# SOBRO PLANNED DEVELOPMENT DISTRICT

CITY OF LOUISVILLE, KY

FINAL DRAFT: JUNE 30, 2011

## SOBRO PDD PROCESS

The SoBro PDD received input from an Advisory Team, Metro staff and during a 1-1/2 day charrette that was advertised and open to the public.

The charrette consisted of three separate discussion groups of neighborhood stake-holders, a public open house, a survey, and a public presentation.

The Advisory Team consisted of a group of individuals who represented various interests within or adjacent to the SoBro District.

## REZONING TO PDD

Date: _____

Case #: _____

## PREPARED BY:

RATIO Architects (Indianapolis, IN)

Louisville Metro Department of Planning and Design

## TABLE OF CONTENTS


**I. INTRODUCTION ..... 5**

**A. Introduction to the Planned Development District ..... 5**

PDD Purpose ..... 5
PDD Boundary ..... 5
Relationship to the Comprehensive Plan ..... 6
Zoning Layers and Applicability ..... 6
Form District Boundary Change ..... 6
How to Use this Document ..... 7
The Traditional Urban Neighborhood ..... 8

**II. THE SUBAREAS ..... 11**

**A. Existing Subarea Character ..... 12**

Broadway Subarea ..... 13
The Campus Subarea ..... 14
Neighborhood Core Subareas ..... 15
Historic Neighborhood Subarea ..... 16

**B. Proposed Subarea Form ..... 17**

Broadway Subarea ..... 18
The Campus Subarea ..... 22
Neighborhood Core Subareas ..... 26
Historic Neighborhood Subarea ..... 30

**III. USE & LOT STANDARDS ..... 35**

**A. Land Use ..... 35**

1. Land Use Categories ..... 35
2. Limited Use Categories ..... 36
3. Conditional Use Categories ..... 39
4. Administration of Use Categories ..... 41
5. Existing Land Uses ..... 41

Table 1: Permitted, Limited, and Conditional Uses ..... 41
Table 2: Prohibited Land Uses ..... 42

**B. Lot Standards ..... 42**

Table 3: Lot Standards ..... 43

**C. Use and Lot Standard Terms ..... 44**

Mixed-Use Development ..... 44
Front Facade Zone ..... 44

**IV. DESIGN STANDARDS AND GUIDELINES ..... 45**

**A. Intent ..... 45**

**B. Standards ..... 45**

1. Non-Residential, Mixed-Use, and Multifamily Residential Architecture ..... 46
   - 1.1 Facade Design ..... 46
   - 1.2 Facade Spacing/Rhythm ..... 46
   - 1.3 Facade Fenestration ..... 46
   - 1.4 Building Materials ..... 47

## TABLE OF CONTENTS


1.5 Roof Lines .....47
1.6 Building Corner Treatment .....48
1.7 Entrances .....48
1.8 Awnings/Canopies .....48
1.9 Balconies.....48
1.10 Service Areas.....49
2. Streetscape .....49
2.1 Sidewalks .....49
2.2 Street Layout.....49
2.3 Streetwall.....50
2.4 Street Trees .....50
3. Landscape Design .....51
3.1 Parking Area Landscaping .....51
3.2 Other Landscaping (Park, Plaza, Building Foundation).....51
3.3 Native Plants .....52
4. Parking And Vehicular Access.....52
4.1 Minimum Off-Street Parking.....52
4.2 Maximum Parking.....52
4.3 Parking Area Setback.....52
4.4 Parking Area Surface .....52
4.5 Off-street parking location .....52
4.6 Additional Curb Cuts .....52
4.7 Vehicular Access .....52
4.8 Bicycle Facilities .....52
4.9 Joint Use Parking .....52
5. Signage.....53
5.1 Architectural Compatibility .....53
5.2 Projecting Signs .....53
5.3 Lighting & Animation .....53
5.4 Prohibited Signs.....53
6. Site Lighting.....54
6.1 Site Lighting for Pedestrian Areas .....54
6.2 Luminaire Mounting Height.....54
6.3 Pedestrian Luminaires .....54
6.4 Footcandles .....54
6.5 Footcandles Under Canopies...54
6.6 Additional Lighting.....54
6.7 Building-Mounted Light Fixtures.....55
6.8 Exterior Lighting Energy Consumption.....55
6.9 Underground Electrical Service.55
7. Open / Public Space.....55
7.1 Open Space Provision.....55
7.2 Residential / Mixed-Use Development.....55
7.3 Sites Near Public Park .....55
7.4 Open Space Location .....55
7.5 Streetwall.....55
7.6 Public Art / Water Features.....55
7.7 Balconies.....55
7.8 Rooftop Gardens .....55
8. The Sustainable Neighborhood.....56
8.1 Sustainable Sites.....56
8.2 Sustainable Buildings.....57
9. Maintenance .....58
10. Demolition .....58

**V. APPENDIX ..... 59**

Streetscape Issues .....59
One-Way vs. Two-Way .....59
Sidewalks .....60
Street Trees .....60
Street Lighting.....60
Other Amenities.....60
Campus Subarea.....60
"Greening The Neighborhood".....61
Parks and Open Space .....61
Land Use Considerations .....62
Residential Uses.....62
Institutional .....62
Commercial Uses .....62
Land Use Categories.....63


Note: The graphics contained within this document, including illustrative plans, sketches, photographs, etc., are intended to portray design intent and not final architecture or design. Final architecture and site design will vary depending upon development proposals by final end users.

# ACKNOWLEDGEMENTS

The following individuals, agencies, and plans were all influential in the creation of the SoBro Planned Development District document. It is important to respect the ideas of the past, while responsibly moving forward using new ideas and responding to changing needs. Special thanks are given to all included in the following list:

## LOUISVILLE METRO PLANNING AND DESIGN SERVICES

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## INFLUENTIAL DOCUMENTS

The standards and recommendations included in this PDD are a product of, and influenced by, the neighborhood's vision and goals, as well as several relevant studies developed within the last decade. Previous plans and studies that formed the basis for this PDD include:

SoBro District Plans:

- SoBro Issues & Opportunities, Louisville Community Design Center, October 2000
- Old Louisville/Limerick Neighborhood Plan, City of Louisville, September 2001
- Market Analysis of Residential Market Potential for the SoBro Study Area, Zimmerman/Volk Associates, Inc., May 2005
- SoBro Neighborhood Revitalization Plan, JMA, September 2005
- SoBro Neighborhood Plan, Louisville Metro Government Center for Neighborhoods, October 2007
- SoBro Neighborhood Redevelopment Studies, Urban Design Studio, 2008
- Spalding University Campus Master Plan, May 2007

Area or City-Wide Plans:

- Cornerstone 2020 Comprehensive Plan, Louisville and Jefferson County Planning Commission, June 2000
- Louisville Downtown Development Plan, City of Louisville Downtown Development Corporation, September 2002

# INTRODUCTION

I

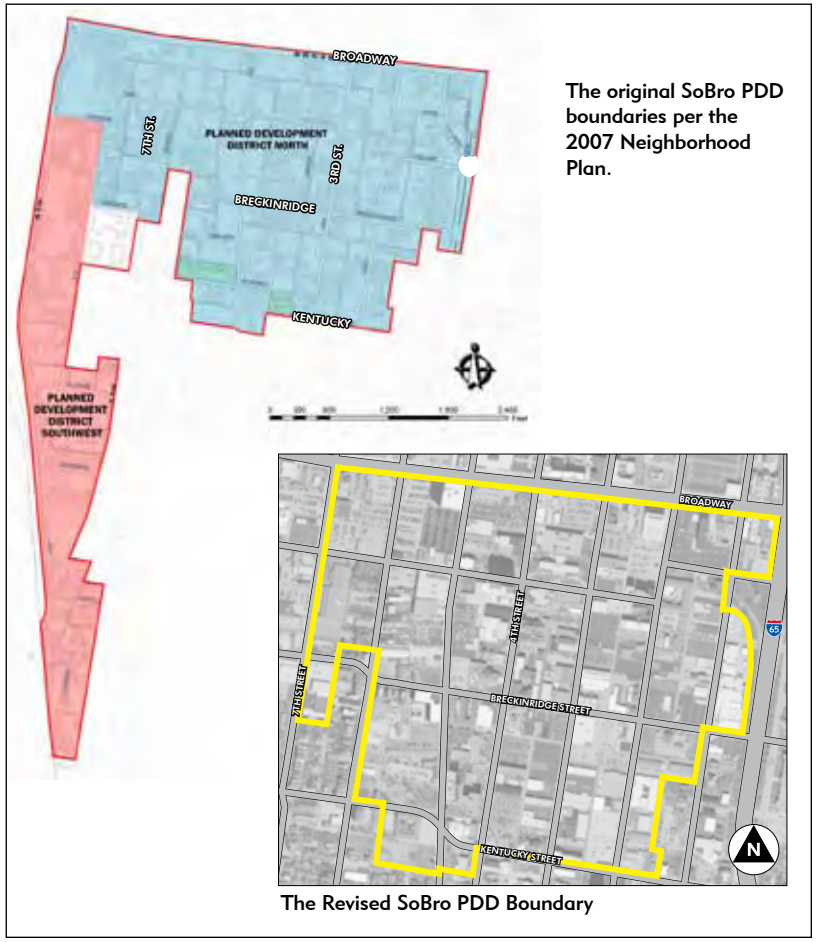
## A. INTRODUCTION TO THE PLANNED DEVELOPMENT DISTRICT

### PDD PURPOSE

The intent of the SoBro Planned Development District (PDD) is to address the unique conditions of the SoBro Neighborhood. The "SoBro Neighborhood"is adjacent to three distinct areas including Louisville's Central Business District and the Limerick and Old Louisville historic neighborhoods. The designated PDD area (map lower right) lies just south of the core of Downtown Louisville and has the potential to provide a compatible transition between Downtown and the primarily residential Old Louisville to the south. The purpose of the PDD is to offer a flexible and creative alternative to typical zoning in hopes of creating a vibrant district that links downtown, residences, institutions, open space, and workplaces. To that end, the Louisville Metro Planning Commission proposes an area-wide rezoning to Planned Development District. This PDD includes recommendations (guidelines) and requirements (code standards) for future development to economically and socially revitalize the SoBro neighborhood.

### PDD BOUNDARY

The SoBro Neighborhood Plan adopted in 2007 identified two areas for the creation of specific planned development districts: PDD North and PDD Southwest as illustrated in the images to the right. As a result of public input during the early stages of this PDD process, the district boundary was revised to reflect the disparity of land uses on the western edge. The SoBro PDD, as illustrated on the accompanying aerial map, is roughly bounded by I-65 to the east, Broadway along the north, Sixth and Seventh Streets to the west, and Kentucky/ Zane Street to the south.




The original SoBro PDD boundaries per the 2007 Neighborhood Plan.

The Revised SoBro PDD Boundary

## RELATIONSHIP TO THE COMPREHENSIVE PLAN

The SoBro PDD implements specific strategies of the Comprehensive Plan including Community Form Strategy, Section J: Special Districts by guiding "the pattern and character of development within special districts in context with the cultural, architectural, historic, natural or visual resources present." In October 2007, the SoBro Neighborhood Plan was adopted into the City's Comprehensive Plan.

## ZONING LAYERS AND APPLICABILITY

The requirements within this PDD shall be applicable to all new development within the SoBro PDD. They, along with the requirements of the Downtown and Traditional Neighborhood Form Districts, and remaining general sections of the Land Development Code (LDC) apply. Where there is a conflict between the PDD standards and the LDC, the PDD standards shall take precedent. Where the PDD standards are silent, the LDC shall apply.

**Form Districts**
- Downtown
- Traditional Neighborhood
- Traditional Workplace

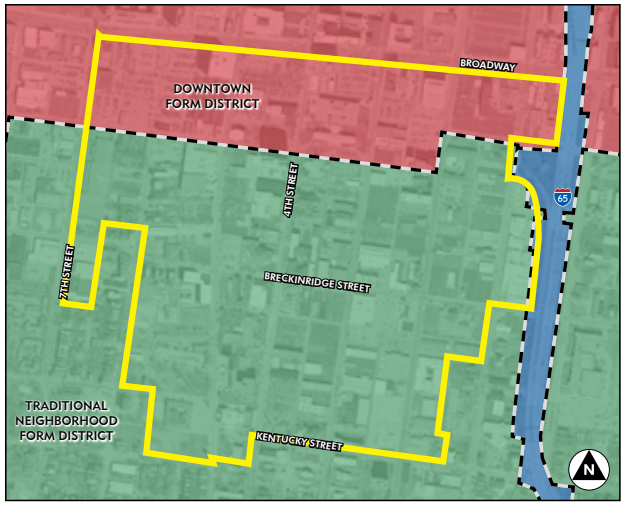
**SoBro PDD**
- Architectural Design

**SoBro PDD Subareas**
- Uses (P, P/M, P/CU, X)
- Density

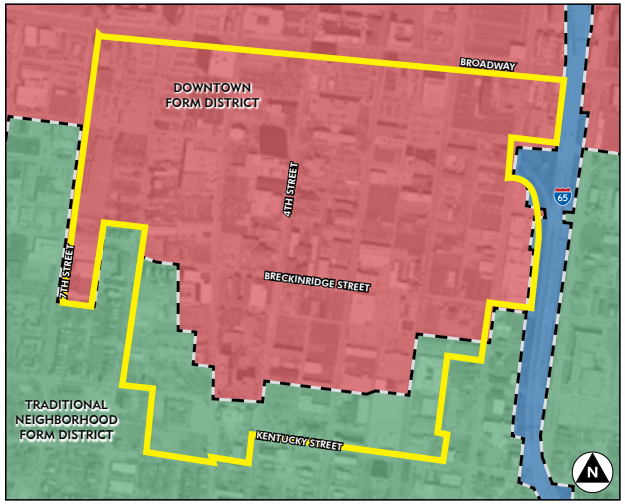
## FORM DISTRICT BOUNDARY CHANGE

The SoBro neighborhood lies within the Downtown and Traditional Neighborhood Form Districts. Form district regulations supplement and extend use and density regulations associated with individual zoning districts. The intent of a form district is to govern the design of permitted uses and land activities, and ensure compatibility with adjacent uses and activities, adequate transportation access, and preservation of the public health, safety and welfare. Form Districts do not address the permitted or conditional uses for specific sites, or the permitted density or intensity of development.

The development principles of the Downtown Form District closely align with desired development within the SoBro PDD. Therefore, the Downtown Form District boundary was extended southward to the northern boundary of the "*Historic Neighborhood Subarea*", reducing the size of the Traditional Neighborhood Form District as shown in the map on page 7. The extension of the Downtown Form District is consistent with the intent of the PDD and the Neighborhood Plan.




Existing Form District Boundaries




Proposed Form District Boundaries

## HOW TO USE THIS DOCUMENT

To maximize the use of this PDD, both ordinance requirements and recommendations for development are incorporated. Requirements are shaded as illustrated in the example below and typically include the word "shall." Recommendations are not shaded, and are recognized with wording such as "should," "may," "encouraged," and "preferred."

Except where ranges are given, the information in the Lot Standards and Land Use tables in ***Chapter III: Use & Lot Standards*** are requirements.

**1.9 Balconies**

**Requirement** → Balconies shall be a minimum of eight feet (8′) above sidewalk grade.

**Recommendation** → Balconies should be designed so that they do not encroach into a public right-of-way more than four feet (4′) and do not require support systems.

Green leaves ( ) have been placed next to policies and standards that are considered to be environmentally sustainable. Recommendations within the PDD that are marked with leaf symbols may include:

- Encouragement for mixed-use and compact development
- Polices that encourage resource conservation
- Support for alternative transportation methods

Source: SoBro UDS Study

Broadway east of Third Street -1897

Fourth Street Downtown Louisville

Old Louisville neighborhood

## THE TRADITIONAL URBAN NEIGHBORHOOD

Streets that traverse a neighborhood are another significant influence on the types of land uses and site design that occur in the urban environment. Streets not only carry vehicular traffic, but a healthy and complete street creates a public realm that accommodates bicycles, pedestrians, strollers and skateboarders. In some instances, this public space also provides areas to play, eat, and to incorporate alternative stormwater control measures. Ultimately, the street becomes part of the public realm and can contribute to the charm of an urban neighborhood such as SoBro.

A review of maps and photos shows that some of Spalding's oldest structures, along with other historic architecture within SoBro such as the Library and Memorial Auditorium, have minimal setbacks of at least ten feet to provide a small amount of green space.

Other commercial and multi-family residential buildings created within the last 70-110 years have been built to the front and side setback which is a development form that the community would like new structures to emulate. Typical of dense urban areas, this characteristic provides a consistent building wall along the street and serves to clearly identify the commercial center. Lower density urban residential structures within the Old Louisville and Limerick neighborhoods typically have a small front side and rear yards for private space.

In addition to individual buildings, there are also a number of areas within SoBro that help to define its unique character. These include:

- Downtown: Louisville's Central Business District (CBD) is situated north of SoBro between the Ohio River and Broadway. The high-density urban development patterns characteristic of the CBD are present on both the north and south side of Broadway.
- Spalding University: Spalding's Louisville campus, located in the heart of the SoBro Neighborhood, occupies approximately six large blocks south of the Central Business District on Third and Fourth Streets.
- Old Louisville: This well-known neighborhood south of SoBro is a designated historic district that includes a park designed by Frederick Law Olmsted's design firm.
- Fourth Street: This section of Fourth Street between Broadway and Breckinridge has remained the home of Louisville landmarks and

institutions original to SoBro. Some of these significant resources include the Heyburn Building, Brown Brothers Cadillac, the original Main Branch of the Louisville Free Public Library, The 800 Apartment tower, First Unitarian Church, Calvary Episcopal Church, Spalding University, Presentation Academy, and Lampton Baptist Church (originally First Christian Church). As noted in the ***SoBro Neighborhood Plan*** these structures together constitute a strongly-defined urban corridor which remains SoBro's urban spine.

