



Tyler Rural Settlement District Neighborhood Plan



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Acknowledgements

Councilman Stuart Benson

Tyler Settlement District Task Force

Steven Baldock
Carolyn Cromer
Robert H. Gaddie
Charles L. Gary
David Kaelin
Stephen Porter
Wilton Earl Priddy
Ralph Don Reid

Metro Planning & Design Services

Ken Baker, Planning Supervisor
Chris French
Steven Sizemore

Planning Consultant



Tyler Rural
Settlement
District
Neighborhood
Plan

acknowledgements

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Site Aerial and Boundary.



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 ONGOING 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 CAPITAL 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.



Introduction

Background/Purpose



View of fields at Blackacre from Tucker Station Road.

Tyler Settlement District is located east of Jeffersontown and just inside the Gene Snyder Freeway (I-265). It is bounded by Taylorsville Road on the south, the Southern Railway on the north, Stone Lakes Drive on the east and several residential subdivisions to the west, including properties on Taxus Trail, Rambling Creek Road and Vanherr Drive. The District is bisected by a single collector road, Tucker Station Road, and it remains primarily rural, single-family residential.

Of the approximately 600 acre District, 170 acres are comprised of the Blackacre State Nature Preserve and an additional 100 acres are owned by the Blackacre Foundation. The District takes its name from the Tyler family that settled and farmed the area beginning in the late-eighteenth century. Remnants of three of the original Tyler family farmsteads still exist today. Aside from Blackacre, the majority of the rest of the District remains rural and predominantly single-family, detached housing.

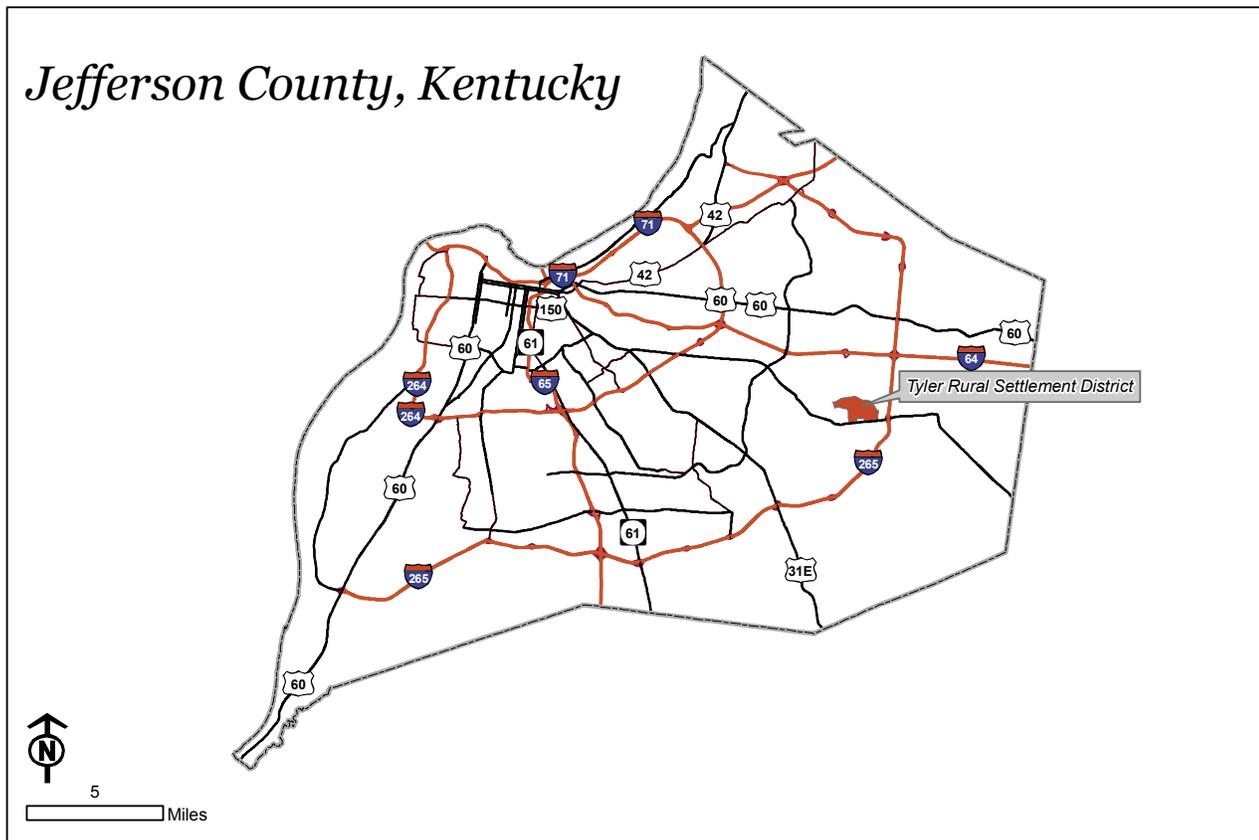
Development pressures are rapidly increasing within and adjacent to the Tyler Settlement District. Two residential subdivisions have been developed within the District in the last several years and the Tyler Retail Center has opened during the planning process of this Neighborhood Plan. Several other residential developments have been constructed or are under construction across Taylorsville Road from the District. Industrial and Planned Employment Center development is occurring to the north of the District. All of these development pressures threaten the historic elements and natural environment that make the Tyler Settlement District unique. This Neighborhood Plan seeks to guide future development in ways that preserve, conserve and enhance the District's historic and natural attributes.

Process Overview

Louisville Metro neighborhood planning is based on procedures established by the Metro Council and defined by the Louisville Metro Code of Ordinances, Title XV, Chapter 161, Neighborhood Development Plans. The Code of Ordinances generally outlines the purpose and process for neighborhood planning and Louisville Metro Planning and Design Services (PDS) administers the process. PDS has created the *Louisville Metro Neighborhood Planning Guidebook* as a specific guide for consultants to follow through the development of the plan.



Tyler Retail Center.



Location Map.

All neighborhood plans are required to include specific basic plan elements. These elements include a Neighborhood Identity section, a Vision Statement, a Land Use/Community Form component, a Mobility component, a Plan Implementation strategy, and an Executive Summary. Optional components may be added to address issues unique to a specific neighborhood, and in the case of the Tyler Settlement District, a Special District component was added to address the desire for conservation development standards.

The Tyler Settlement District neighborhood plan process began in the summer of 2004. At the recommendation of District 20 Councilman, Stuart Benson, Louisville Metro Mayor Jerry Abramson appointed the Tyler Settlement District Neighborhood Plan Task Force, which included residents and representatives from a variety of interest groups in the area. The role of the Task Force was to provide input and offer feedback throughout the planning process, as well as serve as a conduit for information to the general neighborhood. Initially, the PDS staff was directly facilitating the process and the first Task Force meeting was held in September 2004. After several task force meetings and a public meeting, the need for a planning consultant was realized in March 2005. Subsequently, John L. Carman and Associates (JLC) was selected as the consultant. JLC first met with the task force on August 31, 2005 and continued to meet regularly with PDS staff and the Task Force throughout the process.



Presley Tyler House at Blackacre.





Springhouse at Robert Tyler farmstead.



Log Houses at Robert Tyler farmstead.

Inventory

PDS staff initially began the planning process and therefore generated much of the inventory for the area. Physical characteristics of the land, existing infrastructure, and zoning classifications were identified using data supplied by LOJIC. PDS staff gathered additional cultural and socio-economic information for the District, including census data and existing studies/reports. JLC supplemented the PDS inventory by taking driving and walking tours of the District and surrounding area. Existing conditions were photographed and documented including land uses, historic features, environmental elements, subdivision designs, building types, and vehicular and pedestrian circulation. PDS staff contacted the Kentucky Transportation Cabinet regarding future infrastructure improvements. JLC made inquiries with Louisville Metro Parks concerning plans for future parks in the vicinity and possible linkages to the District. JLC also obtained the latest soils classification data from the U.S. Department of Agriculture, Natural Resource Conservation Service 2003 survey.

JLC created several maps to display the data so that the District could be analyzed and areas identified for preservation or development. The inventory maps are located in the Appendix and include the following:

- Natural Features
- Infrastructure and Utilities
- Historic/Cultural Entities
- Property and Zoning
- Slope Analysis

Analysis

Information gathered during the inventory process was used to analyze the District and identify elements worthy of preservation and potential development areas. Historic remnants of the original Tyler farmsteads, including farm roads, buildings and other structures, were identified and buffers suggested for lands surrounding them. Topographic slopes, hydrologic features, existing vegetation, wildlife corridors and scenic vistas were also analyzed for preservation. Watershed boundaries and their impact on sanitary sewer possibilities were factored into analysis of development opportunities. Adjacent land zoned PEC played a major role in the analysis of the road infrastructure and its ability to handle future traffic through the District. Pedestrian linkages are weak or non-existent in many cases, however, future opportunities exist.

Many of the historic buildings and other elements are extremely well preserved examples of a late eighteenth century farmstead and they provide the substance of the identity for the Tyler Settlement District. They give the District a sense of place and provide cues for the preservation of rural qualities and low-impact, future development. Environmentally sensitive slopes, as well as meaningful expanses of gentle slopes, streams, springs, ponds, wetlands, significant trees, masses of vegetation, wildlife corridors, and scenic vistas are also critical to the identity of the District. Failure to preserve these elements would destroy the natural integrity of the land and make sustainable development impossible. While the Jeffersontown sanitary treatment plant is already at capacity and cannot support future development in the Tyler Settlement District, extensions toward Floyd's Fork to the east could create opportunity. Recently approved industrial development adjacent to the district will provide future access to sewers. However, unless a new interchange at I-265 is built, these same developments would adversely affect the District with the generation of additional vehicular traffic.

In 2006, several property owners along Taylorsville Road, between Tucker Station Road and Tyler Retail Way, sought to develop retail land uses that would expand the Tyler Center beyond the limits of a Neighborhood Center. At the time, this Neighborhood Plan was delayed until the Taylorsville Road Area / Urton Lane Study could be completed and a change of Form District considered. This study was adopted in July 2007.

Public Participation

In addition to the attendance of Task Force members at regular meetings, key property owners within and adjacent to the District were invited to participate in meetings. A public meeting was also held in December 2004 in order to



solicit comments regarding the direction for the neighborhood plan.

The final plan will be presented to the Louisville Metro Planning Commission for its recommendation to the Louisville Metro City Council for adoption at a public hearing. This will provide another opportunity for residents to give feedback and comments concerning the plan.

Vision Statement

Introduction

A vision statement allows a community to express their hopes and dreams for the future through words. By defining a vision statement, a framework is created to set goals and objectives for the neighborhood planning process.

The vision statement for Tyler Settlement District was created by the Task Force and facilitated by the PDS staff using the nominal group method. It balances the diverse interests of a Task Force comprised of individuals that differ in their views toward conservation goals and private development rights.

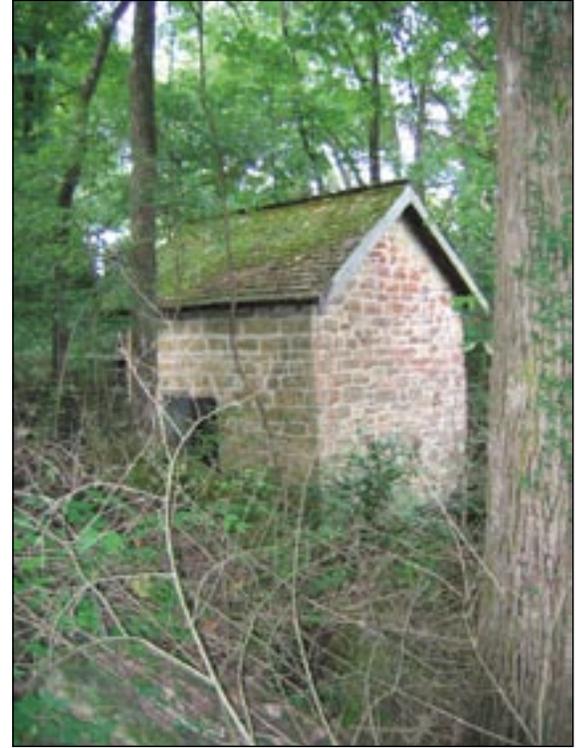
Tyler Rural Settlement Vision Statement

“In our future vision of the Tyler Rural Settlement District, the natural, rural character of the area is preserved, while respecting individual property rights. Adequate infrastructure improvements are designed to be compatible and sensitive to support growth, development, and all modes of transportation. Historical properties and structures are enhanced and preserved as a valuable asset through standards addressing green space / open space corridors, streams, wildlife habitat, scenic vistas, historic buildings, and appropriate land use transitions. Tucker Station Road serves as the primary corridor, yet the existing rural character shall be maintained and enhanced. These values are protected through a decision-making process that includes strong community participation.”

Neighborhood Identity

History

In 1780, Edward Tyler, his wife Ann and their children came from Virginia to the wilderness of Jefferson County, Kentucky. Originally they settled in Louisville, but in 1783 Tyler purchased 1,003 acres for his sons and nephew to farm. One of the sons, William Tyler, established his farm south of what is now Taylorsville Road. Between 1785 and 1790, Edward Tyler, Sr., and his sons, Moses and Edward, Jr., each settled farms within the boundaries of the present District. Nephew, Robert Tyler, conveyed his land in the area to his son-in-law and Edward Jr. and went on to settle in Shelby County. These farms became known as the Tyler Settlement and three of them survive today. Each farm has a house constructed of stone or stone and logs, as well as a spring house, all constructed prior to 1800. The Moses' farm exists within the Blackacre State Nature Preserve. In addition to the original stone house there is a log barn built during the same period. Moses' son, Presley, also built a brick house in 1844 that now serves as the Visitor's Center and Blackacre Foundation office. The Robert Tyler and Tyler-Sweeney farm structures, as well as the Tyler family cemetery, are located within the District on privately owned land. Remnants of a system of farm roads also exist today with some of them continuing to serve as circulation routes at Blackacre. The Moses Tyler – Presley Tyler Farm was never converted to a large, twentieth century farming practice and is one of the best preserved farm complexes in Jefferson County. Field patterns, wooded areas and streams remain largely unchanged from more than 200 years ago.



