



Cornerstone 2020 Comprehensive Plan

Adopted
15 June 2000
by the
Louisville and Jefferson County
Planning Commission

Table of Contents

Cornerstone 2020 Background.....1

Preamble.....5

Goals and Objectives



Community Form Strategy

Basis for Form Districts, Land Development Code, and Special Planning Areas.....11
 Form Districts.....15
 Special Planning Areas.....29
 People, Jobs, and Housing.....31



Mobility Strategy

Moving People and Goods.....35
 Environment and Mobility.....37
 Land Use and Transportation Connection.....38
 Planning and Investment.....39
 Bicycle and Pedestrian Plan.....40
 Site Design Standards for Alternative Transportation Modes.....42



Marketplace Strategy

Land and Physical Infrastructure.....45
 Business Support.....46
 Business Climate.....47



Livability Strategy

Environmental Resources.....49
 Public Parks and Open Space.....58
 Greenways/Stream Corridors.....60
 Quality of Life.....61
 Ohio River Corridor.....62
 Jefferson County Memorial Forest.....64
 Portland Wharf.....67



Table of Contents

Plan Elements



Community Form

| | |
|---|----|
| Guideline 1: Community Form..... | 71 |
| Guideline 2: Centers..... | |
| Guideline 3: Compatibility..... | |
| Guideline 4: Open Space..... | |
| Guideline 5: Natural Areas & Scenic & Historic Resources..... | |



Marketplace

| | |
|-----------------------------------|--|
| Guideline 6: Economic Growth..... | |
|-----------------------------------|--|



Mobility and Transportation

| | |
|--|--|
| Guideline 7: Circulation..... | |
| Guideline 8: Transportation Facility Design..... | |
| Guideline 9: Bicycle, Pedestrian & Transit..... | |



Livability & Environment

| | |
|--|--|
| Guideline 10: Flooding and Stormwater..... | |
| Guideline 11: Water Quality..... | |
| Guideline 12: Air Quality..... | |
| Guideline 13: Landscape Character..... | |



Community Facilities

| | |
|---|--|
| Guideline 14: Infrastructure..... | |
| Guideline 15: Community Facilities..... | |

Appendix

| | |
|--|--|
| Cornerstone 2020 Vision Statement..... | |
| Table I: Required Research..... | |
| Table II: Required Plan Elements..... | |
| Table III: Corresponding Goals and Objectives..... | |

| | |
|------------------------|--|
| Glossary of Terms..... | |
|------------------------|--|

| | |
|--------------------|--|
| Core Graphics..... | |
|--------------------|--|



Background

The Impetus for a New Comprehensive Plan

Cornerstone 2020 represents the vision of Louisville and Jefferson County, brought into focus by hundreds of citizens whose labor over seven years has produced a plan for a more livable, attractive, mobile, efficient and environmentally sensitive community. Although we expect to grow by some 60,000 inhabitants during the next twenty years, our changing demographics and our healthy economy indicate that transformations will occur during the next two decades which numbers alone will not reflect. Cornerstone 2020 is primarily about how to plan for these transformations with the goal of enhancing the quality of life in our community.

These seven years of dialogue have pointed us toward a new approach to planning for Louisville and Jefferson County. We aim to learn from the mistakes of the past, to think and plan more systemically with more attention to pattern and design.

The Development of the Cornerstone 2020 Comprehensive Plan

Work on the Cornerstone 2020 Comprehensive Plan began in July, 1993 when 200 citizens from diverse backgrounds came together for three days to discuss our strengths and weaknesses and to develop a shared vision of what Louisville and Jefferson County should be in the year 2020. Then in the fall of 1993 approximately 600 persons, working in twenty-five focus groups, sharpened the vision developed during this initial session. Their work led to the formation of four committees with approximately 50 members each, who worked on Mobility, Community Form, Livability, and Marketplace. The numerous and complex opportunities, challenges and problems identified by these Committees as proper subjects for planning have made Cornerstone 2020 the most ambitious and far reaching study of our community to date.

To address these identified challenges and opportunities, thirty projects were chosen for study to begin the work toward a new Comprehensive Plan and a series of ancillary plans which complement the new Comprehensive Plan. Community residents volunteered thousands of hours to produce plans for the Ohio River Corridor, the Jefferson Memorial Forest, the Portland Wharf, parkways, open spaces, recreation, flood control, water quality, bicycle and pedestrian paths, the connections between people, jobs and housing and other specific areas of community life.

The one recurring theme throughout the visioning and committee processes was a focus on the creation of community - how to plan to bring people together in livable communities, each with a distinct sense of place. This abiding concern with community and a sense of place gave rise to the recognition of community forms and to the form district concept as a new paradigm for planning. The Form District Concept is more completely described in the Preamble.

Cornerstone 2020 Statutory Requirements

The project studies, many of which stand on their own as important planning documents, also constitute the initial statutorily required supporting documents for the new Comprehensive Plan. Kentucky Revised Statutes, Chapter 100 authorizes local governments to regulate the use and development of land only after the adoption of a Comprehensive Plan which establishes the goals and public policies



which define the governmental interest in such regulations.

KRS 100 provides for a method of development of the Comprehensive Plan. This methodology prescribes that the Plan should be based upon research and analysis of the community including:

1. The general distribution of past and present population and a forecast of the extent and character of future population;
2. An economic survey and analysis of the major existing public and private business activities, and a forecast of future economic levels, including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through the encouragement of economic development, and;
3. The nature, extent, adequacy and the needs of the community for the existing land and building use, transportation, and community facilities in terms of their general location, character and extent.

Table 1 of the Appendix lists the supporting documents, prepared as part of the Cornerstone 2020 Plan development process, that satisfy the KRS 100 research and analysis requirements. All supporting documents are available in the office of Planning and Development Services.

In addition to the required research component, KRS 100 requires a Comprehensive Plan to include a Statement of Goals and Objectives and at least three Plan Elements, a Community Facilities Plan Element, a Transportation Element and a Land Use Element. Table 2 of the Appendix lists the KRS 100 requirements for comprehensive plans and those requirements are met by Cornerstone 2020. The statute contemplates that the legislative bodies adopt their Statements of Goals and Objectives first, and that the community, through its Planning Commission, then develop the Plan Elements in light of the Statement of Goals and Objectives. This statutory scheme was followed carefully in the Cornerstone 2020 process. After the completion of the research and analytical work, the Planning Commission during 1996 drafted and submitted to Jefferson County and the cities in Jefferson County with zoning authority a Statement of Goals and Objectives for the new Comprehensive Plan. The thirteen legislative bodies in Jefferson County then studied and adopted the Goals and Objectives during 1997. The Goals and Objectives were then adopted by the Planning Commission on February 19, 1998.

Plan Elements

The final phase of the adoption of a new Comprehensive Plan is the publication and adoption of the Plan Elements. These have been developed and drafted to implement the Goals and Objectives, and are also the product of an extensive public process. After a review of the original staff draft by a fifty member Initial Review Advisory Committee appointed by County Judge/Executive David L. Armstrong in August, 1998, a smaller committee appointed by Planning Commission Chair Jack Dulworth, consisting of representatives of local government, developers, neighborhood interests, and environmentalists, assisted by Planning Commission staff, produced the draft Plan Elements. This document was considered at a Planning Commission public hearing on September 30, 1999. The Commission accepted a revised version of the Plan Elements and forwarded it to the legislative bodies for review and adoption. All thirteen legislative bodies with zoning powers adopted the Plan Elements. The Planning Commission officially adopted the Plan Elements on June 15, 2000. Cornerstone 2020 is in effect as the comprehensive plan for all of Jefferson County as of June 16, 2000.



The Cornerstone 2020 Comprehensive Plan contains the three statutorily required Plan Elements, namely Community Form/Land Use (Guidelines 1-5), Mobility/Transportation (Guidelines 7-9), and Community Facilities (Guidelines 14 and 15), and two additional Plan Elements, Marketplace (Guideline 6) and Livability/Environment (Guidelines 10-13). The fifteen Guidelines in the Plan Elements are to be used for the assessment of proposed amendments to the Zoning District Map, Land Development Code text and the Community Form Core Graphic. The Guidelines are to be regarded as fundamental planning statements and are intended to be read and applied in an interrelated manner and in conjunction with the Goals and Objectives to determine whether a proposed land use change is in agreement with the Comprehensive Plan.

Table 3 of the Appendix lists the 15 Guidelines and the appropriate Cornerstone 2020 Goals and Objectives that support them.





Preamble

The Comprehensive Plan

This is the new Cornerstone 2020 Comprehensive Plan for the Jefferson County, Kentucky planning unit, including the cities of Louisville, Shively, St Matthews, Jeffersontown, St. Regis Park, Hurstbourne, Lyndon, Prospect, Middletown, Anchorage, Graymoor-Devondale, Douglass Hills and the fifth and sixth class cities of Jefferson County together with the unincorporated areas of Jefferson County who are collectively represented with respect to land issues by the Jefferson County Fiscal Court. For the sake of brevity the term “Cornerstone 2020” will be used to refer to this plan. It is the officially adopted guide for actions and decisions on the use of land in Jefferson County.

This preamble is intended to describe the differences between Cornerstone 2020 and the 1979 Comprehensive Plan. It will also state the manner in which Cornerstone 2020 is to relate to the present Development Code and to lead to a new Land Development Code for the jurisdictions within Jefferson County which have zoning and land use management powers.

Who developed Cornerstone 2020?

Cornerstone 2020 was developed by the Louisville and Jefferson County Planning Commission over a period of seven years with extensive research, public participation, study, consultation and debate among the several jurisdictions which are served by the Plan. Kentucky Revised Statutes, Chapter 100 (KRS 100) authorizes creation of a planning commission with various responsibilities and authorities, the most fundamental of which is the drafting of a Comprehensive Plan. KRS 100 permits legislative bodies to adopt land use regulations but only if the community has first adopted a Comprehensive Plan which states the goals and objectives and plan elements in furtherance of which such regulations are necessary and proper.

How does Cornerstone 2020 differ from the 1979 Plan?

Cornerstone 2020 reflects the evolution that has occurred since the adoption of the 1979 Comprehensive Plan in the way that the community and the Planning Commission consider and review development proposals. Design compatibility in the context of preferred forms and patterns of development and the potential impacts of development on transportation systems and environmental resources have become increasingly important considerations during these past two decades. Cornerstone 2020 discussions among Planning Commissioners, elected officials, the development community and neighborhood and environmental activists during the past seven years have contributed to and hastened the pace of this change in the way this community has come to think about planning and development issues and has come to interpret the 1979 Plan. Some of the planning considerations which receive greater emphasis in Cornerstone 2020 are: (1) assuring appropriate design of proposed building(s) in the context of the pattern of surrounding development; (2) the compatibility of the proposed development with the community’s environmental goals; (3) assuring appropriate multi-modal means of access to the proposed development and proper assessment of the proposal for any adverse impact on the proper functioning of streets; and (4) providing for the re-development of deteriorating and neglected neighborhoods. Important planning principles of the 1979 Comprehensive Plan remain in the Cornerstone 2020 Plan, but in some cases may be applied in a somewhat different manner. For example, Cornerstone 2020, like the 1979 Plan, is concerned with protecting residential neighbor-



hoods from the adverse effects of nearby development. However, Cornerstone 2020 broadens the means by which such protection may be afforded, by encouraging greater emphasis on quality design. Functional, attractive and internally consistent patterns of development are considered, in addition to separation and buffering, as potential means to afford protection. Cornerstone 2020 recognizes that planning which is focused exclusively on the separation of uses often discourages creative forms of development. The changes envisioned by Cornerstone 2020 will be more open to developments which offer a creative mix of different uses compatibly designed in compact centers. Cornerstone 2020 envisions a two tiered approach to making the more sophisticated land development decisions.

What is the “Two Tiered Approach” in Cornerstone 2020?

Cornerstone 2020 presumes that the jurisdictions within the Jefferson County planning unit will continue to use existing zoning district designations as appropriate. Zoning districts are authorized pursuant to KRS 100.201 and KRS 100.203. Permitted and conditional uses and density/intensity standards will continue to be attached to zoning districts. In addition, in the interim between the adoption of Cornerstone 2020 and the enactment of a new Land Development Code, all other current zoning district regulations, such as those relating to minimum lot size and yard setback requirements and building height, shall continue to apply and to be attached to the zoning districts. Plan certain review will apply during this interim period to zoning district map amendments other than area-wide re-zonings.

Cornerstone 2020 contemplates the adoption of a second tier of districts, in addition to the zoning “use” districts, which are to be known as form districts. Form districts will be used in conjunction with zoning “use” districts, and are also authorized by KRS 100.201 and KRS 100.203. Form districts will each contain a set of regulations which may pertain to such matters as mass, scale, height, compatibility of structure design, orientation and building material, lot size and yard setback requirements, the compatibility of the proposed use or uses, and the pattern and rhythm of development in the context of existing and emerging development in the area. Upon the adoption of a new Land Development Code which includes these form districts, the regulations in the zoning districts pertaining to minimum lot size, yard requirements, and building heights will cease to apply because these regulations will be contained in the form districts. Thereafter plan certain review will be used on all development proposals that require either zoning district or form district map amendments.

Because form district regulations will address issues different than the issues addressed by zoning districts, the two sets of regulations will not conflict with one another. Form district boundaries will be independent of and may be different from zoning district boundaries. The complete set of regulations applicable to a specified land parcel will be determined by locating the subject land parcel on a map or maps depicting the form district and zoning district boundaries and by applying the applicable form district and zoning district regulations contained in the Land Development Code.

The process to amend the Form District Map will be the same as that for amending the zoning district map. A proposed amendment of a form district boundary and of a zoning district may be considered at the same hearing.

What is the basic idea behind Form Districts in Cornerstone 2020?

Form districts are proposed in Cornerstone 2020 as tools to be adopted by the legislative bodies principally to deal with compatibility issues. The operating principle is that disparate uses may be compatible if the uses are designed to be compatible with nearby uses and if they are arranged in a pattern that



is recognized by the applicable form district. The legislative bodies will first identify the Community Forms or patterns of development and use Community Forms as an integral part of the planning process. Community Forms are functional, distinct, internally consistent land development patterns, which are specifically characterized and described in Cornerstone 2020. The Plan recognizes and names eleven such Community Forms. It anticipates that the legislative bodies within the Planning Unit will use these eleven Community Forms and any forms which may subsequently be enacted as planning tools in two ways.

First, Cornerstone 2020 contemplates using the description and characterization of Community Forms as planning tools to be applied by land use decision makers in the zoning map amendment process in the same manner as the principles and guidelines of the 1979 Comprehensive Plan have been used. To do this the decision making body will first determine the Community Form that applies to the proposed development using the Community Form Core Graphic to guide its determination. It will then ask, using the Goals, Objectives and Guidelines of Cornerstone 2020, whether the proposed development is compatible with the Community Form in which it would be located. The Community Forms are intended to be used in this way immediately upon the passage of Cornerstone 2020 (and likely before Form District regulations are adopted by the legislative bodies).

Secondly, Cornerstone 2020 anticipates that in the near future the legislative bodies will create Form Districts. Form districts will be geographically mapped by the legislative bodies with distinct boundaries within which one of the development patterns described as a Community Form is evident or is considered to be desirable and practical for the future. Regulations will be defined in the Land Development Code, which will guide development in each Form District consistent with the desired character of the Community Form. Upon the adoption of Cornerstone 2020 it is anticipated that legislative bodies will promptly amend Section 8.1 Plan Certain Review of the current Development Code to require that a statement be filed with all applications for zoning map amendments justifying how or why the proposed development is compatible with the Community Form in which the development is proposed to be located.

How will the Zoning District Tier and the Form District Tier be used in site development decisions?

Form district regulations should include community design standards and site design standards. Community design standards pertain to the relationship of the proposed development to the form and pattern of existing development in the wider community context. This includes, for example, the relationship of the proposed use to nearby land uses and to the hierarchy of roads and rights of way in the community and to its impact on traffic and the relationship of the proposed use and the proposed structure to any nearby physical features, such as nearby parks or open spaces, the Ohio River and its tributaries and streams, or to the Jefferson Memorial Forest.

Site design standards pertain to the proposed development's site and building design in the context of existing nearby development. These will include, for example, an examination of the relationship of the use, mass, scale, height, and orientation of proposed buildings to that of existing nearby buildings. In addition, in defined circumstances, design and building materials may be considered. Other examples of site contextual issues include parking, right of way, traffic, lighting and environmental impacts.



Will the passage of Cornerstone 2020 result in a sudden change in the way we do land use planning in Jefferson County?

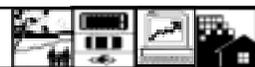
During the interim between the adoption of Cornerstone 2020 and the enactment of a new Land Development Code and Form District Map by the legislative bodies, the existing zoning regulations will continue to apply. However, the passage of Cornerstone 2020 will have an immediate impact on the land development review process because zoning map amendments will be evaluated pursuant to KRS 100.213 in relation to the Planning Commission's and legislative body's evaluation of the degree to which the proposed map amendment agrees with the goals, objectives and policies of Cornerstone 2020. The policies of Cornerstone 2020 provide that the patterns of development described and characterized as the Community Forms will be identified and used in the zoning map amendment process. Thus, a zoning map amendment heard after the passage of Cornerstone 2020 with respect to property not yet located within a form district will nevertheless be evaluated by identifying one or more of the community forms which characterize the pattern and form of development in the vicinity of the proposed development site.

After the adoption of Cornerstone 2020 it is anticipated that the legislative bodies will establish and map form district boundaries and adopt a new Land Development Code in which regulations relating to minimum lot size, yard requirements, and building heights will be removed from the zoning districts. New form district regulations will be adopted which establish the standards to be applied within each Community Form described in Cornerstone 2020. These regulations may include regulations pertaining to lot size, yard setback requirements, mass, scale, height, compatibility of building materials, orientation and design of structures, compatibility of the proposed use or uses and the pattern and rhythm of development in the context of existing and emerging development in the area.



Goals and Objectives





Community Form Strategy



Goals and Objectives

BASIS FOR FORM DISTRICTS, LAND DEVELOPMENT CODE AND SPECIAL DISTRICTS

Goal A1 Form Districts

Identify land use policies which apply to emerging forms or patterns of development; physical features; existing and planned community facilities and transportation systems; and infrastructure, capital investment and economic planning initiatives. Use these policies as a guide for the location, type and design of future land development, transportation and community facilities within Jefferson County.

Objectives

- A1.1** Establish specific planning districts with distinct boundaries, which recognize and encourage distinctive patterns or forms of development and which implement planning policies governing new or infill development. The districts, titled form districts, should include at a minimum: downtown, traditional neighborhoods, neighborhoods, villages, town centers, traditional marketplace corridors, suburban marketplace corridors, regional marketplace centers, traditional workplaces, suburban workplaces, and campuses. The general characteristics of the form districts identified in the Goals and Objectives and such other form districts as may be hereafter established shall be described in the Land Development Code.
- A1.2** Land Use Element policies shall be developed with public participation for each of the form districts listed in Objective A1.1. and shall be made a part of the Comprehensive Plan. These policies together with land development regulations and performance standards to be developed as part of the Land Development Code shall provide the necessary direction to the Planning Commission and the legislative bodies for the assessment of proposed development or redevelopment within form districts. The purpose of these regulations and performance standards is to ensure compatibility of the site, building and community design of new development and redevelopment with nearby existing sites and with the character of a form or special district. This assessment shall be in addition to and shall not supplant existing zoning, subdivision and land use regulations.
- A.1.3** Land Use Element policies and the Land Development Code shall establish procedures for applying form district regulations and performance standards to land development decision making. Such procedures may allow decisions to be made at the staff level in



some instances and may require a public hearing, approval by the Planning Commission, and review by the legislative body with jurisdiction in other instances. These procedures shall not alter the way in which legislative bodies review and approve or reject the recommendations of the Planning Commission with respect to zoning map amendments. The legislative body having jurisdiction shall have the prerogative to review and overturn the decision of the Planning Commission with respect to these required form district compatibility findings.

- A1.4** The Comprehensive Plan shall include proposals for using form districts as a guide for determining the most desirable, appropriate, economic and feasible pattern of public or private development. These proposals should be identified and described as policies within the Land Use, Transportation, Marketplace and Community Facilities Elements of the Comprehensive Plan.
- A1.5** The policies associated with individual form districts shall provide general guidelines for the form, location and level of density or intensity of development that are appropriate for the district. Site, building and community design policies shall address, at a minimum: building setbacks, height and materials; lot size and area dimensions; relationship of uses and buildings to each other and to the street; open space; street design standards, community facilities, and techniques for buffering disparate land uses as well as for buffering between different types of form districts.
- A1.6** The Louisville and Jefferson County Planning Commission shall develop descriptions of the general characteristics of the form districts and a map showing the location and general extent of specific form and special districts. This Comprehensive Plan Form District Map shall be a supporting document for the Land Use Element of the Comprehensive Plan and shall be updated whenever a new form district is established and as often as necessary to serve as an effective guide, but not less than once every five years following adoption of the Comprehensive Plan by the Planning Commission. This Comprehensive Plan Form District Map should be used as a guide for the legislative bodies of the planning unit in the preparation of the Land Development Code Form District Map.

Goal A2 Future Form Areas and Special Districts

Make provisions for the future application of the form district concept in areas where no form district is established at the time of adoption of the Comprehensive Plan. Recognize areas of community importance in Jefferson County, which require special protection not afforded as part of the normal land use decision process.

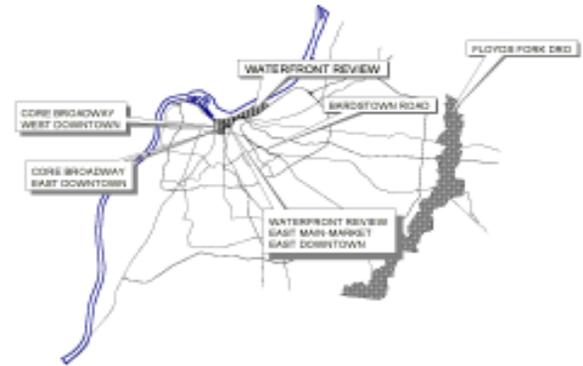
Future Form Area Objectives

- A2.1** Develop policies through a process of public participation in the Land Use Element of the Comprehensive Plan to guide the Planning Commission and legislative bodies of the Planning Unit in making decisions about new development in areas where no distinctive pattern exists. Areas not designated as form districts at the time the Comprehensive Plan and Land Development Code are adopted will be designated as future form areas and illustrated on the map described in A1.6 and A3.2.
- A2.2** Future form area policies shall provide guidelines necessary to determine the suitability of an area for designation as a form district.
- A2.3** Utilize such criteria as redevelopment potential, existing or planned infrastructure, physical conditions and transportation access in developing policies to address zoning map amendment and other development review in future form areas.



Special District Objectives

A2.4 Areas with unique or sensitive historic, architectural or environmental characteristics or special development objectives may merit special protection as special districts. The legislative bodies of the Planning Unit for Jefferson County may, by ordinance following review and recommendation by the Planning Commission, designate these and other areas as appropriate for additional regulations which may be promulgated in the furtherance of the goals and objectives of the Comprehensive Plan. These special districts could include exclusive use districts, historical preservation districts, planned business districts, planned industrial districts, renewal districts, rehabilitation districts, neighborhood improvement districts, environmentally sensitive or conservation districts and planned neighborhood and group housing districts.



A2.5 Special district regulations should be incorporated in the Land Development Code through the ordinance and review process described in A2.4. These districts should also be illustrated on the maps described in A1.5 and A3.2.

A2.6 Incorporate existing overlay districts and respective regulations within the Land Development Code by reference herein. These districts include: The Waterfront Overlay District; the Bardstown Road Overlay District; the Downtown Overlay District, and the Floyds Fork Overlay District.

A2.7 Develop and utilize special district regulations for the following areas: the Ohio River Corridor; the Jefferson Memorial Forest and the area generally to the east of the existing Floyds Fork Development Review Overlay inclusive of the major tributaries. These areas are generally described here, but should be more specifically described as part of the process of developing special district regulations.

Goal A3 Land Development Regulations

Utilize land development regulations associated with form, special, and zoning districts, together with subdivision, environmental performance and other types of standards to encourage greater diversity of land uses while ensuring compatibility of new development and redevelopment with nearby existing sites and with the character of the form or special district.



Objectives

A3.1 Update and modify existing land development regulations, and create additional regulations and zoning districts where necessary, that recognize and encourage the distinctive patterns and forms of development as specified in the Comprehensive Plan.

A3.2 The Land Development Code for Louisville and Jefferson County, as adopted by the Planning Commission and legislative bodies of the Planning Unit, should include a map defining locations for the application of regulations specific to each type of form district or special district. This map will be maintained by the Planning Commission and used in

- conjunction with a map describing the location and extent of the various zoning districts.
- A3.3** The map, which defines the boundaries of form, special and zoning districts, as contained in the adopted Land Development Code, should be adopted and amended in a manner consistent with the provisions of KRS 100 governing the amendment of a zoning map and in accordance with procedures which should be specifically set forth in the Land Development Code. Legislative bodies of the Planning Unit will continue to have final legislative authority for amendments to the form, special and zoning district map(s) respective to their jurisdictions.
- A3.4** Form and special district regulations should address standards necessary to achieve compatible development and redevelopment within the district, including but not limited to site, building and community design. These form-related regulations should encourage certain design, location, configuration and relationship of land uses that will reinforce the form of development and discourage design, location, configuration and relationship of land uses that would detract from the pattern and form of development characteristic of a specific form or special district.
- A3.5** Develop and utilize environmental performance standards as the countywide tool for addressing key natural resource issues site by site, to ensure an adequate level of protection for these resources. Assess indirect and cumulative impacts of proposed land developments.
- A3.6** Permitted and conditional uses and density/intensity standards shall be attached to zoning districts. Parking and sign regulations shall be attached either to zoning districts or form districts, but provisions for waivers of parking requirements should be attached to the form districts, provided that such waiver regulations ensure that new development or redevelopment will not place a burden on street parking that would deprive nearby residents dependent upon street parking with reasonably easy vehicular access to their homes. There should be adequate and appropriate vehicular parking opportunities to accommodate the anticipated parking needs of users of each development; any anticipated reliance of users of the proposed development upon street parking should not interfere with the reasonable and easy vehicular access to their homes of any residents who are dependent upon such street parking.



