

CLIFTON NEIGHBORHOOD PLAN

December 2016

ACKNOWLEDGMENTS

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**Special Thanks to the Clifton Community Council, Mike O’Leary,
and all residents and stakeholders for their insights and efforts**



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VISION STATEMENT

Vision Statement



Clifton is a historic, urban neighborhood with a small town character located close to downtown Louisville. The neighborhood envisions a safe and sustainable community that attracts diverse people to its many economic, natural, and cultural assets. Clifton will be an accessible destination that provides pedestrian-friendly amenities and multi-modal transportation options. The neighborhood will preserve its historic charm and various local businesses to ensure that Clifton remains an authentic and vibrant community.

Note: The Vision Statement that will be crafted for the Louisville Metro Comprehensive Plan update that is currently in process should be added to this plan.

EXECUTIVE SUMMARY

This plan identifies key planning issues as they relate to the Clifton Neighborhood. Issues were identified after observations, discussions with local stakeholders, and background research. Key neighborhood characteristics that were investigated include:

- Physical
- Social
- Economic
- Environmental

Within each broad component, the plan provides data and analysis in order to recognize the scope and scale of certain issues and the background information necessary to formulate specific and measurable goals. Where Census data is used, the two census tracts that overlay Clifton are aggregated for an estimate. The census tracts encompass areas outside the official neighborhood boundaries. Where possible, any known data that skews the numbers is identified and noted.

Key planning issues are summarized in the SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis.

Planning issues in Land Use/Community Form and Transportation/Mobility are listed below:

Land Use and Community Form

- Tree Cover
- Parks Maintenance
- Diversity of Local Business
- Accessibility
- Mixed Land Uses

Transportation and Mobility

- Parking
- Speeding
- Crosswalks
- Walkability
- Multi-modal options

The Land Use and Community Form and Mobility and Transportation components contain goals, objectives, and implementation strategies.

Each goal statement provides a general direction that is in agreement with that neighborhood vision statement. Within each goal, more detailed objectives are outlined. Finally, each objective contains valuable implementation information such as what is recommended, who is responsible, why it is important, and when it may be achieved. The goals, objectives, and implementation strategies are then condensed in the implementation matrix.

PLAN PURPOSE

The purpose of this plan and the planning process is to work cooperatively with neighborhood stakeholders in order to identify the assets and liabilities of Clifton and then develop a clear vision for what the neighborhood wants to be in 10 years. From that vision, goals, objectives, and implementation strategies are formulated so that the vision becomes reality.

The neighborhood plan will provide residents and stakeholders an inventory of assets to be maintained and liabilities to be addressed. The plan is also a resource for developers and others who wish to move or do business in the neighborhood as it makes clear the wants, needs, and concerns of residents and stakeholders.

PLAN PROCESS

The plan process began upon an agreement between the Clifton Community Council and Dr. Kelly Kinahan, professor of the Neighborhood Planning Studio course at the University of Louisville, Department of Urban and Public Affairs. The students of the course and the Clifton Community Council met for the first time on September 1, 2016 where initial observations were shared, a general sense of the neighborhood was discussed, and expectations for the plan and the plan process were determined. On September 22, 2016, a neighborhood visioning session was held in order to establish larger themes and articulate a neighborhood vision. On October 13, 2016, the community workshop allowed students to present the progress of their research and key planning issues and participants began working on identifying key goals and objectives to be addressed in the neighborhood plan.

Community input was also gathered through surveys posted on NextDoor, a web-based neighborhood message board, as well as through a survey of Clifton's business owners and employees and direct communication with large stakeholders (e.g. Sacred Heart Home, the Frankfort Avenue Business Association (FABA), and D.D. Williamson). The final plan was presented to the neighborhood on December 1, 2016.

NEIGHBORHOOD IDENTITY

NEIGHBORHOOD HISTORY

Clifton began as a rural community located approximately five miles east of Louisville. The earliest settler, Colonel Joshua B. Bowles, had a lasting impact on the area. He operated an estate between 1817 and 1842 named Clifton, which established the area's name.¹

Settlement began slowly, but the construction of two major transportation routes spurred the growth of the area. The Louisville-Shelbyville Turnpike was built in the 1830s and is now Frankfort Avenue, running through the heart of Clifton. In the late 1840s, the Louisville and Frankfort Railroad was built through the area and facilitated travel and shipping from Louisville to the area east of the city. Clifton was the converging point of these two routes, meeting at Bowles' Station.

Surrounding neighborhoods also grew around this time, notably Phoenix Hill and Butchertown to the west of Clifton. Bustling commercial areas were formed with various shops and taverns for travelers and workmen.

Clifton's natural resources, including a consistent water supply and limestone, attracted early industries to the area. Spirit distilleries, meat-processors, and quarries were suited to the environment and the location gave them access to the railroad and nearby Louisville.

Figure 2: American Printing House for the Blind, 1922 (University of Louisville Digital Collections)



Source: University of Louisville Digital Collections

¹ Clifton Historic Preservation District Report

The western portion of Clifton was annexed by the City of Louisville in 1856, and in 1876, the residents successfully petitioned for the formation of the Township of Clifton. By the late 1890s, however, the whole area was annexed by Louisville as the city grew outward.

Over time, a mixed-use neighborhood emerged that was largely late Victorian in design. Between 1880 and 1910 residential growth was at its height, building designs reflected the architectural fashions popular at the time.

Figure 3: Streetcar at Frankfort Avenue and Pope Street, 1938



Source: University of Louisville Digital Collections

Figure 4: Railroad Crossing at Frankfort Avenue, 1921



Source: University of Louisville Digital Collections

With the proliferation of the automobile and the extension of city streetcar lines, the Frankfort Ave. corridor began to form the “layered” effect we see today, with newer storefronts added onto older residential and commercial buildings.

Clifton continued to develop as a working class neighborhood through much of the 20th century. More recently the neighborhood has felt a resurgence as people discover its unique historic character; younger people moved there to remodel the wide variety of houses. Additionally, a renaissance of local businesses, especially restaurants, have sprung up along Frankfort Ave. Continued interest in redeveloping Clifton led to its designation as a Historic Preservation district in 2003.



"Early Braille Delivery"

Source: American Printing House for the Blind

Figure 5: Early Braille Delivery

Visually impaired artist Rick Moore created Early Braille Delivery for the American Printing House for the Blind (APH). Rick was a student at Kentucky School for the Blind and Ballard High. He later attended the University of Louisville and received a Bachelor of Arts degree in music.

The print is a reproduction of a pencil drawing that depicts a horse-drawn wagon leaving APH's "1883" building to deliver braille publications to the post office. The idea for his picture came from a photograph taken at APH in 1935.

Rick's interest in drawing was the inspiration for APH to start a juried art competition for visually impaired and blind artists. Now in its 25th year, the international competition attracts entries from hundreds of children and adults each year.

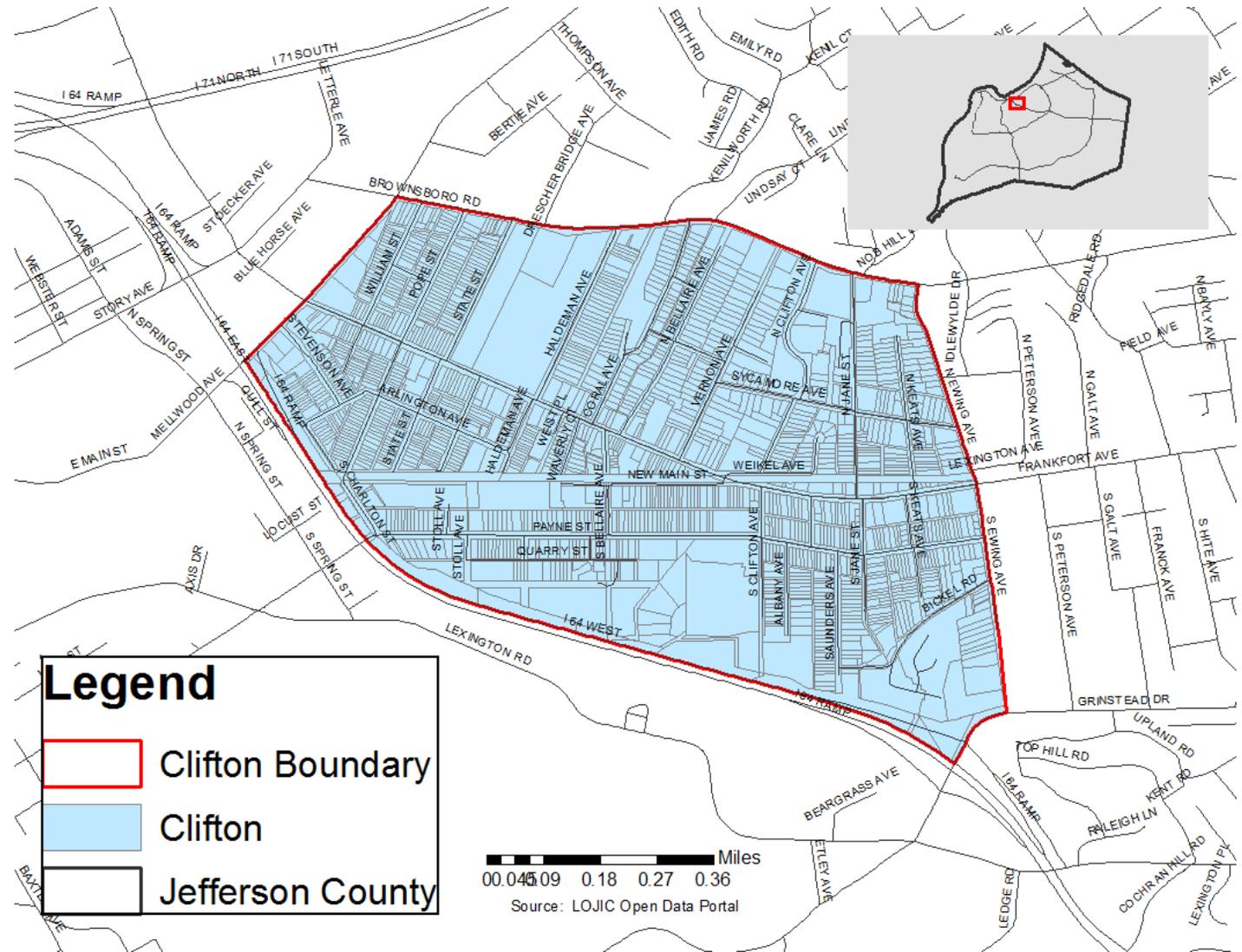
Rick Moore lives in Bellingham, Washington where he continues to create art.

PHYSICAL CHARACTERISTICS

Plan Area

Clifton comprises approximately 440 acres east of downtown Louisville. It is bounded by Brownsboro Road/U.S. 42 to the north, Ewing Avenue to the east, I-64 to the south, and Mellwood Avenue to the west.

Figure 6: Area of Planning Focus, Clifton



Land Use and Zoning

Clifton hosts a variety of land uses in its boundaries. The majority of the area is single-family housing concentrated along side streets, shown in yellow in Figure 8. Some multi-family housing is present in the neighborhood, as well. Commercial areas line two main corridors, Frankfort Avenue and Brownsboro Road, as well as the edge of the neighborhood on Mellwood Avenue. Light industrial uses also exist in the neighborhood, some of which are directly adjacent residential areas. Large institutional uses include the Kentucky School for the Blind on Frankfort Avenue in the northern half of the neighborhood and Sacred Heart Home on Payne Street in the southern part of Clifton. These institutions hold the largest swathes of land in the neighborhood.

Clifton is comprised of traditional neighborhood (TN) and traditional marketplace corridor (TMC) form districts.

The land uses surrounding the Clifton neighborhood vary. Cherokee and Seneca Parks to the south provide a large green space area. To the west in Butchertown and near the river is industrial land use, and commercial areas are scattered throughout the nearby neighborhoods. A concentration of multi-family housing is just to the north of Clifton along Brownsboro Road.

Clifton is comprised of traditional neighborhood (TN) and traditional marketplace corridor (TMC) form districts.² A Traditional Neighborhood (TN) form district promotes a pattern of development that integrates a mix of uses, promotes accessible green space and public transportation, and appropriate infill. Setback requirements are less than typical suburban areas and a variety of housing types are encouraged. Traditional Marketplace Corridors (TMC) are characterized by mixed use areas along major thoroughfares, typically in older areas and adjacent to Traditional Neighborhoods. Buildings are usually narrow and built close to the street, with parking on the street or in rear lots. The area has a pedestrian-friendly scale.

² Land Development Code, Chapter 5.2.2 and 5.2.3 https://louisvilleky.gov/sites/default/files/planning_design/land_development_code/co5metroapp.pdf

R1-R5 single-family housing is found throughout the neighborhood. Higher density R5A-R7 is found along Frankfort Avenue and Payne Street. C1 and C2 commercial zones are along the Frankfort and Brownsboro Road. Figure 7 and 9 depict the number and location of zoning codes. Primarily residential zoning exists in neighborhoods to the north and east of Clifton, while M2 Industrial zoning dominates near the river and west into Butchertown. Commercial zoned land exists along the edges at Brownsboro Road and nearby Spring Street in Irish Hill.

In 2003, the neighborhood was designated as a Historic Preservation district, requiring property owners to follow certain design and preservation guidelines when remodeling and developing historic buildings. The design guidelines were revised in 2014.³ Figure 10 shows the boundary of the Preservation District.

