HIGHVIEW PDD

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HIGHVIEW PDD

CONTENTS

VISION 1

BACKGROUND 2-9

- 2015 Highview Neighborhood Plan Recommendations

EXISTING CONDITIONS 10- 25

PUBLIC PROCESS 26-27

LAND USE TABLE 28-35

- Land Use & Community Form
- Mobility

DESIGN GUIDELINES 36-55

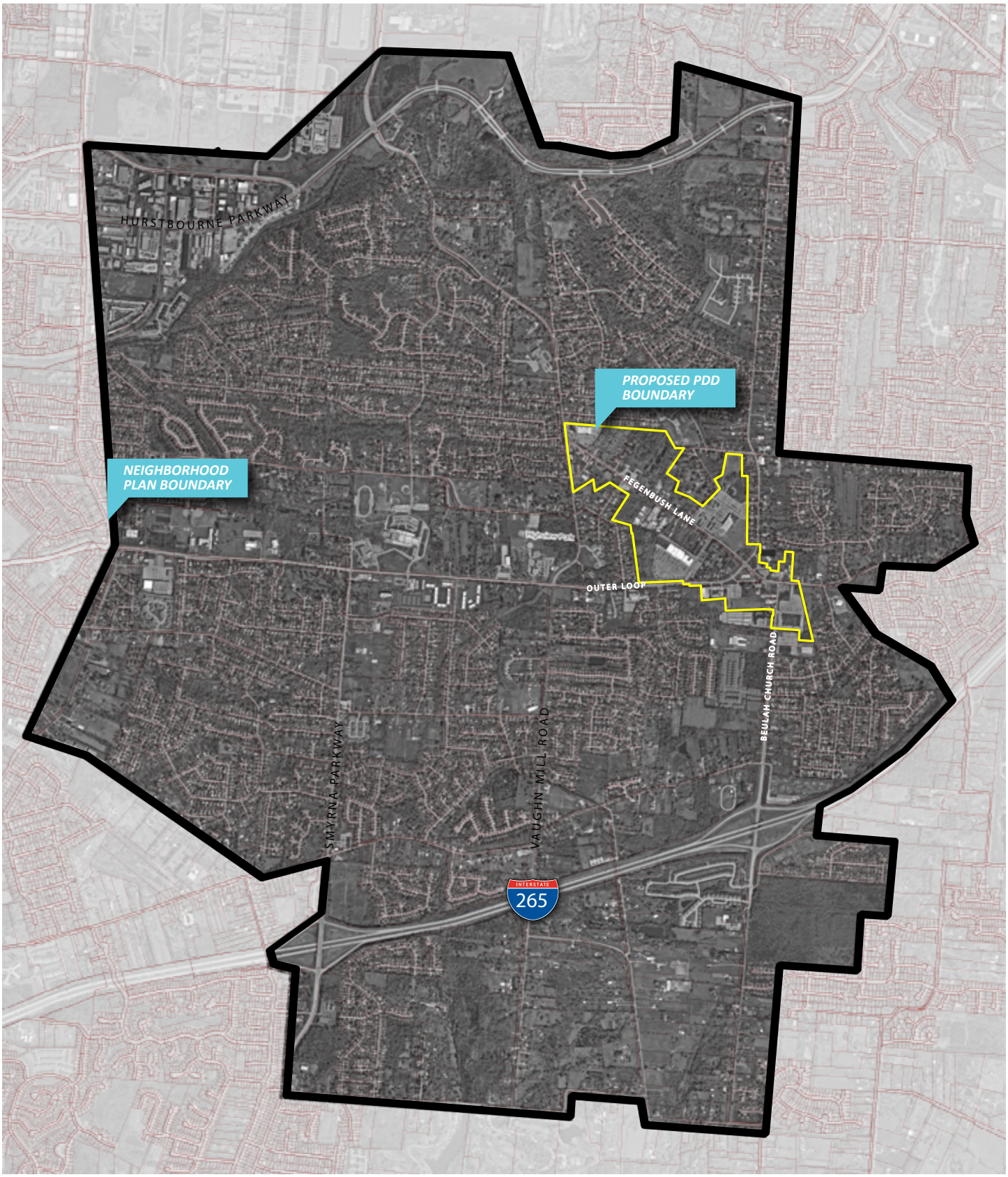
- Sustainability Principles
- Land Use
- Community Form
- Mobility

HIGHVIEW 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.

2015 NEIGHBORHOOD PLAN



The yellow line represents the new boundary for the Town Center Form District and boundary of the new Planned Development District.

BACKGROUND

The following recommendations were the result of a neighborhood planing process from 2014-2015. Two of the recommendations, listed below, directly led to this Planned Development District (PDD) document.

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.

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

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

HIGHVIEW
PLANNED DEVELOPMENT DISTRICT

CF2: Adopt Design Guidelines for Neighborhood 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.

LU5: Conduct a Market Study for the Town Center, Neighborhood 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.

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

To preserve and protect the existing neighborhood character, future commercial development should be limited to the Town Center and Neighborhood Nodes as illustrated 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 within or Immediately Adjacent to the Town Center and Neighborhood 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 Guidelines 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, should be incorporated throughout the development with utilities and service structures screened from view.

HIGHVIEW
PLANNED DEVELOPMENT DISTRICT

- The architectural design of new multi-family developments should vary to create interest rather than duplicating the same façade 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.

M1: Fegenbush/Vaughn Mill Road Roundabout

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/Vaugn 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.

M4: Enhanced Transit Stops (2 in town center)

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

(See Figure 3.11):

Priority 1 – Town Center and Transit Corridor (Fegenbush)

- 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 fund become available
- Along both sides of the street for all road improvement projects

M7: Access Management Plans

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 beatification techniques could be 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.

Highview Neighborhood Plan Sustainability Principles

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.

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.