FORM DISTRICTS

B. Downtown Form District

Goal B1

Support development and redevelopment in the downtown district, establishing it as the heart of the city and the economic center of the region.



Objective

B1.1 Recognize and encourage the unique and diverse characteristics of downtown Louisville.

Goal B2 Community Design

Create a downtown with a compact, walkable core and a lively and active pedestrian environment that fosters and increases the number of people walking on primary downtown sidewalks and ensures a more humane downtown environment.

Objectives

B2.1 Maintain the distinct identities of different downtown areas, recognizing characteristic building forms, heights, and intensities through building designs that respond to their settings and are appropriate to the scale of their surroundings.

B2.2 Achieve the vision, goals and objectives for downtown Louisville as stated in the Downtown Development Plan.

B2.3 Plan clear vehicular movement, parking, and access to transit that encourages a sense of safety and reduces pollution.

B2.4 Reestablish direct connections between downtown and the waterfront and surrounding neighborhoods.

B2.5 Develop linkages among the downtown districts and surrounding neighborhoods that enhance the compact, walkable form of downtown.

B2.6 Use sidewalks and street paving, lighting, furniture, banners, fences, walls, signs and landscaping that will make downtown streets and sidewalks safe and attractive for both cars and pedestrians.

B2.7 Locate and design open spaces to relate strongly to pedestrians and nearby buildings to ensure an active, livable and pleasant downtown environment.

B2.8 Ensure that all development in the downtown is sensitive to natural and cultural resources. Conserve historic resources by sympathetic design in accordance with rehabilitation standards.



- B2.9** Encourage public art and amenities that enrich and enliven people’s experience of downtown, create a sense of pride, and enhance property values.

Goal B3 Land Use

Develop downtown as a unique and active destination with a variety of land uses that attract and accommodate visitors, businesses, shoppers, and residents.

Objectives

- B3.1** Encourage land uses that recognize downtown as the regional center for employment, office space, transportation, medical care, government, culture, and entertainment, developing downtown as a unique and active destination for both visitors and business activity.
- B3.2** Encourage a variety of housing and retail development in downtown districts.

Goal B4 Site Design

Development in downtown should respect the unique character of each downtown zone and should be based on design standards developed for those zones in the Downtown Development Plan.

Objectives

- B4.1** Encourage the highest density and intensity uses in the core area along with development that is compatible with the character of each district identified in the Downtown Development Plan.
- B4.2** Building location, massing, form, compatibility, and pedestrian-related facades should respect the distinct identities of different downtown districts and help make downtown feel inviting and active.
- B4.3** Off-street parking should relate strongly to nearby buildings and should be designed to promote the comfort and safety of pedestrians on the street and sidewalk.

C. Traditional Neighborhood, Neighborhood and Village Form Districts

Goal C1

Support the redevelopment, enhancement and preservation of existing neighborhoods and villages to provide safe and healthy places to live where residents share a sense of place. Encourage new neighborhoods and villages that are culturally and economically diverse and are interwoven with environmental resources and accessible parks and open spaces.

Objectives

- C1.1** Recognize and encourage the unique and diverse characteristics of Louisville and Jefferson County’s neighborhoods, traditional neighborhoods and villages.
- C1.2** In a process of public participation, consider the content of neighborhood plans in developing poli-



cies and regulations to support the enhancement and preservation of existing neighborhoods.

Goal C2 Community Design

Encourage diversity in the types of neighborhoods and villages available to residents while ensuring that all neighborhoods and villages contain the elements needed for a neighborhood that works as a healthy, vibrant, livable place.

Objectives

- C2.1** Utilize performance standards for community design elements of neighborhoods and villages to ensure that development and redevelopment is compatible with the organization and pattern of the district.
- C2.2 Center:** Allow each neighborhood and village to be organized around a multi-purpose center that may contain neighborhood-serving shops and services such as schools, libraries, and churches, and public spaces such as a square, green or important street intersection. Locate the center where it is easily accessible by bicycle, car, transit, or on foot.
- C2.3 Edge:** Develop guidelines or standards that would address issues of development compatibility with adjacent form and special districts. Establish the edges of neighborhood, traditional neighborhood, and village form districts and recognize the importance of these districts in transition zoning adjacent to these districts.
- C2.4 Access and circulation:** Encourage the development of a connected network of streets, walks, and trails within each neighborhood or village, in a pattern consistent with those prescribed for each form district. Ensure that redevelopment maintains or improves the existing street pattern established in the neighborhood or village.
- C2.5 Streetscape:** To strengthen the identity of neighborhoods, traditional neighborhoods and villages and to create a pleasant and safe environment, streetscape elements should include, street trees, landscaping, signage or features consistent with the existing pattern of community design which may or may not include street furniture, sidewalks, and lighting.
- C2.6 Open Space:** Encourage a variety of open spaces (e.g., playgrounds, parks, squares, or greenways) for public gathering places or recreation that are consistent with the pattern of the form district and meeting the needs of residents and have appropriate maintenance plans.
- C2.7 Appropriate housing:** Promote the integration of appropriate housing units in all neighborhood, traditional neighborhood, and village form districts so that no form district can be employed as a means to exclude appropriate housing from residential neighborhoods. Permit and encourage appropriate housing in existing neighborhoods and as part of new subdivision development.



Goal C3 Land Use

Protect existing residential neighborhoods from adverse impacts of proposed development and land



use changes. Encourage neighborhoods, traditional neighborhoods and villages that accommodate people of different ages and incomes. A variety of land uses should be encouraged which serve residents' daily needs and are compatible with the scale and character of the neighborhood.

Objectives

C3.1 Neighborhood districts: Neighborhood districts are generally characterized by a range of low to medium density residential uses. Higher densities may be permitted when open space, appropriate housing or economic development goals are met. Allow a variety of housing types, such as detached homes, duplexes, townhouses, patio homes and apartments, to provide housing choice for people of differing ages and incomes. The land use objectives governing Neighborhood districts shall include:



- a. Existing developed neighborhood form districts generally should be maintained in their current forms.
- b. Non-residential redevelopment in the neighborhood form district should be allowed only at appropriate locations such as neighborhood centers.
- c. A change in use from single family to multi-family or office generally should be permitted only at the interface between a commercial node and residential uses and when the orientation, design, scale and location of the proposed development are compatible with surrounding uses or when policies governing appropriate housing are met. Among the factors to be considered in the determination of compatibility are the appropriateness of the proposed design to the area in which it is to be located, spacing and buffering from adjacent uses, especially uses of lower density and intensity, proximity to collector streets or mass transit and provisions for parking. Appropriate locations for larger scale multi-family developments include land adjacent to parks and open space and land near the downtown or major regional marketplace centers.
- d. Permit carriage houses or other ancillary dwellings when the development meets compatibility standards for scale, design and location

C3.2 Traditional Neighborhood Districts: Traditional neighborhood districts are generally characterized by a range of residential densities and a variety of housing types, street patterns which include alley ways, on-street parking, occasional office uses on predominantly residential blocks, and proximity to parks and open spaces and to marketplace corridors or to the downtown. The objectives governing traditional neighborhoods shall



include:

- a. Proposed residential, office and neighborhood commercial developments in aging neighborhoods with distressed and vacant housing should be encouraged. However, more intense commercial development and industrial development which is incompatible with the traditional neighborhood form should be discouraged even in distressed traditional neighborhoods in order to maintain the integrity of the form district.
 - b. A change in permitted use from single family to multi-family or office generally should be encouraged only at the interface between commercial nodes and residential uses and when the orientation, design, scale and location of the proposed development are compatible with surrounding uses or when policies governing appropriate housing are met. Among the factors to be considered in the determination of compatibility are the appropriateness of the proposed design to the area in which it is to be located, spacing and buffering from adjacent uses, especially uses of lower density and intensity, proximity to collector streets or mass transit and provisions for parking. Appropriate locations for larger scale multi-family developments include land adjacent to parks and open space and land near the downtown or major regional marketplace centers or transportation hubs for mass transit facilities.
 - c. The construction of new neighborhoods using the street pattern of traditional neighborhoods should be encouraged.
 - d. Permit carriage houses or other ancillary dwellings when the development meets compatibility standards for scale, design and location.
- C3.3 Village districts:** Village districts shall generally be characterized by low-density residential development with higher densities in the village center. The village center shall also include community facilities and commercial and office uses consistent with site and community design standards. Village districts should, if consistent with the existing development pattern, allow a variety of housing types, such as detached homes, duplexes, townhouses, patio homes and apartments, to provide housing choices for people of differing ages and incomes and should encourage the integration of appropriate housing.
- C3.4** Allow the integration of shops, services, offices, schools, libraries and churches that serve the neighborhood by locating such uses in neighborhood and village centers.
- C3.5** Ensure that the location, scale, and intensity of public utilities or services within neighborhoods, traditional neighborhoods and villages are compatible with the character of that neighborhood or village.
- C3.6** Allow agricultural uses within the neighborhood, traditional neighborhood, and village form districts in keeping with the character and development pattern of each.
- C3.7** Discourage new heavy commercial and heavy industrial uses in neighborhoods, traditional neighborhoods, and villages. Allow compatible neighborhood commercial, office, and manufacturing uses in neighborhoods, traditional neighborhoods and villages if consistent with the existing development pattern.

Goal C4 Site Design

Preserve and enhance the character and integrity of neighborhoods and villages through compatible site and building design of proposed development and land use changes.

Objectives

- C4.1** Utilize performance standards for site design elements of neighborhoods and villages to



ensure that development and redevelopment is compatible with the organization and pattern of the neighborhood, traditional neighborhood, or village form district.

- C4.2 Intensity:** Design non-residential development in neighborhood and village centers at a scale and intensity that is compatible with the character of the district.
- C4.3 Building Height:** Establish a range of recommended building heights and sizes in neighborhoods, traditional neighborhoods and villages to ensure compatibility with surrounding buildings. Encourage new infill development to be of similar scale and height as existing development.
- C4.4 Setbacks and Lot Dimensions:** Establish a range of setbacks and lot dimensions to ensure compatibility with surrounding buildings while allowing for flexibility and creativity. Encourage new infill development to be of similar setback and orientation as the existing pattern of development.
- C4.5 Building Design:** Ensure that new buildings and structures are compatible with the streetscape and character of the neighborhood, traditional neighborhood or village.
- C4.6 Buffers and Compatibility:** Ensure compatibility of new developments with the existing blockface and with abutting uses by high quality design and compatibility of building types. When these measures afford insufficient protection for abutting uses, provide buffering, screening or other techniques to mitigate any nuisance which may reasonably be foreseen from the proposed development.
- C4.7 Parking and Transit Access:** Ensure that parking and transit access for uses such as shops, services, libraries, schools and churches is adequate and convenient, does not negatively impact the pedestrian environment, and is located and designed to ensure compatibility with the neighborhood or village.



D. Town Center Form District

Goal D1

Support the development, redevelopment, and enhancement of town centers that provide a full range of shops and services to residents of nearby neighborhoods, nurture civic life, and foster a strong sense of community.

Objective

D1.1 Encourage the unique and diverse characteristics of community-serving town centers within Louisville and Jefferson County.

Goal D2 Community Design

Encourage town centers that serve multiple neighborhoods and provide places to work and shop in close proximity allowing many people to conveniently walk, bicycle or ride transit. Encourage town centers to have a defined center such as a plaza or square about which development or redevelopment occurs in a centralized rather than a linear pattern.



Objectives

- D2.1** Utilize performance standards for community design elements of town centers to ensure that development and redevelopment is compatible with the organization and pattern of the district. Design elements should include, at a minimum, open space (public and private), street pattern, civic space and edge.
- D2.2 Edge:** Ensure that development at the town center edge is compatible with adjacent form and special districts.
- D2.3 Access and Circulation:** Encourage a hierarchy of connected streets, sidewalks, and greenways that link places to live, work, and shop and accommodate pedestrian, transit, automobile, and bicycle access throughout the town center. Ensure adequate connections to adjacent form districts to support the community-serving nature of commercial uses in the town center.
- D2.4 Streetscape:** To strengthen the sense of community in town centers, streetscape elements should include sidewalks, street trees, signage, and public buildings.
- D2.5 Open Space:** Encourage a variety of open spaces with appropriate maintenance provisions (e.g. playgrounds, parks, plazas, squares or greenways) for public gathering and recreation that are consistent with the pattern of the form district, meet the needs of residents and serve as a focal point for development.

Goal D3 Land Use

Encourage community-serving retail and employment centers that contain a balanced mix of places to live, work and shop.

Objectives

- D3.1** Encourage a mix of medium to high intensity land uses, including retail, office, service, institutional, restaurant, and entertainment uses, that serve the needs of residents in the town center and residents of adjacent neighborhoods and that are compatible in scale and design.
- D3.2** Allow medium to high density residential uses within the town center to provide a large population within walking distance of services and transit in the town center. Encourage a variety of housing types with a wide range of costs.
- D3.3** Allow public service/utility and industrial uses to locate in the town center, provided they meet all community and site design standards.

Goal D4 Site Design

Guide the development and appearance of town centers to function as medium to high density and intensity mixed use areas, highly accessible to all modes of transportation

Objectives

- D4.1 Density/Intensity:** Encourage medium to high density or intensity residential, commercial, civic, and related uses that support the function of town centers and are compatible with the historic, established or planned character of the area.
- D4.2 Site and Building Characteristics:** Utilize performance standards and design guidelines for such characteristics as scale, building height, setbacks, lot dimensions, parking and building design to establish a specific character for town centers, to ensure compatibility of new development, and to encourage a pedestrian friendly appearance.
- D4.3 Buffers and Compatibility:** Ensure compatibility of new developments with the exist-



ing blockface and with abutting uses by high quality site design and compatibility of building types. When these measures afford insufficient protection for abutting uses, provide for buffering, screening, or other techniques to mitigate any nuisance which reasonably may be foreseen from the proposed new development.

- D4.4 Parking:** Ensure that parking is adequate and convenient for motorists but does not negatively impact the pedestrian environment.

E. Regional Marketplace Center

Goal E1

Regional marketplace centers are centralized shopping districts designed to meet the consumer needs of the region. They should have discernible centers, definite boundaries and adequate internal vehicular and pedestrian transportation systems. Support the development, redevelopment, and enhancement of regional marketplace centers as region-serving mixed-use activity centers with a strong identity.

Objective

- E1.1** Recognize the important role of regional marketplace centers as major shopping and employment centers.

Goal E2 Community Design

Encourage the development of compact regional marketplace centers with a strong sense of identity. Discourage a linear pattern of abutting but separately accessed lots.

Objectives

- E2.1** Create performance standards for community design elements of regional marketplace centers that encourage high intensity, compact development within the core of the regional marketplace center with lower intensity development at the perimeter to provide a spatial transition to adjacent neighborhood districts.
- E2.2 Edge Conditions:** Ensure that development at the perimeter of the regional marketplace center is compatible with adjacent districts.
- E2.3 Access and Circulation:** Because of their region-serving nature, regional marketplace centers should have a high level of transit, automobile, pedestrian, and bicycle access. New regional marketplace centers should be located near an expressway or arterial interchange to provide access to people from a wide area, and should have an internal network of connecting streets to disperse traffic and connect shopping, offices, and residences.
- E2.4 Streetscape:** Encourage the use of sidewalks, street trees, landscaping, street furniture, signage, and gateways to strengthen the identity of the regional marketplace center and create a pleasant and safe environment for all users.
- E2.5 Community Open Space:** Encourage community open space that is appropriate to the high intensity, urban character of the regional marketplace center. Examples include plazas, bicycle and pedestrian paths, buffer parks near residential development, landscaped areas, and playgrounds.

Goal E3 Land Use

Allow region-serving marketplace centers that contain a wide variety of high intensity land uses



within a focused area.

Objectives

- E3.1** Encourage a variety of medium and high intensity commercial uses that serve a regional market, including retail, office, hotel, restaurants, entertainment, and medical/hospital uses. Also include commercial uses that serve residential and office uses.
- E3.2** Encourage the integration of residential uses with commercial and office uses to help minimize the number and length of automobile trips. Include a wide variety of medium and high-density housing types, including single family, duplexes, townhouses, and apartments.
- E3.3** Allow institutional uses, such as schools, churches, and government offices, to locate in regional marketplace center districts.
- E3.4** Encourage public service/utility uses in regional marketplace centers, but ensure that they locate away from residential uses. Ensure that the location, scale and intensity of public utilities or services are compatible with the high intensity, mixed-use district.

Goal E4 Site Design

Facilitate and require high quality design to achieve compatibility, shared uses, and linkages to other uses within the regional marketplace center and at the fringe areas of the marketplace center district.

Objectives

- E4.1 Density/Intensity:** Encourage high density or intensity residential, commercial, civic, and related uses with lower intensity or density uses in the fringe areas of the marketplace center district for transition to adjacent form and special districts.
- E4.2 Site and Building Characteristics:** Utilize performance standards and design guidelines for such characteristics as scale, building height, setbacks, lot dimensions, parking and building design to establish a specific character for regional marketplace centers and to ensure that development and redevelopment is compatible with the organization and pattern of the district.
- E4.3 Buffers and Compatibility:** In order to create a compact center, strive to reduce or eliminate the need for landscape buffers through compatibility of building and site design. Utilize buffer, landscape, lighting, noise and similar performance standards and guidelines to ensure compatibility between uses of substantially different intensity or density of development.
- E4.4 Parking:** Develop standards for parking that reflect the use of all modes of transportation.

F. Traditional and Suburban Marketplace Corridor Form Districts

Goal F1

Recognize the important role of marketplace corridors in meeting the shopping needs of the community. Distinguish marketplace corridors as traditional or suburban in form, recognizing that each contains unique development characteristics.

Objective

- F1.1** Recognize and strengthen the distinctive characteristics of Louisville and Jefferson County's



marketplace corridors.

Goal F2 Community Design

Encourage marketplace corridors that have definite beginning and ending points. Promote development within marketplace corridors which reinforces the corridor's function and identity, encourages alternative modes of travel, ensures compatibility with adjacent neighborhoods, and affords adequate and appropriate vehicular parking opportunities along the corridor to minimize spillover on adjacent residential streets.



Objectives

- F2.1** Promote development along marketplace corridors in an organized, linear fashion which is compatible with adjacent neighborhoods and improves opportunities for alternative modes of travel.
- F2.2** Define the beginning and ending points of marketplace corridors. Consider extending marketplace corridors only when site and community design standards prepared specifically for corridor expansion are met. These should include provisions for improving vehicular, pedestrian, and transit circulation.
- F2.3 Access and Circulation:** Encourage the development of corridors which offer a variety of transportation choices for users. Emphasize intermodal connections at marketplace corridor nodes.
- F2.4 Streetscape:** Enhance the streetscape along marketplace corridors to strengthen the sense of place and invite a variety of users, recognizing the differences between traditional and suburban marketplace corridors.
- F2.5 Community Open Space:** Consider providing community open space along marketplace corridors which will enhance the identity of the corridor and attract users.

Goal F3 Land Use

Create vibrant marketplace corridors which contain a mixture of uses and have a strong sense of identity.

Objectives

- F3.1** Utilize appropriate land use standards which encourage a mixture of uses and distinguish uses that are appropriate for location at nodes or within the balance of the corridor.
- F3.2** Encourage higher intensity at nodes and medium intensity between nodes along marketplace corridors in order to promote a variety of uses.

Goal F4 Site Design

Guide the development and appearance of marketplace corridors by promoting high quality design of individual sites and developing standards for compatibility and linkages to other uses.

Objectives

- F4.1 Density/Intensity:** Encourage higher density or intensity development to locate at the corridor nodes and medium density or intensity development to locate between nodes. These uses should support the function of the marketplace corridor and be compatible

- with the established or planned character of the area.
- F4.2 Site and Building Characteristics:** Utilize performance standards and design guidelines for such characteristics as scale, building height, setbacks, lot dimensions, parking and building design to establish a specific character for marketplace corridors and to ensure that development and redevelopment is compatible with the organization and pattern of the district.
 - F4.3 Setbacks and Lot Dimensions:** Encourage buildings in traditional marketplace corridors to have small setbacks to enhance streetlife. Allow deeper setbacks in suburban marketplace corridors to provide for parking and access.
 - F4.4 Buffers and Compatibility:** Utilize buffer, landscape, lighting and noise and similar performance standards and guidelines to ensure compatibility between uses and buildings within marketplace corridors.
 - F4.5 Parking:** Ensure that parking facilities are adequate and convenient for motorists but do not adversely impact pedestrian use and the aesthetic quality of the corridor.

G. Traditional and Suburban Workplace Form Districts

Goal G1

Recognize by separate form district designation the suburban workplace from the traditional workplace. Support the redevelopment and enhancement of existing traditional and suburban workplaces to ensure full use of existing industrial areas and take advantage of existing infrastructure. Create new workplaces to ensure adequate land for future industrial and corporate operations.

Objective

- G1.1** Recognize and encourage the important role of workplaces within Louisville and Jefferson County.

Goal G2 Community Design

Ensure that workplace districts have appropriate levels of access for employees and products, aesthetic character consistent with the type of district, and a development pattern that considers safety and crime prevention.

Objectives

- G2.1** Utilize performance standards for community design elements of workplaces to ensure that development and redevelopment is compatible with the organization and pattern of the district. In suburban workplaces, allow adequate flexibility to accommodate large parcels with a single user or clusters of uses in a master planned development. In traditional workplaces, develop a vision and master plan to guide redevelopment and reuse in each district. Incorporate design techniques that promote safety and reduce crime in all workplaces.
- G2.2 Edge Conditions:** Ensure that development at the perimeter of the workplace district is compatible with adjacent districts.
- G2.3 Access and Circulation:** Because they attract employees from throughout the region, workplace districts should accommodate a high level of access for all appropriate modes of transportation. To accommodate the shipment of materials by truck, rail, and water, workplace districts should be linked to regional transportation networks.



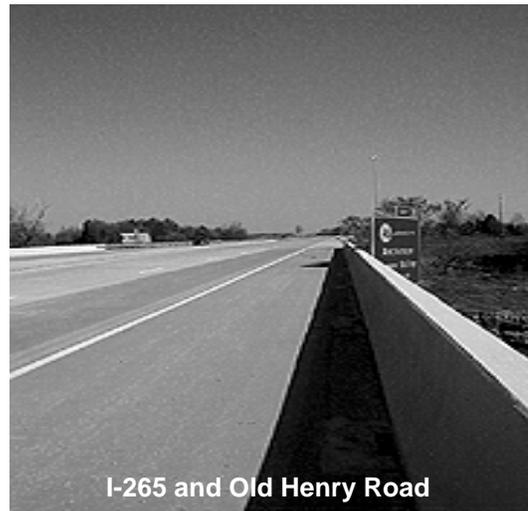
- G2.4 Streetscape:** Encourage the provision of common elements, such as street trees, signage, street furniture, sidewalks and lighting, consistent with the character of the workplace district.
- G2.5 Open Space:** Encourage the provision of open space within the pattern and context of planned industrial and employment centers.

Goal G3 Land Use

Establish new workplace districts that support a full range of industrial, employment, and business uses and enhance existing workplace districts by encouraging adaptive reuse and reinvestment.

Objectives

- G3.1** Encourage industrial uses (such as manufacturing, warehousing, and distribution), offices, and public service/utilities to locate in workplace districts.
- G3.2** Allow heavy industrial uses, which have a potential to create greater nuisance to adjacent properties due to noise, odor, or other impacts, to locate within workplaces only if such uses are sufficiently buffered from abutting uses so that the reasonable enjoyment of such uses is not disturbed and only if the heavy industrial use has access to the regional transportation system without creating truck routes in residential areas.
- G3.3** Within workplace districts, provide for commercial uses and services that serve workers and residents of adjacent districts.



Goal G4 Site Design

Guide the development and appearance of workplaces by promoting quality design of individual sites consistent with the character and function of the workplace district, and encouraging innovation and flexibility in site design.

Objectives

- G4.1 Intensity:** Encourage development and redevelopment within workplaces at a scale and intensity that is compatible with the character of the district and at the fringe of the district with nearby uses in other less intense districts.
- G4.2 Site and Building Characteristics:** Utilize performance standards and design guidelines for such characteristics as building height, setbacks, lot dimensions, parking and building design to establish a specific character for workplaces and to ensure compatibility of new development.
- G4.3 Buffers and Compatibility:** Utilize buffer, landscape, lighting and noise and similar performance standards and guidelines to ensure compatibility between uses and buildings within workplaces.
- G4.4 Parking:** Ensure that each site within the traditional and suburban workplace form district provides for the appropriate location, linkages, quality, and quantity of off-street and on-street parking and loading facilities.

H. Campus Form District

Goal H1

Support and enhance the campus as a self-contained pattern of development that serves the daily needs of workers, students and residents.

Objective

H1.1 Recognize and encourage the special characteristics of Louisville and Jefferson County's campus districts.

Goal H2 Community Design

Guide the form and pattern of development in campus districts to support the specialized functions of each; provide a mixture of uses to serve workers, students and residents; integrate with surrounding districts; and reinforce the open space pattern of the district.

Objectives

H2.1 Organization and Pattern: Create community design performance standards for campus districts that: emphasize their distinct features and regional importance; ensure compatibility with neighbors; and ensure that development and redevelopment is consistent with the organization and pattern of the district. Elements shall include open space (public and private), street pattern, center, and edge.

H2.2 Center: Organize each campus around a multi-purpose center that contains a mixture of shops and services to serve the daily needs of workers, students, and residents. Public spaces such as a square or green are also encouraged in the campus center. Locate the center where it is easily accessible by bicycle, car, transit, or on foot.

H2.3 Edge Conditions: Ensure that development at the edge of the campus is compatible with adjacent districts.

H2.4 Access: Provide well connected streets that: relate to the function of the major roadway network in surrounding districts; respond to the function and orientation of structures within the district; and encourage bicycle, pedestrian and transit travel.

H2.5 Streetscape: Encourage street design that includes sidewalks, street trees, landscaping, street furniture, gateways and entryways, transit shelters, unified signage and lighting to strengthen the identity of the district.

H2.6 Open Space: Provide a variety of open spaces (e.g., parks, squares or greenways) within the campus district. Include central locations for public gathering places or recreation.

Goal H3 Land Use

Create campus districts with a variety of land uses that serve the daily needs of residents, students, and workers.

Objectives

H3.1 Encourage medium to high-density residential uses within campus form districts to provide housing for workers, students, and others.

