

ALGONQUIN
PARKWAY
Community Needs
Assessment Study



ALGONQUIN PARKWAY

Community Needs Assessment Study

Prepared for the Mayor, the Board of Aldermen, the Neighborhood Development Cabinet and the residents of the Algonquin Parkway Community of the City of Louisville.

The participation of the residents of the Algonquin Parkway Community (Park DuValle, Hallmark, Park Hill and Algonquin neighborhoods) and the executive and legislative branches of City Government in the development of this document is most appreciated.

The preparation of this document was financed in part with federal Housing and Community Development funds.

January, 1985



PREFACE

Land Use Concerns

- The many vacant single-family structures and lots scattered throughout the area raises a concern about their use and maintenance.
- Housing conditions are declining in the area.
 - Public housing complexes need improvements.
 - Special blocks of concern are bounded by Penway/Linwood, Olive/Dixdale, Narraganset/Wyandotte, Standard/22nd/Burnett/25th, and Burnett/17th/Bolling/Dixie.
- The poorest housing conditions are concentrated in the 7th and Hill area and the 12th and Hill area. These two areas have a questionable residential future, and will remain industrially zoned under the areawide land use rezoning for the Enterprise Zone.
- East of Dixie Highway, sound residential properties along Burnett, 17th and Lee area being rezoned to residential along with Parkway Place as part of the Enterprise Zone areawide land use rezoning.
- West of Dixie Highway, a few sound residential areas that are industrially zoned might be considered for rezoning to residential.
- Only a few residential properties are commercially zoned. These few properties lie in commercial areas, and their rezoning to residential to remove unexercised commercial land use rights is not considered appropriate.
- Drainage is a problem in the Hallmark neighborhood.

Transportation Concerns

- The Seventh and Algonquin intersection approaches "unstable flow" (although rated level of service C in a range from A to F) during the evening peak hour and has the highest number of accidents (34) in the study area.
- The South Louisville Transportation study is investigating improvements in the Seventh Street corridor.
- A railroad overpass/underpass feasibility study for a street(s) somewhere between Broadway and 22nd Street is underway to alleviate the serious traffic blockage problem by trains on the K&IT railroad tracks.
- Sidewalks should be further investigated along 22nd Street between Hill and Algonquin, Wilson between Southern and Algonquin, and Algonquin between Dixie and 16th. Identified tripping hazards along sidewalks should be repaired.

Economic Development Concerns

- A poor mix of retail stores and a slight gap between consumer demand and supply indicate that residents may be shopping outside the study area for some goods.
- The continuing decline of population, employment and income in the study area makes the entry of new neighborhood-serving uses difficult although retailing opportunities exist.
- The most significant actions to improve employment and shopping opportunities are continued promotion of industrial development in the Enterprise Zone and investigation of ways to revitalize the Algonquin Manor Shopping Center (located outside the City of Louisville).

Recreation Concerns

- Generally, areas south of Algonquin Parkway are poorly served due to limited access to facilities north of the parkway.
- Improvements to LaSalle Minipark should be investigated.
- The need for a shelter in Algonquin Park should be examined.

TABLE OF CONTENTS

	<u>PAGE</u>
I. <u>LAND USE NEEDS ASSESSMENT</u>	
<u>Summary of Findings</u>	I-1
A. INVENTORY	
1. Description of Existing Conditions.	I-1
2. Neighborhood Profile.	I-6
B. ASSESSMENT	
1. Vacant Property	I-8
2. Zoning.	I-8
3. Land Use Conflicts.	I-9
4. Drainage Problems	I-9
5. Housing	I-9
C. SUMMARY.	I-10
II. <u>TRANSPORTATION NEEDS ASSESSMENT</u>	
<u>Summary of Findings</u>	II-1
A. INVENTORY	
1. Existing Conditions	II-1
B. ASSESSMENT	
1. Analysis of Existing Conditions	II-5
C. CONCLUSION	II-8
III. <u>ECONOMIC DEVELOPMENT NEEDS ASSESSMENT</u>	
<u>Summary of Findings</u>	III-1
A. INVENTORY	
1. Business Characteristics.	III-1
2. Resident Characteristics.	III-3
B. ASSESSMENT	
1. Commercial Supply and Demand.	III-5
2. Problems and Opportunities.	III-7
3. Government and Non-Government Actions	III-7
C. CONCLUSION	III-8
IV. <u>RECREATION NEEDS ASSESSMENT</u>	
<u>Summary of Findings</u>	IV-1
A. INVENTORY	
1. Description of Existing Conditions.	IV-1
B. ASSESSMENT	
1. Neighborhood Park/Playground	IV-4
2. Community Park/Playfield	IV-6
C. CONCLUSION	IV-7
LAND USE APPENDIX	
PROBLEMS AND NEEDS APPENDIX	
ECONOMIC DEVELOPMENT APPENDIX	

LIST OF FIGURES

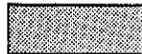
<u>Figure Number</u>	<u>Name</u>
I-1	Neighborhood Boundaries, Census Tracts
I-2	Existing Land Use
I-3	Existing Zoning
I-4	Non-Conforming Uses
I-5	Condition of Structures
II-1	Street Functional Classification and Bikeways
II-2	TARC Routes
II-3	Pedestrian Facilities and Traffic Devices
II-4	Transportation Improvement Alternatives
III-1	Commercial Classifications
IV-1	Recreation Facilities (Metro Parks)
IV-2	Neighborhood Park Service Areas
IV-3	Community Park Service Areas

LIST OF TABLES

<u>Table Number</u>	<u>Table Name</u>
I-1	Existing Land Use 1984
I-2	Condition of Structures
I-3	Definitions of Structural Classifications
I-4	Improvements to HAL Public Housing Complexes
II-1	Average Daily Traffic (ADT)
II-2	Adequacy of Intersections
II-3	High Accident Intersections (1983)
IV-1	Recent Metro Parks Improvements

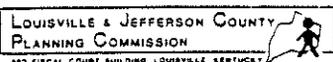


LEGEND

-  Enterprise Zone Boundary
-  Census Tracts
-  Neighborhood Census Statistics Program
-  Algonquin Parkway Community Needs Assessment Study Area

Source: Louisville and Jefferson County Planning Commission
 Neighborhood Development Cabinet

ALGONQUIN
 NEIGHBORHOOD



ALGONQUIN PARKWAY COMMUNITY
 NEEDS ASSESSMENT STUDY AREA

FIGURE I-1

I. LAND USE NEEDS ASSESSMENT

Summary of Findings

- The Algonquin Parkway community study area has a broad range of land uses. The western portion, an urban renewal area, includes public housing complexes, government services and schools, and light industries. The middle of study area is an established residential area and the east is primarily industrial.
- Only 32.2% of the study area's total area of 1371.97 acres is used residentially; whereas, 28.7% is used industrially - more than most neighborhoods or communities. Only 4% of the total land area is used commercially, comparable to other areas.
- Vacant land accounts for only a small portion of the total land use in the Algonquin Parkway community, 2.9% or 39.31 acres. Most large parcels occur in the urban renewal portion of the study area.
- The zoning pattern created in 1963, during a citywide change in zoning regulations, is similar to what exists today.
- Housing conditions in the Algonquin Parkway community study area are relatively good. Of the 3,970 residential structures, 73% are rated as either "sound" or "sound, needing minor repair", 25% are classified as "sound, but needing major repair". Less than 3% of the total are classified as either "deteriorated" or dilapidated."
- The Algonquin Parkway community had approximately 19,603 residents living in 6,551 dwelling units in 1980. This represents a decrease from the peak population in 1960 of 25,785 and the 1970 dwelling unit peak of approximately 6,810 units.
- The Algonquin Parkway community experiences an unemployment rate that is consistently higher, as much as two and one half times higher than the rate for Louisville as a whole.
- Problems in the study area involve nonconforming land uses, drainage/standing water, maintenance of vacant lots and structures and land use conflicts.

A. INVENTORY

1. Description of Existing Conditions

a. Existing Land Use

The Algonquin Parkway community is a series of neighborhoods located along the Algonquin Parkway in southwestern part of the City of Louisville. Refer to Figure I-1. The needs assessment study's boundaries are the L&N Railroad tracks east of 7th Street on the east, the City limits and Algonquin Parkway on the south, I-264 on the west, and the Southern Railroad tracks and Magnolia Street on the north.

The Algonquin Parkway community is composed of three neighborhoods and a portion of a fourth. Figure I-1* shows neighborhood boundaries and the Louisville's Enterprise Zone boundaries. The Park DuValle, Hallmark and Algonquin neighborhoods are included entirely in the study area with the southern portion of the Park Hill neighborhood. The portion of the Park Hill neighborhood north of Magnolia Street was included in the California Neighborhood Plan which was completed by the Louisville and Jefferson County Planning Commission in August of 1982 and adopted by the Board of Aldermen on March 8, 1984.

There is a broad range of land uses in the Algonquin Parkway community study area. In the western portion of the study area, urban renewal efforts in the early 1960's cleared blighted uses and

*Figures and Tables are found at the end of each section.

made way for redevelopment of the area with a mix of land uses including public housing complexes, government services and schools, and light industries. The middle of the study area is a more established area of older housing with commercial uses along the more heavily traveled roadways. The eastern portion of the study area is primarily industrial in character although there are areas of single-family detached housing and multi-family public housing as well as commercial areas.

Existing land use is shown in Figure I-2. Table I-1 shows the proportion of various land uses within the study area. Only 33.2% of the study area's total area of 1371.97 acres is used residentially; whereas, 28.7% is used industrially - more than most neighborhoods or communities. Transportation right-of-way, consisting primarily of streets and alley ways, occupies 19.8% of the total land area, a typical percentage. Only 4.0% of total land area is used commercially --- comparable to other communities. A discussion of land use by neighborhood is presented below.

Park DuValle. Residential land use is the most common use in the Park DuValle neighborhood, accounting for 44% of the neighborhood's total area of 380.45 acres. A significant portion of Park DuValle's total area, 14.4%, is used for multi-family residential development. Multi-family residential development consists of structures with three or more dwelling units. The relatively high amount of multi-family residential land use in Park DuValle can be attributed to the existence of the Cotter and Lang public housing complexes in the urban renewal areas of western Park DuValle. Other significant land uses include industrial covering 6.5% of the total land area, educational covering 5.0%, and public parks and vacant categories covering 4.4% each. Occupying 25.4% of the total area, right-of-way in the Park DuValle neighborhood is about average for an urban neighborhood. Right-of-way consists primarily of roadways and alleys. Overall, Park DuValle is primarily a residential area with a concentration of multi-family housing in two public housing complexes.

Hallmark. The Hallmark neighborhood is overwhelmingly single-family residential. Single-family land use makes up 65.4% of the neighborhood's total land area of only 57.75 acres. At 27.2% of the total, right-of-way is the only other significant land use category in the neighborhood. Vacant land occupies 5.8% of Hallmark's total land area.

Park Hill. As mentioned previously, this plan only covers the portion of the Park Hill located south of Magnolia Street and the statistics here only reflect that area. The portion of the Park Hill neighborhood north of Magnolia Street was included in the California Neighborhood Plan. The Park Hill neighborhood portion of the study area has the lowest percentage of residential land use, 21.6%, of any of the neighborhoods in the study area. Conversely, it is second only to the Algonquin neighborhood for percent of land used industrially. Of Park Hill's total land area of 222.5 acres, 39.1% is used industrially. Transportation right-of-way accounts for 22.6% of the land area in neighborhood, slightly below the average for an urban neighborhood. The area east of Dixie Highway falls in Louisville's Enterprise Zone where businesses receive financial incentives if 25% of their workforce either resides in the Enterprise Zone, was unemployed for a year, or was on public assistance for a year. (Refer to Economic Development section for more detail on the Enterprise Zone.)

Algonquin. Only 28.5% of the Algonquin neighborhood's total land area of 108.54 acres is used residentially. A significant portion of the residentially used land, 10.5% of the total land area in the neighborhood, is used for multi-family development. Multi-family development consists of structures with three or more dwelling units. The LaSalle Place and Parkway Place public housing complexes account for the multi-family residential land use in Algonquin. Industrially used land accounts for 39.9% of the total neighborhood land area. The area east of Dixie Highway falls in Louisville's Enterprise Zone.

b. Vacant Property

Vacant land occupies a relatively small portion of the total land area in the Algonquin Parkway community study area. Only 2.9% or 39.31 acres of the study area is vacant. The only large parcels of vacant land occur in the urban renewal portion of the study area in the west with the exception of a relatively large vacant parcel on the southeast corner of the intersection of Algonquin Parkway and Cane Run Road. Smaller vacant lots occur throughout the study area. In most cases, the vacant lots were once used for houses since abandoned and demolished, or were never developed.

Vacant structures, which were generally included in the land use category coinciding with their former use in Table I-1, account for 53.88 acres or 3.9% of the total land area. There are 35.74 acres of study area land that have vacant industrial structures on them. These include the former A&P warehouses on Wilson Avenue just north of Algonquin Parkway and the former Kentucky Lumber mill and warehouse on 9th Street just west of its intersection with 7th Street. There are many vacant single family structures scattered throughout the study area. Land with vacant single family structures account for 9.44 acres of the study area's total land area. The vacant school building south of Southern Avenue between 35th and 37th Streets, the former Southwick Elementary School building, occupies a site 5.16 acres in size. In addition, the vacant Jones Elementary School site south of the Park Hill Community Center on 13th Street occupies a 4.1 acre site.

Vacant sites and vacant structures are shown in Figure I-2.

c. Zoning

The zoning regulations (text) and the zoning district map regulate the manner in which land can be developed. Zoning was instituted in the City of Louisville in 1931.

At that time, the Algonquin Parkway community study area, east of Dixie Highway was zoned to permit heavy industrial use except for land along 7th Street that was zoned for light industry and for the residential area around Hill Street just east of Dixie Highway that was zoned multi-family use. In addition, the area south of Algonquin Parkway was zoned for multi-family residential use.

West of Dixie Highway, there was a single-family residential core northeast of Algonquin Park. Throughout the central portion of the western half of the study area, there was a core area zoned for multi-family use. Areas north and south along the boundary of the study area were zoned for light industrial uses except along Algonquin Parkway where land was zoned for multi-family uses. There were, in 1931, spots of commercial zoning throughout the study area; however, most commercial zoning was concentrated along major roadways near the center of the study area. Industrial zoning in 1931 permitted any type of use, including residential, commercial and nonhazardous industrial uses.

This initial zoning pattern remained relatively constant for several years. The first major change came in 1945 when the single-family residentially zoned area northeast of Algonquin Park was extended southward to just north of Algonquin Parkway. The second major change occurred in 1954 when apartment zones were added at the present sites of the LaSalle Place and Cotter-Lang public housing complexes.

A change in the zoning regulations in 1963, however, had a significant impact on the Algonquin Parkway community study area. The 1963 revision changed industrial zoning from an inclusive classification which allowed all land use types to an exclusive classification which allowed only industrial-type land uses. This change prevented both the expansion of existing and the creation of new non-industrial uses in the area unless a rezoning were approved. The zoning categories currently in use were also created at that time. The zoning pattern created in 1963 is very similar to the

zoning pattern that currently exists in study area. Existing zoning is shown in Figure I-3. The uses permitted in the various zones are presented in the Land Use Appendix.

Nonconforming Uses. Nonconforming uses are land uses of a type or intensity that are no longer permitted in the zoning district in which they exist. Nonconforming uses were either in existence prior to the establishment of zoning in 1931 or prior to a zoning change affecting the area. Although not in accordance with the zoning regulations, nonconforming uses may legally continue. However, any expansion of structure or use, or any change in type of use that would not be allowed by current zoning is prohibited with minor exceptions for residential uses (e.g., adding a room or garage). Examples of nonconforming uses include residential or commercial uses in an industrial zone and commercial uses in a residential zone. In addition to nonconforming uses, nonconformity with the zoning regulations can also result from excessive residential densities and inadequate lot size (termed "dimensional nonconformance" as opposed to "use nonconformance").

Nonconforming use status implies that a different type of land use may be more appropriate for an area than what exists. The effects of nonconforming use status vary according to the type and character of surrounding land use. Less intensive uses in a more intensive zone (such as residential and commercial uses in an industrial zone) may be subject to many nuisances. These nuisances could affect the desirability of the residential or commercial uses, and result in a decline in property maintenance and economic return. The potential for converting these uses to another, more lucrative use would also discourage investment and property maintenance. Conversely, residential uses in industrial zones may create problems for the predominant use by generating complaints concerning its operations or by occupying sites suited for industrial use. More intensive uses in a less intensive zone (such as industrial and commercial uses in a residential zone) may have a blighting effect on the less intensive use. Ultimately, the nonconforming use status poses difficulties in securing financing for residential uses, and nonconforming residential use areas deteriorate.

Nonconforming uses occur in most parts of the study area. Refer to Figure I-4. Residential uses are the most common nonconforming use. There are 465 residentially used lots in industrially zoned portions of the study area. A vast majority of these lots are located in the area of Ninth and Hill Streets, an area with the poorest housing conditions in the study area. Commercial uses in industrial zones create an additional 52 nonconforming uses. Commercial uses located in residential zoned areas, located primarily on street corners in residential areas, account for eight nonconforming uses. Institutional or public uses, consisting primarily of churches and private schools, located in industrial zones create 13 nonconforming uses; and three industrial uses are located in residential zones.

Residential Uses in Commercial Zones. Under the Zoning District Regulations, residential uses are permitted in commercial zones, as long as they meet the density and floor area limits specified for that zone. Although residential uses within commercial zones do not fall in the category of nonconforming use, their future use and the character of the surrounding area are affected by commercial zoning. Such zoning does not support the residential character of some such areas. Assuming that residential use is desired in a particular location, commercial zoning has a destabilizing effect. Commercial zoning would allow individual property owners to significantly change the scale, character, and appearance of a particular site. The potential for nuisances to adjacent residential uses is especially great in the C-2 Commercial zone, which allows a wide range of commercial and wholesale uses. Residential use in commercial zones occurs predominantly along relatively well-traveled roadways such as 30th Street, Southern Avenue, Wilson Avenue and Dixie Highway. There are also several residential lots in a C-2 zone in an area just west of 17th Street. Figure I-4 shows where residential uses exist in commercially zoned areas.

Environmental Factors. The Algonquin Parkway community study area is situated on level terrain, suitable for urban development. No portion of the study area is in the 100-year floodplain or floodway. However, some portions of the study area are subject to periods of temporary flooding and standing water due to poor stormwater drainage.

Land Use Conflicts. Land use conflicts can arise when different types of land use -- residential, commercial, industrial -- are located near each other. Homes located near commercial or industrial establishments may be subjected to a variety of nuisances, including noise, heavy traffic, bright lights, air pollution and unsightly appearance. The extent of land use conflicts resulting from mixed land uses depends on certain characteristics of the nonresidential use. Hours of operation, amount of traffic generated, nature of the processes involved and measures to screen the business (such as walls, fences and plantings) affect the level of nuisance created. Industrial uses have the potential to create greater land use conflicts, but are not necessarily more offensive than commercial uses. The severity of land use conflicts is subjective, depending on the residents' level of expectations. Older parts of the city historically have contained a mix of land uses. Although this land use pattern is not ideal, it has provided a generally acceptable residential environment. The land use conflicts in the western most section of the study area have been reduced by the clearance and redevelopment undertaken as part of urban renewal efforts in the area.

The potential for land use conflicts in the Algonquin Parkway community study area is not particularly great, especially in the residential core areas of the study area. However, there are portions of the study area where land use conflicts occur. The greatest conflicts occur where residential uses exist in predominately industrial areas. Homes in the northeastern portion of the study area in the area of Seventh and Ninth Streets' intersection with Hill Street fall into this category. Where residential areas join industrial areas, residents may also experience significant nuisances. Those homes along Burnett Avenue, Lee Street, 17th Street and Standard Avenue facing industry are an example. The residential/commercial mix of uses that occurs along Wilson Avenue and Dixie Highway creates the potential for land use conflicts also. In the residential core areas, located in the central and southern portions of the study area, land use conflicts are primarily the result of a limited number of corner commercial establishments. Nuisances due to corner commercial uses are usually localized; the severity depends on the type of use and its manner of operation.

b. Condition of Structures

A windshield survey was conducted in November of 1983 (March of 1984 for the area east of 16th Street) to collect data on the condition of structures in the Algonquin study area. The survey is based solely on an analysis of building exteriors; no interior inspection occurred. Residential structures were rated using a five-category classification system; a three-category system was applied to nonresidential structures. The results of the survey are presented on Figure I-5 and Table I-2. Table I-3 explains the classification system used to describe structural conditions.

Condition of structures data was tabulated by neighborhood and Census tracts. The data is presented for both breakdowns in Table I-2. A description of the condition of structures by neighborhood follows.

Park DuValle. Over 70% of the residential structures in the Park DuValle neighborhood are classified as either "sound" or "sound, needing minor repair." A majority of the remaining residential structures, 27% of the total, are classified as "sound, but needing major repair." Only 3% or 26 of the residential structures are classified as "deteriorated" or "dilapidated." Slightly over 75% of the non-residential structures in the Park DuValle neighborhood are

classified as "standard." Of the remaining 25%, 21% of the non-residential structures are "depreciating" and 4% are "substandard."

Hallmark. In the Hallmark neighborhood, 60% of the residential structures are classified as either "sound" or "sound, needing minor repair." Over 36% of the residential structures are classified as "sound, but needing major repair." Slightly over 3% of the total number of residential structures in Hallmark (14 structures) are classified as either "deteriorated" or as "dilapidated." There are no non-residential structures located in the Hallmark neighborhood.

Park Hill. The figures in this section concern only those structures located in that portion of the Park Hill neighborhood south of Magnolia Avenue. Of the total number of residential structures in southern Park Hill, approximately 55% are rated as either "sound" or "sound, needing minor repair." An additional 37% are rated as "sound, needed major repair." The Park Hill neighborhood has the highest percentage of residential structures in the two lowest categories, "deteriorated" and "dilapidated", of any of the neighborhoods in the Algonquin study area. Just over 8% or 50 of the residential structures in Park Hill are classified as being in these two categories; several are located in the vicinity of Ninth and Hill Streets. Of the non-residential structures in the Park Hill neighborhood, 57% are rated as "standard", slightly less than 41% rated as "depreciating" and the remaining 2% rated as "substandard."

Algonquin. The Algonquin neighborhood has the highest percentage of residential structures in the two highest categories, "sound" and "sound, needing minor repair" of any of the neighborhoods in the study area. Just over 82% of the residential structures in neighborhood are classified in these two categories. An additional 14% are classified as "sound, but needed major repair" leaving just under 4% or 58 residential structures classified as either "deteriorated" or "dilapidated." Of the non-residential structures, 74% are classified as "standard." Of the remaining 26%, 24% are classified as "depreciating" with the remaining 2% classified as "substandard."

In the Algonquin Parkway community study area as a whole, just short of 73% of the total number of residential structures (3,970 residential structures) are rated as either "sound" or "sound, needing minor repair." An additional 25% are classified as "sound, but needing major repair." Less than 3% of the total number of residential structures in the study area (148 structures) are classified as either "deteriorated" or "dilapidated." Of the 279 non-residential structures in the study area, 69% are classified as "standard." An additional 28% are classified as "depreciating" with the remaining 3% of the non-residential structures classified as "substandard."

2. Neighborhood Profile

a. Population

The Algonquin Parkway community had approximately 19,603 residents in 1980, living in approximately 6,551 dwelling units. Although this is an increase in both population and dwelling units since 1950, the current population and current number of dwelling units in the area represent a decline over the 1960 population peak of approximately 25,785 persons and 1970 dwelling unit peak at approximately 6,810 units. There has been a 13.4% decline in population over the last decade.

Two factors have been primarily responsible for the fluctuations in dwelling units and population. First, during the 1950-1960 period, a large-scale redevelopment program cleared and then rebuilt much of the portions of Census Tracts 13 and 14 within the study area. (Figure I-1 shows Census Tracts.) The Southwick Urban Renewal program cleared a residential slum area that was almost rural in character, lacking streets and sanitary facilities and consisting

almost entirely of substandard shacks. In its place were built the 1,116 units of the Cotter Homes and Lang Homes public housing projects.

The second factor affecting the study area's growth pattern has been the existence (until recently) of vacant farmland along the southern edge of the study area that provided space for new housing construction. These farms were generally used for truckfarming and the last area was developed during the late 1960's (between Beech Street and Plantation Drive south of Oregon Avenue). Overall, most of the housing within the area south of Algonquin Parkway has been built since 1950 (with the exception of some scattered farm houses and some of the units along Algonquin Parkway).

b. Income

The most dramatic change in the study area has been a change in income. In 1950 the study area had a median income for all families that was 102.4% of the City-wide median. In 1960 it fell to 89.5% of the Cities' median, 83.5% in 1970 and plunged to only 72.3% of the City-wide median in 1980. Even more startling is the shift in per capita income which was \$2,008 in 1970 in the study area 72.9% of the Louisville average. In 1980 the study area per capita income was \$3,574, only 57.7% of Louisville per capita income. Thus, the study area has experienced a relative loss of 10.0% of its buying power (difference in per capita income between 1970 and 1980 considering inflation) in addition to the 13.4% decline in population during the last decade.

c. Racial Mix

The population of the semi-rural slum that was razed to construct the Cotter-Lang Homes public housing was primarily Black. This portion of the Algonquin Parkway community had 92.4% of the 9,509 Blacks in the study area concentrated in its three Census Tracts (Census Tracts 13,14 and 15) in 1960. At that time only about 36.9% of the total population within the study area was Black. By 1980, about 6,845 more Blacks lived in the area while the White population declined by 13,027 persons to only about 3,249 persons. Accordingly, the portion of Black population increased from 36.9% to 83.4% of the total study area population between 1960 and 1980.

d. Age Structure

Major income shifts result in far reaching impacts on the age structure. In 1960, 46.5% of the population in the study area was under 18 years of age compared to 34% of the City of Louisville's population. By 1980, the percent of persons under 18 had declined to 40.8% in the study area, but overall the City rate had fallen to 25%.

Elderly residents (persons 65 years of age and over) make up a smaller percent of the total population, 8.5% in 1980, in the study area than existed City-wide (15.3%), reflecting the racial makeup of the neighborhood. Among the Black population only 10.7% were above age 65; whereas for Whites, the rate was 21.5% in the City of Louisville as a whole. The low rate of elderly persons still results in a total population of 1,664 persons who were age 65 or over in 1980 and a slight growth in the number and percentage of elderly in the study area has occurred since 1960.

e. Employment

The income shifts in the study area have been accompanied by shifts in unemployment also. In 1950 only 3.0% of study area's civilian labor force was unemployed, a rate that was lower than the City of Louisville average of 4.7%. However, since 1950 the shifts in population have reversed that situation (refer to Table A in the Economic Development Appendix, Employment and Income 1950-1980) and in 1980 the rate of unemployment was 26.1%, over two and a half times Louisville's 9.9% rate.

Overall, the labor force participation rate for persons 16 years and over was about the same for the study area as for the City of Louisville during the last thirty years, although in 1980 a slightly higher female and lower male labor force participation rate existed in the study area than the City averaged. The study area had fewer white-collar workers than the average rate for the City and higher percents of blue-collar and service workers than the City.

f. Education

Educational attainment has also lagged due to the shift in income in the study area. In 1950, 5.7% fewer persons (24.2%) were high school graduates in the study area than the City averaged. By 1980, 7.7% fewer persons in the study area were high school graduates (47.8%) than the averaged percent for the City (among persons age 25 and over).

B. ASSESSMENT

1. Vacant Property

Vacant land and structures detract from surrounding uses especially when poorly maintained. Several vacant lots are overgrown with weeds and have become dumping places for trash. Revitalization efforts in residential areas are hampered by vacant lots and dilapidated vacant structures. Vacant lots are generally the result of the demolition of dilapidated structures, and further demolition as needed will add to the number of vacant lots.

Maintenance and redevelopment of vacant lots should be encouraged by area residents. The demolition of dilapidated structures and the development or at least its maintenance of the resulting vacant lot should also be encouraged. Maintenance of vacant sound structures is also essential. With the encouragement of neighbors, owners of the vacant lots or structures would be responsible for their maintenance and improvement.

2. Zoning

a. Density

A vast majority of the residentially used land in the Algonquin Parkway community is zoned in either the R-5 or R-6 Residential. The R-6 category allows single-family lot apartment developments up to 17 dwelling units per acre. These zoning designations adequately reflect the existing residential densities in the study area and should probably remain. The possibility of apartment development exists in the R-6 zones, but is not likely. This is due to the lack of vacant lots to be grouped for such development and the relatively good condition of housing stock that makes housing demolition to group land unlikely.

b. Nonconforming Uses

Nonconforming uses, as mentioned previously, are land uses of a type or intensity that are no longer permitted in the zoning district in which they exist. Nonconforming use status implies that a different type of land use may be more appropriate for an area than what exists. This is not the case in all instances however.

For instance, predominantly residential areas with sound structures that are in commercial or industrial zones should be rezoned to reflect the existing use because there are already other portions of the study area appropriate for industrial or commercial development or expansion. All nonconforming uses should be examined for the appropriateness of rezoning to reflect the current uses with the following exceptions where zoning should remain as is:

1. Some corner commercial uses in residential zones located in predominantly residential areas, to prevent further encroachment.

2. Residentially used areas which have poor structural conditions, which are located in industrial zones are within or adjacent to industrial areas, to permit reuse for industrial purposes.

c. Residential Uses in Commercial Zones

Residential uses are conforming uses when they occur in commercial zones. However the potential for nuisances relating to the operation of surrounding commercial establishments create problems for residents in these areas. The vast majority of these uses occur in primarily commercial areas located along major roadways. Accordingly, residential properties with unexercised commercial rights are not of a magnitude that would result in unwarranted speculation or that would create instability in the land use pattern. Thus, these areas would not appear to be good candidates for rezoning.

3. Land Use Conflicts

Land use conflicts can arise when different types of land use (residential, commercial or industrial) are located near each other. Zoning patterns in past years have allowed the mixture of land use types. Nuisances produced by such conflict may discourage residential revitalization in some areas and lead to poor relations among neighbors. Techniques to reduce the impact of conflicting uses include screening and buffering. Responsibility for implementation of these techniques falls to individual land owners.

4. Drainage Problems

Residents in the Hallmark Neighborhood south of Algonquin Parkway have indicated their concern for continuing, drainage and standing water problems in their area. When contacted, City Public Works Department and Metropolitan Sewer District officials indicated that they are unaware of any specific problems in the area. They did speculate however that the problems are due to poor stormwater runoff. This can be attributed to the fact that the area was constructed prior to the more strict drainage standards enforced today for new development.

In recent years, a lower portion of land along Belquin Street and Belquin Court has been subject to flooding. Proper functioning of flood prevention devices and storm sewers in the area that are already in place and will likely prevent further flooding in the area according to the Metropolitan Sewer District and the City of Louisville Public Works Department. Complaints concerning drainage problems should be directed to these agencies.

5. Housing

The presence of "d" and "e" rated houses has a negative impact on housing investment in the study area. The presence of houses in such poor condition lowers the value of surrounding houses and makes rehabilitation efforts unattractive. The Parkhill Neighborhood has the worst problem with housing conditions. However, a large portion of the housing in poor condition in the Parkhill neighborhood portion of the Algonquin Parkway community occurs in that portion to be rezoned as part of the Enterprise Zone areawide rezoning. (Refer to the Economic Development Appendix for more detail.) Much of this area will not be rezoned for residential uses because the area has been zoned for industrial purposes since 1931, and has a questionable residential future in view of accelerated residential property deterioration. That portion of the study area has an increased potential for industrial/commercial expansion as a result of financial incentives available in the Enterprise Zone. Thus, substantial housing rehabilitation efforts in the area would seem inappropriate. Blocks of special concern in terms of deteriorating conditions outside of the Parkhill neighborhood are bounded by Penway/Linwood, Olive/Dixdale, Narraganset/Wyandotte, Standard/22nd/Burnett/25th, and Burnett/17th/Bolling/Dixie Highway.

There are several areas, however that would appear to be prime for housing rehabilitation and reinvestment. This type of area would be one where housing is in sound condition with a minimum of conflicts with other types of land uses. Demolition of deteriorated or dilapidated housing is desirable if the vacant lots are maintained or preferably redeveloped. Housing rehabilitation is the financial responsibility of the individual property owner. However, the Louisville Neighborhood Development Cabinet administers the Community Development Block Grant and other specific housing programs that a property owner might be eligible for and might seek assistance from. Availability of funds and types of local and Federal programs change continuously.

The long-term viability of the public housing complexes in the Algonquin Parkway community as standard housing would appear to be assured as the Housing Authority of Louisville has recently expended substantial funds to renovate and maintain these complexes. (See Table I-4, Improvements to HAL Public Housing Complexes). However, cuts in federal funding might jeopardize this projected long-term viability.

C. SUMMARY

There are many vacant single-family structures and vacant lots in residential areas scattered throughout the Algonquin Parkway community. Their reuse and maintenance is an issue for the community. Poor maintenance of these structures and vacant lots detract from surrounding uses and can discourage reinvestment in the area.

The residential zoning classifications of R-5 and R-6 allow residential densities that are representative of those densities that presently exist. These zoning classifications should remain. Nonconforming uses, land uses of a type or intensity that are no longer permitted in the zoning district in which they exist, are found throughout the area. Consideration should be given to changing the zoning of many of the uses to the proper zoning category that allows the existing use. Zoning in the portion of the Algonquin Parkway community needs assessment study area east of Dixie Highway will be dramatically altered by the Urban Enterprise Zone areawide rezoning. However, except for Parkway place, residential areas in the core of the Enterprise Zone will still be industrially zoned. Residential uses in commercial zones are conforming but the potential for land use conflicts is great. However, because the majority of such residential uses occur along the commercial strips in the study area, and the amount of unexercised commercial rights is not of a magnitude to create unwarranted speculative or land use pattern instability. The long-term use along these strips would appear to be commercial rather than residential, thus, rezoning would probably be inappropriate for these residential uses in commercial areas.

Land use conflicts caused by residential uses abutting or in the area of industrial or commercial uses are a problem in the Algonquin Parkway community. This can be attributed to the diverse mixture of uses within the community; screening and buffering techniques might mitigate some of the nuisances.

Drainage of stormwater is a problem in the Hallmark neighborhood and in other residential areas developed before applicable drainage standards were in effect. Flooding that has occurred previously in lower portions of the study area should not occur if flood prevention devices properly function.

Housing rehabilitation is needed in several areas of the Algonquin Parkway community and is desirable to encourage the long-term viability of residential areas. Financial responsibility for housing rehabilitation falls to the individual property owner. Public funds that have been used in the past to assist housing rehabilitation are becoming more scarce.

Table I-1 Existing Land Use 1984

Map Symbol and Land Use Category	Park Duvalle		Hallmark		Park Hill		Algonquin		Total	
	Acreage	%	Acreage	%	Acreage	%	Acreage	%	Acreage	%
1. Single Family	112.75	29.6	37.78	65.4	45.82	20.6	124.74	17.5	321.09	23.4
2. Duplex	.72	.2	.21	.4	1.49	.7	3.24	.5	5.66	.4
3. Multi-family**	53.89	14.2	0.0	0.0	.73	.3	74.47	10.5	129.09	9.4
Residential Subtotal	167.36	44.0	37.99	65.8	48.04	21.6	202.45	28.5	455.84	33.2
4. Light Manufacturing	19.13	5.0	0.0	0.0	52.97	23.8	76.72	10.8	148.82	10.8
5. Heavy Manufacturing	5.52	1.5	0.0	0.0	34.1	15.3	205.53	28.9	245.15	17.9
6. Transportation	11.21	2.9	0.0	0.0	14.14	6.3	41.09	5.8	66.44	4.8
7. Communication & Utilities	1.0	.3	0.0	0.0	0.0	0.0	5.78	.8	6.78	.5
8. Wholesale Commercial	0.0	0.0	0.0	0.0	0.0	0.0	18.01	2.5	18.01	1.3
9. Retail Goods	2.67	.7	.69	1.2	5.51	2.5	11.82	1.7	20.69	1.5
10. Retail General	7.01	1.8	0.0	0.0	3.07	1.4	5.9	.8	15.98	1.2
11. Office	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12. Government	4.87	1.3	0.0	0.0	1.05	.5	6.01	.8	11.93	.9
13. Medical Services	.5	.1	0.0	0.0	.4	.2	.16	.1	1.06	.1
14. Educational	19.05	5.0	0.0	0.0	.77	.3	7.2	1.0	27.02	2.0
15. Religious	4.96	1.3	0.0	0.0	2.12	1.0	8.08	1.1	15.16	1.1
16. Public Parks	16.56	4.4	0.0	0.0	.12	.1	3.27	.5	19.95	1.4
17. Other public, semi-public	7.17	1.9	0.0	0.0	0.0	0.0	1.29	.2	8.46	.6
V. Vacant	16.71	4.4	3.36	5.8	9.82	4.4	9.42	1.3	39.31	2.9
Total	283.72	74.6	42.04	72.8	172.11	77.4	602.72	84.7	1100.6	80.2
R.O.W.	96.73	25.4	15.71	27.2	50.39	22.6	108.54	15.3	271.37	19.8
Total	380.45	100.0	57.75	100.0	222.5	100.0	711.27	100.0	1371.97	100.0

* Does not include that portion of the Parkhill neighborhood north of Magnolia Street.

** 3 or more units.

Source: Louisville and Jefferson County Planning Commission, 1984.

TABLE I-3: DEFINITIONS OF STRUCTURAL CLASSIFICATIONS

- a. SOUND Structure is sound in all respects -- in an excellent state of repair.
- b. SOUND
STRUCTURE
MINOR
REPAIR Structure is sound -- in need of only limited minor repairs, has no defects or only slight defects which are normally corrected during the course of regular maintenance (Such as: Lack of paint, slight damage to porch or steps; small cracks in wall or chimney; broken gutters or downspouts; slight wear on floor or door sills).
- c. SOUND
STRUCTURE
MAJOR
REPAIR Structure is deteriorating -- in need of extensive minor repairs, more repairs than would be provided during the course of regular maintenance; one or more defects and/or deficiencies which may or may not be economically feasible to undertake as a whole (Such as: shaky or unsafe porch steps; holes, open cracks or missing material over a small area of the walls or roof; rotting window sills or frames), but not containing an apparent number of defects and/or deficiencies to justify clearance of the structure. A general or major rehabilitation job is required for these units.
- d. DETERIORATED
STRUCTURE
MAJOR
REPAIR Structure is deteriorated -- it contains a combination of defects and/or deficiencies in structural and non-structural elements to an extent possibly requiring clearance. Such defects and deficiencies being to the extent that the structure will not meet criteria for the C. "Sound Structure Major Repair" classification. These units are questionable for rehabilitation because of the cost factor.
- e. DILAPIDATED
BEYOND
REPAIR Structure is dilapidated -- Has at least two major structural defects (Such as holes, open cracks or missing materials over a large area of walls, roof or other parts of the structure; sagging floor, walls or roof; damage by storm or fire) to the degree requiring clearance.

Non - Residential Structures

- a. STANDARD Structure is apparently sound in all respects; structure is in need of only limited minor repairs which are normally made during the course of regular maintenance, such as painting, clean-up of yard and/or structure, repair of screens, or repair of gutters and downspouts.
- b. DEPRECIATING Structure is deteriorating and in need of extensive minor repairs -- more repairs than could be provided during the course of regular maintenance, such as shaky or unsafe porch steps, repair or siding, minor roof or chimney repair, or repair or removal of accessory buildings -- but not containing a sufficient number of defects and/or deficiencies to justify clearance solely because of the structure's condition.
- c. SUBSTANDARD Structure is dilapidated and contains a combination of structural defects and/or deficiencies requiring major repairs (such as sagging floors, walls, or roof, open cracks or missing materials over a large area, major problems with roof or porch) to a degree requiring clearance.

Table I-4: Improvements to Housing Authority of Louisville (HAL)
Public Housing Complexes

Parkway Place: Complete renovation of the Parkway Place housing complex was completed in late 1984 at a cost of \$9 million. Only plumbing and underground utilities were not renovated. Included in the renovation of the complex were replacement of roofs and renovation of the buildings' interiors.

LaSalle Place: Buildings in the LaSalle Place housing complex are currently being reroofed at a cost of \$250,000. Recently completed were replacement of windows at a cost of \$500,000 and replacement of the buildings' heating systems at a cost of \$1.3 million.

Cotter Homes: The recreational area in the Cotter Homes housing complex was renovated recently at a cost of \$25,000. In 1978, the complex was reroofed and new screen doors were installed. Storm drainage in the area was also improved. Planned for the summer of 1985 is replacement of the heating systems and domestic hot water system. These improvements are expected to cost approximately \$1.5 million. Complete renovation of building #44 was started in late 1984 and is expected to cost \$250,000.

Lang Homes: Buildings in the Lang Homes complex were reroofed and had new screen doors installed in 1978 at a cost of a little over \$1 million. Replacement of the domestic hot water boilers is scheduled for summer of 1985 and is expected to cost \$500,000.

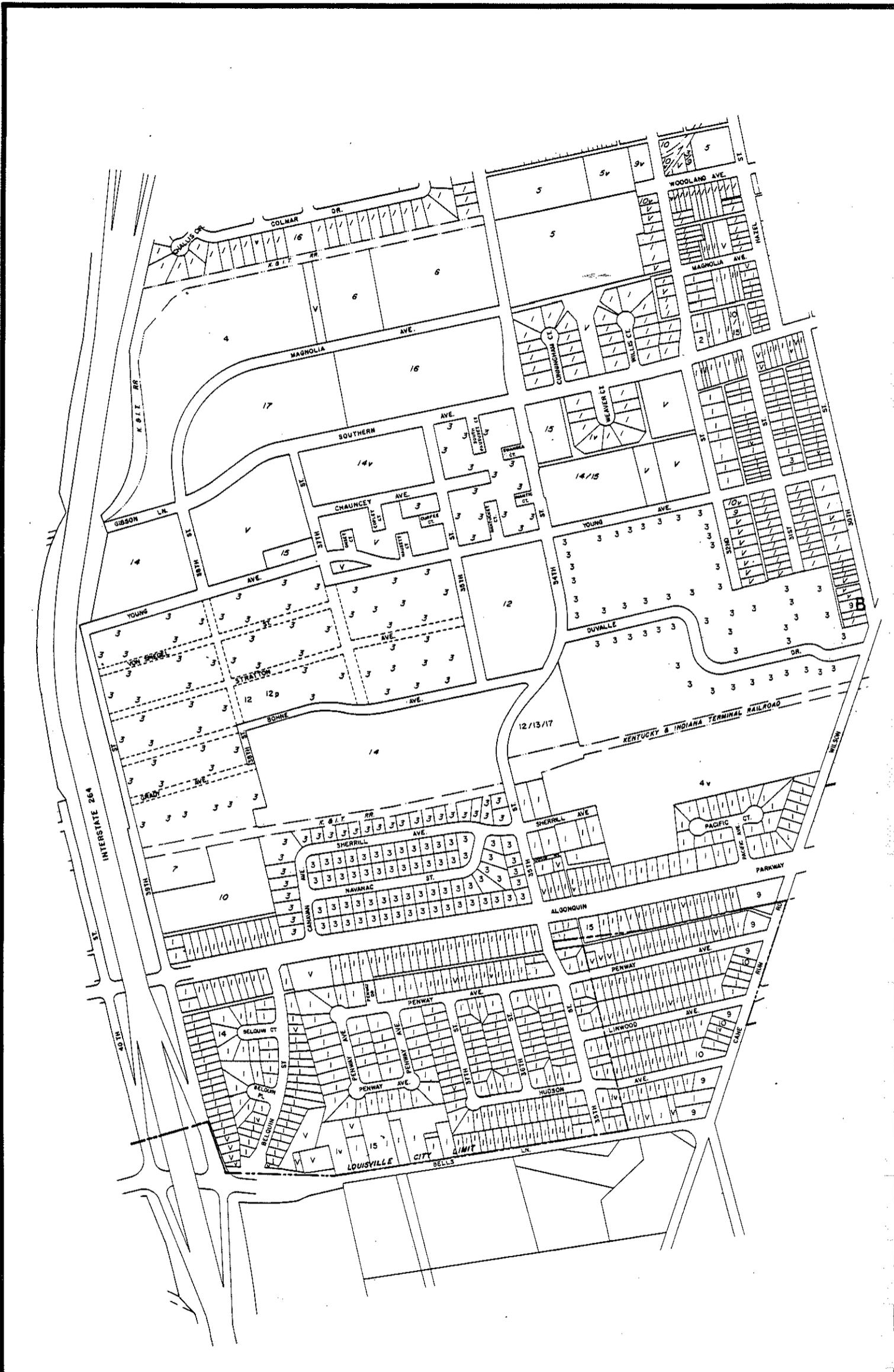
Source: Housing Authority of Louisville, December, 1984.

FIGURE 1-2
EXISTING LAND USE

LAND USE CODE

General Category	Specific Category	Code Number
RESIDENTIAL	Single Family	1
	Two Family	2
	Other	3
INDUSTRIAL	Light	4
	Heavy	5
TRANSPORTATION	Transportation Highway, Street, ROW	6 Blank
COMMUNICATIONS AND UTILITIES	Communications and Utilities	7
COMMERCIAL	Wholesale	8
	Retail	9
	General	10
	Professional Offices	11
PUBLIC AND SEMI-PUBLIC	Governmental	12
	Medical Services	13
	Educational	14
	Religious	15
	Recreational	16
	Other Public and Semi-Public	17
	Cemeteries	18
VACANT	Unimproved Vacant Structures	V Code for previous use followed by "V"
	Pay Parking	Pay P
	Private Parking	P

Source: Louisville and Jefferson County
 Planning Commission, Aug., 1984



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

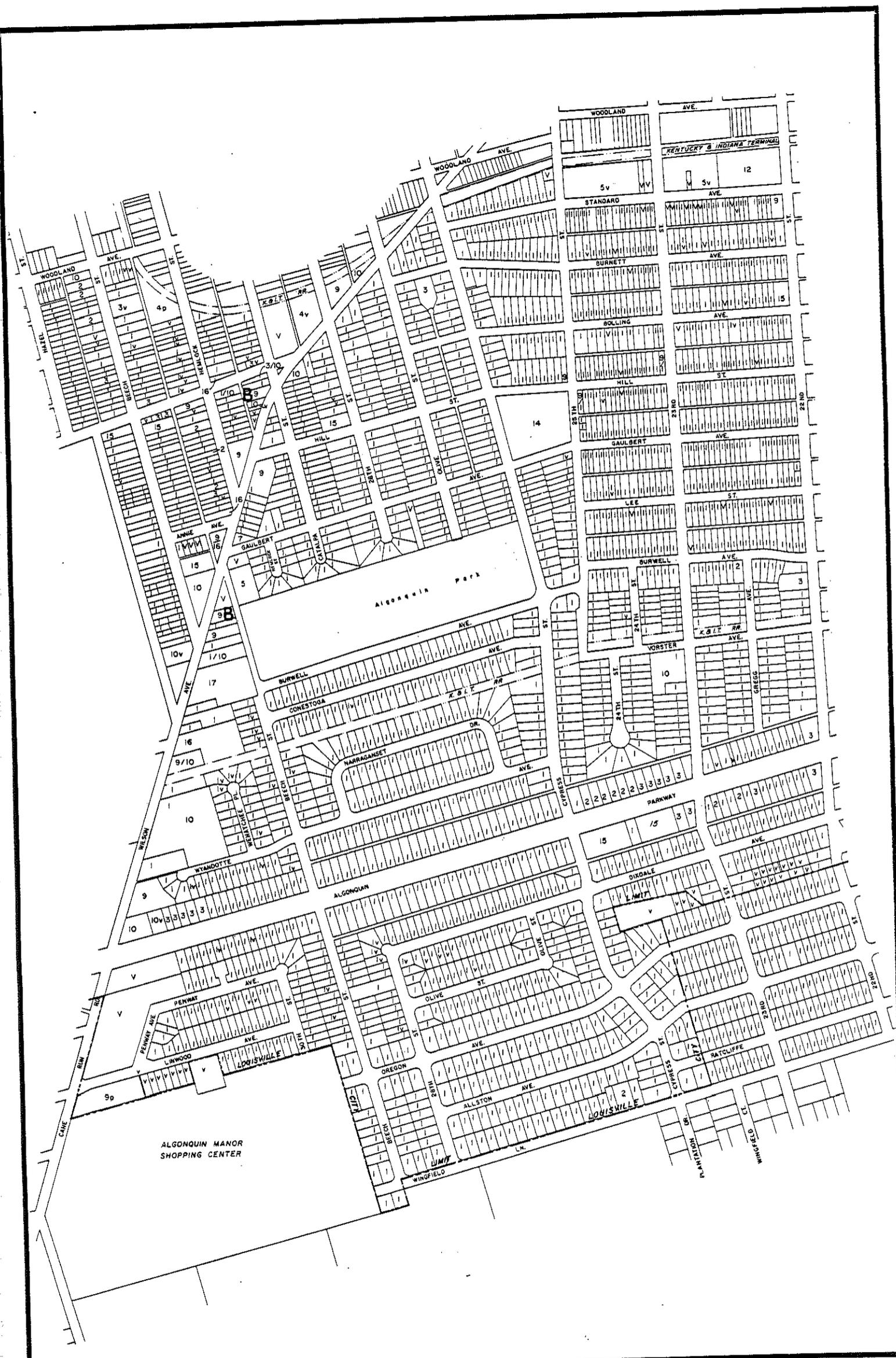
400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

EXISTING LAND USE

200' 100' 0 200' 400' 600'

Sheet A





ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

EXISTING LAND USE



Sheet B



FIGURE 1-2



**ALGONQUIN
NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

EXISTING LAND USE

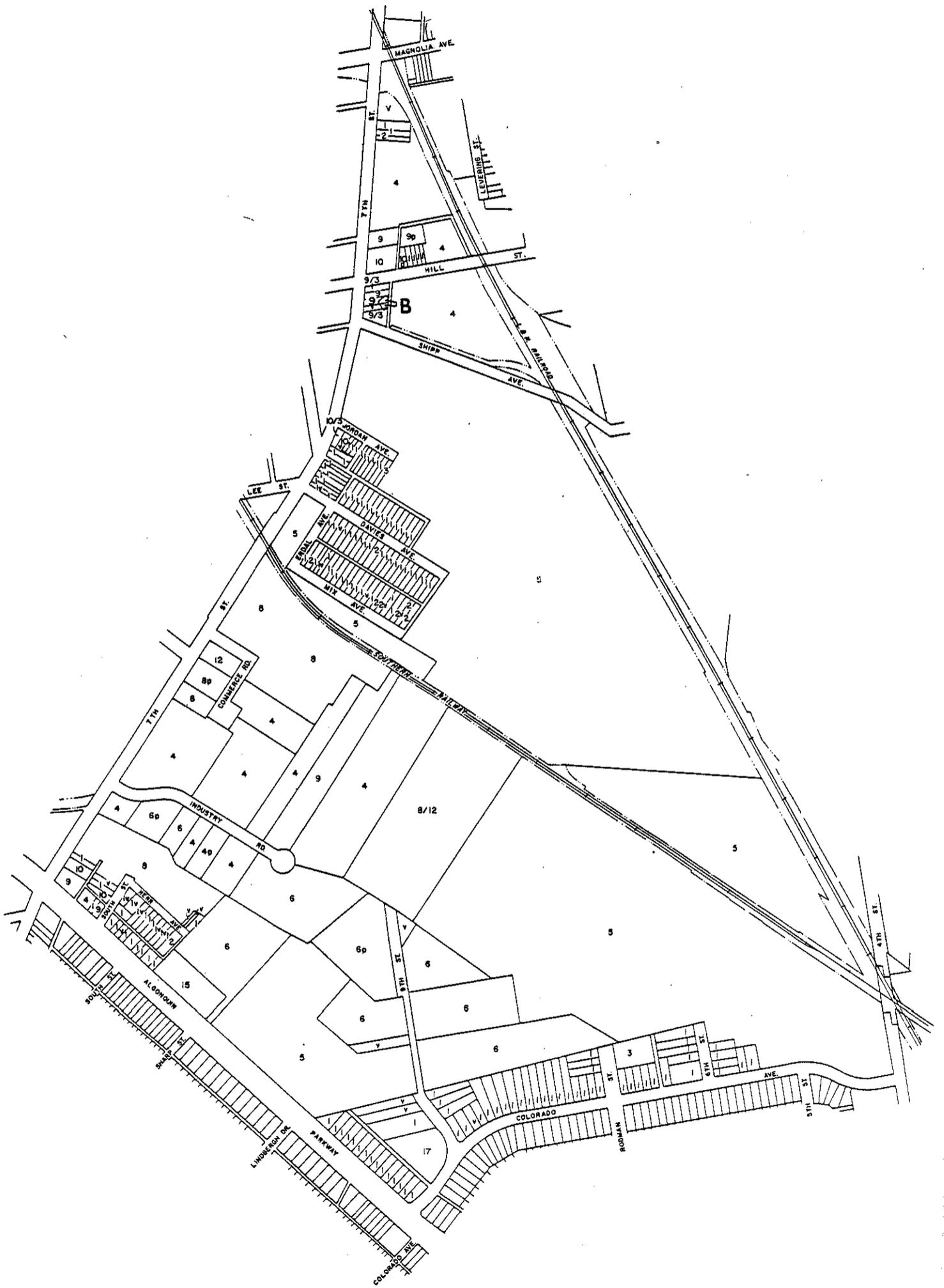


Sheet C



FIGURE 1-



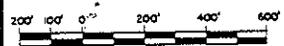


ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

EXISTING LAND USE



Sheet E



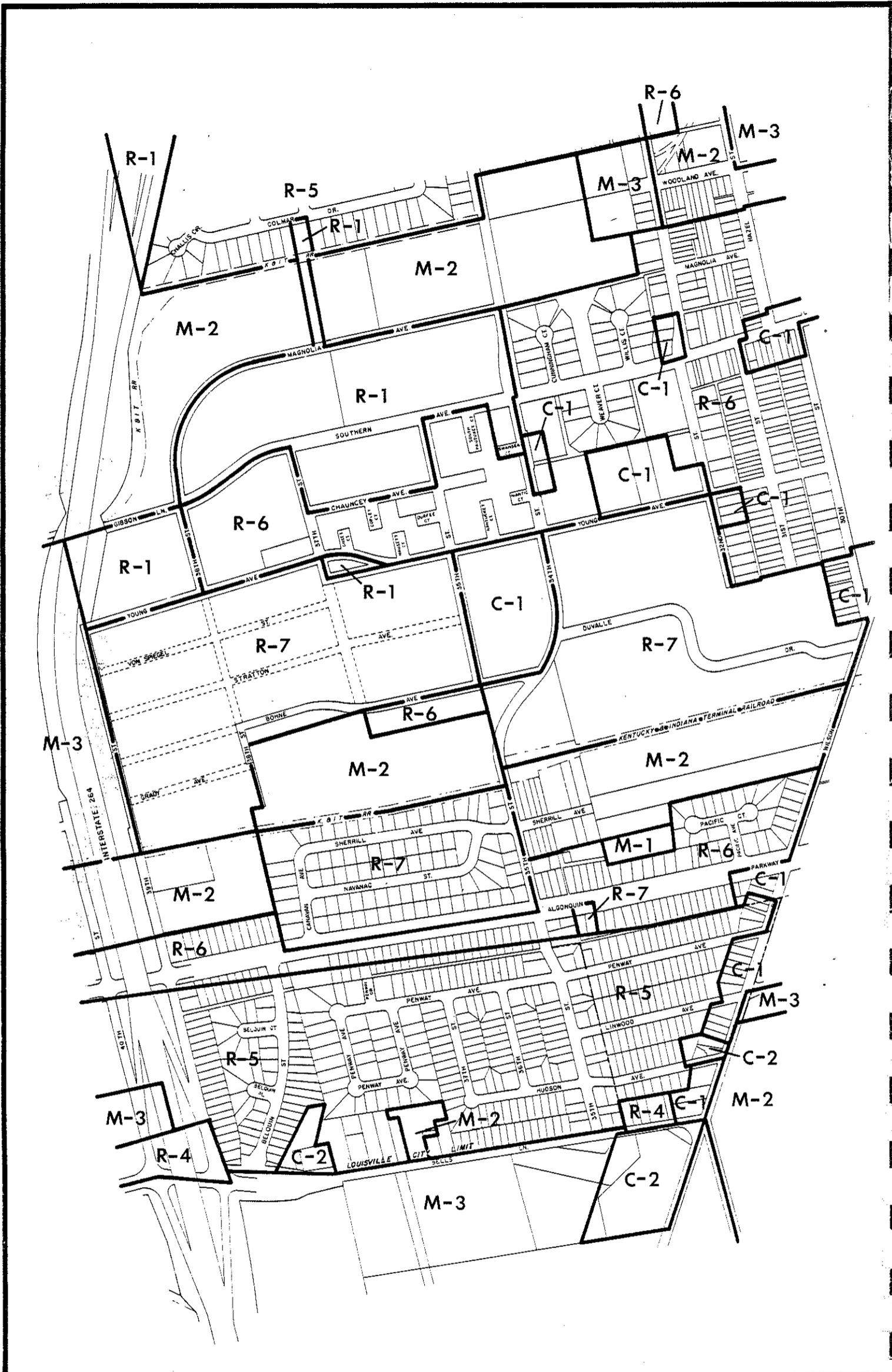
FIGURE 1.2

FIGURE 1-3
EXISTING ZONING
Sept. 17, 1984

LEGEND

- R-1 Residential
- R-4 Residential
- R-5 Residential
- R-6 Apartment
- R-7 Apartment
- R-9 Apartment
- C-1 Commercial
- C-2 Commercial
- M-1 Industrial
- M-2 Industrial
- M-3 Industrial

