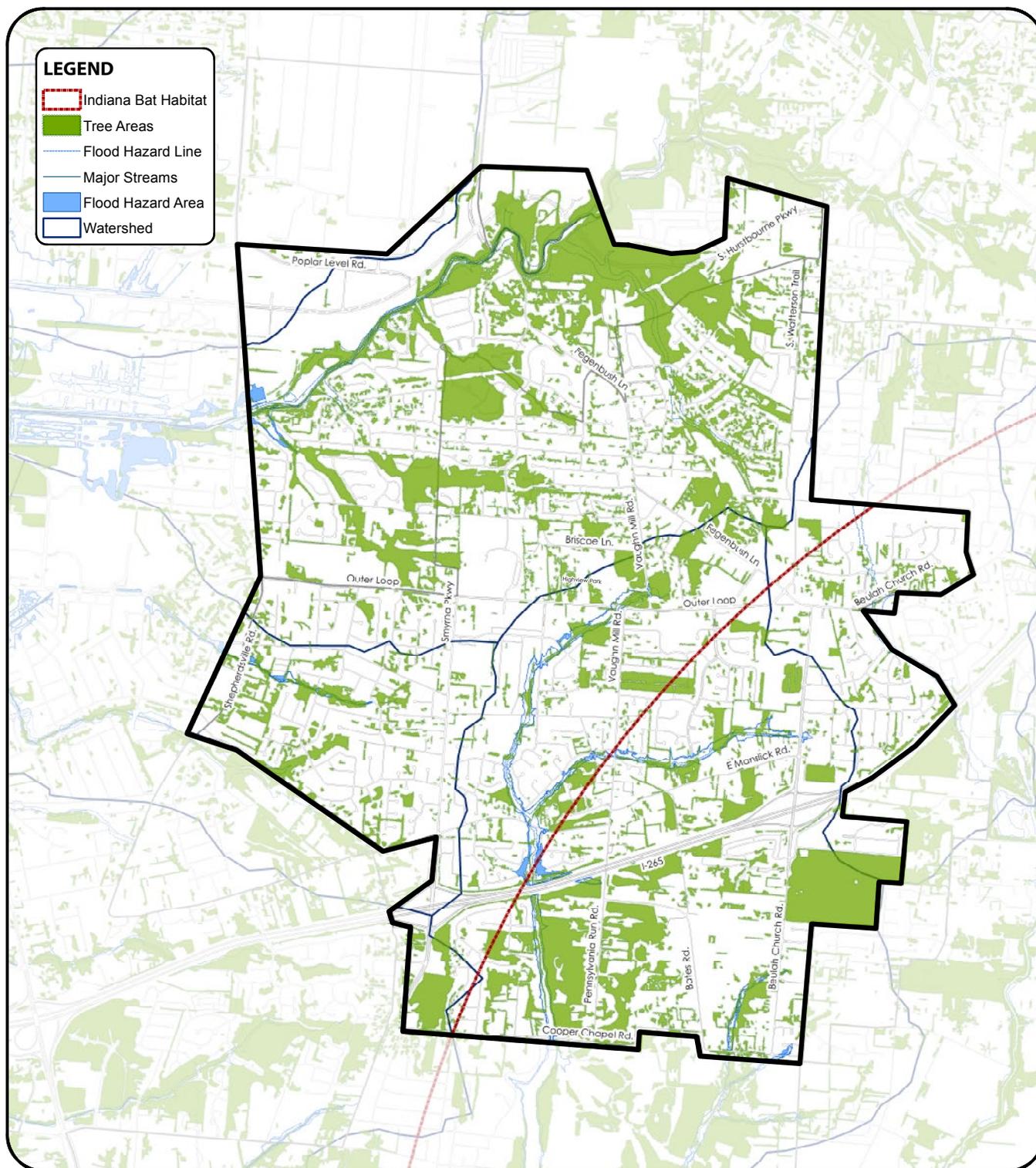


Figure 2.6 - Existing Environmental Considerations

EXISTING CONDITIONS:

COMMUNITY FORM

Highview Amenities

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

Schools

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

Public

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

Private

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

Religious Facilities / Churches

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

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

AMENITIES

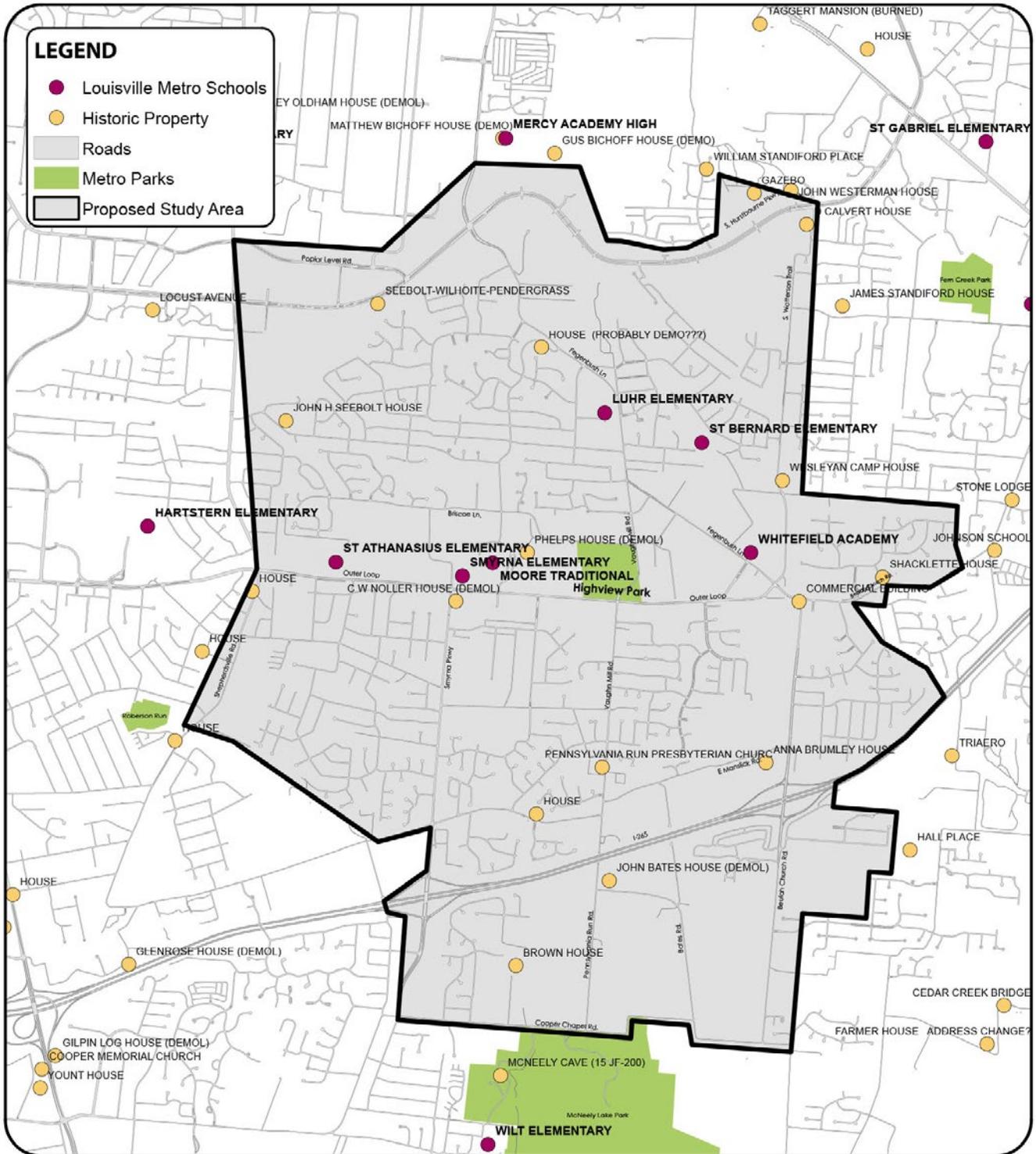


Figure 2.7 - Existing Community Amenities

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

Historic Properties

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

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

Parks

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

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



Figure 2.8 - Highview Park



Figure 2.9 - Mattie B. Luhr Elementary School



Figure 2.10 - The Hitching Post

Existing Corridor Character

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

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

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

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

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

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

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

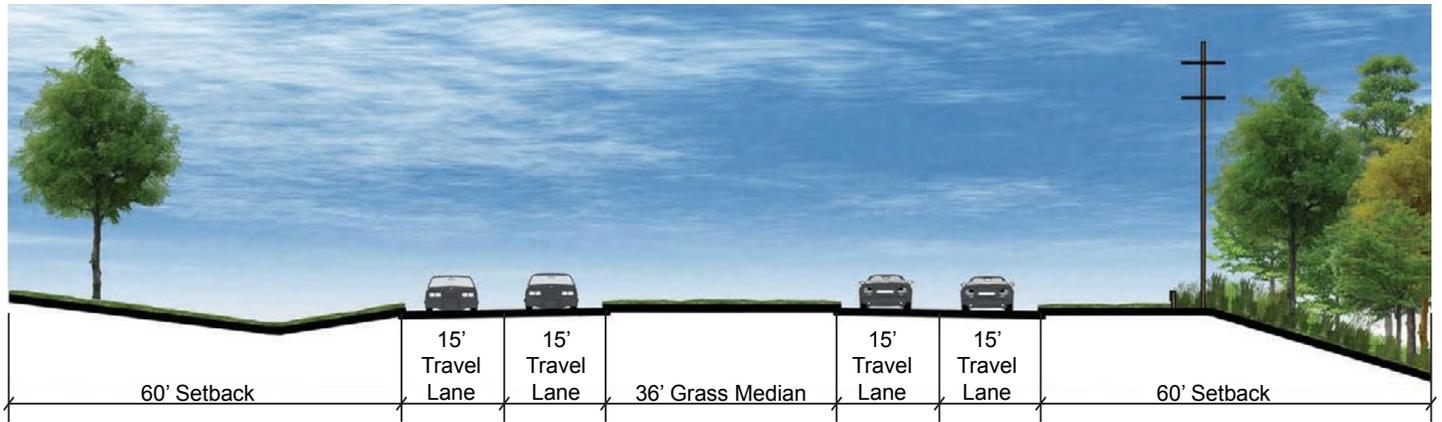


FIGURE 2.12 - OUTER LOOP (EXISTING)