Figure 7: Counts of Zoning Codes, Clifton

Code	Name	Count
C1	Commercial	10
C2	Commercial	8
CM	Commercial Manufacturing	2
CN	Neighborhood Commercial	1
CR	Commercial/Residential	2
M2	Industrial	3
OR2	Office/Residential	2
OR3	Office/Residential	2
R1	Residential Single Family	5
R3	Residential Single Family	2
R4	Residential Single Family	5
R5	Residential Single Family	13
R5A	Residential Multi-Family	11
R5B	Residential Two-Family	6
R6	Residential Multi-Family	23
R7	Residential Multi-Family	11

Source: LOJIC Open Data Portal

³ Clifton Preservation District, Metro Louisville Planning and Design, <https://louisvilleky.gov/government/planning-design/clifton-preservation-districtpdf>

Figure 8: Land Uses in Clifton

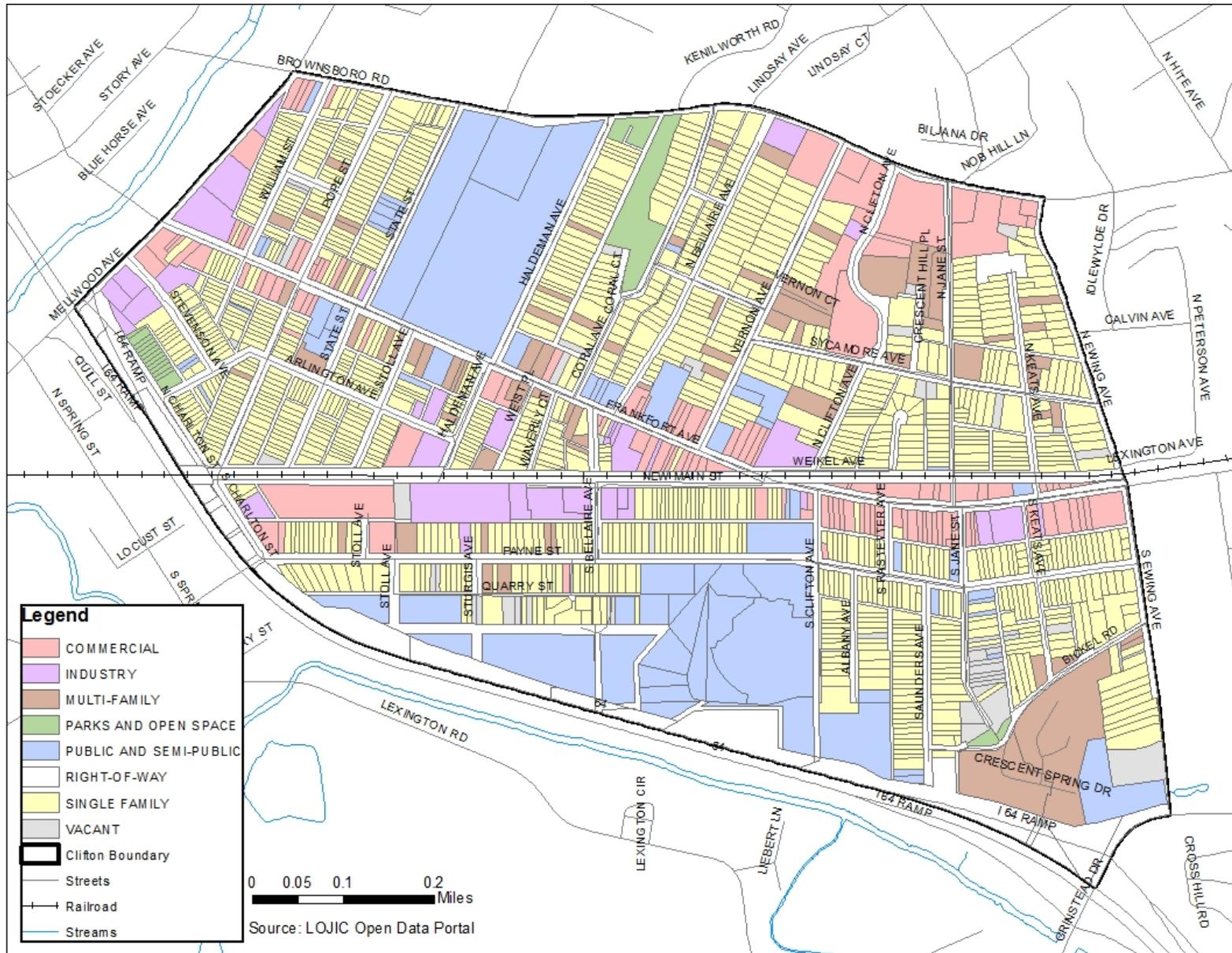


Figure 9: Zoning in Clifton

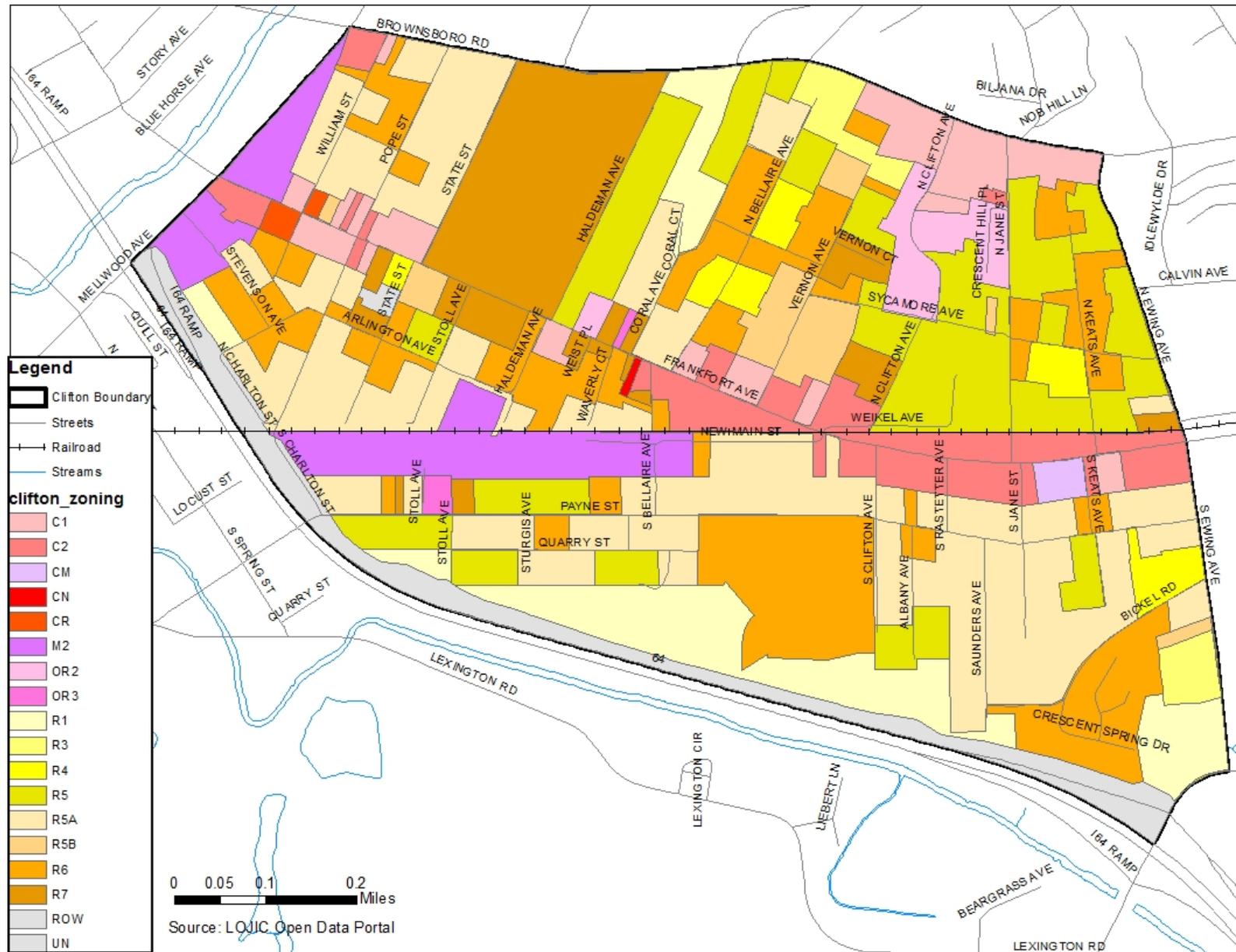
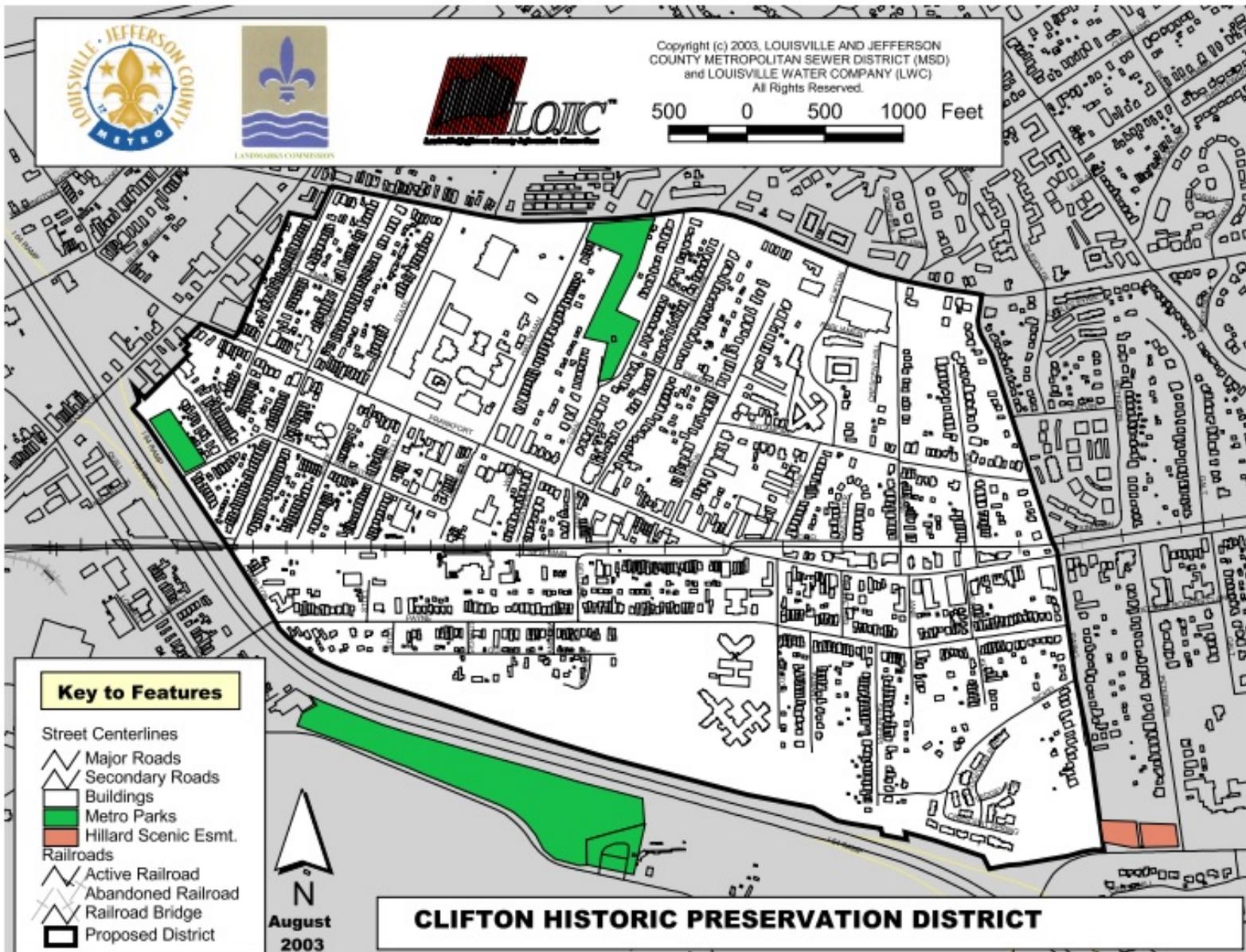


Figure 10: Clifton Historic Preservation District Area



Housing

Housing in Clifton is both historic and diverse, with a mix of architectural styles including shotgun and camelback homes. Understanding the available housing stock is critical in identifying the broader strengths and weaknesses of the Clifton neighborhood. Components of the housing market analyzed here are:

- Occupancy
- Physical Characteristics
- Tenure
- Affordability

Figure 11: Example of Architecture in Clifton

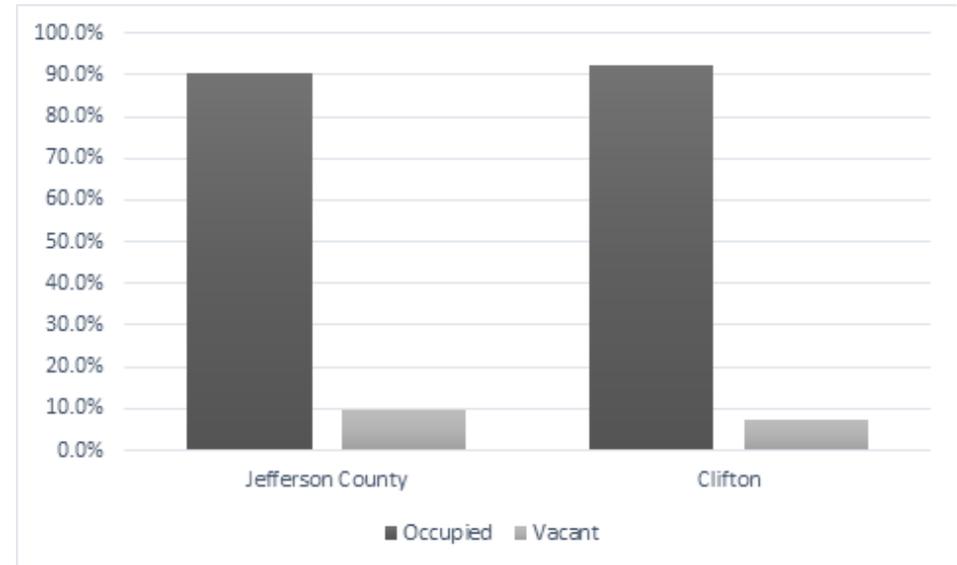


Source: Historic Preservation District Guidelines, Google Drive from Neighborhood

Housing Occupancy

Figure 12 below shows the ratio of occupied and vacant housing units in Clifton and Jefferson County at large. The vacancy rate in Clifton is 7.5% of all housing units compared to Jefferson County’s rate of 9.6%. The relatively low vacancy rates in Clifton reflect a strong demand for housing within the neighborhood. However, 7.5% of all housing units translates to roughly 226 housing units that may be posing threats to nearby neighbors.

Figure 12: Housing Occupancy in Clifton and Jefferson County, 2014



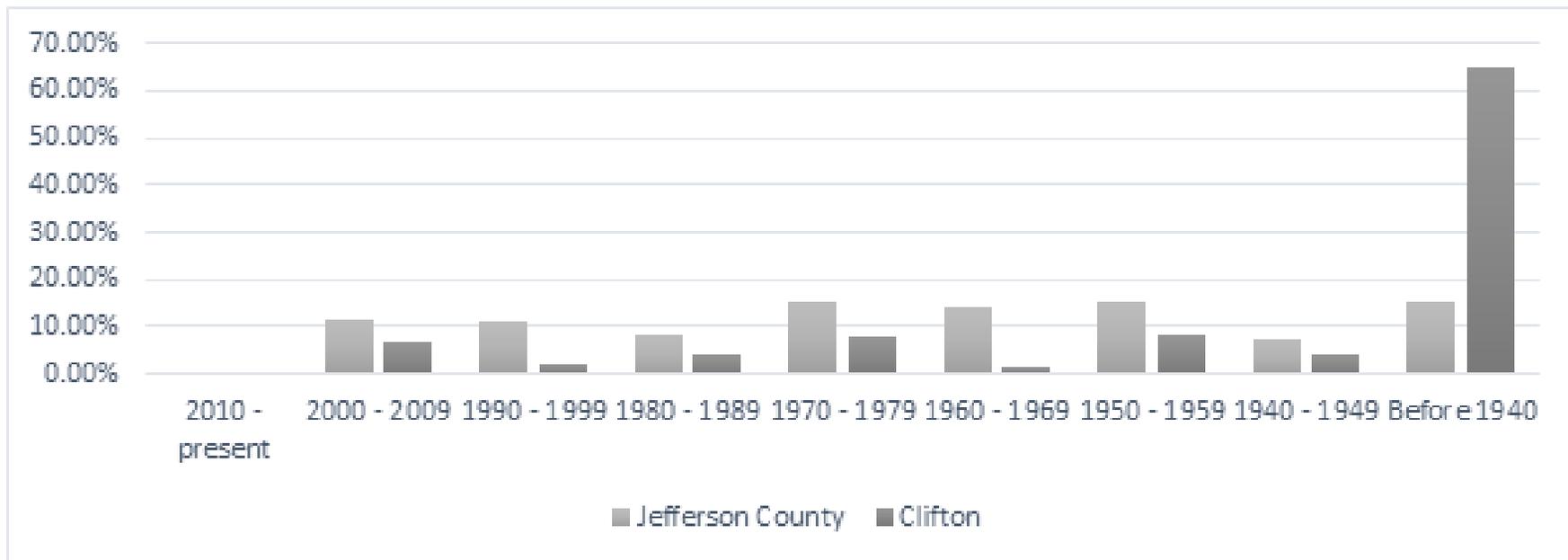
Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Physical Characteristics

The architecture of the homes in Clifton is one of the neighborhood’s strongest assets. The housing stock includes Victorian and Craftsman styles, as well as smaller cottages and shotgun and camelback styles, many of which provide small front and side yards. This design is unlike newer suburban style developments and is part of what helps make Clifton a historic urban neighborhood.

