

# FAIRDALE

## VILLAGE CENTER PLAN

# DRAFT



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# ACKNOWLEDGEMENTS



## SPECIAL THANKS

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The background of the page features a large, leafy green tree on the left and a white building with a van parked in front of it on the right. The scene is set in a grassy area, likely a village center. The text is overlaid on this background.

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# INTRODUCTION



- About the Plan
- Existing Conditions
- Public Engagement



An aerial photograph of a map of Fairdale, Kentucky, with a string route marked in orange and green. The string is looped through white pushpins and rings. Several pushpins are placed on the map, some with small cards attached. One card is green, another is purple, and another is pink. The map shows streets, buildings, and a church labeled "First Baptist Church". A circular logo for "Entry Point Fairdale Gateway" is visible in the bottom right corner.

## INTRODUCTION

### VISION STATEMENT

*"In the year 2020 Fairdale has a true village feel and atmosphere, serving as the gateway to the Jefferson Memorial Forest. The outlying village area will consist of residences designed to complement the rural and scenic areas surrounding the forest. New developments will exhibit innovative design features in order to preserve and enhance the rural character, protect the sensitive environmental features and to protect the unique open space areas found in this part of Metro Louisville. The defined village center of Fairdale creates the heart of the village. The Village Center includes a mixture of commercial, office, residential, schools and other neighborhood supporting uses within easy walking distances to most residents. A supportive transportation system provides sufficient access for parking, while providing for an attractive and safe pedestrian and bicycle friendly environment through linking recreational trails, walking paths and sidewalks to all residents and visitors alike. The community, by capitalizing on these assets and its location will offer the essential elements for maintaining and enhancing the quality of life for current and future generations"*

- Fairdale Neighborhood Plan (2006)



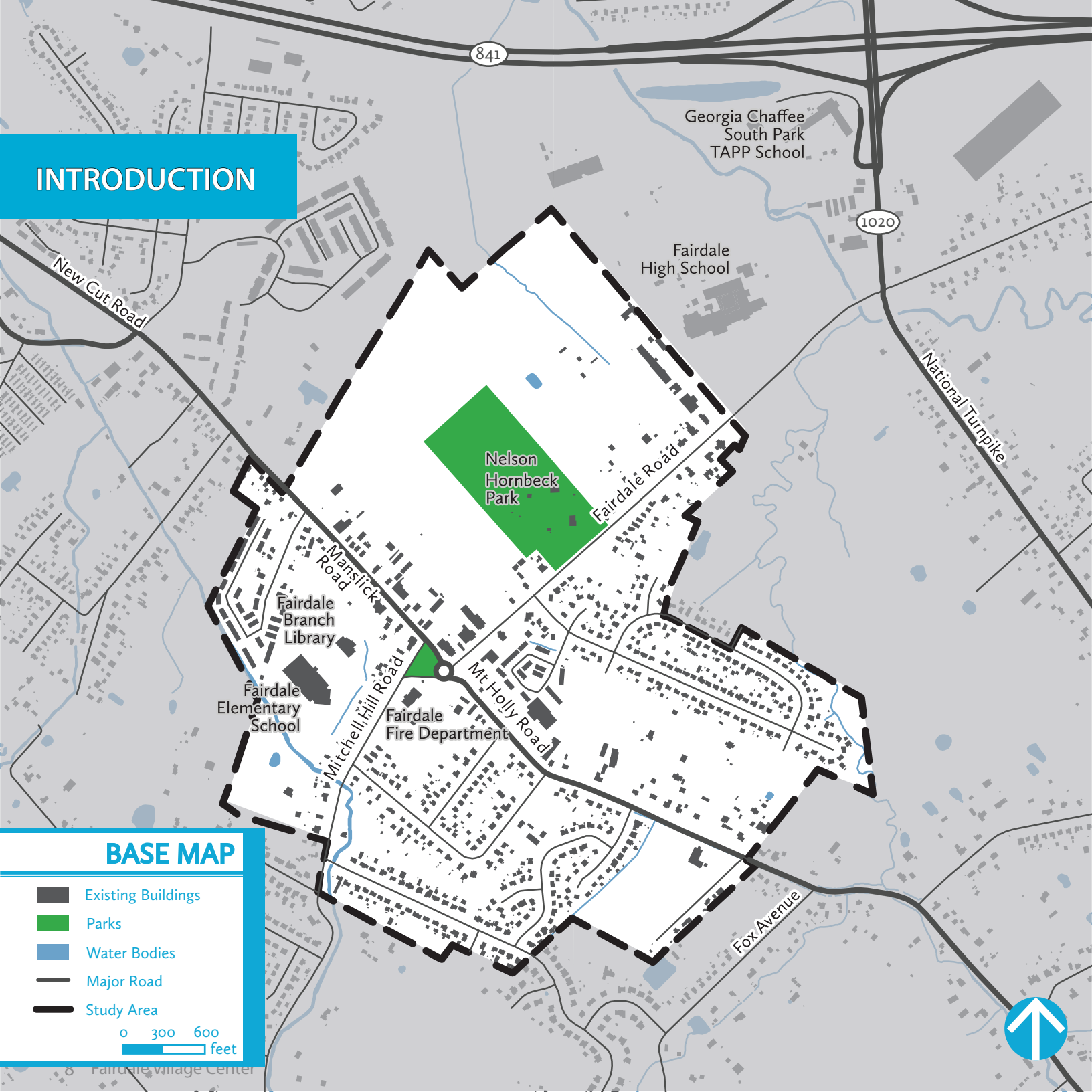
### **BASIS FOR THIS PLAN**

The Fairdale Village Center Plan began in 2004 with the Fairdale Streetscape Improvement Plan and led to the Fairdale Neighborhood Plan, which was adopted in 2006. The Fairdale Neighborhood Plan set a vision and identified goals for implementation. The roundabout, constructed at the intersection of West Manslick Road, Fairdale Road, Mitchell Hill Road and Mt. Holly Road, is one example of an implemented goal from the neighborhood plan. The Fairdale Village Center Plan builds on the momentum and is a continuation of the planning process. It focuses directly on improvement opportunities within the Village Center and seeks to create a destination that reflects the spirit of Fairdale, while also providing a welcoming gateway to the Jefferson Memorial Forest.

### **HOW TO USE THIS PLAN**

The planning document for the Fairdale Village Center focuses on actionable implementation strategies that were developed through public engagement and reflect the goals of the community. The introduction section provides context and outlines the process used to develop the plan. The plan recommendations are outlined into three broad categories: Land Use and Development, Gateways and Connections, and Identity and Placemaking. Each of the recommendations contains actions steps that need to be taken by Louisville Metro and local partners. Together, these strategies provide a roadmap for the development of a vibrant village center and a welcoming gateway to the Jefferson Memorial Forest.

# INTRODUCTION



## BASE MAP

- Existing Buildings
- Parks
- Water Bodies
- Major Road
- Study Area

0 300 600 feet



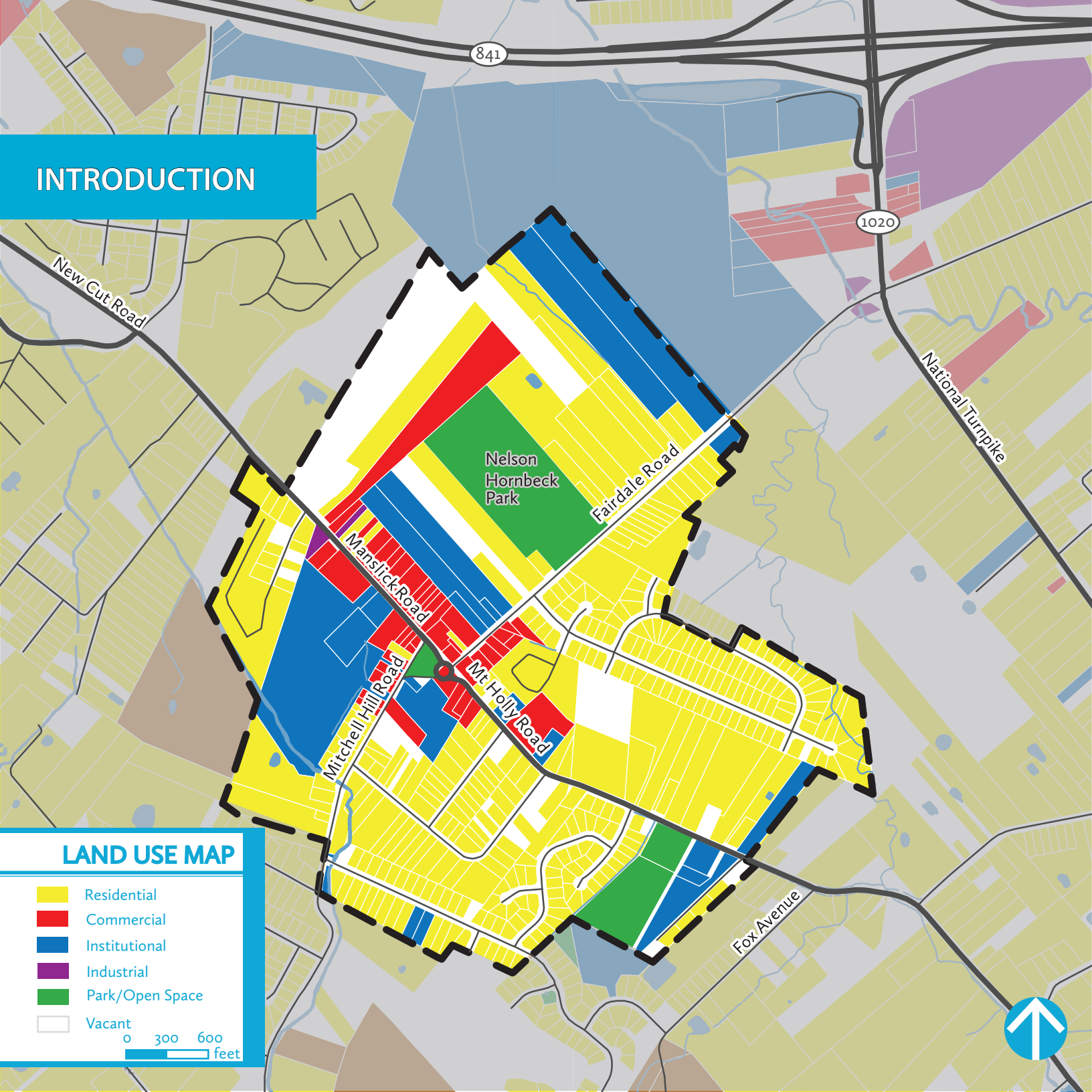
## EXISTING CONDITIONS

The Village Center is characterized by a mix of different land uses. Single family residential occupies the largest quantity of land both within the Village Center Study Area and the larger Fairdale neighborhood. The highest amount of commercial and office uses are located around the roundabout at the heart of the Village Center. There are a significant number of public and semi-public spaces including Fairdale High School, Fairdale Elementary, the Fairdale Fire Department, Nelson Hornbeck Park, and the recently constructed Fairdale Library. A new Village Green is slated to begin construction in the near future and will provide a vibrant public space near the roundabout.

The maps on the following pages depict existing conditions that informed the development of this plan. The maps are organized by category and focus on larger issues and opportunities. The Land Use map shows primary residential nodes, areas for economic development opportunities, and parks and greenspaces. The Transportation and Utilities map shows bike and pedestrian networks and location of utilities. The Environmental Constraints map shows floodplains and wetlands areas. These areas are environmentally sensitive and should be avoided for future development. It also identifies areas that are less prone to environmental constraints.

Detailed existing conditions analysis were provided in the Fairdale Neighborhood Plan and therefore only a high-level summary of conditions that influenced the development of this plan are included. Future development will need to examine individual parcels for land use, environmental constraints, and access to utilities.

# INTRODUCTION



## LAND USE MAP

- Residential
- Commercial
- Institutional
- Industrial
- Park/Open Space
- Vacant

0 300 600 feet





## EXISTING CONDITIONS

The greatest economic development opportunities are found in the northernmost portion of the Village Center along Manslick Road and along the western side of Fairdale Road. The largest residential nodes are along the southern and eastern portions of the Village Center.

