

# Mobility

The system of streets and alleys of the Portland neighborhood is composed of a variation on the traditional grid system. Due to the historical development of the neighborhood, there are several grid systems which merge together to form the street patterns. This merging of grids and an abundance of one-way traffic patterns can create a disorienting effect on visitors to the area as well as impede commercial vibrancy.

Portland suffered the same fate many neighborhoods have during the years of massive highway construction. The introduction of Interstate 64 has affected the neighborhood both physically and psychologically. The interstate severed the neighborhood from the river making accessibility by car, foot or bicycle only available at remote access points. The 9th Street exit ramp, which separates Portland from Louisville's downtown business district, has created a psychological barrier more than a physical one. The divide is exaggerated by the fact that the streetwalls of the central business district along Main Street and Market Street abruptly ends at 9th Street and quickly transitions into a spattering of buildings among vast surface parking lots and other buildings in various stages of disrepair.

Several rail lines feeding into the middle of the neighborhood are directed to an expansive rail yard which creates a significant barrier to east-west travel between 30th Street and 35th Street. This rail yard is essentially impassable save for Market Street to the south and Bank Street to the north. The rail yard essentially cuts the neighborhood off from the western portion of Louisville including a small section of Portland's own neighborhood. Adding insult to injury, Interstate 264 further divides the western section of Portland slicing through what was the original downtown section of Portland and impacting the future Portland Wharf Park.

## Pedestrian and Bicyclist Issues

Many of the major traffic arteries in Portland have uninviting streetscapes with broken streetwalls and poor curb and sidewalk conditions. Major corridors into the neighborhood, including Market Street and 22nd Street lack a cohesive look and fail to create an enjoyable pedestrian environment. Curbs along many streets are in disrepair. In some areas, parked cars occupy the pedestrian sidewalks due to lack of adequate parking or vehicular travel. Streetscapes would greatly benefit from the inclusion of historic street lamps, banners and trash receptacles



*Interstate 64 9th Street access ramps cutting Portland off from downtown.*



*Bicyclists on the Riverwalk along the Ohio River*

of the style found in some of the other historic corridors throughout Louisville. Some of the major thoroughfares like Portland Avenue suffer not only from poor pedestrian environments, but have the added detraction of exposed scrap yards and other poorly screened manufacturing and industrial yards.

The new Metro initiative to create safer environments for bicyclists has been introduced to the Portland neighborhood in several ways. A bike/ped path, known as the River Walk traverses the entire northern border of the neighborhood along the river connecting to Louisville's downtown and destinations east. One of the current six dedicated bike lanes in the city runs along Market Street from 20th Street to 9th Street. There are also several designated bicycle routes throughout the neighborhood.

## Public Transportation

Portland is well served by the Transit Authority of River City (TARC). Currently there are 8 bus lines which serve the neighborhood. The lines offer a good arrangement of connectivity to the Metro area.



Original Source: Transit Authority of River City (TARC)



*Damaged curbs and loss of pedestrian access.*



*Most streets in Portland need improved maintenance, pavement and curb replacement or repair, and retrofitting with handicap curb cuts at intersections in order to provide a positive pedestrian experience throughout the neighborhood.*



## ACTIVE Louisville

All of the goals of ACTIVE Louisville should apply equally to every neighborhood throughout Louisville Metro. These goals include:

- Increase access to and availability of opportunities for active living;
- Eliminate design and policy barriers that reduce choices for active living; and
- Develop communications programs that create awareness and understanding of the benefits of active living.

## Recommended Goals and Objectives

### Overall Goals:

1. Get where you want to go, when you want to go there, by car, bike, wheelchair, or TARC.
2. Connect the old, zig-zagged street grid of Portland to our surrounding City grid at every “gateway” in a welcoming way.

### Objectives & Action Items:

#### 1. IMPROVE SAFETY AND HANDICAP ACCESS.

- “Map” and prioritize streets and intersections that serve elderly and disabled residents for sidewalk repairs and wheelchair cuts to improve Portland streets, curbs and sidewalks for pedestrian safety and handicap access.
- Minimize traffic accidents and maximize flow through the neighborhood with appropriate and attractive signage that directs traffic across and through Portland on the straightest routes to points of interest such as: Boone’s Square Park, Portland Historic District, River Walk/ Bike Path, Shippingport Business Center, Portland Museum, Portland Wharf Park, Neighborhood House, Marine Hospital, Portland Park & Recreation Center, Westonia Park, McAlpin Locks & Dam, and Lannan Park



*Attractive neighborhood signage than can be increased and refined to help direct residents and visitors through Portland.*

- Analyze accident locations for placement of stop signs/traffic lights, especially 22nd and Main and the 22nd St. island at Owen St. (See accident study in “Brown Book” Neighborhood Plan, 1980.)
- Repave and light alleys as needed, especially for increased use as bike paths and for City services (garbage, recycling, etc.)
- Improve bicycle safety with youth cycling clubs/classes, in partnership with Metro Police or Health Dept.

2. ADD ATTRACTIVE and EFFICIENT DESIGN for STREETSCAPES and PARKING, especially along high-traffic through-streets of 22nd, 26th, 31st, Portland, and Bank Streets.

- Solve 26th Street parking problems and sidewalk disintegration between Portland and Main, with indented curb cuts for residential parking.
- Acquire vacant lots for landscaped parking at 26th and Portland, and along 22nd St. as needed, in vacant lots.
- Add parking along East Portland Avenue by securing land from the state right-of-way for landscaped, diagonal parking.
- Protect and improve TARC Turn-Around at 33rd and Portland Avenue for continuing service to Historic District and Wharf Park, as well as historic transportation hub.
- Work with TARC to guarantee efficient bus service to relocated Kroger’s grocery store.
- Repave all streets as needed.
- Repair streetlights and consider installing historic-style streetlights with banners.
- Save and replace brick streets and alleys wherever possible.
- Repave and Light alleys as needed, and consider use of surveillance cameras on a rotating basis at prime dumping sites.
- Save limestone curbs wherever possible, and consider inverting worn curbs to expose the opposite, less-worn side.
- Place trash receptacles along major pedestrian routes, especially 26th and 22nd at Portland, Bank, Main, and Market Streets.
- Enforce proper trash and junk placement.