H3.2 Encourage shops, services, offices, and institutional uses that serve residents, students and workers.

H3.3 Ensure that the location, scale and intensity of public utilities or services within campuses are compatible with the character of the district and adjacent properties.



H3.4 Discourage new heavy commercial and industrial uses in campus districts.

H3.5 Encourage fraternity and sorority houses and other student housing to be located on the campus.

Goal H4 Site Design

Guide the development and appearance of the campus district through compatible site and building design.

Objectives

H4.1 Density/Intensity: Allow a range of densities and intensities that encourage development and redevelopment that is compatible with the organization and pattern of the district.

H4.2 Site and Building Characteristics: Utilize performance standards and design guidelines for such characteristics as scale, building height, setbacks, lot dimensions, parking and building design to establish a specific character for campus districts.

H4.3 Buffers and Compatibility: Utilize buffer, landscape, lighting and noise and similar performance standards and guidelines to ensure compatibility between uses and buildings within campus districts and with adjacent form and special districts.

H4.4 Parking: Ensure that parking facilities are adequate and convenient for motorists but do not negatively impact the pedestrian environment.



SPECIAL PLANNING AREAS

I. Future Form Areas

Goal I1

Recognize that certain areas of the County exist where the pattern of development has not yet been established. Provide a process that is responsive to planning principles and market forces for establishing a future development pattern in these areas.

Objectives

- I1.1 Identify and evaluate undeveloped land or lands with redevelopment potential to determine options for appropriate land uses and future development patterns.
- I1.2 Consider existing or planned infrastructure, physical constraints, and access in weighing the suitability of a development within a future form area.
- I1.3 Assign a form district designation to future form areas when sufficient development has occurred to set the emerging pattern.
- I1.4 Encourage a compact pattern of development in future form areas until such time that a form district designation can be determined.
- I1.5 Encourage compact development with higher densities in close proximity to existing communities and infrastructure.

J. Special Districts

Goal J1

Recognize the community-wide importance of Louisville and Jefferson County's distinctive natural, cultural, architectural, historic, or visual resources and their role in shaping the pattern and character of development. Utilize special districts to establish standards for development within these areas.

Objectives

- J1.1 Recognize the community-wide importance of the resources contained in the area surrounding the Floyds Fork and its major tributaries. Delineate the boundaries for this special district.
- J1.2 Recognize the community-wide importance of the resources contained within the Ohio River Corridor. Delineate the boundaries of this special district.
- J1.3 Recognize the community-wide importance of the resources contained within and immediately surrounding the Jefferson County Memorial Forest. Delineate the boundaries for this special district.
- J1.4 Recognize the importance of the opportunities for development in (i) areas of the community that are characterized by aging housing stock in need of rehabilitation, (ii) areas suitable for residential development and redevelopment, and (iii) areas formerly used for industrial, commercial, and commercial/neighborhood purposes, but which are currently underutilized by designation of such areas as Neighborhood Improvement Districts. Such Neighborhood Improvement Districts should receive a high priority for neighborhood



plans, focusing on methods to encourage investment in the neighborhood. Neighborhood Improvement Districts should allow a wide range of residential densities and housing types to promote housing choice for persons of diverse income and age, and should promote affordable housing at appropriate locations. Infill development should be encouraged pursuant to neighborhood plans and a mix of single and multi-family uses should be encouraged in close proximity to neighborhood centers. Neighborhood Improvement Districts should encourage compatible workplace development that employs neighborhood residents. All development should feature high quality design, appropriate buffering and adequate provision for parking.

- J1.5** Define and locate, through a public process that establishes community-wide importance, any other special districts within Jefferson County.

Goal J2 Community Design

Guide the pattern and character of development within special districts in context with the cultural, architectural, historic, natural or visual resources present.

Objectives

- J2.1** Create performance standards for special districts to ensure compatibility of development and redevelopment. Standards should include, but not be limited to, those that address use, compatibility, edge or transition, circulation pattern and design, and open space need.
- J2.2** Allow for development patterns that are most suited to protecting the cultural, architectural, historic, natural or visual resources of the area.
- J2.3** Develop and implement non-regulatory programs and mechanisms to protect views, scenic resources, and visual quality of life.

Goal J3 Land Use

Provide a framework for land use decisions that protect or preserve the character and integrity of identified special districts and minimize adverse impacts to them.

Objectives

- J3.1** Ensure that the location, scale, mix and intensity of land uses within each special district are compatible with the character of the area.
- J3.2** Ensure that the location, scale and intensity of public utilities or services within each special district are compatible with the character of the area.

Goal J4 Site Design

Ensure development that is sensitive to on-site and surrounding features.

Objectives

- J4.1** Develop and utilize design performance standards to ensure that site design elements for development and redevelopment are compatible with the organization and pattern of the area. Design performance standards shall include but not be limited to guidelines relating to intensity, scale, character, organization, placement, and compatibility of buildings, parking, and other site elements.
- J4.2** **Buffers and Compatibility:** Provide buffering, screening or other techniques to mitigate the impacts which may reasonably be foreseen when incompatible developments unavoidably occur adjacent to one another.



PEOPLE, JOBS, & HOUSING

Goal K1

Provide for the production of appropriate housing in conjunction with major employment centers.

“Appropriate housing” is:

- safe and sanitary;
- in compliance with relevant codes and regulations;
- housing that establishes and reinforces income diversity in a neighborhood;
- housing that establishes and reinforces a variety of choices of housing types and costs and;
- housing that is affordable for all income ranges.

Objectives

- K1.1** Determine the impact of new developments on the housing needs of the City and County.
- K1.2** Create incentives for the development of appropriate housing in conjunction with major new developments and existing employment centers.

Goal K2 **Supply of Housing**

Ensure an adequate supply of appropriate housing throughout the county.

Objectives

- K2.1** Ensure that the planning and regulatory process does not create barriers to the production of appropriate housing. Encourage the production of appropriate housing through creative development, incentives, and partnerships with service providers.
- K2.2** Create public sector mechanisms that will encourage the production and rehabilitation of appropriate housing.

Goal K3 **Transportation and Infrastructure**

Improve transportation and infrastructure linkages between people, jobs, and housing.

Objectives

- K3.1** Coordinate with local agencies on issues concerning transportation and infrastructure linkages.
- K3.2** Develop a means for prioritizing investments that would result in the production of appropriate housing consistent with infrastructure, capital investment and economic development planning initiatives.

Goal K4 **Revitalization**

Encourage the revitalization of neighborhoods and communities through creation of employment and economic development opportunities.

Objective

- K4.1** Encourage the development of revitalization and reinvestment strategies for communities within Jefferson County.

Goal K5 **Information**

Ensure adequate information for the administration of housing and economic development programs.







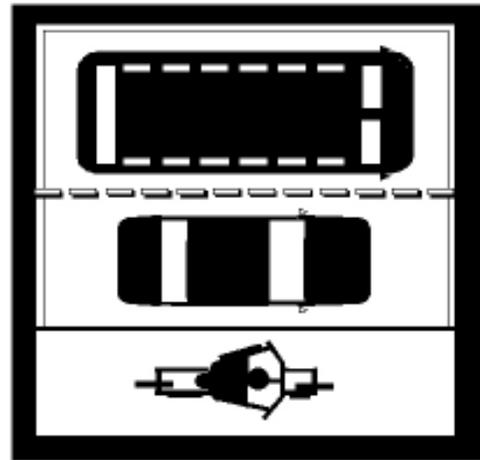


Mobility Strategy

Goals and Objectives

MOVING PEOPLE AND GOODS

A. Systems



Goal A1

Provide a safe, economical, accessible, and efficient system for transporting people and goods that is consistent with Community Form, Marketplace and Livability goals and objectives, promotes orderly development, and affords a choice of travel modes

Objectives

- A1.1** Prepare and adopt an urban mobility plan to guide decisions regarding the expenditure of funds for improvements and maintenance, functional class of roadway, and preservation of rights-of-way.
- A1.2** Develop and establish level of mobility criteria for all areas within Jefferson County in the Urban Mobility Plan (UMP).

Goal A2

Encourage the development of a public transit system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth.

Objectives

- A2.1** Consider land use strategies that support multi-modal corridors, where appropriate.
- A2.2** Encourage improvement of the public transportation system and attract additional ridership.



Goal A3

Enhance the competitive position of Jefferson County and provide for the movement of goods by taking full advantage of opportunities to support and expand existing transportation systems (highways, rail, air and water) and their intermodal connections.

Objectives

- A3.1** Encourage the development of an interconnected system of transportation modes linked by intermodal centers.
- A3.2** Encourage the preparation of an intermodal support plan and development program for inclusion in the urban mobility plan.



Goal A4

Encourage the maintenance of a roadway network that benefits the residents and business community of Jefferson County and provides the highest appropriate level of transportation service based on the recognition that the automobile is a primary mode of transportation in the county.

Objective

- A4.1 Encourage adequate allocation of expenditures to build and maintain Jefferson County's road network to an acceptable standard.

Goal A5

Pursue opportunities for passenger rail service to and within the Jefferson County region.

Objectives

- A5.1 Identify opportunities for rail interface with other transportation modes.
- A5.2 Encourage the preservation of existing rail corridors for future passenger service.



Goal A6

Promote continued development and investment in the Louisville International Airport and Bowman Field to increase and enhance air transportation service.

Objective

- A6.1 Ensure local and regional access to the Louisville International Airport through all appropriate modes of transportation.

B. Congestion Management

Goal B1

Support the development, adoption, and implementation of an effective congestion management strategy to focus resources on improving the transportation system and reducing roadway congestion and the rate of growth of vehicle miles traveled.

Objectives

- B1.1 Encourage the adoption of trip reduction and travel demand management (TDM) strategies to reduce vehicular use of roadways.
- B1.2 Utilize transportation system management (TSM) program strategies to enhance roadway performance and capacity with non-capital investment strategies.

ENVIRONMENT AND MOBILITY

C. Transportation and the Environment

Goal C1

Encourage the development of a mobility system that will enable the community to achieve and maintain a high level of environmental quality.

Objectives

- C1.1** Achieve National Ambient Air Quality Standards (NAAQS) so that future transportation and land development projects are not threatened by federal sanctions and the health of residents of the region is not threatened by poor air quality.
- C1.2** Encourage the planning and design of mobility system improvements to minimize noise impacts at sensitive locations such as residential developments, schools, churches, libraries, theaters, and hospitals.
- C1.3** Manage the use of the mobility system to protect residents from dangers posed by the transportation of hazardous materials and wastes.
- C1.4** Encourage the preservation of important cultural resources, landscapes and scenic vistas in the design, maintenance and development of major thoroughfares and parkways.
- C1.5** Encourage mobility system planning and improvements to be consistent with and support the multi-purpose use of stream corridors and preservation of important natural resources.

D. Social and Cultural Resources

Goal D1

Encourage the development of a mobility system which safeguards cultural resources and neighborhoods and offers adequate access opportunities for all residents of Jefferson County.

Objectives

- D1.1** Safeguard the historical, cultural and archaeological resources (districts, sites, buildings, structures, and objects) that are significant to the region.
- D1.2** Ensure that access to adequate transportation services, community services and employment opportunities is provided to all residents of Louisville and Jefferson County, regardless of income, race, physical condition or age.
- D1.3** Encourage mobility system planning and improvements that protect neighborhood/community character.



LAND USE AND TRANSPORTATION CONNECTION

E. Pattern of Development

Goal E1

Direct and encourage regional, sub-regional, and local land use patterns that build upon Community Form goals, encourage compatible land uses, and establish connections between land uses and the mobility system.

Objectives

E1.1 Encourage the development of a mobility system that supports a hierarchy of Form Districts and Special Districts including downtown, regional marketplace centers, workplaces, town centers, corridors, campus, neighborhoods and villages.

E1.2 Utilize appropriate standards for the design and construction of public streets and residential areas that safely accommodate pedestrian, bicycle and transit modes as well as the private automobile.

E1.3 Enhance the job-place environment, support equitable economic development, and create jobs through the transportation system.



Goal E2

In order to maximize the use of our financial resources, develop a mobility system which is consistent with existing and proposed land use densities.

Objective

E2.1 Base decisions in the Urban Mobility Plan on careful consideration of all transportation modes to ensure that they are balanced with fiscal responsibility.

Goal E3

Ensure that transportation guidelines are considered as a factor in land use decisions.

PLANNING AND INVESTMENT

F. Transportation Planning

Goal F1

Develop a transportation planning process for Jefferson County that ensures a continuous, long term program based on cooperation among local, regional, state and federal agencies, and that addresses the comprehensive needs of the community's transportation system.

Objectives

- F1.1** Encourage a high level of coordination among government entities within Jefferson County that have responsibility for mobility planning, financing, and construction. This coordination includes ongoing studies, evaluation, and periodic updating of countywide system programs. Coordinate with land use decision-making. These entities will participate in the regional mobility planning process that is coordinated by KIPDA.
- F1.2** Encourage a coordinated regional approach in promoting environmental, land use planning and transportation planning among the public and private agencies responsible for regulating land use and providing infrastructure for development.

G. Transportation Investment

Goal G1

Increase the cost effectiveness of our future transportation investments by striving to obtain maximum value for our transportation expenditures.

Objectives

- G1.1** Base the Urban Mobility Plan on an effective evaluation and screening process that considers all aspects of cost and benefits (capital, operating, maintenance, economic, social and environmental) in selecting the highest priority short and long range improvements and programs.
- G1.2** Encourage the establishment of a comprehensive long-term financing program for transportation investment in the Louisville/Jefferson County area.
- G1.3** Seek stable and sufficient sources of revenue for the preservation, maintenance and improvement of existing transportation facilities and services, and for the planning, construction and operation of new facilities and services that meet Jefferson County's long-term transportation needs. Support efforts to develop new and innovative approaches to transportation funding within the region.

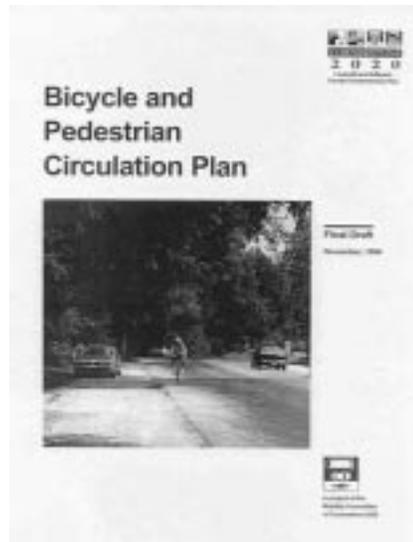


BICYCLE AND PEDESTRIAN CIRCULATION PLAN

H1. Planning

Goal H1

Integrate bicycle and pedestrian facility planning into regional and local transportation planning programs.



Objectives

- H1.1** Develop a method for the integration of the Bicycle and Pedestrian Circulation Plan with the Regional Mobility Plan.
- H1.2** Establish a permanent Regional Bicycle and Pedestrian Advisory Committee (RBPAC) and complete the development of a Regional Bicycle and Pedestrian Plan.
- H1.3** Establish a permanent Bicycle and Pedestrian Advisory Committee (BPAC) for Jefferson County.
- H1.4** Gain broad based political support for the bicycle and pedestrian network.
- H1.5** Establish standards for the development of bicycle and pedestrian facilities.

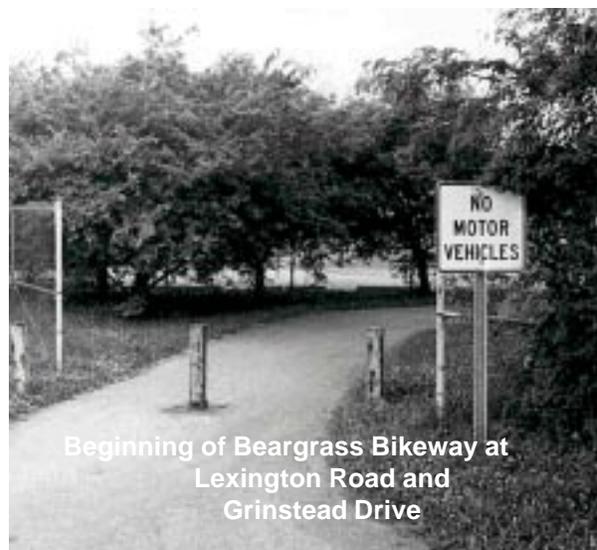
H2. Network

Goal H2

Develop a comprehensive, convenient and direct bicycle and pedestrian transportation network that serves the needs of Jefferson County.

Objectives

- H2.1** Establish a network of all major user groups to insure that their needs relating to a bicycle and pedestrian system are routinely considered.
- H2.2** Improve bicycle and pedestrian access to residential areas, educational facilities, employment centers, shopping centers, recreational areas, historic sites, and other destination points.
- H2.3** Coordinate with TARC to establish a "bikes on buses" demonstration route to assess the feasibility of providing racks on buses within TARC's system.
- H2.4** Implement strategies for the use of inno-



vative locations such as easements, stream corridors and abandoned railroad rights-of-way for bicycle and pedestrian facilities.

H2.5 Ensure that planned bicycle and pedestrian routes are interconnected, direct and continuous.

H2.6 Include recommendations for bicycle and pedestrian improvements as part of any Cornerstone 2020 urban mobility and transportation plans.

H3. Safety

Goal H3

Promote bicycle and pedestrian safety.

Objectives

H3.1 Identify physical improvements that would make bicycle and pedestrian travel safer.

H3.2 Strengthen and enhance existing bicycle and pedestrian safety laws.

H3.3 Increase awareness of and adherence to traffic laws relating to motorists, cyclists and pedestrians.



H4. Promotion

Goal H4

Promote the use of bicycle and pedestrian facilities as both a means of transportation and a form of recreation.

Objective

H4.1 Implement bikeway demonstration projects as outlined in KRS Chapter 174.



SITE DESIGN STANDARDS FOR ALTERNATIVE TRANSPORTATION MODES

Goal I1

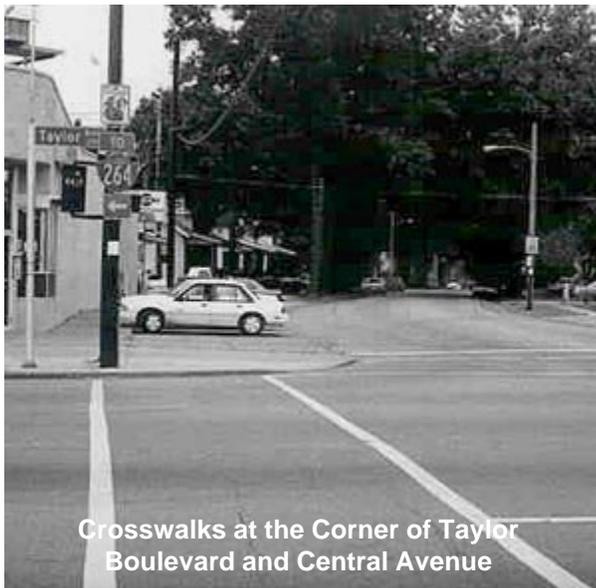
Allow easy access between various uses and separate pedestrians from motor vehicle traffic within a unified development site.

Objective

- I1.1 Provide pedestrian connections between all principal buildings within a unified development site.

Goal I2

Promote use of alternative transportation modes to provide a safe environment for pedestrians and bicyclists.



Objective

- I2.1 Delineate pedestrian pathways and bikeways with special design features when crossing driving lanes or passing through a parking lot within a development site.

Goal I3

Facilitate safe pedestrian circulation and transit use.

Objective

- I3.1 Provide sidewalks along streets within development sites to accommodate pedestrians.

Goal I4

Provide a cohesive network of streets, walkways and bicycle paths to promote efficient circulation patterns between new development, on a selective basis, with its surroundings.

Objective

- I4.1 Provide vehicular and pedestrian connections to abutting sites and accommodate programmed transportation facilities at all developments.

Goal I5

Encourage pedestrian and transit circulation.

Objective

- I5.1 Provide a direct walkway from the building entrance to transit stops.

Goal I6

Promote transit ridership.

Objective

- I6.1** Encourage major retail and employment centers to provide transit shelters.

Goal I7

Encourage bicycle circulation.

Objective

- I7.1** Provide an adequate number and type of bicycle parking spaces for the type of land use in all developments.





Marketplace Strategy



Goals and Objectives

LAND AND PHYSICAL INFRASTRUCTURE

Goal A1 Land

Ensure the availability of necessary usable land to facilitate commercial, industrial, and residential development. Agricultural uses should be allowed in all areas.

Objectives

- A1.1 Ensure that comprehensive plan(s), zoning ordinance(s), and land use regulations are consistent with constitutional guarantees and evolving case law, in order to ensure private property rights and preserve the public interest.
- A1.2 Ensure that planning and zoning requirements are clear, consistent, and reasonable.
- A1.3 Develop appropriate regulations to facilitate efficient and economical redevelopment of older commercial and industrial land including that which requires environmental clean up.
- A1.4 Create incentives and modify regulations in order to promote the re-use of commercial and industrial land facilities.
- A1.5 Continuously identify and allocate suitable land to meet Jefferson County's commercial and industrial needs.

Goal B1 Physical Infrastructure

Provide reliable, efficient and affordable infrastructure throughout Jefferson County to accommodate commercial, industrial and residential needs.

Objectives

- B1.1 Establish an ongoing countywide coordinated capital investment program which is compatible with economic development priorities to ensure cost-effective infrastructure throughout Jefferson County.
- B1.2 Establish effective intermodal movement of goods and services for Jefferson County through efficient and effective highway, air, rail, and water transportation networks and transportation facilities.
- B1.3 Link population and employment centers with efficient and effective intermodal transportation facilities.
- B1.4 Maintain, expand, improve and coordinate telecommunications, water, sewage, electric and natural gas systems in Jefferson County in order to accommodate development and economic growth.



BUSINESS SUPPORT

Goal C1 Business Support

Coordinate and focus planning and economic growth policies and programs in Jefferson County.

Objectives

- C1.1** Improve the efficiency and effectiveness of the development review, approval and permitting process.
- C1.2** Encourage coordinated land use and capital planning among all counties in the Louisville Metropolitan area.
- C1.3** City, community, and neighborhood plans should be compatible with the Comprehensive Plan.
- C1.4** Strengthen the business competitiveness of Jefferson County through the creation and implementation of a highly focused, long-term, economic development strategy.
- C1.5** Develop information resources and provide technical assistance to facilitate economic growth and quality development in Jefferson County.

Goal C2 Governmental Organization

Create and implement a consensus vision of governmental organization that best supports Jefferson County's future growth and development.

Objectives

- C2.1** Achieve greater coordination and efficiency in the delivery of governmental services and programs within Jefferson County.
- C2.2** Encourage inter-local agreements and cooperative efforts that promote the efficient delivery of governmental services between local governments in Jefferson County and adjacent counties.
- C2.3** Develop a non-binding conflict resolution process for inter-governmental and inter-jurisdictional disputes in Jefferson County and with adjacent counties.



BUSINESS CLIMATE

Goal D1 Business Climate

Create and sustain a climate which stimulates business and economic growth in Jefferson County.

Objectives

- D1.1** Contain public and private costs for land development.
- D1.2** Promote economic growth through community planning that will enable businesses to realize their economic goals.
- D1.3** Continue to seek solutions for Jefferson County's non-attainment air quality problem that includes an economic perspective.
- D1.4** Regularly update Jefferson County's tax and regulatory structure from an economic competitive perspective.
- D1.5** Revitalize downtown districts and older communities to achieve economic diversification and create additional jobs in Jefferson County.
- D1.6** Expand the Louisville area's hospitality and tourism industry.
- D1.7** Create and implement recycling programs designed to reduce waste in Jefferson County.
- D1.8** Expand the quality and frequency of air service from Jefferson County to key markets and travel destinations.
- D1.9** Include affordability as a consideration in the development and review of future land development regulations.



Goal D2 Quality Of Life

Enhance and maintain the quality of life in Jefferson County.

Objective

- D2.1** Enhance the quality of life in Jefferson County by affirming and protecting the economic value of neighborhoods and natural resources.
- D2.2** Develop a regional strategy for cultural, leisure, and recreational activities to ensure a high quality of life for residents, businesses, and visitors.
- D2.3** Develop convenient, economical modes of transportation throughout Jefferson County.
- D2.4** Promote economic growth through community planning that will enable residents to realize their quality of life goals.
- D2.5** Support public transportation services that provide access to jobs throughout Jefferson County.
- D2.6** Support ride-sharing facilities throughout Jefferson County that facilitate access to employment centers.





Livability Strategy

Goals and Objectives

ENVIRONMENTAL RESOURCES



A. Organization

Goal A1

Organize, administer, and implement environmental and cultural resource protection measures in Jefferson County.

Objectives

- A1.1** Clearly define the agency or agencies responsible for implementing and administering environmental resource policies. Ensure citizen participation and continuity in the development of implementation measures.
- A1.2** Provide for the coordination necessary to implement and administer environmental resource policies among the responsible agencies.
- A1.3** Establish, through a public process, a mechanism for implementing environmental policies recognizing the necessity of staff and funding.
- A1.4** Increase the level of understanding by the development community, decision-makers, and the public on the ecological, economic, and aesthetic importance of environmental resources through broad-based educational programs that explain the function and value of these resources and the potential impacts to each from changing land use and construction.

B. Water

Goal B1 Flood Control and Stormwater Management

Understand and successfully manage the impacts of development on the carrying capacity of the region's river/stream corridor system.

Objectives

- B1.1** Utilize a basin-wide approach to define primary stream corridors and their watersheds to guide future land use and infrastructure development decisions.
- B1.2** Support appropriate multi-purpose use of stream corridors and drainage facilities as a component of flood control, stormwater management and water quality protection strategies.



- B1.3** Develop and implement standards for stormwater drainage facilities that emphasize the preservation of natural drainage features and ensure designs capable of accommodating the runoff from development upstream, assuming full urban build-out of the watershed. Standards shall be developed for both urbanized and rural/nonurban streams.
- B1.4** Develop and implement countywide stormwater drainage control measures for new development that minimize off-site flooding, stream bank degradation, and erosion.
- B1.5** Define critical facilities and restrict their siting, as well as those facilities which store or utilize hazardous waste or materials, to locations outside the floodplain.
- B1.6** Ensure that appropriate access to all development is provided during flood events.
- B1.7** Prevent localized flooding caused by filling, plugging, clogging, or other activities that would interfere with or reduce the natural drainage capability of a drainage way or blueline or intermittent stream.
- B1.8** Encourage site design that reduces impervious surface materials and maximizes the saturation capacity of the soil in order to reduce runoff and to minimize the need for downstream system improvements necessary to contain it.



