



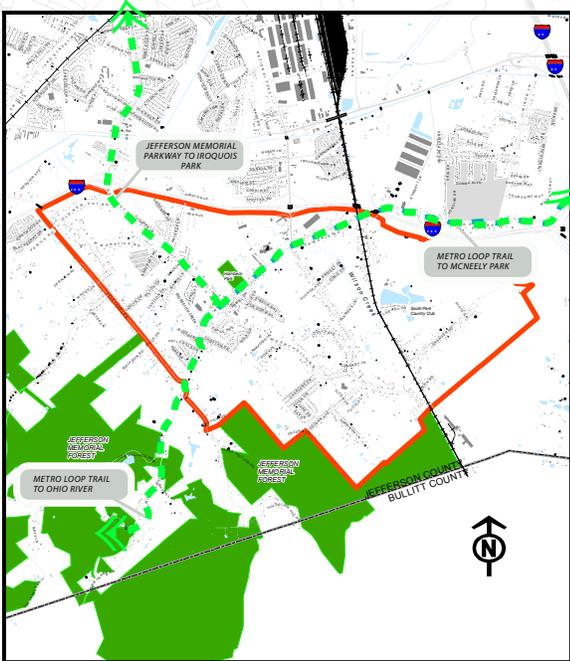
MOBILITY/TRANSPORTATION

Mobility issues facing the Fairdale community today play a significant role in its future. The village is well served for automobiles with its collector and higher level roadways and the access to I-265. The diversity of housing types and the many village compatible land uses within the 1/4 to 1/2 mile radius of the village center can be enhanced by improving pedestrian and public transportation options as well as improving roadways within the village center and the outlying village areas. There have been improvements to the transportation network recently, however, more are required.

There are several ways which the transportation issues can be addressed. The further enhancement of the village center, designed to be pedestrian friendly, will serve to encourage a more efficient road, pedestrian and bicycle network and opportunities for transit use. In the current analysis, it is important to understand the relationship between the existing land uses and the transportation network in order to create a better balance of the system in the future.

TARC ROUTE MAP

The sidewalks that have been constructed in recent years have enabled residents to walk to stores, schools and parks surrounding the village center. There is a strong desire for this construction to continue. Traffic improvements are also a high priority including redesigning the intersection of Fairdale, Manslick, Mt Holly & Mitchell Hill Roads. This off-set intersection results in many traffic delays at present. These are significant traffic delays during the peak hours each day.



Multi-Modal Mobility Analysis

Public Transit Service

TARC offers limited service to the Fairdale community. The Iroquois Park – Fairdale Express (Route 37) connects the area to downtown Louisville. The service is limited to weekday AM & PM peak hour trips. Community leaders would like to see improvements to the public transit system to assist citizens with limited transportation options. With ever increasing fuel costs residents of the area need more cost effective options for transportation to work and for shopping trips.

Street Classifications

There are several arterial and collector level streets providing access to the community. National Turnpike and New Cut Road have been improved in recent years between I-265 and Outer Loop. I-265 provides expressway connections to I-64, I-65 and I-71. The remaining roadways are local level and neighborhood streets.

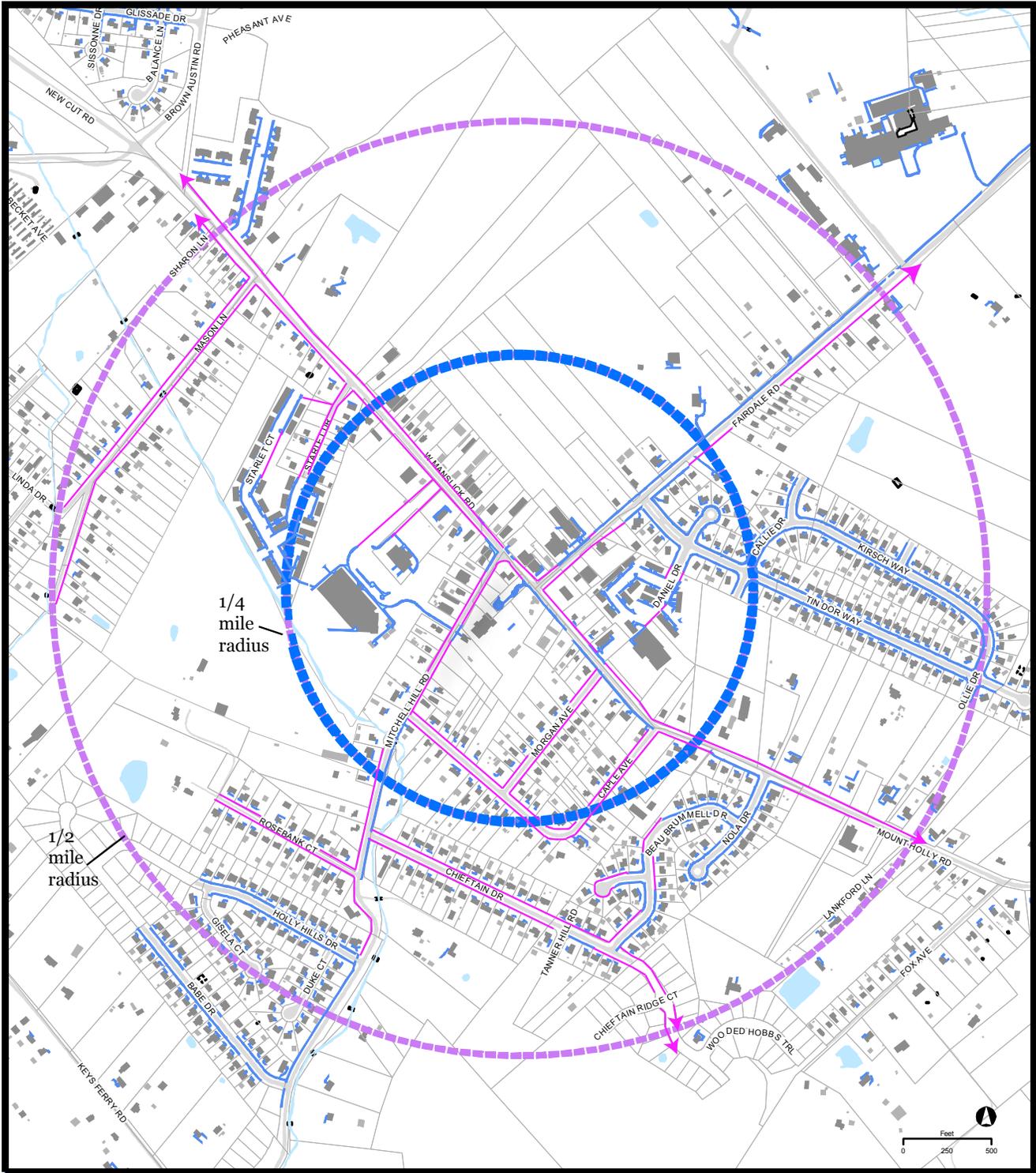
Core Graphic 10 of Cornerstone 2020 identifies the following roadways as the major thoroughfares serving the community:

