Jacobs Neighborhood Small Area Plan

ADOPTED OCTOBER 8, 2015

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Acknowledgements

Neighborhood Plan Advisory Group

Karen Bell
Lisa Burt
Michael Burt
Charlie Hulsman
Cletus McCauley
Denise Ruffra
John Ruffra
Kevin Swessel

Metro Louisville

Mayor Greg Fischer
Mary Ellen Wiederwohl, Louisville Forward
Jim Mims, Develop Louisville
Gretchen Milliken, Advanced Planning
Ken Baker, Advanced Planning

Metro Council, District 15

Councilwoman Marianne Butler
Susan Hughes, Legislative Assistant

Prepared By:

Center For Neighborhoods
VISION. KNOWLEDGE. ACTION.

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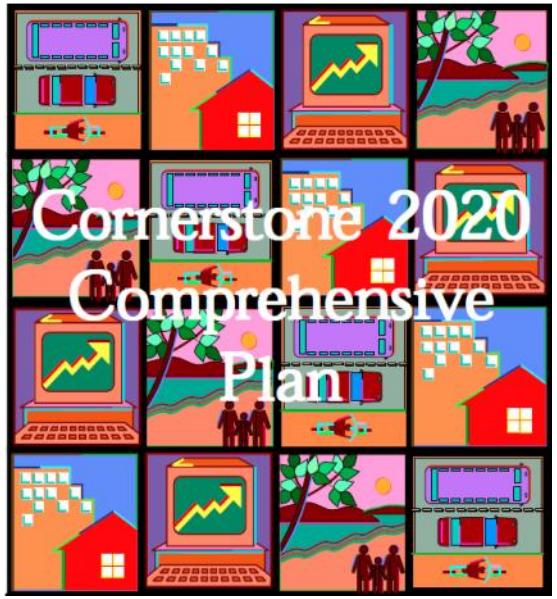
CORNERSTONE 2020 VISION STATEMENT

In our vision of 2020, Louisville and Jefferson County is a community widely recognized for its high quality of life, sense of tradition and competitive spirit. Our children have inherited a livable, vibrant and economically diverse community. We have clearly recognized that the quality of life depends upon continued success in the economic marketplace and an ongoing commitment to the conservation of environmental resources which define our heritage and enhance the livability of our community.

Community residents share a sense of place and take great pride in their established and emerging neighborhoods which are culturally and economically diverse. Residents are proud of their differences in heritage and culture. Economic and educational opportunities are available to all residents, in every neighborhood. Every neighborhood is a safe place to live.

The community enjoys a rich fabric of urban and suburban areas, interwoven with environmental resources, accessible parks, open space and the Ohio River Corridor, all representing a heritage of natural beauty. A multi-modal transportation system serves and ties together the entire community. Unified government services enhance the ability of the community to speak with a single voice in matters related to the investment of human, environmental and capital resources.

The Cornerstone 2020 Vision for Louisville and Jefferson County is nothing less than the best of the past merged with the best of the future, creating a community where all residents can grow and prosper.



Plan Purpose

The purpose of the Jacobs Neighborhood Plan is to support the rehabilitation of the Jacobs Neighborhood and to enable its residents to voice their vision for the future of the area. Councilwoman Marianne Butler, District 15, and Metro Louisville Advanced Planning sought a plan to articulate a vision for the Jacobs Neighborhood and guide the neighborhood towards strategies to achieve that vision.

Plan Process

Center For Neighborhoods served as the lead planning team for the entire effort. This included research, data analysis, GIS mapping, developing the plan document, facilitating meetings of the Advisory Group appointed by Mayor Fischer with concurrence of Councilwoman Butler, conducting outreach for public input, and communicating proceedings with the Advisory Group, key stakeholder agencies and other interested parties.

Center For Neighborhoods began by organizing and reviewing the existing documentation on the Jacobs Neighborhood, its history and development. It also obtained additional information and data from various sources, including U.S. Census data, LOJIC data, field observations and interviews with key stakeholders and Advisory Group members.

On June 10, 2015, Center For Neighborhoods facilitated a project kick-off meeting with Develop Louisville-Office of Advanced Planning and the Neighborhood Plan Advisory Group in order to review the impetus and context of the plan and to develop outreach and communication methods. As part of this process, additional meetings were held with the Office of Advanced Planning to review their perspectives and any current or future infrastructure improvement plans that would impact the neighborhood and surrounding areas.

On June 20th, Center For Neighborhoods lead a charrette-style public workshop at Most Blessed Sacrament Church to assist residents and the Advisory Group in developing a vision statement for the Jacobs Neighborhood. Project staff collected input regarding desired land use and community form and identified mobility issues and priorities. Based on research and community stakeholder input, Center For Neighborhoods characterized the qualities that define the Jacobs Neighborhood through text, maps and images.

On July 11th, Center For Neighborhoods hosted a second charrette-style public workshop at the church. The week before, project staff and Advisory Group members passed out flyers around the planning area to publicize the event. At the charrette, project staff presented the proposed maps and draft recommendations of the plan sections for review and comment. Project staff gathered input regarding priority goals and recommendations for the development of an implementation plan.

A final meeting was held with the Advisory Group on July 22nd to review the draft plan document and a public meeting was held July 29th to present the vision and plan to the community and receive any final feedback.

Following completion of the neighborhood plan, Center For Neighborhoods, Advanced Planning and Councilwoman Butler presented the Plan Executive Summary to the Planning Commission Planning Committee, the full membership of the Planning Commission for recommendation to the Metro Council, and to the Planning/Zoning, Land Design and Development Committee of Metro Council before the vote of Metro Council.

Neighborhood Plan Area

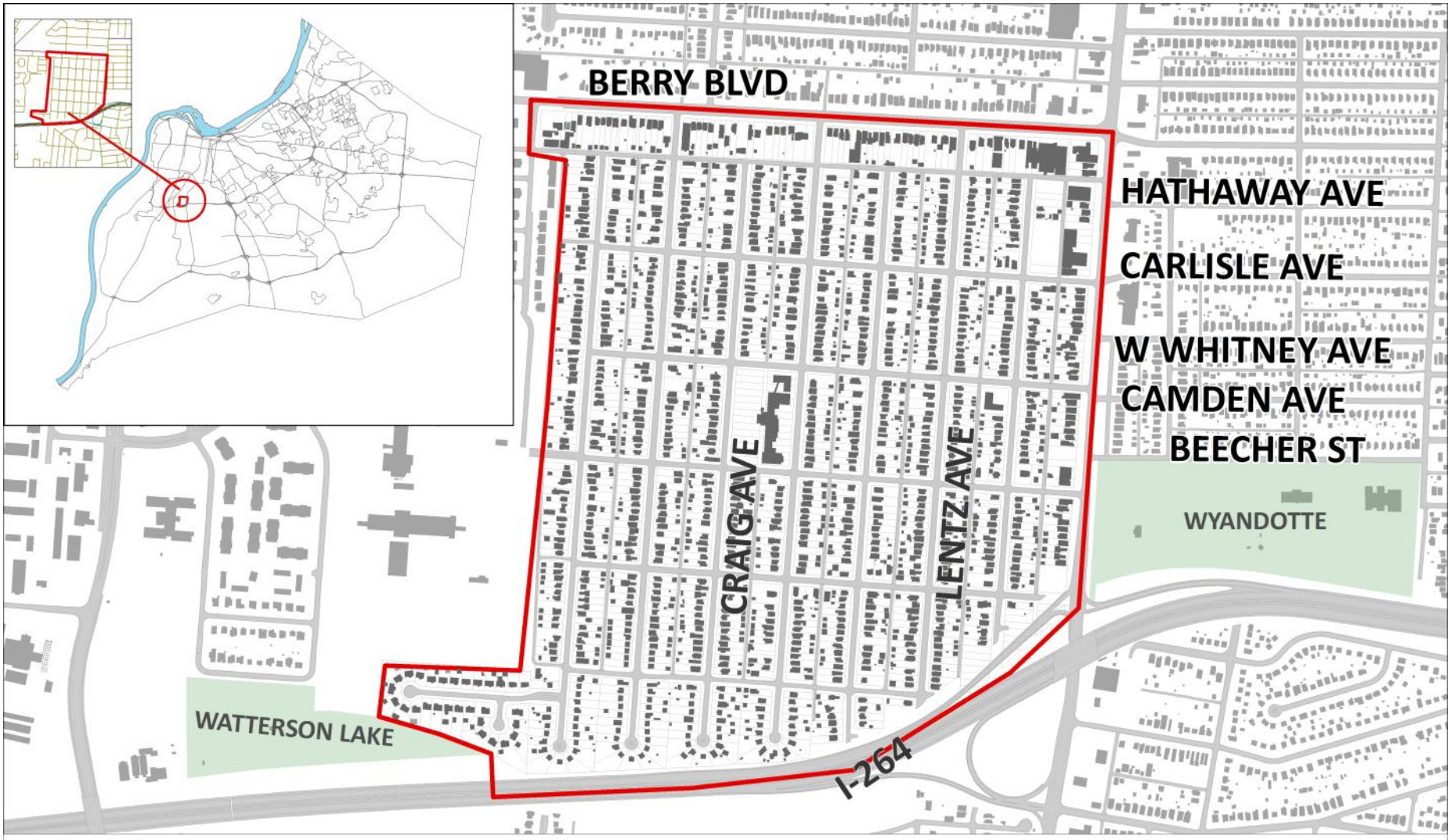
The Jacobs Neighborhood is located in the South End of the greater Louisville Metro area, south and west of the central business district, within Louisville's inner loop, Interstate 264. For the purposes of this plan, the boundaries of the Jacobs Neighborhood planning area are: on the south, Interstate 264 and Watterson Lake Park. On the east, Taylor Boulevard from I-264 to Berry Boulevard. On the north, Berry Boulevard from Georgetown Place to Taylor Boulevard. On the west, the property line of parcels abutting Parthenia Avenue, Cloverbrook Drive and Corvair Court between Berry Boulevard and I-264.

General Overview

The Jacob's Neighborhood planning area is primarily a single-family, residential neighborhood. It was originally developed as Jacob's Addition, beginning in 1892 after the opening of nearby Jacob's Park (now Iroquois Park) and named for four-time Louisville mayor Charles Donald Jacob. The plan area is adjacent to Watterson Lake Park, Manslick Cemetery and the new Jacob Elementary School on the west and Wyandotte Park on the east. The area includes the old Charles D. Jacob Elementary School, which is included on the National Register of Historic Places.

At its core, the neighborhood planning process is about articulating a clear vision for a community's future, understanding existing conditions, available resources and key partners, and identifying and communicating a concise list of recommended actions to achieve the vision. With this in mind, the Jacobs Neighborhood Small Area Plan is built around the three core ideas of vision, knowledge and action.

Vision Knowledge Action



Jacobs Neighborhood Plan Area

MAP 1

Center For Neighborhoods

OFFICE OF ADVANCED PLANNING

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Neighborhood Plan Area Imagery

Seen from above the character of the Jacobs Neighborhood plan area begins to identify itself with its traditional regular street grid, its proximity to Interstate 264, a pattern of dense, small residential structures, and the central presence of the old Jacob Elementary School campus. Surrounding the plan area is a mixture of similar developed neighborhoods, large community parks, intermittent medium and smaller structures along the two commercial corridors and—on the west—a series of developments with varying layouts and building sizes. The aerial imagery begins to give context to the area in a way that the base map cannot. Neighborhood level data and imagery will begin to bring this context in to greater focus.

Jacobs Neighborhood Plan Area

MAP 2 Aerial Imagery Base Map

Center For Neighborhoods

OFFICE OF ADVANCED PLANNING

LOJIC

Jacobs Plan Area | Roads | Metro Parks

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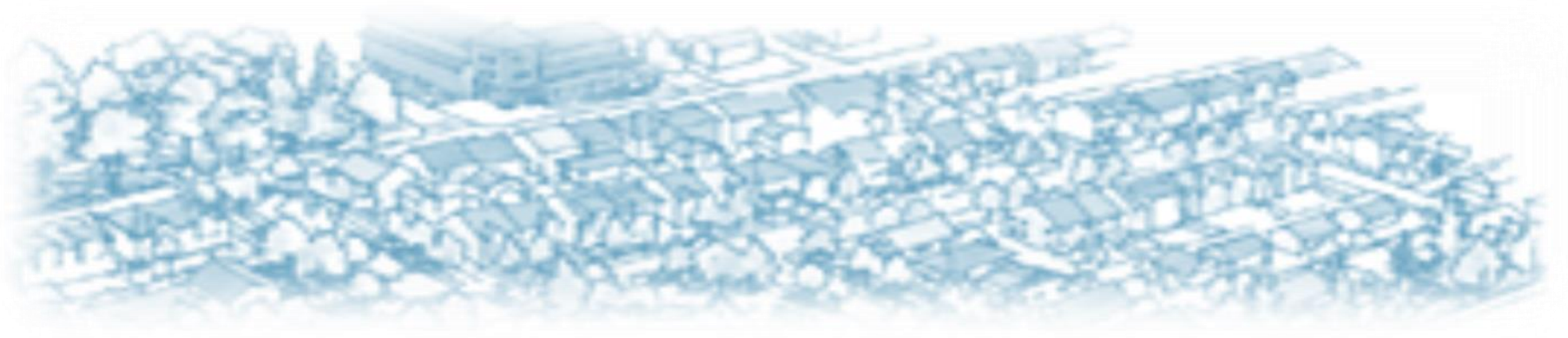


JACOBS NEIGHBORHOOD VISION

The Jacobs Neighborhood is a welcoming neighborhood of choice that is safe and secure for family and friends. Jacobs is an affordable place to call home where homeowners, renters and landlords take pride in their property, it is a family-friendly neighborhood with easy access to amenities including local parks, schools, businesses, transportation and technology, and it is a neighborhood with structurally sound infrastructure providing reliable drainage, sidewalks and roadways. The Jacobs Neighborhood is a place that respects its history while providing a high-quality of life for all who call it home today and in the future.

NEIGHBORHOOD IDENTITY

INTRODUCTION

The Jacobs Neighborhood is steeped in Louisville tradition. It's historical foundations include connections to the first industries and technological advances that made Louisville a prominent city. The Jacobs Neighborhood is named after Charles Donald Jacob, a four-term mayor of Louisville who was first elected in 1872. Known for wearing a yellow rose, he had a lifelong mission to beautify and improve Louisville. As mayor, he envisioned many of the city's parks and installed the first asphalt streets, as well as oversaw the conversion of street lighting from gas to electricity. Originally developed as tenant and family housing to support nearby agriculture, the Jacobs Neighborhood continues to this day to be a welcoming home for the working class and their families.