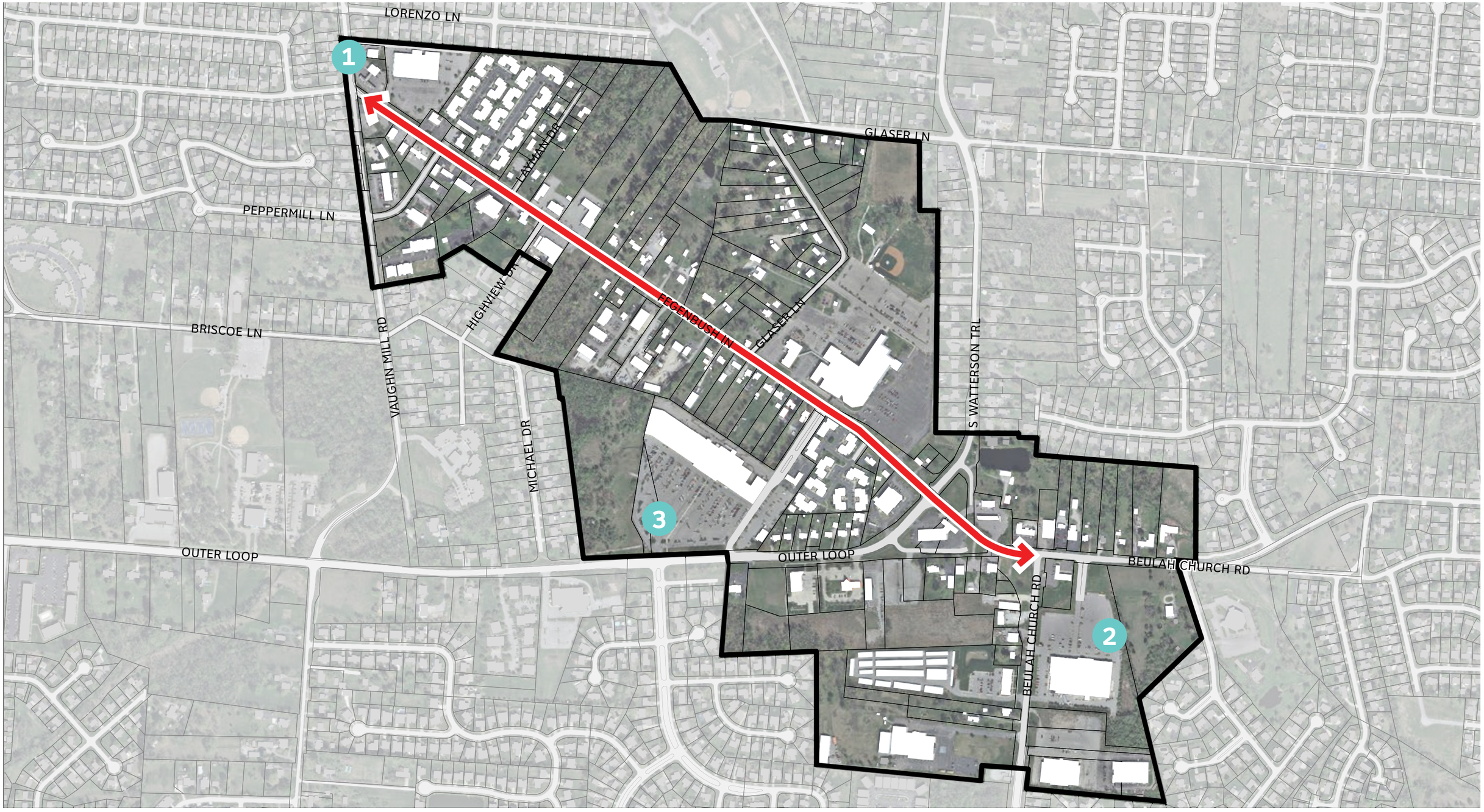
S8 The plan supports and encourages community collaboration in development decisions

HIGHVIEW
PLANNED DEVELOPMENT DISTRICT

The Highview PDD boundary reflects the revised Town Center Form District boundary that was a result of the 2015 Highview Neighborhood Plan. The PDD boundary focuses on the Fegenbush Lane corridor for roughly one mile from Vaughn Mill Road to Beulah Church Road. The district is currently book ended by two, strip retail shopping centers (1& 2 on Fig. 2), both of which have seen a variety of tenants and undulating economic vibrancy. These two book ends are connected by Fegenbush Lane which is a current mix of heavy commercial uses, residential, retail and entertainment.

The study area also includes a shopping center (3 on Fig. 2) which is adjacent to a large undeveloped tract of land on Outer Loop. This shopping center, like the others has a vast amount of surface parking which is typically underutilized throughout the day. Each component of the PDD has unique relationships to their respective contexts which are described through the following pages of existing condition research.

STUDY AREA



The Highview PDD is a mix of use types and community forms. Fegenbush and the thee shopping centers offer opportunities for improving community connectedness, safety and sense of place.

RETAIL

The district has a wide variety of suburban style retail centers. Most centers include a double height storefront with signage and set backs for large surface parking lots.

INSTITUTIONAL

A handful of existing institutional uses exist throughout the PDD, including Whitfield Academy (pictured above).