*Typical alley that could become part of an upgraded network of service lanes, pedestrian walkways and bicycle paths.*



*TARC Turn-Around at 33rd and Portland Avenue*

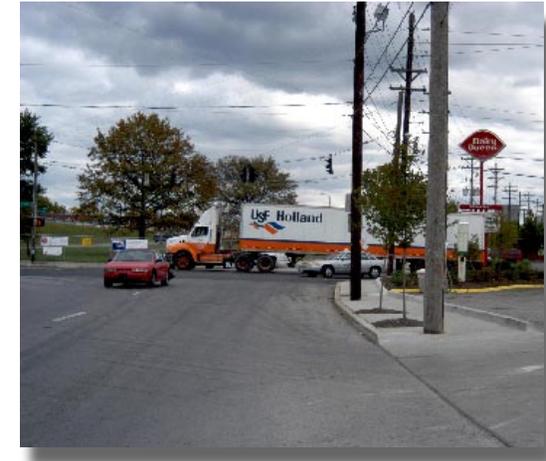


3. IMPROVE ACCESS into the neighborhood via major GATEWAYS:

- Complete Road Studies that build a River Road extension through Shippingport to Northwestern Parkway/ Portland Avenue.
- Consider the relocation of I-64 to build a Riverfront Parkway with adequate street access into Portland at 22nd, 18th, 15th, and 9th Streets, and pedestrian access to Northwestern Parkway and the riverfront.
- Improve access to eastbound I-64 at 22nd St.

4. EMPHASIZE these DESIGN FEATURES (Above) at each “GATEWAY” into Portland:

- Each intersection of 22nd St., especially at Northwestern Parkway or proposed Riverfront Parkway; Portland Ave.; Bank St.; the 22nd/21st St Island; Main; and Market Streets.
- 15th St. at the new River Road extension/ Riverfront Parkway; 15th & Rowan Street “Point” as the threshold of our residential/mixed-use neighborhood west of Shippingport; and West Main Street.
- 26th Street at Main and Market Streets.
- Bank St. Exit from I-264 east, into Portland.



*Looking east down Portland Avenue to the gateway intersection of 22nd Street and Portland Avenue.*

# Housing

The predominant land use in Portland appears to be residential; and of that, the majority are detached single-family homes. These homes reflect every type of structure built in Louisville between 1850 and 1930 -- especially frame and brick shotguns and modest bungalow-style. The former are widespread east of 22nd Street, while the latter are common in the area southwest of 22nd and Portland, and approaching the Shawnee neighborhood and Shawnee Park. Portland Avenue and Northwestern Parkway remain the “mansion district,” where the neighborhood’s most stately homes were built.

The conservation of Portland’s older houses –the frame shotguns, in particular – presents the greatest challenge to the neighborhood, both owing to the relative size of many of the homes (@ 1,000 sq. ft. and less, especially east of 22nd); and to the age and declining condition of a very large number of these structures. At the same time, this housing stock continues to provide affordable housing opportunities – and a home – to many, many Portland residents. Removing structures some might consider “substandard” from the neighborhood housing supply would, at the same time, reduce the overall supply of affordable housing – and familiar surroundings – without a comparable replacement readily available.

The Portland Neighborhood Plan Task Force, when considering housing issues, emphasized their desire to provide an opportunity for current renters in Portland to be able to buy a home in the neighborhood. A University of Louisville graduate studio, conducting a Portland housing study in Spring, 2006, concluded that this goal of “portability” might be accomplished by utilizing federal housing funds to subsidize home ownership for low income Portland residents. Whatever the case, any housing revitalization strategy in Portland must be thoughtfully crafted and efficiently administered, so that any federal grants invested in the neighborhood will serve as a catalyst for significant private investment both in the targeted area and – more importantly – in the area immediately surrounding. The use of federal funds must, in other words, demonstrate a high degree of “leverage,” with every dollar of grant funds applied resulting in a maximum amount of private investment, in return.

Some aspect of this strategy – perhaps all – will need to be administered and coordinated by a neighborhood-based development organization, in lieu of local government serving the role. For many reasons, the former seems more desirable, barring inefficiencies inherent to a small and



inexperienced neighborhood non-profit. One way to mitigate this risk would be to form special-purpose housing alliances between experienced community development organizations and Portland Now or other public institutions based in Portland.

## Recommended Goals and Objectives

*The Portland Neighborhood Plan Task Force adopted the following recommendations to improve quality of life and the marketability of housing in Portland. These goals and objectives are largely incorporated into the Plan Implementation section that concludes and summarizes the Portland plan.*

### I. INCREASE THE PERCENTAGE OF HOME OWNERSHIP:

Home owners in general take better care of their property than absentee landlords and have a greater stake in improving the neighborhood in which they live.

### II. ENHANCE HOUSING QUALITY:

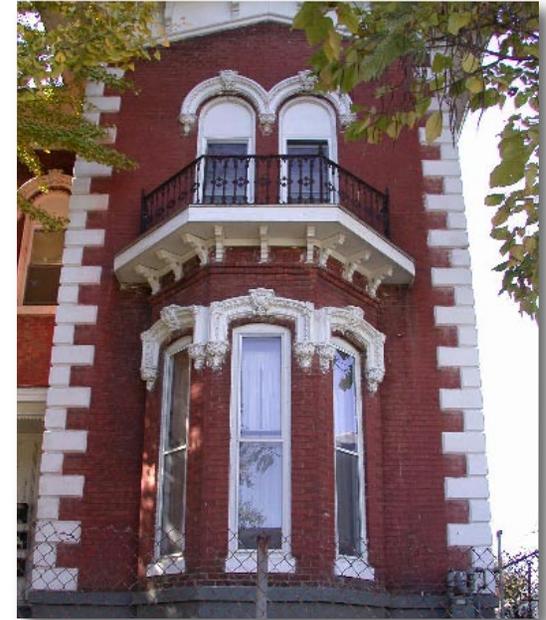
Enhance the quality and physical condition of all housing in Portland, especially rental property. Promote the rehabilitation and development of housing that is affordable, accessible, clean, lead-free, and architecturally compatible with its surroundings.

- A. INCENTIVES: Make available low interest loans or other financial incentives to enhance housing quality and physical condition.
- B. DEVELOPERS: Collaborate with developers in the provision of safe, attractive, and affordable housing in Portland.
- C. LENDING PRACTICES: Protect against predatory lending practices in the neighborhood.
- D. CODES: Enforce housing codes especially for rental property.
- E. MONITOR: Monitor the management and upkeep of publicly-assisted rental properties.

### III. PRESERVE HISTORIC FABRIC:

Preserve, conserve, and rehabilitate the neighborhood's historic residential fabric.