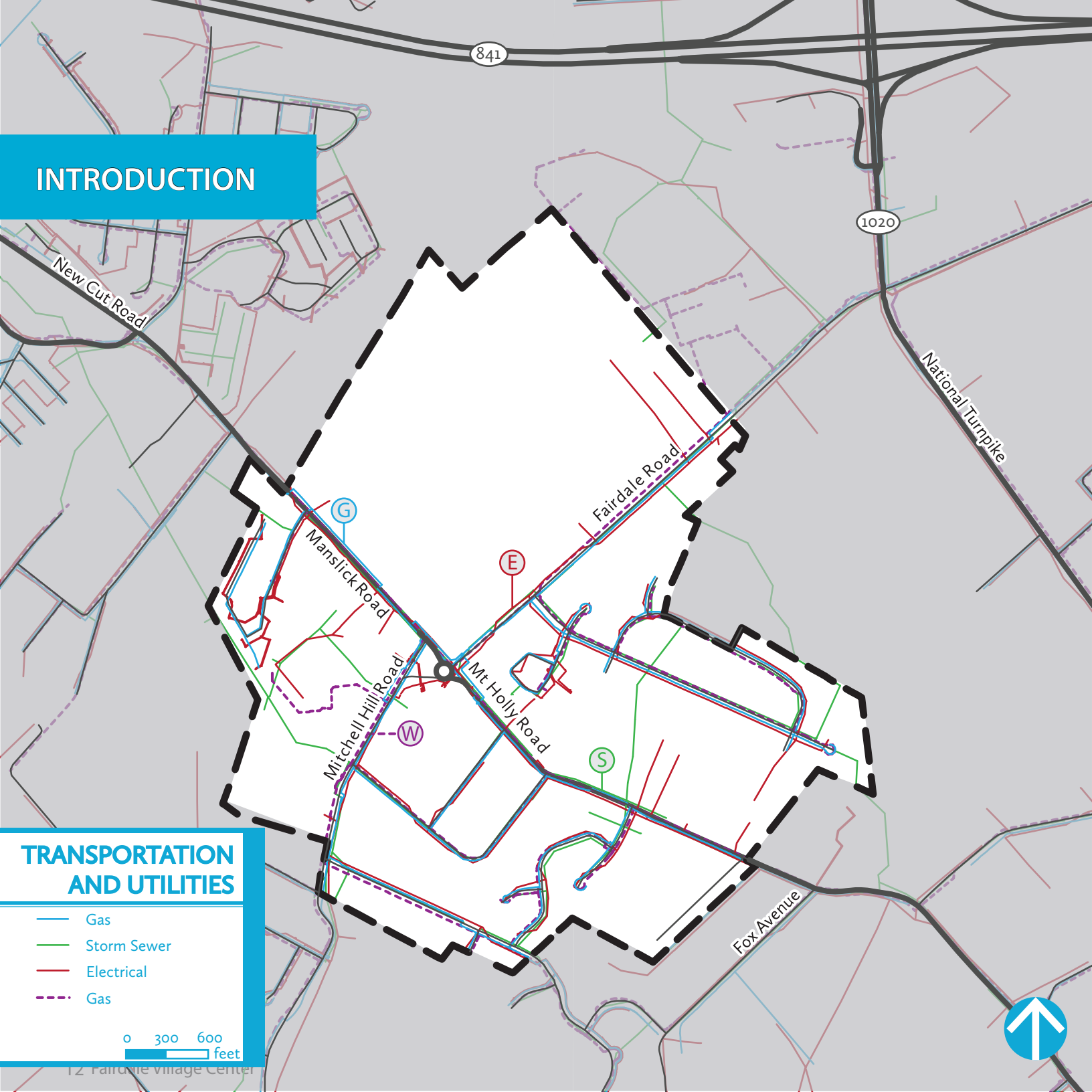
# INTRODUCTION

## TRANSPORTATION AND UTILITIES

- Gas
- Storm Sewer
- Electrical
- - - Gas

0 300 600 feet

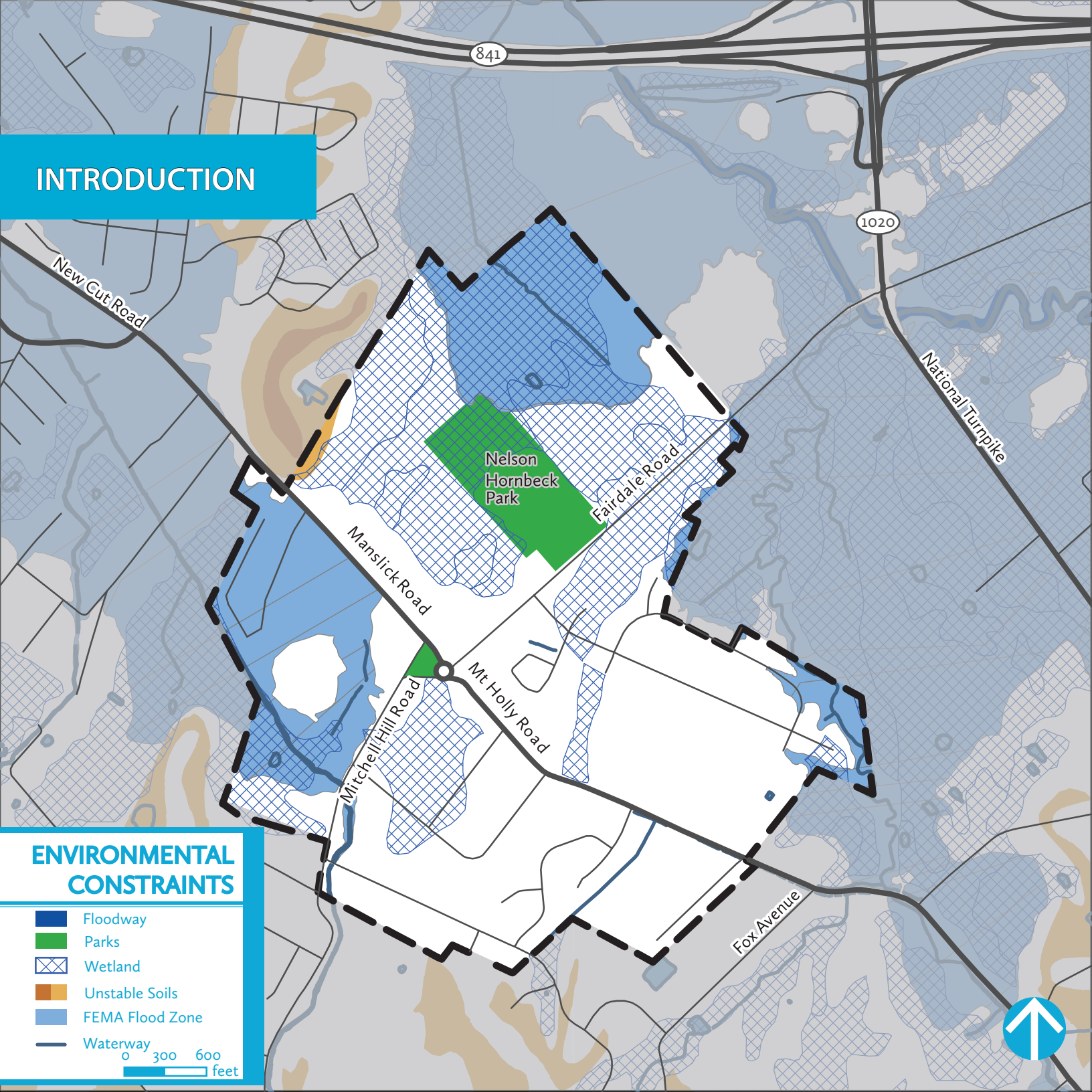
12 Fairdale Village Center









## EXISTING CONDITIONS

There are limited bike path connections and no TARC service within the Fairdale Village Center. The Fairdale Neighborhood Plan pushed to designate and establish bikeways and extend the sidewalk network throughout the Village Center.

# INTRODUCTION



## ENVIRONMENTAL CONSTRAINTS

-  Floodway
-  Parks
-  Wetland
-  Unstable Soils
-  FEMA Flood Zone
-  Waterway

0 300 600  
feet





## EXISTING CONDITIONS

**Significant floodplain coverage presents a challenge for growth and development in the Village Center. Wetlands are sensitive environmental areas that provide an opportunity for contextual development in the future.**

# INTRODUCTION



## **PUBLIC ENGAGEMENT SUMMARY**

Public input is a vital component to any planning initiative. For the Fairdale Village Center Plan, public input was gathered online, over the phone, and in person at two public events and two review committee meetings. Together, this feedback informed 11 Big Ideas and each of the associated action steps outlined in this report.

## **COMMUNITY WORKSHOP**

To better understand the needs and aspirations of the community, the planning team developed a series of exercises to identify locations for specific interventions and what those interventions should look like when implemented. The feedback from the engagement exercises informed the implementation strategies that are outlined in the Implementation section.

The first public event was held on July 31, 2018 at the Fairdale Public Library. It was designed around several engagement activities to identify, locate, and prioritize improvement opportunities. A summary presentation was given to provide context for this plan, which builds on the Fairdale Neighborhood Plan (adopted in 2006), and called for the enhancement of the Village Center Form District.



# INTRODUCTION





## **REVIEW COMMITTEE MEETINGS**

Two review committee meetings were held with a focused group of community members who provided more detailed feedback during the development of the plan. The first meeting focused on prioritizing the “Big Ideas” heard during the Community Workshop and the second meeting focused on the refined strategies for implementation. These meetings were held on September 11, 2018 and October 9, 2018.

## **PUBLIC OPEN HOUSE**

A second public event was an open house to review the draft plan on October 30, 2018. During this event, community members were able to review the short and long-term implementation strategies and the draft plan. Comments from this meeting were incorporated into the final plan.

## INTRODUCTION

# *Street Lighting & Trees*

*Create  
opportunities  
for public art*

*Provide public  
space within the  
roundabout area*

*Maintain  
“Fairdale” Feel*

*Create strong gateways  
on Fairdale Road and  
West Manslick Road*

# BIG

*Improve Paul  
Hornbeck Park to  
provide more uses*

*Better use of area  
around Fairdale  
Elementary*

*Connect to  
Louisville Loop*

*Focal point at  
roundabout*

IDEAS



**BIG IDEAS**



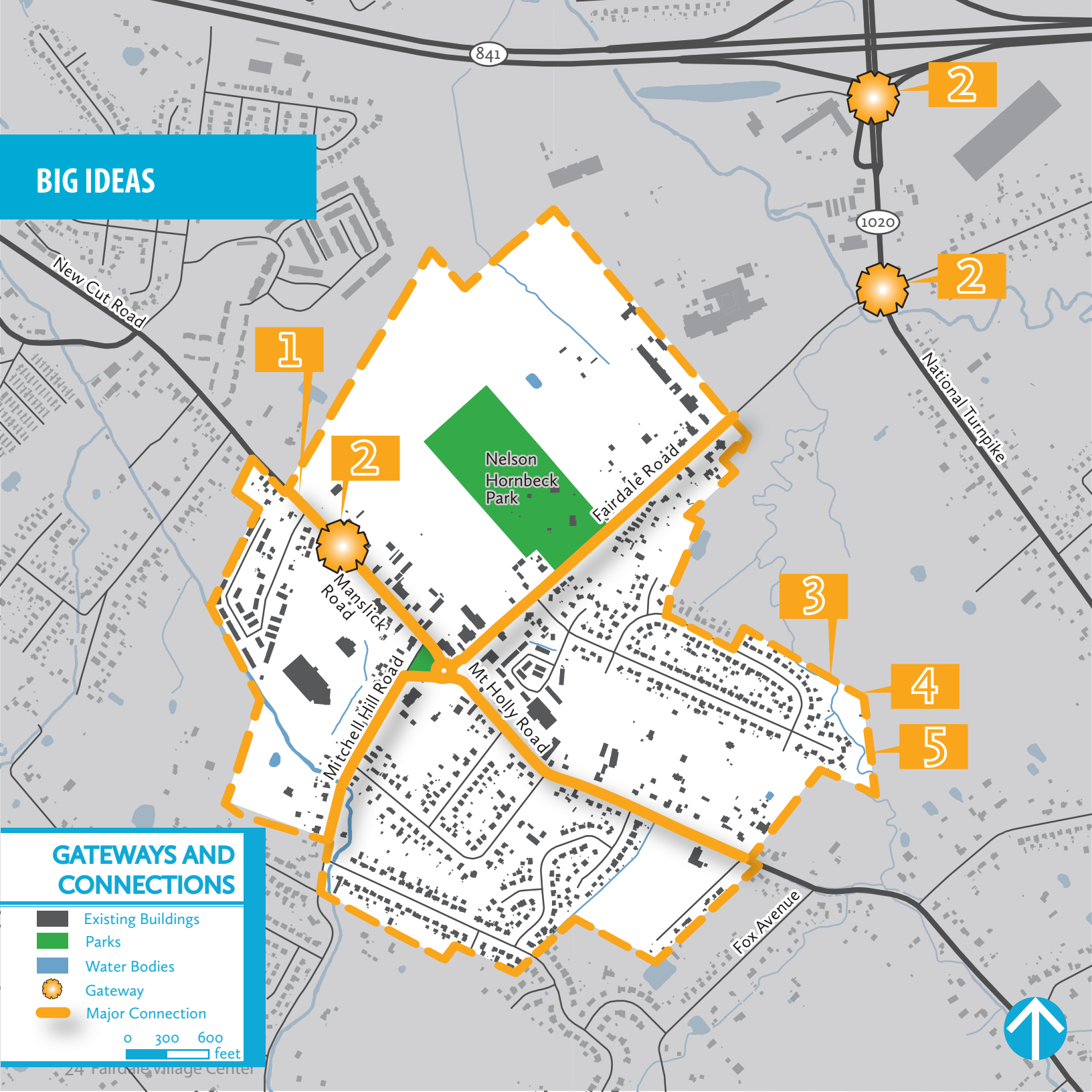


The feedback from the public process evolved into 11 Big Ideas that represent opportunities to improve the Fairdale Village Center.

The 11 Big Ideas are organized into three categories:

- Gateways and Connections
- Identity and Placemaking
- Land Use and Development

# BIG IDEAS



## GATEWAYS AND CONNECTIONS

- Existing Buildings
- Parks
- Water Bodies
- Gateway
- Major Connection

0 300 600 feet

24 Fairdale Village Center



# **GATEWAYS AND CONNECTIONS**

Connections refer to a network of spaces that tie together the places where people live, work, and play.

Gateways are identifiable landmarks that signal arrival into the Village Center.

Together, Gateways and Connections promote mobility options so it is easier and more enjoyable to move through the Village Center.

## **In This Section:**

- 1. Streetscape**
- 2. Gateways**
- 3. Wayfinding**
- 4. Connect to the Louisville Loop & Forest**
- 5. Connect to TARC**



# BIG IDEA #1

Missing Sidewalk

Missing Street Lighting

Missing Street Trees

Does not meet ADA Standards

# FAIRDALE ROAD STREET ANALYSIS





# BIG IDEA #1

## STREETSCAPE

A well-designed street connects people to places and reinforces the character of a community through streetscape elements. By implementing streetscape design and connecting neighborhoods, schools, parks and destinations within the Village Center, Fairdale will create a network of spaces that provide safe, enjoyable, and culturally unique mobility experiences.

Streetscape improvements was ranked the highest priority throughout public and stakeholder engagement. Streetscape improvements include sidewalks, street trees, street lighting, banners, plantings, and benches and should occur along Fairdale Road, Manslick Road, Mitchell Hill Road, and Mt Holly Road within the Village Center (See Gateways & Connections Map, Big Idea #1).

Currently, the Village Center has an incomplete network of sidewalks with few streetscape improvements. Drainage ditches and swales exist along the majority of the major roads with curb and gutters only present in the immediate vicinity of the roundabout.

The first priority for improving the streetscape is to complete the sidewalk network so people of all abilities can safely use the sidewalks. Sidewalks will allow people to move from their home or business to other destinations in the Village Center and also provide added health benefits by safely allowing more physical activity.

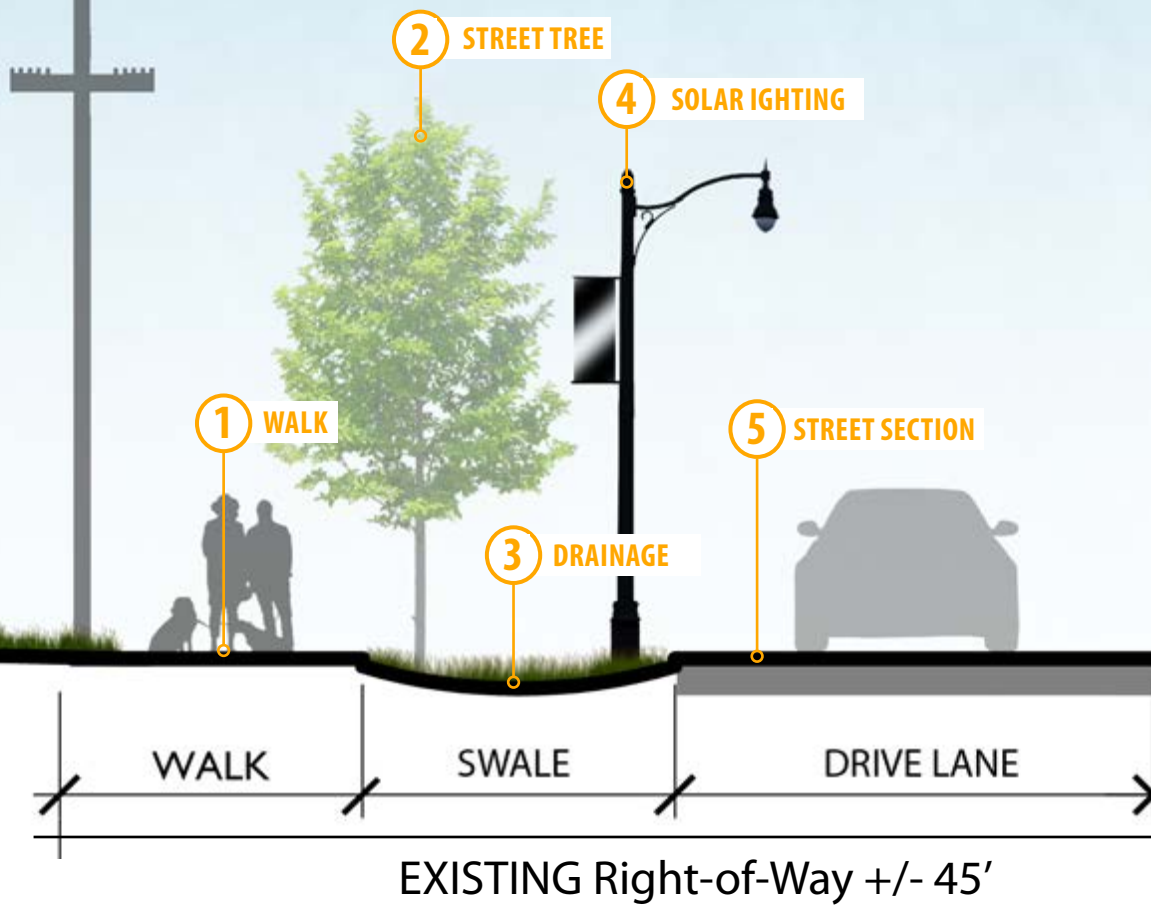
Street trees, lighting, banners, plantings and benches, should be added to improve safety by increasing awareness. When planting trees in the Right of Way, consult Louisville Metro Division of Community Forestry for planting standards. The use of solar power for streetlights should be considered to reduce or eliminate the operational costs and to promote sustainability. Banners on street light poles can be used to promote upcoming events or seasonal activities, and further contribute to the sense of place in the Fairdale Village Center. All planned improvements must be coordinated and permitted by the Kentucky Transportation Cabinet (KYTC) on state-controlled roads.