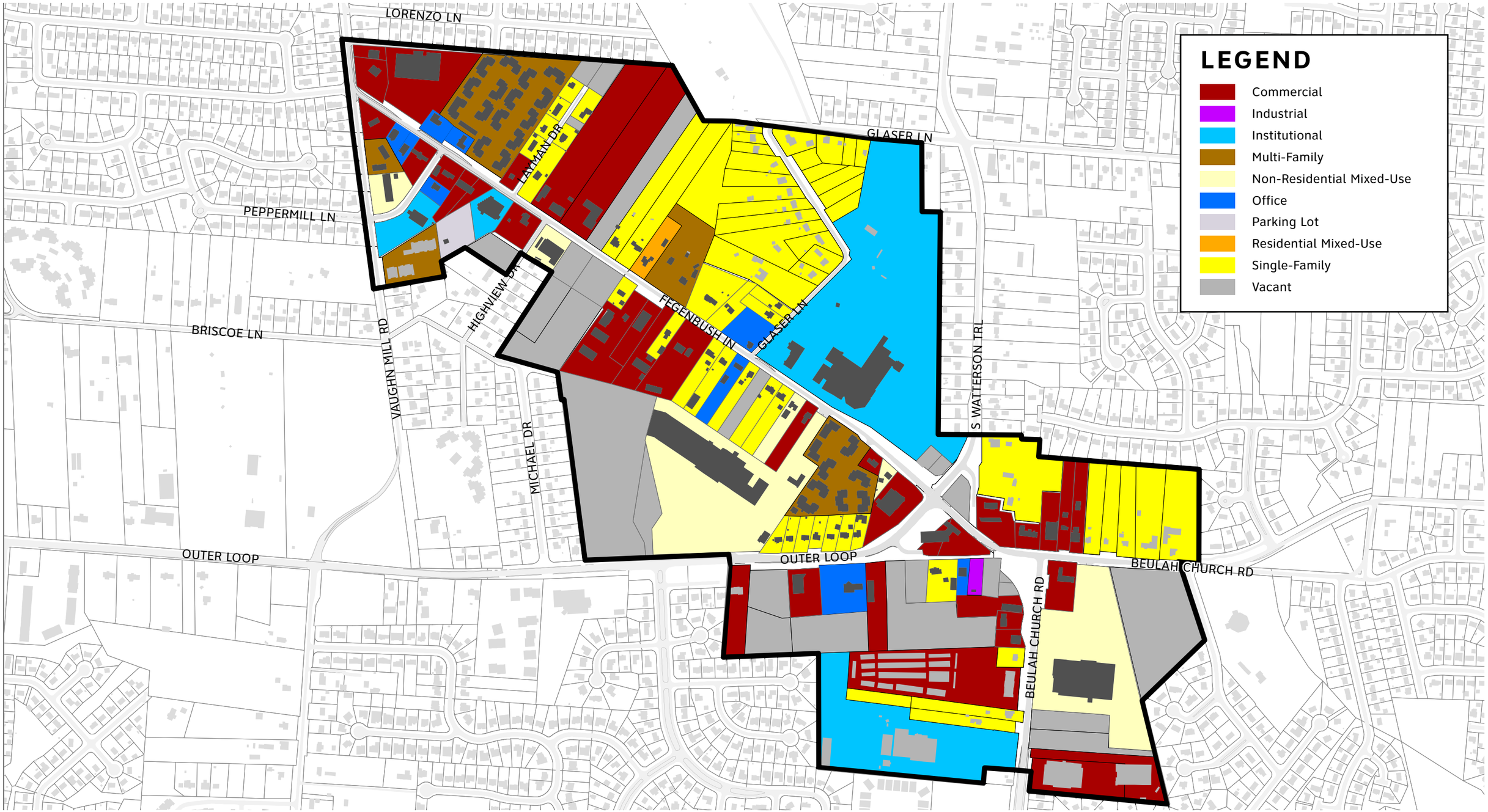
SINGLE FAMILY

A handful of lots on Fegenbush, Outer loop and side include the mid-century ranch style single family housing.

VACANT

A number of vacant properties including this former gas station property, exist leaving opportunities for adaptive re-use redevelopment.

EXISTING LAND USE



The Highview PDD Study Area is over 170 total acres of private property. Of that total area over 60% is made up of non-residential uses. The majority of these uses are commercially focused with one large institutional use, the Whitefield Academy. One other note is the nearly 17% of land area that is vacant. These lots include undeveloped and previously develop properties that are likely candidates for future development.

1 STORY

The majority of the buildings within the PDD are single story structures regardless of use.

DOUBLE HEIGHT

A number of one story structures like the shopping center above are in fact a single story, double height design to maximize visibility.

1.5 STORY

A number of buildings, including early retail buildings, like pictured above include a half story within the existing roof line.

2+ STORY

Only a hand full of structures are taller than 1 & 1.5 stories and they are typically large institutional structures including the school and church.

BUILDING HEIGHTS

The majority of buildings within the study area are 1-story tall. Most of this is made up of single family structures. The commercial centers are listed at 1.5 stories due to their standard double height which is being utilized for visibility for passing by vehicles. Fegenbush Lane houses a diverse range of 1 to 3-story building heights along its length.

EXISTING FORM

In order to create guidelines for community form, we must first look back at how this corridor has developed through time. This perspective allows the identification of issues and opportunities for improvement. Three main characteristics of urban form are highlighted in the above diagram. Each of these characteristics: Setbacks, Frontage, and Volume/Articulation play a critical role in shaping the overall corridor and how users interact with the uses along it. Some special remnants like the Hitching Post remain. These types of examples of the early development of Highview showcase features like unique materials, articulated facade, fronting the main corridor and a reduced, more pedestrian friendly setback.

1 SETBACKS

Setbacks throughout the study area are ill defined and represent a penchant for an auto dominated physical environment that displaces pedestrianism.

2 FRONTAGE

A wide variety of frontages create a corridor along Fegenbush Lane that sometimes turns a side or even a back to the main street. This results in a less cohesive streetscape.

3 VOLUME/ARTICULATION

While some examples of historic buildings have permeated through the brief history of Highview, overall there is a lack of identity throughout its architecture. The large box commercial developments like shown above (3) have resulted in wide single story boxes that evoke little about the communities history and culture.

ARCHITECTURAL CHARACTER

The architectural character of the Highview Town Center is varied and mostly comprised of mid-century ranch style housing, a variety of utilitarian structures being used for a mix of light and heavier commercial business. As seen above, contemporary interpretations of the local vernacular have created big box retail stores that are out of scale for pedestrians and offer very little visual interest beyond their automobile oriented signage.

FACADES

The Hitching Post Inn is the most recognizable facade within the study area. Its utilization of a street-facing, covered porch, windows and parapet all play a role in creating a unique, but well balanced facade.

MATERIALS

There are a variety of materials found throughout the study area, most notably brick and wood siding.

WINDOWS

Larger box retail establishments have for the most part included large swaths of building walls that provide limited visual interest for pedestrians and passers-by.

SIGNAGE

Signage throughout the study area is varied and mostly built for an auto culture. Signs are located and sized to capture motorists attention.

PUBLIC SIDEWALKS

The public sidewalk system throughout Highview is highly fragmented and in cases such as the above photo disappears completely.

PRIVATE SIDEWALKS

There is a network of private sidewalks that exist along storefronts of strip centers and through parking lots as seen above. These systems generally meet the minimum requirements at the time of their development and are highly disconnected from the overall public system.

EXISTING SIDEWALKS

As illustrated above, the pink lines indicate the existing public and private sidewalk networks. The system is clearly fragmented throughout the study area making ADA accessibility and general walkability difficult throughout the entire area.

PEDESTRIAN CONFLICT

Pedestrian conflicts exist throughout the study area. This curb-cut shows the lack of a sidewalk and overgrown nature of the edge of this development pushing pedestrians further towards the roadway.

AUTO-ORIENTED

In some instances where there is no-sidewalk issues are further compounded by head-in parking directly off the roadway. A balanced approach to providing ample parking and a safe pedestrian environment.

EXISTING CURB CUTS

As is made clear in the above diagram, each red dot represents a potential vehicular/pedestrian conflict point. These conflict points called, curb cuts represent the driveways for homes and entry points for parking lots.

Fegenbush Lane alone has over 50 curb cuts in its one mile length. This type of environment makes connectivity for pedestrians and cyclists difficult and often times dangerous.