### Historic Architecture

Although there are no designated historic districts (local or national) within SoBro, there are individual historically significant structures. Existing structures that are identified locally or nationally as having significant historic character should be retained and incorporated into new development rather than torn down to accommodate new development. The rehabilitation of primary facades of historic structures, as identified by the Downtown Development Plan or listed on the National Register of Historic Places, shall conform to the current edition of the Secretary of the Interior's Standards for Rehabilitation. Demolition of such designated structures, shall not be permitted for the creation of surface parking lots or open space.

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# I INTRODUCTION

# THE SUBAREAS II

## DEFINING SUBAREAS

The SoBro Planned Development District (PDD) provides a framework to enhance and re-establish the traditional urban neighborhood with a mix of uses that once existed. This PDD includes sections on the existing form area character and proposed subarea form. Chapters III and IV contain the land use, lot and design standards that define the character of the PDD. These standards address building placement, general location, site amenities, signage, landscaping (including open space), parking and pedestrian considerations.

There is a desire for contextual redevelopment based on desired subarea character and/or remnant development (structures/parks). Attention to land use, density and adjacent development patterns is important in order to support recent investment and established, older development in this area.

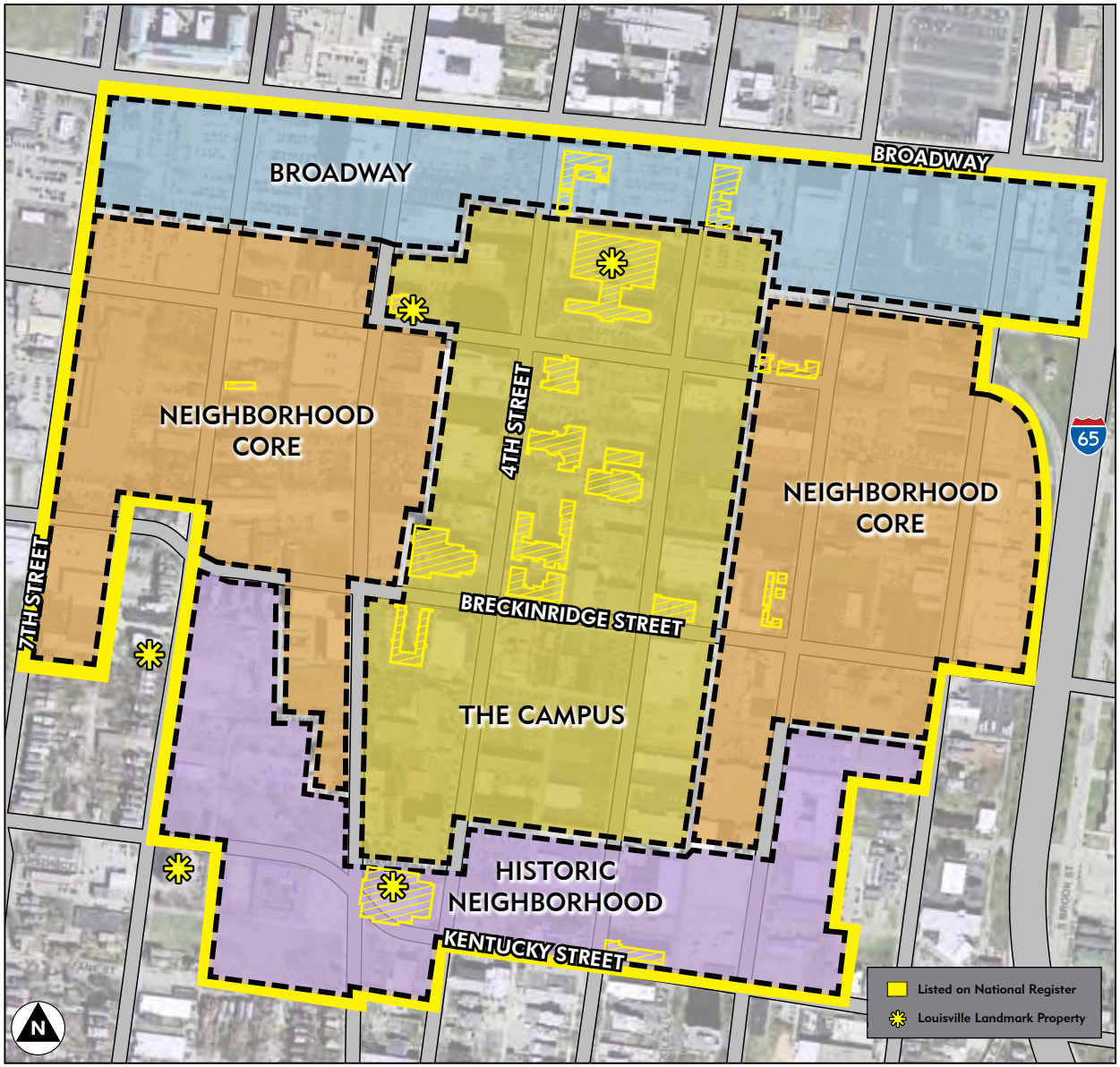
The SoBro Neighborhood Redevelopment Study's (Urban Design Studio 2008) outlined a number of objectives:

- To not only rebuild the neighborhood's urban fabric, but to recreate a sense of place;
- To develop SoBro's unique character;
- To take steps toward revitalization such as enhancing gateways, strengthening corners, and ensuring continuation and connectivity of streets and pedestrian sidewalks; and
- To encourage "Green" and/or "modern" signature developments to create a specific character and location unique to the region.

**Historically significant structures (The Olympic Building) on Breckinridge.**

## A. EXISTING SUBAREA CHARACTER

Within a vital neighborhood there exists a conglomeration of uses, but frequently there is a predominant land use, such as a place to work or a place to live. To this end, the SoBro PDD is divided into four subareas based on predominant land use or similar characteristics. Descriptions of the four subareas follow.



## BROADWAY SUBAREA

Development on the north side of Broadway contrasts with the vacant lots and surface parking, on the south side. Broadway is 80-100 feet wide and to maintain a classic street wall proportion (2:1), the height of adjacent structures should be approximately 40-50 feet.

### Urban Design Considerations

The Broadway Subarea standards include requirements that will result in large-scale structures and greater density than other subareas in order to reflect the district form on the north side of Broadway. The Broadway subarea created for the northern edge of the SoBro neighborhood will begin to illustrate a gradual transition between Downtown Louisville and the historic Old Louisville Neighborhood.

Development principles for the Broadway Subarea center on re-establishing the south side streetwall with infill development that strengthens the economic and social activity of this important commercial corridor. Development standards assure compatibility of character and scale for new community-wide uses and structures such as retail, restaurants, entertainment and residential to balance the existing institutional and office uses.

**The scale, height, and setback of existing structures on Broadway will influence recommendations for future development.**

**The Heyburn Building.**

The Montserrat at Fifth and York Streets.

## THE CAMPUS SUBAREA

The Campus Subarea is central to SoBro along the well-traveled north/south Third and Fourth Street corridors. With the major east-west corridor of Breckinridge Street bisecting these streets, this subarea is currently the most active and vibrant part of SoBro. The subarea contains some of the tallest buildings in SoBro that along with the presence of Spalding University, Presentation Academy, and the Public Library gives it a distinct identity.

### Urban Design Considerations

Campus Subarea objectives are to encourage new mixed-use housing and commercial development that will support and complement core uses and the current urban fabric. The proposed character of the subarea will be a mixture of collegiate classroom buildings, residence halls with supportive retail services, parking for commuter students and employees, as well as recreational and passive green spaces.

Source: Louisville Metro

Presentation Academy

## NEIGHBORHOOD CORE SUBAREAS

The Neighborhood Core Subareas serve as the primary transition zones within the neighborhood. The transitions they provide are between the Broadway Subarea to the north and the Historic Neighborhood Subarea to the south, but they also provide buffers between the Campus Subarea in the center and the industrial area to the west, and between the Campus Subarea and I-65 to the east.

### Urban Design Considerations

It is important to ensure that proposed development character of the Neighborhood Core responds to these patterns while retaining the overall objective of smaller footprints, relative to the industrial area, higher density, and encouragement of mixed uses rather than dedicated industrial or light industrial use. Heights should be moderate and there should be very few exposed parking areas.

The principles for development in the Neighborhood Core Subarea are to encourage an eclectic mix of modern development within the historic fabric. This could result in lively street activity, provide multi-family housing opportunities, allow for businesses that will support both the neighborhood and Spalding's students. The character of the neighborhood Core Subarea is intended to serve as a transition between the adjacent form districts of Traditional Workplace and Traditional Neighborhood as well as the adjacent Broadway and Campus Subareas.

**The Cosmopolitan Building at the corner of 3rd and Kentucky**

**Residence near the corner of 2nd and Breckinridge**

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## HISTORIC NEIGHBORHOOD SUBAREA

This subarea is intended to provide a transition between the Neighborhood Core and Campus subareas to the north and the historic Old Louisville neighborhood to the south. This is the southern-most subarea, located on the Kentucky / Zane Street corridor roughly between First and Seventh Streets.

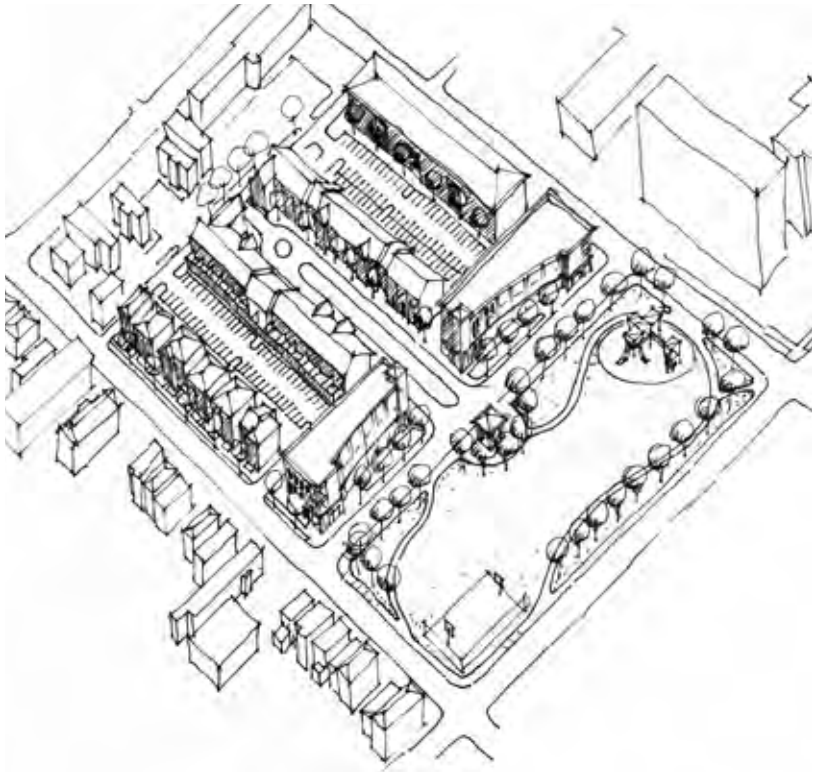
This subarea is adjacent to predominately residential neighborhoods that generally contain smaller lot sizes ranging from 1,500 square feet to 6,000 square feet. The goal is to encourage continued neighborhood residential development along with neighborhood-scale commercial retail and office that is compatible in scale and character with the established neighborhood.

### Urban Design Considerations

Historic Neighborhood Subarea development principles center on a proactive approach to future development in the neighborhood. Issues important to SoBro residents range from the desire to utilize parkland to enhance the residential character (see sketch facing page) and future development in the area, to preserving the historic features, strengthening the vitality of the community, and enhancing the quality-of-life of its residents. Guidelines for this subarea establish strategies to retain the cultural and historic character of SoBro's residences, while simultaneously encouraging continued residential growth in the neighborhood.

**Historically influenced single-family housing in Old Louisville are a desired development type for the Historic Neighborhood Subarea.**

**Residential multi-family development, such as the Thierman Apartments on Breckinridge Street have historic characteristics that could be referenced for new residential development.**



**Parkland is integral and used to enhance the residential character.**

## B. PROPOSED SUBAREA FORM

This chapter contains illustrations, standards and recommendations that function as a pattern book for future development envisioned for each subarea. The letters associated with the Unique Requirements section such as **B.1**, refer to "Broadway subarea, first requirement." Additional development and design standards are contained in Chapters III and IV of the PDD. These standards replace the Form District Standards. In some instances, this PDD refers back to the Louisville Metro Land Development Code. Where this PDD is silent on a standard, the LDC standard shall apply. If there is a conflict between the LDC and SoBro PDD, then the PDD standards shall supersede.

Future neighborhood development is influenced also by the historic development patterns, distinctive architectural styles and building materials. To that end, neighborhood-defining examples are included as a reference for each subarea. Compatibility between new and existing development is addressed in the descriptive Existing Subarea Character in the previous section of this chapter.

The development form illustrated on the following pages, may rely on changes of standards and policies in other departments that deal with the public realm such as the streetscape, parks and open space, or the urban forest. The PDD is a planning tool which addresses land use and development standards primarily on private properties. Refer to the Appendix for a discussion on policy changes that should be considered as part of the adoption of this document to give the SoBro neighborhood its best chance at successful redevelopment.

*NOTE:*

*The graphics contained within this section of the SoBro PDD, including illustrative plans, sketches, photographs, etc., are intended to portray design intent and not final architecture or site design. Final architecture and site design will vary depending upon end uses and review of submitted development proposals. This document should be used as a reference in the preparation of such development plans.*

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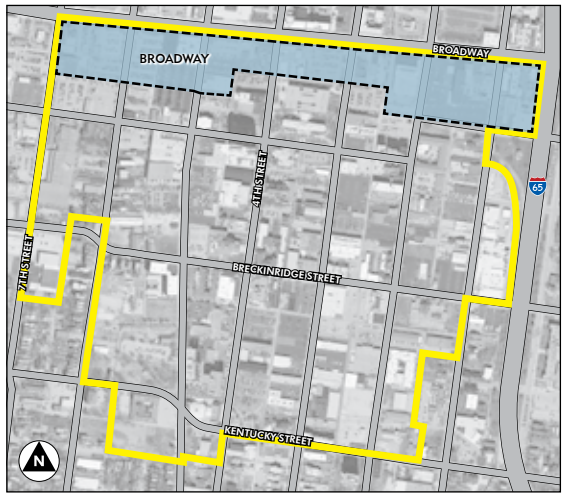
# BROADWAY




## GOAL

Create a suitable anchor for the southern edge of Downtown Louisville. Development within this subarea should be similar in scale, mass, density and height to that within Downtown. It should appropriately reflect the character of the corridor established by the existing structures on the north side of Broadway.

Additional goals for this subarea are to:

- Encourage the re-establishment of the streetwall on the southern edge of Broadway.
- Serve as an entry corridor to both the established Downtown and a revitalized SoBro neighborhood.

*NOTE:*

*The graphics in the SoBro PDD, including illustrative plans, cross-sections, sketches, & photographs, are not intended to portray design intent, final architecture or site design. The primary intent of such graphics is to represent massing, scale, setback, and similar standards unique to each subarea.*

## SUBAREA CONCEPT INFLUENCES

Source: Louisville Metro

Source: Louisville Metro

**Historically significant buildings on Broadway that are of a scale and design character to serve as inspiration for future Broadway Subarea development.**

Source: UDS 2009

**A conceptual drawing by an Urban Design Studio student of potential infill development on Broadway.**

## FEATURES

1. Recessed facade provides architectural relief on building that is more than the minimum four stories.
2. Ground-level facade is within the maximum setback zone and built to the sidewalk to maintain the street wall.
3. Parking, if not enclosed in a structure, is located to the rear of buildings.

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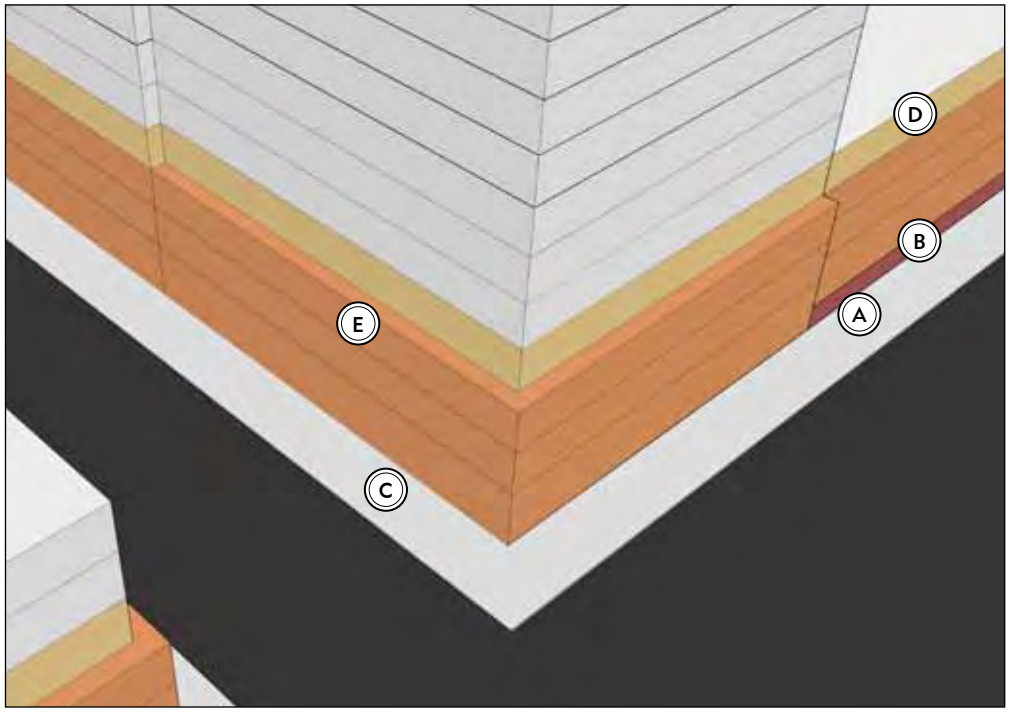
# BROADWAY

## LOT STANDARDS

| | | |
|---|---|---|
| | **Density** | Min: N/A<br>Max: 145 DU/AC |
| | **Form District** | Downtown Form District |
| | **Lot Area** | Min: None |
| | **Lot Width** | Min: None |
| A | **Front and Street Side Yard Setback (corner)** | Min: None<br>Max: Up to 15 ft from right-of-way if at least 80% of the structure is within the Front Facade Zone [2]<br>For corners: maintain street wall for at least 50 ft from the intersection |
| | **Rear Yard Setback** | Min: 5 ft if on alley |
| | **Side Yards (Each)** | Min: None<br>Max: 10% of lot frontage |
| B | **Front Facade Zone** [4] | 5 ft. |
| | **Stepback Minimum** [3] | ≤ 14 stories = 0<br>15-18 stories = 15 ft<br>19-22 stories = 25 ft<br>> 22 stories = 10 ft per 4 floors<br>(N/A if GFA < 9,000 sf) |
| C | **Sidewalk Width** [6] | Min: 15 ft along Broadway<br>Min: 7 ft all other streets |
| D | **Building Height** | Min: 4 story<br>Max: None |
| E | **Minimum Streetwall Height** | Min: 3 story with permitted 18 in. recesses for architectural elements (columns, etc.) [1] |

FOOTNOTES:

[1] Ground floor recesses not counted if upper streetwall is maintained
[2] A full block redevelopment may be set back up to 10 feet from the ROW to accommodate a widened sidewalk
[3] See LDC 5.2.1.D for an illustrative sketch and calculation.
[4] See Chapter III, Section C of this PDD for a description.
[6] Public Works may vary the required minimum widths of sidewalks and verges based on site conditions.