NEIGHBORHOOD HISTORY

The neighborhood was established as Jacob's Addition in 1892 by the Starks Realty Company. Louisville was beginning to expand south, spurred by the opening of nearby Jacob's Park (present-day Iroquois Park), the development of Southern Parkway as a local business and industrial corridor and the southern extension of the streetcar lines. Increased demand for housing created the Jacobs Neighborhood as the then "suburbs" of Louisville. The neighborhood served as middle-class single family housing throughout the early 20th century. Additionally, from World War II until 1952, the neighborhood housed Nichols General Hospital and many of its workers, which served as a temporary hospital for the soldiers and veterans.

After World War II, families began to move to new residential areas even further into the country, leaving areas of the central city vacant or increasingly industrial. Suburban development and the expansion of the highway system and automobile industry lead to a general decline of the central neighborhoods of the city. The completion of the Watterson Expressway in 1974 made it no longer necessary to live in the central city in order to get to work. In the Jacobs Neighborhood, some of the single family residences were split into rental housing and boarding houses, shifting the neighborhood identity away from its traditional suburban atmosphere and towards a worker and industry-oriented neighborhood. Jacobs Neighborhood did see a small expansion of middle-class housing in the late 1960's and 1970's on Cloverbrook Drive and Corvair Court.

In the center of the Jacob Neighborhood sits the Charles D. Jacob Elementary School, which was placed on the National Register of Historic Places in 2012. First built in 1912, and added onto in 1932, the school serves as a historical landmark for the area and a reminder of the neighborhood's family-oriented history, as well as a beautiful example of traditional architectural styles. Other local landmarks nearby include Manslick Cemetery, which served as a burial site for the city's indigent dating back as far as 1873, Watterson Lake Park and Wyandotte Park.

Today the Jacobs Neighborhood is a quiet, family-friendly area with single-family homes and children playing in the street. Still a mix of renters and owners, there are many residents that take pride in the upkeep of their property. Lawns are generally well landscaped; mature trees line the streets. Residents describe their neighbors as friendly and helpful. The residences sit behind the busy commercial corridors of Taylor and Berry Boulevards, on which many local businesses and several churches are located. The neighborhood is nestled against the I-264 Watterson Expressway, which is a major connector to downtown, via I-65 and I-64, and other regional areas of employment, as well as various shopping and recreational destinations. It enjoys close proximity to the new Jacob Elementary School and local parks, as well as local attractions such as Churchill Downs.

Clockwise from top left: Carlisle Avenue, 1932. Sewer infrastructure installed at Carlisle and Lentz Avenue, 1928. A visitor to Jacobs Park (now Iroquois Park), and Louisville Mayor Charles Donald Jacob.

Defining the perimeter of the Jacobs Neighborhood plan area are Taylor and Berry Boulevards. Historically, development of this corridor spurred demand for housing in the area. In present day, the commercial activity supports the local economy and provides amenities for local residents. Land use is mixed along both Taylor and Berry Boulevards, consisting of local and regional businesses (including hardware stores, a grocery, auto-service stores, and restaurants), as well as single-family and multi-family residences and churches. This area serves as a marketplace corridor for the neighborhood and the surrounding area.

Taylor and Berry Boulevards are multi-lane roadways with sidewalks on either side. They are major connectors between the neighborhood and other areas of the city and the I-264 Watterson Expressway. Driving is the most common method of transportation along these routes, however there are several bus stops along both sides of the roadways.

The historical context of the corridor is still apparent today. Many structures that were built along the corridor during the late 19th and early 20th centuries still house churches and businesses. New and old businesses inhabit the busy commercial area, offering a variety of amenities to local residents.

DEFINING CHARACTERISTICS

The Jacobs Neighborhood is primarily a single-family residential neighborhood. Homes in the area an eclectic mix of various architectural styles which have been typical of the middle class throughout Louisville's history. Simple vernacular homes can be found throughout the neighborhood. These are characterized by a simple rectangular, single-story construction, with front or side gables as well as one awning or small covered porch. There are many bungalow and craftsman style homes, common from 1900 to 1940, with wide inviting porches and lots of character. There are also several cozy renditions of the English Cottage style of the same time period, framed by mature trees. On the southwestern side of the neighborhood, most homes are ranch-style, indicative of the 1960s and 1970s.

A unique, defining feature of the neighborhood sits in its very center. The Charles D. Jacob Elementary school features craftsman, colonial revival and moderne architecture. Built in 1912 and added onto in 1932, it was designed to mimic the architecture of the surrounding neighborhood so that it would match the character and context of the area. Visually and socially, the school was the center for families, an anchor for the neighborhood at the time of its construction until its closing in 1991. It serves as a reminder of both the character and the age of the neighborhood, as well as the historical significance of the work and lives of its residents. Today it is referred to as the “Old Jacobs School”. It was places on the National Register of Historic Places in 2012. In recent years it has fallen into disrepair and is an opportunity for revitalizing the neighborhood's core.

DEMOGRAPHIC PROFILE

Table 1: Jacobs Plan Area Demographics Comparison

	Jacobs Plan Area		Metro Louisville		Metro Statistical Area	
Total Population	2,518		597,337		1,235,708	
Race & Ethnicity						
White	1,498	59.5%	421,439	70.6%	993,984	80.4%
Black	847	33.6%	136,705	22.9%	173,033	14.0%
American Indian	21	0.8%	1,532	0.3%	3,078	0.2%
Asian	32	1.3%	12,903	2.2%	19,830	1.6%
Other	30	1.2%	10,487	1.8%	20,249	1.6%
Two or More Races	86	3.4%	13,873	2.3%	24,855	2.0%
Hispanic	61	2.4%	26,790	4.5%	48,995	4.0%
Age Distribution						
0-19	804	31.9%	156,906	26.3%	325,618	26.4%
20-39	680	27.0%	165,652	27.7%	323,610	26.2%
40-59	710	28.2%	167,738	28.1%	356,352	28.8%
60-79	251	10.0%	58,531	9.8%	186,443	15.1%
80+	74	2.9%	21,780	3.6%	43,685	3.5%
Median Age	33.4		37		38.1	

Data Source: 2010 US Census

Educational Attainment (Age 25+)	1,672		404,229		843,485	
Less than High School	447	26.7%	53,928	13.3%	107,135	12.7%
High School Diploma/GED	1,048	62.7%	212,594	52.6%	452,414	53.6%
College Degree	148	8.9%	93,193	23.1%	197,582	23.4%
Advanced Degree	31	1.9%	44,514	11.0%	86,354	10.2%
School Enrollment (Age 3+)	2,880		577,801		1,199,189	
Enrolled in school	1,045	36.3%	153,265	26.5%	314,122	26.2%
PreK-Kindergarten	97	3.4%	17,082	3.0%	35,888	3.0%
Elementary-Middle	496	17.2%	61,175	10.6%	132,332	11.0%
High School	311	10.8%	31,600	5.5%	68,027	5.7%
College	141	4.9%	43,408	7.5%	77,875	6.5%

Data Source: 2009-2013 American Community Survey

The Jacobs Neighborhood planning area is comprised of sections of several different U.S. Census blocks. Population estimates were derived from a composite analysis of the 2010 U.S. Census data using data from multiple census blocks. It is evident that the planning area is a diverse neighborhood with residents of all ages, ethnicities and backgrounds.

According to the 2010 Census count, approximately 2,518 individuals live within the Jacobs Neighborhood planning area. A majority of residents are in the adult age range of either 40-59 (28.2%) or 20-39 (27%), which is proportional to the rest of Louisville. However, the median age for the area is only 33.4, whereas the Metro Louisville median age is 37. This is reflective of the fact that there are many families with school-aged children in the planning area. Jacobs Neighborhood has a higher population of school aged children than the metro area, particularly in Elementary-Middle and High School.

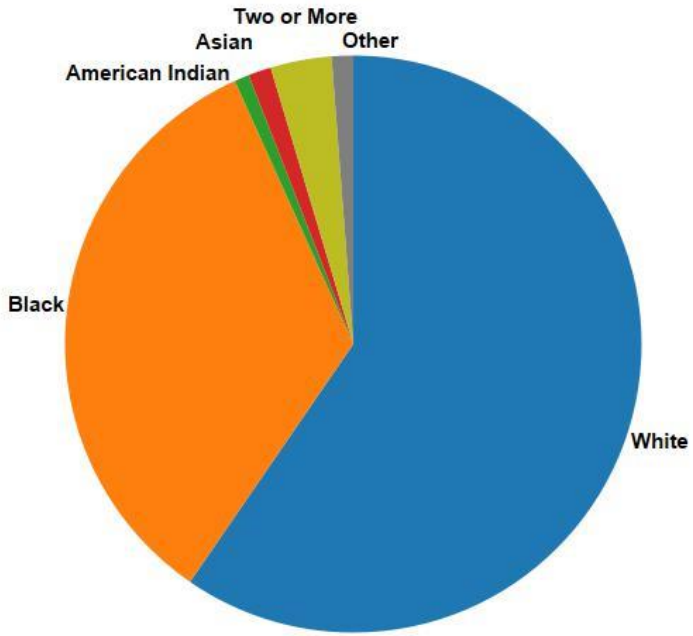


Figure 1: Population by Race of Jacobs Plan Area (n=2518)

2013 American Community Survey data estimated there are 904 school-aged children in the area (Pre-K—High School), which represents one-third of the population. Compared to Metro Louisville and the Louisville MSA this is a significantly greater population of school-aged children.

Of the residents that live within the planning area, 59.5% are White, as compared to Metro Louisville where 70.6% are White. Black residents make up 33.6% of the population, as compared to Metro Louisville where Black residents account for 22.9% of the population. Of Jacobs residents, 2.4% identified themselves as Hispanic. In Louisville Metro, 4.5% of the total population identify themselves as Hispanic.

Adult educational attainment in the planning area is lower than Metro Louisville and the surrounding Metro Statistical Area. A majority of Jacobs residents have completed a High School Diploma or GED (62.7%). Only 11% of adult residents have a college or advanced degree as their highest level of education, compared to some 33% of adult residents citywide.

1/3 of residents in the Jacobs Neighborhood plan area are enrolled in school

Median age of the Jacobs Neighborhood plan area

INCOME & ECONOMIC PROFILE

Table 2: Jacobs Plan Area Income and Labor Comparison

	Jacobs Plan Area		Metro Louisville		Metro Statistical Area	
Median Household Income	$26,316		$44,159		$44,793	
Per Capita Income	$11,997		$26,098		$27,013	
Households below poverty level	346	32.3%	69,427	14.2%	42,410	17.3%
Occupation (Age 16+)	928		276,828		582,490	
Office and administrative support	206	22.2%	40,062	14.5%	86,441	14.8%
Transportation and material moving	102	11.0%	24,731	8.9%	48,918	8.4%
Sales and related	100	10.8%	29,137	10.5%	61,942	10.6%
Food preparation and serving related	83	8.9%	17,131	6.2%	32,986	5.7%
Production	78	8.4%	19,857	7.2%	45,487	7.8%
Commute to Work	880		271,564		570,789	
Car alone	731	83.1%	221,455	81.5%	475,375	83.3%
Carpool	95	10.8%	23,485	8.6%	51,443	9.0%
Public Transportation	19	2.2%	8,987	3.3%	11,246	2.0%
Walk/Bike	1	0.1%	6,799	2.5%	10,545	1.8%
Work at Home	5	0.6%	7,655	2.8%	17,094	3.0%
Other means	29	3.3%	2,874	1.1%	4,481	0.8%
Avg. Commute Time	N/A *		22.2 minutes		23.5 minutes	

Data Source: 2009-2013 American Community Survey

**ACS data unavailable due to sample size*

The Jacobs Neighborhood is a lower middle-class area. The median household earning in the planning area is $26,316 annually, which is lower than the median income of the wider Metro Louisville area ($44,159). This translates to a per capita income of $11,997. The neighborhood has a higher proportion of households below the poverty level than the wider Metro Louisville area.

Jacobs residents primarily work in administrative, logistics, service and manufacturing occupations—not uncommon from the neighborhoods beginning. The most common employment is in office and administrative support services, with 22% of workers employed in that occupation. Given the neighborhood's proximity to downtown and the airport, as well as its related industrial and manufacturing centers, occupations in transportation and logistics, sales, food services and manufacturing are common and a logical fit for the area.

Ease of transportation to and from work is important to Jacobs residents. An overwhelming majority of residents drive to work (83.1% alone and 10.8% with a carpool), while very few residents use public transportation or walk or bike to work. The average for the Metro area is 22 to 23 minutes. Even though the data is not available to determine how long it takes for the average Jacobs resident to commute to work, it is evident that they utilize the adjacent major corridor roads the nearby access to the I-264 Watterson Expressway for their daily commute.