Gene Snyder (I-265)	Expressway
National Turnpike	Minor Arterial
Fairdale Road	Primary Collector
New Cut Road	Primary Collector
West Manslick Road	Primary Collector
Old New Cut Road / Penile Road	Primary Collector
Jefferson Hill Road	Secondary Collector
Keys Ferry Road	Secondary Collector
South Park Road	Secondary Collector
Mitchell Hill Road	Secondary Collector

Roadway Design

Within the Village Center roadside ditches impact vehicle safety and aesthetics. The lack of curb and gutter design also has an adverse impact on the existing situation. The streets in the Village Center lack on-street parking, bikeways and underground utilities. This also detracts from the appearance and function of the Village Center. Sidewalk construction has been on-going in recent years and has improved pedestrian mobility within the Village Center, however, there are still many areas where service is needed. The existing sidewalk system is depicted on the map on page 15.

The main intersection in the Village Center has a significant traffic congestion issue. The intersection of Fairdale, Mitchell Hill, Mt Holly and West Manslick Roads is off-set a short distance and previous attempts to improve the intersection with traffic signals has not been successful. The following three alternatives may be considered as attempts to improve the traffic flow in the Village Center area:



FAIRDALE VILLAGE CENTER SIDEWALK NETWORK

- SIDEWALKS MISSING
- EXISTING SIDEWALKS



1. The Village Center could be redesigned to develop a Village Square and enhance the village character of the area. (Pg A7)
2. Install a round-about to improve traffic flow, (Pg A8)
3. Realign the intersections of these streets to eliminate the off-set which currently results in significant traffic congestion at peak hours. This design may achieve the results desired in alternatives 1 and 2. (Pg A9)

Details of possible Village Center design alternatives are depicted in the Design Charette section and colored renderings may be found in the Appendix of this document.

The elimination of roadside ditches and the installation of shoulders along roadways would enhance public safety and provide more aesthetically pleasing roadways. The creation of on-street parking spaces would enhance more pedestrian access to businesses and movement in the village center and help reduce the need for large off-street parking areas.

In the Village Outlying area curb and gutter design is not necessary along major roadways. However, the roadside swale designs should be upgraded to add shoulders as depicted in the typical roadway sections shown in the appendix of this plan. These improvements would improve vehicular safety.

Many existing roadways do not have shoulders, resulting in unsafe conditions such as shown in the following photograph. Shoulders and improved drainage design would enhance the community appearance and safety.



Existing Roadside Ditches

Parkway / Bikeway / Trail Corridor Map

A federal program titled Safe Routes to Schools is a potential source of funds that may be utilized for continued work in the development of sidewalks within the community. Additionally, the Land Development

Code requires sidewalk construction in all new developments and the Planning Commission and Department of Planning and Design Services is ensuring that this requirement is being followed. The existing sidewalk system is depicted on a map on page 15.

Parkways / Bikeways

Core Graphic 12 of Cornerstone 2020 also identifies the Gene Snyder Freeway as a Parkway. The Louisville City of Parks initiative is encouraging the development of connections between parks through an expanded system of parkways and bikeways. Bikeways, sidewalks and other alternative multimodal transportation forms enhance healthy, long-term mobility choices

The logical parkway connection in this area is between Iroquois Park and the Jefferson Memorial Forest. New Cut and Mitchell Hill Roads offer the most direct connection between these two recreational centers. Any improvements to these roadways should include adequate right-of-way and pavement for a parkway design, sidewalks and bikeway facilities.

The City of Parks initiative includes a proposed bikeway connection eastward to McNeely Lake Park generally following the South Park Road corridor. This corridor will pass the Fairdale High School and Nelson Hornbeck Park. The Metro Parks Department is developing the plans for this corridor. (See **Parkway Corridor Map** above)

RECOMMENDATIONS

1. It is recommended that a study be commissioned to make specific recommendations for future mobility / transportation improvements within the Village Center Form District, with the goals of enhancing village design, mitigating vehicle congestion at the village center and increasing opportunities for pedestrian and bicycle circulation and creating opportunities for social and civic interaction. The primary subjects of this study should be to develop concepts for reconfiguration of the intersection of Fairdale, Mt Holly, Manslick and Mitchell Hill Roads and the development of an interconnected street and alley system in the Village Center. Additional topics to be studied should include, sidewalks and bicycle lanes, on and off-street parking and storm water management. The study should consider design alternatives developed by the community and task force and include projected cost estimates and potential funding sources (**Recommendation I.1**).

2. Develop plans for streetscape and roadway improvements in the village center. It is recommended that designated roadways in the community be improved to eliminate roadside ditches, install curbs, gutter and sidewalks and construct on-street parking where appropriate. (**I.2**)

3. It is recommended that Metro government acquire the land necessary to permit reconstruction of the Village Center roadway system. The improvement of the intersections will enhance the Village Center and permit construction of on and off-street parking,



the development of a community gathering place and encourage the improvement of businesses in the village center. **(I.3 & I.4)**

4. It is recommended that Metro government develop plans and design standards and implementation strategies for construction of bikeways and sidewalks along designated roadways in the area. **(C-4 & I.8)**

5. It is recommended that Metro government continue sidewalk expansion including the planning and construction of these facilities within the Village Center, as well as into the surrounding residential neighborhoods. The availability of the Federal Safe Routes to Schools program funding should be explored. **(I.1)**

6. It is recommended that additional public transit service be provided to assist the elderly and those with limited transportation options. Further coordination with TARC should be encouraged to expand neighborhood level service to assist residents in gaining access to retail and service businesses in the community. A PARC 'n TARC facility should be developed near the Village Center to encourage use of public transit services **(P.2)**.



VILLAGE DESIGN

The Village Center

The Fairdale village center can be defined as the area surrounding the intersection of its four major roadways: Mt. Holly, West Manslick, Fairdale and Mitchell Hill. Environmental concerns such as floodplains and unfavorable soil conditions restrict the amount of land suitable for further commercial or residential development within a one quarter-mile radius of this intersection.

The majority of Fairdale's commercial activities, which currently include professional offices, retailers, restaurants and service businesses, are located within the existing village center. Additional small businesses offering goods or services that Fairdale residents might use on a daily basis, as well as tourist businesses designed to capitalize on Fairdale's proximity to the Jefferson Memorial Forest, would be excellent additions to the community. While it is important that these new businesses be sited at the village center, existing conditions make this difficult to achieve. There is currently little or no leasable space available that was specifically built for commercial use. In addition, existing Fairdale businesses are hindered by poor traffic conditions as well as unsafe and inadequate parking throughout the village center. Furthermore, the lack of a continuous network of sidewalks and bike paths within the village center forces residents to use their cars for even the shortest trips and errands, further exacerbating existing traffic problems.