**This massing model illustrates some of the development standards in the table to the left.**

## UNIQUE REQUIREMENTS

REQUIRED

B.1 First story height shall be a minimum of fourteen feet (14′) as measured from the adjacent sidewalk grade.

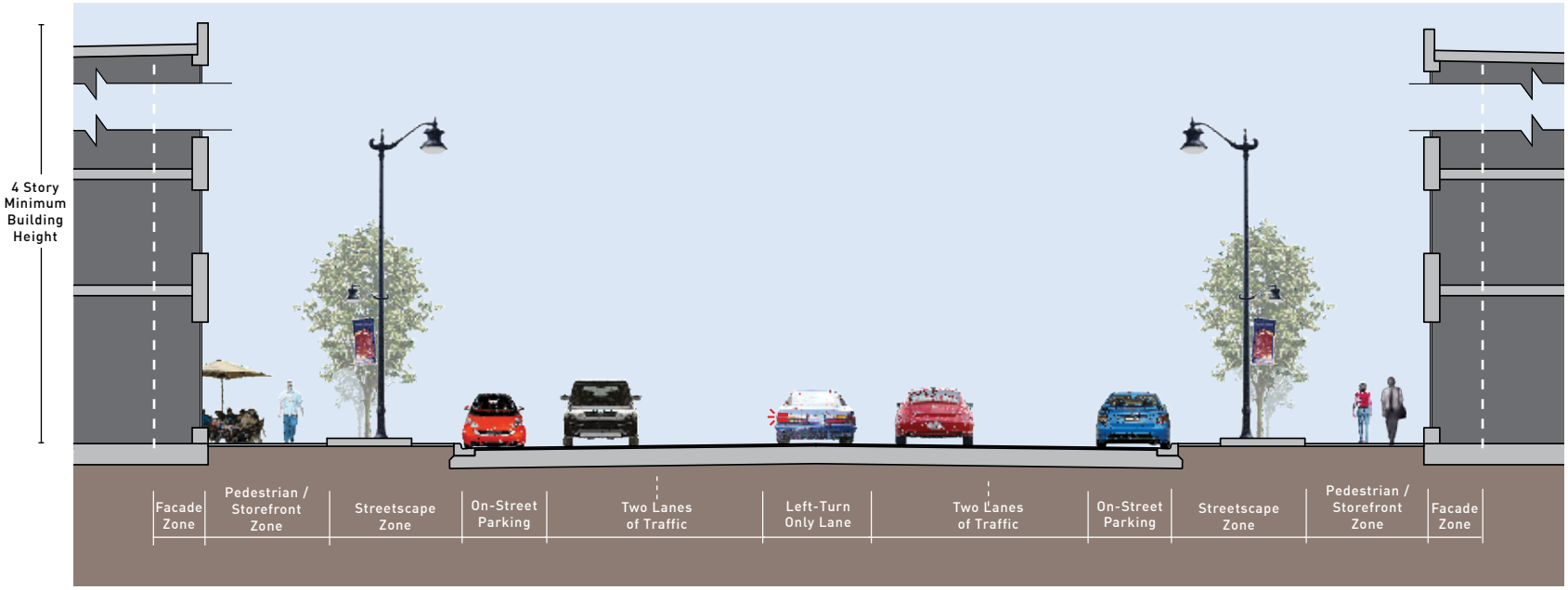
B.2 Sidewalks along Broadway shall be a minimum fifteen feet (15′) wide up to a maximum of twenty feet (20′) wide.

B.3 A building facade shall be located within the five foot (5′) front facade zone. For a description of the front facade zone refer to page 44.

## STREET CHARACTER

- Broadway, at nearly seventy feet (70') wide, is a very wide street with several lanes of traffic, broad sidewalks, and street trees.
- It is important to consider the proportions of the street to the buildings. The wider the street, the taller the buildings should be to maintain a proportion for a comfortable pedestrian scale and inviting public setting.
- Because of Broadway's generous sidewalk area, the corridor is ideal for outdoor public spaces such as dining, seating, transit uses, and other elements.
- Unique signage, lighting, and other identifiable elements should be incorporated into new development and redevelopment to help identify the significance of this historically important corridor and strengthen Broadway as a "place" rather than simply passing through.

The cross-section below illustrates Broadway's current lane configuration but also includes recommended elements such as architecturally-styled lighting and street trees. The facades in the cross-section are shown built to the right-of-way but the vertical dashed line illustrates the potential for additional facade setback to provide more space for planting and other streetscape amenities.




**BROADWAY CROSS-SECTION**

* This cross section is conceptual. Refer to Louisville Metro thoroughfare standards.

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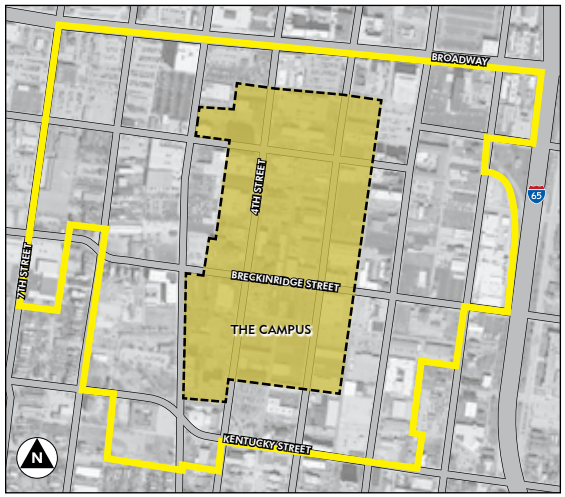
# CAMPUS

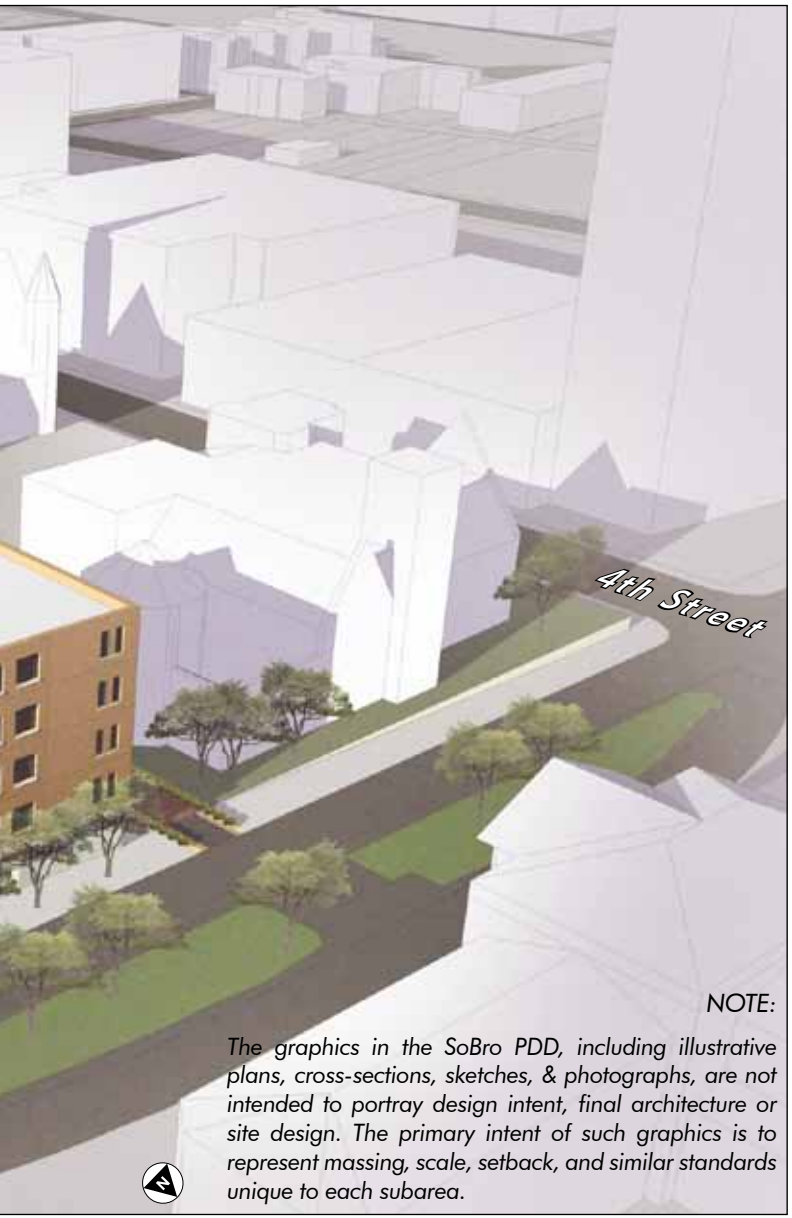



## GOAL

Expand and capitalize on this central activity core for the neighborhood to support a mix of educational, civic, commercial, and residential uses.

Additional goals for this subarea are to:

- Encourage Spalding University to continue campus development in the character of its urban context.
- Ensure infill is compatible with historically significant university and civic structures existing in this subarea in terms of material selection, scale, and orientation to the street.
- Enhance the existing streetscape character of 4th Street and apply these standards to other streets within the subarea.
- Include multi-use open spaces.




*NOTE:*

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## SUBAREA CONCEPT INFLUENCES

Source: Louisville Metro

Spalding University campus architecture.

A UDS student sketch of existing and proposed corner infill development for a site in the Campus subarea.

Source: UDS 2009

## FEATURES

1. Corner infill with prominent corner architectural feature, first-level commercial and upper level parking.
2. Multi-use athletic field to serve the University, Academy and the community on Breckinridge Street.
3. Library Alley axis with connection to campus. Porous, decorative paving and pedestrian-scaled lighting makes this service space both sustainable and comfortable for pedestrians.
4. Campus green space for student use.
5. Raised lawns similar to those that currently exist throughout campus.

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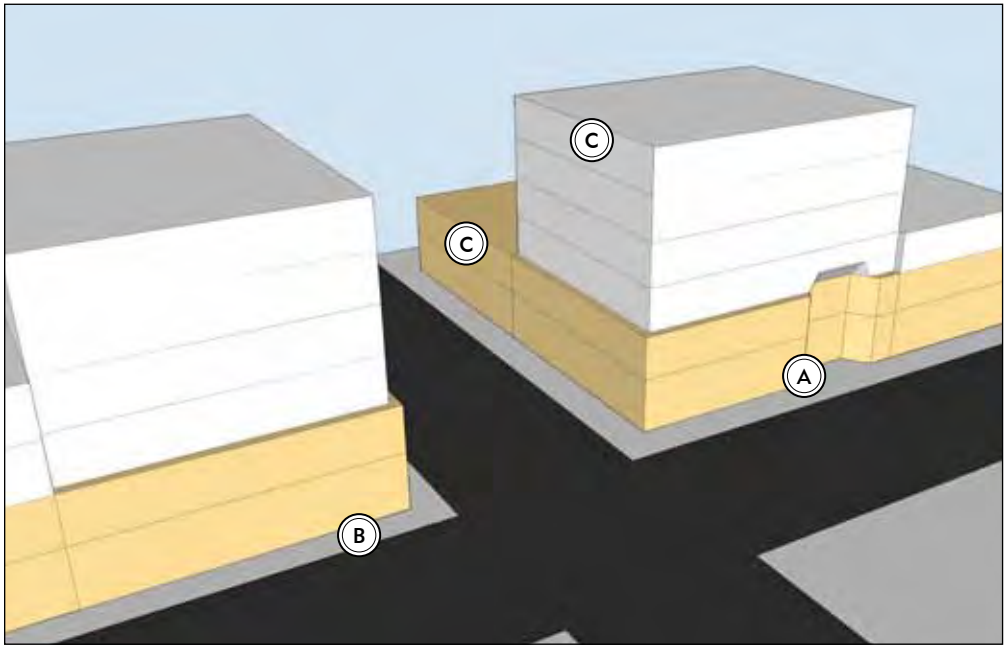
# CAMPUS

## LOT STANDARDS

| | | |
|---|---|---|
| | **Density** | Min: N/A<br>Max: 58 DU/AC |
| | **Form District** | Downtown Form District |
| | **Lot Area** | Min: None |
| | **Lot Width** | Min: None |
| A | **Front and Street Side Yard Setback (corner)** | Min: None<br>Max: Up to 15 ft if at least 60% of the structure is within the Front Facade Zone[1]<br>For corners: maintain street wall for at least 50 ft from the intersection |
| | **Rear Yard Setback** | Min: 5 ft if on alley |
| | **Side Yards (Each)** | Min: None<br>Max: 10% of lot frontage |
| | **Front Facade Zone** [3] | 5 ft |
| | **Stepback Minimum** [2] | N/A |
| B | **Sidewalk Width** [6] | Min: 7 ft |
| C | **Building Height** | Min: 2 story<br>Max: 6 story or same as tallest adjacent |
| | **Minimum Streetwall Height** | N/A |




**This massing model illustrates some of the development standards in the table to the left.**

FOOTNOTES:

[1] A full block redevelopment may be set back up to 10' from the ROW to accommodate a widened sidewalk

[2] See LDC 5.2.1.D for an illustrative description and a calculation example.

[3] See Chapter III, Section C of this PDD for a description.

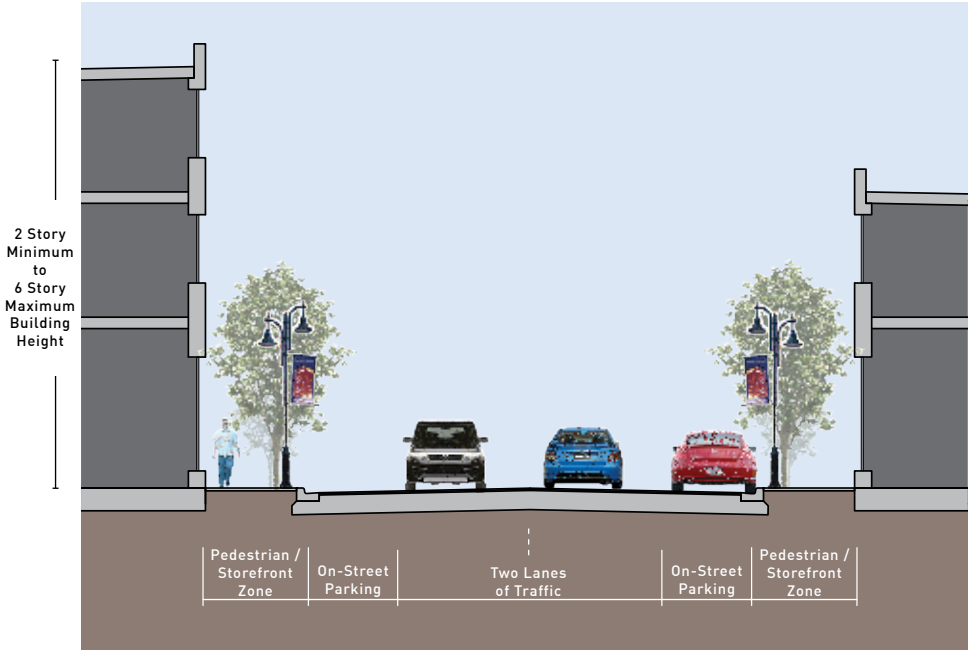
[6] Public Works may vary the required minimum widths of sidewalks and verges based on site conditions.

## STREET CHARACTER

- Fourth Street is one of the most historic and active corridors in Louisville with a remnant streetscape treatment that is still better than many other corridors in SoBro. The slightly narrower right-of-way and two-way traffic creates a more pedestrian-friendly streetscape desired throughout the community. The raised lawns give the corridor a unique, elegant feel.
- Second and Third Streets are one-way couplets with direct access to downtown. The many gaps in the streetwall make the right-of-way appear wider and traffic travels at relatively higher speeds than their two-way counterparts.

