

3

LAND USE AND COMMUNITY FORM

CHAPTER THREE

Land Use & Community Form

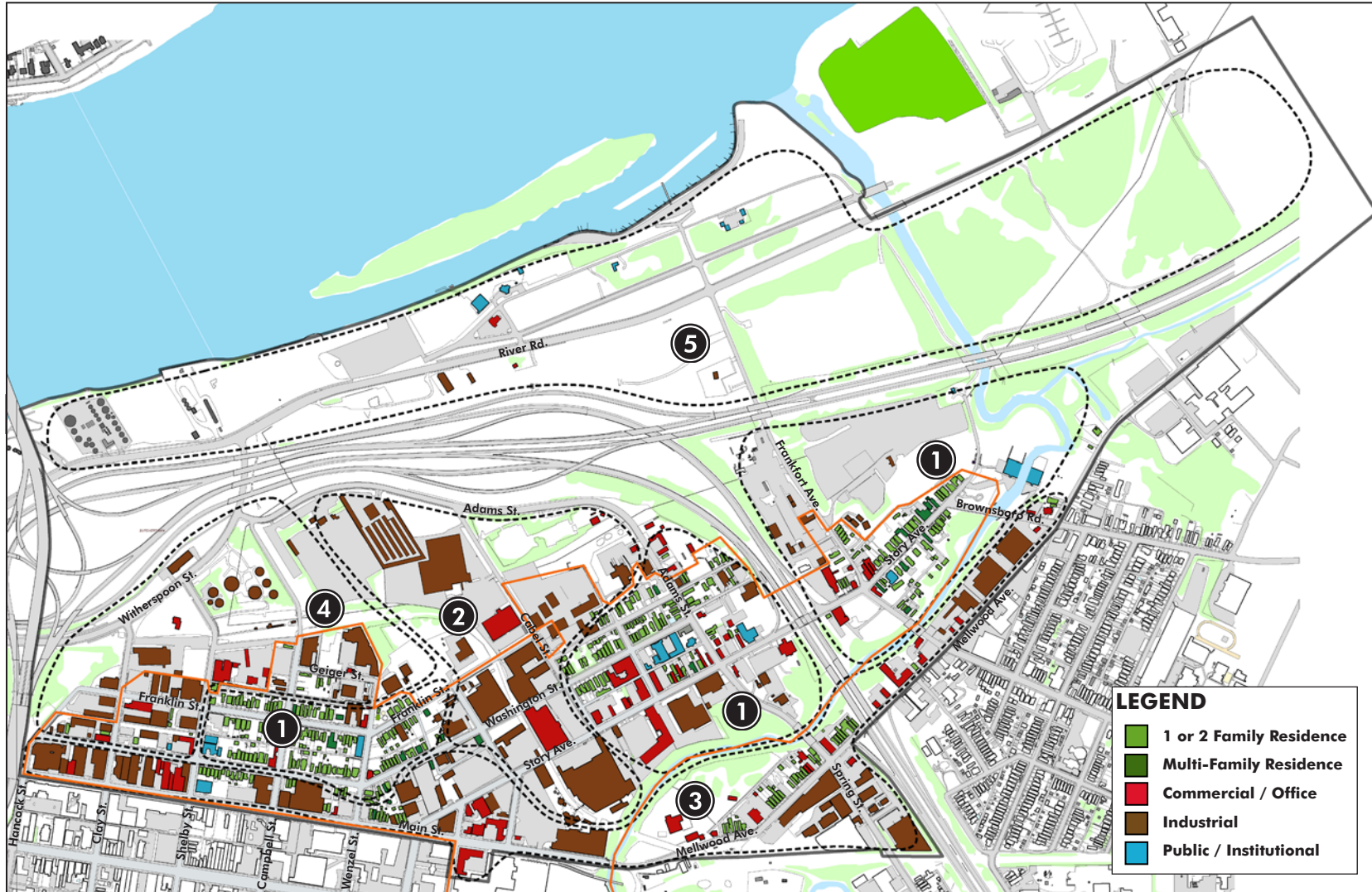
Intent

This chapter outlines existing land use and community form conditions within Butchertown. Based on this analysis and the input of Task Force members, recommendations are made to address areas of conflict and opportunities to redevelop strategic areas of the neighborhood. One of the key goals of these recommendations is to promote new (re)development that respects the traditional neighborhood scale and character of Butchertown.