A Section of Floyds Fork

Goal B2 Water Quality

Improve water quality throughout the metro region in order to preserve and enhance biological integrity and to support human use and contact recreation.

Objectives

- B2.1** Coordinate the implementation and administration of the water quality protection and enhancement policies.
- B2.2** Encourage the multi-purpose use of stream corridors and drainage facilities as a means of improving water quality.
- B2.3** Develop and up-date techniques for stream bank/corridor maintenance and appropriate restoration including use of appropriate native species and methods for controlling invasive species that threaten biological health and diversity along waterways.
- B2.4** Design sanitary sewer systems, using the most current proven technology, with the capacity to serve the long-term needs of the area.
- B2.5** Enhance the water quality of streams through storm water Best Management Practices (BMPs).
- B2.6** Protect stream headwaters through appropriate sediment and erosion control measures. Protect subterranean springs and aquifers from pollution and quantitative loss that significantly affects existing uses.
- B2.7** Discourage stream flow alterations that interfere with attainment of state designated uses

of the stream pursuant to state water quality standards.

Goal B3 Groundwater Management

Protect the quality of the groundwater in Jefferson County by addressing sources of pollution and considering the effects of actions on recharge.

Objectives

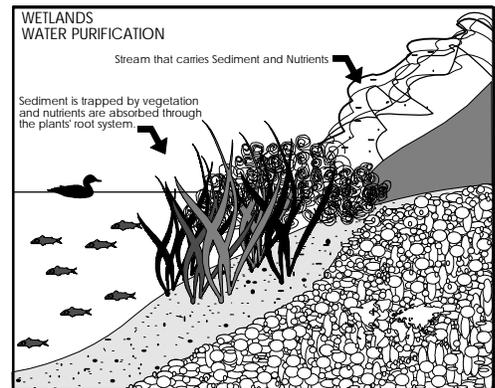
- B3.1** Understand the influence development may have on ground water quality and quantity and develop appropriate protections.
- B3.2** Protect the public from hazards associated with development on karst terrain.
- B3.3** Protect the surface and subsurface area surrounding existing and proposed wells and wellfields that provide public water supplies.
- B3.4** Cooperate with regional governments to protect groundwater resources from contamination originating outside of the jurisdictional limits of Jefferson County.

Goal B4 Wetlands

Recognize wetlands as important ecological systems that can serve a beneficial function including water quality improvement, flood control, or enhancement to resident or migratory wildlife.

Objectives

- B4.1** Inventory probable wetlands and wetland resources in Jefferson County.
- B4.2** Protect functional wetlands from disturbance, degradation or infringement.
- B4.3** Support, where technically feasible and appropriate, the creation of wetlands as an alternative, sustainable way to address water quality problems.



C. Air

Goal C1

Consider air quality issues comprehensively and equitably in land use decision-making.

Objectives

- C1.1** Establish and implement a regional framework for air quality planning and enforcement.
- C1.2** Weigh air quality considerations equally in all mobility system planning and/or mode choice decisions.
- C1.3** Consider the effects to air quality when planning countywide and regional land use patterns.

Goal C2

The Air Pollution Control District should develop programs to reduce air toxins generated by existing and proposed facilities through practices which incorporate the re-use, reduce, recycle and closed loop system philosophy. The District shall also:

- Require that companies install air pollution control equipment and/or monitoring devices



where appropriate.

- Create guidelines that require air pollution controlling devices to be maintained and repaired regularly. Provide incentives for replacing such devices when they result in a net community benefit.
- Encourage energy facilities to achieve compliance with air quality standards through an appropriate mix of fuel sources and clean coal technology.
- Ensure that personnel operating air pollution equipment are properly trained.

Goal C3

Minimize any adverse physical and socioeconomic effects associated with the siting of stationary sources generating air-borne pollutants as defined by Kentucky Law.

Objectives

- C3.1** Avoid locating polluting facilities where prevailing wind patterns are in close proximity to residential and/or environmentally sensitive areas.
- C3.2** Encourage air pollution tests to be performed which will demonstrate cumulative air pollution impacts.
- C3.3** Discourage the construction and use of hazardous/solid waste incinerators in Jefferson County.

Goal C4

The Air Pollution Control District should encourage the use and research of alternative (environmentally safe) energies and products to improve air quality in Jefferson County. The District should consider:

- Demonstrating the advantages (including monetary) of using environmentally friendly products and energies.
- Developing programs that would bring industries, research centers, small businesses and schools together to explore alternative operating methods and power sources that would result in a cleaner, healthier environment.
- Educating the community about the effects of air pollution and how to reduce them.

D. Waste

Solid Waste

Goal D1

The Solid Waste Management Board and Board of Health should encourage an integrated, regional approach to solid waste (including household hazardous and yard waste) management which emphasizes source reduction and utilize source reduction in conjunction with recycling to minimize waste. The Solid Waste Management Board and Board of Health should:



- Develop an aggressive public information program with emphasis on source reduction, recycling and the composting of municipal solid waste.
- Promote markets for reusables and recyclables and support busi-

nesses utilizing waste as a raw material.

- Research various methods for reduction/recycling programs.
- Consider different methods for volume reduction.
- Evaluate the effectiveness of current collection and processing methods for municipal solid waste against new or emerging technologies.
- Develop strategies to eliminate illegal dumping.
- Establish appropriate siting, construction, and operational standards for solid waste management facilities.
- Support the construction of non-disposal solid waste management facilities.

Hazardous Waste

Goal D2

The Solid Waste Management Board and Board of Health should develop a plan for hazardous waste management in Jefferson County which emphasizes pollution prevention and recycling to minimize waste. The plan should:

- Reduce the amount of hazardous waste and toxic chemicals disposed of in Jefferson County.
- Establish and promote a pollution prevention and reduction program.
- Consider establishing local pollution prevention requirements, policies, and incentive programs.
- Increase public awareness of the varieties and potential dangers associated with hazardous materials contained in everyday products and services or in their by-products.
- Encourage local public access to State and/or Federal permit and compliance reports for Resource Conservation and Recovery Act hazardous waste generators; treatment, storage, and disposal (TSDs) facilities; and CERCLA (Superfund) sites.
- Ensure that appropriate siting, construction and operational standards are in place for hazardous waste management facilities.
- Develop strategies that would mitigate the potential for accidental exposure resulting from the transport of hazardous material and waste.
- Monitor waste disposal sites draining into Jefferson County.

E. Land

Goal E1

Control soil erosion and the effects of sedimentation resulting from surface water runoff.

Objective

- E1.1** Develop guidelines and standards to address soil erosion and sedimentation that will incorporate best management practices, provide measurable standards for stormwater quantity and quality, and establish strong deterrents to violation.



Goal E2

Minimize the impact of changing land use on natural features and ecosystems.

Objectives

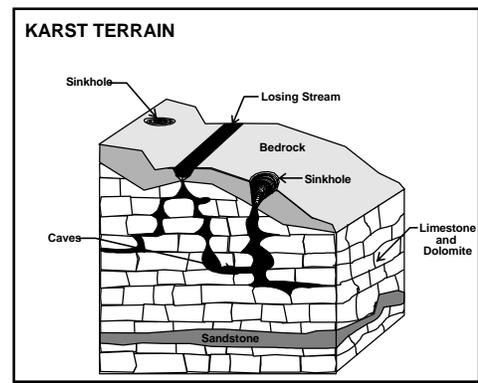
- E2.1** Utilize Site Plan Review guidelines and standards to identify the locations of and potential impacts on environmental resources, e.g., geological features, sensitive soils, steep slopes, and stream corridors.
- E2.2** Promote development that is sensitive to existing topography and minimizes land disturbance and major reshaping of geologic features.
- E2.3** Encourage the protection of and restoration of degraded channels.
- E2.4** Identify development techniques and solutions that would result in no or minimal disturbance to such features.

Goal E3

Provide standards and guidelines for the compatibility of development within areas of karst topography to prevent property damage and loss due to subsidence, to protect groundwater quality, and to prevent possible associated off site flooding.

Objective

- E3.1** Define, identify and map karst areas within Jefferson County.



Goal E4

Protect steep slopes and sensitive soils.

Objectives

- E4.1** Define, identify and map steep slopes and sensitive soils within Jefferson County.
- E4.2** Develop guidelines and standards that define and set criteria for development on hilltops and steep slopes to protect water quality and prevent siltation of drainage channels.

F. Vegetation/Habitat

Habitat and Biodiversity

Goal F1

Protect, to the extent possible, wildlife sanctuaries, wetlands, major-forested areas, nature preserves, publicly owned parks, unique natural areas and other areas with significant landscape features.

Objectives

- F1.1** Develop and implement strategies to inventory, preserve, enhance, and acquire the best



examples of the diverse natural habitats and ecosystems of Jefferson County for future generations and research purposes.

- F1.2** Encourage, as part of a voluntary habitat protection strategy, preservation and restoration of significant habitat areas in new developments through sensitive site design techniques. Privately owned open space, unique natural areas and other landscape features determined to be of community- wide significance may be preserved through voluntary measures, such as outright public acquisition, conservation easements and scenic easements.

Landscape Design and Management

Goal F2

Enhance, preserve and restore the natural landscape character of Jefferson County.

Objectives

- F2.1** Define and identify existing landscape types and general plant communities throughout Jefferson County.
- F2.2** Develop and implement strategies to encourage the compatibility of site design and existing natural character and environment.

Goal F3

Encourage environmentally sensitive management practices for open spaces, parks, rights-of-way and floodplains.

Objectives

- F3.1** Inventory the natural resource characteristics and attributes of parks, open spaces, floodplains and rights-of-way in Louisville and Jefferson County.
- F3.2** Promote environmentally responsible design and management policies for publicly owned land.
- F3.3** Promote interpretive and educational programs and facilities within the parks and open space system to foster an understanding of natural resources and processes.

Woodland Conservation and Tree Preservation

Goal F4

Strive to preserve and protect trees through careful site design, construction planning, and tree replacement and reforestation techniques.

Objective

- F4.1** Develop and implement equitable countywide minimum standards and strategies for tree protection, preservation, replacement and planting that provide incentives for maintaining existing high quality trees.



G. Archaeological and Agricultural Resources and Environmental Review Process

Goal G1

Preserve notable archaeological resources.

Objectives

- G1.1** Maintain an inventory of archaeological resources in Jefferson County for public use.
- G1.2** Provide protections for notable local archaeological resources identified as part of the inventory process.
- G1.3** Undertake actions to support effective implementation of the archaeology resource protection guidelines.

Goal G2 Agricultural Operations

Encourage programs that help support landowners who wish to maintain or establish agricultural operations in Louisville and Jefferson County.

Objectives

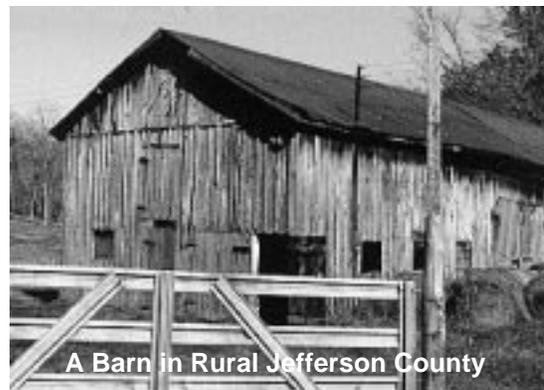
- G2.1** Support landowners who wish to maintain or establish traditional agricultural operations.
- G2.2** Support the trend toward alternative farming methods that will allow production of fresh, good quality, local produce, and other locally grown farm products.

Goal G3 Farmland Preservation

Encourage the preservation of significant farmland through public acquisition or voluntary land protection strategies for landowners.

Objectives

- G3.1** Identify and prioritize, through a public process, important agricultural lands of historic, scenic, or cultural significance.
- G3.2** Develop methods and explore funding sources to preserve important agricultural lands identified as part of the public evaluation process.



Goal G4 Process

Ensure, as part of the land use and development decision-making process, that environmental and quality of life impacts are considered.

Objectives

- G4.1** Provide greater certainty and objectivity when evaluating environmental issues during the development review process.
- G4.2** Provide clear, comprehensive, user-friendly information for assessing the environmental issues associated with development.
- G4.3** Establish more clearly the role and authority of the various federal, state, and local agen-

cies in the review and approval process.



PUBLIC OPEN SPACE AND PARKS

Goal H1 Recreation

Provide a system of well-maintained parks and recreational facilities which meets the needs of the residents of Louisville and Jefferson County.

Objectives

H1.1 Provide a network of parks of varying sizes and functions equitably distributed throughout Jefferson County.

H1.2 Ensure that people of all interests, age groups, and abilities have ready access to the recreational, cultural, and leisure facilities and programs of their choice.

H1.3 Establish a comprehensive, coordinated bicycle and pedestrian system connecting parks, greenways, and recreational facilities.

H1.4 Coordinate the provision of recreational facilities with other providers to help meet the recreational needs of the community, to optimize efficiency, and to avoid duplication of service.

H1.5 Maintain and improve high quality public golf courses.

H1.6 Increase public awareness and utilization of available recreational resources.



Goal H2 Natural Resources

Form a network of open spaces and greenway corridors which protects significant natural resources.

Objectives

H2.1 Identify, preserve, and restore riparian corridors, wetlands, woodlands, and important groundwater recharge areas to protect water quality.

H2.2 Preserve and enhance significant habitat for wildlife and threatened, endangered, and special concern species.



Goal H3 Open Space for Aesthetic, Cultural, and Educational Purposes

Promote a parks and open space system which preserves and enhances visual quality, protects historic and archaeological resources, provides opportunities for education, and accommodates agricultural and forest resources.



Objectives

- H3.1** Protect and provide public access to scenic resources.
- H3.2** Preserve and restore cultural resources as part of the parks and open space system.
- H3.3** Promote interpretive and educational programs and facilities within the parks and open space system to foster an understanding of natural and cultural resources and processes.
- H3.4** Promote the long-term preservation and economic viability of active farmland, prime agricultural soils, and productive woodland. (see Goals G2 and G3)

Goal H4 Public Health and Safety

Incorporate land needed to protect public health and safety into the open space network.

Objectives

- H4.1** Manage floodplain areas and areas needed for stormwater management to minimize water and flood damage and to preserve open space. (see Goal B1)
- H4.2** Protect steep slope areas to minimize property damage and public costs resulting from inappropriate development.

Goal H5 Design and Management

Maintain a park and open space system which is designed and managed to fulfill standards of excellence for appearance, durability, and safety; to sustain environmental resources and processes; and to facilitate affordable maintenance.

Objectives

- H5.1** Encourage appropriate public involvement in park planning, design, and management.
- H5.2** Develop an ongoing, pro-active design and management program for the parks and open space system.
- H5.3** Design and manage parks to sustain environmental processes, to conserve energy, and to reduce waste.
- H5.4** Integrate measures to promote safety and security in park design and management operations.



GREENWAYS/STREAM CORRIDORS

Goal I1 Community Acceptance

Promote long-term citizen involvement in the planning, design, implementation and management of the multi-objective stream corridor/greenway system.

Objective

- I1.1** Develop and implement strategies for public participation in the development and management of multi-objective stream corridor/greenway system in Jefferson County.

Goal I2 Recreation, Health and Fitness

Provide, through a system of stream corridor/greenways, diverse, universally accessible recreational opportunities for citizens to maintain a fit and healthy life style.

Objective

- I2.1** Provide interconnecting park-like open space opportunities throughout Jefferson County, linking various land uses together with an off-street network of trails.

Goal I3 Cost/Benefit

Understand the full costs and economic impacts associated with the implementation of a multi-objective stream corridor/greenway plan.

Objectives

- I3.1** Define the economic impacts of stream corridor/greenway implementation on various types of land uses.
- I3.2** Determine the range of benefits that can be reasonably defined by proximity to greenways.

Goal I4 Operations and Management

Develop strategies for public/private partnerships, to ensure the establishment and long-term management of the multi-objective stream corridor/greenway system.

Objectives

- I4.1** Assign responsibilities for facility and land management to public agencies and /or private sector organizations with similar and current responsibilities.
- I4.2** Adopt a management philosophy that encourages natural resource stewardship.

Goal I5 Liability, Safety and Security

Ensure that implementation of the multi-objective stream corridor/greenway system does not endanger or degrade public health, safety and welfare.

Objective

- I5.1** Provide a safe, secure environment for all persons using multi-objective stream corridor and greenway lands.

QUALITY OF LIFE

Goal J1 Community Facilities

Provide adequate civic, cultural, recreational, educational, and medical community facilities to serve all of Jefferson County.

Objectives

- J1.1** Provide community facilities in areas with demonstrated need for such services.
- J1.2** Site community facilities so they are convenient, accessible, and compatible in form with adjacent uses.

Goal J2

Make public art accessible to all citizens of Jefferson County.

Objectives

- J2.1** Encourage public art in all areas and types of developments in the community.
- J2.2** Explore ways to involve communities in creating public art that serves, supports, and celebrates the areas where it is located.

Goal J3

Assist Jefferson County in becoming a safe, crime-free environment.

Objective

- J3.1** Use all public means available, including the development of standards based on Crime Prevention Through Environmental Design (CPTED), to make residents safe in their own communities.

Goal J4

Develop and implement appropriate regulatory and non-regulatory mechanisms and design standards to protect important scenic and historic resources and visual quality of life.



OHIO RIVER CORRIDOR

Goal K1

Recognize the Ohio River Corridor as a place where people connect to the River, in an accessible landscape for gathering, celebration, contemplation, and recreation.

Objectives

- K1.1** Provide a publicly accessible strip of land along the entire 37-mile riverfront that allows pedestrians and bicyclists to travel along the River's edge.
- K1.2** Enhance connections providing access for pedestrians and bicyclists between the River's edge and adjacent neighborhoods.
- K1.3** Provide a wide variety of opportunities for recreational use of the River
- K1.4** Enhance and maintain views of the River from the River's edge, including the Ohio River Corridor Trail, roads, parks, and other public open spaces.



On the banks of the Ohio River

Goal K2

Recognize the Ohio River Corridor as a place where people connect to each other, in formal and casual exchange, finding unity amongst diversity in the sharing of the River.



Boarding the Belle

Objectives

- K2.1** Encourage the development of a variety of parks, trails, and gathering places along the River Corridor where residents and visitors enjoy individual, neighborhood, and community recreation.
- K2.2** Encourage the development of and promote a diversity of places along the Riverfront for concerts, festivals, and other community events.
- K2.3** Manage development in the River Corridor to enhance and maintain landscape quality and preserve open space.

Goal K3

Recognize the Ohio River Corridor as a place where people connect to nature, in a healthy environment which sustains human needs and conserves natural resources.

Objectives

- K3.1** Identify, and preserve and encourage restoration of important natural resources within the River Corridor such as wetlands, steep slopes, and significant habitat areas.
- K3.2** Manage the floodway and 100-year floodplain of the River to protect the public health, safety, and welfare and to preserve open space.

- K3.3** Improve the quality of the Ohio River Corridor's air and water resources.
- K3.4** Establish nature preserves, trails, and interpretive facilities to allow people to enjoy the river corridor's natural resources.

Goal K4

Recognize the Ohio River Corridor as a place where home connects to work, in a rich fabric of culturally and economically diverse neighborhoods, and employment centers.



Objectives

- K4.1** Promote a variety of lifestyle choices in existing and new neighborhoods of distinctive character, with a range of housing types and costs, and supported by local services such as shops, parks, and schools.
- K4.2** Provide a variety of industrial and commercial employment and investment opportunities within the River Corridor.

Goal K5

Recognize the Ohio River Corridor as a place where people connect to the past, present, and future, by defining, preserving, and interpreting the community's cultural heritage and identity.

Objectives

- K5.1** Encourage the preservation of significant historic and archaeological sites, buildings, and landscapes within the River Corridor.
- K5.2** Tell the story of human use of the River by developing a coordinated system of interpretive sites focused on past and present settlement, commerce, and industry.
- K5.3** Develop and implement a unified design approach to establish a coherent identity for the public landscapes of the Ohio River Corridor.

JEFFERSON COUNTY MEMORIAL FOREST

Goal L1 Natural Resource Protection

Protect the unique natural communities and preserve the biological diversity within the woodlands, meadows, streams, and ponds of the Jefferson County Memorial Forest.



The Edge of Jefferson County Forest

Objectives

- L1.1** Prohibit practices that fragment the forest including logging, timber stand improvement, road construction, creating new wildlife openings, excessive trail construction, cutting trees for visual purposes, etc.
- L1.2** Prohibit activities incompatible with Forest restoration including grazing, off-road vehicle use, and mountain biking in non-designated areas.
- L1.3** Contain high-impact recreational activities within designated areas.
- L1.4** Allow low-impact recreational uses such as hiking and nature study throughout the Forest.
- L1.5** Limit all access to the Forest to the minimum needed for stewardship and designated recreation.
- L1.6** Limit trails to a single loop with occasional side trails to access scenic vistas or interesting non-sensitive features. All trails should be routed along topographic contours to minimize erosion and reduce cut and fill. Avoid steep slopes, erodible soils, streambeds and populations of rare or sensitive plants or animals. Design trails with input from a naturalist and a landscape architect, consistent with Trail Design, Construction, and Maintenance as used by the Appalachian Trail Conference.
- L1.7** Reroute trails and restore eroded areas by planting native trees, understory shrubs, and wildflowers characteristic of the forest community. Discourage new or “renegade” trails.
- L1.8** Mark trails with clear, consistent and permanent icons, and provide directional signage at each trailhead and wherever trails intersect.
- L1.9** Conduct more detailed botanical and wildlife inventories to guide future land use and development decisions and to educate visitors about the natural resources at the Forest. Areas where trails are proposed and B quality forest should receive the highest priority. This task should be completed by a professional field botanist during the growing season.
- L1.10** Encourage local birding groups (Beckham Bird Club, Louisville Audubon Society) to conduct breeding bird surveys and Christmas bird counts.
- L1.11** Locate and correct areas of soil erosion to protect water quality.
- L1.12** Develop and implement a fire management plan appropriate for specific areas including wilderness and developed areas.

Goal L2 Resource Restoration and Enhancement

Restore impacted areas, improve biological diversity, and enhance wildlife habitat within the Jefferson County Memorial Forest.

Objectives

- L2.1** Improve biological diversity by planting native trees, understory shrubs and wildflowers that are characteristic of the forest community. Utilize nursery-propagated plants of Kentucky genotype, or plants salvaged from construction sites within the region, for native planting.
- L2.2** Use native plants in landscaping around recreational and interpretive facilities to the extent possible. Such plantings, when correctly labeled or interpreted by staff naturalists, help visitors identify the local forest flora, learn about ecological communities and relationships, and demonstrate the principles and practices of conservation landscaping.
- L2.3** Eradicate invasive exotic vegetation throughout the Forest by identifying and mapping areas of forest impacted by invasive exotic vegetation and implementing a program for eradication and control. Because methods of eradication and control of invasive species are site specific and vary depending upon the species, a detailed program should be developed using the techniques outlined in the Louisville's Olmsted Parks and Parkways Master Plan.
- L2.4** Limit mowing as a management practice to areas used for specified open-space activities such as:
- picnic and playground areas,
 - grass-surfaced trails and access to trailheads,
 - team sports such as soccer and baseball,
 - staging areas for group activities such as hiking, camping,
 - maintenance of the existing memorial tree plantation, as needed for access around buildings and group or team recreational facilities.
- L2.5** Designate and map areas to be mowed based on the criteria listed above. Areas that will no longer be mowed should either be restored to forest or established with native prairie forbs and grasses as described in the *Jefferson County Memorial Forest Environmental Resource Management Plan*.
- L2.6** Delay mowing, wherever possible, until May and June to minimize mortality of early ground nesting bird species.
- L2.7** Develop transition zones of grassland and shrub vegetation between forested and mowed areas managed for recreation (These diverse early succession habitat areas will provide food, cover, and nest sites for many species, may reduce the negative impacts of forest edge on the ecosystem, and will enhance the aesthetic quality of the forest edge). Transition zones should average 30m (98 ft) to 50m (164 ft) in width. A shrub border of native prairie plants can also be used in these areas; shrub borders should be at least 10m (33 ft.) in width.
- L2.8** Train maintenance staff at the Forest to implement management practices such as removing exotic vegetation and reforesting meadow areas. Utilize existing training programs developed by Metro Parks for Olmsted parks maintenance crews.
- L2.9** Develop a management log to record change over time and serve as a primary record of the impacts of management and use. (An in-process draft management log is described in *Louisville's Olmsted Parks and Parkways Master Plan*).
- L2.10** Develop a volunteer program for woodland management to assist Forest staff and provide education on forest stewardship.

- L3.2** Develop a system for issuing recreational user permits for high impact activities such as horseback riding and activities which need to be monitored such as orienteering. (Suggested fee schedule: \$20 for annual permit or \$2 per day user fee). These users should display permits at all times when in the Forest.
- L3.3** Prohibit activities incompatible with visitor safety including hunting and off-road vehicle use.
- L3.4** Strengthen enforcement capabilities of Forest staff through development of a park ranger program.
- L3.5** Implement a radio communication system and install public telephones.
- L3.6** Conduct a needs assessment that includes a survey of current users and a demand study of recreational needs in the region to identify future trends, guide decisions, and plan for future facility and staffing requirements.
- L3.7** Prepare detailed master plans for Paul Yost Recreation Area, Tom Wallace Recreation Area, and Horine Recreation Areas based on the results of the needs assessment survey. Master Plans should address:
- development of a sign system,
 - analysis of parking and circulation patterns,
 - location and design of kiosks, pavilions, latrines,
 - detailed study of hiking and horse trails and other facilities based on needs assessment study.
- L3.8** Adopt official names for sub-areas and structures in the Forest to standardize terminology and improve consistency. The following sub-area names are recommended: Tom Wallace Forest, containing the Tom Wallace Recreation Area and Tom Wallace SRA; Paul Yost Forest, containing the Paul Yost Recreation Area; Horine Forest, containing the Horine Recreation Area and Horine SRA; and Moremen's Hill Forest. Structure names recommended are: Welcome Center, Horine Manor House, Environmental Education Center, and Maintenance Center.
- L3.9** Develop clear and concise signage at the intersection of Holsclaw Hill and Mitchell Hill Road directing visitors to the Welcome Center, Recreation Areas, and Siltstone Trail parking lots.
- L3.10** Revise existing signage to reflect official sub-area and structure names.



