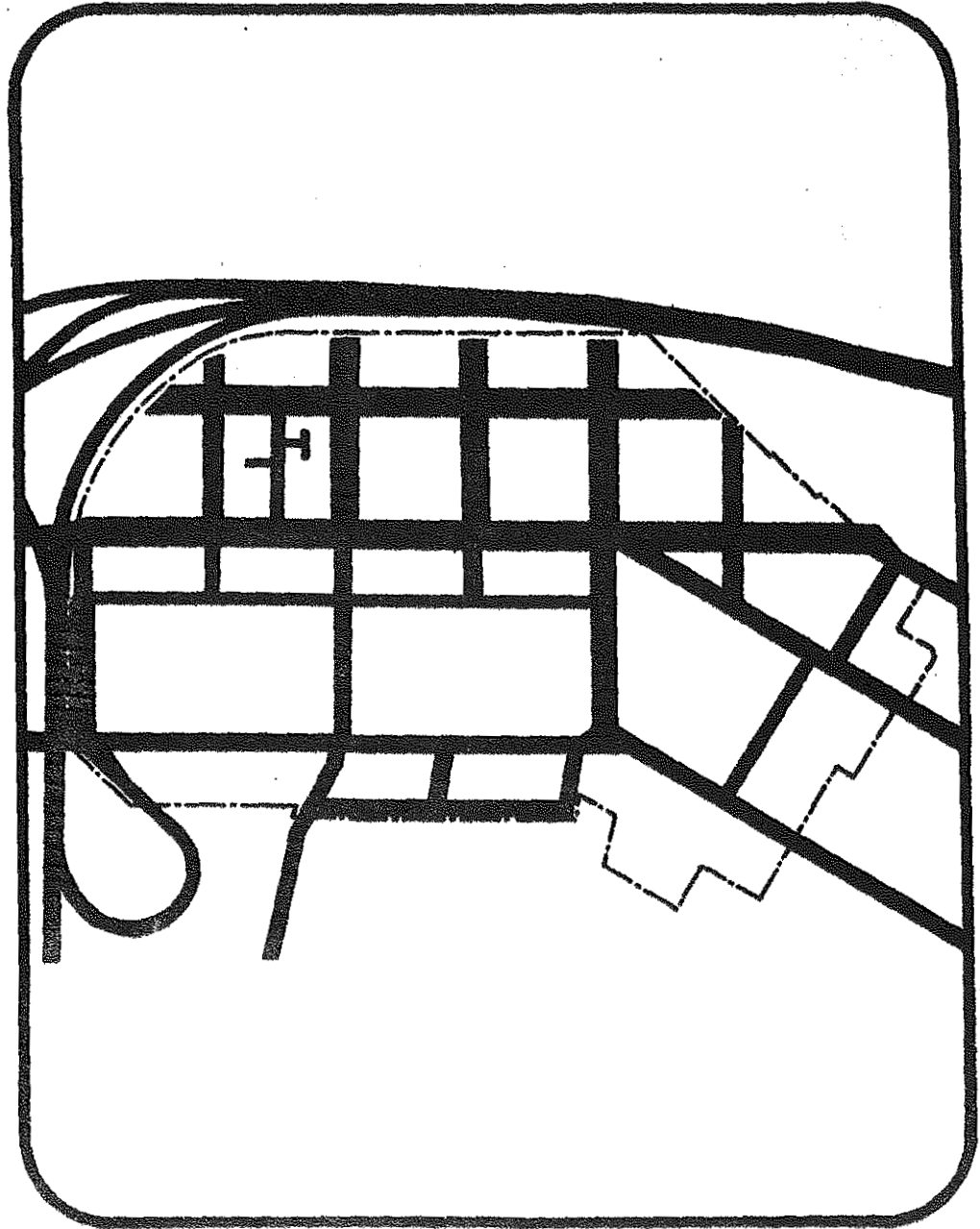


Portland Small Area Study

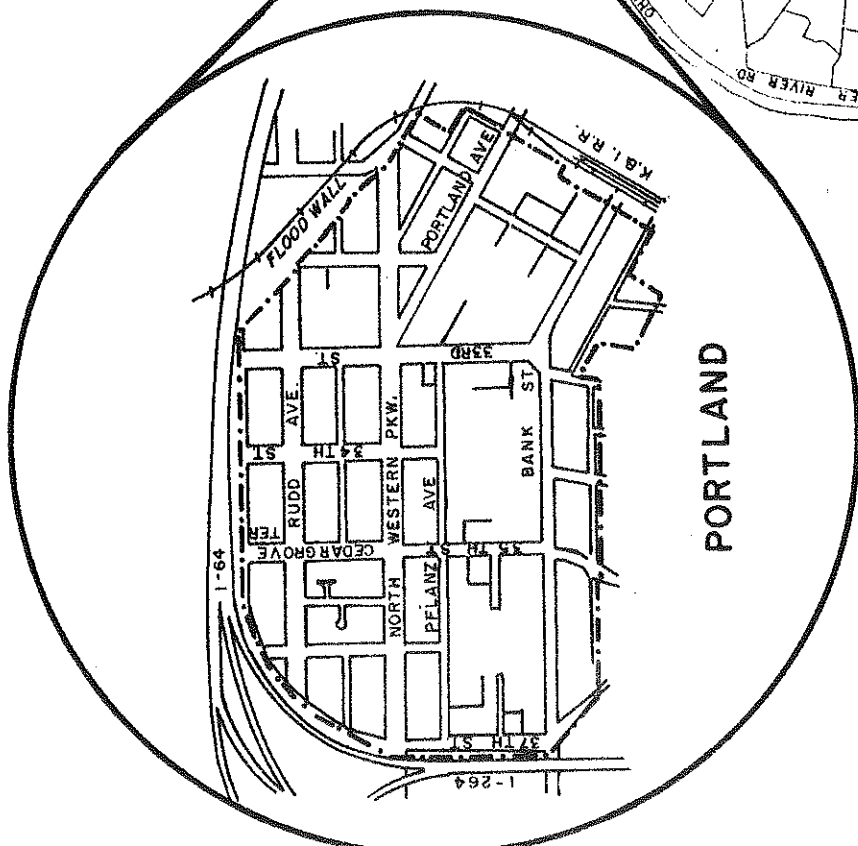


louisville and jefferson county planning commission
June, 1976

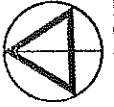
PORTLAND SMALL AREA STUDY

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NO
SCALE



LOCATION MAP

PORTLAND SMALL AREA
STUDY

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planning commission



I. INTRODUCTION

Background:

Portland was designated as a Neighborhood Development Program area in 1972 and funded through the U. S. Department of Housing and Urban Development. This program was carried out by the Urban Renewal and Community Development Agency of Louisville. In the Spring of 1973, the Portland Project Area Committee, composed solely of area residents, approved the proposed Urban Renewal redevelopment plan for their neighborhood.

In July of 1975, the Neighborhood Development Program (NDP) was funded with Community Development Block Grant funds by the City of Louisville and its Community Development Cabinet. Following this change of funding source, the Louisville and Jefferson County Planning Commission was requested to prepare a detailed review of the plans previously prepared by the Urban Renewal and Community Development Agency. The intent of this review was not to formulate a completely new proposal, but to re-evaluate the needs of the residents and determine if any significant changes were necessary to the original plan.

This small area study is a review of recommendations and plans generated in 1973 by the Urban Renewal and Community Development Agency. This review process is an amendatory procedure whereby changes and additions to the elements of the original plan are developed as a supplement to the 1973 Urban Renewal Land Use proposal.

This amendatory strategy takes advantage of the fact that implementation of this plan might be "a continuation of a previously approved project", thus possibly exempting the final plan from further environmental review under Section 58.19 of the Community Development Block Grant regulations.

While the actual Portland neighborhood is considerably larger than the project area defined under the Neighborhood Development Program, hereafter, "Portland Neighborhood" refers to the project area with boundaries shown on accompanying maps.

The Urban Renewal Plan:

As mentioned, in the Spring of 1973, a redevelopment plan was drafted for the Portland Project Area by the Urban Renewal and Community Development Agency. This proposal was approved by the Portland Project Area Committee, the Board of Aldermen, and the Louisville and Jefferson County Planning Commission. The primary focus of this plan was neighborhood rehabilitation. Portland was seen as a reasonably stable, viable neighborhood. Minor transportation and land use problems were noted, such as large numbers of non-conforming uses, but, on the whole, the existing neighborhood structure was considered

worth preserving. In January of 1975, the Urban Renewal and Community Development Agency submitted a request to the City of Louisville for Community Development Block Grant funds to implement the Portland proposals. This request included \$541,516 for acquisition, demolition, relocation and rehabilitation activities in the project area.

Map 1 illustrates the final Urban Renewal Development Plan.

A summary of the Urban Renewal proposals follows:

- concentrated rehabilitation of housing
- demolition of dilapidated housing
- relocation of displaced families
- acquisition of two junkyards
- expansion of commercial facilities to eastern boundary
- acquisition of land south of Portland Elementary School for open space and recreation
- relocation of moving and storage company for high density residential
- expansion of Portland Cemetery
- promotion of industrial uses south of Gilligan Street (old junkyard site)
- improvement, widening and realignment of North 31st Street
- provision for cul-de-sac of Pflanz Avenue south of Portland Elementary School
- improvement, widening, realignment of eastern section of Pflanz Avenue

II. SUMMARY OF AMENDMENTS

The following amendments to Urban Renewal's redevelopment plan are recommended by the staff of the Louisville and Jefferson County Planning Commission as appropriate improvements to the Portland neighborhood:

A. Housing

1. The eastern area of Portland (bounded by Northwestern Parkway, 33rd Street, Gilligan Street, and the K. & I. Railroad tracks) should be the initial rehabilitation area.
2. The Section 8 Rental Assistance Program

should be utilized wherever possible to aid renters in finding or maintaining adequate housing.

3. Construction of new scattered site housing should be undertaken on vacant lots inside the neighborhood.
4. Consideration should be given to providing a site for new housing in the middle of the block bounded by North 35th Street, Pflanz Avenue, North 33rd Street and Bank Street.
5. Units that are dilapidated and unsafe or have been condemned should be demolished and suitable replacement units provided.

B. Land Use and Zoning

1. Non-conforming uses should be rezoned, where applicable, to reflect the most appropriate land use.
2. Scattered commercial uses, especially non-conforming uses, should be consolidated into a neighborhood shopping center. The total amount of commercial floor space and acreage should be less than proposed by Urban Renewal.
3. The residential uses south of Portland Elementary School should remain intact and should not be cleared for open space as proposed by Urban Renewal.
4. Residential structures at the corner of Pflanz Avenue and 35th Street should be retained and the Urban Renewal cemetery expansion proposal deleted from the final plan.
5. A more appropriate site for the junkyard on Portland Avenue should be found.
6. The area between Bank Street on the north, Gilligan Street on the south, 150 feet west of North 35th Street and 100 feet east of North 34th Street should be programmed for commercial uses.

C. Transportation

1. All rough and hazardous streets should be resurfaced.
2. Sidewalks should be provided on at least one side of all streets.
3. Provision should be made for pedestrian and bicycle access to the riverfront at

North 34th Street. Auto access possibilities to this area should be investigated by the City of Louisville.

4. Access should be provided to the proposed inner-block housing off Pflanz Avenue and Bank Street, assuming housing finance resources can first be mobilized.
5. The Urban Renewal proposal to close Pflanz Avenue south of Portland Elementary School should be deleted. However, the Urban Renewal proposal for widening and improving Pflanz Avenue from 33rd to 34th Streets should remain in the plan with minor modifications.
6. The proposed realignment of 31st Street by Urban Renewal should be deleted.
7. The section of North 31st Street between Portland Avenue and Northwestern Parkway should be one way north.
8. Street lights should be provided as required.

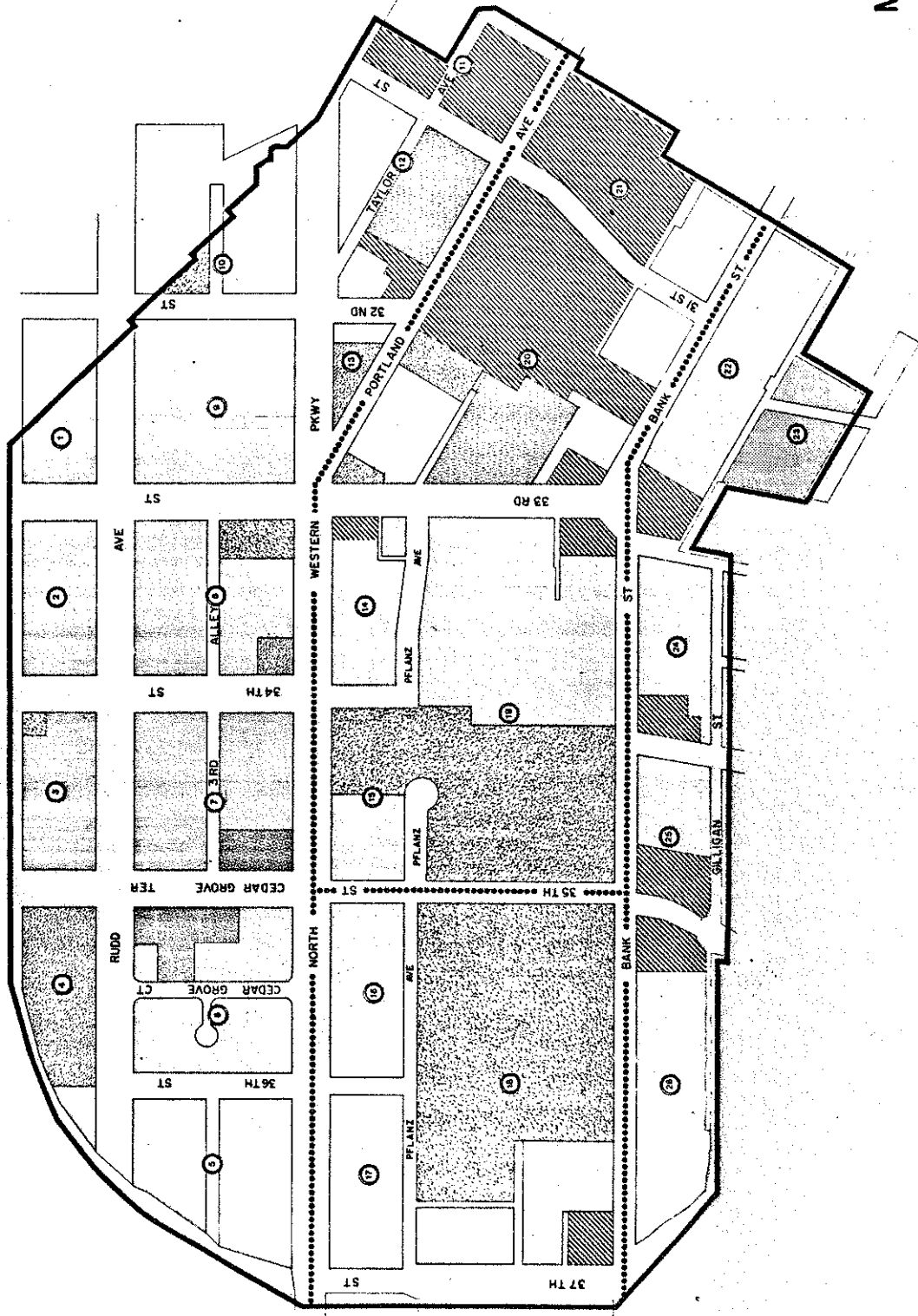
D. Open Space and Recreation

1. The proposal by Urban Renewal for five acres of open space south of Portland Elementary School should be deleted.
2. The large riverfront open space north of the neighborhood should be developed for outdoor sports and recreation.
3. Rudd Avenue, Cedar Grove Terrace, North 33rd, 34th, and 36th Streets should be narrowed to residential scale by providing wider pedestrian-ways and street landscaping.
4. Tot lots should be provided on appropriate vacant lots in the neighborhood.