65% of housing structures in Clifton were built before 1940 while roughly 9% have been built since 1990. In contrast, Jefferson County’s housing structures have been built at a more constant pace and only 15% of homes were built before 1940.

Figure 13: Age of Housing Structures, Clifton and Jefferson County, 2014

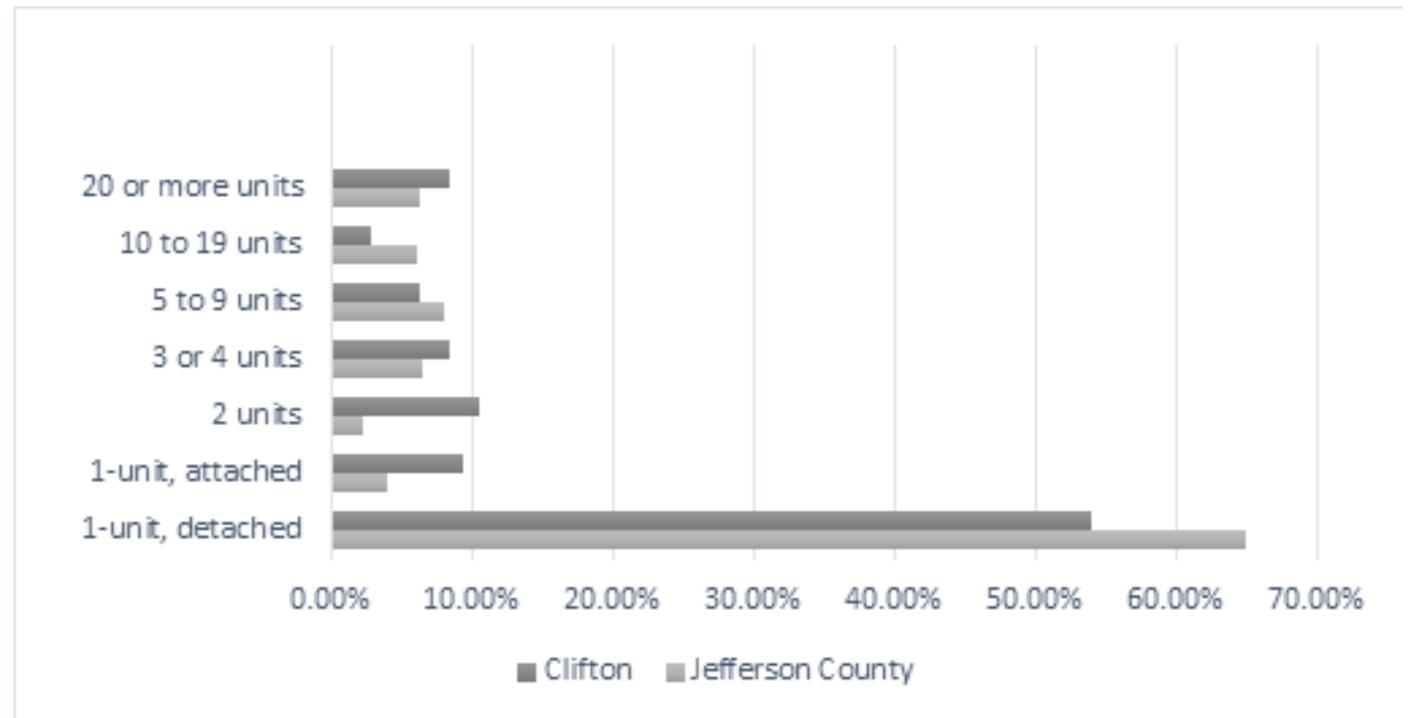


Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

PHYSICAL CHARACTERISTICS

In addition to being older, Clifton's housing stock is more diverse as it relates to the number of units per housing structure. Over half of all housing units are single-unit detached structures, whereas the Jefferson County rate is roughly 65%. Furthermore, Clifton has higher rates of 1-unit attached, 2 unit, 3 or 4 unit, and 20 or more unit structures than the county at large.⁴

Figure 14: Units per Housing Structure, Clifton and Jefferson County, 2014



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

⁴ Data is based on an aggregation across the two census tracts that encompass the Clifton neighborhood boundaries.

Housing Tenure and Affordability

Figures 15 and 16 depict rates of owner-occupied and renter-occupied housing in both Clifton and Jefferson County. Renters make up about 38% of occupied homes in Jefferson County while in Clifton renters and home owners are evenly distributed at 50%.⁵ This data highlights another form of diversity present in Clifton: households in Clifton are equally likely to be occupied by renters as owners.

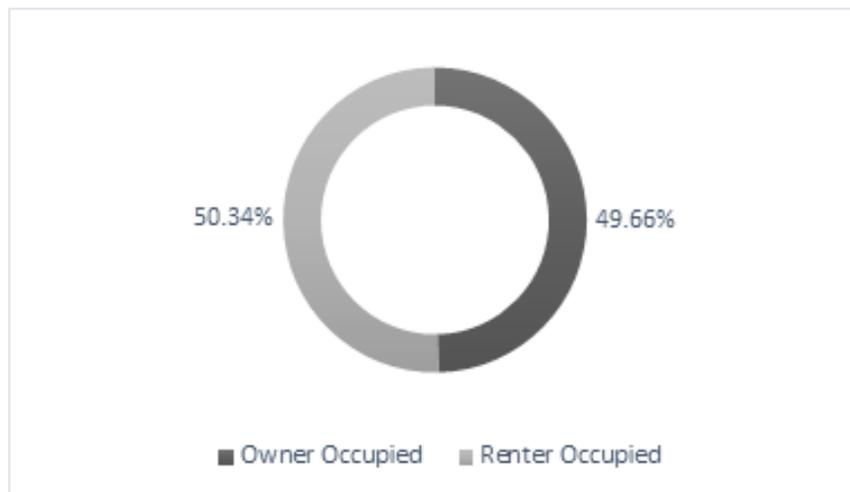
Many Clifton residents have moved to the neighborhood relatively recently: 39% of households moved to the neighborhood in 2010 or later and 62% entered the neighborhood in 2000 or later. This is evidence that demand for housing is high. The median home

value has increased from \$115,137 in 2000 to \$138,050 in 2014 (adjusted to 2014 dollars). The median home value for Jefferson County in 2014 was \$149,900.

Over 40% of households that rent are cost burdened, paying 30% or more of their income in gross rent. This is slightly lower than the Jefferson County number (48%) of renting households that are cost burdened but, Clifton has a much more significant portion of renters. A substantial portion of those who rent in Clifton, approximately 564 households, are cost burdened.

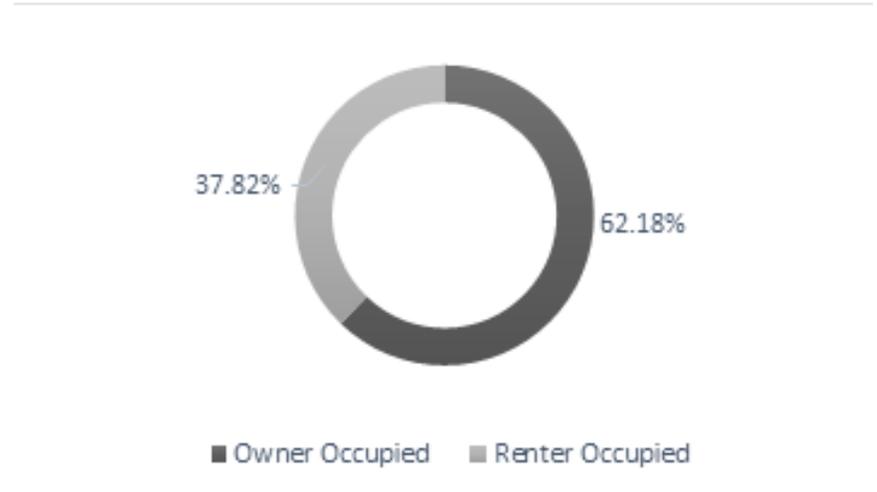
A complete list of housing data is available in Appendix A.

Figure 15: Housing Tenure in Clifton



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Figure 16: Housing Tenure in Jefferson County



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

⁵ Data is based on an aggregation across the two census tracts that encompass the Clifton neighborhood boundaries.

Public Transportation

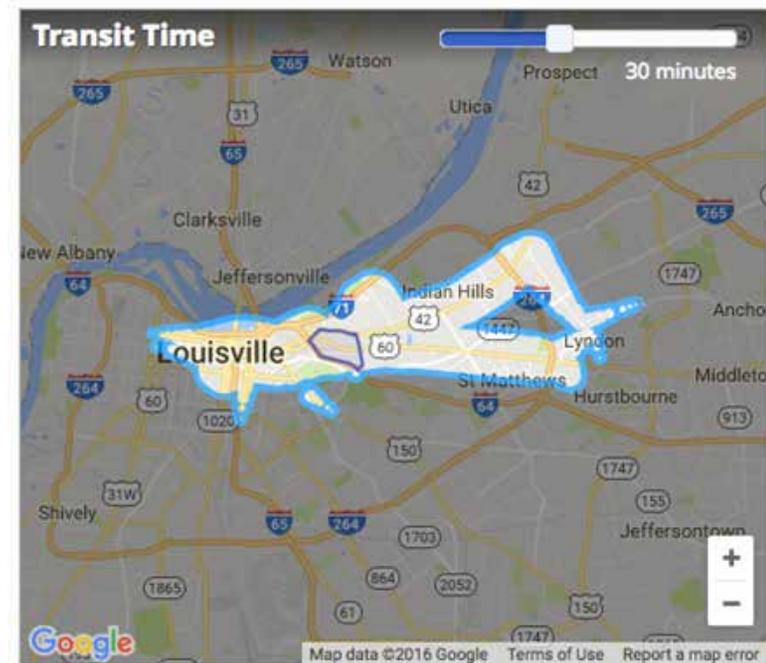
Clifton is served by three transit routes operated by the Transit Authority of River City (TARC) that connect Clifton to major employment and retail centers, hospitals, and the Central Business District.

- Route 15 – Market Street, runs across the city through Frankfort Avenue from Northwestern Parkway to Brownsboro and Lagrange Roads.
- Route 19 – Muhammad Ali, is a crosstown route that runs on Frankfort Avenue and Payne Street. This route serves Oxmoor Mall in the eastern part of the county and Jefferson Riverport International industrial center in Southwest Louisville.
- Route 31 – Shelbyville Road, runs on Frankfort Avenue connecting Downtown to Middletown. This route also serves the Mall St. Matthews.

A variety of transit amenities exist in the neighborhood, including shelters, benches, and trash receptacles at bus stops.

Public transit options score a 37 out of 100 Transit Score from Walk Score, meaning there is “Some Transit” in the neighborhood.⁶ This is the second from the bottom of the ranges given by Walk Score. The map in Figure 17 shows how far a rider can travel in 30 minutes using public transit. All of downtown, St. Matthews Mall, Oxmoor Mall, and commercial areas on U.S. 42 are reachable in 30 minutes. Major areas unreachable in this time are the University of Louisville and the Highlands/Bardstown Road, as well as most areas to the west and south.

Figure 17: Distance Possible to Travel in 30 Minutes on Public Transit



Highlighted area is within 30-minute riding distance. Source: Walk Score

⁶ Walk Score’s Transit Score is derived from an algorithm in which the service level multiplied by the mode weight (in this case, buses) and multiplied again by a distance penalty that comes from calculations of the nearest stop on the route. Transit Score Methodology, Walk Score. <https://www.walkscore.com/transit-score-methodology.shtml>.

Traffic

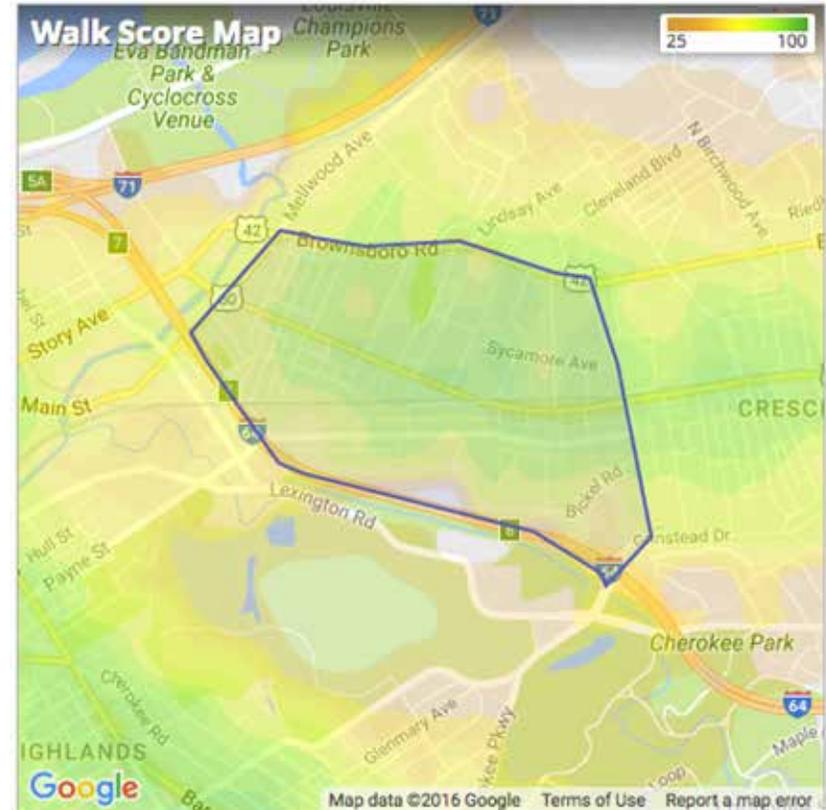
Vehicular traffic makes use of the three main streets, Brownsboro Road, Frankfort Avenue, and Payne Street, as through routes to other destinations. Close proximity to downtown, interstates I-64 and I-71, and many other neighborhoods make these streets critical to efficiency and connectivity.

The speed limit on Frankfort Avenue, Brownsboro Road, and Mellwood Avenue is 35 MPH. Payne Street has a speed limit of 25 MPH. Residential side streets all have speed limits of 25 MPH or less.