Source: Louisville & Jefferson County
Planning Commission, Sept., 1984

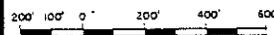


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

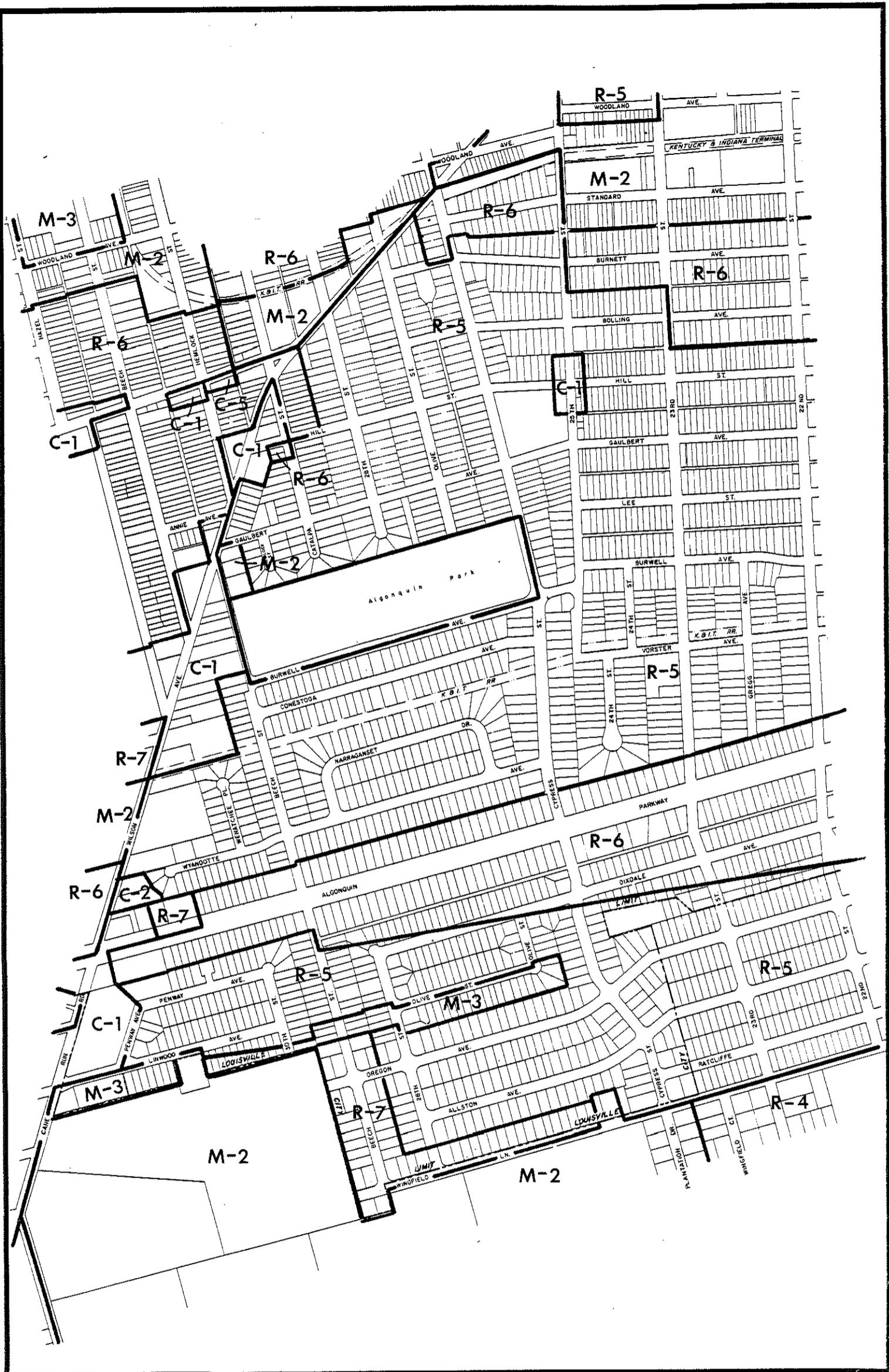
EXISTING ZONING
Sept. 17, 1984



Sheet A



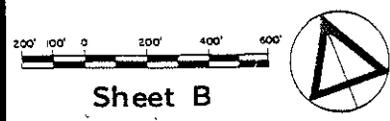
FIGURE 1-



ALGONQUIN
NEIGHBORHOOD

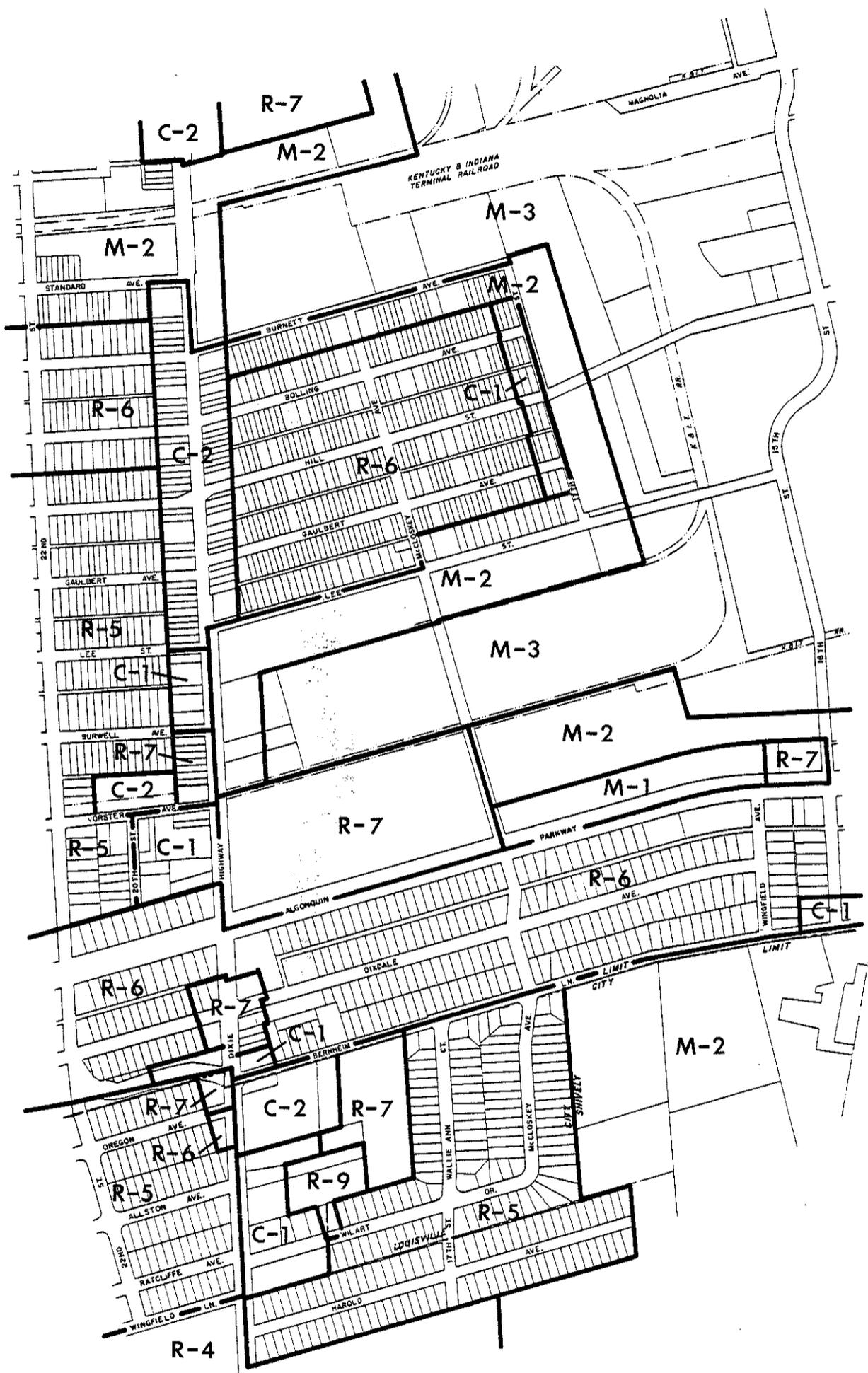
LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

EXISTING ZONING
Sept. 17, 1984



Sheet B

FIGURE 1-3



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

500 FEDERAL COURT BUILDING, LOUISVILLE, KENTUCKY

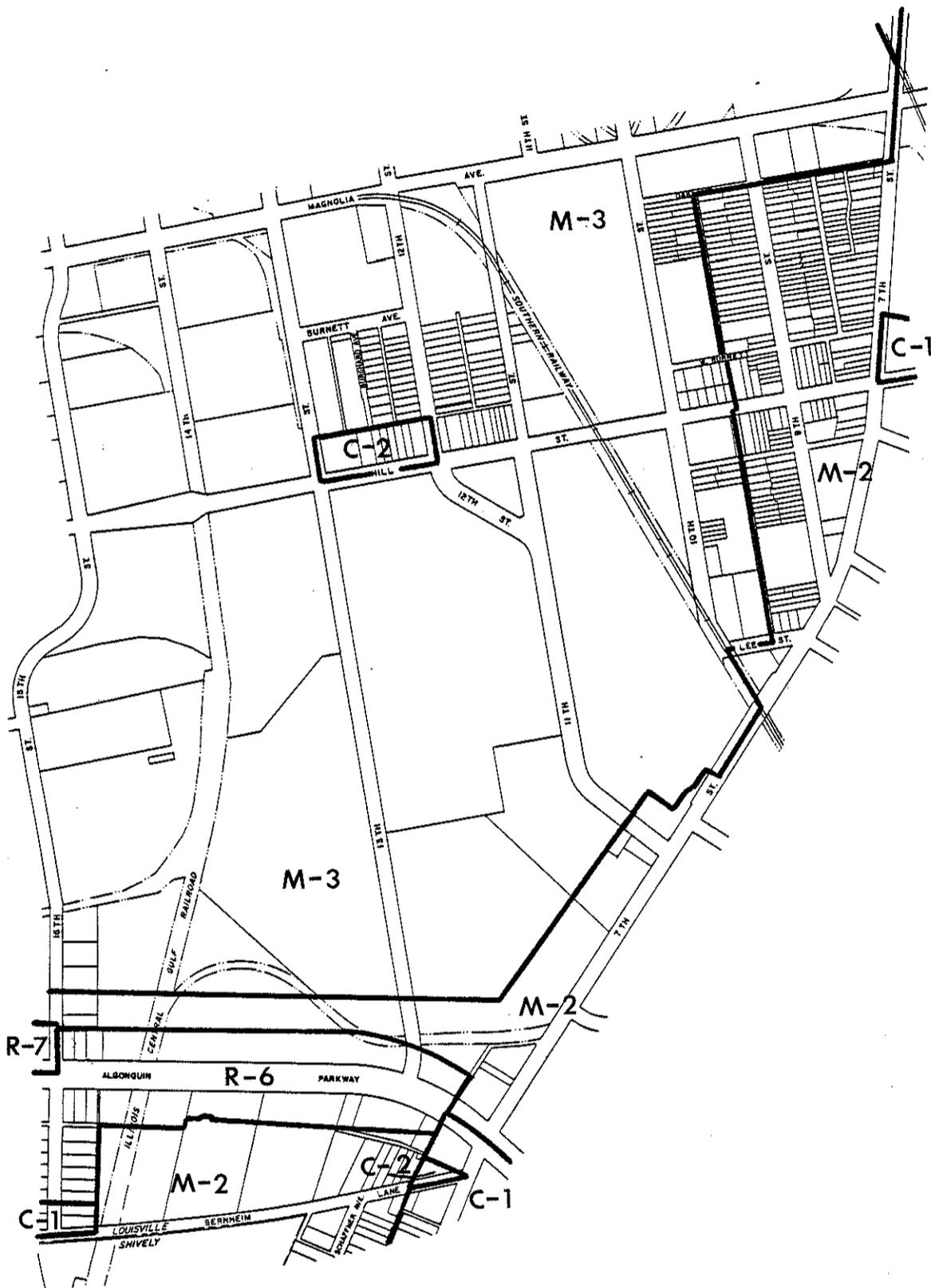
EXISTING ZONING
Sept. 17, 1984

200' 100' 0 200' 400' 600'

Sheet C



FIGURE 1-

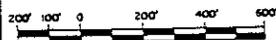


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

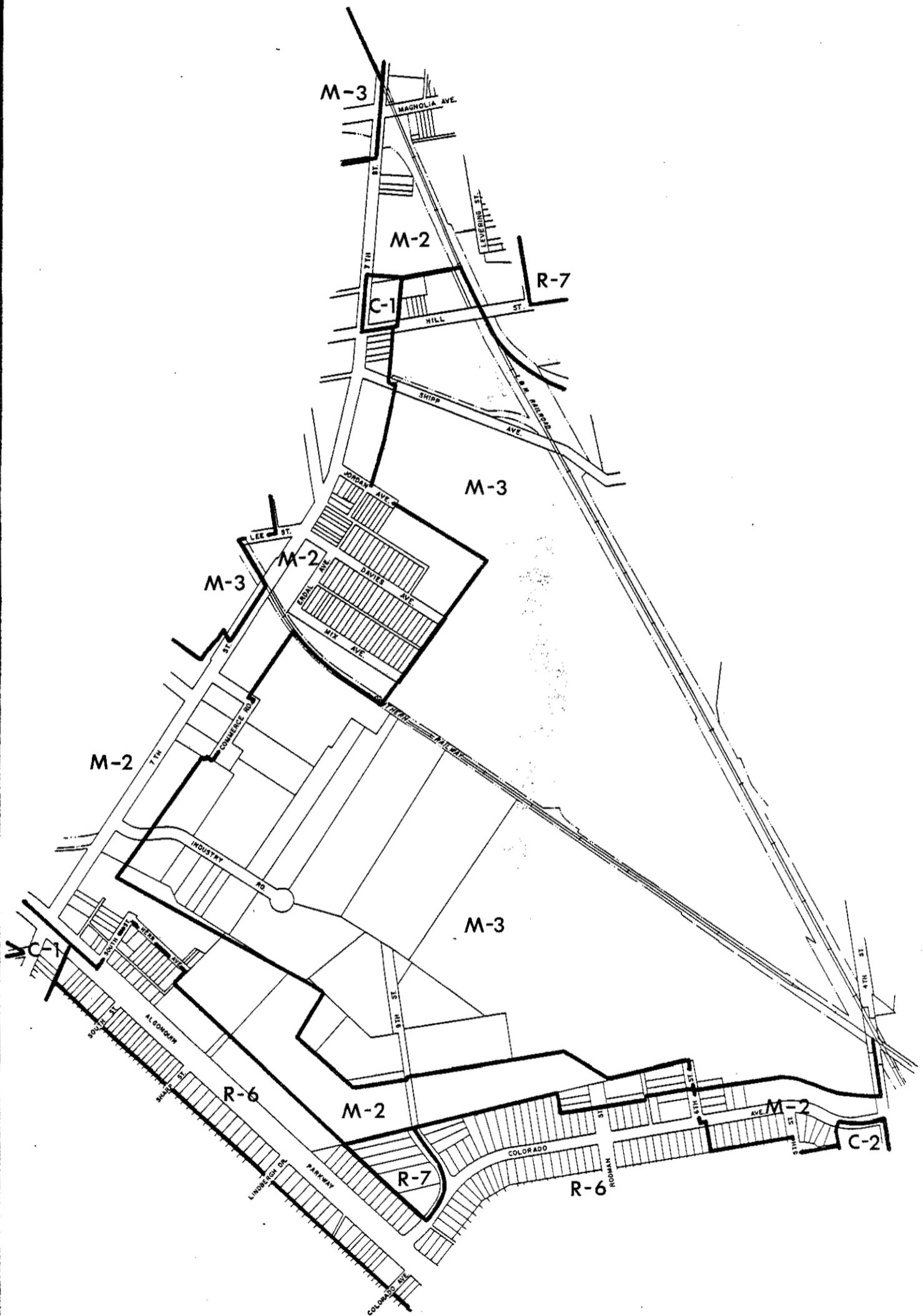
EXISTING ZONING
Sept. 17, 1984



Sheet D



FIGURE 1-3



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

500 FEDERAL GOVT BUILDING, LOUISVILLE, KENTUCKY

EXISTING ZONING
Sept. 17, 1984

200' 100' 0 200' 400' 600'

Sheet E

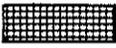


FIGURE 1-

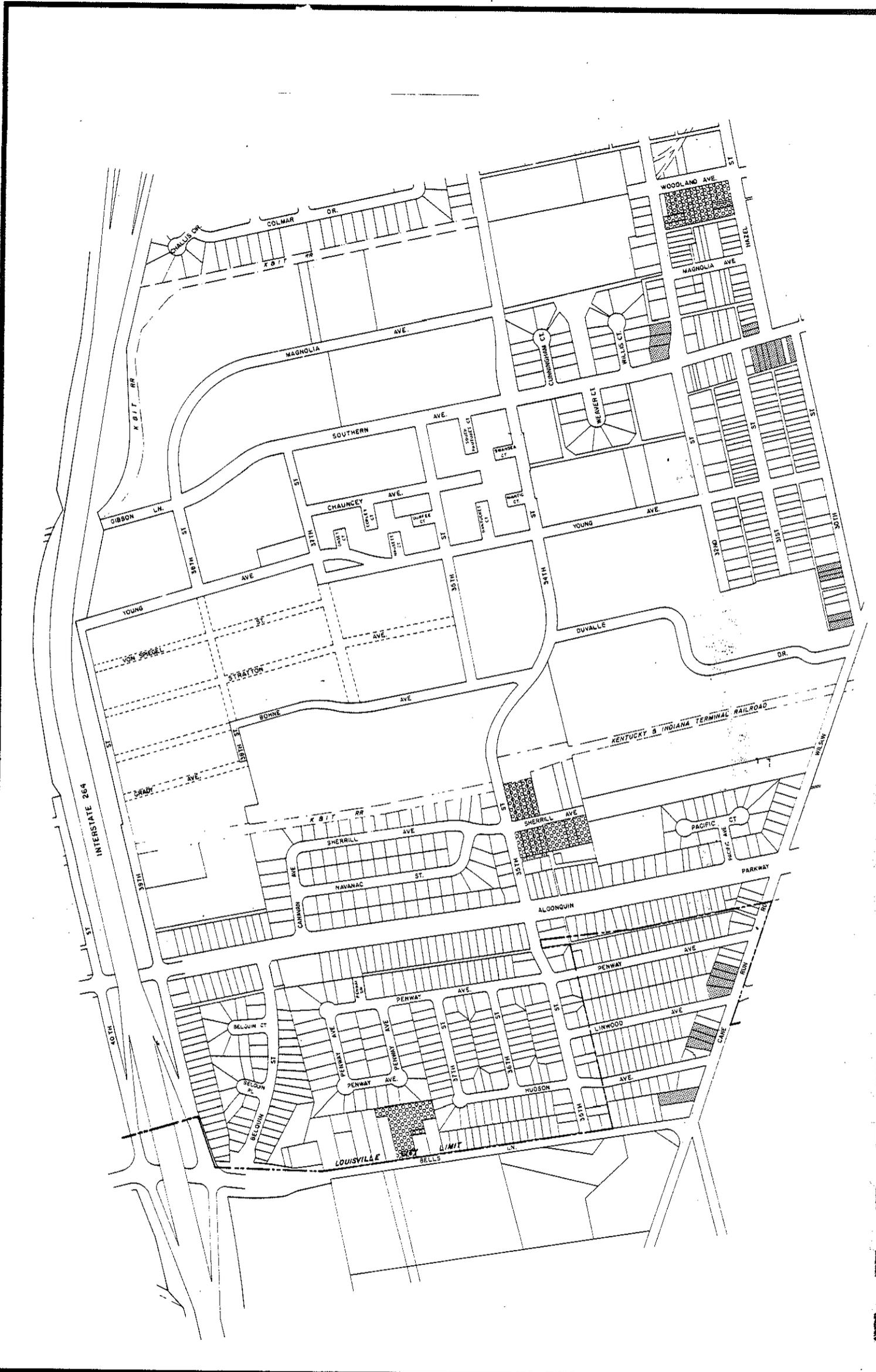
FIGURE 1-4

NON-CONFORMING USES

LEGEND

-  Non-conforming Residential Use
-  Conforming Residential Use, But Potential Land Use Conflicts
-  Non-conforming Institutional or Public Use
-  Non-conforming Commercial Use
-  Non-conforming Industrial Use

Source: Louisville and Jefferson County Planning Commission, Aug., 1984



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

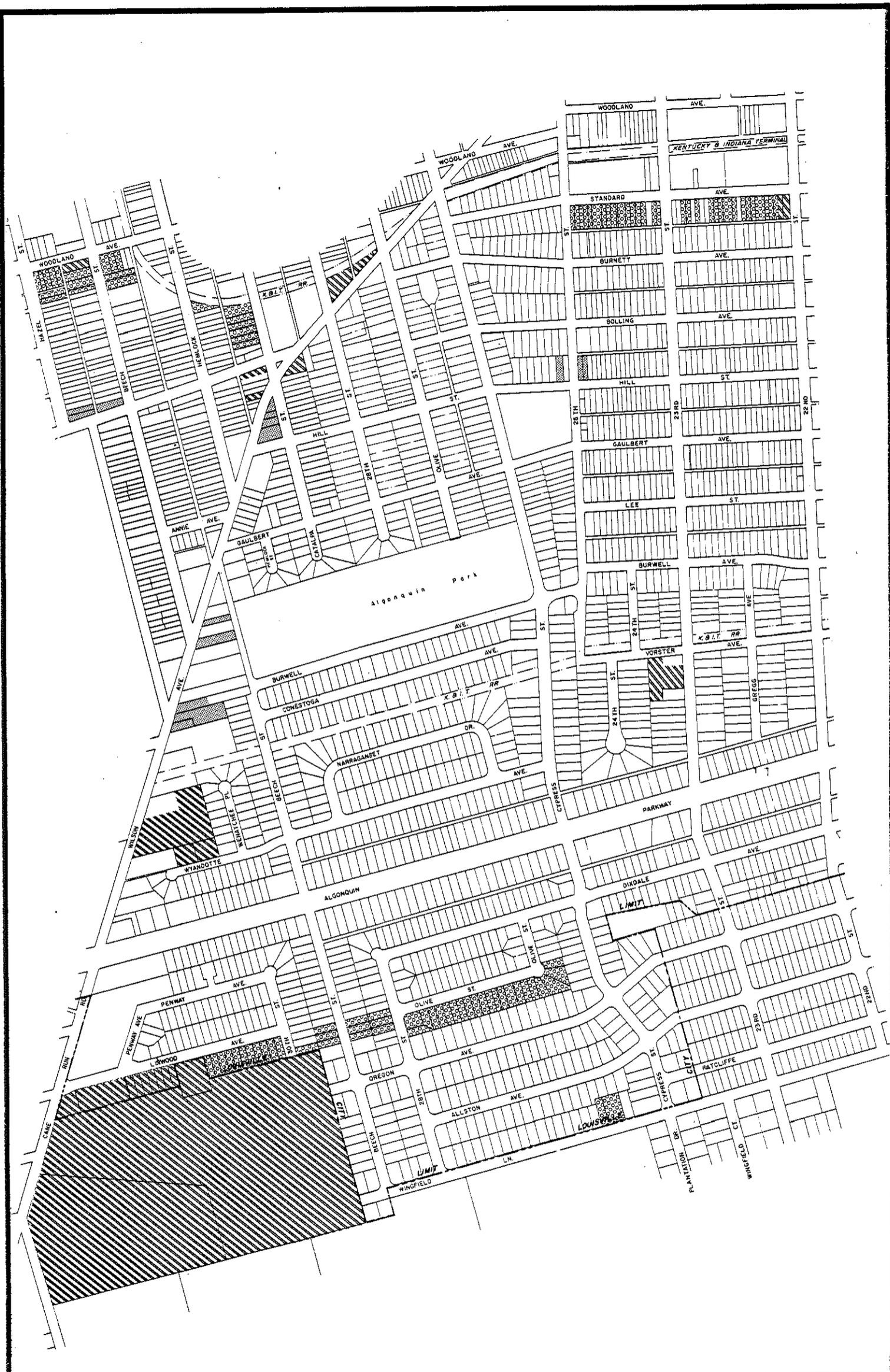
NON-CONFORMING USES

200' 100' 0' 200' 400' 600'

Sheet A



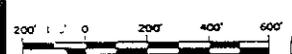
FIGURE 1--



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

NON-CONFORMING USES



Sheet B



FIGURE 1-4

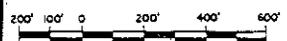


**ALGONQUIN
NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

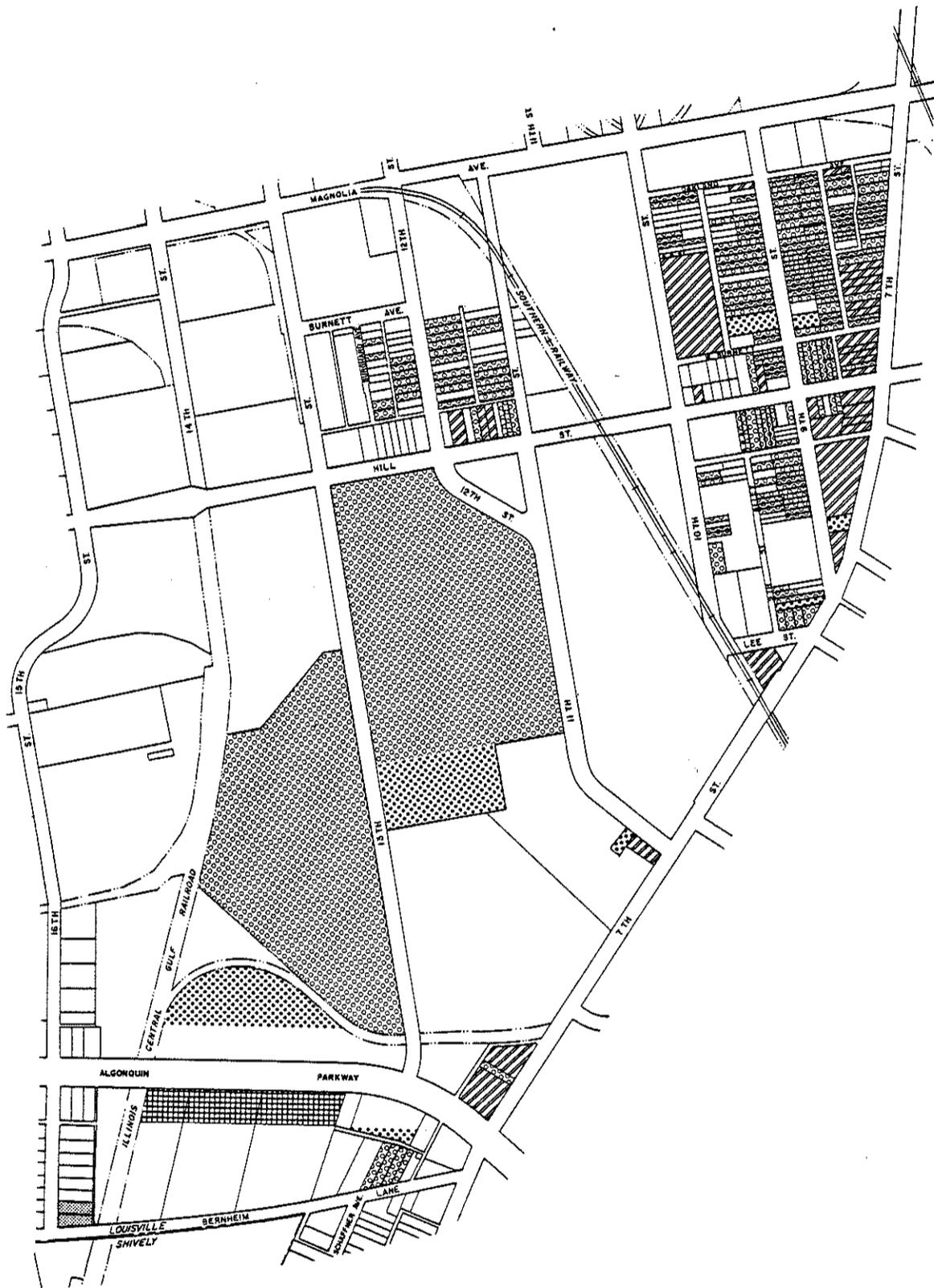
NON-CONFORMING USES



Sheet C



FIGURE 1-4



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

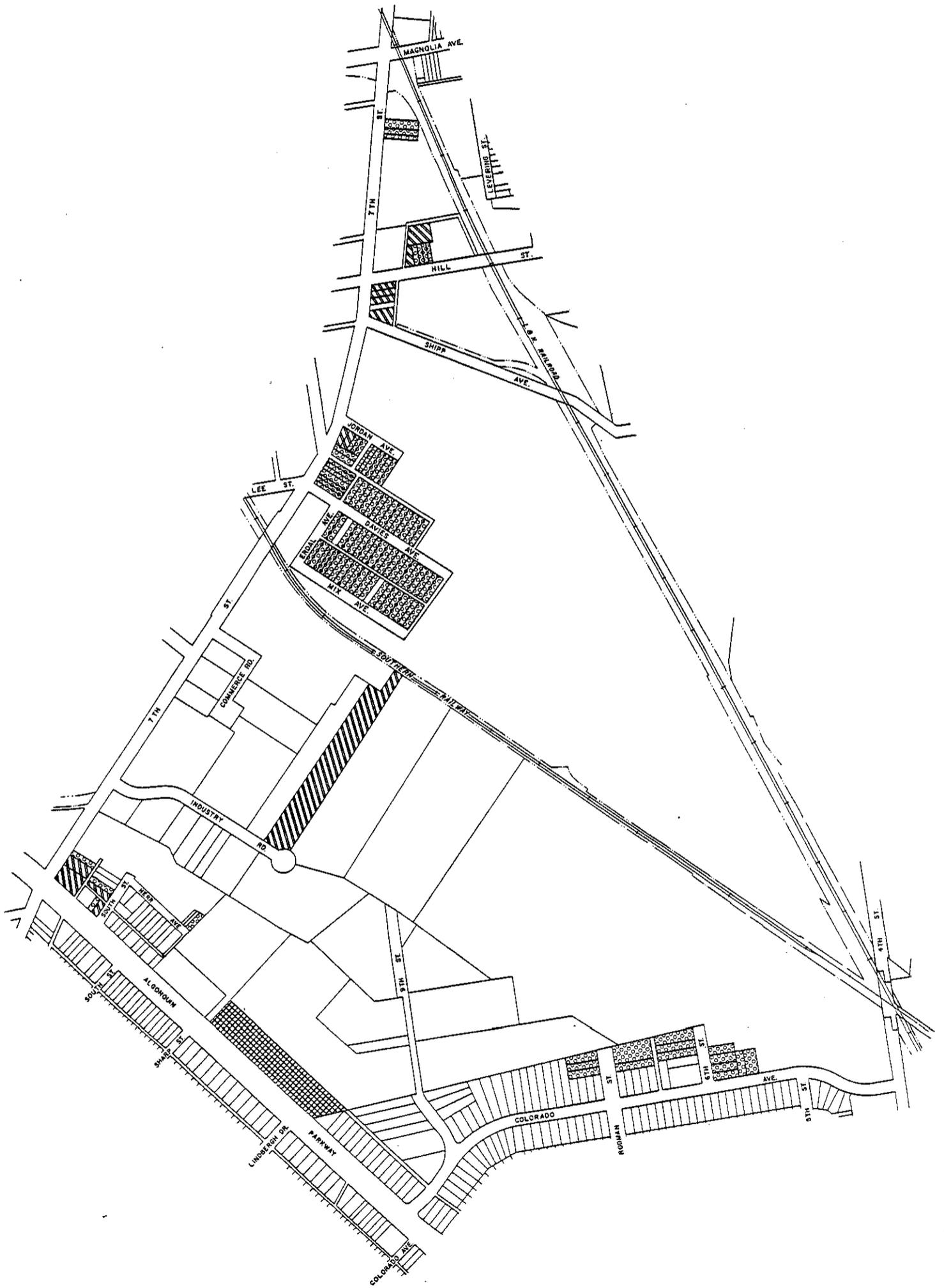
NON-CONFORMING USES

200' 100' 0 200' 400' 600'

Sheet D



FIGURE 1-4

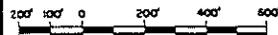


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

NON-CONFORMING USES



Sheet E



FIGURE 1-

FIGURE 1-5
CONDITION
OF STRUCTURE

LEGEND

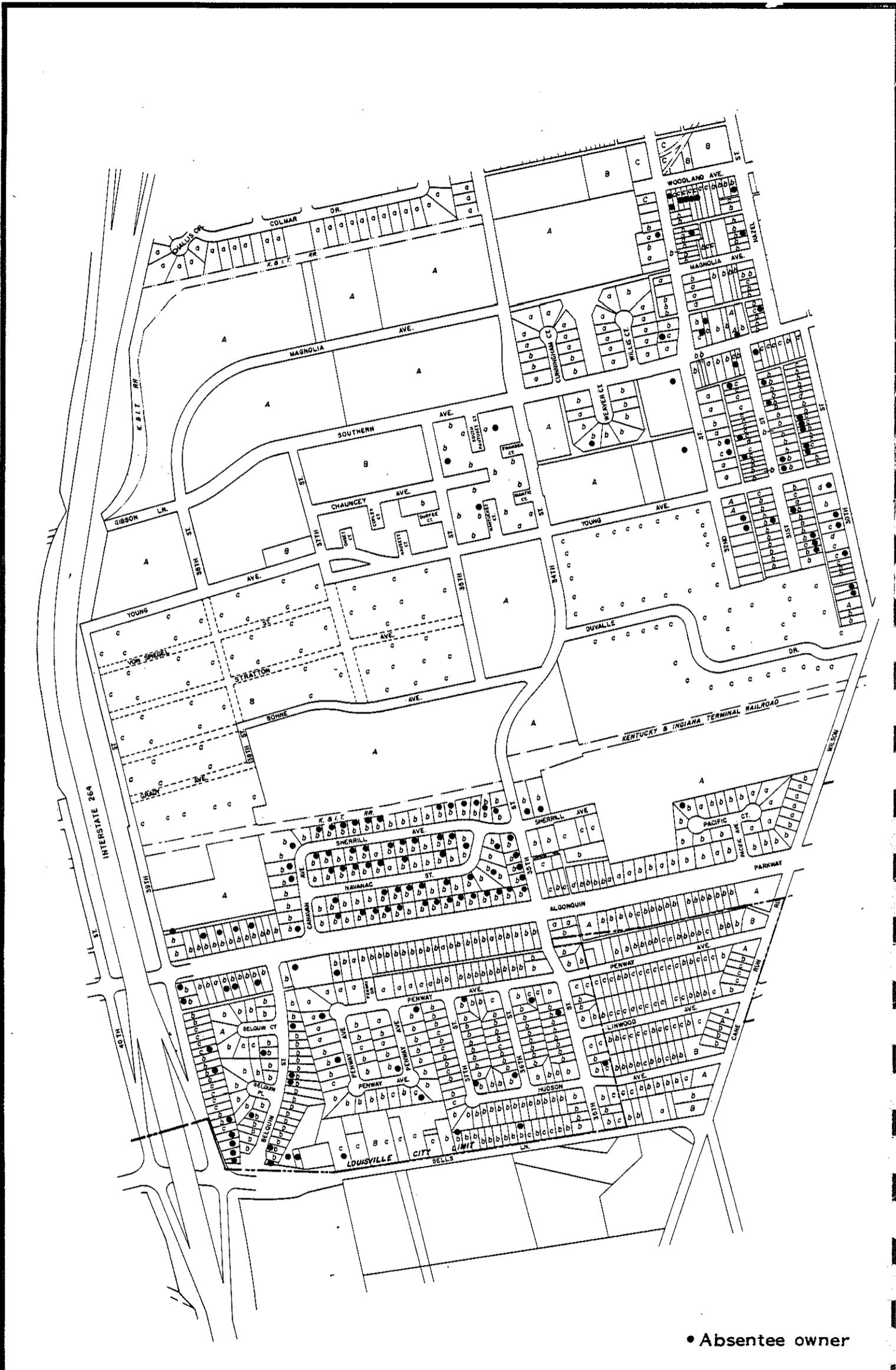
RESIDENTIAL

- a** Sound
- b** Sound Minor Repair
- c** Sound Major Repair
- d** Deteriorated
- e** Dilapidated

COMMERCIAL

- A** Standard
- B** Depreciating
- C** Substandard

Sources: Land Development Section,
City of Louisville Neighborhood
Development Cabinet, 1984;
Louisville and Jefferson County
Planning Commission, 1984;
Jefferson County Property
Valuation, 1984



ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION

805 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

CONDITION OF STRUCTURE



Sheet A



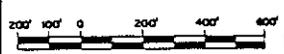
FIGURE 1-



• Absentee owner

ALGONQUIN NEIGHBORHOOD
 LOUISVILLE & JEFFERSON COUNTY
 PLANNING COMMISSION
 300 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

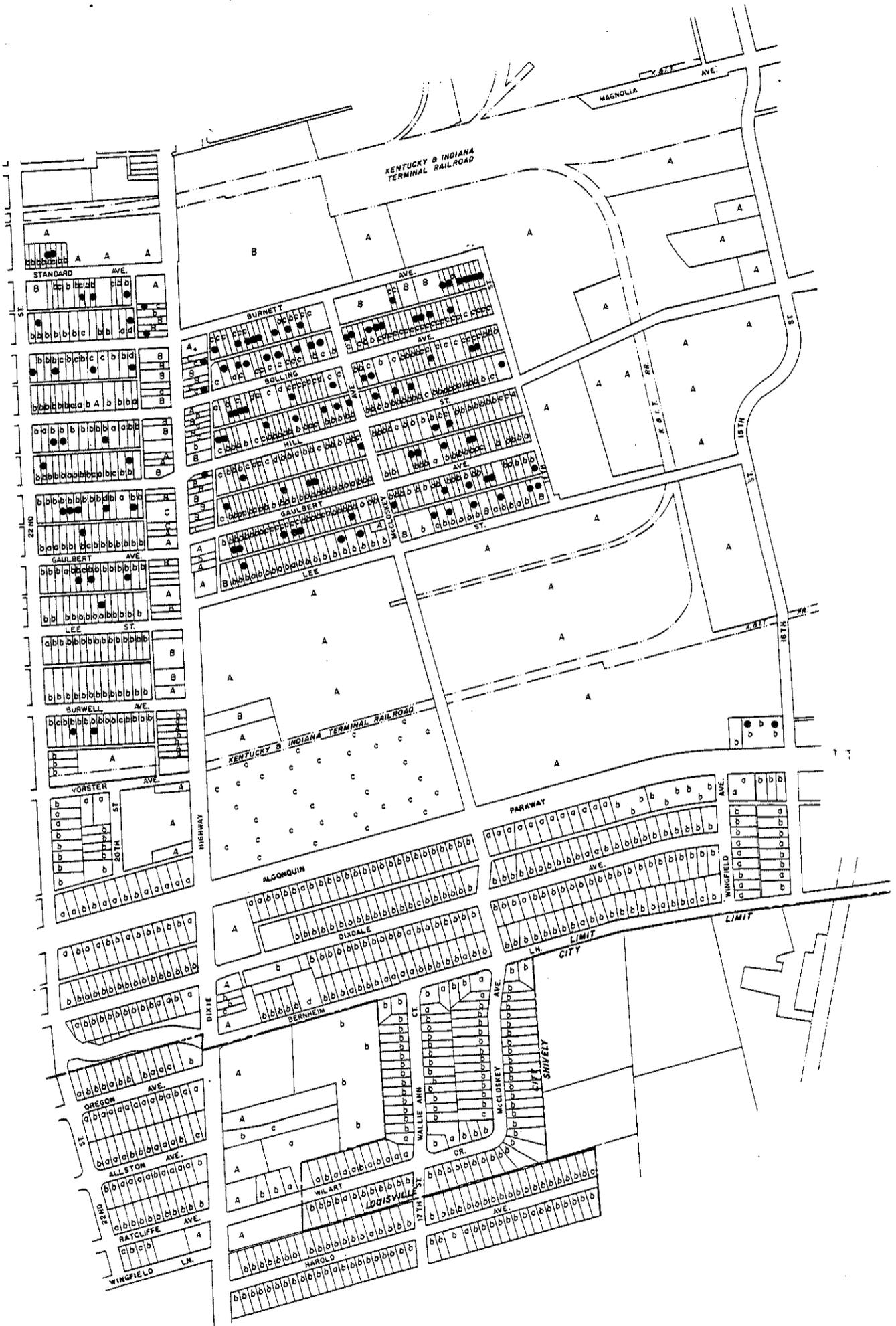
CONDITION OF STRUCTURE



Sheet B



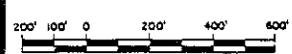
FIGURE 1-5



• Absentee owner

ALGONQUIN NEIGHBORHOOD
 LOUISVILLE & JEFFERSON COUNTY
 PLANNING COMMISSION
500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

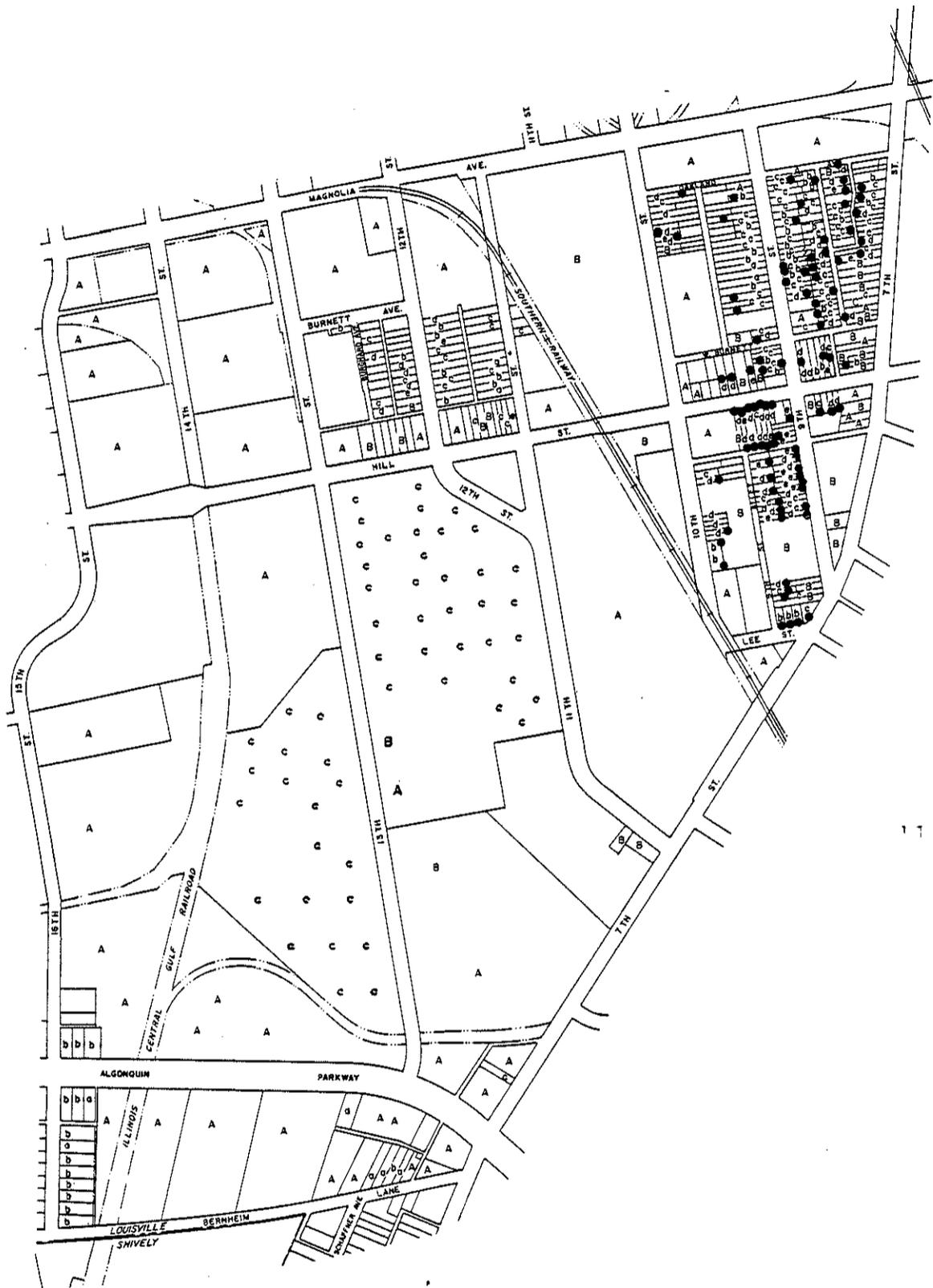
CONDITION OF STRUCTURE



Sheet C



FIGURE 1.5



• Absentee owner

ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

300 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

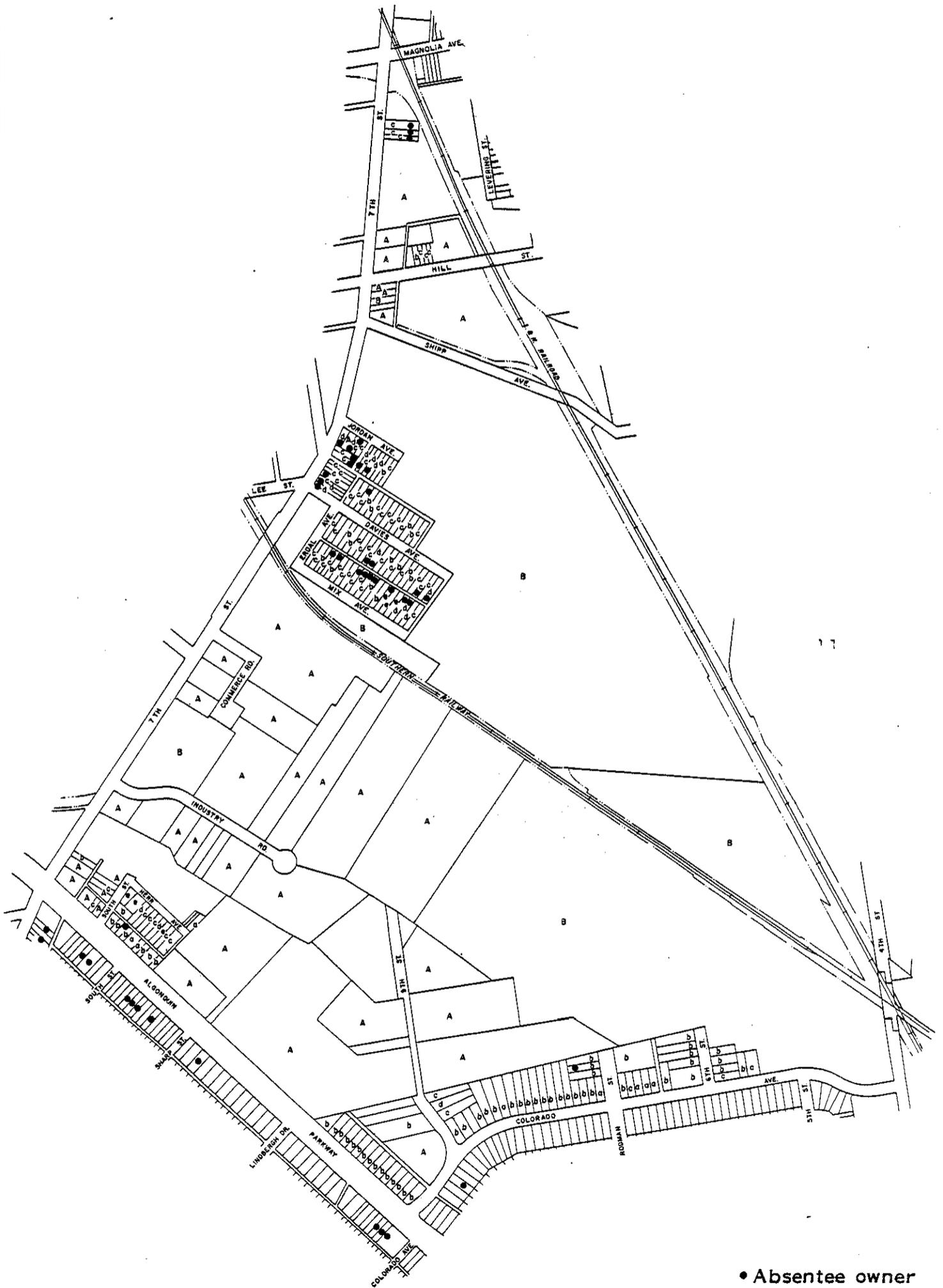
CONDITION OF STRUCTURE

200' 100' 0 200' 400' 600'

Sheet D



FIGURE 1-5



17

• Absentee owner

**ALGONQUIN
NEIGHBORHOOD**

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

**CONDITION
OF STRUCTURE**



Sheet E



FIGURE 1-

II. TRANSPORTATION NEEDS ASSESSMENT

Summary of Findings

- The roadway network in the Algonquin Parkway community study area generally reflects a north-south, east-west grid pattern with alterations made by urban renewal and larger industrial development.
- The highest traffic volumes in the study area occur along Seventh Street, Algonquin Parkway, Dixie Highway, Cane Run Road and 22nd Street. The Algonquin Parkway/Seventh Street intersection approaches unstable flow during the peak hour and has the highest number of accidents (34) in the study area. Algonquin Parkway at 22nd Street and at Dixie Highway were the second and fourth highest accident locations. The intersection of Hill and Seventh Street has the third highest number of accidents (29) in the study area.
- No major highway improvements are programmed for the study area. However, the South Louisville Transportation Study (presently underway) is to recommend improvements to the 7th Street corridor, and is investigating alternative alignments for the Eastern Parkway and Ninth Street Extensions.
- TARC provides the Algonquin Parkway community with transit service by way of seven local routes, three express routes and handicapped transportation services (TARCLIFT). All areas of the community are well served by transit service, but there is a need for additional TARC shelters or benches.
- Heavy train movement on K&IT railroad tracks on the northern boundary of the study area has posed an ongoing problem of traffic movement. A consultant is presently completing a feasibility study of a grade separation of the K&IT somewhat between Broadway and 22nd Street.
- Compared to other older neighborhoods in the City, the Algonquin Parkway community has relatively few streets with sidewalks, although most residential areas do have them. The need for sidewalks should be further investigated along 22nd Street between Hill Street and Algonquin Parkway, Wilson between Southern Avenue and Algonquin Parkway, and Algonquin Parkway between Dixie Highway and 16th Street.
- The bicycle routes passing through the study area are ones where bikes share the roadways with automobiles. These routes are part of a larger bikeway system serving most of the City.

A. INVENTORY

1. Existing Conditions

a. Roadways

The roadway network in the Algonquin Parkway community study area generally reflects a north-south, east-west grid pattern. However, larger industrial developments and urban renewal in the western portion of the study area have altered this basic grid pattern.

Each street in the roadway network may be categorized according to its particular function. All streets in the study area serve a vital purpose; the roadway network provides service to local as well as through traffic. "Functional classification" identifies the role of a street within the roadway network. The roadway network and functional classification are shown in Figure II-1.

The Shawnee Expressway (I-264), located along the western boundary of the study area, is classified as an "expressway", the highest

functional classification. An "expressway" carries high-speed, high-volume traffic and provides regional accessibility. North of the study area, the Shawnee Expressway is linked with I-64; and, to the south, the Shawnee Expressway becomes the Henry Watterson Expressway which is linked to Interstates 64, 65 and 71.

"Major arterials" link major activity centers (employment, shopping centers, etc.) within the metropolitan area and provide access to the expressway system. There are currently three roadways in the study area that are classified as "major arterials." They are 22nd Street, 7th Street and Algonquin Parkway east of 22nd Street. In addition, Dixie Highway southward from its intersection with 22nd Street is classified as a "major arterial." Traffic signals are phased to move traffic along "major arterials" at about 35 miles per hour. However, traffic generally travels slower during the peak hours of 6:30 to 8:30 A.M. and 3:30 to 5:30 P.M. due to commuter traffic.

There are seven roadways or portions of roadway classified as "minor arterials" in the study area. They are Bells Lane, Algonquin Parkway west of 22nd Street, Wilson Avenue/Cane Run Road, 34th/35th Street, Dixie Highway north of 22nd Street, Hill Street east of 22nd Street, and 15th/16th Street. "Minor arterials" serve as a link between "major arterials" and "collectors" and generally emphasize through traffic flow. Travel speeds generally range from 25 to 35 miles per hour depending on weather and traffic conditions. Traffic signals are provided at key intersections.

There are three roadways classified as "collectors" within the study area. They are Southern Avenue, Hill Street between 22nd Street and Wilson Avenue and 11th/12th Streets. "Collector" streets generally provide for movement within neighborhoods and access to more highly traveled roadways. Travel speeds are generally between 25 and 35 miles per hour and traffic signals are provided at key intersections.

The remaining streets within the study area are classified as "local" streets. "Local" streets are primarily used for property access and for access to the "collector" street system. On Figure II-1, streets which are not labeled are classified as "local" streets.

In older residential areas near the middle of the study area, there are alleys running behind the lots. These alleys are sometimes used for garbage collection and for rear access to lots.

b. Traffic Volumes

Average daily traffic (ADT) is the volume or amount of traffic passing by a designated point on an average day. ADT's for locations along some of the roadways in or serving the Algonquin study area are shown in Table II-1, "Average Daily Traffic (ADT)."

The highest traffic volume of any surface street in the study area occurs along Seventh Street. The ADT for Seventh Street south of Algonquin Parkway was over 19,000 vehicles per day in June of 1983. This high level of traffic can be attributed to the heavy use of Seventh Street as a route for commuter traffic between downtown Louisville and portions of South Louisville and Jefferson County.

Four Algonquin Study area roadways have ADT's that are close to 10,000 vehicles per day, the traffic volume threshold requiring a four-lane facility. They include Algonquin Parkway, Dixie Highway, Cane Run Road and 22nd Street, all having four lanes. Other streets appear to carry less than 10,000 vehicles per day.

c. Public Transportation

Public transportation needs in the study area are served primarily by the Transit Authority of River City (TARC). Presently, TARC service is provided by way of ten separate routes.

They are:

- Sixth Street (Route No. 6)
- Hill Street (27)
- Twelfth Street (12)
- 26th Street - G.E. Express (46)
- Preston - 18th (18)
- Dixie/Kosmosdale Express (50)
- Muhammad Ali Boulevard (19)
- Manslick Express (54)
- Twenty Second Street (22)
- Crums Lane (63)

TARC routes are categorized according to function and general area served. The Sixth Street, Preston-18th, Muhammad Ali Boulevard and Crums Lane routes are considered to be radial routes. Radial routes generally provide service from an outlying area to Louisville's Central Business District (CBD). The Twelfth Street and Twenty Second routes are considered to be feeder routes. Feeder routes generally connect residential areas with other belt and radial routes. The Hill Street route is considered to be a belt route. Belt routes provide service from one sector of the City to another without passing through the CBD. The 26th Street-G.E. Express, Dixie/Kosmosdale Express and Manslick Express routes are as their name implies, express routes. These routes provide limited trips from one area of the City or County to another with a limited number of coach stops at each end of the route.

Streets served by TARC are shown in Figure II - 2. The Sixth Street, Twelfth Street, Preston-18th, Muhammad Ali Boulevard and Hill Street routes provide fairly regular service, seven days a week. The Twenty-Second Street and Crums Lane routes provide less frequent service, Monday through Saturday. The 26th Street-G.E. Express, Dixie/Kosmosdale Express and Manslick Express routes provide service only during morning and evening peak hours Monday through Friday.