E. Phasing and Costs

The following costs are estimates for implementation of the program with Community Development funds. The three phases represent an assumed three year capital improvements program. The project cost estimates are subject to further refinement following preparation of engineering drawings for the capital facilities, a more technical assessment of the feasibility and cost of housing rehabilitation, and an analysis of the residents' ability to secure financing for rehabilitation. (See table on the following page).

I-64 RIVERSIDE PARKWAY



1-264 SHAWNEE PARKWAY

Map 1

PORTLAND NEIGHBORHOOD IMPROVEMENT AREA
NEIGHBORHOOD DEVELOPMENT PROGRAM — AREA NO. 2

Prepared by
 URBAN RENEWAL AND COMMUNITY DEVELOPMENT AGENCY—LOUISVILLE, KENTUCKY
 J. G. Leath, executive director

NEIGHBORHOOD DEVELOPMENT PROGRAM "B" S. A.

CODE NO.

ND 401-2

SHEET NO.

2

LAND USE PLAN



LEGEND

- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC
- SEMI-PUBLIC
- BLOCK NUMBER
- PROJECT BOUNDARY
- MAJOR ARTERIALS

CONSULTANTS
 Ashcraft Associates, Inc.
 1001 17th Street, Louisville, Kentucky 40202
 Planning Consultants

DATE: 4/71

ESTIMATED COSTS

<u>Phase 1</u>	<u>Housing Rehab.</u>	<u>Other Costs</u>
Housing Rehabilitation (Impact Area)	<u>\$302,200</u>	
Housing Demolition - 18 units @ \$1035/unit		\$ 18,630
Land Acquisition - 27 parcels @ \$10,000/parcel		\$270,000
Street Paving - 3560 lineal feet @ \$12/l.f.		\$ 45,060
Sidewalks - 940 lineal feet @ \$5/l.f.		<u>\$ 4,700</u>
Subtotal	<u>\$302,200</u>	\$338,390
<u>Phase 2</u>		
Housing Rehabilitation (Remaining Units)	<u>\$355,100</u>	
Street Lights - 3 years operation @ \$17,300/year*		\$ 51,900
Street Landscaping -		\$220,000
Tot Lot Equipment and Site Work - @ \$6000/lot		\$ 12,000
Riverfront Access (Pedestrian and Bike)		\$ 35,000
New Housing Access (Streets) - @ \$21/l.f.		<u>\$ 11,340</u>
Subtotal	<u>\$355,100</u>	\$330,240
<u>Phase 3</u>		
Riverfront Park:		
2 Tennis Courts @ \$10,000 each		\$ 20,000
1 Outdoor Basketball Court		\$ 3,000
2 Shuffleboard Courts @ \$1000 each		\$ 2,000
2 Horseshoe Pits @ \$200 each		\$ 400
1 Softball Diamond		\$ 5,000
1 Picnic Area w/grills, tables, recepacles		\$ 4,000
1 Open Air Shelter		<u>\$ 7,000</u>
		\$ 41,400
GRAND TOTAL	\$657,300	\$710,030

* See explanation of phasing under Transportation Amendments.

III. GOALS, OBJECTIVES, POLICIES

The following goals, objectives and policies are based on citizen comments (see Citizen Participation section in Appendix) and revision of Urban Renewal's initial goals and objectives.

A. Housing

1. Goal

- Increase housing opportunities and improve the safety and quality of existing housing in the Portland neighborhood.

2. Objectives

- Conserve, maintain, and upgrade the neighborhood housing.
- Encourage new construction of houses to replace structures that cannot be rehabilitated.

3. Policies

- Preserve existing sound housing.
- Promote preservation of historic structures in Portland.
- Rehabilitate all substandard housing where feasible and appropriate.
- Demolish all totally dilapidated vacant structures or structures condemned by health and housing agencies in order to reduce health and safety hazards.
- Construct new housing for the elderly and for people needing relocation during rehabilitation or prior to demolition.
- Preserve existing ownership patterns by giving owners currently living in dilapidated units the option to purchase new units in the neighborhood.
- Provide new housing in order to increase the number of standard units and to provide a choice of housing types at prices existing residents can afford.

B. Land Use and Zoning

1. Goal

- Encourage land uses that are in character and scale with the existing neighborhood.

2. Objectives

- Promote a land use mix that will enhance the residential nature and support the economic and social well-being of the Portland community.
- Promote the use of buffers between incompatible land uses.
- Minimize non-conforming land uses.

3. Policies

- Discourage new industrial zoning in residential areas of the neighborhood.
- Encourage new light industrial uses on industrially zoned land on the neighborhood border to provide jobs and to serve as a buffer between residential uses and heavier industrial uses.
- Buffer and screen, where possible, border uses such as highways, railroads and industrial operations from residential areas.
- Encourage consolidation of commercial uses and zoning into a centralized neighborhood shopping area.
- Rezone or amortize current non-conforming uses.

C. Transportation

1. Goal

- Provide for safe and efficient movement of pedestrians and vehicles within the neighborhood.

2. Objectives

- Discourage unnecessary through traffic and truck traffic.
- Improve substandard street facilities.

3. Policies

- Retain all existing streets that are not in conflict with accessibility to neighborhood facilities or not a hindrance to safe auto movement.
- Increase or decrease pavement widths where appropriate.
- Upgrade streets with proper re-surfacing where such improvements are needed.

- Provide sidewalks on at least one side of every street.
- Provide adequate vehicular and pedestrian accessibility and vehicular parking for community facilities and open space.
- Provide additional street lights for street safety where needed.

D. Open Space and Recreation

1. Goal

- Provide and maintain accessible open space and recreation facilities for Portland.

2. Objectives

- Provide active and passive types of recreation facilities.
- Provide opportunity for activities that appeal to various age groups.

3. Policies

- Develop open space for field sports and passive recreation.
- Develop lot lots on appropriate vacant lots in the neighborhood.
- Encourage development of the grounds west of Portland Elementary School as a school playground to be usable by both Portland children and adults.
- Provide street planting and landscaping, and sidewalk widening in rights-of-way where appropriate to enhance the residential character of the neighborhood.

E. Resident Population

1. Goal

- Improve the quality of life for Portland residents.

2. Objectives

- Promote the delivery of social services by making residents more aware of their availability.
- Minimize disruption of neighborhood lifestyles and behavior patterns.

3. Policies

- Give first priority in the acquisition of new or rehabilitated housing to existing Portland residents.
- Minimize dislocation of existing residents during the redevelopment program.
- Conduct citizen meetings to review all redevelopment proposals.

IV. AMENDMENTS TO THE URBAN RENEWAL PLAN

A. Housing

1. Designation of Portland as a Community Development rehabilitation target area:

A major addition to the Urban Renewal Proposal is the recent designation of the Portland area as a Community Development rehabilitation target area. The effect of this designation is to make people desiring to rehabilitate their houses eligible for free advice, low interest loans, and in some cases, cash grants. The program will be administered and implemented by the City of Louisville's Community Development Cabinet.

Due to this important addition, the Portland neighborhood will be eligible both for rehabilitation money, as mentioned, and a portion of the \$1 million set aside for further redevelopment of other former NDP's.

2. Initial Rehabilitation Impact Area:

Map 2 outlines the proposed initial housing rehabilitation area of the Portland neighborhood. This area should be given highest priority for first phase rehabilitation funding. Other sections of the neighborhood appear relatively stable, with more home ownership and better structural condition. However, deterioration is evident in this initial area. Steps should be taken as soon as possible to reduce the deterioration and stabilize the area by using Community Development rehabilitation money and Section 8 funds. Map 3 illustrates rehabilitation commitments made by Urban Renewal that have been or soon will be fulfilled. The "Rehabilitation Area" strategy constitutes an important amendment to Urban Renewal's strategy since Urban Renewal concentrated rehabilitation resources in the northern half of the neighborhood where residential conditions are already comparatively stable.

3. Section 8 of the 1974 Housing and Community Development Act:

In addition to the rehabilitation program mentioned above, which is only for homeowners, Section 8 of the new Housing and Community Development Act provides an opportunity for renters to receive a subsidy for monthly rent when it exceeds 25%, and in hardship cases 15%, of the family income, providing the family income is within specified limits. Consequently, Section 8 provides the opportunity for an important supplement to the City's designated rehabilitation program by allowing landlords to receive increased rents (after rehabilitating their units) and providing renters with decent housing without undue financial hardship.

The Building and Housing Department of Louisville has estimated a rehabilitation need totaling \$657,300 in the Portland area. The following maps (4 and 5) summarize the predominant tenure and building condition patterns. The appropriate program for rehabilitation will depend on whether the unit is owner or renter occupied. The following chart summarizes building costs estimated by the Building and Housing Department for each block in Portland (Block numbers can be found on Map 2).

BLOCK	REHABILITATION COST
1	\$ 2,200
2	17,000
3	26,300
4	5,200
5	27,800
6	34,000
7	41,700
8	13,500
9	27,600
10	8,200
11	29,000
12	67,200
13	6,600
14	23,400
15	2,500
16	5,800
17	15,600
18	18,200
19	53,000
20	97,000
21	71,000
22	31,400
23	—
24	7,200
25	—
26	25,500
TOTAL	\$657,300

4. Demolition of Dilapidated Housing:

The building condition map (Map 5) indicates that 18 structures are totally dilapidated. Five of these are currently vacant. Where these units provide a hazard to people occupying them, they should be demolished and a suitable replacement unit or relocation unit should be provided for the people who occupy the dilapidated unit. Total demolition costs for the 18 structures are estimated at approximately \$18,630. In addition, the five lots containing vacant, dilapidated houses should be acquired for future housing in the first phase of redevelopment for an estimated \$50,000. Map 6 illustrates proposed uses for selected vacant lots in the study area.

5. Infill Housing:

Scattered site "infill" housing should be developed on appropriate vacant parcels within the neighborhood to replace housing that has been demolished. This scattered site housing should probably be duplex or four-plex row-houses or town-houses in order to bring construction, purchase and rental costs down. Map 7 shows locations for this "infill housing". Acquisition costs for these proposed housing sites total \$90,000.

6. New Construction Sites:

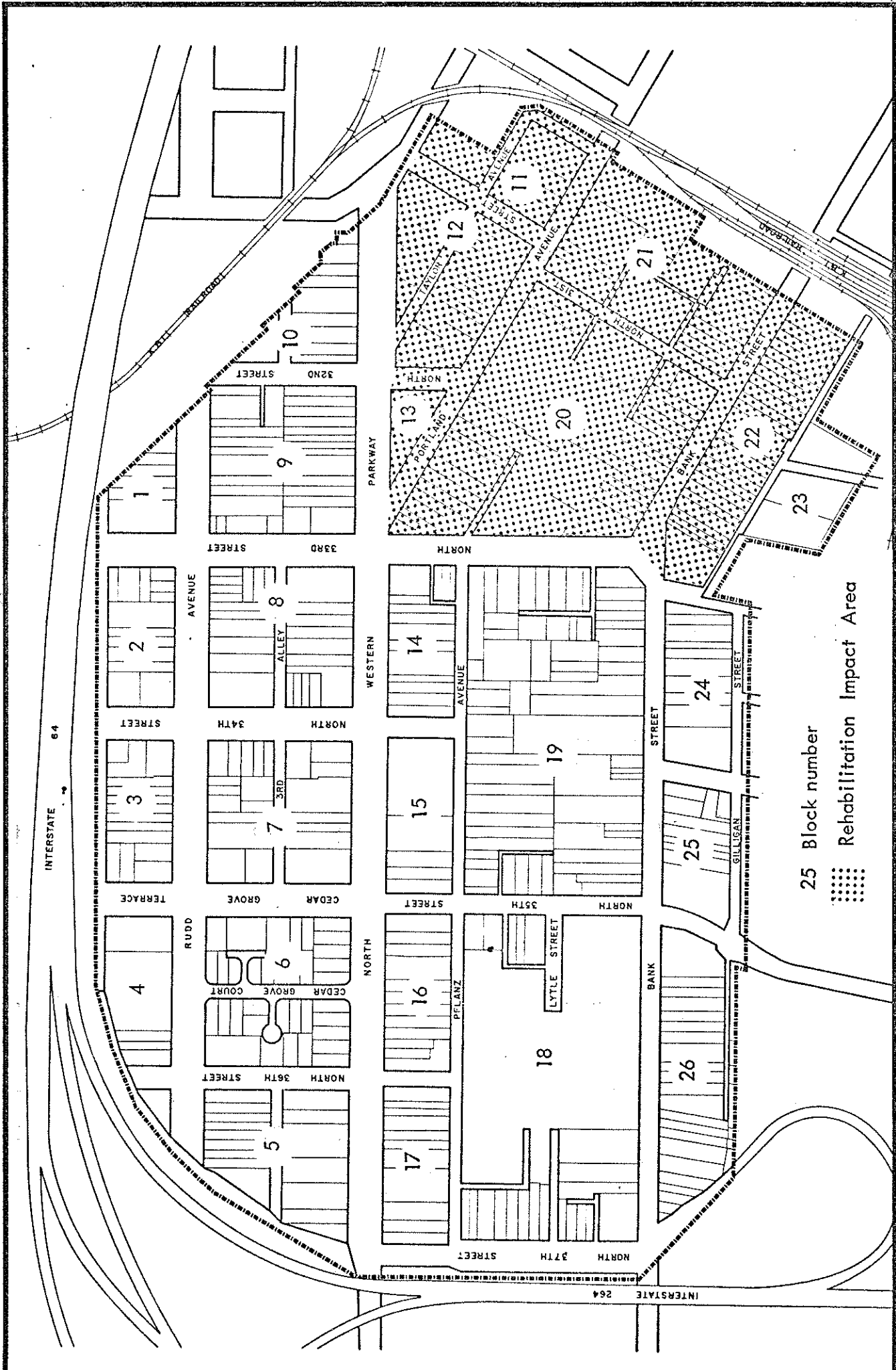
A major amendment to Urban Renewal's proposal is the provision of new housing in the core of the neighborhood to house people now living in dilapidated housing or people needing relocation during rehabilitation of their homes. Residents have also called attention to the need for housing for elderly people in Portland. The middle of the block bounded by North 35th Street, Pflanz Avenue, North 33rd Street, and Bank Street could be considered as the site for this new housing. The area was proposed for recreational use in conjunction with the Portland Elementary School in the Urban Renewal Plan. The Jefferson County School Board staff has not responded to questions concerning their future interest in this block. Alternative recreational provisions are discussed under the Open Space and Recreation Section (page 40).