Source: Louisville Metro

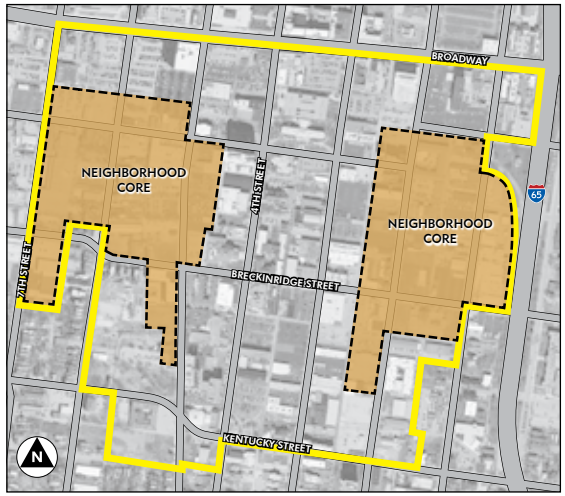
Urban athletic field with fenced edge.




## TYPICAL CAMPUS SUBAREA CROSS-SECTION

* This cross section is conceptual. Refer to Louisville Metro thoroughfare standards.

# NEIGHBORHOOD CORE




## GOAL

To provide a transition the intensity of uses, scale, and mass from the more intense Broadway and Campus subareas and the Traditional Workplace Form District to the west, to the Historic Neighborhood subarea created by this PDD, and the existing Transitional Neighborhood Form Districts of the Old Louisville and Limerick neighborhoods.

Because of the variability in development that exists, the Neighborhood Core subarea permits a multiplicity of uses, but should carefully consider context to ensure compatibility especially for existing residents.

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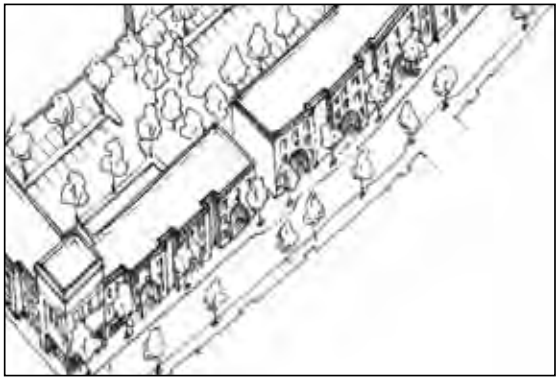
## SUBAREA CONCEPT INFLUENCES

Source: Louisville Metro

Source: Louisville Metro

**Above: Historically Significant Structures.**

Source: Louisville Metro



Source: Louisville Metro

**Conceptual sketch for mixed-use development at Fifth and York Streets.**

**Above: Contemporary examples of infill development (residential and mixed-use) that incorporate historic influences and create a unique identity desired for this subarea.**

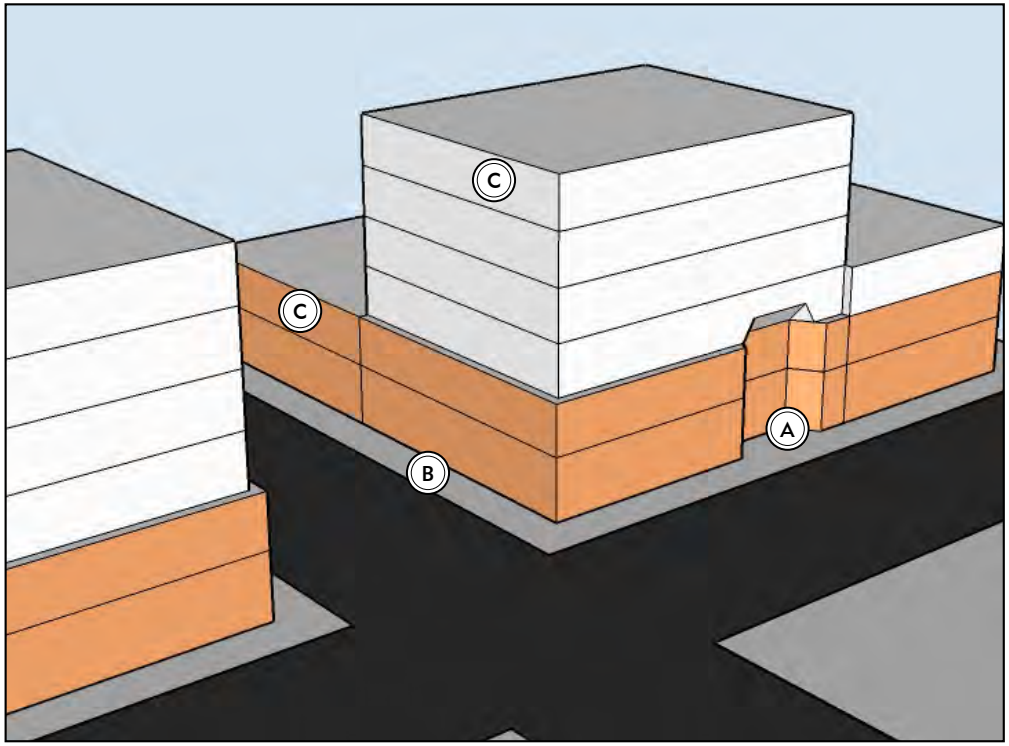
## FEATURES

1. Infill commercial adjacent to recently constructed residential as originally proposed by developer.
2. An example of residential and commercial mixed-use infill appropriate for infill in this subarea.
3. Residential townhomes compatible with adjacent residential character.
4. Street trees to enhance the streetscape.
5. Parking is located either behind or within structures.

# NEIGHBORHOOD CORE

## LOT STANDARDS

| | | |
|---|---|---|
| | **Density** | Min: N/A<br>Max: 58 DU/AC |
| | **Form District** | Downtown Form District |
| | **Lot Area** | Min: None |
| | **Lot Width** | Min: None |
| A | **Front and Street Side Yard Setback (corner)** | Min: None<br>Max: 15 ft<br>For corners: maintain street wall for at least 50 ft from the intersection |
| | **Rear Yard Setback** | Min: 5 ft if on alley |
| | **Side Yards (Each)** | Min: None<br>Max: 10% of lot frontage |
| | **Front Facade Zone** [2] | N/A |
| | **Stepback Minimum** [1] | N/A |
| B | **Sidewalk Width** [6] | Min: 7 ft |
| C | **Building Height** | Min: 2 story<br>Max: 6 story or same as tallest adjacent |
| | **Minimum Streetwall Height** | N/A |




**This massing model illustrates some of the development standards in the table to the left.**

FOOTNOTES:

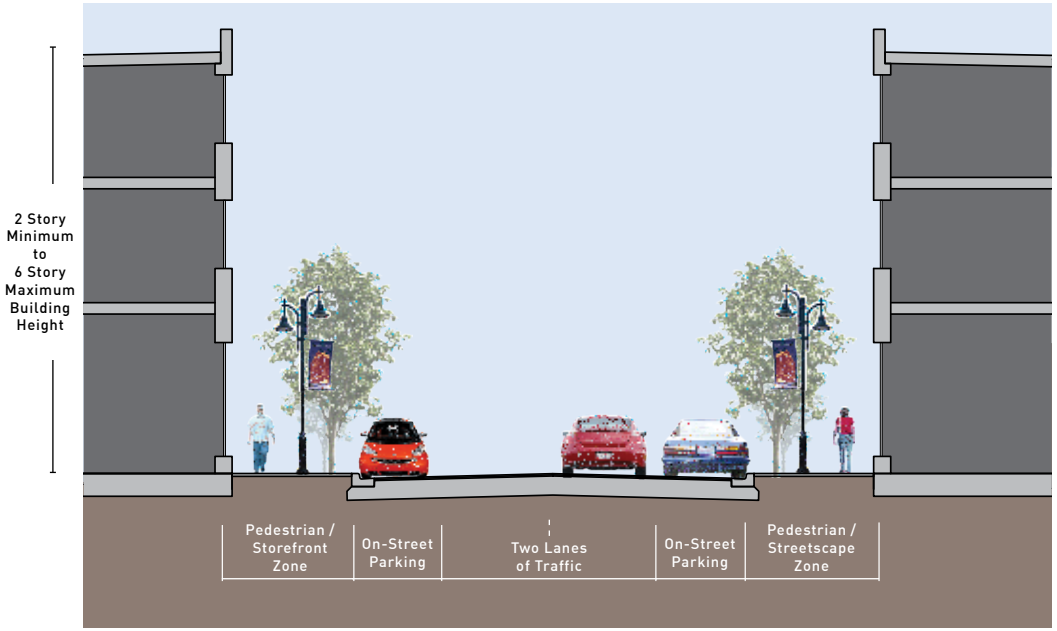
[1] See LDC 5.2.1.D for an illustrative description and a calculation example.

[2] See Chapter III, Section C of this PDD for a description.

[6] Public Works may vary the required minimum widths of sidewalks and verges based on site conditions.

## STREET CHARACTER

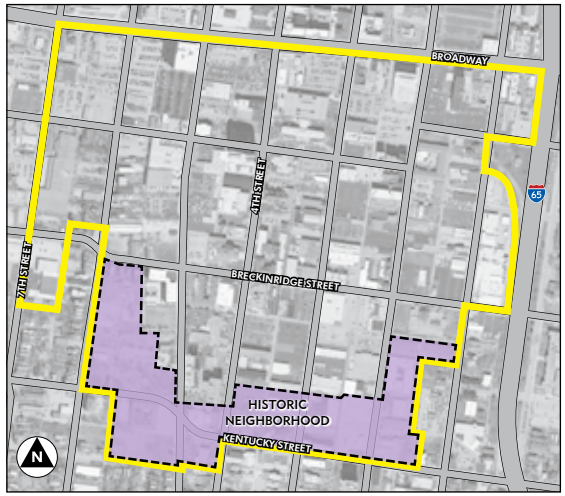
- The Neighborhood Core subarea is ripe for reinvention. The diversity of uses can result in innovative adaptive reuse of existing structures or the development of new ones.
- Most important will be to acknowledge the structures in the neighborhood that contribute to the desired character and provide smooth transitions to those.
- Encourage the renovation of fortress-like facades to open some existing structures to the street. Both existing and new development should highlight building entries and provide a more interactive street level pedestrian experience.




**TYPICAL NEIGHBORHOOD SUBAREA CROSS-SECTION**

* This cross section is conceptual. Refer to Louisville Metro thoroughfare standards.

# HISTORIC NEIGHBORHOOD




## GOAL

To provide a gradual transition between the southern extension (previous subareas) of downtown Louisville to the urban residential historic neighborhood of Old Louisville. This subarea is most suited to low-rise multi and single family residential but with an urban form, and small-scale commercial development including office/retail, professional or personal services.

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## SUBAREA CONCEPT INFLUENCES

Source: Urban Design Studio

Left: UDS student sketch (above) of potential infill that reflects a more historic development pattern.

Below: Existing historically significant structures in the Historic Neighborhood subarea.

Source: Louisville Metro

## FEATURES

1. Low-rise residential multi-family infill development is possible on large parcels and adds much needed residents .
2. Residential open space convenient to nearby residents.
3. The form reflects the scale and historic development pattern of Old Louisville. Roof and facade recesses and projections reduce mass and provide visual relief.
4. Parking is accessed from the alley only.
5. Units have a minimal setback and ground floors are elevated giving the units a more urban presences and the potential for partial subgrade parking.

# HISTORIC NEIGHBORHOOD

## LOT STANDARDS

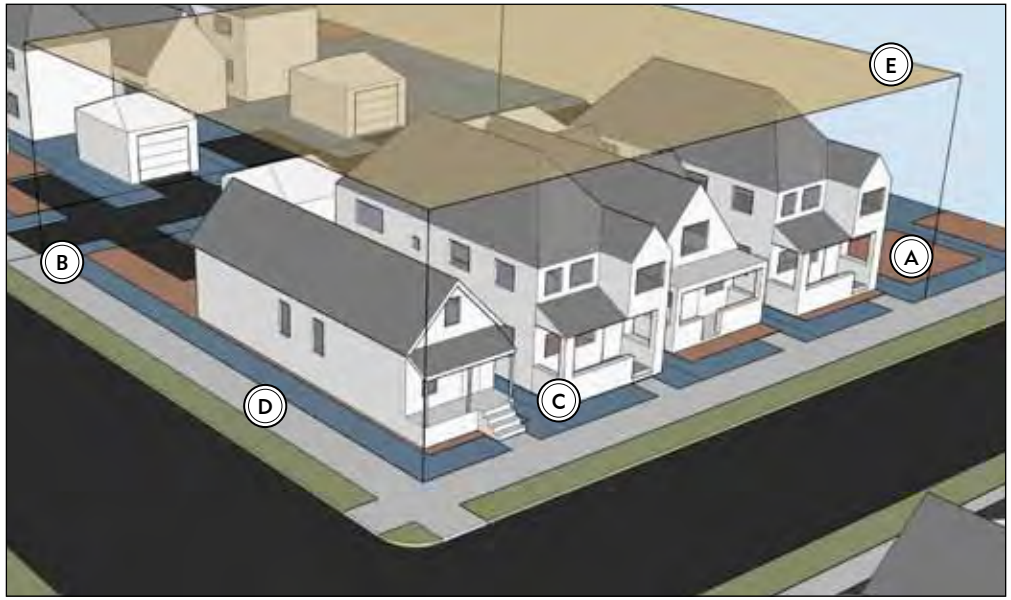
| | | Residential | Non-Residential and Mixed-Use |
|---|---|---|---|
| | **Density** | Min: 10 DU/AC<br>Max: 34 DU/AC | Min: N/A<br>Max: 34 DU/AC |
| | **Form District** | TNFD | TNFD |
| | **Lot Area** | Min attached: 1,500 sf<br>Min detached: 2,500 sf | Min: None |
| | **Lot Width** | Min: 25 ft | Min: None |
| A | **Front and Street Side Yard Setback (corner)** | Min: 5 ft<br>Max: 18 ft<br>Or match established street pattern | Min: None<br>Max: 15 ft<br>For corners refer to Traditional Neighborhood standard 5.5.1.A.2 |
| B | **Rear Yard Setback** | Min: 5 ft | Min: 5 ft |
| C | **Side Yards (Each)** | Min detached: 3 ft | Min: None if adjacent to Non-Res or MU<br>Min: 5 ft if adj. to SF Res |
| | **Front Facade Zone** [2] | N/A | N/A |
| | **Stepback Minimum** [2] | N/A | N/A |
| D | **Sidewalk Width** [6] | Min: 7 ft | Min: 7 ft |
| E | **Building Height** | Max for SF: 35 ft<br>Max for MF: 45 ft or same as tallest adjacent | Max: 45 ft or 3 story or same as tallest adjacent |
| | **Minimum Streetwall Height** | N/A | N/A |

FOOTNOTES:

[1] See LDC 5.2.1.D for an illustrative description and a calculation example.

[2] See Chapter III, Section C of this PDD for a description.

[6] Public Works may vary the required minimum widths of sidewalks and verges based on site conditions.




**This massing model illustrates some of the development standards in the table to the left.**

**Front and rear views of downtown housing types.**

## UNIQUE REQUIREMENTS

REQUIRED

H.1 Wall signs shall not be permitted unless integral to the architecture. Internally illuminated signs shall be prohibited.

H.2 The maximum mounting height of street and site lighting shall be fifteen feet (15′).

H.3 A planted verge that is a minimum of four feet (4′) wide shall be established for all new development or redevelopment.

H.4 Cedar shake, wood siding, cement fiberboard shall be permitted as primary siding.

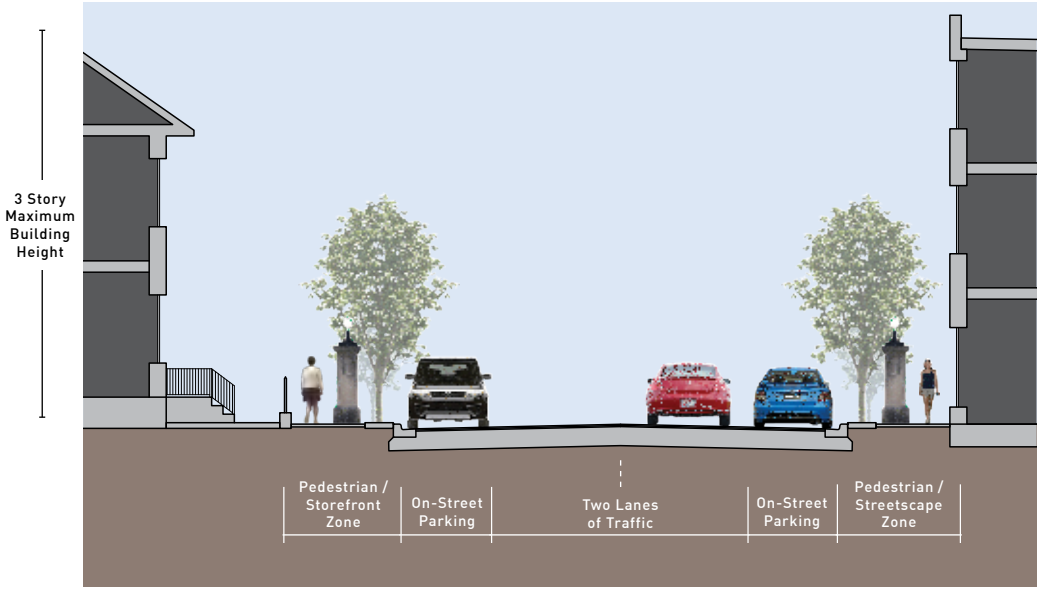
H.5 For non-residential uses locating adjacent to existing single-family housing:

a. a minimum five foot (5′) setback shall be maintained

b. a screen shall be provided consisting of evergreen trees

## STREET CHARACTER

- The neighborhood street character should be decidedly more intimate and reflect the primarily residential character.
- Signs, banners, or entry monuments should signal the gateway to the residential area (see cross-section).
- Trees should be planted in a continuous planting area (verge) that separates the pedestrian sidewalk from the parking or travelway.
- A "frontyard", small green space that is fenced, or a raised porch entry is encouraged.
- Use redevelopment as an opportunity to create midblock streets or alleys resulting in smaller blocks for better and more human scale connectivity




**TYPICAL HISTORIC NEIGHBORHOOD SUBAREA CROSS-SECTION**

* This cross section is conceptual. Refer to Louisville Metro thoroughfare standards.