PORTLAND WHARF

Goal M1

Establish a park that preserves the historic and natural resources of the Portland Wharf, offers opportunities for education and recreation, and serves both the neighborhood and broader community.

Objectives

- M1.1** Foster planning and development efforts that lead to the creation of a park at the Old Portland Wharf.
- M1.2** Involve community members, both adults and children, and the general public in planning and development efforts for the park.
- M1.3** Interpret the history of the site and create opportunities for educational experiences
- M1.4** Create opportunities for passive recreation that respect the historic and natural resources of the site.







Plan Elements





A. Community Form/Land Use

Guideline 1. Community Form

Use existing and emerging forms or patterns of development and local plans developed in accordance with the Comprehensive Plan to guide land use decisions and design of development.



Intent:

- To ensure that new development will be designed to be compatible with the scale, rhythm, form and function of existing development as well as with the pattern of uses.
- To ensure land use decisions that preserve and improve identified existing and emerging patterns of development.
- To use the patterns of development set forth below, identified as “community forms” as guides for land use decisions, and as the basis for community form districts, containing regulations to guide future developments.

A. Form District Policies:

- 1. Creation of Form Districts.** Cornerstone 2020 has identified 11 existing patterns or forms of development which are described in part B of this Guideline. The legislative bodies with zoning authority shall use these community form descriptions and the Community Form Core Graphic prepared by the Planning Commission as a guide to establish initial Form Districts. The Form Districts shall be used to make land use and site development decisions. Form districts shall be used in conjunction with zoning districts, special districts and other districts as described herein and in Chapter 100 of the Kentucky Revised Statutes. The Planning Commission and legislative bodies with zoning authority may establish additional zoning districts or other districts that are consistent with the goals, objectives and policies of this Comprehensive Plan and that are authorized by KRS Chapter 100. Such districts shall be a part of the Land Development Code for the legislative bodies that establish them.
- 2. Land Use.** Use the patterns of development described as community forms in reviewing proposals for zoning or form district changes and land development decision making. Develop guidelines and standards for the form districts, derived from the pattern, character and function of each form district. These guidelines shall provide the basis for site design regulations such as building scale, size, height and massing, as well as regulations pertaining to the relationship of proposed development to nearby buildings, the community, the street and the site.
 - a) Evaluate the appropriateness of a land development proposal in the context of:**
 - the description, character and function of the form district designated for the area in which the subject site is located;
 - the intensity and density of the proposed land use or mixture of land uses;
 - the effect of the proposed development on the movement of people and goods; and
 - the compatibility of the proposed use or uses with surrounding uses including the relationship of the use, mass, scale, height, materials, building footprint, orientation, setback and design of the proposed building or buildings with that of sur-



rounding buildings.

- b) Evaluate the appropriateness of a form district amendment in the context of:
 - the description and function of the subject property's existing form district;
 - the description and function of the form district to which it is proposed the subject property should be attached;
 - the compatibility of any proposed development associated with the form district amendment with the character of the proposed form district; and,
 - the compatibility of the proposal with the existing building and uses on any contiguous land.
- c) Zoning map amendments for property not located in or near a form district may be evaluated by identifying the following:
 - any predominant community form in the vicinity of the proposed development;
 - the inherent physical attributes and constraints of the site;
 - any pattern or form of development that is appropriate for an area within a special district such as Floyds Fork, the Ohio River or the Jefferson Memorial Forest; and
 - any land use or pattern of development recommended in neighborhood, corridor or sub-area plans.
- d) Consult neighborhood, sub-area, corridor plans and strategies that were legislatively adopted or accepted prior to Cornerstone 2020 in the consideration of zoning map amendments and form district map amendments. Utilize the goals, objectives and policies of this Comprehensive Plan, in conjunction with form districts when reviewing development within those areas encompassed by these plans.
- e) Plans, studies and strategies legislatively developed subsequent to the adoption of Cornerstone 2020 supplement and represent the specific application of Cornerstone 2020 goals, objectives and policies. These plans and studies should be legislatively adopted as amendments to the Comprehensive Plan. Specific recommendations found in these plans and strategies are intended to take precedence over more general guidelines of the Comprehensive Plan.

3. Future Form Areas. It is anticipated that at the time the Cornerstone 2020 Comprehensive Plan is adopted, not all areas will have community form designations. These areas will, in the future, be assigned to a specific form district. In the interim, these areas are designated as Future Form Areas. Until such designation occurs, the following rules, set in conjunction with other guidelines established by this plan, shall be used by the Planning Commission and legislative bodies in evaluation of development proposals:

- a) The zoning districts as constituted under the current Development Code, including lot size requirements and required yards, shall remain in full force and effect in all such areas until such time as a specific community form is designated for the area;
- b) The Planning Commission and the legislative bodies shall utilize criteria such as redevelopment potential, existing or planned infrastructure, compatibility with nearby existing development patterns, inherent physical attributes and constraints of the site, transportation access, and recommendations from neighborhood, corridor or sub-area plans in developing policies to address zoning map amendment and other development review standards in future form areas;



- c) In addition, legislative bodies may provide by ordinance for other land use measures and site development measures that shall apply within these areas and all such provisions shall be adopted in the same manner as is provided by law for amendments to the Land Development Code.
- 4. Additional Form Districts.** Legislative bodies may also create new form districts by adopting in the manner provided by law for the amendment of the land development code, an ordinance which states: (i) the policy reasons for the creation of the form district, (ii) the description, character and function of the form district, (iii) why one or more existing form districts of similar description and/or character are not adequate to meet the policy reasons for which the new form district is created and (iv) the name of the new form district.

B. Description of the Community Forms. The Planning Commission shall prepare the names, characteristics and general mapped boundaries of the Community Forms. The Planning Commission will then adopt the descriptions and the Community Form Core Graphic as part of this Comprehensive Plan and recommend them to the legislative bodies for their use. The descriptions are listed below.

- 1. Downtown:** This form is characterized by its location near the center of the population it serves. The Downtown Form is comprised of predominantly office, commercial, civic, medical, high-density residential and cultural land uses. It has a grid pattern of streets designed to accommodate a large volume of vehicular traffic and public transportation. There are provisions for on-street and long-term parking of vehicles and for substantial pedestrian and non-vehicular movement within the district. Buildings are generally the greatest in volume and height in the metropolitan area, and there is public open space including plazas and squares. The Downtown Form should give identity to the whole community and should provide for a mixture of high density and intensity uses. Unlike the other community forms, the Downtown is already a geographically defined area that is described by Louisville Codified Ordinance and in the Louisville Downtown Development Plan. The Downtown Development Plan also recognizes that Downtown consists of seven sub-districts and describes those sub-districts. The Downtown Development Plan and its successors are to be used as official planning evidence guiding land use decisions in the Downtown.
- 2. Traditional Neighborhood:** This form is characterized by predominantly residential uses, by a grid pattern of streets with sidewalks and often including alleys. Residential lots are predominantly narrow and often deep, but the neighborhood may contain sections of larger estate lots, and also sections of lots on which appropriately integrated higher density residential uses may be located. The higher density uses are encouraged to be located in centers or near parks and open spaces having sufficient carrying capacity. There is usually a significant range of housing opportunities, including multi-family dwellings. Traditional neighborhoods often have and are encouraged to have a significant proportion of public open space such as parks or greenways, and may contain civic uses as well as appropriately located and integrated neighborhood centers with a mixture of mostly neighborhood-serving land uses such as offices, shops, restaurants and services. Although many existing traditional neighborhoods are fifty to one hundred twenty years old, it is hoped



that the Traditional Neighborhood Form will be revitalized under the new Comprehensive Plan. Revitalization and reinforcement of the Traditional Neighborhood Form will require particular emphasis on (a) preservation and renovation of existing buildings in stable neighborhoods (if the building design is consistent with the predominant building design in those neighborhoods), (b) the preservation of the existing grid pattern of streets and alleys, (c) preservation of public open spaces.

- 3. Neighborhood:** The Neighborhood Form is characterized by predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape and neighborhood areas. High-density uses will be limited in scope to minor or major arterials and to areas that have limited impact on the low to moderate density residential areas.

The Neighborhood Form will contain diverse housing types in order to provide housing choice for differing ages and incomes. New neighborhoods are encouraged to incorporate these different housing types within a neighborhood as long as the different types are designed to be compatible with nearby land uses. These types may include, but not be limited to large lot single family developments with cul-de-sacs, neo-traditional neighborhoods with short blocks or walkways in the middle of long blocks to connect with other streets, villages and zero-lot line neighborhoods with open space, and high density multi-family condominium-style or rental housing.

The Neighborhood Form may contain open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services. These neighborhood centers should be at a scale that is appropriate for nearby neighborhoods. The Neighborhood Form should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycles and transit.

Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to invite human interaction. Streets are connected and easily accessible to each other, using design elements such as short blocks or bike/walkways in the middle of long blocks to connect with other streets. Examples of design elements that encourage this interaction include narrow street widths, street trees, sidewalks, shaded seating/gathering areas and bus stops. Placement of utilities should permit the planting of shade trees along both sides of the streets.

- 4. Village:** Village Form is characterized by predominately low to medium density residential uses where the pattern of development is distinguished by open space such as parks, greenways, and farmland protected by conservation easements. The Village Form should have a small-scale village center with a mixture of uses such as offices, shops, restaurants, services and a diversity of housing types that may be higher in density than the rest of the district. The village center may be arranged around a village green. Low-density residential uses interspersed with open space may be encouraged at the edge of the Village. Village Form should be designed to encourage pedestrian, bicycle and transit use.

- 5. Town Center:** The Town Center is a traditional and preferred form, larger in scale than

the neighborhood center, which forms a focal point of activity. The Town Center has an identifiable core and is often located at a historic crossroads or the intersection of a major thoroughfare(s) and a collector roadway with connections to surrounding neighborhoods through walkways, local streets and residential collector streets. The amount of floor space in town centers is usually between 100,000 and 400,000 square feet reflecting a market area designed to serve a population of between 25,000 to 75,000.

The town center form typically has a compact mixture of moderately intense uses including shopping, restaurants, offices and residences. In its most traditional form, the Town Center ordinarily includes civic uses, such as libraries, government offices, police or fire stations and religious facilities. The presence of small-scale civic open space is a common but not essential feature. Buildings are generally close to and oriented toward the street. These characteristics strengthen the role of the Town Center as a community focal point. The Town Center should have a high level of pedestrian, roadway, transit and bicycle access, a connected street pattern, shared parking and pedestrian amenities. More intense uses in the town center are located in close proximity to the major thoroughfare, and the intensity of use gradually declines toward the adjacent neighborhoods.

Town Centers are easily disrupted by new forms of development. Therefore the harmony and compatibility of infill and redevelopment in town centers should receive special attention. The establishment of new town centers requires a high level of planning and design. The Cornerstone 2020 Comprehensive Plan envisions the preservation and enhancement of those town centers that already exist and encourages creation of new town centers that are in keeping with the goals, objectives and policies.

- 6. Regional Centers:** A Regional Center is a development form that typically contains a mixture of high intensity uses including regional shopping, office, services, entertainment facilities and medium to high-density residential uses. Such Regional Centers may include a variety of stores under one roof, or may consist of freestanding structures. The amount of floor space in regional centers usually exceeds 400,000 square feet, reflecting a market area designed to serve a population of at least 100,000. Redevelopment and infill development are encouraged.

Integration of civic uses such as branch libraries, community centers or government offices is encouraged, and can strengthen the identity and success of the center. Regional Centers are most appropriately located on or near major arterials, state or interstate highways. Development in Regional Centers should be compact and provide for site accessibility through all means of transportation. A high level of transit access is desirable and regional centers should serve as focal points for transit from homes and workplaces. Connectivity and the capacity to handle traffic should be addressed through unified access and circulation. The site plan should encourage pedestrian activity within the Regional Center with human-scale design and by providing pedestrian amenities and pedestrian connectivity among buildings.

Landscaping, building design and unified signs in the Regional Center give character to the development, defines and reinforces identity and provides a human scale. A center may include several internal focal points. Several uses sharing a building may have separate entrances and the design of the building facades may mimic a traditional market-



place corridor or “main street.” Parking in Regional Centers is provided on a shared basis to avoid excessive impervious areas, and the center is designed to encourage customers to visit several establishments without moving their vehicles.

Regional Center site design should provide screening of the parking lot and outbuildings as the site is viewed from the arterial roadway. The rear or loading area of buildings should be well screened from arterials, freeways and adjacent residential areas. Human safety or “crime prevention through environmental design” should be a factor in the design of regional centers.

- 7. Traditional Marketplace Corridor:** The Traditional Marketplace Corridor is a form found along a major roadway where the pattern of development is distinguished by a mixture of low to medium intensity uses such as neighborhood-serving shops, small specialty shops, restaurants, and services. These uses frequently have apartments or offices on the second story. Buildings generally have little or no setback, roughly uniform heights and a compatible building style. Buildings are oriented toward the street. Buildings typically have 2-4 stories. New development and redevelopment should respect the predominant rhythm, massing and spacing of existing buildings.

There should be a connected street and alley system. New development should maintain the grid pattern and typical block size. Parking is provided either on-street or in lots at the rear of buildings. New development should respect this pattern. Flexible and shared parking arrangements are encouraged. A street capable of permitting on-street parking is usually necessary. Wide sidewalks, street furniture and shade trees should make a pedestrian friendly environment that invites shoppers to make multiple shopping stops without moving their vehicle. The area should also be easily accessible by pedestrians, transit and bicycle users.

Attention to discreet signs can also help make this a very desirable form. A premium should be placed on compatibility of the scale and architectural style and building materials of any proposed new development with nearby existing development within the corridor.

- 8. Suburban Marketplace Corridors:** Suburban Marketplace Corridors are generally located along major roadways with well-defined beginning and ending points and established depths along the length of the corridor. The pattern of development is distinguished by a mixture of medium to high intensity uses. Accommodations for transit users, bicyclists and pedestrians are encouraged in an effort to attract a variety of users as well as to minimize automobile dependency and traffic congestion. Connectivity to nearby uses should be encouraged. Developers should be encouraged to design new commercial development in compact groups of buildings, which use the same curb cut, share parking, have a common freestanding sign identifying the uses and have a common buffering or streetscape plan with respect to any abutting uses of lower density or intensity. This form may include medium to high-density residential uses that are designed to be compatible with both the non-residential uses along the corridor and the lower density residential uses in adjacent form districts. Medium density residential uses may serve as a transition area from lower to higher density residential uses and should be encouraged in



this form.

Proposed new commercial uses are encouraged, to locate within the boundaries of existing corridors. Reuse of locations within existing corridors is preferred over expansion of a corridor. Proposals to expand defined corridors represent significant policy decisions. When considering proposals that result in an extension of suburban marketplace corridors, particular emphasis should be placed on: (a) use or reuse of land within existing corridors; (b) potential for disruption of established residential neighborhoods; and (c) compliance with the site and community design standards of the Land Development Code.

- 9. Traditional Workplace:** A Traditional Workplace is a form characterized by predominantly small to medium scale industrial and employment uses. The streets are typically narrow, in a grid pattern and often have alleys. Buildings have little or no setback from the street. Traditional workplaces are often closely integrated with residential areas and allow a mixture of industrial, commercial and office uses. New housing opportunities should be allowed as well as civic and community uses.

Traditional workplaces should be served by public transportation. Because of the close proximity to residential areas, parking should be encouraged to be located mostly off-street and behind buildings. There should be adequate buffering of nearby neighbors from noise, odors, lighting and similar conditions.

In order to encourage reinvestment, rehabilitation and redevelopment in these areas, flexible and creative site design should be encouraged along with a respect for the traditional pattern of development in the surrounding area.

- 10. Suburban Workplace:** A Suburban Workplace is a form characterized by predominately industrial and office uses where the buildings are set back from the street in a landscaped setting. Suburban workplaces often contain a single large-scale use or a cluster of uses within a master planned development. New larger proposed industrial uses are encouraged to apply for a planned development district.

In order to provide adequate transportation access in suburban workplaces connected roads, public transportation and pedestrian facilities should be encouraged. Walkways to workplace-serving uses are encouraged for workplace employees. Development within suburban workplace form districts may need significant buffering from abutting uses.

- 11. Campus:** Campus form districts typically contain a mixture of uses that are clustered for a single or predominant function, often of regional importance, such as a university, a hospital complex or an office development for corporate headquarters. A mixture of uses is encouraged and may include residential (e.g., student housing) or commercial, but the uses primarily should serve the people whom work or live on the Campus. The form should be compact and walkable, with multiple buildings, central gathering areas, extensive open space, internal shared parking, private walkways and roadways, and shared utilities and signage. Some Campus form districts may need significant buffering from abutting uses. Campuses may include entry roads as part of an internal system of interconnected streets.



- C. Design.** Use form district pattern rather than zoning districts as a basis for site design standards such as lot dimensions, building scale, size, height, massing and materials as well as how buildings relate to other nearby buildings, the street, and the site itself. Design standards should reflect the special character of each form district. Design of new development and redevelopment should take into account use by persons with disabilities.
- D. Form District Map.** The distinct boundaries of the form districts, along with the zoning districts and special districts, shall be delineated on the Form District Map that is adopted as part of the Land Development Code. At the time of the Cornerstone 2020 Plan adoption, a general Community Form Core Graphic shall be adopted by the Planning Commission as evidence of the intended Community Form and shall be considered in land use decisions by the Commission and legislative bodies. Once Form District boundaries are established by the legislative body, the Community Form Core Graphic shall be considered only in legislative body decisions related to form district boundary changes. The Community Form Core Graphic will be updated no less than annually.



Guideline 2. Centers

Encourage mixed land uses organized around compact activity centers that are existing, proposed or planned.

Intent:

- To promote efficient use of land and investment in existing infrastructure.
- To lower utility costs by reducing the need for extensions.
- To reduce commuting time and transportation-related air pollution.
- To provide an opportunity for a mixture of residential development that includes housing types and building styles that accommodates people of different ages and incomes and that are compatible with the existing development pattern of the Form District.
- To provide an opportunity for neighborhood centers and marketplaces that includes a diversity of goods and services and that are designed to be assets to the community.
- To encourage vitality and a sense of place in neighborhoods and the community
- To restrict individual or isolated commercial uses from developing along streets in non-commercial areas.
- To encourage commercial revitalization in redeveloping areas.

A. Policies

1. Locate activity centers within:

- Downtown Form District
- Town Center Form Districts
- Marketplace Corridor Form Districts
- Regional Center Form Districts
- Campus Form Districts
- Traditional Neighborhood, Neighborhood and Village Form Districts at street intersections with at least one of the intersecting streets classified as collector or above, and one of the corners containing established non-residential uses. Each Village Form district should have at least one single mixed-use activity center.

2. Develop non-residential and mixed uses only in designated activity centers except:

- when an existing activity center proposes to expand and the expansion is compatible with adjacent uses and meets Form District guidelines;
- when a proposed development is of an intensity, size, and has a mixture of uses and site design that are comparable to a designated center;
- when a proposed use requires a special location in or near a specific land use, transportation facility or when a use does not fit well into a compact center (e.g., car dealerships or lumberyards);
- New planned or proposed developments where the commercial use mainly serves residents of the development and is similar in character and intensity to the residential development; or
- Older or redeveloping residential areas where the non-residential use does not create nuisances and is compatible with the surroundings.

3. Location if Retail Commercial. Locate retail commercial development in activity centers where it can be demonstrated that sufficient population supports it.

4. Compact Development. Encourage a more compact development pattern in activity centers that result in efficient land use and cost-effective infrastructure investment.

5. Mixture of Compatible Uses. Encourage activity centers to include a mixture of com-



patible land uses (in order to reduce traffic congestion by requiring fewer trips), allow alternative modes of travel and encourage vitality and a sense of place.

6. **Residential Uses in Traditionally Non-residential Areas.** Encourage residential land uses in designated centers. Encourage residential and office uses above retail and other mixed-use multi-story retail buildings.
7. **Desirable Uses in Centers.** Encourage new developments and rehabilitation of buildings that provide commercial, office and/or residential uses.
8. **Centers in Residential Areas.** Allow centers in new development in Traditional Neighborhood, Neighborhood and Village Form Districts that serve the day-to-day needs of nearby residents and that are designed to minimize impacts on nearby residents.
9. **Location of Centers in Residential Areas.** Allow non-residential development within the Neighborhood, Traditional Neighborhood and Village Form Districts to occur only at certain locations such as at intersections with at least one of the intersecting streets classified as collector or above and one of the corners containing established non-residential uses. Locate neighborhood and village centers in areas that are not served by an existing neighborhood or village center.
10. **Underutilized Parking Lots.** Outlot development will be encouraged in underutilized parking lots of existing development provided specific criteria for elements such as location, scale, signs, parking, lighting, and landscaping are met. Outlot development shall encourage street level retail with residential units above.
11. **Design of Centers.** Ensure appropriate placement, design and scale of centers in Traditional Neighborhood, Neighborhood and Village Form Districts to ensure compatibility with nearby residences.
12. **Focal Point.** Encourage large developments in activity centers to be compact, multi-purpose centers designed around a central feature such as a public square or plaza or landscaped element.
13. **Shared Parking and Access.** Encourage adjacent development sites to share entrance and parking facilities in order to reduce the number of curb cuts and the amount of surface parking.
14. **Utilities.** Design and locate utility easements to provide access for maintenance and repair. Encourage adjacent development sites to share site and building features such as utility hookups and service entrances. Place, to the extent possible, utility lines in common easements. Minimize negative visual impacts, e.g., by placing utilities underground and screening utility equipment.
15. **Location of Parking.** Encourage the design, quantity and location of parking in activity centers to balance safety, traffic, transit, pedestrian, environmental and aesthetic considerations.
16. **Encourage Alternative Transportation Modes.** Encourage activity centers to be easily accessible by bicycle, car, transit, and for pedestrians and people with disabilities. Large activity centers should be considered for designation as transit nodes.



Guideline 3. Compatibility

Ensure that land uses and transportation facilities are located, designed and constructed to be compatible with nearby land uses and to minimize impacts to residential areas, schools and other sensitive areas in the community.

Intent:

- To allow a mixture of land uses and densities near each other as long as they are designed to be compatible with each other.
- To prohibit the location of sensitive land uses in areas where accepted standards for noise, lighting, odors, or similar nuisances are violated or visual quality is significantly diminished (unless adequate abatement measures are provided).
- To preserve the character of existing neighborhoods.

A. Policies

1. **Compatibility.** Ensure compatibility of all new development and redevelopment with the scale and site design of nearby existing development and with the pattern of development within the form district. The type of building materials may be considered as a mitigation measure and may also be considered in circumstances specified in the Land Development Code.
2. **Consideration of Building Materials.** When assessing compatibility, it is appropriate to consider the choice of building materials in the following circumstances: (1) projects involving residential infill (2) projects involving non-residential uses; and (3) when specified in the Land Development Code.
3. **Residential Compatibility.** Encourage residential character that is compatible with adjacent residential areas. Allow a mixture of densities as long as their designs are compatible. Adjacent residential areas in different density categories may require actions to mitigate nuisances and provide an appropriate transition between the areas. Examples of mitigation as appropriate include vegetative buffers, open spaces, landscaping and/or a transition of densities, site design, building heights, building design, materials and orientation that is compatible with those of nearby residences.
4. **Non-residential Expansion.** Discourage non-residential expansion into existing residential areas unless applicant can demonstrate that any adverse impact on residential uses will be mitigated. Evaluation of impacts should include traffic, parking, signs, lighting, noise, odor, and stormwater. Appropriate transitions from non-residential to residential uses should depend on the pattern of development of the form district and may include natural vegetative buffers, landscaping or the use of higher density residential between lower density residential and/or non-residential.
5. **Odor and Air Quality Emissions.** Consider prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when residential areas may be impacted.
6. **Traffic.** Mitigate adverse impacts of traffic from proposed development on nearby existing communities.
7. **Noise.** Mitigate adverse impacts of noise from proposed development on existing communities.
8. **Lighting.** Mitigate adverse impacts of lighting from proposed development on nearby properties, and on the night sky.
9. **Visual Impacts.** Protect the character of residential areas, roadway corridors, and public



spaces from visual intrusions and mitigate when appropriate.