- A. DISTRICT: Explore creation of a Local Preservation District for Portland.
- B. LOANS & GRANTS; Through the Metro Department of Housing and Community Development (MDHCD), establish a loan and grant program to provide incentives for current and prospective homeowners to rehabilitate existing housing stock.





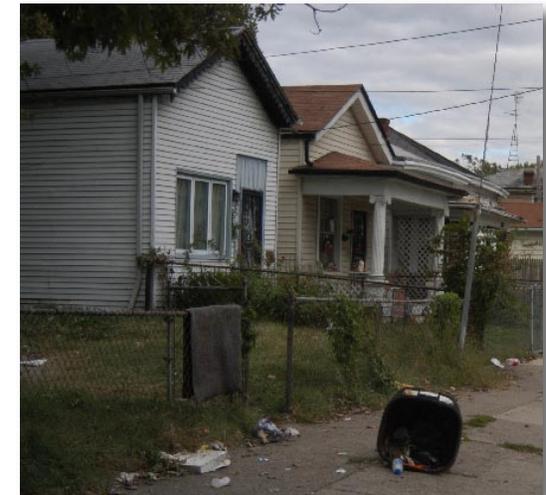
- C. **FACADES:** In conjunction with a Portland Pattern Book (described at IV(A) below), create a façade improvement program where money is granted to upgrade the architectural quality of new and renovated facades.
- D. **PARTS:** Make available affordable replacement parts – such as windows or façade trim pieces – that facilitate owner participation in a historic façade improvement program.
- E. **DEMOLITION CANDIDATES:** Identify underutilized, neglected and abandoned historic properties – particularly those at risk of imminent demolition.
- F. **STABILIZE AND MARKET:** Establish a program to stabilize and “mothball” abandoned structures and then to market those structures to return to them to productive and desirable use.
- G. **TAX MEASURES:** Institute local tax measures that encourage historic rehabilitation and that discourage property neglect and abandonment.



IV. **DESIGN GUIDELINES:** Institute architectural and urban design guidelines intended to preserve the neighborhood’s existing architectural fabric and to encourage complementary and compatible “infill” development.

- A) **PORTLAND PATTERN BOOK:** Develop a Portland Pattern Book to guide owners and remodelers of Existing Housing as to how their building façades could be improved to be in conformance with the historical facades of Portland and to guide builders and developers of New Housing to be compatible with surrounding historic architecture. Use Louisville’s Clarksdale Hope VI Housing Project Pattern Book as a model.

V. **NEW DEVELOPMENT:** Promote the development of significant, context-sensitive mixed-use projects at strategic sites within the neighborhood to serve as the catalyst for the revitalization of surrounding districts. On a smaller scale, promote new construction on vacant sites in accordance with the Portland Pattern Book.



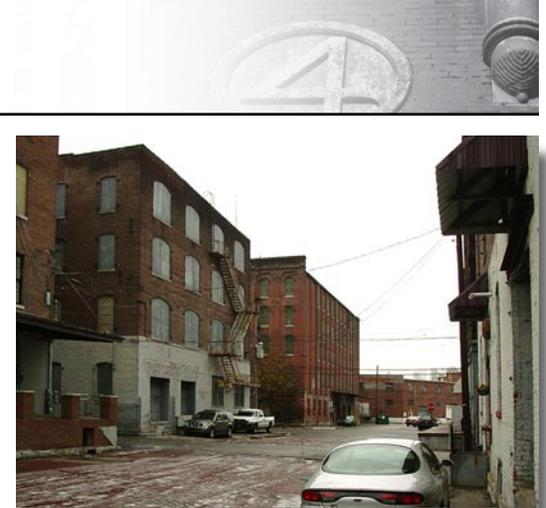
# Economic Development

The Portland Task Force recognized that the economic issue of paramount importance is employment for Portland residents. Therefore, the Task Force recommended that existing workforce preparedness programs be brought to bear in Portland to increase resident employability and, consequently, the overall economic well-being of the neighborhood.

Meanwhile, the Task Force's other principal focus was to increase the marketability of Portland via general promotion of the neighborhood's assets, as well as through the creation of attractive signage and "gateways" at key entryways to the neighborhood. By revitalizing the Portland Business Association, the neighborhood would have a strong advocate and a partner to work with Metro government to recruit new businesses to the neighborhood – particularly neighborhood-serving retail businesses, as well as small, light manufacturers producing local products (e.g. Shuckman's Fish Company & Smokery). The Task Force gave special emphasis to revitalizing the many historic commercial corner structures found throughout the neighborhood, and recommended dovetailing adaptive use with business recruitment to attract viable and desirable commercial uses to these structures, thereby creating a host of small neighborhood commercial "nodes."

On a larger scale, the Task Force identified a number of districts within the neighborhood that deserve special attention and redevelopment – including the former Kroger site at 32nd and Portland; the historic Portland Avenue corridor, centered at 26th and Portland; the gateway district at 22nd and Portland; and the Shippingport business district. The Task Force acknowledged that each district possesses unique characteristics and potential, and therefore urged Metro government to approach each accordingly – although with the common goal of promoting economic development compatible with traditional residential areas adjacent.

The Task Force acknowledged the long tradition of mixed use within Portland – light manufacturing and neighborhood commercial within a larger residential context – and therefore recommended that the plan support that tradition, provided future uses are compatible and contribute to the overall economic viability of Portland.



*Great potential for urban redevelopment of the Shippingport business district into mixed use lofts and commercial corridor.*



## Recommended Goals and Objectives

*The Portland Neighborhood Plan Task Force adopted the following recommendations to advance the economic vitality of the neighborhood. These goals and objectives are largely incorporated into the Plan Implementation section that concludes and summarizes the Portland plan.*

- I. Increase the number of businesses located in the Portland neighborhood through strategies that recruit new businesses and support expansion/retention of existing businesses.
  - A. Reconstitute and revive the Portland Business Association as the steward of Portland's economic development strategy.
  - B. Recruit "high-profile, locally-trusted business" to create a cache for Portland and to attract other business to follow them into the neighborhood
  - C. Learn from existing businesses what they need in order to more viable in the neighborhood.
  - D. Create an opportunity profile for use in recruitment of new businesses.
    1. Survey all existing commercial buildings. Identify their current and original use.
    2. Establish data to support ideas for development presented by the task force and other Portland stakeholders.
  - E. Promote "neighborhood-friendly" commercial uses and scale. (Examples: coffee roasters, bakery, microbrewery, specialty printing (like Heid), fish processing (like Shuckman's)).
  - F. Recruit locally-owned banks and credit unions to locate branches in Portland
  
