

# 4.1 COMMUNITY FORM



*Bardstown Road Corridor looking North*





## Introduction

The Community Form plan element guides the shape, scale and character of development in ways intended to promote a connected, healthy, authentic, sustainable, and equitable built environment. To achieve these aspirational principles, this plan element maintains a hybrid form of zoning that blends traditional zoning districts with form districts as well as encourages redevelopment while promoting land use flexibility. This plan element also includes recommendations that support historic preservation and promote the arts and creativity to enhance the quality of life and a sense of place.

Within the Community Form Plan element are five overarching goals, supported by a series of objectives and action-oriented policies to help frame this community's vision for land use and development.

### GOAL 1

Guide the form and design of development to respond to distinctive physical, historic and cultural qualities.

### GOAL 2

Encourage sustainable growth and density around mixed-use centers and corridors.

### GOAL 3

Enhance neighborhoods by protecting and integrating open space, watersheds and other natural resources.

### GOAL 4

Promote and preserve the historic and archeological resources that contribute to our authenticity.

### GOAL 5

Integrate art and cultivate creativity.



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## GOAL 1

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### Objectives

- a. Appropriate Form Districts guide development and enhance community form.
- b. The pattern and design of development is shaped by a preferred neighborhood character.
- c. Growth and development patterns are implemented to foster health and prosperity for all neighborhoods.
- d. Innovative development policies promote resilience and are responsive to existing and future trends.
- e. The community is engaged in the planning and development process.
- f. Infill development, revitalization and adaptive reuse are encouraged.



## Policies

1. Plan 2040 identifies 13 existing patterns or forms of development which are described in this Plan Element. The legislative bodies with zoning authority shall continue to use these community form descriptions and the Community Form Core Graphic as approved by the Planning Commission as a guide to establish and maintain 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 Form Districts, Zoning Districts or other districts that are consistent with the goals, objectives and Policies of Plan 2040 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.

**2.1.** Evaluate the appropriateness of a land development proposal in the context of:

2.1.1. the description, character and function of the Form District designated for the area in which the subject site is located;

2.1.2. the intensity and density of the proposed land use or mixture of land uses;

2.1.3. the effect of the proposed development on the movement of people and goods; and

2.1.4. 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 surrounding buildings.

**2.2.** Evaluate the appropriateness of a Form District amendment in the context of:

2.2.1. the description and function of the subject property's existing Form District;

2.2.2. the description and function of the Form District to which it is proposed the subject property should be attached;

2.2.3. the compatibility of any proposed development associated with the Form District amendment with the character of the proposed Form District; and,

2.2.4. the compatibility of the proposal with the existing buildings and uses on any contiguous land.

**2.3.** Zoning map amendments for property not located in or near a Form District may be evaluated by identifying the following:

2.3.1. any predominant community form in the vicinity of the proposed development;

2.3.2. the inherent physical attributes and constraints of the site;

2.3.3. any pattern or form of development that is appropriate for an area within a special district such as Floyds Fork, the Ohio River or Jefferson Memorial Forest; and

2.3.4. any land use or pattern of development recommended in neighborhood, corridor or sub-area plans.

**2.4.** Plans, studies and strategies legislatively developed subsequent to the adoption of Plan 2040 supplement and represent the specific application of this Comprehensive Plan's (the Plan 2040 Plan) goals, objectives and policies. These plans and studies should be adopted by the affected legislative body as amendments to the Comprehensive Plan. Specific recommendations found in plans and strategies adopted after Plan 2040 are intended to take precedence over more general guidelines of the Comprehensive Plan.

**2.5.** Plans, studies and strategies adopted subsequent to Cornerstone 2020 but prior to Plan 2040 may continue to represent specific application of Plan 2040. However, the Planning Director or their designee shall make a formal determination in cases where the plan has not been re-adopted by the affected legislative body.

**2.6.** Plans, studies and strategies adopted prior to the adoption of Cornerstone 2020 shall not be used



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as official policy until such plan is updated and re-adopted. However, such plans, studies and strategies may be used for planning evidence if no update has been completed or adopted.