3 Land Use & Community Form

BUTCHERTOWN NEIGHBORHOOD PLAN

16



Existing Land Uses and Character Areas

— Butchertown National Register Historic District
 - - - Neighborhood "Character Areas"

LAND USE INVENTORY AND ANALYSIS

An inventory of Butchertown’s existing land uses and development patterns is a critical component of this neighborhood plan. Such an exercise establishes the groundwork for subsequent recommendations consistent with established patterns of development, reflect the vision of neighborhood residents and businesses, and conform to the goals and objectives of Louisville Metro’s Cornerstone 2020 Plan. These findings are based on recent photographs of buildings and “windshield” (visual) surveys documenting existing land uses. There are five general categories delineating land uses in Butchertown including:

- One and Two Family Residences
- Multi-Family Residences
- Retail / Office
- Industrial
- Public / Institutional

In general, the Butchertown neighborhood is comprised of five distinct areas reflecting its diversity of land uses. For the purpose of this land use inventory, these “character areas” were developed based on several factors including similar land uses, common streetscape features, or influential circulation patterns. These five “character areas”, illustrated on the previous page include:

- 1) Residential Cores (3),
- 2) Main / Mellwood Commercial Corridor,
- 3) Central Industrial Area,
- 4) Western Industrial Area, and
- 5) River Road Corridor

Of these five areas, the **Residential Core** designation is subsequently divided into three sub-categories. The following information briefly describes the characteristics or issues specific to each of these areas. Listed below are descriptions of each area.

1) Residential Cores

The Butchertown neighborhood is comprised of three residential areas located at the eastern and western edges, and one centrally located in the neighborhood. Although each of these areas is primarily residential in nature, each contains unique features or elements that set it apart from the other residential areas.



The **Eastern Residential Core** extends along Story Avenue from Interstate-64 to Brownsboro Road. This area contains a diverse collection of land uses including retail and office space centered around the intersection of Frankfort and Story Avenues, as well as single- and multi-

family residences. Southeast of the Story Avenue corridor is a secondary collection of residences along Blue Horse Avenue which backs up to Beargrass Creek. This area also contains an access point to Beargrass Creek/Butchertown Greenway at the intersection of Brownsboro Road and Story Avenue.



The **Central Residential Core** is comprised of a three-block area centered along Washington and Quincy Streets. Like the other residential areas in the neighborhood, there are a variety of land uses, but Saint Joseph’s Church along Washington Street is

a formidable presence in the area. The commercial corridor of Story Avenue is representative of an intact urban street comprised primarily of original buildings that provide an effective buffer from the residential area directly behind this heavily-traveled street. A majority of new (infill) business development has occurred along this section of Story. This residential core’s parameters include Story Avenue to the south, Adams Street to the north(east), Interstate-64 to the east, and Cabel Street along the west.

The **Western Residential Core** includes approximately a three-block area along Washington and Geiger Streets. The boundaries

3 Land Use & Community Form

BUTCHERTOWN NEIGHBORHOOD PLAN



include Washington Street to the south, the northern edge of Geiger Street, the eastern edge comprised of Johnson Street, and Shelby Street representing the western boundary. A diverse collection of residential styles is a strong feature of this area along with a variety

of land uses that make this an active part of the neighborhood. This area has also experienced new residential infill development, and the planned \$3 million redevelopment of the Wesley House into condominiums.

2) Central Industrial Area



This industrial area is centrally-located in Butchertown and extends along the railroad from Beargrass Creek to the Kennedy Interchange. The area contains a variety of active industrial uses as well as several vacant or underutilized industrial

buildings. The JBS-Swift Plant is also located within this area. West of the railroad along Story Avenue, there has been a general deterioration of the compact urban form found along the rest of the corridor. Original buildings have been removed over the years and replaced with outdoor storage lots and parking lots.

3) Main/Mellwood Corridor

The Main Street and Mellwood Avenue corridor represents the southern edge of the Butchertown neighborhood and is comprised of a variety of land uses. At either end of this corridor, most of the buildings are one or two story structures containing industrial and some “heavy” retail uses.



This creates a street setting with little foot traffic, and is not conducive to pedestrian activity. Around the Spring Street intersection however, there are several historic, Shotgun-style residences lining Mellwood in addition to some smaller-scale commercial uses. Beargrass

Creek runs parallel to much of Mellwood Avenue, introducing a unique natural setting into the neighborhood fabric. East of Brownsboro Road, Mellwood Avenue transitions to a two-lane, more scenic road lined with trees out to Zorn Avenue.

4) Western Industrial Core

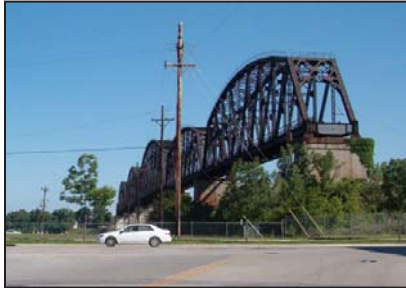


This western-most portion of the neighborhood extends from Washington Street north to Witherspoon with Campbell Street serving as the eastern edge. Although predominantly industrial, there are a couple of attractions of note in this area. The Extreme Skate

Park is located near Hancock and Franklin Streets, and the Edison House is located at 731 Washington Street. Thomas Edison lived in this brick, double shotgun-style residence from 1866-1868 while employed as a Western Union telegrapher. Much of this area borders the existing Kennedy Interchange, and will be directly impacted by the Kennedy Interchange reconstruction as part of the Ohio River Bridges Project.