This possible housing site is centrally located, and close to the school and



PROPOSED INITIAL REHABILITATION IMPACT AREA

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25 Block number
Rehabilitation Impact Area



EXISTING REHABILITATION COMMITMENTS

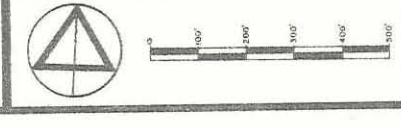
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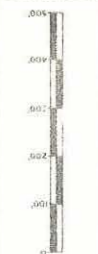


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STATUS OF OCCUPANCY



Map 4



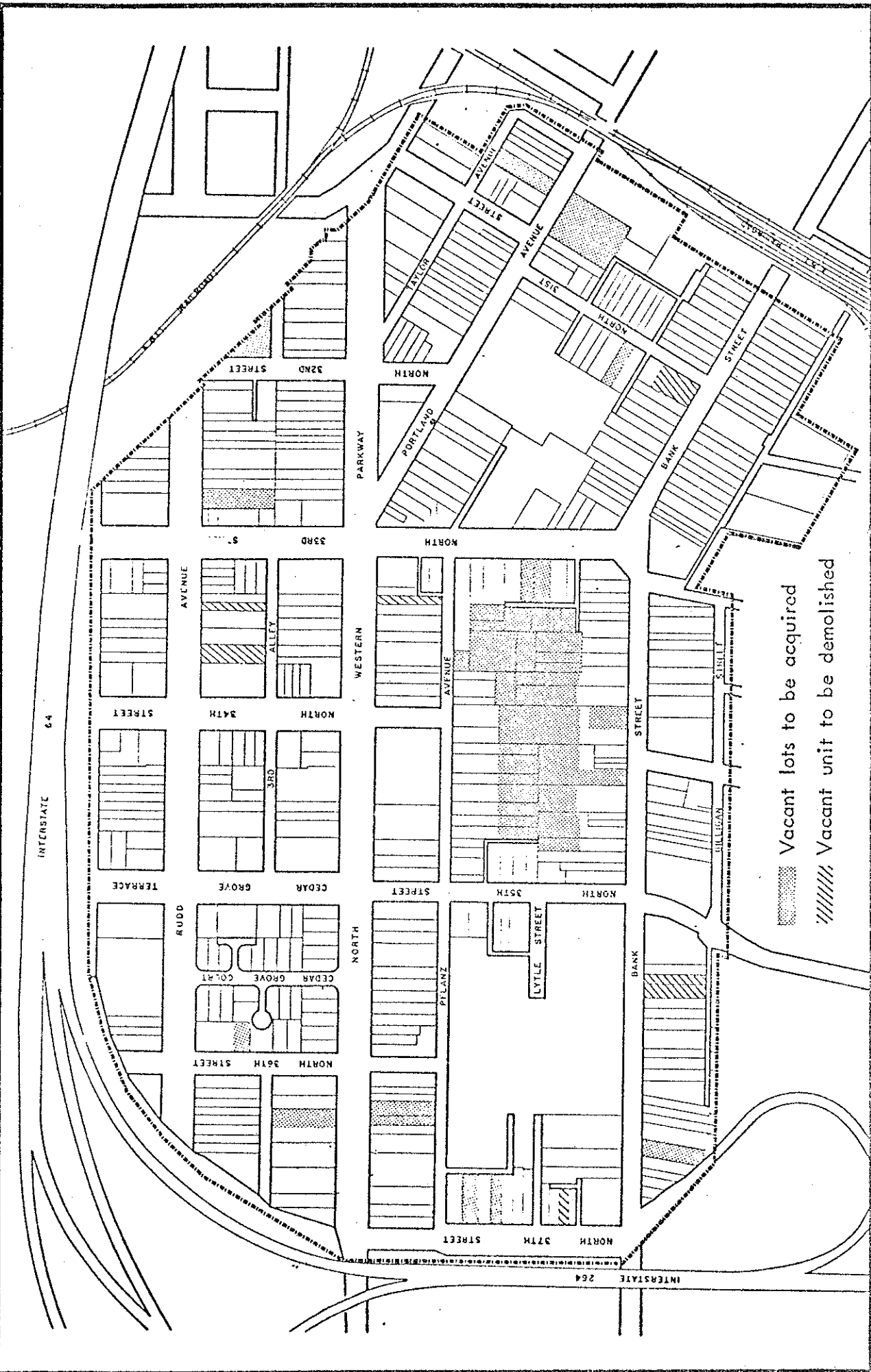
EXISTING BUILDING CONDITION

- Standard
- Minor repair
- Major repair
- Dilapidated

*SOURCE: Louisville Department of Building and Housing Inspection



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**PROPOSED DEMOLITION
and LAND ACQUISITION**

 Vacant lots to be acquired
 Vacant unit to be demolished



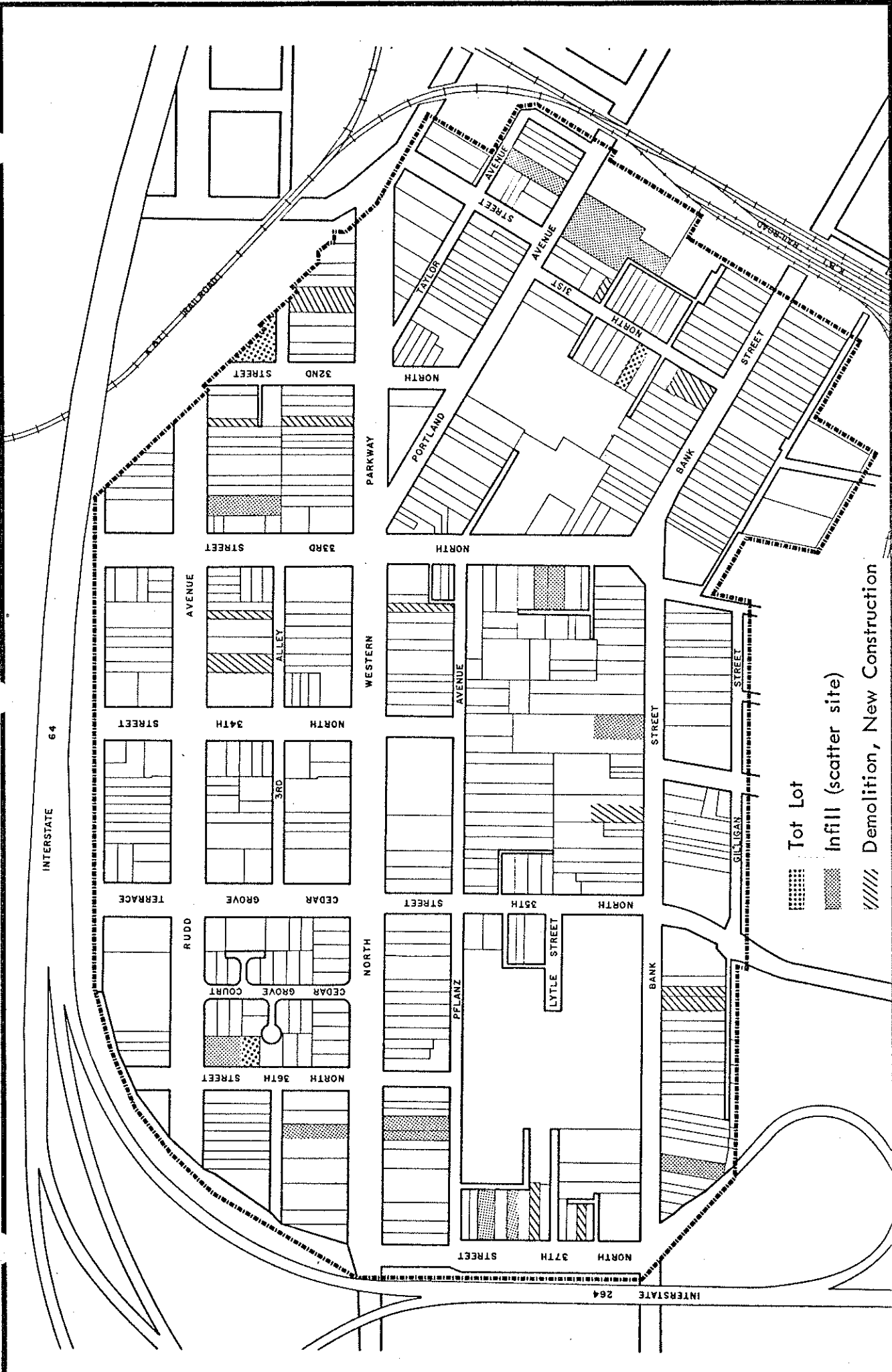


PROPOSED VACANT LOT USES

- Tot Lot
- Infill (scatter site)
- Demolition, New Construction

PORTLAND SMALL AREA STUDY

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planning commission



INTERSTATE 64

INTERSTATE 264

shopping facilities. It should be considered for elderly and/or low income housing. If financing cannot be provided, the block should remain in its existing residential state. The proposal requires demolition of four dilapidated houses. The site plan shown below illustrates a prototypical lot pattern using the interior vacant land of the block bounded by 35th Street, Pflanz Avenue, 33rd Street and Bank Street. The inner-block housing proposal would be implemented by using the rear portions of existing deep lots. The land would need to be re-subdivided. The housing and lot pattern could be varied to accommodate single family units and/or duplexes. This proposal would entail land acquisition totaling approximately \$110,000.

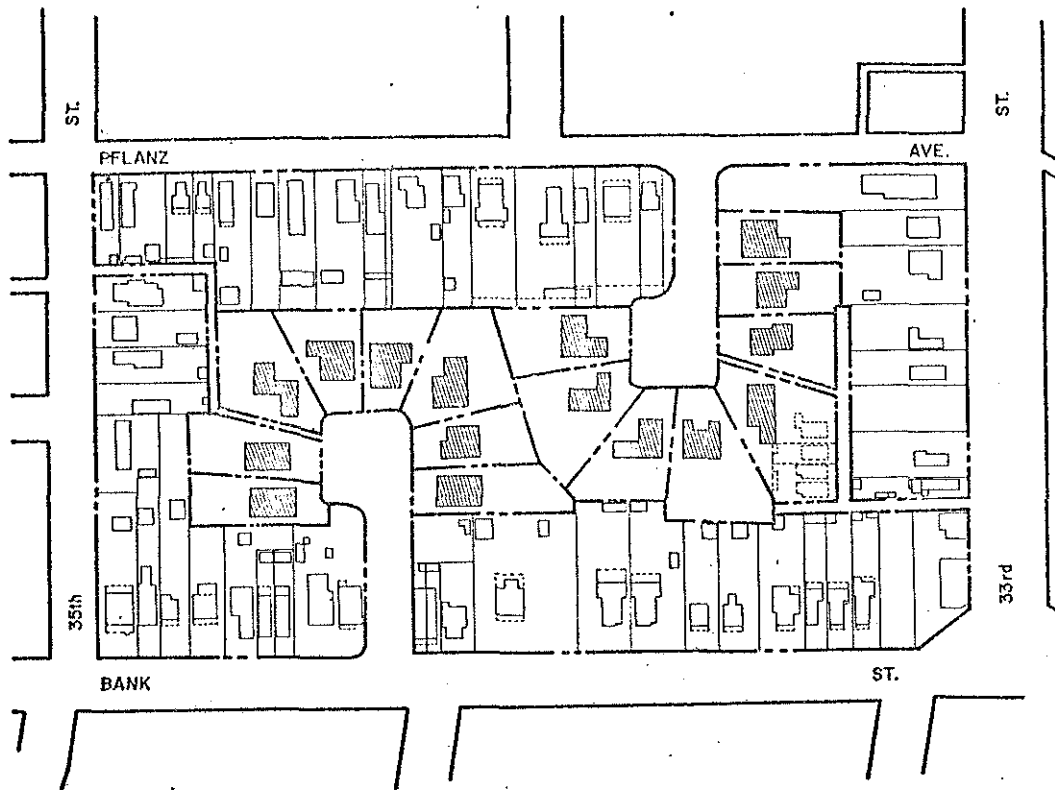
B. Land Use and Zoning

1. Nonconforming Uses

Approximately one-third of the study area is presently zoned M-2 Industrial. (See Map 8). This area is located between the K & I Railroad tracks, North 33rd Street,

I-64 and the first alley south of Bank Street. At the time of the adoption of the original zoning plan for the City of Louisville, July, 1931, this area was designated "J" light industrial. This zone is similar to the present M-2 Industrial zoning classification. Only four of the 45 acres in this area have developed in industrial uses over this 45 year period. Proximity to the K & I Railroad tracks and yard appears to have been the primary reason for this original zoning classification. The four acres of existing industrial uses contain the Bluegrass Moving and Storage Company on North 33rd Street and a junkyard on Portland Avenue. With the exception of a commercial center fronting on Portland Avenue, which contains a Kroger grocery store and Super-X drug-store and other scattered commercial uses, the area is predominantly residential in use and character. Existing land use is shown on Map 9.