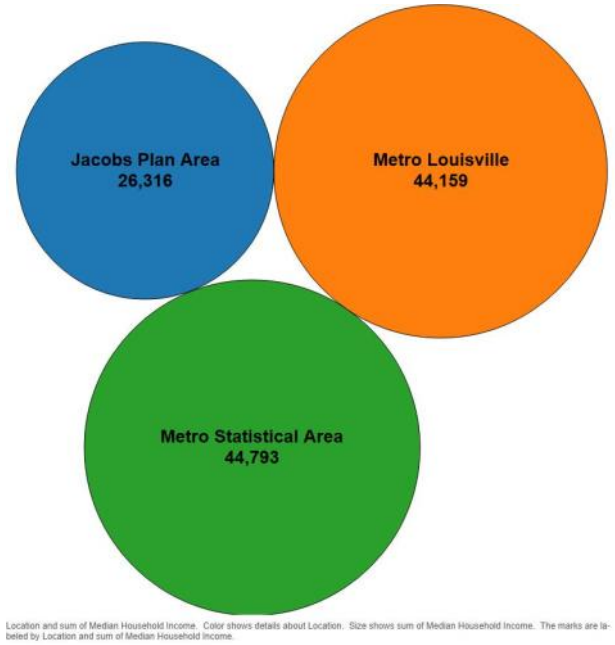
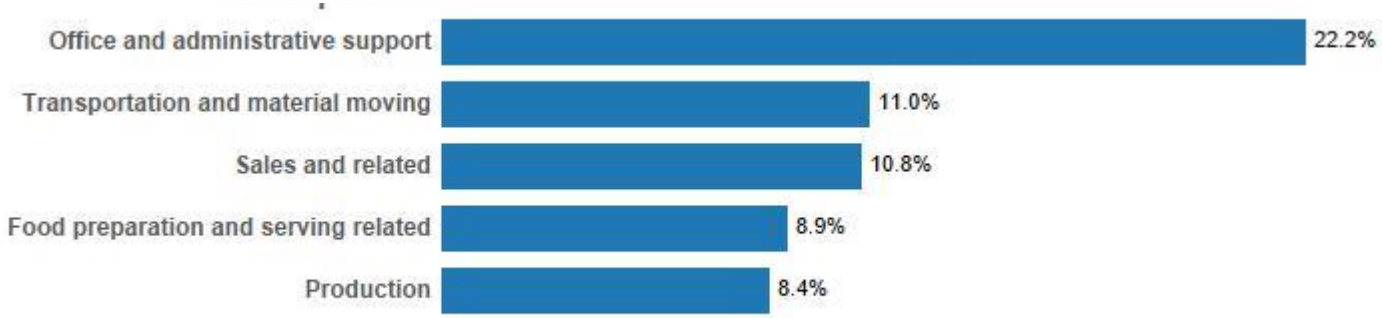


Figure 2: Household Median Income ($)

Figure 3: Leading Occupations of Adult Residents (Age 16+) in Jacobs Neighborhood (n=928)



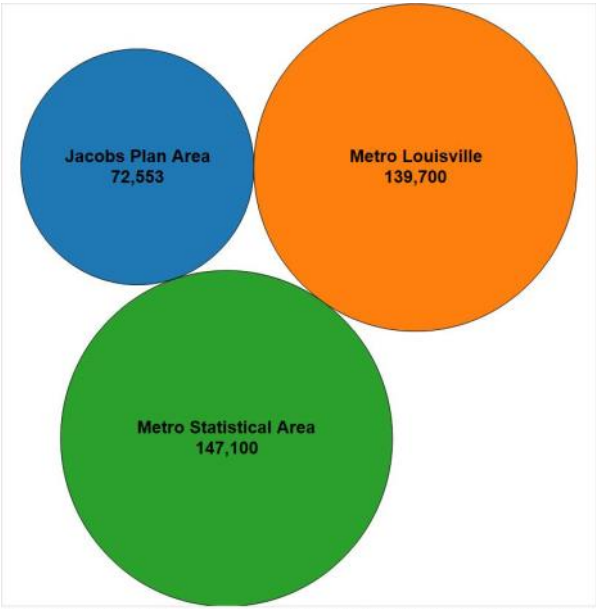
HOUSING PROFILE

Table 3: Jacobs Plan Area Housing Comparison

	Jacobs Plan Area		Metro Louisville		Metro Statistical Area	
Total Units	1,187		272,876		541,454	
Median Housing Value	$72,553		$139,700		$147,100	
Median Rent	$607		$570		$584	
Tenure	1,071		244,674		490,090	
Owner Occupied	623	58.2%	149,455	61.1%	332,486	67.8%
Renter Occupied	448	41.8%	95,219	38.9%	157,604	32.2%
Year Built	1,187		272,876		541454	
Built 2010 or later	0	0.0%	735	0.3%	2167	0.4%
Built 2000 to 2009	5	0.4%	34,799	12.8%	79121	14.6%
Built 1990 to 1999	23	1.9%	29,984	11.0%	76723	14.2%
Built 1980 to 1989	31	2.6%	19,262	7.1%	51921	9.6%
Built 1970 to 1979	101	8.5%	38,321	14.0%	87023	16.1%
Built 1960 to 1969	188	15.8%	38,894	14.3%	69329	12.8%
Built 1950 to 1959	307	25.9%	41,240	15.1%	68491	12.6%
Built 1940 to 1949	299	25.2%	20,307	7.4%	33715	6.2%
Built 1939 or earlier	234	19.7%	49,334	18.1%	72964	13.5%
Median Year Built	1952		1967		1973	

Data Source: 2009-2013 American Community Survey

Figure 4: Median Housing Value ($)



Area and sum of Median Housing Value. Color shows details about Area. Size shows sum of Median Housing Value. The marks are labeled by Area and sum of Median Housing Value.

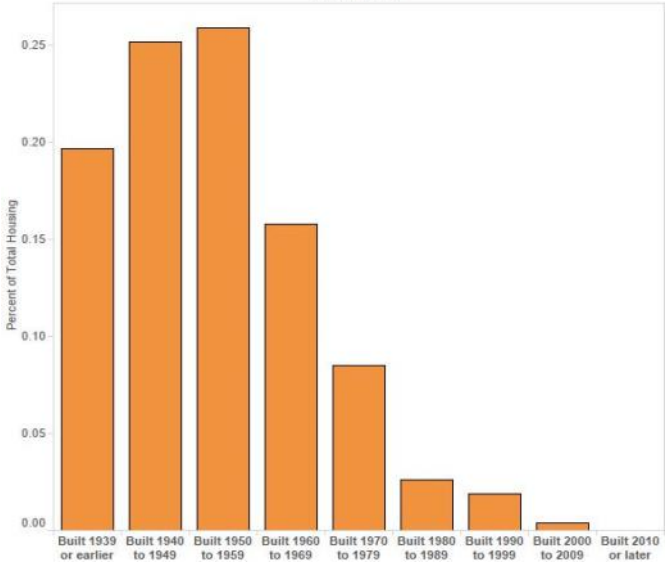
Housing in the Jacobs Neighborhood is affordable and is ideal for middle class or young families. It is a great place for those who are interested in historic homes, many of which are well maintained and still hold the charms of the early and mid-20th century. Availability of affordable rentals also invites a diverse group of new residents to the area. Many residents have lived in the neighborhood their entire lives, preserving the quality and identity of the housing and the traditional neighborhood.

The median housing value in the planning area is $72,553, which is much more affordable than Metro Louisville and the Metro Statistical Area, where housing values are $139,700 and $147,100 respectively. Housing value is lower in the Jacobs Neighborhood because homes have a small to medium square footage. However, this makes the Jacobs Neighborhood an ideal location for first-time home buyers and small/young families. This feature is an asset for the neighborhood, as it attracts middle income families and others looking for affordable housing. At the same time, this allows seniors to remain in homes throughout retirement and adds to the generational quality of the neighborhood. The size and value of housing reinforces the quaint, historic, family-oriented character of the neighborhood for current residents, as well as provides an opportunity to newcomers who are seeking a welcoming environment.

While it is true that most of housing in the planning area is owner occupied, many dwellings are rentals (about 42%). The median rent in the planning area is slightly higher than Metro Louisville. Rental houses in the Jacobs Neighborhood are typically stand alone, single-family dwellings, with decent square footage and backyards, which drives the cost of rentals up slightly. The median figure for Metro Louisville is lower because it includes small apartments, which may sway the cost to be lower.

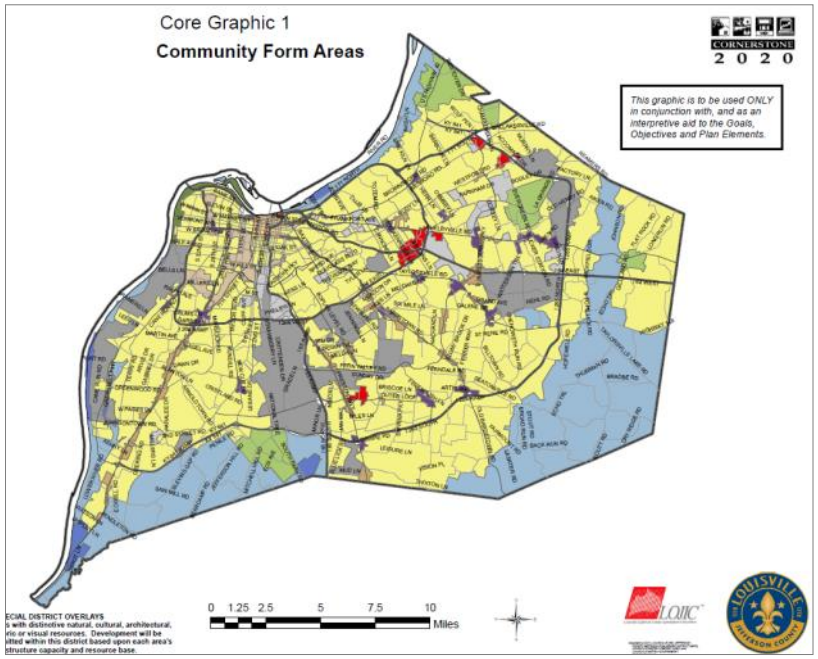
The median age of housing in the planning area is about 63 years. Housing stock in the Jacobs Neighborhood is slightly older, with most homes built in the early to mid-20th century and very few built in the last 15 years. The median year for housing built in the Jacobs Neighborhood is 1952. This is slightly older than Metro Louisville and even older still than the Metro Statistical Area. In fact, the Jacobs Neighborhood has had residences since 1892. The wider statistical areas includes the full range of older, original inner city neighborhoods and the newest suburban developments built as the city expanded into Jefferson County.

Figure 5: Age of Housing in the Jacobs Plan Area



LAND USE & COMMUNITY FORM

The primary purpose of the Jacobs Neighborhood Small Area Plan, owing to its relationship to Cornerstone 2020, is to understand the neighborhood's desired future and make recommendations concerning the future zoning and form district designations. These community generated recommendations establish the framework for ensuring that future land use and form are consistent with the neighborhood's stated vision.



Metro Louisville's Comprehensive Plan, Cornerstone 2020, took a new approach to making land use decisions and set in place a two-tiered approach that strengthens the system of zoning for individual land uses. This new approach defines both form districts and zoning classifications to reinforce current and desired neighborhood character and development. The Land Development Code is the regulatory tool that works hand in hand with Cornerstone 2020 to implement its goals and objectives.

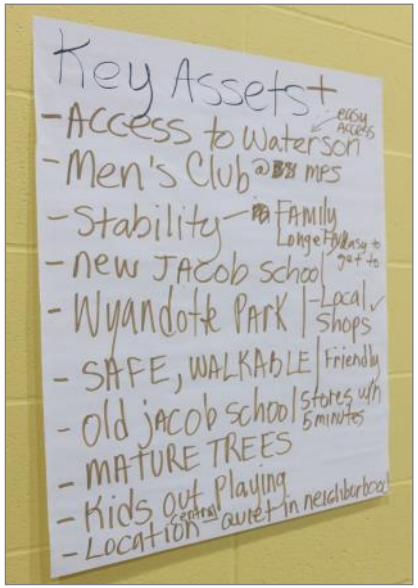
The Jacobs Neighborhood Small Area Plan area is within a Traditional Neighborhood Form District—a residential area with compact development that supports shops and allows open space or greenways, typically including older urban neighborhoods - and is predominantly characterized by single-family residential zoning at its core. Two busy corridors bound the plan area and include both commercial and higher-density residential zoning. The neighborhood's presence adjacent to the Watterson Expressway, Interstate 264, also places it next to an Interstate Right of Way Form District.

PROCESS

In developing the Land use and Community Form component of the plan, the Advisory Group worked with other neighborhood residents and stakeholders - including property owners, business owners, representatives of civic and religious institutions and elected officials - in a series of meetings and workshops to affirm existing zoning and land use designations that support the neighborhood's vision and articulate desired changes to enhance the neighborhood in the future. Neighborhood residents were briefed on Cornerstone 2020, the role of form districts and zoning classifications, and generally the allowable uses in the current zoning districts within and around the Jacob Neighborhood. Residents were given the opportunity to define their own desired changes, and through hands-on activities and group dialogue, came to a consensus on the proposed future land use and future zoning maps included in this neighborhood plan.

Throughout the planning process there was a general consensus from stakeholders regarding neighborhood land use, zoning and future neighborhood character. One of the key stakeholder input activities that was used during the community workshops was the P.A.R.K. exercise which allowed individuals and small groups to identify key land uses that wanted to Preserve, Add, Remove or Keep Out of the plan area.

Clockwise from above: Project staff conduct a map exercise at the first neighborhood charrette. Councilwoman Butler and Advisory Group Member Cletus McCauley. Metro Advanced Planning presents the neighborhood planning process to the Advisory Group. Key assets of the Jacobs Neighborhood as identified by the Advisory Group.



COMMUNITY INPUT

Key uses and issues highlighted by the P.A.R.K. exercise are listed below.

Preserve

- The existing single-family housing stock and character within the interior of the neighborhood,
- Existing residential uses along Taylor Boulevard and Berry Boulevard, particularly where they face residential uses across the corridor,
- Commercial uses along Taylor and Berry Boulevards,
- The structure and character of the Old Jacobs School,
- R7 zoning at Old Jacobs School site on Wheeler,
- Civic/Community uses on the neighborhood's perimeter.

Add

- Restaurants, coffee shops and other local businesses along Berry Boulevard,
- Additional C1 zoning where R7 exists at Taylor and Hathaway,
- New uses at the Old Jacobs School site including: senior housing, playground and public space, library or community gathering space, as well as new landscaping and improved fencing,
- Community amenities, including additional bus/transit shelters, access to community recreation.

Remove

- OR2 zoning at Craig and Strader Avenues,
- Blighting influence of the Old Jacobs School building,
- Visual blight and debris along Parthenia and Strader Avenues adjacent to the school bus complex,
- More intense commercial uses, such as car sales lots along Berry Boulevard.

Keep Out

- Commercial uses from the interior of the neighborhood plan area,
- Manufacturing uses,
- More intense commercial uses such as car sales lots,
- Conversion of R5 zoned single-family to multi-family units

Specific community input and desired changes are detailed in following pages , including the existing and proposed future form district, land use, zoning maps for the Jacobs Neighborhood plan area.

NEIGHBORHOOD CORRIDORS

As identified in the plan Introduction and Neighborhood Identity sections, the bounding corridors of Taylor Boulevard and Berry Boulevard play in integral role in the land use and form of the Jacobs Neighborhood. Community input on these two important corridors was clear and consistent. The corridors are seen as an asset for the neighborhood while there are additional desires for future development and uses that enhances the neighborhood's quality of life.

Currently, the land use and zoning along Taylor and Berry Boulevards is a mixture of styles and uses that has clearly developed and changed over time, often without a planned approach and without the vision that comes from an integrated plan. Several commercial uses along both corridors exist in buildings originally built as residential homes. While the use of the structures for neighborhood businesses was generally seen as a positive, the inconsistent building styles and mixture of uses - including retail, civic buildings, daycares, multi-family homes, daycare, bars and single family homes - fails to communicate a clear sense of place and function to the corridors in the Plan Area.