**2.7. Develop neighborhood, sub-area, corridor plans and strategies consistent with the goals and objectives of this Comprehensive Plan.** Modify the Neighborhood Plan ordinance to improve the planning process, including consideration of using data-driven approaches to determine need for new plans, using boundaries of recognized neighborhoods and planning areas and a regular schedule for review and update of plans to be responsive to changing community needs. In areas of the community that have not implemented Form Districts as part of a Land Development Code, the existing zoning regulations will continue to apply. The Planning Commission and legislative body shall evaluate proposed zoning map amendments based on the degree to which the proposed map amendment agrees with the goals, objectives and policies of this Comprehensive Plan. The policies of this Comprehensive Plan provide patterns of development described and characterized as the Community Form and will be identified and used in the zoning map amendment.

- 3. Additional Form Districts.** Legislative bodies may also create new Form Districts by adopting in the manner provided by law an ordinance for the amendment of the Land Development Code, 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. Allow for the establishment of new and innovative Form Districts to guide development, preserve natural resources and enhance the respective character of the Floyds Fork area, the Jefferson Memorial Forest and the Ohio River corridor. Any such new Form Areas shall be described and geographically defined within a plan that is adopted as an amendment to Plan 2040.

**3.1. Description of the Community Forms.** The descriptions of the Community Forms are listed below.

**3.1.1. 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 Metro Codified Ordinance and in the Louisville Downtown Development Plan. The Downtown Development Plan also recognizes that Downtown consists of five neighborhoods and the Ohio River waterfront and describes those neighborhoods and connections to the river. The Downtown Development Plan and its successors are to be used as official planning evidence guiding land use decisions in the Downtown.

**3.1.2. 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 50 to 120 years old, the Traditional Neighborhood Form may be used when establishing new devel-

opments and redevelopments. 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) in the case of new developments or redevelopments using traditional building scales and site layouts, (c) the preservation of the existing or establishing a new grid pattern of streets and alleys, and (d) preservation of or creation of new public open spaces.

**3.1.3. 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, incomes and abilities. 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, traditional neighborhoods with short blocks or walkways in the middle of long blocks to connect with other streets, villages and zero-lot line neighbor-

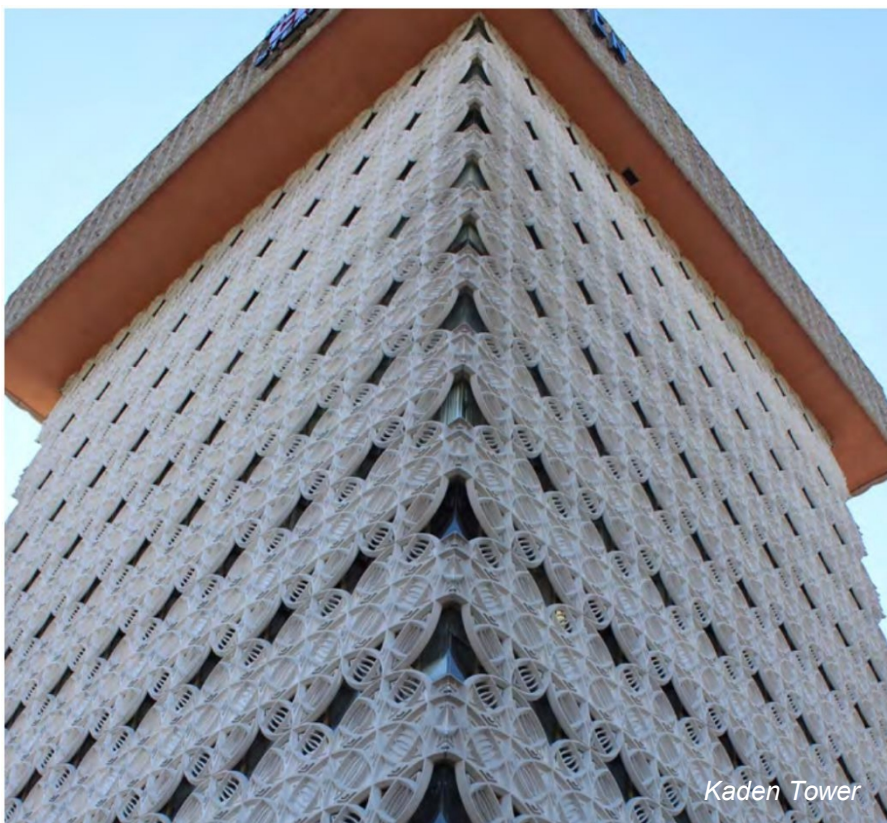
hoods with open space, and high density multi-family housing.