Spring house at Blackacre.

In 1950, Judge Macauley Smith and his wife Emilie Strong Smith acquired the Presley Tyler house and its surrounding acreage. Their desire to preserve the land from encroaching development led them to give their 170 acre farm to the Kentucky State Nature Preserves Commission in 1979 and establish the Blackacre Foundation in 1983. This set the tone for the spirit of preservation in the area. In 1986, a 600 acre area was designated the Tyler Settlement Rural Historic District and added to the National Register of Historic Places.



Stone house at Blackacre.

Demographics

Census data shows that the Tyler area (including land within 1000' of the District boundary) population has increased by 50% over the last decade. It is 95% white, mostly middle-aged with young children, nearly half of which have annual household incomes greater than \$50,000 and with less than 2 people per household.

Housing construction grew slowly during most of the twentieth century with a small boom during the 1970's. However, a sharp increase in housing construction has occurred since 1995 with approximately one-third of existing houses having been built in this time frame. Housing starts continue to grow on land adjacent to and within the District.





Robert Tyler House (Lanham Property).



Tyler-Sweeney House (Gary Property).

Defining Characteristics

Obviously, the historic elements play a significant role in defining the character of the Tyler Settlement District. The existence of Blackacre State Nature Preserve and the lands owned by the Blackacre Foundation ensure that nearly half of the land within the District will remain unchanged. The remainder of the land within the District has historically been rural in character with low-density, single-family homes. Although the Tyler Retail Center has developed during the past year, the rest of the District is residential with the exception of the BP convenience store at the corner of Tucker Station and Taylorsville Roads and the Tower View Farm garden center on Taylorsville Road. Two single-family, residential subdivisions, The Woods at Fox Creek (84 homes) and Tucker Lake Estates (100 homes), have been built along Tucker Station Road, within the District, during the last few years. Other smaller residential developments have been built or are currently under construction.

The broad, relatively flat ridgetops within the District are some of the highest, flat land in the area and they are primarily clear of vegetation from current and historical farming patterns. Slopes and land forms associated with drainage patterns toward the east and west are accentuated with woodland vegetation and these areas remain primarily undeveloped. The absence of sewers and other infrastructure has limited development to single-family homes, built individually over time, resulting in very low densities. Homes that pre-date the more recent subdivisions consist of

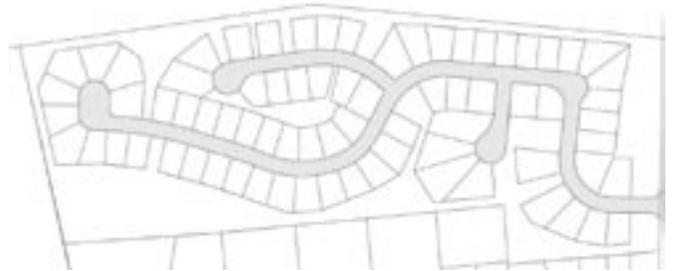


BP Station at corner of Tucker Station & Taylorsville Roads..

variable architectural styles, located on large lots with relatively deep setbacks from Tucker Station and Taylorsville Roads. A few parcels of land ranging in size from 30 to 50 acres remain agricultural or idle and contribute further to the rural character of the District.



The Woods at Fox Creek: entrance from Tucker Station Road.



The Woods at Fox Creek; Subdivision Map with Property Lines.



Tucker Lakes Estates: entrance from Tucker Station Road.





Meadow Trail and Barn at Blackacre.



Tucker Lake Estates along Tucker Station Road.



Employment Center to the North.

Land Use / Community Form

Introduction

Land Use and Community Form comprise a key component of the neighborhood planning process. The determination of land uses and how they relate to one another within the district and to adjacent properties directly influences how a vision can be realized. The neighborhood plan helps to identify existing land uses inconsistent with the vision and provide guidance for future development that is harmonious with surrounding land uses and contributes to the realization of the vision. Thereby, the neighborhood plan becomes the key tool used to shape decisions by developers and elected officials.

Land Use Priorities, Analysis & Recommendations

As previously stated, the Tyler Settlement District is overwhelmingly low-density, single-family residential land use and rural in character. Preservation of the rural character, as well as the natural resources of the area has been identified as a priority for the District. This priority must be balanced against the desire to allow landowners to develop their land. Analysis of the District reveals that aside from Blackacre, undeveloped land within the District is rather limited. Radio transmission towers reside on a 46-acre parcel sandwiched between Tucker Lakes Estates and a privately owned 22-acre parcel where the Robert Tyler farmstead buildings remain. A 39-acre parcel at the northwestern limits of the District remains undeveloped, but access to this property is limited by the railroad to the north. Another 32-acre parcel remains undeveloped located directly off of Taylorsville Road. The enactment of Special District standards on larger land parcels would help to ensure that development would occur in a manner sensitive to the land use priorities identified above.

Aside from retail activities, employment generating land uses do not exist within the District. Employment centers are located on a large scale immediately to the north of the District and make an attractively short commute by automobile possible. The recently developed retail activity center deviates sharply from the rest of the District, especially in design, and it is not physically at the center, but rather along the only arterial road (Taylorsville Road) at the periphery of the neighborhood (See Appendix: Street Classification Map). The activity center is of such a scale that it will serve not only the Tyler Settlement District, but also adjacent neighborhoods. Preservation of the rural, low-density character of the District has been identified as a priority. Land adjacent to the activity center and along Taylorsville Road to Tucker Station Road may be most appropriately used for higher density residential (5 to 12 units per acre), commercial or office use provided it is designed and planned to preserve, protect and enhance historic elements (including the house at 12523 Taylorsville Road and the Robert Tyler Farmstead), architectural features, scenic vistas, open spaces, and natural resources of the Tyler Settlement District as described and recommended in this plan. *(See pages 27-28)*

As stated by Cornerstone 2020, open spaces, accessibility and connectivity of these land uses are also important. Appropriate open spaces and greenway corridors must be integrated into the other uses in order to maintain the rural and natural character of the District. Linkages for pedestrians and other alternate forms of transportation to the automobile must be provided to connect the residential uses of the District to the activity center, employment centers adjacent to the District and other adjacent neighborhoods. Connections to larger greenways, such as Floyd's Fork, should be emphasized to further the "Active Living" goal of an active and healthy community. (See Appendix: Core Graphic 6). Finally, linkages within the District should, whenever possible, follow historic farm road corridors in order to preserve and enhance the heritage that makes this land unique.

Community Form Priorities, Analysis & Recommendations

The Comprehensive Plan designates the entire Tyler Settlement District as Neighborhood Form. Cornerstone 2020 characterizes the Neighborhood Form as "...predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape..." and "...open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services." It goes on to say that "high-density uses will be limited in scope to minor or major arterials..." and "...neighborhood centers should be at a scale that is appropriate for nearby neighborhoods." Additionally, the Neighborhood Form "should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycles and transit." Although they cannot be considered conservation development, recently constructed residential subdivisions within the District have respected the Neighborhood community form.

While the majority of the Tyler Settlement District conforms with the Neighborhood Form descriptions detailed above, development pressures threaten to undermine the balance of land uses within the neighborhood and the rural character of the District. Land values have risen based on speculation of future commercial developments along Taylorsville Road. If permitted, these potential commercial developments should adhere strictly to the recommendations of this Plan and also be included in the Town Center Form District. The design of any proposed commercial and/or mixed use developments shall be consistent with the special district design standards recommended in this plan as a transition from the existing center or future Town Center to the east and the Tyler Rural Settlement District to the west. The Taylorsville Road Area/Urton Lane Study actually does recommend a Form District Change to Town Center for the Tyler Retail Center and the Saint Michael Church expansion located within the Tyler Rural Settlement Historic District. The Town Center would also include land immediately adjacent to the east of the District, bounded by I-265 and the railroad tracks. This recommendation is contingent on the construction of the Urton Lane extension. Without the Urton Lane extension, the study does not recommend a form District change. Both sides of Taylorsville Road between the proposed Town Center Form District and Tucker Station Road and the commercial property at the northwest corner should be considered to be included in the proposed form district. Aside from the recommended Town Center Form District change, the Neighborhood Form must be respected in order to preserve the rural, historic and natural qualities of the Tyler Settlement District. Furthermore, these qualities must be protected from development on land adjacent to the Tyler Settlement District, including that land in the proposed Town Center Form District. Land use transition standards should focus on lighting, landscaping, preservation, and building heights. While these standards would guide adjacent development toward a character conducive to the District, they would not infringe on private property rights.



Tower View Farm along Taylorsville Road.



Future Land Uses at Tyler Retail Center.



Tyler Retail Center.



Mobility

Introduction

The mobility component of a neighborhood plan is critical to meeting the goals and objectives defined during the visioning process. Effective mobility infrastructure, that respects the character of the neighborhood, is essential for linkages to adjacent uses as well as between uses within the neighborhood. Various modes of transportation must be evaluated and key mobility issues identified. As these evaluations are made, recommendations of the mobility component can influence future development patterns.

Automobile Mobility Priorities, Analysis & Recommendations

Several issues stemming from concerns about external impacts of traffic, particularly industrial use traffic, were identified. Tucker Station Road is a two-lane collector road, rural in character, with vegetation near the pavement edge and a lack of non-engineered elements such as shoulders, clearly-defined ditchlines and long horizontal and vertical curve alignments. The vision statement and priorities defined by the Task Force specifically address the desire to preserve the rural character of Tucker Station Road. While it serves as the only collector road in the District for existing and future subdivisions, it also links the Employment Centers to the north with Taylorsville Road and ultimately I-265. The Core Graphics (*See Appendix: Core Graphics 10*) from Cornerstone 2020 identify a future interchange on I-265 at Plantside Drive, to the north of the Taylorsville Road interchange. If this interchange is realized, it would take significant pressure off of Tucker Station Road. The proposed Urton Lane extension route identified in the Taylorsville Road Area / Urton Lane Study would terminate at Stone Lakes Drive, which forms the eastern boundary of the Tyler Rural Settlement Historic District. This would provide another important north/south corridor and help take pressure off of Tucker Station Road. Until such time that the Plantside/I-265 interchange or the Urton Lane extension is constructed, limitations on the types of vehicles permitted on Tucker Station Road should be recommended for implementation.

Large trucks and employees commuting through the District congest the narrow, two-lane Tucker Station Road. The intersection of Tucker Station and Taylorsville Road is of primary concern as Taylorsville Road is unregulated and vehicles entering from Tucker Station must wait for gaps in traffic from both directions. Motorists waiting to enter Taylorsville Road back up to the north on Tucker Station Road, especially during rush hour. These backups are aggravating to residents of the Tyler Settlement District, but possibly serve as a deterrent to additional commuters who may then seek an alternate route. The Kentucky Transportation Cabinet currently plans to rebuild this intersection to add turn lanes in 2008.



Bridge over creek at Blackacre.



Historic farm road to Robert Tyler House.



The Woods at Fox Creek entrance from Tucker Station Road.

Taylorsville Road bounds the District to the south and, although it is an arterial road, it remains two-lanes with the exception of the portion directly in front of the Tyler Retail Center. Here it has been widened to provide a center turn-lane for the activity center. Future modification to Taylorsville Road is beyond the scope of this neighborhood plan, however, any access points for future development in the District would be limited to right-ins and right-outs as defined by the Taylorsville Road Area / Urton Lane Study. Also, treatment of the viewshed along Taylorsville Road will be critical toward maintaining the rural character of Tyler Settlement District.

Street design standards and linkages between subdivisions are addressed in the mobility component of Cornerstone 2020. The streets of the existing and future subdivisions have and will meet requirements for street trees, sidewalks and other design issues. Stub streets

□

Pedestrian, Bicycle and Multi-modal Priorities, Analysis & Recommendations

Infrastructure for alternative forms of transportation to the automobile is rather limited within the Tyler Settlement District. Sidewalks have been installed with recent developments and trails suitable for pedestrians are maintained within Blackacre. But otherwise, linkages between subdivisions and the new activity center, or even between subdivisions, are minimal or non-existent. A district master plan for pedestrian, bicycle and multi-use circulation is recommended as a part of a community-wide master plan effort. One point of emphasis would include a link to Floyd's Fork (See page 18, Recommendation LU6). More immediately, infrastructure to provide links between the existing subdivisions and the activity center, as well as along Taylorsville and Tucker Station Roads is recommended. Existing historic farm road corridors can serve as these linkages wherever possible.