- 10. Variety of Housing Types.** Encourage new residential development and redevelopment to include a variety of housing types including, but not limited to, single family detached, single family attached, multi-family, zero lot line, average lot, cluster, and accessory residential structures. Housing types should reflect the form district pattern.
- 11. Higher Density in Appropriate Areas.** Locate higher density and intensity uses along transit corridors and in or near activity centers.
- 12. Accessibility.** Ensure that all new development is accessible to people with disabilities consistent with federal, state and local regulations.
- 13. Location of Housing for Elderly and People with Disabilities.** Encourage housing for the elderly and people with disabilities to be located close to shopping and transit routes and, when possible, medical facilities.
- 14. Appropriate/Inclusive Housing.** Encourage provision of appropriate/inclusive housing by providing a variety of ownership options and unit costs throughout Jefferson County. Expand opportunities for people to live in sound, variably priced housing in locations of their choice by encouraging lower cost housing in dispersed locations throughout the community.
- 15. Design of Appropriate/Inclusive Housing.** Encourage design of all appropriate/inclusive housing that is compatible with site and building design of nearby housing. Form district standards should encourage the use of innovative methods such as clustering, mixed-use developments, and accessory apartments to increase the production of appropriate/inclusive housing.
- 16. Incentives for Appropriate/Inclusive Housing.** Incorporate incentives for the development of appropriate housing in the Land Development Code. They may include but not be limited to density bonuses for projects that include low/moderate income housing, waiving local fees as appropriate, and encouraging mixed-use projects that include appropriate housing components.
- 17. Location of Industries.** Encourage industries to locate in workplace form districts rather than isolated industrial sites.
- 18. Location of Industries that Handle Dangerous Materials.** Require that industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills and quarries are sited to protect public health, safety and welfare and are located away from residential areas and population centers.
- 19. Handling of Hazardous Materials.** Require industrial development to store, handle and dispose of all hazardous materials in a safe and environmentally sound manner and to meet all air emissions and industrial and solid waste disposal standards and to prevent contamination of ground water and surface streams.
- 20. Centers.** Encourage new neighborhoods, traditional neighborhoods and villages to be organized around a center that may contain neighborhood-serving shops, restaurants and services such as schools, libraries and churches and that has a public space such as a square, green or important street intersection.
- 21. Transitions.** Ensure an appropriate transition between uses that are substantially different in scale and intensity or density of development. The transition may be achieved through methods such as landscaped buffer yards, vegetative berms, compatible building design and materials, height restrictions and setback requirements.
- 22. Buffers.** Mitigate the impacts caused when incompatible developments unavoidably occur adjacent to one another. Buffers should be used between uses that are substantially



- different in intensity or density. Buffers should be variable in design and may include landscaping, vegetative berms and/or walls and should address issues such as outdoor lighting, lights from automobiles, illuminated signs, loud noise, odors, smoke, automobile exhaust or other noxious smells, dust and dirt, litter, junk, outdoor storage, and visual nuisances. Residential uses that develop adjacent to agricultural land uses may be required to provide screening and buffering to protect both the farmer and homeowners.
- 23. Setbacks, lot dimensions and building heights.** Setbacks, lot dimensions and building heights should be compatible with those of nearby developments that meet form district guidelines.
 - 24. Minimize Impacts of Parking, Loading and Delivery.** Parking, loading and delivery areas located adjacent to residential areas should be designed to minimize adverse impacts from noise, lights, and other potential impacts. Ensure that parking, loading and delivery is adequate and convenient for motorists and does not negatively impact nearby residents or pedestrians. Parking and circulation areas adjacent to the street shall be screened or buffered. Use landscaping, trees, walls, colonnades or other design features to fill gaps along the street and sidewalk created by surface parking lots. Encourage the placement of parking lots and garage doors behind or beside the building rather than facing the street. The use of alleys for access to parking lots is encouraged, especially in Traditional Neighborhoods and Traditional Marketplace Corridors.
 - 25. Parking Garage Design.** Integrate parking garage facilities into their surroundings and provide an active inviting street-level appearance.
 - 26. Manufactured Housing.** Ensure that manufactured homes are compatible with the scale and character of the surrounding neighborhood. Manufactured homes should meet the most current U.S. Department of Housing and Urban Development Code standards.
 - 27. Mobile Home Location.** Ensure that mobile homes are located to minimize negative visual impact on nearby land uses and to ensure that appropriate safety measures are used in installation and siting.
 - 28. Signs.** Ensure that signs are compatible with the form district pattern and contribute to the visual quality of their surroundings. Promote signs of a size and height adequate for effective communication and conducive to motor vehicle safety. Encourage signs that are integrated with or attached to structures wherever feasible; limit freestanding signs to monument style signs unless such design would unreasonably compromise sign effectiveness. Give careful attention to signs in historic districts, parkways, scenic corridors, design review districts and other areas of special concern. For freestanding signs in multi-lot developments, minimize the number of signs by including signage for each establishment on the same support structure and encourage consistent design (size, style, and materials).
 - 29. Adverse Impacts from Transportation Facilities.** Mitigate adverse noise and lighting impacts and other nuisances of transportation facilities, services, and operations by considering site design solutions such as screening/buffering, greater distance separation, changes in elevation such as placing the facility below grade. Establish and enforce accepted standards to protect residential areas from adverse impacts of noise, lighting and other nuisances. Design transportation facilities, including rail lines and aviation facilities, to mitigate adverse noise, lighting and other nuisance impacts on residential uses
 - 30. Cellular Towers.** Establish and enforce standards for the placement, height, design and buffering of antenna towers for cellular telecommunications services and personal communications services. Antenna tower location and design must consider the effect of the



tower on the character of the general area in the vicinity of the tower and the likely effects of the installation on nearby land uses and values. Issues that must be addressed include the necessity for the tower, co-location possibilities, design, mass, scale, siting and abandonment and removal of antenna tower structures.



Guideline 4. Open Space

Ensure well-designed permanently protected open space that meets community needs.

Intent: To enhance the quality of life in Jefferson County through the provision of accessible and functional open space.

A. Policies

- 1. Design of Open Space.** Open space should be designed to meet outdoor recreation, natural resource protection, aesthetic, cultural and educational or public, health and safety needs. Open space may also be associated with civic uses, managed for production of resources and designed to ensure compatibility between differing land uses.
- 2. Conservation of Natural Resources.** Conserve, restore and protect vital natural resource systems within a network of greenways and open space that shape the pattern of development by providing open space as a component of new development.
- 3. Outdoor Recreation.** Encourage open space that is created by new development to help meet the recreation needs of the community.
- 4. Consistent with Pattern of Development.** Open space design should be consistent with the pattern of development in the form district. The development pattern in form districts with a more intensely developed pattern such as Downtown, Corridors, Town Centers, Regional Centers, Campus and Workplaces may have more formal design of open space such as plazas or squares while form districts such as Neighborhoods, Traditional Neighborhoods and Villages may have less formal open space designed as greens and parks.
- 5. Natural Features.** Encourage natural features to be integrated within the prescribed pattern of development
- 6. Open Space Requirement.** Encourage, through the use of incentives or otherwise, common open space in new residential development based on density, need for open space, size of development, and proximity to greenways.
- 7. Maintenance of Open Space.** Provide for the continuing maintenance of common open space. Provisions may include joint ownership by all residents in a homeowners association, donation of open space or conservation easements to a land trust or government entity or other measures.
- 8. Buffers between Development and Parks.** Require appropriate transitions between existing public parks and new development to minimize visual and environmental impact.
- 9. Greenways.** Provide access to greenways whenever possible.



Guideline 5. Natural Areas and Scenic and Historic Resources

Protect natural areas, natural features and important scenic and historic resources. Locate development, whenever possible, in areas that do not have severe environmental limitations.

Intent: To guide future public and private economic development, investment, and preservation within areas identified as an important resource by the community.

A. Policies

- 1. Natural Features.** Encourage development that respects the natural features of the site through sensitive site design, avoids substantial changes to the topography and, minimizes property damage and environmental degradation resulting from disturbance of natural systems.
- 2. Historic Resources.** Preserve buildings, sites, districts and landscapes that are recognized as having historic or architectural value and ensure that new land uses are compatible in height, bulk, scale, architecture and placement when located within the impact area of such resources.
- 3. Distinctive Cultural Features.** Encourage preservation and use of landscape and built features particular to distinctive areas.
- 4. Preservation and Reuse of Historic Sites.** Encourage preservation and use or adaptive reuse of historic sites listed on or eligible for the National Register of Historic Places and/or recognized by Jefferson County Historic Landmarks and Preservation Districts Commission or the Louisville Landmarks Commission or other national, state or local government historic preservation agencies.
- 5. Special Districts.** Develop standards and regulations for Special Districts to preserve sites that have designated natural and historic features and resources that are important to the community and ensure that new land uses do not have a negative impact when located next to such areas. Special Districts should be designated for the Floyds Fork Corridor, the Jefferson Memorial Forest and the Ohio River Corridor and other areas of community-wide importance. Establish, through a public process, standards for development that are specific to each area. Encourage techniques such as clustering, buffers, building height limits and setback requirements to protect the special features and scenic character of these areas.
- 6. Soils and Slopes.** Encourage development to avoid wet or highly permeable soils, severe, steep or unstable slopes where the potential for severe erosion problems exists in order to prevent property damage and public costs associated with soil slippage and foundation failure and to minimize environmental degradation.
- 7. Archeological Sites.** Set local standards to ensure compliance with current State and federal statutes and regulations to protect against destruction of or encroachment upon significant archaeological sites.
- 8. Ohio River Corridor.** Encourage land uses within the Ohio River Corridor that are appropriate for and related to river corridor activities and that are consistent with the Goals and Objectives of the Ohio River Corridor Master Plan. Reserve appropriate riverfront sites such as the Upper River Road industrial area for river-related development. Allow development of commercial leisure businesses related to the river, such as boating services and restaurants in appropriate locations. Encourage new development in the Ohio River corridor and along key greenway and street connections to provide for public access in new riverfront development and to maintain views of the river from public rights-of-way.



B. Marketplace

Guideline 6. Economic Growth and Sustainability

Provide a positive culture for attracting and sustaining business within Louisville and Jefferson County.

Intent:

- To ensure the availability of necessary usable land to facilitate commercial, industrial and residential development.
- To reduce public and private costs for land development.
- To reduce the time involved in the review of land development proposals.
- To ensure an adequate level of staffing for the efficient and expeditious review of development proposals.
- To ensure that regional scale workplaces and industrial land uses have access to people, goods, services and appropriate locations needed for them to conduct business.

A. Policies

1. **Preserve Workplaces.** Limit land uses in workplace districts only to those land uses necessary to meet the needs of the industrial subdivision or workplace district and their employees.
2. **Provide Access.** Ensure adequate access between employment centers and population centers.
3. **Investment in Downtown and Older Neighborhoods, Commercial and Industrial Areas.** Encourage redevelopment, rehabilitation and reinvestment opportunities in downtown, older and declining neighborhoods and older industrial areas that is consistent with the form district pattern.
4. **Location of Industries.** Encourage industries, to the extent possible, to locate in industrial subdivisions or adjacent to an existing industry to take advantage of special infrastructure needs.
5. **Redevelopment.** Utilize plans to redevelop targeted districts within the City of Louisville and Jefferson County that are developed in accordance with the Comprehensive Plan.
6. **Activity Centers.** Locate retail commercial development in activity centers. Locate commercial uses generating high volumes of traffic on a major arterial street, at the intersection of two minor arterials, or at a location with good access to a major arterial and at locations where nuisances and activities of the proposed use will not adversely affect adjacent areas.
7. **Industry near Airport and Ohio River.** Utilize industrial sites near airports and the Ohio River for only those industries whose transportation and production needs require such a location or for those industries which support airport-oriented or river-oriented industries.
8. **Location of Industries near Transportation Facilities.** Require industrial development with more than 100 employees to locate on or near an arterial street preferably in close proximity to an expressway interchange. Require industrial development with less than 100 employees to locate on or near an arterial street.
9. **Review.** Ensure that both public and private projects face the same level of review and



meet the same standards for development.

- 10. Industrial Redevelopment.** Implement recommendations of the Older Industrial Redevelopment Strategy. Specify in the Land Development Code land use criteria regarding redevelopment of older commercial and industrial land that requires environmental cleanup.
- 11. Adaptive Re-Use.** Provide opportunities for the adaptive re-use of older industrial land through zoning ordinances and flexible land use regulations.



C. Mobility/Transportation

Guideline 7. Circulation

Ensure a balanced and comprehensive multi-modal transportation network that is coordinated with desired growth and development patterns and provides for the movement of people and goods.

Intent:

- To provide for safe and proper functioning of the street network with a coordinated hierarchy of arterial, collector and local roads.
- To ensure that new developments do not exceed the carrying capacity of streets.
- To ensure that internal and external circulation of all new development provides safe and efficient travel movement by all types of transportation.
- To provide improved public transportation facilities.
- To address congestion and air quality issues.
- To ensure that transportation facilities are compatible with form district goals and objectives.

A. Policies

- 1. Impact of Developments.** Evaluate developments for their impact on the street and roadway system and air quality. Ensure that those who propose new developments bear or reasonably share in the costs of the public facilities and services made necessary by development. When existing services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements, proportional to the projected impact of the proposed development, to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location. Ensure that necessary improvements occur in accordance with long-range transportation plans and level of mobility criteria identified in the Major Thoroughfare Plan for all modes of travel.
- 2. Impact Mitigation.** Provide street improvements and/or transit solutions to mitigate impacts of development and re-development. Improvements may include but not be limited to the following:
 - on-site road system construction;
 - off-site shoulder improvements and pavement widening;
 - addition of acceleration and deceleration lanes;
 - addition of left turn lanes or traffic signals on streets bordering the site to street;
 - intersection widening completely off-site;
 - right-of-way donation;
 - alternative transportation solutions.
- 3. Transit Supportive Development.** Evaluate developments for their ability to promote mass transit and pedestrian use. Encourage higher density mixed use developments that reduce the need for multiple automobile trips as a means of achieving air quality standards and providing transportation choices.
- 4. Land Use and Transportation.** Provide transportation services and facilities to promote and accommodate growth and change in activity centers rather than in a linear pattern. Provide walking and bicycling opportunities to enable activity centers to minimize single-occupant vehicle travel. Encourage a mix of complementary neighborhood serving businesses and services in neighborhood and village centers to encour-



age short trips easily made by walking or bicycling.

5. **Major Thoroughfare Plan.** Right-of-way required for all facilities described in an urban mobility plan shall become the basis for centerline setback standards. All new and substantially improved development should be consistent with the applicable standards and designed to reserve these rights-of-way for further dedication and/or acquisition.
6. **Access to Surrounding Land Uses.** Ensure that transportation facilities of new developments are compatible with and support access to surrounding land uses, and contribute to the appropriate development of adjacent lands. At least one continuous roadway through the development is necessary to tie all local access roads or parking areas, where applicable, to the arterial street system. Adequate stub streets should be provided by developments. Allow cul-de-sacs as short side streets or where natural features limit development of “through” roads.
7. **Update of Development Code.** Regularly update the Land Development Code to make it consistent with changes to road classifications, access management regulations, and transportation system management and transit measures.
8. **Level of Service by Form District.** Develop appropriate level of mobility criteria that recognizes the distinguishing characteristics of each of the Form Districts. Level of mobility criteria will recognize differences in travel demand characteristics between form districts and the mix and capacity of travel modes available.
9. **Dedication of Right-of-Way.** The Planning Commission or legislative body may require the developer to dedicate rights-of-way for street, transit corridors, bikeway and walkway facilities within or abutting the development as set forth in the Land Development Code and/or an adopted urban mobility plan. Dedication of street rights-of-way should ensure that transit service can be accommodated where appropriate.
10. **Adequate Parking.** Parking requirements should take into account the density and relative proximity of residences to businesses in the market area, the availability and use of alternative modes of transportation, and the character and pattern of the form district. Additional considerations including hours of operation and opportunities for shared parking may be factored on a site by site basis. On-site parking standards should reflect the availability of on-street and public parking. Parking standards should include the minimum and maximum number of spaces required based on the land use and pattern of development in the area.
11. **Corner Clearance Standards.** Develop corner clearance standards to reduce or restrict new driveways or other connections in the functional area of an intersection or interchange.
12. **Access Classifications.** Develop and assign access classifications for roadway segments based upon the current condition of the roadway and any planned improvements. Standards will address driveway and curb cut spacing, median spacing, and signal spacing.
13. **Joint and Cross Access.** Require joint and cross access easements according to standards set forth in the Land Development Code, to reduce traffic on major thoroughfares and to reduce safety hazards.
14. **Connections and Median Openings.** Access points, connections and median openings within 1/4 mile of an interchange area should be minimized to reduce safety hazards and improve flow of traffic onto and off the interchange.
15. **Driveway Design.** Encourage design standards that address design issues such as the minimum and maximum length and width and the gradient of driveways to ensure that



the driveway or curb cut functions properly and is safe.

- 16. Unified Access and Circulation.** Promote joint access and circulation systems for development sites comprised of more than one building site or lot.
- 17. Residential Access to High Speed Roadways.** Prevent safety hazards caused by direct residential access to high speed roadways.
- 18. Lot Width to Depth Ratios.** Develop minimum lot frontage and maximum lot width to depth ratios to prevent the creation of long and narrow or irregularly shaped lots that can lead to access and circulation problems.
- 19. Transportation Demand Management.** Encourage the use of and provide incentives to incorporate transportation demand management techniques by new development and redevelopment such as:
 - off-peak workplace scheduling
 - ridesharing
 - transit promotion
 - transit user fare subsidy
 - preferential parking for high occupancy vehicles
 - participation in Transportation Management Associations (TMA)
 - high occupancy vehicle lanes
 - parking restrictions
- 20. Intermodal Centers.** The planning of intermodal centers shall consider the effects of the following:
 - truck routes;
 - time of operation of facilities;
 - safety;
 - appropriate linkages between neighborhoods and employment; and
 - the potential for reducing travel.



Guideline 8. Transportation Facility Design

Design transportation facilities that are safe and efficient, that minimize adverse impacts upon the community and that accommodate, where possible, all modes of travel, such as trucks, automobiles, transit, pedestrians and bicycles.

Intent:

- To provide for the safe and convenient accommodation of the special mobility requirements of the County's elderly and physically challenged population.
- To protect and enhance public enjoyment of such facilities as scenic roadways, parkways streetscapes, and transit corridors.
- To provide an efficient, safe and attractive system of roadways, transit routes, sidewalks and other pathways for the timely movement of people and goods.

A. Policies

- 1. Facility Design by Form District.** Transportation facilities and systems should recognize the distinguishing characteristics of each of the Form Districts.
- 2. Protection of Environmentally Sensitive Areas.** The planning and design of road construction and improvement projects should avoid and protect environmentally sensitive areas.
- 3. Scenic Corridors and Parkways.** Develop and preserve an interconnected system of scenic corridors and parkways.
- 4. Street Design Standards.** Develop typical roadway cross-sections for use during the development and redevelopment of roads that provide for livable streets and encompass:
 - scenic, historic and parkway designations;
 - tree preservation and enhancement;
 - landscaping and street furniture
 - bicycle and pedestrian facilities ;
 - transit operations
 - encouragement of on-street parking in appropriate areas to buffer pedestrians from traffic; and
 - Traffic calming techniques
- 5. Rights-of-Way.** Coordinate use of rights-of-ways with community design policies.
- 6. Scenic Corridors and Parkways.** Utilize standards for designation of individual scenic corridors and parkways as well as design and maintenance of facilities.
- 7. Compatibility of Transportation Facilities.** The design of all new and improved roadways should:
 - Be compatible with the surrounding development and provide an aesthetically pleasing visual experience to the user and to adjacent areas and preserve rural character where appropriate;
 - Encourage the acquisition or dedication of whole parcels if the residual not used for the transportation facility would create a nuisance; and
 - Ensure that adequate measures will be taken to reduce glare, vibration, air pollution, odor, and visual intrusion.
- 8. Stub Streets.** Adequate street stubs for future roadway connections that support access and contribute to appropriate development of adjacent lands should be provided by new development and redevelopment.
- 9. Access.** Avoid access to development through areas of significantly lower intensity or



- density development if such access would create significant nuisances.
- 10. Sight Distances.** The road design should provide sight distances consistent with probable traffic speed, terrain, alignments and climatic extremes.
 - 11. Internal Circulation.** The internal circulation pattern for streets within a development should be designed to ensure an appropriate functional hierarchy of streets and appropriate linkages between activity areas within and abutting the development and systems already built or planned in the surrounding area.
 - 12. Street Design Standards by Form District.** Street design standards shall reflect the special character of each form district.



Guideline 9. Bicycle, Pedestrian and Transit

Support transit and non-motorized methods of travel. Provide the necessary infrastructure improvements to accommodate alternative modes of travel.

Intent:

- To increase energy efficiency, as well as to promote improved air quality and recreational opportunities.
- To manage the demand for travel and improve the efficiency of the transportation system.
- To improve pedestrian access to public transportation routes from places of residence and employment
- To reduce major conflicts between vehicular, bicycle and pedestrian movements for improved safety.

A. Policies

- 1. Bicycle and Pedestrian Circulation.** New development and redevelopment should provide, where appropriate, for the movement of pedestrians, bicyclists and transit users with:
 - bicycle and pedestrian facilities between closely related land uses, (e.g., from residential areas to neighborhood centers, recreation areas, greenways, schools, shopping facilities and from office/industrial and retail employment centers to retail/service uses);
 - pedestrian facilities between retail land uses and major concentrations of pedestrian activity, particularly in the Louisville Central Business District;
 - pedestrian connections between all principal buildings within a unified development site including commercial to office and residential to commercial uses;
 - sidewalks along the streets of all developments where appropriate;
 - walkways between residential areas and nearby neighborhoods, schools, public recreation facilities, office/industrial and retail/service uses;
 - walkways for access to public transportation stops; and
 - location of retail and office uses, especially in the Traditional Neighborhood, Village, Marketplace Corridor, Traditional Workplace Form Districts close to the roadway to minimize the distance pedestrians and transit users have to travel.
- 2. Transit.** Provide facilities that support an efficient public transportation system such as access to pedestrian, bicycle and roadway facilities. Encourage higher densities and intensities within existing marketplace corridors and existing and future activity centers to support an efficient public transportation system.
- 3. Bicycle Facility Types.** Criteria for the type of bicycle facility (shared roadway, bike lane, or bike path) will depend on the volume of bicycle and the magnitude of vehicle or pedestrian conflict as indicated by vehicle speeds and volumes. On most residential streets, the street serves as the bikeway and no separated bikeway facilities are warranted. On arterial streets with high volumes and speeds, bikeways separated from the vehicle travel ways or exclusive rights-of-way may be warranted. Separate connections to greenway systems are encouraged. Facilities should be designed in accordance with AASHTO standards.
- 4. Bicycle Parking.** Encourage new development and redevelopment to supply adequate and appropriate bicycle parking at parks, activity centers and schools to encourage bicycle use.
- 5. Transit Centers.** The design of transit centers should consider the following:



- Direct, short, and simple connections for all transportation modes;
- Priority traffic management techniques that make it easier to enter and exit from the station area;
- Sufficient space on sites must be furnished for any feeder bus (turning radii, parking, etc.) and drop-off areas;
- Provision of market-based services (cleaners, newspapers, shoe repair, auto repair) that enhance ridership; and
- Secure and convenient bicycle parking facilities.



D. Livability/Environment

Guideline 10. Flooding and Stormwater

Minimize the potential for and impacts of flooding and effectively manage stormwater.

Intent: To protect the conveyance zone and maintain the hydraulic capacity of natural drainage systems and ensure that drainage designs minimize damage to streams and property from flooding and stormwater runoff.

A. Policies

- 1. Impact to Watershed.** Mitigate negative development impacts to the watershed and its capacity to transport stormwater, discouraging changes to stream channels and natural drainage features. Use, where available, MSD watershed plans as a guideline for development suitability.
- 2. Impact to Regulatory Floodplain.** Mitigate negative development impacts to the integrity of the regulatory floodplain, encouraging patterns that minimize disturbance.
- 3. Impervious Surface.** Minimize impervious surface area and take advantage of soil saturation capacities.
- 4. Floodplain Management Standards.** Base floodplain management standards on a regulatory floodplain that reflects the full development potential of each watershed.
- 5. Blueline Streams.** Protect solid blueline streams, consistent with the current floodplain management ordinance, from channelization, stripping, relocation or other alteration. Ensure a vegetative buffer for the banks of blueline streams to protect the functional integrity of the channel.
- 6. Compensatory Storage.** Ensure that provisions are met, (consistent with the current floodplain management ordinance) for compensatory storage when proposals reduce the existing storage capacity of the floodplain.
- 7. Accommodation of Stormwater Runoff.** Ensure drainage designs capable of accommodating the runoff from development upstream, assuming a fully developed watershed.
- 8. Critical Facilities.** Ensure, to the extent feasible, that critical facilities and those that store or use hazardous wastes are located outside the regulatory floodplain. Where essential community facilities must be located within a floodplain (e.g., pumping stations), ensure that these facilities are designed, located and operated in a manner that minimizes loss of services during flood events and limits, to the extent possible, floodplain disturbance.
- 9. Vehicular Access.** Ensure that sufficient emergency vehicle access is provided above flood levels or that other remedial measures have been proposed to minimize potential hazards for any development that is proposed in or through the regulatory floodplain.
- 10. "Through" Drainage.** Require that "through" drainage systems accommodate runoff based on a fully developed watershed and are calculated in a manner that is acceptable to MSD. Encourage, where feasible, that such systems take advantage of natural drainage features.
- 11. Stormwater Runoff.** Ensure that peak stormwater runoff rates or volumes after development are consistent with regional and watershed plans or are mitigated on-site. Mitigation measures shall be implemented in a manner that is acceptable to MSD.
- 12. Stream Corridors.** Utilize Best Management Practices (BMPs) to preserve or restore stream banks/corridors.



Guideline 11. Water Quality

Protect water quality.

Intent: To prevent the degradation of water quality due to water pollution and erosion.

A. Policies

1. **Water Supply Protection.** Protect the surface and subsurface areas within and surrounding new and existing developments that have the potential to be used as sources for community water supply systems.
2. **Greenways.** Include greenways as integral components of a comprehensive water quality program (consistent with the Multi-Objective Stream Corridor/Greenways Plan).
3. **Sediment and Erosion Control.** Prevent erosion and control sedimentation using standards that account for varied site conditions and construction activities.
4. **Stream Corridor Protection.** Use appropriate water quality best management practices (BMPs) for site preparation and construction activities to protect stream corridors from sediments and pollutants.
5. **Water Quality Goals.** Standards for evaluating development proposals shall ensure that water quality goals for the watershed being impacted can be met.
6. **Standards for Carbonate Areas.** Protect carbonate areas through standards that control the type, location, design and operation of activities posing potential threats to groundwater quality and karst features in carbonate areas.
7. **Protection of Carbonate Areas.** Determine site susceptibility to erosion, identify the presence of carbonate conditions and features on site and their vulnerability to site disturbance, the extent of existing groundwater use and the impacts of the project on groundwater resources, flow patterns and existing and proposed surface drainage. Mitigate potential hazards to such systems resulting from the project.
8. **Groundwater Protection.** Protect groundwater resources by controlling the types of activities that can occur within established Wellhead Protection Areas. Implement source control design standards for activities that pose potential threats to groundwater quality in these areas.
9. **Buffers.** Establish buffer areas around lakes and streams to protect the riparian zone as a critical wildlife habitat and/or a filter to catch waterborne pollutants from site construction activities, on-lot sewage disposal and stormwater runoff.
10. **Riparian Zones.** Establish effective riparian zones and enact regulations such as setback and vegetation conservation requirements.



Guideline 12. Air Quality

Minimize, reduce, or eliminate, as necessary and appropriate, through the land use planning and development review process, air pollution from stationary, area, and mobile sources.

Intent:

- Support an efficient land use pattern that reduces trip distances between work, shopping, and home.
- Encourage development with densities and mixtures of land uses that encourage mass transit.
- Reduce the impacts of pollution caused by vehicular traffic and land uses.
- Reduce the health and nuisance impacts of particulates, to the extent possible, in the ambient air.