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, bicycle and transit.

Neighborhood streets may be either curvilinear, rectilinear or in a grid pattern and should be designed to support physical activity for all users and 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.

**3.1.4. Village:** Village Form is characterized by predominately 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



*Kaden Tower*



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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.

**3.1.5. 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 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.

**3.1.6. 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. Develop-



ment 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. A wide mix of uses including high density residential should be promoted to encourage the creation of transit nodes. 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 signage 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 marketplace 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.

### 3.1.7. **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 stories. 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. However, at certain nodes taller buildings and more intense uses may be appropriate and may facilitate the creation of transit nodes.

There should be a connected street and alley system. New development should maintain the grid pattern and typical block size. Development density and intensity should support existing and future transit operations. If parking is provided, it should be either on-street or in lots at the rear of buildings. Consideration for elimination of parking minimums may be appropriate in certain locations. New development should respect this pattern. Flexible and shared parking arrangements are encouraged.

A street capable of permitting on-street parking is usually nec-

essary. Wide sidewalks, street furniture and shade trees should make a pedestrian-friendly environment that invites shoppers to make multiple shopping stops by walking, using bicycles or using transit. Providing access for pedestrians, transit and bicycle users is critical for the Traditional Marketplace form.

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

### 3.1.8. **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. Transit-oriented development and park and ride facilities are encouraged to facilitate the creation of transit nodes throughout the community. 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



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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.

**3.1.9. 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.

### **3.1.10. 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.

**3.1.11. 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 or commercial, but the uses primarily should serve the people who 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.

### **3.1.12. Urban Center Neighborhood:**

Urban Center Neighborhoods typically adjoin Louisville's Central Business District and serve as a transition from Downtown Louisville to the surrounding neighborhoods and commercial corridors. These areas consist of higher intensity uses and higher density mixed-use buildings that accommodate retail, offices, rowhouses and apartments. This form should have a tight network of streets, with wide sidewalks, street trees and buildings set close to the sidewalks. Pedestrians, bicyclists and transit users should be prioritized in Urban Center Neighborhoods. To support street life and promote alternative forms of transportation, consider reducing or eliminating parking minimums in these areas.

3.1.13. **Conservation:** The Conservation Form District is characterized by its natural features and scenic landscapes. Historically, these districts are characterized by agricultural land, woods and fields, creeks and streams, riparian areas, wetlands, forests, wildlife habitat, parklands, steep slopes, floodplains, and dark skies. Future development in Conservation Form Districts should preserve natural and historical resources while providing opportunity for low-impact, sustainable and mixed-use development that include innovative housing varying in design, type, size and affordability. To conserve natural areas, innovative and clustered developments are encouraged and incentivized. Commercial and other nonresidential buildings that serve community, recreational or tourism needs are located near major roadways and/or recreational areas. Multi-modal transportation opportunities should be extended to the area, including connections to parks, recreational areas and residential areas to enhance connectivity. Innovative and environmentally-friendly methods of development, especially in the areas of waste management, wastewater disposal, stormwater runoff and energy efficiency should be considered to enhance the character of the district and the health of the watershed.

Preserving open spaces, greenways, parks and recreational areas, natural vistas, working farms, tree canopy, air quality, watershed health, dark skies and wildlife habitat, while offering a variety of housing opportunities, are goals in the district.

Any Conservation Form District shall be described and geographically-defined within a plan that is adopted as an amendment to this Comprehensive Plan.

**3.2. 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.

**3.3. Form District Map.** The distinct boundaries of the Form Districts, along with the Zoning Districts and special districts, are delineated on the Form District Map that is adopted as part of the Land Development Code. The 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. To promote appropriate mix of Form Districts, consider both the existing and evolving neighborhood character when reviewing expansion of a Form District boundary. The Community Form Core Graphic will be updated no less than annually.