Walkability

Clifton is a “Somewhat Walkable” neighborhood, meaning some errands can be accomplished on foot, based on its rating of 68 on Walk Score.⁷ Residents of Clifton can walk to an average of 6 restaurants, bars, and coffee shops in 5 minutes. It is the 12th most walkable neighborhood in Louisville (see Appendix B).

Figure 18: WalkScore Walkability Heat Map



Source: WalkScore

⁷ Walk Score is publicly available website that estimates neighborhood walkability by analyzing proximity to 13 amenity categories. Points are awarded based on distance to amenities in each category. Walks of 5 minutes or less are awarded the most points while a decay algorithm assigns points to more distant services. Any amenities further than a 30-minute walk are rewarded no points. Walk Score combines these calculations with measurements of pedestrian friendliness by analyzing population density and road metrics to determine a final score between 1 and 100. Studies have shown mixed results in the reliability of the Walk Score matrix. Walk Score is considered a convenient and inexpensive option for research exploring access to walkable amenities, but limitations exist particularly in regards to personal safety and built environmental features.

Parking

Parking in the Clifton area is mostly street parking, especially along the primary commercial corridor of Frankfort Avenue. Street parking is non-metered, with a few time limited time parking spots. Parking on side streets, such as Payne, State, and Pope Streets, is available and used by both residents and visitors. Alleys located directly behind homes on residential streets are not well utilized, due to lack of maintenance. They are not drivable or suitable for parking in the current condition. Additionally, private lots in the neighborhood are reserved exclusively for the business or institution that owns it. A public parking lot is located at 2335 Frankfort Avenue.

Figure 19 shows the total number of workers in Clifton and how they commute to work. The overwhelming majority of those who work in Clifton drove in a vehicle, approximately 90%. This contributes to over 5,000 extra cars in parking in Clifton on workdays. Not shown in the data are the number of Clifton residents who also work in the neighborhood; these residents and employees are less likely to drive to work given the walkability of Clifton, therefore we assume that those who drive to work in Clifton are coming from a different neighborhood and increasing the amount of cars.

Figure 19: Mode of Transportation by Workplace

Mode of Transportation	Workers
Car, truck, or van -- Drove alone	78.9%
Car, truck, or van -- In a 2-person carpool	10.1%
Bus or trolley bus	4.3%
Bicycle	0.06%
Walked	1.5%
Worked at home	1.5%
Other	3.6%

Source: U.S. Census Bureau, American Community Survey 2006-2010 5-year Estimates. Special Tabulation: Census Transportation Planning

In 2014, the Clifton Community Council conducted a Parking Assessment to identify potential locations for shared parking in response to concerns over visitors using parking in front of residences. Shared parking is the practice of opening existing parking spaces and lots to the public or more than the owner. Shared parking takes advantage of the current part-time use for the spaces. For example, if a business is open 9 AM to 5 PM and most employees are only there during business hours, another business nearby, such as a restaurant with evening hours, could arrange an agreement with the business to allow patrons to utilize those spaces when the business is not open and the spaces are not needed for employees.

The list below, taken from the Parking Assessment, identifies potential shared parking locations and describes the address, type of property and owner, and the number of spaces available. Figure 20 shows the location of these shared parking locations within the neighborhood.⁸

Frankfort Avenue:

- 1729 is now private property, used to be a public ROW alley.
- 1839 belongs to the American Printing House for the Blind and has one hundred and thirty-three (133) parking spaces.
- 1864 is home to the 3rd Lutheran Church and has thirty-one (31) spaces.

- 1901 is the Frankfort Avenue Church of Christ and has thirty-two (32) spaces.
- 1947 is the location of the Clifton Baptist Church and has thirty-three (33) parking spaces.
- 2335 is the location for public parking and has twenty (20) parking spaces, with a bike rack as well.

State Street:

- 168, 170, and 176 are all an employee parking lot for American Printing House with seventy-one (71) spaces.
- 150 has forty-nine (49) shared parking spaces belonging to Franklin Apts., United Crescent Hill Ministries, and New Directions Apts., respectively.

Payne Street:

- 2117 is the Clifton Center and has eighty-three (83) on-site parking spaces
- 2257 is the Bear Grass Baptist Church, which has ten (10) parking spaces.

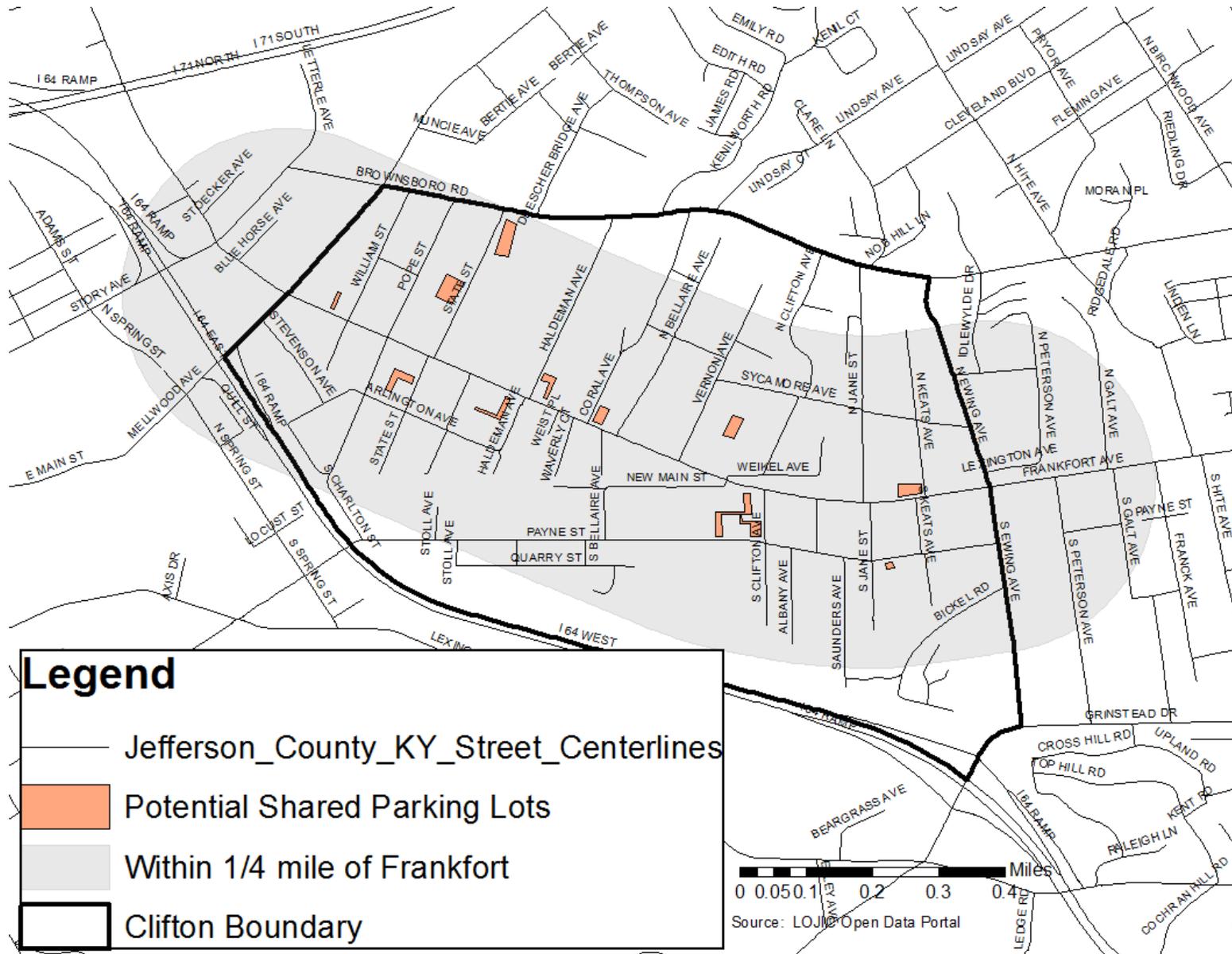
Vernon Avenue:

- 131 is the Clifton Christian Church and has forty-seven (47) parking spaces.

⁸

Source: Clifton Community Council Binder, Parking Assessment. 2014.

Figure 20: Potential Shared Parking Lot Locations

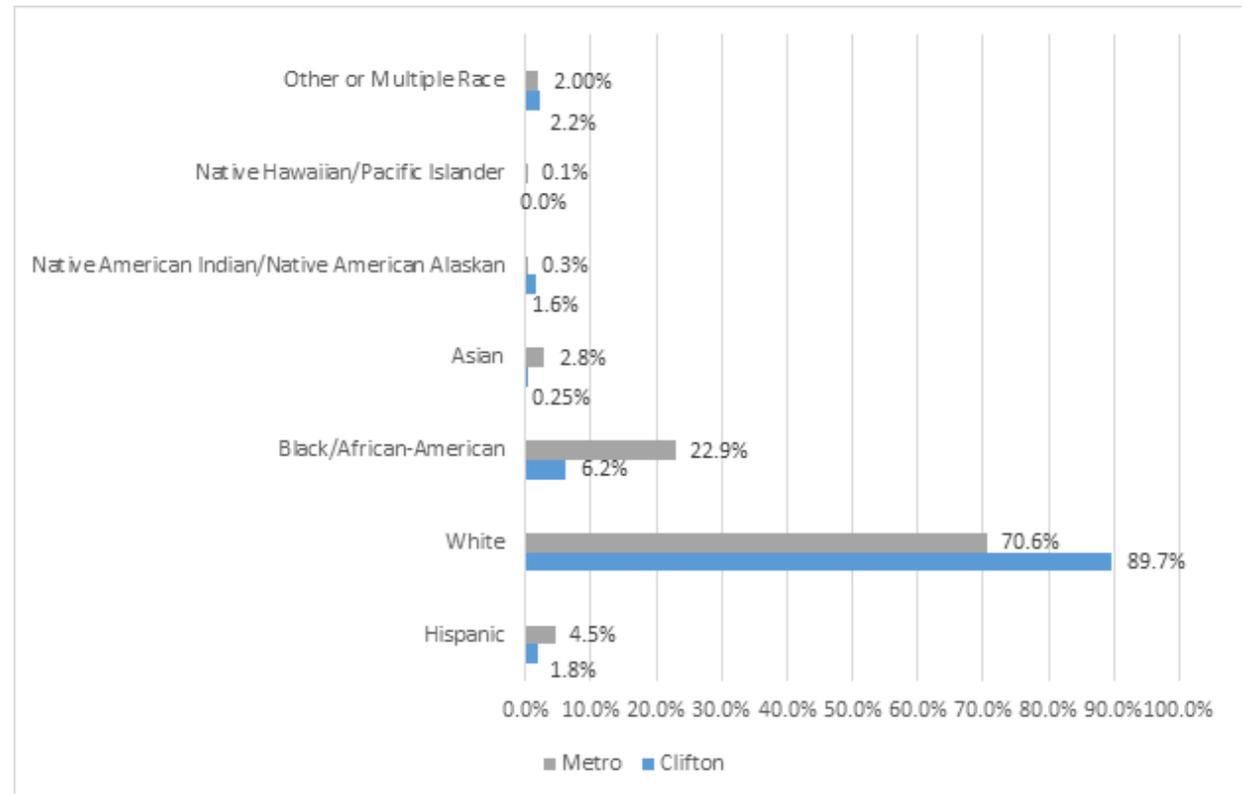


SOCIAL CHARACTERISTICS

Demographics

According to 2010 Census data, Clifton's population is predominately non-Hispanic white. The largest minority population is Black/African-Americans at approximately six percent of the population. Metro Louisville is also majority non-Hispanic whites, but Clifton's percentage is higher than the Metro percentage. The largest minority population in the Metro area is also Black/African-Americans, but the percentage is larger in the Metro area at 22.9% than 6.2% in Clifton.

Figure 21: Comparison of Racial Composition, Clifton and Metro Louisville

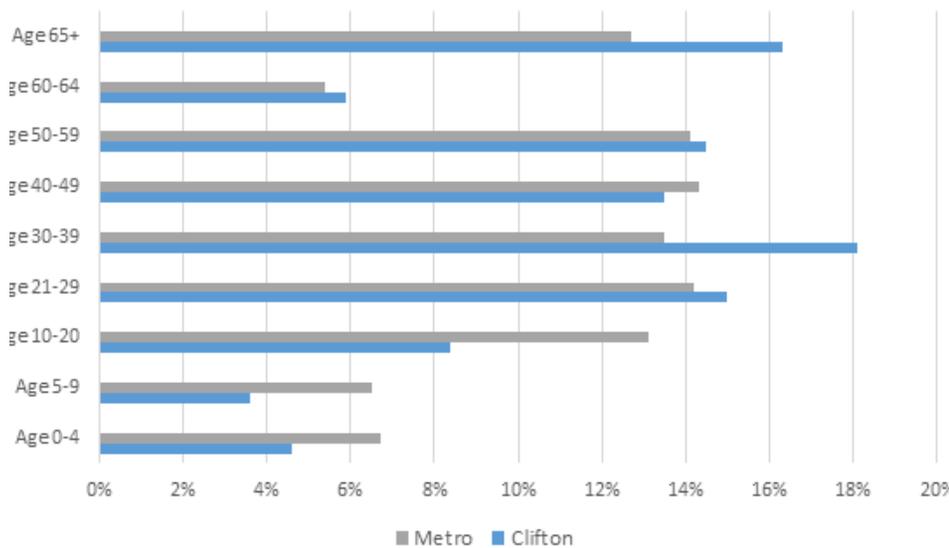


Source: 2010 U.S. Census Data

SOCIAL CHARACTERISTICS

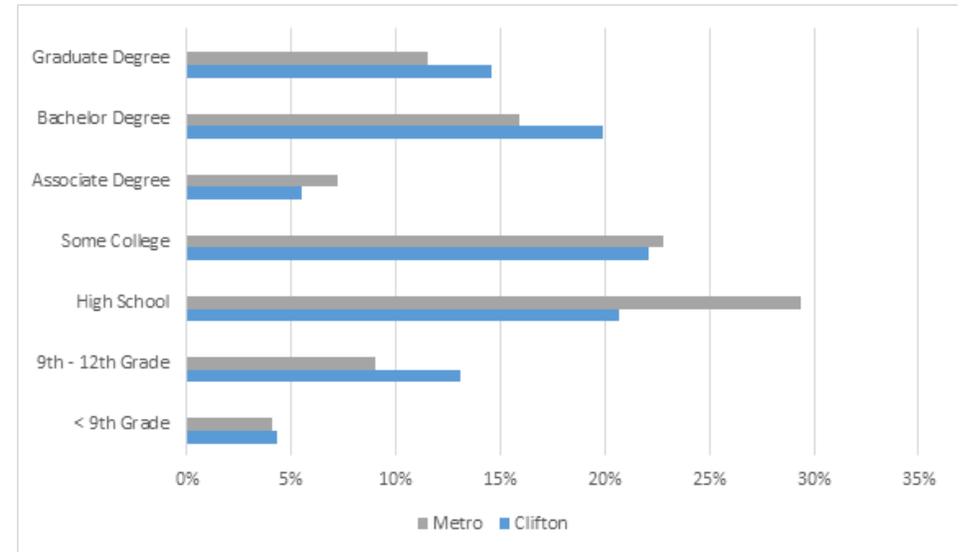
The age distribution in the neighborhood is fairly evenly distributed. The targets age cohorts are 30-39 (18.1%) and 65+ (16.3%), which suggest established working adults and retirees find Clifton a desirable area in which to settle. Louisville Metro's most populated age groups are 25-44 (30.4%) and 45-64 (22.8%).