The residential and commercial land uses of this area are non-conforming. Non-conforming land uses, such as these,



PROPOSED INNER-BLOCK HOUSING

cannot be significantly improved unless the zoning is changed to an appropriate classification. Residential uses that are non-conforming may not be increased in size or changed in use, unless the new use conforms to the existing zoning classification or is of a less non-conforming nature. However, interior improvements may be made as well as rehabilitation efforts on the exterior facade.

Both the zoning and land use(s) of this area have been relatively stable for the past 45 years. Thus, the current non-conforming uses of the area have been the dominate uses since 1931. The proximity to the rail facilities has not resulted in the industrial development of this area, nor does it appear likely to promote such development in the future. The existing tracks are located on an earth berm approximately 30 feet above grade along the eastern boundary of the neighborhood. Consequently, these tracks are not easily accessible. Neither of the existing industrial uses in the area utilize the railroad facilities. While the dominate land uses of this area, i.e., residential and commercial, are not absolutely compatible, they can be made compatible.

It is therefore recommended that the area currently zoned M-2 Industrial be rezoned to accommodate the existing and proposed residential and commercial land uses of the area. See the proposed Land Use Map, Map 10, for the recommended land use mix of this area. In addition, the Proposed Zoning Map, Map 11, indicates the zoning districts most appropriate for the proposed land use.

2. Commercial Center in Portland

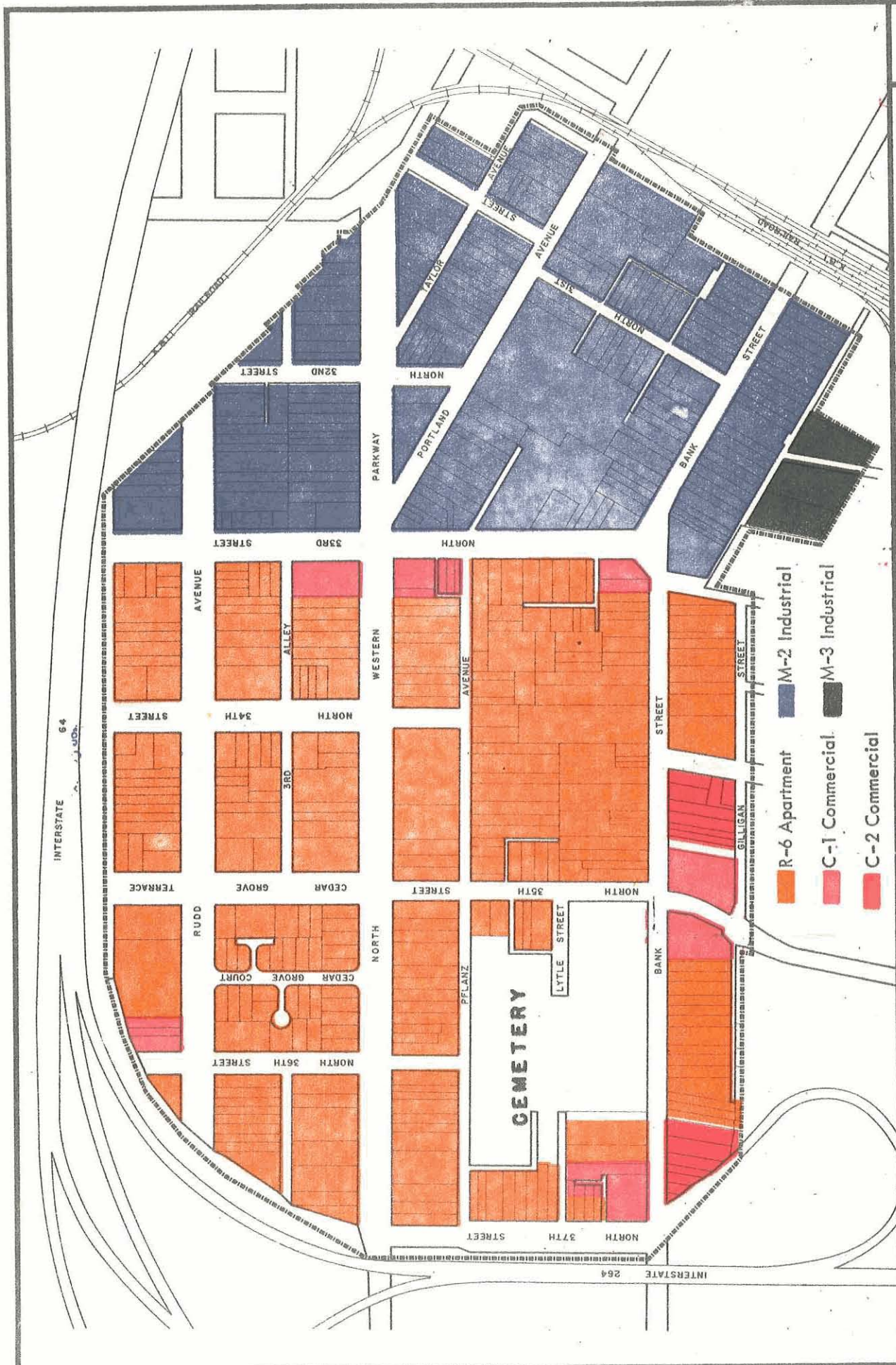
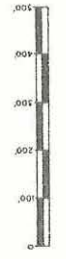
Urban Renewal's proposed land use plan recommended a four acre commercial facility between Portland Avenue and Bank Street and extending north of Portland Avenue. (See Map 1). This would be the expansion of the existing shopping area that contains the Kroger grocery store and Super-X drugstore. Existing residential and industrial would be removed by this commercial expansion.

It is recommended that the existing scattered commercial uses, especially the non-conforming ones, be consolidated into a centralized shopping area within the neighborhood. This could include the consolidation of commercial facilities such as the existing laundromat, hardware, shoe

repair, liquor sales and restaurant. The majority of these existing neighborhood commercial sales and facilities are located in older buildings that were once residential structures. These buildings are typically in a deteriorating condition and as such are a blighting influence on surrounding homes. This commercial area is proposed in conjunction with the existing Kroger grocery store and Super-X drugstore facility. This area is an ideal site for shopping facilities, especially for the elderly population and families without automobiles, due to the existing TARC bus stop and turn-around at the entrance of the Kroger store on Portland Avenue.

It is recommended that the residential area to the east of the Kroger store, not be demolished as proposed for commercial expansion in the Urban Renewal Plan. This area is a deteriorating, but still viable residential area of the neighborhood. In addition, the commercial center proposed by Urban Renewal would have contained 175,000 gross square feet of space. At a ratio of one automobile parking stall per 200 gross leasable square feet of commercial space, this could have provided approximately 75,000 gross square feet of retail shopping space. When combined with the 19,000 existing square feet of shopping area in the Kroger grocery store and the Super-X drugstore, this would total 94,000 square feet of neighborhood shopping space. At the typical ratio of six square feet per person, 94,000 gross square feet of commercial space could support a population of approximately 15,500 people. This population support figure exceeds any foreseeable commercial needs of the immediate neighborhood.

The proposed consolidation of existing commercial facilities in the neighborhood will require relocation of the Bluegrass Moving and Storage Company presently located in the area between the Kroger store and North 33rd Street. Although this area is zoned industrial, the Bluegrass Moving and Storage Company is the only industrial land use in the predominately residential and commercial area. Therefore, it is recommended that this industrial use be relocated to a more appropriate area and that this site be used for the expansion of the existing commercial center. This relocation should be to an industrial site where adequate provision is made for semi-trailer parking and truck traffic.

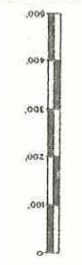


- R-6 Apartment
- M-2 Industrial
- C-1 Commercial
- C-2 Commercial

EXISTING ZONING

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EXISTING LAND USE

- Single family
- Duplex
- Multi-family
- Commercial
- Industrial
- Public & Semi-public
- Cemetery



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 planning commission



INTERSTATE 64

INTERSTATE 264

This site will provide 1.4 additional acres of commercial land. See the Proposed Land Use Plan, Map 10, for the exact location of the proposed commercial center.

3. Portland Elementary School Playground

In the Urban Renewal land use plan, the entire western half of the block bordered by Pflanz Avenue, Bank, North 35th and North 33rd Streets was designated as a public land use. This area was programmed for recreation use for the Portland Elementary School and the neighborhood. This area is recommended as remaining a residential land use. The Portland Elementary School playground is now located west of the school. See Open Space and Recreation for further recreation issues.

4. Expansion of Portland Cemetery

In the proposed Urban Renewal Land Use Plan, it was recommended that three houses be demolished at the southwest corner of the intersection of Pflanz Avenue and North 35th Street for expansion of the Portland Cemetery. According to a Fall, 1975 Department of Building and Housing survey, there is one standard structure, one structure requiring minor repairs and one structure requiring major repairs in this area. Although this small residential area abutting the Portland Cemetery may change to a public land use in the distant future, it is recommended that these homes remain. The three structures are in good condition and are structurally sound.

5. Junk Yards

There are presently two junk yards in the Portland project area. These areas are in industrial zones and are adjacent to residential portions of the neighborhood. The residents of Portland have stated that they wish to see junk yards removed.

The auto salvage yard in the southern portion of the neighborhood is bounded on three sides by K. & I. Railroad property and an alley on the fourth. This yard is located in an M-3 Industrial zone which allows for such uses. Although residents of neighborhoods may object to junk yards being located in their neighborhood, there is a City-wide and County-wide need for junk yards. Due to the surrounding land uses and present zoning of this salvage operation, it is recommended that this use remain. It is an appropriate use of this industrial area.

The second auto salvage yard in the neighborhood is located to the west of the K. & I. Railroad tract on Portland Avenue. This yard is located in an M-2 Industrial zone which does not specifically allow for auto salvage operations. Auto salvage yards may operate only in M-3 Industrial classifications and must obtain a conditional use permit from the Board of Zoning Adjustment. Auto salvage yards in other zoning classifications must show non-conforming status (prior industrial use) to be granted a conditional use permit. This salvage yard is located in an area which is predominately residential in character and is the only industrial land use east of North 31st Street.

In September 1975, the owner requested a conditional use permit be granted from the Board of Zoning Adjustment. (Docket #B-26-75). At that time, the Board denied the application, and the owner of the auto salvage company has since filed suit against the Board.

Although this use is in an industrial zone and abuts the K. & I. Railroad track and vacant land, this use is a blighting influence on the surrounding neighborhood and is not compatible with existing land use patterns in the area. It is recommended that this junk yard be relocated, possibly next to the existing junk yard in the southern portion of the neighborhood. This would be directly to the west of the existing auto salvage operation.

6. Commercial Site at Bank Street and North 34th Street

The Urban Renewal Plan proposed a commercial use on the east and west sides of North 35th Street between Bank Street and Gilligan Street. These two areas are presently commercial uses. In 1974, a parcel of land was zoned from residential R-6 to Commercial C-2 on the corner of Bank Street and North 34th Street. This zoning change, with the exception of one residential structure, is contiguous with the programmed commercial area at Bank Street and North 35th Street. A chemical company presently has office space on this parcel. In light of these recent changes, it is recommended that the area between Bank Street on the north, Gilligan Street on the south, 150 feet west of North 35th Street and 100 feet east of North 34th Street be zoned to permit commercial land use. (See Maps 10 and 11).

7. Industrial Land Use Adjacent to the K. & I.

Railroad Track

The Urban Renewal Plan proposed that the existing commercial shopping area containing the Kroger supermarket be extended east to the K. & I. Railroad tracks. This area is presently occupied by a junk yard and vacant lots. It is not recommended that this yard be used as a commercial site but that it be programmed for light industrial use that does not generate a large volume of traffic.

C. Transportation

1. Pavement improvements:

The first transportation amendment to Urban Renewal's Plan is the proposed re-surfacing of portions of Portland's streets that are rough and hazardous. Map 12 shows sections of the streets that need re-paving. Total cost for the improvements is estimated at \$39,600.

2. Sidewalks:

Portions of North 35th and 36th Streets are lacking sidewalks on either side of the street. All streets should have sidewalks on at least one side. Map 12 also shows areas where sidewalks are needed. The cost for these sidewalks is estimated at \$4,700.

3. Amendment of the Pflanz proposal:

The location of the tract of open space proposed by Urban Renewal for the middle of the block bounded by North 35th Street, Pflanz Avenue, North 33rd Street and Bank Street cannot be justified in light of the open space alternatives as discussed in Section D. Therefore, the proposal to close Pflanz Avenue and provide cul-de-sac has been deleted from the amended plan. As mentioned in the Open Space and Recreation Section, recreation facilities are to be provided on the land west of Portland Elementary School and in the riverfront open space north of the neighborhood. Consequently, the closing of Pflanz Avenue and the accompanying cul-de-sac are no longer needed. The widening and improvement of the eastern portion of Pflanz Avenue between North 33rd to 34th Streets, should remain in the plan only if the inner block housing proposal is developed. However, this portion of Pflanz Avenue should not be realigned as shown in the Urban Renewal Plan.

4. Amendment of the 31st Street Improvement:

Urban Renewal proposed a realignment of 31st Street at the intersection of Portland Avenue. This improvement was proposed in conjunction with the proposal for expanded commercial uses on each side of 31st Street (See Map 1). The proposal called for clearance of all the houses along 31st Street from Portland Avenue to Bank Street. If implemented, the proposal would increase the already heavy truck traffic coming off of the K. & I. Bridge and heading for Bank Street toward downtown (See Map 13). The amended plan calls for retention of the houses along 31st Street. Therefore, it has been concluded that the improvement proposed by Urban Renewal would be detrimental and should be deleted from the recommendations.

In conjunction with the preceding amendment, North 31st Street should be designated as one-way north between Portland Avenue and Northwestern Parkway. Map shows truck traffic flows which create heavy demands on this narrow residential street and damage the pavement. One-way designation of the section of 31st between Portland Avenue and Northwestern Parkway will minimize truck traffic and eliminate the necessity for significant widening. Repaving will occur as mentioned in #1 above. This amendment will force southbound truck traffic to continue from the K. & I. Bridge to Montgomery Street toward downtown. This route is more direct and it keeps unnecessary traffic out of the neighborhood.