## Land Use & Development

4. Ensure new development and redevelopment are compatible with the scale and site design of nearby existing development and with the desired pattern of development within the Form District. Quality design and building materials should be promoted to enhance compatibility of development and redevelopment projects.
5. Allow a mixture of densities as long as their designs are compatible. Adjacent residential areas in different density categories may require actions to provide an appropriate transition between the areas. Examples 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.
6. 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 may include, but not be limited to, displacement of residents, loss of affordable housing units, 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.
7. Locate higher density and intensity uses near major transportation facilities and transit corridors, employment centers, in or near activity



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centers and other areas where demand and adequate infrastructure exists or is planned.

8. Encourage industries to locate in workplace Form Districts or in areas readily served by infrastructure and transportation facilities, including transit, rather than isolated industrial sites.
9. 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.
10. 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.
11. Ensure setbacks, lot dimensions and building heights are compatible with those of nearby developments that meet Form District guidelines.
12. Design parking, loading and delivery areas located adjacent to residential areas 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 Downtown Louisville, Urban Center Neighborhoods, Traditional Neighborhoods and Traditional Marketplace Corridors. Encourage elimination or reduction of parking minimums in areas readily accessible to transit routes.
13. Integrate parking garage facilities into their surroundings and provide an active inviting street-level appearance.
14. 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).
15. When reviewing proposals for siting hazardous uses and uses with air, noise and light emissions, ensure disadvantaged populations are not disproportionately impacted.
16. Consider impacts on human health, quality of life and the environment including prevailing meteorological conditions and the potential to transport noxious odors, particulates and emissions when reviewing new developments and redevelopments. Special attention should be paid to air and water quality when residences, schools, parks or vulnerable populations will be impacted. Mitigate impacts to areas that are disproportionately affected.
17. Mitigate adverse impacts of traffic from proposed development on nearby existing communities.
18. Mitigate adverse impacts of noise from proposed development on existing communities.
19. Mitigate adverse impacts of lighting from proposed development on nearby properties, and on the night sky.
20. Mitigate adverse visual intrusions when there are impacts to residential areas, roadway corridors, and public spaces.
21. 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.

22. 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.
23. 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.

#### Programmatic

24. Complete a land use analysis to identify current land available for development. Analyze land use to identify future need.
25. To encourage reinvestment in former redlined areas, as identified in Redlining Louisville, consider regulatory and other development incentives.
26. Review Land Development Code to ensure flexibility for use of urban agriculture to promote access

to fresh food especially in areas known as food deserts as identified by the Louisville Metro Health Equity Report.

27. Implement incentives for redevelopment of existing nodes and under-used properties accessible by transit. Consider density bonuses that increase overall yield, parking reductions, height bonuses and other regulatory incentives to support transit-oriented development.
28. Promote mixed use development especially when redevelopment of large office and retail centers are being redeveloped. Redevelopment of these sites may include residential uses and prioritize pedestrians, bicyclists and transit users to minimize automobile usage.

### A Layered Approach to Planning and Development Review

*Plan 2040* continues a distinct, two-tiered approach to planning and zoning that was originally established in the previous Comprehensive Plan, *Cornerstone 2020*. The approach assigns to every parcel of land both a traditional zoning designation as well as a form-based designation known as a Form District.

The Zoning Districts, which have been historically utilized by legislative bodies in Louisville Metro, regulate permitted land uses, density and intensity of development. The Form Districts then govern the form of development, regulating building height, setbacks, and similar design elements. Form Districts are tools that can be adopted by legislative bodies principally to deal with compatibility issues. The premise behind Form Districts is that compatibility is often determined by the physical form and

pattern of development rather than the actual use of the land. Each Form District established in the Land Development Code represents a unique pattern of development that can be defined by physical design criteria. Since Form District regulations address issues different than the issues addressed by Zoning Districts, the two sets of regulations do not conflict with one another.

In addition, Design Overlay and Historic District requirements apply to certain properties. Design Overlay District regulations apply a finer grain of standards to building and site design in order to preserve and protect an established character. Historic District regulations apply to defined areas, sites, and structures that have been determined to be appropriate for historic preservation.