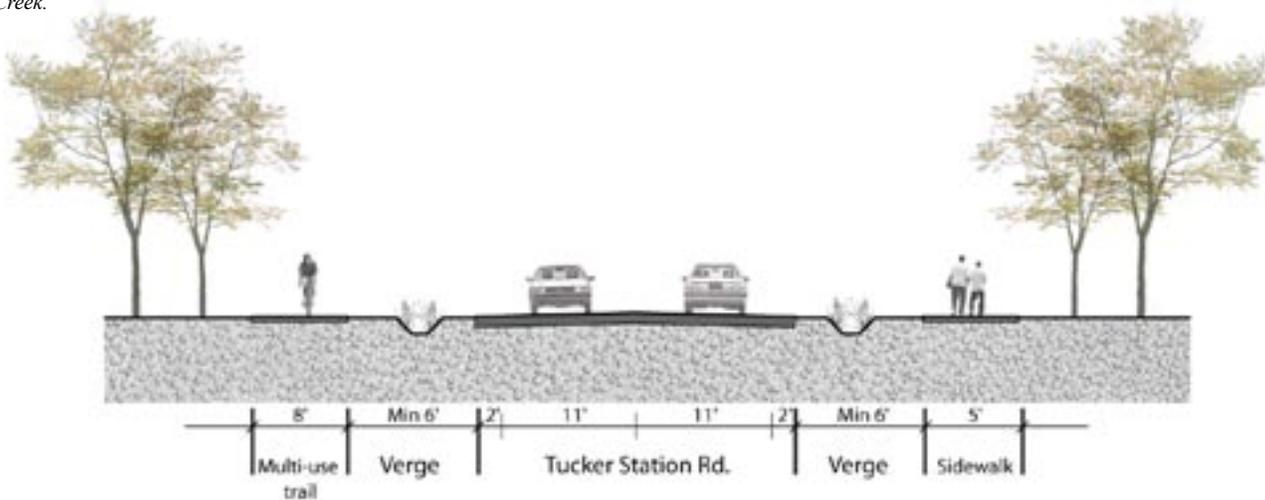
Intersection of Tucker Station and Taylorsville roads.



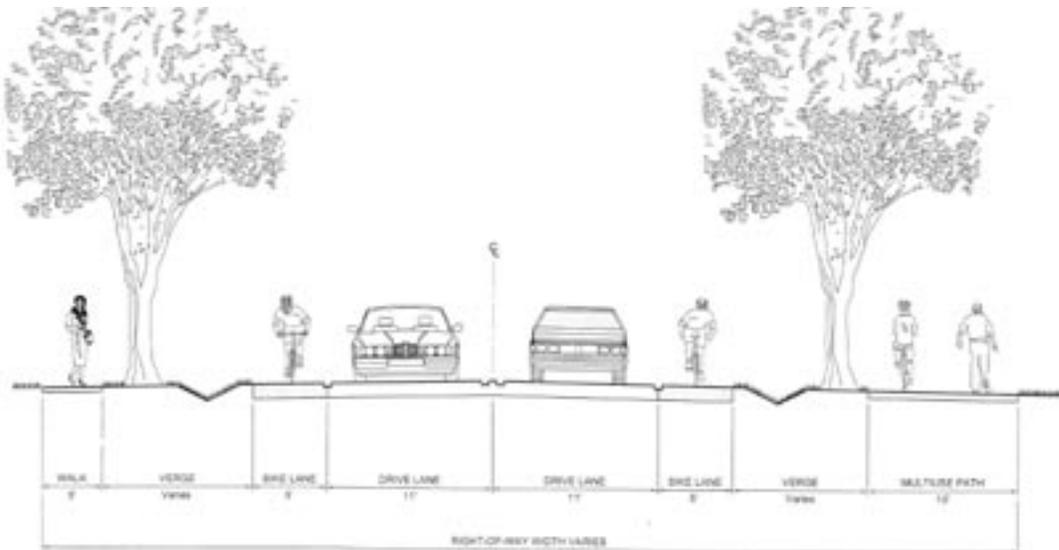


Sidewalk along Tucker Station Road in front of Woods at Fox Creek.

Currently, bus routes do not extend out to the Tyler Settlement District. The Broadway route and Bluegrass Industrial Shuttle that service Jeffersontown are the closest opportunities to use mass transit at this time. In the event that mass transit is extended out Taylorsville Road, the identification of a future park and ride facility at the activity center is recommended. This will become even more critical if future development includes higher density housing in the immediate vicinity of the activity center.



Proposed section of Tucker Station Road



Note: These sections do not apply to the intersection at Taylorsville Road. See recommendation M1.

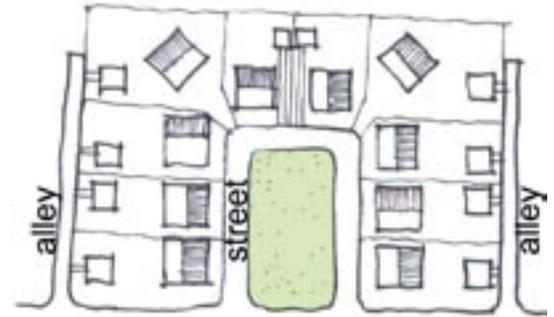
Special District Design

Introduction

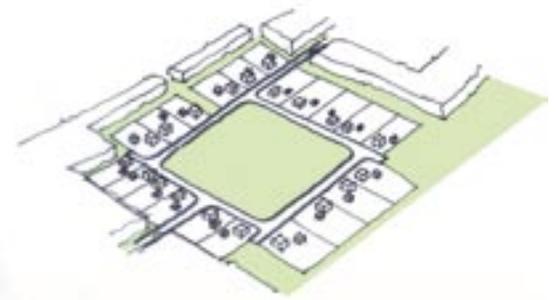
The Special District Design component of this neighborhood plan is intended to address the desire to preserve and enhance the uniquely rural, historic and natural characteristics of the Tyler Settlement District, specifically through the use of conservation development techniques. As previously documented here, the Task Force feels that the District is blessed with many physical and cultural elements that must be protected. The recommendations that result from this neighborhood plan comprise the basis for regulations that ultimately determine whether the goals of the vision statement are realized.

Most of the concepts included within this Special District Design component are not new ideas. In fact, many of these concepts can be found in communities that are decades, or even centuries old. Current notions of conservation design draw from ideas pre-dating the proliferation of the automobile and other technologies that permitted man to engineer the landscape. Recent examination of these old ideas, combined with the development of new technologies, has resulted in conservation designs that attempt to preserve specific physical and cultural characteristics of a place while creating an environment that is socially stimulating. Educating developers, community leaders and the general public about the benefits of conservation design is the first step in guiding development away from the environmentally destructive and socially stunting environment that has often been built as the norm for the last several decades. Emphasis on the preservation of unique features of a place promotes community pride and identity. Guiding development toward that which encourages social interaction; healthy, active lifestyles; environmental sensitivity; and sustainable infrastructure results in a vibrant community with a high quality of life as envisioned by Cornerstone 2020.

Development throughout much of the United States since the 1950's has consisted of large tracts of suburban, residential sprawl, with little regard for the natural or cultural resources of the land. Naturally occurring topography can be altered on a grand scale with large, earthmoving equipment. Streams and other hydrologic features can be manipulated with manmade, concrete infrastructure. Native vegetation, wildlife habitat, culturally and historically significant features can be clear cut, dug up or destroyed, all in an attempt to maximize the "buildable" land area and thereby profit margin. The resulting "sameness" of residential subdivisions, designed around the automobile, with very few discernable characteristics, is systemic of many social and cultural ills. Neighborhoods suffer from a lack of green space and recreation areas; flooding during large storm events; traffic congestion; safety concerns due to vehicular/pedestrian conflicts; lack of opportunities for social interaction; visual clutter of the landscape; and a general lack of identity. The implementation of conservation design concepts can go a long way toward curing many of these woes.

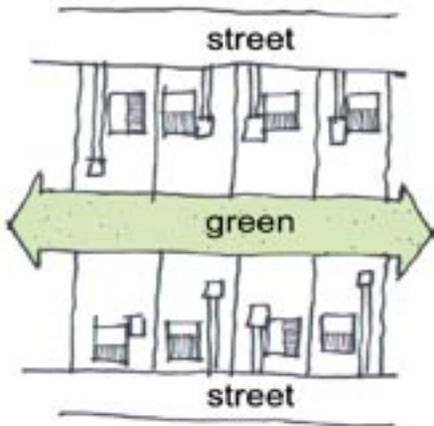


Conservation Development Concept Sketch. Housing faces street and community green with alley access in rear.



Conservation Development Concept Sketch. Large village square as central focus of housing.





Conservation Development Concept Sketch. Community green space behind housing provides opportunity for multi-use trail circulation separate from vehicles.

Conservation Design Concepts

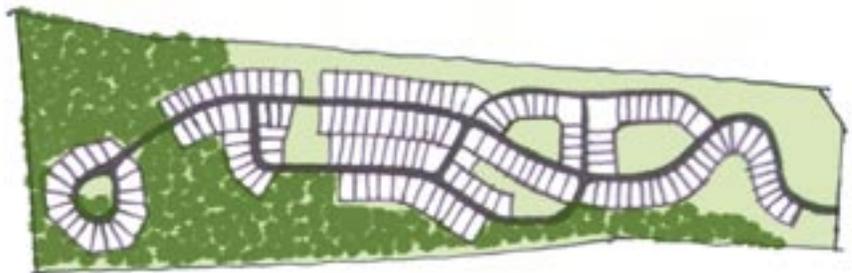
The Task Force was presented with several illustrations intended to explain Conservation Design concepts. Some were illustrations borrowed from books by Randall Arendt and others were recreations of concepts illustrated by PennSCAPES. The discussions with the Task Force spawned by these illustrations included several ideas. Of primary focus was the notion that it would be preferable to site homes located on smaller lots, resulting in large, contiguous areas of open space, rather than typical subdivisions where all the land is divided amongst larger lots with no open space. The open space could allow for preservation of historic or natural elements; buffering from adjacent roads or properties; community greens or gathering spaces; recreation areas; multi-use trail corridors; agricultural or forestry practices; and alternative methods of sanitary waste disposal. Any of these amenities would make for a more desirable neighborhood than most typical subdivisions currently do.

Other notions portrayed in the illustrations and discussed by the Task Force include the following:

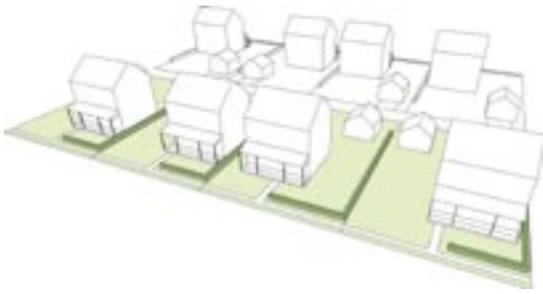
- Create community greens or open spaces with fronts of buildings oriented toward them
- Require lot patterns that orient views toward the fronts of properties



Conservation Development Concept Sketch. Shared driveways to several houses through community green.

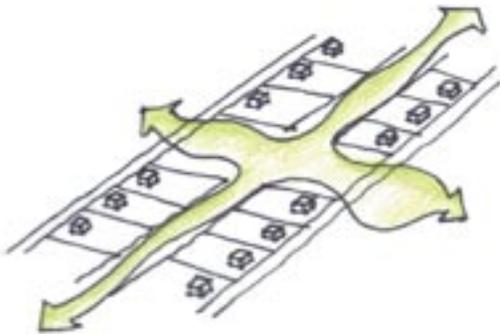


Conservation Development Case Study Concept Plans.



Conservation Development Concept Sketch.

Virtually all of the land in the Tyler Settlement District is zoned R-4 (Residential Single Family District) which permits a maximum density of 4.84 units per acre. The entire acreage of the District was considered in a theoretical exercise to determine how many residential units could be built if all remaining undeveloped land was built out. As a realistic example of what the market will bear, the densities were calculated for the recent subdivisions of the Woods at Fox Creek and Tucker Lake Estates. The results of this study are depicted on the Development Yield Map (*See Appendix*) and it reveals that although a density of 4.25 units per acre are technically possible, the most recent developments actually have densities of only 2.3 and 2.5 units per acre.



Conservation Development Concept Sketch.

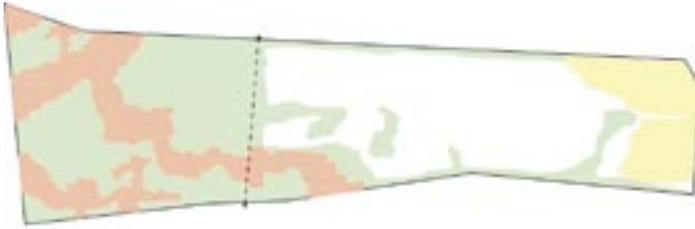
Using densities similar to the two existing subdivisions as a target, several quick, study sketches were created to illustrate how a plan of a conservation subdivision might take form. They all bear strong similarities since they all respect the same areas identified for conservation, however, each plan tends to emphasize a different aspect of conservation design concepts. Upon receiving feedback from the Task Force regarding these study sketches, a final refined Conservation Development Demonstration Plan was generated. Task Force concerns regarding overly small lot sizes, necessary to achieve densities greater than 2 units per acre, were addressed resulting in a final plan with a density of approximately 1.5 residential units per acre. The Task Force responded approvingly to the lower density as the overall density of the District is still comparatively lower.

Special mention must also be made regarding one additional element graphically depicted on the final Conservation Development Demonstration Plan: an on-site, alternative sanitary system. Currently, the Jeffersontown treatment plant is running at full capacity and no additional development may tap onto the system. Therefore, no development can occur within the District until expensive infrastructure expansions are made. Near-future developments must be creative with the use of new on-site sanitary sewage disposal systems. Possibilities must be approved by the local Health Department, but alternative systems include treatment lagoons in series; community drainfields; soil treatment mounds; constructed wetlands; sand filters; and low pressure pipe systems.