The Traffic Engineering Department should investigate improvements which would improve the link from Montgomery Street to Bank Street (east of Portland Study area).

6. Street lights:

According to surveys by the City of Louisville's Traffic Engineering Department, street lighting needs to be improved in the Portland area. The improvements consist of four operations: addition of more street lights, relocation of street lights for better light distribution, increasing wattage of existing lights (175W to 400W) and ultimately underground wiring. The street light proposals are summarized on Map 14. The current yearly cost borne by the City of Louisville for street lights is \$5,093. The

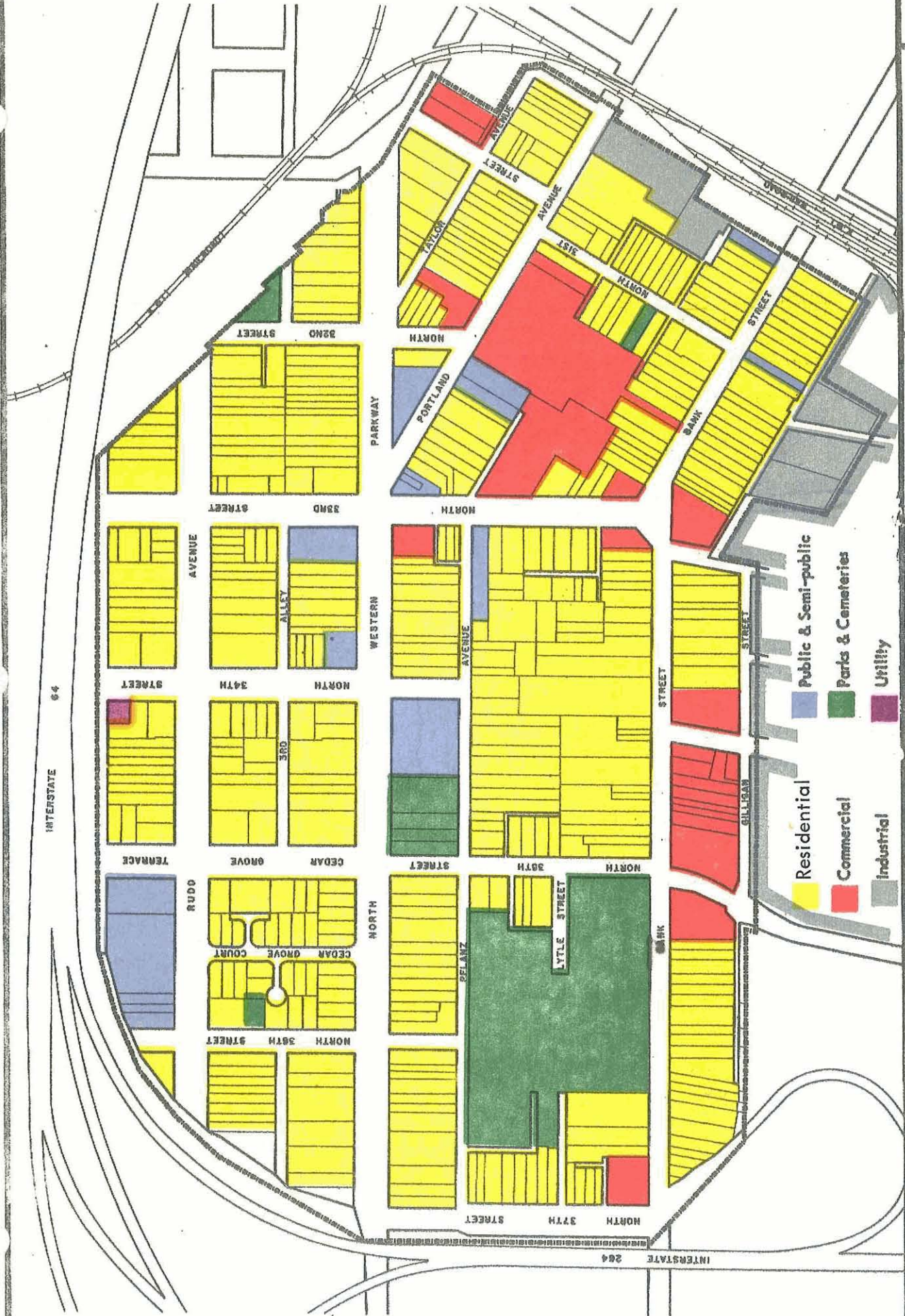


PROPOSED LAND USE

- Residential
- Commercial
- Industrial
- Public & Semi-public
- Parks & Cemeteries
- Utility

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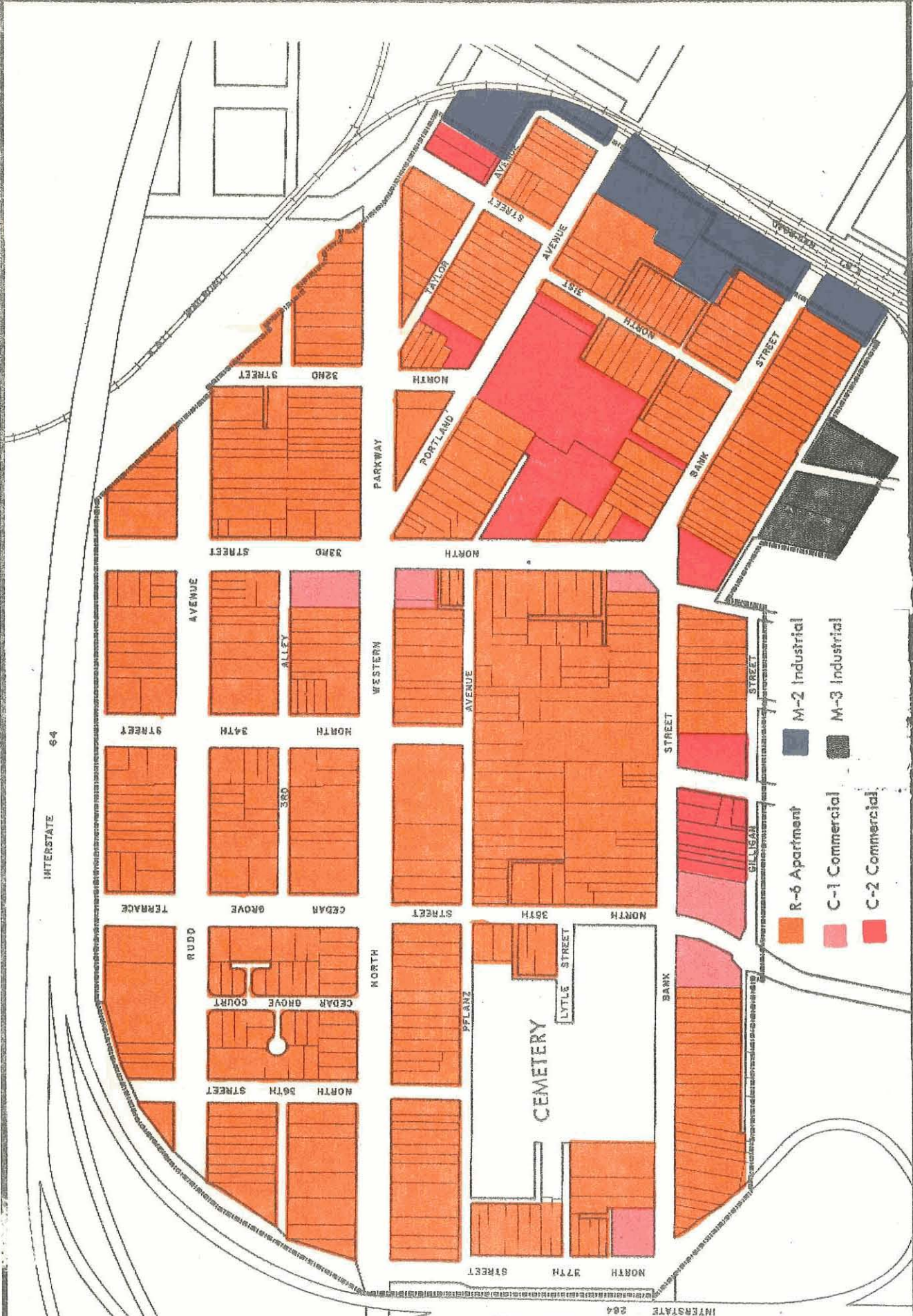


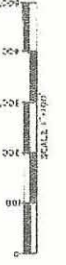


PROPOSED ZONING

- R-6 Apartment
- C-1 Commercial
- C-2 Commercial
- M-2 Industrial
- M-3 Industrial

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PROPOSED PAVING, SIDEWALKS, LANDSCAPING

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- Proposed Sidewalk
- Street Landscaping
- Pavement (Resurface)
- Pavement Widening

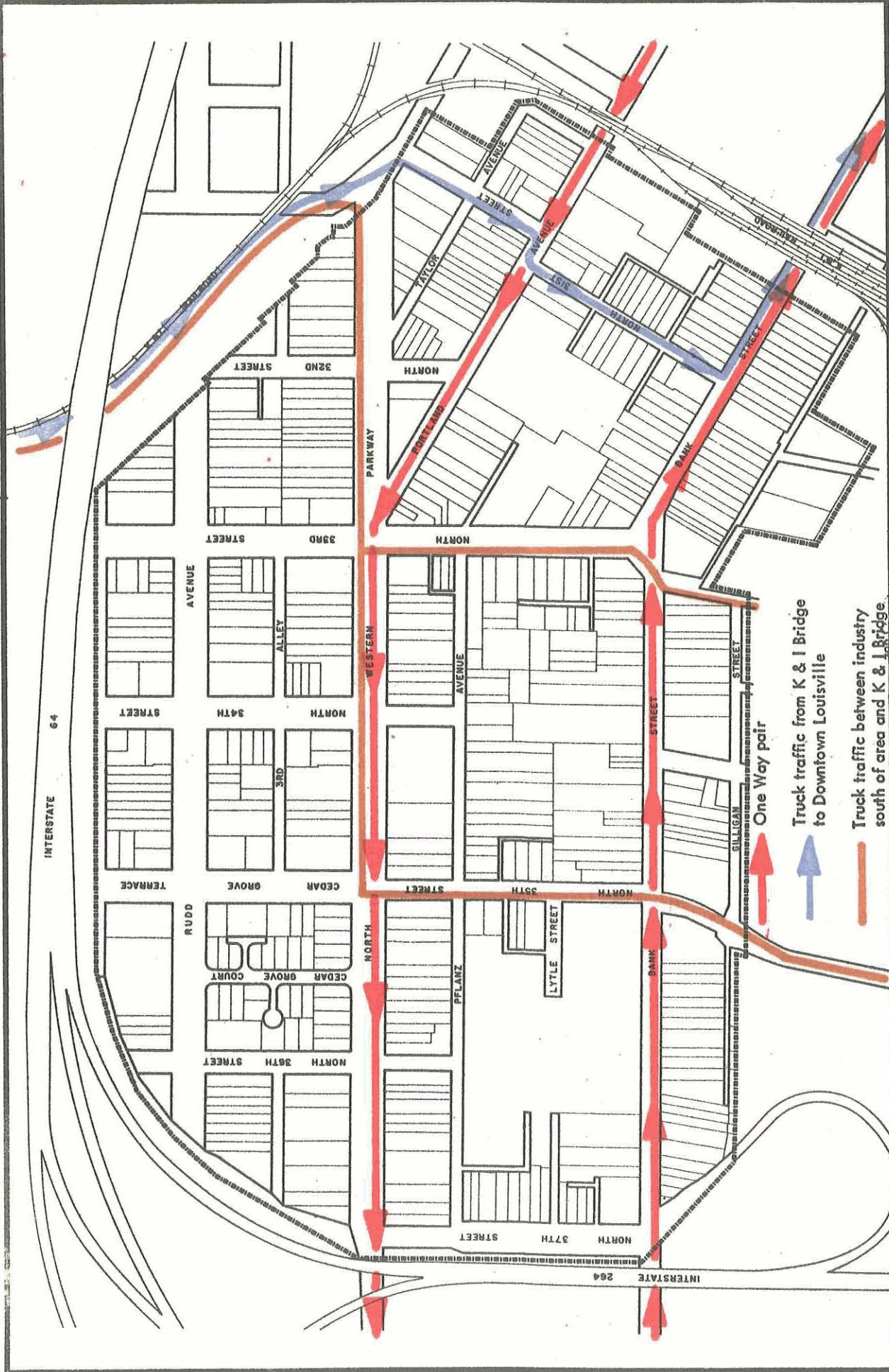
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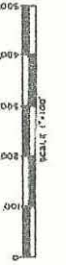