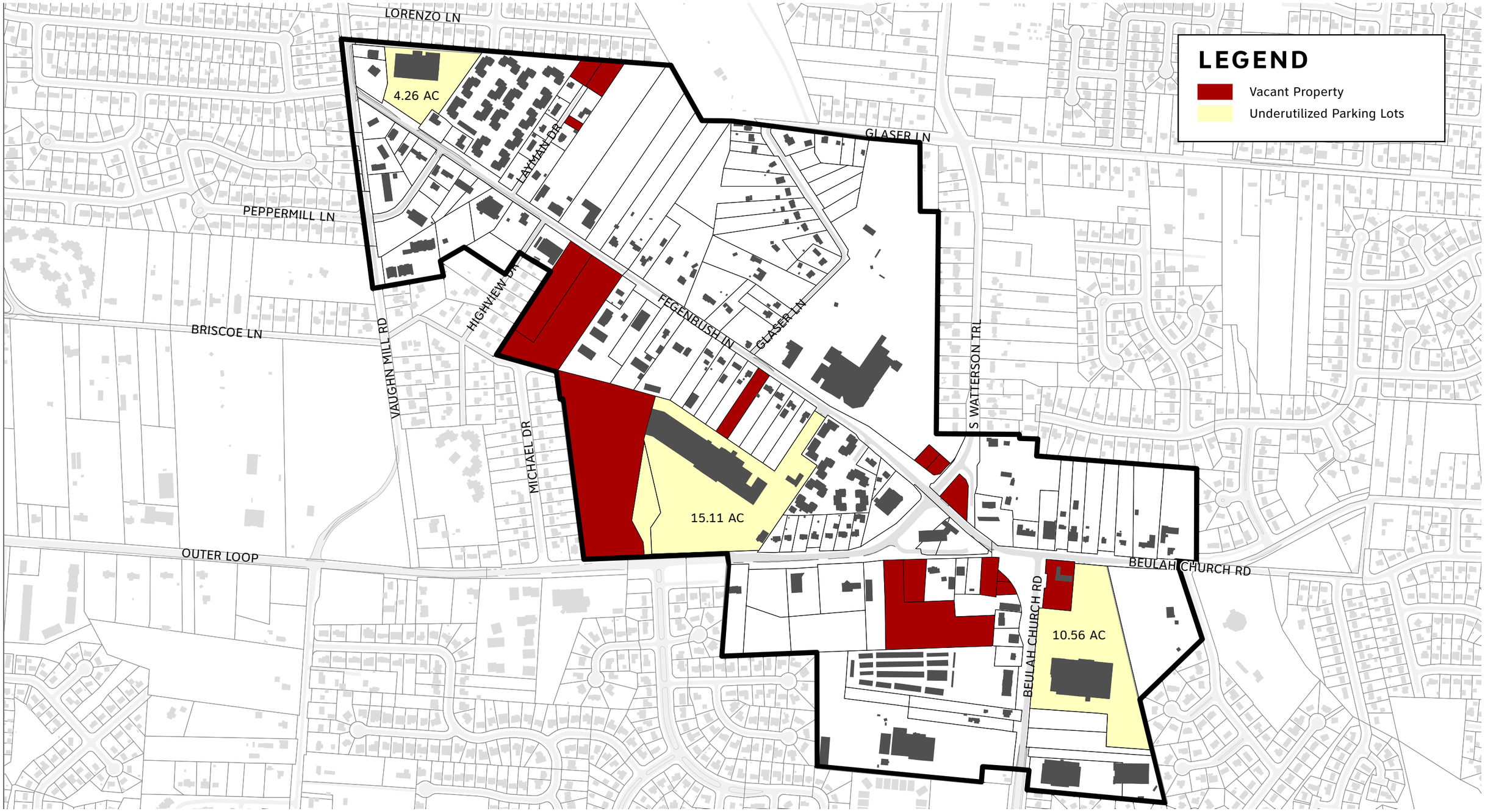
UNDEVELOPED PROPERTY

The image above depicts one in a series of undeveloped properties within the Highview Town Center Corridor. It is critical to understand where the most likely future development sites will be in an effort to better understand their contextual relationships.

INFILL DEVELOPMENT

The image above depicts one of three underutilized shopping centers in Highview. As communities and mega retail centers continued to develop around Highview the need for retail in these centers has waned. This is most notable in the amount of empty parking that would be ideal for potential infill development.

DEVELOPMENT OPPORTUNITY MAP



The diagram above illustrates the xx acres of potential development opportunity the currently exists in Highview. The red properties indicate currently undeveloped or completely vacant opportunities while the yellow represent properties with underutilized parking lots that could be more efficiently utilized.

Food Mart
Walgreens
PHARMACY
WORLD

PLANNED DEVELOPMENT DISTRICT

The Highview Planned Development District, one of the key outcomes of the 2015 Highview Neighborhood Plan, is intended to develop a strategy for a renewed Highview Town Center. This vision focused on creating a town center corridor with a diverse mix of retail, commercial, office and residential uses with a more clear framework for creating a connected pedestrian friendly environment and identifying land uses that are compatible within the community context and vision.

Key components of this PDD include:

- Focusing the Fegenbush corridor on pedestrian scaled development, including reducing set backs, limiting the overall impact of vehicles and improving overall pedestrian and multi-modal connectivity.

- Identifying key locations for auto-oriented development.

- Clearly identifying transition zones to limit physical impacts of new development on existing single family and other residential uses

- Creating a series of design guidelines that promote better urban form and architectural diversity through form and materials use.

PLANNED DEVELOPMENT SUBAREA MAP

The Highview PDD covers a breadth of different properties and land uses. Within that variety however, is pattern of development that represents a series of unique districts within the PDD. As such, three PDD sub-areas have been defined below. Each sub-area offers a unique set of challenges and opportunities for future development and place making opportunities within the Highview Neighborhood.

The sub-areas include the Central Corridor along Fegenbush Lane, Gateway's at either end of the PDD and the section of the PDD that is along the Outer Loop.

TOWN CENTER SUB-AREAS

1 *CENTRAL CORRIDOR*

The Central Corridor Sub-area, along the Fegenbush Lane Corridor is intended to create a critical mass of pedestrian focused uses in a well connected, walkable small town type environment. Within this sub-area, the presence of the auto mobile will be well balanced with other multi-modal options that allow an 8-80 lifestyle for folks who live within and around the corridor.