### ACTION STEPS

- 1. Perform an ADA audit to evaluate sidewalk conditions throughout the Village Center**
- 2. Implement streetscape improvements for Fairdale Road, W. Manslick Road, Mitchell Hill Road, and Mt. Holly Road**

## BIG IDEA #1

### Typical Street Section - Rural (no curb)



#### 1 WALK



The existing sidewalk network is incomplete and often does not comply with accessibility standards (ADA). The completed streetscape will create a connected network of sidewalks that provide mobility options for all users are a minimum of 5' wide.

#### 2 STREET TREE



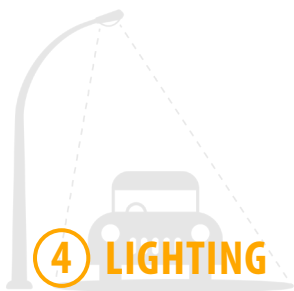
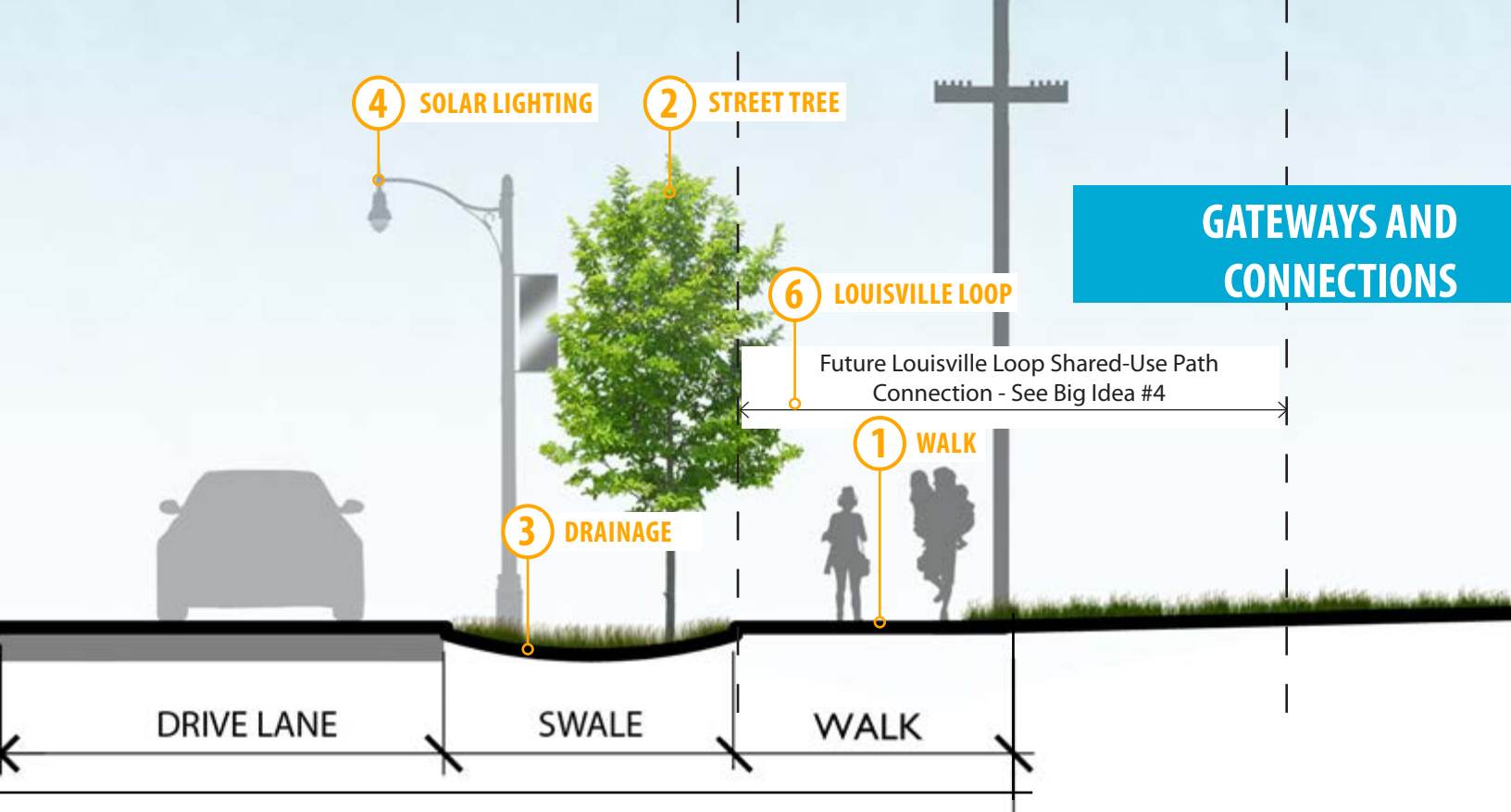
Street trees benefit the streetscape environment by absorbing stormwater, cleaning the air, and have been shown to improve safety by helping slow down cars. Most of the streetscape throughout the Village Center contains overhead electric lines which will not allow large trees. In these situations, small (Type C) trees are recommended.

#### 3 DRAINAGE



The existing stormwater drainage along roads without curbs occurs through roadside swales. Streetscape improvements will likely result in adjustments to the drainage system.

## GATEWAYS AND CONNECTIONS



Currently, there is no street lighting within the Village Center. Lighting improves safety by increasing visibility. Solar lighting is recommended to help reduce operational cost and is a sustainable solution.



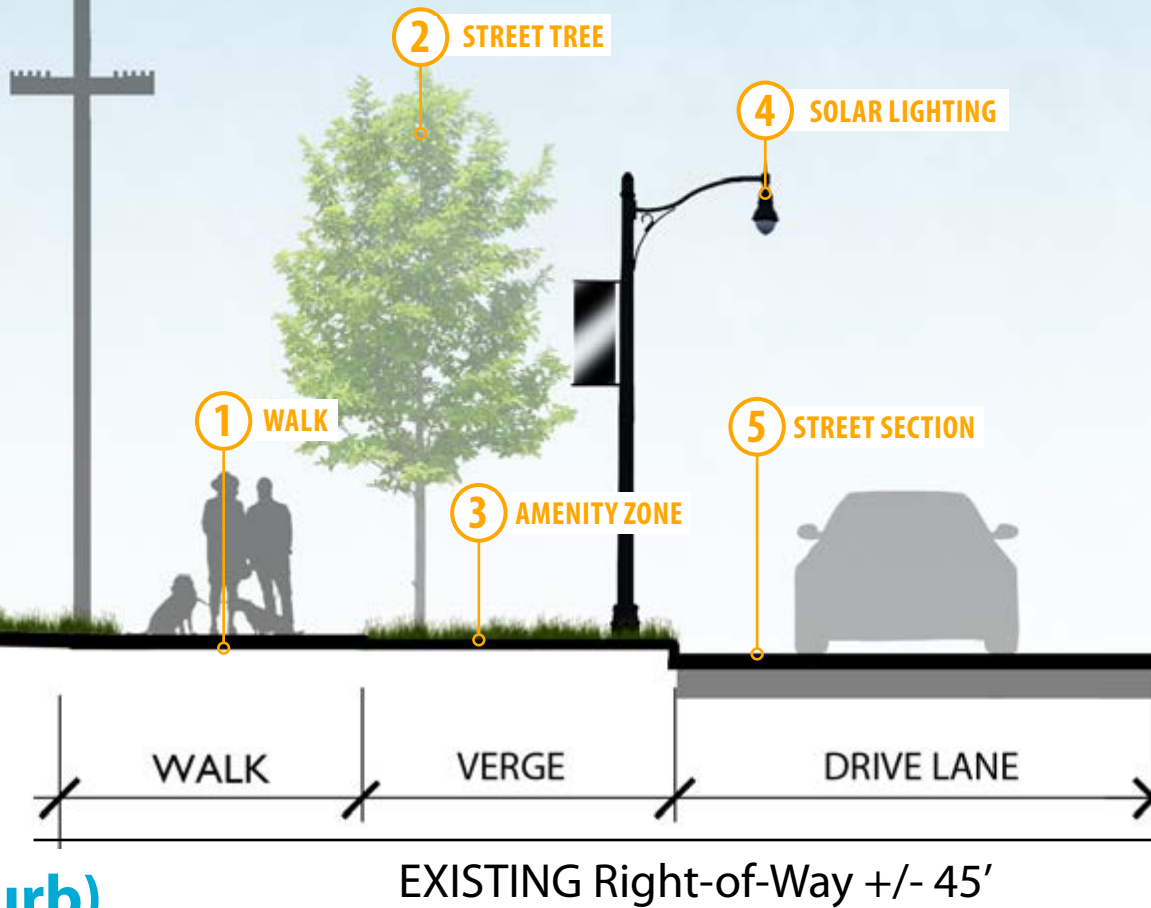
The four primary roads within the Village Center are predominantly a rural roadway section, which does not have a curb at the edge of road and rely on roadside swales for stormwater drainage. This type of road section is common outside of urban areas, but limits the allowable space for streetscape improvements due to the necessary roadside swales.



The Louisville Loop - Pond Creek Corridor Plan identifies routes along W. Manslick Road, Fairdale Road, and Mitchell Hill Road. The minimum width for the trail is 8' which cannot be accommodated by the existing Right-of-Way. To implement the Louisville Loop through the Village Center, additional space will need to be identified and utility relocation may need to occur.

## BIG IDEA #1

# Urban Street Section (with curb)



### 1 WALK



The existing sidewalk network is incomplete and often does not comply with accessibility standards (ADA). The completed streetscape would provide a connected network of sidewalks that provide mobility options for all users are a minimum of 5' wide

### 2 STREET TREE



Street trees benefit the streetscape environment by absorbing stormwater, cleaning the air, and have been shown to improve safety by helping slow down cars. Most of the streetscape throughout the Village Center contains overhead electric lines which will not allow large trees. In these situations, small (Type C) trees are recommended.

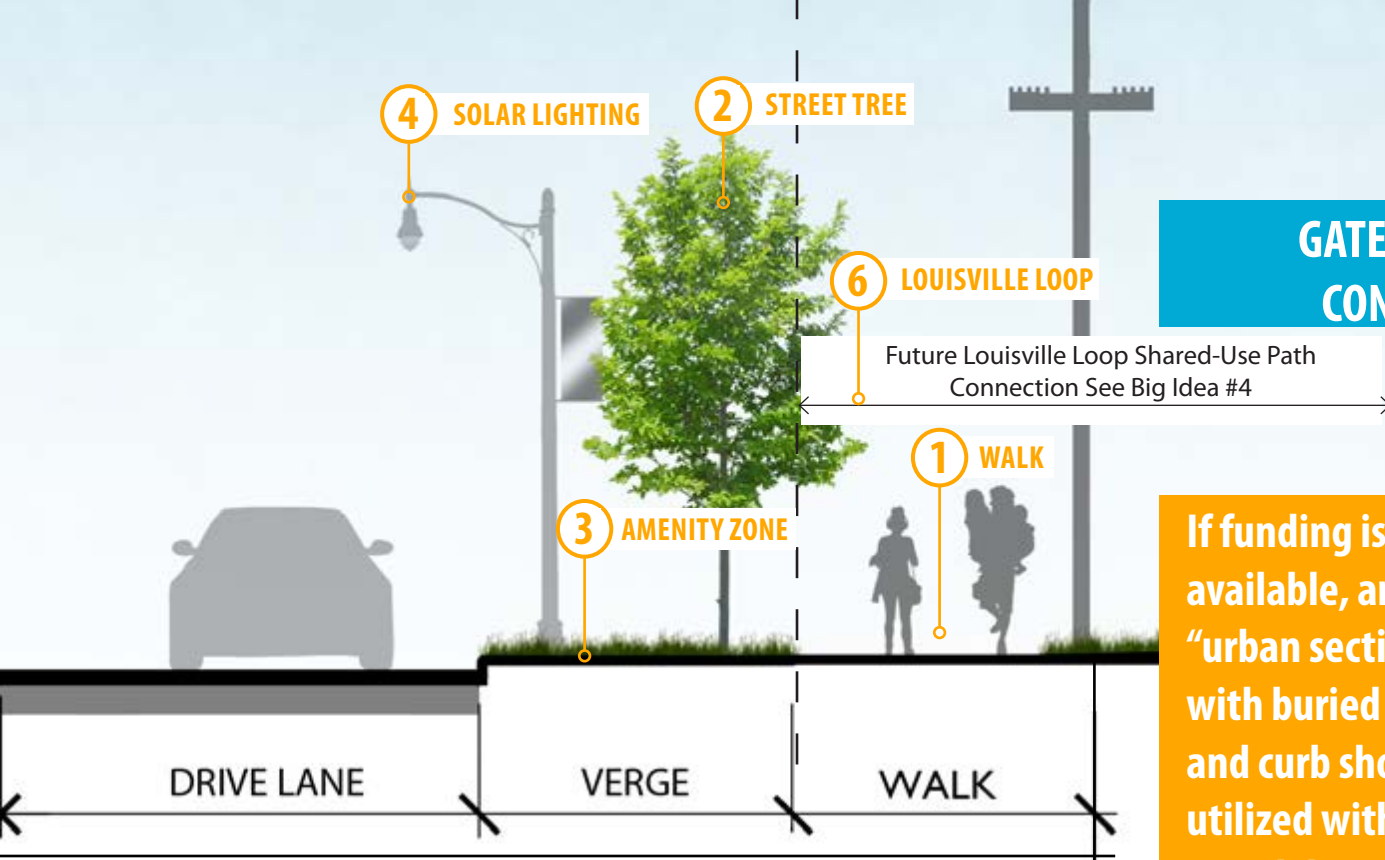
### 3 AMENITY ZONE



By utilizing a curbed street, the former area dedicated for stormwater drainage can be used for additional plantings, expanded sidewalk, and street furniture like benches. This approach adds +/- 5' to each side of the streetscape for amenities to improve the streetscape environment.



## GATEWAYS AND CONNECTIONS



If funding is available, an “urban section” with buried utilities and curb should be utilized within the roundabout area.

### 4 LIGHTING

Currently, there is no street lighting within the Village Center. Lighting improves safety by increasing visibility. Solar lighting is recommended to help reduce operational cost and is a sustainable solution.

### 5 STREET SECTION

The four primary roads within the Village Center are predominantly a rural roadway section, which does not have a curb at the edge of road and rely on roadside swales for stormwater drainage. Adding curbs and addressing stormwater drainage through pipes will allow additional area for streetscape amenities.

### 6 LOUISVILLE LOOP

The Louisville Loop - Pond Creek Corridor Plan identifies routes along W. Manslick Road, Fairdale Road, and Mitchell Hill Road. The minimum width for the trail is 8' which cannot be accommodated by the existing Right-of-Way. To implement the Louisville Loop through the Village Center, additional space will need to be identified and utility relocation may need to occur.

## BIG IDEA #2



Example of painted overpass, creating an artistic gateway entrance. Gateways at the Gene Synder should direct visitors towards the Fairdale Village Center and the Jefferson Memorial Forest.



Small Vehicular Gateways help reinforce a sense of arrival at secondary access points into the Village Center



An archway or other vertical element can help signal a "sense of arrival" into the Village Center

# BIG IDEA #2

## GATEWAYS

Gateways convey a sense of arrival into an area and are the first opportunities for a community to express and celebrate local identity. They express a feeling of “something special” and create a sense of intrigue for visitors who will want to explore the community.

The Big Idea of Gateways was the second highest ranked idea during the public engagement process. Two levels of gateway treatments were identified that included: Regional Gateways and Village Center Gateways (See Gateways & Connections Map, Big Idea #2).

Two locations that currently act as regional gateways into Fairdale are the exit from the Gene Snyder Freeway (Highway 841) at National Turnpike and the exit at New Cut Road. Currently, interstate signs indicate “Jefferson Memorial Forest” and “Fairdale” as destinations only. There are not any gateway features at either exit beyond standard interstate signage. Additionally, there are no gateway features on the major roads (such as Fairdale Road or W. Manslick Road) as you enter the Village Center.