Figure 22: Age Comparison, Clifton and Metro Louisville



Source: 2010 U.S. Census Data

Figure 23: Educational Attainment Comparison, Clifton and Metro Louisville



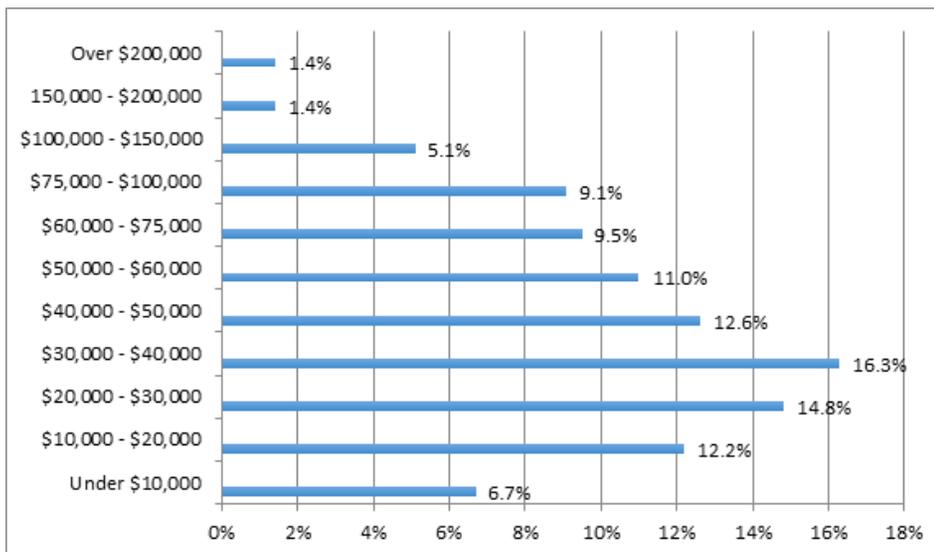
Source: 2010 U.S. Census Data

However, Clifton outpaces Louisville Metro in its share of residents with Bachelor (19.9% compared to 15.9%) and Graduate degrees (14.6% compared to 11.5%).

SOCIAL CHARACTERISTICS

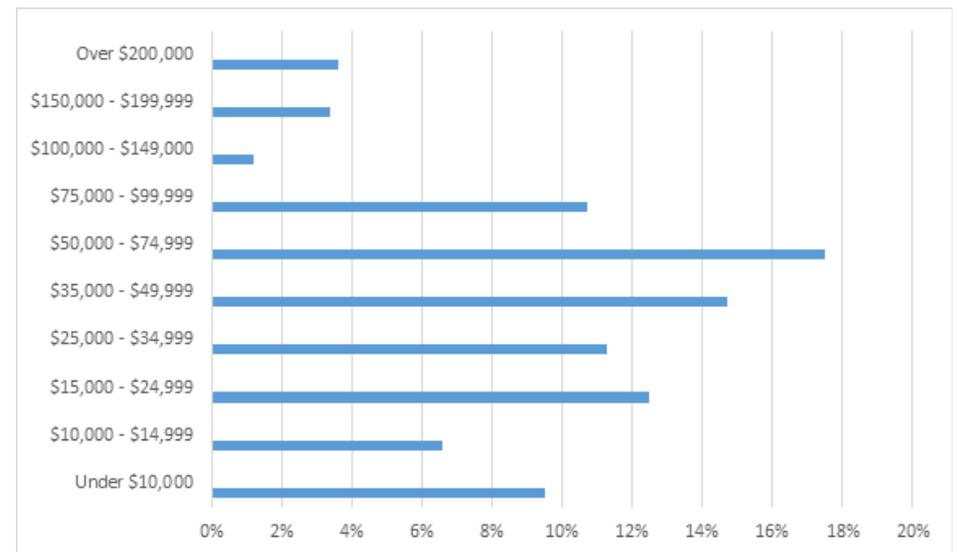
The income estimates for the neighborhood show that the median household income for Clifton is \$64,507, which is substantially higher than the median household income of \$44,806 for the Louisville Metro area.⁹

Figure 24: Median Household Income, Clifton



Source: 2010 U.S. Census Data

Figure 25: Median Household Income, Louisville Metro



Source: 2010 U.S. Census Data

⁹ There are two separate graphs for household income due to the difference in increments used for Louisville Metro and Clifton.

ECONOMIC CHARACTERISTICS

Employment

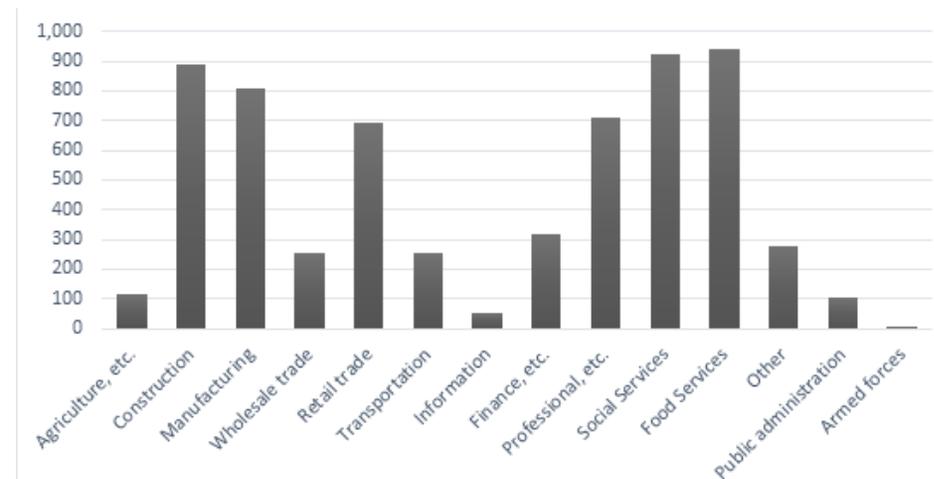
Figure 26 shows the industry mix present in Clifton. The top three industries are:

- Food services, arts, entertainment, recreation, and accommodation (14.8%)
- Social services, education, and health (14.6%)
- Construction (14.0%)

Frankfort Avenue is home to a variety of restaurants that employ many of those who work in the food services, entertainment, accommodation industry. The large institutions, the Kentucky School for the Blind and Sacred Heart Home American Printing House for the Blind and United Crescent Hill Ministries (UCHM), also have a significant presence as educational and health industries in the neighborhood. The construction industries, as well as the manufacturing and other professional or waste management services, highlights some of the industrial uses in Clifton, including DD Williamson and Louisville Paving.

The high numbers of industrial services might be skewed due to one census tract covering part of the industrial businesses along the Ohio River on River Road. The data shows that Clifton has a well-rounded employment sector. In addition to the top three industries, manufacturing, retail trade, and professional services are all well represented in the neighborhood.

Figure 26: Employment in Clifton



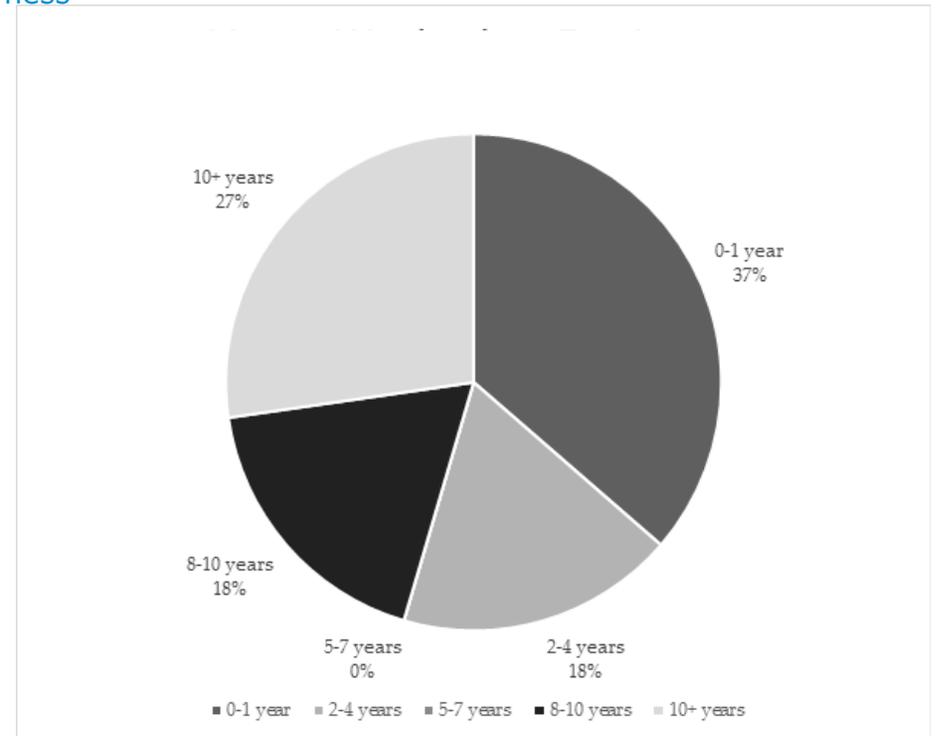
Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning

Business Survey

A survey was sent out to businesses in the Frankfort Avenue Business Association via their directory of membership. The survey asked 12 questions relating to issues brought up by participants at the Visioning Session, general information as to the relation of the respondent to the business, and positives and negatives of having a business in Clifton (See Appendix C). An opportunity to write general comments and feedback was also provided in the survey. A total of 13 responses were collected over a two-week period.¹⁰

Over half of the responses came from business-owners compared to employees. No part-time employees completed the survey. The number of years the respondents had owned or worked at the business ranged from over 20 years to less than 1 year. Two responses were over 20 years.

Figure 27: Number of Years Respondents Have Worked at Business



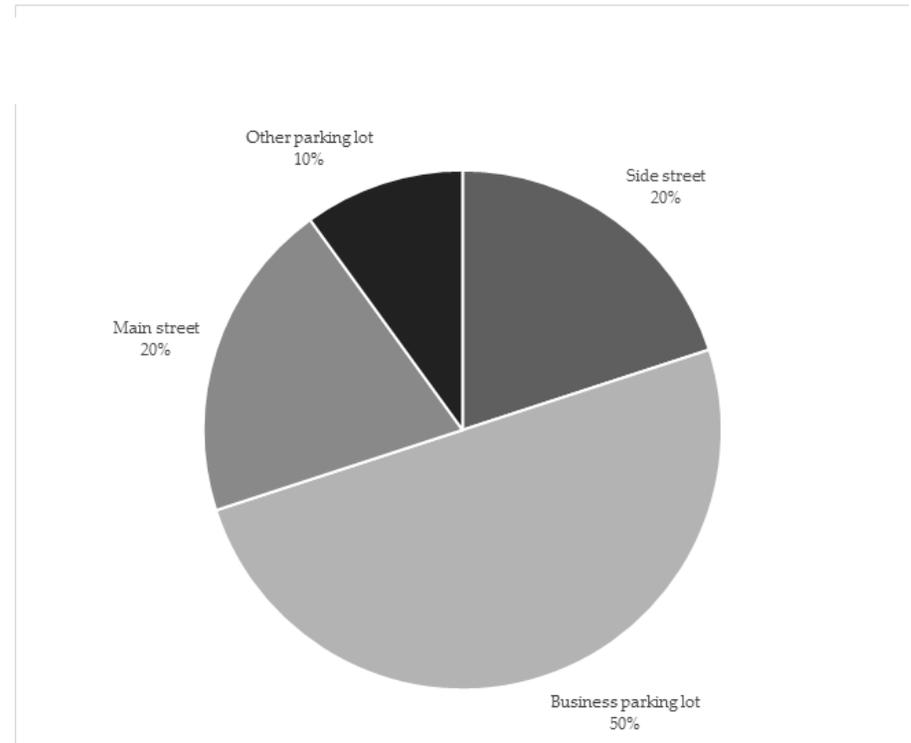
¹⁰ The small sample size prevents generalizing results to the entire business population in Clifton; however, the results offer a starting point for future discussions.

Hours of operation for Clifton businesses tend to align with typical commercial hours, late-morning to late-evening, 6 or 7 days a week.

The majority of respondents do not live in Clifton and the majority commute alone in a car. Around 60% park in some kind of parking lot, whether it be their business' private lot or another lot. On-street parking comprises 40% of parking behavior. Respondents listed Frankfort Avenue, State Street, Pope Street, N. Bellaire Avenue, S. Bayley Street, and Vernon Avenue as streets that they frequently use for parking.

The majority of respondents do not live in Clifton and the majority commute alone in a car.

Figure 28: Business Owner/Worker Parking Locations

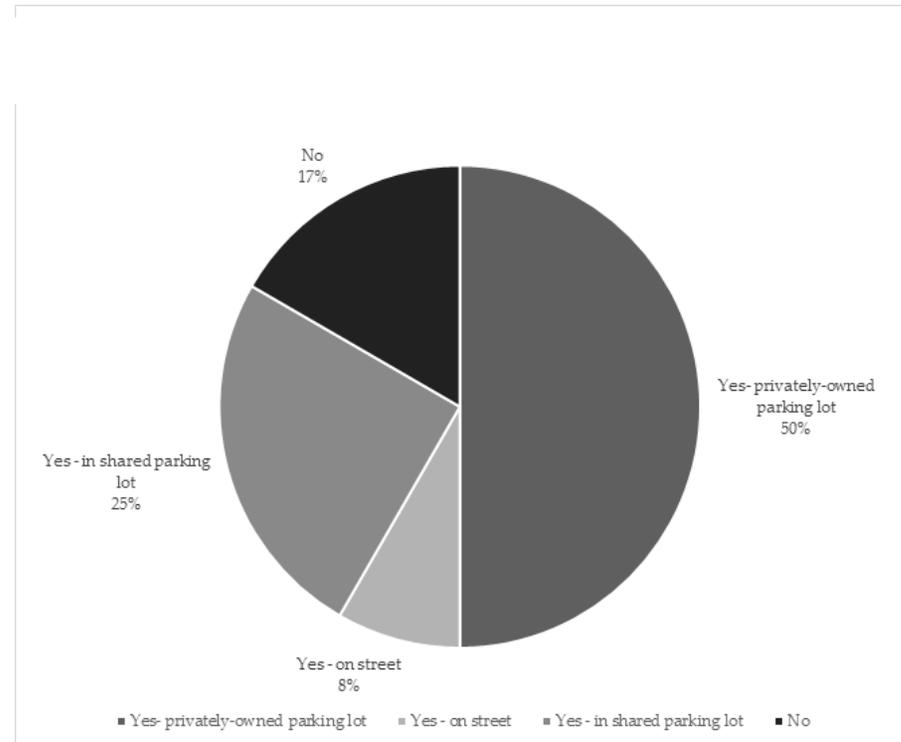


In regard to parking behavior at the businesses, half of the businesses surveyed have their own private lots or utilize shared parking lots for their customers. Some comments in the survey identified public parking as an immediate need. While they recognized new parking options are limited, one respondent wrote that “what parking there is needs to be more wisely used by existing businesses.” A solution that was identified was stricter enforcement of parking time limits posted on signs and reducing the time limit from 2 hours to 1 hour.