The community indicated a desire to bring cohesion and consistency to the areas of the corridors that are primarily commercial in function. This is defined by the recommendation to rezone a segment along Taylor Boulevard between Berry and Carlisle Avenue as commercial property and help define the neighborhood gateway at the intersection of Taylor and Berry. The community also indicated a desire for additional neighborhood serving retail and restaurants, particularly new restaurants and coffee shops .

Along Taylor Boulevard, and to a lesser extent along Berry Boulevard, there a several blocks of existing homes that give the corridor a more residential character. Along both Berry and Taylor this residential area is partially segmented by existing commercial uses common in traditional neighborhood districts including, corner stores or restaurants and bars. The community was clear in their desire to protect the integrity of these residential blocks, and the facing residential and park uses across the corridors, by reinforcing the residential land use and zoning of these parcels.

While the neighborhood edges are clearly defined by two major corridors and the Watterson Expressway, the neighborhood lacks a clearly defined gateway. The busy intersections at Taylor and Berry as well as Taylor and I-264 provide significant opportunities to create well-defined entry points to the neighborhood, whether through signage, landscaping, infrastructure improvements, redevelopment or a feasible combination of actions.

SINGLE-FAMILY HOUSING

The primary character of the Jacobs Neighborhood, as identified earlier, is early 20th Century single-family homes in a traditional neighborhood setting. Along Cloverbrook Drive and Corvair Court in the southwest corner of the neighborhood is a cluster of mid-1960s brick and stone range homes with detached garages. However, the existing housing options also include apartments and duplexes, generally created by subdividing former single family homes. Just outside of the plan area there are numerous multi-family apartment complexes, nearby senior apartment units in a renovated school, and a small development of more modern, 1 and 2-story single family homes with attached garages. The existing single family homes in the plan area include a mixture of home owner and renter occupied properties.

Generally, the Jacobs Neighborhood can be characterized as an area of well-maintained homes with up kept yards and landscaping. A number of homes have been updated with newer windows and siding, among other improvements. However, a number of homes within the area have a visible issues of minor maintenance or a need for basic updating.

Of greater importance to neighborhood residents is dealing with the structures that have significant maintenance and blight issues including broken or missing windows, roof or porch damage, deteriorated exterior paint or overgrown grass, weeds and shrubs. There appears to be a few vacant, dilapidated homes that are a concern for adjacent residents and property owners. Some of the properties existing in poor condition have been identified as investor owned units and there is a desire among stakeholders to ensure property code enforcement and general upkeep of all homes in the neighborhood.

While the neighborhood has a lower median age than Louisville Metro, there is evidence of a need for additional home improvements, or newly developed units, for older adults and persons with disabilities. Multiple homes in the neighborhood, sometimes several on a single block, have additions or modifications made to make the homes accessible for elderly residents and others with mobility challenges.

Input from stakeholders consistently affirmed the desire to maintain the single family residential land use and zoning within the neighborhood, while also continuing to provide affordable options for first time and retirement home buyers and encouraging greater owner occupied housing to maintain the neighborhood's long-lasting stability. An important part of maintaining the neighborhood's stability was enforcing property maintenance and property mechanisms to improve neighborhood housing stock.

While not a single-family structure, there was also significant concern within the community to deal with the blighting influence of the dilapidated Jacob Elementary School buildings on Wheeler Avenue.

MULTI-FAMILY HOUSING: REDEVELOPMENT & REUSE

Existing multi-family uses within the neighborhood plan area are generally restricted to one and two-unit conversions of original single family homes. While the stakeholder input widely upheld the desire to maintain the single-family character of the neighborhood, there was an equally strong desire to utilize the old Jacob Elementary School building for a productive redevelopment purpose, including the potential for new affordable multi-family, senior housing.

In 2007 the Charles D. Jacob Elementary School moved into new and modern facilities leaving vacant the two historic school buildings that make up the original Jacob School campus. Since its closure, the abandoned Jacob School complex has become a target for vandalism and other public safety issues, and has come to be a symbol of blight and decline in the heart of the Jacob Neighborhood.

A Development Team led by Bywater Development Group is now proposing the comprehensive historic rehabilitation of the school buildings and redevelopment of the site, creatively converting the historic buildings into high-quality affordable senior apartments. This adaptive reuse and redevelopment project will restore an important historic landmark and neighborhood anchor, help to reverse the blight that has resulted from the school's abandonment, improve quality of life and property values in the immediate area, and provide much needed quality affordable housing opportunities for Louisville seniors on fixed incomes.

A review of the market demand analysis, developed by Gill Group in relation to a proposal for the adaptive reuse of the old school, indicates that the proposed project would need to capture 0.5 percent of the renter housing demand at 50 percent of the area median income and 7.7 percent of the renter housing demand at 60 percent of the area median income. It is believed the proposed development will be viable within the market area because the historic rehabilitation the structure will not only enhance the overall appearance of the neighborhood but will provide affordable housing to the market area. The proposed development will provide affordable rents to prospective residents within the market area at proposed rents are well below the adjusted market rent, based on a survey of existing market rate developments. Additionally, existing rent restricted developments surveyed had an overall vacancy rate of two percent with several developments currently maintain waiting lists.

The analyst determined that a market exists for the 57-unit development designed for senior and that there is no need for alterations of any kind. There is an identifiable need for new affordable, multi-family units within the plan area and surrounding. The proposed adaptive reuse of the school buildings for affordable, senior housing—by the current proposed developer or another—is a desirable improvement to the Jacobs Neighborhood and welcomed by community residents.

Proposed Redevelopment of old Jacob School

The current proposal involves the complete historic rehabilitation of the two historic school buildings, producing 62 high quality, energy-efficient apartments reserved for seniors 55 years of age and older, as well as the creation of common areas, activity spaces, a library/ computer lab, and other program areas.

Enhanced accessibility measures including the installation of an elevator, step less building entry, ADA compliant routes of movement and fully accessible bathrooms will ensure that senior residents can live comfortably and conveniently in the development for many years. Additional interior features will include fully appointed kitchens, designer-inspired fixtures and historic millwork and trim. New energy efficient equipment, including individual HVAC systems, hot water heaters, kitchen appliances, low-flow faucets and valves, and EnergyStar rated lighting fixtures will help enhance the affordability of the apartments by keeping utility costs low.

Work in the common areas will include the historic restoration of the original common hallways and stairways, and the repurposing of some common areas to accommodate additional programming and activities. The building site will include ample well -lighted and fenced parking areas, landscaped open space, recreation/picnic areas, walking trails, community garden plots, and other features.

The redevelopment of the old Jacob School is a priority project of Louisville Metro government and has received support from Metro Council and the Mayor's Office. Projected funding for the $11.5 million project includes $1.2 million in Metro HOME dollars. While the project anticipates state tax credits, additional expected funding sources for work related to the rehabilitation of the property includes federal historic tax credits and general partner funding. Additional funding for site and area improvements is possible through Community Development Block Grant funding.

The preparation for the development of this site has already begun. In late 2014, the Planning Commission recommended to approve a zoning change for the site from R5 single family to R7 multi-family (Case No. 14zone1031). In accordance with that recommendation, the Louisville Metro Council voted to approve the action and passed an ordinance to its effect (ORD. 186, 2014). The change accommodates higher density housing and enables use of the site for apartments such as described in the proposal.

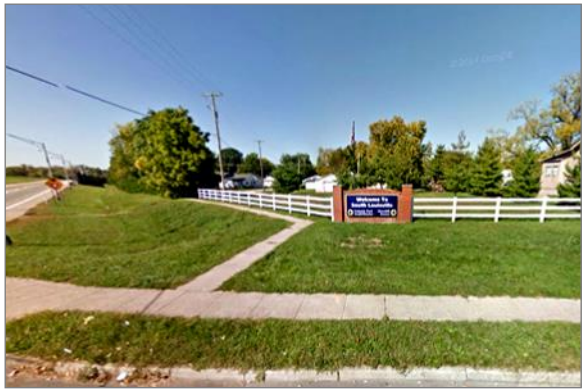
Proposed design for the redevelopment of the Charles D. Jacob Elementary (Old Jacob School) site.

Parks & Green Space

While the Jacobs Neighborhood was named for Mayor Jacob and nearby Jacobs Park—now Iroquois Park—the neighborhood itself does not include any planned parks, playgrounds, recreation areas, or other community open space. Only a small green, including whiteboard fencing and a flagpole, provide a small area of open space in the neighborhood. However, the size and location of the green space next to the interstate ramp does not allow for any community activities. While the mature tree canopy does provide a some greenery and visual interest, the void of active space for youth, families and other residents was noted by numerous community stakeholders.

The neighborhood's proximity to Wynadotte Park and Watterson Lake Park provides residents access to nearby recreation amenities. However, both parks are challenging to access from the neighborhood, whether by foot, bicycle or car (recommendations for mobility and connectivity improvements will be addressed in the next section). There was a shared desire from neighborhood stakeholders for a dedicated park or open space to be utilized by residents including youth and adults. There was a particular interest for a safe and accessible playground for children within the neighborhood.

While no existing parks or playgrounds exist in the plan area, and few potential sites exist, residents did identify the old Jacobs School site as a potential location for accessible community green space or a small playground open to neighborhood youth. This is a use that should be explored in tandem with any future redevelopment of the old school campus.

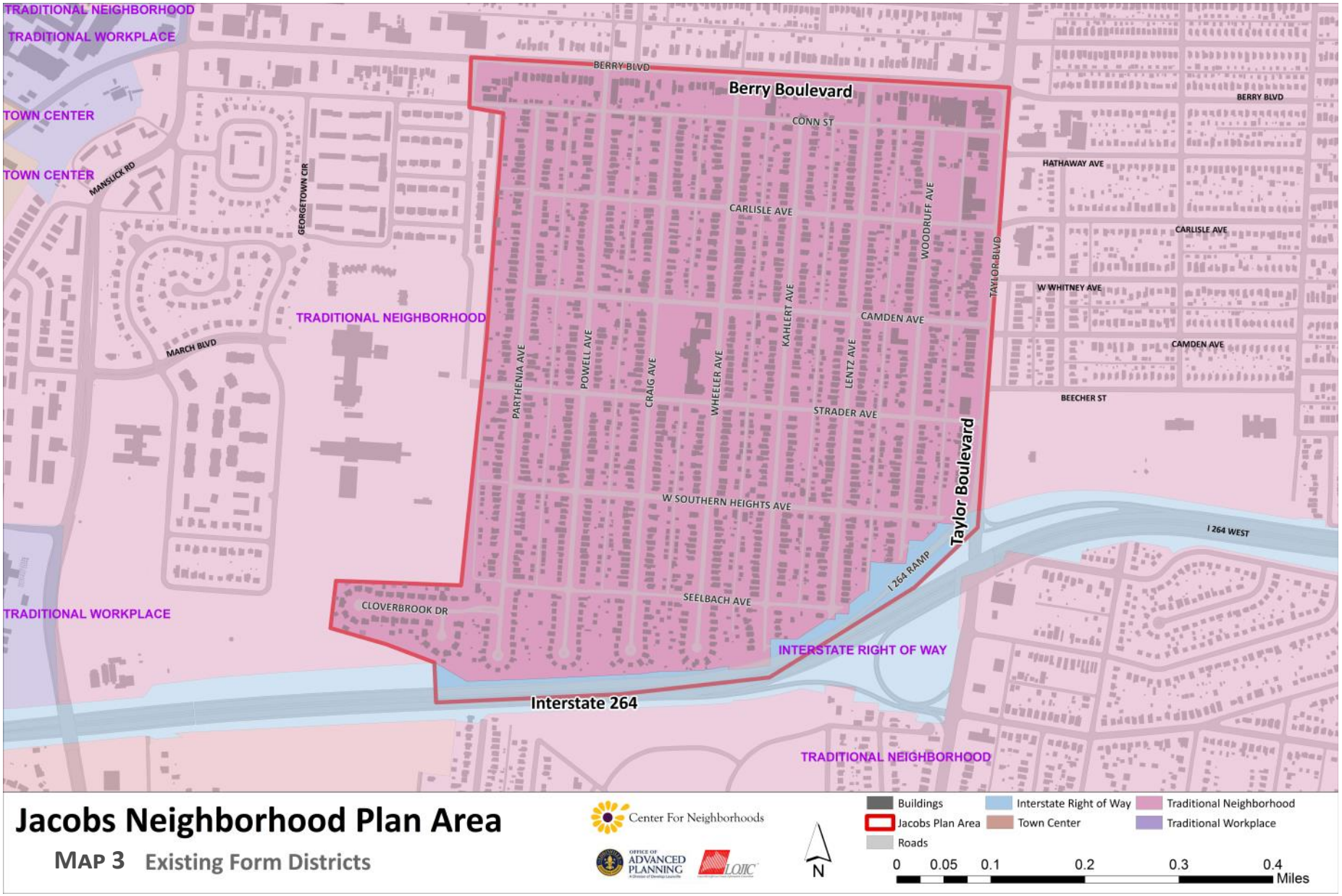


Traditional Neighborhood Form District Map

The Jacobs Neighborhood planning area is a Traditional Neighborhood Form District. A type of zoning classification, form districts are an overlay to an area with a unified appearance and similar uses. As stated in the comprehensive plan Cornerstone 2020, form districts dictate the specific community design context and standards. They identify land use that fits within the form of the existing community and provide guidelines for future development. This includes but is not limited to physical features, land use, community facilities, transportation, infrastructure, and investment or economic initiatives (C2020 Goal A). Form districts facilitate the creation of a sense of place for residents who live within the area. The area will therefore be easily identified because of its design and use. For example, within a neighborhood form district, buildings may have to follow certain design standards and uses to align with historical cues from surrounding buildings. This does not restrict development of the neighborhood, but only guides it to be compatible with the existing area. The goal is to preserve the look and use of a area and prevent major changes that may detract from its identity.

The Traditional Neighborhood Form District is one of many types of form districts found throughout Louisville Metro. Neighborhood districts are typically residential, with low to medium density. They allow a variety of housing types, subject to the form and appearance of the area (C2020 Goal C3). Overall, neighborhood districts exist to encourage safe and healthy places to live (C2020 Goal C1). Street patterns in Traditional Neighborhood districts are typically residential streets and secondary streets suitable for slow-speed traffic. These areas may border busier commercial corridors or arterial roads. Traditional Neighborhood districts can possess a range of density and housing types, so long as the primary use is residential. Sometimes offices may inhabit residential buildings. Other qualities include: alley ways, on-street parking, proximity to parks and open space, and proximity to marketplace corridors. Objectives for development in the Traditional Neighborhood Form District encourage residential, office and light/neighborhood-friendly commercial investment in distressed and vacant housing. More intense commercial and industrial development is discouraged even in distressed areas because it is incompatible with the existing form of a residential neighborhood. Heavier land use can represent safety hazards and threaten property values (C2020 Goal C3.2).