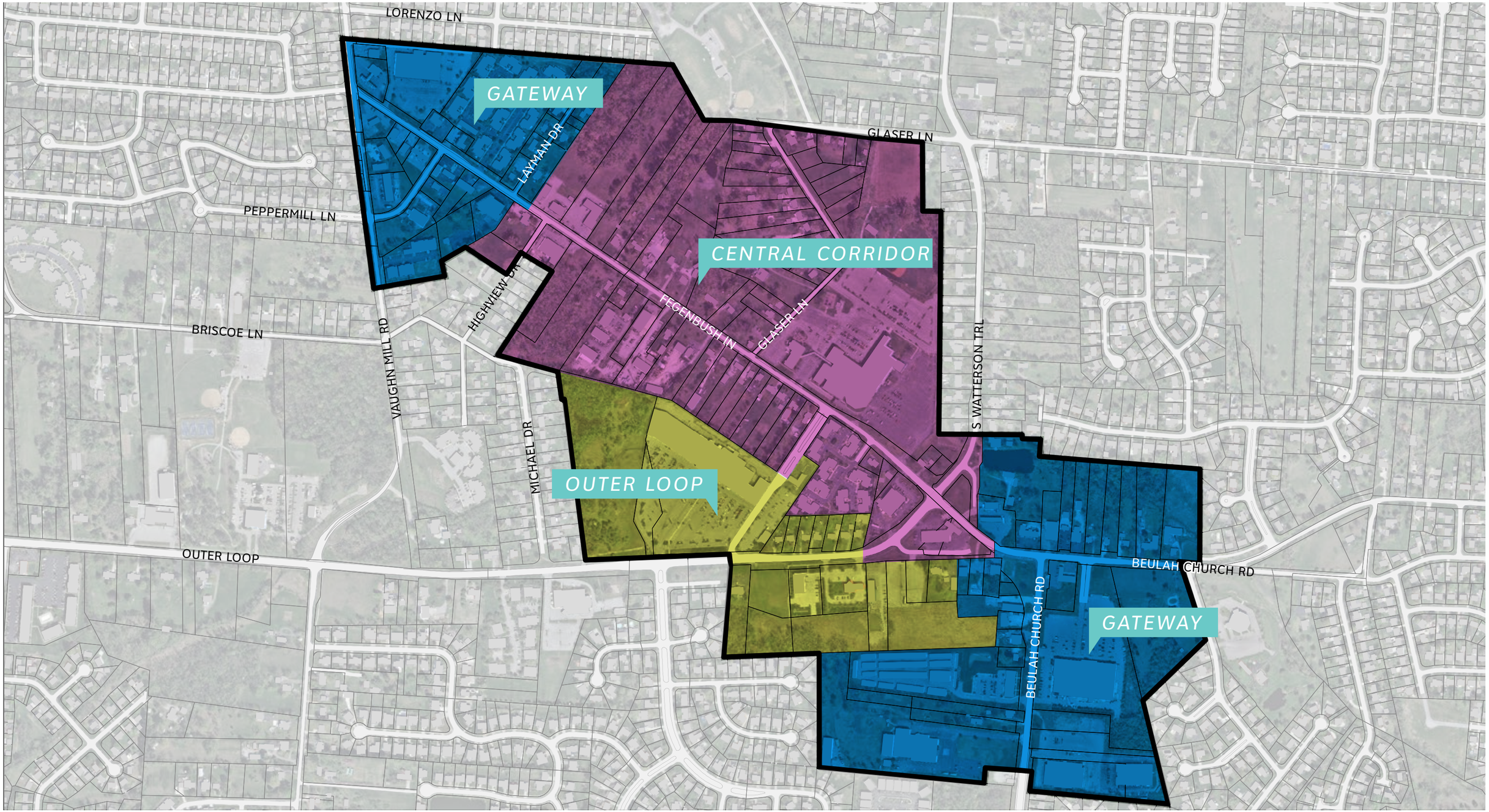
2 *GATEWAY*

The Gateway Subareas bookend the Fegenbush Corridor. Each Gateway has unique contextual characteristics, but each shares a large amount of development potential given the underutilized nature of their former shopping centers. These subareas will need to allow for better connectivity and serve as a signifier that visitors are entering a Town Center.

3 *OUTER LOOP*

The Outer Loop sub-area is unique in that none of its properties front the more traditional town center corridor, it is aligned with a subdivision entrance and has a large amount of underutilized property. This sub-area will include a mix of uses with a focus on commercial and residential. A key component of this sub-area will be the transitions it makes to surrounding residential developments

PLANNED DEVELOPMENT SUBAREA MAP



The Highview PDD includes three distinct sub-areas as indicated above. Each sub-area has unique contextual relationships that should be addressed both through allowable land uses as well as varied design guidelines.

PLANNED DEVELOPMENT USE TABLE

Each of the three sub-areas will operate under an umbrella zoning category which is based on the existing Louisville Metro C2 zone. However, each sub-area will have its own defined list of allowable uses with in addition to a list of conditional uses, and the permitted with special use standards table from the Chapter 4 Part 3 Land Development Code.

OUTER LOOP

- Antique shops
- Art galleries
- Athletic facilities
- Auction sales, Indoor
- Audio/video recording studios, providing the building is sound proof
- Automobile parking areas, public and private
- Automobile rental agencies
- Automobile repair garages
- Automobile sales agencies
- Bakeries, retail (all products produced to be sold on the premises only)
- Banks, credit unions, savings and loans, check cashing services and similar financial institutions
- Barber shops
- Beauty shops
- Bed and Breakfasts
- Bicycle sales and service
- Billiard parlors, game rooms and similar entertainment uses
- Bingo halls and parlors
- Boat Sales and related storage
- Bookbinding
- Building materials, storage and sales provided all operations are totally enclosed in a building (Outdoor sales, display and storage as referenced in Section 4.4.8 is not permitted in association with a contractor's shop in this zoning district)
- Boarding and lodging houses
- Bookstores
- Bowling alleys, provided the building is sound proof
- Car washes having prior approval by the agency responsible for transportation planning
- Catering kitchen/bakery preparing food and meals for sale or consumption elsewhere
- Cleaning, pressing, and dyeing establishments using non-flammable and non-explosive cleaning fluid

- Clothing, dry goods and notions stores
- Clubs, private, non-profit or proprietary
- Colleges, schools and institutions of learning
- Community residences
- Community Service Facility
- Computer sales (hardware and software) and programming services
- Confectionery, ice cream or candy stores, retail; no more than 50% of the floor area **shall** be used for production of food items for off premises sale
- Convenience groceries
- Convents and monasteries
- Country clubs
- Dance halls
- Dance Instruction (excludes adult entertainment uses as defined within LMCO Chapter 11)
- Day care centers, day nurseries, nursery schools and kindergartens
- Department stores
- Dressmaking or millinery shops
- Drug stores
- Dry cleaning, dyeing, pressing, and laundry; distributing stations or retail business where no cleaning,
- Dyeing, pressing or laundry is done for other distributing stations or cleaning establishments
- Dwelling, Multiple family
- Dwelling, Single-family
- Dwelling, Two-family
- Electric appliance stores
- Engraving, watchmaking, and jewelry manufacturing, where products are sold on premises
- Equipment rental, where all activities are within a building
- Exposition building or center
- Extended stay lodging
- Family care home (mini-home)
- Flea market, Indoor
- Florist shops
- Fraternities, sororities, clubs and lodges excluding those where the chief activity of which is a service customarily carried on as a business.
- Funeral homes
- Furniture stores
- Grocery stores, including fruit, meat, fish, and vegetable
- Hardware and paint stores
- Health spas
- Home occupations
- Hotels and motels, including ancillary restaurants and lounges, enclosed in a structure, in which dancing and other entertainment (not including adult entertainment activities as defined in Section 4.4.1) may be provided.