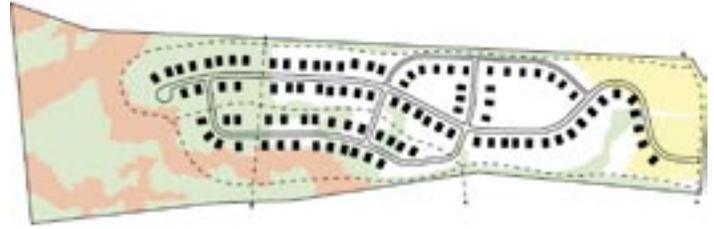
Conservation Design Process

The neighborhood planning process will ultimately result in the creation of regulations aimed at guiding future development within the Tyler Settlement District. Recommendations adopted in this plan will serve as the foundation for these regulations. The Special District Design component of the plan specifically addresses the desire for conservation development within the District and the conservation design process identified here will be translated directly into the regulations.

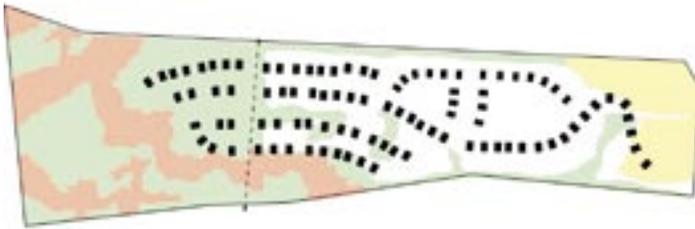
Design Process



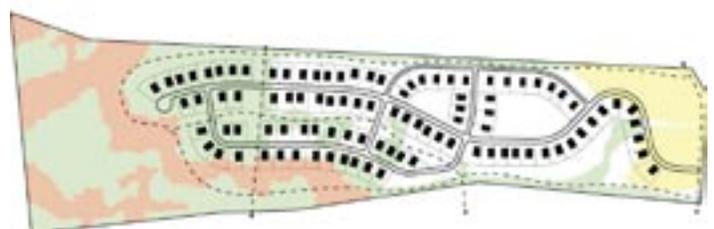
1.) Identification of Conservation Area - Development Suitability



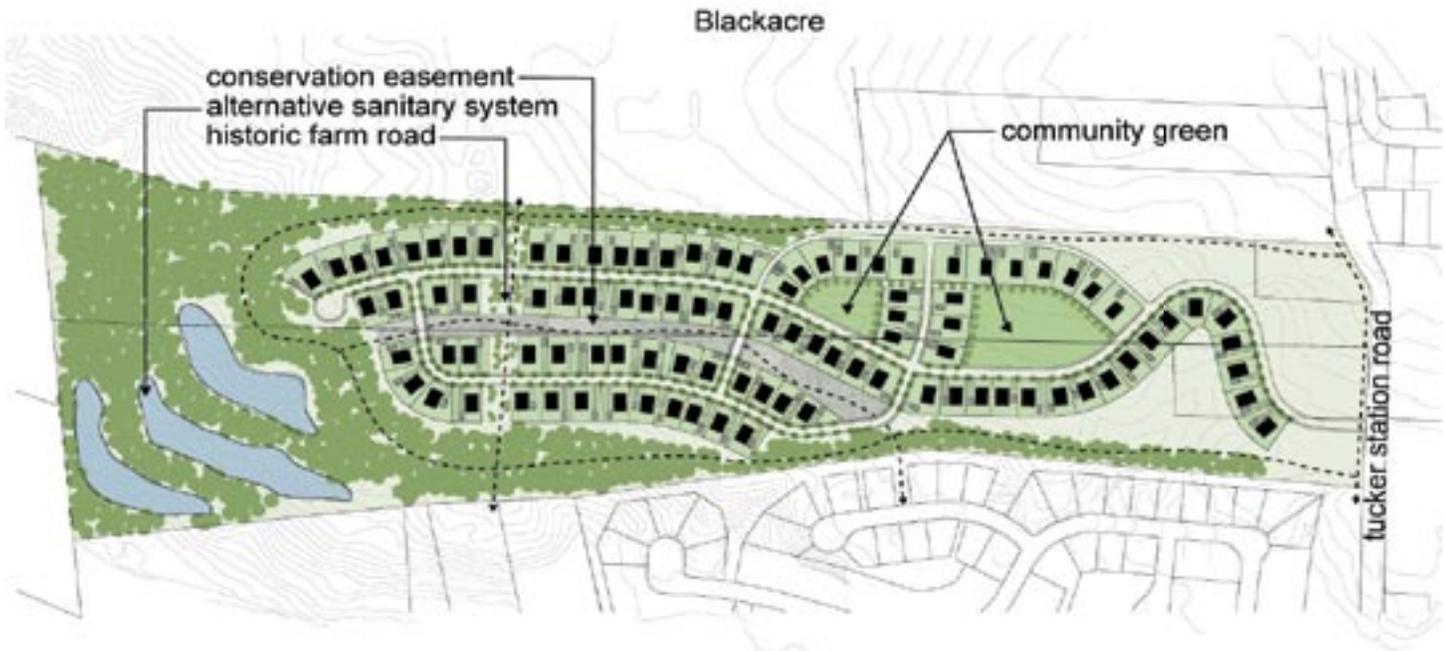
3.) Design of road alignments and trails.



2.) Location of potential house sites.



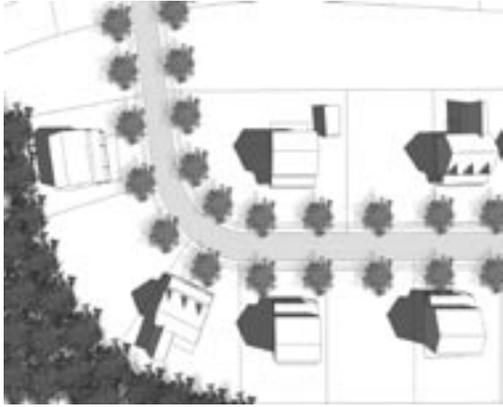
4.) Drawing in the lot lines.



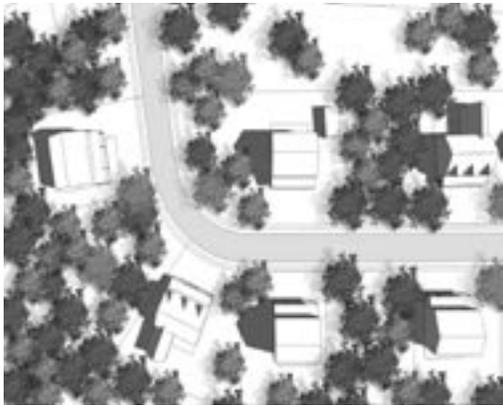
Conservation Development Case Study.



special district design



Sample neighborhood street - Undesirable tree alignment for rural neighborhood. More conducive to urban settings.



Sample neighborhood street - Desirable - Existing canopy conservation, diverse vegetative species and clustered patterns.

The first step necessary to preserve natural elements of the environment and culturally unique features of a parcel of land is to conduct an inventory of the property. Trained consultants, including land surveyors, landscape architects, environmental engineers and in some cases archaeologists, should conduct on-site evaluations of the property in order to generate a base map. Accurate mapping of these items will enable a delineation of necessary buffer limits for key features. In addition to appropriate buffers for elements on-site, consideration must also be given to viewsheds onto the property from adjacent roads and properties. Once all of the areas are identified for conservation, a determination can be made of what land is “developable”. Further consideration should be given to a requirement for the conservation of “developable” land. For example, centrally located “developable” land may form an important community gathering space rather than subdivide as private lots. Although a developer may have to forfeit a percentage of “developable” land and the obvious profit from the sale of private lots, the amenity this land supports may make all of the other lots more profitable.

Once the final delineation of “developable” versus conservation land is made, a framework plan for building sites, open spaces and circulation patterns can be developed. Roads and multi-use trail corridors can be defined; open spaces delineated; and lot configurations determined. Following the refinement of a framework plan, requirements for very specific aspects of conservation development should be considered. Specific issues should be studied, such as a requirement to provide a complete multi-use trail system that is integrated with a community-wide system and links all properties to open spaces, the activity center, and one another. Other specific requirements may include, but aren’t limited to: conservation of open space, streams and other hydrologic features, wildlife habitat, scenic vistas, and historic buildings; appropriate land use transitions; gateway elements at key intersections; right-of-way improvements, such as street trees, lighting, street furniture, and sidewalk materials; building heights; front yard oriented pedestrian entrances at residences and businesses; rear yard oriented service areas and vehicular entrances; commercial use parking lots located behind buildings; landscape screening and buffers; signage; plank fencing; rock walls; and indigenous vegetation.

Conservation Recommendations

Almost half of the District’s acreage is preserved from development by Blackacre and conservation easements. Other tools, such as land trusts, should be promoted to owners of currently undeveloped property. However many owners will not be interested in preservation and see the sale of their land to developers as their nest egg for retirement. Incentives, such as tax breaks and reduced development fees, should be enacted to convince owners, who are determined to develop their property, that conservation development is the way to go. Once development is determined to be imminent, requirements for low impact development best management practices must be implemented. Finally, a Tyler Settlement District Pattern Book must be established

as a guide for Architectural Standards. This will encourage developers to respect and preserve the historic elements of the farms and buildings of the District; require the use of specific architectural elements; and promote the use of specific building materials.

While most of the recommendations contained herein are geared toward low-density, residential land use, and to a much lesser degree, commercial land use; many of the same concepts apply to other uses such as higher-density residential. Should high-density residential development proposals come forward, virtually all recommendations proposed here for low-density residential land use would still apply. Additionally, requirements for parking lots as defined for commercial uses would also apply.



Undesirable tree alignment for rural neighborhood. More conducive to urban settings.



Desirable - Existing canopy conservation, diverse vegetative species and clustered patterns.



Conservation Development Concept Sketch - Conservation Easement - Case Study Perspective.

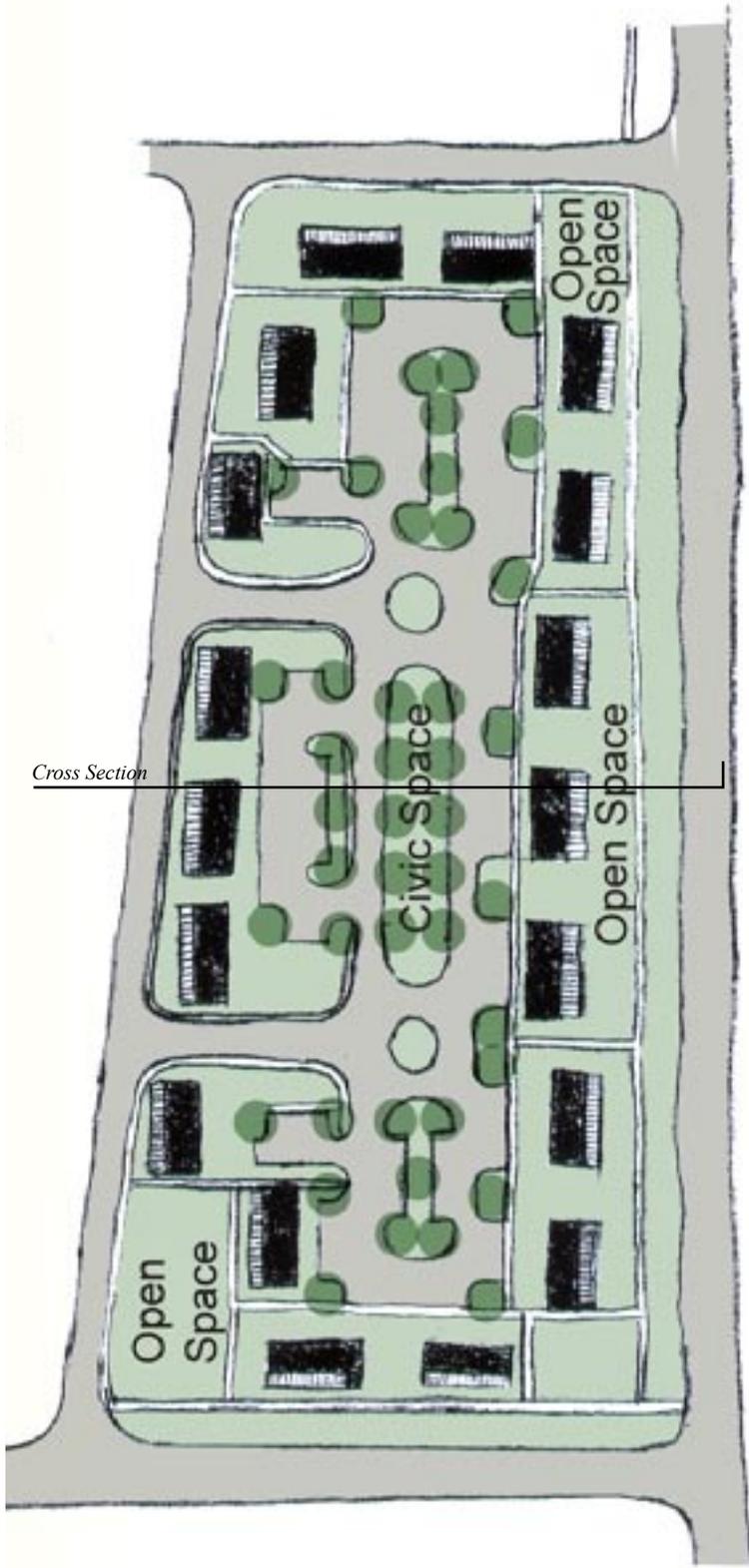




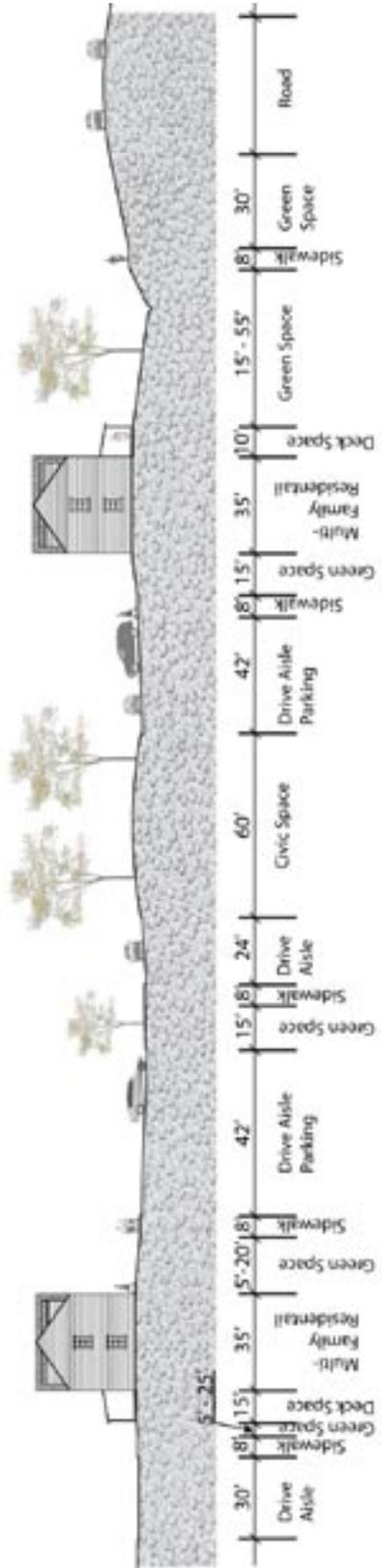
Conservation Development Concept Sketch - Community Green - Case Study Perspective.