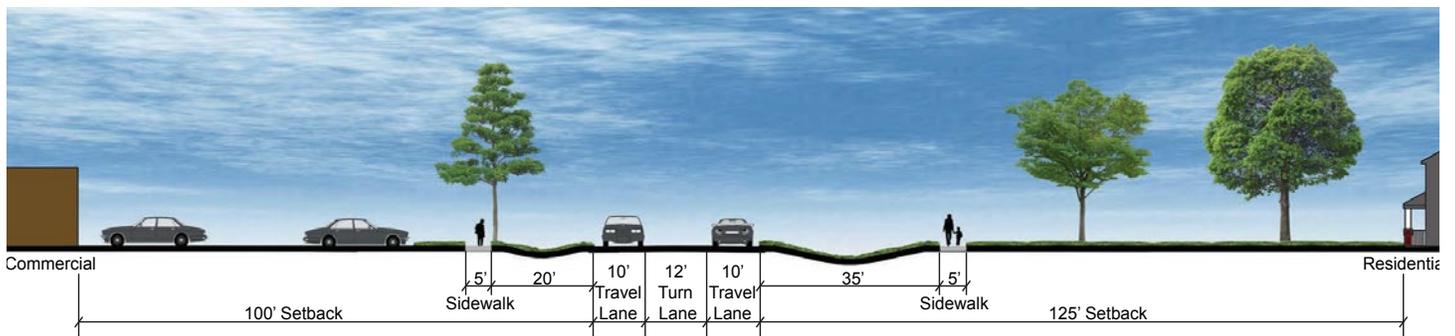


FIGURE 2.13 - DOWNTOWN HIGHVIEW (EXISTING)

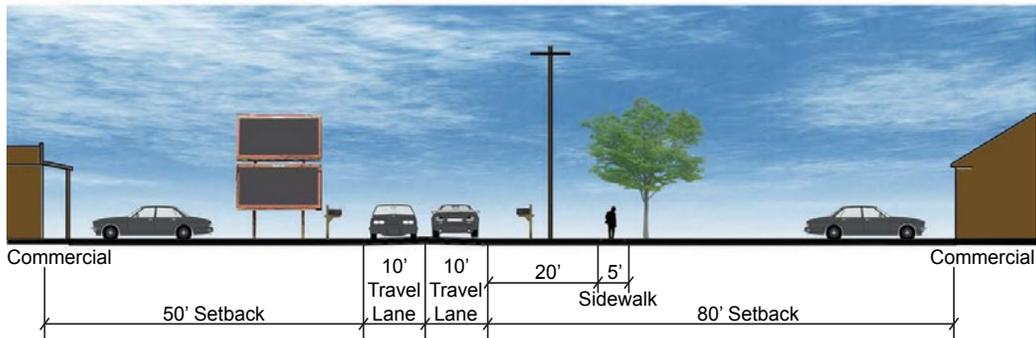
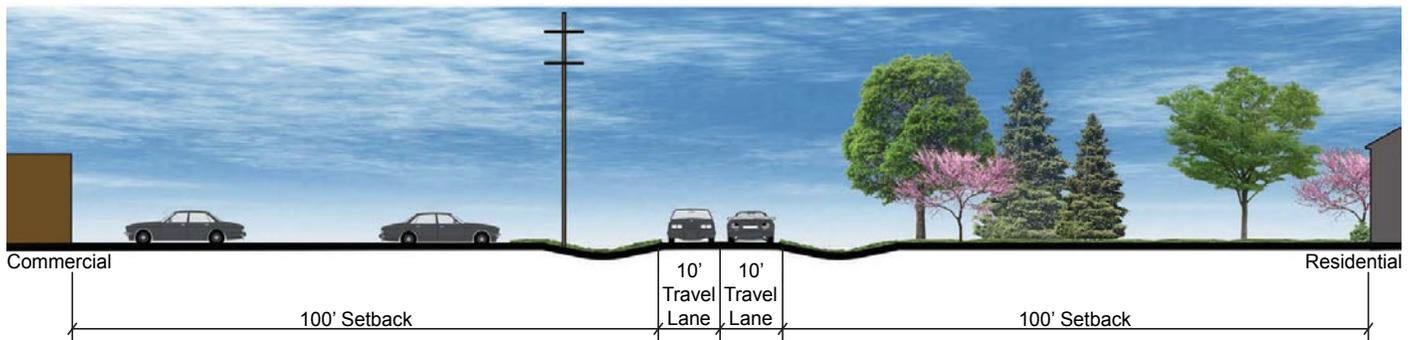


FIGURE 2.14 - SUBURBAN ROADWAYS (EXISTING)



Sidewalk Network

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

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



Figure 2.15 - Missing Sidewalk on Fegenbush Lane



Figure 2.16 - Sidewalk at Highview Park

EXISTING CONDITIONS:

MOBILITY

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

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

Vehicle Transportation

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

Road Network and Functional Classification of Roadways

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

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

Fegenbush/Outer Loop/Beulah Church Road Intersection Improvement

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

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

Long-Range Transportation Plan

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

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

Table 2.0 Long Range Kentucky Transportation Plan

LONG RANGE TRANSPORTATION PLANS

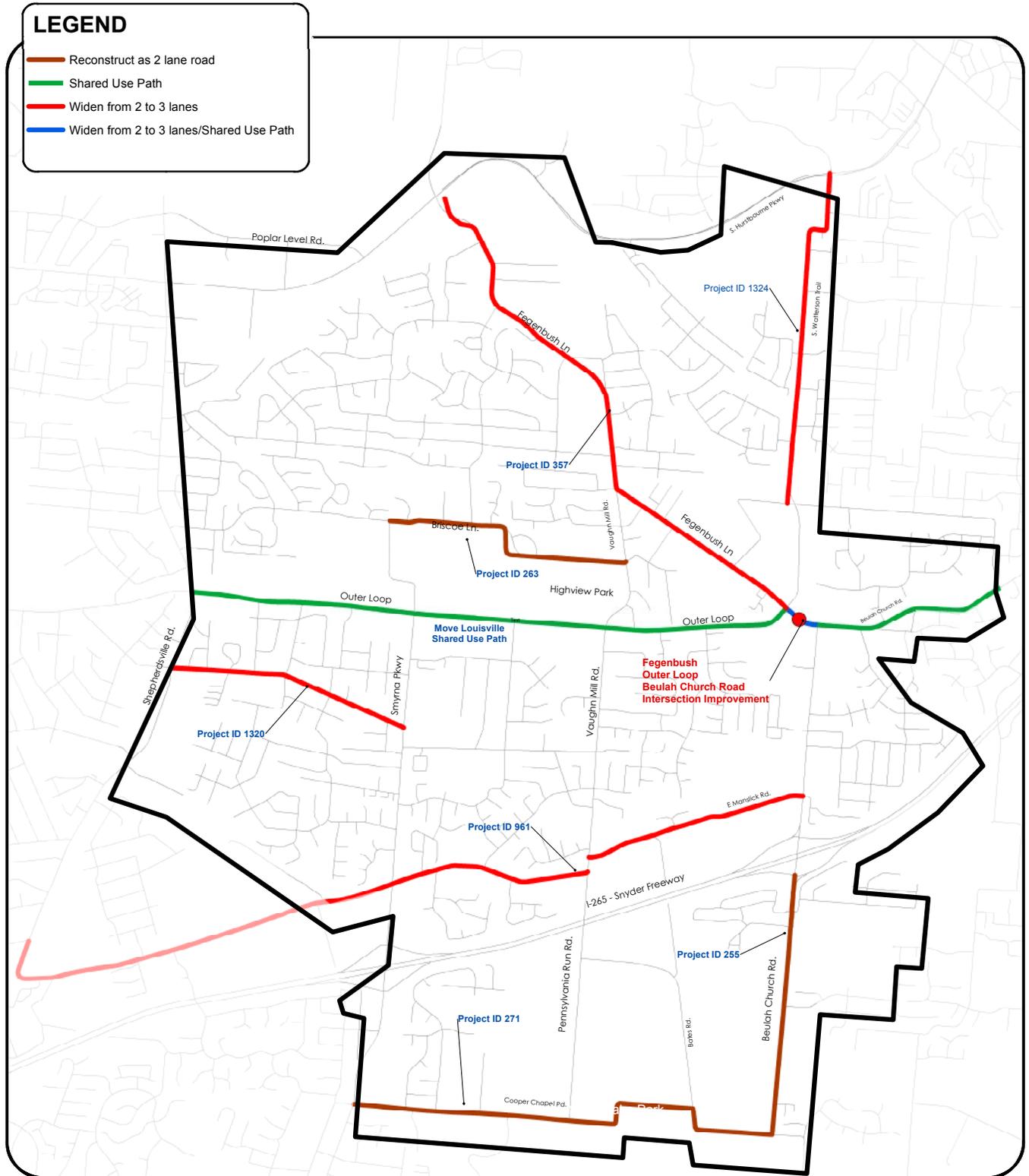


Figure 2.18 - The Kentuckiana Regional Planning and Development Agency's current Long-Range Transportation Plan