Presently, only the Muhammad Ali Boulevard route is served by regularly scheduled buses equipped with wheelchair-lifts. However, kneeling buses are used on all routes serving the neighborhood as well as routes serving other areas in the City and County. Kneeling buses are equipped with an air device used to lower the entrance steps making the bus more accessible to the elderly and handicapped who can walk.

An additional public transportation service of TARC that is available to the elderly and handicapped is TARCLIFT. This special transportation service operates on the basis of requests organized in two manners: regular subscription requests and "advance call-in" requests.

The regular subscription service is geared to those who work or attend school. It operates Monday through Friday from 6:30 a.m. to 6:00 P.M. A person wishing to use this service arranges a regular pick-up and delivery schedule with TARC, and must use the service at least three days a week.

The "advance call-in" service, offered by TARC, operates on a demand-response basis. Buses operate from 9:00 A.M. to 5:00 P.M. Tuesday and Thursday. Weekend service is also available from 11:00 A.M. to 6:00 P.M. on Saturday and from 7:00 a.m. to 2:00 p.m. on Sundays. Reservations for transportation services are taken one week in advance by TARC. Generally, medical/rehabilitation trips take first priority. Shopping or recreation trips are fulfilled after priority trips are accommodated.

In addition to TARC's special handicapped service, the WHEELS program sponsored by the American Red Cross provides transportation services for the elderly and handicapped. The program consists of the use of several vehicles to provide access to nutrition, medical and social centers. Although there are some set routes used by the WHEELS program, schedule times and routes are generally determined by the number of people traveling to each location on a particular day. Individuals wishing to use the service are requested to schedule needed services at least five days in advance.

d. Goods Movement

Existing levels of truck traffic are currently being accommodated on neighborhood streets without creating problems. The streets with the greatest levels of truck traffic include, 7th Street, Hill Street, 15th/16th Streets, Dixie Highway and Wilson Avenue.

The K&IT Railroad's tracks that form the northern boundary of the study area were recently acquired by the Southern Railway System, and these tracks are currently used by Southern and Seaboard Systems railroads. Approximately 35 to 40 Southern Railway System and four Seaboard Systems trains currently use the line each day. On the average, each train will block a particular railroad crossing for five to ten minutes.

e. Sidewalks and Pedestrian Facilities

Sidewalks and street crossing aids should ideally be provided to insure safe pedestrian access to and from centers of activity. In the study area significant concentrations of pedestrian movement can be found around the parks and recreational facilities, in the vicinity of the study area's four public housing complexes and in the around the study area's seven schools. Areas around schools and recreational facilities are of special concern because of number of children attracted by these land uses.

Figure II-3 shows sidewalk locations as well as the location of crosswalk lines and wait/walk signals.

Compared to older neighborhoods of the City, the Algonquin Parkway community has relatively few streets with sidewalks. However, most residential areas in the study area are served by sidewalks. There are fewer sidewalks in the study area due to the large areas used industrially and newer residential areas lacking sidewalks.

f. Bikeways

The study area is served by officially designated and marked Class III bicycle routes. Bicycles using this type of route share the road directly with motor vehicles. Roadways along which Class III bikeway facilities occur are identified by green and white signs displaying a bicycle with the words "Bike Route" written underneath. Streets are selected for Class III bikeways if they have sufficient roadway widths, low traffic volumes, low speed limits and continuity with the bike route system.

The bicycle routes passing through the study area are part of a larger bikeway system serving most of the City. The bikeway system, including the portion in the study area, was established in 1977 with the adoption of the bikeway plan by the Kentuckiana Regional Planning and Development Agency (KIPDA). Roadways that are used by the bikeways in the study area include 32nd Street, 37th Street, Duvalle Drive, Bohne Avenue, Southern Avenue, Hill Street, Burnett Avenue, 23rd Street, Cypress Street and Burwell Avenue. Refer to Figure II-1 for bikeways.

g. Parking Facilities

Parking facilities, both on-street and off-street, are an important element in any neighborhood's transportation system. Properly designed and adequate amounts of off-street parking ensure that the flow of traffic is not frequently interrupted by vehicles entering and exiting on-street spaces. Vehicles must have a storage or parking place at both the origin and destination of any trip.

The only parts of the Algonquin study area that appear to have significant amounts of on-street parking are those older residential areas near the upper-middle portion of the study area. More recently developed residential areas generally south of Algonquin Parkway are more likely to have driveways for parking. In addition, a vast majority of the non-residential development in the study area has adequate off-street parking facilities.

B. ASSESSMENT

1. Analysis of Existing Conditions

a. Roadways

The street network in the Algonquin Parkway community study area handles normal traffic volumes satisfactorily. During peak commuting hours some delays can be expected along Algonquin Parkway, Dixie Highway and Seventh Street Road. A number of other streets in the study area are subject to periods of heavier than normal traffic levels and occasional delays. These include Colorado and Wilson Avenues and 22nd Street.

These temporary periods of heavy traffic are generally not serious enough to justify road widening or other major improvements. However, minor improvements, (such as peak-hour parking restrictions), might be needed to help commuter traffic flow more freely. Overall, the flow of commuter traffic is relatively smooth with some delays and conflicts occurring at the intersections of heavily used roadways.

A significant problem affecting the street system in the Algonquin Parkway community study area is the frequent blockage of north-south streets at the northern boundary of the study area by trains. This problem is addressed later.

Level of service. Level of Service is a measure of how well the intersection of two roadways accommodates the traffic that flows through that intersection. It is based on collective transportation factors such as travel speed, freedom to maneuver, driving ease, traffic interruptions, safety and convenience provided by an intersection during peak traveling hours. Factors directly involved in calculation and determination of level of service include traffic volumes, right and left turning-movements and traffic signalization.

Level of Service (LOS) designations range from "A" to "F". LOS "A" implies free flowing traffic conditions. LOS "A" and "B" indicate generally good traffic service with the capacity to handle additional vehicles. Intersections with LOS "C" experience acceptable delays. LOS "D" approaches unstable flow, although delays at the intersection are tolerable. LOS "E" implies substantial congestion with traffic making frequent stops and starts. LOS "F" indicates traffic is often backed up or jammed.

Level of service data for the Algonquin Parkway community is presented in Table II-2. Level of service was calculated using the peak traffic hour for the particular intersection. The intersection of Seventh and Hill Streets was one of the intersections that received the lowest rating given to any of the study area intersections. The "C" rating at this intersection can at least partially be attributed to the reduced traffic lanes just east of the intersection on Hill Street at the railroad overpass; however, the lack of left turn bays, the isolated traffic signal and curvature of the 7th Street Roadway contribute to congestion and high accidents. The fact that left turns are prohibited at this intersection keeps the LOS rating from being worse. If left turns were permitted, this intersection would be at capacity. The lower level of service ratings at the intersections of Algonquin Parkway and Seventh Street, Hill and 22nd Street and the intersection of Algonquin Parkway and Dixie Highway can probably be attributed to the difficulty or prohibition of making left turns at those intersections. In fact, if left turns were permitted off Algonquin Parkway to 7th Street, the LOS rating for the intersection would be "D" indicating unstable flow.

The only major transportation improvements contemplated in the community's Metropolitan Transportation Improvement Plan are the upgrading of 7th Street (from the proposed 9th Street extension to the Watterson Expressway) with a median and left-turn bays and the Eastern Parkway Extension from Third Street running north of Colorado Avenue to Algonquin Parkway. The South Central Louisville Transportation Study being prepared by Presnell and Associates is investigating alternative routes, for these facilities (refer to Figure II-4); however, no evaluation of these alternatives has been made public as of December of 1984.

Pavement Conditions. The condition of street surfaces throughout the Algonquin Parkway community study area can generally be rated as fair to good. There are a few notable exceptions, however. Seventh Street, north of Algonquin Parkway has some bad portions of pavement as does Southern Avenue. In addition, Sherrill Avenue at its intersection with 35th Street has several potholes. Residents have indicated that portions of 31st and Beech Streets and Wilmart Drive need resurfacing. Portions of roadway in the vicinity of Seventh and Hill Street are in excellent shape because they were recently repaved due to damage done in the "Ralston-Purina sewer blast."

Many of the alleys in the Algonquin Parkway community are in need of maintenance and repair. Problems associated with the deteriorating alleys include poor surface conditions, inadequate drainage, overgrown vegetation and dumping.

Railroad Overpasses. The K&IT railroad tract overpasses 22nd Street and Dixie Highway just inside the northern boundary of the Algonquin Parkway community study area. The 22nd Street overpass has a clearance of 12 feet 6 inches, and the overpass at Dixie Highway has a clearance of 13 feet 9 inches. The Illinois Central Gulf railroad overpasses Algonquin Parkway and Hill Street just west of 13th Street both locations having clearances of over 14 feet. The clearances at all of these locations do not appear to create any problems although they are lower than the current City standard of 16½ feet.

Accidents. Several intersections within the boundaries of the Algonquin Parkway community study area have experienced high levels of traffic accidents. High accident intersections in the Algonquin Parkway community study area for 1983 are listed in Table II-2. The most common causes of a accidents at these locations include "failure-to-yield the right-of-way", "disregard of the traffic control device" and "making improper turning movements."

Most of the high accident intersections in the neighborhood also experience high levels of traffic. It is normal for streets with higher traffic volumes to have a higher number of traffic accidents. As traffic accidents causes, failure to yield the right-of-way and improper turning movements may indicate driver confusion about an intersection, improper design or some other defect. This may indicate the need for improvements at these intersections including improved lane markings, improved traffic signalization, or needed left-turn bays.

b. Public Transportation

Existing bus service in the Algonquin Parkway community appears to be adequate. The routes serving the study area practically split the study area into equal sections so that a majority of area residents are within a few blocks of a TARC route. According to TARC, an acceptable walking distance to a bus stop for able-bodied people is three to four blocks (approximately 1/4 of a mile), although a one to two-block walking distance is more desirable.

The ten TARC routes that serve the Algonquin Parkway community study area link the area directly to the downtown area of the City and connect with other bus routes that serve all portions of the City and County. Generally, inner-city neighborhoods such as Park DuValle, Hallmark, Parkhill and Algonquin are better served by transit service than outlying areas. The frequency of buses is greater on the Preston-18th, Muhammad Ali Boulevard and Hill Street Routes; and these lines experience the heaviest ridership in the study area.

Potential transit users can be discouraged from using transit service due to problems with convenience, waiting times, accessibility, safety and comfort for the transit passenger. The lack of shelters and benches along the TARC routes in the study area might discourage ridership. Some of the reasons for not using public transportation are inherent to public transportation when it is compared to private transportation (automobile). Efforts to

improve service must be constant, however, in order to better serve those people without access to private transportation.

The WHEELS and TARCLIFT transit programs for the elderly and handicapped seem to adequately serve the needs of this target group in the Algonquin Parkway community. However, continuing Federal cuts in funding to these programs are a threat to the service offered by WHEELS and TARCLIFT.

c. Goods Movement

Existing levels of truck traffic are currently being accommodated on arterial streets without capacity problems. This situation may be somewhat affected by industrial growth in the Enterprise Zone portion of the neighborhood. There do not appear to be problems with on-street truck loading and unloading activities with the exception of the commercial strip along Dixie Highway north of Lee Street where infrequent on-street loading and unloading activities occur.

Information concerning railroad crossings and rail service for the study area is contained in a railroad crossing study being completed for the City of Louisville Public Works Department by Schimpeler-Corradino Associates consulting engineers. Information from this study was unavailable at the time of printing of the Algonquin Parkway Community Needs Assessment Study. The railroad crossing study was to examine an area west of 22nd Street and south of Broadway for potential locations for a grade separation at the one of the numerous railroad crossings in the area (including Virginia, Dumesnil, Wilson and other streets) and determine the need and source of money for such a separation.

d. Sidewalks and Pedestrian Facilities

A majority of the residential and commercial areas of the Algonquin Parkway community study area are adequately served by sidewalks. The sidewalks are generally well maintained. However, there are areas where sidewalks are lacking, are poorly maintained or pose a tripping hazard. The most conspicuous areas lacking sidewalks include 22nd Street south of Gaulbert, 23rd Street, Wilson Avenue, Algonquin Parkway between Dixie Highway and 16th Street and the residential area directly north of Algonquin Park. In the urban renewal area in the western portion of the study area, many of the sidewalks are in need of maintenance in areas that have yet to be developed. They are often grown over with weeds and strewn with trash. Sidewalk hazards, including uplifted portions of sidewalks and dropoffs where sidewalks end, are dangerous to pedestrians and present a barrier to the handicapped. A few such hazards occur in the study area and their locations are shown on Figure II-3, "Traffic Control Devices and Pedestrian Facilities." Also shown on this map are areas that lack sidewalks.

Only four intersections (Algonquin Parkway and Dixie Highway, Algonquin Parkway and 16th Street, Dixie Highway and Hill Street and 34th Street and Young Avenue) have pedestrian crossing signals. Many other major intersections along such roadways as Algonquin Parkway, 22nd Street and Wilson Avenue in areas with high levels of pedestrians and vehicular traffic could probably use pedestrian signals. In addition, areas with high concentrations of children, such as along roadways near schools, parks and the public housing complex, are likely areas where pedestrian crossing signals would enhance safety. Intersections with pedestrian crossing signals are identified on Figure II-3, "Traffic Control Devices and Pedestrian Facilities."

Other than several intersections along Algonquin Parkway and several in the residential area surrounding Seventh and Hill streets, few of the intersections in the Algonquin Parkway are served by "handicapped ramps" in the sidewalks. The grade separation between the road surface and sidewalks at an intersection presents a barrier for wheelchairs and can be an obstacle for elderly and infirm pedestrians. Most of the high pedestrian concentration areas

(schools, shopping centers and public housing complexes) lack ramps for the capped.

e. Bik Facilities

Existing routes in the Algonquin Parkway community study area appear to provide adequate service. Study area routes link with other bik routes throughout Louisville making a number of neighborhood and activity centers accessible by bicycle. In addition, bicyclists in the Louisville area are legally allowed to use any street or highway except expressways. If bicyclists use roadways that are not officially designated bicycle routes, they should be particularly cautious on roadways with high travel speeds (35 miles per hour or more) and high traffic volumes.

f. Pa:

Overall, it appears to be adequate parking for most uses in the Algonquin Parkway community. There are a few areas where parking is, at times, in short supply and where potential parking problems exist.

All residential uses in the area provide adequate off-street parking for the employees and customers. The same can be said for most commercial uses. However, the commercial area along Dixie Highway in the block of Hill Street lacks off-street parking and on-street parking in the area is in short supply at peak hours during the day. In older residential areas where houses do not have driveways, on-street parking is also in short supply at times. Access to rear of lots and garages by alleys in these areas helps the situation somewhat. On-street parking on both sides of narrow residential streets constricts traffic flow along those streets.

C. CONCLUSION

Based on the inventory and analysis of the Algonquin Parkway community's transportation network and the resident's perception of transportation problems, the following transportation problems and issues were identified and should be addressed.

a. Turns

Level of service ratings, indicating adequacy of an intersection in dealing with traffic, are lower at the intersections of Seventh and Hill Sts, Algonquin Parkway and Seventh Street, Hill and 22nd Street and Algonquin Parkway and Dixie Highway. Although the prohibition of left turns reduces accidents and avoids the cost of adding left-turn bays at intersections, this tends to merely shift the left-turn problem elsewhere. The addition of left-turn bays to these intersections would improve the level of service, reduce cut-through traffic on neighborhood streets when left-turns are prohibited, and reduce accidents. However, the status of Algonquin Parkway as a historic facility may pose limitations to the addition of left-turn bays which would require widening the present pavement. Moreover, improvements are not warranted by traffic volumes alone at these intersections because they have a level of service C; a level of service E (capacity) must be reached to definitely warrant improvements unless a serious safety problem exists (as noted below). The City of Louisville Public Works Department and Kentucky Department of Transportation are responsible for improvements at intersections.

Several intersections are subject to high levels of accidents. The fact that these intersections are subject to numerous accidents indicates the need for further study and potential improvements. Such intersections include:

- Algonquin Parkway and Seventh Street (34 accidents)
- Algonquin Parkway and 22nd Street (33 accidents)
- Hill and Seventh Streets (29 accidents)
- Algonquin Parkway and Dixie Highway (28 accidents)
- Hill and 22nd Streets (25 accidents)

- . Algonquin Parkway and 16th Street (22 accidents)
- . Dixie Highway and Hill Street (20 accidents)

Study of intersections and subsequent improvement is generally accomplished by the City of Louisville Public Works Department and Kentucky Department of Transportation.

Pavement conditions in the study area are generally good except along portions of the following roadways:

- . Seventh Street north of Algonquin Parkway
- . Sherrill Avenue at 35 Street
- . 31st Street
- . Beech Street
- . Wilmart Drive

The City Public Works Department through its street resurfacing program would be responsible for such improvements except for Seventh Street which is maintained by the State.

b. Public Transportation

The lack of transit shelters and benches along TARC routes in the study area might discourage ridership. Along the Hill Street, Muhammad Ali Boulevard and Preston - 18th Street routes would probably be the best locations for new shelters as they are the most frequently used routes. In addition, in areas that lack sidewalks along TARC routes, such as along Wilson Avenue, transit patrons often have to wait on dirt or mud surfaces. The implementing agency for any transit improvements in the study area is the Transit Authority of River City. Sidewalk improvements along TARC routes are not the responsibility of TARC but are rather the responsibility of adjacent property owners.

c. Goods Movement

A consultant's study, unavailable at the time of printing, is to deal with the issues of train blockage of at-grade rail crossings and potential locations for grade-separated rail crossings.

d. Sidewalks and Pedestrian Facilities

A majority of the residential and commercial areas of the Algonquin Parkway community study area are well served by adequately maintained sidewalks. There are hazardous portions of sidewalk and areas where sidewalks are poorly maintained. The City of Louisville does not maintain or replace sidewalk except in very rare instance. The maintenance and care of sidewalks falls to the adjacent property owner.

Although sidewalks are lacking in various areas, the need for sidewalks should be further investigated along 22nd Street between Hill Street and Algonquin Parkway, Wilson between Southern Avenue and Algonquin Parkway, and Algonquin between Dixie and 16th Street in view of the heavy traffic volumes on these streets.

Only four intersections are served by pedestrian crossing signals. Several other major intersections along such roadways as Algonquin Parkway, 22nd Street and Wilson Avenue appear to be locations where pedestrian crossing signals would be desirable to increase safety. The agency responsible for installation of pedestrian crossing signals is the City of Louisville Public Works Department or Kentucky Department of Transportation depending on who maintains the roadway.

e. Bikeway Facilities

Existing bike routes in the Algonquin Parkway community study area adequately serve needs in the area.

f. Parking

There are few parking related problems in the Algonquin Parkway community. On-street parking in the commercial area along Dixie Highway at Hill Street and in older residential areas restricts traffic flow and visibility at intersections. The City of Louisville Public Works Department regulates any change in on-street parking restrictions. Efforts to develop off-street parking in the Dixie and Hill commercial strips should be encouraged. Parking is not permitted with twenty feet of an intersection; however, this has proven to be difficult to enforce.

Table II-1: Average Daily Traffic (ADT)

<u>Street</u>		<u>Date</u>	<u>N or E Bound</u>	<u>S or W Bound</u>	<u>Total</u>
1. Hill Street:	Between 18th and 22nd Streets	5/81	1,761	1,623	3,384
	West of 17th Street	4/79	2,701	4,421	7,095
	Between 18th and McCloskey	5/81	1,824	2,270	4,094
	Between 22nd and 23rd Streets	10/71	3,367	3,398	6,766
2. Algonquin Parkway:	East of 22nd Street	8/77	4,045	4,215	8,260
	West of 22nd Street	8/77	4,378	4,843	9,220
	East of 34th Street	10/78	4,362	5,318	9,682
	West of 34th Street	6/77	-	-	-
	East of Cane Run Road	7/82	5,353	4,870	6,955
	East of Dixie Highway	2/81	4,766	4,467	9,233
3. Bells Lane:	East of Belquin Road	12/81	-	-	7,067
	West of Cane Run Road	5/73	2,620	2,984	5,605
4. Wilson Avenue:	Between Catalpa and Hill	6/82	1,354	1,790	3,144
	Between Cypress and Olive	7/78	-	-	4,052
5. Cane Run Road:	North of Algonquin Parkway	7/82	3,803	3,467	7,271
	South of Algonquin Parkway	7/82	5,044	4,829	9,873
6. Dixie Highway:	North of Algonquin Parkway	2/81	5,176	8,155	13,332
	South of Algonquin Parkway	2/81	5,961	8,567	14,529
	South of Bolling Avenue	1/73	7,356	6,597	13,955
7. 15th Street:	Between Hill and Magnolia	7/77	3,055	2,842	5,898
8. 22nd Street:	North of Algonquin Parkway	12/81	-	-	8,027
	South of Burnett Street	5/79	4,918	5,659	10,577
	North of Standard	5/82	4,191	5,561	9,752

Source: Traffic Volume Computer Printout, KIPDA, May 1983

Table II-2: Adequacy of Intersections

<u>Intersection</u>	<u>Count Date</u>	<u>Level of Service</u>
Seventh and Hill Streets	1/24/80	C*
Algonquin Parkway and Seventh Street	8/10/77	C
Hill and 22nd Street	10/30/73	C
Algonquin Parkway and Dixie Highway	2/26/81	C
Hill and 15th Streets	11/22/82	A
Algonquin Parkway and 22nd Street	8/11/77	A
Algonquin Parkway/Cane Run Road/ Wilson Avenue	12/10/74	A
Hill and 12th Streets	11/18/82	A
Hill Street and Wilson Avenue	10/8/82	A

Source: Louisville Public Works Department, 1984.
Louisville and Jefferson County Planning Commission, 1984.

*Based on assignment of 75% of the through traffic to the left lane on the eastbound Hill approach because the two lanes converge east of the intersection before the L&N RR underpass making an equal assignment of traffic to the two lanes unlikely. If 100% of the through traffic were assigned to the left lane on the eastbound Hill approach, the level of service would drop to E (capacity).

Table II-3: High Accident Intersections in the
Algonquin Parkway Community Study Area (1983)

<u>Intersection</u>	<u>No. of Accidents (1983)</u>
1. Algonquin Parkway and Seventh Street	34
2. Algonquin Parkway and 22nd Street	33
3. Hill and Seventh Streets	29
4. Algonquin Parkway and Dixie Highway	28
5. Hill and 22nd Streets	25
6. Hill and 15th Streets	25
7. Algonquin Parkway and 16th Street	22
8. Dixie Highway and Hill Street	20
9. Algonquin Parkway and Wilson Avenue	13
10. Algonquin Parkway and 35th Street	11
11. Southern Avenue and 34th Street	11
12. Hill and 12th Streets	10
13. 11th and Seventh Streets	7

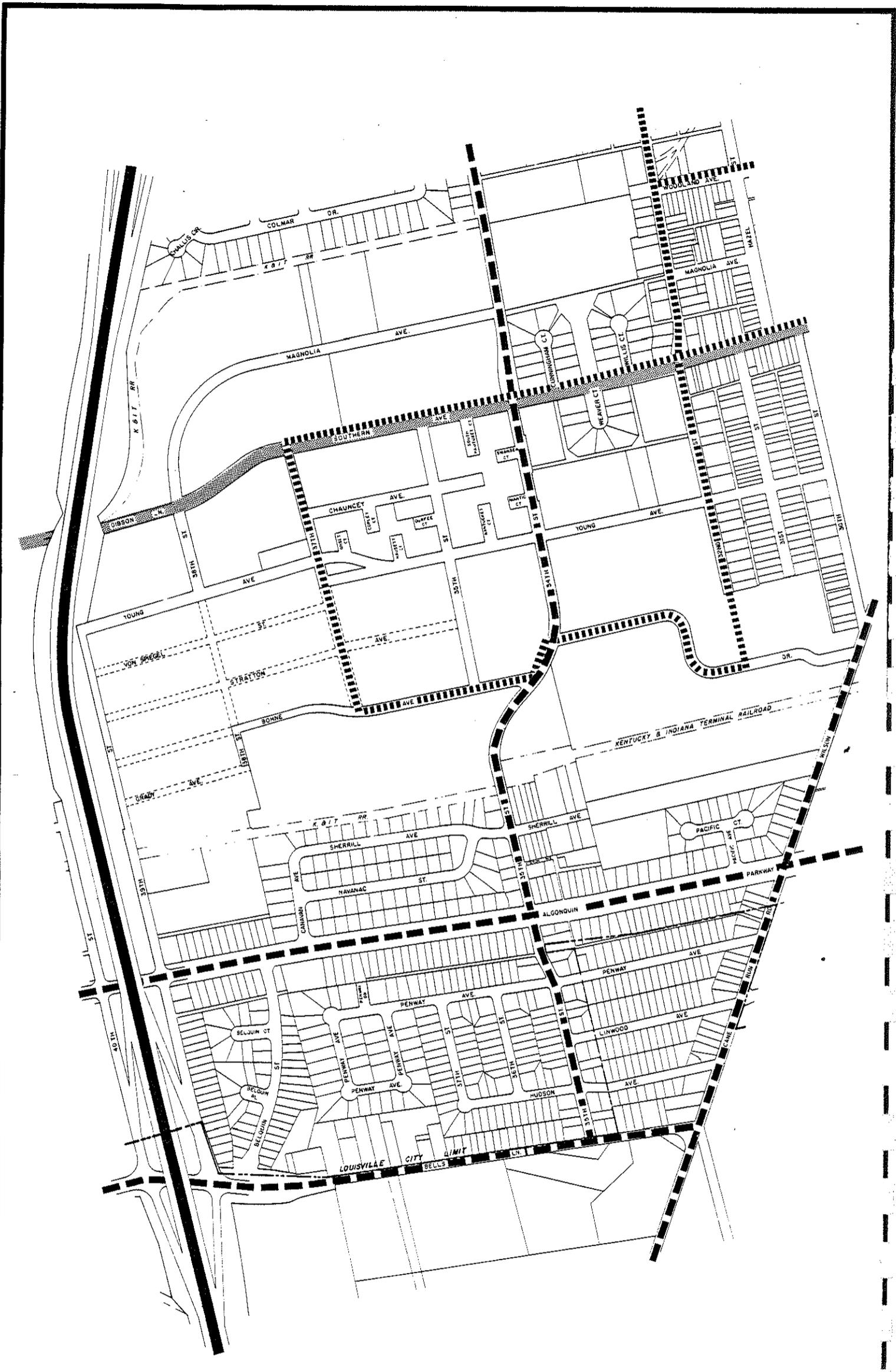
Source: Louisville Police Department, 1984.

FIGURE 11-1
**FUNCTIONAL STREET
CLASSIFICATIONS
AND BIKEWAYS**

LEGEND

-  Expressway
-  Major Arterial
-  Minor Arterial
-  Collector
-  Local
-  Bikeway

Source: Louisville and Jefferson County
Planning Commission, Sept., 1984



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

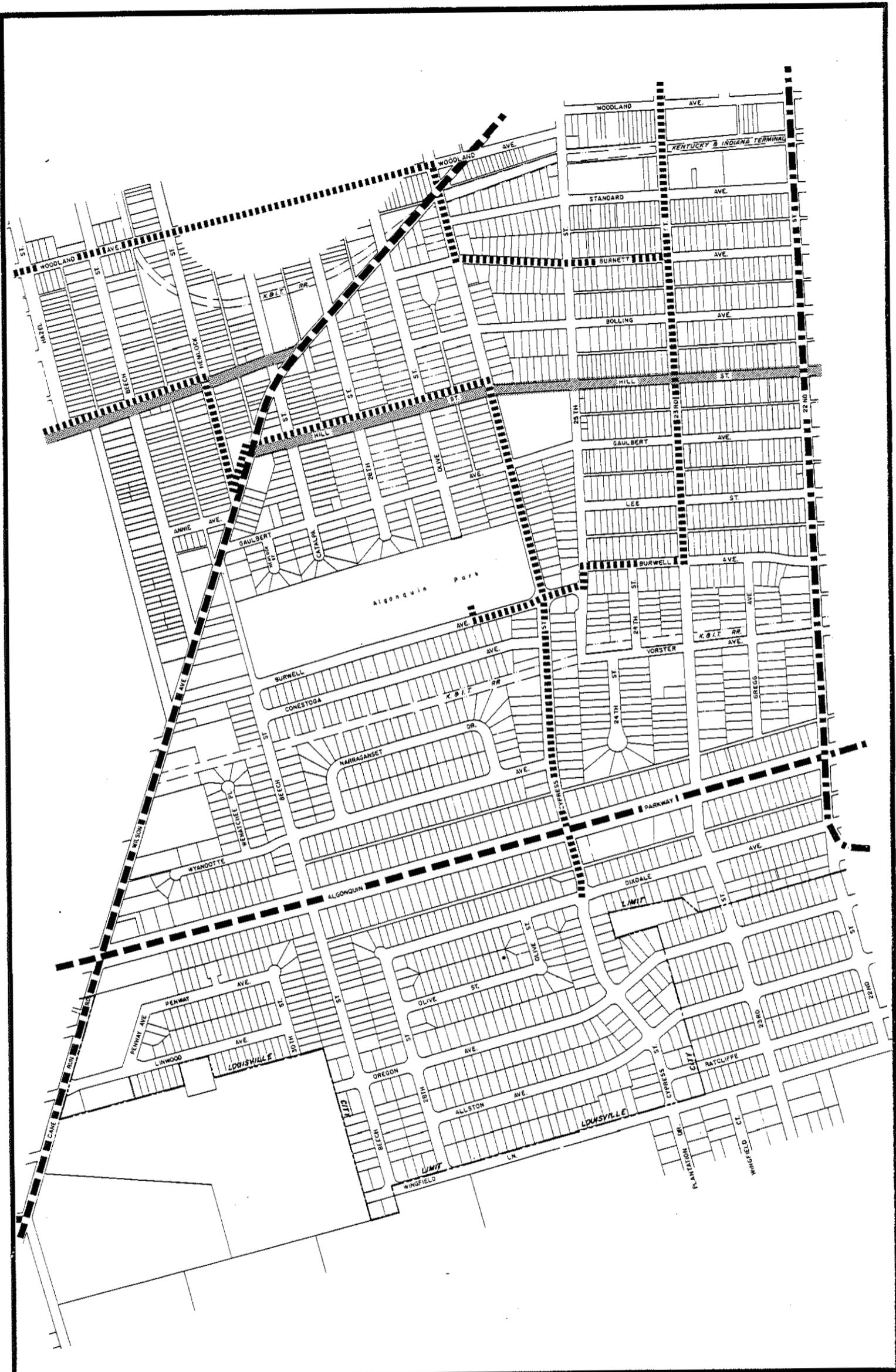
400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

FUNCTIONAL STREET CLASSIFICATIONS AND BIKEWAYS

200' 100' 0' 200' 400' 600'

Sheet A

FIGURE 11-

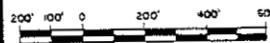


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

300 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

FUNCTIONAL STREET CLASSIFICATIONS AND BIKEWAYS



Sheet B



FIGURE 11-1



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

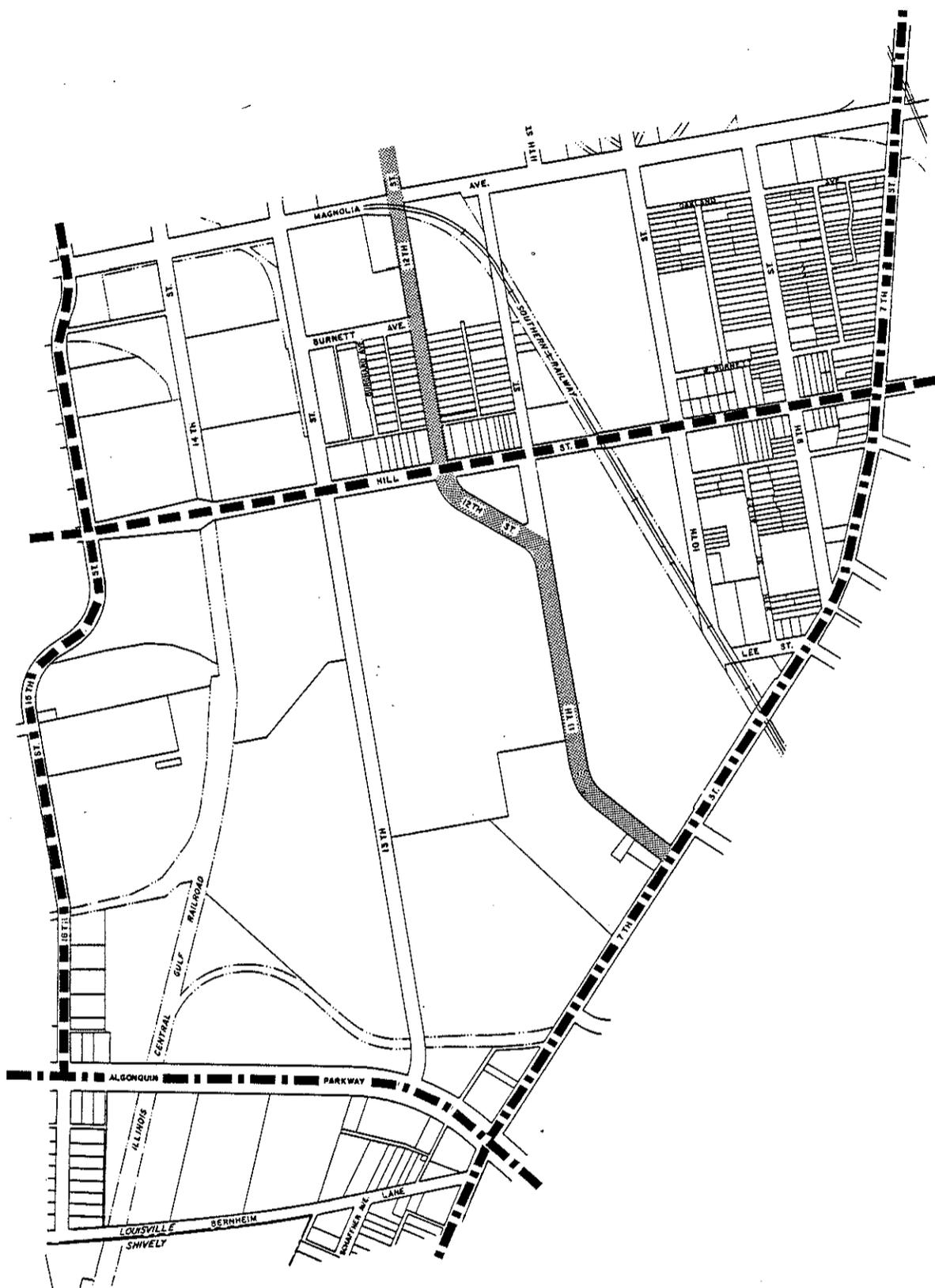
505 FEDERAL COURT BUILDING, LOUISVILLE, KENTUCKY

FUNCTIONAL STREET CLASSIFICATIONS AND BIKEWAYS

200' 100' 0 200' 400' 600'

Sheet C

FIGURE 11

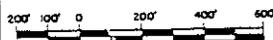


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

402 FEDERAL COURT BUILDING, LOUISVILLE, KENTUCKY

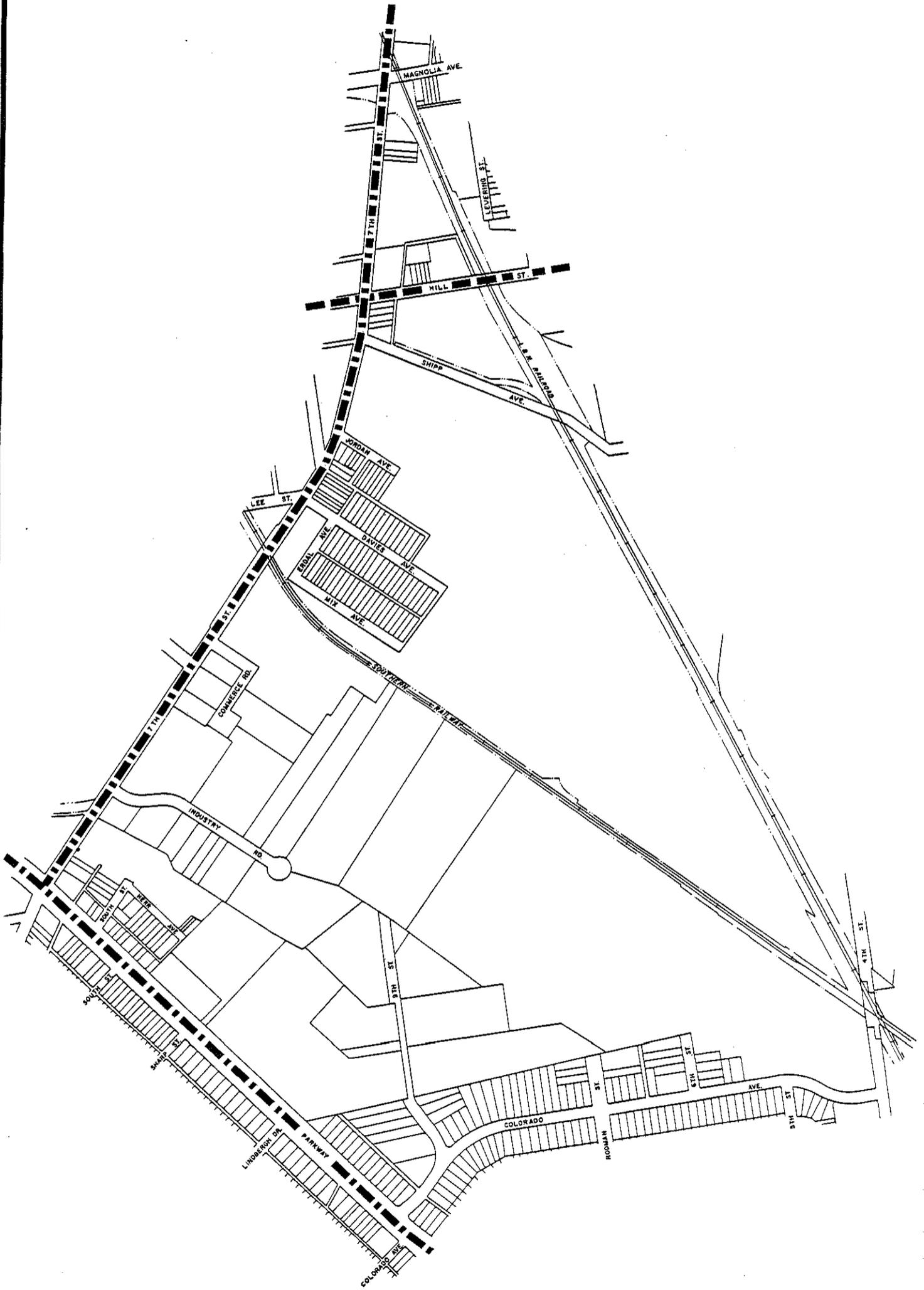
FUNCTIONAL STREET CLASSIFICATIONS AND BIKEWAYS



Sheet D



FIGURE 11-1



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION
100 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

FUNCTIONAL STREET CLASSIFICATIONS AND BIKEWAYS



Sheet E



FIGURE 11-

FIGURE 11-2
TARC ROUTES

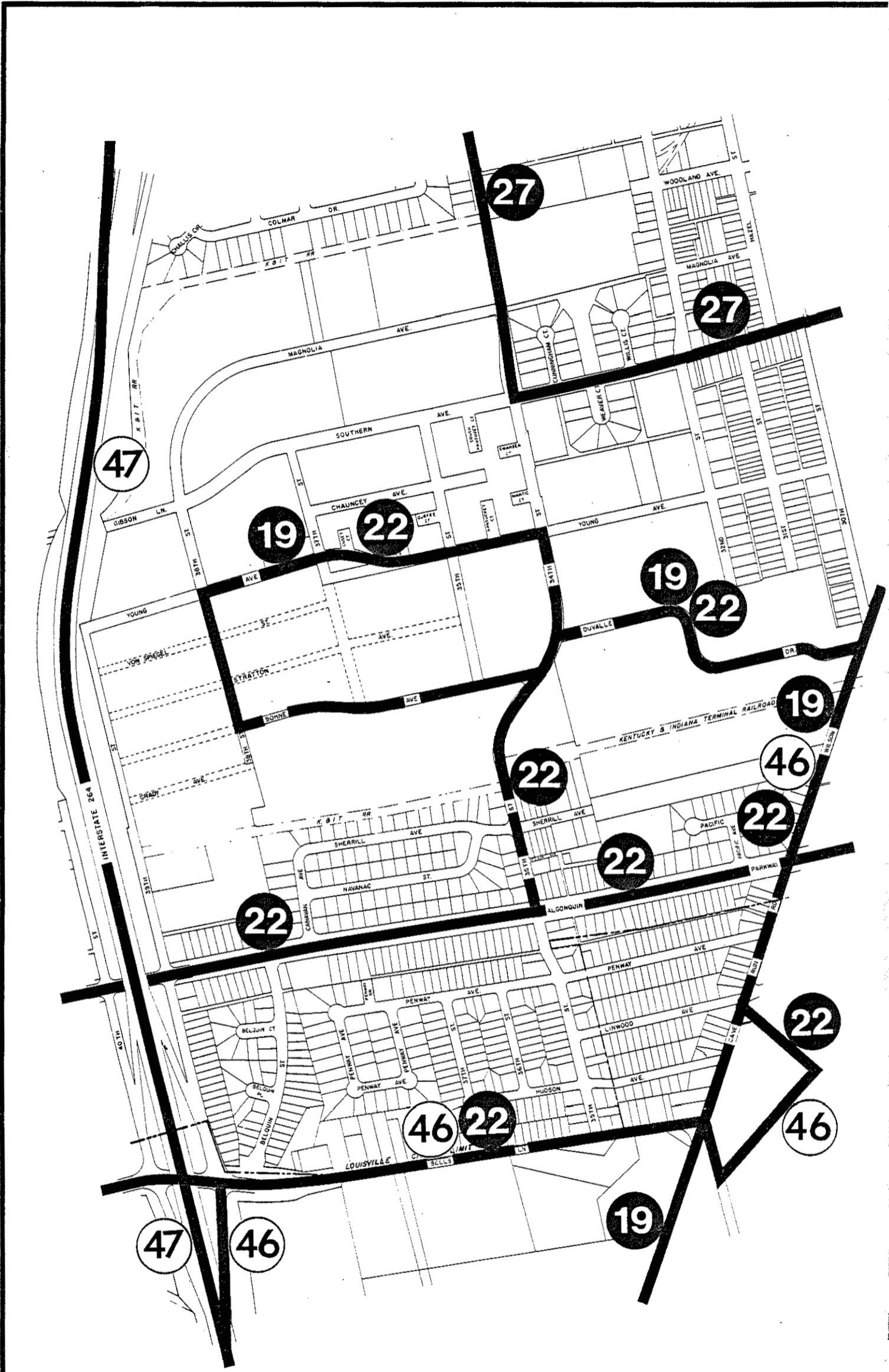
LEGEND

 TARC Routes

 Local Routes

 Express Routes

Source: Transit Authority
of River City, 1984

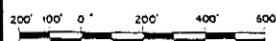


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

1000 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

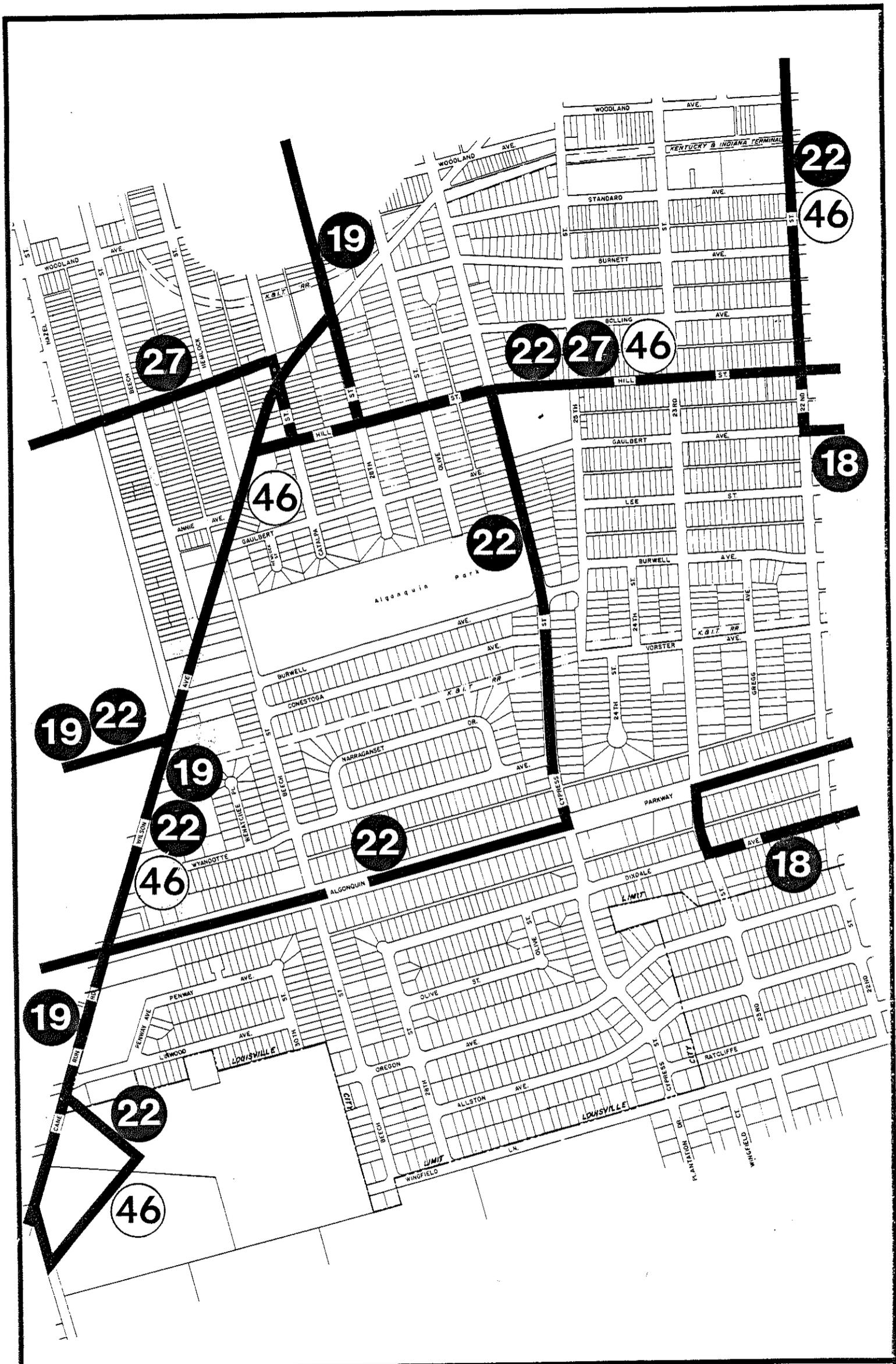
TARC ROUTES



Sheet A



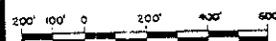
FIGURE 11-



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

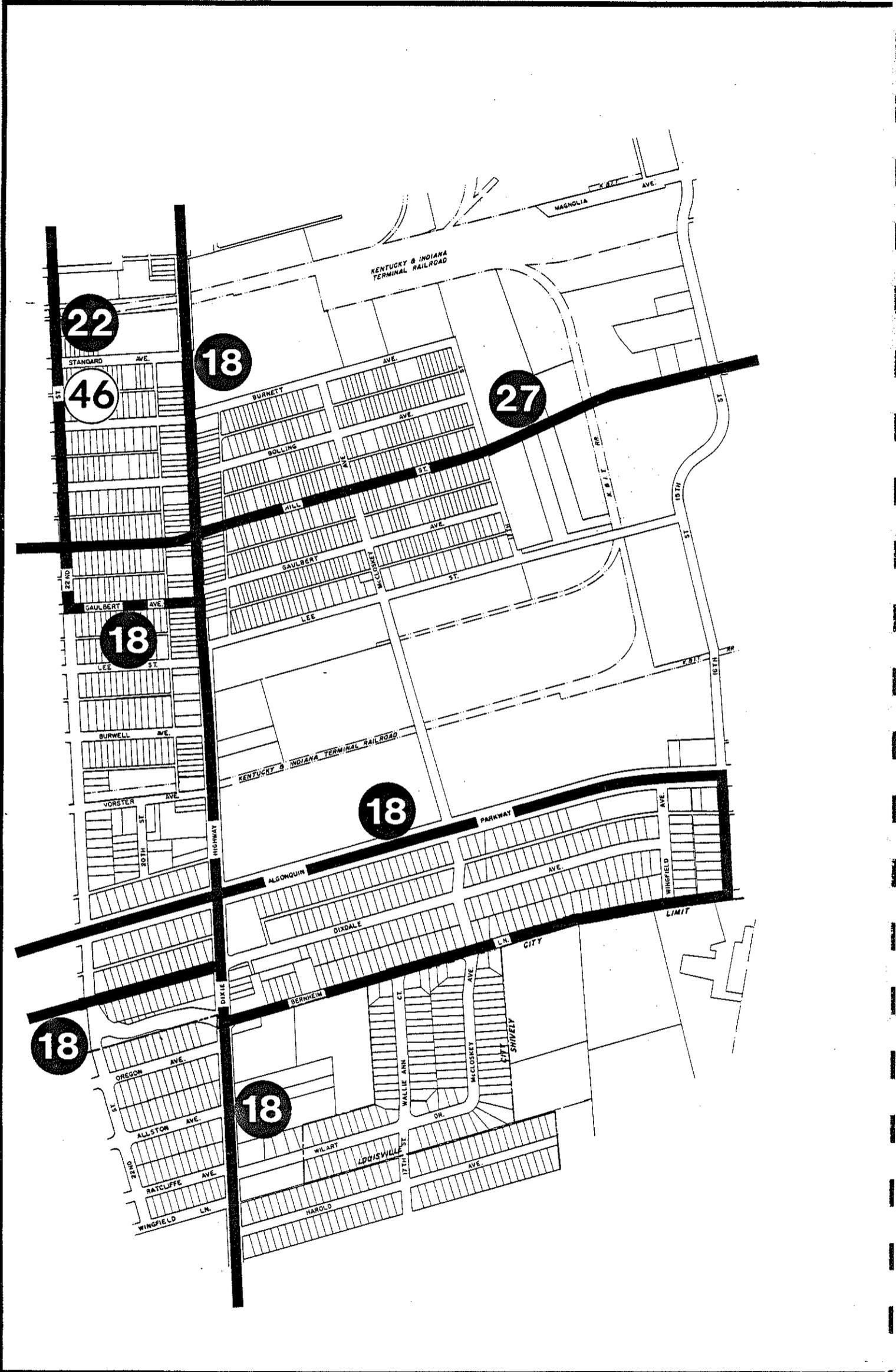
TARC ROUTES



Sheet B



FIGURE 11-2



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

100 FIDELITY COURT, OHLING, LOUISVILLE, KENTUCKY

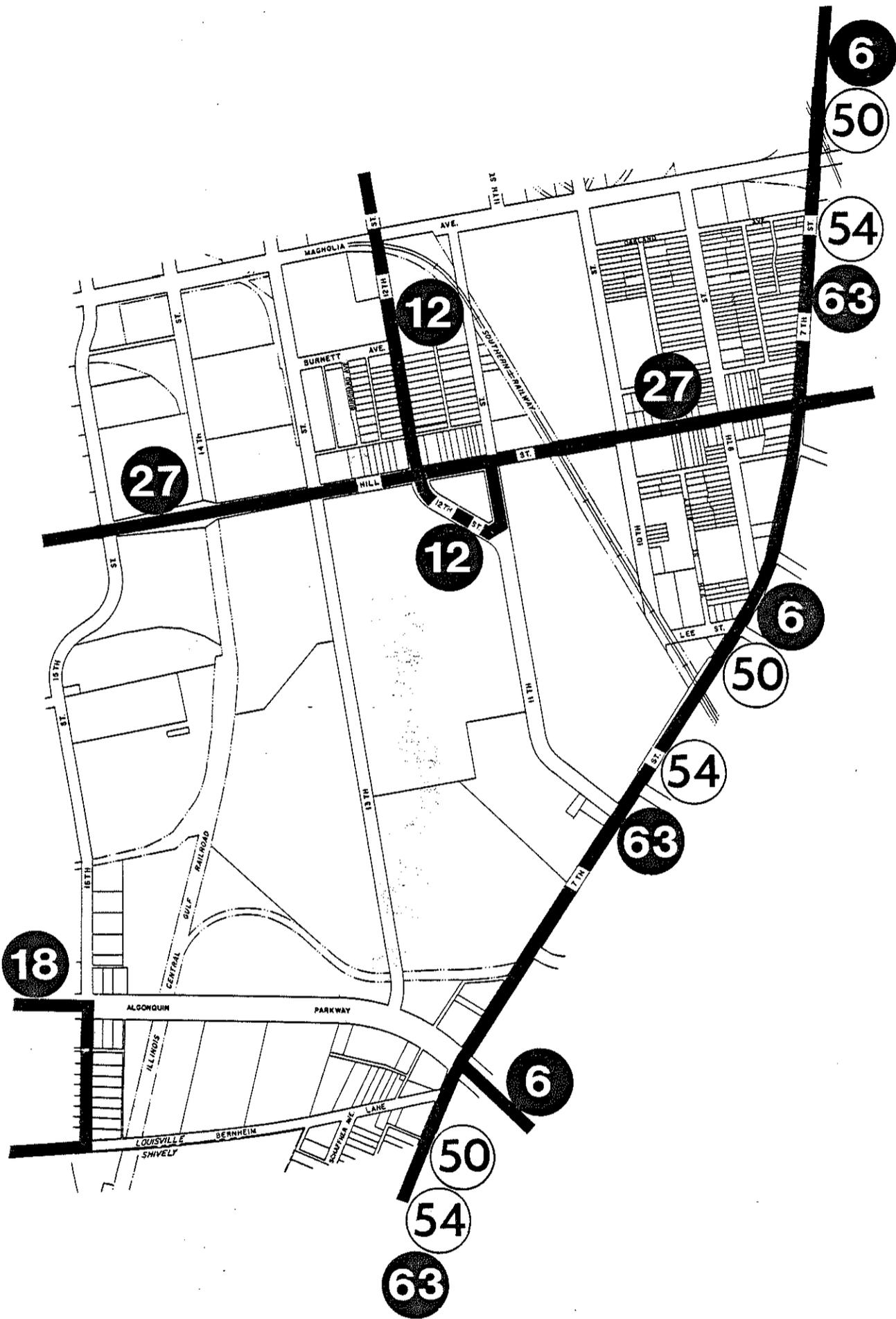
TARC ROUTES



Sheet C



FIGURE 11-2



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

405 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

TARC ROUTES

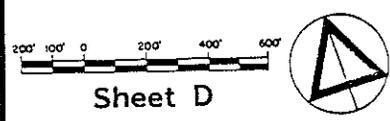
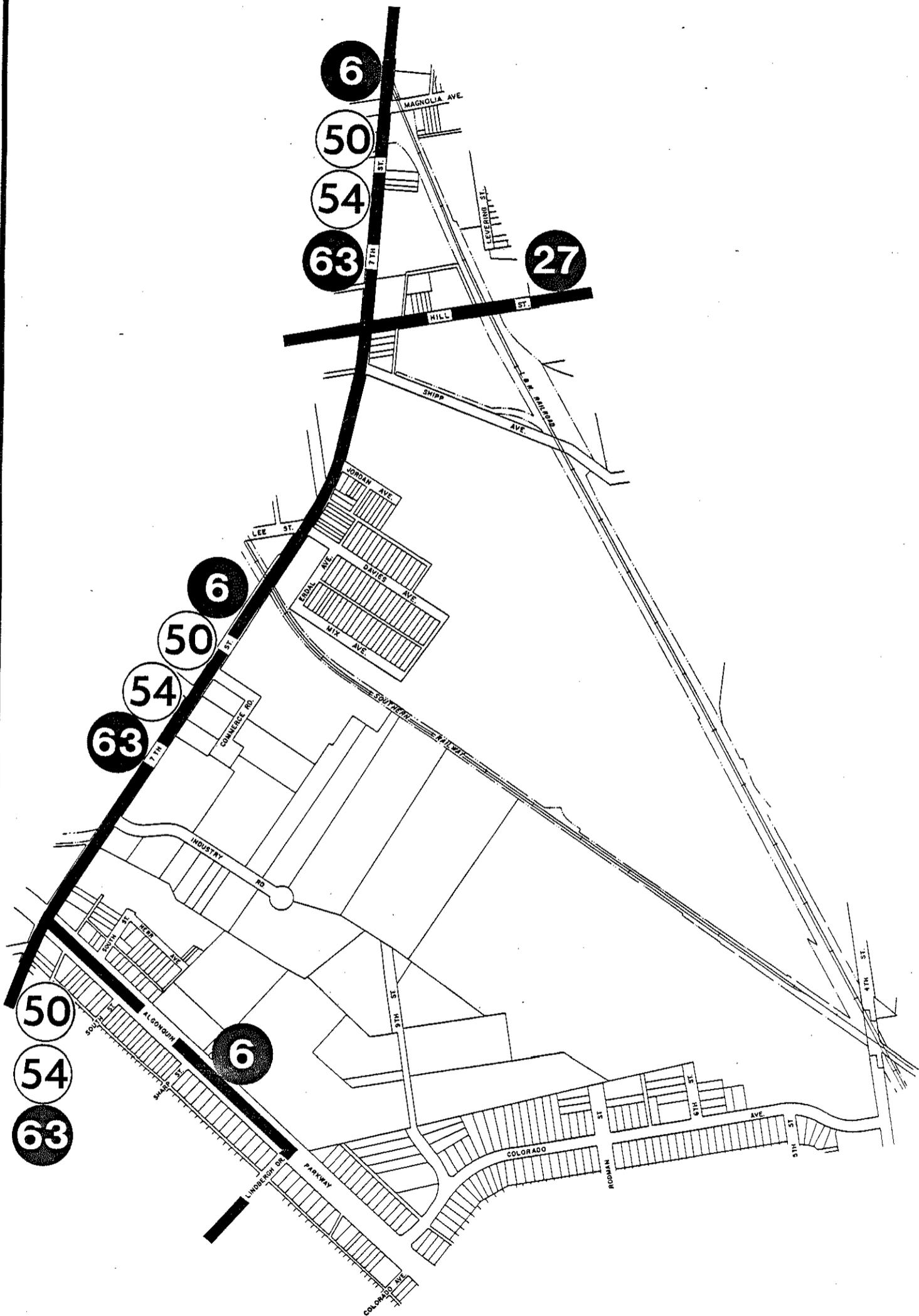