- II. Identify economic development projects and potential partners that will compliment key development areas identified by the neighborhood planning committee.
  - A. Study redevelopment possibilities for the "old" Kroger site.
  - B. Develop a strategy for healthy "mini-nodes" organized around historic corner commercial structures. Encourage "live-work" re-use of traditional corner stores.
  - C. Explore zoning possibilities (i.e., "Town Center" form district) for Portland Avenue from 22nd to 26th streets that would allow offices and businesses to appropriately intermingle with residences; without damaging or detracting from the residential character of Portland Avenue.
  - E. Establish 15th & Rowan as the threshold of a residential/mixed use neighborhood lying to the west of Shippingport and the downtown waterfront.
  - F. Monitor and coordinate with Louisville Metro government regarding development



*Economic redevelopment possibilities should be explored for the former Kroger site.*

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immediately west of Tenth Street. Appoint a Portland liaison to represent the neighborhood in planning and development discussions for this area “bridging” Portland and downtown.

- III. Develop a comprehensive marketing plan that will promote economic investment and home ownership in Portland.
  - A. Create a “new task-force” that will be charged with securing the funds and professional support for design and production of marketing material, including logo, slogan, printed material & video.
  - B. Create gateway signage and banners and provide façade design assistance and loans at key entryways and corridors.
  - C. Implement the heritage tourism strategy developed for Portland by the Louisville Development Authority (for example, create an entry to the Wharf Park onto the 35th Street commercial node).
  - D. Research and explore how other neighborhoods, communities and cities have effectively implemented a comprehensive marketing plan. (i.e. Paducah, KY; Corydon, IN)
  
- IV. Reduce the unemployment rate of residents living in Portland.
  - A. Encourage and support programs that address workforce development through job readiness preparation, job counseling and long-term career development.
  - B. Encourage and support programs that address job development and job search assistance.
  
- V. Raise the average wage earned by residents living in Portland.
  - A. Develop a strategic plan to increase educational opportunities and attainment within the Portland neighborhood.
  - B. Collaborate with neighborhood partners and stakeholders to facilitate vocational skills training in needed local and regional career tracks
  
- VI. Establish a new task force to develop the key indicators for economic development within the neighborhood.
  - A. Utilize the determined key indicators to measure Portland’s economic progress.
  - B. Collaborate with the city and neighborhood organizations to effectively address the key indicators.



*Desperate need to improve gateways into Portland such as the 22nd Street and I-64 interchange.*

# Parks, Open Space, and Recreation

## Inventory

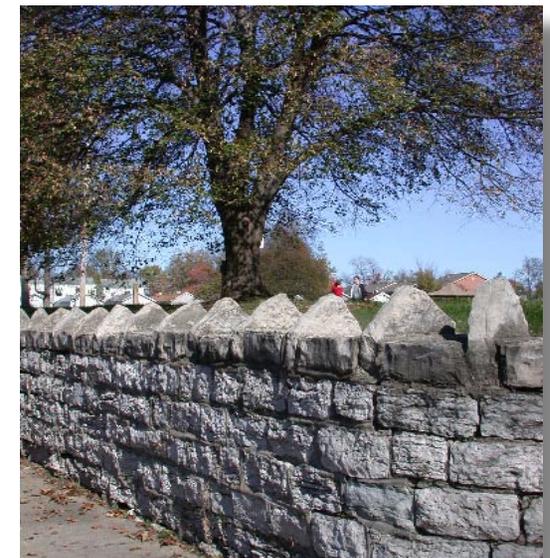
Portland is blessed with numerous parks and parkways, but the quality and facilities vary greatly. There are approximately 411 acres of park land and open space available to Portland if Shawnee Park and Portland Cemetery are included. Other park-like settings such as the Portland Marine Hospital grounds add many more acres of open space. Although Portland's approximately two miles of riverside is accessible via the Riverwalk, it is hard to get to the edge of the river and the flood protection wall is a huge barrier that separates Portland from its reason for being – the Ohio River.

The following is a list of parks and green spaces in the Portland area:

- Boone Square (4 acres, Olmsted Park, spray pool, shelter, basketball) - between 19th and 20th, Duncan and Rowan
- Lannan Park (17 acres, 2 ballfields, basketball, playground, tennis) - north of Interstate 64, 22nd to 26th
- Portland Park and Portland Community Center (4 acres, playground, basketball, volleyball, spray pool) - between 27th and 28th, Montgomery and Northwestern Parkway
- LaPorte Park (2 acres + pool, basketball) - Portland Avenue, between 24th and 26th
- Charles Young Park (less than one acre) - Lytle Street, near 27th
- Slevin Park (less than one acre, playground) - SE corner 25th and Slevin Streets
- Portland Wharf Park (56 acres, Riverwalk, archaeology) - North of Floodwall, between 31st and 36th
- Westonia Park (2 acres) - Rowan and Crop, 29th and 30th
- Portland Cemetery (est. 8 acres) - Pflanz Avenue, 35th to 37th
- Northwestern Parkway (Olmsted Parkway) - Starts at 16th and follows the river until it reaches Market St. where it becomes Southwestern Pkwy.
- Shawnee Golf Course (18 hole) - Northwestern Pkwy at Bank St.
- Shawnee Park (316 acres) - North of Floodwall, 37th beyond 44th



Historic Boone Square Park





## Analysis

Portland's residents have an enviable amount of existing green spaces, as evidenced by the above list and accompanying map, to serve most of their open space needs. Their green spaces take various forms from active recreation parks with ball fields, courts and playgrounds, such as Lannan Park and Boone Square Park, to more passive areas such as Charles Young Park and the public front yard of the Family Health Center on Portland Avenue, to the long linear greenway Riverwalk that stretches the entire length of the Portland neighborhood's Ohio River frontage. Additionally, no Portland resident is farther than a half-mile walk or bike ride to at least one if not several of these green spaces. Clearly, then, the amount and proximity of green space necessary for Portland to have a high quality of life from the open-space perspective is adequate.