The comments about the neighborhood were generally complimentary. The business people enjoy the same small-town, friendly atmosphere that the residents praised in the community engagement sessions. Some noted the success the neighborhood has had in the last 15-20 years, and they like being a destination place in Louisville. Ideas for improvement include ways to bring foot traffic to the lower part of Clifton and sidewalk maintenance.

“What parking there is needs to be more wisely used by existing businesses.”

Figure 29: Type of Customer Parking Available to Customers at Businesses



ENVIRONMENTAL CHARACTERISTICS

Green Space

Clifton has several topographic elements distinctive to the neighborhood. According to the Clifton Local Landmark Designation Report from 2003, Clifton's natural features range from cliffs, quarries, ravines, and sinkholes in the southern part of the neighborhood to steep and rolling hills and earthen berms along Payne Street.

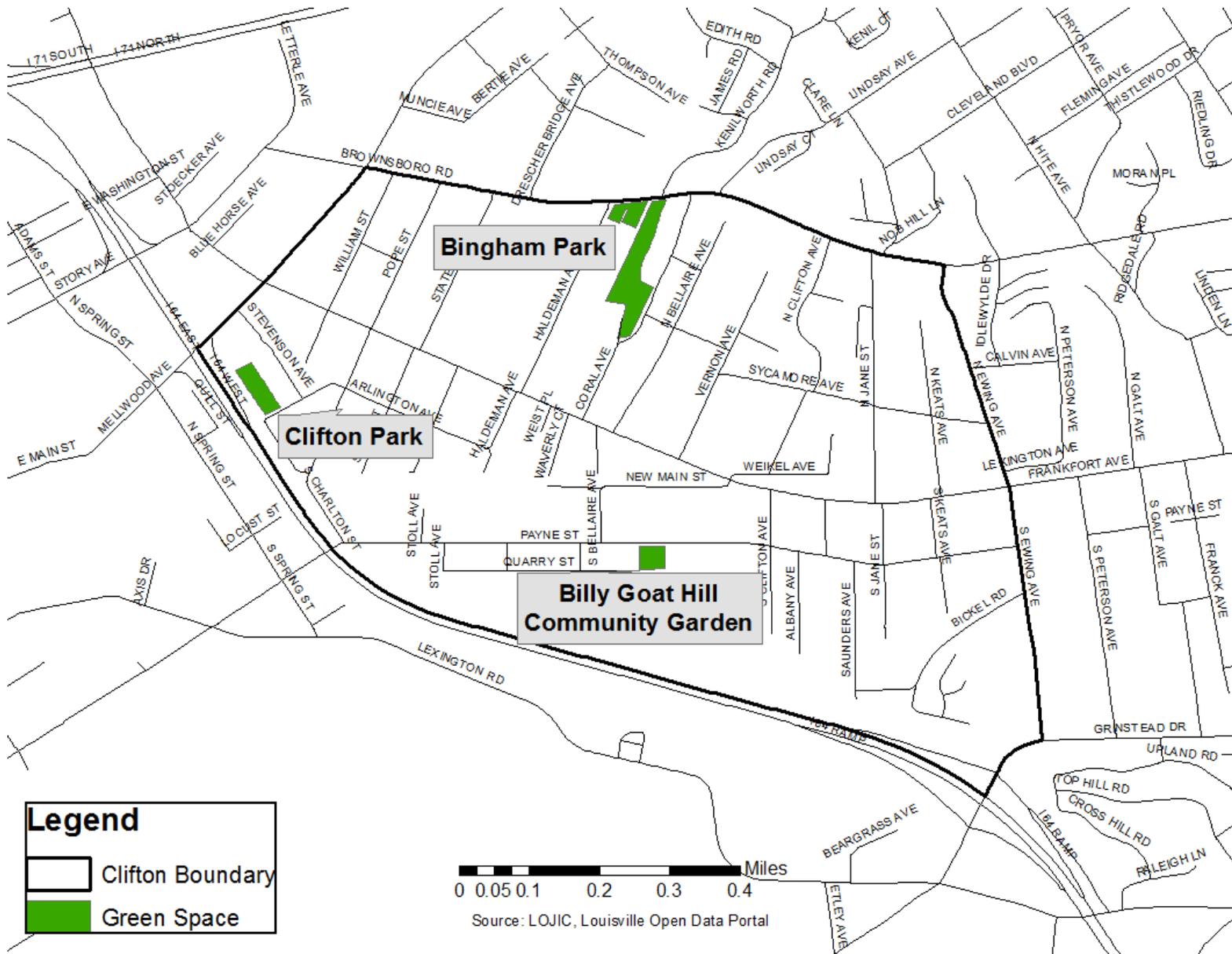
Figure 30 identifies other important green spaces throughout the Clifton neighborhood, which are summarized below.¹¹

- Bingham Park: Designed in 1913, this Olmstead Park is just over 4 acres in size and is located just off Coral Avenue. Amenities include basketball court, playground, and picnic tables.
- Clifton Park: Located near the I-64 West exit, Clifton Park is a small neighborhood park at just over 1 acre in size. Maintained by the Metro Parks service since 1976, it contains basketball and tennis courts, a playground, and picnic tables.
- Billy Goat Hill Community Garden: Located on Payne Street on the campus of Sacred Heart Home and occupying approximately 1 acre, the community garden is a volunteer

lead project. The garden is maintained by Billy Goat Hill Garden Inc., a local non-profit whose purpose is to build understanding and support through gardening and other sustainable environmental projects. The project aims to include neighbors, partners, and volunteers in all of their projects. Since 2008, Billy Goat Hill Garden has worked with many partners including: Youth Build Louisville, D.D. Williamson, Nativity Academy at St. Boniface, United Crescent Hill Ministries, Boy Scout troops, and Mercy Sacred Heart Village.

¹¹ Clifton Local Landmark Designation Report https://louisvilleky.gov/sites/default/files/planning_design/landmarks_and_historic_pres/clifton_designationreport.pdf

Figure 30: Clifton Green Spaces



Tree Canopy

The Frankfort Avenue Street Tree Master Plan was completed in June 2012 by the Billy Goat Hill Community Garden in response to the deteriorating health of the neighborhood’s street trees.¹² The plan inventoried each tree and created a plan for maintenance and increasing the tree canopy. Seven zones were identified along Frankfort Avenue. Three zones on the upper and lower portions of Frankfort Avenue were identified as areas of Poor Overall Street Tree Quality. Figure 32 displays the urban, tree, and sidewalk character for each zone identified in the plan (See Appendix D).

“Clifton’s percentage of tree canopy is higher than the average 30% for the Metro area.”

Clifton’s efforts to identify and enhance their tree canopy coincides with a city-wide project to increase tree canopy. The recently completed Louisville Urban Tree Canopy Assessment sets a goal of 45% canopy coverage to help mitigate environmental issues arising from the urban heat island effect and excess stormwater. The Louisville Urban Tree Canopy Webviewer was used to obtain a calculation of canopy, pervious, and impervious areas in Clifton.¹³ The

resulting chart, Figure 32, shows that impervious surface area and tree canopy account for approximately 40% of surface area each. Clifton’s percentage of tree canopy is higher than the average 30% for the Metro area and significantly higher than the 26% canopy coverage in the Old City of Louisville Boundary.¹⁴ Clifton’s canopy percentage is on par with surrounding neighborhoods, except Butchertown, which is well below the nearby areas.

Figure 31: American Yellowwood tree, one of the trees listed in the Frankfort Ave Street Master Plan



Source: <https://www.flickr.com/photos/lapstrake/2547915663>

¹² Frankfort Avenue Street Tree Master Plan, Clifton Community Council. June 2012.

¹³ Louisville Urban Tree Canopy Assessment and Web Viewer, https://www.cartotronics.com/UTC_Viewer_Louisville/

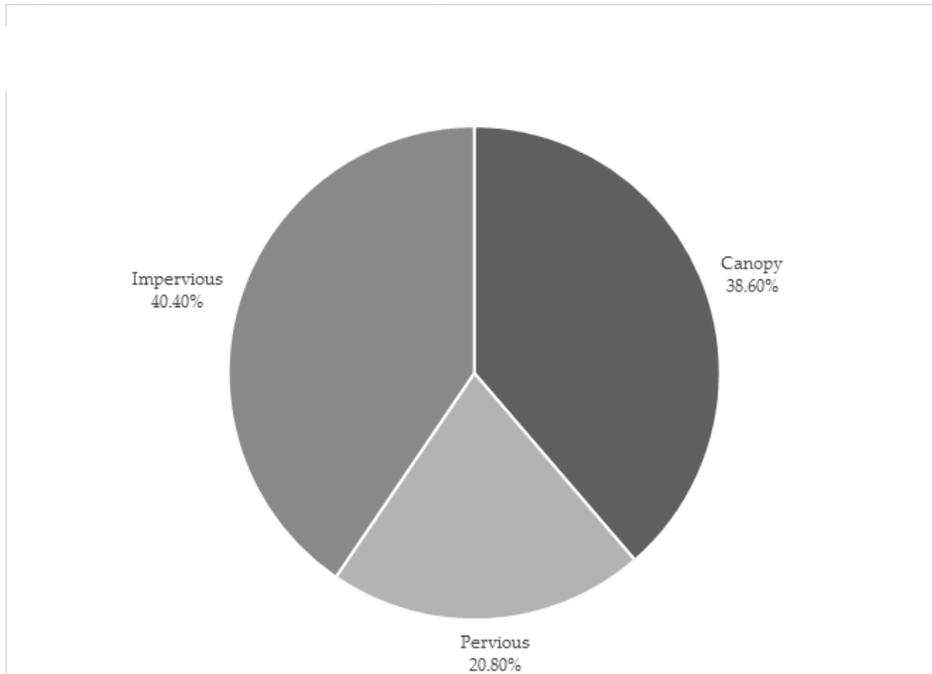
¹⁴ UTC Fact Sheet. (n.d.). Retrieved October 27, 2016, from https://louisvilleky.gov/sites/default/files/sustainability/pdf_files/louisvilleutfactsheet.20150325.pdf

Figure 32: Street Tree Quality Zones, Frankfort Avenue Street Tree Master Plan, Clifton



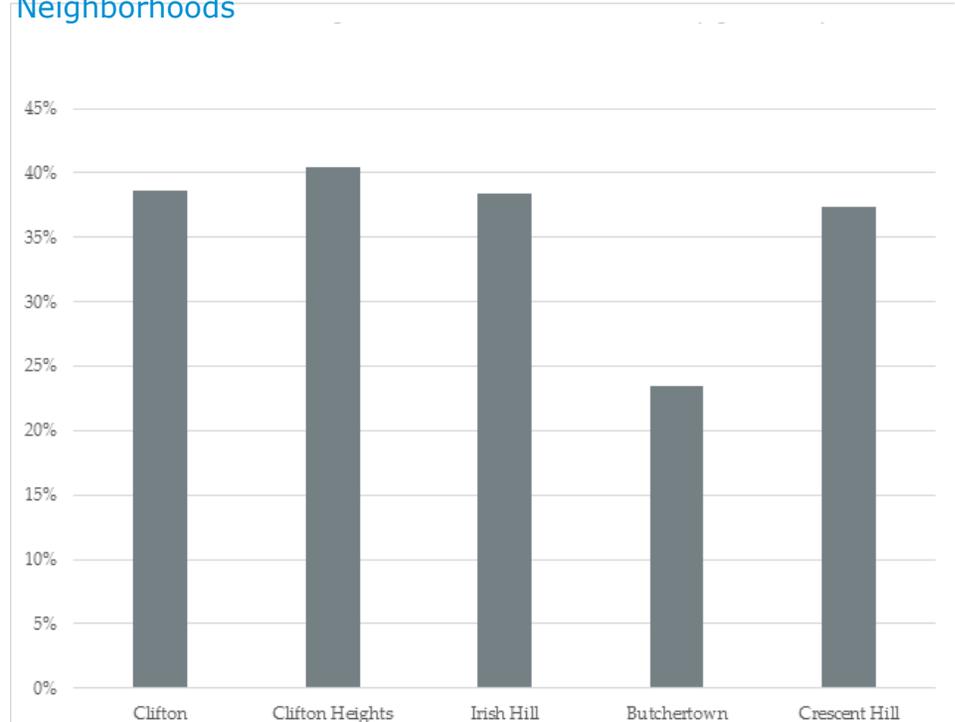
Source: Frankfort Avenue Street Master Plan, Billy Goat Hill Garden, Inc., June 2012

Figure 33: Surface Area Designations



Source: Louisville Urban Tree Canopy Web Viewer, https://www.cartotronics.com/UTC_Viewer_Louisville/

Figure 34: Tree Canopy Comparison, Clifton and Surrounding Neighborhoods



Source: Louisville Urban Tree Canopy Webviewer

SWOT ANALYSIS

Introduction

The following SWOT analysis summarizes the key strengths, weaknesses, opportunities, and threats identified within Clifton through the community engagement sessions and previously summarized neighborhood background research.

Strengths	Weaknesses
<ul style="list-style-type: none"> • Location near Downtown and I-64 (commute to employment) • Mixed Land Use - Industrial, Commercial and Residential • Active and Engaged Residents and Community Organizations • Thriving Commercial District - Frankfort Ave. (Clifton is a destination neighborhood with unique local shops & restaurants) • Increasing Property Values • Overall, Clifton is a safe neighborhood - low crime rates • Historic, well-maintained housing stock 	<ul style="list-style-type: none"> • Location I-64 (noise and pollution) • Lack of desired amount of parking • Lack of Tree Cover in many areas • Traffic - Speeding, Railroads, etc. • Little diversity in businesses
Opportunities	Threats
<ul style="list-style-type: none"> • Community Involvement in Vacant Land Development • Active Community Stakeholders and Potential for Partnerships • Updated Neighborhood Plan 	<ul style="list-style-type: none"> • Competition for Parking • Cost of Housing is Detrimental to Community Diversity • Vacant Lots Not Being Utilize for the Benefit of the Community

Strengths

In recent years, Clifton has become an attractive neighborhood in which to live. One appealing feature is its proximity to downtown and I-64 which makes commuting into and out of the neighborhood easy. Other attractive features of the neighborhood are its commercial corridor along Frankfort Ave, walkability, historic charm, and access to public transit. Large institutions such as the Kentucky School for the Blind and Sacred Heart Home are cornerstones in the community and add both health and educational industries to the area. The neighborhood has a healthy mix of industries including construction, manufacturing and other professional or waste management services. Clifton residents are active and engaged in the neighborhood's many community organizations.

Weaknesses

Clifton's many strengths have helped to transform the neighborhood, but some its strengths have revealed some weak areas for the area. Its close proximity to I-64 is a source for noise and pollution.