Conservation Development Concept Sketch - Typical Streetscape - Case Study Perspective.

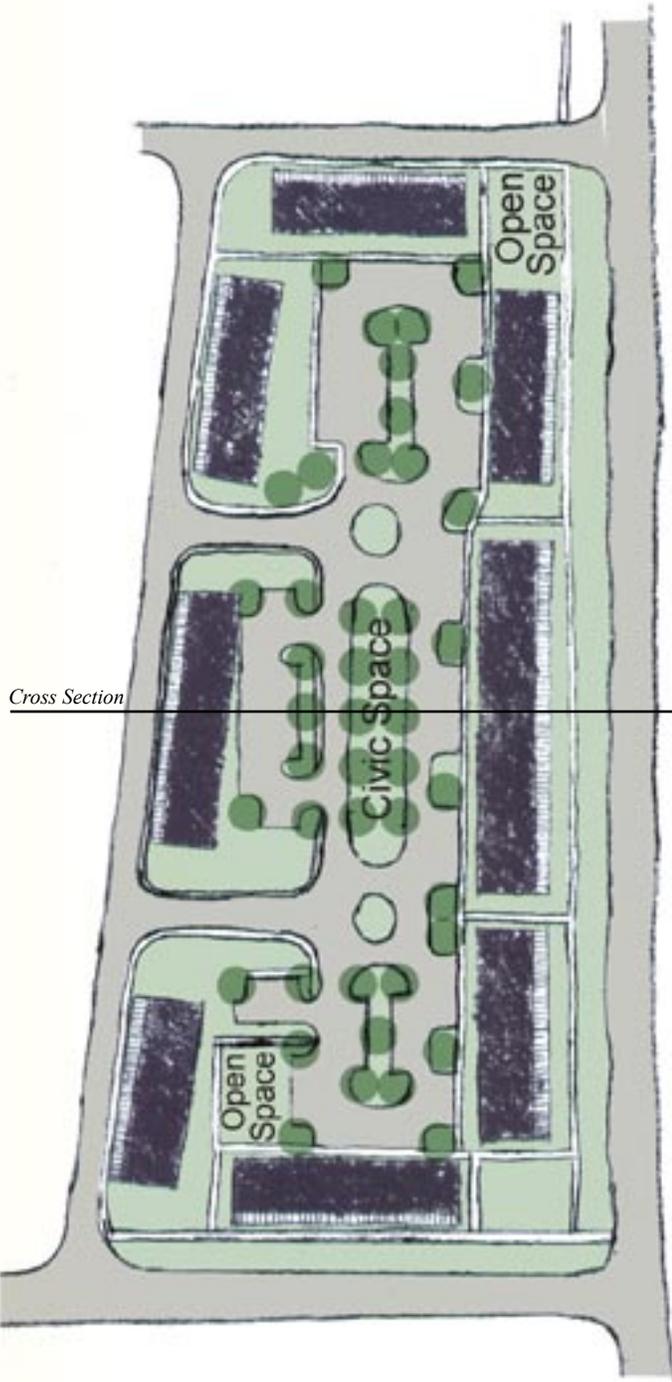


Cross Section

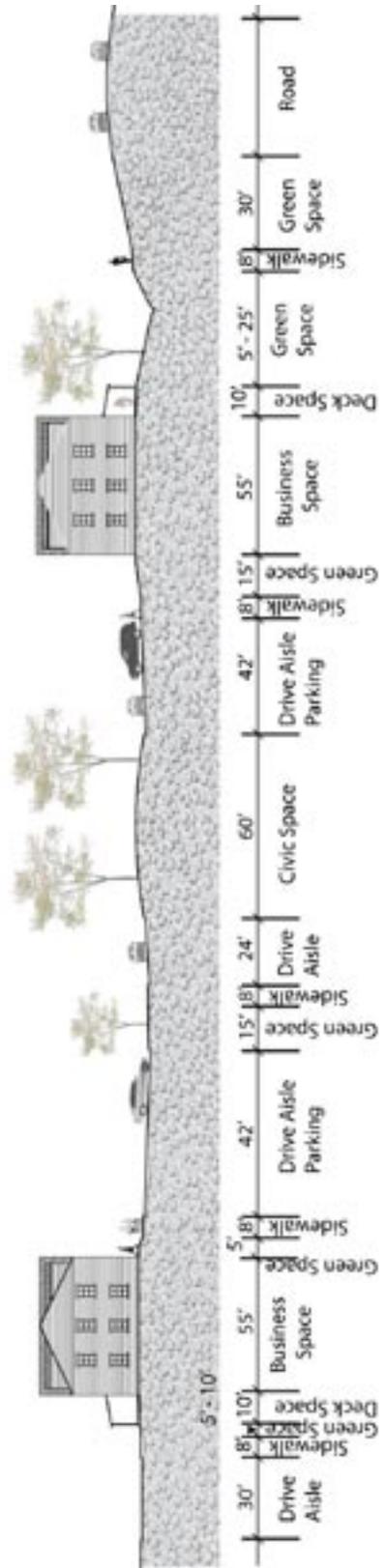


Multi-Family Development Concept





Cross Section



Commercial Development Concept

Tyler Rural Settlement District Neighborhood Plan



Plan Implementation

Introduction

The plan implementation element of the Tyler Settlement District Neighborhood Plan consists of recommendations that will form the basis for: decisions regarding future planning efforts; strategies to address specific issues; the modification of current codes; and the creation of new regulations. Recommendations have been made for each of the plan components

- Land Use/Community Form
- Mobility
- Special District Design

Recommendations have been divided into as many as three categories for each component.

1. Cornerstone 2020/Land Development Code (LDC)

This group of recommendations contains items that will be amended into the comprehensive plan; that are used in the review of land use proposals; and that revise the LDC to achieve specific goals.

2. Infrastructure/Capital Improvements

This group of recommendations deals with identifying projects for inclusion within the capital budget of local government agencies.

3. Policy/Programmatic

This group of recommendations includes ideas in the realm of setting policy and program for private organizations as well as government agencies.

The tables included within the Plan Implementation element list each recommendation, followed by the entity that would assume responsibility for implementing the recommendation and a suggested timeframe for initiating the recommendation. Timeframes are listed as Short (less than a year), Medium (1-3 years) and Long (greater than 3 years).



LAND USE/COMMUNITY FORM		
Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
LU1. Encourage property owners to preserve rural residential land use and conserve open space by utilizing land conservation tools, such as conservation trusts, conservation easements, or dedication to Metro Parks or Blackacre.	Louisville Metro Planning and Design Services, Metro Parks, Blackacre, land trust organizations, Tucker Station Neighborhood Association	Short - Long
LU2. Require development of parcels 5 acres or greater in area to abide by conservation subdivision principles established as Special District regulations.	Louisville Metro Planning and Design Services	Short
LU3. Conduct a corridor study along Taylorsville Road from Tucker Station Rd. (including the existing Activity Center, Tyler Center) to the Jefferson County line. This corridor study should focus on future locations of neighborhood activity centers as well as reviewing whether there is a need for a larger center (e.g. regional center or town center).	Louisville Metro Planning and Design Services	Short
LU4. Limit future non-residential land uses to the existing activity center (Tyler Center) and to land along Taylorsville Road east of Tucker Station Road and encourage their integration with residential uses to form mixed-use developments. Consider adding this land to the proposed Town Center Form District and using Planned Development District zoning for land inside that district. Any future additions to the west of existing activity center or Town Center shall be designed in accordance with the recommended special district design standards as a transition from the existing activity center or Town Center to the east and the Tyler Rural Settlement District to the west.	Louisville Metro Planning and Design Services	Short - Long
LU5. Limit multi-family residential use to within or immediately adjacent to the Tyler Center and along Taylorsville Road. Arrange buildings to reflect single-family rural character in materials and architectural styles, clustered around open spaces with parking in clusters located behind or to the side of the structures. An internal pathway system should connect to activity center and a district-wide network.	Louisville Metro Planning and Design Services	Short - Long
LU6. Develop a greenway/open space master plan to designate multi-use trail linkages between historic elements and open spaces within the district and as a part of a community-wide master plan outside the district in order to further the "active living goal" of an active and healthy community. a. Interconnect existing and future residential subdivisions as well as the existing activity center. b. Study linkages to Floyd's Fork via drainage patterns that originate at Tucker Lake. c. Explore access easements along historic farm road corridors for pedestrian access across private property and interconnection of historic buildings.	Louisville Metro Planning and Design Services, Louisville Metro Parks	Medium
LU7. Review current land use transitions between Tyler Rural Settlement District and adjacent development. Focus new development standards on items related to lighting, height, landscape, and any other item that protects the District's unique character.	Louisville Metro Planning and Design Services	Short - Medium
Policy - Programmatic		
LU8. Encourage the acquisition of the Robert Tyler farm property by Metro Parks or other preservation minded entity.	Louisville Metro Parks land trusts organizations.	Short - Long

MOBILITY		
Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
M1. Study traffic impacts of modifications such as signalization or turn lanes at Tucker Station & Taylorsville Roads intersection.	Kentucky Transportation Cabinet Metro Public Works Department	Short - Long
M2. Develop a district master plan for pedestrian, bicycle and multi-use circulation as part of a community-wide master plan that provides access to the interior of the district. Incorporate historic farm road corridors wherever possible.	Louisville Metro Planning and Design Services, Louisville Metro Parks	Medium
Infrastructure/Capital Improvement		
M3. Provide pedestrian/multi-use paths along Taylorsville and Tucker Station Roads to connect residential developments to existing activity center on Taylorsville Road.	Louisville Metro Planning and Design Services, Public Works Dept., KIPDA, Kentucky Transportation Cabinet	Long
Policy - Programmatic		
M4. Reduce industrial traffic on Tucker Station Road by minimizing or discouraging "through" truck traffic or placing weight limits.	Services, Metro Public Works Dept. Tucker Station Neighborhood Assoc.	Short - Medium
M5. Limit new industrial traffic on Tucker Station Road with the construction of a new I-265 interchange at Plantside Drive as indicated by Cornerstone 2020 Core Graphic 10 or the Urton Lane extension as recommended by the Taylorsville Road Area / Urton Lane Study.	Kentucky Transportation Cabinet	Long
M6. Adopt typical rural road section to determine future roadway and multi-use path design that respects the scenic corridor and primary collector designation of Tucker Station Road. See section on page 18.	Louisville Metro Planning and Design Services, Metro Public Works Dept. Tucker Station Neighborhood Assoc.	Short
M7. Pursue future park and ride (TARC) facility at activity center.	TARC	Medium