FIGURE 11-2



ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
 PLANNING COMMISSION
500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

TARC ROUTES

200' 100' 0 200' 400' 600'
 Sheet E



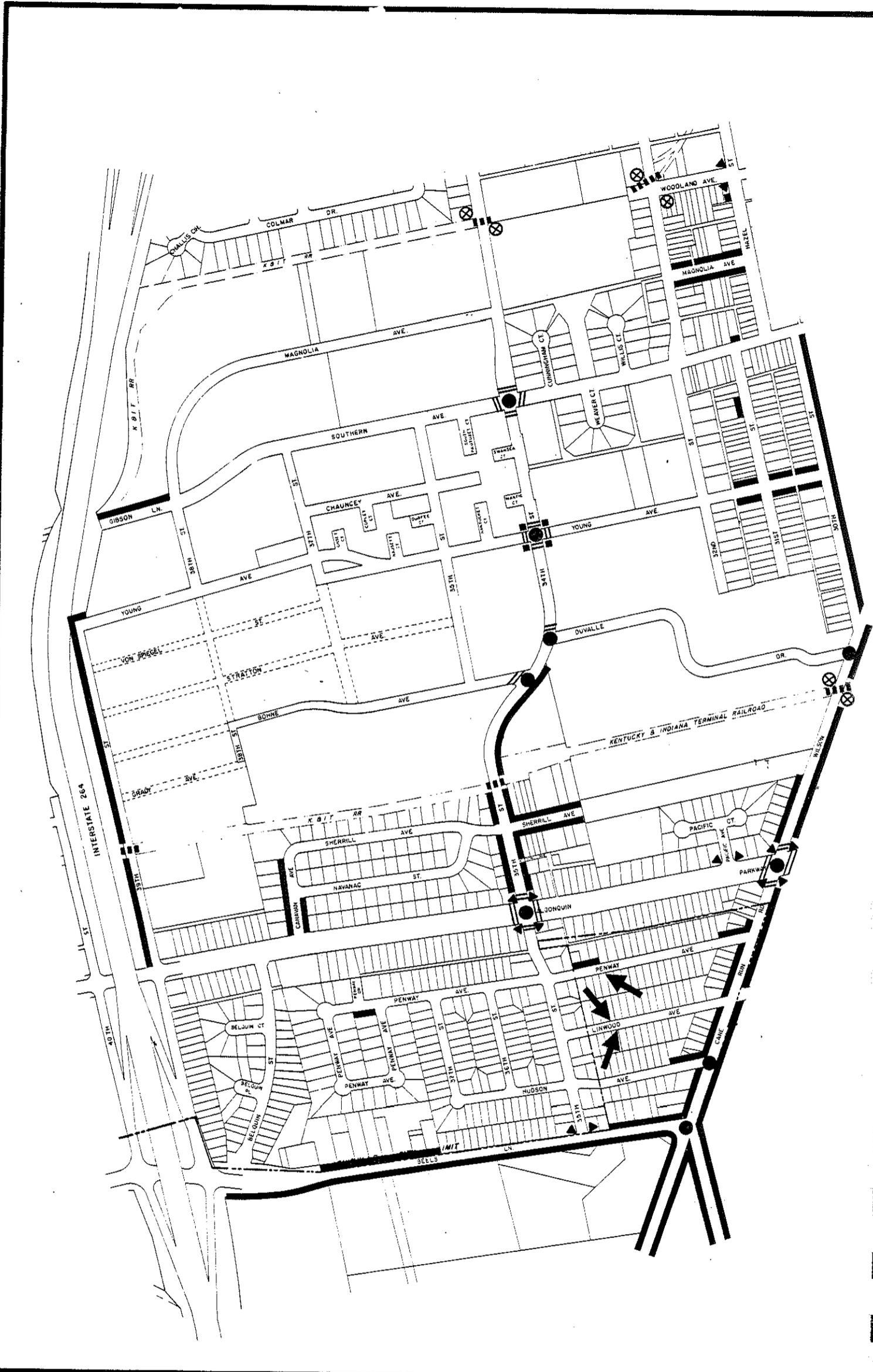
FIGURE 11-

FIGURE 11-3
TRAFFIC CONTROL
DEVICES AND
PEDESTRIAN FACILITIES

LEGEND

- Traffic Signals
- ⊖ Caution Signals
- ⊗ Railroad Crossing Signals
- Railroad Crossings
- ==== Crosswalks
- Walk/Wait Signals
- ▲ Handicapped Ramps
- Areas Without Sidewalks
- ← Location of Possible Tripping Hazards

Source: Louisville and Jefferson County
Planning Commission, Aug., 1984



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

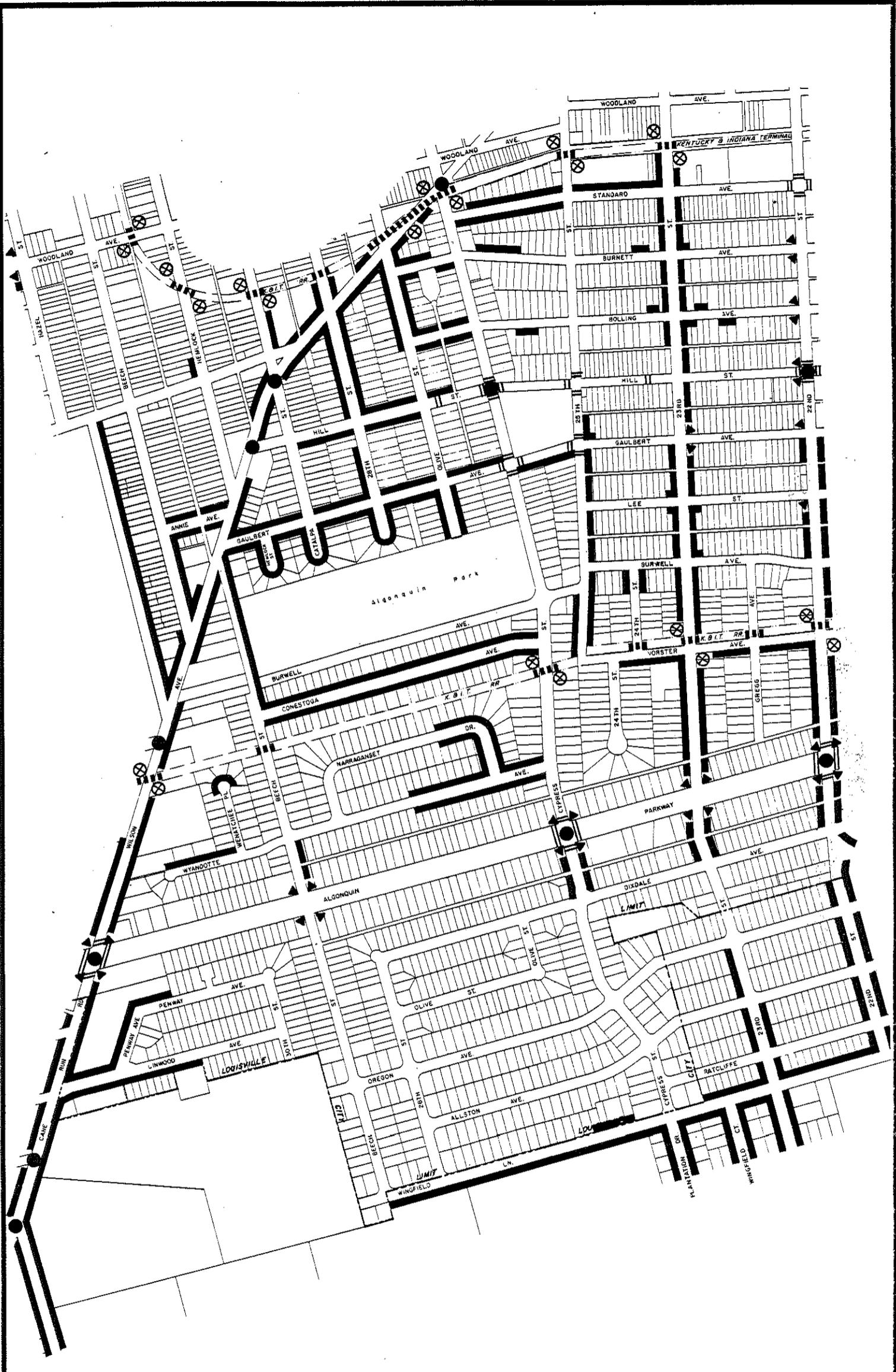
500 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

TRAFFIC CONTROL DEVICES AND PEDESTRIAN FACILITIES

200' 100' 0' 200' 400' 600'

Sheet A

FIGURE 11-



ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION

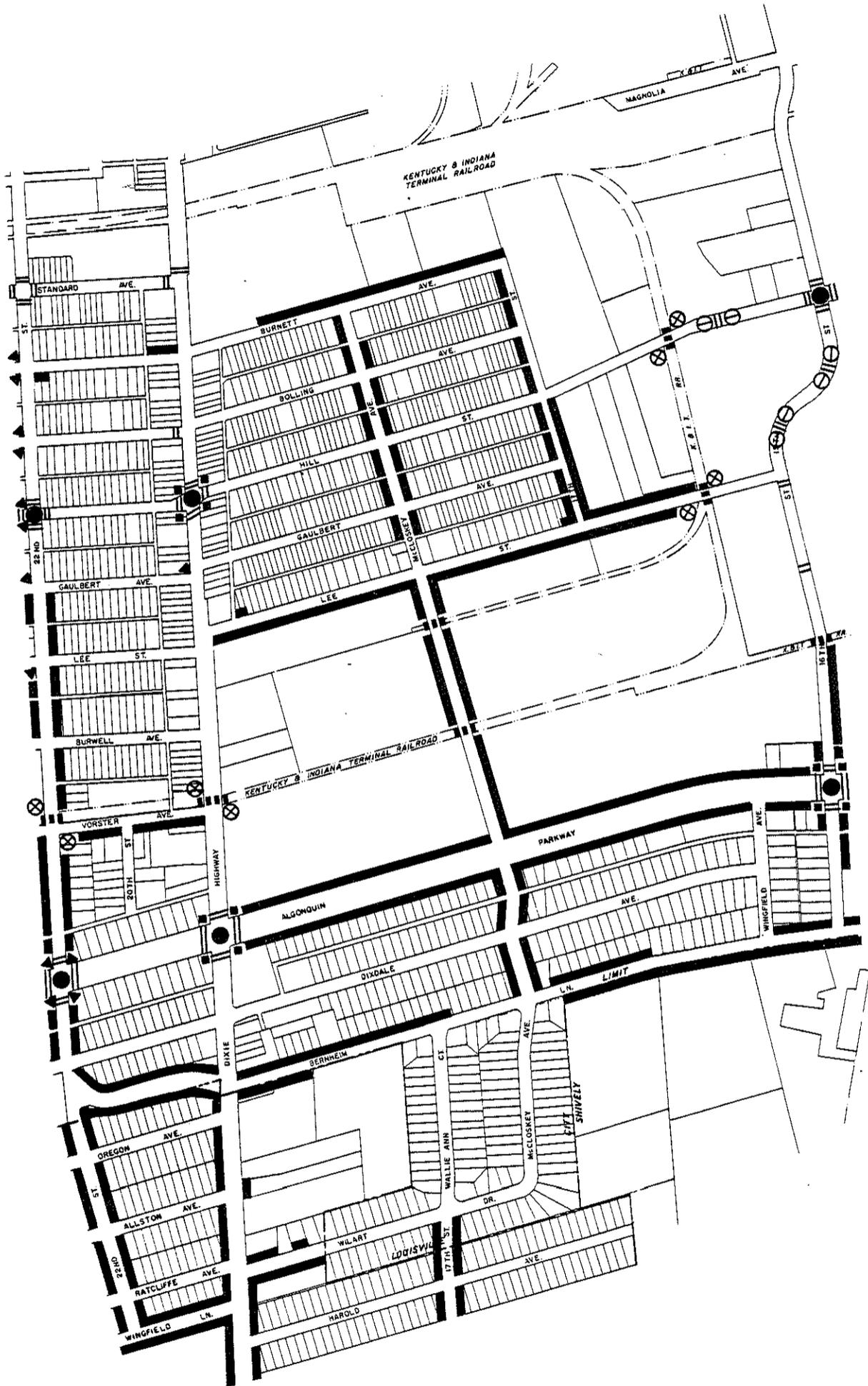
400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

TRAFFIC CONTROL DEVICES AND PEDESTRIAN FACILITIES

200' 100' 0 200' 400' 600'

Sheet B

FIGURE 11-3

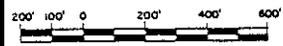


ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

508 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

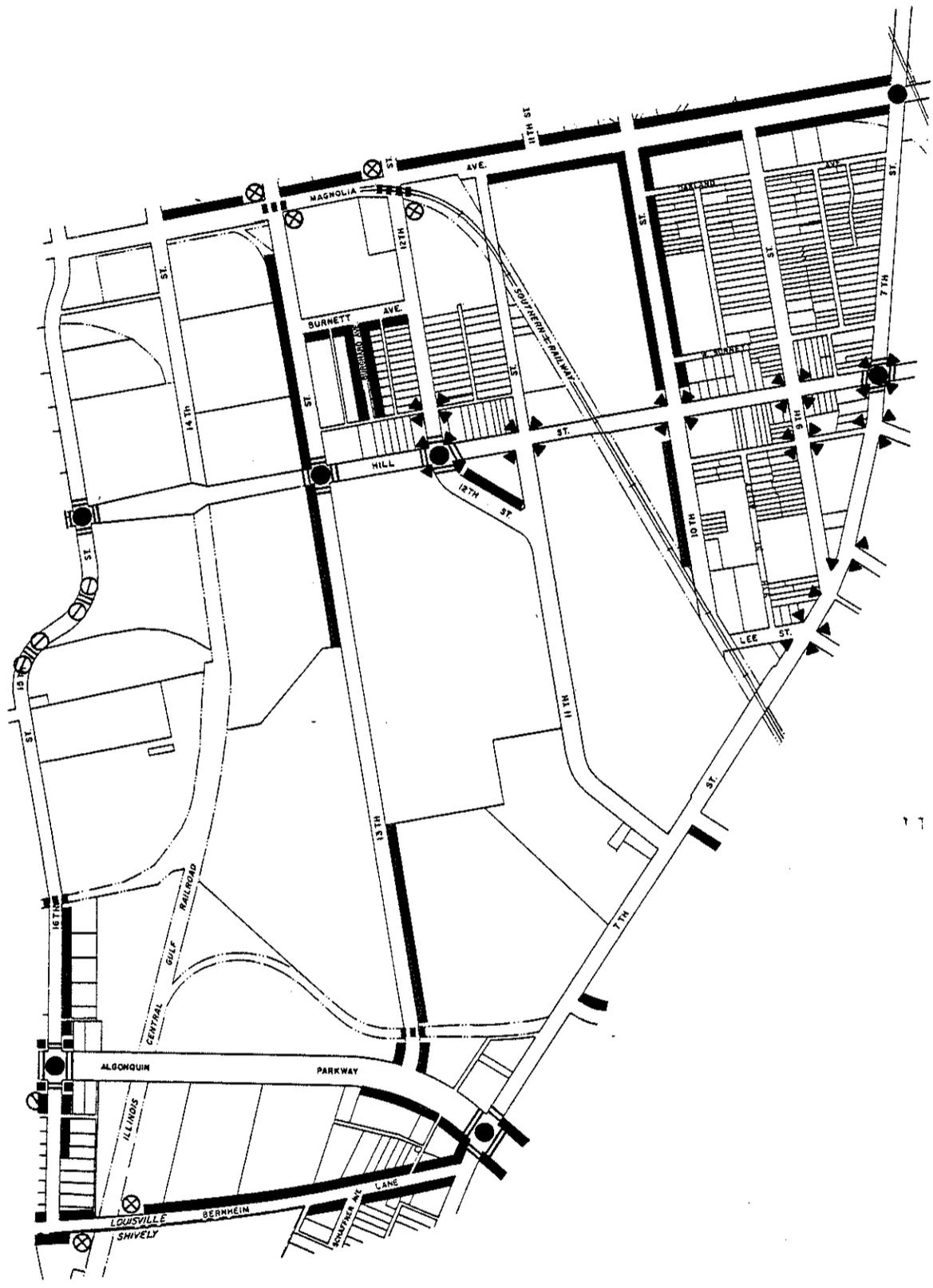
TRAFFIC CONTROL DEVICES AND PEDESTRIAN FACILITIES



Sheet C



FIGURE 11-



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

300 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

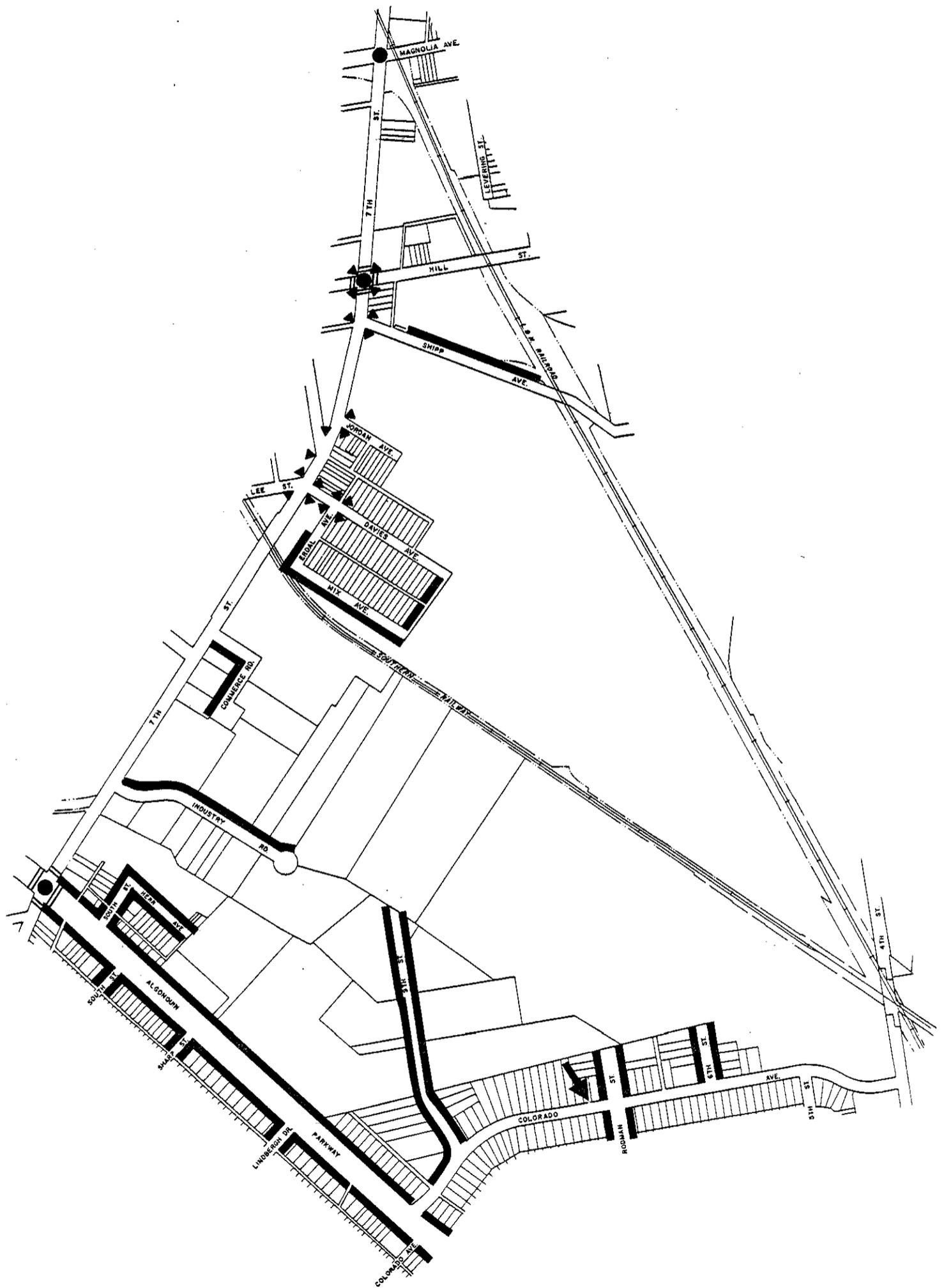
TRAFFIC CONTROL DEVICES AND PEDESTRIAN FACILITIES



Sheet D



FIGURE 11-3



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

700 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

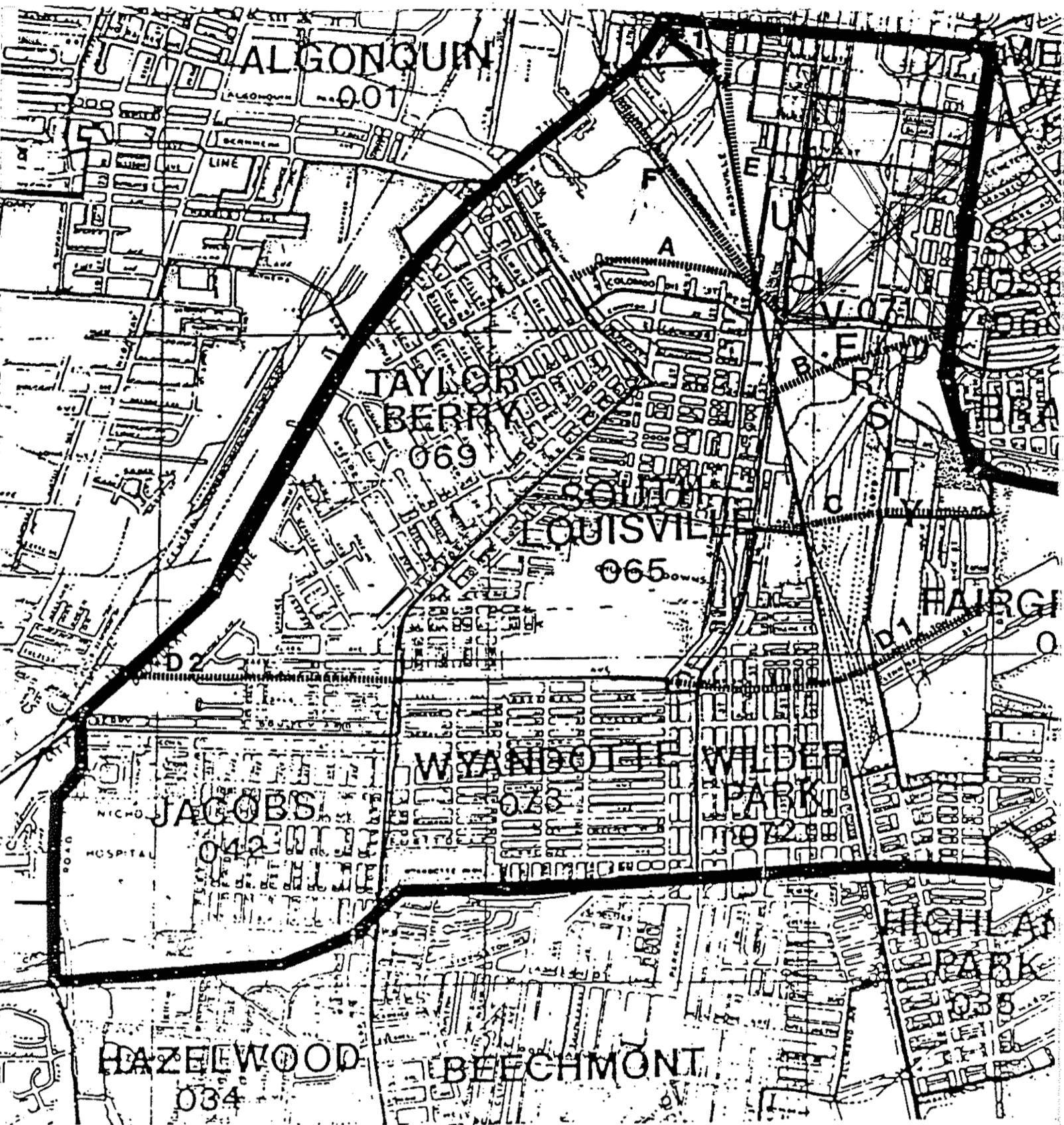
TRAFFIC CONTROL DEVICES AND PEDESTRIAN FACILITIES



Sheet E



FIGURE 11-



ALTERNATIVE CORRIDOR

SOUTH LOUISVILLE TRANSPORTATION STUDY

7/31/84
8/31/84

FIGURE II-4

III. ECONOMIC DEVELOPMENT NEEDS ASSESSMENT

This section addresses the economic development needs and issues of the Algonquin Parkway community in three steps. First, an inventory describes commercial and industrial uses that provide goods, services or employment to the community, and summarizes pertinent socio-economic characteristics of the residents that relate to supporting commercial uses and to employment. Next, an assessment is made of the adequacy of commercial space and employment opportunities to explain current economic problems in the study area. Finally, a conclusion describes how economic problems may be addressed.

While the strength of an area's economy is directly related to the economic situation of the metropolitan area and even the national situation, unique conditions within an area may create economic conditions which do not follow the metropolitan pattern. The Algonquin Parkway community study area is a unique area, and has experienced a substantial socio-economic shift during the last 30 years.

Summary of Findings

- "Neighborhood commercial" uses account for 49 of the commercial uses in the neighborhood. Unfortunately, 19 of these uses are liquor stores and bars.
- A poor mix of retail stores and a slight gap between consumer demand and commercial supply indicate that residents may be shopping outside the study area. However, there appears to be a relatively adequate level of commercial facilities although a grocery store may be needed.
- The continuing decline of population, employment and income in the study area makes the entry of new neighborhood-serving commercial uses difficult although retailing opportunities exist.
- Industrial and wholesaling uses occupy 593.9 acres of land or 43.2% of the study area's total area. There has been a major drop in employment in the area over the past decade.
- The most significant actions to improve employment and shopping opportunities are continued promotion of industrial development in the Enterprise Zone and investigation of ways to revitalize the Algonquin Manor Shopping Center (located outside the City).

A. INVENTORY

1. Business Characteristics

In view of their significance to employment and resident services, the study focuses on commercial and industrial uses within the area. All aspects of employment are later discussed. Commercial and industrial uses and parking associated with these uses occupy 630.6 acres of land, about 46.0% of the total study area according to November of 1983 and March of 1984 surveys of land use. Commercial and industrial land use are broken down into subgroups for purposes of evaluation.

a. Commercial Use

Commercial land uses (including vacant structures and associated parking) occupy 36.7 acres or 2.7% of the Algonquin study area. This does not include wholesale uses which are included under industrial use. Four "functional use" classifications are used to more closely analyze the relationship between commercial use and the needs of the area: neighborhood, regional, service and office. A description of each functional classification group and a summary of land use acreage and percent of total land used for each category follow.

Neighborhood Commercial Uses. "Neighborhood commercial" uses are retail stores that serve area residents' shopping needs for non-durable personal consumption items such as food, clothing, medicine, liquor, etc.. Bars and restaurants are included in this category also. Neighborhood commercial uses, generally speaking, depend heavily on local area residents for support although the automobile has somewhat blurred this relationship. There are 49 "neighborhood commercial" uses in the Algonquin area occupying 13.1 acres of land. (This figure includes the now vacant Kroger store.) Sites along Dixie Highway/Eighteenth Street, Wilson Avenue/Cane Run Road, intersections of Seventh/Hill Streets, Seventh Street/Algonquin Parkway and the north side of Hill Street between Eleventh and Thirteenth Streets are the primary concentrations of these uses within the neighborhood although a few scattered neighborhood commercial uses are located elsewhere. Refer to Figure III-1.

Regional Commercial Uses. "Regional commercial" uses are retail stores that draw customers from a wide area and are not dependent on a single neighborhood's population alone for support. Regional commercial uses are identified by the durable goods (items which have a long life span and have relatively high prices which encourages comparison shopping) or specialty goods they sell. Examples include automobiles, furniture and appliances. Gasoline stations have been added to this category (although they sell a nondurable good) due to the regional drawing power they exhibit in gathering sales from persons passing through on a major transportation route. There were 20 "regional commercial" uses in the Algonquin study area in 1983 occupying 9.6 acres of land.

Commercial Services. "Commercial services" include uses such as barbers, beauticians, dry cleaners, construction contractors, laundromats, banks and repair services. These services are generally neighborhood serving but may draw from a larger region. Commercial services are intermixed with the concentration of neighborhood uses described above and scattered throughout the area. In 1983, 49 "commercial services" occupied 11.7 acres of land in the study area.

Offices. The "office" category consists of professional offices (except medical offices) such as lawyers, architects or accountants. Nonprofessional offices which do not offer retail services are also included in this category (i.e. travel services). Offices were absent in the study area in 1983.

b. Industrial Use

Industrial and wholesaling uses (including associated parking) occupied 593.9 acres of land or 43.2% of the study area's total area. The largest concentration of industrial use is in Census Tracts 28, 34 and 35 (including the recently closed Brown and Williamson plant) which are within the Louisville Enterprise Zone. A smaller area of industrial use is found in the northwest corner of the neighborhood on a site which was cleared as part of the urban renewal program and still has some vacant land available. A major wholesale grocery distribution center was located on Wilson Avenue north of Algonquin Parkway but has been vacant since the chain that operated it (A&P) closed its local stores in the early 1980's. Figure III-1 details the location of these uses in the neighborhood. In addition to considering "wholesaling" as a separate industrial use, industrial use is also divided into "light" and "heavy" industry based on hazards and nuisances associated with the uses. The following paragraphs summarize the findings for these categories and explain the basis for the categories.

Light Industry. "Light industrial" uses involve manufacturing processes which do not modify raw materials but rather involve assembly or fabrication of finished goods. Examples include beverage bottling, sheet metal fabricators or printing. Generally speaking light industrial uses do not have severe hazards associated with them nor do they create nuisances for the surrounding uses.

"Light industry" includes 40 establishments and occupies 148.8 acres in the study area (including parking and vacant structures).

Heavy Industry. "Heavy industry" includes the processing of raw materials, complex assembly processes or the handling of hazardous materials. These uses should not be located near residential areas due to the hazards and the nuisances normally associated with such uses. "Heavy industrial" use included 37 establishments occupying 427.1 acres in 1983 (including parking and vacant structures). The study area is adjacent to a vast area of heavy industrial uses including petroleum refineries and chemical plants on the west side, and includes several paint and chemical plants within its boundaries.

Wholesale Commercial. "Wholesale commercial" uses are involved in wholesale distribution of finished products and materials. Although a commercial use, the site demands and user characteristics of wholesale uses make inclusion in the industrial category more appropriate. "Wholesale uses" occupy 18.0 acres of land at 5 establishments in the study area. The proximity to I-264 makes the western edge of the area a desirable location for wholesale distributors and Algonquin Parkway provides convenient access for the eastern portion of the study area.

c. Condition of Commercial and Industrial Structures

Commercial and industrial (non-residential) structures were classified as either "standard", "depreciating" or "substandard". In the Algonquin Parkway community, 85 industrial and 131 commercial structures were rated by the Planning Commission staff through field surveys. Of these structures, 72 industrial (84.7%) and 71 commercial (54.2%) structures were rated as being in "standard" condition. Only 10 (11.8%) of the industrial structures were rated as "depreciating" and 3 (3.5%) as "substandard." All three of the substandard industrial structures were found along the Kentucky and Indiana Terminal Railroad, on the northern edge of the study area, between Catalpa and Twenty-second Street.

A substantially larger number of the commercial structures were rated as "depreciating" indicating a greater problem. Fifty commercial structures (38.2%) were rated as "depreciating" and another 6 (4.6%) were considered "substandard." Most of the "depreciating" units (43) and substandard units (4) were found along Dixie Highway north of Algonquin Parkway, Hill Street between Twelfth and Seventh Streets, and Seventh Street from Oakland Avenue to Lee Street. Twenty of the commercial structures in the area were vacant (15.3%) a fairly high rate. This figure would be much worse if the Algonquin Manor shopping center were in the area because about half of its floor area is currently vacant.

Approximately 10 (11.8%) of the industrial structures were vacant. The Brown and Williamson and American Standard structures were rated as still occupied due to continued activity in their buildings.

2. Resident Characteristics

Detailed Demographic data on Algonquin is discussed in detail in neighborhood profile portion of the Land Use section. Data that relates to economic development is summarized here.

a. Population

The population of the study area has declined since 1960 when it peaked at 25,785 persons to approximately 19,603 persons in 1980, a 24% decline in twenty years. White flight has been a strong contributor to this decline as the white population declined by 13,027 persons. In contrast, only 6,845 additional Blacks moved into or were born in the area. Accordingly, a major racial shift has occurred in the past two decades.

There was a higher component of persons under 18 years of age in the area (46.5%) in 1980 than existed Citywide (34%) and a smaller

elderly component. Only 8.5% of the study area population was age 65 or over compared to 15.3% Citywide.

b. Income

The median income for all families in the study area fell sharply from 102.4% of the city median in 1950 to only 72.3% of the city median in 1980. Per capita income fell to only 58% of the city average in 1980. About 40% of the total population in the study area lives below poverty level. In Census Tract 14 about 67% of the population lives below the poverty level.

c. Employment

About 32.7% of the labor force was employed in white-collar positions in the study area in 1980 compared to a Citywide average of 51.8%. The largest employment category in the study area was blue-collar workers in 1980 (40.2%). This was higher than Louisville's average (30.6%) and may have been a contributing factor in the high unemployment level in the study area that was at 26.1% nearly 2.7 times the City average in 1980. Service workers made up the remaining 27.3% of the employment, a higher proportion than Louisville overall where only 17.6% were service workers. Labor force participation rates in 1980 were 66.0% for men 49.5% for women and 56.3% overall. These rates are comparable to Louisville's average values of 68.5%, 48.1% and 57.2% respectively.

The economic shifts due to population changes have had less effect on the study area than the recent loss of jobs. In 1973, the total employment in the nine (1970 boundaries) Census Tracts which are entirely or partially in the study area was about 29,467 persons. However, over 10,000 of these jobs were clearly outside the area in the portions of Census Tracts 127 and 128 that lie in Shively or the unincorporated County. The jobs within the City of Louisville were where the greatest job loss impact has been felt. Brown and Williamson Tobacco Company closed eliminating over 5800 jobs, and Corharts Refractories and American Standard each reduced their workforce by over 500 jobs. Thus, the seven Census tracts that make up the core of the neighborhood (CT's 13, 14, 15, 16, 28, 34 and 35) have lost about 7,000 manufacturing jobs since 1973 or about 65% of the total employment within those tracts. Tables D and E in the Appendix detail the jobs which existed in 1973 in Census Tracts in the study area, and indicate the major job losses which have, occurred since then (where known).

Estimates of the core employment within the study area boundaries indicate approximately 8030 jobs are currently (1983) within the study area. About 53% of these jobs are in manufacturing and another 14% are service jobs including teaching, health service and labor unions within the area. Service jobs lost employment since 1973 in Census Tract 13 due to the closing of Commonwealth Race Track although it was outside the study area's boundaries. Large numbers of persons outside the study area in Census Tract 128 (1970 C.T.) were employed in the hotel/motel business. About 11% of the work force within the study area is estimated to be employed in both the Retail Trade and Transportation/Communication/Utilities Sectors in 1983. Approximately 15% of the study area's workforce are estimated to be employed in the wholesale trade sector in 1983. The remaining 7% of the workforce is employed primarily in the construction sector.

Within the manufacturing category of employment the largest current employers are Coca Cola with 406 employees, Corhart Refractories with 375 employees and Porcelain Metals Corporation with 348 employees, Anaconda Aluminum Company with 369 employees, Gordon Foods with 137 employees, Celanese Piping Systems Incorporated with 376 employees, American Standard Incorporated with 740 employees and Rainbo Baking of Louisville with 212 employees. All of these businesses are in Census Tracts 28, 34 and 35 which are in the Louisville Enterprise Zone. Table J in the Economic Development Appendix lists some of the aspects and benefits of the Enterprise Zone to businesses and the residents of the zone. The Enterprise

Zone also provides unique benefits to residents who live in the Zone. Zone businesses will draw their labor force from residents who live in the zone. This is a certification requirement for businesses to receive financial incentives. Encouraged new investment in businesses will reinforce resident investments in their homes and neighborhood. "Neighborhood Enterprise Association Corporations" (NEAC's) are being organized to help residents create their own business opportunities in the Enterprise Zone.

Residents of the study area were experiencing an unemployment rate of 21.4% in 1980 at a time when the City of Louisville rate was 9.9%. Most of the residents held blue-collar jobs (40.1% compared to 30.6% City-wide) and a greater percent were employed in service jobs (26.8%) than were City-wide (17.6%). White-collar workers as a percent of those employed was only 33.1% in the study area, substantially lower than the City-wide rate of 51.8%. However, the 1980 percent White-collar employment was higher than existed in 1970 and the increase was greater than the City experienced. (See Table A in the Economic Development Appendix, Employment and Income 1950-1980 Algonquin Study Area.)

B. ASSESSMENT

1. Commercial Supply and Demand

The supply and demand for neighborhood-oriented shopping facilities and, to a lesser extent service commercial, is directly related to population and socio-economic conditions within a neighborhood. Supply and demand for other subcategories of commercial development are less easily considered at a neighborhood level as demand for such facilities may be generated regionally. However, the location of a neighborhood, its transportation facilities or other unique characteristics can be identified when they strongly support regionally oriented commercial use location.

Neighborhood commercial uses serve a limited area and the adequacy of supply can be analyzed based on the population and income characteristics of the neighborhood served. Neighborhood-level commercial uses provide goods that residents of a neighborhood need on a daily or weekly basis. Neighborhood residents will normally spend a majority of their personal consumption expenditure for nondurable goods in their immediate neighborhood if adequate commercial facilities exist.

Table K in the Economic Development Appendix, "Algonquin Parkway Community Neighborhood Commercial: Estimated 1980 Sales Capacity" lists the fifty neighborhood serving commercial uses (including the recently closed Kroger store) in the Algonquin neighborhood. As the table shows, Algonquin does have a limited mix of retail uses in the area. Of significance, 19 of the fifty uses (over 76,000 square feet of floor area) are bars or liquor stores. This is over half the floor area and nearly half the total sales capacity estimated in the neighborhood. Total sales capacity for all neighborhood serving commercial facilities was estimated at \$20.7 million of which about \$9.8 million could have been realized by food oriented establishments, (i.e. groceries, restaurants, bakeries, etc.). The total square footage of neighborhood commercial establishments (including vacant Kroger) was 147,470 square feet.

After bars and liquor stores, convenient-type, grocery stores are the most common neighborhood commercial establishment in the area (9) followed by restaurants and second hand stores (4 each) and bakeries and fast food restaurants (3 each). There was only one supermarket in the neighborhood, the recently closed Krogers at Dixie Highway and Algonquin Parkway.

The analysis performed to determine the adequacy of the neighborhood commercial uses in the Algonquin community study area, consists of comparing the estimated annual expenditures by neighborhood residents (\$20.9 million: calculated as non-durable goods expenditure excluding gasoline as shown in Table I in the Economic Development Appendix, "Estimated Personal Consumption Expenditures

for Algonquin (1980) by Retail Classification" to sales capacity of neighborhood serving commercial facilities (as described in previous paragraphs) which were estimated at \$20.7 million for food and clothing. While this indicates a pretty good matchup at first glance it should be remembered that \$9.3 million of the sales capacity was realized by bars and liquor stores. This figure is also affected by the recent closing of the Kroger store.

Further, while \$9.8 million in sales could have been realized by existing food-oriented retailers (including closed Kroger), this was only 83% of the \$11.9 million in estimated expenditure based on income of the residents in Algonquin. If no other factors were involved, the 83% matchup would be considered adequate. However, the presence of substantial numbers of low income persons in the public housing in Algonquin study area means that, in addition to income from wages and property earnings, the residents have substantial income subsidy (not considered as income by the Census Bureau) from sources such as food stamps and housing assistance. This would widen the shortfall between supply and demand for food-oriented commercial uses. At the same time it can be argued 1) that residents may go outside the City and the study area to facilities along Cane Run Road and Dixie Highway and 2) that vacancy rates within the neighborhood's commercial strips and particularly outside the neighborhood in the Algonquin Manor Shopping Center indicate low "real" demand as recognized by the marketplace.

The profile of residents indicated the magnitude of shifts in population, racial make-up and income characteristics of the population of the Algonquin Parkway community. Realistically speaking, the economic situation for new businesses has deteriorated during the last several years. This hardly encourages the introduction of new commercial facilities in the study area when there does not appear to be any reversal of past trends occurring.

New entry by neighborhood-serving commercial uses are less likely in a market such as exists in the Algonquin Parkway community. The most recent facilities to have opened in the area include second hand stores in former groceries, conversions to bars and fast food restaurants (one of which a Long John Silvers' Seafood restaurant closed recently). The expansion of the Krogers at Dixie and Algonquin was a bright spot for the area, but the store recently closed. Further, it may be remembered that a Gateway Market nearby closed during the early seventies and is now a second hand store.

Population in the Algonquin Parkway community study area is scattered over a relatively large area. Groups of residents living in isolation from surrounding residential areas because of intervening industrial development, railroads or utility easements, may lack adequate levels of neighborhood commercial facilities. Examples of relatively isolated residential areas include the Parkway Place Public Housing development (and a few older private residences north of Hill Street) and the older residences south of Oakland Avenue between Seventh and Tenth Street south to Lee Street and across Seventh Street along Jordan, Davies and Mix Avenue. These two clusters are separated by industry and railroads from each other and other surrounding residential areas. The Cotter-Lang public housing complexes also lack nearby facilities.

What this is intended to show is that retailing opportunities do still exist if in somewhat unlikely locations. It is the individual retailer that decides whether there is room for an additional store in a newer facility offering a new product or better selection. What residents of the study area can do to influence this type of decision is to provide a positive commercial environment for locating such a use. There are environmental problems in many of the existing commercial strips which may discourage new business from locating there. (Refer to the structural conditions of commercial structures section).

2. Problems and Opportunities

This part of the needs assessment identifies problems and opportunities for economic development in the Algonquin Parkway community. This analysis is based on previously reviewed socio-economic data, a survey of physical attributes within the area and programs available for assisting development.

The major factors affecting the decline of the employment base and the commercial mix and quality within the Algonquin Parkway community are both internal and external to the study area. Major reductions in employment have resulted because of decisions made by corporate heads to relocate their facilities. Overall reductions in employees throughout the industrial sector of employment has adversely impacted the Algonquin Parkway community because so much of its employment base was in manufacturing or associated businesses.

Development of the Southwick Urban Renewal project to replace an area of dilapidated housing continued the concentration of poor blacks in the area. As more affluent people moved to the suburbs, the Algonquin community provided a supply of lower cost housing for the City. This subsequently led to a downward shift in income levels in the area. Decisions made at the individual level on whether to stay in the study area or to move out of the City or to other areas were internal factors affecting the area's decline. As larger numbers of middle income residents moved from the area the commercial areas had a smaller total expenditure pool to draw upon for sales. As was pointed out in the Neighborhood Profile, per capita income was only 58.2% of the City of Louisville average in the study area and the median income of all families in the area fell from 102.4% of the City's median in 1950 to only 72.3% of the City's median in 1980.

Despite all these factors, there is still a relatively adequate level of neighborhood-level commercial facilities (The Kroger store has recently closed however.) overall in the study area although isolated residential areas are not served by convenient facilities within the neighborhood. Further, while a large number of jobs have been lost in the area, a large number remain; and the establishment of an Enterprise Zone encompassing the eastern portion of the study area should encourage existing businesses to stay and expand their employment in the area and encourage new businesses to locate there. Clean up of industrial and commercial areas is a part of the Enterprise Zone program. Residents of the Algonquin Parkway community need to encourage the extension of this cleanup activity to areas within the study area outside of the Enterprise Zone. This may help reduce the exodus of middle income persons leaving the area, whose incomes are important to maintaining the viability of the commercial areas.

Vacant land and structures are available for a wide variety of commercial and industrial activities within the neighborhood. Urban Renewal-cleared sites are still available in the Southwick area and the former A & P warehouse at Algonquin Parkway and Wilson Avenue offers a ready-made shipping facility. Within the Enterprise Zone, the City of Louisville Economic Development Cabinet maintains lists of vacant properties and assists businesses with financial and regulatory problems.

3. Government and Non-Government Actions

Actions taken by government and private groups have contributed to the economic situation in Algonquin Parkway community. In this part of the needs assessment, major actions and responsible parties are identified.

Note: No business or resident surveys on commercial land use were conducted as part of this analysis.

The Southwick Urban Renewal project can be identified as the single most important decision impacting the Algonquin Parkway community. The Urban Renewal and Community Development Agency initially proposed the development in 1959 and plans were completed in 1964. The Urban Renewal Plan included the area of the neighborhood roughly northwest of Algonquin Parkway's intersection with Wilson Avenue to the boundaries of the neighborhood on the west and north. Prior to Urban Renewal, one of Louisville's worst slums was located in this area. Over 99% of the buildings in the project area were razed; streets and sidewalks were constructed; and land was cleared for housing and commercial/industrial purposes as well as the construction of over 1,100 public housing units. The Cotter Homes and Lang Homes public housing complexes represent a concentration of poor persons that would not be created under current standards, but the development was a vast improvement over conditions existing at the time.

Zoning is a significant government action affecting economic development. Most of the zoning currently found in the area reflects existing uses with the exception of some residential areas in the eastern portion of the study area. Currently, a major rezoning proposal affecting the Enterprise Zone portion of Algonquin neighborhood and adjacent parcels will attempt to correct over-zoning and remove restrictions on the non-residential use of land in the Enterprise Zone. (For further information refer to Proposed Areawide Rezoning for Louisville's Urban Enterprise Zone: Louisville and Jefferson County Planning Commission. The most relevant portions of this document appear in the Economic Development Appendix.)

Two reports dealing with the economic development needs of Central Louisville have included the Algonquin Parkway area as part of the Parkhill and Park-DuValle areas. The Overall Economic Development Program (OEDP) was one of the initial concerted efforts to identify the special needs of inner-city neighborhoods in Louisville, and set forth goals and objectives of the program. Long-range strategies were identified in the subsequent report, Strategies and Policies for Economic Redevelopment (Nathan-Barnes and Associates, 1975) which recommended CDBG and General Fund dollars be used as the primary sources of assistance for implementation. The focus of these strategies were for the "Special Impact Area" (SIA) as designated by the Economic Development Administration (EDA) in accordance with the Public Works and Economic Development Act of 1965 (P.L. 93-423). The SIA included Louisville's downtown and surrounding older neighborhoods, including parts of the Algonquin Parkway community. The SIA is eligible for financial incentives including grants and lower interest rate loans. A community shopping center was proposed by Nathan-Barnes for the area between Seventeenth and Eleventh Street along Hill Street and a "convenience" commercial development was proposed for Dixie Highway from Burnett to Algonquin.

More recently, during his Administration former Governor, John Y. Brown appointed the West Louisville Economic Development Task Force and made this area a special responsibility of the Commerce Department. The Task Force published recommendations in December of 1981, and has continued to work on the economic needs of the West End including the Algonquin Parkway community study area.

C. CONCLUSION

The vacant storefronts in the Algonquin Manor Shopping Center dramatically illustrate the active trends within the Algonquin Parkway community. Loss of population and buying power due to a concentration of low income persons living in public housing projects and the loss of middle income residents within the area have seriously reduced the economic outlook for the area. A continuation of these trends would envision the population continuing to drop and to be at the bottom level of the economic ladder within the City of Louisville. Levels of commercial service available to the study area would continue to decline as they have since 1960, further reducing the area's desirability for middle income families.

Employment opportunities within the area (primarily industrial today) will continue to decline in the future. This will also affect the employment in the petro-chemical complex south of the neighborhood and will continue to depress the demand for expansion sites in the Riverport complex and much of the area will, it appears, remain vacant in the short term (through 1990).

However, some action may reverse these trends. Some potential Alternatives are outlined below.

- a. Alternatives for increasing the buying power of the Algonquin Neighborhood --
 - . Improve the economic mix of persons living in the neighborhood by reducing the concentration of public housing units in the area while increasing the private housing stock to enhance the study areas' attractiveness to middle-income home buyers.
 - . Increase the welfare benefits available to recipients in the neighborhood.
 - . Increase the job opportunities available to the residents of the area, particularly the public housing occupants.
 - . Improve the ability of residents to accept employment by:
 - providing subsidized daycare.
 - providing allowances to prevent loss of housing assistance to those who work.
 - subsidizing wages of low income workers.
 - education and training in specific job skills.
 - . Require public assistance recipients to work (workforce) in order to receive an increased benefit.
- b. Specific areas in need of improvement --
 - . Algonquin Manor Shopping Center. The private rehabilitation of Algonquin Manor may require some public financial incentives. The main problem the center faces is a declining population with a sharply reduced buying power compared to when the center was first opened in 1960.

A twofold approach would appear appropriate. First, jobs and improvements in the earning capacity of the residents of the Algonquin Parkway community need to be provided. The residents who live in the Enterprise Zone or qualify as the target population of this program need to be made aware of their improved hireability that has resulted from this program. Also business persons interested in the area should be made aware of the benefits that a new business can receive if it locates in the Enterprise Zone and hires residents of the Zone or other target populations. These benefits can greatly improve new businesses' chances for success.

Second, the tenants should be restored to vacant stores in Algonquin Manor. The shopping center is currently outside of the City of Louisville's jurisdiction. Acquisition, renovation and operation of Algonquin Manor would be the responsibility of private developers. A private developer might, however, request financial assistance such as industrial revenue bonds in order to make the development more economically viable. In addition to retail outlets, it may be possible to arrange for human service facilities to locate in the shopping center to fill space and draw people. These could include family planning, nutrition programs for elderly persons, pregnant women etc. A market analysis might be done by the shopping center owner to target the type of commercial uses that could be supported by local residents and that would draw shoppers from a wider area.

Aside from providing new jobs and improving physical facilities the most important role that government could take in improving the situation in the Algonquin neighborhood is attempting to expand the

level and type of social welfare benefits available to residents of this area and throughout the City. Because persons living at or below poverty level spend primarily for personal consumption items, any increases in benefit levels will likely translate directly into increased neighborhood retail sales. Indirect aid such as free day care may have similar effects (and also creates a primary employment opportunity) by freeing money spent for childcare for other purposes.

Several tracts of vacant land still exist in the Southwick Redevelopment area. More aggressive marketing by Urban Renewal could help fill these sites with new employment opportunities in the Algonquin Parkway community. The Commonwealth Race Track site is now owned by a Wayne Supply Company and has provided some new jobs in the area.

Improvement of the Algonquin Parkway corridor could improve the image of the study area. Front yard parking, a lack of upkeep and tree loss detracts from the attractiveness of this historic parkway. Trees that have died along the parkway have been replaced with small trees that will someday grow to a size to enhance the attractiveness of the parkway even though they currently seem out of place due to their small size. Further, commercial uses have made a couple of intrusions along the parkway. Since they already exist, and provide jobs for area residents they should be encouraged to minimize the negative impacts that they have on the parkway.

In conclusion, the efforts to provide job opportunities through the Enterprise Zone program appears to be the most significant public-private action underway to stem economic decline in the Algonquin Parkway community.