# USE & LOT STANDARDS III

## A. LAND USE

The following tables address land uses by Subarea.

### 1. LAND USE CATEGORIES

Land uses have been grouped into the five categories below. Table 1: Permitted, Limited, and Conditional Uses on page 41 lists the categories permitted by subarea. For uses not listed below, a table listing specific land uses and the land use categories they fall within is available in the Appendix on page 63.

**1.1 Commercial Use Category 1 (CU1)**

Consists primarily of retail stores and personal service establishments which:

a. Provide for a wide variety of neighborhood serving uses; and

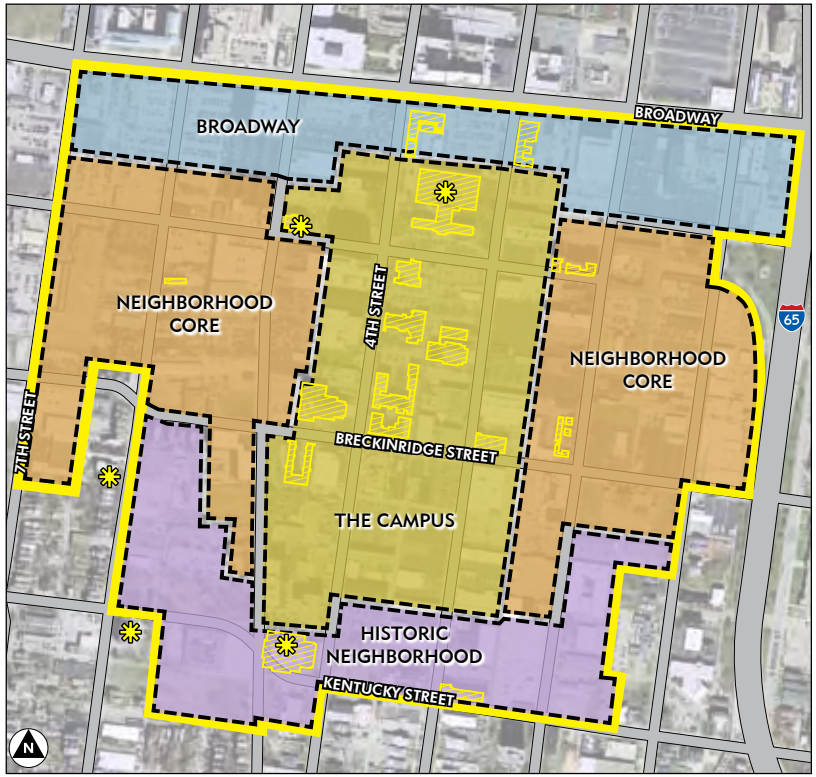
b. Have a small service area and are, therefore, distributed widely throughout the city.

**1.2 Commercial Use Category 2 (CU2)**

Consists of more intense entertainment and long- or short-term stay related uses that are typically not considered as neighborhood serving uses. May include bowling alleys, theaters, large dance/club establishments, hotels, and similar uses.

**1.3 Institutional Use Category (IU)**

Consists primarily of institutional uses of a religious or educational nature. This category also permits community related uses such as community centers.




SoBro PDD Subareas.

**1.4 Office Use Category (OU)**

Consists primarily of business, professional, medical or governmental offices, and community service facilities.

**1.5 Residential Use Category (RU1)**

Consists primarily of multi-family residential uses either in stand alone structures or as part of a mixed use building. This category also permits residential care facilities in accordance with KRS Chapter 100. New single-family detached uses are permitted only within the Historic Neighborhood subarea.

**1.6 Residential Use Category (RU2)**

Consists of institutional related residential housing such as dorms, fraternities, and sororities.

## 2. LIMITED USE CATEGORIES

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

**2.1 Limited Use Category 1 (LU1)**

Consists of Advanced Commercial Uses including uses incidental to the principle commercial activities (sales or office), including, but not limited to scientific research / lab space, assembly, manufacturing, packing, and other activities. These uses generally receive/ship deliveries by box truck, not tractor/trailer, and do not generally create hazardous waste or other by-products with special disposal needs. These uses may occupy very large footprints, larger than a standard retail or office facility.

a. Limited to property fronting Seventh Street or adjacent to the I-65 corridor.

**2.2 Limited Use Category 2 (LU2)**

Contains all uses within CU1 with the addition of uses indirectly related to the automobile (uses with drive-through and drive-in related facilities including drug stores, coffee and sandwich shops, banks, dry cleaners and similar). LU2 is subject to the following standards:

a. Limited to property within the SoBro PDD, north of Breckenridge Street.

b. The structure shall be located at the minimum front setback or build-to line unless otherwise specified within the Subarea.

c. There shall be direct pedestrian access between the primary entrance of the structure and the adjacent public sidewalk.

d. The drive-through facility shall not have more than two (2) service lanes.

e. New access to right-of-way is prohibited unless required by Metro Public Works. Drive through service windows and ordering stations shall not be located between the building and the public street.

f. Alley access to the development site shall be required, where alleys are available.

g. Canopies for the drive-through windows shall be attached to the structure.

h. The drive-through facility, including any canopy, shall be compatible in both material and architecture with the primary structure.

i. Canopies shall have recessed lighting.

j. Menu boards shall be limited to one and have low level illumination.

**2.3 Limited Use Category 3 (LU3)**

Consists of parking garages. Within the limited use category, the following standards shall apply:

a. This use shall not be located adjacent to or directly across the street from existing single-family residential uses.

b. Ramped floors shall not be visible from the street.

c. At least fifty percent (50%) of the first floor facade shall be developed for retail or office uses. Areas designed to accommodate

these uses may be developed at the time of the construction, or may be designed for later conversion to such uses.

d. Garage entries and exits for both pedestrians and vehicles shall be clearly marked by materials, lighting, signage, etc., to ensure pedestrian safety.

e. Parking structures shall adhere to all building location and design standards set forth in Sections 5.2.9 and 5.2.11 of the LDC.

f. Loading and service areas shall be accessed from alleys, secondary or side streets, interior parking garages, or from the rear of buildings, and not from the public street frontage of buildings.

**2.4 Limited Use Category 4 (LU4)**

Consists of structures intended for accessory residential use (carriage houses).

a. This use shall be permitted only as accessory to a single-family structure within the Neighborhood Core and Historic Neighborhood.

**2.5 Limited Use Category 5 (LU5)**

Consists of Transitional Housing as defined by the Land Development Code. The inclusion of this standard is the result of recent litigation regarding fair housing standards in Louisville. Applies to all zoning districts.

a. Density – Transitional housing facilities constructed as dwelling units shall have a maximum density based on the density of the applicable zoning district (dwelling units per acre). The maximum density for transitional housing facilities (not constructed as dwelling units) shall be based on the density of the applicable zoning district multiplied by the average family size obtained from the most recent decennial census for Jefferson County, Kentucky rounded to the nearest whole number. The resulting number would be the maximum number of beds for a facility. (Example: The Neighborhood Core subarea has a maximum density of 58 dwelling units per acre, multiply the 58 by 3 (average family size established by the 2000 census was 2.97) and that will give you the maximum beds per acre as 174).

b. Parking spaces shall be determined by the planning director based on the number of employees, the number of residents with a motor vehicle and the potential number of visitors to the site as described by the applicant in a parking study of similar uses.

c. Signage for transitional housing within a single family residential or multifamily residential zoning district shall be limited to a 12 square foot freestanding sign not to exceed six (6) feet in height unless within the Downtown form district in which case a 12 square foot attached sign shall be allowed. If located within any other zoning district all signs shall be in accordance with the requirements of chapter 8 of the Land Development Code.

d. Shall be certified as compliant with any licensing provisions adopted in the Louisville Metro Code of Ordinances. New facilities must obtain certification within one year of land use approval. All facilities must remain in compliant status with the licensing provisions while in operation.

e. All applicable land development code requirements including but not limited to floor area ratio, building setback, landscape buffers and building heights shall be maintained.

**2.6 Limited Use Category 6 (LU6)**

Consists of Homeless Shelters as defined by the Land Development Code. The inclusion of this standard is the result of recent litigation regarding fair housing standards in Louisville. Applies to all zoning districts.

a. Density – The maximum density (number of beds) for homeless shelters shall be based on the density of the applicable zoning district multiplied by the average family size obtained from the most recent decennial census for Jefferson County, Kentucky rounded to the nearest whole number. (Example: The Neighborhood Core subarea has a maximum density of 58 dwelling units per acre, multiply the 58 by 3 (average family size established by the 2000 census was 2.97) and that will give you the maximum beds per acre as 174).

b. Parking spaces shall be determined by the planning director based on the number of employees, the number of residents with

a motor vehicle and the potential number of visitors to the site as described by the applicant in a parking study of similar uses.

c. Signage for homeless shelters within a multifamily residential zoning district shall be limited to a 12 square foot freestanding sign not to exceed six (6) feet in height unless within the Downtown form district in which case a 12 square foot attached sign shall be allowed. If located within any other zoning district all signs shall be in accordance with the requirements of chapter 8 of the Land Development Code for non-residential signage.

d. Shall be certified as compliant with any licensing provisions adopted in the Louisville Metro Code of Ordinances. New facilities must obtain certification within one year of land use approval. All facilities must remain in compliant status with the licensing provisions while in operation.

e. All applicable land development code requirements including but not limited to floor area ratio, building setback, landscape buffers and building heights shall be maintained.

f. Emergencies/White Flag Days – During white flag days and other emergency situations additional occupants beyond the bed capacity established by the maximum density shall be permitted for the duration of the emergency or white flag event as long as all safety standards (e.g. Fire Code) are maintained.

### 2.7 Limited Use Category 7 (LU7)

Consists of all uses permitted within the M-1 zoning district of the Louisville Metro Land Development Code. The following standards shall apply to this limited use:

a. These uses are limited to property within the Neighborhood Core Subareas and to properties with frontage on either 7th Street on the west side of the neighborhood and properties between Interstate 65 and 1st Street on the east side of neighborhood.

b. Outdoor storage is not permitted (M-1 zoning does not permit outdoor storage of materials).

c. New structures shall be located at the minimum front setback or build-to line unless otherwise specified within the Subarea.

d. These uses are not subject to the minimum height requirement of the applicable subarea.

### 2.8 Limited Use Category 8 (LU8)

Consists of auto oriented uses related to off-street parking lots (as a primary use) and auto display and sales establishments. The following standards shall apply to this limited use:

a. These uses are limited to property within the Broadway, Campus and Neighborhood Core Subareas.

b. These uses are also limited to cumulative tract sizes of two (2) acres or more (minimum tract sizes includes adjoining and abutting properties).

c. These uses are not subject to the minimum height requirement of the applicable subarea.

d. New structures shall be located at the minimum front setback or build-to-line unless otherwise specified within the Subarea.

e. New auto display areas shall be screened in accordance with Chapter 10 of the Land Development Code.

### 2.9 Limited Use Category 9 (LU9)

Consists of auto oriented uses related to automobile service and repair and automobile part sales. The following standards shall apply to this limited use:

a. These uses are limited to the Broadway, Neighborhood Core, Campus and Historic Neighborhood. Within the Historic Neighborhood Subarea, these uses are further restricted to lots with frontage on Kentucky Street or 3rd Street.

b. New structures shall be designed and oriented so that automotive bays shall not be visible to public streets (excluding alleys).

c. No more than five (5) automotive bays are permitted on any individual property.

d. These uses are not subject to the minimum height requirement of the applicable Subarea.

e. New structures shall be located at the minimum front setback or build-to-line unless otherwise specified within the Subarea.

## 2.10 Limited Use Category 10 (LU10)

Consists of auto oriented uses related to automotive operational uses, such as gas stations and car washes. The following standards shall apply to this limited use:

a. These uses are limited to property within the Broadway Subarea with street frontage on Broadway.

b. New car wash structures shall be designed, so that car wash bays are screened from or not visible to public streets (excluding alleys).

c. These uses are not subject to the minimum height requirement of the applicable Subarea.

d. Principal building facades shall include masonry materials consistent with the masonry wall described in standard A.2.10(e) below.

e. All street frontages not held by a building or vehicular or pedestrian access shall include a five foot wide amenity area with a three foot (3′) tall masonry wall. This amenity area shall also include a combination of the following: large trees (Type A trees from LDC with a forty-foot (40′) spacing) (unless provided within the right-of-way) and evergreen shrubs (planted so that 1/3 of the street frontage is planted), public art, or outdoor seating areas. Off-street parking and vehicle use areas may be located on the side or in front of structures as long as these standards of this limited use are met.

f. New structures shall be located at the minimum front setback or build-to-line unless otherwise specified within the Subarea, except for the following design alternative for corner lots:

1. New structures do not have to hold the street corner as long as the following standards are met:

i. All new principal buildings shall be constructed with at least one (1) building façade within five feet (5′) of a property line with street frontage, unless a greater setback is needed to accommodate an access and driveway as required by Metro Public Works.

ii. On lots where new buildings are positioned more than twenty feet (20′) from the street corner property lines, a minimum twenty-foot by twenty-foot (20′x20′) amenity area shall be provided at the street corner. This area shall include the three foot (3′) masonry wall (from standard A.2.10(e)), plus a combination of landscaping, public art, or outdoor seating.

2. On corner sites where two entrances cannot be provided based on the internal configuration of the new principal building, a single entrance may be provided as long as a direct and unobstructed (in this case, unobstructed means that the walkway does not cross through a vehicle use area) walkway of six feet (6′) is provided from the public sidewalk to the building entrance. This single entrance may be oriented away from the public street as long as sufficient directional signage is provided identifying the location of the building entrance to the pedestrian.

g. All street facing sides of a new building shall have a consistent architectural style.

h. New principal building facades facing public streets shall be designed with a combination of transparent windows and doors, and/or animating features along at least sixty percent (60%) of building facade.

i. New gas canopies shall be designed to complement the materials and design of the principal structure on the site.

## 3. CONDITIONAL USE CATEGORIES

Conditional uses require a conditional use permit from the Board of Zoning Adjustment. The following uses shall be conditional:

### 3.1 Conditional Use Category 1 (CO1)

Consists of uses that are appropriate only within the M-2 Industrial Districts as listed within Section 2.5.1 and 2.5.2 of the LDC. Applications for this conditional use permit shall be limited to property fronting Seventh Street and the Interstate 65 corridor. Uses are subject to the following:

a. Areas proposed for outdoor storage, loading areas, or similar activity shall be subject to the screening standards of Section IV.1.10.a of this PDD.

### 3.2 Conditional Use Category 2 (CO2)

Consists of recreational uses (such as athletic fields, gyms, etc.) owned and operated by an institutional use (e.g. school, college, university, or church). These uses are subject to the following:

a. If recreational uses are located within 500 feet of residential use and/or mixed use development with a residential component, the applicant shall submit a lighting plan documenting compliance with Section 4.1.3 (Lighting ordinance) of the LDC; and

b. If adjacent to a residential use and/or mixed use development with a residential component, the applicant shall submit landscaping plan review and approval of the board with guidance from staff landscape architect. Such plan shall provide the best possible screening of recreational facilities, while preserving the urban design development.

c. Recreational facilities shall provide screening adjacent to public streets that includes a minimum three foot masonry wall as well as a combination of wrought iron fencing and/or plantings to enhance the urban design of the development. Such screening shall be reviewed and approved by the board with guidance from staff landscape architect.

d. The board shall determine based on the adjacent uses and the use of the proposed facility; the hours of operation that promote compatibility with adjacent land uses.

## 4. ADMINISTRATION OF USE CATEGORIES

At time of development plan review the Director of Planning and Design Services or designee shall make a determination if the proposed use can reasonably be interpreted to fit one of the land use categories listed within the Planned Development District. Prior interpretations made for uses in the Planned Development District may be used to make this determination. Decisions of the Director or designee may be appealed to the Board of Zoning Adjustments in accordance with Chapter 11 of the Land Development Code (LDC) and applicable provisions of the Kentucky Revised Statutes.

## 5. EXISTING LAND USES

Land uses in effect prior to the adoption of these regulations and operating in a legal fashion according to the prior zoning classification of the property, including legal non-conforming uses, may continue to operate under the prior zoning classification of the property. Legal non-conforming uses may not be expanded and are subject to Section 1.3 of the LDC.

## TABLE 1: PERMITTED, LIMITED, AND CONDITIONAL USES

| List of Uses | Broadway | Campus | Neighborhood Core | Historic Neighborhood |
|---|---|---|---|---|
| Commercial Use Category 1 (CU1) | ✓ | ✓ | ✓ | ✓ |
| Commercial Use Category 2 (CU2) | ✓ | ✓ | ✓ | |
| Institutional Use Category (IU) | ✓ | ✓ | ✓ | ✓ |
| Office Use Category (OU) | ✓ | ✓ | ✓ | ✓ |
| Residential Use Category (RU1) | ✓ | ✓ | ✓ | ✓ |
| Residential Use Category (RU2) | | ✓ | | |
| Limited Use Category 1 (LU1) [1, 5] | | | ✓ | |
| Limited Use Category 2 (LU2) [2, 5] | ✓ | | ✓ | |
| Limited Use Category 3 (LU3) [3] | ✓ | ✓ | ✓ | |
| Limited Use Category 4 (LU4) [4] | | | ✓ | ✓ |
| Limited Use Category 5 (LU5) | ✓ | ✓ | ✓ | ✓ |
| Limited Use Category 6 (LU6) | ✓ | ✓ | ✓ | ✓ |
| Limited Use Category 7 (LU7) [5] | | | ✓ | |
| Limited Use Category 8 (LU8) | ✓ | ✓ | ✓ | |
| Limited Use Category 9 (LU9) [5] | ✓ | ✓ | ✓ | ✓ |
| Limited Use Category 10 (LU10) [5] | ✓ | | | |
| Conditional Use Category 1 (CO1) [5] | | | ✓ | |
| Conditional Use Category 2 (CO2) | | ✓ | | |

[1] Limited to property fronting Seventh Street or adjacent to the I-65 corridor.
[2] Limited to property within the SoBro PDD, north of Breckenridge Street.
[3] This use shall not be located adjacent to or directly across the street from existing single-family residential uses.
[4] This use shall be permitted only as accessory to an existing single-family structure within the Neighborhood Core.
[5] These limited and conditional uses have additional location restrictions.