However, there are two concerns with Portland's open spaces that deserve attention in the future. As mentioned in this chapter's opening paragraph there is an accessibility/visibility issue with the Riverwalk, Lannan Park, Shawnee Park and the future Portland Wharf Park. Unfortunately, westbound drivers traveling through the Portland neighborhood on I-64 get a better view of, and therefore contextual sense of, these four parks and their proximity to the residential core of Portland than do many of Portland's own residents. Pedestrian and vehicular access to any of these four greenspaces is limited, in need of upgrading or repair, confusing and hidden in many cases. Except for an I-64 pedestrian overpasses near 19th Street and 23rd Street, a hidden and often hard-to-find access to Lannan Park off Northwestern Parkway near 27th Street and an overly-subtle pedestrian access walk over the flood wall to the Portland Wharf Park site from Northwestern Parkway near 31st Street the Portland neighborhood finds itself cut off from these wonderful green space resources by Interstate 64. Considering that Portland's northern boundary along the Ohio River stretches for nearly four (4) miles, these are an inadequate number of connections. Future attention must be focused on improving the visibility and ease of access to these existing entry points. Additionally, investigating new access points, whether via overpasses or pedestrian tunnels beneath I-64, should be envisioned, explored and developed to ensure easy, attractive and numerous connections of Portland's residential areas to the riverfront open spaces.

**Lannan Park Playground**



**Riverwalk through Lannan Park**





The second concern at hand is that Portland's green and open spaces, while numerous and of a commendable variety, have no sense of connection to one another. Nor do they contribute to the imagability of or ease of orientation within the neighborhood. As shown on the Portland Parks & Greenspaces map in this chapter there is a great opportunity to engage all of these parks, cemeteries and open spaces to become parts of an entire neighborhood system. The streets indicated on the map, such as Portland Avenue, Bank Street, 22nd Street and 26th Street, are identified as the potential "connectors" within this neighborhood park system. A top priority should be for these streets to receive immediate attention and upgrading in terms of sidewalk and curb repair, street tree planting, and possibly the introduction of a unified family of street furnishings such as trash receptacles, benches, banners, etc. These identified streets would serve as both connections between all of Portland's open spaces as well as helping residents and visitors find their way through Portland as they visit its many points of interest such as historic homes, historic parks and the McAlpin Locks and Dam.

One final thought, in concert with the philosophy of "you can never have enough green space!", is that continuing efforts to locate, secure and develop additional green and open spaces should be ongoing. Opportunities for improving the green space infrastructure exist along the rights-of-way for I-64 and I-264, along both sides of the immense rail yard west of 30th Street, at gateway entrances to Portland, such as 22nd Street's I-64 access point and intersections along Main and Market Streets at 15th, 21st, 22nd and 26th Streets. The coordination and nurturing of partnerships with Louisville Metro Parks Department, Louisville Metro's Department of Public Works and Operation Brightside could prove fruitful in these efforts far into the future.



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## Recommended Goals and Objectives

*The Portland Neighborhood Plan Task Force adopted the following recommendations to improve and enhance Portland's parks, greenspace, and natural character. These goals and objectives are largely incorporated into the Plan Implementation section that concludes and summarizes the Portland plan.*

### **Goal: Use Portland parks and open space to improve quality of life for Portland families and visitors**

#### **I. Improve park maintenance and street landscaping.**

- A. Create a “friends of Portland Parks” committee to increase citizen involvement in the protection and development of Portland’s many parks and related park issues.
- B. Investigate potential of alleys to link parks and cultural sites for access by children—an inner city safe bike trail.
- C. Investigate restoration of Northwestern Parkway to Olmsted Plan.
- D. Establish program to plant trees along streets and educate children about value of trees.
- E. Increase landscaping at Gateways to Portland. Install welcoming signs and banners.
  - 1. 22nd and Portland Avenue
  - 2. Shawnee Expressway and Bank Street
  - 3. Main Street/ Market Street corridor
  - 4. 44th and Northwestern Parkway

#### **II. Work with Metro officials to ensure completion and success of Portland Wharf Park.**

- A. Create an Interpretive Master Plan for outdoor exhibits to explain the history and archaeology of the site. (Preserve America Grant).
- B. Link Park to other heritage site by using interpretive signs and thematic trails. (Preserve America grant)
  - 1. Architectural heritage
  - 2. Maritime heritage
  - 3. African American heritage



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- C. Work to have a cut made in the floodwall to allow pedestrian access to Portland Wharf Park and the river's edge.
  - D. Improve maintenance of Portland Wharf Park as part of interpretive strategy.

**III. Increase landscaping at “park like” settings throughout Portland. Portland is located next to one of the great bird migratory routes in the world. Portland should become a “bird friendly” environment by planting lots of trees.**

- A. Schools,
- B. Cemeteries,
- C. Old Kroger site
- D. The Marine Hospital grounds are the front lawn of Portland. Can the parking be relocated to enhance beautiful specimen trees?
- E. Identify other landscaping opportunity spots

**IV. Improve outdoor recreational facilities and increase opportunities for enjoying nature.**

- A. Investigate reports that Shippingport will be permanently closed to recreational users. Evaluate and make a plan, if it is determined that Shippingport should be available for visiting.
- B. The great central area of Portland is without parks and playgrounds and is bisected by the railroad lines. Explore the possibility of “greening” this space, and find locations for child-friendly parks, tot lots, and play yards
- C. Improve drainage for Little League ball fields at Lannan Park

**V. Explore possibility of establishing a park on Rowan Street between 10th and 13th streets. This is the most historic spot in Louisville as it is probably the site of Fort on Shore where the first settlers established themselves after leaving Corn Island. This could provide much needed green space for the families that live east of 22nd Street and increase the number of heritage related experiences for visitors and residents.**