5) River Road Corridor

This area of the Ohio River riverfront is currently undergoing a major transformation as a result of recent development - both proposed and under construction. The final expansion phase of the Waterfront Park is



currently under construction, and will link the first phase (containing the Great Lawn) with the third phase upriver. The planned restoration of the “Big Four” Bridge into a pedestrian corridor linking Louisville to Jeffersonville will be the centerpiece of this final phase of the park.

In addition to Waterfront Park, construction is currently underway for a condominium project along the riverfront called Riverpark Place. Located at the intersection of Frankfort Avenue and River Road, this thirty-acre site is being transformed into a multi-million dollar, mixed-use development overlooking the Ohio River. The realignment of the Kennedy Interchange south of its existing location, one component of the Bridges Project, will also create redevelopment opportunities between the relocated interstate system and River Road.

Another project recently announced affecting this area of Butchertown is the potential creation of a new “Champions Park” comprised of soccer and other sports fields. Louisville Metro envisions a 166-acre park complex located along the south side of River Road between Frankfort and Zorn Avenues. In addition to the new fields, plans for the park include redevelopment of the River Road Country Club, reuse of the city landfill at Frankfort Avenue, and incorporation of the existing Eva Bandman and Soccer Parks.

EXISTING ZONING OVERVIEW

Louisville Metro has established two distinct layers of zoning regulations. The traditional zoning classification serves as a baseline to determine permitted and conditional land use types as well as allowable density of development within specific zones. Another layer of regulations pertains to the quality of new development. This second layer of zoning entitled “Form District Regulations” ensures the design of structures within a given area is compatible with adjacent structures and responds to the contextual, urban setting of the neighborhood.

Zoning Districts

Zoning districts work in coordination with form districts to determine the design, layout, use, density, and all other standards associated with development in Louisville. Zoning districts provide the requirements for permitted uses and densities, while form districts provide design, landscaping, setback, and all other necessary standards. The zoning districts for the Butchertown neighborhood are listed below.

Residential Multi-Family Districts (R-6, R-7)

The Residential Multi-family District provides the opportunity for areas in the medium density residential land development range to be used for single-family dwellings, row houses or multiple family dwellings.

Office/Residential Districts (OR-1, OR-2, OR-3)

The Office Residential Districts are intended to provide a balanced mix of professional and medical offices, residential uses, and supporting business and recreational services.

Neighborhood Commercial District (C-N)

The Neighborhood Commercial District is a specialized district for the sale of daily convenience items or services within neighborhoods for the use of local residents.

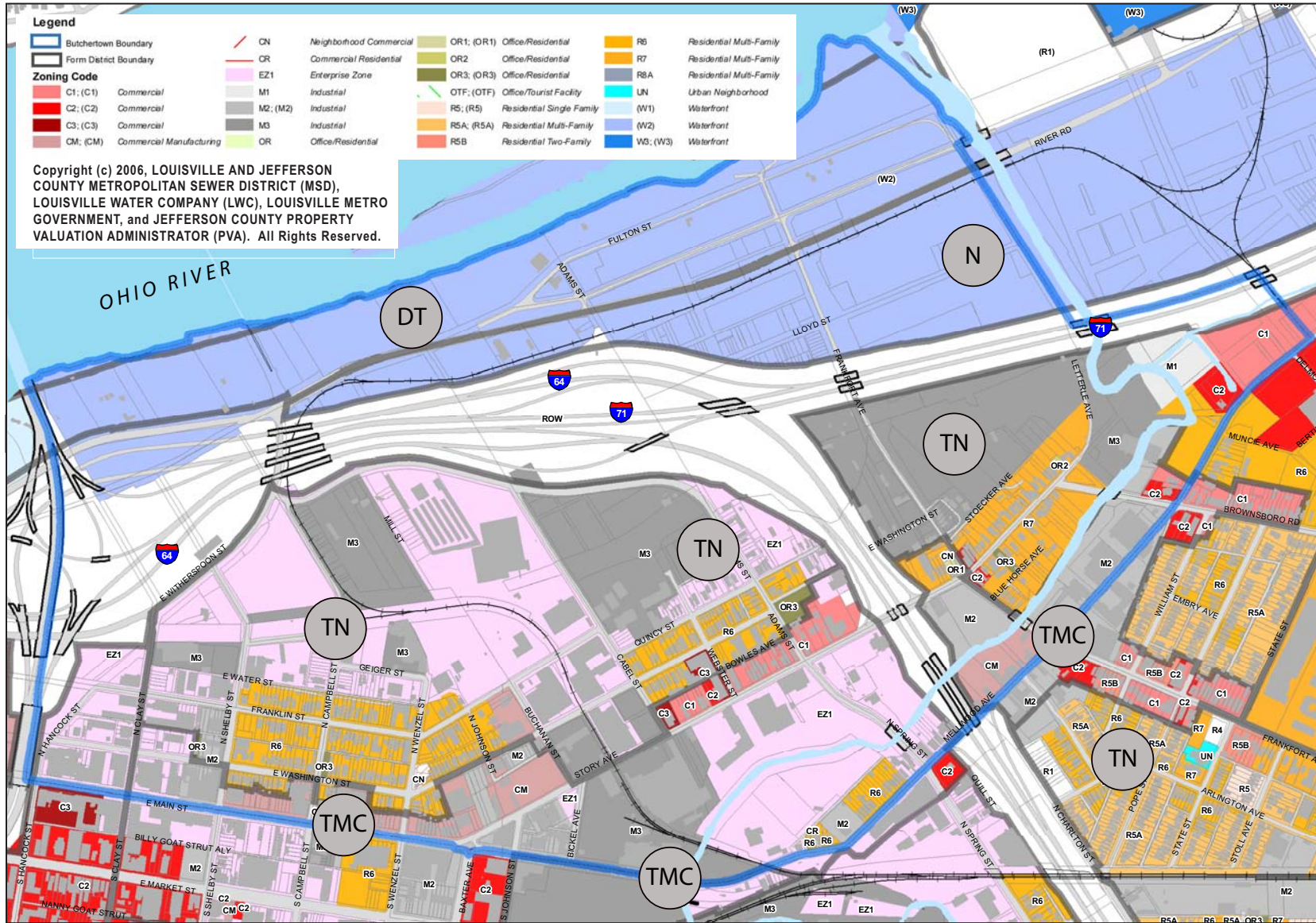
Commercial Districts (C-1, C-2, C-3)