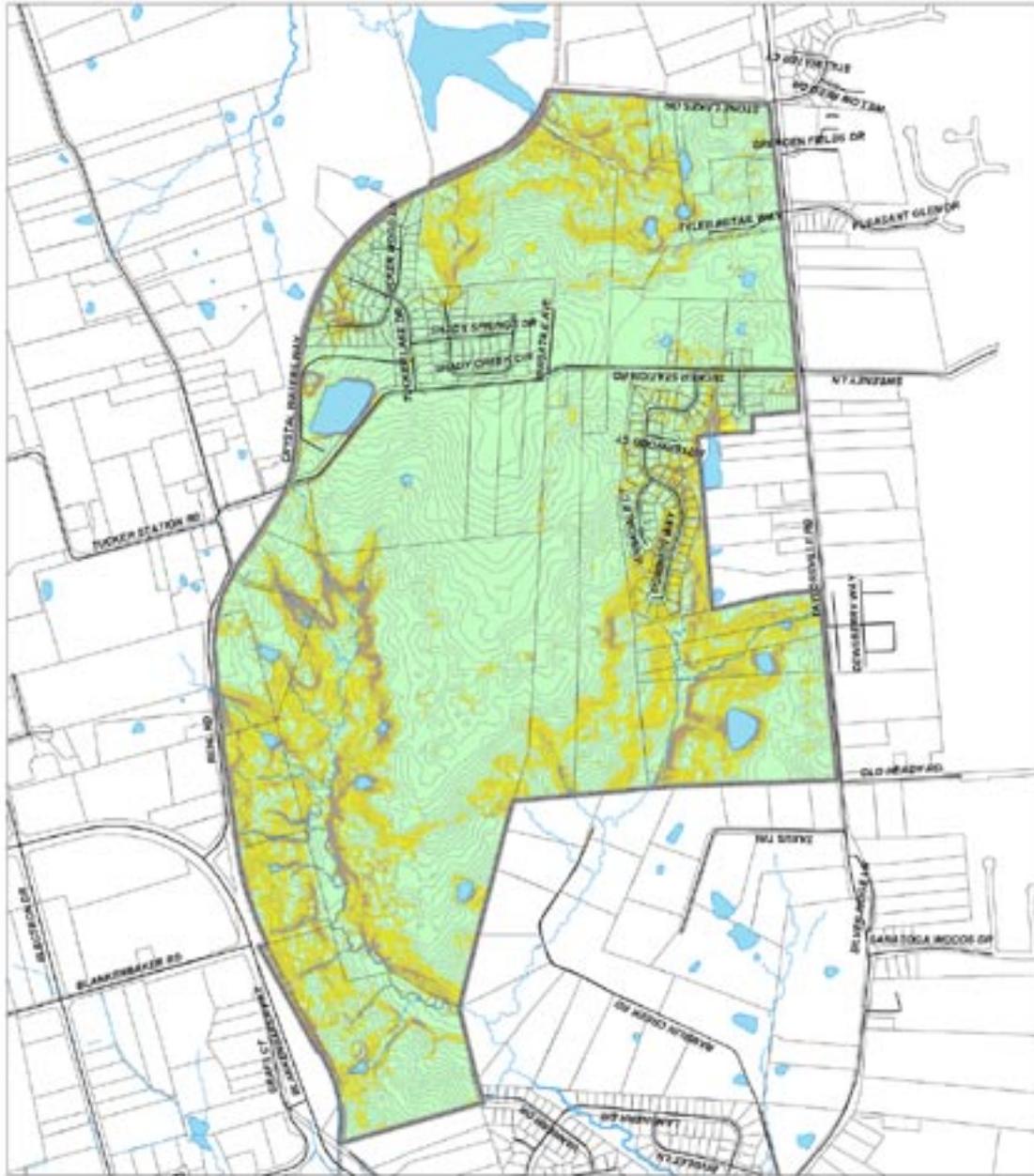
SPECIAL DISTRICT	
Recommendation	Implementation Responsibility
Cornerstone 2020/LDC	
SD1. Develop regulations to require developers to inventory a site's historic elements environmentally sensitive features, wildlife corridors and existing vegetation as part of a development plan submittal.	Louisville Metro Planning and Design Services
<p>SD2. Develop regulations to require commercial, residential and mixed-use developments and redevelopments to preserve, protect and enhance historic elements, architectural features, scenic vistas, opens spaces, wildlife habitat, streams and other hydrologic features through the implementation of new pedestrian oriented design and development standards.</p> <p>a. Require new development to preserve vegetation, hydrologic features and wildlife corridors.</p> <p>b. Define outdoor spaces with historically appropriate elements such as wood plank fencing, rock walls, and preservation of indigenous vegetation.</p> <p>c. Require signage to be externally lit and constructed from traditional materials (masonry, wood, metal, etc.) Share signage between developments to reduce the clutter along roadways.</p> <p>d. Require placement of utilities underground along collector street rights-of-way.</p> <p>e. Designate palette of right-of-way improvements such as street trees, light fixtures/poles, street furniture, sidewalk/trail materials, etc. to provide continuity throughout the district.</p> <p>f. Require buildings to incorporate architectural styles that reflect the historic characteristics of the District. Traditional building materials (rock, masonry, wood, metal) shall be used for exterior building facades.</p> <p>g. Require residences to be oriented with front porch entrances toward street and garage/service area located in or oriented toward rear yard.</p> <p>h. Require non-residential buildings to present attractive, pedestrian scale facades toward the street with parking facilities located in the rear, screened from the street and other properties by the building, landscaping or other historically acceptable means.</p> <p>i. Avoid large expanses of parking by breaking pavement into smaller areas and interjecting green spaces.</p> <p>j. Limit building heights to 2-1/2 stories and maximize building setbacks to match or exceed those of typical existing buildings.</p> <p>k. Provide gateway elements at the Tucker Station and Taylorsville Roads intersection to create a sense of arrival to the district.</p> <p>l. Require shielding of lights to respect the "Dark Sky".</p> <p>m. Multi-family residential buildings shall be limited to 4 units per building and shall have 50' setbacks and buffers between buildings. Architectural style and materials shall meet items f. and g. above.</p>	Louisville Metro Planning and Design Services

SPECIAL DISTRICT		
Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
SD3. Require new development to provide for future expansion of roads to encourage lot patterns that create open spaces or greens; orient views toward the fronts of properties; and hide the service side of properties with the use of rear access.	Louisville Metro Planning and Design Services	Short
SD4. Provide appropriate buffers between less compatible uses, preferably consisting of naturally occurring vegetation over installed landscape materials. See pages 24 & 25. a. Preserve existing fencerows or significant large trees rather than clear cutting and planting rows of nursery grown plants. b. If no existing vegetation, install plants from the preferred list in groupings that appear natural rather than equally spaced rows.	Louisville Metro Planning and Design Services	Short
Policy - Programmatic		
SD5. Educate land owners about land conservation tools and conservation development options in order to protect existing historic, rural and natural features of the land.	Metro Planning and Design Services land trust organizations	Short - Long
SD6. Enact incentives (taxes breaks, reduced development fees) for land owners who develop conservation subdivisions.	Louisville Metro Planning and Design Services, Louisville Metro Council	Short
SD7. Require new developments to implement low impact development best management practices conducive to the preservation of historic features and the natural environment.	Louisville Metro Planning and Design Services, Metropolitan Sewer District	Short
SD8. Develop regulations to provide connectivity within and between developments by providing a complete pedestrian, bicycle and multi-use trail system throughout the open spaces in the district conservation subdivisions as well as integration within a community-wide master plan.	Louisville Metro Planning and Design Services	Short



Appendix

Tyler Rural Settlement District Neighborhood Plan: Site Environs



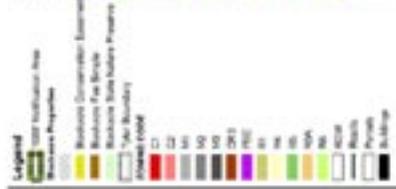
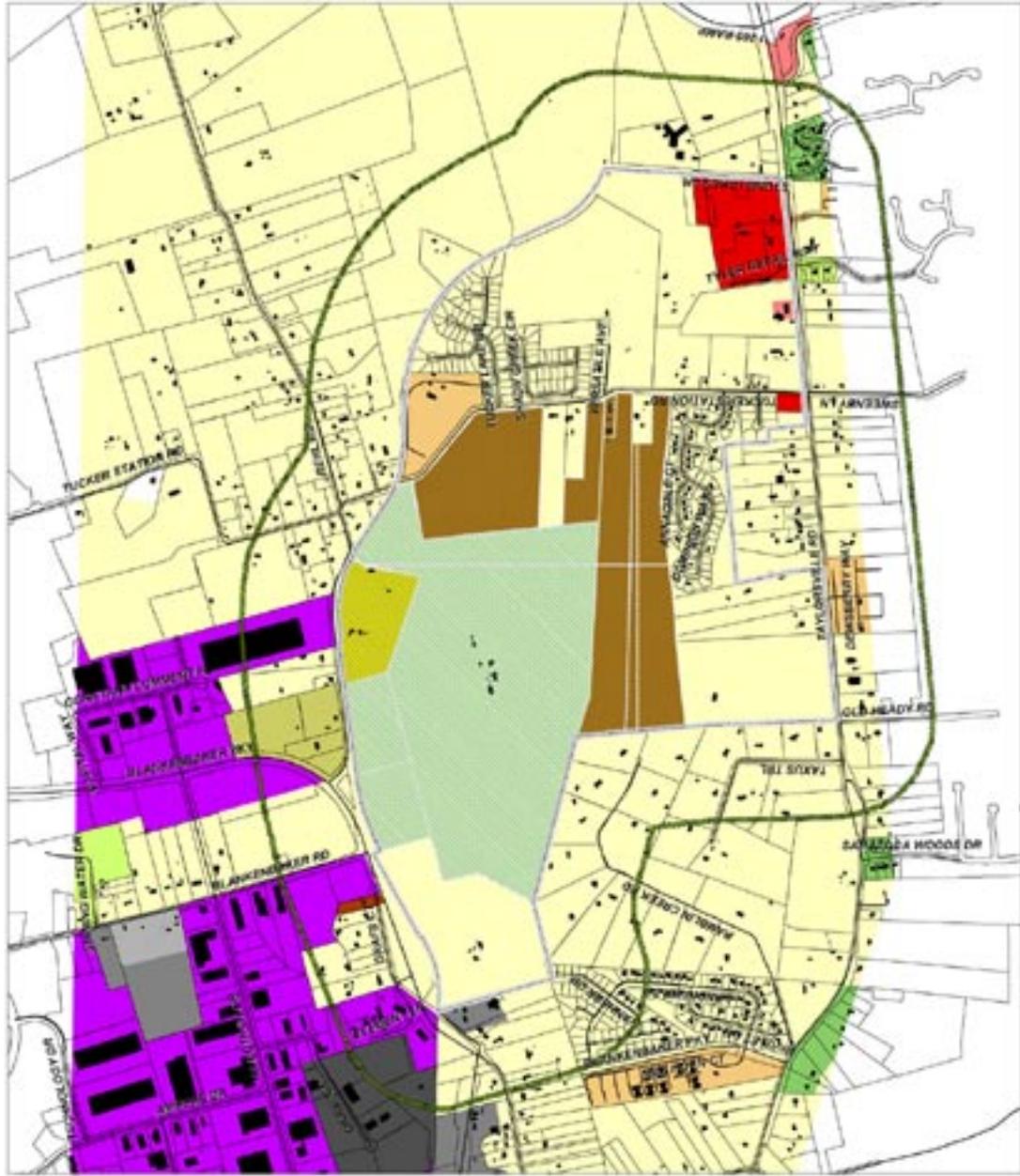
Slope Analysis



PROJECT: TYLER RURAL SETTLEMENT DISTRICT NEIGHBORHOOD PLAN
 CLIENT: TYLER RURAL SETTLEMENT DISTRICT
 LOCATION: TYLER, LOUISIANA
 DATE: 10/2011
 SCALE: AS SHOWN
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]
 PROJECT NUMBER: [Number]
 SHEET NUMBER: [Number] OF [Total Sheets]