Additional residential development within the village center would serve to further support existing businesses and encourage the establishment of new ones, increasing Fairdale's tax base and making the village more attractive and livable. It must be carefully planned, however, to ensure that negative environmental impacts are minimized. This can be achieved by encouraging new higher density housing, which might include mixed-use buildings, apartments, condominiums and patio homes around the village center. Moving away from the center, housing densities would gradually decrease, eventually taking the form of conservation subdivisions at the village boundaries. This policy would also offer a wider diversity of housing choices for Fairdale residents, including affordable options for first-time householders and seniors living on fixed incomes.

Village Design Principles

The physical composition and organization of a village can be instrumental in fostering a sense of community. When design decisions are based on the needs and preferences of human beings rather than motor vehicles, a village becomes a visually interesting, comfortable and welcoming place for residents and visitors.

Designing a community based on human scale is fundamental to successful village planning. Human scale – the relationship between the dimensions of the human body and its surroundings – helps determine both people's perception of a space and how they use it. Environments scaled to the human body are visually interesting, comfortable rather

than overwhelming, and help create a sense of safety and security. Fundamentals of human scale design include:

- open spaces that range from the most private, such as a resident's rear yard, to completely public, such as a village park;
- common areas designed with sidewalks, shade trees and benches so as to increase opportunities for spontaneous socializing;
- well-designed open spaces and civic facilities that provide space for larger groups and community-wide events;
- small scale buildings on relatively narrow streets (at a ratio of no greater than 2:1); and
- commercial and civic centers within easy walking distance (one-quarter mile radius) of all village residents.

Village design by definition employs compact, higher-density approaches to land use. When used appropriately, these methods can mitigate the negative environmental and social impacts such as high levels of energy usage, increased air and water pollution, inefficient use of infrastructure and public funding, and excessive depletion of environmental assets. Environmentally friendly design will create a sustainable village specifically planned to minimize the environmental effects of development and offer an exceptional community in which to live and work. Important steps toward designing an environmentally friendly community include:

- developing an analysis of the natural environment in and around the village, to include significant visual attributes such as streams, ridges and forests as well as soil and topographic conditions, geology and water, to serve as a source of information for future land use decisions;
- designing both individual building sites and larger scale development projects to preserve important visual features of the landscape and take advantage of natural assets;
- encouraging innovative development patterns such as conservation subdivisions, which offer residents the privacy and open space of large lots while clustering homes to conserve natural resources and efficient use of public amenities; and
- including greenspace to mitigate the effects of impervious surfaces and provide a natural means of stormwater management.



A well-designed village also offers alternative means of travel to its residents and visitors. It is designed to promote healthy options such as walking and bicycling, and offers practical, functional mobility systems for vehicles, including:

- infrastructure that encourages alternatives to auto travel, such as walking and bicycling, throughout the village;
- an interconnected network of streets and alleys that offer multiple routes for vehicles through and around the village center;
- a continuous, safe and well-maintained system of sidewalks, trails and bicycle paths that provides access to the civic and commercial center from all points throughout the village; and
- convenient access to mass transit to improve connections both internally and with surrounding areas.

A viable village also includes facilities that serve the civic and social needs of the community. When these amenities and services are in close proximity to one another, they help create a vibrant street life that is attractive to visitors as well as residents. Public and civic spaces might include:

- greenspaces, such as parks and pathways, that can serve as settings for a variety of public activities, from spontaneous meetings to organized civic events;
- architecture and landscaping that combine to create an inviting and attractive streetscape; and
- civic and social facilities such as schools, libraries, post offices and community centers, adequate to meet the needs of the community and accessible to all residents.

Design Charette

A design charrette was held on April 28, 2005 with the intent of further defining and solidifying a potential design plan. The charrette began with a discussion of the objectives behind the creation of a village center for Fairdale. Task force input covered subject from practical transportation issues to social and civic goals:

Transportation

- Create a means of mitigating traffic problems at the intersection of Mount Holly, Manslick, Fairdale and Mitchell Hill Roads
- Develop a more connected street network to provide alternative routes for pedestrians, cyclists and motorists within the village center
- Increase availability of on- and off-street parking and improve safety considerations for drivers, cyclists and pedestrians

Design

- Establish a defined center and create a sense of place with a village square or roundabout
- Define design guidelines for future development
- Create terminal vistas and a more distinct street hierarchy
- Use new buildings at key corners to anchor the village center and create a distinctive streetwall
- Establish gateways to village and to Jefferson Memorial Forest

Land Use

- Realign village center boundary to correspond to quarter-mile walkable radius
- Encourage higher-density development, both residential and commercial, within the village center to provide more diverse housing choices
- Consider PRD zoning in environmentally sensitive areas of village center

Infrastructure

- Encourage underground utility placement for future development and consider converting existing utilities to underground placement
- Improve drainage system

Civic Amenities and Institutions

- Encourage development of medical facility or complex
- Design signage system to better identify existing institutions such as the library, fire station and schools
- Capitalize on proximity to Jefferson Memorial Forest through a welcome center and/or private commercial activities
- Establish series of community-wide events such as fairs and concerts at new village center

Attendees split into several groups, each of which worked to develop its own solutions to the issues the considered most important. Planning and Design staff then distilled these ideas into a single cohesive concept for the village center.



The Fairdale village center concept extends Fairdale Road approximately 250 feet in the direction of the Volunteer Fire Department building, where the street will make a 90-degree turn to meet Mitchell Hill Road. This creates a small central square bounded by Mount Holly Road, West Manslick Road, Mitchell Hill Road and the extended Fairdale Road.



This design, based upon the comments from the charette depicts development of a Town Square and community center around the intersections of Fairdale, Mt Holly, West Manslick and Mitchell Hill Roads.

While full realization of this conceptual plan will require capital investment for land acquisition and construction, all parcels involved are currently zoned C-2 and at this time, only one is the site of an active business. In addition, the resulting urban space satisfies many of the goals previously identified by the task force. It creates a sense of place and a setting for community interaction; helps calm traffic and improve flow, especially at peak travel times; and establishes safe travel routes

for cyclists and pedestrians. In addition, it will create opportunities for significant new commercial and mixed-use development, increasing both the village's tax base and its employment opportunities. Finally, it offers a chance to establish design and aesthetic standards and improvements, making Fairdale more inviting and attractive to residents, visitors and business interests.

A second alternative would be the creation of a round-about design as a method of realigning the off-set intersections and improving traffic flow in the village center.



A round-about concept is shown in the above exhibit. This design would permit a continuous flow of traffic without the interruptions currently resulting from the off-set intersections.