Commercial Districts include areas where various levels of retail and service businesses, supporting businesses, and limited residential uses

3

Land Use & Community Form

BUTCHERTOWN NEIGHBORHOOD PLAN



20

Existing Zoning and Form Districts

are located. The C-3 Commercial district represents a specialized area for the location of high density/intensity commercial and residential developments within the Central Business District (CBD). It recognizes the CBD as the focal point of business, commercial, and transportation activities in the Louisville metropolitan area.

Commercial Manufacturing District (CM)

The intention of this district is to provide a setting for a mix of commercial and manufacturing sales and service businesses.

Enterprise Zone District (EZ-1)

The EZ-1 Enterprise Zone establishes a specialized district for locating commercial and industrial uses in areas designated as enterprise zones by the appropriate legislative body. C-2 Commercial and M-3 Industrial uses are permitted within the zoning designation, as well as single- and multi-family dwellings under certain conditions.

Industrial Districts (M-2, M-3)

These industrial districts are intended to provide locations for manufacturing operations and storage.

Form Districts

Whereas standard zoning districts are used to regulate land use and density, the purpose of **Form Districts** is to shape the physical “form” of development. This can include building setbacks, height and materials, lot size and area dimensions, relationships of uses and buildings to each other and to the street, open space, street design standards, land use buffering techniques, signage, site layout, or landscaping. The intention of these districts is to provide diversity of land uses while ensuring the shape/ character of new development is compatible with adjacent development. Listed below are the four Form Districts affecting the Butchertown neighborhood.

Downtown Form District (DT)

The Downtown Form District is intended to support development and redevelopment in downtown Louisville while preserving the existing, historic character of the area. This district was created to strengthen

downtown Louisville as the heart of the city and economic center of the region. Some of the main objectives of this district are to ensure a compact, “walkable” core and an active pedestrian realm by linking downtown, the waterfront, and adjacent neighborhoods. Streetscape improvements, conservation of historic resources, and the inclusion of public art and amenities are also key elements of this district.

Traditional Marketplace Corridor Form District (TMC)

The identification and enhancement of the character along some of Louisville’s more prominent circulation corridors is the primary purpose of this district. These marketplace districts help to delineate corridor gateways, reinforce the corridor’s function and identity, and encourage alternative modes of travel. Additional objectives for this district include guidelines for access and circulation, streetscaping, and considerations for open space. Specific guidelines also address the development and appearance of prominent sites focusing on high quality design and design standards for linkages to adjacent districts and land uses.

Traditional Neighborhood District (TN)

Traditional Neighborhood Districts support the redevelopment, enhancement, and preservation of existing neighborhoods, and provide a sense of place for residents. Diversity, and the creation of healthy, vibrant, livable places are a primary goal of these districts. Such urban settings promote a culturally and economically diverse environment that accommodate people all ages and incomes. Guidelines include the creation of a neighborhood center, recognizable edges, and transitions between adjacent districts. A variety of land uses are encouraged within the Traditional Neighborhood District that are compatible with the scale and character of existing and proposed neighborhoods. These neighborhoods should accommodate not only a variety of residential uses, but also office and neighborhood commercial uses, especially in aging neighborhoods with underutilized or vacant structures. Internal circulation patterns, streetscaping, open space, and the integration of appropriate housing units are also elements of this district.