*Note*: **Land uses in effect prior to the adoption of these regulations and operating in a legal fashion according to the prior zoning classification of the property, including legal non-conforming uses, may continue to operate under the prior zoning classification of the property. Legal non-conforming uses may not be expanded and are subject to Section 1.3 of the LDC.**

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### TABLE 2: PROHIBITED LAND USES

| List of Uses | Broadway | Campus | Neighborhood Core | Historic Neighborhood |
|---|---|---|---|---|
| Single-Family Detached/ Two-Family Residential Use | x | x | x | |
| Surface Parking Lot as Primary Use | x | x | x | x |

## B. LOT STANDARDS

### 1. LOT STANDARDS

The lot standards contained here in are prescriptive enough to elicit structures of a certain form, mass, and scale. These standards replace the Form District Standards. In some instances, this PDD refers back to the Louisville Metro Land Development Code. Where this PDD is silent on a standard, the LDC standard shall apply. If there is a conflict between the LDC and SoBro PDD, then the PDD standards shall supercede. These standards are illustrated in sketches in the previous chapter.

## TABLE 3: LOT STANDARDS

| Subarea | Density | Form District | Lot Area | Lot Width | Front Setback and Street Side Yard Setback (corner) | Rear Yard Setback | Side Yards (Each) | Front Facade Zone [5] | Stepback Minimum [4] | Sidewalk Width [6] | Building Height | Minimum Streetwall Height |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Broadway[1] | Min: N/A<br>Max: 145 DU/AC | DFD | Min: None | Min: None | Min: None<br>Max: Up to 15 ft if at least 80% of the structure is within the Front Facade Zone [3]<br>For corners: maintain street wall for at least 50 ft from the intersection | Min: 5 ft if on alley | Min: None<br>Max.: 10% of lot frontage | 5 ft | ≤ 14 stories = 0<br>15-18 stories = 15 ft<br>19-22 stories = 25 ft<br>> 22 stories = 10 ft per 4 floors<br>(N/A if GFA < 9,000 sf) | Min: 15 ft along Broadway<br>Min: 7 ft all other streets | Min: 4 story<br>Max: None | Min: 3 story with permitted 18 in. recesses for architectural elements (columns, etc.) [2] |
| Campus[1] | Min: N/A<br>Max: 58 DU/AC | | | | Min: None<br>Max: Up to 15 ft if at least 60% of the structure is within the Front Facade Zone [3]<br>For corners: maintain street wall for at least 50 ft from the intersection | | | | N/A | Min: 7 ft | Min: 2 story<br>Max: 6 story or same as tallest adjacent | N/A |
| Neighborhood Core[1] | Min: N/A<br>Max: 58 DU/AC | | | | Min: None<br>Max: 15 ft<br>For corners: maintain street wall for at least 50 ft from the intersection | | | N/A | | | | |
| Historic Neighborhood – Residential | Min: 10 DU/AC<br>Max: 34 DU/AC | TNFD | Min attached: 1,500 sf<br>Min detached: 2,500 sf | Min: 25 ft | Min: 5 ft<br>Max: 18 ft<br>Or match established street pattern | Min: 5 ft | Min: 3 ft for detached structures | | N/A | | Max for SF: 35 ft<br>Max for MF: 45 ft or same as tallest adjacent | |
| Historic Neighborhood – Non-Residential and Mixed-Use | Min: N/A<br>Max: 34 DU/AC | | Min: None | Min: None | Min: None<br>Max: 15 ft<br>For corners: Refer to the Traditional Neighborhood standard in 5.5.1.A.2. | Min: 5 ft | Min: None if adjacent to Non-Res or MU<br>Min: 5 ft if adj. to SF Res | | | | Max: 45 ft or 3 story or same as tallest adjacent | |

[1] SF Detached Prohibited

[2] Ground floor recesses not counted if upper streetwall is maintained

[3] A full block redevelopment may be set back up to ten feet (10') from ROW to accommodate a widened sidewalk.

[4] See LDC 5.2.1.D for an illustrative description and a calculation example.

[5] See Chapter III, Section C of this PDD for a description.

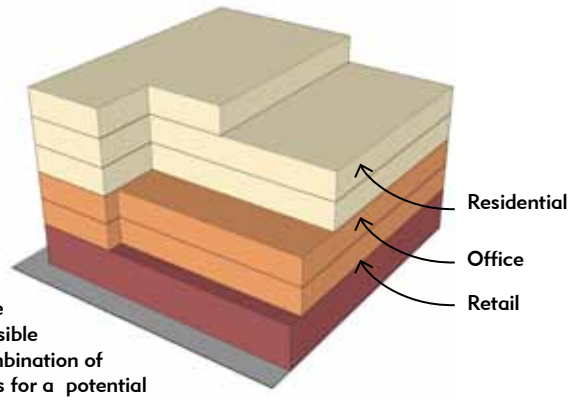
[6] Public Works may vary the required minimum widths of sidewalks and verges based on site conditions.

# C. USE AND LOT STANDARD TERMS

## MIXED-USE DEVELOPMENT

Mixed-use development is not only permitted in all subareas, it is encouraged. This type of development can not only provide activity at many times throughout the day, but can provide a level of security for a building's continued use as economies change.

A mixed-use structure/development contains two (2) or more separate principal, compatible uses such as office, retail, service, civic, entertainment, or residential, that are unified, complementary, and functionally integrated with shared vehicular and pedestrian access and parking as illustrated below.

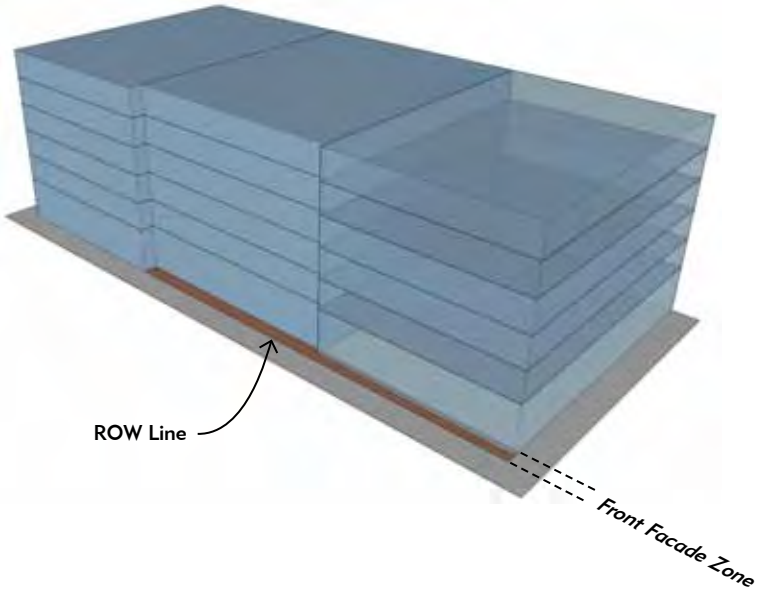



One possible combination of uses for a potential mixed-use structure.

The building at right has been designed to accommodate many combinations of uses. Retail, residential, and office uses would all be appropriate for this structure.

## FRONT FACADE ZONE

The Front Facade Zone is a designated area of a lot that is adjacent to the right-of-way along the front lot line. The intention of this zone is to allow a new structure to break from the streetwall in order to provide up to five (5) additional feet of sidewalk within the lot. This space could be used as a plaza, for outdoor dining, as part of the pedestrian walkway, or as an additional landscape planting area. The images below illustrates the Front Facade Zone possibilities.



# DESIGN STANDARDS & GUIDELINES IV

## A. INTENT

As noted in the ***2007 SoBro Neighborhood Plan***, the reuse of existing structures, buildings, or redevelopment on vacant lots and existing surface parking areas is desired throughout the SoBro neighborhood. The following development and design standards are intended to ensure future infill development is compatible with the remaining urban fabric of SoBro. Some of the overarching principles for these standards include:

- The scale, proportion, and massing of adjacent structures should inform the design of infill development.
- Historic buildings should not be faithfully copied, but should instead be used as inspiration for compatible contemporary architecture that reflects the unique character of SoBro.
- Character-defining features on existing historic buildings should be emulated or adapted as part of new construction. Such features could include cornice lines, materials, entrance treatments, facade divisions, or fenestration. Such features can also provide a pedestrian scale to new building facades.
- Building facades and entrances should be oriented to adjacent streets or at the intersection of two streets (building corners).
- Off-street parking spaces should be located at the rear of new structures in order to maintain a consistent "street wall".

**A clearly defined first floor cornice, material change, and streetscape elements provide an inviting pedestrian setting.**

## B. STANDARDS

The following standards shall be applicable to the SoBro PDD.

*See Also Chapter 5, Part 6 of the LDC for additional building design standards for Non-Residential and Mixed Use Structures.*

## 1. NON-RESIDENTIAL, MIXED-USE, AND MULTIFAMILY RESIDENTIAL ARCHITECTURE

The following building design standards are intended to allow for architectural diversity while encouraging design of buildings that relate to and reinforce the overall character of their immediate surroundings. The standards aim to create a strong building-to-pedestrian relationship through the use of building details that establish a human scale. Building design should reinforce exterior spaces, respond to the natural and existing built environment, use contextual building materials, and contribute positively to the social environment.

### 1.1 Facade Design

a. Facades that are adjacent to potential infill development sites may employ materials and design methods that would be compatible with adjacent future infill.

REQUIRED

b. New structures shall have a cohesive, unified design on all facades. This section shall apply to all primary facades, including corner structures that may include two primary facades, and for at least fifty percent (50%) of all other building walls that are visible to public gathering areas, connecting walkways, or that face adjacent development separated by parking areas, private gathering areas, or other non-structured area.

c. Blank, unarticulated walls shall not extend for distances greater than twenty-five feet (25′).

d. 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.

### 1.2 Facade Spacing/Rhythm

REQUIRED

The primary facade of a new building shall be designed to reflect the rhythm characterized by the surrounding buildings on the same block face.

a. Vertical rhythm

1. Non-Residential and Mixed-Use: Building facades shall use columns, piers, and window design/placement or similar architectural features spaced no less then every twenty-five feet (25′) to create vertical breaks at regular intervals.
2. Multi-Family: Façades facing a public street or including the principal entrance shall include animating features such as offsets or setbacks with a differential in horizontal plane of three feet, porches, bay windows, balconies, variation in building materials, or other design features, a minimum of each thirty (30) linear feet.

b. Horizontal rhythm: A clear visual division between the ground floor and upper level floors shall be established using cornice lines, windows, permanent awnings, or similar architectural elements. The horizontal line established through the use of such architectural elements shall vary in elevation by no more than thirty-six inches (36″) from one building to the next.

Examples of vertical and horizontal rhythm.

### 1.3 Facade Fenestration

REQUIRED

Windows shall provide visual definition and help to reduce the visual mass of buildings.

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

REQUIRED

b. The size and proportion of window openings shall be similar to those on surrounding primary facades.

c. Opaque or reflective glass shall not be used on street level facades. The use of low emissivity (low-E) glass is encouraged to maintain transparency.

### 1.4 Building Materials

REQUIRED

a. New structures shall incorporate the following materials or similar with regard to lifespan, durability, and aesthetic context. Care shall be taken as to the application and use of the material.

- Cast Stone
- Cement Fiberboard (such as Hardie Plank or similar)
- Clay brick
- Glass with reflectance of thirty percent (30%) or less
- Granite
- Limestone
- Marble
- Precast Concrete
- Sandstone
- Steel
- Stucco
- Terracotta

b. High quality materials should be compatible with surrounding development, durable, and convey a sense of permanence.

c. The use of a single building material visible from public streets - especially concrete, stucco or stone - without definition or accent is discouraged.

d. Reflectance

REQUIRED

1. Glass (reflectance greater than forty percent (40%) shall be prohibited.
2. Ground-level nonresidential facades shall have high light transmission values at the pedestrian level.
3. Surfaces, excluding roofs, shall not have a reflectance greater than fifty-five percent (55%).

### 1.5 Roof Lines

REQUIRED

a. The uppermost portion of the facade (building massing, roof form, eave, cornice, upper floor level(s), roof top design and/or parapet) of all buildings shall be articulated with a treatment in scale with the building.

b. 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.

c. Rooftop zones should be designed integral with the building with consideration given for the view from the grade level and from other buildings.

Roof lines lend character.

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### 1.6 Building Corner Treatment

REQUIRED

a. Buildings located at street corners shall serve as distinguishable gateways, engaging the interest of drivers, pedestrians and bicyclists at the intersection.

b. Corner buildings shall provide additional building mass or distinctive architectural elements to emphasize the corner location.

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

d. The height may exceed established limits by ten percent (10%) for emphasis up to a distance of fifty feet (50′) extending along each property line from the corner of the property.

Building corner highlighted with columns, recessed entry, and change of material.

### 1.7 Entrances

REQUIRED

a. There shall be a minimum of one (1) functional pedestrian entrance accessed directly from the primary street frontage of a building. If an entrance is at the corner, it shall satisfy the intent of a primary entrance for the building.

b. Principal entry doors shall be oriented toward the street and recessed, covered or otherwise clearly identifiable through the use of architectural design elements. Entry areas shall be well lighted.

### 1.8 Awnings/Canopies

REQUIRED

a. Awnings, when used, shall be installed so that the valance is at least seven feet six inches (7′-6″) above the sidewalk.

b. The width of a single awning shall extend the full width of the window and shall not exceed forty feet (40′).

c. Canopies shall be at least eighteen inches (18″) from the face of curb or recessed at least one foot (1′) from an established or proposed tree line. Awnings shall not extend into the Streetscape Zone.

d. Awnings shall not be internally lit.

e. The following materials shall not be used for awnings: Fiberglass; Plastic.

Awning with sign highlights storefront and reinforces pedestrian area.

### 1.9 Balconies

REQ'D

a. Balconies shall be a minimum of eight feet (8′) above sidewalk grade.

b. Balconies should be designed so that they do not encroach into a public right-of-way more than four feet (4′) and do not require support systems.

Balconies on urban buildings.

### 1.10 Service Areas

REQUIRED

a. Except at points of vehicular access, loading berths, service areas, trash storage, exterior work areas, storage yards, and truck parking shall be adequately screened from public streets, public open spaces and residential properties using building mass or freestanding walls and gates. Landscaping may also be incorporated to enhance the structural screen. The screening shall be a minimum of six feet (6′) in height.

b. Except for dumpsters recessed into a building, the minimum height service area or dumpster enclosure screening shall be six feet (6′). Gates shall be provided.

c. 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.

d. Whenever feasible, loading and service areas should be accessed from alleys, interior parking garages, or from the rear of buildings, rather than from the front of buildings.

## 2. STREETSCAPE

Streets and sidewalks form the greatest amount of public space in a downtown. The scale and proportion of the street in relation to the surroundings, and the streetscape amenities can contribute to or detract from the ultimate goal to bring vibrancy to an urban neighborhood. The relationship between a street and adjacent buildings is an important part of the urban experience. The width of the street can influence the desired height of the building streetwall, which in turn can help to create a comfortable, well-proportioned environment. The ideal streetwall proportion is 2:1. Generally, the streetscape lies within the public realm and is controlled and maintained by the local jurisdiction. However there is a zone of varying width that is adjacent to the street and privately owned that can be a great determinant of character.

### 2.1 Sidewalks

Public Works may vary the required minimum widths of sidewalks and verges based on site conditions.

REQ'D

a. For minimum width, refer to Table 3: Lot Standards on page 43 of this PDD. Proposed sidewalks on private property may require a sidewalk easement from Metro Public Works.

b. Non-residential and multi-family structures should provide a minimum width of nine feet (9′), where possible, for amenities including seating, window boxes, urns and planters, bike racks, and similar elements that enrich the streetscape. Nine feet (9′) can accommodate a five foot (5′) wide streetscape zone for street trees while maintaining a minimum four foot (4′) pedestrian clearance zone.

c. Decorative paving materials should be incorporated into the pedestrian areas to highlight different functions, semi-public space or building entries.

### 2.2 Street Layout

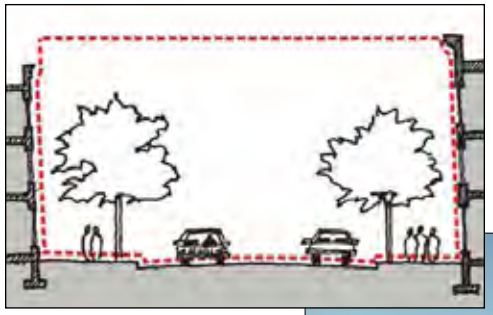
REQUIRED

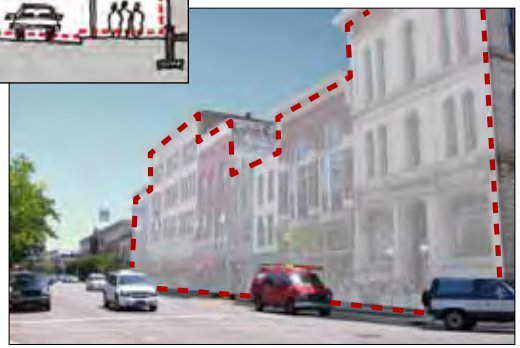
For large-scale redevelopment, blocks within the SoBro PDD shall have an uninterrupted block face of no more than four hundred fifty feet (450′); intersecting streets should be placed at intervals of five hundred to six hundred feet (500-600′) apart, and no greater than eight hundred feet (800′) apart along any single stretch. Alley closures are discouraged.