The Jacobs Neighborhood fits the characteristics of the Traditional Neighborhood Form District in its appearance, use and street patterns. It is mainly residential, offering mostly single-family low density housing with a few higher density multi-family units. Its residential streets are narrow and have capacity only for slow-speed traffic. Alley ways exist in a grid-like pattern between the roadways. Residents have on –street parking and access to two nearby parks. There is access to nearby marketplaces via Taylor and Berry Boulevards, both of which are busier commercial corridors. There are light commercial uses scattered with residential use along these corridors within the planning area, but these fit within the form of the existing land use pattern of the surrounding area. Being located along the commercial corridors make these businesses compatible with the buffering, orientation, transportation access and location of surrounding commercial use.



Jacobs Neighborhood Plan Area

MAP 3 Existing Form Districts

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Office of Advanced Planning

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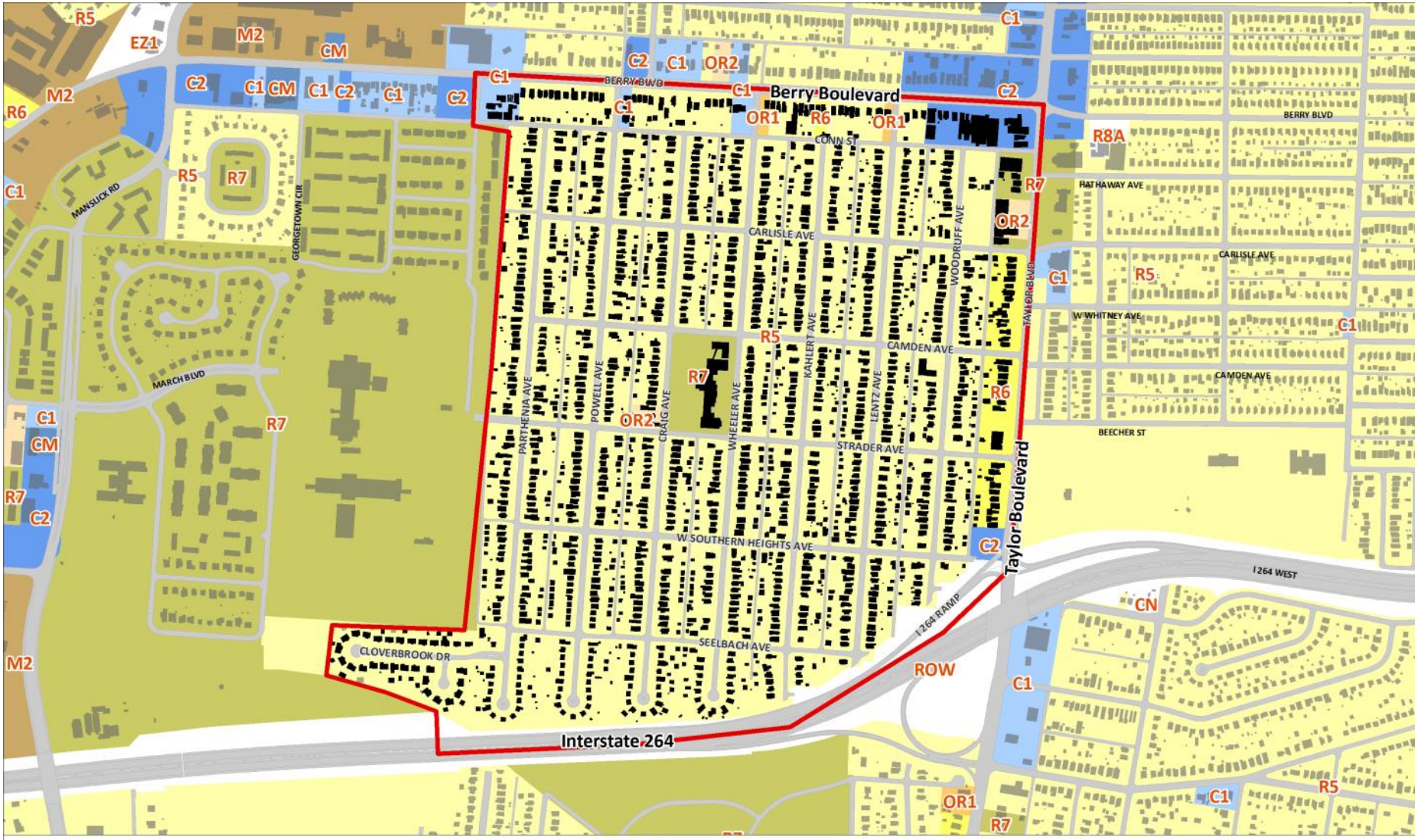
Existing Zoning Map

Existing zoning in the Jacobs Neighborhood is consistent with a Traditional Neighborhood Form District. A majority of land is zoned R5 for single-family housing. There are some parcels that are zoned for more intensive uses, such as R6 and R7 multi-family housing, OR1 and OR2 office and retail space, and C1 and C2 commercial use.

In the neighborhood core, parcels are zoned almost exclusively R5 single family. The old Charles D. Jacob Elementary School at the center of the neighborhood, zoned for R7 multi-family, presently stands vacant. There are three parcels across the street from the school, at the corner of Craig Avenue and Strader Avenue, which are currently zoned OR2 for office and retail space. However, the zoning is inconsistent with the current land use. One parcel is being used as multi-family housing, while the others are used as single-family housing.

Parcels along the neighborhood boundaries are zoned for more intensive uses. Along Taylor and Berry Boulevards, parcels are zoned R6 and R7 for higher density housing. Mixed in along these corridors is various commercial zoning including OR1, OR2, C1 and C2. This is consistent with surrounding area as Taylor and Berry Boulevards extend into other areas. This zoning allows the neighborhood boundaries to become mixed-use marketplaces, with higher density and where residents have access to amenities like local businesses, restaurants and churches.

Zoning in the areas surrounding Jacobs Neighborhood is varied. To the west, land is zoned as R7 for multi-family housing complexes. To the northwest along Manslick Road, heavier commercial and industrial zoning (EZ1, CM, M2) line the roadways. To the north and east are similar single-family neighborhoods zoned R5. To the south is the right of way for the I-264 Watterson Expressway.



Jacobs Neighborhood Plan Area

MAP 4 Existing Zoning

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Jacobs Plan Area | Buildings | Roads | C1 | C2 | CM | M2 | OR1 | OR2 | R5 | R6 | R7

0 0.05 0.1 0.2 0.3 0.4 Miles

N

Existing Land Use Map

Existing land use patterns in the Jacobs Neighborhood are consistent with a Traditional Neighborhood Form District. A majority of land is used for single-family housing. There are some areas that posses other compatible uses, such as higher density residences, parks and open space and commercial.

There are only a few exceptions to the almost exclusively single family neighborhood core. The old Charles D. Jacob Elementary School is located in the very center of the neighborhood, which has been used as commercial office space over the last decade but stands vacant as of the time of this planning analysis. There is one parcel across the street from the school, at the corner of Craig Avenue and Strader Avenue, which is currently used as multi-family housing. There are also some vacant houses scattered throughout the neighborhood, and only a couple of parcels are vacant lots with no improvements.

Some land along the boundaries of the neighborhood are used as public and semi-public space. This land is either open space or structures designed for community gathering spaces. Specifically, parcels that back up against the expressway and are owned by government entities, are considered semi-public areas. There is an additional parcel near the back entrance of the school bus yard on Parthenia Avenue owned by Jefferson County Public Schools that is identified as semi-public space due to its ownership. Structures already existing that accommodate public gatherings and community uses are located along Berry Boulevard, including churches and their facilities, as well as a Louisville Metro Police Department office. Parks and open space are located adjacent to the planning area, namely Watterson Lake Park and Wyandotte Park.

Commercial and more intensive uses are limited to the boundaries of the planning area, outside the neighborhood core. The commercial corridors along Taylor and Berry Boulevards consist of local businesses and restaurants, as well as some higher density housing options. This is consistent with the land use patterns of the surrounding areas and the rest of the commercial corridor.

Existing land use patterns in the areas surrounding Jacobs Neighborhood is varied. To the west, there is the new Jacob Elementary School and the Jefferson County Public Schools bus yard, as well as multi-family housing complexes. To the northwest along Manslick Road, heavier commercial and industrial uses line the roadways. To the north and east are similar single-family neighborhoods. To the south is the right of way for the I-264 Watterson Expressway.

Jacobs Neighborhood Plan Area

MAP 5 Existing Landuse

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0 0.05 0.1 0.2 0.3 0.4 Miles

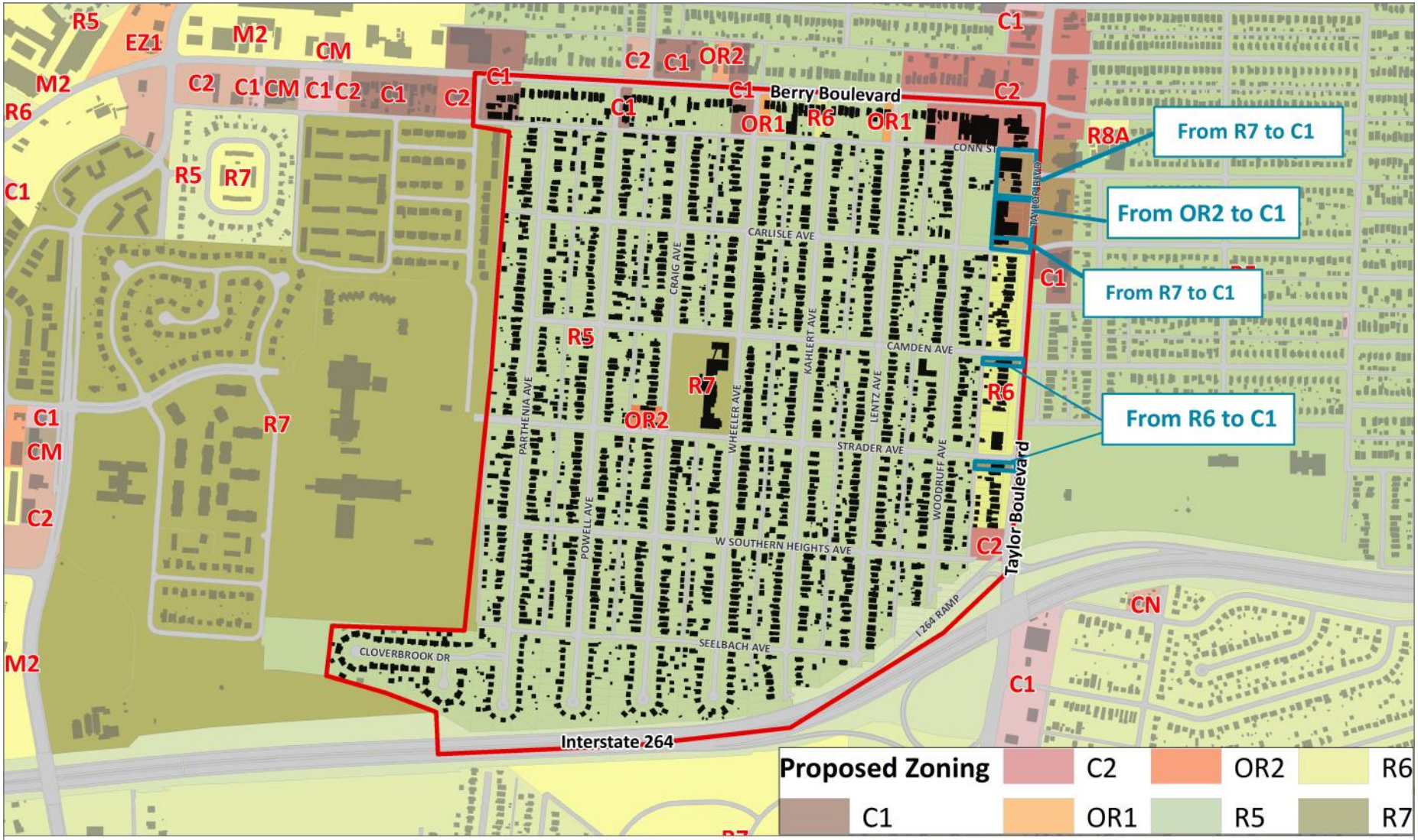
N

Proposed Zoning Map

Zoning changes for the Jacobs Neighborhood are proposed in order to make the current zoning consistent with the existing and proposed land use and to encourage future development that aligns with the vision of the Jacobs Neighborhood plan.

In accordance with the Traditional Neighborhood Form District, there are no changes to the existing R5 zoning in the majority of the Jacobs Neighborhood core. There are no changes in the zoning for the old Charles D. Jacob Elementary School, as it is already zoned R7 for higher density multi-family use and consistent with the neighborhood plan. Identified on the map are two locations for proposed zoning changes.

Along Taylor Boulevard, between Carlisle Avenue and Conn Street, the proposed zoning changes include rezoning parcels currently zoned R7 and OR1 to C1. Additionally, at the southwest corner of Taylor Boulevard and Camden Avenue and the southwest corner of Taylor Boulevard and Strader Avenue, the proposed zoning change includes rezoning two parcels from R6 to C1. These proposed zoning changes are consistent with the current use of the properties and allows for future development of additional small scale, neighborhood-oriented commercial along the marketplace corridors of Taylor and Berry Boulevards.