Accident Data

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

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

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

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

Multi-Modal Transportation Network

Transit

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

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

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

ACCIDENT DATA

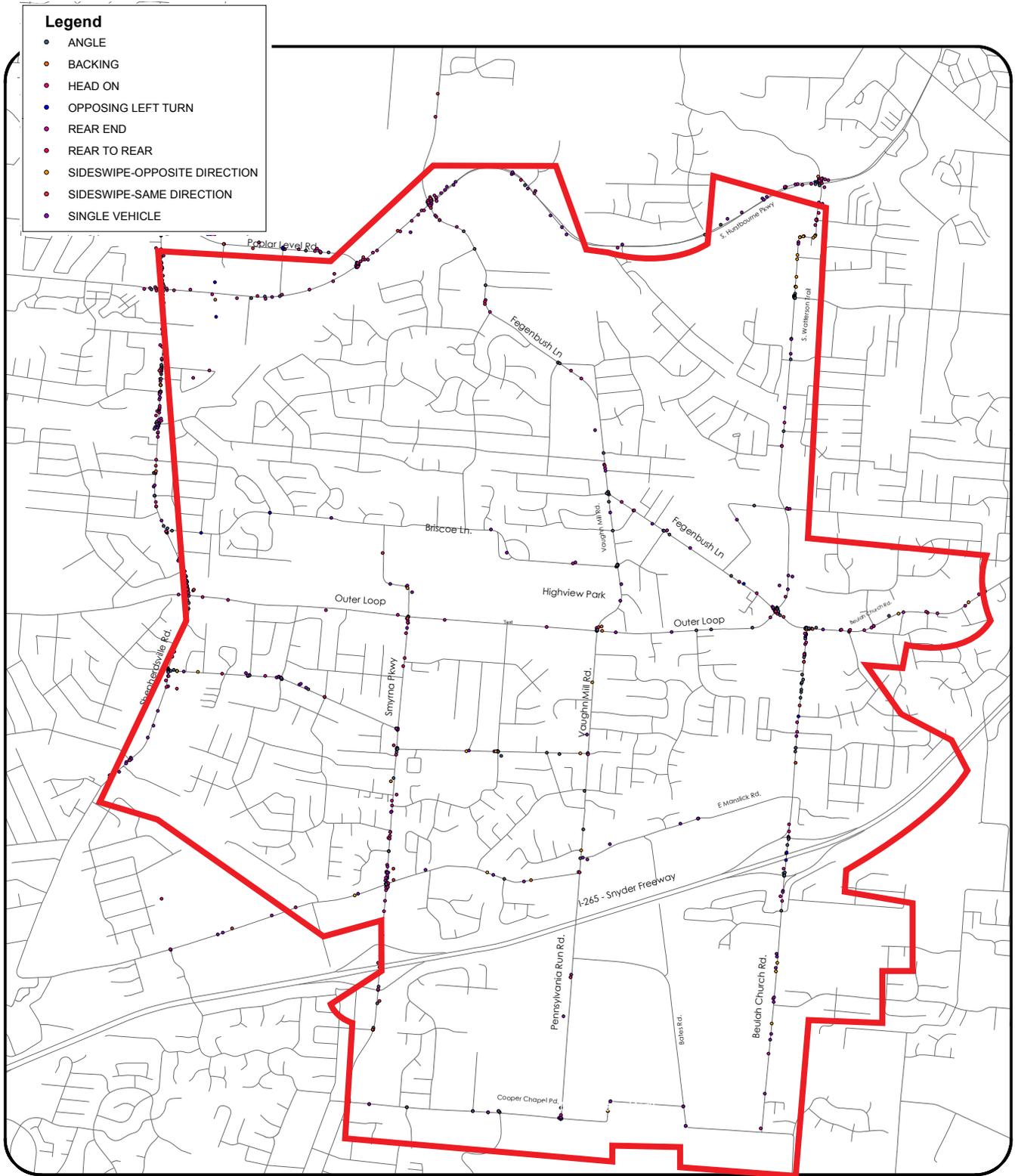


Figure 2.19 - 2011-2013 Accident Data Reports on Collisions

Transit Stops and Shelters

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

Sidewalks

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

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

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

Crosswalks

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

Recommended Long-Range Plan Transit Improvements

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

PUBLIC TRANSPORTATION

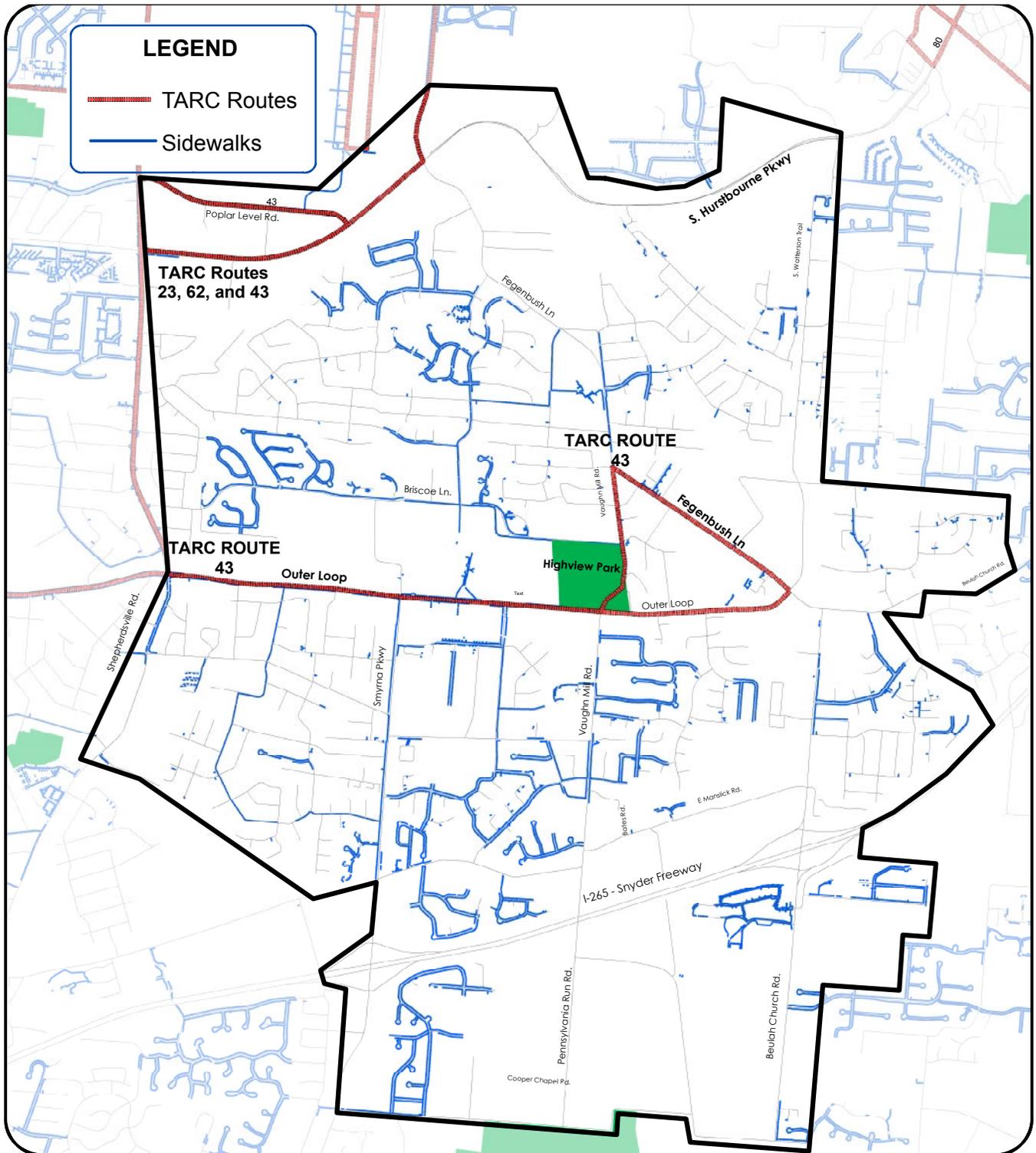


Figure 2.20 - Existing TARC routes with existing sidewalks. The red lines indicate existing TARC routes and blue lines indicate existing sidewalks.

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

Recommended Move Louisville Projects

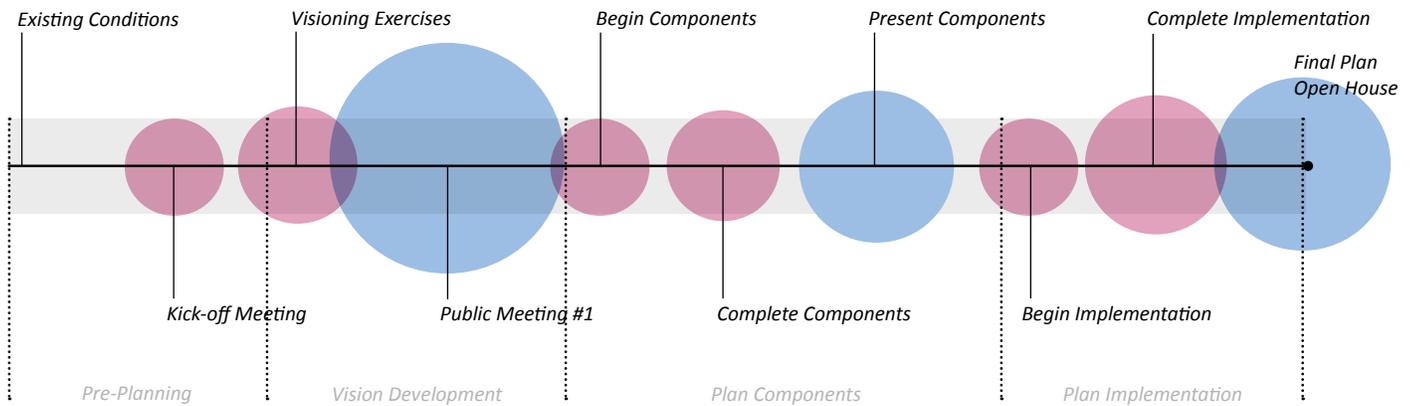
Move Louisville is a long-range multi-modal transportation plan currently underway for Louisville Metro government. The focus of the plan is to improve mobility for all type of travel (foot, bicycle, transit, paratransit, and automobile) and connect people with places where they live, work and shop.

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

Bicycle Facilities

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

PROCESS OVERVIEW



WORKSHOP PROCESS: *PUBLIC ENGAGEMENT*

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

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

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



PUBLIC PROCESS:

PRIORITIZING FOCUS AREAS

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

1. Downtown Highview***

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

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

2. Beulah Church Shopping Center**

(aka the Old K-Mart Shopping Center)

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

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

3. ValuMarket Center**

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

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

4. Fern Valley/Shepherdsville PEC*

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



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

5. Hurstbourne*

(Fegenbush Lane to Watterson Trail)

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

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

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

Intersection is a major transportation/circulation and safety challenge.

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

7. Gene Snyder Interchanges***

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

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

8. Derby Run*

Large, highly visible apartment complex on Outer Loop.

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

WORKSHOP PROCESS:

P.A.R.K.

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

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

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

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

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

The results are illustrated to the right:

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

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

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

Keep out: *Affordable housing*

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

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

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

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

RECOMMENDATIONS:

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

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

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

LAND USE

RECOMMENDATIONS

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

COMMUNITY FORM RECOMMENDATIONS

- LU13** Outer Loop Industrial Down-Zoning
- CF1** Adopt a Plan Development District (PDD) that incorporates Town Center Architectural Design Standards and uses
- CF2** Incorporate Design Principles for Neighborhood Activity Centers/Nodes
- CF3** Incorporate Design Principles for New Development/Redevelopment of Multi-Family Residential
- CF4** Seek to Enhance Design Guidelines for Conservation Subdivisions Through Revising Enhanced Standards Citywide.
- CF5** Incorporate Streetscape Design Standards for key corridors/ adopt Streetscape Master Plan
- CF6** Develop & Implement Gateway Treatments
- CF7** Encourage Redevelopment of Former Big Box Sites in a Way that Establishes a More Compatible Scale/Pattern of Development



Figure 3.0 - Illustrates general locations of the Land Use & Community Form Recommendations listed along the left page.