The two regional gateways at the Gene Snyder Freeway should be enhanced to create a sense of place and identify Fairdale and the Jefferson Memorial Forest as destinations. This can be done through simple improvements such as painting the interstate overpasses, additional signage on National Turnpike and New Cut Road, and low-maintenance landscape treatment.

Village Center Gateways should also be installed at Fairdale Road/National Turnpike and West Manslick Road that signal arrival into the Fairdale Village Center. These gateways should have a vertical architectural element, low-maintenance planting and potentially accent lighting.

To compliment the current identity of the area, the style of the gateways should be traditional and should utilize natural materials to reflect the relationship between Fairdale Village Center and Jefferson Memorial Forest. All planned improvements must be coordinated and permitted by the Kentucky Transportation Cabinet (KYTC) on state-controlled roads.

## ACTION STEPS

1. Design and install regional gateways at National Turnpike and New Cut Road exits
2. Design and install Village Center gateways at Fairdale Road/National Turnpike and W. Manslick Road to signal arrival into Fairdale Village Center



## BIG IDEA #3



Interpretive signage presents an opportunity to share the history and heritage of Fairdale with residents and visitors



Pedestrian Signage helps direct those on foot to local destinations and businesses



Vehicular Cultural Signage should be easily seen by passing motorists and help direct them to destinations



Promotional Banners can be rotated to celebrate and advertise special events



### **BIG IDEA #3**

## **WAYFINDING**

Wayfinding is an added layer to gateway treatments by creating identifiable signage that directs visitors from entry points to local destinations and public parking. It is important to provide easy to read and understand signs so visitors find locations within the Village Center while also discovering new places or destinations to explore.

The Big Idea of Wayfinding Signs was the third highest ranked idea through public comments. Wayfinding signs should direct visitors towards Fairdale Village Center and Jefferson Memorial Forest from the Gene Snyder Expressway. Wayfinding signage along Fairdale Road and W. Manslick should guide visitors towards the Village Center, Village Green, Jefferson Memorial Forest, and other regional destinations.

The design of wayfinding signs should build on the character of Fairdale as the “Gateway to the Forest” in order to reinforce the overall identity that is desired within the Village Center. The signs should be placed, at a minimum, at geographic decision points where users need to determine which way to turn. This system of signs should have a consistent visual brand that coordinates and compliments the gateway treatments. Additionally, a policy for determining which destinations are listed should be developed (public, semi-public, private destinations, etc.) in order to provide guidance for initial sign development and also long-term changes as new destinations develop.

### **ACTION STEPS**

- 1. Develop and implement a branded wayfinding system that directs motorists, pedestrians, and bicyclists throughout the Village Center**

# BIG IDEA #3

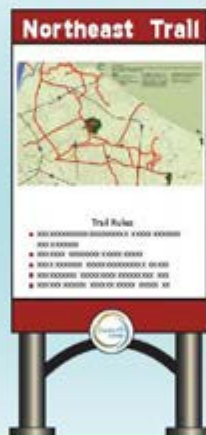
Mile Marker



Trailhead Signage



Trailhead Signage



Trail Identity Signage  
(along roadway)



Trail Identity Signage  
(on existing pole)



Signature Marker /  
Orientation Sign

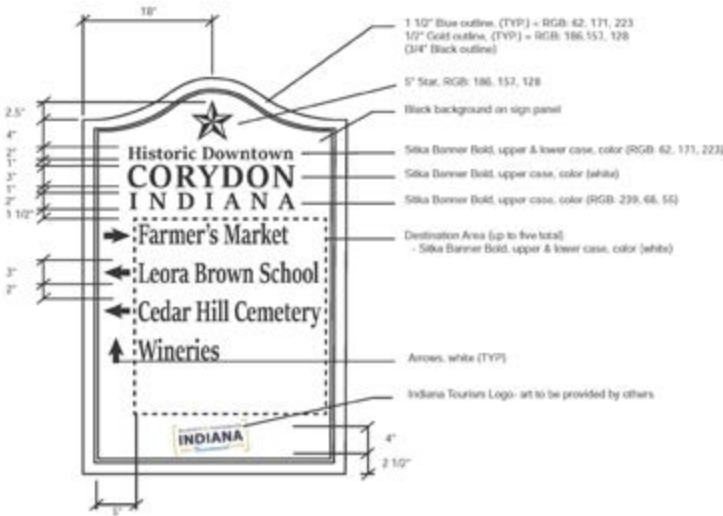


Signage Family example from Louisville Loop Design Guidelines

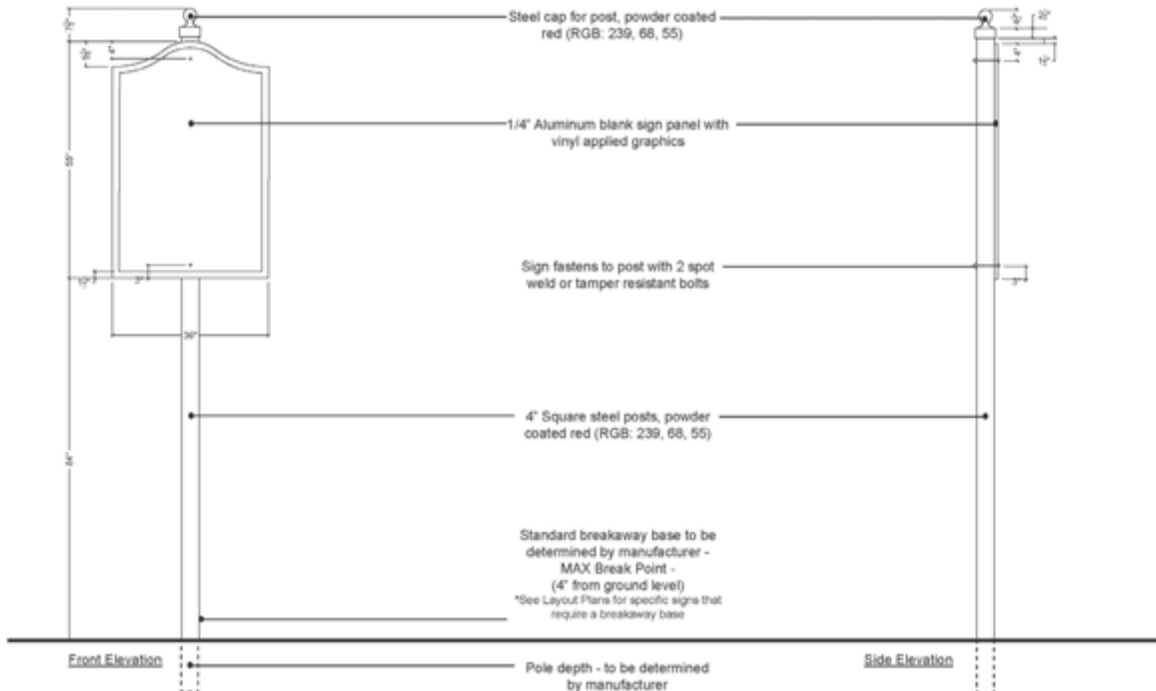
# GATEWAYS AND CONNECTIONS

## WAYFINDING SIGNAGE

A successful wayfinding signage plan relies on uniformity in design, clear graphic communication, and strategically located signage. Wayfinding is a system that addresses a variety of different users and experiences. Given the multiple needs, a family of signage is recommended. An example of a signage family is provided on the preceding page to show the difference in scale and sign graphics. Other important factors to consider when developing wayfinding signage include: clear color coding, contrast for improved visibility, graphic communication, and a clear and focused message. Signage along roadways should follow guidance from the Manual on Uniform Traffic Control Devices (MUTCD).



Directional signage example from Corydon, Indiana Wayfinding Plan (above and below)

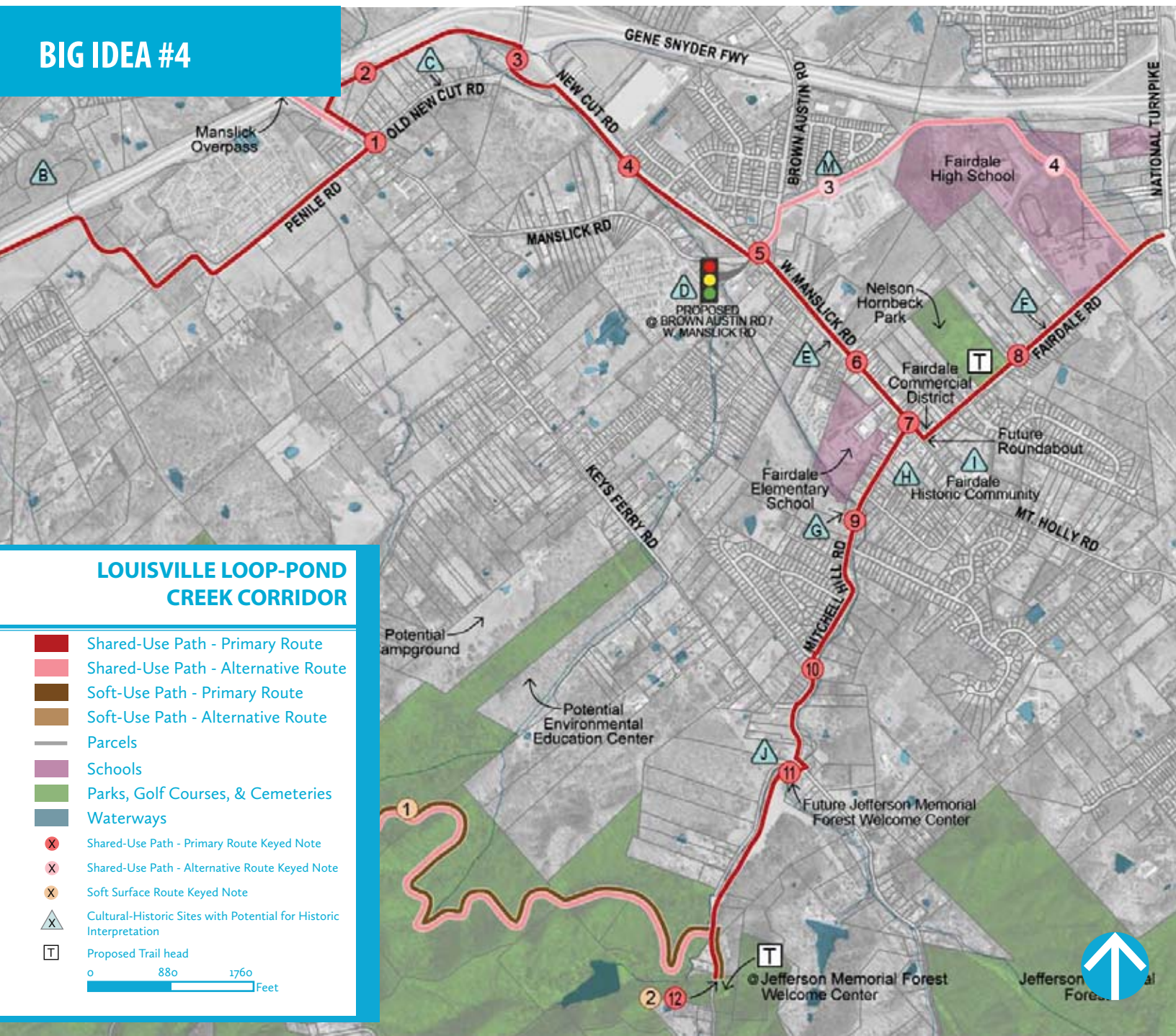


# BIG IDEA #4

## LOUISVILLE LOOP-POND CREEK CORRIDOR

- Shared-Use Path - Primary Route
- Shared-Use Path - Alternative Route
- Soft-Use Path - Primary Route
- Soft-Use Path - Alternative Route
- Parcels
- Schools
- Parks, Golf Courses, & Cemeteries
- Waterways
- Shared-Use Path - Primary Route Keyed Note
- Shared-Use Path - Alternative Route Keyed Note
- Soft Surface Route Keyed Note
- Cultural-Historic Sites with Potential for Historic Interpretation
- Proposed Trail head

0 880 1760 Feet





### BIG IDEA #4

## CONNECT TO THE LOUISVILLE LOOP & FOREST

The Louisville Loop is a regional amenity that utilizes a 100-mile shared-use path to connect the Louisville Metro area. The Louisville Loop is broken into several sections for implementation. The section that connects to Fairdale and the Jefferson Memorial Forest is the Pond Creek Corridor.

The Big Idea of connecting to the Louisville Loop is important from a regional perspective and was a frequent comment from both the public and review committee. Being able to walk or bike from Fairdale to local destinations such as the Jefferson Memorial Forest is beneficial for residents and visitors. It is also important to be connected to the county-wide system.

The Pond Creek Corridor of the Louisville Loop master plan identifies a route from Jefferson Memorial Forest that follows Mitchell Hill Road and continues along Fairdale Road and W. Manslick Road. The master plan map for the Fairdale Village Center is shown on the previous page and shown on the Gateways & Connections Map (Big Idea #4).

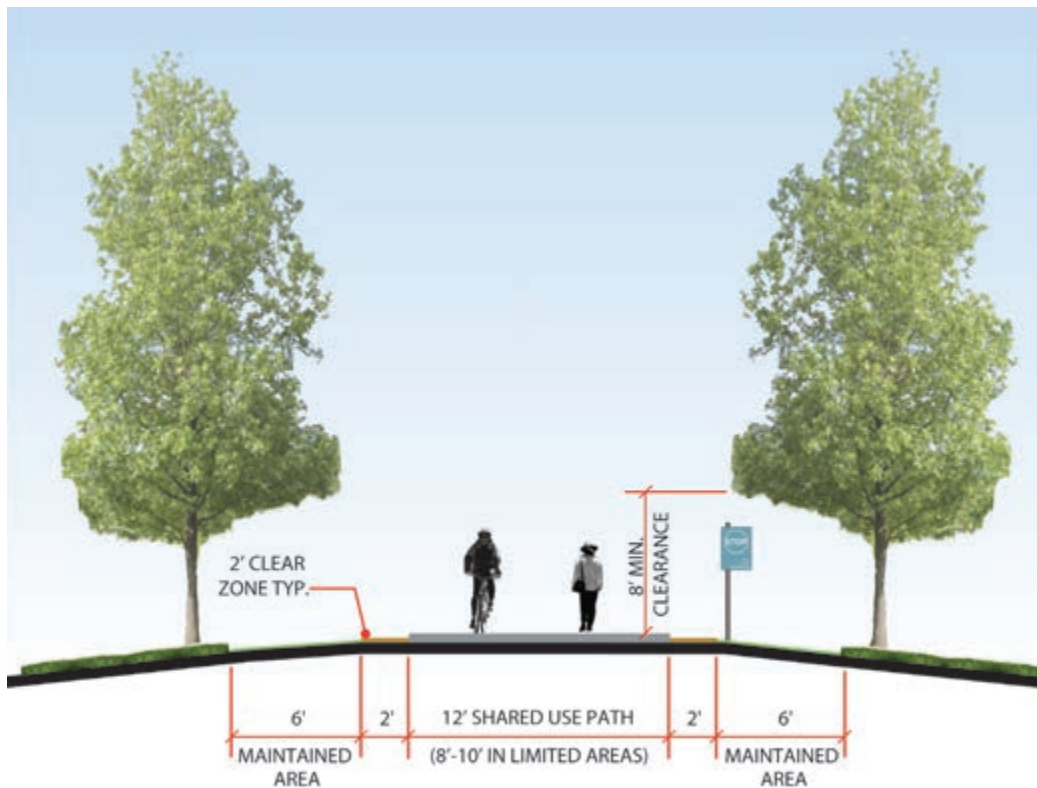
The Louisville Loop Design Guidelines identify the standards for how the shared-use path should be constructed. The path design recommendation identifies a 8'-12' wide path that is separated from the road by a minimum of 5' for safety. This path design is recommended for Mitchell Hill Road, Fairdale Road and W. Manslick Road. The connection between the Forest and the Village Center could follow a more natural corridor, such as Bee Lick Creek. Both trail designs from the Louisville Loop Design Guidelines are included for reference on the following pages. Specific signs, markings and identification are also developed for the county-wide system to help guide users along the 100-mile route.