A third alternative would be to realign the intersections of Fairdale Road and Mt Holly Road. This could achieve the result of eliminating the current traffic congestion issues during the morning and afternoon peak hours. This design is depicted along with the round about and village square designs in the appendix of this plan. While this design will require acquisition of more parcels of land it can provide the most positive impact on the village center design and traffic movement.





These three alternatives are shown in more detail in the Appendix of this plan (Pages A7, A8 & A9). These alternatives should be studied in greater detail to determine which offers the most positive impact on the Fairdale area. Each has positive elements and offers many options for future growth of the Village Center.

Village Outlying Design

The true essence of a mixed-use village center is how it relates to its surrounding landscape. The key to defining the transition from a higher intensity mixed land use to a lower intensity, mainly residential use is how the landscape is treated. Conventional subdivision development begins with zoning that calls for a uniform design of quarter acre or more house lots, combined with a development process that promotes subdivision of each parcel in isolation from its context. The meadows, views, hedge rows, historic structures and other landscape defining aspects are not considered and are eventually compromised. Alternatively, these features can be incorporated into a design process in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are located on the more buildable portions of the property.

This alternative form of development is referred to as conservation subdivision design and is the essential tool for maintaining rural character when developing residential areas in the Village Outlying form. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands, and community gardens or farmland. They contrast with conventional subdivisions, in which nearly the entire parcel is subdivided into house lots and streets. Conventional subdivisions provide few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.

They offer many benefits to residents, developers, local governments and the community as a whole. These include aspects such as:

- ❑ Provide a residential zoning district that permits flexibility in design in order to promote environmentally sensitive and efficient use of land
- ❑ Preserve unique or sensitive natural resources such as groundwater, floodplains, wetlands, streams, steep slopes, woodlands and wildlife habitat.
- ❑ Preserve important historic and archeological sites, prime views, public vistas, landmarks, etc.

- ❑ Every lot adjoins open space
- ❑ Expanding existing public trails and greenways

As a standard approach for subdivision design in the areas outside of Fairdale's village center, conservation design would be the ideal means for residential development for the following reasons:

First, due to its many environmental constraints including floodplains, poor soils, potential wetlands, and steep slopes, this approach allows the developer to design around these features without compromising density. The constraints become assets and allow flexibility to the designer while saving infrastructure costs.

Second, the provision of open space and recreational trails compliments Fairdale's close proximity to Jefferson Memorial Forest and future plans to interconnect the open spaces. This would give the community an advantage to use its landscape as an amenity to attract residents and to compliment potential economic investment in the village center.

Third, the design objective of conservation subdivisions is to relieve existing residents of the concern for degrading the rural character and ecological functions of the land. This aspect would be integrated into the design process and should help smooth local review and approval process before local officials or other entities raise concern over environmental issues related to development.

Fourth, conservation design has shown significant economic benefits for developers and communities by saving infrastructure cost and selling more quickly than conventional development.



Economic Development

The Village Center contains several community oriented businesses, such as the PRP Bank, Do-It-Best Hardware store, the grocery, the DQ restaurant and several more. The center, however, currently has significant limitations that should be addressed. Improvements should be planned and funding sought to implement the new construction. Streetscape improvements are desired to enhance the appearance, multi-use mobility and function of the Village Center.

One limitation is the open drainage ditches along the roadways which have an adverse impact on appearance and function of the transportation network. Piping the drainage system and creating curb and gutter drainage control will provide locations for landscape areas and sidewalks. Placement of electric and telephone lines underground would further enhance the appearance of the Village Center and should be a goal of the community as part of the redevelopment of the center.

While some sidewalks have been constructed recently, there is still a need for many more improvements. There are limited streetscape features, no on-street parking servicing the businesses, and limited space for off-street parking. The village center is currently oriented around the automobile. Some parking areas require that vehicles back onto the streets. This is often unsafe and should be corrected. Defined access driveways to parking areas would eliminate the current unlimited access at many locations. Access to commercial properties from the rear would enable the development of off-street parking areas.

Additional right-of-way will be required to permit the addition of bikeways, sidewalks and on-street parking in some areas. There are vacant or underutilized parcels in the area of the recommended Village Square. If these parcels can be obtained to allow construction of the center feature and other nearby properties can be upgraded, the Village Center would improve in appearance and function. It is important that a method of acquiring these parcels be developed and implemented in the immediate future. The business community has indicated that it supports the proposed improvements.

There are many opportunities for economic development in the Village Center. Several commercial parcels are available for sale or rent affording locations for additional neighborhood businesses. Existing businesses provide neighborhood level services at present. As the population grows these businesses will expand



PRP National Bank



U.S. Post Office

Miscellaneous Services

Specialty commercial businesses catering to the growing number of visitors to Jefferson Memorial Forest, such as bicyclists, hikers, and horseback riders would be attractive to park visitors. Louisville Metro government is encouraging additional visitors to the forest area by offering many programs, such as hikes and nature study programs at the park. These activities will increase the demand for services for the visitors to the park.

Business Improvement Assistance

The Louisville Metro Development Authority (MDA) offers various forms of financial assistance for economic development projects. In order to be eligible for this type of assistance certain steps must be followed.



Business owners or prospective business owners should contact MDA to learn of the programs available and the steps to be taken to qualify for grants and assistance. The Greater Louisville Small Business Development Center (SBDC) also offers assistance in developing business plans and offering guidance to candidates for their programs.

Among the programs available through these agencies are:

1. The Forgivable Loan Program
2. The Facade Loan Program,
3. Micro-Lending Funds
4. Small and Disadvantaged Loan Program
5. Business Loan Program

These programs represent the MDA financial services that are most applicable to the Fairdale Village Center. Other tools exist that may also be applicable, but are not found directly through MDA. These other programs offer training and financial tools that may be used to help develop the village center, and include:

1. Nia Center
2. Small Business Loan Program
3. Kentucky Main Street / Renaissance on Main

More detail on these programs and funding sources may be found in the Appendix of this plan.



Community Grocery

Recommendations

1. It is recommended that the UN (Urban Neighborhood) Zoning District Classification be adopted in the undeveloped portions of the Village Center. This district provides a flexible tool for development of properties around the Village Center. **(Recommendation C.2)**

2. It is recommended that the Fairdale Area Business Association partner with Louisville Metro Development Authority (MDA) to identify funding sources available for assisting business owners in upgrading and improving buildings and streetscape. Potential funding sources include the Kentucky Main Street/Renaissance on Main Street

Programs (P.1)

3. The Fairdale Business Association should work with MDA to develop a marketing strategy for the Village Center to capitalize on Fairdale’s proximity to the Jefferson Memorial Forest and / or other village assets as identified by residents and Business Association members. **(I.4)**

4. It is recommended that the community work with Louisville Metro government to determine sources of funding for infrastructure improvements for the village center area. These include providing piped storm water drainage systems, curb and gutter roadway design that would include on-street parking and bikeways and street trees among others **(I.1 & I.2)**.