RECOMMENDATIONS:

LAND USE & COMMUNITY FORM

LU1: Revise Town Center Form District Boundaries

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

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

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

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

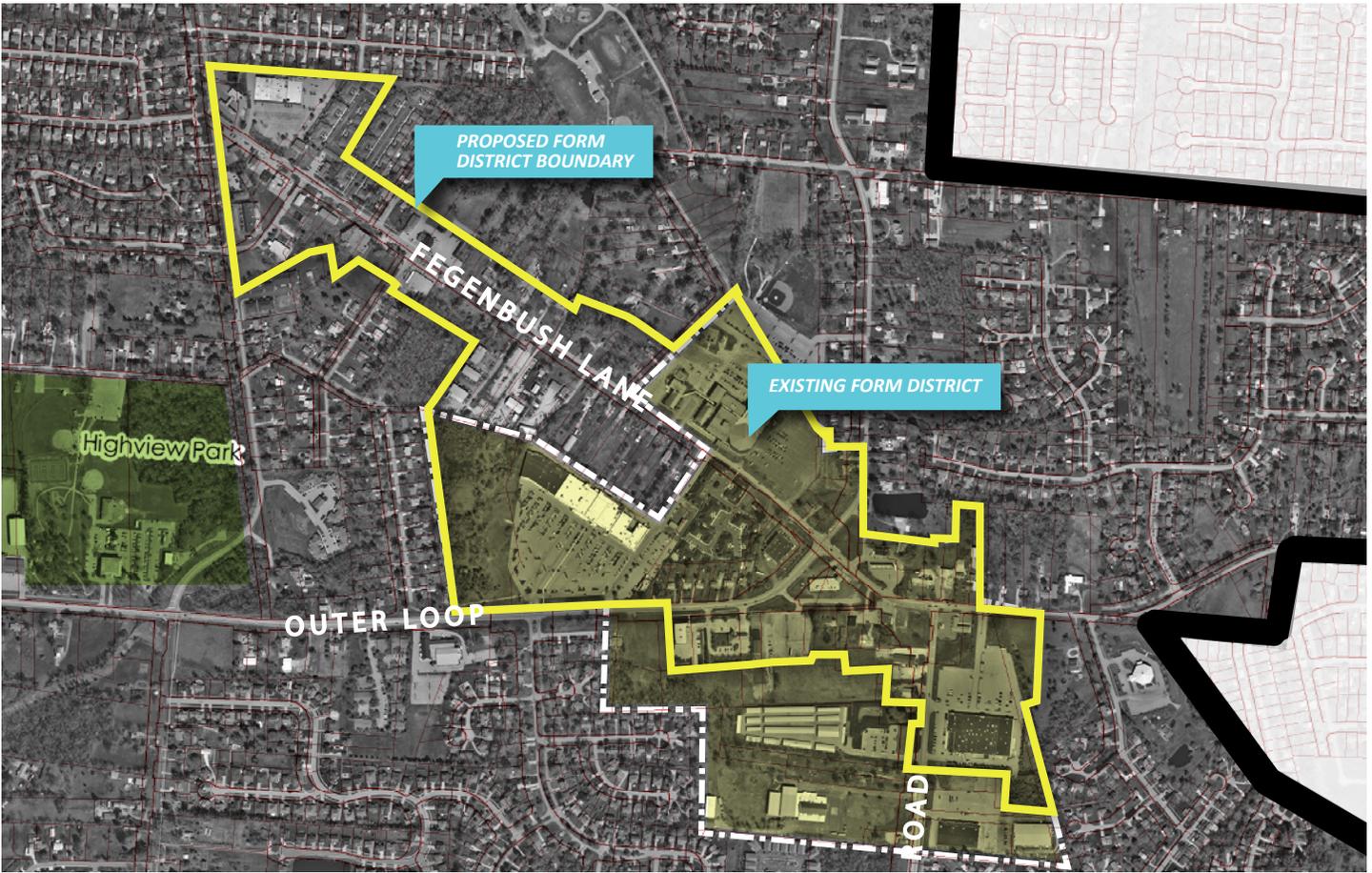


Figure 3.1 - The yellow line represents the new boundary for the Town Center Form District, the white dashed line represents the existing district



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



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

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

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

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

CF2: Incorporate Design Principles for Neighborhood Activity Centers/Nodes

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

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



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

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

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

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

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

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

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



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

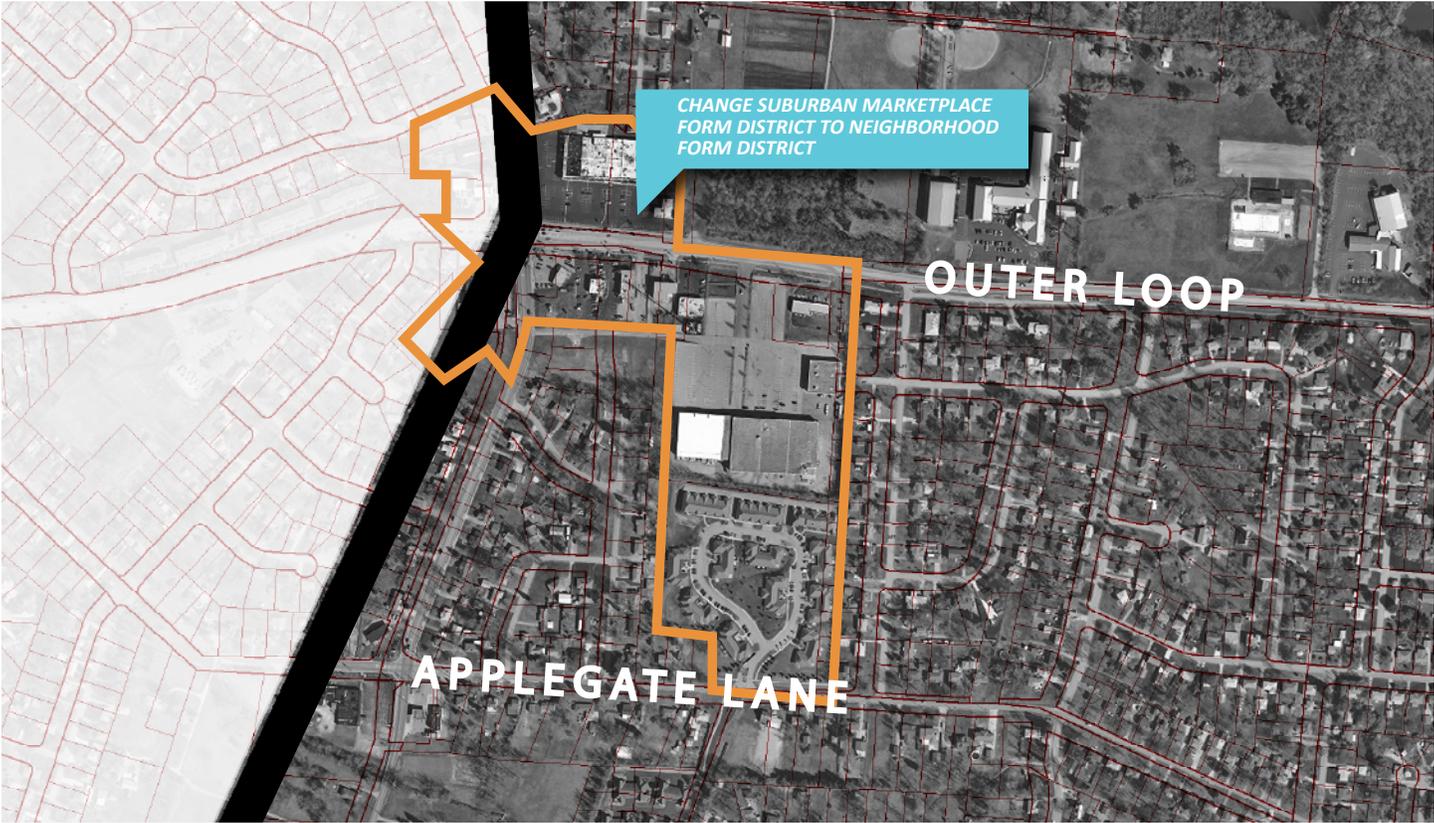


Figure 3.6- The orange outline represents a proposed new Neighborhood Activity Center..