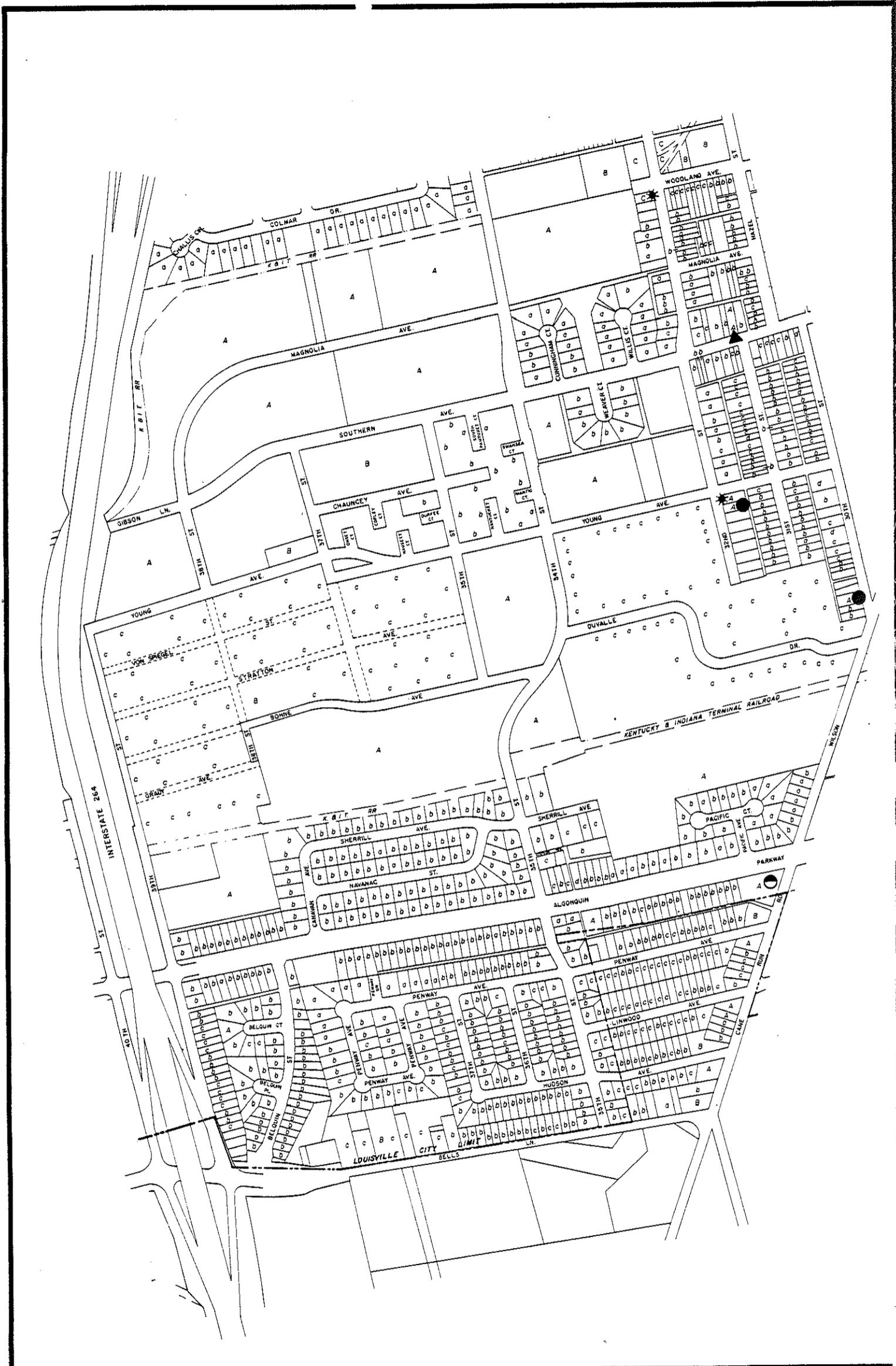
FIGURE 111-1

COMMERCIAL CLASSIFICATION

LEGEND

- * Vacant Commercial Structure
- Neighborhood Serving Retail
- ▲ Services
- ⊙ Regional Serving

Source: Louisville and Jefferson County
Planning Commission, Aug., 1984



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

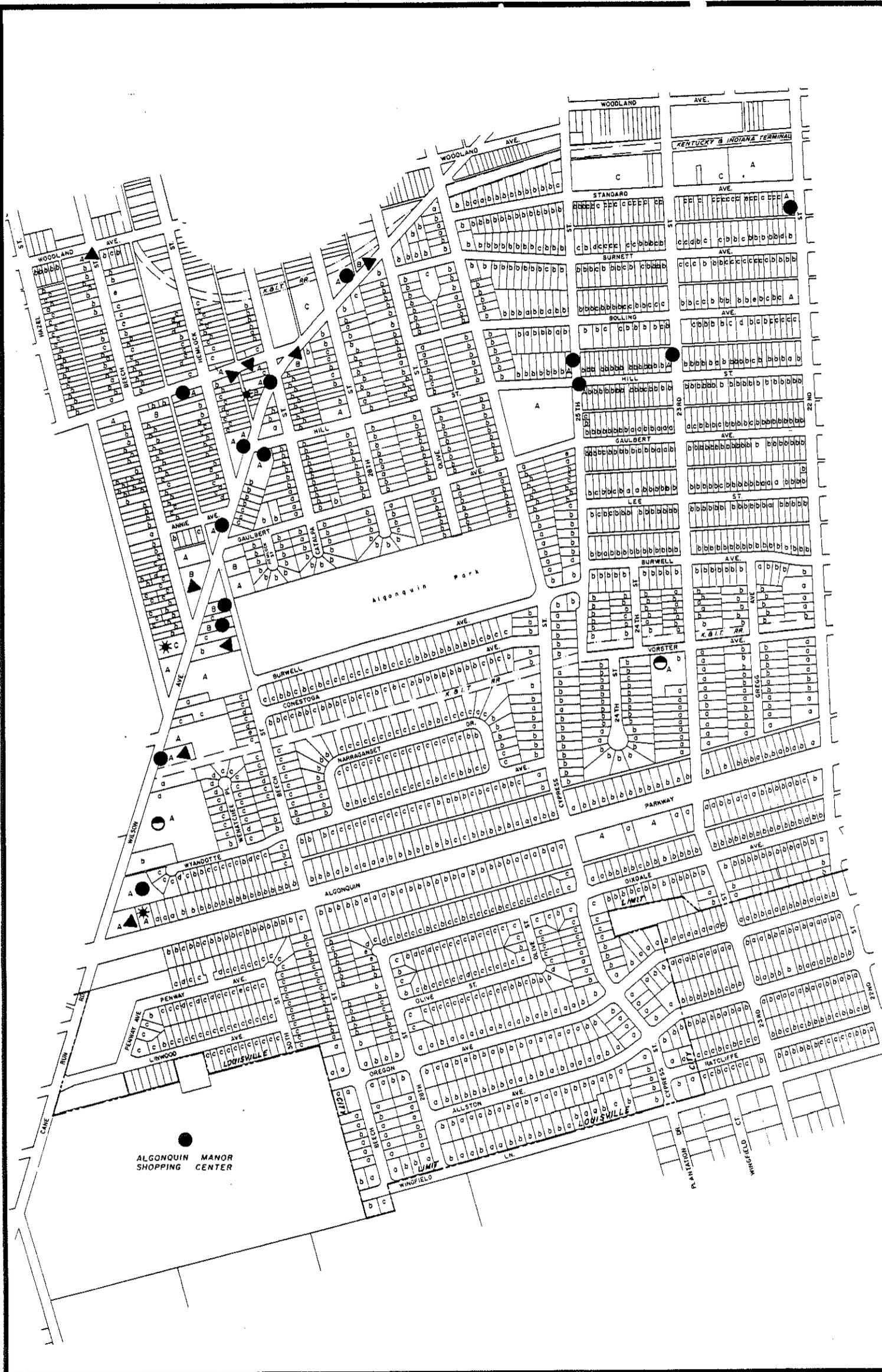
COMMERCIAL CLASSIFICATION

200' 100' 0' 200' 400' 600'

Sheet A



FIGURE 111-

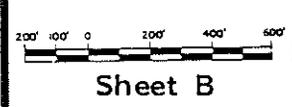


ALGONQUIN NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION

ONE FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

COMMERCIAL CLASSIFICATION



Sheet B

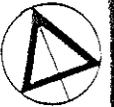
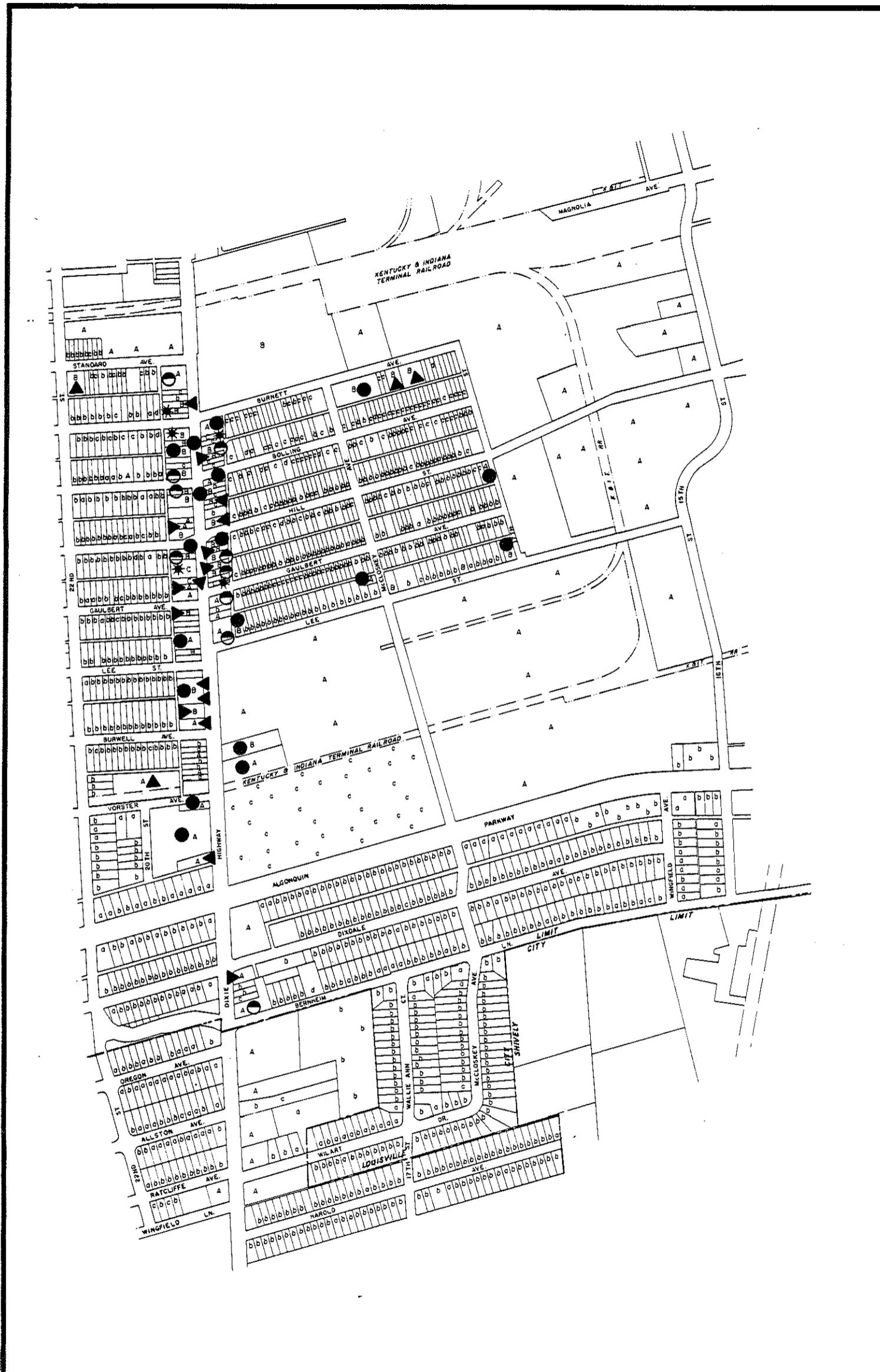


FIGURE 111-1



ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

AND PERAL COURT BUILDING, LOUISVILLE, KENTUCKY

COMMERCIAL CLASSIFICATION

200' 100' 0 200' 400' 600'

Sheet C

FIGURE 111-

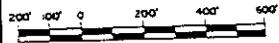


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

400 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

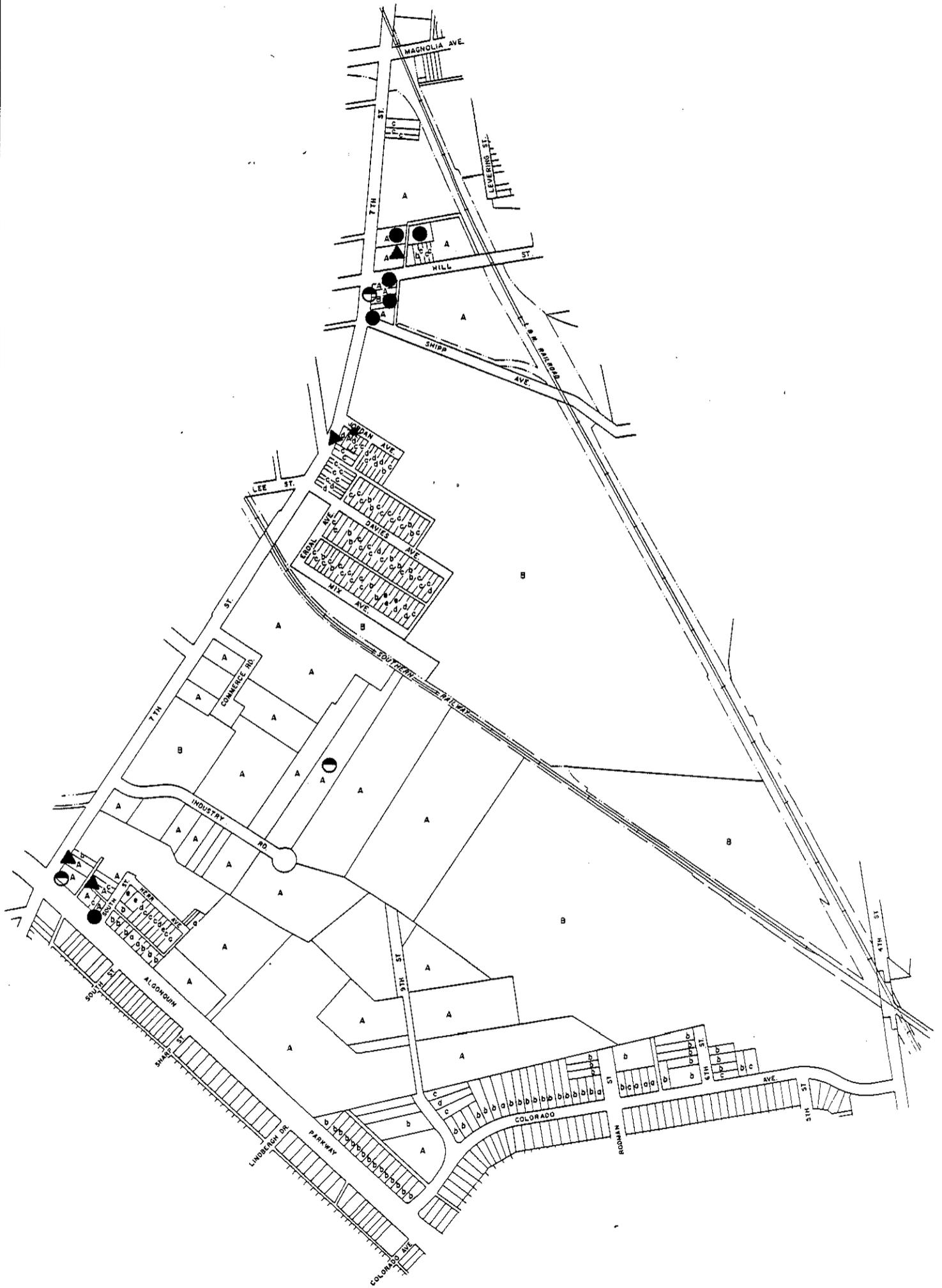
COMMERCIAL CLASSIFICATION



Sheet D



FIGURE 111-1

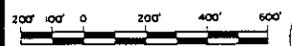


ALGONQUIN
NEIGHBORHOOD

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION

100 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY

COMMERCIAL CLASSIFICATION



Sheet E

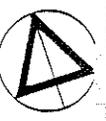


FIGURE 111-

IV. RECREATION NEEDS ASSESSMENT

Summary of Findings

- The Algonquin Parkway community study area is served by six Metro Parks maintained recreation facilities that are located within the study area's boundaries (Russell Lee, Harris, Algonquin, LaSalle, Parkhill, Southwick) and six Metro Parks maintained recreation facilities outside the study area. (St. Louis, Central, Traingle, South Central, Algonquin Parkway Open Space, Moore).
- "Neighborhood park/playgrounds", parks below 12.5 acres in size serving needs for playground facilities and passive recreation areas, serve portions of the study area well while other areas are unserved. Generally areas south of Algonquin Parkway are poorly served due to limited, safe pedestrian access to facilities north of the parkway.
- "Community park/playfields" are parks between 12.5 to 100 acres in size that focus on the provision of active sports facilities such as basketball courts and baseball/softball fields and emphasize access by car. The Algonquin Parkway community study area is well served by this type facility.

A. INVENTORY

1. Description of Existing Conditions

The Algonquin Parkway Community Study Area is served by six Metro Parks maintained recreation facilities that are located within the study area's boundaries and six Metro Parks facilities outside the study area's boundaries. The six facilities outside the study area are St. Louis Minipark to the north, Central Park to the northeast, Triangle Park to the east, and South Central Park, Algonquin Parkway Open Space and G.G. Moore Minipark to the southeast.

The seven parks located within the boundaries of the study area are listed below. The Urban Parks and Recreation Recovery Master Action Plan (published by the Planning Commission in June of 1982) is the source of this information.

Russell Lee Park. Russell Lee Park is a 17.6 acre park located northeast of the intersection of Magnolia and Southern Avenues in the western portion of the neighborhood which was cleared in the early 1960's by Urban Renewal. The Metro Parks Department estimates that the park experiences extremely high levels of usage. The Southwick Community Center is located in this park at 3621 Southern Avenue. This community center has an indoor gymnasium and various meeting facilities and programs. Facilities at Russell Lee Park are:

Facilities

- Softball/baseball fields
- Basketball courts
- Football fields
- Playground equipment
- Restrooms
- Tennis Courts
- Wading Pool (recently renovated)
- Water Fountains

Everett G. Harris Minipark. Located on the southeast corner of 34th Street and DuValle Drive extending southeast to K&IT Railroad tracks is the Everett G. Harris Minipark. This park is located on a 3.8 acre site that is owned by the Housing Authority of Louisville. The Harris Community Center is also located at this site. The Metro

Parks Department estimates that Harris Minipark is subject to high usage and periodic vandalism. Facilities at Harris Minipark:

Facilities

Softball/Baseball field
Basketball court
Playground equipment
Walkways

Algonquin Park. Algonquin Park is located north of Burwell Avenue between Beech and Cypress Streets. This 16.1 acre park is subject to extremely high levels of usage as well as periodic vandalism. Facilities at Algonquin Park are:

Facilities

Softball/Baseball field
Basketball courts
Benches
Pavilion
Picnic grills
Playground equipment
Restrooms
Swimming pool (recently renovated)
Tennis courts
Wading pool
Walkways
Water fountains (recently renovated)

LaSalle Minipark. Part of LaSalle Place public housing complex, LaSalle Minipark is located on the northwest corner of Dixie Highway and Algonquin Parkway. This 0.4 acre park is subject to periods of moderate usage according to the Metro Parks Department. LaSalle Minipark is located on property owned by the Housing Authority of Louisville. Facilities at LaSalle Minipark are:

Facilities

Basketball court
Playground equipment

Parkhill Minipark. Parkhill Minipark is located in the Parkway Place public housing complex between 13th Street and Brashear Drive south of Hill Street. The Park Hill Community Center is located adjacent at 1703 South 13th Street. The community center offers meeting space and various programs for area residents. Parkhill Minipark is a 4 acre park that is located on property owned by the Housing Authority of Louisville. The Metro Parks Department estimates that this park is subject to periods of extremely heavy usage. Facilities at Parkhill Minipark are:

Facilities

Softball/Baseball field
Basketball court
Playground equipment
Spray pool
Walkways

Schools in the Algonquin study area also provide recreation opportunities to area residents. This is due to the fact that schools often have play equipment and other facilities that can be used after school hours. Even those schools without such facilities often have open space conducive to field sports. The locations of schools are shown on Figure I-1.

Southwick Minipark. Part of the Lang Homes public housing complex, Southwick Minipark is located in the block formed by Statton and Bohne Avenues and 37th and 38th Streets. This 0.7 acre park is subject to periods of extremely high usage according to the Metro Parks Department. Southwick Minipark is property owned by the Housing Authority of Louisville. Southwick Youth Center is located at 38th Street and Bohne Avenue. Facilities at Southwick Minipark are:

Facilities

Basketball courts
Playground equipment

2. Planned Improvements

Improvements to Metro Parks Department facilities that have been recently completed are reflected in Table IV-1, "Recent Metro Parks Improvements." There are, however, additional improvements to some parks underway or planned for the near future.

Additional improvements are planned for Algonquin Park. These improvements involve drainage work, adding playground equipment, replacement of some sidewalks, adding more security lighting and installation of benches. These improvements will cost approximately \$78,000. In addition, renovation of the plumbing at Algonquin swimming pool is tentatively planned at an estimated cost of \$19,000.

At Everett G. Harris Minipark improvements to both the park and the Harris Center are planned. The \$88,000 project includes minor renovation of the gym and kitchen facilities at the Harris Center and adding playground equipment and picnic facilities, renovating ball diamond lights and resurfacing of the basketball and all purpose courts at the park. Metro Parks is hopeful that the Housing Authority of Louisville will help fund the improvements since the park is on property owned by HAL.

At Russell Lee Park, conversion of the Tom Thumb to a spray and wading pool is currently underway. The \$40,000 project (includes conversion of another pool at a different location) is expected to be completed sometime in late 1984. In addition, further improvements to the park are tentatively planned. The improvements, projected to cost \$98,000, include renovation of the playground, additional picnic facilities, renovation of ball diamond lights and resurfacing the basketball and volleyball courts and two tennis courts.

The construction of a high school-sized gym is underway at Parkhill Minipark. Construction is expected to be complete by February, 1985. Funding for this \$456,000 project was provided by Ralston Purina as part of the settlement stemming from the 1980 sewer blast in the area.

In South Central Park, which is not actually in the study area but serves some residents, improvements to the picnic pads and construction of a new backstop are underway. Completion of this \$10,000 project is expected in Spring, 1985.

B. ASSESSMENT

In this section, the entire Algonquin Parkway Community Needs Assessment study area will be examined to identify areas that are unserved by recreation facilities, adequately served areas and need particular facilities. The study area will be examined by two park categories: "neighborhood park/playground" and "community park/playfield". The characteristics of each type of park will be given below as an introduction to the subsections on each. Much of the narrative in this subsection will refer to areas identified alphabetically. These areas are delineated on two figures that follow this section. One figure is provided for each park category.

1. Neighborhood Park/Playground

A "neighborhood park/playground" is any park below 12.5 acres in size. This type of park typically includes playground equipment, benches and at least one active sports activity area such as a basketball court or baseball/softball diamond. Small parks in the category of "neighborhood park/playground" are more accurately described as "miniparks." Larger parks in the "neighborhood park/playground" category might have all the facilities of a minipark plus an active sports area. Additional requirements for a "neighborhood park/playground" include safe convenient access for pedestrians, particularly young children, and shaded "park like" areas for passive recreation and unsupervised play.

Four of the six parks located with the study area are "neighborhood park/playgrounds." They are Everett G. Harris, LaSalle, Parkhill and Southwick Miniparks. In addition, there are "neighborhood park/playgrounds" that are located in surrounding areas that serve the Algonquin Parkway community since they are close enough to the study area that parts of the study area's population would be expected to use them. South Central Park, Algonquin Parkway Open Space, and G.G. Moore and St. Louis Miniparks are parks that serve the same residents while not actually being located in the study area.

In addition, parks in the "community park/playfield" category (12.5 acres to 100 acres in size) serve the same function as "neighborhood park/playgrounds" for those people that live within 1/2-mile. There are three "community park/playfields" that serve parts of the Algonquin Park Community study area as "neighborhood park/playgrounds." They are Central, Algonquin and Russell Lee Parks. Further discussion of community park/playfields, their characteristics and function is provided in the next subsection.

Generally, to be considered as adequately served, a resident must live within 1/2-mile of a "neighborhood park/playground." This 1/2-mile distance is called the "neighborhood park/playgrounds" service radius. Using this radius, eight differently served areas were identified in the Algonquin Parkway Community Study area. This was accomplished by drawing circles that connected points that were 1/2-mile from the neighborhood park/playgrounds and larger parks. Larger parks in the "community park/playfield" category (12.5 acres to 100 acres in size) serve the same function as "neighborhood park/playgrounds" for those people that live within 1/2-mile. Triangle Park located adjacent to the University of Louisville east of the study area is within 1/2-mile of residential area along Colorado Avenue east of its intersection with Algonquin Parkway; however, because of poor access due to railroad tracks and the proximity of other parks, Triangle Park is unlikely to be used on a regular basis by residents. The eight service areas are identified as follows (Refer to Figure IV-2, "Neighborhood Park Service areas."):

Service Area A

This area is served by Southwick and Everett G. Harris Miniparks and Russell Lee Park. These parks contain a wide range of facilities including active sports areas (tennis, basketball, baseball/softball, wading pools) and playground equipment. However, these parks seem to be oriented almost exclusively to younger residents and seriously lack quiet passive recreational areas and facilities (i.e. benches, walkways). In addition, there are problems of vandalism in the parks serving this area, particularly in Everett G. Harris Minipark where the Metro Parks Departments indicates there is a high level of vandalism. Vandalism detracts from the attractiveness of a park and usually reduces the usefulness of the equipment vandalized. Taking all of these factors into consideration, it would appear that this service area is fairly well-served at least in terms of active sport areas and sports equipment. The elderly in the area are inadequately served due to the lack of passive recreational facilities.

Service Area B

Algonquin Park and St. Louis Minipark are the only parks serving this area. Some residents living in the northern portion of this service area are within the 1/2-mile service radius of St. Louis Minipark; however, it is doubtful that they would choose to go to this park instead of Algonquin Park considering the range of facilities in Algonquin Park and the relatively equal distances to each of the parks.

Algonquin Park has a wide range of facilities including active sports areas (tennis, basketball, softball/baseball, swimming pool), playground and passive facilities (benches, walkways). The Metro Parks Department indicates, however, that the park has a high rate of vandalism. This leads to decreased usefulness and attractiveness of the facilities in Algonquin Park.

The existence of both active and passive recreational facilities means that both younger residents and the elderly are served. However, one of the important characteristics of a neighborhood park/playground that adequately serves the population within its service radius is that it is safely accessible to pedestrians. The residents of service area B that live west of Wilson Avenue or east of 22nd Avenue may have a problem crossing these busy roadways to get to Algonquin Park. This is especially true of young children and the elderly. Other than areas where safe access for pedestrians is questionable, this service area appears to be adequately served by recreational facilities in Algonquin Park.

Service Area C

Technically, the residents in Service Area C are served by Southwick and Everett G. Harris miniparks. However, this area is at the outer reaches of the 1/2-mile service radius for each of these parks and Algonquin Parkway presents a barrier to safe pedestrian access. Young children and elderly residents of this area could not reasonably be expected to cross Algonquin Parkway to use these parks. Installation of wait/walk pedestrian crossing signals at the intersection of Algonquin Parkway and 35th Street would improve safe pedestrian access to the parks however. It would appear that this service area is in effect unserved by neighborhood park/playground facilities.

Service Area D

Service Area D is technically served by Algonquin Park, but like in service Area C, there are problems with safe access for pedestrians. This area is at the outer reaches of the 1/2-mile service radius for Algonquin Park acting as a neighborhood park/playground. The residents most in need of the type of service provided by the neighborhood park/playground, young children and the elderly, are the residents least likely to be able to safely cross a busy street like Algonquin Parkway. Safe pedestrian access for this service area would be improved if wait/walk pedestrian crossing signals were installed at the intersection of Algonquin Parkway and Cypress Street. It would appear then that Service Area D, like Service Area C is in effect unserved by neighborhood park/playground facilities.

Service Area E

LaSalle Minipark is the only neighborhood park/playground serving service area E. As reflected in the previous section, the few facilities located in LaSalle Minipark are in poor condition and are not adequately serving the service area. In addition, residents of the portion of Service Area E south of Algonquin Parkway have problems with safe pedestrian access to LaSalle Minipark because they have to cross Algonquin Parkway. It is also doubtful that these residents would travel very far to get to LaSalle Minipark considering the relative lack of useable facilities and equipment there. Therefore, due to the nature of equipment in LaSalle Minipark and the lack of other neighborhood park/playgrounds in the area, Service Area E is also unserved by neighborhood park/playground facilities.

Service Area F

Service area F is served by Parkhill Minipark. Facilities at Parkhill Minipark are in the process of being improved but these improvements involve only active sports areas and facilities. Passive recreational needs, that are to be served by quiet park-like areas, benches and walkways, are unserved at Parkhill Minipark. It appears then, that the recreational needs of the younger residents of service are well served and will continue to be well-served for the foreseeable future while the recreational needs of elderly are practically unserved.

Service Area G

In addition to being served by Parkhill Minipark, Service Area G is also served by Central Park since this area is within 1/2-mile of that park. Central Park has passive recreational facilities that are lacking in Parkhill Minipark. However elderly residents would probably find it difficult to walk to Central Park due to the steep grades on Magnolia Street as it underpasses the L&N railroad tracks at Seventh Street. In addition, this service area is at the outer reaches of the 1/2-mile service radius which would also mean that residents would have to walk a longer distance than is perhaps desired to Central Park. Parkhill Minipark adequately serves the active recreation needs of this area.

Service Area H

Service Area H is not served by any parks located within the study area but is served by South Central Park, G.G. Moore Minipark and Algonquin Parkway Open Space which are located just south of the study area. One problem that immediately presents itself is that of safe access to these parks by pedestrians since the parks serving this service area are located south of Algonquin Parkway and Colorado Avenue. However, due to the low number of residents in Service Area H, it would probably be impractical to provide a park in the service area. It would appear then that despite any safety problem for pedestrians, that residents of Service Area H will have to depend on the parks mentioned above as serving this service area for neighborhood park/playground facilities. South Central Park and G.G. Moore Minipark have a variety of active sports facilities including a softball/baseball field, basketball courts, wading pools and playground equipment. Both parks also have passive recreational facilities including benches, walkways, pavilions and picnic facilities. In addition, the Algonquin Parkway Open Space is a natural area through which area residents can stroll. It appears then that other than problems that residents of Service Area H might have with safe pedestrian access, that the service area is fairly well-served by neighborhood park/playground facilities.

2. Community Park/Playground

A "community park/playfield" is any park that is from 12.5 to 100 acres in size. Parks in this category generally have facilities oriented towards the older child, organized sports and family activities and picnicking in passive areas. These parks are also principally oriented to vehicular access although many patrons who are close may choose to walk. In fact, as mentioned previously, a "community park/playfield" may serve as a "neighborhood park" for those people who live within a 1/2-mile radius. The three community park/playfields serving the Algonquin Parkway community are Algonquin and Russell Lee Parks in the study area and Central Park to the northeast of the study area.

The service radius used in the analysis of community park/playfields serving the Algonquin Parkway community was 1-mile. Because of the emphasis on accessibility to community park/playfields by car, the service radius is probably larger in reality. But in order to better show areas served well and those not served as well, the 1-mile service area was selected. Using this 1-mile service radius, five service areas were identified in the Algonquin Parkway

community. These five service areas are identified as follows (Refer to Figure IV-3, "Community Park Service Areas."):

Service Area A

Russell Lee Park is the primary community park/playfield serving this area. Much of this service area is within the 1-mile service radius of Algonquin Park also but because of close proximity to Russell Lee Park residents of this area would be more likely to go there. As stated above, emphasis in community park/playfields is placed on organized sports and family activities. Russell Lee Park would appear to be well equipped to serve such needs as its facilities include baseball/softball fields, basketball courts, tennis courts and picnic facilities. In general then, it appears that the recreational needs to be served by community park/playfields are well-served in this service area.

Service Area B

In Service Area B, residents are within easy traveling distance to either Russell Lee or Algonquin Park. In terms of ease of travel it could probably be said that residents in Service Area B east of Wilson Avenue would probably go to Algonquin Park while those west of Wilson Avenue would be expected to go to Russell Lee Park. Because residents have a choice between two well equipped parks, it would appear that service area is the best served service area in the Algonquin Parkway community in terms of community park/playfield facilities.

Service Area C

Service Area C is served solely by Algonquin Park. Algonquin Park has many active sports facilities and family oriented activity areas including a softball/baseball field, basketball courts, a swimming pool and tennis courts as well as picnic facilities and a pavilion. The availability of a wide variety of community park/playfield facilities apparently insures that residents of this service area are well-served.

Service Area D

There are no community park/playfields within 1 mile of any part of this service area. Thus, using the 1-mile service radius, residents of this service area are unserved. Residents of this service area probably travel a little farther than 1-mile and use Algonquin Park.

Service Area E

Central Park is the only community park/playfield serving Area E. Community park/playfield-type facilities at Central Park include a softball/baseball field, basketball court, tennis courts and a spray pool as well as picnic facilities. Residents of this area may feel however that they are perceptually closer to Algonquin Park and may use it instead of Central Park. It would appear then that Service Area E is well-served by community park/playfield facilities.

C. CONCLUSION

Portions of the Algonquin Parkway community needs assessment study area are well-served by "neighborhood park/playgrounds" and the type of facilities that they emphasize, while other portions are relatively unserved. In general, all portions of the study area south of Algonquin Parkway as well as north of Algonquin Parkway between Dixie Highway and 14th Street are unserved by "neighborhood park/playground" facilities. Better service could be provided to areas south of Algonquin Parkway, however, by the installation of wait/walk pedestrian crossing signals at intersections along Algonquin Parkway in particular at Cypress and 35th Streets. The remainder of the study area is well-served by "neighborhood park/playground" facilities.

The addition of new facilities and the renovation of existing facilities at LaSalle Minipark would insure that residents of the area north of Algonquin Parkway between Dixie Highway and 14th Street would be better served by "neighborhood park/playground" facilities. Improving LaSalle Minipark, located on land owned by the Housing Authority of Louisville, would have to be a cooperative effort between officials of the Housing Authority and Metro Parks Department and residents of the area to work out responsibilities for funding, purchasing, operation and maintenance. Problems that would need to be resolved include who would provide equipment and maintain it and how to prevent vandalism in order to retain the facilities in a useable state.

There are several vacant parcels of land south of Algonquin Parkway that could be used as a location of a "neighborhood park/playground". (Refer to Figure I-2 Existing Land Use for vacant parcels.) There are many problems with providing such a park however. The cost of acquiring land and providing facilities would be one problem. The Metro Parks Department has a standing policy against further acquisition of neighborhood park/playground-size parks because it is having a difficult time maintaining the parks that already exist. Residents of the area would, it appears, at least have to commit to continuing maintenance of such a park if funded and possibly be left with the burden of funding it completely.

In terms of "community park/playfield" facilities, the Algonquin Parkway community is relatively well-served by existing parks. The southeastern portion of the study area is the least well-served; but, due to the emphasis on the automobile as the primary method of access to "community park/playfields," this only means that residents must spend a few extra minutes to get to a park. Relatively good transit service in the Algonquin Parkway community needs assessment study area would seem to insure that those residents without an automobile would also have access to "community park/playfield" facilities. Residents have indicated their desire for a shelter facility in Algonquin Park. Over the past few years a substantial amount of funding has been expended to improve other facilities in Algonquin Park. Because of this, further improvements in Algonquin Park would receive a low priority and funding would be concentrated elsewhere. However, as funding becomes available for improvements in Algonquin Park once again, the need for a shelter facility should be examined.

TABLE IV-1, "Recent Metro Parks Improvements"

<u>Park</u>	<u>Project Description</u>	<u>Cost</u>	<u>Completion Date</u>
*Central	Renovation of restrooms, walkways coating tennis courts	\$ 62,000	December, 1984
Russell Lee	Spray Pool Conversion	\$ 20,000	December, 1984
Southwick	Reroof community center gym	\$ 20,000	November, 1984
Parkhill	Light and improve baseball field and basketball court, install play equipment	\$ 88,000	August, 1984
Algonquin	Construct rest room, swimming pool improvements, improve baseball field and basketball court	\$163,000	July, 1984
Southwick	Community center architectural barrier removal	\$ 20,000	June, 1984
Algonquin	Installation of park benches	\$ 2,000	June, 1984
*South Central	Improving drainage, paving parking lot and installing new play equipment	\$ 17,000	May, 1984
*G.G. Moore	Removal of wading pool, drainage improvements, landscaping	\$ 8,000	April, 1984
Russell Lee	Installation of play units	\$ 6,000	November 1983

*Outside of, but serving the study area

Source: Metro Parks Department, 1984



ALGONQUIN
NEIGHBORHOOD

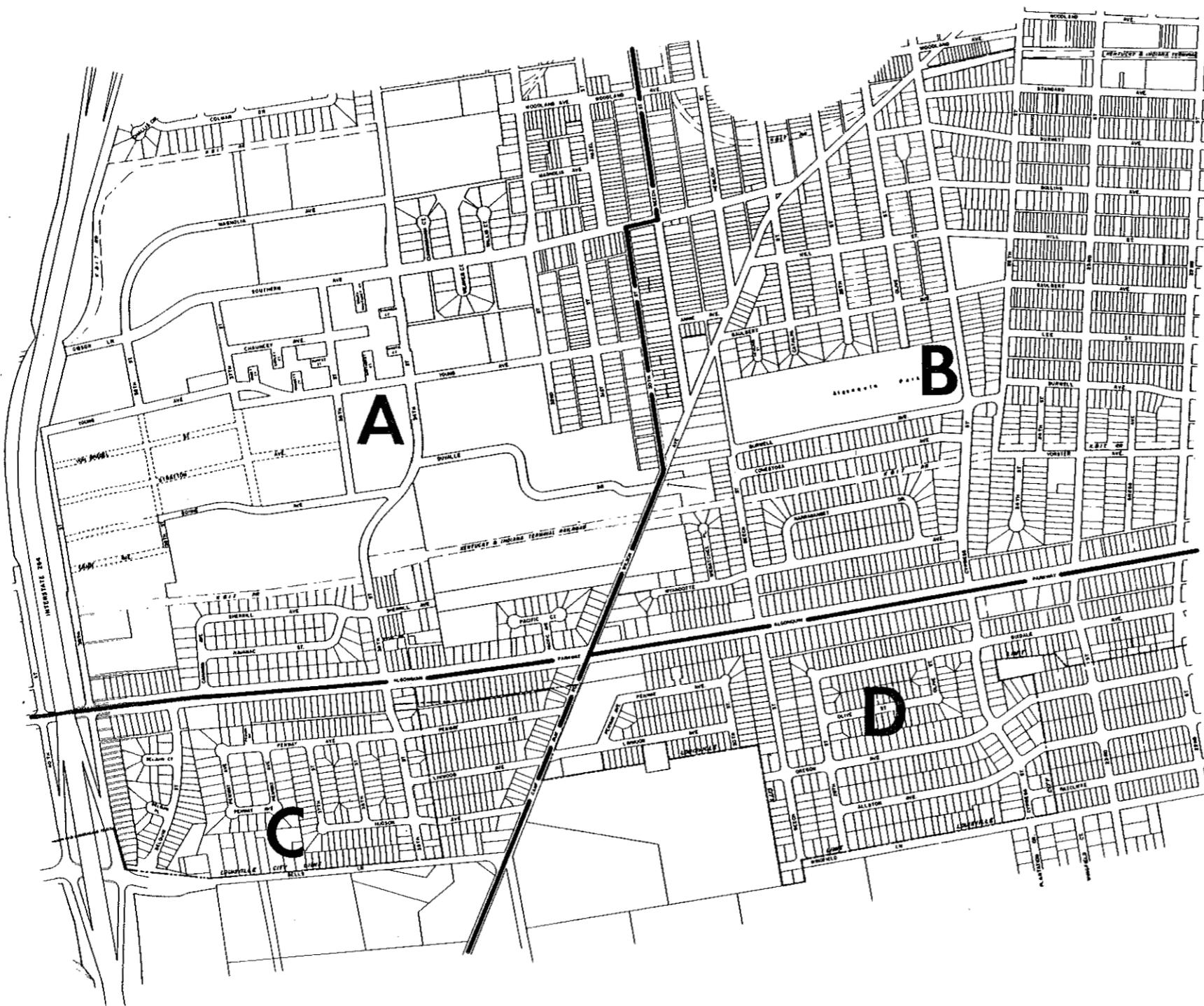
LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION
400 FINEART COURT BUILDING LOUISVILLE KENTUCKY

RECREATION FACILITIES (Metro Parks)

Scale
1" = 2,000'



FIGURE IV-1



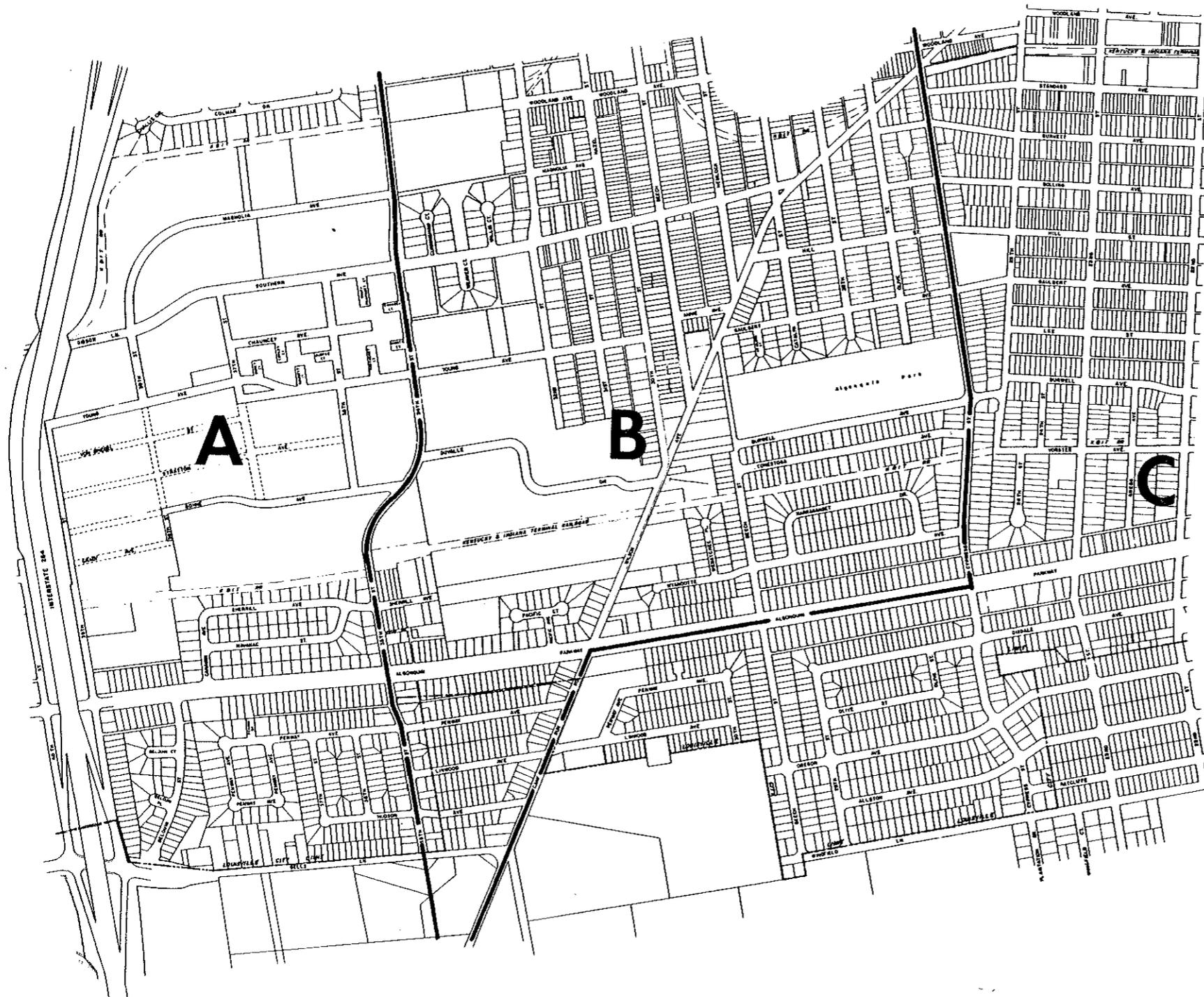
LEGEND

**Neighborhood Park Service Areas
Using 1/2 Mile Service Radius**

- Service Area A - Served by Southwick and Everett G. Harris Miniparks
- Service Area B - Served by Algonquin Park and St. Louis Minipark
- Service Area C - Served by Southwick and Everett G. Harris Miniparks (refer to narrative for more detailed description)
- Service Area D - Served by Algonquin Park (refer to narrative for more detailed description)
- Service Area E - Served by LaSalle Minipark (refer to narrative for more detailed description)
- Service Area F - Served by Parkhill Minipark
- Service Area G - Served by Central Park and Parkhill Minipark (refer to narrative for more detailed description)
- Service Area H - Served by South Central Park, G. G. Moore Minipark and Algonquin Parkway Openspace

Note: Community park/playfields serve as neighborhood parks for those residents that live within 1/2 mile of those particular parks.

Source: Louisville and Jefferson County Planning Commission, Nov., 1984



LEGEND

Community Park Service Areas
Using 1-Mile Service Radius

Service Area A - Served by
Russell Lee Park

Service Area B - Served by both
Russell Lee and
Algonquin Parks

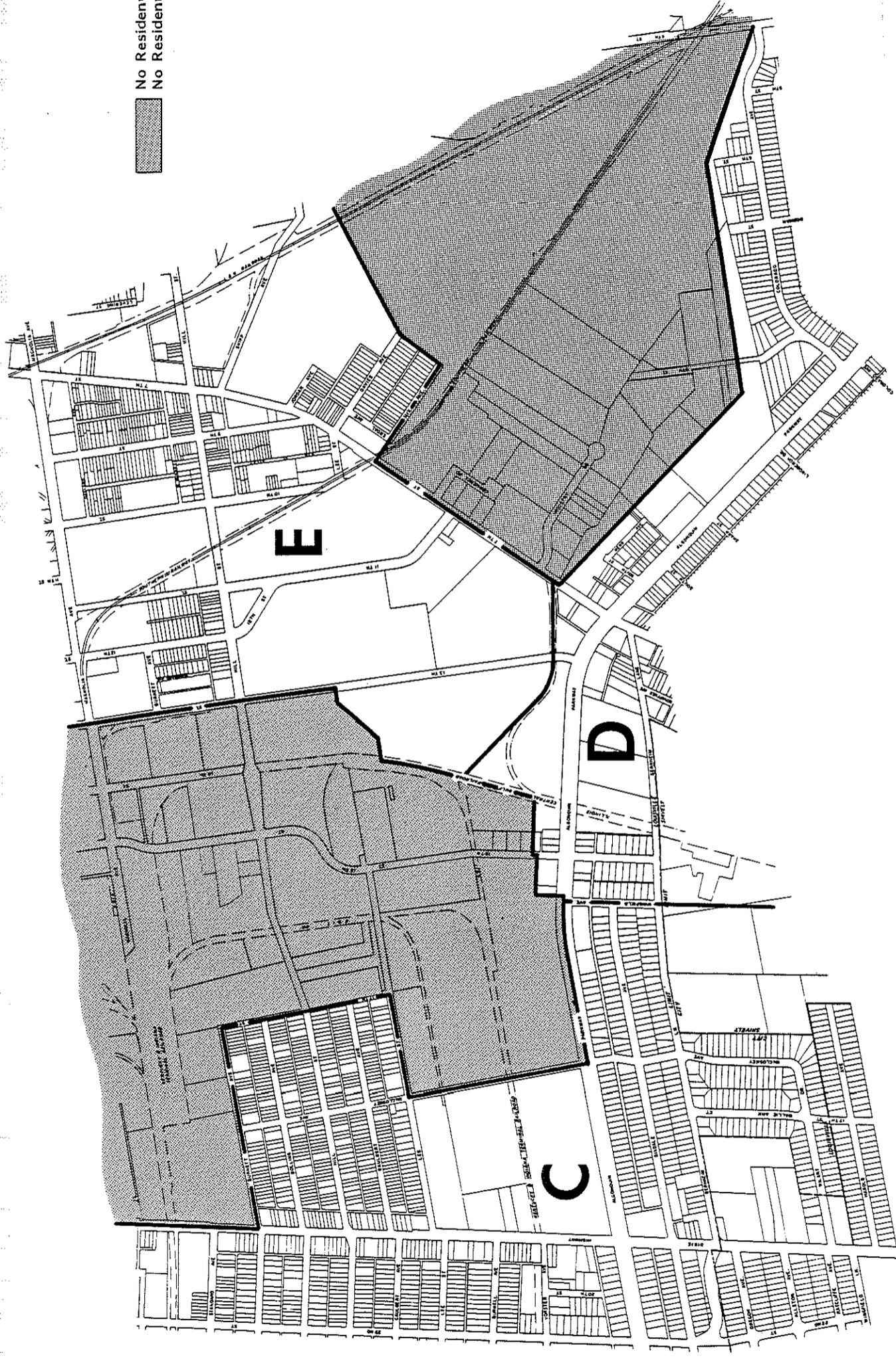
Service Area C - Served by
Algonquin Park

Service Area D - Unserved by Park/
Playfield Facilities

Service Area E - Served by
Central Park

Source: Louisville and Jefferson County
Planning Commission, Nov. 1984

No Residential Land Use
No Residents to be Served



ALCONQUIN
NEIGHBORHOOD
LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION
100 FIFTH COUNTY SQUARE, LOUISVILLE, KENTUCKY



COMMUNITY PARK SERVICE AREAS

Scale
1" = 1,000'





ZONING AND LAND USE

Purpose of Zoning District Regulations

All of Jefferson County, including the incorporated areas, is divided into zoning districts under Zoning District Regulations. Through use of the Regulations, the legislative bodies and the Fiscal Court can organize land use activities and characteristics in ways that they believe are most desirable for the citizens.

The purpose of the zoning districts and the regulations as stated in Section 1 of the Regulations is:

- to avoid congestion in streets
- to secure safety from fire, panic and other dangers
- to provide adequate light and air
- to prevent the overcrowding of land
- to avoid undue concentration of population
- to facilitate adequate provision for traffic, transportation, water, sewerage, schools, parks and other public requirements
- to encourage the most appropriate use of land with reasonable consideration given to the character of any district and its peculiar suitability for particular uses and with a view to conserving the value of the land and structures
- to guide and accomplish coordinated and harmonious development
- to promote the public health, safety, morals and general welfare, and
- to implement the objectives of the Comprehensive Plan.

To accomplish the many parts of the Purpose, the Zoning District Maps were established along with the Regulations that describe how the land in each zone may be used.

Organization of Zoning Districts

Jefferson County has 30 zoning districts divided into three basic groups - Residential, Commercial and Industrial with various districts in each.

I. Residential

- A. Residential zones R-E, R-1, R-2, R-3, R-4 and R-5 are for single family dwellings, and also permit some other compatible uses including agricultural use, churches, colleges, schools, country clubs, golf courses and parks. This is not a complete list; the most prevalent use in these zones is single-family dwellings.
- B. Residential-Apartment zones R-5A, R-6, R-7, R-7A, R-8, R-8A, R-9 and R-10. The Residential-Apartment Districts R-5A, R-6, R-7 and R-7A are intended to provide for medium density land development to be used for single family, row

houses and multiple family dwellings. Apartment Districts R-8, R-8A, R-9 and R-10 are for high density residential uses. Professional offices are permitted in R-8, R-9 and R-10 under conditions prescribed in the Regulations.

II. Commercial

- A. H-S Highway Service District is intended as a specialized district for location of uses that provide commercial services to persons traveling by motor vehicle.
- B. C-N Neighborhood Commercial District is intended as a specialized district for location of convenience services near the neighborhood they are intended to serve.
- C. C-1, C-2, C-3, C-4 and C-5 Commercial zones include retail businesses, offices, restaurants, and service stations for example.

III. Industrial

- A. M-1, M-2 and M-3 zones are for manufacture, processing, treatment and storage of various products.
- B. M-P-1, M-P-2 and M-P-2A are Industrial Park Districts.
- C. M-R Riverfront Industrial District is intended to protect uniquely situated riverfront land for port-dependent industries requiring large quantities of water for cooling and processing.
- D. R-T River Terminal District is intended to be a specialized district where uses are limited to industries that require river terminal locations for the loading, unloading, storage, packaging, mixing and/or trans-shipment of goods received or shipped via river transportation.

Land Use Activities

The major portion of this publication is devoted to a chart which is a Summary of Zoning District Uses. The chart lists under "Land Use Activities" 377 uses, and products manufactured, processed, treated or stored. All of these uses and products are specified in the Regulations; the chart shows what zones permit these land use activities.

"Exceptional" uses may require conditional use permits. Exceptional uses include such things as airports, hospitals, landfills and other unusual land use activities. Complete lists and zones required are in Section II of the Zoning District Regulations. The Summary of Zoning District Uses contains the designation "cu" to show uses that require conditional use permits. (More detailed information about conditional use permits is contained in Planning Commission publication, "FORESIGHT - 6", January, 1980.)

Following the Summary of Zoning District Uses, we have included on page 18 a Summary of Requirements of Zoning Districts that gives minimum lot sizes for zones, densities, yard distances and other dimensional requirements.

Administration

The Louisville and Jefferson County Planning Commission is charged by statute (Kentucky Revised Statute Chapter 100) to administer the zoning regulations and to perform several other planning functions.

The Commission is made up of 10 members, six are citizens, three appointed by the Mayor of Louisville and three appointed by the County Judge. The Works Director of the City of Louisville, the Works Director of Jefferson County, the Mayor and the County Judge are statutory voting members of the Commission serving *ex-officio* by virtue of the offices they hold.

A planning agreement, in conformance with KRS Chapter 100, was adopted in 1966 by which the City of Louisville and Jefferson County Fiscal Court agreed to finance the Planning Commission which has responsibility for its administration, for preparation of plans and implementation of plans as provided by law. The Commission also operates under its own by-laws, relating to procedures and policies.

In addition, KRS established the Board of Zoning Adjustment with authority to consider the granting of conditional use permits and dimensional variances and to rule on appeals. BOZA has seven members, two each appointed by the Mayor and the County Judge, and one each appointed by the city councils of Jeffersonton, St. Matthews, and Shively. BOZA's responsibilities and procedures are described in some detail in "FORESIGHT - 6".

The Commission staff serves both the Commission and BOZA to carry out the duties relating to administration of zoning and subdivisions and other planning functions.



Enforcement

The authority to enforce zoning regulations rests with the Building Departments of Louisville and Jefferson County. Each Building Department includes on its staff several Zoning Enforcement Officers who check complaints and take appropriate action.

The Zoning Enforcement Officers have the authority to conduct inspections. They may, on presentation of official credentials, enter during reasonable daylight hours any premises covered by the Regulations. They may issue notice to stop any use that is contrary to the provisions of the Regulations. Such notice shall be in writing and shall state specifically the regulation being violated.

Persons who feel that such notice has been issued in error may appeal to the Board of Zoning Adjustment.

Where to Call for Enforcement and Zoning Information

For alleged zoning violation in the City of Louisville:

- Zoning Enforcement Officer
Department of Building Inspection
617 West Jefferson
587-3321

For alleged zoning violation in unincorporated Jefferson County and in other jurisdictions (fourth, fifth, and sixth class cities):

- Zoning Enforcement Officer
Department of Code Enforcement
Fiscal Court Building
581-5950

For information about zoning:

- Planning Commission
Fiscal Court Building
581-6230

To identify the zoning on a specific piece of property, people must come to the office of the Planning Commission, Ninth Floor of the Fiscal Court Building to look at the official Zoning District Map.* Telephone descriptions about locations of particular parcels of land leave too great a margin for error. To be sure that correct information is transmitted, the Commission adopted a policy that zoning will not be given over the phone.



*Street addresses are not useful as the zoning maps do not have those identifications. To properly locate a property on the zoning map, a person needs to know the lot width at the right-of-way and the distances from streets that intersect that right-of-way.

SUMMARY OF ZONING DISTRICT USES

LAND USE ACTIVITY*	Residential										Commercial					Industrial												
	R-E	R-1	R-2	R-3	R-4	R-5	R-5A	R-6	R-7	R-7A	R-8	R-8A	R-9	R-10*	H-S	C-N	C-1	C-2	C-3	C-4	C-5	M-1	M-2	M-3	M-P-1*	M-P-2	M-P-2A	M-R*
Accountants	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Adhesives, excluding manufacturing of basic components	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Agricultural uses	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Air conditioning, commercial	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Aircraft and aircraft parts	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Airports	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Aluminum extrusion, rolling fabrication and forming	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Aluminum powder and paint manufacture	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Amusement Parks	I	CU	I	I	I	I	I	I	I	I	I	I	I	I	I	I	CU	I	I	I	I	I	I	I	I	I	I	CU
Animal and poultry raising, commercial	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Animal pound	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Antique shops and interior decorating shops	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Apartment hotels, and office buildings, including business customarily incidental to such uses conducted for the convenience of the occupants and provided all entrances, designs, signs and show windows for such uses shall not be evident from the outside of the building.	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Apparel or other textile products from textiles or other materials, including hat bodies of fur, wool felt, or similar products	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Aquariums, not for profit	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Arboretums	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Architects	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Aromatic flavoring materials (essential oils)	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Art galleries, not for profit	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Artists	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Assembly and repair of automobile, bicycle, carriage, engine (rebuilt) motorcycle, trailer, truck, wagon, including parts	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Athletic or sports equipment, including balls, baskets, bats, cues, racquets, rads, or similar products	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Attorneys-at-law	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Auction sales, except animals and tobacco	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Automobile parking areas, public and private	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I

* See NOTES on page 17 concerning all items with an asterisk.