4. It is recommended that the community and representatives of local and state governments join together to determine the most appropriate form for redevelopment of the village center. This should include consideration of Alternatives 1, 2 & 3 as shown in the Appendix of this plan. Land that is currently available should be acquired to permit redevelopment of the village center to allow for transportation improvements and community improvements within village center **(I-3)**.

5. It is recommended that local government work with utility companies and seek funding to provide underground utilities in Village Center. **(I-10)**.

6. It is recommended that the Fairdale Business Association partner with MDA to ensure that all capital and infrastructure improvements affecting the Village’s commercial center are acted upon in a timely manner. **(P.8 & C.1)**

7. It is recommended that the business community and local government join together to construct gateway entrances to Fairdale from the North along New Cut Road and National Turnpike. **(I.12)**





HOUSING

Fairdale’s existing housing options range from single family residences to apartments and condominium style dwellings. Like most suburban areas in the Louisville Metropolitan area, there has been a growing housing market in the last decade, however, Fairdale outpaced both Louisville Metro and the Metropolitan Statistical Area in the 1990s and the housing stock continues to grow at a fast pace.

The population of the Fairdale Census Designated Place increased during the 1990 – 2000 decade by over 16%, creating a demand for new housing and other services. The new development has included single and multi-family homes, rental and condominium style developments. More diverse styles of housing in increasing price ranges are encouraged within the community. The residents would like to see diverse opportunities for first time and retirement home buyers and encourage more owner occupied housing.

Home ownership in Fairdale is higher than both Louisville Metro and the MSA by 15.1 percent and 11.4 percent respectively. The moderate cost of single family houses has contributed to a strong housing market. This coupled with quick access to major roadways has made Fairdale a growing suburban community.

Development in this suburban community has been reinforced by the increasing population and the increase in residential structures being built. 87.3 percent of the housing in the area have values between \$50,000.00 and \$150,000.00.

The current growth has been assisted by the completion and upgrade of the utility infrastructure serving the area. The installation of sanitary sewers and enhanced water distribution systems accompanied by the housing demand in this area has resulted in the development of new subdivisions.

There have been several new residential subdivisions developed in the Fairdale community in recent years. These include, among others:

1. Austin Woods
2. Holly Hills
3. Chiefton Ridge

The homes available in these developments range in price from \$139,000.00 in Austin Woods and Holly Hills to \$240,000.00 in Chiefton Ridge. The homes range from siding and partial brick to complete brick construction.



Apartments



Apartments

Jefferson County, as a whole, has not experienced the demand for additional mobile home communities in recent years. The most recent application for a mobile home park was approved in 1999. A case was filed in 2001, but was withdrawn before final action was taken. Land costs are most likely responsible for the decline in this type of development.

Some mobile home parks are close to the village center and a conversion to condominium style development would be beneficial to the businesses in the community by permitting the seniors to be close to the grocery, post office, library and other essential community facilities. Condominiums marketed to the seniors in the community would provide an opportunity for retired individuals to remain in the community and being able to continue to own their residences, while freeing them from routine maintenance responsibilities.



Mobile Home Park





Older/ Newer Single Family Neighborhoods



Condominium Development

A new condominium development is located along Manslick Road. It contains a mixture of townhouse units and “flats”. The units are 1200 – 1250 square feet and range in price from \$113,500.00 to \$119,500.00. Garages are available with these units. This type of development should also be encouraged as a replacement for the mobile home parks within the community

The residents wish to see more diversity in style and price of housing. The community residents, however, do not want to see additional mobile home parks developed in Fairdale.

The citizens have also expressed a need for a senior’s community that would provide housing and assisted living services for senior citizens. Many older residents wish to stay in the Fairdale community as they grow older and retire, however, at present there are limited options for the elderly. When residents need these services they must leave the Fairdale area. These types of communities are developed in most instances by private developers. The community should form a group to focus on this style of housing and contact developers to research the feasibility of developing a senior’s community serving the Fairdale area.

One method for development of a senior’s community for the Fairdale area could be accomplished through the formation of a Community Housing Development Organization (CHDO). This is a non-profit organization established for the purpose of providing affordable housing for individuals and families living at or below 80% of the Area Median Income (AMI). A CHDO would work with the Louisville Metro Housing and Community Development office in establishing such an organization. The Metro Housing and Community Development acts as a partner / investor in supporting CHDO’s offering technical and other assistance to the local organization in support of the Metro Comprehensive Housing Strategy.

One existing organization that could work to form a Community Housing Development Organization would be the Fairdale Business Association. This business association would have an interest in ensuring that residents in the area have adequate housing and can remain in the community as they retire.

The community would also be benefited by the adoption of the UN **Urban Neighborhood** zoning district in portions of the Village Center suitable for redevelopment or new construction. This district provides a flexible tool for properties to create multi-family housing types under the **Planned Development Option** of this district. The district permits a development containing single-family, two-family and multi-family dwellings as part of a planned development with varying setbacks and other design features.

One potential area for this classification would be on property located behind the Fairdale Baptist Church on Fairdale Road. This area is undeveloped and is immediately adjacent to the commercial area and community facilities in the Village Center. The existing sidewalk system serving this area allows convenient access to the business, post office, parks and schools in the area. Examples of the type of housing that could be constructed is shown in the following photographs.



Possible Village Center Residential Design



Proposed UN Neighborhood Zoning

Residents of the Fairdale area have also expressed the desire to protect the rural character and feel of the community. The development of typical suburban subdivisions does not achieve this goal. However, the areas further from the Village Center that are impacted by natural features such as steeper slopes should be limited in development to lower density or conservation subdivisions. Conservation subdivisions are developed with the intent of protecting sensitive features on sites and clustering of housing on the portions of the site suitable for development. The Department of Planning and Design Services is developing a **Conservation Subdivision regulation** to permit this type of development.