In order to complete the Loop through Fairdale, local residents and business owners must advocate for design and construction funding. As design occurs, local stakeholders should remain engaged in the process to inform the alignment and design of the path.

### ACTION STEPS

- 1. Coordinate with Louisville Metro Public Works to implement the Louisville Loop Master Plan to connect the Fairdale Village Center to the Louisville Loop and Jefferson Memorial Forest**

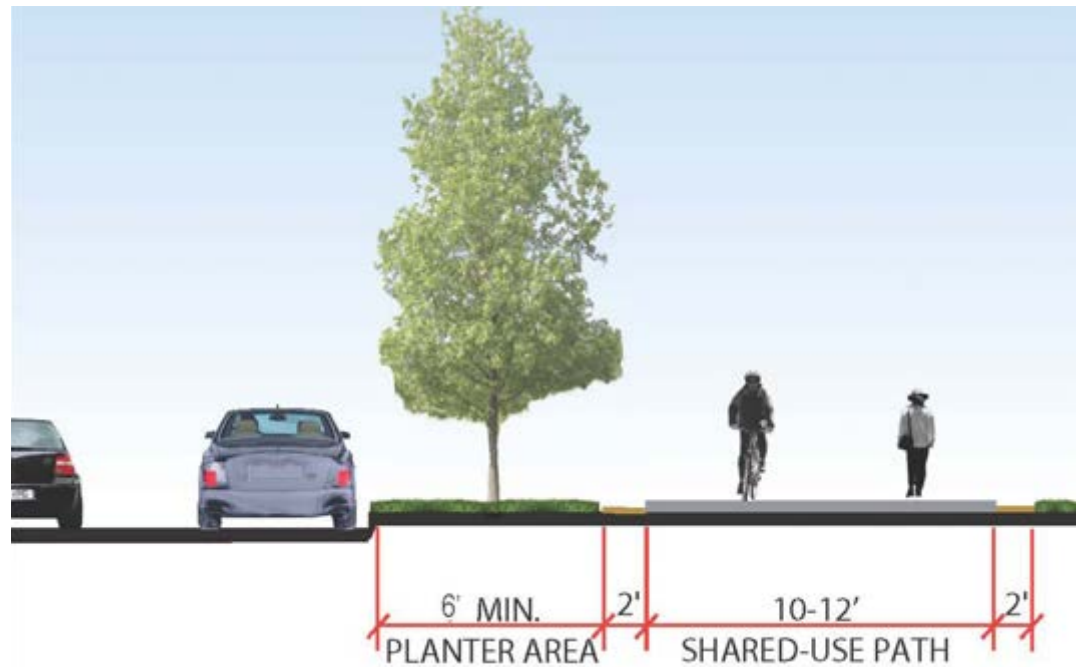
## BIG IDEA #4



## CONNECTING TO THE JEFFERSON MEMORIAL FOREST

The image above shows a typical section from the Louisville Loop Design Standards for open areas. Design of the Shared Use Path in these areas should avoid sensitive natural features like trees, stream banks, and wetlands.

## GATEWAYS AND CONNECTIONS



The image above shows a typical section for designing the Louisville Loop along an existing road. The image above represents the design recommendation along Fairdale Road or W. Manslick Road. Given the limited Right-of-Way, a separate bike lane cannot be accommodated without acquiring additional space.

## BIG IDEA #5



TARC is continually advancing transit options. Shown above, a hybrid bus is a more efficient vehicle and reduces emissions.



Bus shelters can be customized to provide a unique identity that celebrates community, such as this example from Shelby Park, Louisville, KY.



Bus service works best with other facilities like seating, waste receptacles, lighting, and informational signage.



## **BIG IDEA #5 TARC CONNECTION**

TARC is a transit service that connects riders throughout the Kentuckiana region and plays a critical role in providing transportation for work, recreation and other activities.

Currently, there is limited service to the Fairdale area and there are no routes within the Village Center. TARC is currently undergoing a Comprehensive Operational Analysis (COA) to determine the most effective service option based on need and expected ridership for the entire multi-county service area.

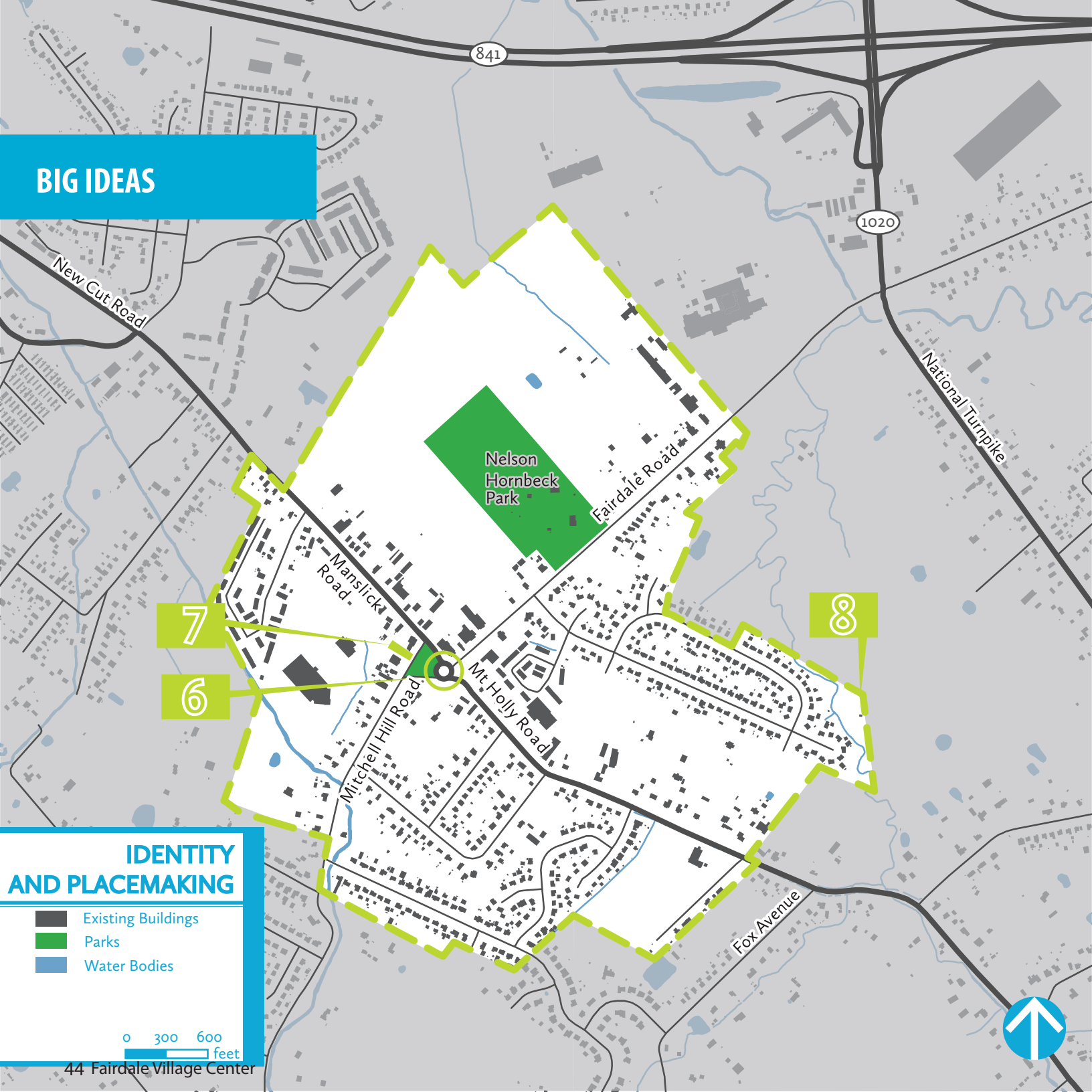
This Big Idea of a TARC Connection was discussed during both the public open houses and review committee meetings. While this Big Idea was not included in the top three priorities of this plan, it is an important opportunity to improve connectivity and should be considered during the COA process.

Fairdale should be involved in the COA discussion in order to advocate for additional service to the Village Center if it is feasible based on projected ridership. If it is determined that TARC service can be extended into the Village Center, Fairdale should work with TARC to include a shelter for riders and other amenities, if possible. Two potential regional connections are the roundabout area and the Jefferson Memorial Forest Visitor Center.

### **ACTION STEPS**

- 1. Engage with TARC to determine feasibility of potential service and route options for the Village Center and Jefferson Memorial Forest**

# BIG IDEAS



7

6

8

## IDENTITY AND PLACEMAKING

- Existing Buildings
- Parks
- Water Bodies



44 Fairdale Village Center



# **IDENTITY AND PLACEMAKING**

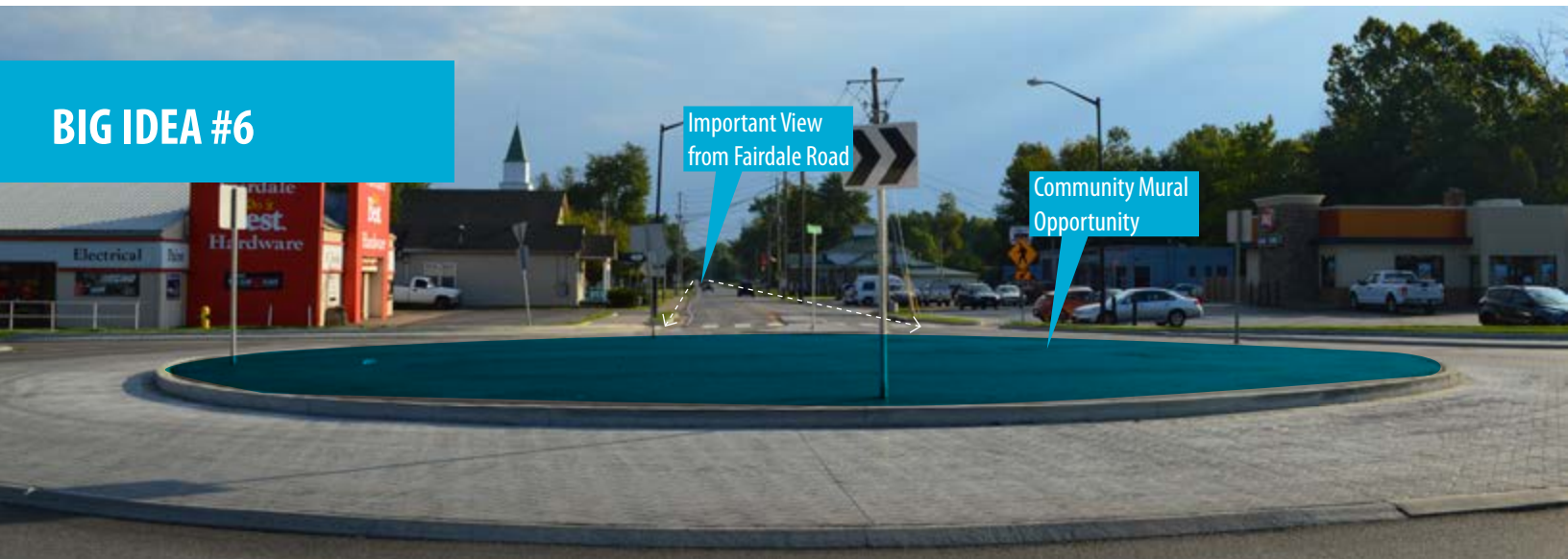
**Identity and Placemaking are opportunities to celebrate the unique identity of Fairdale through public projects.**

**These projects will also help tell the story of Fairdale and strengthen Fairdale as the “Gateway to the Forest”.**

## **In This Section:**

- 6. Roundabout Improvements**
- 7. Village Green Connection**
- 8. Public Art**

## BIG IDEA #6



The newly constructed roundabout is the center point of the Village Center and is a strong visual at the intersection between the two primary access points of Fairdale Road and W. Manslick Road. Currently, the roundabout has an asphalt center which does not effectively serve as a pleasing visual and does not signal a sense of arrival.



Given the four primary roads that feed into the roundabout, a mural could be designed to respond to each of these connections, such as the Burke Season Cycle Roundabout shown above.



More playful patterns could also be explored to create more of a unified visual at the center.



## **BIG IDEA #6 ROUNABOUT IMPROVEMENTS**

The new roundabout in the Village Center is a distinctive landmark, but lacks visual interest. The community expressed a desire for additional visual enhancements to this area to create a distinctive landmark.

The Big Idea of Roundabout Improvements was one of the top priorities identified through the public engagement process. The roundabout construction focused on traffic management and did not include any visual improvements to create a sense of place for the Village Center.

Currently, the center of the roundabout is paved with asphalt, and KYTC limits improvements that will create vertical objects (walls, sculpture, etc.). Additionally, Louisville Metro and KYTC do not have any on-going maintenance funding anticipated for plantings or other improvements to the roundabout. Any improvements would have to be maintained by the Louisville Council District.

Because of maintenance costs, it was desired to not create any improvements that would require frequent or on-going maintenance, such as low plantings, shrubs or grass. Instead, the community desired to improve the paved surfaces with creative paintings that reinforce and define Fairdale as a unique destination.

Painting the center of the roundabout is a low-cost, low-maintenance solution to creating more visual interest that could represent the various aspects of the local identity. Local students from Fairdale High School can partner with local artists to design and implement this project. This project must be coordinated and permitted by KYTC since the roundabout is within the state's control.

### **ACTION STEPS**

- 1. Implement mural at roundabout that best expresses the character of Fairdale and also serves as a strong visual at a key focal point in the Village Center**

# BIG IDEA #7



## **BIG IDEA #7**

# **VILLAGE GREEN CONNECTION**

The construction of the roundabout also yielded an additional opportunity to create a public space at the center of Fairdale. A parcel of land was left unused and is currently owned by KYTC. The project also has additional funding from the state that can be utilized to transform this parcel into a Village Green. The design of the Village Green has been completed and construction is expected to occur Spring 2019 (see design graphic on previous page).

The Big Idea of connecting the Village Green to parking areas became an important discussion as this plan progressed. While the Village Green is prominently located adjacent to the roundabout, there will be limited parking for concerts, festivals and other large activities that will occur. The need to provide a safe and easy connection from the Village Green to nearby existing public parking lots (Playtorium, Library, Fairdale Elementary School) is important for the success of future events at this location.

To improve the connection, enhancements are recommended that utilize a parcel currently owned by JCPS to make a connection between the existing parking lots and the Fairdale Village Green. This connection can be completed in stages as funding is available. The following graphics show the existing conditions today, an interim improvement of a paved alley between two existing buildings and long-term improvements that include planters, seating, public art, lighting and other features that make this connection or alley not only functional but also a unique destination within the Village Center.

### **ACTION STEPS**

- 1. Design and implement Phase 1 Village Green Connection to connect existing parking at the Playtorium with the proposed Village Green**
- 2. Design and implement Phase 2 Village Green Connection to activate the space with furniture, lighting, ornamental plantings, and public art murals**



## BIG IDEA #7

Mural Opportunity

Better Organize Service Utilities

Existing Parking at Playtorium

Mural Opportunity

Improve Surface Condition

## ALLEY OPPORTUNITY ANALYSIS





**IDENTITY AND  
PLACEMAKING**

Connect Walk to  
Parking

Construct Aesthetic  
Pavement in Alley

**PHASE 1 DESIGN  
RECOMMENDATION**

# BIG IDEA #7

6 LIGHTING

5 ART MURAL

2 PATIO FURNITURE

4 PLANTING

3 SEATING

1 PAVEMENT

# PHASE 2 DESIGN RECOMMENDATION







## IDENTITY AND PLACEMAKING

**1 PAVEMENT**



Pavement is both a functional and aesthetic element. In the alley, new pavement will meet ADA standards and provide a decorative element to the ground.

**2 PATIO FURNITURE**



Patio furniture provides informal movable seating that can be flexible depending on program needs. Bright colors and durable materials should be used.

**3 SEATING**




Seating can also be provided by wall planters and seat walls with a height between 16"-22" and a width of at least 12". The material should be durable to the elements.