EXISTING TRAFFIC FLOW

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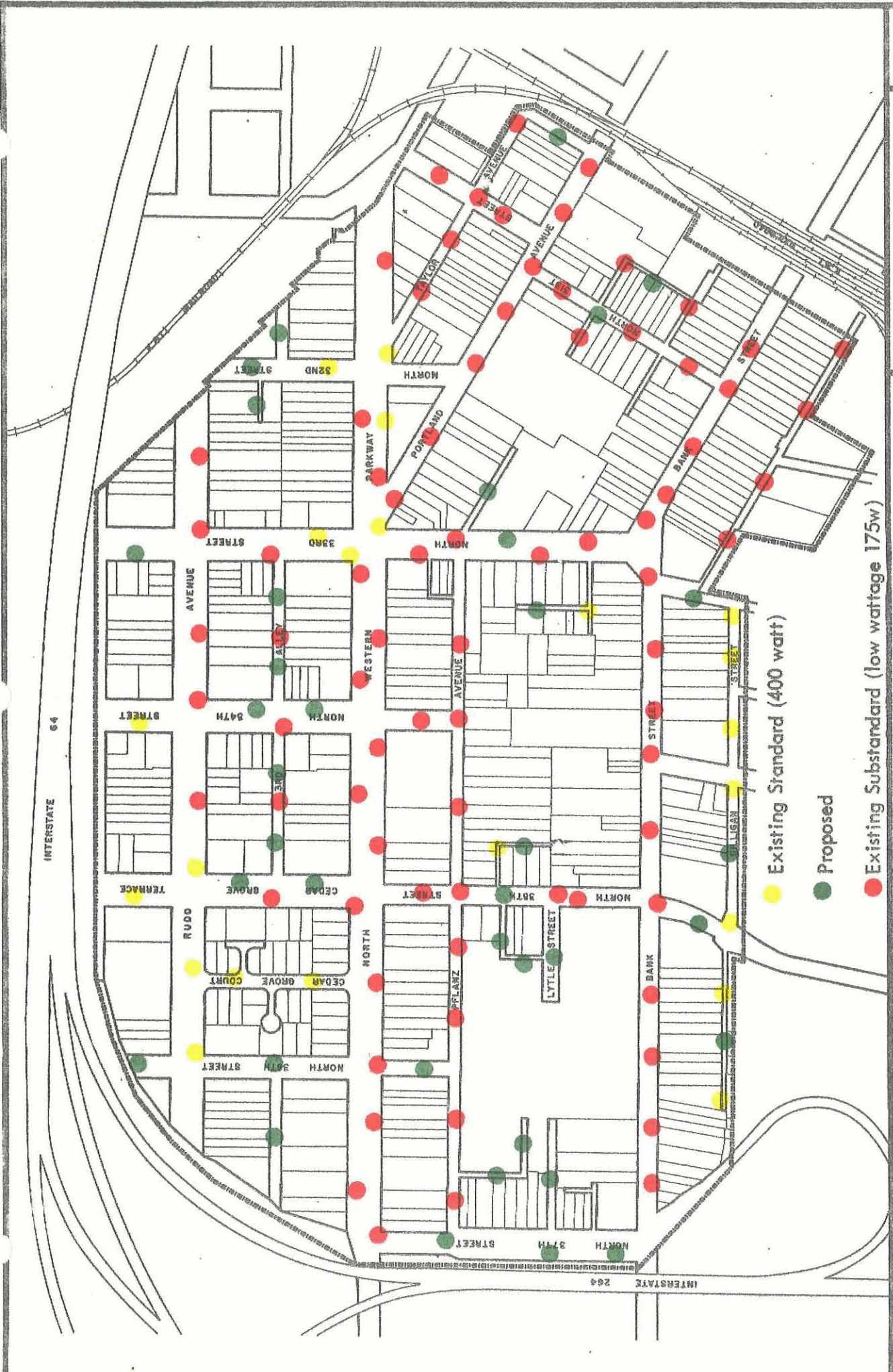
- Truck traffic from K & I Bridge to Downtown Louisville
- Truck traffic between industry south of area and K & I Bridge
- One Way pair



STREET LIGHTS

- Existing Standard (400 watt)
- Proposed
- Existing Substandard (low wattage 175w)

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 louisville and jefferson county
 planning commission



total cost for upgrading the lighting system would be \$9,760 per year on wood poles with overhead wiring. Cost for metal light poles with underground wiring would be \$22,400 per year (\$17,300 per year above current costs). This latter option is recommended. The yearly cost includes installation, operation, and maintenance services.

Community Development funds should be used for the first three years of operation after improvements are made. The total three-year costs have been allocated in Phase II of the program. After the initial three years, other funds from the City of Louisville should be used for continuing operation of the improved system.

7. Access to riverfront open space:

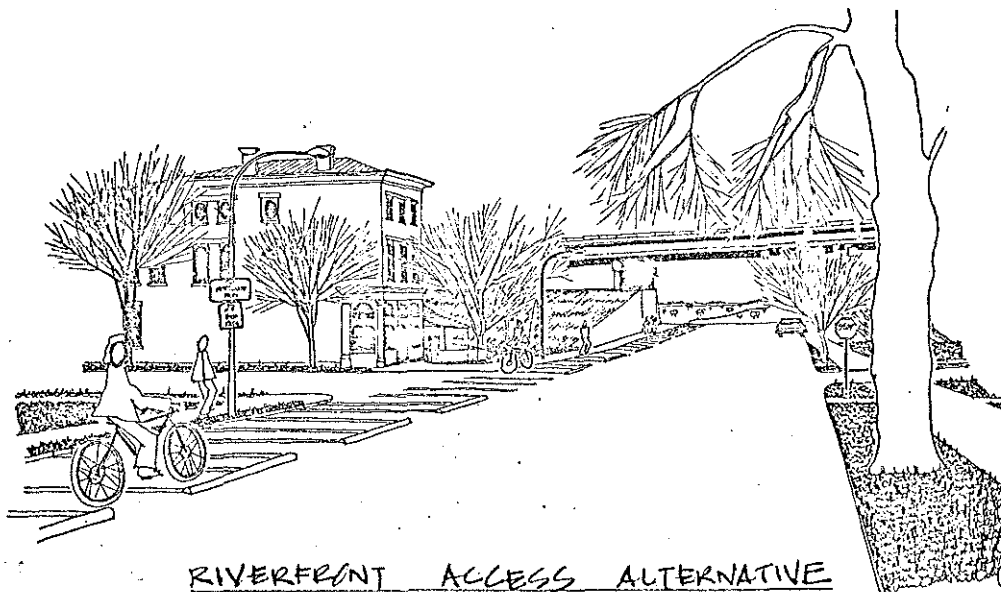
Adequate access to the proposed riverfront open space (See Section D. 4) will be necessary to promote use of this space by Portland residents. The riverfront open space is currently separated from Portland by I-64 and the floodwall. Provision should be made for pedestrian steps to the top of the floodwall north of North 34th Street. An existing paved path starting at the east of the neighborhood (3rd alley and 32nd Street) and extending along the top of the floodwall should be considered for use as a bicycle path. (See Map 15). Railing and lighting should be included for bike safety. Pedestrians and bicyclists could both use the proposed down ramp to be built on the river side of the floodwall, north of North 34th Street (See Map 15). Estimates for the cost of these

improvements total \$35,000.

Alternative auto access to the riverfront open space should also be considered by the City of Louisville. One option is an improvement and re-routing of the road along and beneath the K. & I. Railroad bridge at the northeast border of the Portland area. Another option is cutting through the floodwall at the north end of North 33rd Street. North 33rd Street is considered the best location for the excavation. Traffic from Portland Avenue and Bank Street have the easiest access to 33rd. Less structural reinforcement would be required since the floodwall is lower at 33rd than at North 34th or Cedar Grove Terrace. The engineering staff of the Corps of Engineers has reported that excavation at North 34th Street would be much more expensive than at North 33rd Street due to the location of a gateway at North 34th. A gateway is a structure that closes the gravity-flow sewers during flooding. Even the option at North 33rd Street would be expensive because excavation, paving, and flood gates would be needed. A cost estimate for this improvement at 33rd Street would be approximately \$500,000.

8. Access to new housing site:

Two cul-de-sac streets would be necessary to provide adequate access to proposed new mid-block housing in the block bounded by Pflanz Avenue, North 33rd Street, Bank Street and North 35th Street. One cul-de-sac would extend south from Pflanz



Avenue, and the other would extend north from Bank Street. (See site plan on page 21). The cost of such improvements would be about \$11,340. The implementation and construction of these streets should not begin until housing financing and proper housing programming is assured for this area. If construction resources are not mobilized, the block would remain as it exists. However a clean-up operation should occur for the health and safety of the adjacent residents.

D. Open Space and Recreation

1. Portland Elementary School Playground and Open Space:

The Urban Renewal Plan proposed a large tract of recreational land south of the Portland Elementary School. Since the adoption of Urban Renewal's Plan, the school board has decided that the block on which the school is sited, with the recently acquired open space will be sufficient for the school's recreational needs. As previously stated, the Jefferson County School Board staff has not responded to questions concerning acquisition of land southward in the manner suggested by Urban Renewal. Therefore, an amendment is recommended to delete the original open space proposal for the block bounded by 35th Street, Pflanz Avenue, 33rd Street, and Bank Street.

2. Street landscaping:

The streets in the northern section of the neighborhood such as Rudd Avenue, Cedar Grove Terrace, North 33rd, 34th and 36th Streets are pleasant residential streets with extraordinarily wide pavement widths (60 feet to 70 feet). In some areas, such as Rudd Avenue, perpendicular curb parking is common. Such pavement widths are unnecessary, given the amount of traffic carried by these streets. In response to this situation, Urban Renewal proposed a median strip for Rudd Avenue. Extensive planting of large trees on such a median could result in problems because of the old brick combined sewer that runs down the middle of Rudd Avenue. The root systems of large trees could grow into this brick sewer and eventually result in cave-ins. The Planning Commission staff agrees with the basic proposal to landscape Rudd Avenue but feels that a detailed investigation of at least three alternatives should be carried out before a decision is made. The first alternative would involve the Urban

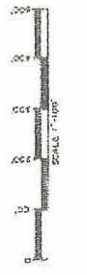
Renewal median strip, as proposed, but would either not provide for the planting of trees or would utilize miniature trees. A second alternative as, illustrated on Map 16, would provide for offset planting of miniature trees. This offsetting and the use of miniature trees might eliminate the problem of the root systems getting into the sewer. A third alternative is the widening of the existing planting strip on each side of Rudd Avenue. This proposal would eliminate the problem of the root systems growing into the sewer, but could create rather complicated drainage problems because the existing drainage patterns would be altered. In any event an engineering study of the alternatives should be carried out in order to determine the most feasible approach.

3. Neighborhood tot lots:

There are several vacant lots within the neighborhood that would make usable tot lots. These sites are accessible to neighborhood children and are of an appropriate size to accommodate play equipment. The Urban Renewal plan should be amended to make provision for tot lots in locations shown on Map 7. Cost for acquisition of the three lots most appropriate is estimated at \$30,000. An estimated development cost for each tot lot is \$6,000.

4. Riverfront Park:

An alternative to the large mid-block neighborhood open space proposed by Urban Renewal is the development of the riverfront open space east of Shawnee Golf Course and north of the neighborhood. This amendment would entail development of proper access to the riverfront from Portland (See transportation section) and outdoor recreation facilities such as ball diamonds, tennis courts, playgrounds and large picnic areas. As noted in the Louisville and Jefferson County Planning Commission publication Interact #9, "The area between Shawnee Golf Course and the McAlpine Locks could be developed as a large community park. This area, the site of the original Portland Wharf, was once used as a dump and the majority of the shoreline in the proposed park area is now about 15 feet above water level". There are approximately 76 acres of open space available on the riverfront. The Portland neighborhood needs only an estimated 5 1/2 acres of combined active and passive recreation space according to standards in the



PROPOSED MAJOR PEDESTRIAN & BIKE USE

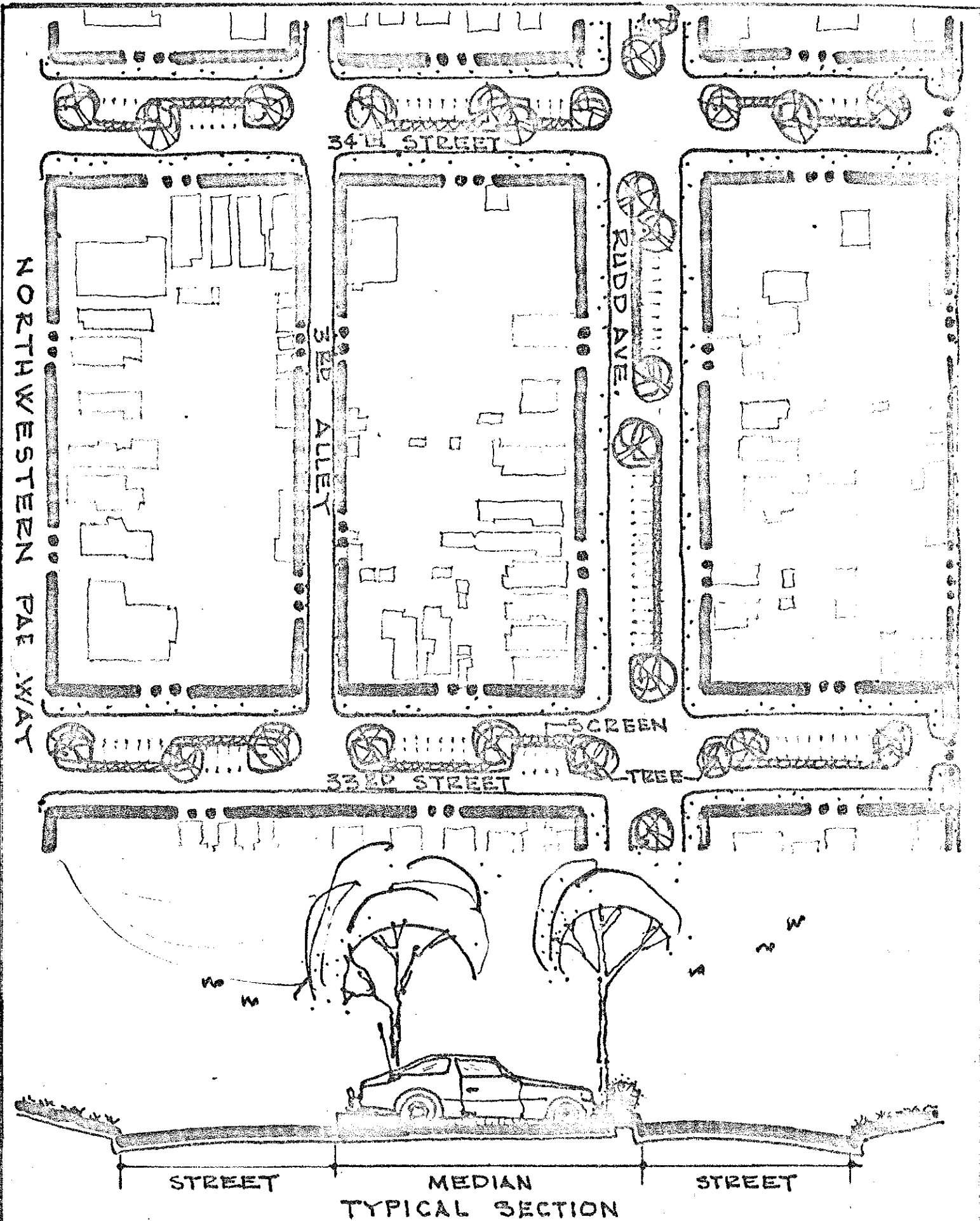
- Pedestrian and Bikeway
- ||||| Crosswalk
- Tot Lot or Open Space

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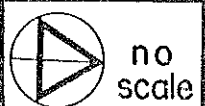


INTERSTATE 264



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PROTOTYPICAL STREET LANDSCAPING and MEDIAN STRIP



Map 16

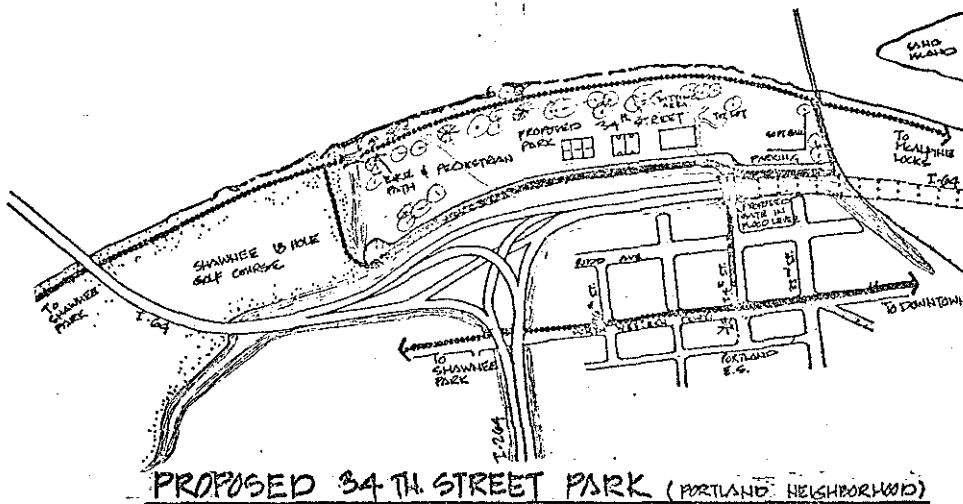
Outdoor Recreation Plan. These standards are:

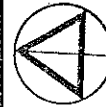
- 1) 44 square feet per person for field sports,
- 2) 4 square feet per person above 10 years for court sports,
- 3) 32 square feet per child 0 to 9 for play area, and
- 4) amount of land equal to the above for passive recreation.