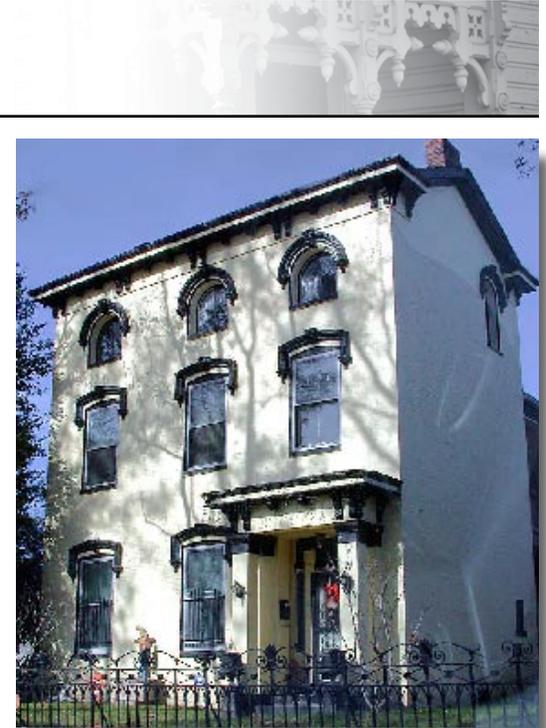


# Historic Preservation

The historic fabric of the Portland neighborhood is a core concern of its residents. Portland's colorful and lengthy history play a significant roll in the character of the community for the people who grew up in the neighborhood and those who call Portland "home." Numerous studies have been undertaken to assess and identify the historic assets of the Portland neighborhood over the last several decades. Through these studies a rather large number of structures have been recognized as potential sites for the National Registry of Historic Places (NRHP) including individual structures, homes and districts. The large number of identified prospects helps to bolster the resident's strong concern in the historic preservation of the neighborhood. Unfortunately, due to historic events such as the construction of the lock system, flooding and subsequent mitigation techniques including the floodwall, many more of the properties have either been destroyed or damaged to such a great extent as to be unsalvageable.

Two major historic and architectural surveys have been performed since 1996 whose scopes have included portions of the Portland neighborhood. The Historic and Architectural Survey of Certain Portions of West Louisville, Jefferson County, Kentucky completed in October of 1996 by Gray & Pape Inc. (GPI) made proposals on historic districts, individual buildings and a multiple property submission entitled Shotgun Houses of West Louisville. Historic and Architectural Survey: West Louisville, Zone C was completed in June of 1999 by John Milner Associates, Inc. (JMA) and built upon the recommendations of the GPI survey while its scope covered areas not evaluated in the GPI survey.

GPI proposed two historic districts, a Portland Avenue Extension of the Portland Avenue Historic District (whose boundaries are the north and south sides of Portland Avenue between North 32nd and North 33rd Streets) and a Portland Avenue/North 26th Street Historic District (whose boundaries are the south side of Portland Avenue, roughly between North 22nd and North 26th Streets; East and west sides of North 26th Street from Portland Avenue to the alleys south of Griffiths Avenue). GPI also proposed 15 individually eligible properties within their study area related to Portland listed in *Table 1* as well as 42 shotgun homes in the Portland area which were included in the multiple property submission which are listed in *Table 2*.



*Historic structure within the existing Portland Historic District north of Northwestern Parkway and west of 31st Street*



*Typical architectural details of historic-designation worthy residential structures in Portland*

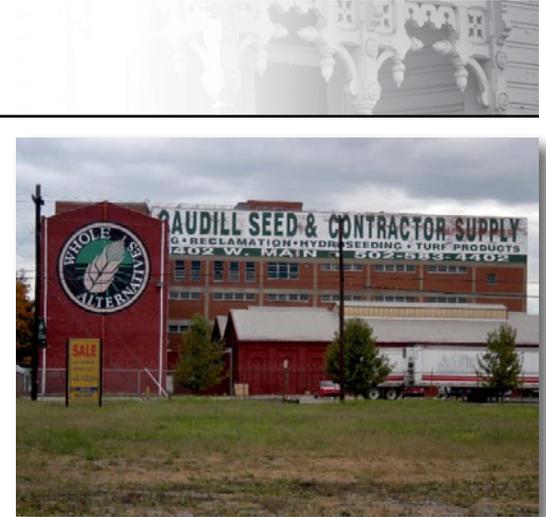
The JMA survey proposed a historic district be created, identified as the 15th Street Industrial District (whose boundaries are the east and west sides of 15th Street from West Main Street to Portland Avenue; east and west sides of 16th Street from West Main Street to Rowan Street). The results of the survey also listed 47 individually eligible properties within the scope of Portland listed in *Table 3* and 31 shotgun homes listed in *Table 4*.

All of the recommendations are subject to further review at the local, state and federal level through the Consensus Determination of Eligibility process.

## Recommended Goals and Objectives

*The Portland Neighborhood Plan Task Force adopted the following recommendations to promote the conservation of the neighborhood's highly significant historic character. These goals and objectives are largely incorporated into the Plan Implementation section that concludes and summarizes the Portland plan.*

- I. Protect the Architectural character of Portland
  - A. Identify and document existing conditions in Portland
    1. Threatened or endangered structures
    2. Important individual buildings
    3. Styles, materials and contributing elements that create the "Portland look"
    4. Whole block faces and areas of small districts that are intact and retain original features
  - B. Set priorities for Preservation
    1. Create a most endangered list (crisis intervention)
  - C. Encourage Facade Preservation when full restoration is not possible
  - D. Reduce the number of demolitions
    1. Neighborhood notification
    2. Stabilize, "mothball" and market vacant structures
    3. Form a "swat team" to quickly react to notification
  - E. Work with Metro Government to establish ways to preserve and protect the historic fabric of streets, alleys, sidewalks, iron fences and curbs



*1402 West Main Street - part of the JMA-identified 15th Street Industrial District*

*Identifying and documenting the myriad historic structures of Portland with photographs and written descriptions is critical to protecting, preserving and restoring this neighborhood's historic legacy for generations to come*

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## II. Improve the quality of rehabilitation and restoration in Portland

### A. Conduct Research and gather information

1. Economic implications for the community of historic preservation and improvements activities. (i.e. cost of houses rises)
2. Best practices for typical situations in Portland (i.e. lead paint abatement)
3. Legal tools to protect important resources (Old Louisville prevents removal of stained glass windows)
4. Legal tools and/or tax incentives to make preservation attractive
5. Appropriate replacement materials and products that preserve the character of the local area without being cost prohibitive
6. Local and national preservation districts

### B. Craft a plan with strategies for affordable restoration

1. Write an Overview of architecture in Portland
2. Create architectural guidelines for appropriate development
3. Publish a Portland pattern book with affordable options that preserve historic character