Tree coverage is lacking in many areas and tree maintenance has been a concern for some residents. When street trees are not properly maintained, they can be hazardous for visually impaired or disabled residents or visitors. The thriving commercial district of Frankfort Ave. has attributed to an increase of traffic in the area. This increase has caused parking to become a contentious issue within the neighborhood according to those who attended the

community meetings and online survey respondents. Residents, neighborhood business employees, and visitors all compete for a limited amount of spaces along the streets. Speeding along Frankfort Ave has also been raised as a concern for the area. The current speed limit on Frankfort Ave is 35 mph, and this speed limit detracts from the pedestrian-friendliness of this active commercial corridor. The railroad bisecting the neighborhood is also a weakness for the area. There are few crossing over the railroad and can be an obstacle for visually impaired, disabled, or elderly residents to reach particular areas of the neighborhood.

Opportunities

There are three opportunities that are highlighted in this section: Community Involvement in Vacant Land Development, Active Community Stakeholders, and the Updated Neighborhood Plan. Each has the potential to be great assets to the Clifton neighborhood as the community works towards its shared vision.

First, there are several vacant properties within Clifton that can be transformed into community jewels. Vacant land can have the same potential for a community as a blank canvas does for an artist. Clifton needs to form a relationship with the owners of the land – both current owners and the potential buyers – at an early stage. Developers and land owners are more likely to welcome the community to the table when the community shows that it is invested and willing to work with them. The first step is to identify the vacant lots that have potential and for community representative to reach out to the property owners. It is important for community meetings to be held to gather ideas about the future of these properties. All stakeholders should be included in the discussions.

The second opportunity that Clifton has is the large number of active and invested stakeholders who are committed to seeing the neighborhood reach its full potential. The Clifton Community Council is an active and well-organized neighborhood association. There are additional opportunities for partnerships across community stakeholder groups, including enhancing cooperation between the CCC and FABAs, and exploring opportunities for increased neighborhood green space with the Billy Goat Hill Community Garden and Sacred Heart Home.

The final opportunity is an acknowledgement of the Clifton neighborhood's desire to become the community described in the vision statement. A community that is authentic and vibrant. In 1999 the Clifton community developed their 2000 Neighborhood Plan. This plan outlined the neighborhood's vision for a safe, accessible, historic community with multiple modes of transportation, affordable housing and economic growth. Since the time of the 2000 plan's adoption Clifton has seen a number of positive changes that were rooted in that very plan. Nearly 20 years later Clifton is on the horizon of another set of changes. Developing a new Neighborhood Plan that can be used to inform future development is an important step preparing for these changes. The new plan will give Clifton a more authoritative stance when they approach outside parties about their hopes for the neighborhood.

Threats

The threats listed below acknowledge the impact issues have on the community and provide a basis for the community to directly address these issues - Competition for Parking, the Detrimental Effect of the Cost of Housing to Community Diversity, and Vacant Lots Not Being Utilize for the Benefit of the Community.

One of the main issues identified from community meetings and surveys is the tension between the business community and Clifton residents regarding competition for parking. Employees and patrons of the various businesses along Frankfort Avenue park in front of residents' homes and stay for several hours. Due to the layout of many of the lots in Clifton many residents do not have off-street parking on their property. It is upsetting to residents when they are unable to park in front or even near their homes. The limited parking could also have a negative impact on the commercial growth on Frankfort Avenue. If visitors to the neighborhood have difficulty finding a place to park, they may be deterred from visiting the businesses in Clifton.

Many Clifton residents expressed the value of diversity in the neighborhood, and a community survey from the Planning Team asked what diversity in Clifton meant to residents. The overwhelming response was that residents value the diversity in the people of the Clifton community. Clifton residents want neighbors from a variety of cultural, ethnic, socioeconomic, and religious backgrounds. The neighborhood prides itself for its tolerance and welcoming atmosphere for racial minorities, individuals with differing abilities, and those with various sexual orientations or

gender expressions. However, the diversity valued by residents is threatened by increasing housing costs. Rising costs of homes and rental units could have a negative impact on the economic and ethnic diversity of the community if people are priced out of the area. In the previous Clifton neighborhood plan, affordable housing was listed as one of the objectives. The neighborhood's continued growth and increased demand for housing poses a potential threat to maintaining the types of diversity valued by residents. In particular, rising property values and rental costs are likely to disproportionately burden racial minorities, elderly household, and disabled individuals.

Additionally, vacant lots are a threat to the continued success of the neighborhood. Although vacant lots have the potential to become an asset to a community, these areas could also become threats. When large tracts of land become available and are bought by a developer who is disconnected from the community, Clifton residents can be left out of the decision-making process. The community, Louisville Metro, and the developer must make a conscious effort to collaborate and ensure new developments are a positive addition to Clifton. On the other hand, lots that are left vacant for too long can have a negative impact on property values in the community.

PLAN ELEMENTS

LAND USE & COMMUNITY FORM

Residents of Clifton have envisioned what their neighborhood will be in ten years. In doing so, key planning issues have been identified, and goals, objectives, and strategies have been formulated to meet their vision. The goals in the Land Use and Community Form component address physical space, as well as the built and natural environments. The goals set forth will ensure Clifton becomes more livable, sustainable, authentic, and diverse. Each goal advances a part of the comprehensive vision statement. Within each goal, objectives are set forth in a specific, measurable, achievable, relevant, and time-bound manner to provide a framework of recommendations for the neighborhood going forward. Finally, each objective includes strategic implementation information such as: what is the specific idea? why is it relevant? who should be involved and responsible? and when should it be accomplished?

LU1. Preserve and improve Clifton’s natural environment to enhance quality of life and promote sustainable community development.

LU1.1: Preserve and expand the existing tree canopy in Clifton.

- *Why:* Louisville is one of the worst urban heat islands in the country. While tree canopy coverage in Clifton is better (38.6%) than the Louisville Metro average (37% including parks, ~30% not including parks), the neighborhood should work toward the goal of 40% tree canopy coverage as outlined in Louisville’s Urban Tree Canopy Assessment.

Educating Clifton residents and visitors about the importance of trees, what species of trees are appropriate for the area, etc. empowers people to be more proactive about preserving and improving the neighborhood’s natural environment.

- *Who:* Louisville Metro Tree Advisory Commission and Brightside are government organizations that can assist with advice, advocacy, and educational programming. The CCC and involved residents should take the lead in identifying areas for tree planting and maintaining the health of existing trees.

- *What/Where:* Encourage residents to participate in Division of Community Forestry’s and Louisville Nature Center’s biannual tree giveaways occurring in Fall and Spring (See Appendix E).

Work with organizations such as Tree Advisory Commission and Bright Side to secure funding for planting trees in public area. The Frankfort Avenue Street Tree Master Plan outlines the tree canopy along Frankfort Ave. The areas ranked as “Poor Overall Street Tree Quality” should be prioritized.

Plan educational programming focused on the natural environment. Highlight current stock of trees found in the area by nominating a tree of the year to increase visibility of natural environmental assets currently in the neighborhood.

- *When:* Short-term/Mid-term

Figure 35: Planting Trees (Michael Hayward, Courier Journal)



LU1.2: Inventory existing right-of-way and other areas for consideration as conservation easements.

- *Why:* Establishing conservation easements ensures the trees and green space in the easements will be preserved.
- *Who:* Louisville and Jefferson County Environmental Trust and Clifton residents
- *What/Where:* Work with Louisville and Jefferson County Environmental Trust to evaluate if any trees or green areas are eligible to become conservation easements.
- *When:* Mid-term, 3-5 years

LU1.3: Promote community ownership of the natural environment through education and programming.

- *Why:* Sustainability is a global issue that requires actions by individuals and communities like Clifton. Louisville Metro has prioritized sustainability through its Sustain Louisville plan and the issue will also be a top focus in the Comprehensive Plan currently being updated.
- *Who:* CCC, Clifton Residents, One Bright City’s Green Living program
- *What/Where:* Register the neighborhood in the One

Bright City’s Green Living program developed by Brightside in conjunction with Metro’s Office of Sustainability. Once registered, households in the neighborhood can participate by doing things such as using reusable shopping bags, maintaining a vegetables garden, etc. When the minimum number of households reach a goal, Clifton will be awarded points. The amount of points determine what certification level the neighborhood receives. See Appendix F for certification levels and the list of household achievements.

- *When:* Short-term/Mid-term

Figure 36: Programming in a Park, Chicago, IL



Source: https://www.cityofchicago.org/city/en/depts/dca/supp_info/neighborhood_festivals.html

LU2. Sustain neighborhood economic development through diversification of local business establishments and land uses.

LU2.1: Increase cooperation between the Clifton Community Council (CCC) and Frankfort Avenue Business Association (FABA) to ensure a common vision.

- *Why:* FABA and CCC have a shared interest in maintaining a thriving Frankfort Avenue. The Frankfort Avenue Commercial Corridor is the backbone of community and a key neighborhood asset. Therefore, it is beneficial for both groups to work together for the betterment of the Clifton neighborhood.
- *Who:* The CCC has begun to build a relationship with FABA. The Executive Boards of both organizations will need to take leadership roles in strengthening the ties between these groups.
- *What/Where:* A regular, joint meeting with the CCC and FABA, or the appropriate subcommittee from each, will provide an opportunity for both groups to communicate ideas and solutions that affect the entire Clifton community. The organizations could also establish a joint subcommittee or taskforce to take on cooperative projects. In addition to regular meetings, the two organizations can create stronger ties by planning an annual, joint-community event that celebrates the various attractions along Frankfort Ave. For example, A Taste of Clifton weekend such as those held in Cincinnati or Chicago, but on a neighborhood scale. One

weekend out of the year a section of Frankfort would close for this event. Restaurants located in Clifton would offer samples and/or sale small plates featuring their signature dishes.

- *When:* Immediate/Short-term, 3 months - 2 years

Figure 37: Local Business Nancy's Bagel Grounds, Clifton



Source: Google

LU2.2: Recruit businesses that add to and complement the existing establishments along Clifton’s commercial corridors.

- *Why:* Encouraging business diversity in the neighborhood will support the continued economic growth of the Clifton community.
- *Who:* The joint contributions of each organization’s subcommittee are need to attract businesses that fit into the neighborhood’s character.

- *What/Where:* There is potential for growth and development in many areas throughout Clifton, particularly along Brownsboro Road. Utilize the business inventory create by UofL Urban Planning students and begin targeting desired industries that add to and complement the existing businesses in the neighborhood. This should be the primary focus of the FABA-CCC Taskforce or subcommittee(s) referenced in LU2.1.

- *When:* Long-term, 5+years

Figure 38: Kroger Grocery Store on Brownsboro Road in Clifton



Source: Google

LU2.3: Encourage light industrial and office uses on parcels that are currently zoned for such uses.

- *Why:* One of the unique characteristics of the Clifton neighborhood is that there is an existing a mix of land uses. This objective reflectives Clifton’s view that the mix of land uses is an asset and positively contributes to the neighborhood’s overall character.
- *Who:* Louisville Metro, FABA, and the CCC will need to work together with developers interested in investing in Clifton.
- *What/Where:* Stakeholders in Clifton will promote the existing infrastructure and community character to buisnesses looking to expand or relocate in this neighborhood. The CCC and FABA could create a promotional video that could be posted on each of their websites that highlights the positive aspects of operating a business in this community. This would be another task assigned to the joint taskforce/subcommittee(s).

The Clifton Business Inventory created for this plan provides a starting point for identifying the type of business that is missing in the neighborhood. See Appendix G for a table listing all businesses in the neighborhood and a map.

- *When:* Long-term, 5+ years

LU2.4: Ensure large residential developers consider flexible parking, safe connections to the neighborhood, and mutli-modal transportation options.

- *Why:* The Clifton neighborhood is place that many people want to live. There are several groups in particular that have moved in greater numbers into this community: baby boomers & retirees, young professionals and the community has a large population of visually impaired individuals due to its proximity to the Kentucky School for the Blind and Printing House. This objective will ensure that there exists suitable housing options for all of the community’s valued neighbors.
- *Who:* CCC should continue its existing process of engaging developers early-on in the development process.
- *What/Where:* Residential developers should include bike racks, rounded curb cuts and include a portion of affordable housing units. This type of development will happen in strategic areas throughout Clifton.
- *When:* Long-term, ongoing/as necessary

Figure 39: Irish Rover Restaurant at 2319 Frankfort Avenue



Source: Rebecca Snider

LU2.5: Raise awareness in the Clifton community about the CCC’s process of communication with developers and Louisville Metro in regards to new projects.

- *Why:* The CCC’s Land Use and Preservation Committee is the community’s primary representatives for communicating with developers. It is important to get more community involvement in this process in order to develop a more accurate community assessment of community values and desires for the future.
- *Who:* The CCC is the primary contact for outside parties and the organization should work to ensure that there are as many Clifton residents involved as possible.
- *What/Where:* The CCC should continue to utilize their established process for community engagement with new development (See Appendix H) and continually seek new ways to engage residents in this process.
- *When:* Short term, 1-3 years.

LU3. Retain and promote Clifton as a regional destination neighborhood with a strong sense of place.

LU3.1: Develop neighborhood branding and unique identifiers through design features and signage.

- *Why:* Establishing a sense of place through branding will continue to enhance the welcoming atmosphere of Clifton and attract more visitors and future residents.
- *Who:* The CCC and Louisville Metro Public Works in partnership with the FABA as well as other community stakeholders and local artists.
- *What/Where:* CCC and FABA should work together to solicit design from local artists and allow residents, businesses, and employees to vote on the desired branding theme. The signs and banners should be displayed throughout the neighborhood at a scale that is appropriate for pedestrians but also visible to drivers. The signs could include a symbol, style, and/or color that clearly characterize Clifton and are distinctive, as seen in the examples. Multiple funding strategies should be pursued for creating and installing signs and banners, including support from Metro Council and business sponsorship, which would incorporate the business name or logo on the sign(s) and would be located near that business. This would promote the business while also providing Clifton with their desired signs.

- *When:* Short-term to mid-term. The design process should begin immediately, as the neighborhood would need to vote on submitted designs/ideas to present to Louisville Metro for implementation and funding.

Figure 40: Hamilton Banner



Source: Dick Higdon of Elliott, MD

Figure 41: Siena College Banner



Source: New England Flag & Banner

LU3.2: Increase programming and events throughout Clifton with a focus on activating parks and open spaces.

- *Why:* Currently the main streets are utilized for thru traffic and cars, however, Clifton residents expressed a desire to be able to use their streets in a more pedestrian-friendly and neighborhood-friendly manner. For example, when Cyclouvia was held in the neighborhood, Frankfort Avenue was closed down for the event and people were able to take in the event along with the scenery, while also enjoying walking without fear of cars. Closing down a street for an event such as Cyclouvia or a festival like the St. James Art Fair would both attract visitors and meet the wishes of the residents to utilize the street differently. Also, enhancing the use of main streets, along with parks and open spaces would deter underutilization and promote more activity, providing Clifton residents with more opportunities to further attract visitors and enjoy their own neighborhood, rather than going to another. At present, Bingham Park is the most actively used but it is still underutilized, which is causing a growing homeless population to inhabit the space and deterring residents from participating in activities.

- *Who:* The CCC in conjunction with Metro Parks and Recreation, as well as other community stakeholders.