LAND USE ACTIVITY*

Residential

Commercial

Industrial

	R-E	R-1	R-2	R-3	R-4	R-5	R-5A	R-6	R-7	R-7A	R-8	R-8A	R-9	R-10*	H-S	C-N-	C-1	C-2	C-3	C-4	C-5	M-1	M-2	M-3	M-P-1*	M-P-2	M-P-2A	M-R*	R-T	
Camping areas, public and private	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Candy stores, retail sales on premises only																														
Carbon black																														
Carbon paper and ink ribbons																														
Carpenter, cabinet making, and pattern shops																														
Carpet, rug, mat																														
Carting and light local deliveries																														
Cement																														
Cemeteries, Mausoleums, and Crematories	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Charcoal																														
Chemicals, including acetylene, acids and derivatives, alcohol (industrial), ammonia, aniline dyes, carbide, caustic soda, cellulose and cellulose storage, chlorine, cleaning and polishing preparations (non-soap), dressings and blackings, creosote, dyestuffs, exterminating agents and poisons, hydrogen and oxygen, plastic materials, and synthetic resins, potash, pyroxylin, tar products, turpentine and resin, and solvent-extracting																														
Chemicals (packaging only)																														
Chiropractists																														
Chiropractors																														
Churches, and parish halls, temples, convents, and monasteries	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Cider and vinegar																														
Circus and carnival grounds		CU																CU												
Clay products																														
Clay, stone, glass products																														
Clay products of handicraft nature including ceramics, pottery, tile (glazed), or similar products																														
Cleaning and dyeing of garments, hats and rugs																														
Cleaning, pressing, and dyeing establishments using non-flammable and non-explosive cleaning fluid																														
Clocks and watches																														
Cloth products, including canvas, clothing, garments																														
Coal and coke, storage and sales																														
Coal, coke or tar products including fuel gas, and coke-oven products																														
Colleges, schools, and institutions of learning (except trade, business, or industrial schools), not for profit	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Commercial lakes	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU

Residential

Commercial

Industrial

LAND USE ACTIVITY*

	R-E	R-1	R-2	R-3	R-4	R-5	R-5A	R-6	R-7	R-7A	R-8	R-8A	R-9	R-10*	H-S	C-N	C-1	C-2	C-3	C-4	C-5	M-1	M-2	M-3	M-P-1*	M-P-2	M-P-2A	M-R*	R-T
Fuel briquettes	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Funeral homes	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Fur finishing and fur goods, not including tanning, dyeing	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Furniture	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Furniture, storage	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Furniture stores	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Garages, public	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Gift shop	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Glass and glass products (large), including structural or plate glass, or similar products	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Glass products from previously manufactured glass	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Glue and size, (vegetable), gelatin (animal), and starch manufacture	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Golf courses; except miniature courses, driving ranges, or privately owned golf courses operated for commercial purposes	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	|	|	|	|	|	|	|	|
Golf driving ranges; miniature golf courses; privately owned golf courses operated for a commercial purpose	|	CU	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	CU	|	|	|	|	|	|	|	|	|	|	|
Governmental buildings, including armories, storage, maintenance and repair facilities ¹	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	●	●	●	|	|	|	|	|	|	|	|	|
Governmentally owned or operated buildings or uses	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Grain blending and packaging, but not milling	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Graphite or graphite products	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Greenhouses; wholesale	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Grocery stores, including fruit, meat, fish, and vegetable	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	●	●	●	●	|	|	|	|	|	|	|	|
Grocery stores, where all merchandise is displayed and sold within an enclosed building	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	●	●	●	●	|	|	|	|	|	|	|	|
Group house	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Gypsum	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	CU	|	|	|	|	|
Hair, felt, or feather products	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	●	●	●	●	●	●
Hair, felt, leathers, shoddy, bulk processing, washing, curling and dyeing	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	●	●	●	●	●	●
Hair, hides, raw fur, leather, curling, dressing, dyeing, finishing, tanning, and storage	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	CU	|	|	|	|	|
Hardware, products or tools, including bolts, brads, cutlery, door knobs, drills, hinges, household items, locks, metal castings (nonferrous), nails, needles and pins, nuts, plumbing appliances, rivets, screws, spikes, staples, tools (hand), or similar products	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|
Hardware stores	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	|	●	●	●	●	●	●

¹ Community Facilities Review - all zones except C-2, C-3, and C-4

Residential

Commercial

Industrial

LAND USE ACTIVITY*

	R-E	R-1	R-2	R-3	R-4	R-5	R-5A	R-6	R-7	R-7A	R-8	R-8A	R-9	R-10*	H-5	C-N	C-1	C-2	C-3	C-4	C-5	M-1	M-2	M-3	M-P-1*	M-P-2	M-P-2A	M-R*	R-T
Hat finishing and millinery from straw and other fibers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heating, ventilating, cooking, and refrigerating supplies and appliances	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Home occupations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hosiery mill	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hospitals, institutions, nursing homes and homes for the infirm and aged	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Hotels and motels	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Household appliances, electrical and gas, including stoves, refrigerators, washing machines, clothes dryers, and similar products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ice, dry or natural	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ice storage houses of not more than five (5) ton capacity	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Implements, agricultural or farm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industries which require at least one million gallons daily (MGD) for cooling or processing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ink or ink ribbon, packaging	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ink manufacture (mixing only)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ink manufacture from primary raw materials (including colors and pigments)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Insecticides, fungicides, disinfectants, or related industrial or household chemical compounds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Insecticides, fungicides, disinfectants, and related industrial and household chemical compounds (blending only)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance agents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interior decorating shops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iron or steel (ornamental), miscellaneous, fabrication or assembly, including steel cabinets, doors, fencing, metal furniture, or similar products; cleaning; grinding; heat treatment; metal finishing; plating; polishing; rust proofing; sharpening, or similar processes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jewelry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jewelry stores	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jute, hemp, sisal, or oakum products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kennels	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU
Laboratories, research, experimental or testing, but not including combustion type motor-testing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lampblack	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Land surveyors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Landscape architects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Latox plant (water base)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Residential

Commercial

Industrial

LAND USE ACTIVITY*

	R-E	R-1	R-2	R-3	R-4	R-5	R-5A	R-6	R-7	R-7A	R-8	R-8A	R-9	R-10*	H-S	C-N	C-1	C-2	C-3	C-4	C-5	M-1	M-2	M-3	M-P-1*	M-P-2	M-P-2A	M-R*	R-T
Pulverizing																													
Race track, animal		CU																CU											
Race tracks for motor-powered vehicles																													
Radio and television stores																													
Radio and Television Towers and Antennas																													
Radio-active metals																													
Radio signal sending and receiving towers (Commercial)	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU	CU		CU						CU							
Railroad freight terminals, and yards																													
Railroad yard, roundhouse, repair and overhaul shops, railroad equipment including locomotive and railroad car building and repair																													
Real estate brokers																													
Rendering, incineration or reduction, and storage of dead animals, garbage, offal, or waste products (the entire operation to be performed within a building)																													
Refractories																													
Refrigerated lockers																													
Refrigerating plants																													
Restaurants, where food and drink may be served or consumed, outside as well as inside a building, including the drive-in restaurants where all or part of the service or consumption is inside a vehicle																													
Restaurants with drive-through windows having prior approval by the agency responsible for traffic engineering																													
Restaurants and pubs (without drive-in facilities) if a minor, integral part of an organized shopping center																													
Restaurants, tea rooms, cafes, where all customers are served at a table or counter and where dancing or entertainment is excluded																													
Retail sales and consumer service establishments (not including warehouse sales) dealing primarily with employees and visitors of establishments permitted as principal uses, provided that such commercial uses shall not occupy more than 5 percent of the land area of the M-P-1, M-P-2 and M-R Riverfront Industrial Park District in which it is located																													
Retail or wholesale stores or businesses not involving any kind of manufacture, processing or treatment of products other than that which is clearly incidental to the business conducted on the premises, and provided that not more than fifty (50) percent of the floor area of the building is used in the manufacture, processing or treatment of products, and that such operations or products are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes.																													

Residential

Commercial

Industrial

LAND USE ACTIVITY*

	R-E	R-1	R-2	R-3	R-4	R-5	R-5A	R-6	R-7	R-7A	R-8	R-8A	R-9	R-10*	H-S	C-N	C-1	C-2	C-3	C-4	C-5	M-1	M-2	M-3	M-P-1*	M-P-2	M-P-2A	M-R*	R-T
Soups and soap products or detergents, including fat rendering, oils, vegetable and animals (non-edible)	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Sports arenas	I	CU	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	CU	I	I	I	I	I	I	I	I	I	I	I
Stamps (hand), stencils, and brands	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Stationery stores	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Statuary and art goods, other than stone and concrete, including church art, figurines, mannequins, religious art, (excluding foundry operations)	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Steel works and rolling mills (ferrous) for steel, structural iron and steel fabrication, and structural products, including bars, cables, girders, rails, wire rope, or similar products	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Stock yards and feed lots	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	CU	I	I	I	I	I
Stone processing or stone products, including abrasives such as wheels, stones, paper and cloth, asbestos products, stone screening, stone cutting, stoneworks, sand or lime products, or similar processes or products	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Storage facilities for cargo received or to be shipped via river transportation, but not permitting dumps, junk and salvage yards	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Storage garages, including repairing and servicing	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Storage yard or contractor's shop	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Storage of bituminous materials and petroleum products	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Storage of coal and gas, yards and pockets	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Sugar refining	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Surgeons	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Synthetic fibers	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Tailor	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Taverns, bars and saloons	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Telephone exchanges	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Temporary buildings, the uses of which are incidental to construction operations being conducted on the same or adjoining lot or tract, and which shall be removed upon completion or abandonment of such construction, or upon the expiration of a period of two years from the time of erection of such temporary buildings, whichever is sooner.	●	●	●	●	●	●	●	●	●	●	●	●	●	●	I	●	●	●	●	●	●	I	I	I	I	I	●	I	I
Terminal facilities for the trans-shipment of cargo between river and other transportation facilities, including railroads, along with the necessary appurtenances and services which are required for uses permitted herein.	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I

SUMMARY OF REQUIREMENTS OF ZONING DISTRICTS

ZONING DISTRICT	MINIMUM LOT SIZE		DWELLING UNITS per acre	MINIMUM AREA REQUIREMENTS per dwelling unit	MINIMUM YARD REQUIREMENTS					MINIMUM DISTANCE BETWEEN BUILDINGS	MINIMUM USABLE OPEN SPACE per dwelling unit	MAXIMUM BUILDING HEIGHT		MAXIMUM FLOOR AREA RATIO (see note)		
	area	width			front	total	side min.	street	rear			stories	feet			
<i>Residential</i>	<i>single-family</i>	R-E	40,000 sq. ft.	150'	1.08	40,000 sq. ft.	90'	*	*	90'	50'	15'	5,000 sq. ft.	2 1/2	35'	0.15
		R-1	40,000 sq. ft.	150'	1.08	40,000 sq. ft.	75'	45'	15'	25'	25'	15'	-	2 1/2	35'	0.3
		R-2	20,000 sq. ft.	100'	2.17	20,000 sq. ft.	30'	30'	10'	30'	25'	15'	-	2 1/2	35'	0.5
		R-3	12,000 sq. ft.	75'	3.63	12,000 sq. ft.	30'	22.5'	7.5'	30'	25'	15'	-	2 1/2	35'	0.5
		R-4	9,000 sq. ft.	60'	4.84	9,000 sq. ft.	30'	18'	6'	30'	25'	15'	-	2 1/2	35'	0.5
	R-5	6,000 sq. ft.	50'	7.26	6,000 sq. ft.	25'	10'	5'	25'	25'	15'	-	2 1/2	35'	0.5	
	<i>multi-family</i>	R-5A	6,000 sq. ft.	50'	12.01	3,625 sq. ft.	25'	10'	5'	25'	25'	*	-	2 1/2	35'	0.28
		R-6	6,000 sq. ft.	50'	17.42	2,500 sq. ft.	25'	10'	5'	25'	25'	*	-	2 1/2	35'	0.75
		R-7	6,000 sq. ft.	50'	34.84	1,250 sq. ft.	25'	10'	5'	25'	25'	*	600 sq. ft.	-*-	-	1.0
		R-7A	6,000 sq. ft.	50'	34.84	1,250 sq. ft.	25'	10'	5'	25'	25'	*	600 sq. ft.	-*-	-	1.0
R-8		6,000 sq. ft.	50'	58.08	750 sq. ft.	25'	10'	5'	25'	25'	*	300 sq. ft.	-*-	-	3.0	
R-8A	6,000 sq. ft.	50'	58.08	750 sq. ft.	25'	10'	5'	25'	25'	*	300 sq. ft.	-*-	-	3.0		
R-9	5,000 sq. ft.	50'	435.00	*	15'	10'	5'	15'	25'	*	150 sq. ft.	-*-	-	4.0		
R-10	5,000 sq. ft.	50'	-	*	15'	10'	5'	15'	25'	*	150 sq. ft.	-*-	-	4.0		
<i>Commercial</i>	H-5	43,560 sq. ft.	150'	N/A	43,560 sq. ft.	60'	30'	-	60'	30'	-	-	2 1/2	35'	-	
	C-N	-	-	17.42	-	30'	-	-	30'	30'	-	-	2 1/2	35'	0.25	
	C-1	-	-	34.84	-	-	-	-	-	20'	-	-	-*-	-	0.5	
	C-2	-	-	-	-	-	-	-	-	20'	-	-	-*-	-	5.0	
	C-3	-	-	-	*	-	-	-	-	20'	-	*	-*-	-	10.0	
	C-4	-	-	-	-	-	-	-	-	20'	-	-	-*-	-	5.0	
	C-5	6,000 sq. ft.	50'	34.84	-	25'	5'	-	25'	25'	-	-	-*-	-	1.0	
<i>Industrial</i>	M-1	-	-	N/A	-	-	-	-	-	-	-	-	3	45'	2.0	
	M-2	-	-	N/A	-	-	-	-	-	-	-	-	-*-	-	3.0	
	M-3	-	-	N/A	-	-	-	-	-	-	-	-	-	-	4.0	
	M-P-1	2 Ac.	150'	N/A	25 Ac/district 2 Ac/district	50'	30'	-	50'	30'	-	-	-	45'	0.5	
	M-P-2	2 Ac.	150'	N/A	25 Ac/district 2 Ac/district *	50'	30'	-	50'	30'	-	-	-	-*-	-	0.75
	M-P-2A	1 Ac.	100'	N/A	100 Ac/district 2 Ac/district	25'	5'	-	15'	15'	-	-	-	-*-	-	1.0
	M-R	5 Ac.	-	N/A	50 Ac/district 5 Ac/district	50'	30'	-	50'	30'	-	-	-	-	-	0.05
	R-T	1/2 Ac.	-	N/A	-	-	-	-	-	-	-	-	-	-	-	

* See Zoning District Regulations, appropriate section for information too detailed to summarize here.

note: Floor area ratio is determined by dividing the total floor area of a building by the area of the lot on which it is located.

PROBLEMS AND NEEDS APPENDIX

Table A: Results of Problem Identification Session.

Table B: Problem Identification Survey.

PROBLEMS AND NEEDS APPENDIX

Table A: Results of Problem Identification Session

October 18, 1984 Meeting of the Algonquin Parkway Community Needs Assessment Task Force.

A goal and problem identification session using "nominal group" technique was conducted with Task Force members. Nominal group methods allowed Task Force members to raise all problems and issues they believe to affect the study area. Then they were asked to assign a ranking of 1 to 5 points to their top five priorities, the problems they would most like to see dealt with. Each member participating gave a 5 point rating to the problem most needing to be dealt with, then 4, 3, and 2 point ratings respectively with a 1 point rating going to the problem or issue of their top five that should be given the least attention. The following table shows the results ranked from the problem getting the most points down to those getting the least.

<u>Problems and needs</u>	<u>points</u>
1. No medical services available after 5:30 p.m., Park DuValle closes early all week.	19
2. K&I trains blocks traffic for long periods at the track crossings.	14
2. Too many liquor stores, loitering	14
4. Lack of police protection throughout area.	12
4. Lack of shelter house for families, people sleeping in abandoned houses. Help needed for Community Corners to be completed by winter.	12
4. Inadequate maintenance of 4 Housing Authority of Louisville properties, screens, drainage, etc. Maintenance is handled centrally not locally.	12
7. Drainage problems throughout Hallmark, streets and yards.	9
7. Algonquin Manor, shops are all closing up.	9
9. Lack of shopping facilities in Southwick.	8
10. 34th and Southern, Belquin area, flooding of houses and streets after hard rain.	7
11. Park DuValle Community Center Building needs work, heating, air conditioning, water in basement, windows.	6
11. Lack of job training facility in the Algonquin area.	6
13. Bad railroad crossing at 34th and Magnolia.	5
13. Children hit by cars at Wilson and DuValle.	5
13. Need convenient-type food store, also a general store, near 34th and Young.	5
13. Parkway Place, children hit on the way to tot lots on Brashers Drive.	5
13. Senior citizens in LaSalle Place don't have a way to get to shopping.	5
13. High concentration of Housing Authority of Louisville properties, four in a 2 mile area.	5
13. People unaware of what social services are available, social worker needed at Park DuValle.	5

<u>Problems and needs</u>	<u>points</u>
20. Dark streets in the Lang public housing complex, hard for kids to cross the street.	4
20. Industrial zoning (A&P warehouse, vacant) in the middle of a residential area.	4
20. Algonquin Park has no meeting place, community building.	4
20. Very rough railroad crossing at 1400 South Western Parkway (outside study area).	4
24. Liquor store at the corner of Hemlock and Southern Avenue, people gather, safety hazard for pedestrians.	3
24. Elderly get ripped off by home repair businesses, no way to identify reputable firms.	3
26. Hallmark has no recreation facilities, parks, kids have to go a long way and Algonquin Parkway acts as a barrier.	2
26. Dumping on Gibson Lane near I-264 underpass.	2
26. No recreation or social facilities for senior citizens at Parkway Place.	2
29. Poor weekend service on the 12th Street Tarc route, stops at 5:30 p.m.	1
29. No sidewalks on Wilson Avenue from Hill Street to Algonquin Parkway.	1
29. 23rd and Hill, high number of accidents, no traffic control devices between 22nd and Cypress along Hill Street.	1

The following problems and needs were brought up at the meeting but didn't receive any points.

Rat problems, trash at the vacant commercial building at 23rd and Standard at the railroad tracks.

No grocery store near 18th and Algonquin Parkway.

Inadequate bus service on Algonquin and Southwestern Parkways, especially from Greenwood to 7th Street, need bus shelters too.

Rat infestation at the old A&P warehouse.

Lack of respect, understanding between Police and residents of Parkway Place. People using benches at 12th and Hill area harassed for loitering. Task force to deal with such problems no longer functioning.

31st and Wilson, Derby City Disco is trouble spot.

PROBLEMS AND NEEDS APPENDIX

Table B: Problem Identification Survey

The following issues and problems were identified by survey from those Task Force members and concerned residents who were unable to attend the Problem Identification session held on October 8, 1984.

Land Use

1. Vacant lots and the related nuisances (ie. weeds, trash) (3)*
2. Poorly maintained trees along Hill Street, needs trimming.
3. Need for additional foot patrols to break up loitering and the related problems with crime (2) particularly in the area of 32nd Street and Young Avenue.
4. Abandoned cars, trash on Davies Avenue.
5. Housing deterioration
6. Lack of enforcement of city ordinances concerning trash and other environmental nuisances.
7. Poor drainage in the Hallmark area.
8. Nuisances created by commercial uses along Young Avenue.
9. Maintenance problems in the public housing complexes.
10. Dumping trash at 38th Street and I-264.
11. Trim dead tree limbs along Algonquin Parkway.
12. Vacant housing, poorly maintained, deteriorated.
13. Industrial uses create too much dust.
14. Housing Authority police have to deal too much with persons residing outside of the complexes.

Transportation

1. 31st Street needs to be paved.
2. Standing water in streets (2)
3. Another street light needed in the alley between 30th and 31st Streets. (2)
4. Grass, weeds and trash blocking sidewalks (2)"
5. Trains blocking streets.
6. Wilmart Drive needs resurfacing.
7. The intersection of Wilmart Drive and Dixie Highway needs a traffic signal for pedestrian safety.
8. Entrance to the alley between 30th and 31st Streets needs to be marked.
9. Intersection of 31st and Young needs to be a 4-way stop.
10. Intersections of 30th Street and Wilson Avenue and 30th Street and DuValle Drive are dangerous.
11. Cars racing along Southern Avenue.
12. Street lights needed along 32nd and 34th Streets (2)
13. Bus shelter needed at 35th and Algonquin Parkway
14. Alley on west side of Penway and 37th Street is overgrown with weeds.
15. Alley from 34th Street to Belquin needs cleaning.
16. Bad sidewalks along Oregon Avenue.
17. Beech Street needs to be resurfaced.
18. Heavy traffic on 13th Street running through Parkway Place.

Recreation

1. Recreation lot in 1600 Block of 32nd needs to be repaved and the lot supervised.
2. Special programs needed to stop loitering at 32nd and Young Streets.
3. Benches and Grills are needed at Russell Lee Park.
4. Facilities in Beta Gardens Minipark are exaggerated.

Economic Development

1. Industrial use at 34th Street and Woodland Avenue has improperly stored equipment.
2. Algonquin Manor Shopping Center should be renovated and include a better quality of store.

*The numbers in () indicate the number of surveys mentioning the particular problem if greater than one.

ECONOMIC DEVELOPMENT APPENDIX

- Table A Employment and Income, 1950-1980, Algonquin Parkway Community
- Table B Age and Race Profile 1960-1980, Algonquin Parkway Community
- Table C Population and Dwelling Unit Change 1950-1980, Algonquin Parkway Community
- Table D Algonquin Parkway Community Total Census Tract Employment by SIC Category (1973)
- Table E Algonquin Parkway Community Manufacturing Employment, 1973
- Table F Estimate of 1983-84 Total Employment Within the Algonquin Parkway Community
- Table G Total Retail Sales Estimate 1980, Algonquin Parkway Community
- Table H 1980 Economic Characteristics of Algonquin Parkway Community Census Tracts
- Table I Estimated Personal Consumption Expenditures For Algonquin (1980) by Retail Classification
- Table J Incentives for Businesses to Locate in the Louisville Enterprise Zone
- Table K Algonquin Parkway Community Neighborhood Commercial: Estimated 1980 Sales Capacity
- Table L 1978 Dollars and Cents of Shopping Centers
Enterprise Zone Rezoning Maps and Public Notice
Census Data Tables

TABLE A: EMPLOYMENT AND INCOME, 1950 - 1980 ALGONQUIN PARKWAY COMMUNITY

Indicator	Census Tract		13				14									
	Year =		1950	1960	1970	1980	1950	1960	1970	1980						
Percent Unemployed	5.1		9.9		4.7		17.6		7.8		14.0		10.3		36.0	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Labor Force Participation Rate	81.4	35.5	61.6	29.2	75.1	59.7	61.4	57.5	83.0	23.1	75.9	27.8	71.7	44.7	57.4	48.9
Labor Force Participation Rate	57.2		44.4		66.7		59.4		53.4		49.0		54.6		51.9	
% White Collar Workers	11.9		15.7		27.1		42.3		9.8		9.4		28.8		32.2	
% Blue Collar Workers	50.7		33.9		37.7		40.2		62.0		40.6		46.9		30.2	
% Service Workers	36.3		38.2		34.5		17.5		27.3		39.9		24.0		37.6	
Mean Family Income	-		-		\$8,787		\$14,631		-		-		\$5,198		\$7,430	
Median Family Income	-		\$3,881		\$7,468		\$9,940		-		\$3,064		\$4,309		\$4,920	
Mean Unrelated Individual Inc.	-		-		\$2,309		\$4,745		-		-		\$5,226		\$6,158	
Median Unrelated Individual Inc.	-		-		\$2,506		\$3,980		-		-		\$5,538		\$5,020	
Median Income of All Families and Unrelated Individuals	\$1,731		\$2,917		\$6,806		\$9,436		\$1,750		\$2,887		\$4,471		\$5,120	
Per Capita Income	-		-		\$2,587		\$4,496		-		-		\$1,215		\$2,132	
Persons Age 25 and over % High School Graduates	19.0		21.7		42.5		59.7		11.0		25.0		36.4		45.4	
Persons Age 25 and over % School Dropouts	79.7		78.3		57.5		40.3		89.0		75.0		63.6		54.6	
Median School Years Completed	8.5		8.8		11.0		N.A.		8.1		9.7		11.0		N.A.	

TABLE A: EMPLOYMENT AND INCOME, 1950 - 1980 ALGONQUIN PARKWAY COMMUNITY

Indicator	Census Tract 28		1960		1970		1980		Census Tract 34		1960**		1970**		1980	
	Year =	1950	1950	1960	1960	1970	1970	1980	1950*	1950*	1960**	1960**	1970**	1970**	1980	1980
Percent Unemployed		1.3		8.7		6.0		12.1		4.1		7.4		5.6		17.7
		M F		M F		M F		M F		M F		M F		M F		M F
Labor Force Participation Rate		81.1 29.9		81.2 38.1		68.8 39.0		68.0 45.2		81.1 34.5		74.7 36.4		68.5 40.5		65.2 43.8
Labor Force Participation Rate		54.3		58.0		52.1		54.0		56.3		54.6		53.4		54.1
% White Collar Workers		32.6		32.1		23.9		37.3		17.6		9.1		14.2		36.1
% Blue Collar Workers		57.9		56.2		58.6		44.6		59.3		58.2		61.8		39.0
% Service Workers		8.8		11.5		17.5		18.2		19.4		32.5		23.0		24.9
Mean Family Income		-		-		\$7,514		\$12,458		-		-		\$5,352		\$13,198
Median Family Income		-		\$5,191		\$7,153		\$10,795		-		\$3,664		\$5,250		\$10,562
Mean Unrelated Individual Inc.		-		-		\$3,017		\$6,254		-		-		\$2,817		\$5,388
Median Unrelated Individual Inc.		-		-		\$1,919		\$4,907		-		-		\$2,020		\$3,833
Median Income of All Families and Unrelated Individuals		\$3,019		\$4,852		\$5,130		\$8,971		\$2,095		\$3,399		\$4,511		\$9,177
Per Capita Income		-		-		\$2,435		\$4,245		-		-		\$1,649		\$4,627
Persons Age 25 and over % High School Graduates		25.9		23.8		21.8		N.A.		14.4		7.3		16.4		35.0
Persons Age 25 and over % School Dropouts		73.1		76.2		78.2		N.A.		81.3		92.7		83.6		65.0
Median School Years Completed		8.9		8.9		8.9		N.A.		8.3		7.8		8.9		-

* Not a Census Tract in 1950

** Census Tract 127 was split to make 127.01 in 1980.

TABLE A: EMPLOYMENT AND INCOME, 1950 - 1980 ALGONQUIN PARKWAY COMMUNITY

Census Tract		35							
Indicator	Year =	1950	1960	1970	1980	1950*	1960**	1970**	1980
Percent Unemployed		1.0	17.5	14.7	57.0	-	4.3	7.5	12.8
		M F	M F	M F	M F	M F	M F	M F	M F
Labor Force Participation Rate		76.6 29.6	71.0 30.6	57.6 27.3	69.9 39.2	- -	91.4 36.9	85.2 48.3	71.0 55.6
Labor Force Participation Rate		51.7	47.8	38.4	50.1	-	62.6	65.4	63.1
% White Collar Workers		22.9	18.1	22.8	29.9	-	38.1	22.0	23.9
% Blue Collar Workers		61.2	59.7	44.6	40.8	-	51.2	62.7	56.3
% Service Workers		15.7	22.0	32.6	31.2	-	6.6	12.8	19.9
Mean Family Income		-	-	\$4,000	\$6,643	-	-	\$7,897	\$15,958
Median Family Income			\$2,848	\$2,790	\$4,431	-	\$5,972	\$7,509	\$14,554
Mean Unrelated Individual Inc.		-	-	\$2,310	\$5,089	-	-	\$5,525	\$10,116
Median Unrelated Individual Inc.		-	-	\$1,627	\$2,963	-	-	\$6,109	\$9,235
Median Income of All Families and Unrelated Individuals		\$2,355	\$2,608	\$2,246	\$4,556	-	\$5,901	\$7,107	\$15,324
Per Capita Income		-	-	\$1,158	\$2,118	-	-	\$2,300	\$4,677
Persons Age 25 and over									
% High School Graduates		18.0	7.3	19.4	36.8	-	38.8	44.3	55.8
Persons Age 25 and over									
% School Dropouts		81.7	92.7	80.6	63.2	-	61.2	55.7	44.2
Median School Years Completed		8.8	8.3	8.8	-	-	11.0	11.4	N.A.

*Tracted areas average only.

TABLE A: EMPLOYMENT AND INCOME, 1950 - 1980 ALCONQUIN PARKWAY COMMUNITY

Indicator	Census Tract		128.01				Louisville Portion				128.02		Louisville Portion			
	Year =		*1950	1960**	1970**	1980	*1950	1960**	1970**	1980	*1950	1960**	1970**	1980		
Percent Unemployed			-	1.9	3.2	9.1	-	1.9	3.2	4.5						
			M	F	M	F	M	F	M	F	M	F	M	F		
Labor Force Participation Rate			-	85.7	27.3	82.0	48.9	81.0	63.6	-	85.7	27.3	82.0	48.9	71.3	37.0
Labor Force Participation Rate			-	54.8	63.6	71.2	-	54.8	63.6	56.8						
% White Collar Workers			-	36.7	33.8	47.6	-	36.7	33.8	43.8						
% Blue Collar Workers			-	49.9	54.4	31.9	-	49.9	54.4	26.8						
% Service Workers			-	3.9	11.2	20.5	-	3.9	11.2	29.5						
Mean Family Income			-	-	\$11,459	\$20,403	-	-	\$11,459	\$17,707						
Median Family Income			-	\$5,900	\$10,463	\$18,992	-	\$5,900	\$10,463	\$19,750						
Mean Unrelated Individual Inc.			-	-	\$3,057	\$6,404	-	-	\$3,057	\$6,046						
Median Unrelated Individual Inc.			-	-	\$2,515	\$6,333	-	-	\$2,515	\$4,938						
Median Income of All Families and Unrelated Individuals			-	\$5,895	\$9,472	\$17,531	-	\$5,895	\$9,472	\$6,046						
Per Capita Income			-	-	\$3,197	\$5,879	-	-	\$3,197	\$4,446						
Persons Age 25 and over																
% High School Graduates			-	33.8	39.6	69.5	-	33.8	39.6	51.3						
Persons Age 25 and over																
% School Dropouts			-	66.2	60.4	30.5	-	66.2	60.4	48.7						
Median School Years Completed			-	10.3	10.8	N.A.	-	10.3	10.8	N.A.						

* Not a Census Tract in 1950.

** Census Tract 128 was split into 128.01 and 128.02 in 1980.

TABLE A: EMPLOYMENT AND INCOME, 1950 - 1980 ALGONQUIN PARKWAY COMMUNITY

Area	Algonquin Total (Population Weighted Average)								Louisville										
	Indicator	Year =		1950		1960		1970		1980		1950		1960		1970		1980	
Percent Unemployed				3.0	9.5		7.8		26.1		4.7		62.		4.6		9.9		
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Labor Force Participation Rate		82.4	31.0	77.9	31.2	71.2	44.1	66.0	49.5	82.8	35.2	79.0	36.8	74.5	43.3	68.5	48.1		
Labor Force Participation Rate		55.8		52.5		55.5		56.3		57.5		56.2		56.8		57.2			
% White Collar Workers		29.9		22.4		25.1		32.7		34.1		40.1		44.9		51.8			
% Blue Collar Workers		56.1		51.8		51.3		40.2		55.8		38.5		39.7		30.6			
% Service Workers		13.0		21.7		22.8		27.3		9.1		13.3		15.4		17.6			
Mean Family Income		-	-			\$7,478		\$12,034		-	-			\$9,980		\$19,061			
Median Family Income		-		\$4,247		\$6,382		\$9,841		-	\$5,280		\$8,564		\$15,981				
Mean Unrelated Individual Inc.		-	-			\$3,536		\$6,074		-	-			\$3,817		\$7,820			
Median Unrelated Individual Inc.		-	-			\$3,001		\$4,694		-	-			\$2,713		\$5,928			
Median Income of All Families and Unrelated Individuals		\$2,789		\$3,987		\$5,523		\$8,872		\$2,723		\$4,454		\$6,614		\$12,274			
Per Capita Income		-				\$2,008		\$3,574		-	-			\$2,968		\$6,189			
Persons Age 25 and over % High School Graduates		24.2		22.0		29.7		47.8		29.9		32.1		40.9		N.A.			
Persons Age 25 and over % School Dropouts		74.6		78.0		70.3		52.2		68.4		67.9		59.1		N.A.			
Median School Years Completed		9.0		9.1		9.9		-		8.9		9.3		10.7		N.A.			

*Tracted areas average only.

TABLE B: AGE AND RACE PROFILE 1960-1980 ALGONQUIN PARKWAY COMMUNITY
(parenthesis indicate tract level data)

Census Tract	C.T. 13 (pt.)						C.T. 14 (pt.)						
	Black		Under Age 18		Age 65 & over		Black		Under Age 18		Age 65 & over		
	#	%	#	%	#	%	#	%	#	%	#	%	
1960	(817)	(96.8)	(343)	(40.7)	(77)	(9.1)	(6,844)	(93.7)	4,703	(64.4)	(150)	(2.1)	
1970	34	100.0	14	41.2	(3)	(9.3)	4,976	98.4	3,028	59.9	(65)	(1.3)	
1980	132	97.1	53	39.0	3	2.2	4,919	98.8	2,661	53.5	73	1.5	
		C.T. 15 (pt.)						C.T. 16 (pt.)					
1960	(1,121)	(28.6)	(1,467)	(37.5)	(292)	(7.5)	(97)	(3.3)	(914)	(31.3)	(363)	(12.4)	
1970	4,103	86.5	2,082	43.9	(356)	(7.5)	(1,949)	60.8	1,327	41.4	(305)	(9.5)	
1980	3,231	94.8	1,147	33.7	351	10.3	2,416	87.4	893	32.3	281	10.2	
		C.T. 28 (pt.)						C.T. 34 (pt.)					
1960	(196)	(5.8)	(1,190)	(35.2)	(286)	(8.5)	(321)	(43.1)	(286)	(38.3)	(63)	(8.4)	
1970	370	14.9	816	32.9	(320)	(12.9)	270	36.3	271	36.4	(81)	(10.9)	
1980	1,051	51.3	672	32.8	287	14.0	132	28.1	167	35.6	58	12.4	
		C.T. 35 (pt.)						C.T. 127.01 (pt)					
1960	(113)	(2.8)	(2,032)	(50.5)	(275)	(6.8)	(0)	(0.0)	(458)	(42.7)	(15)	(1.4)	
1970	1,770	56.2	1,595	50.6	(264)	(8.4)	551	55.5	422	42.5	(28)	(2.5)	
1980	1,888	71.2	1,211	45.7	464	14.7	791	85.5	373	40.3	38	4.1	
		C.T. 128.01 (pt.)						C.T. 128.02 (pt.)					
1960	(0)	(0.0)	(455)	(38.1)	(50)	(4.1)	(0)	(0.0)	(152)	(38.1)	(17)	(4.1)	
1970	933	49.5	718	38.1	(160)	(8.5)	10	2.9	105	30.2	(29)	(8.5)	
1980	1,698	88.9	742	38.9	83	4.3	96	30.5	83	26.3	26	8.3	
		TOTAL ALGONQUIN						Louisville Total					
1960	9,509	36.9	12,000	46.5	1,588	6.2	70,075	17.9	132,343	33.9	40,103	10.3	
1970	14,966	66.1	10,378	45.8	1,611	7.1	86,040	23.8	115,671	32.0	44,606	12.3	
1980	16,354	83.4	8,002	40.8	1,664	8.5	84,080	28.2	74,672	25.0	45,550	15.3	

TABLE C: POPULATION AND DWELLING UNIT CHANGE 1950-1980
ALGONQUIN PARKWAY COMMUNITY

Census Tract Year	13 pt. D.U.'s Pop.	14 pt. D.U.'s Pop.	15 pt. D.U.'s Pop.	16 pt. D.U.'s Pop.	28 pt. D.U.'s Pop.	34 pt. D.U.'s Pop.
1950	228 (821)*	384 1,551	1,244 3,842*	1,018 3,531*	997 3,445*	353 1,205*
1960	185 844	1,361 7,303	1,150 3,913	910 2,922	1,063 3,369	202 746
1970	13 34	1,125 5,056	1,447 4,743	1,008 3,206	963 2,481	273 745
1980	35 136	1,470 4,978	1,213 3,407	878 2,764	849 2,050	188 469
Change 1950-1980	-193 -685	1,075 3,427	-31 -435	-140 -767	-148 -1,395	-165 -736

Census Tract Year	35 pt. D.U.'s Pop.	127.01 pt. D.U.'s Pop.	128.01 pt. D.U.'s Pop.	128.02 pt. D.U.'s Pop.	Algonquin Total D.U.'s Pop.	Louisville D.U.'s Pop.
1950	823 3,474	12 48*	181 618	(1) (6)	5,241 18,541	111,169 369,129
1960	1,079 4,024	301 1,072	398 1,194	105 398	6,754 25,785	128,333 390,639
1970	976 3,150	296 992	603 1,886	106** 348**	6,810 22,641	129,671 361,472
1980	934 2,650	296 925	584 1,909	104 315	6,551 19,603	126,143 298,451
Change 1950-1980	11 -824	283 877	400 1,276	103 309	1,310 1,062	14,974 -70,678

()= estimated from aerial photos dwelling unit counts

* Ratio estimates based on dwelling units within the study area and total tract household sizes.

** The population and number of dwelling units (1970) in CT 128 blocks making up the 1980 CT 128.02 area included an obvious error in 1970 CT 128, block 103. A jump of 93 rental units in the block and 142 persons, from comparison to aerial photos, 1960 and 1970 data, seemed highly unlikely and was eliminated.

TABLE D: ALGONQUIN PARKWAY COMMUNITY TOTAL CENSUS TRACT EMPLOYMENT
BY SIC CATEGORY (1973)

Census Tract (1970 boundaries) SIC Grouping	13	14	15	16	28	34 ²	35 ²	127 ²	128 ²	Total
1 Construction	0	0	0	0	134	251	379	181	234	1,179
2-3 Manufacturing	49	12	283	66	7,337 ³	2,704	3,215 ⁴	4,247	1,797	19,710
4 Transportation, Communications and Utilities	149	153	0	0	87	52	222	552	491	1,706
50 Wholesale Trade	83	0	20	0	28	255	1,186	328	54	1,954
51-59 Retail Trade	114	28	51	44	102	0	151	295	616	1,401
6 Finance, Insurance and Real Estate	0	0	0	8	0	0	0	0	80	88
7-9 Services	293 ¹	520	108	219	157	98	330	255	1,449	3,429
1-9 All Groupings	688	713	462	337	7,845	3,360	5,483	5,858	4,721	29,467

¹251 were Commonwealth employees (now closed).

²This inventory of jobs, aside from being dated, is for total tract employment. A majority of the jobs in Census Tracts 127 and 128 are outside and likely distant from the neighborhood. Similar conditions exist for Census tract 34 and 35.

³Includes now closed Brown and Williamson Co. (Refer to following table) and Corhart's Refractories.

⁴Includes Americal Standard which has reduced its workforce substantially since 1973.

TABLE E: ALGONQUIN PARKWAY COMMUNITY MANUFACTURING EMPLOYMENT, 1973

(Census Tract (1970 boundaries) SIC	Category	13	14	15	16	28	34	35	127	128	Total
20	Food and Kindred	49	0	14	0	360	209	194	7	1,392	2,225
21	Tobacco	0	0	0	0	5,762*	0	0	0	170	5,932
23	Apparel	0	12	0	0	0	0	0	0	0	12
24	Lumber and Wood	0	0	224	0	92	0	128	0	0	444
25	Furniture and fixtures	0	0	45	49	0	358	25	0	0	477
27	Printing and Publishing	0	0	0	17	0	10	67	0	0	94
28	Chemicals and Allied	0	0	0	0	75	486	122	3,907	43	4,633
32	Stone, Clay and Glass	0	0	0	0	897**	0	0	0	21	918
33	Primary Metals	0	0	0	0	1	0	123	0	12	136
34	Fabricated Metals	0	0	0	0	150	1,563	2,520***	243	29	4,505
35	Machinery, Non-electric	0	0	0	0	0	78	23	90	110	301
37	Transportation Equipment	0	0	0	0	0	0	13	90	110	13
39	Miscellaneous Manufacturing	0	0	0	0	0	0	0	0	20	20
	Total	49	12	283	66	7,337	2,704	3,215	4,247	1,797	19,710

* Primarily workers at the now closed Brown and Williamson's facility.

** A 524 person reduction in workforce at Coharts Refractories reduces this number.

*** American Standard (plumbing fixtures) has had substantial reductions in work force since 1973 and is included in this category.

TABLE F: ESTIMATE OF 1983-84 TOTAL EMPLOYMENT WITHIN THE ALGONQUIN PARKWAY COMMUNITY

S/C	Grouping	Employees	%
1	Construction	570	7.1
2-3	Manufacturing	4,300	53.5
4	Transportation, Communications and Utilities	500	6.2
50	Wholesale Trade	1,180	14.7
51-59	Retail Trade	370	4.6
6	Finance, Insurance and Real Estate	10	0.1
7-9	Services	1,100	13.7
All Groupings		8,030	

Source: Planning Commission Estimates

TABLE G: TOTAL RETAIL SALES ESTIMATE 1980,
ALGONQUIN PARKWAY COMMUNITY

Census Tract	1980 Population	Per Capita Income	Personal Consumption Expenditure	
			Per Capita	Total
13 (pt.)	136	\$4,923	\$3,844	\$ 522,821
14 (pt.)	4,978	2,334	4,978	9,073,358
15 (pt.)	3,407	4,462	3,484	11,870,807
16 (pt.)	2,764	4,560	3,561	9,842,754
28 (pt.)	2,050	4,647	3,629	7,440,041
34 (pt.)	469	5,066	\$3,956	1,855,544
35 (pt.)	2,650	2,318	1,811	4,797,885
127.01 (pt)	925	5,121	3,999	3,698,988
128.01 (pt)	1,909	6,436	5,026	9,594,746
128.02 (pt.)	315	4,867	3,801	1,197,269
Total	19,603	\$3,947	\$3,082	\$60,416,999

¹Personal Consumption Expenditures were estimated at 78.094% of total per capita income based on averages for 1972-1979 (from Economic Indicators: April, 1980)

TABLE H: 1980 ECONOMIC CHARACTERISTICS OF ALGONQUIN PARKWAY COMMUNITY
CENSUS TRACTS (Louisville portion, total Census Tract)

Census Tract	Sample Count Households	1979 Annual Mean Household Income	1980 Total Count Population	1979 Per Capital Income	1980 Estimated ¹ Per Capita Income
13	509	\$13,268	1,502	\$4,496	\$4,923
14	1,411	7,648	5,062	2,132	2,334
15	1,546	12,360	4,689	4,075	4,462
16	1,248	13,523	4,052	4,165	4,560
28	944	10,738	2,388	4,245	4,647
34	283	11,544	706	4,627	5,066
35	845	6,646	2,652	2,118	2,318
127.01	295	15,934	1,005	4,677	5,121
128.01	577	19,449	1,909	5,879	6,436
128.02	116	13,988	365	4,446	4,867
Algonquin Total ²	7,774	\$11,589	24,330	\$3,703	\$4,054
(Population Within Area only)	--	--	(19,603)	(\$3,605)	(\$3,947)
Louisville Total	117,035	\$15,784	298,455	\$6,189	\$6,776

Notes: ¹1980 PCI is based on the 1979 value inflated by a factor of 1.09482 from a national growth in personal income estimate found in Economic Indicators (Sept. 1982) p.6.

²Based on total Louisville portion population of the Census Tracts and includes persons outside the Algonquin Neighborhood.

Source: Census of Population and Housing Louisville Ky-Ind. Census Tracts PHC 80-2-227

TABLE I: ESTIMATED PERSONAL CONSUMPTION EXPENDITURES FOR
ALGONQUIN (1980) BY RETAIL CLASSIFICATION

Census Tract	Total Personal Consumption Expenditure	Durable Goods			Non-Durable Goods				Services
		Total	Motor Vehicles and Parts	Furniture & Household Equipment	Total	Food	Clothing	Gasoline	Total
13 (pt)	\$ 522,821	\$ 71,104	\$ 30,324	\$ 28,232	\$ 209,128	\$ 103,518	\$ 32,938	\$ 26,664	\$ 243,112
14 (pt)	9,073,358	1,233,977	526,255	489,961	3,629,343	1,796,525	571,622	462,741	4,219,111
15 (pt)	11,870,807	1,614,430	688,507	641,024	4,748,323	2,350,420	747,861	605,411	5,519,925
16 (pt)	9,842,754	1,338,615	570,880	531,509	3,937,102	1,948,865	620,093	501,980	4,576,881
28 (pt)	7,440,041	1,011,846	431,522	401,762	2,976,016	1,473,128	468,723	379,442	3,459,619
34 (pt)	1,855,544	252,354	107,622	100,199	742,218	367,398	116,899	94,633	862,828
35 (pt)	4,797,885	652,512	278,277	259,086	1,919,154	949,981	302,267	244,692	2,231,016
127.01 (pt)	3,698,988	503,062	214,541	199,745	1,479,595	732,400	233,036	188,648	1,720,029
128.01 (pt)	9,594,746	1,304,885	556,495	518,116	3,837,898	1,899,760	604,469	489,332	4,461,557
128.02 (pt)	1,197,269	162,829	69,442	64,653	478,908	237,059	75,428	61,061	556,730
Algonquin Total	\$60,416,999	\$8,145,613	\$3,473,864	\$3,234,287	\$23,957,685	\$11,859,054	\$3,773,335	\$3,054,605	\$27,850,808

Notes: Categories may include expenditures under totals not listed separately. Totals of columns may not add up exactly due to rounding.
(Pt.) = part (of Census tracts)

Table J: Benefits for Companies Locating in the Louisville Enterprise Zone

Companies that qualify for Louisville Enterprise Zone benefits will receive a number of immediate and long-term financial advantages. Here are some of the most prominent.

- Gains from the sale of qualified property within the Zone are *exempt* from State Income Tax.
- Interest payments on loans to qualified businesses or mortgage loans on property within the Zone are *exempt* from all State taxes.
- Building materials for remodeling, rehabilitation, or new construction within the Zone area are *exempt* from Sales and Use Tax. So are purchases of new and used equipment and machinery which a qualified business buys for use in the Zone.
- There will be *no* Motor Usage Taxes on vehicles you buy and use for business purposes within the Zone.
- Your business may carry forward its State net operating losses as long as the Zone is designated.
- You'll *reduce* your business Inventory Tax from the present level of .566 per \$100 to .001 per \$100.
- Your business will be eligible for *reduced* water hook-on fees.
- Your business will also be eligible for *reduced* sewer hook-on fees.
- New construction which you complete within two years will qualify for interim construction financing at rates *substantially below prime*.
- The City will assist in the development of job training programs which you can tailor to your specific needs.
- You will benefit from *reduced* building permit fees.

Source: City of Louisville Economic Development Cabinet, 1984.

TABLE K: ALGONQUIN PARKWAY COMMUNITY NEIGHBORHOOD COMMERCIAL: ESTIMATED 1980 SALES CAPACITY

Standard Land Use Code	Use Description	Establishments	Total Sq. Ft.	Estimated Annual Sales Per Square Foot	Estimated Total Sales
5251	Hardware store	1	1,250	47.47	\$59,338
5410.1	Super market	1	18,000	291.02	5,238,360
5410.2	Grocery (convenient)	9	16,700	165.31	2,760,677
5430	Fruit and vegetable sales	1	2,200	100.00 (est.)	220,000
5450	Dairy products	1	1,200	121.71	146,052
5461	Bakeries	3	3,900	100.00 (est.)	390,000
5690	Shoe store	1	900	84.72	76,248
5810.1	Restaurants	4	5,300	97.89	518,817
5810.2	Fast Food restaurants	3	4,200	131.00	550,200
5820	Bars and taverns	10	57,750	102.92	5,943,630
5910	Drug stores	2	5,500	141.90	780,450
5920	Liquor stores	9	18,970	177.84	3,373,625
5932	Second hand stores	4	10,400	50.00 (est.)	520,000
5941	Bookstores	1	1,200	130.66	156,792
All Uses		50	147,470	\$140.60	\$20,734,188

¹Annual sales per square foot is based on data found in the 1978 Dollars and Cents of Shopping Centers as shown in Table L. Data is for the closest related facility (i.e. a midwest store in a neighborhood center unless this data was unavailable) and the sales figures were inflated 136.05% to approximate 1980 values based on the 1977-1980 shift in Consumer Prices, (Economic Indicators) Council of Economic Advisors, page 23, May 1983.

Table L: 1978 Dollars and Cents of Shopping Centers

The 1978 Dollars and Cents of Shopping Centers guide to retailing characteristics draws on data collected for the December 31, 1976 to August 1, 1977 period for 607 shopping centers in the United States and Canada. Detailed summaries provide listings of characteristics for four classes of shopping center (Super Regional, Regional, Community and Neighborhood). The table below lists the median tenant sales per square foot of gross leasable area (GLA) that were characteristic of the entire sample of centers in the U.S.

Tenant Sales per Square Foot of GLA (1977)

	Super Region	Region	Community	Neighborhood
1977 U.S.	100.07	88.91	91.74	110.76
1977 Midwest	N.A.	86.07	80.69	118.20
U.S./Midwest Key Shop	357.63	311.37		
Tobacco	254.32	191.28		
Leather	210.88			
Camera	202.23	215.84		
Jewelry	189.65	180.32	129.68	61.32
Photographer	184.80			
Doughnut	178.70			
Meat, Poultry & Fish	172.03	177.57	176.62	
Costume Jewelry	171.36	163.57	126.23	29.25
Pretzel Shop	170.89	173.64		
Radio, TV, Hi-Fi	160.21	127.90	94.18	98.14
Candy and Nuts	149.41	121.55		102.21
Unisex/Jeans Shop	141.14	138.98		
Ice Cream Parlor	133.96			89.46
Fast Food/Carry Out	127.25	125.17	115.51	96.29
Family Wear	127.15	77.63		
Men and Boys Shoes	123.68	117.65		
Restaurant <u>no liquor</u>	110.28	87.81	78.07	71.95
Ladies Specialty	105.27	100.13	84.34	
Restaurant with Liquor	104.15	78.70	75.86	75.65
Menswear	103.73	99.18	79.10	
Books and Stationary	103.12	96.04		
Ladies Ready To Wear	102.47	91.10	76.84	50.04
Family Shoes	101.94	88.29	62.27	
Ladies Shoes	94.51	82.99		
Cards & Gifts	89.91	76.92	50.04	39.98
Imports	79.94			
Shoe Repair	66.12			
Discount Dept. Store	65.41	50.76		
Amusement Arcade	64.80	59.98	33.46	22.18
Yard Goods	63.44		45.84	
Variety Store	48.68	42.71	37.90	38.00
Figure Salon	47.99	40.74		
Cleaners & Dryers	47.46	39.93	35.64	33.19
Paint & Wallpaper	42.48			
Automobile	38.83	48.46		
Cinemas	35.87	37.16	30.22	
Hardware				34.89
Jr. Department Store	65.85	60.49		
Department Store	65.65			
Super Market	148.95	200.93		178.73
Super Drug Store		90.06	103.68	89.93
Drug Store		107.95	106.50	78.31
Liquor and Wine			169.31	130.72
Beauty Shop		68.13	47.05	47.65
Barber		61.61	49.64	36.97
Laundry		24.07	20.53	16.76
Convenient Market		171.40		121.51
Luggage & Leather				97.63
Music Studio				6.29
Cosmetics				14.16
Floor Covering			30.83	16.67
Plant Store				18.22
Bowling Alley		10.91	12.12	19.64
Formal Wear/Rental				22.47

Table L: 1978 Dollars and Cents of Shopping Centers (continued)

	Super Region	Region	Community	Neighborhood
Curtains & Drapes				28.13
Showroom Catalog Sales			180.51	
Credit Jewelry		167.55	129.50	
Lamps			108.25	
Candle Shop			23.45	
Interior Decorating			33.04	
Art Gallery			36.04	
Uphoistering		49.05		

Source: Dollars and Cents of Shopping Centers (1978) Urban Land Institute.
pp.20, 21, 53, 57, 65, 66, 101, 105, 113, 114, 149, 153, 161, 162.

The above figures were factored upward based on changes in Per Capita Consumption Expenditures.

PUBLIC NOTICE

AREAWIDE LAND USE REZONING FOR LOUISVILLE'S URBAN ENTERPRISE ZONE

A public hearing will be held on Thursday, November 29, 1984, at 5:30 P.M. in the architectural barrier-free Board of Aldermen's Chambers, Room 307, City Hall, Sixth and Jefferson Streets, Louisville, Kentucky, on proposed changes in land use zoning within and abutting Louisville's Urban Enterprise Zone (Zoning Docket No. 9-73-84).

This notice is being sent to you as a property owner as identified from records of the Property Valuation Office.

Your property may or may not be a subject of this proposal (see map on reverse side). If you have any questions with regard to this notice or are in need of further information about this proposal, please phone the Planning Commission office, 581-6230, between the hours of 8:30 A.M. and 4:30 P.M., Monday through Friday.

If you call the office, please have the number that appears above your name on the mailing label of this notice. This number will greatly assist us in providing you with accurate information.

PURPOSE OF AREAWIDE LAND USE REZONING

About the Areawide Rezoning:

The Enterprise Zone is presently land use zoned with a variety of industrial and commercial zoning districts. This complicates locational decisions for new businesses and expansion decisions of existing businesses. Further, present industrial zoning does not recognize many existing commercial and residential uses that provide services to and homes for employees in the Enterprise Zone. The areawide rezoning will correct these two problems.

The rezoning of most industrial areas to the "EZ-1 Enterprise Zone District" will:

- Create greater ease in marketing vacant land and structures throughout the Enterprise Zone. A wider range of uses will be permitted and most of the Enterprise Zone will be land use zoned for the same wide range of uses. In addition to a wide range of industrial uses, the "EZ-1" allows office and retail uses not permitted in other industrial zoning districts such as M-1, M-2 or M-3.
- Eliminate the six-month rezoning process for office, retail and some industrial uses not presently permitted under the present land use zoning in the Enterprise Zone.
- Permit the reduction of off-street parking and yard requirements.
- Ease the assembly of land with the same zoning for business location or expansion.

The rezoning of sound commercial and residential uses from industrial zoning districts (where they are prohibited) to appropriate commercial and residential zoning districts will:

- Reestablish existing residential and commercial uses as permitted uses. This removes a cloud in securing financing for the expansion and rehabilitation of residential or commercial structures.
- Protect existing, sound residential and commercial uses from industrial nuisances that detract from property values.
- Stabilize the residential population needed to support commercial uses in the immediate area and to ensure a labor pool for continued business eligibility for Enterprise Zone benefits.
- Stabilize commercial uses needed to serve residents and employees of the Enterprise Zone.

More About the "EZ-1" Zoning District:

The "EZ-1 Enterprise Zone District" is a special land use zoning district to provide flexibility in the location and expansion of commercial and industrial uses in the Enterprise Zone. The "EZ-1" allows the heavy commercial uses of the C-2 Commercial zoning district and heavy industrial uses of the M-3 Industrial District but prohibits new residential uses, adult entertainment uses and hazardous uses (such as junk yards, oil refineries, steel mills). Any legal use that exists today will be able to continue regardless of this areawide rezoning.

For medium (M-2 Industrial District) and heavy (M-3 Industrial District) industrial uses within 200 feet of a residential use, the "EZ-1" requires the Planning Commission to hold a public hearing on new construction or expansion plans. This special procedure will protect residential areas from industrial nuisances.

Common Questions:

If I am not being rezoned to "EZ-1", will I still be eligible for Enterprise Zone financial benefits?

- YES. A business may qualify for Enterprise Zone financial incentives regardless of zoning. A business does NOT have to be zoned "EZ-1" to qualify for Enterprise Zone benefits.

If I am being rezoned to a land use zoning district that does not permit the present use of my property, will I be forced out of my home or business?

- NO. Any legal use that exists today will be able to continue regardless of this or any other zoning district change. A land use is "grandfathered in" if it is no longer permitted by a zoning district. Such a use may not generally be expanded; however, it may be continued, even by a new owner of the property.

For more information on the areawide rezoning and "EZ-1" land use zoning district, please contact:

Louisville and Jefferson County Planning Commission
900 Fiscal Court Building
Louisville, Kentucky 40202
502-581-6230

THE LOUISVILLE ENTERPRISE ZONE

The Louisville Enterprise Zone, which the Kentucky Enterprise Zone Authority officially designated for 20 years beginning May 31, 1983, is an economically distressed area where special tax incentives and regulatory relief encouraging new or expanded business activity provide an opportunity to stabilize and revitalize the city's industrial base and create new jobs for area residents.

The vast majority of land in the Enterprise Zone is already zoned industrial. As Louisville's central corridor of industrial activity, the Enterprise Zone is readily accessible to river transportation, railroad lines, interstate highways, the airport, and shipping and delivery systems. Public transportation serves the entire Zone.

A good mix of strong existing businesses, underlining the basic stability of the area, vacant land, and available buildings invites new siting and expansion. Close proximity to the airport, medical center, downtown, and the University of Louisville also makes the zone an ideal site for business location.

Specific Requirements For Certification:

In order to receive State and local financial incentives, a business in the Enterprise Zone must qualify for certification. Here are the specific requirements:

- Certification of location within the Louisville Enterprise Zone.
- Certification that at least 50% of its employees perform substantially all of their services within the Zone.
- Certification that at least 25% of its employees are either residents of the Zone, persons who have been unemployed for one year or more, or persons who have received public assistance benefits for one year or more.

Financial Incentives For Qualified Businesses:

Companies that qualify for Louisville Enterprise Zone benefits will receive a number of immediate and long-term financial advantages. Here are some of the most prominent:

- Gains from the sale of qualified property within the Zone are exempt from State Income Tax.
- Interest payments on loans to qualified businesses or mortgage loans on property within the Zone are exempt from all State taxes.