A. Policies

1. **Traffic.** Consider the impact of traffic from proposed development on air quality standards.
2. **Clean Air Standards.** Mitigate sources of pollution through measures that reduce traffic, and utilize planning and development review strategies and policies to achieve compliance with air quality standards.
3. **Mass Transit.** Promote mass transit and encourage higher densities along proposed transit corridors.
4. **Roads.** Continue to improve existing roads, particularly at intersections, to alleviate traffic congestion; however, sensitivity to land use impacts of road improvements should be a significant consideration for road widening decisions.
5. **Rapid Transit Corridors.** Consider the density/transit relationship when making rezoning decisions. A density exceeding ten dwelling units per acre within a 1/4 mile of transit corridors will be needed to support a light rail system or enhanced bus service.
6. **Air Pollution.** Create incentives and modify regulations in order to improve air quality.
7. **Mixed Use Development.** Modify Land Development Code to allow for mixed-use development, and support mixed-use developments at appropriate locations.
8. **Sidewalks.** Encourage development of sidewalks, bike lanes, and walkways to accommodate alternative modes of travel.
9. **Pollution Prevention.** Utilize planning and development review processes to encourage and promote pollution prevention.



Guideline 13. Landscape Character

Protect and enhance landscape character.

Intent: To protect and link urban woodland fragments in conjunction with greenways planning, promote tree canopy as a resource, enhance visual quality and buffer incompatible land uses

A. Policies

1. **Landscape Types and Plant Communities.** Encourage development that recognizes and incorporates the unique characteristics of identified general landscape types and native plant communities (e.g., upland hardwood forest) within Jefferson County.
2. **Native Plant Species.** Encourage the planting of native plant species including those that provide habitat for a wide variety of wildlife.
3. **Corridors.** Encourage the natural process of landscape succession, through additions and connections to a system of natural corridors that can provide habitat areas and allow for migration.
4. **Landscape Design Standards.** Ensure appropriate landscape design standards for different land uses within urbanized, suburban, and rural areas.
5. **Tree Canopy.** Require tree preservation best management practices during land development and construction activities. Provide standards to ensure creation and/or preservation of tree canopy as a valuable community resource.
6. **Buffers for Incompatible Uses.** Provide standards for screening and buffering to mitigate adjacent incompatible uses.
7. **Scenic Roadways.** Protect the character of parkways and scenic by-ways and corridors through standards for buffers, landscape treatment, lighting and signs.



Guideline 14. Infrastructure

Provide for necessary infrastructure and ensure that carrying-capacity of the land is adequate for proposed development.

Intent:

- To develop effective connections between land use patterns and supporting infrastructure such as transportation, sewer, water and stormwater management systems.
- To ensure that the carrying capacity of the land and infrastructure is not exceeded.
- To ensure that those who propose new developments bear or reasonably share in the costs of the public facilities and services made necessary by development. When existing essential services are inadequate and public funds are not available to rectify the situation, the developer may be asked to make improvements to eliminate present inadequacies if such improvements would be the only means by which the development would be considered appropriate at the proposed location.

A. Policies

1. **Location of Highway Commercial.** Locate highway service uses only on an arterial street or frontage road preferably near an expressway interchange.
2. **Adequate Utility Service.** Locate development in areas served by existing utilities or planned for utilities.
3. **Water Supply.** Ensure that all development has an adequate supply of potable water and water for fire-fighting purposes.
4. **Sewage Treatment and Disposal.** Ensure that all development has adequate means of sewage treatment and disposal to protect public health and to protect water quality in lakes and streams.
5. **Appropriate Density for Areas with Septic Systems and No Water supply.** Locate only very low-density land uses on sites that depend solely on on-lot sewage disposal systems or on a private supply of potable water.
6. **Utility Location.** Encourage underground utilities. Discourage utility installations from creating nuisances for surrounding areas. Locate large utility installations so that they have access to a major arterial road.
7. **Utility Easements.** Design and locate utility easements to provide access for maintenance and repair and to minimize negative visual impacts. Place, to the extent possible, utility lines, facilities and structures in common easements. Encourage the location of utility lines within the right of way so as to allow the planting of shade trees on both sides of the road.



Guideline 15. Community Facilities

Review community facility location and design to ensure compatibility with existing development.

Intent: To locate and design community facilities and utilities to ensure the highest quality design and compatibility with nearby existing development, to mitigate potential adverse impacts on surrounding land uses, or to buffer community facilities from conflicting nearby uses.

A. Policies

1. **Location Criteria.** Locate or expand community facilities in areas with a demonstrated need for the facility, to avoid duplication of services, and to provide convenient access to the area that the facility is intended to serve.
2. **Joint Location.** Locate, where possible, community facilities on a shared site with other compatible facilities and land uses.
3. **Access.** Locate community facilities that have a large daily or periodic attendance of users on or near an arterial roadway and a transit route.
4. **Utility Location.** Locate large utility installations with access to a major arterial road. Locate and design utility easements to ensure access for maintenance and repair and to place utility lines, to the extent possible, in common easements and underground to minimize negative visual impacts.
5. **Compatibility.** Review new community facilities or major expansion of existing facilities for compatibility and appropriateness of location.
6. **Impact on Residential Areas.** Design community facilities that will be located within residential areas so that they will not detract from the residential character of the immediate neighborhood. Mitigation may be required to address issues such as signs, noise, lighting, traffic, parking, and odors.
7. **Accessibility.** Ensure that all community facilities are designed to be accessible for the elderly, people with disabilities, pedestrians, bicyclists, transit users and motorists
8. **Retention of Sound Facilities.** Retain structurally sound community facilities that can continue to serve their intended functions. Encourage the reuse of these facilities for community purposes.
9. **Fire Protection.** Provide that all developments have adequate fire protection.
10. **Equipment Storage.** Ensure that there is sufficient area on-site for equipment maneuvering and storage.
11. **Landfills.** Locate landfills for disposal of solid waste in areas which:
 - are above the regulatory floodplain;
 - have suitable underlying soils and geology to prevent pollution of groundwater and surface streams;
 - are a sufficient distance above aquifers and the seasonal high water table;
 - have soils in sufficient quantity to cover the refuse;
 - are at least 500 feet from any water producing wells;
 - can be screened from public view;
 - can be buffered from adjacent land uses to prevent such nuisances and hazards as methane gas migration problems;
 - are a safe distance from aircraft runway approaches if the landfill will create air navigation problems; and
 - have adequate access that will not route trucks through existing residential neighborhoods.



- 12. Fire and Police Stations.** Fire and police stations should:
- be located on or very near arterial roadways and on two-way streets;
 - be concentrated near areas of intense development such as the Downtown, commercial and industrial areas and large high density residential areas; and
 - have sufficient area on-site for equipment maneuvering and storage.
 - Fire stations should be designed with equipment entrances regulated by traffic control signals, away from barriers that might delay direct engine access to the service area, such as at-grade railroad tracks and flood prone areas. Ensure that noise and other nuisances that could disturb surrounding land uses are mitigated.
- 13. Parks and Recreation Areas.** Parks and recreation areas should be located and designed in accordance with the approved Parks and Open Space Master Plan.
- 14. Schools.** Schools should be located and designed with safe access for pedestrians, bicyclists, motorist and their passengers, with adequate buffering from nuisances detrimental to its operation, and to the extent possible, with active and passive recreational areas.
- 15. Hospitals.** Hospitals should be located in activity centers and highly accessible locations unless the services provided are complementary to or supportive of other hospital services. Design of hospitals should ensure that emergency entrances, if needed, are safe and separate from other vehicular and pedestrian entrances and on-site circulation routes.
- 16. Healthcare Facilities.** Healthcare facilities and clinics should be located within or near office buildings, shopping areas, activity centers and other highly accessible locations, and in relation to the areas they are intended to serve.
- 17. Government Facilities.**
- Government facilities that administer countywide services or require extensive inter-agency communication should be located in the Louisville Central Business District.
 - Locate administrative offices that directly serve the public in convenient locations in activity centers throughout the county.
 - Locate government garage and storage facilities in areas suitable for warehousing and industry.
- 18. Libraries.** Branch libraries should be located within or near public buildings, activity centers or other locations that are highly accessible to pedestrians, bicyclists, transit users and motorists.
- 19. Human Service Facilities.** Human service facilities should be located in highly accessible locations such as public housing, other institutional buildings, activity centers or activity centers.
- 20. Cultural and Entertainment Facilities.** Cultural and entertainment facilities
- of a regional nature, such as museums and civic centers, should be located in the vicinity of downtown; or
 - may be located in convenient locations throughout the county as long as impacts to the surrounding neighborhoods are mitigated.
- 21. Antenna Towers for Cellular Telecommunications Services or Personal Communications Services.** Cellular towers should:
- be designed to minimize impact on the character of the general area concerned;
 - be sited (in order from most preferred to least preferred):
 1. highway rights-of-way except designated parkways;
 2. existing utility towers;
 3. commercial centers;
 4. government buildings;



5. high-rise office structures;
 6. high-rise residential structures.
- minimize the likely effects of the installation on nearby land uses and values.
 - be designed to address compatibility issues such as co-location, mass, scale, siting, abandonment and removal of antenna tower structure







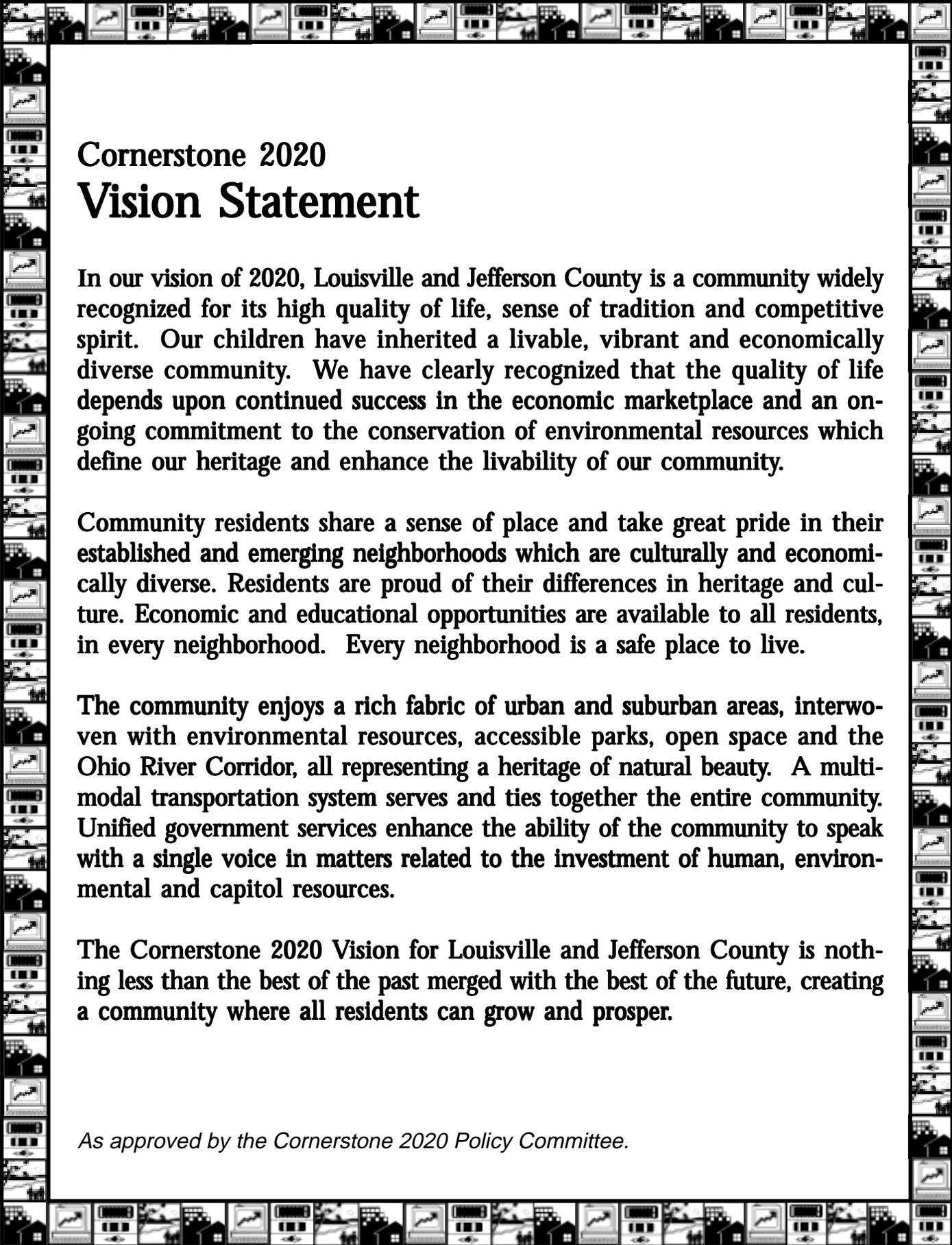




Appendix







Cornerstone 2020 Vision Statement

In our vision of 2020, Louisville and Jefferson County is a community widely recognized for its high quality of life, sense of tradition and competitive spirit. Our children have inherited a livable, vibrant and economically diverse community. We have clearly recognized that the quality of life depends upon continued success in the economic marketplace and an on-going commitment to the conservation of environmental resources which define our heritage and enhance the livability of our community.

Community residents share a sense of place and take great pride in their established and emerging neighborhoods which are culturally and economically diverse. Residents are proud of their differences in heritage and culture. Economic and educational opportunities are available to all residents, in every neighborhood. Every neighborhood is a safe place to live.

The community enjoys a rich fabric of urban and suburban areas, interwoven with environmental resources, accessible parks, open space and the Ohio River Corridor, all representing a heritage of natural beauty. A multi-modal transportation system serves and ties together the entire community. Unified government services enhance the ability of the community to speak with a single voice in matters related to the investment of human, environmental and capitol resources.

The Cornerstone 2020 Vision for Louisville and Jefferson County is nothing less than the best of the past merged with the best of the future, creating a community where all residents can grow and prosper.

As approved by the Cornerstone 2020 Policy Committee.

Table 1: Required Research

| Required Research | Support Documents |
|---|--|
| Population Analysis and Forecasts | <i>Jefferson County Forecasts of People, Jobs and Housing: 1995-2020</i> |
| Economic Development Analysis and Forecasts | <i>Jefferson County Forecasts of People, Jobs and Housing: 1995-2020, Older Industrial and Commercial Area Reinvestment Strategy, Future Physical Form-Economic Development, Coordinated Capital Investment Strategy</i> |
| Land and Building Use | <i>Community Form Plan: Model Form Districts, People, Jobs and Housing - Background Report, People, Jobs and Housing: A Linkage Plan</i> |
| Transportation | <i>Mobility Strategy; Bicycle and Pedestrian Master Circulation Plan and Facilities Design Manual, Site Planning Standards for Alternative Transportation Modes</i> |
| Community Facilities | <i>Parks and Open Space Master Plan; Parks and Open Space Inventory; Multi-Objective Stream Corridor and Greenways Plan; Ohio River Corridor Master Plan, Jefferson County Farmland Inventory, Jefferson County Memorial Forest Resource Management Plan, Portland Wharf: Teaming for New Life</i> |

All supporting Documents are available in the office of Planning and Development Services.

Table 2: Required Plan Elements

| KRS Required Element | 1979 Plan Equivalent | Cornerstone 2020 Equivalent |
|---|---|---|
| Statement of Goals and Objectives | Principles | The Goals and Objectives of the Community Form, Mobility, Marketplace, and Livability Strategies. |
| Land Use Element | All Guidelines and All Core Graphics | The Community Form/Land Use Guidelines and Policies |
| Transportation Element | All Guidelines and Core Graphics relating to Transportation | The Mobility/Transportation Guidelines and Policies |
| Environment Element (optional - not required) | All Guidelines and Core Graphics relating to Environment | The Livability/Environment Guidelines and Policies |
| Community Facilities Element | All Guidelines and Core Graphics relating to Community Facilities and Utilities | The Community Facilities Guidelines and Policies |
| Marketplace Element (optional - not required) | N/A | The Marketplace Guideline and Policies |



Table 3: Corresponding Goals and Objectives

| Guidelines | Corresponding Plan Element Goals and Objectives | |
|--|---|---|
| | Goals | Objectives |
| A. Community Form/Land Use | | |
| <p>Guideline 1. Community Form. Use existing and emerging forms or patterns of development and local plans developed in accordance with the Comprehensive Plan to guide land use decisions and design of development.</p> | CF-A1 CF-A3 CF B1-4 LIV K4 MOB-E1 MOB-E2 MOB-E3 *See individual form district goals. | CF-A1.1-5 CF-A3.4 CF-A3.6 CF B2.1-9 CF B3.1-2 CF-K1.2 LIV C1.3 LIV K4.1 MOB-E1.1-2 *See individual form district goals. |
| <p>Guideline 2. Centers. Encourage mixed land uses organized around compact activity centers that are existing, proposed or planned.</p> | CF-A1 CF-K1 CF-K2 LIV C1 MAR-B.1 | CF-A1.5 CF-K1.2 CF-I1.5 LIV C 1.3 LIV I5.2 MOB-C1.1 MOB-D1.2 |
| <p>Guideline 3. Compatibility. Ensure that land uses and transportation facilities are located, designed and constructed to be compatible with nearby land uses and to minimize impacts to residential areas, schools and other sensitive areas in the community.</p> | CF-A3 CF-J2 CF-J3 CF K.1 CF K2 | CF-A1.2 CF-A3.4 CF-J2.1 CF-J3.1 CF-J3.2 CF K1.1-2 LIV-C3.1 |
| <p>Guideline 4. Open Space. Ensure well-designed, permanently protected open space that meets community needs.</p> | LIV-H1 LIV-H2 | LIV-B2.2 LIV-H1.1 |
| <p>Guideline 5. Natural Areas and Scenic and Historic Resources. Protect natural areas and important scenic and historic resources. Locate development, whenever possible, in areas that do not have severe environmental limitations.</p> | CF-A2 LIV B4 LIV E2-5 LIV-F1 LIV-F2 LIV-F3 LIV F5 LIV-G1 LIV H1 LIV-J1 LIV-J2 LIV-J3 LIV-J4 LIV K1-3 | CF-A2.5 LIV B4.3 LIV E2.2-4 LIV E3.2 LIV E4.2 LIV-F2.2 LIV-F3.2 LIV-G1.2 LIV-G1.3 LIV I7.1-2 LIV-J2.1 LIV-J2.2 LIV-J3.1 LIV-J4.1 LIV-J4.2 LIV K4.3 |



Table 3 (cont.)

| Guidelines | Corresponding Plan Element Goals and Objectives | |
|--|--|--|
| | Goals | Objectives |
| B. Marketplace | | |
| <p>Guideline 6. Economic Growth and Sustainability Provide a positive culture for attracting and sustaining business within Louisville and Jefferson County.</p> | <p>CF K3 LIV C2-3 LIV-D2 LIV-J1 MAR A1 MOB-A3</p> | <p>CF-C3.7 CF-G3.2 CF-H3.4 LIV C1.3 LIV C2.1 LIV C2.2-3 LIV K4.2 LIV-J1.1 LIV-J1.2 MAR A1.2 MAR B1.3 MOB-A3.1 MOB-A3.2 MOB-C1.3 MOB E1.3</p> |
| C. Mobility/Transportation | | |
| <p>Guideline 7. Circulation. Ensure a balanced and comprehensive multi-modal transportation network that is coordinated with desired growth and development patterns and provides for the movement of people and goods.</p> | <p>MOB-A1 MOB-A2 MOB-A3 MOB-E-1 MOB-C1 MOB-A5 MOB-B1 MOB H2 MOB H3</p> | <p>LIV C1.3 MOB-A1.1 MOB-A1.2 MOB-A3.1 MOB-B1.2 MOB E1.1-2 MOB H2.2</p> |
| <p>Guideline 8. Transportation Facility Design. Design transportation facilities that are safe and efficient, that minimize adverse impacts upon the community and that accommodate, where possible, all modes of travel, such as trucks, automobiles, transit, pedestrians and bicycles.</p> | <p>LIV I5 MOB-C1 MOB-D1 MOB H1</p> | <p>LIV C1.2-3 MOB-C1.1 MOB-C1.2 MOB-C1.4 MOB-D1.1 MOB-D1.13 MOB-E1.2 MOB-H1.5</p> |
| <p>Guideline 9. Bicycle, Pedestrian and Transit. Support transit and non-motorized methods of travel. Provide the necessary infrastructure improvements to accommodate alternative modes of travel.</p> | <p>MOB-I1 MOB-I2 MOB-I3 MOB-I4 MOB-I5 MOB-I6 MOB-I7</p> | <p>LIV C1.3 MOB- I1.1 MOB- I2.1 MOB- I3.1 MOB- I4.1 MOB- I5.1 MOB- I6.1 MOB- I7.1 MOB- I8.1</p> |



Table 3 (cont.)

| Guidelines | Corresponding Plan Element Goals and Objectives | |
|--|---|--|
| | Goals | Objectives |
| D. Livability/Environment | | |
| Guideline 10. Flooding and Stormwater Minimize the potential for and impacts of flooding and effectively manage stormwater. | LIV-B1 | LIV-B1.3 LIV-B1.5 LIV-B1.6 LIV-B1.7 LIV-B1.8 |
| Guideline 11. Water Quality Protect water quality. | LIV-B2 LIV-B3 | LIV-B2.3 LIV-B2.4 LIV-B2.5 LIV-B2.6 LIV-B2.7 LIV-B3.4-7 |
| Guideline 12. Air Quality Minimize, reduce, or eliminate, as necessary and appropriate, through the land use planning and development review process, air pollution from stationary, area, and mobile sources. | LIV-C1 LIV-C3 | LIV-C1.2 LIV-C1.3 LIV-C3.1 |
| Guideline 13. Landscape Character Protect and enhance landscape character. | LIV-F4 LIV-L1-2 | LIV-F4.1 LIV-L2.1-2 |
| E. Community Facilities | | |
| Guideline 14. Infrastructure Provide for the necessary infrastructure and ensure that the carrying capacity of the land is adequate for proposed development. | MAR-B.1 | CF-A2.3 MAR B1.4 MAR C1.3 |
| Guideline 15. Community Facilities Review community facility location and design to ensure compatibility with existing development. | LIV-C3 LIV-J1 | LIV C3.1 LIV C3.3 LIV D1.7 LIV D2.6 LIV H1.4 LIV-J1.1 LIV-J1.2 |





Glossary of Terms



A

Access Classifications

A hierarchical rating system for roadways based on function, environment, and traffic characteristics, used to determine applicable access standards. *See also "Streets."*

Access Control

The regulated limitation of access; access control is typically achieved through the regulation of public access rights to and from properties abutting the highway facilities.

Access Management Standards

Measures that control vehicular movement between streets and abutting private land uses. They include: curb cut and street intersection frequency, size and location; raised medians and raised traffic islands; prohibiting left and/or right turns into or out of driveways and/or streets; restriction of curb parking; grade separations; and frontage roads.

Accessory Residential Unit

A structure detached from a principal building located on the same lot and customarily incidental and subordinate to the principal building or use.

Activity Center

An area of concentrated, mixed-use activity that often has a residential component. *See "Centers."*

Adaptive Reuse

A use for an existing building or parcel of land other than for which it was originally intended.

Affordable Housing

Housing affordable to persons of low and moderate income as defined by the U. S. Department of Housing and Urban Development.

Allow

To let an action happen; to permit, for example, "home occupations shall be allowed in all residential areas."

Alternate Workplace Scheduling

Employers instituting flexible work hours in order to avoid contributing to peak hour traffic congestion.

Alternative Transportation Modes

Means of transportation such as bicycling, walking, or using public transportation as an alternative to automobile travel.

Ambient Air Quality Standards

Levels of pollutant concentrations, above which human health or welfare is affected, established by the federal government. Ambient air is external to buildings.

Appropriate/Inclusive Housing

Housing that is safe, sanitary, and in compliance with relevant codes and regulations. Appropriate/Inclusive housing establishes and reinforces both income diversity and a variety of choices of housing types and costs in a neighborhood. It is affordable for all income ranges.

Aquifer

Aquifers consists of porous soils and rock that absorb, convey, and hold water underground. They perform many vital functions such as providing water to roots, storing water for domestic vegetation and agricultural wells, and release water



into streams during dry periods. Aquifers are vulnerable to human activity and can suffer the effects of depletion from overuse or pollution from surface contaminants.

Arterial

See "Streets."

B

Best Management Practices (BMP)

The most effective method or methods for addressing a specific problem, frequently based in the context of pollution prevention or minimization. Often required by the Metropolitan Sewer District or the U.S. Department of Agriculture as part of major land development projects, BMPs present physical, institutional, or strategic approaches to addressing problems.

Bikeway

A pathway designated to be used by bicyclists.

Blueline Stream

A stream defined and designated as such on 7 1/2-minute quadrangle topographic maps published by the U.S. Geologic Survey.

Buffer Area

A portion of a lot which is set aside to minimize the impacts of development on adjacent land uses. Buffers may contain vegetation, fences or earth berms to reinforce the visual character of an area or to achieve a visual or audio barrier.

C

Campus Form Area

A pattern of development characterized by large master planned areas with multiple buildings that share roadways, parking, signage, and utilities. They often contain a central gathering area or focal point and landscaped open space. Campuses contain a number of complementary uses that support a primary function. Examples include Hurstbourne Green and University of Louisville.

Carbonate Areas/Terrain

Regions that are composed primarily of limestone geology. See "Karst."

Carrying-Capacity

The level of use that can be accommodated on a particular site and continued without unacceptable degradation to infrastructure, such as sewers and roadways, natural or human resources.

Centers

Compact, walkable, activity areas. Centers typically contain a mixture of land uses such as retail, restaurants, services such as a post office, bank or library and sometimes residential uses (often apartments or townhouses) and places of employment (e.g., offices). The scale of a center may vary from that appropriate for a neighborhood (which may be limited to a small corner store) to a center appropriate for a regional marketplace (which may be a shopping mall combined with apartments and an office complex). See "Activity Center."

Neighborhood Center: a mixture of neighborhood-serving land uses such as offices, shops, restaurants and services. Found in Traditional Neighborhood and Neighborhood form areas, neighborhood centers should be located at street intersections having a collector level or higher classification street and one quadrant used for non-residential purposes.

Village Center: a mixture of neighborhood-serving land uses such as offices, shops, restaurants, services,



and possibly higher density residential uses. Found in the Village form area, the center may be arranged around a village green and should be located at intersections having a collector level or higher classification street with one quadrant used for non-residential purposes.