**4 PLANTING**



Planters and planter walls are a way to provide seasonal color. Accommodations for maintenance should be coordinated with local civic groups.

**5 ART MURAL**



Vertical walls are potential canvases for art. Coordinate with adjacent property owners for permission to paint the existing surfaces with public art murals.

**6 LIGHTING**



Simple poles and string lights provide lighting and ambiance to outdoor spaces. LED lights and solar power can be utilized to reduce maintenance costs.



## BIG IDEA #8



Sculptural art pieces can reference local heritage and culture. An interpretive sculpture could be commissioned within the Village Center to celebrate the connection to the Jefferson Memorial Forest or other significant sources of civic pride.



Art can be utilized to celebrate local values such as diversity and inclusivity.



Public Art can be used to celebrate members of the community who have made a significant impact on Fairdale.



## **BIG IDEA #8 PUBLIC ART**

Public art is an opportunity to celebrate civic and cultural pride within the Village Center. It can express the community's values and identity, make people aware of their surroundings or even help highlight certain areas within the community as a destination.

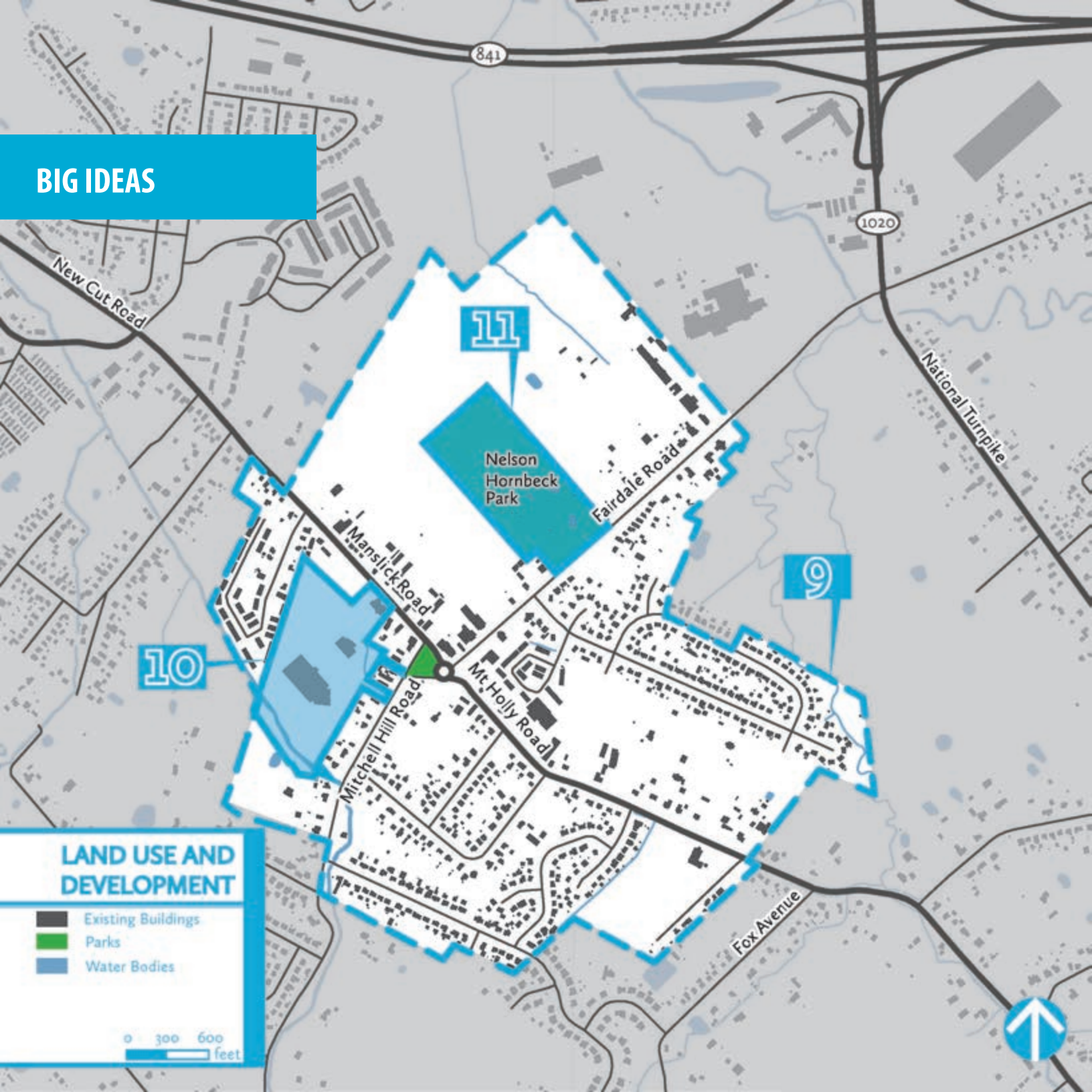
The Big Idea of Public Art was to incorporate various forms of art as new projects are developed and constructed in the Village Center. Public art could be incorporated into other Big Ideas in this plan such as streetscape improvements, gateways elements, wayfinding signs, roundabout improvements, the Village Green connection, and others. Additionally, this could include not only commissioned art but also creative pieces that are incorporated into pavements.

Possible locations for public art should be identified and prioritized. Additionally, collaboration with Louisville Metro Commission on Public Art, local artists and the public should be engaged early in this process to identify the best locations and projects for public art.

### **ACTION STEPS**

- 1. Engage with Louisville Metro Commission on Public Art to develop a public art strategy for Fairdale**
- 2. Identify funding sources and artists to implement the public art plan throughout Fairdale**

# BIG IDEAS



## LAND USE AND DEVELOPMENT

- Existing Buildings
- Parks
- Water Bodies

0 300 600 feet



# **LAND USE AND DEVELOPMENT**

**Land Use and Development create the form and feel of a community by shaping the way that community grows.**

**Without guidance on how to grow, a community will not have a visual identity and becomes vulnerable to development that is counter to the environment the community desires.**

## **In This Section:**

- 9. Design Standards**
- 10. Civic Campus**
- 11. Park Improvements**



## BIG IDEA #9





## **BIG IDEA #9 DESIGN STANDARDS**

The character and charm of Fairdale can be expressed and reinforced by effectively managing future development. This can be done through a variety of tools that focus on design standards for development.

The Big Idea of Design Standards evolved through a public dialogue and desire to further reinforce the “Fairdale Feel” in the Village Center. Defining the “Fairdale Feel” can be done through a process of creating design standards that regulate future development.

Currently, the form district of the study area is Village Center. A form district is a designation that sets development standards relating to the scale, pattern, and form of an area. Land use is regulated by the various Zoning District, such as C-1, C-2, OR-2, R-4 or R-6.

Flexible design standards help promote development that is consistent with the desired character while still accommodating growth. Within Louisville Metro, Design Standards for the Fairdale Village Center are best implemented through a Planned Development District (PDD). A PDD allows a community to set their own form standards based on the look, feel and character that is desired. A community-input process drives the development of any PDD. Design Standards that could be incorporated into a PDD include building setback, building design, building height, parking, streetscape, and signage. In addition to design standards, a PDD can also define permitted uses.

### **ACTION STEPS**

- 1. Develop a Planned Development District (PDD) for the Fairdale Village Center. PDD zoning establishes design standards and permitted uses to promote development that is consistent with the desired character of Fairdale.**
- 2. Create an interest group from area stakeholders to advance design standards for the PDD and to promote community engagement**
- 3. Inventory existing land uses within the Village Center and determine PDD boundary**
- 4. Adopt and rezone Fairdale Village Center to Planned Development District (PDD)**

## BIG IDEA #9



### BUILDING SETBACK

With buildings close to and oriented towards the street, the setback drives and establishes a pattern of development which creates consistency in the Village Center. The consistency and continuity in the building setback reinforces a sense of place.



### BUILDING DESIGN

Architectural patterns and building design elements reinforce the feel and character of the Village Center. The facades are articulated for pedestrian level interest and preserve elements of the existing community.



### PARKING

Orienting parking to the rear and sides of buildings allows a pedestrian-friendly design. Buildings can be pulled to the street frontage with direct sidewalk access. Shared amenities also reduce impervious pavement in areas with drainage concerns as well as reducing curb cuts which lead to conflict points.



### STREETScape

Streetscape elements such as street trees, lighting, furniture and sidewalks produce an experience unique to the Village Center. Many of the elements create a rhythm that works in tandem with the building design and fosters a safe pedestrian orientation to the corridors.





## BUILDING HEIGHT

The height of buildings within the Village Centre create an appropriate street-level an appropriate street level scale. A typical one to two story traditional building height pattern cohesively integrates new and existing developments.



## SIGNAGE

Guidelines promote consistent, well-proportioned and thoughtfully located signage along street frontages. They can also create standards for wayfinding elements that give brand awareness to visitors coming into the Village Center.



## LAND USE AND DEVELOPMENT

## SENSE OF PLACE

Design Standards through the implementation of a PDD is a tool to promote development to reflect the “Fairdale Feel”. The “Fairdale Feel” is also referred to as creating a sense of place. A strong sense of place is reflective of the unique character of the community and tells visitors that they are in a special place unlike any other.





Existing walk connection from housing development to Fairdale Elementary School.



Safe Routes to Schools is a federal program that can be utilized to improve connections to the school and throughout the campus.



The existing recycling facility provides a common location to drop off recyclables, but the dumpster sits on a gravel lot.



Cleaning up and organizing the recycling program will make it a more attractive option and encourage more people to participate.



A dilapidated fence outlines a baseball field that could be removed to create a walking loop and multi-purpose field.



A walking loop around the former field will be a highly utilized amenity and define a multi-purpose field in the center.



## **BIG IDEA #10 CIVIC CAMPUS**

Bringing together a variety of public or semi-public uses in a village center can help to create a dynamic destination. This destination, or civic campus, can become a community gathering place that provides access to recreational opportunities, events and festivals, education and outdoor spaces, all while building a sense of community.

The Big Idea of creating a Civic Campus was identified during the public engagement process through comments that identified opportunities to improve the area around the library, Playtorium, recycling center and Fairdale Elementary.

Fairdale has a concentration of active civic uses in the Village Center, including the Playtorium, Fairdale Library, Fairdale Elementary School, recycling center and the new Village

Green. Opportunities exist to connect these adjacent uses with sidewalks and/or paths, visually enhance specific features (such as the recycling center), and provide a more cohesive approach to this public space.

Specific elements of the Civic Campus include pedestrian connections, landscaped parking lots, enhanced recycling center, and collaborations with the elementary school. The main entrances to the campus can also be reinforced through upgraded signs and potentially landscaping at West Manslick Road and Mitchell Hill Road. Overall, this area should be visually enhanced, provide safe sidewalk connections and become a place where Fairdale can celebrate with events and festivals. Design and planning of the Civic Campus should be coordinated with JCPS, Fairdale Branch Library, Playtorium, and adjacent property owners.

### **ACTION STEPS**

- 1. Pave and landscape gravel lot at recycling area**
- 2. Develop and implement a civic campus connectivity plan**
- 3. Playground improvements to allow ADA accessibility**
- 4. Develop an outdoor classroom space**
- 5. Plant new trees throughout the campus**
- 6. Improve existing athletic field to create multi-use field**

# BIG IDEA #10

FUTURE IMPROVEMENTS BY JCPS

5 OUTDOOR CLASSROOM

4 PLAYGROUND

7 COMMUNITY CONNECTION

1 WALKING PATH

2 TREE CANOPY

3 MULTI-USE FIELD

6 RECYCLING CENTER

8 PUBLIC CIVIC SPACE

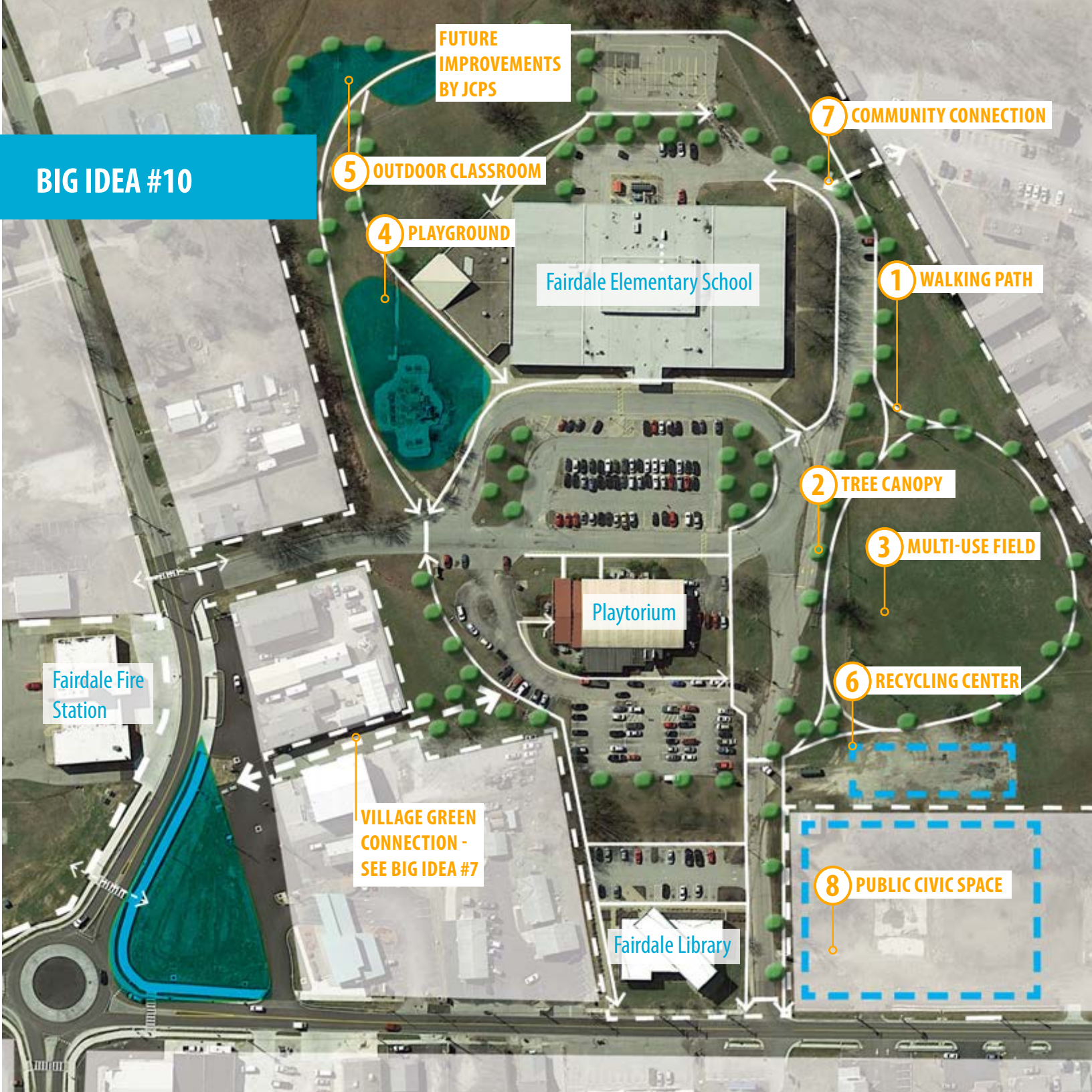
Fairdale Elementary School

Playtorium

Fairdale Fire Station

VILLAGE GREEN CONNECTION - SEE BIG IDEA #7

Fairdale Library







## 1 WALKING PATH

Walking paths connect the Civic Campus and should be a minimum of 5' wide.

## 2 TREE CANOPY

Trees should be planted throughout the campus to reinforce the layout of the campus and provide environmental benefits.

## 3 MULTI-USE FIELD

A multi-use field can be utilized for a variety of purposes and is flexible to the needs of the community.

## 4 PLAYGROUND

The existing playground can be updated and expanded to increase play opportunities for a variety of play abilities.

## 5 OUTDOOR CLASSROOM

Outdoor classrooms provide a stimulating environment for learning and can provide unique educational opportunities.

## 6 RECYCLING CENTER

The existing recycling center can be improved by providing a paved and landscaped parking area and improved bins.