RECOMMENDATIONS

1. It is recommended that local government adopt the **Conservation Subdivision** regulation being developed by the Department of Planning and Design Services. (This type of development would encourage preservation of environmentally sensitive site features, such as heavily wooded areas, steep slopes, wetland and flood prone areas. The homes in this type of development would be clustered within the subdivision and this type of design would also minimize the amount of infrastructure required.) **(Recommendation C.1 or P.5)**



2. It is recommended that undeveloped portions of the Village Center be rezoned to the **UN Urban Neighborhood** zoning district. This classification provides a flexible tool to create multi-family housing types under the Planned Development Option with the appropriate design guidelines. **(Recommendation C.2)**

3. It is recommended that the community work with local government to encourage the establishment of Village Design Standards for single and multi-family residential structures. **(C.5 or P.4)**

4. It is recommended that the Fairdale community work with and encourage developers in the community to further upgrade in housing values and styles. **(P. 5 & P.6)**

5. It is recommended that the community work to encourage redevelopment of existing mobile home communities in the area into modern affordable housing. This would also provide land close to the village center for redevelopment into permanent housing developments. **(P.6)**

6. It is recommended that the community work with the development community to encourage construction of more owner occupied multi-family residential developments (condominiums), to provide the retired and elderly with affordable housing and provide them the opportunity to remain in the Fairdale community. **(P.3)**

7. A study should be undertaken to identify the need and demand for affordable and senior housing in Fairdale to replace aging units such as barracks style apartments and mobile home communities. **(I-7).**

8. A strategy should be developed for creation of a partnership between the Louisville Metro Housing and Community Development office and a local community and housing development organization (CHDO) to develop and market affordable and senior housing developments. **(P.8)**



COMMUNITY FACILITIES

The Fairdale community is fortunate to have many community facilities that enhance the living and public service environment of the area. (See Map Pg. 28) These facilities include schools, playgrounds and parks, a branch library, a youth / community center and easy access to public safety services such as, fire, EMS and police services. Additionally, the close proximity of the Jefferson Memorial Forest adds to the recreational environment available to the residents of the area. Many of these facilities are located within the existing or projected Village Center area and are connected to surrounding neighborhoods by an existing sidewalk system. This ability to walk or bicycle among the facilities is a feature which adds to the atmosphere of the community.

The close proximity of these facilities to the village center is a strength of the community. Few other areas in Metro Louisville are fortunate enough to have these services in such close proximity and to have them connected by sidewalks. The access and mobility can be further enhanced by continuing the sidewalk construction program that has been underway in recent years.

Schools:

Fairdale High School (Grades 9 – 12) has 835 students. The location of the school is 1001 Fairdale Rd.

Fairdale Elementary School (Grades K-5) has 500 students. Its location is 10104 Mitchell Hill Rd.

Coral Ridge Elementary School (Grades PK - 5) currently has 461 students. Its location is 10608 National Turnpike.

Georgia Chaffee TAPP - South Park High School (Grades: 6 – 12) has 155 students. Its location is 1010 Neighborhood Place.



Several new and improved facilities are planned for the schools within the area in the near future. These include:

1. Renovation of the stadium at Fairdale High School.
2. A new running track
3. New baseball facilities
4. New tennis courts

The Fairdale High School is one of Jefferson County’s Magnet Career Academies offering academic and optional programs in public

safety technology and heavy equipment science. The 2006 school year will also see a new program offered at Fairdale High School. This is the “Virtual High School” program. This program will provide specialized study facilities and programs for students requiring assistance in completing their academic program.

Fire Protection

The Fairdale Fire Protection District is made up of 21 volunteers and 15 career firefighters and is staffed twenty-four hours a day, seven days a week. The service radius of the department includes Fairdale, Hollyvilla, as well as Auburndale (in western Jefferson County) and the Jefferson Memorial Forest. The Main Firehouse, serving the study area, has one engine, one quint, one rescue pumper, and two field units.

The fire department also provides HAZMAT services to the community. The Fairdale Fire Protection District is charged with responding to fire, EMS first responder and rescue emergencies in the 33-square-mile radius.



Emergency Medical Services

Emergency Services are performed by Louisville Metro EMS. It is the primary Advanced Life Support Ambulance Service for Jefferson County. LMEMS is a “third service” EMS system, with current staffing of approximately 120 EMT’s & Paramedics. A “tiered response” system is used with first response performed by the Fire Department.

Along with EMS duties, LMEMS staffs the Disaster Response Team (DRT). The DRT functions as the entry team during Hazmat Response in the County, and as a manpower resource for Mass Casualty Incidents. A subset of the DRT, the Technical Rescue Unit (TRU), supplies trained personnel in Confined Space Rescue, Technical Rope Rescue, and Trench Rescue. JCEMS also supplies Dive Medics to the Jefferson County Police Department Dive Rescue Team, and Swat Medics to the JCPD Swat Team.



Police

Fairdale is part of the 3rd Division, Charlie District in the Louisville Metro Police Department. A 3rd district sub-station office is located at 709 Fairdale Rd. in Nelson Hornbeck Park. The main 3rd division offices are located on Dixie Highway

Library

The Fairdale branch of the Louisville Free Public Library opened in the Playtorium in the Spring of 1998. The existing facility is limited in space and facilities. A proposed 8000 square foot library is to be located on the site of the former district police station adjacent to the Playtorium. The LFPL's Facilities Service Plan states that the Southwestern Cluster is expected to have a slight drop in population from 2003-2008 of about 1.65%.

Recreational

Jefferson Memorial Forest abuts the Fairdale Neighborhood, is the nation's largest municipal urban forest of 6,000 acres. The Forest has numerous amenities including a disability- accessible path (0.25 mile), fishing lake, gift shop, grills, hiking trails, horseback riding trails, meeting facilities, picnic shelter, picnic tables, playground, restrooms and welcome center.

Nelson Hornbeck Park is an 18 acre park with 2 ball fields, a basketball court, playground, restrooms, 4 tennis courts, and a swimming pool. The park is located near the village center and Fairdale High School. Sidewalks connect the park with the community, providing easy access to the community residents. A study should be completed seeking input from the senior's community and assessing the existing facilities and determining the current and future needs.

The Playtorium serves as the community center for the Fairdale area. Several programs are housed in the building; however, space is limited for the individual uses. When the library is relocated additional space will become available. The community should initiate a space analysis to determine if the space is adequate or if an expansion is necessary to accommodate all of the users of the facility. The Playtorium is adjacent to the Fairdale Elementary School making the area an activity center in the Village.

Bikeways and Trails The Louisville Metro City of Parks Initiative recently recommended the development of a 100-mile loop trail around



Jefferson County. The trail will traverse the Jefferson Memorial Forest area. The specific location of the trail in this area has not been determined. However, one possible corridor involves shared right-of-way with local streets serving the area. Information provided by the Metro Parks Department indicates that a corridor connecting the forest with McNeely Lake may pass through Fairdale along South Park, Fairdale and Mitchell Hill Roads. The connections to the Jefferson Memorial Forest will enhance recreational opportunities in the Fairdale community and bring more visitors to the community.

Senior Programs and Daycare

There is a limited senior citizens program available at the Playtorium. The kitchen offers limited meals, however, the available space cannot be expanded. The community should determine the additional needs for space and programs for seniors. The increasing numbers of



residents of the "baby boom" generation require that more programs and facilities be available for this age group.

No children's daycare services are available except in-home or institution-based daycare programs. The community should examine the possibility of developing an academic pre-school program to serve the area.

Medical Offices

Medical offices and services are limited to Caritas Fairdale Family Medical Office on Fairdale Road. Hospital services are currently available only at Caritas Medical Center on Bluegrass Avenue or in downtown Louisville. There are limited individual medical practices in the area.