SUMMARY OF EXISTING ZONING CONDITIONS

In general, there are several areas where the base zoning classification does not reflect existing land uses. For example, the higher-density "R-6" designation doesn't reflect the fact that many of the residential areas are single family units and/or duplexes. Although there are instances where larger (original) single-family homes were converted to buildings with multiple rental units, much of Butchertown's housing stock is one- and two-family units.

There are also opportunities where the existing *Form District* designation(s) could be modified to not only reflect existing conditions, but also encourage appropriate development in the neighborhood. Due to future changes along Frankfort Avenue as a result of the Bridges Project and development along the riverfront, a *Traditional Marketplace Corridor* Form District could be an appropriate alternative to the *Traditional Neighborhood* District currently designated along the corridor.

SUMMARY OF NEIGHBORHOOD CONCERNS

As noted previously in **Chapter 1**, Metro's Planning and Design Services staff, the planning consultant, and the Task Force met on a regular basis to discuss issues relevant to the neighborhood plan, and the future of Butchertown. This process, along with additional public workshops, gathered pertinent input and feedback from residents and business interests that revealed a number of concerns and ideas relative to land use issues.



Extreme Skate Park Against Backdrop of Industry

There was a general sense that recent commercial and residential development has had positive results in the neighborhood. However, many also felt the secondary (negative) impacts of some existing, heavy industrial uses were a detriment to

the neighborhood fully realizing its potential for new residential and business development in the future.

Listed below are additional issues raised during the public participation process and are addressed in the various recommendations at the conclusion of this chapter.

- Beargrass Creek is viewed as a neglected or underutilized feature that should be developed as an asset for the neighborhood
- Nuisance issues from industrial activities (i.e. semi-truck traffic and parking, odors, noise, etc...) were raised throughout the process
- Impacts of the existing Kennedy Interchange and the potential impacts of the Bridges Project
- Revise zoning districts to more accurately reflect existing land uses and discourage multi-family conversions from single-family
- Too much (unscreened) outdoor storage detracts from pedestrian-friendly streetscapes
- Need to encourage redevelopment along the primary, commercial corridors traversing Butchertown

LAND USE RECOMMENDATIONS

Listed below are land use recommendations based on public input and discussions held between the Butchertown Task Force, Louisville Metro, and the planning consultant. There was general agreement that continued growth in Butchertown will require an ongoing, cooperative dialogue between residents, existing and new businesses, and neighborhood groups to promote development for the betterment of the entire Butchertown neighborhood. Such a perspective must be based on an understanding that Butchertown has been, and should continue to be, a neighborhood comprised of an appropriate mix of residential, commercial, and light industrial land uses. However, future development must not come at the expense of existing residents and businesses, and should have a vested interest in improving the quality of life for all of those who share in the experiences of Butchertown.

Future land uses should recognize the historic urban fabric of Butchertown, anticipate new development patterns, minimize land

use conflicts, and contribute to the mixed-use, diverse character of the neighborhood. The following opportunities vary in level of importance and should be prioritized accordingly. **Chapter 6** breaks down these recommendations based on short, mid, and long term time frames.

Cornerstone 2020 / Land Development Code:

- LU1 Evaluate and rezone neighborhood areas currently zoned **R6** to the **Urban Neighborhood (UN)** designation based on appropriate conditions.
- LU2 After final determination of Bridges Project impacts, evaluate the status of industrial-zoned properties to determine those properties suitable for **EZ-1** or other mixed use zoning. This evaluation shall include consideration of existing land use and zoning of properties. Rezone properties in accordance with recommendations of evaluation. (Existing **M-3** properties, with a use that requires a Conditional Use Permit not allowed in the proposed **EZ-1** district, should not be rezoned without agreement from property owner.)
- LU3 Consider revising the **Downtown Form District** boundary along the riverfront to guide new development of the vacated land resulting from the Kennedy Interchange shifting southward as a result of the Bridges Project.
- LU4 Consider revising the **Traditional Neighborhood (TN) Form District** boundary along Story Avenue between Cabel and Buchanan Streets to a **Traditional Marketplace Corridor (TMC) Form District** designation to encourage appropriate (re)development along this important commercial corridor.
- LU5 After final determination of Bridges Project impacts, particularly the new Frankfort Avenue interchange, evaluate the status of industrial-zoned properties and Form District designation. Consider revising those properties suitable for mixed use zoning or a **Traditional Marketplace Corridor (TMC) Form District** designation along Frankfort between Story Avenue and River Road.

- LU6 Evaluate and capitalize on the impacts of the expanded Waterfront Park, Big Four pedestrian bridge, and other redevelopment currently underway along the Ohio River.
- LU7 Evaluate redevelopment plans for the vacated land as a result of the relocated Kennedy Interchange.