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

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

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

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

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

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

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

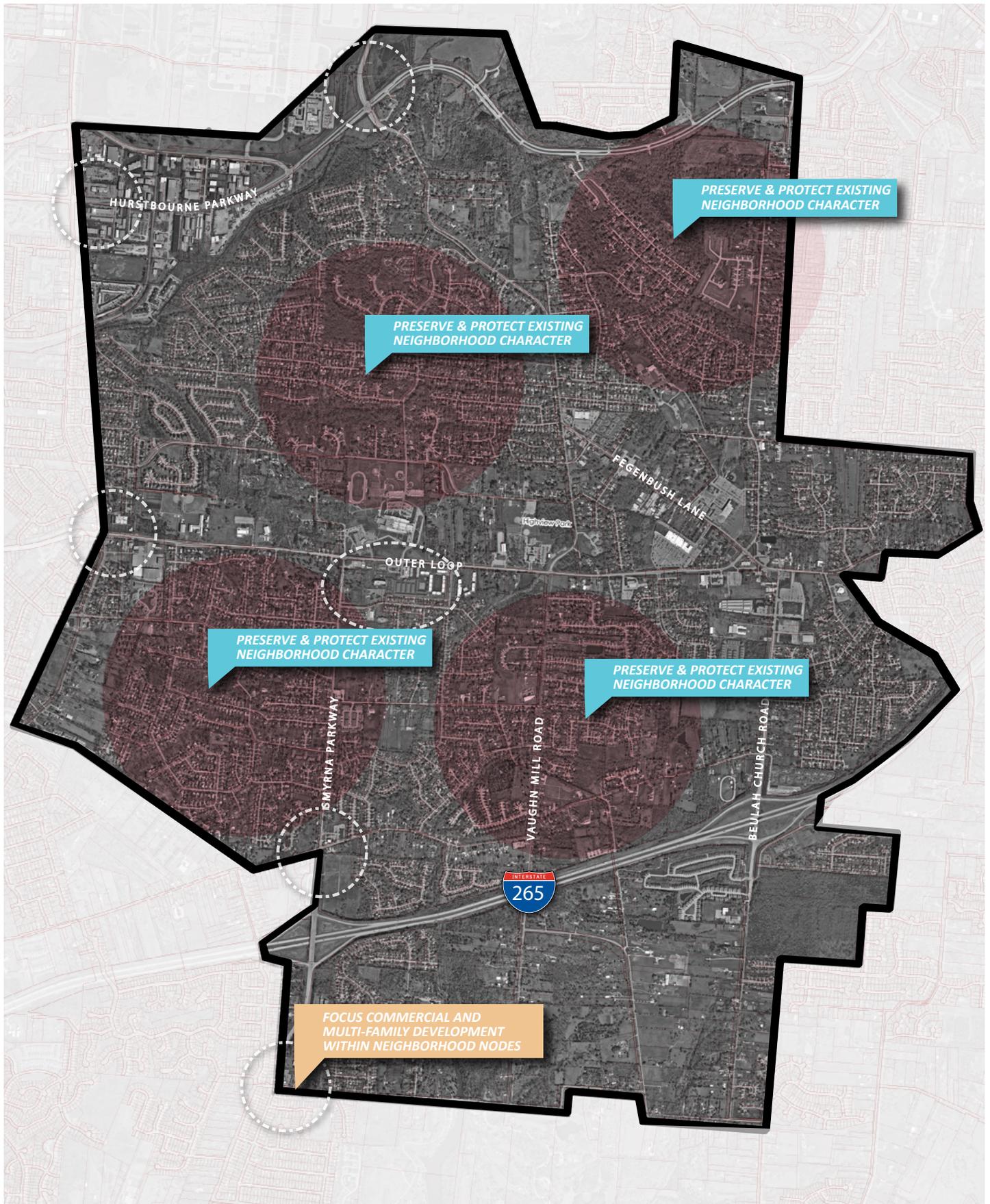


Figure 3.7 - The large red circles represent existing residential communities that are desired to be preserved and protected by limiting future commercial zoning within the Neighborhood Nodes and focusing those uses within Neighborhood Activity Centers (white circles).

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

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

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

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

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

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

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

LU9: Develop a Highview Greenway Master Plan

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



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

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

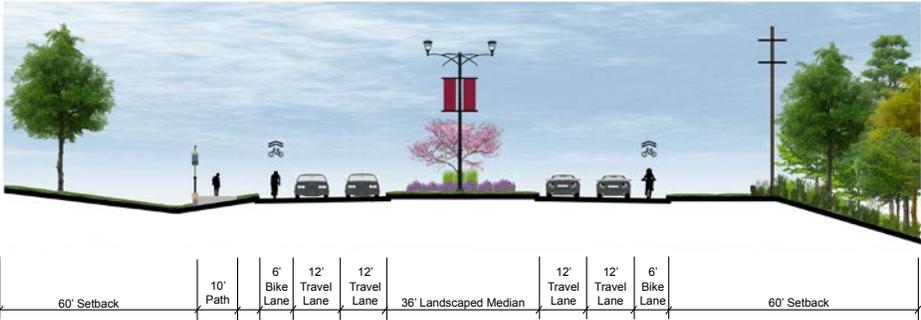
CF5: Incorporate Streetscape Design Standards for key corridors/ adopt Streetscape Master Plan

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

Final design standards should include:

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

Fern Valley Rd & Hurstbourne Parkway



Outer Loop

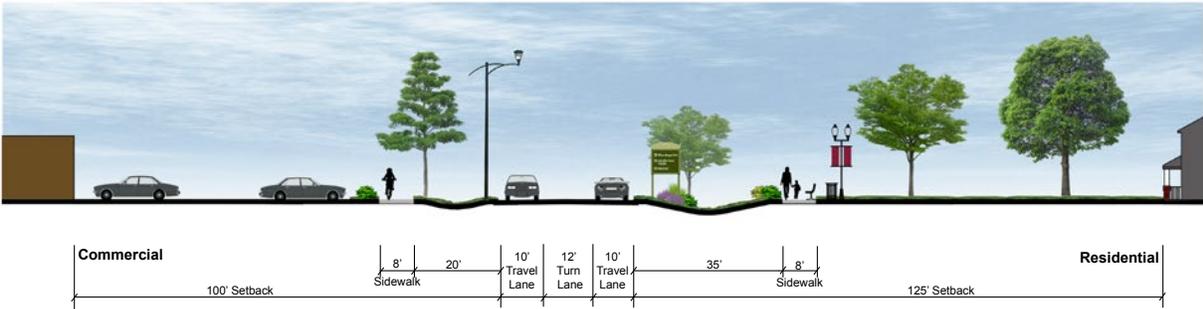


Figure 3.9 - The illustrations above represent proposed street section improvements for Fern Valley & Hurstbourne Pkwy and the Outer Loop.

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

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

CF6: Develop and Implement Gateway Treatments

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

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

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

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

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

LU11: Develop a Master Plan for Highview Park

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

LU12: Develop a network of Community Spaces

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

LU13: Outer Loop Industrial Down-Zoning

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

RECOMMENDATIONS:

MOBILITY

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

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

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

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

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

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

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

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

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

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

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

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

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

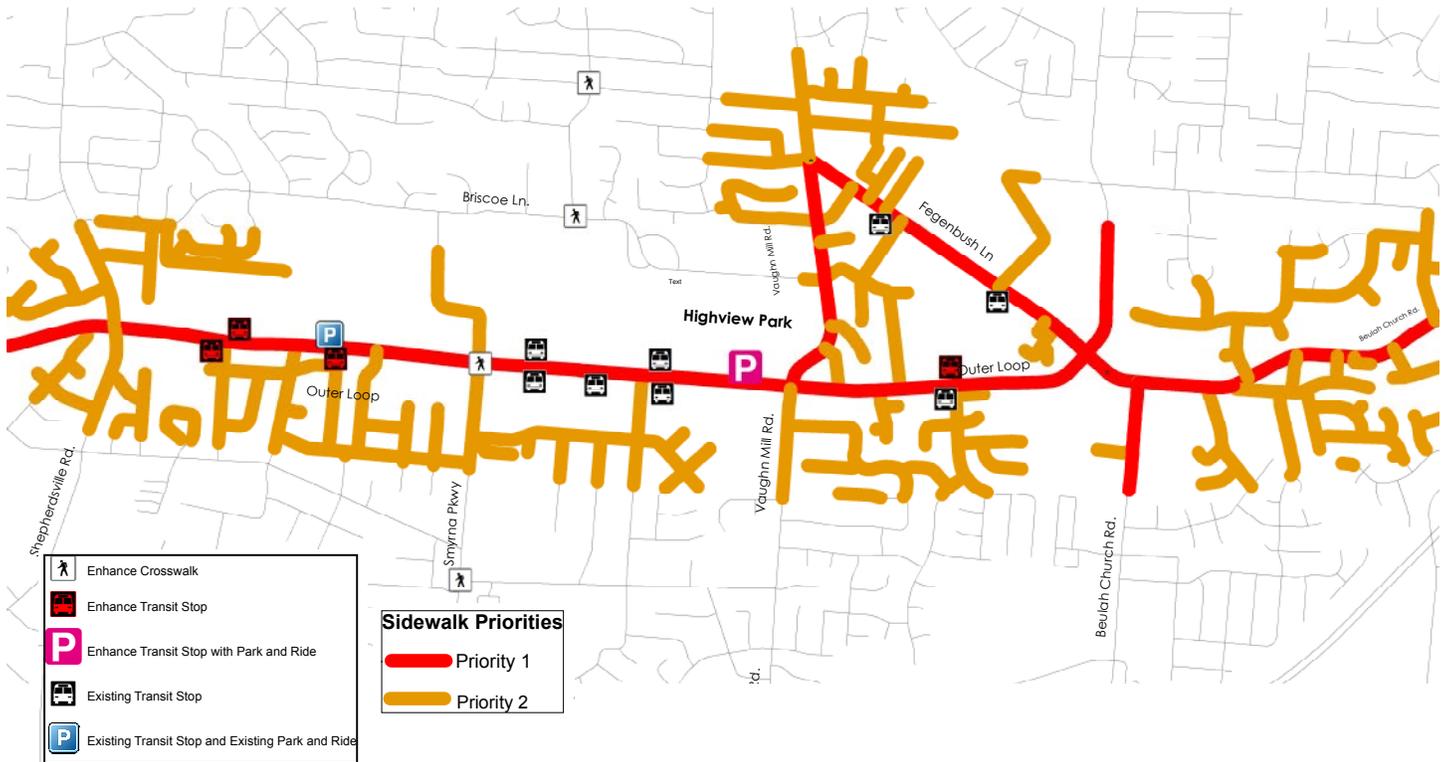


Figure 3.11 - The diagram above represents mobility related street enhancements, including crosswalks, transit stops, and priority sidewalks.

(See Figure 3.11):

Priority 1 – Town Center and Transit Corridor

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

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

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

Priority 3 – All Others

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

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

Figure 3.12 identifies areas where Neighborhood bikeways/walkways are

recommended in the Highview area. If designed correctly, these Neighborhood Travelways can serve as important connections to destinations such as transit, schools, and parks, but they can also promote healthy lifestyles by providing facilities for residents to walk and bike for exercise and recreational purposes.

The proposed routes are located on roads that have sidewalks, are low traffic volume streets, and help connect the residents to and from the north and south of the proposed High Priority Regional Bikeway/Transit Corridor proposed by TARC and Move Louisville. There are several options for the design of these routes including the use of specialty pavement markings such as sharrow (include picture), signage, colored pavement, and other specialty treatments.

The southern portion of the Highview planning area is located adjacent of the Louisville Loop project. The Louisville Loop is an estimated 100-mile trail system that is planned to encircle the city and link existing and new parks and neighborhoods. This plan recommends that a study be conducted to determine the best route and/or method for connecting the Highview planning area to the Louisville Loop project. Potential connections are shown in *Figure 3.12*. These routes are rural road cross-sections.