PLANNED DEVELOPMENT USE TABLE

- Ice storage houses of not more than five (5) ton capacity
- Indoor paint ball ranges
- Interior decorating shops
- Jewelry stores
- Laser Tag
- Laundries or launderettes, self-service
- Laundering and dry cleaning pick-up shops and self-service laundries
- Libraries, museums, historical buildings and grounds, arboretums, aquariums, and art galleries
- Live/Work units
- Medical laboratories
- Micro-breweries and micro-distilleries (where production activities occur indoors in a space 5,000 square feet or less)
- Monument sales
- Music and vocal instructions
- Music stores
- Nurseries, retail
- Office, business, professional and governmental
- Parks, playgrounds, and community centers
- Package liquor stores (no on-site alcohol consumption allowed)
- Pawn Shop
- Pet grooming, obedience training and related pet activities, provided the operation is conducted within a soundproofed building, no animals are boarded, and there are no runs or pens outside of the building
- Pet shops
- Photocopying, duplicating, paper folding, mail processing and related services
- Photographic shops
- Photography studios
- Picture Framing
- Plumbing, and heating shops, storage and sales provided all operations are totally enclosed in a building
- Printing, lithographing, or publishing establishments, if constructed to insure that there is no noise or vibration evident outside the walls of the buildings
- Public transportation passenger terminals
- Public utility buildings and facilities
- Radio and television stores
- Refrigerated lockers
- Religious buildings
- Rental businesses offering items whose sale is a permitted use in this district, videocassette and similar products, rental and sales but not constituting an adult video cassette rental center
- Residential care facilities
- Restaurants, where dancing or entertainment is allowed, outside as well

as inside a building, and including drive-in restaurants where all or part of the service or consumption is inside a vehicle (Indoor and outdoor alcohol sales and consumption with proper ABC license)

- Retail or wholesale stores or businesses not involving any kind of manufacture, processing or treatment of products other than that which is clearly incidental to the business conducted on the premises, and provided that not more than fifty (50) percent of the floor area of the building is used in the manufacture, processing, or treatment of products, and that such operations or products are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes
- Rubber stamp manufacturing, where products are sold on premises
- Shoe repair shops
- Shoe stores
- Sign painting
- Skating rinks (ice or roller)
- Stationery stores
- Tailor
- Tanning salons
- Tattoo, body art, and piercing parlors
- Tavern, bar, saloon
- Telephone exchanges
- Temporary buildings, the uses of which are incidental to construction operations being conducted on the same or adjoining lot or tract, and which **shall** be removed upon completion or abandonment of such construction, or upon the expiration of a period of two years from the time of erection of such temporary buildings, whichever is sooner
- Tents, air structures and other temporary structures intended for occupancy by commercial activities including but not limited to sales, display, and food services, provided that applicable building and fire safety codes are met, and provided further that such structures may not be installed for a period (or periods totaling) more than ten (10) days during a calendar year.
- Theaters, enclosed within a building
- Tourist homes
- Toy and hobby stores
- Training school, provided all training activities are located within a building
- Upholstery and furniture repair shops
- Used car sales areas, provided that no repair or reconditioning of automobiles or storage of parts **shall** be permitted except when enclosed in a building
- Uses located totally within the caverns developed under a Conditional Use Permit for Underground Space **shall** be considered to meet the requirement of confinement within a building.
- Variety stores
- Veterinary hospital, provided the operation is conducted within a sound-proofed building, no animals are boarded, and there are no runs or pens

PLANNED DEVELOPMENT USE TABLE

outside of the building
- Wearing apparel shops
- Those uses which are more similar in appearance and intensity to the above list of uses than to uses listed elsewhere in these regulations.

GATEWAY

All LU3 uses except:

- Automobile rental agencies **shall** be limited to no more than 25 rental passenger vehicles stored on site, and no more than two service bays for cleaning or maintenance, and having no repair or storage/dispensing of fuel
- Automobile service stations **shall** be limited to service bays for repair of no more than two vehicles (see definition of Automobile Service Station for the type of repairs permitted)

CENTRAL CORRIDOR

All LU2 uses except for the following:

- Automobile sales agencies
- Automobile service stations
- Boat Sales and related storage
- Building materials, storage and sales provided all operations are totally enclosed in a building (Outdoor sales, display and storage as referenced in Section 4.4.8 is not permitted in association with a contractor's shop in this zoning district)
- Drive-in restaurants where all or part of the service or consumption is inside a vehicle
- Used car sales areas, provided that no repair or reconditioning of automobiles or storage of parts **shall** be permitted except when enclosed in a building
- Drive through facilities

PLANNED DEVELOPMENT CONDITIONAL USE TABLE

4.2.15 Commercial Communication Towers
4.2.16 Commercial Greenhouses/Plant Nurseries/Landscape Material Supply
4.2.17 Commercial Kennels
4.2.24 Public Power Plants
4.2.28 Home Occupations
4.2.29 Hospitals, Clinics, and other Medical Facilities
4.2.30 Institutional Use in Excess of Required Maximum Building Footprint
4.2.31 Rehabilitation Home
4.2.38 Nursing Homes and Homes for the Infirm or Aged
4.2.39 Off-Street Parking Areas
4.2.40 Outdoor Paint Ball Ranges
4.2.41 Outdoor Alcohol Sales and Consumption/Entertainment Activity for Restaurants
4.2.43 Private Non-profit Clubs
4.2.44 Private Proprietary Clubs
4.2.55 Transitional Housing
4.2.56 Homeless Shelter
4.2.60 Auction Sales, Outdoor
4.2.61 Flea Market, Outdoor
Contractor's shop, including but not limited to building, electrical, HVAC, landscape, and plumbing

*PERMITTED USES WITH SPECIAL STANDARDS**

Certain uses are permitted in this district provided they meet the special standards and requirements listed for such uses in Chapter 4 Part 3. For application of the Chapter 4 Part 3 standards, the C-2 zoning district requirements **shall** apply.

PLANNED DEVELOPMENT DESIGN GUIDELINES

The architectural character of the Highview Town Center is varied and mostly comprised of mid-century ranch style housing, a variety of utilitarian structures being used for a mix of light and heavier commercial business, as well as the contemporary interpretations of the local vernacular. The most recent developments in the study area include big-box retail centers that attempt to break their facades and scales down to a more pedestrian scaled environment, but have ended up being mostly disconnected auto-oriented developments.

PLANNED DEVELOPMENT DESIGN GUIDELINES

The Town Center Form District (TCFD) represents a traditional pattern of development in Louisville and Jefferson County. Town centers are typically compact areas with a mixture of moderately intense uses that are developed around an identifiable core. They are often located at a historic crossroads or at the intersection of a major thoroughfare and collector roadway with connections to surrounding neighborhoods. Buildings are close to and oriented toward the street, and there is a connected street pattern, shared parking and pedestrian amenities. More intense commercial and residential uses are located in proximity to major thoroughfares, and the intensity of uses gradually declines toward an "edge" or "transition area" to lower density residential neighborhoods.

Design Standards

Design standards for the Highview Town Center Planned Development District (PDD) have been developed to strengthen the unique characteristics intended for each of the three PDD Sub Areas—Outer Loop, Gateway, and Central Corridor, while also promoting design and development patterns that will provide continuity and a sense of place for the Town Center as a whole.