Infrastructure / Capital Improvements:

- LU8 Coordinate with the Metropolitan Sewer District for stormwater management policies and Federal floodplain regulations to determine potential limitations to the location, or type, of development within the Beargrass Creek watershed.
- LU9 Determine strategic locations along designated bike routes for incorporating small neighborhood parks.
- LU10 Identify strategic locations for trailheads along the Beargrass Creek corridor that maximize creek access and serve as amenities for existing or future development.
- LU11 Ensure stormwater **Best Management Practices** are implemented along Beargrass Creek to properly treat water runoff prior to entering the creek.
- LU12 Explore strategies to relocate and/or rebuild the flood wall.

Policy / Programmatic:

- LU13 Support efforts to relocate the JBS-Swift Plant operations, while recognizing that in the short term, the plant will continue to operate at its current location.
- LU14 Partner with Metro agencies and affected industries to reduce the secondary (nuisance) impacts of existing industrial operations on residents and retail businesses.

- LU15 Promote land use strategies for the re-use of existing buildings rather than building new structures.
- LU16 Redevelop/rehabilitate industrial buildings for office, retail, mixed-use, or multi-family residential if industrial uses are no longer viable.
- LU17 Protect existing street trees and enforce policies that preserve and incorporate mature trees as part of redevelopment efforts.
- LU18 Undertake a survey to inventory street trees within the public right-of-way. Develop a prioritization plan to replace dead or missing street trees.
- LU19 Rename existing or future parks in honor of historic or influential people who helped shaped Butchertown.
- LU20 Partner with pertinent stakeholders to implement a clean-up plan for the Beargrass Creek corridor.
- LU21 Re-evaluate land use issues and recommendations in this Neighborhood Plan based on the impacts of the Bridges Project during and after construction.
- LU22 Promote land use strategies adjacent to Lincoln Elementary School that result in a more child-friendly and safer environment.
- LU23 Provide possible incentives to locate a grocery store in the neighborhood.
- LU24 Locate/site new buildings and associated features along Beargrass Creek to promote public access to the creek.
- LU25 Implement policies to ensure future development does not

preclude, or limit, the restoration of Beargrass Creek.

- LU26 Encourage cultural amenities and activities that complement and promote existing artistic uses at the Butchertown Market.
- LU27 Promote land uses along Main Street that are mutually beneficial to Butchertown and Phoenix Hill due to its role as a shared boundary/corridor between the two neighborhoods.
- LU28 Encourage appropriate commercial development along Story and Mellwood Avenues and Main Street that strengthen Butchertown's economic base and enhance pedestrian activity.
- LU29 Initiate private neighborhood efforts to seek out and develop a series of "pocket parks" or community gardens at vacant or underutilized lots throughout Butchertown. Such efforts should not compromise intact residential areas (i.e. create "gaps" in the urban fabric)
- LU30 Evaluate land use impacts and opportunities at the future Frankfort Avenue / I-71 interchange as part of the Ohio River Bridges Project.

4

M O B I L I T Y

CHAPTER FOUR

Mobility

Intent

This chapter outlines existing transportation and infrastructure conditions within Butchertown. Based on this analysis and the input of Task Force members, recommendations are made to address these issues. One of the key goals of these recommendations is to integrate vehicular and pedestrian mobility needs within the scale and character of the Butchertown neighborhood.

MOBILITY INVENTORY AND ANALYSIS

As noted in **Chapter 2**, the urban fabric of Butchertown has been shaped by a variety of circulation networks over the years. From the early influences of Beargrass Creek to today’s interstate system, the neighborhood has witnessed both the positive and negative impacts of circulation. This chapter addresses mobility issues within and through the neighborhood including vehicular as well as pedestrian activity. How Louisville’s public transportation system influences Butchertown is also addressed in the analysis and recommendations. Traffic patterns are analyzed for compatibility with available infrastructure, current and desired land use patterns, and with overall goals of maintaining the viability of adjacent land uses.

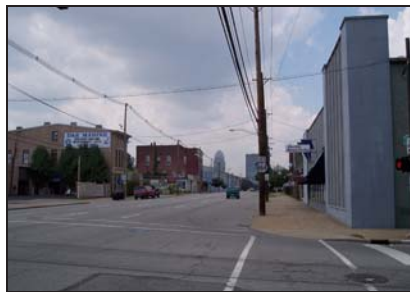
The speed of traffic, one- or two-way traffic patterns, and the physical size of the street are all factors that affect the quality and safety of a circulation corridor. The type of street, based on standards established by Louisville Metro’s Thoroughfare Plan, are categorized into four main classifications including:

- Major Arterials
- Minor Arterials
- Primary Collectors
- Local or Neighborhood Streets

In Butchertown, Story Avenue, Main Street, Mellwood and Frankfort Avenues, and Brownsboro Road are classified as **Major Arterial** streets. Shelby and Adams Streets are listed as **Primary Collectors** in the neighborhood. The remaining network of streets are considered

Local or Neighborhood streets and, in general, link the residential areas to the high-traffic corridors.