- Building materials for remodeling, rehabilitation, or new construction within the Zone area are exempt from Sales and Use Tax. So are purchases of new and used equipment and machinery which a qualified business buys for use in the Zone.
- There will be no Motor Usage Taxes on vehicles you buy and use for business purposes within the Zone.
- Your business may carry forward its State net operating losses as long as the Zone is designated.
- You'll reduce your business inventory Tax from the present level of .566 per \$100 to .001 per \$100.
- Your business will be eligible for reduced water hook-on fees.
- New construction which you complete within two years will qualify for interim construction financing at rates substantially below prime.
- The City will assist in the development of job training programs which you can tailor to your specific needs.
- You will benefit from reduced building permit fees.

Benefits to Residents:

The Enterprise Zone also provides unique benefits to residents who live in the Zone:

- Zone businesses will draw their labor force from residents who live in the zone. This is a certification requirement for businesses to receive financial incentives.
- Encouraged new investment in businesses will reinforce resident investments in their homes and neighborhood.
- "Neighborhood Enterprise Association Corporations" (NEAC's) are being organized to help residents create their own business opportunities in the Enterprise Zone.

Harvey J. Sloane, Mayor
City of Louisville

Charles L. Roberts, Executive Director
Economic Development Cabinet

For additional information about the Enterprise Zone, please write:

Enterprise Zone Staff
City of Louisville
Economic Development Cabinet
609 West Jefferson Street
Louisville, Kentucky 40202

LEGEND

- ① R-4 Residential to R-1 Residential
- ② C-1 Commercial to R-1 Residential
- *③ C-2 Commercial to R-5 Residential
- ④ R-7 Residential to R-6 Apartment
- ⑤ C-1 Commercial to R-6 Apartment
- *⑥ C-2 Commercial to R-6 Apartment
- ⑦ M-1 Industrial to R-6 Apartment
- ⑧ M-2 Industrial to R-6 Apartment
- ⑨ M-3 Industrial to R-6 Apartment
- ⑩ R-5 Residential to R-7 Apartment
- ⑪ R-6 Apartment to R-7 Apartment
- *⑫ C-1 Commercial to R-7 Apartment
- ⑬ C-2 Commercial to R-7 Apartment
- ⑭ M-1 Industrial to R-7 Apartment
- ⑮ M-2 Industrial to R-7 Apartment
- ⑯ M-3 Industrial to R-7 Apartment
- *⑰ R-6 Apartment to C-1 Commercial
- ⑱ R-7 Apartment to C-1 Commercial
- ⑲ C-2 Commercial to C-1 Commercial
- ⑳ M-1 Industrial to C-1 Commercial
- ㉑ M-2 Industrial to C-1 Commercial
- ㉒ M-3 Industrial to C-1 Commercial
- ㉓ R-6 Apartment to C-2 Commercial
- ㉔ R-7 Apartment to C-2 Commercial
- ㉕ C-1 Commercial to C-2 Commercial
- ㉖ M-2 Industrial to C-2 Commercial
- ㉗ M-2 Industrial to C-3 Commercial
- ㉘ R-1 Residential to EZ-1 Enterprise
- ㉙ R-5 Residential to EZ-1 Enterprise
- ㉚ R-6 Apartment to EZ-1 Enterprise
- ㉛ R-7 Apartment to EZ-1 Enterprise
- ㉜ C-1 Commercial to EZ-1 Enterprise
- ㉝ C-2 Commercial to EZ-1 Enterprise
- ㉞ C-3 Commercial to EZ-1 Enterprise
- ㉟ C-4 Commercial to EZ-1 Enterprise
- ㊱ C-5 Professional Office to EZ-1 Enterprise
- ㊲ M-1 Industrial to EZ-1 Enterprise
- ㊳ M-2 Industrial to EZ-1 Enterprise

*Note: Numbers 3, 5, 12 and 17 are not on map and are not proposed.

PUBLIC NOTICE

Docket No. 9-73-84
Proposed rezoning of the URBAN ENTERPRISE ZONE area

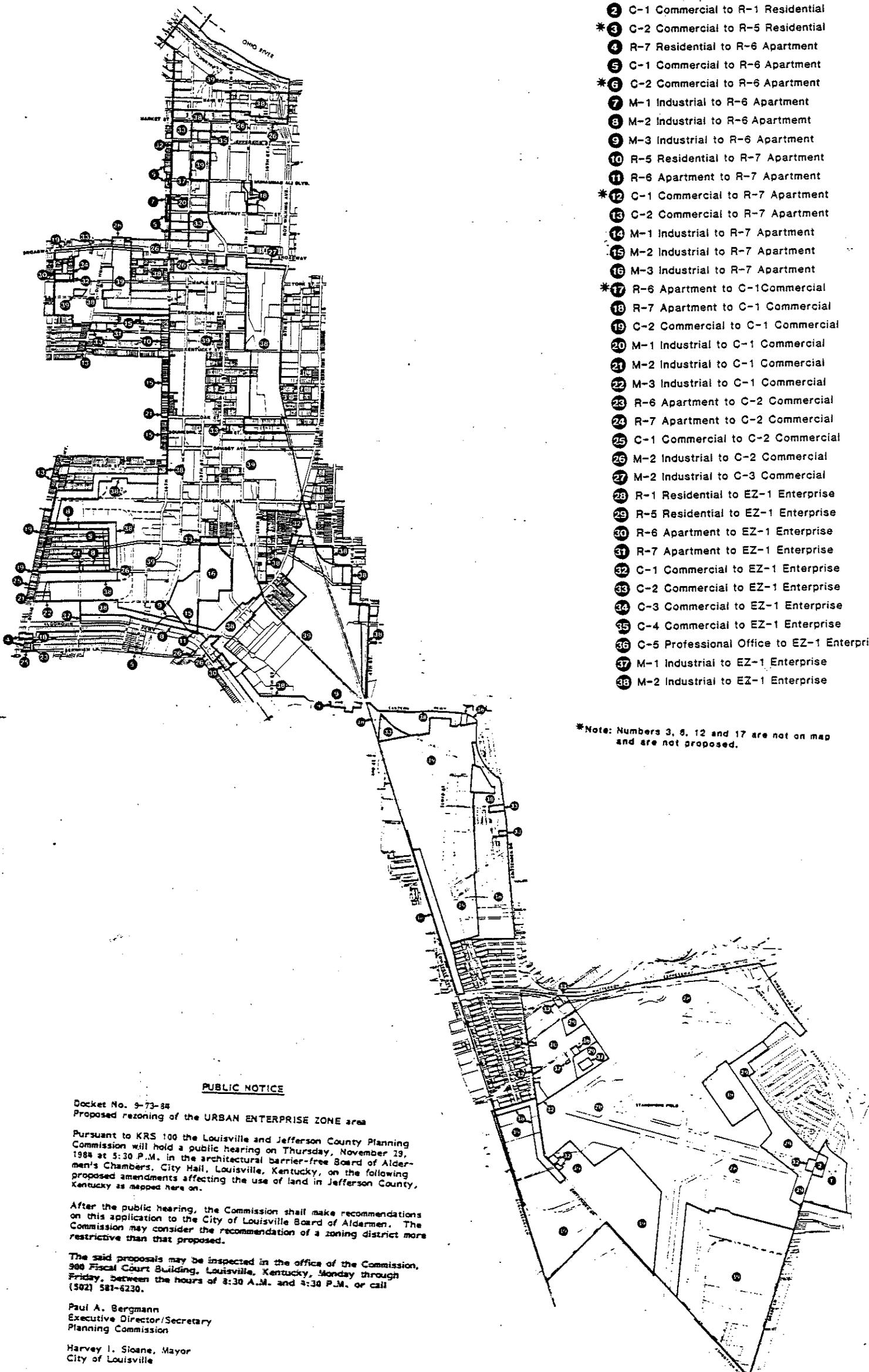
Pursuant to KRS 100 the Louisville and Jefferson County Planning Commission will hold a public hearing on Thursday, November 29, 1984 at 5:30 P.M. in the architectural barrier-free Board of Aldermen's Chambers, City Hall, Louisville, Kentucky, on the following proposed amendments affecting the use of land in Jefferson County, Kentucky as mapped here on.

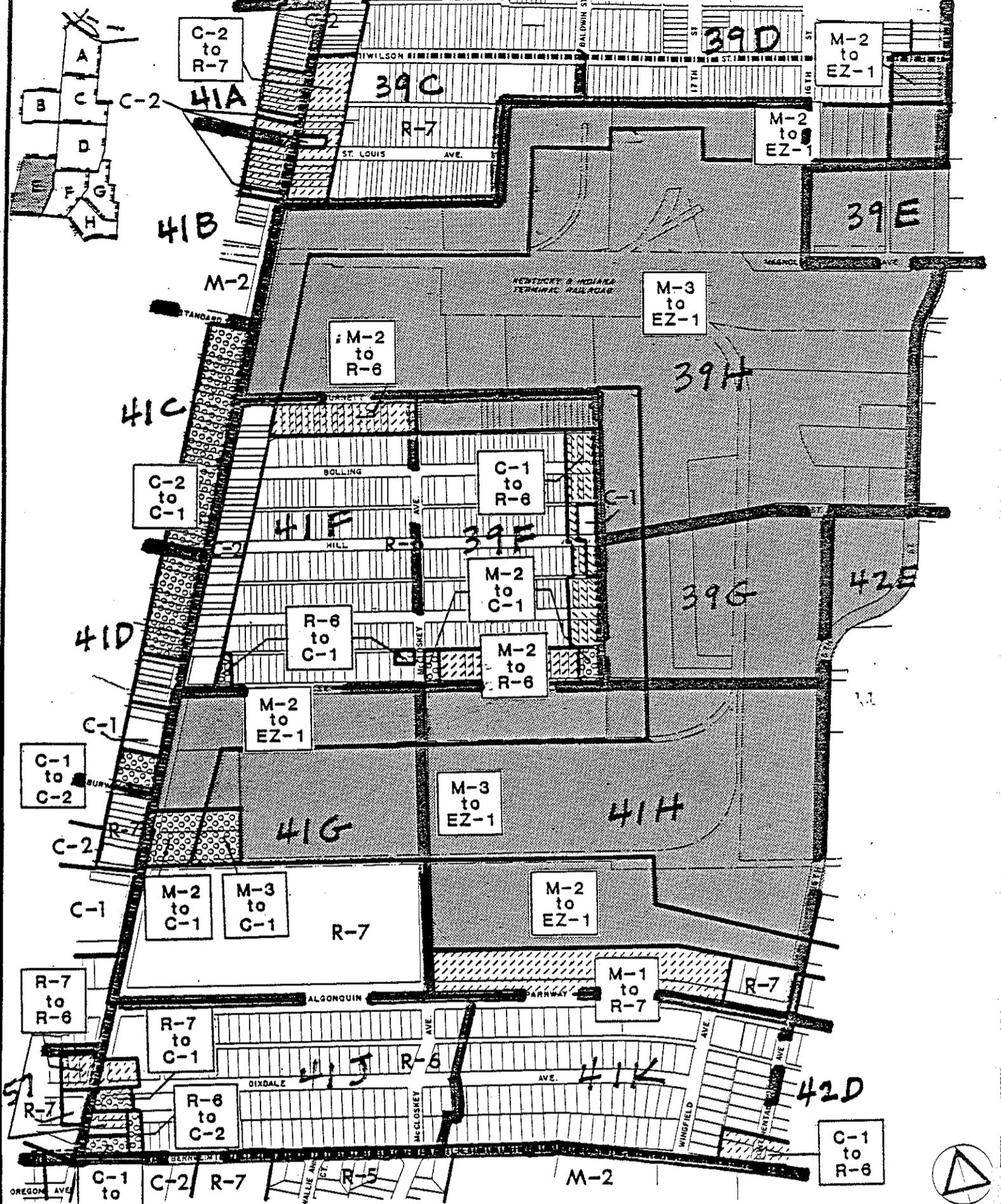
After the public hearing, the Commission shall make recommendations on this application to the City of Louisville Board of Aldermen. The Commission may consider the recommendation of a zoning district more restrictive than that proposed.

The said proposals may be inspected in the office of the Commission, 900 Fiscal Court Building, Louisville, Kentucky, Monday through Friday, between the hours of 8:30 A.M. and 4:30 P.M. or call (502) 581-6230.

Paul A. Bergmann
Executive Director/Secretary
Planning Commission

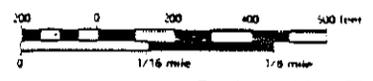
Harvey I. Sloane, Mayor
City of Louisville





"URBAN ENTERPRISE ZONE"
REZONING

**PROPOSED ZONING
CHANGES**

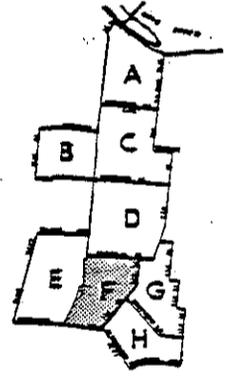
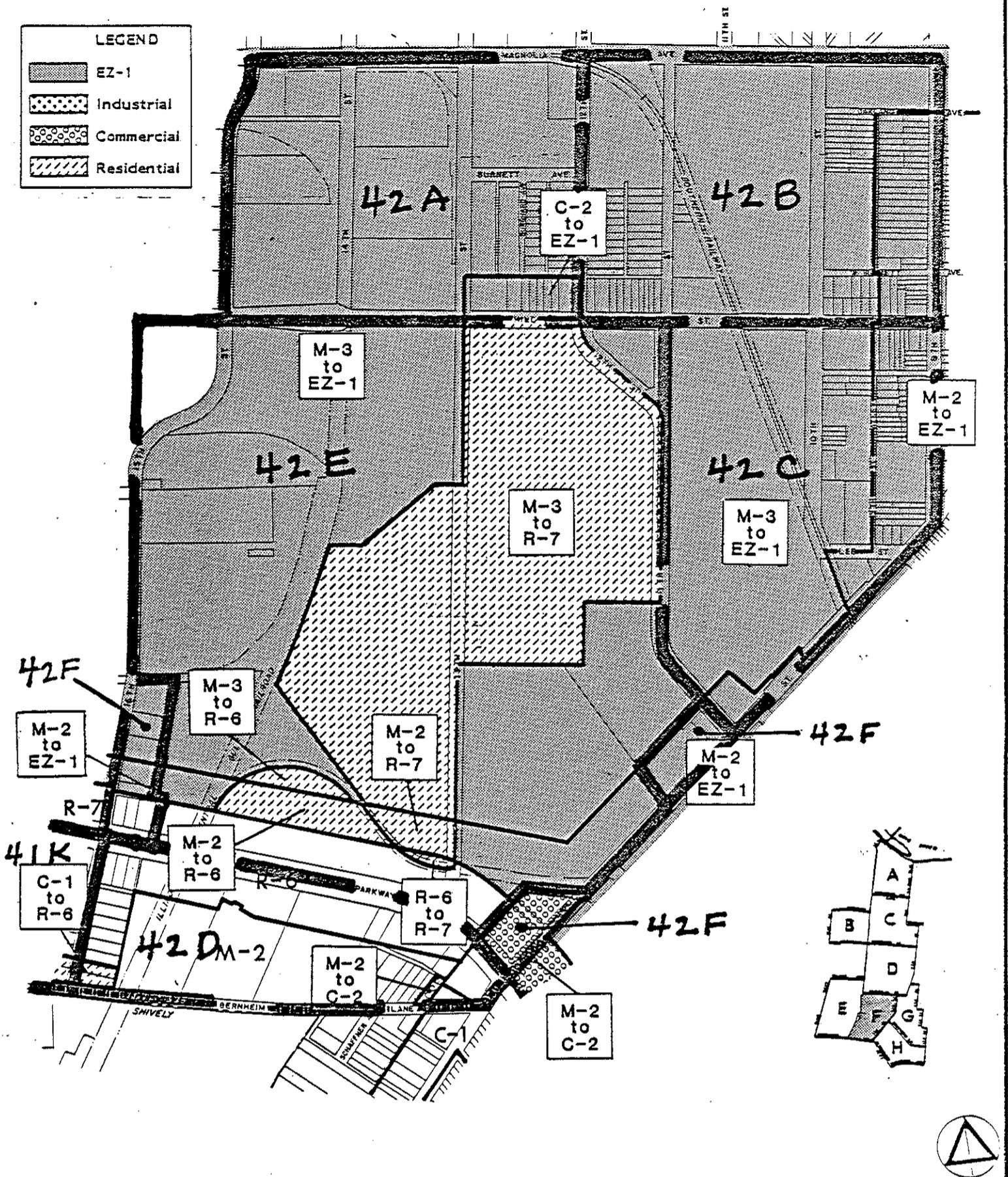


SHEET-E

LOWVILLE & JOHNSON COUNTY
PLANNING COMMISSION

LEGEND

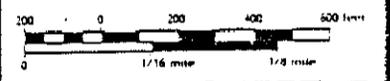
-  EZ-1
-  Industrial
-  Commercial
-  Residential



'URBAN ENTERPRISE ZONE' REZONING

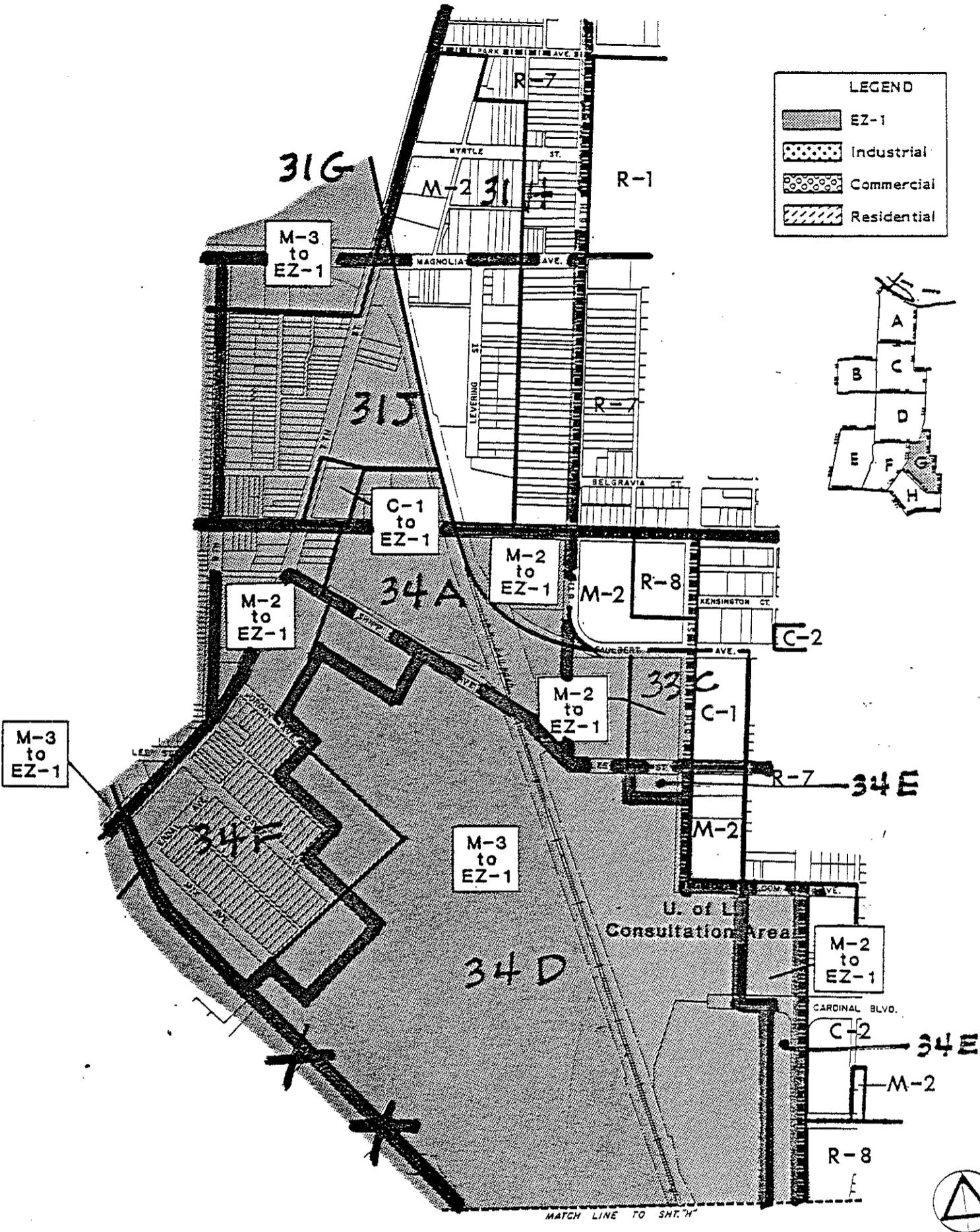
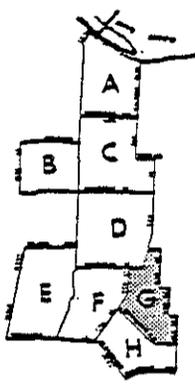
LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION

PROPOSED ZONING CHANGES

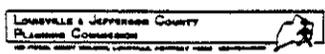


SHEET-F

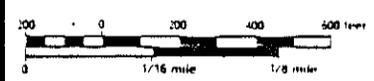
LEGEND	
	EZ-1
	Industrial
	Commercial
	Residential



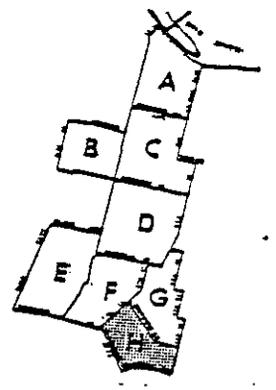
"URBAN ENTERPRISE ZONE"
REZONING



PROPOSED ZONING CHANGES



SHEET-G



34E

34D

34C

50B

M-2
to
C-2

M-2
to
EZ-1

M-3
to
EZ-1

M-2
to
EZ-1

M-2
to
EZ-1

M-2
to
R-6

M-3
to
R-6

M-2
to
R-6

R-6
to
EZ-1

R-5

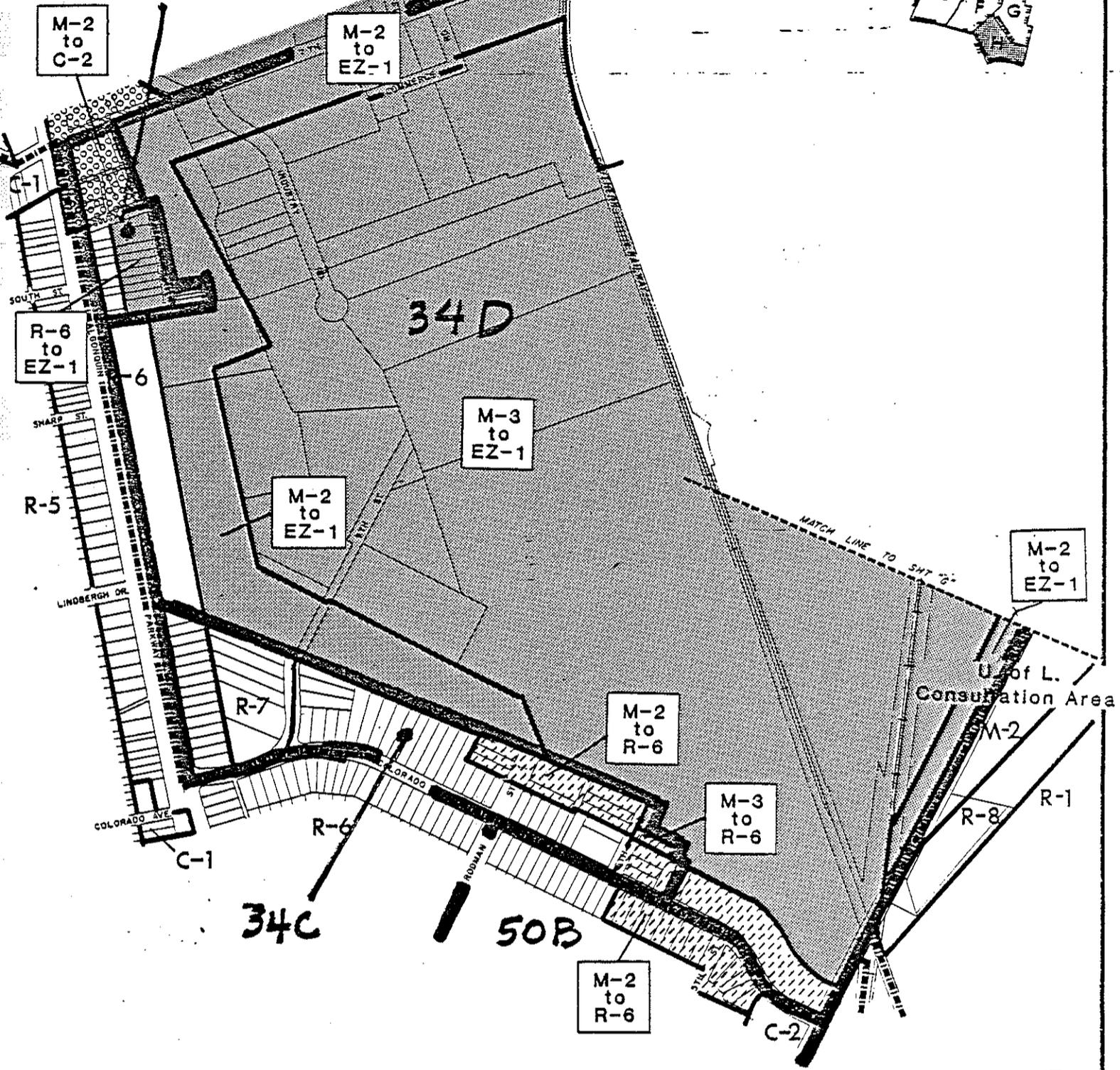
R-7

R-6

U. of L.
Conservation Area

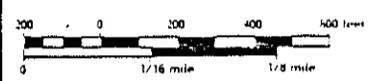
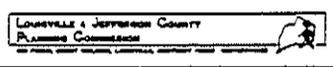
R-8

R-1

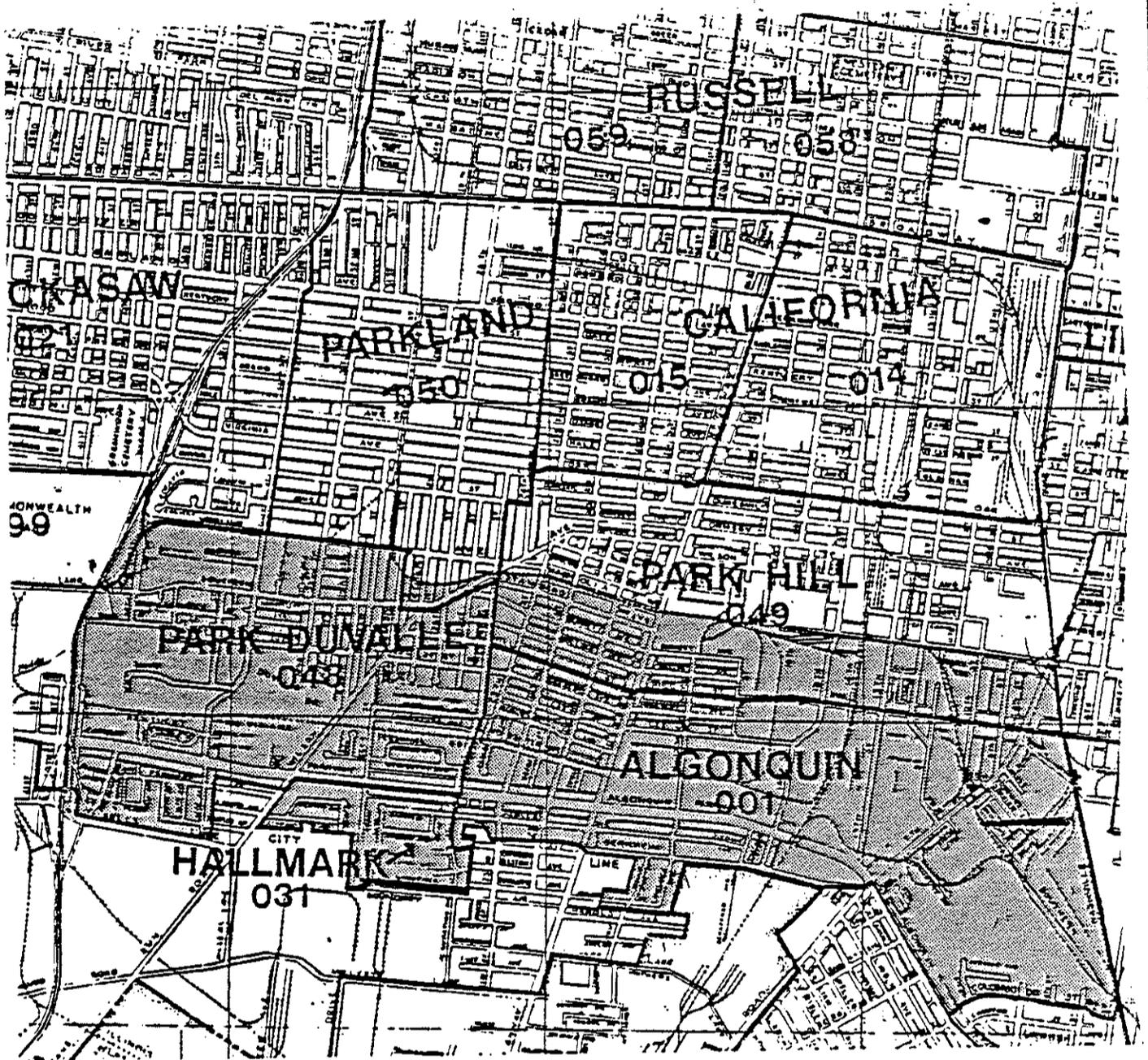


URBAN ENTERPRISE ZONE[®]
REZONING

PROPOSED ZONING
CHANGES



SHEET-H



ALGONQUIN

NEEDS ASSESSMENT STUDY

(neighborhoods 001, part of 031, 048, 049, and 050
1980 U.S. Census Neighborhood Statistics Program)

Table P-1. General and Family Characteristics: 1980—Con.

(For meaning of symbols, see introduction. For definitions of terms, see appendices A and B.)

The Area 21-111	Neighborhood 001	Neighborhood 011	Neighborhood 048	Neighborhood 049	Neighborhood 050	
The Area Neighborhoods						
URBAN AND RURAL						
Total persons	298 481	7 084	1 454	9 312	5 773	5 329
Urban	298 451	7 004	1 454	9 312	5 773	5 329
Inside urbanized areas	298 451	7 004	1 454	9 312	5 773	5 329
Outside urbanized areas	-	-	-	-	-	-
Rural	-	-	-	-	-	-
RACE AND SPANISH ORIGIN						
White	212 102	2 084	93	341	1 068	113
Black	84 080	4 902	1 354	8 927	4 679	5 198
Percent of total persons	28.2	70.0	93.1	95.9	61.0	97.5
American Indian, Eskimo, and Aleut	336	-	6	8	-	1
Asian and Pacific Islander ¹	931	7	-	4	12	8
Other	1 002	9	1	32	8	9
Spanish origin ²	2 005	38	2	95	26	28
Percent of total persons	0.7	0.5	0.1	1.0	0.5	0.5
AGE						
Total persons	298 481	7 084	1 454	9 312	5 773	5 329
Under 5 years	20 523	828	121	1 312	467	435
5 to 9 years	19 588	767	171	1 175	446	380
10 to 14 years	19 719	815	183	1 061	463	420
15 to 19 years	25 713	684	190	1 146	624	372
20 to 24 years	29 314	643	123	973	495	497
25 to 29 years	27 096	599	72	753	428	358
30 to 34 years	19 599	412	111	531	292	250
35 to 44 years	26 758	617	205	747	512	458
45 to 54 years	30 677	815	132	845	395	353
55 to 59 years	17 879	266	47	275	140	122
60 to 64 years	15 855	295	26	235	290	291
65 to 74 years	27 029	419	31	283	302	349
75 to 84 years	14 696	200	18	132	219	210
85 years and over	3 825	24	4	24	42	44
Median	31.8	24.6	22.4	19.8	29.1	30.0
Female						
Under 5 years	10 098	3 878	777	5 198	2 108	2 894
5 to 9 years	9 710	387	58	658	249	220
10 to 14 years	9 672	387	100	602	232	198
15 to 19 years	12 918	314	91	503	232	210
20 to 24 years	15 298	406	55	592	313	295
25 to 29 years	13 821	382	60	461	221	192
30 to 34 years	9 748	232	67	339	151	128
35 to 44 years	14 299	352	119	499	300	265
45 to 54 years	16 814	338	72	392	329	342
55 to 59 years	9 785	154	25	167	177	172
60 to 64 years	8 998	165	13	141	145	159
65 to 74 years	16 537	253	16	146	272	304
75 to 84 years	9 997	134	9	83	134	127
85 years and over	2 894	14	1	15	48	31
Median	34.5	26.2	24.5	22.1	30.8	33.2
HOUSEHOLD TYPE AND RELATIONSHIP						
Total persons	298 481	7 084	1 454	9 312	5 773	5 329
In households	298 318	6 928	1 454	9 298	5 748	5 311
Family households	75 764	1 805	357	2 239	1 381	1 261
Nonfamily households: Male	15 935	209	21	227	283	250
Female	25 479	360	11	290	340	297
Spouse	52 829	858	223	803	744	671
Other relatives	110 625	3 556	797	5 513	2 794	2 596
Nonrelatives	9 563	150	15	226	226	236
Persons per household	2.48	2.92	3.64	3.37	2.88	2.94
Persons per family	2.16	3.45	3.78	3.82	3.56	3.59
In group quarters	8 156	66	-	14	5	18
Persons 65 years and over	48 539	643	53	439	783	803
In households	42 952	636	53	438	783	790
Family households	14 523	223	23	177	305	313
Nonfamily households: Male	3 132	47	2	29	70	76
Female	12 544	175	1	90	159	130
Spouse	7 940	113	1	79	131	154
Other relatives	4 018	59	14	57	94	89
Nonrelatives	795	19	3	6	23	26
In group quarters	2 598	7	-	1	1	18
PERSONS IN HOUSEHOLDS						
Households	117 178	2 326	399	2 758	2 084	1 808
1 person	36 618	530	23	463	535	474
2 persons	36 751	643	107	643	544	501
3 persons	18 349	482	75	505	321	291
4 persons	13 014	312	82	437	241	194
5 persons	6 577	200	50	279	138	145
6 or more persons	5 899	208	62	409	215	201
MARITAL STATUS						
Male, 15 years and over						
Single	167 412	2 024	481	2 329	1 982	1 828
Never married, except separated	35 249	758	172	1 112	758	746
Separated	55 625	909	233	853	802	718
Married	1 061	89	11	113	109	110
Widowed	4 137	79	13	59	117	107
Divorced	9 340	169	22	192	196	147
Female, 15 years and over						
Single	131 229	2 770	528	3 435	2 373	2 264
Never married, except separated	33 927	961	175	1 432	724	711
Separated	55 409	917	231	863	798	732
Married	4 839	192	31	370	161	158
Widowed	22 847	358	34	338	418	400
Divorced	14 207	342	56	432	274	265

¹Excludes "Other Asian and Pacific Islander" groups identified in separate tabulations. ²Persons of Spanish origin may be of any race.

Table P-2. Selected Social Characteristics: 1980—Con.

(Data are estimates based on a census, see Introduction. For meaning of symbols, see Introduction. For definitions of terms, see appendix B.)

The Area Neighborhoods	The Area 21-111	Neighborhood 001	Neighborhood 031	Neighborhood 048	Neighborhood 069	Neighborhood 050
NATIVITY AND PLACE OF BIRTH						
Total persons	298 453	7 098	1 491	9 143	3 948	3 379
Born in State of residence	294 293	7 064	1 453	9 108	3 929	3 376
Born in different State	234 795	5 742	1 158	7 150	4 927	4 018
Born abroad, at sea, etc.	54 762	1 059	274	1 538	993	1 358
Foreign born	736	63	21	20	9	—
	4 142	34	38	37	19	3
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH						
Persons 5 to 17 years						
Speak only English at home	34 302	1 225	473	2 946	1 533	1 279
Speak a language other than English at home	53 108	1 823	473	2 912	1 543	1 260
Speak a language other than English at home	1 194	5	—	34	10	19
Speak English very well or well	367	—	—	11	5	12
Speak English not well or not at all	310	—	—	11	5	12
Other language spoken at home	57	—	—	—	—	—
Speak English very well or well	827	5	—	23	5	7
Speak English not well or not at all	691	3	—	23	5	7
Speak English very well or well	136	—	—	—	—	—
Speak English not well or not at all	—	—	—	—	—	—
Persons 18 years and over						
Speak only English at home	223 428	4 433	898	4 949	2 911	2 479
Speak a language other than English at home	218 186	4 317	878	4 862	3 866	3 447
Speak a language other than English at home	5 442	116	20	86	45	32
Speak English very well or well	1 313	14	6	37	7	7
Speak English not well or not at all	1 249	14	—	37	—	—
Other language spoken at home	64	—	6	—	—	—
Speak English very well or well	4 129	102	14	49	45	23
Speak English not well or not at all	3 694	93	14	43	40	19
Speak English very well or well	435	7	—	6	5	6
Speak English not well or not at all	—	—	—	—	—	—
MEANS OF TRANSPORTATION TO WORK AND PRIVATE VEHICLE OCCUPANCY						
Workers 16 years and over						
Car, truck, or van	114 599	2 023	688	2 048	1 803	1 469
Drive alone	96 183	1 527	541	1 443	1 298	1 170
Carpool	72 427	1 063	380	1 039	923	883
Public transportation	23 554	444	161	404	375	285
Walked only	12 299	411	84	520	423	346
Other means	5 355	75	18	76	69	76
Worked at home	1 053	5	—	5	7	10
Worked at home	1 419	5	7	4	6	7
Persons per private vehicle	1.14	1.21	1.21	1.19	1.19	1.14
SCHOOL ENROLLMENT						
Persons 3 years old and over enrolled in school						
Nursery school	77 885	2 023	598	3 323	1 477	1 497
Public	2 445	76	16	190	65	46
Private	1 144	45	—	142	59	39
Kindergarten and elementary (1 to 8 years)	1 499	31	16	48	6	7
Public	25 409	1 257	228	2 043	939	322
Private	22 370	1 186	273	1 994	864	728
High school (1 to 4 years)	8 039	71	15	49	15	94
Public	17 371	497	173	809	523	485
Private	13 601	492	152	771	500	469
College	3 770	5	21	38	23	14
Public	16 460	193	73	233	150	144
Private	13 047	184	65	276	134	132
Private	3 413	9	8	7	14	12
YEARS OF SCHOOL COMPLETED						
Persons 25 years old and over						
Seminary (0 to 8 years)	182 584	3 539	696	3 453	3 282	2 958
High school (1 to 3 years)	45 481	1 326	73	811	1 143	810
4 years	26 262	841	113	1 091	844	684
College (1 to 3 years)	54 885	1 152	262	1 265	932	1 011
4 or more years	22 530	347	173	351	243	265
Percent high school graduates	24 344	164	75	135	98	150
	55.3	47.1	73.2	47.9	39.2	49.4
SCHOOL ENROLLMENT AND LABOR FORCE STATUS						
Persons 16 to 19 years old						
Armed Forces	28 961	354	202	772	477	525
Civilian	17	4	—	—	—	—
Enrolled in school	20 844	550	202	772	477	525
Not enrolled in school	13 222	292	138	416	295	371
High school graduates	7 722	258	64	354	182	154
Employed	3 073	84	29	98	43	90
Unemployed	1 452	44	29	23	31	12
Not in labor force	354	9	—	24	12	42
Not high school graduates	847	33	—	51	—	36
Employed	4 649	172	35	258	139	64
Unemployed	1 203	37	6	23	10	12
Not in labor force	946	55	14	51	42	28
Not in labor force	2 500	80	15	184	87	24
VETERAN STATUS						
Civilian persons 16 years and over						
Veterans	235 644	4 484	1 013	5 339	4 199	3 959
Percent of civilian persons 16 years and over	34 507	624	128	877	603	580
Male veterans	15.6	12.9	12.6	12.7	14.4	14.7
Percent of male civilian persons 16 years and over	35 271	585	128	642	542	540
	32.7	30.0	28.6	31.6	29.2	29.8
WORK DISABILITY STATUS						
Noninstitutional persons 16 to 64 years						
With a work disability	186 648	3 987	962	4 849	3 486	3 293
Not in labor force	22 021	504	37	757	489	427
Prevented from working	15 068	357	31	568	335	310
Prevented from working	12 879	309	31	458	307	274
PUBLIC TRANSPORTATION DISABILITY STATUS						
Noninstitutional persons 16 to 64 years						
With a public transportation disability	186 648	3 987	962	4 849	3 486	3 293
With a public transportation disability	5 821	199	6	220	224	99
Noninstitutional persons 65 years and over	48 373	488	58	478	713	678
With a public transportation disability	7 558	167	20	43	243	132

Table P-3. Selected Ancestry, Family, Fertility, and Mobility Characteristics: 1980—Con.

(Data are estimates based on a survey, see introduction. For reasons of space, see introduction. For consistency of terms, see response 1.)

The Area
Neighborhoods

ANCESTRY

	The Area 21-111	Neighborhood 001	Neighborhood 031	Neighborhood 048	Neighborhood 069	Neighborhood 050
Total persons	298 455	7 098	1 491	9 145	5 948	5 279
Single ancestry groups	164 031	5 458	1 079	8 198	4 337	4 748
Dutch	1 148	—	—	19	4	—
English	33 049	478	50	203	394	104
French	2 242	18	5	—	—	8
German	27 519	320	2	132	15	—
Greek	104	—	—	—	—	—
Hungarian	214	—	—	—	—	—
Irish	14 064	233	15	11	54	6
Italian	1 384	15	21	—	—	—
Norwegian	112	—	—	—	—	—
Polish	749	—	—	—	—	—
Portuguese	31	—	—	—	—	—
Russian	1 026	—	—	—	—	—
Scottish	1 081	9	—	—	—	—
Swedish	289	—	—	—	—	—
Ukrainian	126	—	—	—	—	—
Other	78 459	4 595	985	7 833	3 870	4 485

Multiple ancestry groups	69 410	425	19	183	212	29
Ancestry not specified	65 044	1 015	393	764	1 399	622
Not reported	40 544	642	277	484	731	530

Selected multiple ancestry groups:						
English and other groups	28 525	117	9	24	21	17
French and other groups	8 612	32	4	—	11	—
German and other groups	37 976	304	—	5	112	17
Irish and other groups	39 509	242	10	81	138	—
Italian and other groups	2 658	12	—	—	—	—
Polish and other groups	902	—	—	—	—	—

FAMILY TYPE BY PRESENCE OF OWN CHILDREN

Families	75 988	1 841	381	2 282	1 413	1 238
With own children under 18 years	34 119	1 123	248	1 597	731	544
Married-couple families	52 899	942	247	431	731	444
With own children under 18 years	21 915	433	163	417	341	260
Female householder, no husband present	18 942	845	117	1 344	532	497
With own children under 18 years	11 210	647	58	1 174	340	273

FERTILITY

Women 15 to 44 years	66 148	1 734	415	2 450	1 287	1 176
Children ever born	32 948	2 980	593	4 954	2 582	2 134
Per 1,000 women	1 269	1 719	1 428	2 022	2 006	1 815

RESIDENCE IN 1975:

Persons 5 years and over	278 081	6 432	1 339	7 448	5 484	5 238
Same house	132 774	3 714	950	4 288	3 578	3 520
Different house in United States	113 545	2 719	400	3 352	1 834	1 700
Same county	90 539	2 410	347	3 032	1 704	1 533
Different county	23 004	309	53	320	132	167
Same State	7 644	124	28	90	31	39
Different State	15 360	185	25	230	101	128
Northeast	1 432	19	74	13	—	—
North Central	6 544	22	—	75	41	95
South	5 564	144	—	99	44	33
West	1 314	—	11	43	14	—
Abroad	1 682	—	—	—	—	—

Table P-5. Income and Poverty Status in 1979: 1980—Con.

(Data are estimates based on a sample, see instructions. For meaning of symbols, see instructions. For definitions of terms, see appendix B.)

The Area Neighborhoods

INCOME IN 1979

Households

Less than \$5,000	117 035
\$5,000 to \$7,499	24 972
\$7,500 to \$9,999	13 063
\$10,000 to \$14,999	11 261
\$15,000 to \$19,999	19 269
\$20,000 to \$24,999	15 297
\$25,000 to \$29,999	11 512
\$30,000 to \$34,999	12 647
\$35,000 to \$49,999	4 199
\$50,000 or more	2 855
Median	\$12 274
Mean	\$15 784

Families

Less than \$5,000	75 935
\$5,000 to \$7,499	9 860
\$7,500 to \$9,999	4 925
\$10,000 to \$14,999	6 485
\$15,000 to \$19,999	12 403
\$20,000 to \$24,999	11 329
\$25,000 to \$29,999	9 506
\$30,000 to \$34,999	11 229
\$35,000 to \$49,999	5 559
\$50,000 or more	2 439
Median	\$13 981
Mean	\$19 061

Unrelated individuals 18 years and over

Less than \$2,000	53 039
\$2,000 to \$2,999	7 290
\$3,000 to \$4,999	5 652
\$5,000 to \$7,999	10 596
\$8,000 to \$9,999	9 218
\$10,000 to \$14,999	5 231
\$15,000 to \$24,999	9 042
\$25,000 to \$49,999	5 668
\$50,000 or more	1 145
Median	\$3 928
Mean	\$7 820

Per capita income

Per capita income, noninstitutional persons	\$4 281
Per capita income, noninstitutional persons	\$4 338

HOUSEHOLD INCOME TYPE IN 1979

Wife earnings	84 782
Mean earnings	\$16 956
With Social Security income	39 594
Mean Social Security income	\$4 094
With public assistance income	13 887
Mean public assistance income	\$1 995

MEAN FAMILY INCOME IN 1979 BY WORKERS IN FAMILY IN 1979

No workers	\$8 467
1 worker	\$15 824
2 or more workers	\$25 653

POVERTY STATUS IN 1979

All Income Levels in 1979

Families	75 935
With related children under 18 years	37 188
With related children 5 to 17 years	29 954
Female householder, no husband present	18 943
With related children under 18 years	12 678
With related children under 6 years	5 899
Householder 65 years and over	14 454
Unrelated individuals for whom poverty status is determined	50 727
65 years and over	16 771
Persons for whom poverty status is determined, related children under 18 years	291 085
Related children 5 to 17 years	72 943
Related children 5 to 17 years	52 796
60 years and over	59 049
65 years and over	48 353

Income in 1979 Below Poverty Level

Families	11 746
Percent below poverty level	15.5
With related children under 18 years	8 993
With related children 5 to 17 years	7 009
Female householder, no husband present	7 462
With related children under 18 years	6 619
With related children under 6 years	3 937
Householder 65 years and over	1 415
Unrelated individuals for whom poverty status is determined	15 249
Percent below poverty level	30.1
65 years and over	5 820
Persons for whom poverty status is determined, related children under 18 years	56 241
Percent below poverty level	19.3
Related children under 18 years	20 774
Related children 5 to 17 years	14 041
60 years and over	10 334
65 years and over	7 959

Income in 1979 Below Specified Poverty Level

Percent of persons for whom poverty status is determined	13.9
Below 75 percent of poverty level	27.9
Below 125 percent of poverty level	25.3
Below 150 percent of poverty level	30.7
Below 200 percent of poverty level	42.4

	The Area 21-111	Neighborhood 001	Neighborhood 031	Neighborhood 048	Neighborhood 049	Neighborhood 050
Less than \$5,000	117 035	2 379	408	2 794	1 997	1 823
\$5,000 to \$7,499	24 972	774	33	1 134	541	548
\$7,500 to \$9,999	13 063	470	41	378	318	204
\$10,000 to \$14,999	11 261	340	20	213	238	174
\$15,000 to \$19,999	19 269	355	91	440	393	340
\$20,000 to \$24,999	15 297	272	38	193	229	239
\$25,000 to \$29,999	11 512	212	15	198	80	139
\$30,000 to \$34,999	12 647	300	100	128	131	121
\$35,000 to \$49,999	4 199	54	33	90	34	41
\$50,000 or more	2 855	-	17	-	31	25
Median	\$12 274	\$9 016	\$18 173	\$4 739	\$8 965	\$9 777
Mean	\$15 784	\$11 592	\$20 304	\$9 997	\$11 498	\$12 289
Less than \$5,000	75 935	1 841	381	2 242	1 473	1 235
\$5,000 to \$7,499	9 860	524	26	861	239	284
\$7,500 to \$9,999	4 925	206	15	329	259	134
\$10,000 to \$14,999	6 485	149	20	181	177	147
\$15,000 to \$19,999	12 403	284	77	388	284	214
\$20,000 to \$24,999	11 329	226	38	141	185	206
\$25,000 to \$29,999	9 506	219	15	140	71	102
\$30,000 to \$34,999	11 229	185	100	112	131	87
\$35,000 to \$49,999	5 559	48	33	90	34	41
\$50,000 or more	2 439	-	17	-	31	18
Median	\$13 981	\$10 645	\$19 191	\$4 976	\$10 685	\$12 019
Mean	\$19 061	\$12 819	\$21 151	\$10 284	\$13 418	\$13 706
Less than \$2,000	53 039	688	47	758	773	785
\$2,000 to \$2,999	7 290	118	9	157	142	134
\$3,000 to \$4,999	5 652	128	18	100	122	64
\$5,000 to \$7,999	10 596	119	-	151	224	203
\$8,000 to \$9,999	9 218	102	4	113	99	124
\$10,000 to \$14,999	5 231	79	-	62	83	59
\$15,000 to \$24,999	9 042	81	14	93	63	124
\$25,000 to \$49,999	5 668	47	-	71	38	43
\$50,000 or more	1 145	6	-	11	-	7
Median	\$3 928	\$4 582	\$3 804	\$4 532	\$3 833	\$4 890
Mean	\$7 820	\$4 087	\$4 886	\$6 446	\$5 140	\$7 201
Per capita income	\$4 281	\$3 943	\$3 483	\$3 078	\$3 923	\$4 316
Per capita income, noninstitutional persons	\$4 338	\$3 950	\$3 483	\$3 070	\$3 923	\$4 317
Wife earnings	84 782	1 614	383	1 898	1 423	1 279
Mean earnings	\$16 956	\$13 262	\$19 254	\$11 176	\$12 305	\$13 389
With Social Security income	39 594	740	93	592	680	644
Mean Social Security income	\$4 094	\$3 692	\$3 503	\$3 625	\$3 924	\$3 474
With public assistance income	13 887	629	64	1 072	438	342
Mean public assistance income	\$1 995	\$2 098	\$1 420	\$2 337	\$1 681	\$2 112
No workers	\$8 467	\$4 642	\$5 690	\$4 020	\$5 772	\$5 788
1 worker	\$15 824	\$10 357	\$11 893	\$8 214	\$9 862	\$10 435
2 or more workers	\$25 653	\$21 824	\$24 185	\$20 064	\$20 648	\$20 875
With related children under 18 years	37 188	1 238	293	1 733	819	693
With related children 5 to 17 years	29 954	928	263	1 435	691	594
Female householder, no husband present	18 943	843	117	1 368	537	497
With related children under 18 years	12 678	725	100	1 234	395	353
With related children under 6 years	5 899	463	43	746	194	212
Householder 65 years and over	14 454	262	33	206	300	248
Unrelated individuals for whom poverty status is determined	50 727	688	47	758	773	785
65 years and over	16 771	245	-	139	205	231
Persons for whom poverty status is determined, related children under 18 years	291 085	7 871	1 484	9 101	5 841	5 258
Related children 5 to 17 years	72 943	2 643	584	4 135	2 074	1 683
Related children 5 to 17 years	52 796	1 815	458	2 895	1 547	1 257
60 years and over	59 049	979	72	732	1 039	927
65 years and over	48 353	688	58	478	713	670
Below 75 percent of poverty level	11 746	686	57	1 093	343	348
Percent below poverty level	15.5	32.9	13.6	48.8	24.3	29.8
With related children under 18 years	8 993	524	52	1 040	268	258
With related children 5 to 17 years	7 009	370	15	855	217	247
Female householder, no husband present	7 462	519	31	979	238	289
With related children under 18 years	6 619	486	31	943	218	247
With related children under 6 years	3 937	364	19	628	123	141
Householder 65 years and over	1 415	53	-	34	50	37
Unrelated individuals for whom poverty status is determined	15 249	291	27	334	349	388
Percent below poverty level	30.1	42.3	57.4	44.3	47.7	35.7
65 years and over	5 820	109	-	83	104	91
Persons for whom poverty status is determined, related children under 18 years	56 241	2 422	247	4 725	1 772	1 695
Percent below poverty level	19.3	34.3	14.4	51.9	28.8	31.6
Related children under 18 years	20 774	1 175	128	2 738	764	754
Related children 5 to 17 years	14 041	731	82	1 888	574	553
60 years and over	10 334	251	-	210	254	221
65 years and over	7 959	196	-	128	177	155
Below 125 percent of poverty level	13.9	27.9	5.0	41.2	19.9	22.5
Below 150 percent of poverty level	25.3	43.9	19.8	57.1	42.5	40.8
Below 200 percent of poverty level	30.7	49.4	23.3	54.3	53.2	47.6
Below 250 percent of poverty level	42.4	60.3	31.4	74.1	66.4	64.1

Table P-6. General, Social, and Economic Characteristics by Race and Spanish Origin: 1980—Con.

(Data are estimates based on a sample, see Introduction. For meaning of symbols, see Introduction. For definitions of terms, see appendix 2.)

The Area Neighborhoods

SEX AND AGE

Total persons	212 082	84 254	408	1 327	2 009	2 036	8 646	16	39
Male	98 410	38 254	215	568	1 033	...	2 121	...	15
Female	113 642	45 970	193	759	976	...	2 925	...	24
Under 5 years	12 204	8 125	22	97	174	...	704	...	5
5 to 14 years	23 465	15 394	42	250	291	...	1 216	...	24
15 to 59 years	127 748	48 171	273	852	1 276	...	2 770	...	9
60 to 64 years	12 280	3 533	20	29	39	...	154	...	...
65 years and over	16 153	9 031	51	79	249	...	252	...	...

FAMILY TYPE BY PRESENCE OF OWN CHILDREN

Families	55 701	19 813	103	244	408	681	1 340	...	...
With own children under 18 years	22 570	11 310	42	158	203	...	885	...	...
Married-couple families	44 108	9 471	61	198	254	...	503	...	...
With own children under 18 years	17 409	4 317	18	132	157	...	276	...	...
Female householder, no husband present	9 540	9 293	42	44	51	...	690	...	...
With own children under 18 years	4 533	4 427	24	26	30	...	584	...	...

YEARS OF SCHOOL COMPLETED

Persons 25 years old and over	158 888	68 376	264	789	1 128	...	2 108	...	9
Elementary (0 to 4 years)	34 036	11 157	93	143	288	...	432	...	...
High school: 1 to 3 years	24 993	11 104	50	103	225	...	515	...	...
4 years	41 128	13 480	67	122	313	...	754	...	9
College: 1 to 3 years	17 150	5 208	31	114	133	...	283	...	...
4 or more years	21 571	2 424	28	285	149	...	124	...	...

LABOR FORCE STATUS

Persons 16 years and over	173 339	58 941	234	978	1 515	...	2 991	...	9
Labor force	99 843	33 102	196	787	1 224	...	1 910	...	9
Employed	92 459	27 194	157	648	1 081	...	1 428	...	9
Unemployed	7 402	5 788	31	106	106	...	478	...	9
Females 16 years and over	96 844	33 189	144	582	713	...	1 829	...	9
Labor force	46 439	17 054	95	284	481	...	1 041	...	9
Employed	41 689	14 205	42	249	241	...	784	...	9
Unemployed	2 744	2 824	23	35	33	...	275	...	9

INCOME AND POVERTY STATUS IN 1979

Families	55 701	19 813	103	244	408	681	1 340	...	...
Less than \$5,000	4 404	5 174	29	42	79	104	418	...	...
\$5,000 to \$7,499	4 344	2 530	25	24	44	56	140	...	...
\$7,500 to \$9,999	4 564	1 863	5	24	27	72	77	...	...
\$10,000 to \$14,999	9 125	3 225	...	31	73	128	156	...	...
\$15,000 to \$19,999	8 968	2 282	27	39	52	62	144	...	...
\$20,000 to \$24,999	7 747	1 703	4	16	37	115	104	...	...
\$25,000 to \$34,999	9 216	1 943	9	30	43	46	139	...	...
\$35,000 to \$49,999	4 576	853	1	24	21	5	42	...	...
\$50,000 or more	2 433	200	...	6	22	...	...	...	...
Median	\$17 530	\$10 346	\$2 250	\$14 340	\$12 987	\$11 704	\$9 513	...	...
Mean	\$21 084	\$13 444	\$11 573	\$17 378	\$17 800	\$13 525	\$12 477	...	...
Persons for whom poverty status is determined	204 388	82 744	374	1 388	1 988	...	3 887	...	39
Income in 1979 below poverty level	24 913	28 774	137	354	547	...	2 022	...	17

SEX AND AGE

Total persons	148	1 291	...	...	...	447	8 498	...	44
Male	64	605	...	...	...	232	3 795	...	24
Female	74	746	...	...	...	215	4 903	...	18
Under 5 years	23	95	...	...	...	11	1 239	...	6
5 to 14 years	7	322	...	...	...	76	2 158	...	6
15 to 59 years	72	880	...	...	...	285	4 644	...	38
60 to 64 years	18	16	...	...	...	5	249	...	...
65 years and over	20	38	...	...	...	70	408	...	...