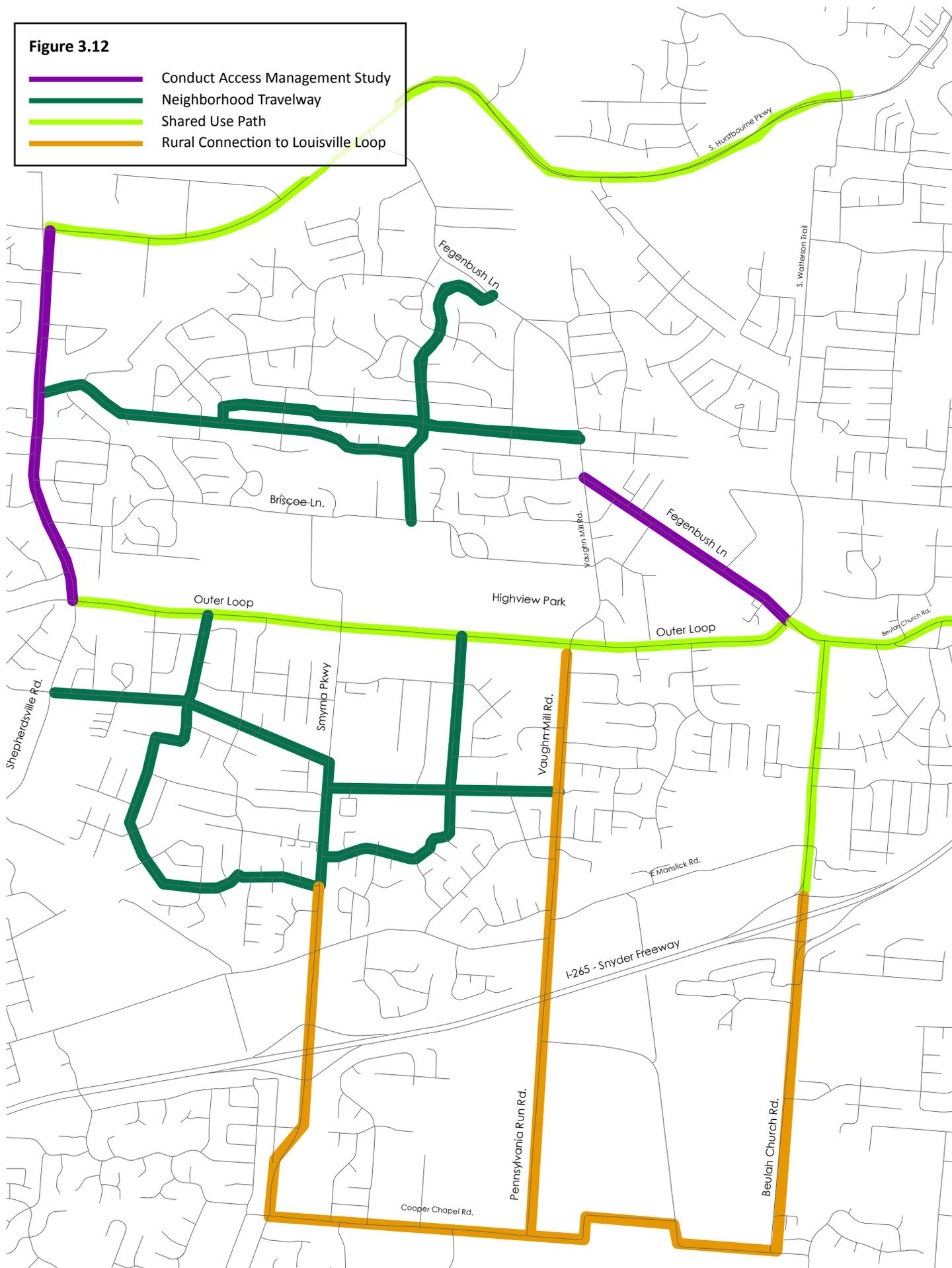
M7: Prepare Access Management Plans for Old Shepherdsville Road (from Fern Valley Road to Outer Loop) and Fegenbush Lane (Vaughn Mill Road to Outer Loop)

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

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

Figure 3.12

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



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

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

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

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

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

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



Figure 3.13 Existing Park and Ride location



Figure 3.14 Proposed Park and Ride location



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



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

SUSTAINABILITY PRINCIPLES:

COMMUNITY, CORRIDOR AND AREA PLANS

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

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

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



S1 - Quality of Place



S2 - Economic Vitality/Job Opportunities



S3 - Compact Development Growth



S4 - Mix of Housing Types and Affordability



S5 - Preservation/Promotion of Open Space Systems



S6 - Mobility Options



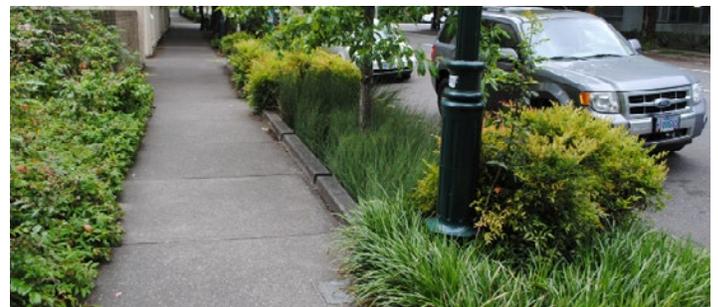
S7 - Walkable Communities



S8 - Community Collaboration



S9 - Accessibility to Natural Features



S10 - Address Environmental challenges

IMPLEMENTATION:

LAND USE

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

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

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

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

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

IMPLEMENTATION:

COMMUNITY FORM

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

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

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

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

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

IMPLEMENTATION:

MOBILITY

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

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

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

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



HIGHVIEW NEIGHBORHOOD PLAN

EXECUTIVE SUMMARY

June 2015



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VISION STATEMENT

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

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



Figure 1.0 - Community input collected during Friday Fest

PROCESS SUMMARY

PRE-PLANNING

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

VISION DEVELOPMENT

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

PLAN COMPONENTS

The components of the final plan recommendations include the following:

Land Use - Recommendations specifically related to identifying opportunities to develop a land use strategy that reflects both community vision, history, current economic realities and projections forward. (*Figure 1.0*)

Community Form - Recommendations which lay the framework for future development to reflect community vision for creating a sense of place through site development, architectural and landscape characteristics. (*Figure 1.0*)

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

PLAN IMPLEMENTATION

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

RECOMMENDATIONS:

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

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

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

LAND USE

RECOMMENDATIONS

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

COMMUNITY FORM RECOMMENDATIONS

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



Figure 2.0 - Land Use & Community form Recommendations

RECOMMENDATIONS:

LAND USE & COMMUNITY FORM

LU1: Revise Town Center Form District Boundaries

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

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

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

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

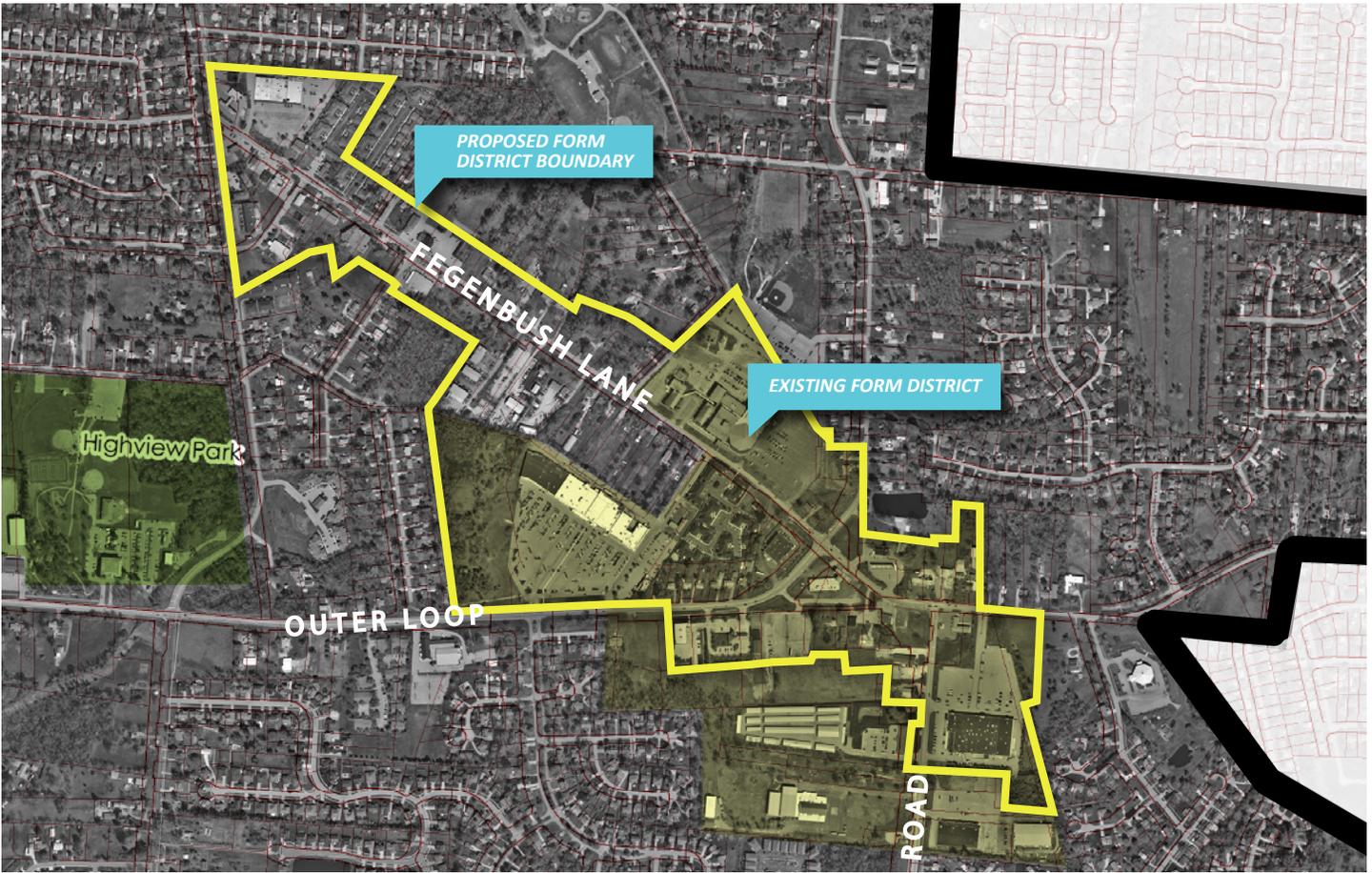


Figure 2.1 - The yellow line represents the new boundary for the Town Center Form District



Figure 2.2 - This character image represents what an eventual identifiable core of Highview might look like. A community focused corridor that operates as the Town Center.



Figure 2.3 - This character image represents the types of design details that might be considered for Town Center design standards.

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

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

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

CF2: Incorporate Design Principles for Neighborhood Activity Centers/Nodes

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

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



Figure 2.4 - The red circles represent the proposed network of neighborhood nodes. These areas would be commercially focused areas where development density would increase.

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

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

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

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

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

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



Figure 2.5 - The purple overlay represents the existing Suburban Workplace Form District. The purple outline represents an expansion area.