In the future, it is important the role and function of each of the streets that comprise Butchertown’s circulation network is understood from



Main Street Defined as a Major Arterial Street



Washington Street Defined as a Local Street

both a traffic (engineering) perspective as well as an aesthetic (urban design) perspective. In an urban setting such as Butchertown, the various roles the corridor plays relative to that of a public place, are just as important as the street’s function to move vehicles through the neighborhood.

The following mobility analysis includes a discussion of some of the *tangible*, traffic/safety concerns for motorists, as well as an exploration of some of the *intangible*, aesthetic issues in Butchertown. In addition to the concerns raised during the public meetings, a number of issues outlined below are the result of a “walking survey” conducted by residents as part of a pilot program developed by the Built Environment Committee of the Mayor’s *Healthy Hometown Movement*. As with the land use chapter previously, many of these issues and concerns were raised by Task Force members, neighborhood business interests and residents throughout this planning process.

SUMMARY OF NEIGHBORHOOD CONCERNS



Typical Neighborhood Streetscape

As noted previously in **Chapter 1**, Metro’s Planning and Design Services staff, the planning consultant, and the Task Force met on a regular basis to discuss issues relevant to the plan. This process, along with additional public workshops, gathered pertinent input and feedback from residents and businesses that revealed a number of concerns and ideas relative to Butchertown’s transportation network. Traffic



Existing Mobility Conditions and Safety Issues

 Safety / Infrastructure Issue

 Designated Bike Routes

 Existing TARC Bus Route

4 Mobility

BUTCHERTOWN NEIGHBORHOOD PLAN

patterns within and through the neighborhood were a primary concern. One-way traffic on Story and Mellwood Avenues, and Main Street raised safety concerns and limited travel options for motorists navigating Butchertown. Many felt that returning two-way traffic patterns on these, as well as other streets in the neighborhood, could alleviate many of the truck traffic issues currently affecting Butchertown. Some of the following issues are also the result of a “Walking Survey” of the neighborhood as part of the city’s initiative to create a more walkable city. Many of the items listed below have evolved into the various recommendations at the conclusion of this chapter.

- System of 1- and 2-way streets throughout the neighborhood create confusing and sometimes dangerous situations for pedestrians and motorists alike.
- Impacts of the Kennedy Interchange.
- Heavy truck traffic through residential areas creates pedestrian safety issues, noise and air pollution, and damages street trees
- Excessive traffic speed along Story Avenue creates safety concerns
- Flood wall running along Quincy Street blocks motorists’ view at Cabel and Adams Street intersections
- Configuration of sidewalks along Story and Mellwood Avenues at the I-64 interchanges result in pedestrian safety issues
- Lack of pedestrian crossings and general poor condition of sidewalks at the Story and Frankfort Avenues intersection
- Lack of pedestrian crossings and general poor condition of sidewalks at the Story Avenue and Brownsboro Road intersection
- Some brick sidewalks throughout the neighborhood are uneven or in disrepair due to age, tree roots, or other factors
- Configuration of the Story, Baxter, and Main Street intersection not conducive to the efficient flow of traffic and creates pedestrian safety issues
- Lack of pedestrian crossings and speed of traffic at the Main and Wenzel Streets intersection create safety issues for pedestrians, particularly schoolchildren

One new survey introduced to the neighborhood plan process was the use of the *Louisville Neighborhood Walking Survey*. The Butchertown



Pedestrian Safety Issues at I-64 and Story Avenue

neighborhood is one of the first neighborhoods in Louisville to use the *Louisville Neighborhood Walking Survey*, a pilot program developed by the Built Environment Committee of the Mayor’s Healthy Hometown Movement. The purpose of the survey was to analyze how “walkable”

neighborhoods are in Louisville. This tool enables the neighborhood to determine its greatest needs relating to walkability and to prioritize them in order of importance. The list of projects and priorities produced will be used by the Metro Council and Metro Public Works to determine which projects will be implemented first. Priorities identified during the Butchertown walk include:

1. Repair sidewalk along Washington Street.
2. Install sidewalks along east side of Cabel Street, north of Quincy.
3. Clean up debris along sidewalk of Adams Street.
4. Install sidewalk on western side of Adams Street, north of Quincy.
5. Improve intersection of floodwall (site lines) at both ends along Quincy Street
6. Trim trees and shrubs.
7. Clean up or screen out property on the south side of Washington between Buchanan and Johnson Street.
8. Improve sidewalk along Washington Street (southside between Wenzel and Buchanan).
9. Improve crossing signals at Main and Wenzel Streets.
10. Install sidewalk along north side of Franklin Street west of Cabel Street.
11. Improve traffic patterns at intersection of Story Avenue and I-64 exit ramp.
12. Improve pedestrian crossings at Frankfort/Story, Brownsboro/Story, and Story at greenway.

MOBILITY RECOMMENDATIONS

Many of the recommendations listed below center on improvements to the functional aspects of Butchertown’s network of streets. However, these improvements take into consideration vehicular as well as pedestrian movement through the neighborhood. An “efficient” street in regards to traffic flow normally does not translate into an attractive public realm for pedestrians. The design of multi-functional corridors strengthens the historic patterns of multi-modal transportation in traditional urban areas. The recommendations detailed below attempt to balance the role streets play in Butchertown as circulation corridors as well as public places.