Much of the land is in public ownership. Therefore, acquisition costs would be minimal. The development of a portion of this riverfront open space could be financed by Community Development funds. In proportion to the projected needs of Portland

residents, this amount totals \$41,400. The sketch below is taken from Interact #9 and illustrates a possible riverfront park layout.

This \$41,000 would not be sufficient to finance a community park. The "Shawnee Park Service Area" (See Map 17), of which Portland is a part, is severely lacking in urban park space according to the Outdoor Recreation Plan. Shawnee Park contains 331.5 acres. Projected demand is 746.6 acres, leaving a deficiency of 415.1 acres. The Outdoor Recreation Plan further states, "the inner urban parks such as Shawnee may possibly experience greater overload than statistical methods of analysis would reveal since the park may in actuality be more intensely used as a Community Park than has been assumed". Consequently, future expansion of the Portland Riverfront Park is a definite regional need.







SHAWNEE PARK SERVICE AREA

PORTLAND SMALL AREA STUDY

Louisville and Jefferson County Planning Commission



 Shawnee Park and Golf Course

 Service Area Boundary

APPENDIX

A. History of Portland

Nearly 150 years ago Louisville had a corporate neighbor to the west along the Ohio. The town was Portland, and the townspeople were very conscious of their own identity as a town. Prior to the opening of the Louisville and Portland Canal, Louisville competed with Portland for a share of the thriving river trade along the Ohio. In the early 1800's, Portland and Shippingport (which has since become an uninhabited island) handled all the through freight and passenger traffic bound upstream, since the falls of the Ohio prevented them from going any further, while Louisville handled all such traffic going downstream.

In 1834, Portland incorporated only to be annexed by the City of Louisville in 1837. There are still reminders, however, that Portland was once a town in its own right. The pattern of streets in Portland are laid out at right angles or parallel to the riverfront and askew from Louisville's main streets. The limits of that early-day Portland still are fairly well defined on the ground. Portland Avenue joins Northwestern Parkway at 33rd, extending eastwardly along what was the route of an unnamed "turnpike road," which entered Louisville in the neighborhood of 12th and Main.

There are numerous old structures, including residences, in Portland, some of which date back to the late 1800's and early 1900's. One of the oldest structures is the Church of Our Lady (a Catholic church which dates back to 1873) across Rudd Avenue from Cedar Grove Court. Cedar Grove Court itself gets its name from Cedar Grove Academy, a boarding school for young ladies which was operated on that site from 1842 to 1925 by the Sisters of Loretto.

Another old structure is the Marine Hospital, now known as Louisville Memorial Hospital. The present structure located at Northwestern Parkway and Carter Avenue dates back to 1933. In 1847 the Marine Hospital was established by the Federal Government on an eight-acre tract bounded by Portland Avenue, Northwestern Parkway, 23rd and Carter. The hospital is now a facility for the care of the aged and chronically ill.

Much of the architecture reflects a culture whose history had its peak during the riverboat days. Headstones in the Portland Cemetery on Pflanz Avenue, which the City of Louisville acquired by annexation, tell part of the story of Portland. Settlers from the Old World buried in Portland Cemetery came principally from Ireland, France and Germany. The hardworking settlers' pride and independent attitude was exemplified during the Civil War when the town of Portland actually tried to secede from the Union. Even today this same independence and pride is evidenced in the neighborhood's active housing conservation efforts and the young but successful Portland Neighborhood Festival.

Source: Louisville Times, May, 1955. "The Story of Louisville Neighborhoods", by John C. Rogers.

B. Existing Conditions

Socio-Economic Characteristics

The following table presents socio-economic characteristics of persons living in Census Tracts 1 and 2 and compares these characteristics with figures for the City of Louisville. The Portland Study Area includes slightly more than 85 percent of Census Tract 1 and less than 13 percent of Census Tract 2. The remaining 1 percent lies in Census Tracts 3 and 5.

	Census Tract 1	Census Tract 2	City of Louisville
Total no. of families	283	713	91,241
Female headed families	53	143	16,347
% of families	18.7	20.1	17.9
Families with other male head	7	34	3,003
% of families	2.5	4.8	3.3
Median no. school years completed	9.7	8.7	10.7
% of high school graduates	24.2	24.2	40.9
Persons between 18-34 (child bearing age)	261	631	82,286
% of total	23.0	21.7	22.8
Persons 65 years old and older	108	322	44,606
% of total	9.5	11.1	12.3
Persons between 18-64 (work force)	622	1,513	201,586
% of total	54.9	51.9	55.8
Median income, families	\$7,883	\$6,094	\$8,564
Median income, unrelated individuals	\$2,519	\$1,352	\$2,713
Median income, families & unrelated individuals	\$6,300	\$4,880	\$6,614
% families below poverty level	11.0	25.2	13.0
% unrelated individuals below poverty level	39.2	73.2	37.4
% persons below poverty level	17.0	33.2	17.4
% households below poverty level	17.8	33.2	18.4
Mean family income below poverty level	\$1,661	\$1,943	\$1,949

The following table compares statistics for the City of Louisville with those specifically for the Portland study area. These were derived from a study conducted by the Rehabilitation Network Advisory Committee in the Fall of 1975. (See Map 18).

	Census Tract 1.1	Census Tract 1.2	Census Tract 2.4	City of Louisville
Total population	643	488	672	361,472
Blacks	8	0	0	86,040
% Black	1.24	0	0	23.8
Population under 18	285	178	337	115,280
% under 18	44.3	36.5	50.1	31.9
Persons 18 and under, 65 & over	316	225	333	159,886
Dependency ratio	.4914	.4610	.4955	.4423
Total Housing units	216	152	233	129,671
Inadequate heating (%)	24.1	24.1	64.5	2.0
Inadequate plumbing (%)	3.3	2.0	6.0	4.1
Inadequate kitchens (%)	0	.7	0	1.8
Median Value, owner-occupied	\$8,136	\$9,999	\$7,039	\$ 12,500
Median contract rent	\$ 56	\$ 64	\$ 54	\$ 69
1.01 or more persons/room	39	32	53	12,096
% overcrowding	19.4	21.6	25.0	9.3
Vacancy rate (%) 1970	5.6	2.6	9.0	10.6
Vacancy rate (%) 1975	2.7	2.7	2.7	—
% of units built before 1940	81.0	81.0	88.3	53.3
% owner-occupied units	56.4	68.9	40.6	50.4
% units in deteriorated condition		19.4	59.3	—
Air pollution - % of tract affected		100	100	—
Noise pollution - % of tract affected		20	60	—
Water pollution - % of tract affected		50	20	—

According to 1970 U. S. Census data, the population of the Portland NDP study area is 2,120. Seven-tenths percent of the population is black, 37.4 percent is under 18 years of age and 11.6 percent is over 62 years of age. Below is the breakdown according to age and sex for the neighborhood.

Total Population = 2,120

Age	No. of Males	No. of Females
0 - 4	99	95
5 - 14	215	236
15 - 24	194	198
25 - 34	105	112
35 - 44	108	116
45 - 54	99	118
55 - 64	98	128
65 - 74	44	92
75 and over	29	34
Total	991	1,129

Housing:

The housing in the Portland study area is basically sound and well maintained. There are, however, areas where housing conditions are on the decline. This is particularly true of the area east of North 33rd Street. Within the study area, 78% of the residential structures are in standard condition. The remaining 22% need major rehabilitation, according to a survey conducted by the Department of Building and Housing. Out of 564 structures which were evaluated, 438 were classified above minimum standards, 123 needed major repairs, and 4 required demolition. Approximately 80% of the structures in this area were built before 1940.

Listed on the following page are statistics collected by the Rehab Network Advisory Committee in the Fall of 1975, specifically for the Portland Study area. These areas are identified on Map 18.

	Census Tract 1.1	Census Tract 1.2	Census Tract 2.4	City of Louisville
Total housing units	216	152	233	129,671
Inadequate heating (%)	24.1	24.1	64.5	2.0
Inadequate plumbing (%)	3.3	2.0	6.0	4.1
Inadequate kitchens (%)	0	.7	0	1.8
Median value - owner occupied	\$8,136	\$9,999	\$7,039	\$ 12,500
Median contract rent	\$ 56	\$ 64	\$ 54	\$ 69
Vacancy rate (%) 1970	5.6	2.6	9.0	10.6
Vacancy rate (%) 1975	2.7	2.7	2.7	—
% of units built before 1940	81.0	81.0	88.3	53.3
% of owner occupied units	56.4	68.9	40.6	50.4
1.01 or more persons/room	39	32	53	12,096
% overcrowding	19.3	21.6	25.0	9.3

Environment:

The Portland area is bounded on all sides by potential environmental problems. Interstate traffic on the north and west produces carbon monoxide and creates noise as do the railroad operations on the east and southeast. Various industrial operations such as power and chemical plants south and southwest of the study area are potential sources of particulates and sulphur dioxide. According to area residents there is a problem with odors produced by the Harshaw Chemical Plant located in the southern portion of the study area.

Of these potential environmental problems, the only problem which can be verified is that of sulphur dioxide. The Air Pollution Control District (APCD) has a monitoring station located at 24th Street and Portland Avenue. Based on APCD information, the sulphur dioxide levels in the area are in violation of both the Jefferson County annual and 24 hour standards but are not in violation of any federal standards. According to the APCD the existing sulphur dioxide levels do not create a critical air quality situation, i.e., - existing pollution levels are not dangerous to the public health. The sulphur dioxide problem is caused by chemical and power plants outside of the study area. The Harshaw Chemical Plant which is inside the study area, complies with existing APCD emission standards. Some slight improvement in the existing sulphur dioxide problems may result from bringing the Louisville Gas and Electric and Indiana Public Service power plants into compliance with existing regulations. However, the APCD estimates that major sulphur dioxide sources in the western portion of the county will not be in compliance with standards until 1985 at the earliest.

Transportation:

The Portland Study area is presently served by two TARC lines. Route 11 runs between Portland Avenue and Shelby Street and Route 27 between Portland Avenue and Hill Street. (See Map 19) In addition, two General Electric Express buses run from Bank Street and 42nd Street and Bank Street and 26th Street to the General Electric Plant.

Open Space and Recreation:

Within the Portland Study Area, there is a lack of useable open space. Although the Portland Cemetery provides community open space, this area is unuseable for recreational purposes. The Portland Elementary School has recently purchased three lots to be used for recreation related to school activities.

In addition, there is a large riverfront open space which, if developed, could serve the recreational needs of Portland, as well as the City. This space is accessible by a road that runs below the K. & I. Bridge from Northwestern Parkway.

C. Citizen Participation

The following report summarizes the results of a meeting held at Our Lady Church, 3511 Rudd Avenue on Saturday, December 6, 1975. The problems and priorities listed below are those of the meeting participants. The individual problems have been grouped by topic and the total priority points calculated. The percentage of the meeting's total points was also calculated for each topic.