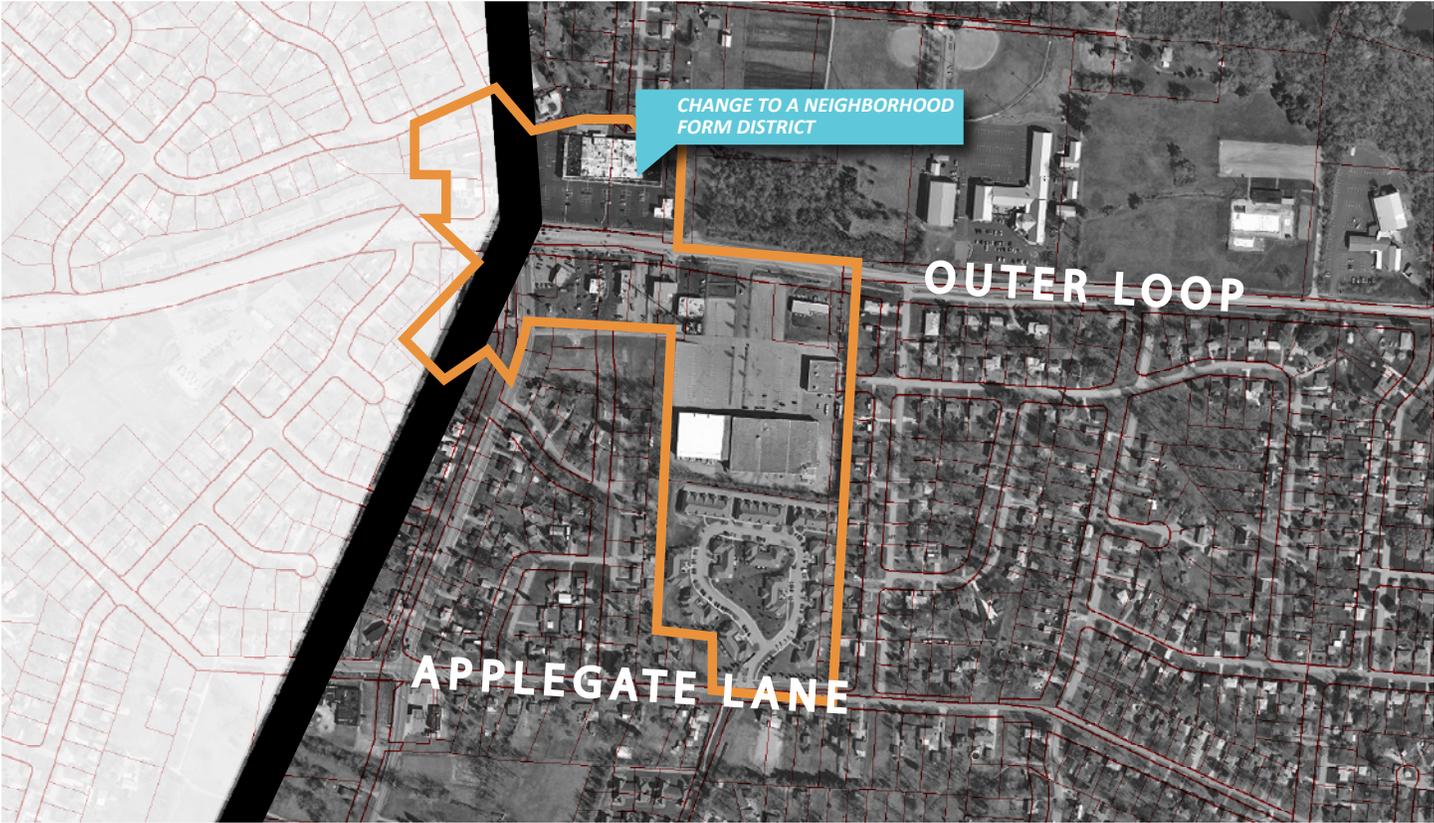


Figure 2.6- The orange outline represents a proposed new Neighborhood Node.

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

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

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

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

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

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

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

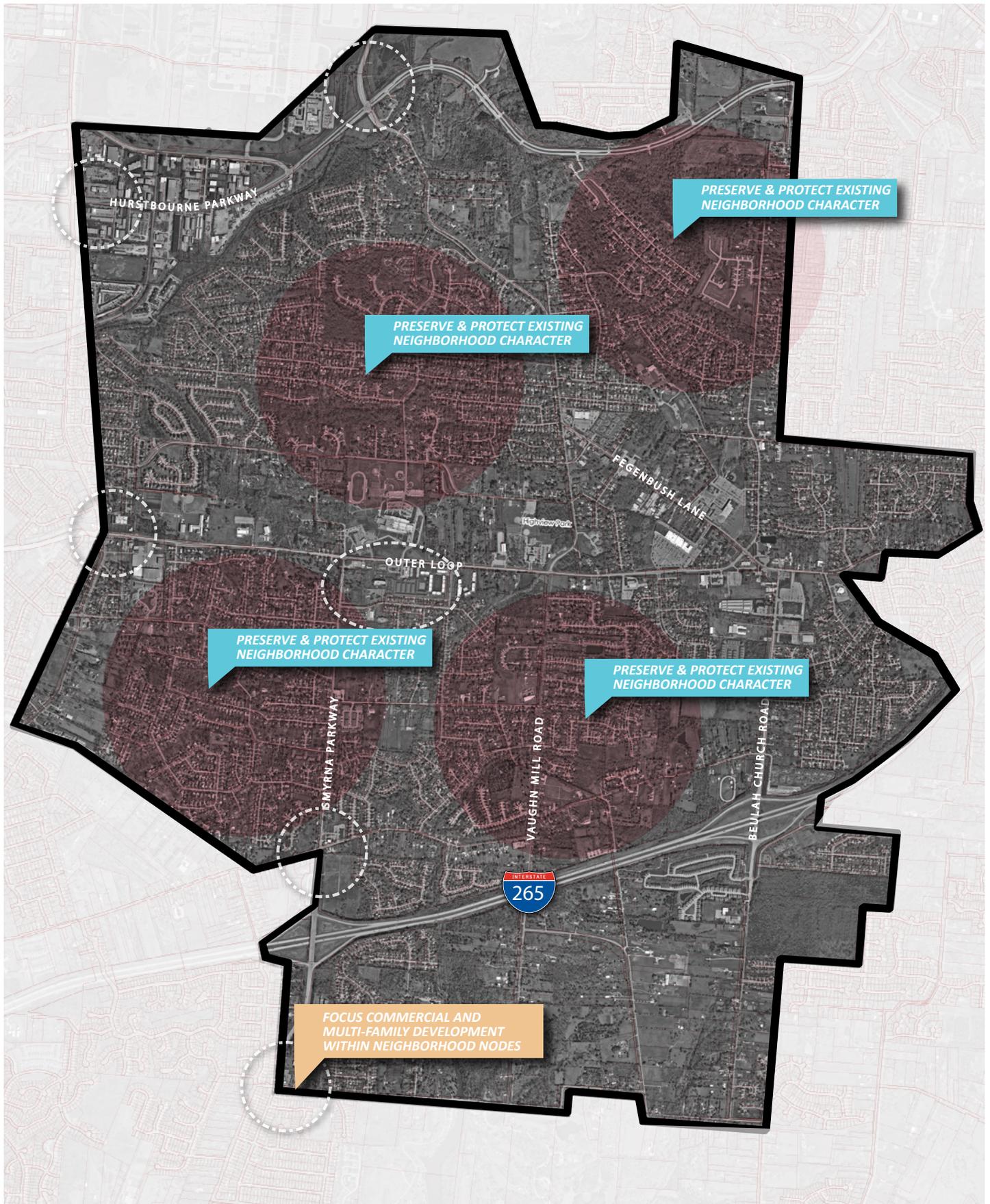


Figure 2.7 - The large red circles represent existing residential communities that are desired to be preserved and protected by focusing new commercial & multi-family development within the previously mentioned Neighborhood Nodes (white circles.)

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

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

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

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

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

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

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

LU9: Develop a Highview Greenway Master Plan

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



Figure 2.8 - The green swath represents the proposed area for the conservation subdivision area which would focus on preserving the natural character of the existing landscape. The green lines represent corridors identified as potential connections for a Greenway Master Plan.

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

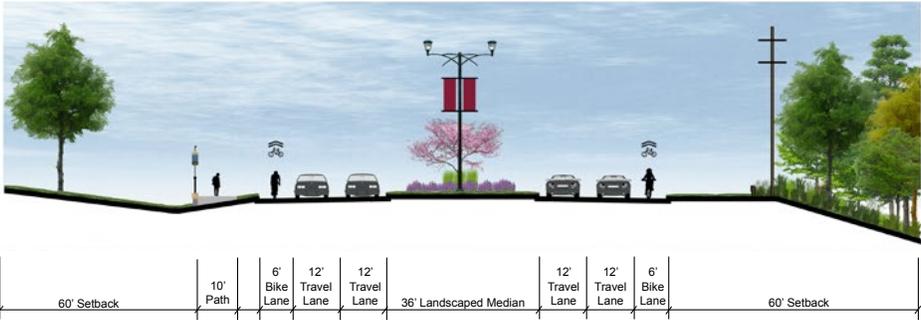
CF5: Incorporate Streetscape Design Standards for key corridors/ adopt Streetscape Master Plan

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

Final design standards should include:

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

Fern Valley Rd & Hurtsbourn Parkway



Outer Loop

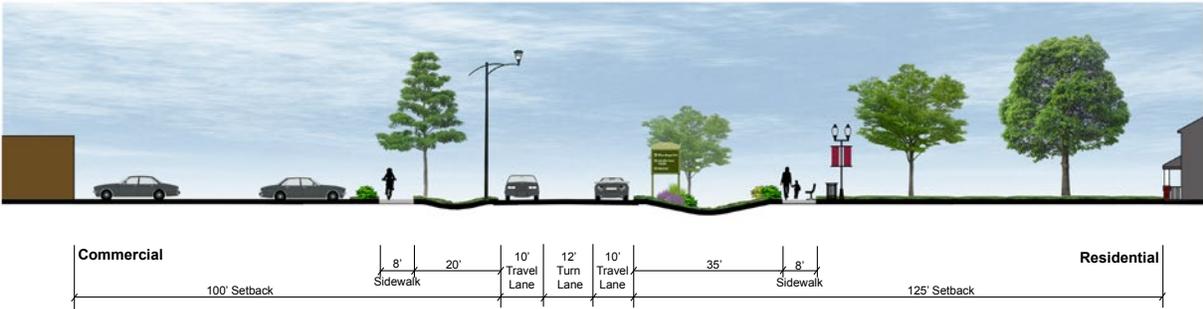


Figure 2.9 - The illustrations above represent proposed street section improvements for Fern Valley & Hurstbourne Pkwy and the Outer Loop.