## III. Educate and Communicate about preservation issues and ideas

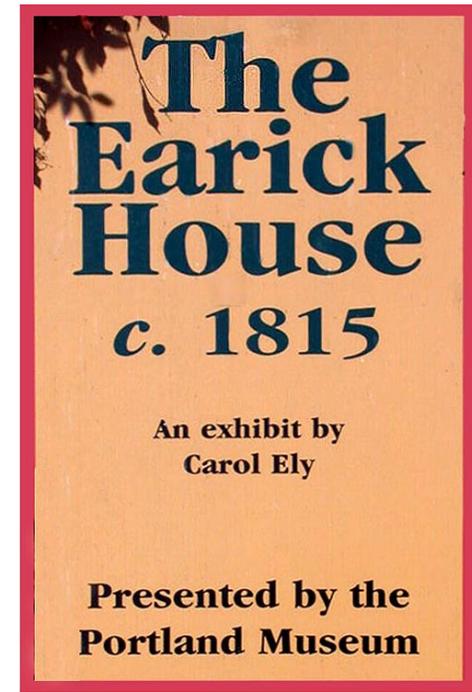
- A. Support and develop Portland Preservation Alliance as an advocacy group
- B. Establish a resource center of books and materials at the Public Library
- C. Conduct how-to workshops on topics such as window repair

## IV. Promote Portland Heritage

- A. Develop historic markers for important places and buildings
- B. Publish a calendar, set of postcards, poster, banners or other print media to increase awareness of Portland's architectural heritage
  1. Market to support Preservation Alliance and activities
- C. Institute an award program for good restoration and rehabilitation
  1. Send postcard to thank resident for good quality work
  2. Public recognition for good quality work
  3. Marker or plaque for buildings that are 100 years or older



*Architectural detail of the Earick House*



**A Portland Treasure**

TABLE 1: Properties Proposed for Individual Listing in the National Register of Historic Places



| Name/Address  | Architectural Style/Type                 | Date         |
|---|--|--------------|
| 3200 Rudd Ave.  | Italianate commercial building           | c. 1880      |
| Ohio River Bridge, between Rudd Avenue & Northwestern Parkway                         |  | c. 1911-1912 |
| 3135 Northwestern Parkway   | Italianate house                         | c. 1870      |
| 3131 Northwestern Parkway   | Queen Anne house                         | c. 1890      |
| Montgomery Street Bridge #1   | Early 20th century railroad overpass     |              |
| Montgomery Street Bridge #2   | Early 20th century railroad overpass     |              |
| Railroad Bridge, Portland Avenue, between 30th and 31st Streets                       | Early 20th century railroad overpass     |              |
| Railroad Bridge, Bank Street between 30th and 31st Streets                            | Early 20th century railroad overpass     |              |
| Order of Red Men Lodge/Portland Boxing Club, 617 N. 27th Street                       | Italianate institutional building        | c. 1880      |
| Lewis Lodge #191, 537 N. 26th Street  | Classical Revival institutional building | c. 1910      |
| Victor Mathes Florist, 2531 Bank Street   | Commercial building and greenhouse       | c. 1920      |
| Nick Warisse Baking Co., southwest corner of N. 25th Street and Griffiths Avenue      | Romanesque Revival industrial bldg.      | c. 1908      |
| St. Cecilia Church Complex, northwest corner of St. Cecilia Street and N. 25th Street | Church complex                           | c. 1909      |
| 312 N. 20th St., between Duncan & Griffiths   | Italianate Villa residence               | c. 1870      |
| 3214 Portland Avenue  | Greek Revival residence                  | c. 1850-1860 |

TABLE 2: Shotgun Houses Recommended for Inclusion in Proposed National Register of Historic Places Multiple Property Submission, Shotgun Houses of West Louisville



| Name/Address              | Architectural Style/Type |
|---------------------------|--------------------------|
| 3224-26 Portland Avenue   | Double Shotgun           |
| 2610 Montgomery Street    | Front Gable Shotgun      |
| 514 N. 29th Street        | Front Gable Shotgun      |
| 623 N. 25th Street        | Camelback Shotgun        |
| 619 N. 24th Street        | Front Gable Shotgun      |
| 2718 Portland Avenue      | Hipped Roof Shotgun      |
| 617 N. 24th Street        | Front Gable Shotgun      |
| 523 N. 26th Street        | Front Gable Shotgun      |
| 2535 Street Xavier Street | Front Gable Shotgun      |
| 2114 Portland Avenue      | Front Gable Shotgun      |
| 2138 Lytle Street         | Hipped Roof Shotgun      |
| 2131 Bank Street          | Hipped Roof Shotgun      |
| 2135 Bank Street          | Hipped Roof Shotgun      |
| 2137 Bank Street          | Hipped Roof Shotgun      |
| 2139 Bank Street          | Hipped Roof Shotgun      |
| 2141 Bank Street          | Hipped Roof Shotgun      |
| 2034 Portland Avenue      | Hipped Roof Shotgun      |
| 2032 Portland Avenue      | Hipped Roof Shotgun      |
| 2030 Portland Avenue      | Hipped Roof Shotgun      |
| 454 N. 25th Street        | Hipped Roof Shotgun      |
| 2012 Bank Street          | Front Gable Shotgun      |

| Name/Address          | Architectural Style/Type |
|-----------------------|--------------------------|
| 2010 Bank Street      | Camelback Shotgun        |
| 2008 Bank Street      | Front Gable Shotgun      |
| 362 N. 26th Street    | Front Gable Shotgun      |
| 345 N. 24th Street    | Hipped Roof Shotgun      |
| 347 N. 23rd Street    | Hipped Roof Shotgun      |
| 2133 Griffiths Avenue | Front Gable Shotgun      |
| 335 N. 24th Street    | Front Gable Shotgun      |
| 321 N. 25th Street    | Front Gable Shotgun      |
| 318 N. 24th Street    | Front Gable Shotgun      |
| 331 N. 23rd Street    | Front Gable Shotgun      |
| 312 N. 23rd Street    | Front Gable Shotgun      |
| 210 N. 25th Street    | Front Gable Shotgun      |
| 212 N. 25th Street    | Front Gable Shotgun      |
| 214 N. 25th Street    | Front Gable Shotgun      |
| 2327 Rowan Street     | Front Gable Shotgun      |
| 2530-32 Rowan Street  | Double Shotgun           |
| 2526-28 Rowan Street  | Double Shotgun           |
| 2522-24 Rowan Street  | Double Shotgun           |
| 2518-20 Rowan Street  | Double Shotgun           |
| 2326 Rowan Street     | Camelback Shotgun        |
| 2328 Rowan Street     | Camelback Shotgun        |