## 7 COMMUNITY CONNECTION

The existing walkway connecting to the school should be improved by creating a wider path that is ADA accessible.

## 8 PUBLIC CIVIC SPACE

This is privately owned land but has limited development opportunity and could be used as a public space.

# LAND USE AND DEVELOPMENT

Connectivity throughout the campus is a high priority. Projects throughout civic campus would connect the uses to each other and the larger Fairdale Village Center. These projects include missing sidewalks that could be constructed with new landscaping with the use of Safe Routes to School or MAP-21 federal funding. Additional walking paths or trail connections should connect back to both West Manslick and Mitchell Hill Road.

Public amenity connections should be installed from the campus to the Fire Station and across to new Fairdale Green. With this, the opportunity to incorporate the Fire Station into a larger civic campus strengthens these connections. An additional path from the civic campus along the edge of Nelson Hornbeck Park that continues on toward Fairdale High School can be built to increase connectivity.

A gravel lot creates an area of opportunity to establish a new parking with a recycling center and possible outdoor classroom space. The new parking lot should include landscaping and storm water management techniques to mitigate the environmental effects of the civic campus. Funding opportunities include Lowe's Toolbox for Education, American Honda Foundation, and Flex Focus Awards for Safe Schools.

Collaborations with the local school could consist of a school garden and classroom project at the rear of the building to create sense of connection with forest. Funding for this project can include but isn't limited to the Captain Planet Grants. Vacant lots along the streets also create potential for future civic sites to complete the campus.



## BIG IDEA #11



Nelson Hornbeck Park is a popular destination with a pool, splash pad, playground, ball fields, tennis and basketball courts.



The amenities at Nelson Hornbeck Park are focused towards Fairdale Road and focused around active recreation. Future updates to the park should evaluate the best uses and develop a master plan that engages the entire park and provides use opportunities to the greatest number of people.

# **BIG IDEA #11**

## **PARK IMPROVEMENTS**

Parks play a crucial role in any community but especially in Fairdale. Amenities that parks provide allow the entire community to recreate, gather and enjoy the outdoors.

The Big Idea of Park Improvements was identified during the public workshop and review committee meetings. Fairdale is uniquely situated to provide a diverse representation of parks of different scales for different user groups. Jefferson Memorial Forest and Paul Yost Recreational Area provide a regional amenity while Nelson Hornbeck Park is a community scale park. The addition of smaller spaces throughout Fairdale will help complete a network of greenspaces for the community. The smaller greenspaces can be located on existing public land and incorporate simple treatments such as seating, planting, and limited play equipment to provide localized and easily accessible amenity.

Nelson Hornbeck Park currently has a wide range of amenities available on site from athletic fields and a public pool to a playground. Within the park, areas for enhancement could consist of creating a clear presence of the park along Fairdale Road with a sign and new landscaping, a walking path and additional opportunities for public art.

Small pocket parks create resting places along the major streets that capitalize on view points or provide passive greenspace within the Village Center. Passive park spaces that allow multiple uses can also be incorporated into various green spaces within the Village Center. While playgrounds and walking paths are active park uses, passive uses provide places for reflection and rest. Two pocket parks were identified along Mt. Holly Road that could be developed as a resting area with benches, picnic tables and other amenities.

### **ACTION STEPS**

- 1. Improve connection to Jefferson Memorial Forest & support planned improvements**
- 2. Create a Master Plan for Nelson Hornbeck Park including walking loop, updated playground and sprayground**
- 3. Identify additional green spaces to be developed for public use**



# BIG IDEA #11



Proposed Tom Wallace Lake Nature Play (Courtesy of Louisville Metro Parks and Recreation - Jefferson Memorial Forest)





Natural signage at Jefferson Memorial Forest

## LAND USE AND DEVELOPMENT

### JEFFERSON MEMORIAL FOREST

With nearly 6,600 acres of woods, recreation, and scenic beauty, Jefferson Memorial (JMF) is a unique regional destination located just 1.4 miles from the heart of Fairdale Village Center. In addition to the natural recreation areas, JMF offers a variety of community activities including Forest Fest, team building opportunities, and nature based educational opportunities. The Paul Yost Recreational Area is currently being planned for a \$6 million dollar renovation that will include a significant nature play area in addition to other improvements throughout the park. As a regional destination, it is vital to create a strong connection from 841/Gene Snyder Fwy. Fairdale is the connecting point between JMF and Louisville.



Proposed Tom Wallace Lake Area Plan (Courtesy of Louisville Metro Parks and Recreation - Jefferson Memorial Forest)



## BIG IDEA #11



Park shelters are a popular features and provide a shaded gathering space that are often located around other park features.



Playgrounds can be built to provide play opportunities for different ages and abilities



Open lawn and picnic areas provide a relaxing gathering space





## LAND USE AND DEVELOPMENT

The splash pad at Nelson Hornbeck Park is a popular feature. Future development of the park should consider updating and expanding the splash park to include larger and more dynamic spray features that would expand the use to a greater number of people.



Parks are a great place to showcase public art as an expression of the community.



Walking paths are often the most popular feature at parks. Nelson Hornbeck Park has the opportunity to expand the existing walks into a larger area and provide a walking loop around the park.





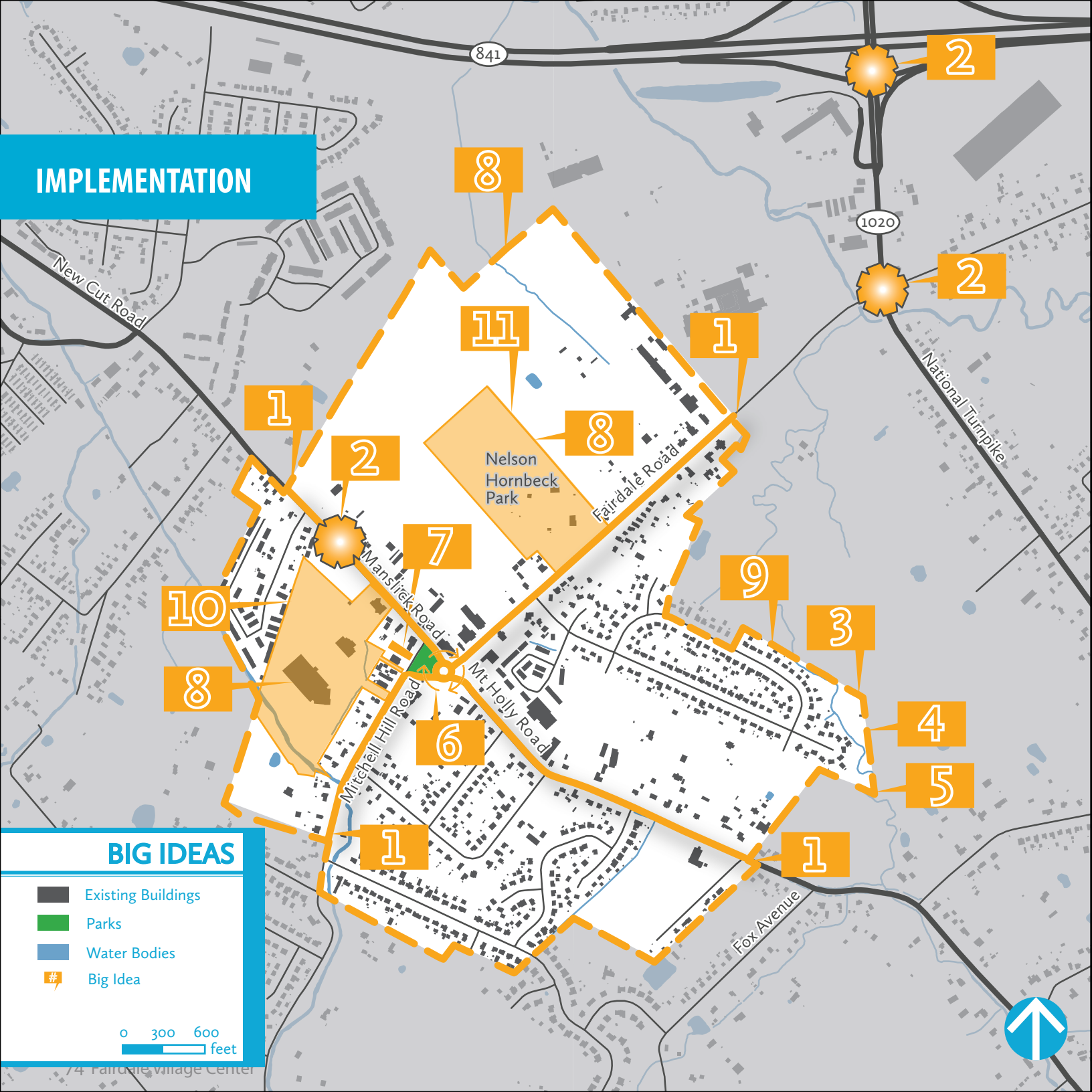
# IMPLEMENTATION



An aerial photograph of a residential area, identified as Fairdale Village Center, is overlaid with a colorful string (yellow, orange, and green) that winds through the streets. Several pushpins of various colors (white, green, yellow, blue, purple) are pinned to the map, each holding a small, colorful card with icons representing different community features like a person, a building, a tree, and a musical note. The text 'Mt. Holly Rd' and 'Holly Green C' is visible on the map. A white text box is positioned in the upper right quadrant of the image.

**The Implementation Section provides a road map to guide the development of Big Ideas into tangible projects that will shape the future of the Fairdale Village Center.**

# IMPLEMENTATION



## BIG IDEAS

- Existing Buildings
- Parks
- Water Bodies
- # Big Idea

0 300 600 feet





## IMPLEMENTATION OVERVIEW

The Implementation Section of this document will serve as a roadmap that will allow the Big Ideas generated by the community to become a reality. The listed order does not reflect a priority for implementation, but does organize Big Ideas by category. The categories are a continuation from the Big Ideas Section: “Gateways and Connections”, “Identity and Placemaking”, and “Landuse and Development”.

Each Big Idea outlines actions steps, initiating party, key partner, duration, potential cost, funding, and type of project (programmatic, policy, or capital). The information provided outlines the necessary steps and resources for initiating implementation of the Big Idea.

**Initiating Party** - Responsible party for initiating implementation

**Key Partner** - Responsible party/partner for implementation

**Programmatic** - Projects that require organizations/planning

**Policy** - Projects that require policy changes

**Capital** - Projects that require funding for built work

For each Big Idea, action step(s) and responsible parties are outlined initially, and a short description of the potential/desired impact outlines expectations for that Big Idea. Supporting material such as: duration, cost, funding, and type of project are outlined in a table. The information provided represents planning level guidance. Specific costs and timeline should be refined during project development.

# **GATEWAYS AND CONNECTIONS**

## **In This Section:**

- 1. Streetscape**
- 2. Gateways**
- 3. Wayfinding**
- 4. Connect to the Louisville Loop & Forest**
- 5. Connect to TARC**

# STREETSCAPE

## ACTION STEPS

- 1** Perform an ADA audit to evaluate sidewalk conditions throughout the Village Center
- 2** Implement streetscape improvements for Fairdale Road, W. Manslick Road, Mitchell Hill Road, and Mt. Holly Road

## INITIATING PARTY

Louisville Metro Council - District 13 Office

Louisville Metro Council - District 13 Office

## KEY PARTNER: PUBLIC WORKS

## POTENTIAL/DESIRED IMPACT

- The streetscape Big Idea will create a safe and inviting environment for pedestrians and bicyclists by adding street lighting, plantings, and ADA compliant walkways
- Focus for streetscape should occur along the four major corridors: Fairdale Road, W. Manslick Road, Mount Holly Road, and Mitchell Hill Road
- The streetscape design will need to respond to the existing condition that includes surface drainage swales and utility poles throughout the Village Center
- If funding is available, an “urban section” with buried utilities and curb should be utilized within the roundabout area. A “rural section” streetscape should be further out to both reduced project costs and respond to existing conditions
- All streetscape elements are outlined in the Big Ideas section of this report
- Coordinate and permit work done in state owned roads with the Kentucky Transportation Cabinet (KYTC)

DURATION	POTENTIAL COST	FUNDING	TYPE
2-5 Years	Average estimate: \$1 million/mile Fairdale Road: \$1 mil. W. Manslick Road: \$1.2 mil. Mt. Holly Road: \$1.1 mil. Mitchell Hill Road: \$1.4 mil.	<ul style="list-style-type: none"> <li>• KYTC (SLO/STP)</li> <li>• Transportation Alternative Program</li> <li>• Safe Routes to School</li> <li>• Louisville Metro Government</li> </ul>	Capital



## BIG IDEA #2

# GATEWAYS

## ACTION STEPS

1

Design and install regional gateways at National Turnpike and New Cut Road exits

## INITIATING PARTY

Louisville Metro Council - District 13 Office

2

Design and install Village Center gateways at Fairdale Road/National Turnpike and W. Manslick Road to signal arrival into Fairdale Village Center

Louisville Metro Council - District 13 Office

## KEY PARTNER: PUBLIC WORKS

## POTENTIAL/DESIRED IMPACT

- Identify clear and visually interesting entry from Gene Snyder Fwy. into Fairdale and Jefferson Memorial Forest
- Create sense of arrival along Fairdale Road and West Manslick Road
- Celebrate local identity and culture through interpretive development of gateway treatment
- Clearly direct visitors to primary destinations such as Fairdale Village Center, Fairdale Village Green, and Jefferson Memorial Forest
- Coordinate and permit work done in state owned roads with the Kentucky Transportation Cabinet (KYTC)

DURATION	POTENTIAL COST	FUNDING	TYPE
1-2 Years	1. \$25,000-\$50,000 for each 2. \$30,000-\$75,000 for each gateway (cost will vary depending on design)	<ul style="list-style-type: none"><li>• MAP-21 Funds</li><li>• KYTC Funds</li><li>• Louisville Metro Government</li></ul>	Capital

# WAYFINDING

## ACTION STEPS

1

Develop and implement a branded wayfinding system that directs motorists, pedestrians, and bicyclists throughout the Village Center

## INITIATING PARTY

Louisville Metro Council -  
District 13 Office

**KEY PARTNER: PUBLIC WORKS**

## POTENTIAL/DESIRED IMPACT

- Create a clear and recognizable signage family that directs and orients visitors from access points into Fairdale to the Village Center and Jefferson Memorial Forest
- Create a recognizable brand that appears on signage and can be utilized to strengthen a cohesive sense of community
- Increase awareness for pedestrian mobility throughout the Village Center

DURATION	POTENTIAL COST	FUNDING	TYPE
1 Year	\$50,000-\$150,000	<ul style="list-style-type: none"> <li>• Kentucky Tourism</li> <li>• Louisville Metro Government</li> </ul>	Capital

## BIG IDEA #4

# CONNECT TO THE LOUISVILLE LOOP & FOREST

## ACTION STEPS

1

Coordinate with Louisville Metro Public Works to implement the Louisville Loop Master Plan to connect the Fairdale Village Center to the Louisville Loop and Jefferson Memorial Forest

## INITIATING PARTY

Louisville Metro Council - District 13 Office

**KEY PARTNER: PUBLIC WORKS**

## POTENTIAL/DESIRED IMPACT

- Create a connection to the Louisville Loop and provide access to the 100-mile trail around the county
- Improve connections through Fairdale utilizing the trail system and Louisville Loop Design Guidelines
- Provide a trailhead to serve the Village Center and create a connection point to the Louisville Loop
- Utilize the Louisville Loop to strengthen connection to the Jefferson Memorial Forest and Paul Yost Recreational Area

DURATION	POTENTIAL COST	FUNDING	TYPE
2-5 Years	Average estimate: \$1.5 million/mile Fairdale Road: \$1.5 mil. W. Manslick Road: \$1.8 mil. Mitchell Hill Road: \$2 mil.	<ul style="list-style-type: none"><li>• KYTC (SLO/STP)</li><li>• Transportation Alternative Program</li><li>• Congestion Mitigation and Air Quality Improvement (CMAQ) Program</li><li>• Louisville Metro Government</li></ul>	Capital