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

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

CF6: Develop and Implement Gateway Treatments

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

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

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

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

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

LU11: Develop a Master Plan for Highview Park

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

LU12: Develop a network of Community Spaces

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

LU13: Outer Loop Industrial Down-Zoning

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

RECOMMENDATIONS:

MOBILITY

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

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

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

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



Figure 3.0 - The photo above represents a roundabout in a suburban setting that allows smooth traffic flow and clear pedestrian connectivity in Okemos, Michigan.

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

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

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

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

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

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

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

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

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

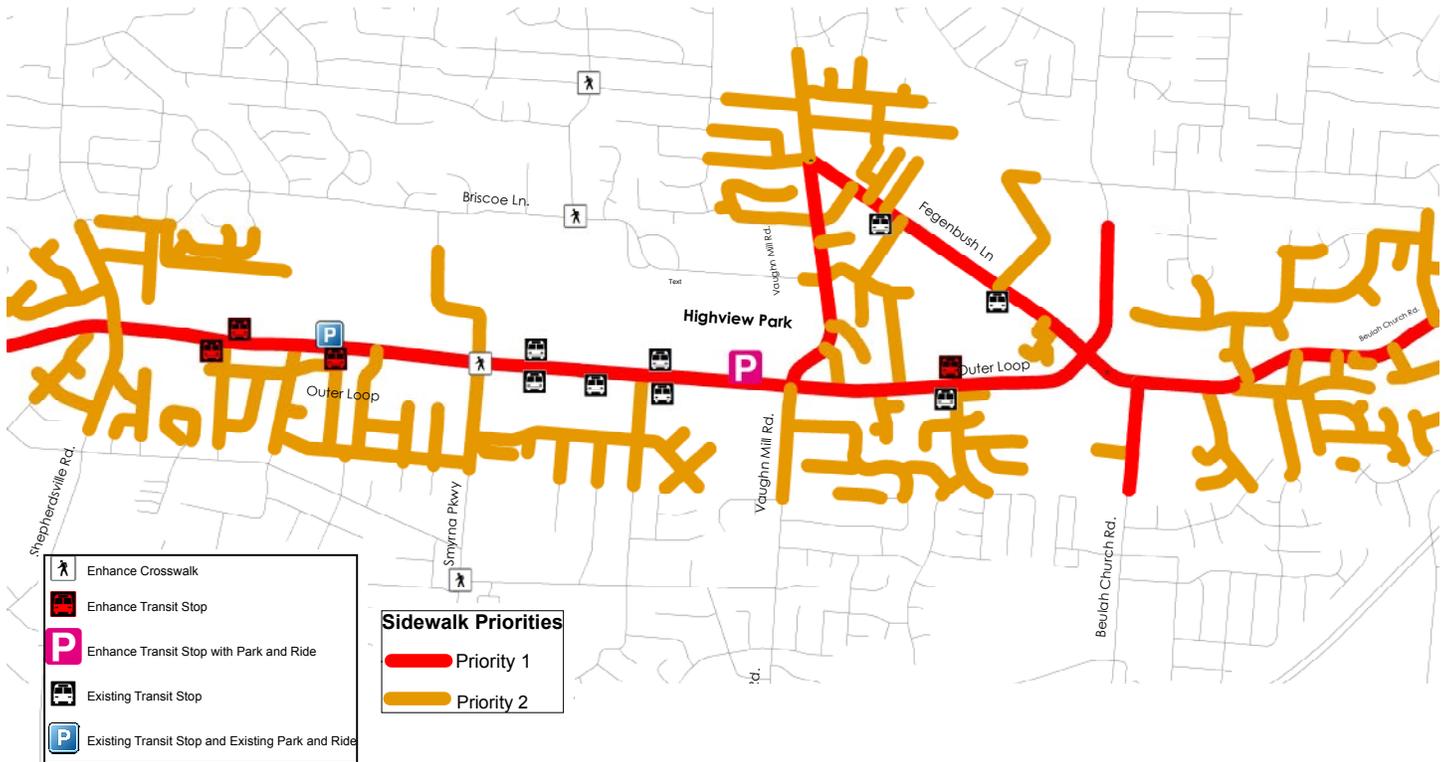


Figure 3.1 - The diagram above represents mobility related street enhancements, including crosswalks, transit stops, and priority sidewalks.

(See Figure 3.11):

Priority 1 – Town Center and Transit Corridor

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

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

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

Priority 3 – All Others

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

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

Figure 3.2 identifies areas where Neighborhood bikeways/walkways are

recommended in the Highview area. If designed correctly, these Neighborhood Travelways can serve as important connections to destinations such as transit, schools, and parks, but they can also promote healthy lifestyles by providing facilities for residents to walk and bike for exercise and recreational purposes.

The proposed routes are located on roads that have sidewalks, are low traffic volume streets, and help connect the residents to and from the north and south of the proposed High Priority Regional Bikeway/Transit Corridor proposed by TARC and Move Louisville. There are several options for the design of these routes including the use of specialty pavement markings such as sharrow (include picture), signage, colored pavement, and other specialty treatments.

The southern portion of the Highview planning area is located adjacent of the Louisville Loop project. The Louisville Loop is an estimated 100-mile trail system that is planned to encircle the city and link existing and new parks and neighborhoods. This plan recommends that a study be conducted to determine the best route and/or method for connecting the Highview planning area to the Louisville Loop project. Potential connections are shown in *Figure 3.12*. These routes are rural road cross-sections.

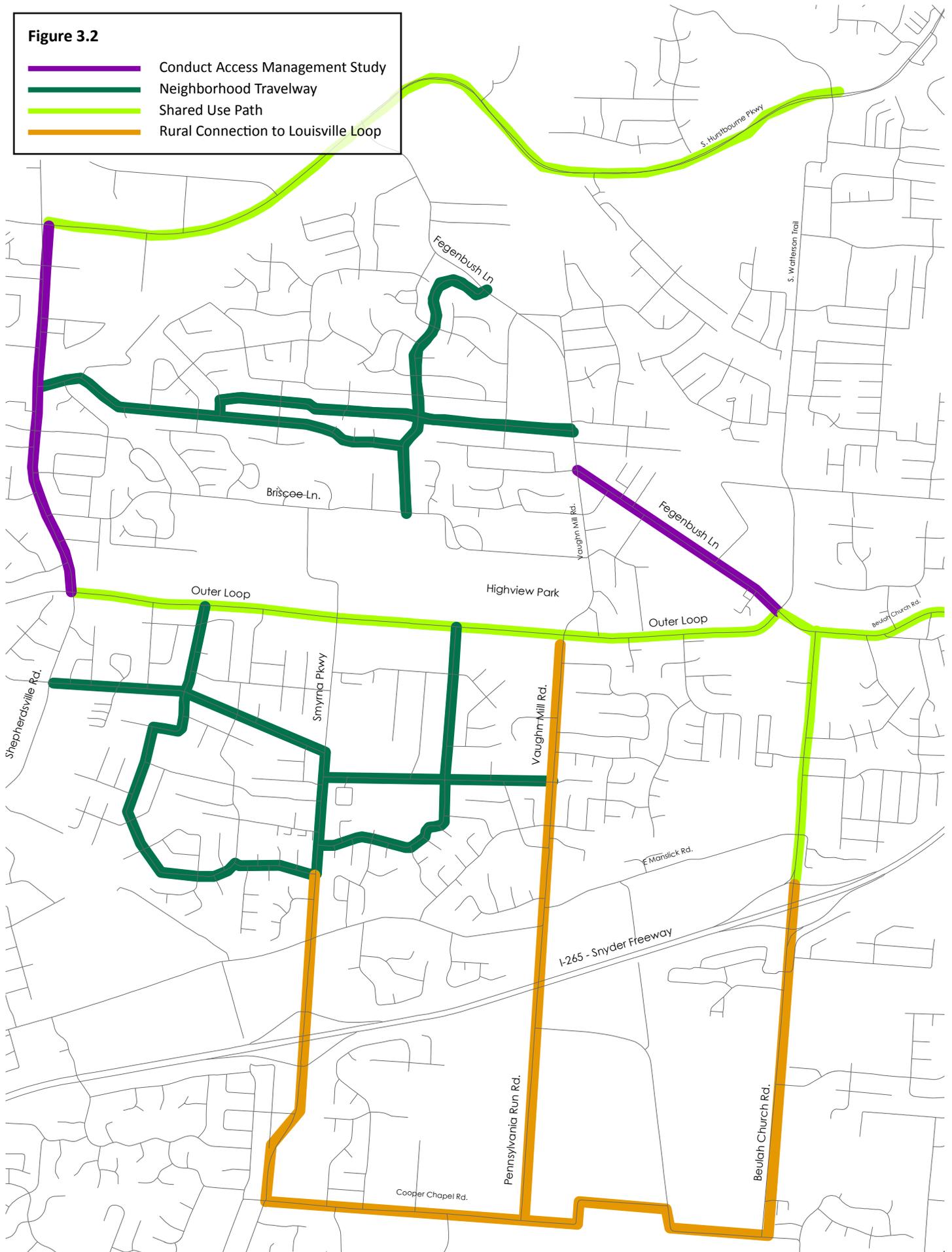
M7: Prepare Access Management Plans for Old Shepherdsville Road (from Fern Valley Road to Outer Loop) and Fegenbush Lane (Vaughn Mill Road to Outer Loop)

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

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

Figure 3.2

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



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

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

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

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

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

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



Figure 3.3 Existing Park and Ride location



Figure 3.4 Proposed Park and Ride location



Figure 3.5 Example of potential transit stop that could be incorporated into a Transit Ready Development at the Government Center



Figure 3.6 Example of potential transit stop along a high capacity transit route

SUSTAINABILITY PRINCIPLES:

COMMUNITY, CORRIDOR AND AREA PLANS

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

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

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



S1 - Quality of Place



S2 - Economic Vitality/Job Opportunities



S3 - Compact Development Growth



S4 - Mix of Housing Types and Affordability



S5 - Preservation/Promotion of Open Space Systems



S6 - Mobility Options



S7 - Walkable Communities



S8 - Community Collaboration



S9 - Accessibility to Natural Features



S10 - Address Environmental challenges

IMPLEMENTATION:

LAND USE

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

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

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

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

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

IMPLEMENTATION:

COMMUNITY FORM

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

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

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

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

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

IMPLEMENTATION:

MOBILITY

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

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

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

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