RECOMMENDATIONS

1. It is recommended that the community join with local government to conduct a facilities analysis of the Fairdale Playtorium to determine its ability to accommodate and / or expand future programs provided within the building. . This study should examine this facility's relationship to the community, including:

- a. Youth Programs,
- b. The Library,



- c. The Senior Citizens Programs
- d. On-Site Recreational Facilities.

(Recommendations I.5, I.6, & I.7)

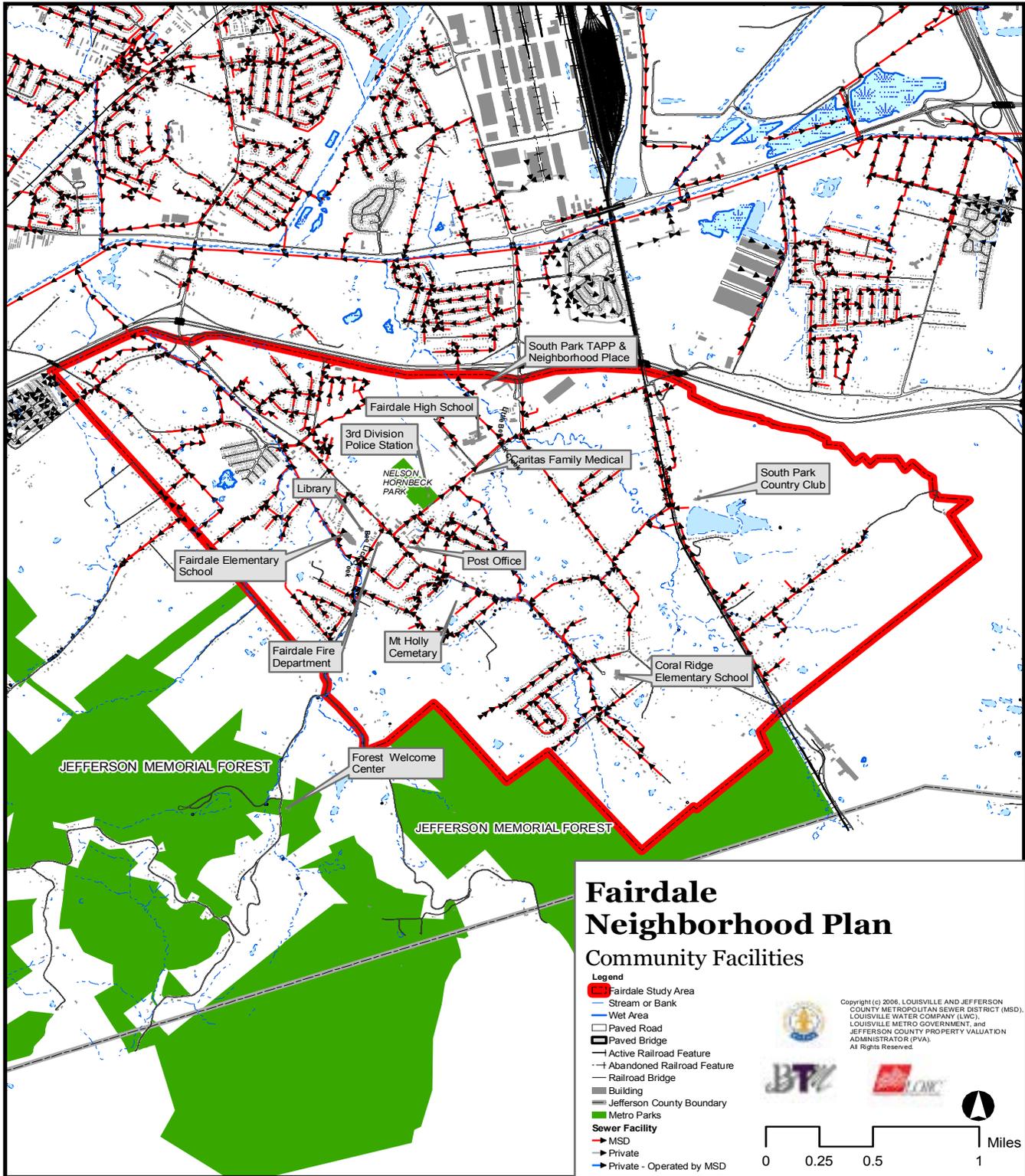
2. It is recommended that an analysis of the existing senior citizens activities and service facilities be completed. The need for additional services and a larger senior center where more activities may be provided for the senior citizens of the Fairdale Area should be analyzed as the “baby boom” generation is reaching retirement age. **(I.7)**

3. It is recommended that the community strongly encourage Metro Government and the Louisville Free Public Library to support the completion of the plans for improvement of the library serving the Fairdale community. **(I.5)**

4. It is recommended that the community support construction of a Village Gateway at each major entrance to Fairdale. This gateway should emphasize that Fairdale is the *Gateway to the Forest*. **(I.11)**

5. It is recommended that the community, through the Fairdale Business Association and other organizations, support the development of the “City of Parks” initiative and support construction of bike and hiking trails surrounding the county. **(I.8)**

6. It is recommended that the community encourage local government to develop a “parkway” connection between Iroquois Park and the Forest. The proposed corridor would follow New Cut, Manslick and Mitchell Hill Roads. This corridor provides a logical connection between the parks. Proposed bikeway corridors would share road rights-of-way as depicted in the cross-section identified as “W. Manslick and Fairdale” in the APPENDIX of this plan. **(I.9)**





SUMMARY OF RECOMMENDATIONS AND PLAN IMPLEMENTATION

	RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIME FRAME
	Cornerstone 2020 / LDC		
C.1	Adopt Conservation Subdivision regulation to provide alternative design options for Village Outlying areas throughout Jefferson County	Louisville Metro Planning Commission	Short < 1 Year
C.2	Adopt UN Urban Neighborhood zoning district classification in undeveloped portions of the Village Center. This district provides a flexible tool for creation of single, two and multi-family developments surrounding the Village Center area (See Map on Pg. ____).	Louisville Metro Planning Commission	Short <1 year
C.3	<p>Change study area Form Districts as recommended in Community Form Recommendations and as shown on the Proposed Form District Maps Pages 11 & 12.</p> <ul style="list-style-type: none"> a. Enlarge the Village Center Form District surrounding the center of the Fairdale community b. Change the Village Center designation at the intersection of Mt Holly Road and National Turnpike to Village Outlying c. Change the Neighborhood Form District to the Village Outlying at the terminus of Dezern Avenue d. Change Neighborhood Form District to the Village Outlying form in the North area at I-265 / New Cut Road Interchange e. Convert the Neighborhood Form District in the area East of South Park Road to the Village Outlying Form District. f. Change the Neighborhood Form District to the Village Outlying in South Area at intersection of Holsclaw Hill and Mitchell Hill Roads g. Change the area south of I-265 and east of National Turnpike from Village Outlying Form District to Suburban Workplace Form District. 	Louisville Metro Planning Commission	Short < 1 Year



	RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIME FRAME
C.4	Implement design standards for roadway sections, including sidewalks, bikeways, on-street parking. These standards should be formalized throughout the county.	Louisville Metro Government	Medium 1 – 3 years
C.5	Strengthen Village Center Design Standards in Chapter 5, Part 2 and associated parts of the LDC following the village design principles outlined in the Village Design component of this plan.	Louisville Metro Planning Commission	Short
C.6	Develop Design guidelines for Future Development of Fairdale’s Village Center Following the Principles of Pedestrian-Oriented Village Development.	Louisville Metro Planning Commission	Short
C.7	Study the land uses and zoning classifications surrounding the Fairdale Road and South Park Road Intersection and southward parallel to the CSX Railroad to analyze the inconsistencies in the land use and form districts.	Louisville Metro Planning Commission	Short
C.8	Strengthen Village Outlying Form District Design Standards in Chapter 5, and Associated Parts of the LDC Following the Village Outlying Design Principles Outlined in the Village Design Component of This Plan.	Louisville Metro Planning Commission	Short
C.9	Evaluate and Revise Multi-family Residential Design Standards in LDC, Chapter 5, Part 4 to Assure Standards are Compatible With Single-family Standards in Infill and Redevelopment situations.	Louisville Metro Planning Commission	Short
C.10	Minimize Stormwater Runoff in New Development Through Traditional and Non-traditional Best Management Practices. Non-traditional Approaches Include Compact Site Design on More Suitable Soils, Preserving Open Space and Incorporating Street Trees Into Site Design	Louisville Metro Planning Commission Metropolitan Sewer District	Short



	RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIME FRAME
	Infrastructure/ Capital Improvements		
I.1	Implement a Study to Make Recommendations for Mobility / Transportation Improvements in the Village Center. The Community Should Work With Louisville Metro Government to Determine Sources of Funding for Infrastructure Improvements for the Village Center Area. The transportation and infrastructure improvement study shall include a public involvement process to garner as much public participation as possible.	Louisville Metro Government Kentucky Transportation Cabinet	Ongoing
I.2	Develop Detailed Plans for Continued Streetscape & Roadway Improvements in Village Center. These Include Providing Piped Storm Water Drainage Systems, Curb and Gutter Roadway Design, and On-Street Parking. Continue Sidewalk Construction in Village Center and Into Surrounding Neighborhoods Where Sidewalks Do Not Exist.	Louisville Metro Government Kentucky Transportation Cabinet Louisville Metro Development Authority	Medium 1 - 3 Years
I.3	Upon Selection of the Village Center Design That is Most Appropriate, Acquire Right-of-Way for The Street and Intersection Improvements and Land for On and Off-Street Parking and Other Facilities.	Louisville Metro Government (Facilities Mgt and Public Works) Kentucky Transportation Cabinet	Short / Medium <1 - 3 Years
I.4	Implement Preparation of Construction Documents to Implement Street and Other Improvements for Village Center.	Louisville Metro Government (Metro Development Authority and Public Works) Kentucky Transportation Cabinet	Medium
I.5	Support the Proposed Construction Larger Library to Replace the Facility Located in the Playtorium	Louisville Metro Government Louisville Free Public Library	Medium
I.6	Evaluate the Existing Playtorium Facility to Determine the Changes Necessary or Possible to Support Expansion of Youth and Adult Programs Possible Following Relocation of the Library	Louisville Metro Parks Department	Medium
I.7	Develop Additional Facilities for Senior Citizens Such as a New Seniors Community Center	Louisville Metro Government	Medium



	RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIME FRAME
I.8	Designate and Establish Bikeway Corridors Connecting to “City of Parks” Loop Trail. and Connecting Trails to McNeely Lake Park, Jefferson Memorial Forest and Iroquois Park	Louisville Metro Government (Planning and Design Services and Metro Parks)	Medium
I.9	Designate Parkway Corridor Along New Cut Road and Mt Holly Road and Between Jefferson Memorial Forest and Iroquois Park	Louisville Metro Government (Planning and Design Services and Public Works)	Medium 1 - 3 Years
I.10	Seek Funding to Provide Underground Utilities in Village Center as Part of the Village Center Redesign	Louisville Metro Government Louisville Metro Public Works	Medium
I.11	Coordinate with Local Schools and Community Residents to Seek “Safe Routes to School” Funding to Improve Infrastructure in the Surrounding Areas of Fairdale’s Schools	KIPDA Jefferson County Public Schools Local PTA’s Louisville Metro Department of Planning and Design Services	Medium
I.12	Construct Gateway Entrances to Fairdale At New Cut Road and National Turnpike Entrances to the Community	Louisville Metro Government Fairdale Business Association	Medium



	RECOMMENDATION	IMPLEMENTATION RESPONSIBILITY	TIME FRAME
	Policy - Programmatic		
P.1	Develop a Partnership With Louisville Metro Government to Determine Most compativle Funding Sources Available for Assisting Business Owners in Upgrading and Improving Buildings and Streetscape. Potential Funding Sources aare Included in the Plan’s Appendices.	Louisville Metro Government Metro Development Authority Fairdale Business Association	Begin in short term and extend into the future.
P.2	Work with TARC to Develop a Better Community Serving Public Transportation System, including a “PARC and TARC” in the area. Such a Program Should Include a Marketing Program to Encourage Transit Ridership.	Louisville Metro Government Fairdale Business Association Transit Authority of River City	Short Term
P.3	Support Modification of Zoning Classifications that will Encourage Development of Affordable and Condominium Style Housing Surrounding Village Center to Enable Senior Citizens to Remain in the Fairdale Community.	Louisville Metro Planning and Design Services	Short Term
P.4	Identify Need and Demand for Affordable and Senior Housing in Fairdale to Replace Aging Units such as Barracks Style Apartments and Mobile Home Developments.	Louisville Metro Housing and Community Development CHDO Fairdale Business Association District 13 Representative	Short Term
P.5	Recommend Fairdale Business Association Partner with Metro Development Authority to Ensure Capital and Infrastructure Improvements Continue in the Village Center	Louisville Metro Government Metro Development Authority Fairdale Business Association	Short Term
P.6	Recommend that the Fairdale Business Association and Local Community Work with the Louisville Metro Housing Community Development (CHDO)/ to Develop a Strategy for Affordable Senior Housing in the Community	CHDO Local Community	Medium 1-3 yrs.
P.7	Develop Marketing Strategy for Village Center to Capitalize on Proximity to Jefferson Memorial Forest	Fairdale Business Association Metro Development Authority	Short