TABLE 3: Properties Proposed for Individual Listing in the National Register of Historic Places

| Name/Address                  | Architectural Style/Type & Date                                  | Date    |
|-------------------------------|--|---------|
| 2000 Portland Avenue          | Queen Anne   | c. 1890 |
| 1822 Portland Avenue          | Italianate   | c. 1880 |
| 1810 Portland Avenue          | Four Square  | c. 1890 |
| 1800 Portland Avenue          | Tobacco Handling Building, 1890                                  | c. 1890 |
| 1724 Portland Avenue          | Italianate Commercial Building                                   | c. 1890 |
| 1625 and 1629 Portland Avenue | Masonry Manufacturing Building                                   | c. 1930 |
| 1919 Bank Street              | Four Square  | c. 1900 |
| 1915 Bank Street              | Bungalow   | c. 1910 |
| 510 N. 17th Street            | Bungalow   | c. 1910 |
| 1620 Bank Street              | Purity Bakery  | c. 1924 |
| 212 N. 17th Street            | Four Square  | c. 1890 |
| 128 N. 18th Street            | Public Bath House around 1920, Baptist Church in the 1990s       | c. 1920 |
| 118 N. 18th Street            | Italianate   | c. 1890 |
| 1700 Rowan Street             | Italianate Commercial Building                                   | c. 1890 |
| 1620 W. Main Street           | Italianate   | c. 1880 |
| 111 S. 18th Street            | Main Street Bakery in the 1890s, Falls City Tobacco in the 1930s | c. 1890 |
| 1913 W. Main Street           | Steam Laundry, Classical Rev. Commercial Building                | c. 1890 |
| 2000 W. Main Street           | Italianate Commercial Building                                   | c. 1880 |
| 2004 W. Main Street           | Queen Anne   | c. 1890 |
| 2015 W. Main Street           | Colonial Rev. Four Square  | c. 1890 |
| 2100 W. Main Street           | Italianate   | c. 1890 |
| 2102 and 2104 W. Main Street  | Italianate Twin  | c. 1890 |
| 2116 W. Main Street           | Queen Anne   | c. 1890 |
| 2218 and 2220 W. Main Street  | Craftsman Apartment Building                                     | c. 1920 |
| 2307 and 2309 W. Main Street  | Four Squares   | c. 1910 |
| 2405 W. Main Street           | Italianate   | c. 1890 |
| 2428 W. Main Street           | Classical Revival Commercial Building                            | c. 1910 |
| 2613 W. Main Street           | Italianate   | c. 1880 |

TABLE 3 (continued): Properties Proposed for Individual Listing in the National Register of Historic Places

| Name/Address   | Architectural Style/Type & Date              | Date    |
|--|--|---------|
| 2705 W. Main Street                                  | Bungalow                                     | c. 1910 |
| 2606 W. Main Street                                  | Bungalow                                     | c. 1910 |
| 2711 W. Main Street                                  | Eastlake                                     | c. 1900 |
| 2702 W. Main Street                                  | Four Square                                  | c. 1910 |
| 2731 W. Main Street                                  | Four Square                                  | c. 1910 |
| 2728 W. Main Street                                  | Four Square                                  | c. 1910 |
| 2742 W. Main Street                                  | Four Square                                  | c. 1900 |
| 2752 W. Main Street                                  | Bungalow                                     | c. 1900 |
| 2800 W. Main Street                                  | American Legion, Italian Renaissance Revival | c. 1915 |
| 2808 W. Main Street                                  | Four Square                                  | c. 1920 |
| 2927 W. Main Street                                  | 4-Unit Apartment                             | c. 1910 |
| 101 N. 30th Street                                   | Four Square                                  | c. 1910 |
| 100 N. 30th Street                                   | Mosaic Apartment Building                    | c. 1931 |
| 103 N. 30th Street                                   | Bungalow                                     | c. 1910 |
| 2927 W. Market Street                                | Craftsman Commercial Building                | c. 1920 |
| 2619 W. Market Street                                | Queen Anne                                   | c. 1900 |
| West Market and S. 26th Street, NW Corner            | Moderne Commercial Building                  | c. 1930 |
| 2529 W. Market Street                                | Former Woodworking Shop                      | c. 1930 |
| 2221 W. Market Street                                | Italianate                                   | c. 1880 |
| W. Market Street Between S. 32nd and S. 30th Streets | Railroad Bridge                              |         |

TABLE 4: Shotgun Houses Recommended for Inclusion in Proposed National Register  
of Historic Places Multiple Property Submission, Shotgun Houses of West Louisville



| Name/Address          | Architectural Style/Type       |
|-----------------------|--------------------------------|
| 1930 Portland Avenue  | Camelback Shotgun              |
| 1846 Portland Avenue  | Camelback Shotgun              |
| 533 N. 20th Street    | Camelback Shotgun              |
| 1838 Baird Street     | Front Gable Shotgun            |
| 1814 Griffiths Avenue | Front Gable Shotgun            |
| 324 N. 18th Street    | Front Gable Shotgun            |
| 1813 Owen Street      | Front Gable Shotgun            |
| 1809 Owen Street      | Front Gable Shotgun            |
| 318 N. 18th Street    | Front Gable Shotgun            |
| 1818 Duncan Street    | Camelback Shotgun, Hipped Roof |
| 1610 Bank Street      | Front Gable Shotgun            |
| 1812 Columbia Street  | Front Gable Shotgun            |
| 1601 Rowan Street     | Front Gable Shotgun            |
| 110 N. 18th Street    | Front Gable Shotgun            |
| 116 Crop Street       | Hipped Roof Shotgun            |

| Name/Address                        | Architectural Style/Type         |
|-------------------------------------|----------------------------------|
| 1903, 1905, and 1907 W. Main Street | Front Gable Shotgun              |
| 1925 W. Main Street                 | Hipped Roof Shotgun              |
| 1929 W. Main Street                 | Hipped Roof Shotgun              |
| 2011 W. Main Street                 | Camelback Shotgun                |
| 2026 W. Main Street                 | Hipped Roof Shotgun              |
| 2115 and 2117 W. Main Street        | Cross Gable                      |
| 2321 W. Main Street                 | Front Gable Shotgun              |
| 2329 W. Main Street                 | Front Gable Shotgun              |
| 2612 W. Main Street                 | Camelback Shotgun, Hipped Roof   |
| 2736 W. Main Street                 | Camelback Shotgun                |
| 2744 W. Main Street                 | Camelback Shotgun                |
| 2755 W. Main Street                 | Camelback Shotgun                |
| 2735 W. Market Street               | Hipped Roof Shotgun              |
| 2533 and 2535 W. Market Street      | Front Gable Shotgun, Hipped Roof |
| 2219 W. Market Street               | Hipped Roof Shotgun              |