Jacobs Neighborhood Plan Area

MAP 6 Proposed Zoning

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0 0.05 0.1 0.2 0.3 0.4 Miles

N

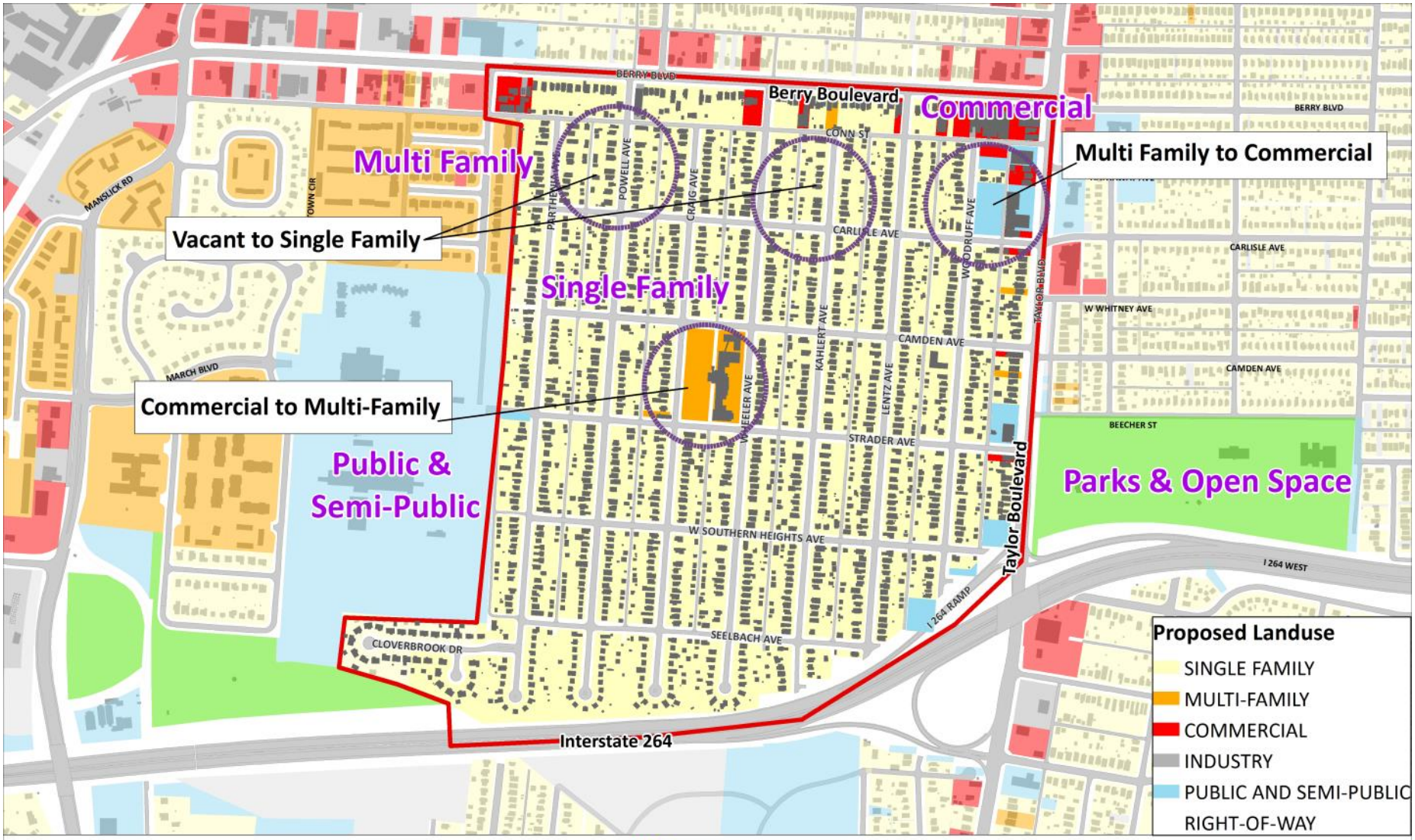
Proposed Land Use Map

In accordance with the Traditional Neighborhood Form District, land use within the Jacobs Neighborhood planning area will remain residential while enhancing the adjacent marketplace and mixed-use opportunities.

The Jacobs Neighborhood will preserve the community form and land use consistent with the current Traditional Neighborhood Form District. A majority of land will continue to be used for single-family housing. Any parcels or housing that are currently vacant will be transitioned to single family residences. The one exception to single-family use within the neighborhood core is the old Charles D. Jacob Elementary School. Proposed future land use for this property is a higher density, multi-family housing option that preserves the quality of the historic structure and presents an opportunity to remove blight from the neighborhood.

Parcels located along the boundaries of the neighborhood currently used as public and semi-public space will remain unchanged. This includes parcels near the expressway and the bus yard in addition to existing churches and community facilities. All public parks and open space will be maintained.

Commercial and more intensive uses will continue to be limited to the boundaries of the planning area, outside the neighborhood core. Neighborhood-friendly commercial uses along the Taylor and Berry Boulevards are encouraged, and higher intensity commercial uses are discouraged. Proposed land use changes at the major intersection of Taylor and Berry Boulevard include increasing the number of commercial uses in order to create an activity center/marketplace.



Jacobs Neighborhood Plan Area

MAP 7 Proposed Landuse

Center For Neighborhoods

OFFICE OF ADVANCED PLANNING

LOJIC

RECOMMENDATIONS

With the community's vision for the neighborhood in mind, Jacobs residents crafted goals and objectives related to land use and community form. The land use goal is a general statement of how the community envisions the neighborhood's built environment both now and in the future. It fits under the umbrella of the neighborhood vision, and serves to more specifically define the vision. The stated objectives break down the vision even further, articulating concrete, measurable solutions. The residents then crafted recommendations, or specific strategies that can achieve tangible improvements. The relevant recommendations are included in the description of each objective, and a full list of recommendations can be found in the Plan Implementation section.

GOAL:

Jacobs is a stable, residential neighborhood with compatible commercial, civic and public uses in close proximity to the neighborhood.

OBJECTIVES:

1. Preserve the existing Traditional Neighborhood form of the Jacobs Neighborhood, ensuring the pattern of development stays consistent with the existing neighborhood identity, vision, and land use patterns.
2. Encourage the development of neighborhood-friendly commercial land use along Taylor and Berry Boulevards and discourage the development of heavier commercial uses.
3. Improve the waste and storm water management system infrastructure to ensure proper drainage of roads and residences.
4. Increase community engagement and encourage Jacobs residents to organize groups that address issues pertaining to the neighborhood.
5. Improve the Charles D. Jacob Elementary school site to revitalize the Jacobs Neighborhood and be an asset to the area.

Objective 1: Preserve the existing Traditional Neighborhood form of the Jacobs Neighborhood, ensuring the pattern of development stays consistent with the existing neighborhood identity, vision, and land use patterns (C2020 Guideline 2.1, 3.1). As stated previously, the Jacobs Neighborhood is a family-oriented area with single family homes. Residents expressed the desire to protect the quiet and welcoming character of their neighborhood. Preserving the existing land use patterns of the area is critical in achieving the Jacobs Neighborhood Plan vision statement, which seeks to protect the traditional neighborhood core and the current quality of life for its residents.

Objective 2: Encourage the future development of neighborhood-friendly commercial along Taylor and Berry Boulevards and discourage development of heavier commercial uses. Consistent with Objective 1, development in the areas adjacent and surrounding the Jacobs Neighborhood should preserve the existing character and scale of the area. All future development should align with the existing Traditional Neighborhood Form district, which preserves the

primary use of the neighborhood for residential purposes and small scale, neighborhood-friendly commercial along commercial corridors. The presence of commercial use is critical in creating economic vitality for the area, however the scale of the commercial uses should remaining consistent with the scale and form of the neighborhood. Discouraging development of heavier commercial is important because it is incompatible with residential use, it can represent safety hazards and can threaten property values. Recommendation LU1 states this vision for the commercial corridor and LU4 describes specific rezoning classifications that enable and encourage light commercial use.

Objective 3: Improve the waste and storm water management system infrastructure to ensure proper drainage of roads and residences. Residents identified several areas where drainage is an issue for roadways and private residences. Infrastructure improvements are needed in these areas in order to improve water management, as it affects resident health and safety and property values. Recommendation LU5 identifies the specific need for improvements around the cul de sacs and the I-264 Watterson Expressway. LU6 acknowledges that there are many areas within the neighborhood that have issues with proper drainage that should be systematically identified and prioritized. LU7 is a step to facilitate private property owners to participate in improvements.

Objective 4: Increase community engagement and encourage Jacobs residents to organize groups that address issues pertaining to the neighborhood. Organized groups are more effective in working with local government or nonprofit entities to problem solve for common issues and empower residents to make change in their neighborhood. Recommendations LU8 and LU9 suggest creating formalized groups such as a neighborhood association and neighborhood/block watch, which can address a range of issues and increase resident participation in neighborhood improvements. LU10 and LU11 address the specific need for residents to organize around the upkeep of private property, both as a community and in conjunction with government and nonprofit entities.

Objective 5: Improve the Charles D. Jacob Elementary school site to revitalize the Jacobs Neighborhood and be an asset to the area. The old school, in its current state of disrepair, represents a source of blight and safety hazards for neighborhood residents. Future development and reuse of the school site is an opportunity identified by residents for improving the condition, safety and property values of the neighborhood. Residents suggested that future uses could include multi-family housing for seniors, as well as a community gathering place or playground/open space for community use (LU16). Until the site can be redeveloped, there are steps that need to be taken to improve the safety of the site for all residents. Recommendation LU15 calls upon local government and the site's property owner to clean the area and improve safety conditions. LU14 calls for a community clean-up day, an opportunity for residents to participate in the upkeep of the area and engage with the property in a positive way.

MOBILITY

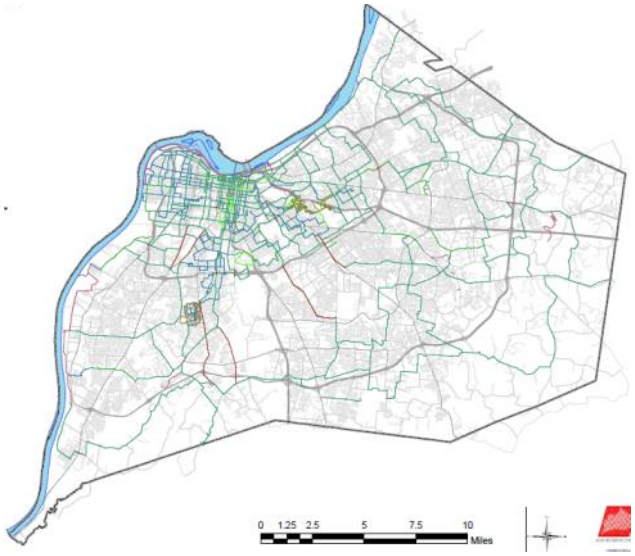
All land use, from residential to commercial to civic, is directly tied together through mobility and transportation infrastructure. While the primary purpose of the neighborhood plan is to recommend future zoning and form district designations in line with the neighborhood's vision, a well thought out and a complete mobility and transportation network is essential to create a cohesive and vibrant community.

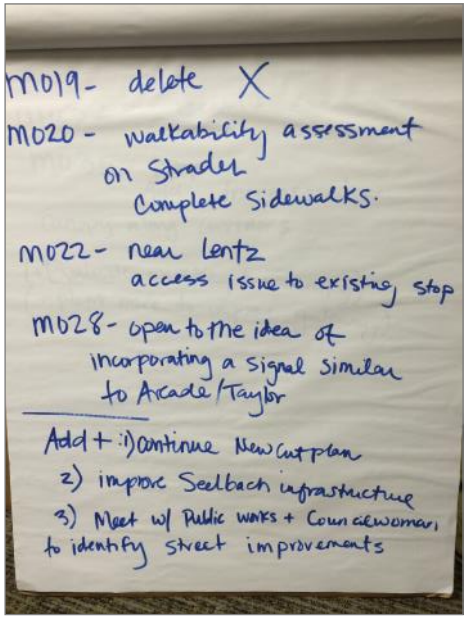
Louisville has always been a city defined and connected by its transportation network, beginning with the Ohio River, to railroads, to the interstate highway system and wagon roads, to streetcars, to modern buses and today's growing bicycle infrastructure. Metro Louisville includes much of this same infrastructure today with a the primary mode of travel for most individuals being the significant grid of local streets and arterials, state roads and highways, and three major interstates with surrounding beltways.

The Jacobs Neighborhood Small Area Plan area benefits from an advantageous location convenient to major roads including Taylor Boulevard, Berry Boulevard and I-264, the Watterson Expressway. It also sits close to Southern Parkway, New Cut Road, 7th Street Road and Dixie Highway. Further, the neighborhood has a traditional urban grid street pattern with a strong, though not complete, network of sidewalks. It also has immediate access to two public transportation lines operated by TARC. Mobility plays an important role in the development, quality of life and future of the Jacobs Neighborhood.

PROCESS

In developing the Mobility component of the plan, the Advisory Group utilized the same process as in the development of the Land Use & Community Form component. A series of meetings and workshops was held to understand the existing network of mobility and transportation infrastructure and to identify needed and desired improvements to the existing infrastructure including public transportation, pedestrian, bicycle and vehicular elements. Additionally, residents worked to identify priority locations, improvements and programs that were most important to them.





Clockwise from top left: Residents participate in the mapping of neighborhood mobility. Breakout groups talk about current and future transportation options. Project staff present the resident input on the mobility story map. Resident input on the proposed recommendations for mobility improvements.

Residents were given the opportunity to articulate the ways in which they use the existing mobility network and identify ways the would like to utilize the network, if corresponding improvements were made. Through developing a mobility story board map, residents were able to communicate existing walking and biking routes, desirable walking and biking destinations and routes, roadway issues including conflict and congestion points, speed and visibility problems, among others. This story board map process helped to identify possible recommendations and infrastructure needs.

Community Input

Input from community stakeholders primarily focused on safety and accessibility, with connections to local amenities and transportation infrastructure improvements where needed. Several key areas of concern were identified that included:

- Primary corridors and heavy traffic areas
- Parking on residential streets
- Appropriate signage for traffic speed and parking
- Safe pedestrian access to parks, schools, bus stops
- Priority Infrastructure Needs

Priority Infrastructure

As part of the story board map activity, numerous priority infrastructure locations relating to mobility were identified:

- Congestion and traffic conflicts on Conn Street
- Blind corner at Conn Street and Parthenia Avenue Pedestrian access at the intersection o f Taylor and Berry Boulevard
- Heavy traffic and pedestrian access on Strader Avenue
- Parking congestion along residential streets
- Pedestrian safety and access to the new Jacobs Elementary School on Strader Avenue
- Charles D. Jacob School site improvements for pedestrian access and safety
- Pedestrian crossing to Wyandotte Park and across Taylor Boulevard
- Access to Watterson Lake Park
- Seelbach Avenue curb, gutter and drainage

Map 8

PRIMARY ROADWAYS

The first area of focus presented by neighborhood residents was the primary roadways within the plan area including interior residential streets and the bounding corridors. Top concerns were issues of speeding, conflicts with Jefferson County Public School buses, the undefined role Conn Street, narrowness of some residential streets and the difficulty of accessing Taylor and Berry Boulevards from neighborhood streets that do not include a signalized intersection.