# CONNECT TO TARC

## ACTION STEPS

**1**

Engage with TARC to determine feasibility of potential service and route options for the Village Center and Jefferson Memorial Forest

## INITIATING PARTY

Louisville Metro Council - District 13 Office

## KEY PARTNER: TARC

## POTENTIAL/DESIRED IMPACT

- The Fairdale Village Center is currently without a TARC bus connection that could serve riders looking to make connections throughout the TARC service area
- TARC is currently undergoing a system wide study called Comprehensive Systems Analysis (COA), which provides an opportunity for Fairdale to be evaluated for need and ridership potential to be included in the TARC service area
- Should need and ridership favor a stop within the Village Center, TARC has resources and standards for determining an appropriate location and stop standards
- Should a TARC stop occur in the Village Center, it should be located near the roundabout, have access to public parking nearby and include a shelter, lighting and bench

DURATION	POTENTIAL COST	FUNDING	TYPE
1-2 Years	Coordination only. TARC is currently undergoing a Comprehensive Systems Analysis (COA) and should be engaged to evaluate need and potential ridership in the Fairdale area	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	Programmatic

## IMPLEMENTATION

# IDENTITY AND PLACEMAKING

### In This Section:

- 6. Roundabout Improvements
- 7. Village Green Connection
- 8. Public Art

# ROUNABOUT IMPROVEMENTS

## ACTION STEPS

1

Implement mural at roundabout that best expresses the character of Fairdale and also serves as a strong visual at a key focal point in the Village Center

## INITIATING PARTY

Louisville Metro Council -  
District 13 Office

**KEY PARTNER: FAIRDALE HIGH SCHOOL**

## POTENTIAL/DESIRED IMPACT

- Create an identifiable visual landmark at the center of Fairdale
- Celebrate Fairdale culture, history, heritage, and gateway to the Forest through interpretive painting and mural
- Slow traffic through visual interest near the roundabout area

DURATION	POTENTIAL COST	FUNDING	TYPE
1 Year	\$2,000 (Paint, sealer, and paint supplies/tools)	<ul style="list-style-type: none"> <li>• NEA - Our Town Program</li> <li>• Private Donations</li> <li>• Louisville Metro Government</li> </ul>	Capital



## BIG IDEA #7

# VILLAGE GREEN CONNECTION

## ACTION STEPS

- 1 Design and implement Phase 1 Village Green Connection to connect existing parking at the Playtorium with the proposed Village Green
- 2 Design and implement Phase 2 Village Green Connection to activate the space with furniture, lighting, ornamental plantings, and public art murals

## INITIATING PARTY

Louisville Metro Council - District 13 Office

Louisville Metro Council - District 13 Office

## POTENTIAL/DESIRED IMPACT

- Create a safe and ADA compliant walkway connection between parking at the Playtorium and Fairdale Village Green
- Create an interesting walkway connection through pavement design and pavement materials
- Provide ambient and decorative lighting to improve safety and create evening interest
- Work with adjacent property owners to create murals on wall and fence that celebrates Fairdale's heritage
- Add movable furniture that can populate the space for seating but also easily removed when the space needs to be made open
- Add plantings in planters to soften space and provide color/texture
- Create a connection that also serves as a destination
- Coordinate with JCPS for use and design of JCPS property

## KEY PARTNER: LOUISVILLE FORWARD

DURATION	POTENTIAL COST	FUNDING	TYPE
1 Year	<ol style="list-style-type: none"> <li>1. \$50,000</li> <li>2. \$100,000</li> </ol>	<ul style="list-style-type: none"> <li>• Our Town Grant from NEA</li> <li>• Louisville Metro Government</li> </ul>	Programmatic

# PUBLIC ART

## ACTION STEPS

- 1** Engage with Louisville Metro Commission on Public Art to develop a public art strategy for Fairdale
- 2** Identify funding sources and artists to implement the public art plan throughout Fairdale

## INITIATING PARTY

Louisville Metro Council - District 13 Office

Louisville Metro Council - District 13 Office

## KEY PARTNER: LOUISVILLE METRO COMMISSION ON PUBLIC ART

## POTENTIAL/DESIRED IMPACT

- Develop a relationship with Louisville Metro Commission on Public Art
- Collaborate to develop a local advocacy within Fairdale for Public Art
- In collaboration with Louisville Metro Commission on Public Art, develop a public art plan for Fairdale that includes inspiration for artists, solicitations for artists, funding strategy, and identifies land suitable for public art

DURATION	POTENTIAL COST	FUNDING	TYPE
1-3 Years	Coordination only. Initiating a public art program has no cost. Developing and installing public art will have costs, but will be determined through the development of a public art plan	<ul style="list-style-type: none"> <li>• Challenge America Grant from NEA</li> <li>• Art Works Grant from NEA</li> <li>• Louisville Metro Government</li> </ul>	Capital

## IMPLEMENTATION

# LANDUSE AND DEVELOPMENT

### In This Section:

9. Design Standards

10. Civic Campus

11. Park Improvements



# DESIGN STANDARDS

## ACTION STEPS

## RESPONSIBLE PARTY

<b>1</b>	Develop a Planned Development District (PDD) for the Fairdale Village Center. PDD zoning establishes design standards and permitted uses to promote development that is consistent with the desired character of Fairdale.	Louisville Metro Council - District 13 Office
<b>2</b>	Create an interest group from area stakeholders to advance design standards for the PDD and to promote community engagement	Louisville Metro Council - District 13 Office
<b>3</b>	Inventory existing land uses within the Village Center and determine PDD boundary	Louisville Metro Council - District 13 Office
<b>4</b>	Adopt and rezone Fairdale Village Center to Planned Development District (PDD)	Louisville Metro Council - District 13 Office

## POTENTIAL/DESIRED IMPACT

- The community input establishes the design standards deemed important to define the “Fairdale Feel” or sense of place as part of the PDD plan
- The standards outlined in the Big Idea section of this report could be the elements incorporated into the design guidelines portion of the PDD plan
- PDD plan implementation championed by neighborhood groups and Metro Council District 13 office drives the future of development, investment and redevelopment in the Fairdale Village Center

## KEY PARTNER: LOUISVILLE FORWARD

<b>PROCESS</b>	1. Application to amend zoning map
	2. Hold public charrette process
	3. Create Planned Development District plan for area
	Required components of plan
	• Use Map
	• Land Use Category Table
	• Design Guidelines

DURATION	POTENTIAL COST	FUNDING	TYPE
1-2 Years	\$30,000-40,000 - Variable depending upon scope	• Louisville Metro Government	Policy

## BIG IDEA #10

# CIVIC CAMPUS

## ACTION STEPS

## INITIATING PARTY

1	Pave and landscape gravel lot at recycling area	Louisville Metro Council - District 13 Office
2	Develop and implement a civic campus connectivity plan	Louisville Metro Council - District 13 Office
3	Playground improvements to allow ADA accessibility	Louisville Metro Council - District 13 Office
4	Develop an outdoor classroom space	Louisville Metro Council - District 13 Office
5	Plant new trees throughout the campus	Louisville Metro Council - District 13 Office
6	Improve existing athletic field to create multi-use field	Louisville Metro Council - District 13 Office

**KEY PARTNER: JCPS**

# CIVIC CAMPUS

## POTENTIAL/DESIRED IMPACT

- The Civic Campus Big Idea intends to connect and unite an array of active civic uses within the Village Center to create a vibrant destination for residents, students and visitors.
- The Civic Campus elements outlined within the Big Ideas section of this report will visually enhance the area with a connected sidewalk system, enhanced landscaping and a new recycling center.
- A connection to the Village Green project would be formed and reinforce the importance of the Civic Campus within the Village Green.
- The elements outlined would serve as an extension of the enhanced streetscape ideas along West Manslick Road and Mitchell Hill Road.
- Additional spaces would be created for recreational or programmed public use.
- The action step taken would be dependent upon the funding source used in implementation. The various grants identified have specific program outcomes and guidelines.
- Coordinate with JCPS, Fairdale Branch Library, Playitorium, and adjacent property owners.

DURATION	POTENTIAL COST	FUNDING	TYPE
1-3 Years	<ol style="list-style-type: none"> <li>\$30,000</li> <li>\$70,000</li> <li>\$105,000</li> <li>\$50,000-\$150,000</li> <li>\$40,000</li> <li>\$25,000</li> </ol>	<ol style="list-style-type: none"> <li>Council funds and JCPS funds (could be used for all)</li> <li>Safe Routes to School; Flex Focus Awards for Safe Schools; MAP-21 federal funding</li> <li>Lowe’s Toolbox for Education grants; KaBOOM! grants</li> <li>American Honda Foundation Grant; Captain Planet grants</li> <li>Trees Louisville grants; Louisville Grows</li> <li>Lowe’s Toolbox for Education grants</li> </ol>	Capital



## BIG IDEA #11

# PARK IMPROVEMENTS

## ACTION STEPS

- 1 Improve connection to Jefferson Memorial Forest & support planned improvements
- 2 Master Plan for Nelson Hornbeck Park including walking loop, updated playground and sprayground
- 3 Identify additional green spaces to be developed for public use

## INITIATING PARTY

Louisville Metro Council - District 13 Office

Louisville Metro Council - District 13 Office

Louisville Metro Council - District 13 Office

## POTENTIAL/DESIRED IMPACT

- A Master Plan for Nelson Hornbeck Park could open the amenity, highly rated by residents, to future potential funding sources to plan and construct improvements as outlined in the Big Ideas section of this report that would reinforce its use and connection to Fairdale residents.
- The construction of a walking loop in Nelson Hornbeck Park would create an additional recreational opportunity for the residents of the Village Center and Fairdale with

## KEY PARTNER: LOUISVILLE METRO PARKS

- health benefits and potential for future connections to the Civic Campus and Fairdale High School.
- Pocket parks in areas identified along Mount Holly Road would create spaces that connect to the streetscape elements of this plan and potential areas could be identified along Mitchell Hill Road to create a sense of connection to the Jefferson Memorial Forest.

DURATION	POTENTIAL COST	FUNDING	TYPE
2-4 Years	<ol style="list-style-type: none"> <li>1. See Big Idea #3 for Mitchell Hill Road.</li> <li>2. \$25,000-\$50,000 (depends on scope)</li> <li>3. No cost associated with identification - implementation cost will vary based on design</li> </ol>	<ol style="list-style-type: none"> <li>1. KYTC (SLO/STP)</li> <li>2. Recreational Trails Program from MAP-21; Foundation for a Healthy Kentucky; America Walks grants</li> <li>3. Louisville Metro Government</li> </ol>	Programmatic



BIG IDEA	ACTION STEPS	INITIATING PARTY	KEY PARTNER	DURATION
#1 STREETScape	1. Perform an ADA audit to evaluate pedestrian/sidewalk conditions	Louisville Metro Council - District 13 Office	Public Works	2-5 years
	2. Implement streetscape improvements for Fairdale Road, W. Manslick Road, Mitchell Hill Road, and Mt. Holly Road		Public Works	
#2 GATEWAYS	1. Design and install regional gateways at National Turnpike and New Cut Road exits	Louisville Metro Council - District 13 Office	Public Works	1-2 years
	2. Design and install Village Center gateways at Fairdale Road/National Turnpike and W. Manslick Road to signal arrival into Fairdale Village Center		Public Works	
#3 WAYFINDING	1. Develop and implement a branded wayfinding system that directs motorists, pedestrians, and bicyclists throughout the Village Center	Louisville Metro Council - District 13 Office	Public Works	1 year
#4 CONNECT TO THE LOUISVILLE LOOP & FOREST	1. Coordinate with Louisville Metro Public Works to implement the Louisville Loop Master Plan to connect the Fairdale Village Center to the Louisville Loop and Jefferson Memorial Forest	Louisville Metro Council - District 13 Office	Public Works	2-5 years
#5 CONNECT TO TARC	1. Engage with TARC to determine potential service and route options for the Village Center	Louisville Metro Council - District 13 Office	TARC	1-2 years
#6 ROUNDABOUT IMPROVEMENTS	1. Implement mural at roundabout that best expresses the character of Fairdale and also serves as a strong visual at a key focal point in the Village Center	Louisville Metro Council - District 13 Office	Fairdale High School	1 year
#7 VILLAGE GREEN CONNECTION	1. Design and implement Phase 1 Village Green Connection to connect existing parking at the Playtorium with the proposed Village Green	Louisville Metro Council - District 13 Office	Louisville Forward	1 year
	2. Design and implement Phase 2 Village Green Connection to activate the space with furniture, lighting ornamental plantings, and public art murals		Louisville Forward	1 year
#8 PUBLIC ART	1. Engage with Louisville Metro Commission on Public Art to develop a public art strategy for Fairdale	Louisville Metro Council - District 13 Office	Louisville Metro Commission on Public Art	1-3 years
	2. Identify funding sources and artists to implement the public art plan throughout Fairdale			
#9 DESIGN STANDARDS	1. Develop a Planned Development District (PDD) for the Fairdale Village Center. PDD zoning establishes design standards and permitted uses to promote development that is consistent with the desired character of Fairdale.	Louisville Metro Council - District 13 Office	Louisville Forward	1-2 years
	2. Create an interest group from area stakeholders to advance design standards for the PDD and to promote community engagement			
	3. Inventory existing land uses within the Village Center and determine PDD boundary			
	4. Adopt and rezone Fairdale Village Center to Planned Development District (PDD)			
#10 CIVIC CAMPUS	1. Pave and landscape gravel lot at recycling area	Louisville Metro Council - District 13 Office	JCPS	1-3 years
	2. Develop and implement a civic campus connectivity plan			
	3. Playground improvements to allow ADA accessibility			
	4. Develop an outdoor classroom space			
	5. Plant new trees throughout the campus			
	6. Improve existing athletic field to create multi-use field			
#11 PARK IMPROVEMENTS	1. Improve connection to Jefferson Memorial Forest & support planned improvements	Louisville Metro Council - District 13 Office	Louisville Metro Parks	2-4 years
	2. Master Plan for Nelson Hornbeck Park including walking loop, updated playground and sprayground			
	3. Identify additional green spaces to be developed for public use			



# IMPLEMENTATION

POTENTIAL COST	FUNDING	TYPE
Fairdale Road: \$1 mil. W. Manslick Road: \$1.2 mil. Mt. Holly Road: \$1.1 mil. Mitchell Hill Road: \$1.4 mil.	KYTC (SLO/STP) Transportation Alternative Program Safe Routes to School Louisville Metro Government	Programmatic Capital
\$25,000-\$50,000 for each	Louisville Metro Government	Capital
\$30,000-\$75,000 for each gateway (cost will vary depending on design)		Capital
\$50,000-\$150,000	Louisville Metro Government	Capital
Fairdale Road: \$1.5 mil. W. Manslick Road: \$1.8 mil. Mitchell Hill Road: \$2 mil.	KYTC (SLO/STP) Transportation Alternative Program Congestion Mitigation and Air Quality Improvement (CMAQ) Program Louisville Metro Government	Capital
Coordination only	N/A	Programmatic
\$2,000	Private donations, Louisville Metro Government	Capital
1. \$50,000	Our Town Grant from NEA Louisville Metro Government	Capital
2. \$100,000		
Coordination only	Challenge America Grant from NEA	Capital
Coordination only	Art Works Grant from NEA Louisville Metro Government	Programmatic
\$30,000-40,000	Louisville Metro Government	Policy
\$30,000	Council funds and JCPS funds Safe Routes to School; Flex Focus Awards for Safe Schools; MAP-21 federal funding Lowe's Toolbox for Education grants; KaBOOM! grants American Honda Foundation Grant; Captain Planet grants Trees Louisville grants; Louisville Grows Lowe's Toolbox for Education grants	Capital
\$70,000		
\$105,000		
\$50,000-\$150,000		
\$40,000		
\$25,000		
See Big Idea #3 for Mitchell Hill Road.		
\$25,000-\$50,000 (depends on scope)	Recreational Trails Program from MAP-21; Foundation for a Healthy Kentucky; America Walks grants	Programmatic
No cost associated with identification - implementation cost will vary based on design	Louisville Metro Government	Programmatic

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*gateway to the forest*