Cornerstone 2020 / Land Development Code:

- M1 Evaluate the effects and opportunities of any new streets that are extended through the (relocated) Kennedy Interchange and connect to River Road and/or Waterfront Park.
- M2 Evaluate the future effects and opportunities of the new Frankfort Avenue interchange at I-71 as part of the Bridges Project.

Infrastructure / Capital Improvements:

- M3 Evaluate local traffic patterns as a result of the reconstructed I-64 ramp system(s) between Mellwood and Story Avenues as part of the Bridges Project.
- M4 Develop and implement a plan to prioritize streets to bury/relocate overhead utilities to improve viewsheds, limit conflicts with street trees, and promote pedestrian safety.
- M5 Encourage business owners to landscape or screen the perimeters of parking lots and outdoor storage areas to create pedestrian friendly edges.
- M6 Intensify efforts to reduce or minimize heavy truck traffic on residential streets.

- M7 Analyze the feasibility of converting traffic along Main/ Mellwood and Story Avenues from 1-way to 2-way circulation. Such improvements to these routes should reduce heavy truck traffic through the residential areas of Butchertown.
- M8 Analyze the feasibility of converting strategic streets - specifically Campbell and Wenzel Streets - from 1-way to 2-way circulation.
- M9 Develop strategies to reconfigure the Brownsboro Road/ Mellwood Avenue intersection to direct/encourage traffic onto Mellwood rather than Story Avenue.
- M10 Reconfigure the Main/Story/Baxter intersection to effectively route 2-way traffic through this area.
- M11 Improve signage and streetscaping for designated bike routes along Clay, Washington, Adams, and other local streets for the safety and enjoyment of cyclists/pedestrians.
- M12 Implement streetscape and traffic-calming measures along Story and Mellwood Avenues at the I-64 interchanges that improve pedestrian safety.
- M13 Implement safety/traffic-calming measures at the designated crosswalk at Story and Cabel to improve pedestrian safety.
- M14 Implement pedestrian safety improvements at the Story and Frankfort Avenue intersection to improve pedestrian safety.
- M15 Improve pedestrian (i.e. school children) safety via traffic-calming features and light signalization for pedestrians and motorists at the Main and Wenzel Street intersection/ crosswalks.
- M16 Improve informational and directional signage (i.e. bike routes, bus stops, etc..) along local streets for motorists and pedestrians throughout Butchertown.

4 Mobility

- M17** Develop and implement an on-going maintenance plan (clean-up, plantings, pruning, etc...) for existing and future landscaping along neighborhood streets.
- M18** Improve/enhance streetscaping at the Brownsboro, Frankfort, and Spring Street bridges crossing Beargrass Creek-specifically, remove the chain link fence at Frankfort Avenue bridge.
- M19** Coordinate with the Bridges Project engineers and Phoenix Hill Neighborhood Association to implement streetscape enhancements along East Main Street as part of the Bridges Project’s mitigation measures.
- M20** Develop and implement a infrastructure improvement plan that prioritizes projects for new sidewalks, sidewalk replacement, curbs, and/or ADA-compliant ramps. Coordinate this with the results of the *Walkability Survey* recently completed by Louisville Metro.
 - Repair sidewalk along south side of Washington between Buchanon and Wenzel Streets.
 - Install sidewalk along east side of Cabel north of Quincy Street.
 - Install sidewalk on western side of Adams north of Quincy Street.
 - Install sidewalk along north side of Franklin Street west of Cabel Street.
- M21** Incorporate design elements and/or interpretive signage highlighting the importance of Beargrass Creek/Butchertown Greenway to the neighborhood and its symbolic connection to the Ohio River.
- M22** Coordinate with TARC to design and build future transit structures reflecting the unique features of Butchertown and strengthen service at bus/trolley stops along designated neighborhood routes.

Policy / Programmatic:

- M23** Continue to partner with JBS-Swift Company to limit or designate certain streets as truck routes accessing the plant. Efforts should also limit off-site (overnight) parking.
- M24** Encourage innovative parking alternatives among businesses along Main Street, and Story and Mellwood Avenues to promote business development.
- M25** Develop and implement a study to improve or maximize the efficiency of on-street parking for businesses and residents throughout the neighborhood.
- M26** Initiate a study relevant to circulation strategies that improve access to and along Beargrass Creek.
- M27** Develop a public art funding program (i.e. art “set-asides”) within the public realm to “tell the story” of Butchertown, and coordinate the location of artwork with the Historic Butchertown Walking Tour.
- M28** Undertake a study to determine the long-term feasibility of converting the existing railroad into a multi-use pedestrian trail.
- M29** Re-evaluate mobility issues and recommendations in this Neighborhood Plan based on the future impacts of the Bridges Project.