FAMILY TYPE BY PRESENCE OF OWN CHILDREN

Families	48	338	...	...	...	123	2 119	...	12
With own children under 18 years	24	244	...	...	...	68	1 529	...	12
Married-couple families	32	215	...	...	...	81	750	...	6
With own children under 18 years	13	150	...	...	...	34	381	...	6
Female householder, no husband present	11	108	...	...	...	42	1 324	...	6
With own children under 18 years	11	77	...	...	...	32	1 142	...	6

YEARS OF SCHOOL COMPLETED

Persons 25 years old and over	98	484	...	...	...	298	3 368	...	23
Elementary (0 to 4 years)	32	40	...	...	...	158	653	...	6
High school: 1 to 3 years	22	91	...	...	...	43	1 048	...	...
4 years	28	234	...	...	...	74	1 191	...	12
College: 1 to 3 years	9	144	...	...	...	8	343	...	3
4 or more years	9	75	...	...	...	10	125	...	...

LABOR FORCE STATUS

Persons 16 years and over	118	918	...	...	...	348	4 987	...	38
Labor force	58	674	...	...	...	147	2 687	...	23
Employed	48	612	...	...	...	119	1 997	...	17
Unemployed	10	67	...	...	...	28	682	...	6
Females 16 years and over	58	565	...	...	...	181	3 044	...	12
Labor force	19	152	...	...	...	51	1 508	...	12
Employed	19	124	...	...	...	42	1 084	...	6
Unemployed	...	28	...	...	...	9	422	...	6

INCOME AND POVERTY STATUS IN 1979

Families	48	338	...	...	...	123	2 119	...	12
Less than \$5,000	6	20	...	...	...	27	834	...	4
\$5,000 to \$7,499	13	22	...	...	...	14	315	...	...
\$7,500 to \$9,999	8	14	...	...	...	29	152	...	...
\$10,000 to \$14,999	7	70	...	...	...	24	364	...	6
\$15,000 to \$19,999	...	38	...	...	...	12	129	...	...
\$20,000 to \$24,999	...	35	...	...	...	...	140	...	...
\$25,000 to \$34,999	11	39	...	...	...	5	107	...	...
\$35,000 to \$49,999	...	33	...	...	...	12	78	...	...
\$50,000 or more	...	17	...	...	...	...	...	...	...
Median	\$8 542	\$20 588	...	...	...	\$9 267	\$6 790	...	\$7 000
Mean	\$12 390	\$22 245	...	...	...	\$13 501	\$10 097	...	\$7 000
Persons for whom poverty status is determined	148	1 344	...	...	...	447	8 494	...	44
Income in 1979 below poverty level	51	194	...	...	...	134	4 591	...	19

Persons of Spanish origin may be of any race.

Table P-4. General, Social, and Economic Characteristics by Race and Spanish Origin: 1980—Con.

(Data are estimates based on a sample, see introduction. For meaning of symbols, see introduction. For definitions of terms, see appendix B.)

The Area Neighborhoods

SEX AND AGE

Total persons	1 092
Male	548
Female	544
Under 5 years	72
5 to 14 years	161
15 to 59 years	469
60 to 64 years	33
65 years and over	177

FAMILY TYPE BY PRESENCE OF OWN CHILDREN

Families	254
With own children under 18 years	151
Married-couple families	127
With own children under 18 years	72
Female householder, no husband present	100
With own children under 18 years	50

YEARS OF SCHOOL COMPLETED

Persons 25 years old and over	448
Elementary (0 to 8 years)	315
High school:	118
1 to 3 years	183
4 years	28
College:	21
1 to 3 years	16
4 or more years	7

LABOR FORCE STATUS

Persons 16 years and over	838
Male	422
Female	416
Employed	562
Unemployed	276
Persons 16 years and over	408
Male	149
Female	259
Employed	128
Unemployed	180

INCOME AND POVERTY STATUS IN 1979

Families	254
Less than \$3,000	48
\$3,000 to \$7,499	43
\$7,500 to \$9,999	46
\$10,000 to \$14,999	72
\$15,000 to \$19,999	18
\$20,000 to \$24,999	6
\$25,000 to \$34,999	7
\$35,000 to \$49,999	4
\$50,000 or more	4
Mean	19 173
Median	11 713
Persons for whom poverty status is determined	1 289
Income at 1979 basic poverty level	270

	Race				Spanish origin	Race				Spanish origin
	White	Black	American Indian, Eskimo, and Aleut	Asian and Pacific Islander		White	Black	American Indian, Eskimo, and Aleut	Asian and Pacific Islander	
	Neighborhood 049					Neighborhood 058				
Total persons	1 092	4 888	-	26	19	86	3 298	-	-	8
Male	548	2 284	-	13	9	51	2 408	-	-	4
Female	544	2 517	-	13	10	35	2 887	-	-	4
Under 5 years	72	399	-	1	1	-	421	-	-	-
5 to 14 years	161	873	-	2	2	-	853	-	-	-
15 to 59 years	469	2 728	-	14	14	62	2 116	-	-	-
60 to 64 years	33	285	-	1	1	9	248	-	-	-
65 years and over	177	518	-	10	10	13	457	-	-	-
Families	254	1 154	-	5	5	13	1 222	-	-	-
With own children under 18 years	151	589	-	3	3	-	564	-	-	-
Married-couple families	127	424	-	2	2	7	439	-	-	-
With own children under 18 years	72	269	-	1	1	-	260	-	-	-
Female householder, no husband present	100	432	-	3	3	-	477	-	-	-
With own children under 18 years	50	282	-	1	1	-	273	-	-	-
Persons 25 years old and over	448	2 371	-	19	19	76	2 076	-	-	-
Elementary (0 to 8 years)	315	814	-	14	14	31	779	-	-	-
High school:	118	728	-	5	5	9	675	-	-	-
1 to 3 years	183	737	-	10	10	29	982	-	-	-
4 years	28	215	-	1	1	7	258	-	-	-
College:	21	77	-	1	1	-	180	-	-	-
1 to 3 years	16	72	-	1	1	-	180	-	-	-
4 or more years	7	7	-	1	1	-	180	-	-	-
Persons 16 years and over	838	3 238	-	36	36	86	3 868	-	-	-
Male	422	1 915	-	18	18	41	2 118	-	-	-
Female	416	1 323	-	18	18	45	1 750	-	-	-
Employed	562	1 372	-	25	25	61	1 638	-	-	-
Unemployed	276	1 866	-	11	11	25	1 230	-	-	-
Persons 16 years and over	408	1 829	-	18	18	38	2 115	-	-	-
Male	149	993	-	7	7	16	1 030	-	-	-
Female	259	836	-	11	11	22	1 085	-	-	-
Employed	128	624	-	5	5	18	801	-	-	-
Unemployed	21	168	-	6	6	10	229	-	-	-
Families	254	1 154	-	5	5	13	1 222	-	-	-
Less than \$3,000	48	191	-	2	2	-	284	-	-	-
\$3,000 to \$7,499	43	211	-	2	2	-	134	-	-	-
\$7,500 to \$9,999	46	129	-	1	1	-	147	-	-	-
\$10,000 to \$14,999	72	212	-	3	3	-	216	-	-	-
\$15,000 to \$19,999	18	187	-	1	1	-	206	-	-	-
\$20,000 to \$24,999	6	63	-	1	1	6	96	-	-	-
\$25,000 to \$34,999	7	127	-	1	1	-	87	-	-	-
\$35,000 to \$49,999	4	75	-	1	1	-	41	-	-	-
\$50,000 or more	4	75	-	1	1	7	11	-	-	-
Mean	19 173	110 776	-	16 250	16 250	15 000	110 766	-	-	-
Median	11 713	64 828	-	5 430	5 430	5 400	64 819	-	-	-
Persons for whom poverty status is determined	1 289	4 801	-	51	51	86	3 274	-	-	-
Income at 1979 basic poverty level	270	1 426	-	11	11	10	1 595	-	-	-

Persons of Spanish origin may be of any race.

Table H-1. General Housing Characteristics: 1980—Con.

[For meaning of symbols, see introduction. For definitions of terms, see appendices A and B.]

The Area Neighborhoods	The Area 21-111	Neighborhood 001	Neighborhood 031	Neighborhood 048	Neighborhood 049	Neighborhood 050
Total housing units	126 143	2 499	421	2 941	2 254	2 048
Vacant seasons and migratory	62	1	—	—	2	—
Year-round housing units	126 081	2 498	421	2 941	2 252	2 048
YEAR-ROUND HOUSING UNITS						
Tenure by Race and Spanish Origin of Householder						
Owner-occupied housing units	65 916	1 136	288	1 055	1 168	1 194
Percent of occupied housing units	52.3	47.9	72.2	38.3	52.3	62.2
White	52 579	542	—	93	249	39
Black	13 091	592	262	957	915	1 082
American Indian, Eskimo, and Aleut	60	—	—	—	—	—
Asian and Pacific Islander ¹	125	—	—	—	3	—
Other	61	—	—	4	—	—
Spanish origin ²	319	4	—	7	6	6
Renter-occupied housing units	51 262	1 238	111	1 781	824	684
White	35 008	323	—	36	153	14
Black	15 780	932	103	1 663	679	667
American Indian, Eskimo, and Aleut	88	—	—	—	—	—
Asian and Pacific Islander ¹	184	—	—	1	2	—
Other	202	—	—	—	—	—
Spanish origin ²	376	6	—	18	4	7
Vacancy Status						
Vacant housing units	8 903	124	23	185	248	248
For sale only	1 061	10	4	6	27	19
Vacant less than 6 months	464	3	3	4	14	9
For rent	4 025	80	7	116	41	40
Vacant less than 2 months	1 992	64	2	48	9	12
Held for occasional use	289	1	—	3	13	6
Other vacancies	3 548	33	11	60	167	173
Seasoned up	1 261	4	11	52	73	81
Lacking Complete Plumbing for Exclusive Use						
Year-round housing units	2 103	27	7	19	38	56
Owner-occupied housing units	292	7	—	4	7	12
Renter-occupied housing units	1 342	17	1	14	17	8
Vacant	464	3	6	1	10	36
Rooms						
Year-round housing units	126 081	2 498	421	2 941	2 252	2 048
1 room	1 942	34	—	8	2	6
2 rooms	5 514	33	1	15	68	45
3 rooms	19 061	438	5	494	287	202
4 rooms	31 978	691	132	999	680	498
5 rooms	28 453	658	110	752	663	567
6 or more rooms	40 113	624	173	653	532	730
Median	4.7	4.6	3.2	4.4	4.6	5.0
Persons in Unit						
Occupied housing units	117 178	2 374	399	2 756	2 004	1 808
1 person	36 618	531	23	463	535	474
2 persons	36 721	642	107	663	544	501
3 persons	18 349	482	75	505	331	291
4 persons	13 014	312	82	437	241	194
5 persons	5 577	202	50	279	138	145
6 or more persons	5 899	208	62	409	215	201
Median, occupied housing units	2.10	2.53	3.43	3.00	2.36	2.35
Median, owner-occupied housing units	2.32	2.60	3.33	2.84	2.30	2.37
Median, renter-occupied housing units	1.72	2.48	3.63	3.09	2.46	2.32
Persons Per Room						
Owner-occupied housing units	65 916	1 136	288	1 055	1 168	1 194
1.00 or less	63 854	1 071	260	961	1 077	1 048
1.01 to 1.50	1 725	52	24	79	72	56
1.51 or more	337	13	4	15	19	20
Renter-occupied housing units	51 262	1 238	111	1 781	824	684
1.00 or less	48 239	1 081	84	1 386	733	620
1.01 to 1.50	2 246	115	20	252	77	45
1.51 or more	777	42	7	63	26	19
VALUE						
Specified owner-occupied housing units	57 413	1 003	267	908	1 034	998
Less than \$10,000	4 979	91	2	64	375	198
\$10,000 to \$14,999	6 193	128	16	165	299	206
\$15,000 to \$19,999	7 711	255	51	298	213	235
\$20,000 to \$24,999	7 294	217	50	159	74	131
\$25,000 to \$29,999	5 771	167	30	87	40	63
\$30,000 to \$34,999	5 038	77	30	61	14	34
\$35,000 to \$39,999	4 124	34	28	37	8	17
\$40,000 to \$49,999	5 915	26	37	28	7	9
\$50,000 to \$79,999	7 077	11	21	9	3	4
\$80,000 to \$99,999	1 080	1	2	—	—	—
\$100,000 to \$149,999	857	—	—	—	—	—
\$150,000 to \$199,999	232	—	—	—	—	—
\$200,000 or more	143	—	—	—	—	1
Median	\$27 200	\$20 600	\$27 400	\$18 800	\$12 400	\$14 900
CONTRACT RENT						
Specified renter-occupied housing units	49 509	1 170	103	1 408	808	657
Median	\$140	\$71	\$180	\$81	\$87	\$94

¹Excludes "Other Asian and Pacific Islander" groups identified in sample tabulations. ²Persons of Spanish origin may be of any race.

Table H-2. Selected Housing Characteristics: 1980—Con.

[Data are estimates based on a sample, see introduction. For meaning of symbols, see introduction. For definitions of terms, see appendix B.]

The Area
Neighborhoods

YEAR HOUSEHOLDER MOVED INTO UNIT

	The Area 21-111	Neighborhood 007	Neighborhood 031	Neighborhood 048	Neighborhood 049	Neighborhood 050
Owner-occupied housing units	48 955	1 225	304	1 078	1 187	1 058
1979 to March 1980	3 012	84	21	77	83	51
1975 to 1978	12 352	242	38	148	166	96
1970 to 1974	9 525	221	103	208	140	147
1960 to 1969	18 807	345	122	460	442	467
1950 to 1959	11 506	194	4	148	151	210
1949 or earlier	8 713	137	11	37	125	104
Renter-occupied housing units	51 238	1 225	184	1 672	862	789
1979 to March 1980	19 297	318	73	676	250	284
1975 to 1978	17 278	511	11	498	327	274
1970 to 1974	7 667	231	7	260	144	126
1960 to 1969	4 869	113	13	109	89	80
1959 or earlier	2 127	52	-	129	52	45

BATHROOMS

Year-round housing units	128 048	2 572	488	2 932	2 218	2 088
No bathroom or only a half bath	2 783	13	11	42	60	80
1 complete bathroom	95 217	2 207	264	2 591	1 893	1 664
1 complete bathroom plus half bathroom	12 121	184	114	192	131	125
2 or more complete bathrooms	15 947	168	41	107	126	210
Owner-occupied housing units	48 955	1 225	304	1 078	1 187	1 058
No bathroom or only a half bath	507	-	-	8	5	13
1 complete bathroom	42 547	949	158	875	920	820
1 complete bathroom plus half bathroom	10 329	157	107	141	95	88
2 or more complete bathrooms	12 872	117	41	54	87	137
Renter-occupied housing units	51 238	1 225	184	1 672	862	789
No bathroom or only a half bath	1 811	13	7	34	49	40
1 complete bathroom	45 313	1 138	90	1 534	778	675
1 complete bathroom plus half bathroom	1 678	27	7	51	15	29
2 or more complete bathrooms	2 436	47	-	53	20	45

Year-round housing units	128 048	2 572	488	2 932	2 218	2 088
--------------------------	---------	-------	-----	-------	-------	-------

KITCHEN FACILITIES

Complete kitchen facilities	123 663	2 537	426	2 897	2 181	2 018
No complete kitchen facilities	2 405	35	4	35	29	62

SOURCE OF WATER:

Public system or private company	125 952	2 572	430	2 932	2 207	2 080
Individual drilled well	15	-	-	-	-	-
Individual dug well	30	-	-	-	-	-
Some other source	34	-	-	-	3	-

SEWAGE DISPOSAL

Public sewer	125 114	2 553	426	2 894	2 185	2 051
Septic tank or cesspool	471	5	4	31	4	16
Other means	463	14	4	7	19	13

AIR CONDITIONING

None	40 362	1 398	138	1 420	1 219	1 237
Central system	36 776	240	154	304	124	170
1 or more individual room units	48 929	934	126	1 208	847	673

HEATING EQUIPMENT

Steam or hot water system	15 137	932	-	459	36	50
Central warm-air furnace	51 222	1 238	253	1 331	892	1 244
Electric heat pumps	1 151	-	7	21	21	15
Other built-in electric units	2 207	5	16	107	27	50
Radiant, wall, or pedestal furnace	9 354	185	131	301	213	200
Room heaters with flue	13 992	158	11	135	708	274
Room heaters without flue	1 484	54	12	129	40	54
Propane, stove, or portable room heaters	1 239	-	-	19	104	48
None	204	-	-	-	11	15

Owned housing units	117 198	2 448	418	2 798	1 969	1 847
---------------------	---------	-------	-----	-------	-------	-------

TELEPHONE IN HOUSING UNIT

With telephone	107 460	2 087	377	2 336	1 741	1 680
No telephone	9 733	361	33	414	228	167

VEHICLES AVAILABLE

None	28 221	969	43	1 319	773	634
1	47 807	940	194	1 009	240	756
2	30 404	422	128	340	339	337
3 or more	10 761	97	45	82	117	120

Table H-3. Structural Characteristics of Housing Units: 1980—Con.

[Data are estimates based on a sample, see introduction. For meaning of symbols, see introduction. For definitions of terms, see appendix B.]

The Area	Neighborhood	Neighborhood	Neighborhood	Neighborhood	Neighborhood	
21-111	001	031	048	049	050	
The Area Neighborhoods						
UNITS IN STRUCTURE						
Year-round housing units	126 068	2 572	438	2 922	2 218	2 088
1, detached	74 904	1 379	424	1 270	1 405	1 491
2, attached	2 710	49	--	237	42	35
3	7 991	42	--	35	139	143
3 and 4	12 731	212	--	436	174	234
5 or more	27 267	870	4	947	50	157
Mobile home or trailer, etc.	445	--	--	5	--	--
Overseas-occupied housing units	46 925	1 223	384	1 078	1 187	1 026
1, detached	40 153	1 167	300	954	1 009	989
2, attached	694	--	--	73	19	5
3	2 100	25	--	--	39	23
3 and 4	1 301	15	--	5	33	18
5 or more	1 472	16	4	43	7	23
Mobile home or trailer, etc.	233	--	--	--	--	--
Season-occupied housing units	51 228	1 223	184	1 472	842	789
1, detached	11 535	185	104	227	641	394
2, attached	1 747	39	--	141	10	18
3	4 942	37	--	35	68	94
3 and 4	9 918	184	--	374	94	190
5 or more	22 914	780	--	880	29	89
Mobile home or trailer, etc.	162	--	--	5	--	--
YEAR STRUCTURE BUILT						
Year-round housing units	126 068	2 572	438	2 922	2 218	2 088
1979 to March 1980	604	7	--	27	12	--
1975 to 1978	1 650	11	--	27	--	18
1970 to 1974	6 888	10	37	73	--	6
1960 to 1969	18 154	390	183	610	48	68
1950 to 1959	23 014	533	75	1 194	244	321
1940 to 1949	23 151	772	42	589	442	474
1939 or earlier	52 607	849	42	412	1 342	1 199
Overseas-occupied housing units	46 925	1 223	384	1 078	1 187	1 026
1979 to March 1980	108	5	--	--	6	--
1975 to 1978	573	5	--	22	--	3
1970 to 1974	1 541	--	37	35	--	--
1960 to 1969	7 995	61	163	207	16	19
1950 to 1959	13 831	289	48	272	142	117
1940 to 1949	13 120	412	23	246	230	232
1939 or earlier	28 787	454	33	194	713	717
Season-occupied housing units	51 228	1 223	184	1 472	842	789
1979 to March 1980	311	7	--	17	4	--
1975 to 1978	1 031	4	--	5	--	8
1970 to 1974	4 958	--	--	33	--	--
1960 to 1969	9 076	254	28	341	33	33
1950 to 1959	8 001	244	34	841	178	157
1940 to 1949	8 463	352	33	230	151	209
1939 or earlier	19 398	343	17	185	493	383
BEDROOMS						
Year-round housing units	126 068	2 572	438	2 922	2 218	2 088
None	2 441	33	--	20	4	8
1	31 263	627	9	548	587	444
2	47 755	1 084	169	1 204	940	841
3	22 073	585	152	819	507	599
4	10 294	332	100	241	145	135
5 or more	2 240	41	--	78	27	61
Overseas-occupied housing units	46 925	1 223	384	1 078	1 187	1 026
None	83	--	--	--	--	8
1	5 083	63	--	62	211	110
2	24 349	600	67	458	462	404
3	25 744	384	139	440	309	394
4	8 778	144	100	90	108	99
5 or more	1 918	23	--	38	22	41
Season-occupied housing units	51 228	1 223	184	1 472	842	789
None	2 074	23	--	20	4	--
1	22 376	482	--	441	304	248
2	29 064	469	91	648	373	337
3	5 212	191	13	367	164	153
4	1 284	32	--	156	17	34
5 or more	224	18	--	40	--	15
STORIES IN STRUCTURE						
Year-round housing units	126 068	2 572	438	2 922	2 218	2 088
1 to 3	125 894	2 572	438	2 921	2 218	2 088
4 to 6	1 128	--	--	11	--	--
7 to 12	1 422	--	--	--	--	--
13 or more	2 424	--	--	--	--	--
PASSENGER ELEVATOR						
Structures with 4 or more stories	5 174	--	--	11	--	--
With elevator	4 537	--	--	--	--	--
No elevator	637	--	--	11	--	--

Table H-4. Fuels and Financial Characteristics of Housing Units: 1980—Con.

(Data are estimates based on a sample; see introduction for housing of persons; see introduction for definitions of terms; see appendix B)

The Area Neighborhoods	The Area 21-111	Neighborhood 001	Neighborhood 031	Neighborhood 048	Neighborhood 049	Neighborhood 050
Occupied housing units	117 193	2 448	410	2 758	1 969	1 847
HOUSE HEATING FUEL						
Utility gas	105 567	2 132	375	2 384	1 834	1 706
Bottled, tank, or LP gas	7 712	13	—	16	26	18
Electricity	7 894	45	35	281	92	101
Fuel oil, kerosene, etc.	1 390	229	—	11	6	7
Coal or coke	461	10	—	—	9	7
Wood	195	—	—	—	—	—
Other fuel	910	19	—	38	—	—
No fuel used	42	—	—	—	—	15
WATER HEATING FUEL						
Utility gas	105 026	2 215	397	2 359	1 770	1 703
Bottled, tank, or LP gas	1 447	67	—	173	60	73
Electricity	9 309	82	13	173	133	71
Fuel oil, kerosene, etc.	484	58	—	6	—	—
Other	724	19	—	32	—	—
No fuel used	183	7	—	7	6	—
COOKING FUEL						
Utility gas	78 489	2 199	284	2 083	1 626	1 478
Bottled, tank, or LP gas	907	31	—	48	40	31
Electricity	37 518	190	124	610	103	130
Other	103	28	—	—	—	—
No fuel used	174	—	—	9	—	8
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS						
Specified owner-occupied housing units	57 321	1 112	308	935	908	934
With a mortgage	32 935	689	278	682	497	532
Less than \$100	435	6	—	13	25	6
\$100 to \$149	1 744	24	16	46	36	69
\$150 to \$199	6 044	184	16	205	115	105
\$200 to \$249	7 658	202	66	174	144	142
\$250 to \$299	5 821	149	25	119	88	70
\$300 to \$349	3 939	98	23	82	48	73
\$350 to \$399	2 483	20	34	18	14	25
\$400 to \$449	1 614	19	13	23	14	13
\$450 to \$499	724	15	6	—	7	8
\$500 to \$599	1 262	12	14	—	6	11
\$600 to \$749	592	—	—	—	—	8
\$750 or more	415	—	—	—	—	—
Median	\$255	\$232	\$273	\$222	\$223	\$230
Not mortgaged	24 386	423	22	253	411	402
Less than \$50	172	22	—	—	10	6
\$50 to \$74	3 123	103	—	26	42	20
\$75 to \$99	6 216	101	5	55	113	49
\$100 to \$149	10 271	154	11	126	198	175
\$150 to \$199	3 266	24	6	38	40	97
\$200 to \$249	943	16	—	8	14	54
\$250 or more	492	—	—	—	6	7
Median	\$112	\$94	\$127	\$116	\$114	\$134
GROSS RENT						
Specified owner-occupied housing units	58 267	1 218	104	1 607	844	787
Less than \$40	4 676	585	—	772	—	8
\$40 to \$79	1 948	72	—	89	3	—
\$80 to \$99	2 351	66	—	31	42	24
\$100 to \$119	2 755	61	—	52	53	35
\$120 to \$149	5 147	82	—	51	148	120
\$150 to \$169	4 884	96	—	24	84	70
\$170 to \$199	7 069	70	7	71	142	122
\$200 to \$249	11 310	85	45	265	234	164
\$250 to \$299	5 127	29	50	51	53	111
\$300 to \$349	2 124	20	6	79	7	45
\$350 to \$399	774	23	—	7	31	18
\$400 to \$499	370	—	—	—	—	6
\$500 or more	209	—	—	—	—	—
No cash rent	1 548	21	—	48	25	12
Median	\$182	\$142	\$250	\$142	\$183	\$192

Table H-5. Characteristics of Housing Units With Householder of Specified Race and Spanish Origin: 1980—Con.

[Data are estimates based on a sample, see Introduction. For meaning of symbols, see Introduction. For definitions of terms, see appendix B.]

The Area
Neighborhoods

TENURE

Occupied housing units.....	87 338	28 917	192	437	785	989	1 329	-	-	8
Owner-occupied housing units.....	52 530	13 145	70	181	319	606	617	-	-	...
Percent of occupied housing units.....	60.0	45.5	36.5	41.4	42.3	66.7	46.1	-	-	...
Renter-occupied housing units.....	35 003	15 772	122	256	436	303	922	-	-	...

MORTGAGE STATUS AND SELECTED MONTHLY
OWNER COSTS

Specified owner-occupied housing units.....	45 846	11 464	48	188	268	348	584	-	-	...
With a mortgage.....	25 069	7 723	37	85	187	225	464	-	-	...
Less than \$200.....	4 115	2 080	12	11	58	137	77	-	-	...
\$200 to \$299.....	9 772	3 663	19	25	71	83	288	-	-	...
\$300 to \$399.....	5 006	1 379	-	30	37	5	73	-	-	...
\$400 to \$499.....	2 080	441	6	6	16	-	34	-	-	...
\$500 or more.....	2 096	160	-	13	5	-	12	-	-	...
Median.....	\$266	\$249	\$234	\$322	\$250	\$200	\$258	-	-	...
Not mortgaged.....	20 777	3 743	11	55	81	343	80	-	-	...

GROSS RENT

Specified renter-occupied housing units.....	34 338	15 298	122	252	478	385	987	-	-	-
Less than \$100.....	3 528	5 091	22	20	113	73	630	-	-	-
\$100 to \$199.....	14 442	5 271	65	125	199	144	145	-	-	-
\$200 to \$299.....	12 622	3 455	34	77	107	50	64	-	-	-
\$300 or more.....	2 827	811	4	30	13	4	39	-	-	-
No cash rent.....	1 119	422	7	-	18	12	9	-	-	-
Median.....	\$191	\$144	\$155	\$185	\$152	\$134	\$100	-	-	-

TENURE

Occupied housing units.....	59	287	-	-	-	182	2 398	-	-	21
Owner-occupied housing units.....	44	242	-	-	-	93	985	-	-	7
Percent of occupied housing units.....	74.6	74.6	-	-	-	61.2	37.9	-	-	33.3
Renter-occupied housing units.....	15	89	-	-	-	59	1 413	-	-	14

MORTGAGE STATUS AND SELECTED MONTHLY
OWNER COSTS

Specified owner-occupied housing units.....	48	254	-	-	-	88	847	-	-	...
With a mortgage.....	33	243	-	-	-	48	634	-	-	...
Less than \$200.....	26	6	-	-	-	27	237	-	-	...
\$200 to \$299.....	7	149	-	-	-	21	272	-	-	...
\$300 to \$399.....	-	57	-	-	-	-	100	-	-	...
\$400 to \$499.....	-	19	-	-	-	-	25	-	-	...
\$500 or more.....	-	14	-	-	-	-	-	-	-	...
Median.....	\$200	\$278	-	-	-	\$200	\$229	-	-	...
Not mortgaged.....	11	11	-	-	-	40	213	-	-	...

GROSS RENT

Specified renter-occupied housing units.....	18	89	-	-	-	59	1 548	-	-	14
Less than \$100.....	7	-	-	-	-	31	911	-	-	6
\$100 to \$199.....	8	-	-	-	-	5	205	-	-	5
\$200 to \$299.....	-	77	-	-	-	15	311	-	-	-
\$300 or more.....	-	12	-	-	-	-	86	-	-	-
No cash rent.....	-	-	-	-	-	8	35	-	-	-
Median.....	\$206	\$258	-	-	-	\$100	\$100	-	-	\$113

TENURE

Occupied housing units.....	336	1 488	-	28	13	48	1 807	-	-	4
Owner-occupied housing units.....	194	900	-	11	6	28	1 030	-	-	...
Percent of occupied housing units.....	58.3	60.0	-	44.0	46.2	70.0	57.0	-	-	...
Renter-occupied housing units.....	140	708	-	14	7	12	777	-	-	...

MORTGAGE STATUS AND SELECTED MONTHLY
OWNER COSTS

Specified owner-occupied housing units.....	148	769	-	11	...	38	906	-	-	...
With a mortgage.....	15	478	-	4	...	8	674	-	-	...
Less than \$200.....	15	157	-	4	...	-	183	-	-	...
\$200 to \$299.....	-	232	-	-	...	-	212	-	-	...
\$300 to \$399.....	-	42	-	-	...	-	100	-	-	...
\$400 to \$499.....	-	21	-	-	...	-	21	-	-	...
\$500 or more.....	-	6	-	-	...	-	11	-	-	...
Median.....	\$200	\$225	-	\$200	...	\$500	\$239	-	-	...
Not mortgaged.....	145	291	-	7	...	20	382	-	-	...

GROSS RENT

Specified renter-occupied housing units.....	148	498	-	14	...	12	738	-	-	...
Less than \$100.....	5	15	-	7	...	7	54	-	-	...
\$100 to \$199.....	94	314	-	7	...	7	150	-	-	...
\$200 to \$299.....	29	258	-	-	...	5	270	-	-	...
\$300 or more.....	12	24	-	-	...	-	69	-	-	...
No cash rent.....	-	35	-	-	...	-	12	-	-	...
Median.....	\$149	\$187	-	\$100	...	\$186	\$191	-	-	...

Persons of Spanish origin may be of any race.

AGENCY RESPONSE APPENDIX

Agency Review Letters

Planning Commission Response Letters

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION



900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-6230

December 21, 1984

Subject: Request for Review of Algonquin Parkway Community Needs Assessment Study

Dear :

A copy of the draft Algonquin Parkway Community Needs Assessment Study is attached for your review. The report was prepared by the Planning Commission staff in cooperation with the Algonquin Parkway Community Task Force at the request of the Board of Aldermen. The purpose of this document is to provide an inventory of existing conditions in the Algonquin Parkway community and to identify some of its more basic needs.

At the Algonquin Parkway Community Task Force meeting on January 5th, we hope to receive general public comment on the document. As an agency affected by the report or likely to be interested in its findings, your review of the draft report is essential. Sections of particular interest to your agency have been paper-clipped. Please indicate by letter whether your agency approves of the draft report, has no comment, or reasons for disapproval of the draft report, as well as suggestions and comments on how to improve the report.

Receipt of your comments on or before January 4, 1984, is necessary so that revisions can be discussed with the Task Force on January 5th. Non-receipt of comments by that date will be considered as a no comment response by your agency.

If you have any questions, please call Tim Butler of my staff at 581-5860.

Yours truly,

Paul A. Bergmann
Executive Director/Secretary

REVIEW AGENCIES

Dwight Maddox, Director of Planning
Transit Authority of River City

Andrea Duncan, Administrator
Housing Authority of Louisville

Carolyn Denning, Assistant Parks Planner
Jacky Gardner, Region 1 Manager
Metro Parks Department

Cortrina Johnson, Aldermanic Aide

Joe Wathen
Louisville Economic Development Cabinet

Sharon Wilbert, Executive Director
Clarence Brown, Area Coordinator
Neighborhood Developmnt Cabinet

Jim Pasikowski
Louisville Public Works Department



TRANSIT AUTHORITY OF RIVER CITY, 1000 WEST BROADWAY, LOUISVILLE, KY 40203 MARKETING DEPARTMENT 502-587-3641
Planning Department - 5873642

Board of Directors: James G. Apple, Chairman, William J. Conley, Vice Chairman,
Robert P. Benson, L. Vernon Dixon, Beverly Doyle, R. James Griffin, Patrick R. Lancaster, Stephen A. Linker,
General Manager: David B. Arnett,
Senior Advisor: Houston P. Ishmael

December 27, 1984

Mr. Paul Bergmann
Executive Director/Secretary
Louisville & Jefferson Co Plng Com
900 Fiscal Court Bldg.
Louisville KY 40202

RECEIVED
DEC 27 1984

LOUISVILLE AND JEFFERSON COUNTY
PLANNING COMMISSION

Dear Mr. Bergmann,

Thank you for the opportunity to review and comment on the Algonquin Parkway Community Needs Assessment study.

TARC has identified two minor points which we would like to clarify. First, on Page II-3 paragraph one, the study lists the Twelfth Street, Twenty-Second Street and Hill Street routes as all being belt routes. Only the Hill Street route is a belt route. TARC's Performance Indicators lists both Twelfth Street and Twenty-Second Street as feeder routes. The second item appears on Page II-9 paragraph (b) Public Transportation. While TARC is the implementing agency for any transit improvements, TARC would not be responsible for constructing any sidewalks.

Thank you for attention to the above clarifications. Should you have any questions, please call me at 587-2687.

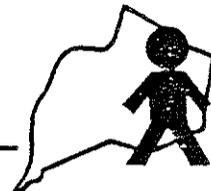
Sincerely,

Dwight Maddox
Director of Planning

DM/jwl

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION

900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-6230



February 5, 1985

Mr. Dwight Maddox
Director of Planning
Transit Authority of River City
1000 West Broadway
Louisville, Kentucky 40203

Dear Dwight:

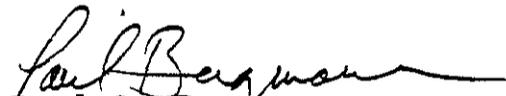
We appreciate the time and effort that you have given to review and comment on the Algonquin Parkway Community Needs Assessment Study. Your participation helps to insure that the study adequately reflects conditions as they exist in the area.

Your letter of comment dated December 27, 1984, will be included in the agency response appendix to the study as will this response letter. Upon completion of corrections based on agency reviews and study area residents' comments, the final study will be produced. We will send you a copy for your reference and use.

In regards to comments and suggestions raised in your letter of December 27, 1984, the Twelfth Street and Twenty-Second Street routes have been identified as feeder routes. In response to your comment concerning TARC's responsibility for transit improvements and not sidewalk improvements, the following sentence has been added to Page II-9 paragraph (b) Public Transportation, "Sidewalk improvements along TARC routes are not the responsibility of TARC but are rather the responsibility of adjacent property owners."

Once again thank you for your review of this study. If you have any questions, please call Tim Butler of my staff at 581-5860.

Sincerely,


Paul A. Bergmann
Executive Director/Secretary

cc: David Ripple
Tim Butler

PAB/lt



420 SOUTH EIGHTH STREET
LOUISVILLE, KENTUCKY 40203
TELEPHONE: (502) 566-6980

RECEIVED
JAN 04 1985

January 3, 1985

LOUISVILLE AND JEFFERSON COUNTY
PLANNING COMMISSION

Mr. Paul A. Bergmann, Director
Louisville & Jefferson County Planning Commission
900 Fiscal Court Building
Louisville, KY 40202

Dear Paul:

Your report draft of the Algonquin Parkway Community Needs Assessment study has been received and reviewed as available in the time allowed. While it appears to be generally comprehensive and accurate as to specific statements and observations relative to Housing Authority of Louisville properties, I also offer the following comments:

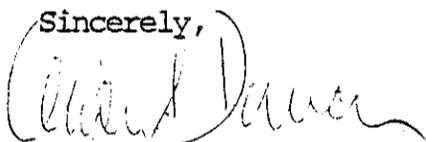
1. Relative to the Problems and Needs Appendix, items identified at October 18, 1984 meeting
 - o "Inadequate maintenance of four Housing Authority of Louisville properties" is probably not accurate. A priority goal for 1985 set by the Housing Authority of Louisville focuses on maintenance services. Also, recent expenditure of CDBG funds at Cotter Homes resulted in correction of drainage problem at that location.
 - o While repeated attempts by Housing Authority of Louisville have been made to replace street lamps in the Lang Homes property, vandals continue to shoot out light fixtures.
2. I would also like to point out corrections on Page IV-4 under Service Area A. Reference is made to recreational facilities including tennis and wading pools. Neither of these facilities exists in the area mentioned. On Page IV-2, at the top of the page, facilities cited at the Harris Mini Park and their condition should be corrected as follows: the basketball court is definitely below standard, the playground equipment definitely poor. Under the Parkhill Mini Park listing of facilities and conditions, please correct the condition of basketball court listed as below standard

Paul Bergmann
January 3, 1985
Page 2

to good. A new installation has occurred at that location and the basketball court outside is now brand new. On Page IV-3 under Southwick Mini Park facilities and conditions, please consider changing the following: basketball courts are now newly installed, playground equipment has been newly installed and there is no wading pool. Recreation participation by Metro Parks is not underway at this location.

I appreciate your allowing us the opportunity for review and comment of the above mentioned document. Please be assured that the Housing Authority of Louisville would like to work collaboratively with the City in implementing any improvements which would be feasible and beneficial to both HAL residents and the greater community.

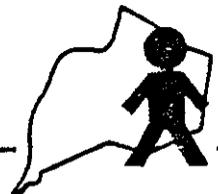
Sincerely,



Andrea S. Duncan
Administrator

/jb

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION



900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-6230

February 5, 1985

Ms. Andrea S. Duncan, Administrator
Housing Authority of Louisville
420 South Eighth Street
Louisville, Kentucky 40203

Dear Andrea:

We appreciate the time and effort that you have given to review and comment on the Algonquin Parkway Community Needs Assessment Study. Your participation helps to insure that the study adequately reflects conditions as they exist in the area.

Your letter of comment dated January 3, 1985, will be included in the agency response appendix to the study as will this response letter. Upon completion of corrections based on agency reviews and study area residents' comments, the final study will be produced. We will send you a copy for your reference and use.

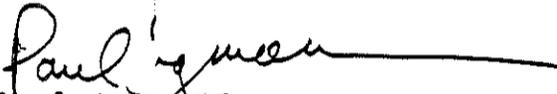
In regards to comments offered in your letter of January 3, 1985:

1. Relative to your comments about the responses recording at the October 18, 1984, residents' meeting, these comments reflect the perceptions of the residents. Whether actually right or wrong, the residents have voiced their concerns as they believe them to be and it would be inappropriate for us to delete them. An integral part of the planning process in the elicitation of area residents' view points since they are the party directly affected by the study's findings.
2. In terms of conditions of the recreation facilities, at the suggestion of the Metro Parks Department, this information has been deleted because, as shown by your comments, the information tends to become outdated quickly and it is rather time consuming to update and of questionable value.

Ms. Andr Duncan
February 985
Page 2

Once again thank you for your review of this study. If you have any questions, please call Tim Butler of my staff at 581-5860.

Sincerely


Paul A. Mann
Executive Director/Secretary

cc: Dav Riple
Tim tlr

PAB/lt



LOUISVILLE
NEIGHBORHOOD
DEVELOPMENT
CABINET

727 WEST MAIN · LOUISVILLE, KENTUCKY 40202



(502) 587-3151

HARVEY I. SLOANE
MAYOR

SHARON WILBER
EXECUTIVE DIRECTOR

RECEIVED

JAN 04 1985

January 1985

LOUISVILLE AND JEFFERSON COUNTY
PLANNING COMMISSION

Mr. Paumann, Executive Director/Secretary
Louis Jefferson County Planning Commission
900 Court Building
Louis KY 40202

Dear :

We reviewed the draft of the Algonquin Parkway Community Needs Assessment Study. We have a few questions and comments.

The sentence on page I-10 is: "More housing rehabilitation is to be the financial responsibility of the property owner due to scarcity of public funding for this purpose." This sentence is repeated in the last sentence on the same page: "Due to the lack of public funding, financial responsibility for housing rehabilitation falls more to the individual property owner." These statements imply that the public sector has a responsibility for rehabilitation which IS NOT THE CASE, and has always been, the responsibility of the property owner. The public sector has lent assistance when needed. As the number of housing programs decreases, public sector help is available. This is what should be stated.

On page 2 there is a paragraph dealing with public housing: "The economic viability of public housing complexes in the Algonquin Parkway community as standard housing would appear to be doubtful." This seems a little misleading given the Commission's sentiments and cutbacks in public housing programs.

Under the development, alternatives for increasing the buying power included the government giving welfare recipients more etc. One alternative suggests improving the economic mix by decreasing the concentration of public housing units or increasing the public housing stock. How does the former increase buying power? The latter? Does this mean bringing in higher income persons or what?

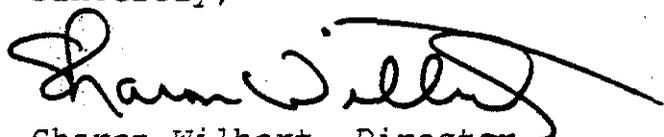
In the same discussion (III-9), assisted rehabilitation is suggested for the Algonquin Manor Shopping Center. The study states that the population is declining and buying power is reduced. If the government does not increase welfare benefits, etc. and if the number of higher income persons in the area does not change dramatically, how can the Center make it (especially with additional tenants as the Plan suggests) without continual subsidy?

On III-9 in the third paragraph it states: "Also persons in the area should realize the benefits that a new business can receive if it locates in the Enterprise Zone and hires residents of the Zone or other target populations. This can greatly improve a new business's chances for success." What does this mean? Needs to be clearer about the link between the individual realization to the business's success.

On III-10 in discussing Algonquin Parkway, it mentions things which detract from the attractiveness of the Parkway. I feel more emphasis should have been placed on this since some of the solutions are things the neighborhood and city can impact. For example, trees are often available at low or no cost to the neighborhood and would be a solution to the loss of trees mentioned.

If you have any questions, please call Sally Yankee at 587-3301.

Sincerely,



Sharon Wilbert, Director
Neighborhood Development Cabinet

SW:vc/disp/d

RECEIVED
JAN 04 1985
LOUISVILLE AND JEFFERSON COUNTY
PLANNING COMMISSION

LOUISVILLE & JEFFERSON COUNTY
PLANNING COMMISSION



900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-6230

February 5, 1985

Ms. Sharon Wilbert, Director
Neighborhood Development Cabinet
727 West Main Street
Louisville, Kentucky 40202

Dear Sharon:

We appreciate the time and effort that you and your staff have given to review and comment on the Algonquin Parkway Community Needs Assessment Study.

Your letter of comment dated January 3, 1985 will be included in the agency response Appendix to the study as will this response letter. Upon completion of corrections based on agency review and study area residents' comments, the final study will be produced. We will send you copies of the study for your review at that time.

In regards to comments and questions in your letter of January 3, 1985:

The relevant portion of the first paragraph on page I-10 has been changed to read "Housing rehabilitation is the financial responsibility of the individual property owner. However, the Louisville Neighborhood Development Cabinet administers the Community Development Block Grant and other specific housing programs that a property owner might be eligible for and seek assistance from." to reflect your concern about stating that housing rehabilitation is clearly the property owners responsibility.

We have added this sentence to the end of the second paragraph on page I-10, "However, cuts in federal funding might jeopardize this projected long-term viability." to reflect your concern for public housing's viability in the study area. In addition, we have added a table that details recent improvements to HAL public housing complexes and improvements budgeted for the near future.

In regard to your concern about the statements under economic development alternatives, a closer reading will indicate that the plan does not suggest increasing public housing stock but rather suggests increasing the private housing stock. Obviously giving more money in the form of welfare benefits to recipients in the study area would increase buying power however unlikely this is to occur. Improving the economic mix of persons in the study area would enhance the areas attractiveness to middle-income homebuyers.

Sharon Wilbert, Director
February 5, 1985
Page 2

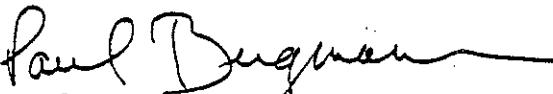
In order to address your concerns about the viability of Algonquin Manor Shopping Center, we have added the following sentence to the paragraph on page III-9 dealing with restoring tenants to Algonquin Manor, "Market Analysis should be used in order to target the type of commercial uses that could be supported by local residents and that would draw shoppers from a wide area.

The sentences in the third paragraph that discuss individual's interest in the Enterprise Zone have been changed to more adequately reflect the intent of the paragraph. They now read "Also business persons interested in locating in the area should be made aware of the benefits that a new business can receive if it locates in the Enterprise Zone and hires residents of the Zone or other target populations. These benefits can greatly improve new businesses' chances for success."

In order to deal with your concern about tree loss along Algonquin Parkway, we have added the following sentence to the third paragraph on page III-10, "Trees that have died along the parkway have been replaced with small trees that will some day grow to a size to enhance the attractiveness of the parkway even though they currently seem out of place due to their small size." Since this study is a needs assessment study further emphasis on solutions for problems along the parkway would be beyond the scope of this study.

Once again thank you for your review of this study. If you have any questions, please call Tim Butler of my staff at 581-5860.

Sincerely,


Paul A. Bergmann
Executive Director/Secretary

PAB/jcb

Metro Parks

An Equal Opportunity Employer

1297 Trevillian Way
Post Office Box 37280
Louisville, Kentucky 40233
502 459-0440

January 4, 1984

Paul A. Bergmann
Executive Director
Louisville/Jefferson Co. Planning Commission
900 Fiscal Court Building
Louisville, KY 40202

Re: Algonquin Parkway Community Needs
Assessment Study

Dear Paul:

We have reviewed the draft Algonquin Parkway Community Needs Assessment Study, and wish to make the following comments about the Recreation Needs Assessment Section.

Summary of Findings:

Concerning services to the area by "neighborhood park/playgrounds," the second finding states: "Generally areas south of Algonquin Parkway are poorly served due to limited, safe pedestrian access to facilities north of the parkway." (Page IV-1)

The study area south of Algonquin Parkway extends from 39th to 14th streets. At any point Louisville's City limits are no more than 5 blocks from the parkway. In fact, 3 jurisdictional boundaries converge south of Algonquin Parkway, i.e. Louisville, Jefferson County and the City of Shively. It may be that the area south of Algonquin Parkway is poorly served by neighborhood park/playgrounds. It may also be true that it is not safe for pedestrians to cross Algonquin Parkway in order to visit parks to the north. If the Algonquin Needs Assessment recommends a new neighborhood park/playground as a remedy, it's important to note how difficult funding such a recommendation may be in that each jurisdiction may not wish to take full funding responsibility. Until and unless some imaginative or experimental three-way funding of an additional park is created, it seems unrealistic to suggest it would happen.

Metro Parks manages parks and indoor recreational facilities in Louisville and Jefferson, not those owned by the City of Shively. It's possible that park and recreation facilities are needed in the northern portion of Shively but that need should be addressed by that City rather than by either the City of Louisville or Jefferson County.

Your First Resort

Inventory:

Please delete "benches" and "picnic grills" from Russell Lee Park's inventory. Also delete "wading pool" from Southwick Mini Park's list of facilities.

We suggest you delete the condition ranking of park facilities on pages IV-1 through 3 since you are using 3 year old data from the 1982 Master Action Plan. Actually, many of the parks in the study area have received both Federal and local funding since 1982. Parkhill Park received \$97,737 in Urban Parks and City funds in 1983-84 for a variety of improvements. In addition, the park is the site of the \$450,000 new gymnasium funded from the Ralston Purina settlement of the sewer blast. Algonquin Park received \$186,697 in 1983-84 from Urban Parks and the City; the Tom Thumb Pool at Russell Lee was recently renovated with \$20,000 from Federal and local funds; and a major piece of play equipment was installed at Russell Lee Park in 1983-84 funded by Community Development. In addition, it is not noted anywhere in the Needs Assessment that improvements to Southwick Center, located in Russell Lee Park, were funded by the City in the amount of \$44,000 in 1984.

Planned Improvements:

Each year Metro Parks submits to Louisville and Jefferson County a 5 Year Capital Improvement Budget. These government entities determine what will be funded for the upcoming fiscal year. Thus, any planned improvements are based on availability of funds. We believe that including references to the year a project may be funded is misleading and raises potentially false expectations. Therefore, we suggest that all references to dates be deleted.

Assessment:

Reflecting upon your recommendation of Page IV-7, Metro Parks looks favorably upon improvements to LaSalle Mini Park with the caveat that funding is made available from the Housing Authority of Louisville.

On Page IV-4 the Study states that Beta Gardens and Colmar Mini Parks are not included in the Plan because these mini parks have been abandoned by Metro Parks. Then, why mention them at all?

Conclusion (Recreation Needs Assessment):

While discussing the cost of acquiring land and providing facilities, the study says that "Metro Parks Department is one potential source of funding ..." (Page IV-8) Metro Parks is not a source of funds, but relies upon the City of Louisville and Jefferson County for funds to either acquire or renovate land and/or facilities. The Plan does state correctly the standing policy of Metro Parks not to acquire additional small parks because their maintenance is not cost effective.

Conclusion (Economic Development Needs Assessment):

We don't concur with the recommendation that the Algonquin Manor

Shopping Center be the site of an indoor recreation facility. Harris and Southwick Community Centers are less than a mile from the Algonquin Manor site. Therefore, we can not recommend funding a new indoor recreation center so close to two existing centers.

We appreciate the opportunity to register comments concerning the Algonquin Needs Assessment. Please call if you wish to discuss further any of these points.

Very truly yours,

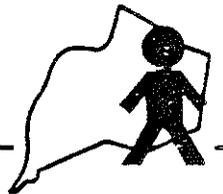


Carolyn Denning
Assistant Parks Planner



Jacky Gardner
Region I Manager

LOUISVILLE & JEFFERSON COUNTY PLANNING COMMISSION



900 FISCAL COURT BUILDING, LOUISVILLE, KENTUCKY 40202 502-581-6230

February 5, 1985

Carolyn Denning, Assistant Parks Planner
Jacky Gardner, Region 1 Manager
Metro Parks
1297 Trevillian Way
Louisville, Ky. 40213

Dear Carolyn and Jacky:

We appreciate the time and effort that you have given to review and comment on the Algonquin Parkway Community Needs Assessment Study. Your participation helps to insure that the study adequately reflects conditions as they exist in the area.

Your letter of comment dated January 4, 1985, will be included in the agency response appendix to the study as will this response letter. Upon completion of corrections based on agency reviews and study area residents' comments, the final study will be produced. We will send you a copy for your reference and use.

In regards to comments offered in your letter of January 4, 1985:

Summary of Findings

In order to address your concerns about recreational service to areas south of Algonquin Parkway and the administrative as well as monetary difficulties of providing a park in that area, we have added the following sentence to the first paragraph under C. CONCLUSION on page IV-7: "Better service could be provided to areas south of Algonquin Parkway, however, by the installation of wait/walk pedestrian crossing signals at intersections along Algonquin Parkway, in particular at Cypress and 35th Streets."

Inventory

We have deleted benches and picnic grills from the Russell Lee Park inventory and the wading pool from the Southwick Mini-Park inventory.

At your suggestion we have deleted the condition ranking of park facilities on pages IV-1 through 3. In addition, we have added a table showing recent improvements by park.

Carolyn Denning
Jacky Gardner
February 5, 1985
Page 2

Planned Improvements

At your suggestion we have deleted references to dates of completion and starting dates from the Planned Improvements section on page IV-3.

Assessment

We feel that the last two sentences on page IV-7 adequately reflect that the Housing Authority of Louisville and area residents as well as Metro Parks would be involved in improvement of LaSalle Minipark. As indicated arrangements as to what part the individual agencies and resident groups would play in the improvements would have to be determined at the time of planning the improvements. Since no improvements are currently planned, we believe it would be premature to state the source of funding.

On page IV-4, reference to Beta Gardens and Colmar Miniparks has been deleted.

Conclusion (Recreation Needs Assessment)

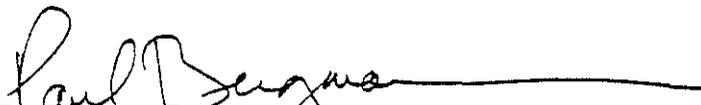
We have changed the reference to Metro Parks as a possible funding source on page IV-8. The sentence that use to read "The Metro Parks Department is one potential source of funding however, Metro Parks has a standing policy against..." has been changed to read "The Metro Parks Department has a standing policy against further acquisition..." eliminating the reference to Metro Parks as a possible funding source.

Conclusion (Economic Development Needs Assessment)

We have eliminated the reference to use of a portion of Algonquin Manor for a indoor "community center" type recreation facility.

Once again thank you for your review of this study. If you have any questions, please call Tim Butler of my staff at 581-5860.

Sincerely,


Paul A. Bergmann
Executive Director/Secretary

PAB/lit

Louisville and Jefferson County
Metropolitan Sewer District

400 South Sixth Street
Louisville, Kentucky 40202

502 587 0591



January 23, 1985

Mr. Tim Butler
Louisville & Jefferson County
Planning Commission
900 Fiscal Court Building
Louisville, Kentucky 40202

Re: Hallmark Neighborhood Drainage

Dear Mr. Butler:

In response to your October 11, 1984 letter to us, we have investigated our files and have reviewed the complaints in this area. The following table shows a summary of those complaints:

<u>TYPE OF COMPLAINT</u>	<u>NUMBER</u>	<u>PERCENT OF TOTAL</u>
Surface Drainage (Clean Catch Basin)	4	9.8
Flooding Basement	3	7.3
Sewer Backing Up	7	17.1
May 1, 1983 Flooding	16	39.0
Cave In	2	4.9
Missing Catch Basin Grate	6	14.6
PSC Stopped Up	1	2.4
Miscellaneous	<u>2</u>	<u>4.9</u>
	41	100.00

These complaints were received between January 1, 1981 and October 31, 1984. As you can see from the table, we did not have any unusual complaints with the exception of the May 1 flooding. The city has indicated that they have received only four drainage related complaints in this area between January, 1983 and December, 1984. This indicates that problems in this neighborhood are more of a nuisance than a major problem.

This neighborhood is one of the many wildcat subdivisions in which

"An equal opportunity employer M/F/H/V"



Mr. Tim Butler
January 23, 1985
Page 2

individual lots were developed without an overall drainage plan. This type of development has led to areas of poor drainage located generally on private property. MSD sewers in this area are combined sanitary and storm sewers and are sized adequately. However, the inadequate grading of the lots does not allow all of the stormwater to reach the sewers.

In view of the types of problems in this neighborhood, it does not fall under MSD's responsibility. Therefore, at this time MSD could not be considered a source for correction action.

If you have any further questions regarding this area, please feel free to contact us.

Sincerely,

A handwritten signature in cursive script, appearing to read 'John A. Zoeller', is written over the typed name.

John A. Zoeller, P.E.
Structural Engineer

JAZ/ss

cc: R. F. Smith

COMMISSION MEMBERS

Jerome Hutchinson Chairman
Carroll Lurding Vice-Chairman
Minx Auerbach
Frank J. Beckmann, Jr.
Ronald M. Karzen
Mary Mullins

Ex-officio Members

Harvey I. Sloane Mayor
City of Louisville
Bremer Ehrler County Judge Executive
Jefferson County Fiscal Court
R. Michael French Director
Department of Public Works, Louisville
James N. Birch Secretary for Public
Works and Transportation, Jefferson County

PROJECT STAFF

Timothy C. Butler Project Manager/Principal Author
Edwin W. Mellett. Demographic & Economic Analysis
Technical Services Division Research, Stenographics
Graphics and Publication
David A. Ripple Director of Advance Planning Division
Paul A. Bergmann Executive Director/Secretary