The bounding corridors, especially Taylor Boulevard, were identified as challenging areas for left turning vehicles. The volume of traffic at certain times is exacerbated by high traffic speeds along Taylor Boulevard at other times. Vehicles turning into and out of the neighborhood on to Taylor Boulevard is challenging at numerous times of day. Heavy bus traffic on Taylor and Strader Avenue also makes the area congested and a challenge to turn out from. At the same time, pedestrians attempting to cross Taylor Boulevard face the same issue. A traffic signal and pedestrian crossing at Taylor and Strader was suggested as and alternative to the signal at Carlisle Avenue.

Strader Avenue is the primary access point for school buses accessing the bus parking compound adjacent to Jacob Elementary School. While several routes into the parking area, Strader is the main access point for these buses. Numerous conflicts were identified by area residents, including other neighborhood streets other then Strader. This heavy bus traffic makes parking and walking along the street difficult according to residents. Multiple suggestions for Strader Avenue include a bike lane, speed humps, speed limit signage and/or reductions, sidewalks on the south side of Strader, and repaving of the street to support heavier vehicles and traffic counts.

Many streets within the neighborhood have a congested feeling due to narrow street widths and parking on both sides of the street. Parthenia Avenue was especially noted by residents for challenges caused by this situation. These narrow streets often create crash points within the neighborhood. At the same time residents were concerned about reducing parking on residential streets because parking in the alley is limited and not all homes have driveways or garages. Because of the complex nature of the problem, and the wide impact that would result, residents wanted to have a fuller discussion involving more residents and Metro Public Works staff to develop recommendations for the narrow residential streets.

On-street parking was also an issue identified at several intersections where it makes visibility difficult or turning off of other streets unsafe. On each street that intersects Taylor Boulevard, residents cited problems with on-street parking that blocks cars attempting to turn across traffic and into the neighborhood. This is particularly true near the businesses located at Strader and Camden Avenues.

The intersection of Conn Street and Parthenia Avenue is also a difficult area due to the narrowness of both streets. At each of these identified locations the community has identified the need for no parking areas and enforcement. Further analysis would be needed to identify the scale of the no parking zone, but a minimum of a three car length stacking zone.

Community input also identified a need for greater signage within the neighborhood. Stop signs were suggested for intersections along Strader and Wheeler where numerous traffic and speed issues exist. Additionally, caution signage was suggested for "Children Playing" areas along Seelbach and the cul-de-sacs south of Seelbach. "No Outlet" signs were also suggested for the cul-de-sacs.

PEDESTRIAN, BICYCLE & TRANSIT

The leading mode of commuting for Jacobs residents, including work and personal trips, is by personal car. However, there was significant interest from community stakeholders to improve the network of pedestrian and bicycle infrastructure to increase options for pedestrians and bicyclists and to increase overall safety for all commuters. There was a wide consensus that safe options needed to be available for residents of all age groups and ability levels.

The existing sidewalk network within the neighborhood is substantial, and relatively sound, yet it remains incomplete. Currently there is no existing walk along either side of Seelbach Avenue at the southern end of the neighborhood. Whereas nearly all neighborhood streets have sidewalk along at least one side of the street, pedestrians along Seelbach Avenue are required to walk in the travel lanes or off the road in an area with noticeable drainage issues.

Another street that had an identified need for greater sidewalk access was Strader Avenue, owing especially to the large number of buses that use that street and the number of children that walk to school along Strader. Also of note, any proposed multi-family development in the old Jacob School would increase the potential number of pedestrians and vehicles in along Strader, Wheeler, Craig and Camden Avenues. Stakeholdes suggested this area as one of greater need for additional sidewalks and safety improvements, including tactile warning curb ramps.

Conn Street is another very busy street that includes no sidewalks and has a narrow roadway. While this street operates as a neighborhood street it is functionally designed as an alley. Improvements in design, signage and amenities need to be identified to improve this streets function and safety.

The existing signed bicycle route through the Jacobs Neighborhood does not provide a clear sense of direction or logical routing. Neighborhood residents were interested in learning more about existing Metro Louisville bicycle routing plans including Neighborways and other initiatives.

Two existing TARC bus routes serve the Jacobs Neighborhood including Route 6-Sixth Street (along Taylor Boulevard) and Route 29-Eastern Parkway (along Berry Boulevard). Increased bus stop amenities including shelters were desired along both routes, particularly near the intersection of Taylor and Berry Boulevards. Another challenge to existing riders noted by stakeholder input was the difficulty of crossing Berry Boulevard when exiting the bus station on opposite side of the street. Safe pedestrian crossings should be identified and marked to improve access to existing bus routes and ensure safe use of the current stops.

NEIGHBORHOOD CONNECTIVITY

One of the primary focus areas of the stakeholder input dealt with the issue of connectivity to areas just outside of the plan area, whether by pedestrians, bicycle or personal car. Numerous desirable locations adjacent to the plan area were identified as places with significant access challenges either due to inconvenient, unsafe, or blocked access.

The story board map identified access to Watterson Lake Park and Wyandotte Park as one of the highest desires for neighborhood access. However, not existing pedestrian or shared use path is available to access the park. Stakeholders suggested adding a public space or connection to Watterson Lake either at Cloverbrook Drive or via the edge of the JCPS bus yard located west of Parthenia Avenue. Wyandotte Park is visible and accessible from the neighborhood but with several challenging and unsafe street crossings. To access the park safely from the neighborhood residents must go two to three blocks north to cross at the signal at Carlisle or make essentially six crossings, including 4 interstate ramps, at Taylor and I-264 to access the park. This intersection also makes pedestrian and bike crossings difficult while attempting to head south and southeast toward the Beechmont Neighborhood, Iroquois Branch Library and Woodlawn Avenue.

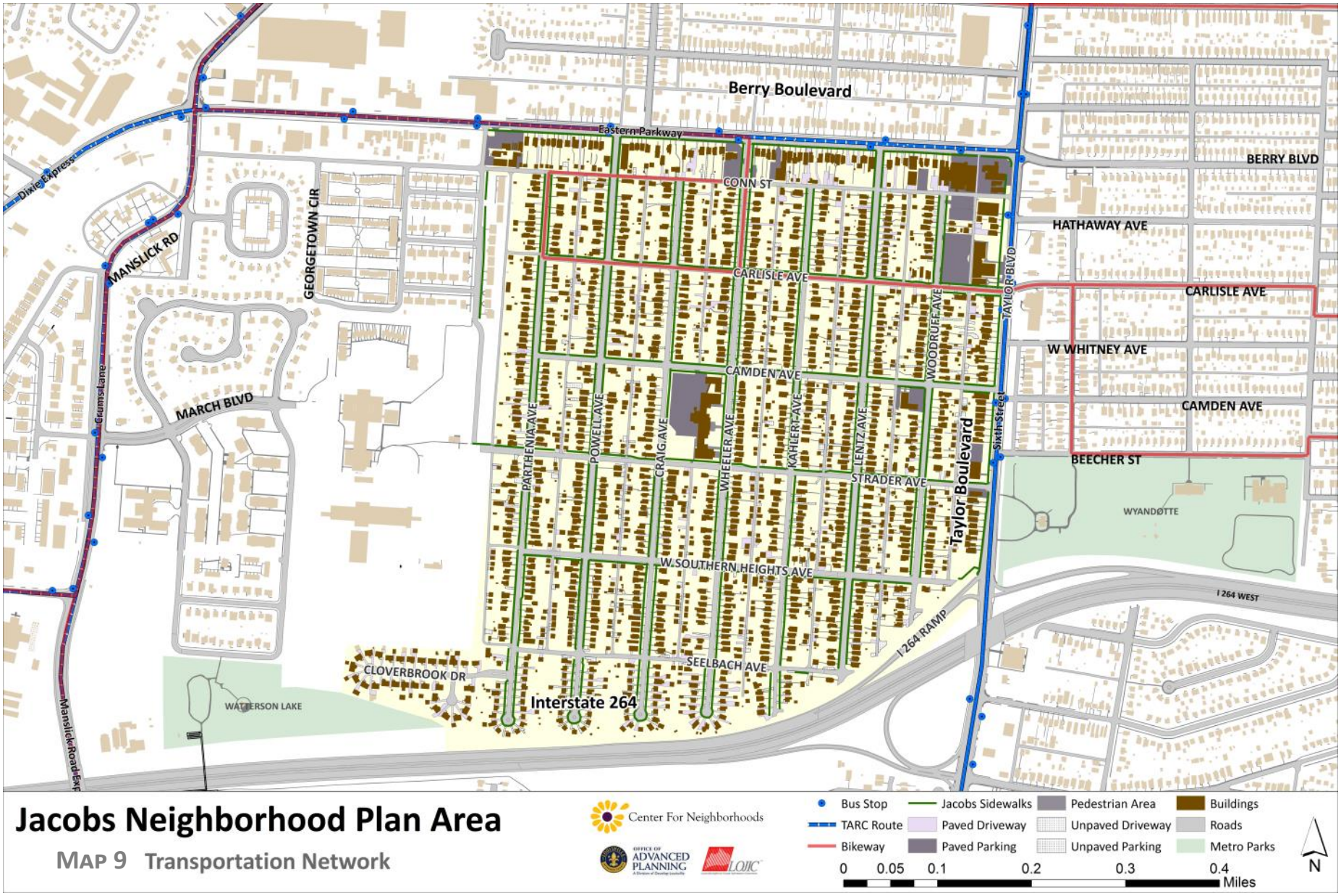
Another connection that was identified for improvements was the existing path from the neighborhood to the new Jacob Elementary School campus. The current path is a narrow path with high chain link fencing that, while separated from vehicles, does not provide an attractive or inviting path to the school.

Similarly, community stakeholders identified a need to more easily connect to the school and Manslick Road west of the neighborhood. Currently a long circuitous route is required to access the front door of the school when biking or driving. A connection from Parthenia and Strader through the bus yard to the new school would improve connectivity from the neighborhood.

A similar issue exists with residents from Georgetown Circle apartments attempting to access Taylor Boulevard and Wyandotte Park. Existing roadways between the two areas, including Conn, Carlisle and Strader do not provide a clear and appropriate walking path through the neighborhood.

Transportation Network Map

The existing transportation network includes nearly all modes of travel, except for the very specific uses or heavy rail and water. The Jacobs Neighborhood includes local streets, commercial corridors, state and interstate highways, signed bicycle routes, a relatively complete network of sidewalks, including a pedestrian bridge over I-264 west of the neighborhood, and two fixed public bus routes administered by TARC. The facing map identifies each of those systems and how they interact together with the sidewalk network within the plan area particularly noted.


Berry Boulevard
Eastern Parkway
Dixie Express
CONN ST
BERRY BLVD
HATHAWAY AVE
MANSLICK RD
GEORGETOWN CIR
CARLISLE AVE
TAYLOR BLVD
CARLISLE AVE
W WHITNEY AVE
CAMDEN AVE
WOODRUFF AVE
Cumsskane
MARCH BLVD
PARTHENIA AVE
POWELL AVE
CRAIG AVE
WHEELER AVE
KAHLERT AVE
LENTZ AVE
STRADER AVE
Taylor Boulevard
Sixth Street
CAMDEN AVE
BEECHER ST
WYANDOTTE
W SOUTHERN HEIGHTS AVE
I 264 WEST
I 264 RAMP
SEELBACH AVE
CLOVERBROOK DR
Interstate 264
WATTERSON LAKE
Manslick Road Exp
Jacobs Neighborhood Plan Area
MAP 9 Transportation Network
Center For Neighborhoods
OFFICE OF ADVANCED PLANNING
LOJIC
Bus Stop
TARC Route
Bikeway
Jacobs Sidewalks
Paved Driveway
Paved Parking
Pedestrian Area
Unpaved Driveway
Unpaved Parking
Buildings
Roads
Metro Parks
0 0.05 0.1 0.2 0.3 0.4 Miles
N

RECOMMENDATIONS

With the community's vision for the neighborhood in mind, Jacobs residents crafted goals and objectives related to mobility. The mobility goal is a general statement of how the community envisions the neighborhood's transportation network and connectivity both now and in the future. It fits under the umbrella of the neighborhood vision, and serves to more specifically define the vision. The stated objectives break down that vision even further, articulating concrete, measurable solutions. The residents then crafted recommendations, or specific strategies that can achieve tangible improvements. The relevant recommendations are included in the description of each objective, and a full list of recommendations can be found in the Plan Implementation section.

GOAL:

Jacobs is an accessible neighborhood with high-quality infrastructure and amenities for residents, visitors and businesses utilizing roads, sidewalks, bicycles, transit.

OBJECTIVES:

1. Provide safe pedestrian access to local amenities and community facilities including Jacob Elementary School, Watterson Lake Park and Wyandotte Park.
2. Provide infrastructure improvements to support alternative modes of travel within the Jacobs Neighborhood and along Taylor and Berry Boulevards.
3. Improve infrastructure and signage in order to reduce traffic conflicts and enhance traffic and pedestrian safety.

Objective 1: Provide safe pedestrian access to local amenities and community facilities including Jacob Elementary School, Watterson Lake Park and Wyandotte Park. Accessibility to schools, parks, and local businesses is important to Jacobs residents. Cornerstone 2020 ensures pedestrians safe access to nearby amenities (C2020 Guideline 7). Residents identified several key areas where pedestrian access is challenging: issues crossing high-traffic areas, lack of pathways to amenities, and areas where sidewalks incomplete or missing. Infrastructure improvements and the creation of new pathways are necessary to ensure pedestrian access to all local amenities and facilities. For example, recommendation M2 and M11 identifies infrastructure improvements such as pedestrian crossings and traffic lights at busy intersections of Taylor Boulevard and the I-264 Watterson Expressway , providing pedestrians safe access to and across high speed roadways (C2020 Guideline 7.17). M1 identifies the need for a pathway to Watterson Lake Park. M7, M8 and M10 identify specific areas where improvements to the current infrastructure and sidewalks are needed. Encouraging walking within the neighborhood is also important, as it improves the health and safety of the neighborhood. Recommendation M17 outlines the need for a walkability assessment for the neighborhood, a study that can identify needed improvements that would make it easier for residents to walk, whether that be more or updated sidewalks, pedestrian crossings, or ramps. M18, M19, M20, and M21 encourage the walkability of the neighborhood by providing safe and beautiful places to walk.

Objective 2: Provide infrastructure improvements to support alternative modes of travel within the Jacobs Neighborhood and along Taylor and Berry Boulevards. Cornerstone 2020 encourages the use of alternative transportation methods such as bikes, mass transit, and walking (C2020 Guideline 9). It also encourages the creation of activity centers through the provision of transportation services and facilities that accommodate growth and provide biking and walking opportunities (C2020 Guideline 7.4). Transportation infrastructure improvements made to Taylor and Berry Boulevards would increase the connectivity of Jacobs residents, as well as bring residents of other areas of the city to the Jacobs Neighborhood and adjacent marketplaces. For example, increased pedestrian access across Taylor and Berry Boulevards would increase access to bus routes and retail services outside of the neighborhood. M9 recommends adding shelters to existing bus routes to encourage and facilitate their usage. Recommendations M5 and M12 identifies the need for better bike routes through the area.