Appendix

Tyler Rural Settlement District Neighborhood Plan: Site Environs

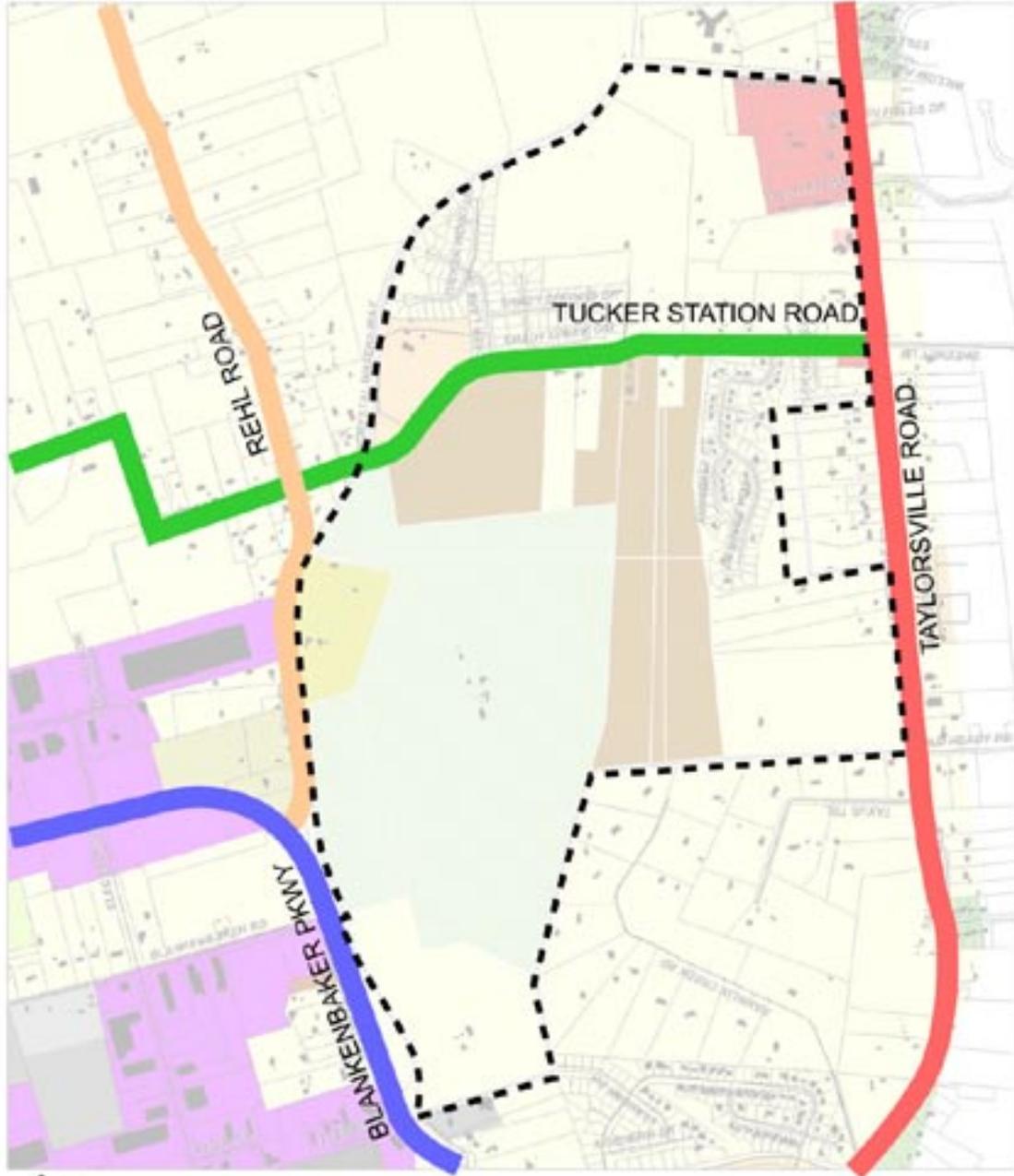


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Property & Zoning

Appendix

Tyler Rural Settlement District Neighborhood Plan: Site Environs



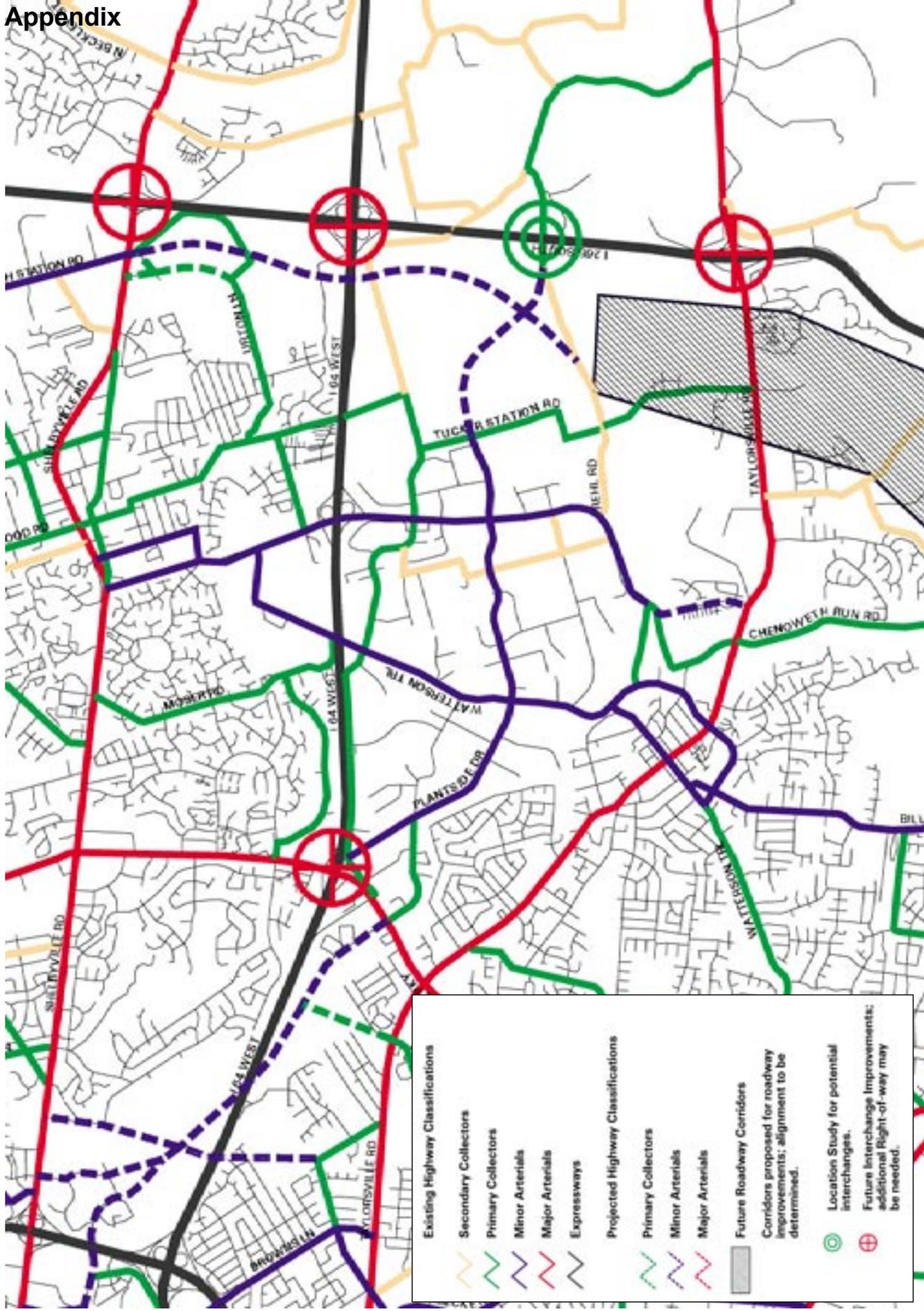
- Legend**
- Secondary Collectors
 - Primary Collectors
 - Minor Arterials
 - Major Arterials
 - Expressways

Road Classifications



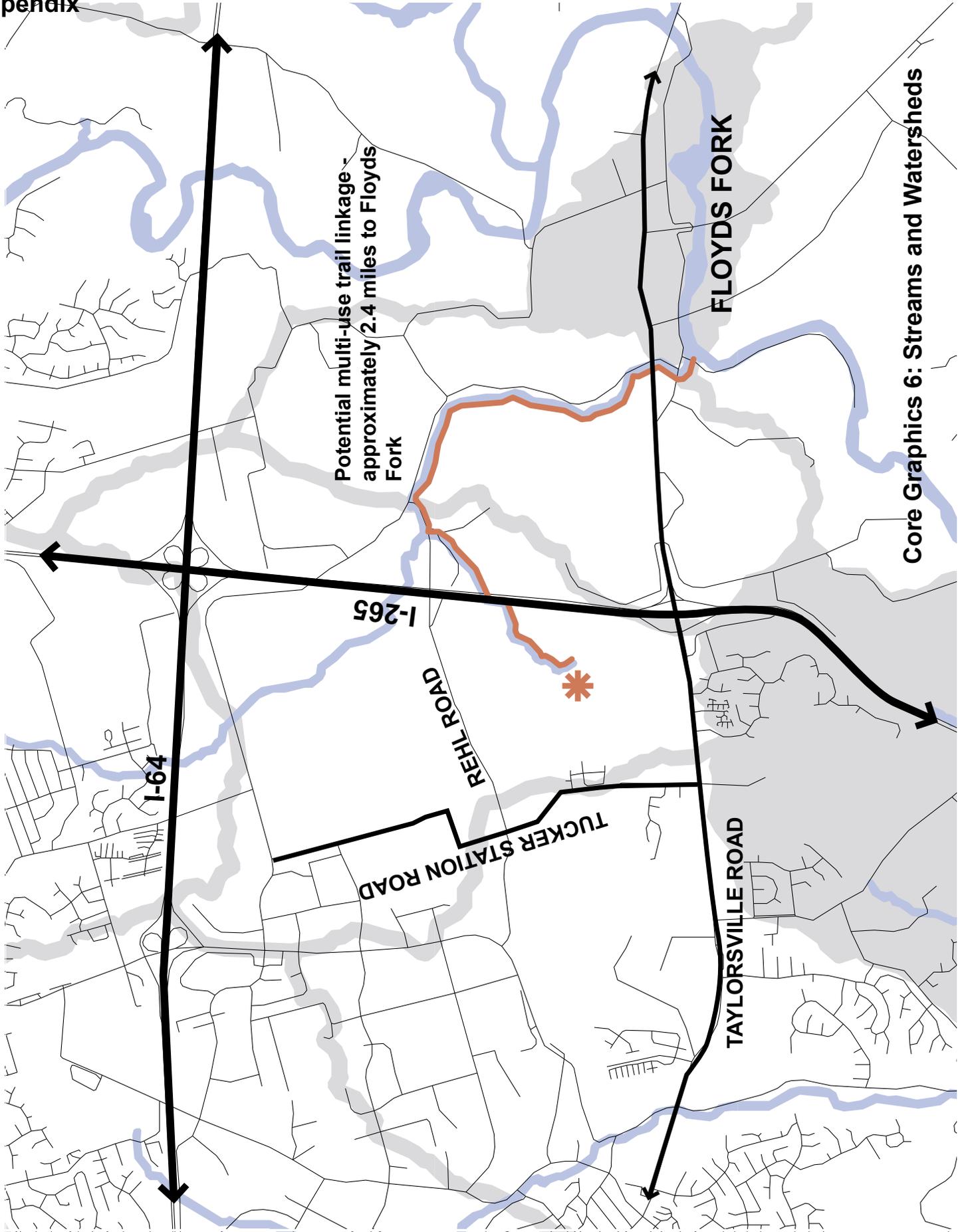
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Appendix



Core Graphics 10: Roadway Classifications and Projected Corridors.

Appendix



Potential multi-use trail linkage -
approximately 2.4 miles to Floyds
Fork

FLOYD'S FORK

Core Graphics 6: Streams and Watersheds

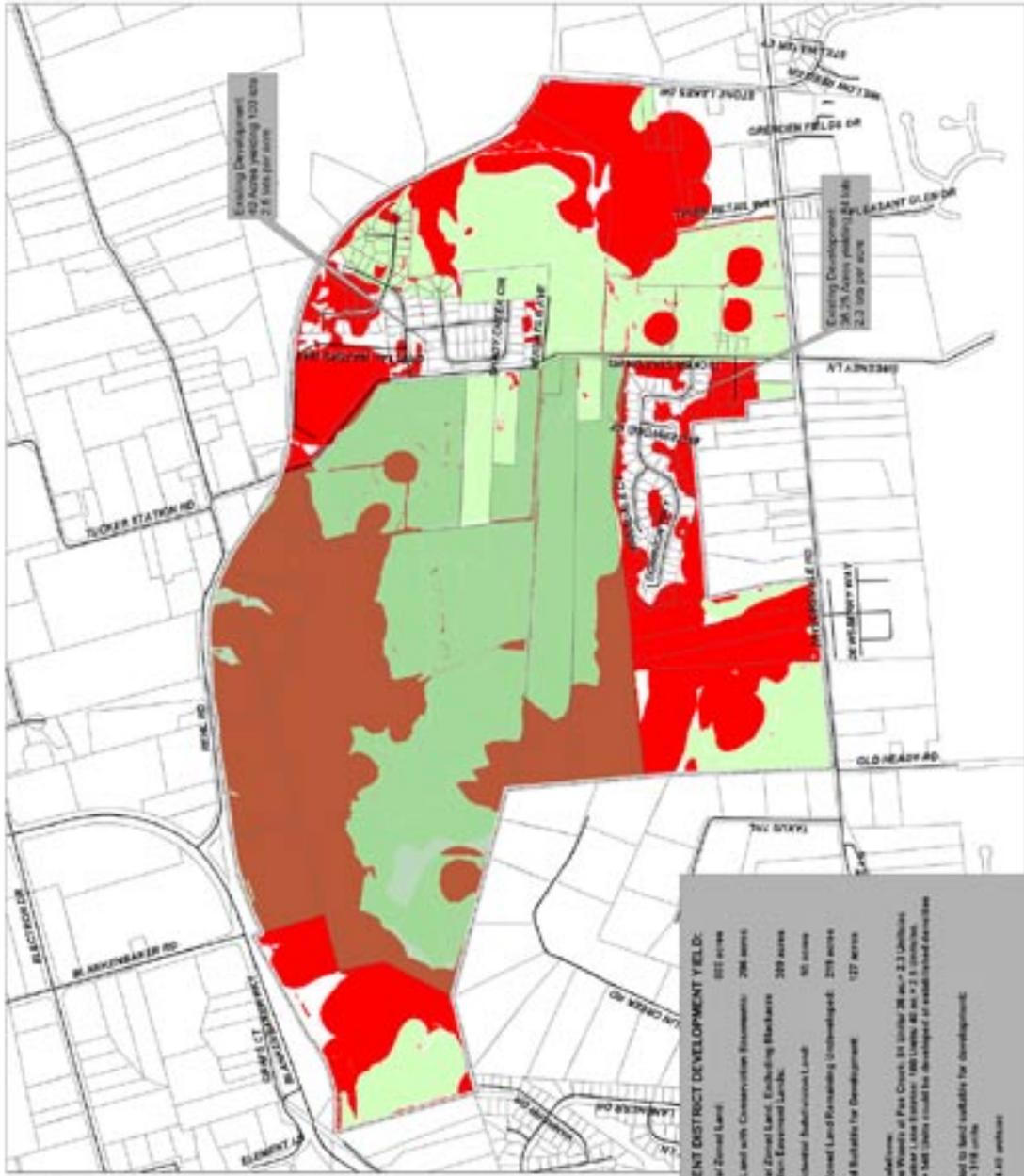
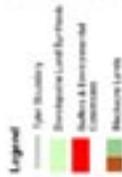
Tyler Rural Settlement District Neighborhood Plan: Site Environments