A. Dimensional Standards

Dimensional standards for the Highview Town Center PDD Sub-Areas **shall** be as follows:

i. Outer Loop Sub-Area

Conform to the Suburban Form District dimensional standards, Chapter 5, Part 3, with the following exceptions:

1. Building Height

   Maximum building height for any use **shall** be 35' or 2-stories

ii. Gateway Sub-Area

Conform to the Suburban Form District dimensional standards, Chapter 5, Part 3, with the following exceptions:

1. Maximum building height for any use **shall** be 35' or 2-stories
2. Front and Street Side Yard Setback (all uses) maintain a minimum Front and Street Side Yard setback/build-to line of 15' from the edge of right-of-way.

iii. Central Corridor Sub-Area

Conform to the Town Center Form District dimensional standards, Chapter 5, Part 2, with the following exceptions:

1. Building Height

   Maximum building height for any use **shall** be 35' or 2-stories
2. Front and Street Side Yard Setback (all uses)

   maintain a maximum Front and Street Side Yard setback/build-to line of 65' from the edge of right-of-way.

This is an example of a mixed use building. Traditionally, residential units were located above businesses within urban town centers.

PLANNED DEVELOPMENT DESIGN GUIDELINES

B. Lot Standards

i. Maximum Density and Floor Area Ration (FAR)
The maximum FAR for the Highview Town Center PDD **shall** be 1.0, regardless of Sub-Area.

ii. The maximum density for the Highview Town Center PDD **shall** be as follows:

1. Outer Loop Sub-Area
   Maximum Density: 12.01 dwellings per acre (note: R5A equivalent)
2. Gateway and Central Corridor Sub-Areas
   Maximum Density: 17.42 dwellings per acre (note: R6 equivalent)

iii. Use Mix
Office and Residential Uses –a specified percentage of any development site may be allocated to residential development without any corresponding decrease in the maximum allowable square footage or intensity of non-residential uses allowed, provided that all other development standards set forth in this code are complied with. In addition, office and residential uses situated above ground level retail uses are permitted and **shall** be excluded from calculation of the site's permissible floor area ratio. Calculation of permissible residential density **shall** be based on the net site area, regardless of the amount of non-residential floor area constructed on the site.

iv. Lot Area
Min: None

C. Building Pattern/Character

i. Original character or qualities of a building that attribute or support the character of Highview should not be destroyed

ii. Repair of historic buildings and materials is preferred over replacement

iii. New buildings, additions or renovations should not detract from the overall architectural character of a property or the overall Town Center Form District

iv. New design should be compatible with the historic character of Highview

v. New development should be designed to a scale (both height and mass) to be cohesively integrated into the surrounding existing

SETBACKS

This is an example of a building that includes outdoor seating area opportunities with limited setback requirements.

development.

1. Small sites should act as infill development and focus on design over density
2. Medium-scaled sites should take advantage of opportunities for a variety of housing types and non-residential options
3. Larger multi-family 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

vi. The architectural design of new developments should create interest rather than duplicating the same façade or building design in a continuous row or in multiple locations

vii. 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.

D. Building Facades (applicable to new structures or when replacing 50% or more of an existing building façade)

i. Buildings **shall** have articulated facades with animating features (i.e., columns, piers, pilasters, or similar elements) every 20 to 40 feet to create an architectural rhythm.

ii. At least 70% of the building façade facing the public right-of-way **shall** be located at the build-to-line

iii. A minimum of fifty percent (50%) of the street level facade **shall** be transparent.

iv. Blank, unarticulated walls **shall** not extend for distances greater than twenty-five feet (25')

v. Buildings on corner lots should use windows, doors or architectural detail to address facade design on both street frontages.

vi. Multi-family structures **shall** not have attached front facing garages. Garages **shall** be accessed from alleys or, in the case of a development consisting of multiple units, from an internal drive accessible from the rear

E. Building Materials

i. Materials **shall** be compatible with surrounding development, of high quality, durable, and convey a sense of permanence.

BUILDING FACADES

This development illustrates articulating facades through the variety of heights, roof pitches, porches, columns, and awnings.

PLANNED DEVELOPMENT DESIGN GUIDELINES

ii. Examples of appropriate façade materials include:
- Brick
- Stone or Manufactured stone
- Wood or cement board siding

F. Roofs

i. A parapet wall is required for all flat roofs along all street facades

ii. Hipped or pitched roofs **shall** be covered in either asphalt shingles or metal roofing. All metal roofing systems **shall** include a standing seam design

iii. Roof-mounted mechanical or utility equipment **shall** be screened or fully integrated into the overall design through the use of like or complementary materials, color, and scale.

G. Entrances

i. There **shall** be at least one pedestrian entrance facing the primary street frontage of a building. A corner entrance will satisfy the intent of this requirement. Entrances **shall** be clearly identifiable through the use of architectural design elements such as awnings, canopies, or porches and **shall** be well lit.

H. Service Areas

i. Service areas (loading docks, trash compactors/dumpsters, etc.), **shall** be located behind buildings and adequately screened from public streets, public open spaces and residential properties

I. Signage

i. Chapter 8 of the Land Development Code **shall** apply to the Highview Town Center.

J. Parking

i. Chapter 9 of the Land Development Code **shall** apply to the Highview Town Center.

K. Trees, Landscaping, and Open Space

i. Chapter 10 of the Land Development Code **shall** apply to the Highview Town Center.

ii. See Streetscape Section within these standards for additional landscape requirements.

SERVICE AND PARKING

Multi-family and retail developments should focus parking and service at the rear of their lot in order to keep the street frontage occupied by building and pedestrian facilities.

PEDESTRIAN FOCUS

This development is accessed by rear parking and includes clearly identified pedestrian entrances along the street frontage. Rear service and parking allows the frontage to minimize curb cuts and conflict points for pedestrians and vehicles.

PLANNED DEVELOPMENT DESIGN GUIDELINES

STREET CHARACTER

The Highview PDD has 3 sub areas each of which has a distinct character and as such, each sub-area should have distinct, baseline streetscape character elements for their major corridors that are appropriate for their context. The PDD includes the following three street typologies:

Gateway: Vaughn Mill & Beulah Church Road

The Vaughn Mill Gateway should include opportunities for gateway treatments such as community signage/branding, increased landscaping at high visibility areas such as corners of intersections, and well connected sidewalk networks and crosswalks that allow neighboring uses to enter the gateways safely by foot.

Fegenbush: Central Corridor

The Central Corridor is intended to have the feel of a small town Main Street. This means that as the design standards direct, there will be reduced building setbacks and an emphasis on pedestrian space along the corridor. Therefore, parking should be minimized and located parallel to the street as a buffer for a continuous sidewalk system. Off-street parking should be located to the side or rear of structures along Fegenbush. Sidewalks should further more be separated from parallel parking with street trees where possible and existing intersections should have appropriate crosswalk and pedestrian safety measures. For all intents and purposes curb cuts should be as limited as feasible to reduce potential pedestrian vehicular conflict points. Amenity zones should be considered in areas where retail and restaurant uses exist to provide ample space for sidewalk cafés, bike parking, street benches, trash receptacles and other street furniture/amenities.