Community Facilities (55 pts. = 6.1%)

A. Parks and Recreation (39)

Neighborhood Center for meetings	$5 + 5 = 10$
Better recreational facilities	$3 = 3$
A small park in the area	$1 = 1$
More area for Field Sports	$1 = 1$
No access to river	
Something for our young to get involve in	$5 + 4 + 6 + 5 + 4 = 24$
No after school facilities for children	

B. Other (16)

Adult Education	$2 + 5 + 3 = 10$
Insufficient adult and child education classes	
Need a high school	
Keep library open	$2 + 1 + 3 = 6$

Economic Development (115 pts. = 12.7%)

Need shopping center	$3 + 7 + 4 + 7 + 5 + 4 + 1$ $+ 3 + 6 + 6 + 1 = 47$
Assistances to small businesses and to encourage new enterprises	$3 + 1 + 5 + 4 = 13$
Bring in more small business, restaurants, shopping center	$2 + 1 + 4 + 3 = 10$
Need branch Post-Office in Portland	$4 + 5 + 5 + 5 + 4 + 1 = 24$
Need more jobs	$6 + 7 = 13$
Economic Development of the area	$5 = 5$
More banks	$3 = 3$
Need a larger Supermarket or something to serve this area	

Environment (63 pts. = 7.0%)

- A. Trash and Litter $3 + 2 + 1 + 1 + 1 + 2 = 10$
- Clean-up lots and Alleys $6 + 7 = 13$
 - Scads of broken bottles on streets $6 = 6$
 - Inability to get permit to burn trees! $4 = 4$
 - Garbage left on curb two or three weeks $4 = 4$
 - Street Cleaning Regularly $2 = 2$
 - Litter containers needed at bus depot!
- B. Air pollution and odor from the chemical company $6 + 2 + 4 + 4 + 1 = 17$
- C. Keep the sewage drains open $1 + 2 + 3 + 1 = 7$
- Over-flowing sewers

Health Care (104 pts. = 11.5%)

- Need emergency room at Memorial Hospital $3 + 5 + 5 + 4 + 5 + 6 + 2 + 5 + 4 + 4 + 4 + 6 + 5 + 5 = 63$
- Need more doctors $2 + 4 + 4 + 5 + 3 + 5 = 23$
- Drs. complex for elderly $7 + 4 = 11$
- Better Medical Care (Doctors & Clinic) $6 + 1 = 7$

Housing (321 pts. = 35.5%)

- A. Housing Dilapidation and Rehabilitation $7 + 7 + 6 + 7 + 6 + 7 + 7 = 47$
- Help with some of the housing $7 + 2 + 5 + 6 + 6 + 7 + 6 + 7 + 7 + 6 = 59$
 - Substandard housing $7 + 7 + 7 + 7 + 6 + 6 = 40$
 - Remodeling instead of demolition $2 + 7 + 6 + 7 = 22$
 - Need to tear down old houses that are not repairable $2 = 2$
- B. Rehab to eastern Portland (26th to 16th — Main to River) $6 + 5 + 6 + 2 + 7 + 1 = 27$
- Extend the boundaries for the rehabilitation of houses $7 = 7$

Housing (continued)

Keep rehab in NDP — area	7 = 7
Clear explanation of rehab program	
C. Stop red-lining. (money from banks is not given to high-risk areas)	4 + 7 + 3 + 5 = 19
Improvement loans from K & I to 15th, Northwestern Parkway and Bank	7 + 6 = 13
Need home loans	7 + 4 = 11
Raise income limitations on loans	6 + 2 + 2 = 10
No loan on rental property	
D. Landlords do not keep up property!	7 + 5 + 5 + 4 + 2 = 23
Vacant Houses	2 = 2
Clean up vacant lots and run-down housing	
E. Housing for Elderly	3 + 7 + 6 + 7 = 23
F. Housing should be inspected better	4 = 4
Better Code Enforcement	
G. No one will rent property of good caliber	1 = 1
Inability to get home insurance!	
Hideous color schemes houses	
Scads of broken windows	
Hideous curtain arrangements	
<u>Land Use (56 pts. = 6.2%)</u>	
Move junk yard out	1 + 4 + 5 + 1 + 3 + 6 = 20
Do away with junk car lots!	6 + 4 + 2 = 12
Uphold our zoning	1 + 3 = 4
Illegal retail sales in residential areas	
Remove boarded buildings	6 + 6 + 3 + 1 = 16
Tear down unused service stations	4 = 4

Public Safety (67 pts. = 7.4%)

Insufficient Fire Protection if station moved! $2 + 2 + 3 + 3 + 7 + 5 + 5$
 $+ 3 + 3 = 33$

Fire — Hazards $6 + 5 = 11$

Need water pressure in the fire plugs,
on Rudd Avenue $3 + 2 + 2 + 4 = 11$

Better Police Protection between 7 to 10 p.m. $3 + 3 + 6 = 12$

Slow Police response!

Social Problems (30 pts. = 3.3%)

Drugs $5 + 6 + 2 + 2 + 4 + 2 = 21$

Legal help or someone to help you with the law $7 + 2 = 9$

Consumer problems

Transportation (49 pts. = 5.4%)

Need on and off ramp at Bank and I-264 $3 + 2 + 1 + 2 + 1 + 1 + 3$
 $+ 1 + 3 + 5 + 4 + 1 + 4 = 31$

Crosswalk needed at 32nd and Portland $5 = 5$

Stop light at 35th and Northwestern Parkway! $3 + 2 = 5$

Bank Street

Traffic Problem: 31st and Montgomery - Truck
loading

Bus Parking at Portland between 32nd and
33rd. More parking to Northwestern.

Cars in fire lane at Krogers 31st and Portland

Better street lighting $2 + 1 + 5 = 8$

Other (45 pts.)

More communication between agencies (government
and people) $7 + 3 = 10$

Hearings with authorities to determine feasibilities $3 + 2 = 5$

One umbrella agency to determine priorities $1 + 1 + 2 = 4$

Enforce leash law $3 = 3$

Barking dogs

Other (continued)

Preservation of Portland landmarks

$$5 + 2 = 7$$

Noisy cars day and night

$$6 + 4 + 2 = 12$$

Too much bad publicity in news media

Positive ideas

$$4 = 4$$

Lack of community pride!

Total Points = 905

45 People

D. Social Services

The following alphabetical list of social service and health care facilities includes the facility name, address, and brief explanation of services offered. Adequacy of individual services and of overall service delivery to Portland have not been evaluated to date. The list should serve as a starting point for further analysis, mobilization and communication in order to more effectively provide needed services to Portland residents.

1. Beeles Rest Home
2122 Portland Avenue
 - personal care services for aged (excluding wheel chair persons).
2. Community Action Commission — CAC
19th and Duncan Streets
 - food stamp issuance
 - community activities
 - special activities for residents
3. Dare House
2234 West Market Street
 - drug abuse education/information
 - drug counseling services
 - transitional services — alcohol
 - self help groups — drugs
4. Day Care Centers
 - A. ABC Private School
101 South Fourth Street
 - ages: up to 10 years
 - B. Mother's Helper Day Care #2
427 South 29th Street
 - ages: 3-12 years
 - C. Sunshine Day Care Center
512 South 24th
 - ages: 6 months to 5 years
 - D. Two Sisters Day Care Center
312 South 43rd Street
 - ages: 6 months to 10 years

5. Disabled American Veterans Thrift Store
617 Carter
 - provision of clothing at a limited cost
 - provision of furniture and household supplies

6. Department of Human Resources — Bureau of Social Services
7th and Market Streets
 - family counseling to eligible persons (AFDC)
recipients and families with income below 80% state gross median income
 - protective services (neglect)
 - foster care, day care, homemaker, housing, employment, education,
emergency, food and clothing (agency acts to procure these services)

7. Family Practice Unit (operated by U. of L. staff)
4th Floor, Memorial Hospital — 2215 Portland Avenue
 - private doctor's office with six examining rooms and a lab
(urinalysis, blood tests, EKG)
 - two doctors, one resident, four nurses, minimum; appointment necessary

8. Fenner Memorial Lutheran Church
2115 West Jefferson Street
 - emergency food provision
 - free clothing
 - emergency financial assistance
 - job placement and referral
 - information and referral services

9. Grace Lutheran Church
452 North 26th Street
 - emergency food provision
 - free clothing
 - participatory recreational — cultural services
 - alcohol counseling services
 - drug counseling services

10. Louisville Memorial Hospital
2215 Portland Avenue
 - facility for treatment and care of acutely ill and aged
 - nutritional training services
 - non-trauma emergency medical care
 - in-patient hospital medical care
 - out-patient dental care services
 - out-patient general medical care services
 - in-patient physical rehabilitation services

11. Portland Area Neighborhood House
225 North 25th Street
 - food stamp issuance
 - nutritional training services
 - sewing instruction
 - emergency financial assistance — food
 - preschool services (nursery schools)
 - personal and family counseling services
 - youth activity groups
 - senior citizen groups
 - participatory recreational — cultural services
 - information and referral services
 - general mental health, marriage and child abuse counseling services

12. Portland Branch Library
3305 Northwestern Parkway
 - educational materials for the handicapped
 - public lectures/discussions and exhibitions

13. Portland Bridge Mission
2500 Portland Avenue
 - primary, middle and secondary school education
 - regular meals served on site
 - sewing instructions
 - emergency financial assistance — food, clothing
 - tutoring services
 - emergency mental health services
 - youth activity groups
 - senior citizen groups
 - family life discussion groups
 - participatory recreational — cultural services
 - information and referral services
 - neighborhood development services *

14. Portland Core Community Center
306 North 28th Street
 - participatory recreational — cultural services

15. River Region Shawnee Mental Health Center
300 North 42nd Street
 - public education concerning mental retardation — developmental disabilities
 - developmental disabilities counseling and information services, diagnosis and evaluation
 - mental health information, education, diagnosis and evaluation services

- emergency mental health and crisis intervention services
 - alcohol and drug abuse education, information and counseling
 - information and referral services
16. Salvation Army Portland Boys' Club
2509 Portland Avenue
- youth activity groups
 - childrens' activity groups
 - projects, dances, boxing, camp
17. Sister Visitor Program
2235 West Market Street
- emergency food provision
 - provision of free clothing
 - housing relocation or allocation
 - provision of furniture and household supplies
 - emergency financial assistance for rent
 - financial assistance for or provision of glasses or hearing aids
 - special transportation for social services
18. Urban 4-H
5th and Blood Streets
- Programs conducted in conjunction with other agencies, such as Boy's Club. Available programs include sewing, woodcrafts, arts and crafts, bicycle safety, and a junior leader program for young teens
19. YMCA — Chestnut Street Extension
3825 West Market Street
- participatory recreational — cultural services
20. Youth Services Program
1829 West Broadway
- juvenile counseling and community treatment



REHABILITATION ADVISORY
COMMITTEE SUB AREAS

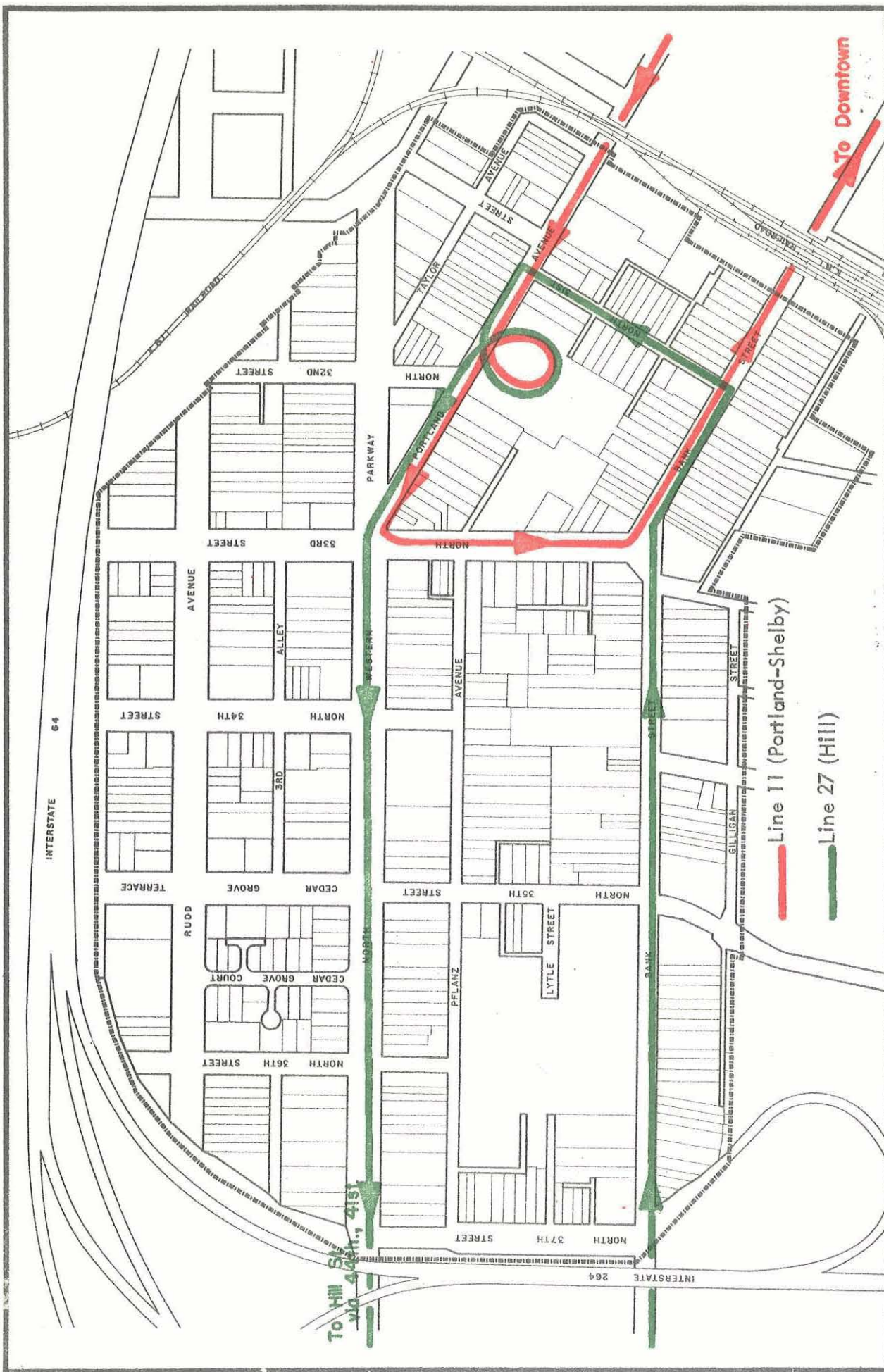
PORTLAND SMALL AREA
STUDY
Louisville and Jefferson county
planning commission





T.A.R.C. LINES

PORTLAND SMALL AREA STUDY
Louisville and Jefferson county planning commission



Line 11 (Portland-Shelby)

Line 27 (Hill)

To Downtown

To Hill Station 413

64

INTERSTATE

INTERSTATE 264

AVENUE

RUDD

34TH

CEDAR GROVE COURT

36TH

STREET

3RD

ALLEY

35TH

STREET

33RD

STREET

32ND

STREET

PARKWAY

NORTH

WESTERN

STREET

AVENUE

PFLANZ

STREET

37TH

STREET

35TH

STREET

33RD

STREET

32ND

STREET

BANK

STREET

STREET

GIL LIGAN

STREET

Line 11 (Portland-Shelby)

Line 27 (Hill)

To Downtown

To Hill Station 413

64

INTERSTATE

INTERSTATE 264

AVENUE

RUDD

34TH

CEDAR GROVE COURT

36TH

STREET

3RD

ALLEY

35TH

STREET

33RD

STREET

32ND

STREET

PARKWAY

NORTH

WESTERN

STREET

AVENUE

PFLANZ

STREET

37TH

STREET

35TH

STREET

33RD

STREET

32ND

STREET

BANK

STREET

STREET

GIL LIGAN

STREET

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