## 2.3 Streetwall

REQ'D

A streetwall shall be maintained in all subareas, subject to the height requirements in Table 3: Lot Standards, Chapter III of this PDD.





The street wall represents a vertical plane at the right-of-way line created by structure façades.

## 2.4 Street Trees

REQUIRED

Deciduous street trees shall be provided within the right-of-way along the frontage of any new construction or renovation unless street trees already exist. Refer to LDC Chapter 10 - Part 1 to determine proper planting of street trees and coordinate with the Louisville Metro Public Works (LMPW). Existing street trees that are in decline as determined by LMPW shall be replaced.

a. Type C street trees shall be spaced between fifteen and twenty feet (15-20') on center, depending on mature crown width and utility conflicts. Types A and B street trees shall be spaced between thirty and forty feet (30-40') on center.

b. Street trees shall be a minimum of three and one-half inch (3-1/2") caliper at the time of planting.

Street trees in sidewalk.

REQUIRED

c. Plant material shall not be placed in the sight triangle between two feet and six feet (2-6') high, in such a way as to impair drivers' views per LDC Chapter 10.4.

d. Trees shall be spaced a minimum of ten feet (10') from light and utility poles. Refer to Appendix 10A of the LDC to determine which large, medium or small canopy trees are most appropriate to be planted in the vicinity of overhead lines.

e. Street trees shall be planted in a verge or sidewalk planting area that is a minimum width of four feet (4') and an overall minimum square footage of thirty-two feet (32'). A linear tree well is preferred and more conducive to sidewalk planting. Where necessary, a tree grate shall be placed to maintain a flush grade.

## 2.5 Right-of-Way Encroachment

All non-city initiated development within the right-of-way including but not limited to pervious pavement, green infrastructure, and street furniture may be required to obtain an encroachment permit, license agreement, and/or maintenance agreement from Metro Public Works.

Parking edge landscape treatments.

## 3. LANDSCAPE DESIGN

A well-landscaped site is not only more visually appealing, it also serves to screen and buffer structures and uses, delineate separations, conserve energy, and moderate the effects of sun and wind. Landscaping can improve the appearance of individual developments, and collectively enhance a neighborhood and mitigate the urban heat island effect generated by impervious surfaces.

### 3.1 Parking Area Landscaping

REQUIRED

The following requirements shall be applicable to new or expanded parking areas. Parking area standards must follow those outlined in Section 10.2 of the LDC in addition to the standards noted below.

a. Surface parking lots shall be screened from public streets and residential areas by a continuous screen a minimum of three feet (3′) in height. The screen may be achieved through the use of:
   1. masonry walls, metal, or wrought iron decorative fencing
   2. or a combination of living plant material and masonry walls

b. The minimum width of a parking perimeter planting screen shall be five feet (5′)

c. The minimum width of a parking perimeter fence or wall screen with no plant material shall be two feet (2′), however perimeter trees in tree wells a minimum of five feet (5′) in width shall be provided.

d. Parking perimeter landscape screens shall contain a minimum of one (1) deciduous shade tree per forty feet (40′) of the perimeter (if shade trees already exist in the right-of-way adjacent to the parking area, such trees may be counted to satisfy this requirement).

e. See also LDC Chapter 10 for additional landscaping standards, review and approval procedures, and approved plant lists.

REQUIRED

**3.2** Other landscaping (park, plaza, building foundation): To reduce the heat island effect, stormwater runoff, and to soften the edges of the urban environment a minimum of twenty-five percent (25%) of the area not covered by a structure (setbacks, building foundations, plazas) shall be covered with living plant material.

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**3.3** Native plants that are suitable to SoBro's environmental conditions (soil, temperature, rain, snow-melt substances, etc.) are recommended for required and voluntary landscaping projects. Native plants are often hardier, and require less irrigation than non-native plants. It is acknowledged that there are few native evergreen shrubs suitable for the local environs.

## 4. PARKING AND VEHICULAR ACCESS

The asphalt remnants of relocated automobile sales lots are evident throughout SoBro. Due to a lack of alternative land uses, many became parking lots or hard-surfaced vacant lots. The following standards attempt to minimize these parking fields and bring them in line with current needs by creating a walkable, pedestrian-friendly, urban community. For additional parking standards, refer to LDC Chapter 9.1.

REQUIRED

**4.1** There shall be no minimum off-street parking requirement for new buildings or for new uses in existing buildings.

**4.2** Within the SoBro PDD, the maximum allowable number of parking spaces for a use shall not exceed one-half (1/2) of the maximum allowable spaces in LDC Table 9.1.2: Minimum and Maximum Motor Vehicle Parking Based on Use.

a. If the number of proposed parking spaces exceeds the maximum set forth in 4.2 above, then one of the following shall apply:

1. The additional spaces shall be placed entirely within a parking structure.
2. Vegetated swales and permeable paving shall be used to detain stormwater runoff and to filter toxins.
3. Canopy trees and other plant material shall be provided for a minimum of fifteen percent (15%) of the total paved area in such a manner as to achieve shade over fifty percent (50%) of the area. The trees provided shall be Type A trees (as defined by the LDC Chapter 10) that maximize the amount of shade that is provided within the parking area.

**4.3** Parking areas shall be set back a minimum of five feet (5') from all property lines.

**4.4** Parking areas shall be hard surfaced and internally drained. Stone or gravel shall not be permitted as a parking surface. Pervious pavement (shown in the adjacent photo) and individual pavers shall be permitted with approval from Metro Public Works.

**4.5** Off-street parking shall not be located between the façade of a building and a public street.

**4.6** Additional curb cuts from public streets shall not be permitted unless required by Metro Public Works. Existing curb cut locations may be relocated and/or modified at the request of Metro Public Works based on their review of the site configuration, land use of the site, proximity to an intersection and current traffic patterns.

**4.7** Vehicular entrances and exits shall be located on the street with the lowest functional classification unless otherwise approved by Metro Public Works. Where an alley is available, access shall be provided. Cross access easements may be required by Metro Public Works as part of their review.

**4.8 Bicycle Facilities**

The SoBro Neighborhood plan encourages all modes of transportation including bicycle transportation. For complete bicycle facility standards, refer to LDC Chapter 9.

REQUIRED

a. Bicycle parking requirements vary by land use. The number of short-term bicycle parking spaces specified in Chapter 9 of the LDC shall be provided.

b. Bicycle parking facilities shall be located within seventy-five feet (75') of the primary entrance of the structure they are associated with. Alternatively, facilities to secure bicycles may be located in adjacent parking lots or structures, or designated interior space.

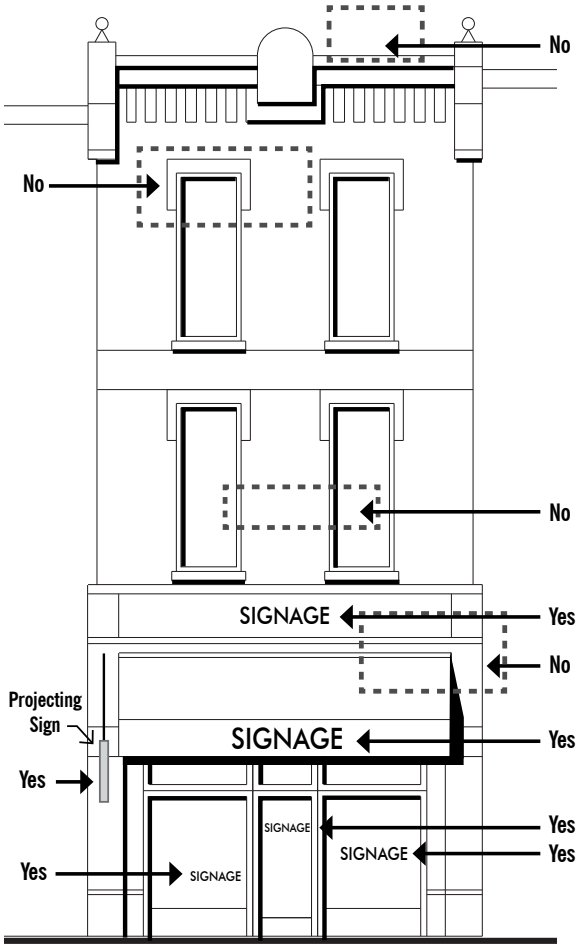
c. Shared facilities shall be permitted if the facilities are not more than seventy-five feet (75') from a publicly accessible entrance of the structure(s)/park(s)/development(s) they are intended to serve.

d. Include clear directional and instructional signage for all bicycle facilities.

e. Designated bike parking facilities may be located within the public right-of-way upon approval by Louisville Metro Public Works.

**4.9 Joint Use Parking**

Shared parking shall be as specified in Chapter 9.1.17 of the LDC.




Sign size and placement on a building should be influenced by existing architectural elements. The arrangement and size of the windows, the division of the facade, and the form of the base of the building all suggest logical places for signs. Appropriate and inappropriate sign locations are shown.

*See Also LDC Chapter 8 for additional sign regulations.*

## 5. SIGNAGE

The standards included in this chapter are intended to encourage signage that functions to identify a business and attract customers. The combination of slower moving traffic, density of the built environment and the movement of pedestrians has a significant influence on the size and placement of signs. Also important are the vertical elements such as lighting, landscaping, and architecture when determining placement (see sketch).

**5.1** All signs should be architecturally compatible with the overall design of the development with which they are associated in terms of materials, size, shape, color, and lighting.

**5.2** Projecting Signs: A sign affixed to a wall that projects more than twelve inches (12") from the building face, generally at right angles to the building. This sign type is typically oriented towards pedestrian traffic.

REQ'D

a. Projecting and suspended sign area shall not exceed twelve (12) square feet.

b. Internally illuminated projecting signs should have opaque face panels so that only the letters, number, symbols, or logos appear illuminated.

**5.3** Lighting & Animation: The individual letters may be externally illuminated or internally illuminated individual letters or reverse channel lit letters. Illuminated signs should be dimmed or turned off during the period from one hour after to one hour before business trade hours.

REQUIRED

**5.4** Prohibited Signs: The following types of signs shall be prohibited within the subareas:

a. Off premise billboard signs

b. Freestanding pole signs except directional signs

c. Internally illuminated signs shall have opaque backgrounds with translucent letters, symbols, and logos.

From top: projecting, awning, wall, and directional signs.

## 6. SITE LIGHTING

Lighting serves many functions in a downtown environment. It extends the energy of the daytime street life into the evening, contributes to the perception of safety and enhances the appearance of the downtown. Existing light fixtures being repaired or replaced by the City or those already approved or existing in private developments are exempt from the requirements of this section.

REQUIRED

**6.1** Site lighting shall be required to illuminate pedestrian areas outside of the public right-of-way including parking areas, building entries, service areas, sidewalks, pathways, parks, and plazas.

**6.2** Luminaires with a lamp or lamps rated at a total of more than one thousand eight hundred (1,800) lumens, and all flood or spot luminaires with a lamp or lamps rated at a total of more than nine hundred (900) lumens shall be mounted at a height equal to or less than twenty feet (20') unless otherwise approved by the Planning Commission.

**6.3** Luminaires used only to illuminate pedestrian facilities shall not be mounted higher than fifteen feet (15') from the finished grade of the walking surface.

**6.4** Site lighting shall be designed to provide a light level of between one and five (1-5) footcandles. Lighting shall not exceed one-half (0.5) footcandles at the property line.

**6.5** Lighting may be higher than five (5) footcandles beneath a drive-through bank or service station canopy, but shall not exceed fifty (50) footcandles.

**6.6** Additional lighting should be provided from buildings using either indirect illumination from within, down-lighting of the facades, and/or direct illumination under canopies or awnings.

*See Also LDC Chapter 4, Part 1, Section 3 for lighting standards including mounting height, maximum foot-candles, recreational facility lighting, pedestrian lighting, foot-candle maximums, mounting height, temporary and prohibited lights (flashing/strobe), and light trespass.*

**6.7** Building-mounted light fixtures should be an architectural accent to the building.

**6.8** Whenever practicable, exterior lighting should include timers, dimmers, and/or sensors to reduce overall energy consumption and eliminate unneeded lighting.

**6.9** The electrical service to all outdoor lighting should be underground.

## 7. OPEN / PUBLIC SPACE

Open space comes in the form of plazas, parks, athletic fields, and places to rest on the street. Refer also to LDC 5.11.1 - Form District Open Space Standards.

REQUIRED

**7.1** Non-residential and mixed-use development shall provide semi-public open space at a rate of two percent (2%) of the lot area and twenty percent (20%) of the space shall be planted / pervious surface.

**7.2** Residential development or mixed-use development with greater than fifty percent (50%) residential use shall provide either a plaza, patio, or landscaped green area equal to or greater in size than one percent (1%) of the building footprint including seating provided at a rate of one (1) seat per two hundred (200) square feet of outdoor area.

**7.3** Development sites located within five hundred feet (500') of a public park shall not be required to provide common open space.

**7.4** Open space should be located in highly visible places that are easily accessible from public areas such as streets, building entrances, and sidewalks. They should allow for multiple points of entry.

**7.5** The streetwall may be chamfered on corners to accommodate open space. Corner buildings may exceed the setback by up to fifteen feet (15') as measured from the edge of the right of-way. A line drawn between these two points shall form the open space.

**7.6** Required parks and open space should attempt to incorporate approved public art / water features.

a. Parks and open space areas may do dual duty and also serve as drainage infrastructure. Swales incorporated into the design provide shallow storage and infiltration areas which function as visual amenities.

**7.7** If balconies are provided for every dwelling, or roof terraces are provided as common space, they may be counted for up to fifty percent (50%) of the required open space.

**7.8** Rooftop gardens may count for up to thirty percent (30%) of required open space.

**Open Space takes many forms. From top: athletic field, urban plaza, sidewalk cafe.**

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## 8. THE SUSTAINABLE NEIGHBORHOOD

The SoBro Neighborhood has the potential to be a model for sustainability in Louisville. It is important to promote an ecologically healthy environment which can, in turn, contribute to economic health by reducing long-term energy costs and demands on utilities and infrastructure. The rehabilitation, renovation, and reuse of existing structures and redeveloping on vacant and underutilized lots is a significant step towards "greening" a community. This PDD does not mandate many of the principles but increases awareness of their existence and encourages their incorporation into development proposals.

Louisville Metro government can choose from a variety of incentives and bonuses used by some jurisdictions to support the inclusion of sustainable measures or practices in development proposals. These include:

- expedited review and permitting process

**SoBro walkability map: Fourth Street and Breckinridge is the center. The study area lies within a half-mile radius, or ten-minute walk time.**

- assigned staff person to shepherd a project through the entire process
- waiver of selected fees
- development density bonuses

### 8.1 Sustainable Sites

a. Redevelopment on existing built or vacant sites is referred to as infill, as it fills a gap. It can be an economical choice for a developer due the presence of roads and utilities. It can be an economical choice for residents due to the proximity of transit, public facilities, and downtown places to work. The integration of historic buildings and structures give the new neighborhood development a unique sense of place.

b. The ideal walkable neighborhood is typically no larger than 320 acres. Most people will walk approximately 1/4 mile (1,320 feet) to run daily errands; beyond that, many will take a bicycle or car (LEED 2009 for Neighborhood Development Rating System at www.USGBC.org). There need to be at least 10 places to visit (cafe, personal services, school, post office, neighborhood retail outlet, newstand, church, etc) within these 1/4 mile zones to create a livable, sustainable community. 100% of the SoBro PDD is within 1/4 mile of the TARC bus system, including multiple bus routes. The map on page 56 illustrates SoBro's walkable distances.

c. Redeveloping vacant or underutilized sites is encouraged. This allows for a higher density of development downtown and efficient use of land. By redeveloping downtown sites, land located at the fringe of communities can continue as natural or agricultural land.

d. To reduce demand on the city's stormwater system, pervious surfaces should be incorporated into new development in the form of permeable paving surfaces, landscaped streets, parking lots, roofs, and open spaces.

e. Raingardens can be integrated into streetscape improvements. Verges may be designed to function as raingardens.

f. Using native plants is encouraged to decrease the amount

**Permeable paving.**

of care and watering needed. Plants used in the downtown landscape should be hardy and drought-resistant.

g. Recycling containers should be provided in addition to trash containers.

h. Green roofs are encouraged for buildings downtown. Green roofs can provide building insulation, combat the Urban Heat Island Effect, reduce the load on the stormwater infrastructure system, and help to filter air pollution.

A green roof.

### 8.2 Sustainable Buildings

All development projects including renovation and new construction are encouraged to meet or obtain LEED (Leadership in Energy and Environmental Design) certification standards as an expression of commitment to sustainable construction, energy efficiency, and a healthy environment.

a. Rainwater harvesting is encouraged (in appropriate quantities) to be used for watering landscapes rather than using chlorinated, potable water.

b. Solar access, both for energy generation and access to natural lighting, is encouraged as a form of alternative energy. Buildings that utilize solar generation equipment have lower energy costs. Buildings with a high amount of natural "daylighting" have lower lighting costs and may have lower heating costs during colder seasons.

**Left: Though the site is used for parking, the facade was stabilized and preserved to ensure a continuous streetwall. Below: Similarly reserved facades in Downtown Louisville.**

c. Where possible, natural ventilation is encouraged as an alternative or supplement to fan-forced ventilation. Natural ventilation uses the natural forces of wind and buoyancy to deliver fresh air into buildings that can alleviate odors, provide oxygen for respiration, and cool a warm environment. The use of natural ventilation can have an effect on building design.

d. New construction and existing buildings are encouraged to incorporate awnings into building design. Aside from the aesthetic benefits, awnings can provide shade for interior spaces contributing to lower cooling costs. Awnings can be designed to be adjustable to respond to sun angles during different times of day or year.

e. The use of roofing materials with a high amount of reflectivity is encouraged. This can contribute to lower cooling costs during months of extreme sun exposure. It can also help to combat the Urban Heat Island effect.