Context Map



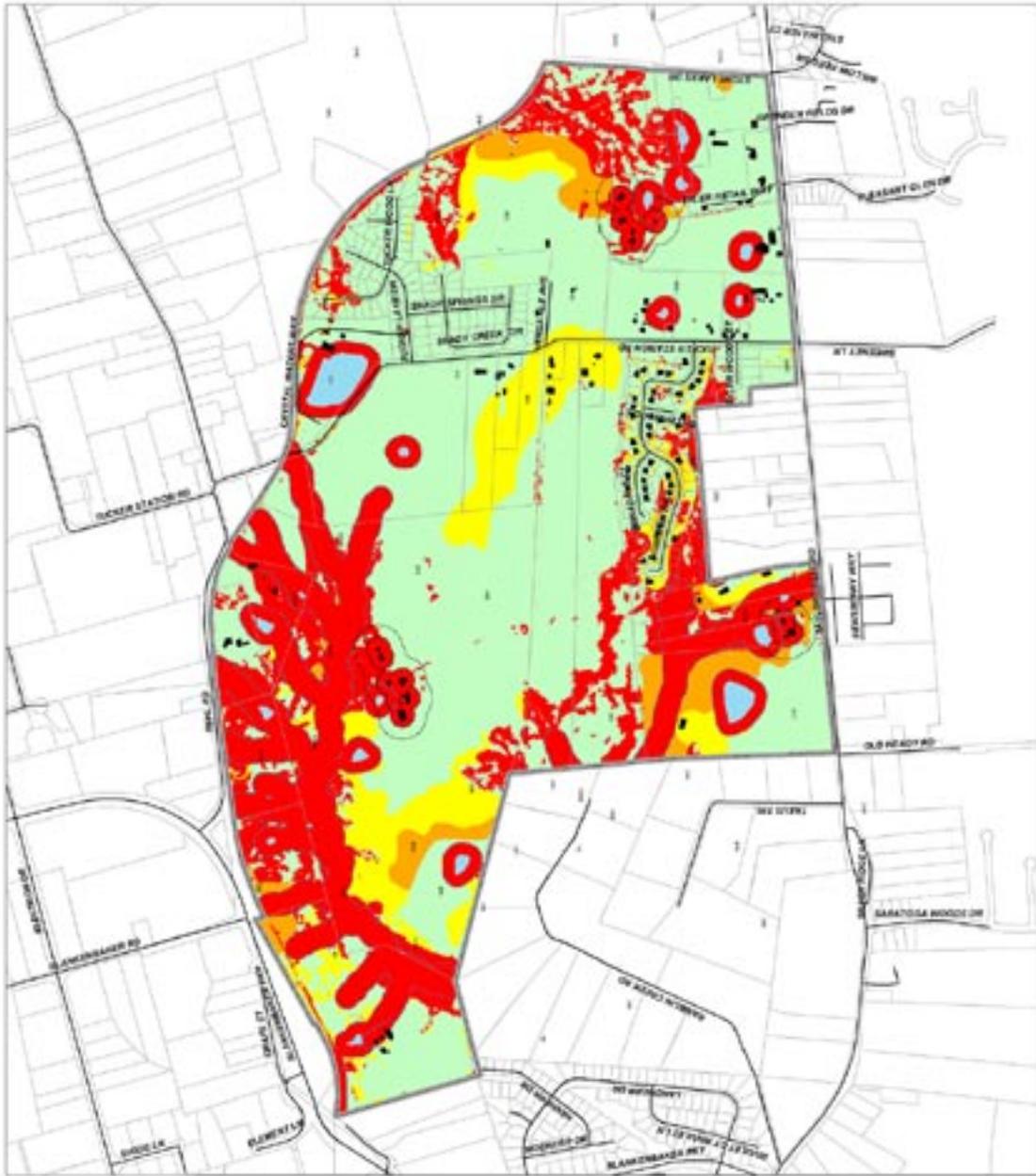
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Development Yield

Appendix

Tyler Rural Settlement District Neighborhood Plan: Site Environs



Development Suitability



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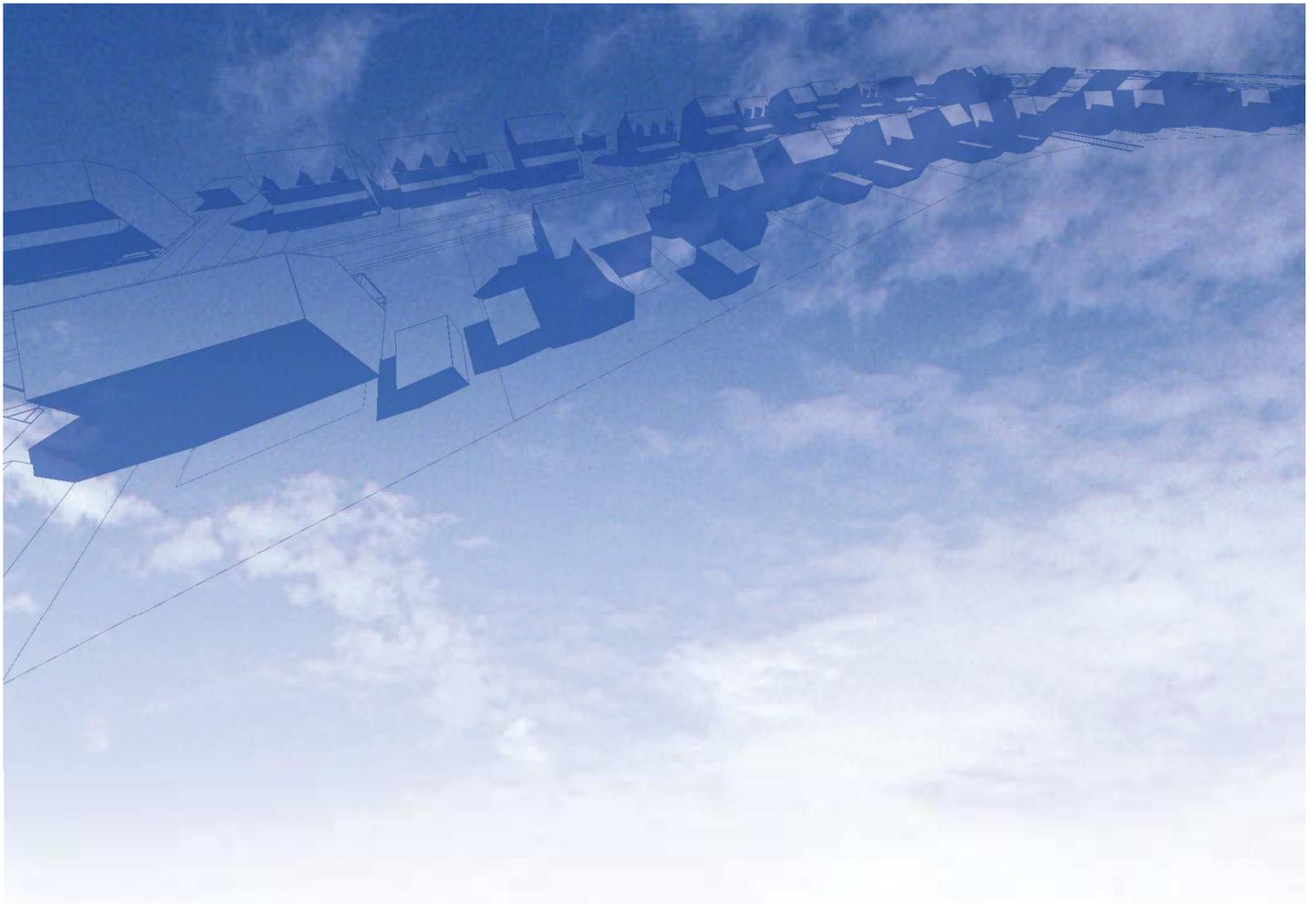
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Hamer Center for Community Design Assistance at Penn State's School for Architecture and Landscape Architecture, 2003. *PennSCAPES* [On-line] <http://www.pennscapes.psu.edu>.



Tyler Rural Settlement District Neighborhood Plan

Executive Summary



Acknowledgements

Councilman Stuart Benson

Tyler Settlement District Task Force

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Carolyn Cromer
Robert H. Gaddie
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David Kaelin
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Wilton Earl Priddy
Ralph Don Reid

Metro Planning & Design Services

Ken Baker, Planning Supervisor
Chris French
Steven Sizemore

Planning Consultant



**Tyler Rural
Settlement
District
Neighborhood Plan**

acknowledgements

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 ONGOING 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 CAPITAL 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.



LAND USE/COMMUNITY FORM		
Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
LU1. Encourage property owners to preserve rural residential land use and conserve open space by utilizing land conservation tools, such as conservation trusts, conservation easements, or dedication to Metro Parks or Blackacre.	Louisville Metro Planning and Design Services, Metro Parks, Blackacre, land trust organizations, Tucker Station Neighborhood Association	Short - Long
LU2. Require development of parcels 5 acres or greater in area to abide by conservation subdivision principles established as Special District regulations.	Louisville Metro Planning and Design Services	Short
LU3. Conduct a corridor study along Taylorsville Road from Tucker Station Rd. (including the existing Activity Center, Tyler Center) to the Jefferson County line. This corridor study should focus on future locations of neighborhood activity centers as well as reviewing whether there is a need for a larger center (e.g. regional center or town center).	Louisville Metro Planning and Design Services	Short
LU4. Limit future non-residential land uses to the existing activity center (Tyler Center) and to land along Taylorsville Road east of Tucker Station Road and encourage their integration with residential uses to form mixed-use developments. Consider adding this land to the proposed Town Center Form District and using Planned Development District zoning for land inside that district. Any future additions to the west of existing activity center or Town Center shall be designed in accordance with the recommended special district design standards as a transition from the existing activity center or Town Center to the east and the Tyler Rural Settlement District to the west.	Louisville Metro Planning and Design Services	Short - Long
LU5. Limit multi-family residential use to within or immediately adjacent to the Tyler Center and along Taylorsville Road. Arrange buildings to reflect single-family rural character in materials and architectural styles, clustered around open spaces with parking in clusters located behind or to the side of the structures. An internal pathway system should connect to activity center and a district-wide network.	Louisville Metro Planning and Design Services	Short - Long
LU6. Develop a greenway/open space master plan to designate multi-use trail linkages between historic elements and open spaces within the district and as a part of a community-wide master plan outside the district in order to further the "active living goal" of an active and healthy community. a. Interconnect existing and future residential subdivisions as well as the existing activity center. b. Study linkages to Floyd's Fork via drainage patterns that originate at Tucker Lake. c. Explore access easements along historic farm road corridors for pedestrian access across private property and interconnection of historic buildings.	Louisville Metro Planning and Design Services, Louisville Metro Parks	Medium
LU7. Review current land use transitions between Tyler Rural Settlement District and adjacent development. Focus new development standards on items related to lighting, height, landscape, and any other item that protects the District's unique character.	Louisville Metro Planning and Design Services	Short - Medium
Policy - Programmatic		
LU8. Encourage the acquisition of the Robert Tyler farm property by Metro Parks or other preservation minded entity.	Louisville Metro Parks land trusts organizations.	Short - Long

MOBILITY

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
M1. Study traffic impacts of modifications such as signalization or turn lanes at Tucker Station & Taylorsville Roads intersection.	Kentucky Transportation Cabinet Metro Public Works Department	Short - Long
M2. Develop a district master plan for pedestrian, bicycle and multi-use circulation as part of a community-wide master plan that provides access to the interior of the district. Incorporate historic farm road corridors wherever possible.	Louisville Metro Planning and Design Services, Louisville Metro Parks	Medium

SPECIAL DISTRICT

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
SD1. Develop regulations to require developers to inventory a site's historic elements environmentally sensitive features, wildlife corridors and existing vegetation as part of a development plan submittal.	Louisville Metro Planning and Design Services	Short
SD2. Develop regulations to require commercial, residential and mixed-use developments and redevelopments to preserve, protect and enhance historic elements, architectural features, scenic vistas, opens spaces, wildlife habitat, streams and other hydrologic features through the implementation of new pedestrian oriented design and development standards. <ul style="list-style-type: none"> a. Require new development to preserve vegetation, hydrologic features and wildlife corridors. b. Define outdoor spaces with historically appropriate elements such as wood plank fencing, rock walls, and preservation of indigenous vegetation. c. Require signage to be externally lit and constructed from traditional materials (masonry, wood, metal, etc.) Share signage between developments to reduce the clutter along roadways. d. Require placement of utilities underground along collector street rights-of-way. e. Designate palette of right-of-way improvements such as street trees, light fixtures/poles, street furniture, sidewalk/trail materials, etc. to provide continuity throughout the district. f. Require buildings to incorporate architectural styles that reflect the historic characteristics of the District. Traditional building materials (rock, masonry, wood, metal) shall be used for exterior building facades. g. Require residences to be oriented with front porch entrances toward street and garage/service area located in or oriented toward rear yard. h. Require non-residential buildings to present attractive, pedestrian scale facades toward the street with parking facilities located in the rear, screened from the street and other properties by the building, landscaping or other historically acceptable means. i. Avoid large expanses of parking by breaking pavement into smaller areas and interjecting green spaces. j. Limit building heights to 2-1/2 stories and maximize building setbacks to match or exceed those of typical existing buildings. k. Provide gateway elements at the Tucker Station and Taylorsville Roads intersection to create a sense of arrival to the district. l. Require shielding of lights to respect the "Dark Sky". m. Multi-family residential buildings shall be limited to 4 units per building and shall have 50' setbacks and buffers between buildings. Architectural style and materials shall meet items f. and g. above. 	Louisville Metro Planning and Design Services	Short



SPECIAL DISTRICT

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
SD3. Require new development to provide for future expansion of roads to encourage lot patterns that create open spaces or greens; orient views toward the fronts of properties; and hide the service side of properties with the use of rear access.	Louisville Metro Planning and Design Services	Short
SD4. Provide appropriate buffers between less compatible uses, preferably consisting of naturally occurring vegetation over installed landscape materials. See pages 24 & 25. a. Preserve existing fencerows or significant large trees rather than clear cutting and planting rows of nursery grown plants. b. If no existing vegetation, install plants from the preferred list in groupings that appear natural rather than equally spaced rows.	Louisville Metro Planning and Design Services	Short