Town Center: See *“Town Center Form Area.”*

Regional Center: See *“Regional Centers Form Area.”*

Central Business District (CBD)

The principal economic and cultural center of a city, accommodating a wide range of retail, financial, governmental, service, residential and industrial activities serving the entire urban area. These activities share a common interdependence and must, therefore, be located close together. The Louisville Downtown Development Plan has defined the boundaries of the Louisville CBD as the Ohio River on the north, York Street on the south, Hancock Street on the east and Roy Wilkins Boulevard/Ninth Street on the west.

Channelization

The straightening or deepening of stream channels and/or altering their surface (e.g., paving) to permit water to move rapidly and/or directly.

Cluster

A development approach in which building lots may be reduced in size and buildings sited closer together, usually in groups or clusters, provided that the total development density does not exceed that which could be constructed on the site under conventional zoning and subdivision regulations. The additional land that remains undeveloped is often preserved as open space, recreational land and/or to protect environmentally constrained land.

Collector

See *“Streets.”*

Community Facilities

Facilities, whether publicly or privately owned, used for transportation, utilities, or communications, or for the benefit of the general public, including, but not limited to, libraries, streets, schools, fire or police stations, county or municipal buildings, recreation centers including parks, and cemeteries.

Compact

Development that uses land in an efficient way, in order to reduce land consumption. Compact development often includes a mixture of land uses to increase activity and reduce distances between trip origins and destinations.

Compatibility

The degree to which adjacent or nearby land use activities are similar in scale, intensity, density, impact or type. Compatibility concerns how much one use intrudes on the character of adjacent uses, typically due to the dissimilarity of type of use and the impact of the use from traffic, intensity of use, scale of building and operational characteristics. The term is sometimes extended to include building materials, especially color and texture, architectural style, and building type, particularly when used in connection with preservation areas.

Compensatory Storage

An artificially excavated, hydraulically equivalent volume of floodplain storage sufficient to offset a reduction in floodplain storage resulting from filling or construction within the local regulatory floodplain. Such floodplain storage compensation shall be within the same watershed and shall be provided on the same property or at an alternate site if the administering agency so approves.

Congestion Management System

A process that provides information on transportation system performance to decision-makers. The information helps decision-makers select and implement cost-effective strategies for alleviating traffic congestion and enhance the mobility of people and goods.



Conveyance Zone

The channel of a river or solid blue line stream and the land adjacent to that river or stream which, if unobstructed, will discharge a local regulatory flood without cumulatively increasing the water surface elevation more than one tenth of one foot. The conveyance zone is determined by an equal loss of conveyance (at higher elevation) occurring on each side of the channel.

Conservation Easement

A legal agreement between a landowner and a qualified conservation organization or government agency that permanently limits a property's uses in order to protect its conservation values.

Core Graphics

A series of maps contained within the comprehensive plan that help interpret the goals, objectives, guidelines and policies of the plan. Core graphics depict patterns of development, environmental constraints, transportation facilities, historic landmarks, and existing land uses. The text of the plan takes precedence over the core graphics.

Corridors

Scenic Corridor

A strip of land on each side of a stream or roadway that is generally visible to the public traveling in the area. These roadways have a view of natural features or cultural resources of unusual significance.

Road Corridor

Identifies a general area to which a major roadway provides the primary means of access -e.g., Dixie Highway corridor. The term may also identify the general area in which travel might be accommodated between two points. A number of road alignments may be possible within a corridor.

Stream Corridor

Any river, stream, and associated ponds, lakes or wetlands that, together with adjacent upland areas, includes protective bands of vegetation that line the water's edge.

Transit Corridor

Any street or mass transit right-of-way.. A designated transit corridor also may include a light rail line in a separate right-of-way. These routes are designated in conjunction with TARC and local jurisdictions and are identified on local Transportation and Comprehensive Plans.

Critical Facility

Any facility which, if unusable or unreachable because of flooding, would seriously and adversely affect the health and safety of the public, to include (but without limiting effect) hospitals, nursing homes, and housing likely to contain occupants not sufficiently mobile to avoid injury or death unaided during a flood; police stations, fire stations, emergency vehicle and emergency equipment storage facilities, and emergency operations centers likely to be called upon before, during and after a flood; public and private utility facilities important to maintaining or restoring normal services before, during and after a flood; and those structures or facilities which produce, use, or store highly volatile, flammable, explosive, toxic, and/or water reactive materials.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cultural Features

Features important in the identification of traditions and customs of a community, e.g., a place associated with a Native American tradition or a well-preserved rural landscape.

Curb cut

A break in a street curb at a location other than an intersecting roadway to allow ingress and egress to and from abutting property.

Curvilinear

Street pattern with curved roadways, typically found in suburban neighborhoods. Differs from the more geometric grid



street pattern typically found in urban neighborhoods.

Cut and Fill

The removal (cut) and/or placement (fill) of earth as part of the construction process.

D

Density

In planning usage, “density” means the ratio of dwelling units to some unit of land area, usually acres.

Extremely Low Density

Defined as 1 dwelling unit or less per 5 acre.

Very Low Density

Defined as greater than 1 dwelling unit per 5 acres and up to 1 dwelling unit per acre.

Low Density

Defined as greater than 1 up to 5 dwelling units per acre.

Medium Density

Defined as greater than 5 up to 12 dwelling units per acre.

High Density

Defined as greater than 12 up to 35 dwelling units per acre.

Very High Density

Defined as greater than 35 dwelling units per acre.

Gross Density

The average number of dwelling units per acre inclusive of public streets, other rights-of-way, and open space lots.

Net Density

The number of dwelling units divided by the area used as residential lots, after public streets, other public rights-of-way and open space lots are deducted from the site acreage.

Design

Architectural Design

Architectural aspects involving the formal relations of a building’s masses, color, and light, and shadow and may include elements such as building and roofing materials, masonry details, and roof shape.

Building Design

Elements of a building’s appearance, such as location of primary entrances, or building heights, which are common to the neighborhood.

Detention Impoundment Area

A man-made structure (typically an earthen depression), which temporarily stores or “detains” stormwater runoff to control the volume and velocity down stream.

Developer

The legal or beneficial owner or owners of a lot or of any land included in a proposed development. Also, the holder of an option or contract to purchase, or any other person having enforceable proprietary interest in such land.

Development

Any construction, reconstruction, modification, extension or expansion of buildings or structures, parking areas, placement of fill, dumping, storage of building materials, land excavation, land clearing or any combination thereof.

Driveway

That portion of a lot that is used by vehicles for access.



Duplex

A building containing two single-family dwelling units totally separated from each other by an unpierced wall extending from ground to roof.

E

Earth Berms

An earthen mound or embankment for screening a structure or land use from nuisances.

Ecosystem

A community of plants and animals and their environment functioning as an ecological unit in nature.

Erosion

The detachment and movement of soil or rock fragments, or the wearing away of the land surface by water, wind, ice, or gravity.

Exotic Species

A plant or animal species which is not indigenous to the identified region.

F

Floodplain

The land adjacent to a stream, river or lake that is subject to flooding. *See "Regulatory Floodplain."*

Floor Area

The sum of the gross horizontal areas of the several floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings, but not including attic space providing headroom of less than seven feet, basement space, uncovered steps or fire escapes, private garages, carports or porches, accessory water towers or cooling towers, accessory off-street parking spaces, accessory off-street loading berths, or accessory solar collectors.

Floor Area Ratio

The gross floor area of all buildings on a lot divided by the lot area.

Focal Point

A readily recognizable feature that is unique and different from its surroundings. A point of focus within a development that may include community amenities, such as a public square or park, open space, public artwork, fountain, or other area that encourages community gatherings or that draws attention.

Frontage Road

A local street contiguous to and generally paralleling a more heavily used street that provides property access in lieu of direct access to the more heavily used street. It minimizes access points to the more heavily used street and furnishes access to property not having direct access to that street. Sometimes called a service road.

Functional Classification

Categorization of streets and roads considering the degree to which through traffic is served versus access to property and considering the character of the through traffic being served. Factors considered include typical length of trip, volume of traffic, number of lanes, other geometric considerations and the level of land use activity served.

Future Form Areas

Areas of the county which need further analysis in order to determine the appropriate pattern of development and form area.



G

Greenway

A linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, scenic road, or other route often designed and managed for public use and wildlife habitat. A greenway is an open space connector linking parks, nature preserves, cultural features, or historic sites with each other and with populated areas.

Grid Pattern

Street pattern resulting in symmetrical blocks thus spreading traffic flow efficiently through transportation system. Grid pattern is typical of older, urban development.

Gross Floor Area

The sum of the gross horizontal areas of the several floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings, but not including attic space, basement space, uncovered steps or fire escapes, elevator shafts and equipment rooms, private garages, carports, or porches, accessory water towers or cooling towers, accessory off-street parking spaces, accessory off-street loading berths, and accessory solar collectors.

Gross Leasable Area

The total floor area for which the tenant pays rent and that is designed for the tenant's occupancy and exclusive use. Gross leasable area does not include public or common areas, such as utility rooms, stairwells and malls.

Groundwater

Underground water that supplies wells and springs.

H

HUD

U.S. Department of Housing and Urban Development.

Historic Designations

Local Designation (Kentucky Landmark)

Designation granted to buildings identified in an architectural survey of Jefferson County conducted between 1979-81. Any building identified for historic potential was given this designation by the Kentucky Heritage Council. This is the initial list from which properties nominated to the National Register were chosen.

National Register of Historic Places

The official list of the nation's significant districts, sites, buildings, structures, and objects determined by the U.S. Secretary of the Interior to be worthy of preservation.

National Register eligible

Buildings, structures, sites, districts, and objects that are not listed on the National Register of Historic Places, but have been determined by the State Historic Preservation Officer to be eligible for the Register.

Homeowners Association

A formally constituted non-profit association or corporation made up of the property owners and/or residents of a fixed area; may take permanent responsibility for costs and upkeep of semiprivate community facilities.

Human Scale

The proportional relationship of a particular building (orientation to the street, presence of windows, doors, porches, and other architectural elements), structure, or streetscape element to the human form or function. Emphasizes the quality of the walking environment.



Hydraulic Capacity

The capability of natural and man-made channels to convey water.

I

Impervious Surface

A surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water.

Impervious Surface Ratio

The area of ground covered by any part of a building, street, vehicular use area, or any other structure, improvement, facility that is of a material that prevents or severely restricts natural percolation of moisture, expressed as a proportion of the entire area of the site. The impervious area includes all asphalt and brick surfaces, and areas devoted to any outdoor storage and/or display of materials and merchandise, but does not include residential accessory swimming pools. Gravel surfaces shall be considered impervious when used for a vehicular use area, and porous otherwise. Unpaved vehicular use areas shall also be considered impervious, except those designated and approved for occasional vehicular use only.

Incident Management

Rapid removal of vehicular accidents to minimize traffic congestion.

Infill Development

Development that occurs on vacant or underutilized land in built-up areas of a city.

Infrastructure

The permanent, physical structures necessary to community life, such as sewage disposal systems, potable water systems, solid waste disposal sites, stormwater systems, utilities, roadways and bridges.

Intensity

The level of concentration of activity associated with a particular land use including size of structures, traffic generated, number of persons accommodated and other off-site characteristics that will determine impacts. Intensity is often regulated through floor area ratio, impervious surface ratio, and building height restrictions.

Intermittent Stream

A stream which carries water in wet periods of the year while remaining dry for the remaining portion of the time.

Intermodal

One transportation mode serves and/or connects to another.

J

K

KIPDA

Kentuckiana Regional Planning and Development Agency. The Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County region. KIPDA is responsible for transportation planning and prioritization of funding for the region and urbanized area.

KTC

Kentucky Transportation Cabinet (KTC) is the state transportation department.



Karst

A limestone region found in parts of Jefferson County that contains sinkholes, underground streams and caverns. It is not uncommon for some of the caverns and valleyways to be without water during a given time throughout the year. See “*Carbonate Areas/Terrain*” and “*Sinkholes*.”

L

Land Development Code

Regulations authorized by Kentucky Revised Statutes, Chapter 100 to implement the approved comprehensive plan. The Land Development Code includes land development, zoning, and subdivision regulations.

Land Use

Description of how land is occupied or utilized.

Civic

Facilities used in common by a number of people, and often owned by the public, such as streets, schools, parks, and playgrounds; also facilities owned and operated by non-profit agencies such as churches, recreation and neighborhood centers.

Commercial

Facilities for the buying and selling of goods and services.

Industrial

The manufacture, processing, and/or storage of consumer goods.

Office

General business offices, medical and professional offices, administrative or headquarter offices for wholesaling or manufacturing operations, and research and development.

Residential

Land designated for building consisting only of dwelling units, including single-family, multi-family, and institutional housing as well as related yards and accessory structures.

Level of Service (Roadways)

Qualitative measure of driving conditions used to describe operational characteristics at given amounts of traffic volume. Typically defined in six levels ranging from Level of Service A (free-flow) to Level of Service F (breakdown flow).

Light Rail Transit (LRT)

A metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive or shared rights-of-way, at ground level, on aerial structures, in subways, or in streets.

Livability

Also referred to as quality of life, livability is an expression of the standard of urban services, amenities, and living conditions provided to residents of an area.

Local Roads

See “*Streets*.”

Long-Range Transportation Plan

The Long-range Transportation Plan represents both a long-range functional plan for the improvement of streets and highways and a long-range policy plan for transportation decision making. The long-range plan is developed for the metropolitan planning organization following detailed technical analysis and evaluation of existing and forecasted transportation problems and issues and the development and evaluation of alternative transportation networks.



M

MSD

Metropolitan Sewer District. An agency charged with managing the community's sanitary sewer and stormwater systems, regulatory floodplain and conveyance zone lands.

Major Thoroughfare Plan

See "Long-Range Transportation Plan."

Marketplace Corridor Form Area

Retail development stretching along a major roadway in a linear pattern. Marketplace corridors can be classified as traditional or suburban.

Massing

The height, width, volume, and proportions of a building and its parts.

Mitigation Measure

A strategy that reduces the impact of development on the environment, neighborhoods, or individuals.

Mixed Use Development

Properties on which various uses, such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multi-family dwelling

A building, or portion thereof, designed for, or occupied by three or more families living independently of each other, and doing their own cooking in separate kitchens. This includes apartment houses, apartment hotels and condominiums.

Multimodal

Several modes of transportation.

N

Native species

A plant or animal indigenous to an area.

Neighborhood Form Area

A pattern of development characterized by mostly residential areas that are served by neighborhood-scale shops and services at certain locations and have public spaces such as parks or playgrounds. Neighborhoods typically have larger lots than Traditional Neighborhoods and a more curvilinear street pattern.

Neighborhood Plan

Study of a subarea of the city or county including provision of useful pertinent data as a basis for recommendations to guide investment and improvement of the area.

Nodes

Focal points or areas of concentrated development. In the Marketplace Form, nodes are ends of marketplace corridors where higher density or intensity development would be encouraged to locate. Medium density or intensity development would be encouraged to locate along the corridors between the nodes.

Non-point Source of Pollution

Sources of water pollution that cannot be traced to a specific, identifiable discharge location.



O

Open Space

Any publicly dedicated or privately owned area of land or water (excluding roadways, medians and rights-of-way) that is permanently preserved (such as by conservation easement). Such an area may be predominantly in a natural condition or improved or modified for uses such as recreation, education, aesthetic, cultural or natural resource management or public health and safety.

Outlot

A separate parcel within a larger development adjacent to a roadway that interrupts the frontage of another lot. Outlots typically have a commercial or service use.

P

Parcel

A lot in single ownership or under single control, usually considered a unit for purposes of development.

Parkways

Roadways with a designation used to protect existing scenic roadways, to ensure a quality visual experience on developing corridors and to improve the visual experience on established roads with area-wide significance.

Particulates

Fine particles of solid or liquid matter suspended in the air, such as dust, smoke, and mist.

Pedestrian and Bicycle Trail

Linear open space, preferably at least 30' wide, containing a pathway for pedestrians and/or bicycles and providing linkages to village-serving shops and services, civic uses, cultural and natural resources, open spaces, or residential areas.

Physical Features

The environmental characteristics of an area including but not limited to topography, soils, presence of natural habitat, wildlife, karst features, and streams.

Plan Certain

Zoning district map amendment procedures and development plan requirements under zoning district regulations. Originally adopted in 1975, the regulation requires rezoning sites to be developed in accordance with aspects of the plan (binding elements) agreed to by the applicant and the Planning Commission and legislative bodies.

Q

R

Redevelopment

Development that occurs on a lot with existing buildings, structures, parking areas, or other improvements. Redevelopment can involve either removal of existing improvements and rebuilding or modification of existing improvements, or a combination.



Regional Center Form Area

The pattern of development is characterized by large mixed-use centers that draw people from throughout the region. Regional Centers can contain shopping, restaurants, offices, hotels and medium to high-density residential as well as large-scale developments such as schools and hospitals. Stores may be under one roof or freestanding structures. They typically have easy vehicular access with frontage on arterial streets and close proximity to an expressway or arterial interchange as well as some level of transit service. This form area serves a population of at least 100,000, and floor space usually exceeds 400,000 square feet.

Regulatory Floodplain

Any stream course or normally dry land area susceptible to being partially or completely inundated by the overflow of water from sources of public water or by the unusual or rapid accumulation or run-off of public surface waters and subject to a local regulatory flood as determined by the Jefferson County Floodplain Ordinance 30, Series 1997.

Retention Basin

A man-made pond, pool or basin used for the collection and permanent storage of water runoff to prevent increased flooding and erosion.

Right-of-way

A public or private area that allows for the passage of people or goods. Rights-of-way include passageways such as freeways, streets, bike paths, alleys, and walkways. A public right-of-way is a right-of-way that is dedicated or deeded to the public for public use and under the control of a public agency.

Riparian Habitat

Riparian habitats are highly productive, streamside vegetative communities, which offer important benefits to the stream ecosystem. They provide cooling shade needed for the indigenous plants and animals, stabilize the riverbanks preventing erosion, and have been shown to reduce non-point pollution in streams. Many animal species such as turtles, mink, river otters, and eagles depend on this habitat for food and shelter. They also provide breeding grounds for many amphibian species.

Run-off

Also known as overland flow, run-off is the result of precipitation that drains by flowing over surfaces into waterways.

S

Scale

The relationship of a particular project or development, in terms of size, height, bulk, intensity, and aesthetics to its surroundings.

Scenic Easements

An easement that limits development in order to preserve a view or scenic area.

Scenic Resources

An open area, the natural features of which are visually significant or geologically or botanically unique.

Sensitive Land Uses

Sensitive land uses need protection from external noise, pollution, odor, and heavy traffic. The most common sensitive land uses are residences, hospitals, nursing homes, schools and churches.

Setback

The distance between the building and any lot lines.

Severe Slopes

Sites with slopes that are or will be greater than 20 percent.



Shared parking

Joint use of a parking area for more than one property or use.

Single-family dwelling

A building or structure designed and intended for occupancy by a single family.

Single-family dwelling, attached

A building designed for one family that is attached to two or more single-family dwellings by common vertical walls.

Single-family dwelling, detached

A building containing one dwelling unit and that is not attached to any other dwelling by any means and is surrounded by open space or yards.

Single-family dwelling, semi-detached

A building designed for one family that is attached to one other one-family dwelling by a common vertical wall, with each dwelling located on a separate lot.

Single Occupancy Vehicle (SOV)

Used to describe driver-only automobile trips in which no passengers are included.

Sink Hole

A depression in the ground surface caused by the collapse of subterranean channels and cavities and which accommodates surface water drainage. The channels and cavities occur in limestone bedrock as part of the weathering process. See "*Karst*" and "*Carbonate Areas/Terrain*."

Solid waste, Household

Solid waste, including garbage and trash, generated from residential uses.

Special Districts

Districts of special interest to the proper development of the community, including, but not limited to, exclusive use districts, historic districts, planned business districts, planned industrial districts, renewal, rehabilitation and conservation districts, planned neighborhood and group housing districts. Special districts also include areas with natural resources that require protection and sensitive development and may require limited infrastructure. Open space surrounding residential uses is encouraged. Examples include Jefferson County Memorial Forest, Floyds Fork area and parts of the Ohio River Corridor.

Specimen Tree

Any tree or grouping of trees which has been determined by a qualified professional to be 'special' because of its unique species, size, age, or other professional criteria.

Standards

Set of defining parameters to be followed in site and/or building design and development.

Steep Slopes

Slopes that are 12 percent or greater.

Stormwater

Water produced by precipitation.

Stormwater runoff

Water produced by precipitation that drains by flowing over surfaces into waterways.



Streets

A public or private thoroughfare used, or intended to be used, for passage or travel by motor vehicles. Streets are further classified by the functions they perform.

Expressway

Limited access interregional arterial routes (superhighways) designed exclusively for unrestricted movement, have no private access, and intersect only with selected arterial highways or major streets by means of interchanges engineered for free-flowing movement.

Major Arterial

Major arterials link major activity centers or communities within the metropolitan area. Excluding the expressway, it carries the longest trips and the highest traffic volumes. They are typically medium-speed (30-40 M.P.H.) and medium-capacity (10,000-35,000 average daily trips) roadways that provides intra-community travel and access to the countywide highway system. Access to arterials should be provided at collector roads and local streets; direct access from parcels to existing arterials should be minimized.

Minor Arterial

Minor arterials link major activity centers or neighborhoods within a community. They carry trips of moderate length at somewhat lower speeds than major arterials.

Major Collector

Major collectors provide for traffic circulation within and between neighborhoods and other traffic generators such as schools, parks and employment areas as well as access to abutting property. They serve as the traffic collection and distribution system for arterials. They are relatively low speed (25-30 M.P.H.) and relatively low volume (5,000-20,000 average daily trips) streets.

Minor Collector

Minor collectors collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.

Local

Local streets provide direct access to property and to other street classes.

Alley

A public or private right-of-way primarily designed to serve as secondary access to the side or rear of those properties whose principal frontage is on some other street.

Streetscape

A design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, including trees and other plantings, awnings and marquees, signs, and lighting.

Street Furniture

Constructed, aboveground objects, such as outdoor seating, kiosks, bus shelters, sculpture, tree grids, trash receptacles, fountains, and telephone booths, that have the potential for enlivening and giving variety to streets, sidewalks, plazas, and other outdoor spaces open to, and used by, the public.

Stormwater Management

The control and management of stormwater to minimize the detrimental effects of surface water runoff.

Strip Commercial Development

Development characterized by a linear pattern of commercial structures along major roadways, with each business generally having its own access point and signs.

Suburban Marketplace Corridor Form Area

A linear development pattern that is characterized by buildings that are set back far from the street with large parking lots and heavy buffering between uses. These corridors are typically automobile oriented and often contain large-scale retail stores. Examples of Suburban Marketplace Corridors include parts of Hurstbourne Parkway and Dixie Highway.

Suburban Workplace Form Area

A pattern of development characterized by primarily industrial and office uses, with small-scale support services. Subur-



ban workplaces often consist of single, large-scale uses or a cluster of uses within a master planned development. Buildings may be set back far from the street with off-street parking and wide streets. Examples include Bluegrass Industrial Park, Riverport and the Ford Plant.

T

TDM

Transportation demand management - efforts to reduce peak-hour travel by adjusting work hours, increasing vehicle occupancy (carpools, vanpools, incentives to use transit)

TIP

Transportation Improvement Program - MPO short-term transportation project development program

TRC

Technical Review Committee, an advisory body composed of representatives of public agencies with responsibility for regulatory approval or service of new development.

TSM

Transportation system management - intersection improvements, addition of turn-lanes and signals, and other measures to improve roadway efficiencies.

Town Center Form Area

A pattern of development characterized by community serving activities such as retail, office, residences, governmental, and cultural uses. This form area often is located at the intersection of arterial and collector roads, serves a population of 25,000 to 75,000 and ranges from 100,000 to 400,000 square feet of floor space. Town centers contain a somewhat larger scale of development than the centers of neighborhoods and villages. Examples in Jefferson County include the historic, central portions of Jeffersontown, Shively and St. Matthews.

Traditional Marketplace Corridors Form Area

A pattern of development characterized by buildings that are set close to the street, on-street parking and an emphasis on pedestrian and transit travel. Examples of Traditional Marketplace Corridors include parts of Bardstown Road, Frankfort Avenue and Market Street.

Traditional Workplace Form Area

A pattern of development characterized by older, small to medium scale industrial and employment centers typically integrated into traditional neighborhoods. Buildings sit close to street and have mostly on-street parking. Examples include parts of Butchertown, Old Louisville and Portland.

Traffic calming

Reducing traffic speeds through devices such as planted islands, curb bump outs and traffic circles to increase pedestrian and vehicular safety and decrease noise.

Transit Nodes

See "Nodes."

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).



Transportation Management Associations (TMA)

Such associations are organized by public, private, or joint public/private entities and are typically designed to assist employers in trip reduction programs. They have also been set up to encourage ride-sharing in residential neighborhoods.

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiency in utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Transit Dependent

Individuals or groups of people dependent on public transportation as their main source of transportation. May include people who cannot afford other sources of transportation or individuals with physical disabilities restricting them from operating an automobile.

Two-family dwelling

A building on a single lot containing two dwelling units, each of which is totally separated from the other by an unpierced wall extending from ground to roof or by an unpierced ceiling and floor extending from exterior wall to exterior wall, except for a common stair well exterior to both dwelling units.

U

Unstable Soils

Soils generally characterized by clay over shale that are prone to hillside failure.

V

VMT

Vehicle miles traveled.

Village Form Area

A pattern of development characterized by predominately low-density residential uses organized around a center that contains a variety of land uses such as residential and commercial. Examples of villages include Anchorage, Eastwood, Prospect and Fairdale.

W

Watershed

An area of land from which water drains to a given low point, usually a body of water such as a stream. Several watersheds together make up a drainage basin, which can cover many counties or states.

Wetland

Areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Woodlands

A grouping of trees, understory and herbaceous plant material that makes up a viable plant and animal ecosystem.



Workplace Form Area

Two patterns of development that are characterized by mostly industrial, warehouse or office uses. Older industrial areas are mostly integrated into traditional neighborhoods and newly created employment centers are usually heavily buffered from nearby neighborhoods.

X**Y****Z****Zero Lot Line**

A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zoning

Locally adopted regulation that specifies permissible use of land and allowable placement, spacing and size of buildings.