## 9. MAINTENANCE

A well-maintained and clean streetscape indicates pride in the community. Attention to the maintenance of sidewalks, landscaping, lighting, parking, fences and walls prevents decline, protects investment, and increases the perception of safety. The City, in partnership with the Downtown Development Corporation (DDC) and SoBro property owners, should share responsibility for maintenance and upkeep of the streetscape. The DDC currently has a model program for the area north of York Street.

## 10. DEMOLITION

At times, it becomes necessary to demolish structures for safety reasons. Whether the structures are historic or not, this action should not be taken lightly as each of these buildings possesses a certain amount of embodied energy that is lost forever. For historic buildings, it is important to consider the building owner's property rights, the structural condition of the building, and the integrity of the surrounding context. There are programs available to work with and assist property owners, designers, and developers. If buildings must be demolished (without proposing infill or redevelopment of the site), landscaping and other site elements should be encouraged to establish a street wall boundary.

**Fencing defines edge of a vacant urban lot and prevents illegal dumping while waiting for redevelopment.**

# APPENDIX V

### Introduction

The standards contained on the previous pages within this PDD are a combination of ordinance regulations (shaded) and strongly encouraged recommendations. The regulations are generally related to land use and development and are part of the Land Development Code (LDC). There are many other steps that must be addressed as part of the effort to bring the concepts developed for the SoBro neighborhood to fruition. The first section of the Appendix proposes concepts as well as policies (supplemental to the previous regulations) to enhance the urban setting of SoBro. This section also identifies steps and agencies that must be participants, if not partners, with the Department of Codes and Regulations in carrying out the following principles. The following is a list of specific permitted, limited, and conditional uses associated with applicable categories identified in Table 1: Permitted, Limited, and Conditional Uses on page 41.

## STREETSCAPE ISSUES

The street is an important element in a city. It connects the buildings and spaces in which we reside, work, shop and play. From an urban design perspective, the network of streets, alleys, and sidewalks should be viewed as a collection of "public places". The majority of streets are within the public realm and are maintained by the Louisville Metro Department of Public Works and Assets. Streetscape improvements can enhance the quality and safety of SoBro and can be a significant factor in enhancing its identity and success. Pedestrian amenities that typically occur within the right-of-way include:

**Combination of streetscape elements that create an attractive pedestrian setting**

- Benches and seating
- Street trees and planters
- Street lights
- Public art
- Trash receptacles

The following streetscape issues deserve thoughtful consideration and coordination by the department and board.

### One-Way vs. Two Way

Several streets in SoBro were converted to one-way streets to facilitate the movement of traffic to and from other downtown areas. The reconfiguration of some streets to two-way may be warranted to attain other more important goals for the neighborhood and to encourage pedestrian use and retail activity. It is critical to balance the functional aspects of streets with their role as part of the public realm. The goal is to create a street that addresses all modes of transportation and serves the community all day and on weekends.

Communities throughout the nation are returning one-way streets back to two-way to allow better local access to businesses and homes, and to create a safer circulation network for both motorists and pedestrians. Two-way streets tend to result in slower traffic due to "friction," especially on residential streets without a marked center line. They can also eliminate the potential for multiple-threat crashes that exists on multi-lane, one-way streets. Two-way streets are safer for pedestrians, provide more eyes on the street, and inherently "calm" traffic which is desirable in traditional communities.

***(Source: Pedestrian and Bicycle Information Center. Funded by the FHWA.)***

### Sidewalks

The sidewalk connects the street to the buildings. Within SoBro the minimum width is seven feet, but in active pedestrian areas wider is better to accommodate pedestrian amenities. Typically, the predominant sidewalk material is concrete, but the addition of special paving highlighting intersections or prominent entries to public places should be encouraged.

### Street Trees

Trees are significant elements of the streetscape which reinforce the linear axis and enclose the pedestrian space. Street tree species should be chosen to serve a particular function. Trees within one block should be of the same species for visual continuity and a unified aesthetic appearance, but may vary from block to block. Because the sizes of the canopies vary by species, the spacing of the tree planting should be considered on an individual basis so as to achieve the desired canopy affect. Tree species that are tolerant of urban conditions, including road salt, are encouraged. Refer to Appendix 10A in the LDC for a list of preferred tree species. Street tree locations, species, and planting specifications require approval from the Board of Public Works and Assets.

### Street Lighting

Street lighting within the neighborhood is provided by cobra-head style fixtures that are independent or mounted on telephone poles. Like other streetscape features, the Louisville Metro needs to understand the importance of upgrading the streetlighting with a fixture that communicates the revitalized identity of SoBro.

**Public art that provides visual interest and is functional**

### Other Amenities

It is important to incorporate public art, bicycle facilities and street furnishings into the public realm as well as private gathering spaces. They introduce human scale, aesthetic enjoyment and added comfort into the environment. Well maintained features also indicate or emphasize that an area is properly cared for by residents and/or businesses. Amenities located within the right-of-way also require approval from Louisville Metro Public Works.

## CAMPUS SUBAREA

Spalding University and Presentation Academy will remain key participants in the revitalization of the SoBro neighborhood. They are well established with a century long history, and recent facility investments have not only increased their enrollments, but also may serve as catalysts for other private investment in the area. The Spalding University Campus Master Plan 2008-2012 prepared in 2007 stated that the campus lacked definition, without a clear entrance or connection to the neighborhood. Other goals of the plan were to develop a more complete residential campus with strong pedestrian corridors and green space. The desire for athletic fields was noted during the SoBro PDD process. The illustrations on pages 22-23 note some of these goals, and with the fulfillment of the following recommendations, the campus subarea can be a showpiece in the heart of SoBro.

- Due to its location adjacent to Downtown Louisville, Spalding University should strive to create a campus setting more urban than suburban in character. As the university looks to grow in the future design decisions should be made with this principle in mind.
- The area bounded by Third, Fourth, and Breckinridge Streets is an ideal location for a campus open space / athletic field (soccer, softball). Such a facility could also serve the larger SoBro community as a recreational amenity during off hours / off seasons. The edges of the site should be treated with appropriate fencing and landscaping to ensure it fits seamlessly into the surrounding urban setting.
- Spalding University should explore partnerships with agencies and not-for-profits that can facilitate development such as the Louisville Metro Economic Development or Housing and Community Development departments, the Downtown Development Corporation or local community development corporations that may sprout as part of a redevelopment effort.
- Spalding University should also encourage private development in the vicinity of its campus buildings. Within the urban setting, private development such as print shops, bookstores, cafes, coffee shops, laundromats, or other uses could serve both the student population and the larger neighborhood. This could establish the campus as a dense, lively central core. Private development could also include apartment buildings to serve the student population, reducing the University's need to expend resources to build student housing.

Ideally, reducing the surface parking by constructing a parking garage with the above-mentioned revenue generating businesses on the ground floor would benefit the campus community.

- Developing a campus entrance on Breckinridge is a symbolic priority noted in the Campus Master Plan. Initial efforts do not go far enough to make a significant entry statement for visitors and students. Library Alley could serve as a significant visual and pedestrian connection to that campus entrance, while remaining open for service uses. The alley terminates just north of Breckinridge Street, essentially cutting off the dorms and other academic areas further south. Special paving, lighting specific to the neighborhood or campus, artwork on adjacent structures could all contribute to redefining the alley as a multi-use corridor.
- Consider creating campus gateway elements on Fourth Street, Third Street and Breckinridge Street.

## "GREENING THE NEIGHBORHOOD"

With its vast amount of underutilized surface parking and current lack of neighborhood character, SoBro represents a strong opportunity to create a new, substantially green neighborhood within the urban core. The city should strongly consider official designation of the area for green development. With the implementation of the United States Green Building Council's LEED (Leadership in Energy and Environmental Design) standards, the city could offer incentives for developers to build to these standards within the neighborhood. A Metro interdepartmental team working with the Kentucky chapter of the USGBC could be convened to address opportunities for developing a green building incentive program. Examples for possible incentives could include water, stormwater, and energy rebates, fee reductions, preferential/accelerated building permit review, and technical assistance for any development that uses United States Green Building Council's LEED certification.

**Raingarden incorporated at intersection bump-out to collect and filter stormwater.**

- Develop a policy that requires any newly constructed Metro-related facilities, Metro funded projects, and infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using green building, low impact development (LID), waste management, and conservation landscaping principles and practices to fullest extent possible.
- Another idea to creatively kick-start the green development initiative would be to offer a housing and/or workplace design competition following LEED standards. Recommendations contained in the Housing Chapter of this PDD, combined with the visions of leading-edge architectural and environment designers, would generate regional and national attention.
- Explore the feasibility of establishing a green building fund and a policy of having site plan developers who do not commit to achieving a LEED rating contribute to the fund. The fund would be used to provide education and outreach to developers and the community on green building issues.
- The City should strive to reduce the amount of impervious surfaces in the public right-of-way. This can include implementing "green alley" strategies, rain gardens along the edge of street pavement, street trees, and pervious pavement for sidewalks and roadways where structurally possible.

**(Source: SoBro Neighborhood Plan, Center for Neighborhoods, 2007)**

## PARKS AND OPEN SPACE

Memorial Park and Ben Washer Park, located within two blocks of each other, are the only parks within the neighborhood and are currently underutilized. Throughout the United States, this is a common problem in urban areas with shifting demographics and reduced resources.

Memorial Park was created to honor WWI veterans, but in its current underutlized state it does not achieve the necessary goal of being a multi-functional open space and well-used facility. Ben Washer Park, home of the Ben Washer House, could be improved to serve a variety of recreational activities.

Consider working with the community to prepare a master plan to prioritize and reorganize open space to better serve the existing population. Resources could be focused on a single park that responds to the current and potential needs of neighborhood residents. Master planning or redevelopment efforts could create a green gem in the community that would serve the residents and also honor the WWI veterans. A master plan for the Ben Washer and Memorial Park

sites, which would jointly reflect the City's and Spalding University's goals, could resolve parking issues and encourage land uses that bring people to the area.

The existing Ben Washer Park site is the most likely candidate for a concentrated green space as it is in the proximity of where people live and it well used by the neighborhood. The house in Ben Washer Park is, however, a significant maintenance issue and deed restrictions hamper its usability. A master planning effort should involve Louisville Metro Parks as well as adjacent large property owners, such as the senior center, and surrounding existing residents.

An expanded park could include an active play area, an enhanced community garden with additional garden plots, a walking trail, or passive areas. The historic Ben Washer House could be revitalized as a museum or facility (possibly containing public restrooms) for community events. Prior to creating additional community garden space, the soil should be tested for safety or the garden designed to safely grow food.

## LAND USE CONSIDERATIONS

Many uses may not be specifically mentioned in Chapter III, Table 1: Permitted, Limited, and Conditional Uses on page 41 or in the detailed list of uses within Chapter V: Appendix. The appropriateness of those uses shall be determined based upon the decision of Metro Planning Staff. Such a decision will be based on compatibility with permitted uses relative to hours of operation, users (number of users/customers/employees/general traffic generated), and size. Some basic guiding principals for land use within the overall PDD are included below.

### Residential Uses

It is important to attract residents back to the SoBro neighborhood so there is a critical population threshold to support neighborhood-serving commercial uses. Single-family, duplex and townhome units are only permitted in the Historic Neighborhood Subarea. However, the SoBro PDD permits and encourages residential development combined with other uses throughout the neighborhood.

### Institutional

Institutional uses - including schools, places of worship, daycare, fraternal organizations, social services, and government - are encouraged in the SoBro PDD but should not be clustered as they tend to have limited foot-traffic and sidewalk/outdoor activity is needed throughout the day and week to create a vibrant community. They should be interspersed throughout the PDD and mixed with commercial and residential activities.

- Much of the SoBro neighborhood is comprised of surface parking which weakens the urban fabric and takes Spalding University further from its goal of creating a cohesive campus setting. The University has an opportunity to solve several issues by providing a mixed-use structure that contains retail, office, or classroom uses at street level, structured parking on floors above, and possibly residential units for students above the parking. Structured parking is mentioned as a 2010 Task in the Spalding University Campus Master Plan.

### Commercial Uses

**Encourage street-level commercial uses to promote an active pedestrian setting.**

Neighborhood- and community-serving commercial uses are encouraged to locate throughout the neighborhood and integrated with residential and institutional uses. The uses include office, retail, personal services, entertainment, studios / galleries, research and development, and possibly light assembly and manufacturing if compatible with the subarea goals. None of these uses should produce a level of noise, vibration, odor, dust, heavy truck traffic, light pollution or other byproduct that could interfere with residential or institutional use. Heavy manufacturing shall not be permitted.

The currently vacant Cissell building on 1st Street represents an opportunity for the neighborhood, though it has residential use restrictions due to contamination in the soil. However the complex could be repurposed as a center for art, entertainment, or other community activities.

Surface parking as a primary use is permitted as a conditional use in the Historic Neighborhood Subarea subject to Conditional Use Category 3, page 40. Surface parking that is an accessory to a primary use may be permitted in accordance with standards contained in Section IV.4, page 52 of this PDD. Parking garages with integrated street-level business uses, such as retail, restaurant, and service uses, are permitted.

## LAND USE CATEGORIES

The following is a list of examples of permitted, limited, and conditional uses associated with the applicable categories in Table 1: Permitted, Limited, and Conditional Uses on page 41. See Chapter III: Use and Lot Standards for detail descriptions of land use and limited use categories and standards.

## COMMERCIAL USE CATEGORY 1 (CU1)

- Antique stores
- Art galleries
- Athletic facilities
- Athletic goods stores
- Audio/video recording studios. Provided the building is sound proof
- Bakeries
- Banks without drive-through facilities
- Barber shops
- Bicycle sales and service
- Book stores
- Beauty parlor
- Candy stores
- Catering Kitchen/baking preparing food and meals for sale and consumption elsewhere
- Cigar and cigarette stores
- Clothing and apparel stores
- Clubs, private, non-profit or proprietary
- Coffee shops
- Computers, hardware and software sales
- Costume rental establishments
- Craft and hobby stores
- Dance studios
- Department stores
- Drug stores without drive through facilities
- Dry cleaners without drive through facilities
- Electronic and appliance stores
- Equipment rental, where all activities are within a building
- Farmer's markets, fruit and vegetable stands, garden supply stores and pond stores
- Florist shops
- Funeral Homes
- Furniture stores
- Gift, stationary and greeting card stores
- Grocery stores
- Health spas
- Home Improvement, Home Supplies and Hardware stores
- Ice cream stores
- Interior decorating shops
- Jewelry stores
- Laundry, self service
- Liquor stores
- Locksmith shops
- Luggage stores
- Mattress stores
- Music stores
- Personal service establishments (e.g. Barber shops, beauty parlors, and similar)
- Pet stores
- Photocopying, word processing and similar office-support activities
- Picture framing
- Restaurants, delicatessens, tea rooms and diners; no drive through facilities - with outdoor alcohol sales and service permitted and with indoor entertainment permitted
- Saddle and harness shops
- Shoe sales and repair stores
- Sporting goods store
- Tailors and dressmakers
- Tanning salons
- Tattoo, body art, and piercing parlors
- Tax preparation service
- Toy stores
- Upholstery and furniture repair shops
- Veterinary clinics
- Watch making and repair shops

## COMMERCIAL USE CATEGORY 2 (CU2)

- Bowling Alley
- Dance / Night Clubs
- Hotel
- Skating Rinks
- Theaters, enclosed within a building

## INSTITUTIONAL USE CATEGORY (IU)

- Community centers
- Day care centers
- Government facilities including police and fire stations
- Religious institutions such as churches, synagogues, or other religious assembly centers
- Schools, public or private

## OFFICE USE CATEGORY (OU)

- Artist studios
- Business schools
- Computer programming services
- Government offices
- General office (design, financial, advertising, sales office, corporate and similar uses)
- Immediate and urgent care centers
- Loan offices
- Medical laboratories
- Medical Office (including dentist, chiropractor, psychiatrist, psychologist, etc.)
- Photographic studios

## RESIDENTIAL USE CATEGORY (RU1)

- Assisted living / Residential care facilities
- Bed & Breakfast
- Single and Multifamily Residential

## RESIDENTIAL USE CATEGORY (RU2)

- Institutional-related residential housing

## INDUSTRIAL USE CATEGORY (ID)

- Heavy manufacturing
- Large-scale warehousing

## LIMITED USE CATEGORY 1 (LU1)

- Scientific research / lab space
- Assembly
- Light manufacturing
- Packing

## LIMITED USE CATEGORY 2 (LU2)

- Banks with drive-through facilities
- Drug stores with drive through facilities
- Dry cleaners with drive through facilities
- Restaurants as permitted in CU1 with the addition of drive through facilities

## LIMITED USE CATEGORY 3 (LU3)

- Parking garages

## LIMITED USE CATEGORY 4 (LU4)

- Carriage houses

## LIMITED USE CATEGORY 5 (LU5)

- Transitional Housing

## LIMITED USE CATEGORY 6 (LU6)

- Homeless Shelters

## LIMITED USE CATEGORY 7 (LU7)

- Refer to Section 2.5.1 of the LDC for a list of uses that are appropriate only within the M-1 Industrial Districts.

## LIMITED USE CATEGORY 8 (LU8)

- Auto oriented uses related to off-street parking lots (as a primary site use)
- Auto display and sales establishments

## LIMITED USE CATEGORY 9 (LU9)

- Auto oriented uses related to automobile service and repair
- Automobile part sales

## LIMITED USE CATEGORY 10 (LU10)

- Gas stations
- Car washes
- Other auto oriented uses related to automotive operational uses

## CONDITIONAL USE CATEGORY 1 (CO1)

- Refer to Section 2.5.2 of the LDC for a list of uses that are appropriate only within the M-2 Industrial Districts.

## CONDITIONAL USE CATEGORY 2 (CO2)

- Institutional Recreation