Objective 3: Improve infrastructure and signage in order to reduce traffic conflicts and enhance traffic and pedestrian safety. Residents identified multiple areas where traffic safety is an issue. Narrow streets such as Conn Street create challenging mobility conditions for drivers and those using alternative modes of transportation (M4). Similarly, congestion along residential streets creates safety hazards for drivers and non-drivers. Recommendation M3 calls for a plan for a multi-faceted solution to parking problems that cause congestion. Other parking solutions incorporate additional signage, such as listed in M14. Safety signage to call driver's attention to speed limits, stopping at intersections, and pedestrian crossings can enhance pedestrian and driver safety at multiple locations (M15, M16). Ease of driving is also a concern, and recommendation M6 addresses the need for improved infrastructure along Strader Avenue, a residential street with significant school bus traffic.

PLAN IMPLEMENTATION

The goal of the Jacobs Neighborhood planning process is to articulate the community's vision for their neighborhood, but more so, to lead to real actions that create tangible improvements in the neighborhood's development, infrastructure and quality of life.

The implementation table within the plan document is designed to outline clear recommendations needed to lead to action. Recommendations are identified for both the Land Use & Community Form component and the Mobility component of the plan. Within these two components, the recommendations are categorized in three areas to include:

- Related to Cornerstone 2020 or the Land Development Code
- Capital improvements and infrastructure
- Policy or programmatic strategies.

Timeframes for implementing the recommendations have been determined based on a the priority established through the community input process and the amount of time required to implement the recommendation based on its complexity and the level of additional funding or planning needed to carry it out. Timeframes have been identified to include:

- Short (less than one year),
- Medium (1-3 years)
- Long (greater than 3-5 years).
- Ongoing

Implementation is the responsibility first of the neighborhood residents and area stakeholders, therefore the need for an organized neighborhood association in the Jacobs Neighborhood as been identified. Additionally, key partners are required to carry out plan implementation including Metro Council District 15, various Louisville Metro agencies, partner community organizations, private business entities and other groups with the ability and resources needed to assist in plan implementation.

Table 4: Land Use & Community Form Recommendations			
ID	*Recommendation*	*Responsibility*	*Timeframe*
Cornerstone 2020/LDC			
LU1	Promote mixed-use, neighborhood friendly commercial development at and near the intersection of Taylor and Berry Boulevards.	Planning & Design Services, Planning Commission, Metro Councilperson, private developers	Ongoing
LU2	Redevelop the old Charles D. Jacob Elementary School site with an appropriate, adaptive reuse, including the development of housing options for seniors.	Metro Councilperson, private developers, Metro Housing & Community Development, Planning & Design Services	Medium Term - 3 Years
LU3	Maintain and enhance Wyandotte Park and Watterson Lake Park for community use and common open space.	Metro Parks	Ongoing
LU4	Rezone the parcels on Taylor Boulevard between Conn Street and Carlisle Avenue from R7 to C1 and OR2 to C1. Rezone the parcels at the southwest corner of Taylor Boulevard and Camden Avenue and at the southwest corner of Taylor Boulevard and Strader from R6 to C1. (*see Figure 6: Proposed Zoning Map in the Land Use & Community Form section*).	Planning & Design, Planning Commission, Metro Councilperson,	Short Term - 1 Year
Capital Infrastructure			
LU5	Improve the waste and storm water management system infrastructure in all cul de sacs adjacent to the I-264 Watterson Expressway to ensure proper drainage of roads and residences.	Metropolitan Sewer District, Metro Councilperson, Kentucky Transportation Cabinet	Long Term - 5 Years
LU6	Work with Metropolitan Sewer District to identify drainage problem areas and develop a plan to address these areas.	Metro Councilperson, Metropolitan Sewer District, residents	Medium Term - 3 Years
LU7	Work with Metropolitan Sewer District to utilize existing programs or develop a program that assists homeowners with making and paying for drainage improvements to their property.	Metro Councilperson, Metropolitan Sewer District, residents	Medium Term - 3 Years
Policy/Programming			
LU8	Create a neighborhood association for the Jacobs Neighborhood.	Residents, Metro Councilperson, Center For Neighborhoods	Short Term - 1 Year
LU9	Create a neighborhood watch program for the Jacobs Neighborhood.	Residents, Metro Councilperson, Louisville Metro Police Department, Center For Neighborhoods	Short Term - 1 Year

Land Use & Community Form Recommendations			
ID	*Recommendation*	*Responsibility*	*Timeframe*
Policy/Programming			
LU10	Develop a committee to work with Metro Department of Codes and Regulations on code enforcement of private property and illegal dumping.	Residents, Metro Department of Codes and Regulations, Metro Councilperson	Short Term - 1 Year
LU11	Identify units in need of exterior improvements and develop a referral system for connecting residents to existing housing improvement programs for homes in deteriorated conditions.	Residents, Metro Councilperson, Housing and Community Development, non-profit organizations, civic groups	Medium Term - 3 Years
LU12	Increase police presence in needed areas such as Woodruff Avenue, Seelbach Avenue at Southern Heights, Kahlert Avernue at Strader Avenue and Craig Avenue at Carlisle Avenue.	Residents, Metro Councilperson, Louisville Metro Police Department	Short Term - 1 Year
LU13	Partner with a nonprofit organization or another entity to provide afterschool activities for neighborhood children.	Residents, Metro Councilperson, non-profit organization(s)	Medium Term - 3 Years
LU14	Plan a cleanup project for the neighborhood including the old Charles D. Jacob Elementary School.	Residents, Metro Councilperson, Brightside, property owner, private developer(s), civic groups	Short Term - 1 Year
LU15	Enforce proper maintenance of the old Charles D. Jacob Elementary School campus and secure the property by boarding windows, installing or repairing fencing to keep out trespassers until the property is redeveloped.	Metro Department of Codes and Regulations, property owner, Metro Councilperson	Short Term - 1 Year
LU16	Incorporate community/public space at the redeveloped old Charles D. Jacob Elementary School site, potentially including new green space, playground or community gathering place.	Residents, Metro Councilperson, property owners, private developer(s)	Medium Term - 3 Years

Table 5: Mobility Recommendations			
ID	*Recommendation*	*Responsibility*	*Timeframe*
Cornerstone 2020/LDC			
M1	Identify a location for a new, multi-use pathway from the Jacobs Neighborhood to Watterson Lake Park, and develop an implementation plan providing pedestrian and bicycle access to the park from either Parthenia Avenue or Cloverbrook Drive.	Residents, Metro Councilperson, Metro Public Works	Long Term - 5 Years
M2	Re-evaluate signalization of Taylor Boulevard from I-264 and Berry Boulevard and install a traffic signal at Strader Avenue and Taylor Boulevard to improve traffic safety relative to school buses leaving the bus storage facility and to improve pedestrian access to Wyandotte Park.	Residents, area stakeholders, Jefferson County Public Schools, Metro Councilperson, Metro Public Works, Kentucky Transportation Cabinet	Medium Term - 3 Years
Capital Infrastructure			
M3	Conduct a series of meetings with appropriate stakeholders and decision makers to identify solutions for parking congestion and conflicts on narrow residential streets, including speed reduction, one sided parking or other parking solutions.	Residents, area stakeholders, Metro Councilperson, Metro Public Works	Short Term - 1 Year
M4	Conduct a traffic study to identify solutions for improved driving conditions, parking and pedestrian use of Conn Street.	Residents, area stakeholders, Metro Councilperson, Metro Public Works	Short Term - 1 Year
M5	Evaluate the need for a bike lane on Strader Avenue.	Metro Councilperson, Metro Public Works	Medium Term - 3 Years
M6	Repave Strader Avenue from Taylor Boulevard to Parthenia Avenue and the JCPS bus facility entrance.	Metro Councilperson, Metro Public Works	Medium Term - 3 Years
M7	Complete sidewalks on both sides of Strader Avenue.	Metro Councilperson, Metro Public Works	Medium Term - 3 Years
M8	Improve the overall infrastructure on Seelbach Avenue, including sidewalks and curb cuts.	Metro Councilperson, Metro Public Works	Medium Term - 3 Years
M9	Install shelters to all existing bus stations along Taylor and Berry Boulevards.	Metro Councilperson, TARC, Metro Public Works	Short Term - 1 Year
M10	Enhance the pedestrian pathway from Parthenia Avenue through the bus storage lot to the new Jacobs Elementary School.	Residents, Jefferson County Public Schools, Metro Councilperson, Metro Public Works	Medium Term - 3 Years
M11	Improve pedestrian access at the crossing of Strader Avenue and Taylor Boulevard; and past the I-264 Watterson Expressway to the south and southeast of the plan area.	Residents, Metro Councilperson, Metro Public Works, Kentucky Transportation Cabinet	Medium Term - 3 Years

Mobility Recommendations			
ID	*Recommendation*	*Responsibility*	*Timeframe*
Capital Infrastructure			
M12	Develop a Bike Neighborway through the Jacobs Neighborhood.	Metro Public Works, Bike Louisville	Medium Term - 3 Years
M13	Establish gateways with "Welcome to the Jacobs Neighborhood" signage at entrance points to the neighborhood, including the intersections of Taylor and Berry Boulevards; Powell Avenue and Berry Boulevard; Taylor Boulevared and Strader Avenue and other potential areas.	Residents, Metro Councilperson, Metro Public Works	Medium Term - 3 Years
M14	Ensure "No Parking - Here to corner" signs are visible at the intersection of Conn Street and Parthenia Avenue; and properly placed and visible according to corner clearance standards for the first block of Taylor Boulevard into all residential areas.	Metro Councilperson, Metro Public Works	Short Term - 1 Year
M15	Work with Metro Public Works to evaluate the need for four-way stops at the intersections of Seelbach Avenue and Wheeler Avenue; Southern Heights and Wheeler Avenue; and Strader Avenue and Wheeler Avenue.	Metro Councilperson, Metro Public Works	Short Term - 1 Year
M16	Install safety signage, including Speed Limit signs on Strader Avenue and "No Outlet" signs at all cul de sac entrances.	Metro Councilperson, Metro Public Works	Short Term - 1 Year
Policy/Programming			
M17	Conduct a walkability assessment of the Jacobs Neighborhood to identify additional sidewalk improvement priorities.	Residents, area stakeholders, Metro Councilperson, non-profit organizations	Short Term - 1 Year
M18	Host events in a park or elsewhere in the neighborhood to encourage residents to walk the neighborhood and utilize the surrounding parks, increasing the sense of community and overall safety of the neighborhood.	Residents, area stakeholders, Metro Councilperson	Short Term - 1 Year
M19	Continue the streetscape recommendations from the New Cut Road/Taylor Boulevard Corridor Study along Taylor Boulevard, north of the I-264 Watterson Expressway.	Metro Councilperson, Metro Public Works	Ongoing
M20	Using the Tree Canopy Assessment, identify priority planting areas within the Jacobs Neighborhood and preserve mature trees to maintain the neighborhood identity.	Residents, Metro Councilperson, local business owners, private developers, Love Louisville Trees	Ongoing
M21	Increase the tree canopy along Berry and Taylor Boulevards to provide a more beautiful, inviting gateway to the Jacobs Neighborhood and restore the past character of the corridors.	Residents, area stakeholders, private developers, local business owners, civic groups, Metro Councilperson, Love Louisville Trees	Medium Term - 3 Years

JACOBS NEIGHBORHOOD VISION STATEMENT

The Jacobs Neighborhood is a welcoming neighborhood of choice that is safe and secure for family and friends. Jacobs is an affordable place to call home where homeowners, renters and landlords take pride in their property, it is a family-friendly neighborhood with easy access to amenities including local parks, schools, businesses, transportation and technology, and it is a neighborhood with structurally sound infrastructure providing reliable drainage, sidewalks and roadways. The Jacobs Neighborhood is a place that respects its history while providing a high-quality of life for all call it home today and in the future.

TABLE 6: CORNERSTONE 2020-LAND DEVELOPMENT CODE RECOMMENDATIONS

Land Use & Community Form Recommendations			
ID	*Recommendation*	*Responsibility*	*Timeframe*
Cornerstone 2020/LDC			
LU1	Promote mixed-use, neighborhood friendly commercial development at and near the intersection of Taylor and Berry Boulevards.	Planning & Design Services, Planning Commission, Metro Councilperson, private developers	Ongoing
LU2	Redevelop the old Charles D. Jacob Elementary School site with an appropriate, adaptive reuse, including the development of housing options for seniors.	Metro Councilperson, private developers, Metro Housing & Community Development, Planning & Design Services	Medium Term - 3 Years
LU3	Maintain and enhance Wyandotte Park and Watterson Lake Park for community use and common open space.	Metro Parks	Ongoing
LU4	Rezone the parcels on Taylor Boulevard between Conn Street and Carlisle Avenue from R7 to C1 and OR2 to C1. Rezone the parcels at the southwest corner of Taylor Boulevard and Camden Avenue and at the southwest corner of Taylor Boulevard and Strader from R6 to C1. (*see Figure 6: Proposed Zoning Map in the Land Use & Community Form section*).	Planning & Design, Planning Commission, Metro Councilperson,	Short Term - 1 Year
Mobility Recommendations			
Cornerstone 2020/LDC			
M1	Identify a location for a new, multi-use pathway from the Jacobs Neighborhood to Watterson Lake Park, and develop an implementation plan providing pedestrian and bicycle access to the park from either Parthenia Avenue or Cloverbrook Drive.	Residents, Metro Councilperson, Metro Public Works	Long Term - 5 years
M2	Re-evaluate signalization of Taylor Boulevard from I-264 and Berry Boulevard and install a traffic signal at Strader Avenue and Taylor Boulevard to improve traffic safety relative to school buses leaving the bus storage facility and to improve pedestrian access to Wyandotte Park.	Residents, area stakeholders, Jefferson County Public Schools, Metro Councilperson, Metro Public Works, Kentucky Transportation Cabinet	Medium Term - 3 Years

Jacobs Neighborhood Small Area Plan

Center For Neighborhoods

VISION. KNOWLEDGE. ACTION.

Tom Stephens, Executive Director
John Hawkins
Gwen Kelly
Christi Stevens
Jessica Brown

Jacobs Neighborhood Small Area Plan

Center For Neighborhoods

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