Outer Loop

The short section of Outer Loop that is within the PDD will continue to act as an major street carrying nearly 12,000 cars per day. However, pedestrian facilities should be provided on each side of the roadway, and consideration should be given for safe pedestrian crossing points at the multiple intersections along this stretch of Outer Loop.

BICYCLE & PEDESTRIAN SYSTEM

GATEWAYS

Gateways into a neighborhood district should offer well connected sidewalk networks, high visibility landscaping, and sculptural, artistic treatments.

STREET CHARACTER

Street character is largely defined by the urban form of the land uses along the street. In the above example, a “main street” feel is achieved through unique signage, awnings, minimal building setbacks, and large picture windows.

PLANNED DEVELOPMENT DESIGN GUIDELINES

As noted in the existing conditions analysis of the Highview PDD, bicycle and pedestrian systems in this area are fragmented and in many cases non-existent. As such all future developments should encourage pedestrian and bicycle systems to the fullest extent, and at a minimum what is required by the L. Providing continuous sidewalk systems, bike parking in convenient, even covered locations will play an integral role in making Highview a more well connected, healthy and sustainable neighborhood.

BUS TRANSIT

Given the location of existing TARC Route 43 along Outer Loop, Fegenbush and Vaughn Mill Road, connectivity to transit should be a major consideration of any development along or near these routes. Design considerations such as ensuring developments within the PDD have continuous sidewalk systems to all bus stops. Bus shelters should be designed in such a way to provide refuge from weather and should fit the general context of the community. Bus stops should be integrated into the streetscape design.

STREETSCAPE

A. Site Furnishings

Site furnishings **shall** not obstruct ADA access.

i. Seating
   1. Seating should be integrated in sidewalk planting zones, ideally under street trees for shade.
   2. IInformal seating, such as seat walls or raised planters can be utilized as seating.
   3. Seating should be utilized to help formulate social spaces. Where possible seating should be perpendicular to the curb line.
   4. Cafe seating - (see Amenity Zones)

ii. Bicycle Racks
   1. Bike racks should be located where, with bicycles in rack there is still a 6’ clear ADA zone.
   2. Bicycle racks should be placed in street furnishing zone.
   3. Bike racks should be 2’ min. from curb and ideally located perpendicular to the curb line.
   4. Bicycle racks should be located near building entrances and high areas of activity, where they will be most utilized.

iii. Trash receptacles
   1. Trash receptacles should be located near intersection corners

ARTERIAL STREET DESIGN

Pedestrian facilities located along busy thoroughfares, like the Outer Loop, should offer safe pedestrian and bicycle crossings, landscaped buffers that offer beauty and safety, and sidewalk widths ranging from 6’ to 10’ in width. Each of these elements allow pedestrians to feel safe and secure while next to a major arterial roadway.

MULTI-MODAL CORRIDOR

This bus shelter is connected by sidewalks and offers way-finding for a safe and easy multi-modal experience for its users.

and near areas of high activity.

2. Trash cans should be placed every 200-250' or at least 2 per street intersection.

iv. Bollards

1. Bollards should be placed 18" from back of curb.
2. Bollards should be utilized where vehicle parking areas may damage sidewalk, tree plantings, street furnishings or adjacent property.
3. Bollard designs can be utilized to indicate special spaces along a streetscape with the addition of lighting or a change in bollard form.

B. Curb Extensions (bulb-outs)

Curb extensions **shall** be in compliance with ADA standards

i. Corner curb extensions

1. Curb extensions should be used to maximize pedestrian space.
2. Curb extensions should be used on streets-with on-street parking.
3. Curb extensions should be used to increase pedestrian visibility and reduce crossing lengths.
4. Curb extensions can be utilized at transit stop locations to increase space available to shelters and other stop related design features.
5. Curb extensions are opportune spaces for increased landscaping zones, street trees, street seating and should be protected by bollards.

C. Street Trees

Street trees **shall** comply with Chapter 10.2.8 of the Land Development Code requiring street trees along all residentially zoned property and arterial roadways.

i. Planting Design

1. Tree pits should be as large as possible to allow for ample root growth , crown and prevent future sidewalk lifting.
2. Optimal tree pit size is 6 feet by a minimum of 10 feet.
3. Continuous tree pits are preferable.

ii. Species selection

1. Street tree species selection **shall** be completed in coordination

STREETSCAPE ELEMENTS

Way-finding signage, outdoor seating opportunities, and on-street parallel parking create walkable and safe pedestrian oriented streets in more urban corridors.

CURB EXTENSIONS EXAMPLE

The image above includes a curb extension which shortens pedestrian crossings and increases pedestrian visibility.

with the Louisville Metro Urban Forestry Department/City Arborist. Tree species selection **shall** be in compliance with the Preferred Plant List within Chapter 10 of the Land Development Code.

D. Streetscape Planters & Plantings

Streetscape planters **shall** not obstruct ADA access on walkways.

i. Streetscape planters and plantings should use native species flowers, grasses and small shrubs. Resources available through the Kentucky Cooperative Extension Service, (https://extension.ca.uky.edu/).

ii. Streetscape planters and plantings should encourage pollinator species and improving Louisville's overall ecological health. Resources on plant materials are available through the Pollinator Partnership (www.pollinator.org).

E. Pedestrian Scale Lighting

Pedestrian lighting **shall** not obstruct ADA access.

i. Street lights should be located near the curb line.

ii. Street lights and other pedestrian lighting should be coordinated with other streetscape elements.

iii. Lighting should not be located next to street tree plantings which may impact lighting.

iv. Lighting should be spaced consistently and on both sides of the street.

v. Light fixtures should be selected to provide efficient, direct light.

G. Stormwater Control Measures

i. Green infrastructure is encouraged within the streetscape ad in parking lots where feasible.

1. Green infrastructure options include:
   - Rain Gardens
   - Bioswales
   - Pervious paving

H. Crosswalks

i. Crosswalks should be provided at all street intersections along

STREET TREES

Tree lined streets create rhythm along building facades. Streets trees also reduce the negative impacts of the urban heat island, reduce stormwater volumes and capture carbon.

TREE DETAILS

Designing for trees requires attention to context. In highly walkable areas, tree grates can be used to keep the walking surface continuos.

PLANTINGS

Native plantings along streetscapes can add visual benefits while also being low long term maintenance and having added ecological benefits.

Fegenbush Lane.

ii. Crosswalks should be separated by no more than 250-300 linear feet.

iii. Curb extensions (Streetscape B.) should be utilized to reduce overall crosswalk lengths.

I. On-street Parking

i. On-street parking should be offered where feasible to offer further protection for pedestrian and bicycle areas.

ii. On-street parking should be parallel or back-in parking to increase level of visibility for drivers and reduce potential blind spots for pedestrians, bicyclists and other vehicles.

SUSTAINABILITY PRINCIPLES

The neighborhood center in the image above promotes compact design with a connected, walkable circulation network offering a high quality of life experience for the community.