- *What/Where:* Events, such as farmer’s markets with food trucks, music, etc. could be planned in neighborhood parks by the CCC and Louisville Metro Parks and Recreation (Parks & Rec.). Seeing as there are also basketball courts

and tennis courts in some of the parks, there could also be tournaments for all age groups, neighborhood picnics, traveling plays, and so on. Louisville Metro Parks & Rec. has stated that hosting events in underutilized parks often encourages residents to help with the upkeep of the park(s) and further sparks ideas for utilization. One such example can be found in Iroquois Park with the summer movie showings and the Jack-O-Lantern spectacular.

- *When:* Mid-term, 3-5 years

MOBILITY & TRANSPORTATION

Residents of Clifton have envisioned their neighborhood in the next ten years. In that process, stakeholders have identified strengths and weaknesses of their neighborhood. Key planning issues have been identified, and goals, objectives, and strategies have been formulated to meet that vision. The goals in the mobility component deal with the transportation system as it relates to personal vehicles, alternative transportation options, and pedestrians. The goals set forth will ensure Clifton becomes more accessible, safe, efficient, and connected. Each goal advances the more comprehensive vision statement. Within each goal, objectives are established that are specific, measurable, achievable, relevant, and time-bound. Finally, each objective includes strategic implementation information such as: what is the specific idea? why is it relevant? who should be involved and responsible? and when should it be accomplished?

M1. Ensure effective use of available parking for residents, employees, and visitors to Clifton.

M1.1: Improve and maintain alleyways in order to use the additional space for active and passive recreation, socializing, walking and bicycling (resident-focused).

- *Why:* Due to limited space and high demand for street parking from residents, employees, and visitors, alleys offer a viable parking alternative, particularly for neighborhood residents.
- *Who:* The CCC will need to take a leading role to see this objective realized by working Louisville Metro.
- *What/Where:* Those involved in the implementation of this objective should consider the viability of creating living alleys in strategic locations. A living alley is a street or alley way designed for pedestrians and bicyclist to move freely and safely. Vegetation, benches and other low-cost amenities are used to transform alleys into vibrant places that can be enjoyed by the community. Alleys at William and Mellwood, William and Pope, Jane and Keats, and Haldeman and Coral are candidates for living alleys. Figures 43 and 44 depict an example of one of Clifton’s alleys as a living alley.
- *When:* Mid-term, 3-5 years

Figure 42: Alley at William and Mellwood



Source: Mike O’Leary

Figure 43: Alley at William and Pope



Source: Google

The alley runs between William and Pope while providing access to Embury Avenue. Improving the alley would encourage pedestrian use and provide better access to additional parking along Embury Avenue. The alley was cleaned and an existing greenspace was rehabilitated to be more inviting to pedestrians. Lighting and benches along the length of the alley were added to further enhance pedestrian use, while planters mask the sight of trash cans resting in the alley.

Figure 44: Example of Living Alley at William and Pope



M1.2: Expand and formalize the existing shared parking program in Clifton (employee- & visitor-focused).

- *Why:* There is an existing culture of shared parking within the Clifton community. This is a key asset to build on to ensure Clifton functions as a space for residents, employees, and visitors alike.
- *Who:* The key actors in for this objective are the businesses and other organizations that operate in Clifton. A shared parking program will require support from FABAs, the Clifton Community Council, and Louisville Metro Council and Councilman Hollander.
- *What/Where:* The shared parking program will be concentrated along the Frankfort Ave commercial corridor. The primary challenge of this objective is the liability concerns that accompany a shared parking program. The legal issue is currently being investigated by the CCC and Metro Council. Examples of shared parking ordinances and agreements adopted in other cities can be found in Appendix I.
- *When:* Short-term, ongoing

Figure 45: Example of Wayfinding Signage from Dallas, TX



M1.3: Place and enforce 1-hour time restricted parking and other signage that details parking information along Frankfort Avenue.

- *Why:* It is important for the businesses along Frankfort Avenue’s Commercial Corridor for there to be frequent parking turnover. This allows for a greater number of patrons to enjoy the variety of businesses along Frankfort Avenue. Additional signage can also help direct visitors and business patrons to available parking located within reasonable walking distance of the Frankfort Avenue Commercial corridor.
- *Who:* The primary actors who will be responsible for implementing this objective will be the CCC & FABFA with involvement from Louisville Metro and Metro Police/Parking Enforcement.
- *What/Where:* The 1-Hour Parking restricted areas will be placed strategically along Frankfort Avenue. The image to the right is an example of restricted parking signage. There will also be wayfinding and neighborhood history signs that point people to existing parking that is a little further from Frankfort Avenue. An example of wayfinding signage can be found on the previous page.
- *When:* Short-term, 1-3 years

Figure 46: Example of Time-Restricted Parking Signage



Source: Google

M2. Introduce traffic calming measures to reduce speed and protect pedestrian access in the neighborhood.

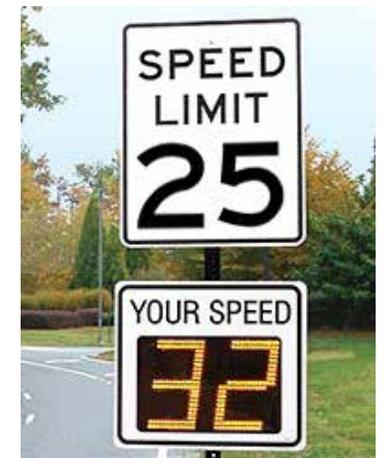
M2.1: Promote street parking on Payne Street.

- *Why:* Payne Street is a major entrance/exit point to the neighborhood with considerable traffic volume, but it is a residential street. Speeding on Payne Street is a concern for the residents and pedestrians who use the road. As a traffic calming measure, increased street parking on Payne Street will aid in deterring speeding, because the driving lanes will appear narrower to a driver.
- *Who:* Local residents with the assistance of the CCC and/or Neighborhood Pedestrian and Bicycle Access Committee (NP&BAC) in partnership with the Public Works Department of Metro Louisville.
- *What/Where:* Many residents already park on Payne Street in front of their homes. However, an opportunity exists to encourage visitors to park on the road, as well. Installing signage, perhaps in the form of a way-finding sign along Frankfort Avenue signaling the location of additional parking for visitors on Payne Street will increase awareness of additional parking spaces on Payne Street. This can help alleviate both the excessive speeding on Payne and the lack of parking on Frankfort.
- *When:* Short-term, 1-3 years.

M2.2: Install speed limit signs that monitor speeds on priority streets, including: Payne Street, Frankfort Avenue, and Pope Street.

- *Why:* Speeding was consistently identified by the community during the two workshops as a leading concern in the neighborhood, specifically on Payne Street, Frankfort Avenue, and Pope Street. Speeding harms the pedestrian-friendly environment the neighborhood envisions having, particularly at conflict points such as crosswalks.
- *Who:* CCC and/or NP&BAC with the help of local residents and in partnership with the Metro Louisville Department of Public Works.
- *What/Where:* Existing signage is inconspicuous in some areas. New signs that are larger and have a solar-powered radar that displays an approaching vehicle's speed encourages drivers to self-monitor their speed. Figure 46 is an example of this type of sign.
- *When:* Mid-term, 3-5

Figure 47: Radar Monitoring Speed Limit Sign



Source: www.radarsign.com

M2.3: Lower speed limit on Frankfort Avenue to 25 miles per hour.

- *Why:* The current 35 mph speed limit encourages unsafe speeds on the major commercial corridor. Lower speeds will provide greater safety and accessibility for pedestrians, cyclists, and the visually impaired community.
- *Who:* The Kentucky Transportation Cabinet and Metro Public Works are the government entities to consult for a speed limit change. CCC should work with Councilman Hollander to begin this conversation, as this change affects more than the neighborhood.
- *What/Where:* With a reduced speed limit and better signage on Frankfort Avenue, the pedestrian atmosphere will be better protected. The CCC can request the traffic division of the Department of Public Works via Councilman Hollander to evaluate the possibility of a lowered speed limit. The KYTC will likely need to give approval.
- *When:* Long-term 5+ years.

M2.4: Introduce roadway texture to Pope Street from Arlington Avenue to the railway crossing.

- *Why:* Pope is used as a cut through street for vehicle traffic heading toward downtown with access under the railroad. Residents are concerned with the amount of traffic and speeding on Pope. Textured roadway applications reduce vehicle speed without reducing amount of parking. Textures that could be used include brick or cobblestone. The textures could be added to the entire roadway to mimic other streets in Clifton such as Sycamore. Or, textures could be added in sections either in the middle of the block or at intersections acting as crosswalks. The roadway texture will help alert drivers and signal that slower speeds are intended. Previous speed hump installation failed due to Louisville Metro guidelines.
- *Who:* Local residents with the assistance of the CCC and/or Neighborhood Pedestrian and Bicycle Access Committee in partnership with the Department of Public Works.
- *What:* Addition of textured roadway to entire block or sections from Arlington to railway crossing.
- *When:* Long-term, 5+ years

M2.5: Rework the existing traffic calming circles on Payne Street to have a comprehensive traffic calming design that encompasses the full length of the street.

- *Why:* As discussed previously, speeding on Payne Street is a primary concern for residents. The current traffic calming circles on Payne Street are incomplete and ineffective. Furthermore, the attempted traffic calming design at the intersection of Payne and Clifton is confusing and unsafe for vehicles and pedestrians. A complete, intentional plan for the entire length of the road in Clifton would encourage traffic to travel at lower speeds.
- *Who:* The CCC in cooperation with Councilman Hollander should take the lead in initiating conversations with Public Works towards a long-term solution. An engineering consultant will likely need to be hired to design the street improvements.
- *What:* Several options exist for designing streets that encourage traffic to slow down.

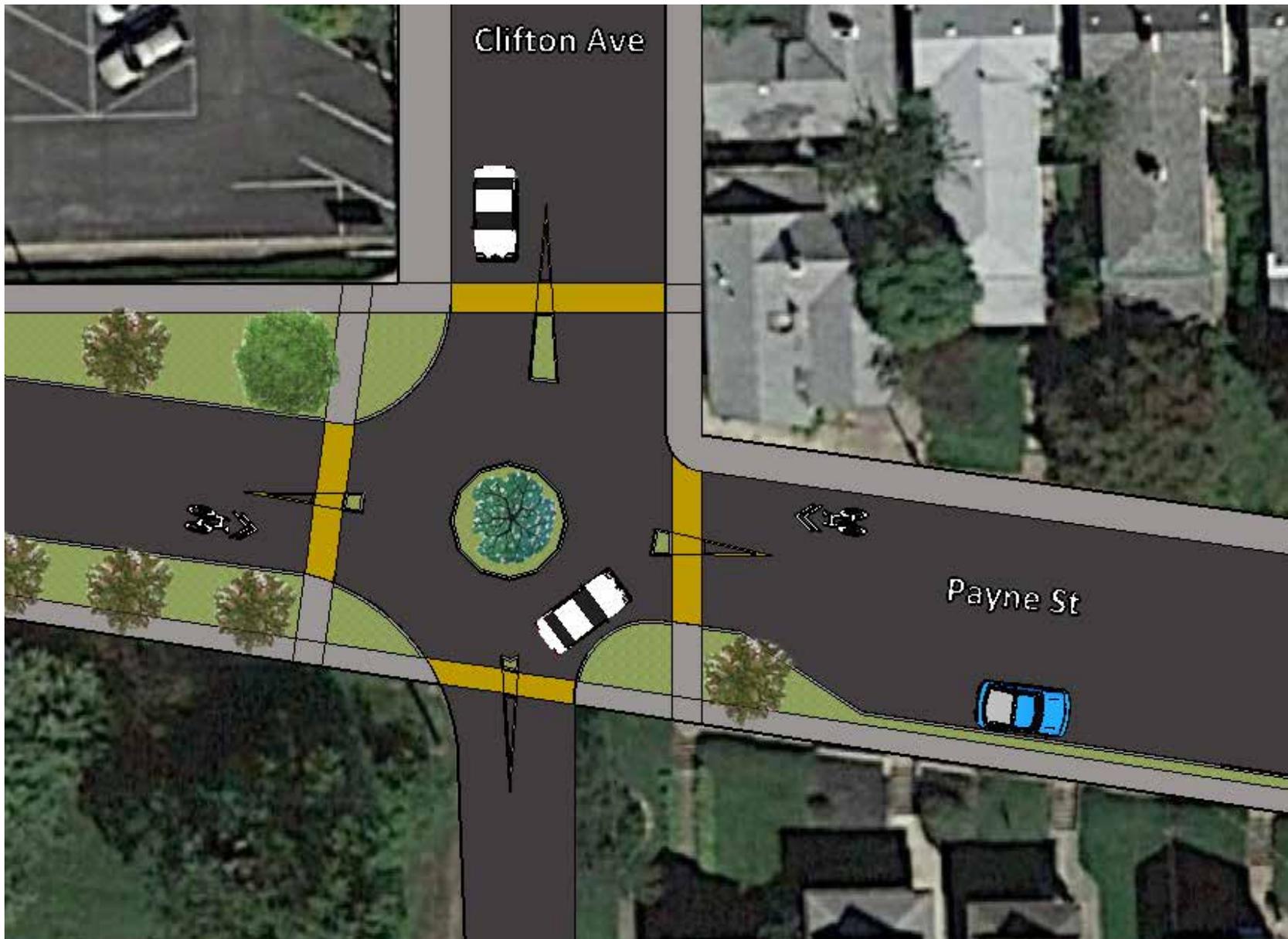
A street mural program similar to the one implemented in Vancouver, WA could serve as a unique approach focused on adding visual interest to the street and slowing traffic. Applications and specific guidelines direct the process, and the mural proposal is evaluated by a traffic engineer for its appropriateness. The program's website praises street murals as "relatively low-cost enhancement[s] to a residential

street". Street painting may not be an option under current Kentucky law, however 'pop-up traffic calming demonstrations' in St. Louis highlight the ability of tactical urbanism, low-cost, temporary modifications, in educating and encouraging the community to come together to address pedestrian safety. Temporary, washable sidewalk paint or chalk could be used to paint the street to demonstrate the value of street murals.

A roundabout is a possible solution for the intersection of Payne and Clifton. Figure 48 shows the intersection imagined with a roundabout to ease the movement of vehicles and offer pedestrians safer access to Frankfort Avenue. The existing traffic circles on Payne could be re-worked to force vehicles to move more laterally to reduce speed.

- *When:* Long-term, 5+ years.

Figure 48: Rendering of Roundabout at Intersection of Payne and Clifton



M2.6: Convert Mellwood Avenue to allow two-way traffic flow and promote efficient connections to and from downtown.

- *Why:* Using Mellwood for both eastbound and westbound travel would help reduce traffic on local streets in Clifton, such as Pope Street. Residents are concerned about speeding and high traffic on narrow, residential streets.
- *Who:* A conversion to a two-way street requires a joint effort between the CCC, Councilman Hollander, the Department of Public Works, Planning and Design, and possibly KYTC.
- *What:* A request to Councilman Hollander or Public Works is the first step in the process. Traffic and design will need to be studied. The conversion to a two-way street aligns with one of the priority projects outlined in MOVE Louisville, the 2035 Transportation Plan.
- *When:* Long-term, 5+ years

M2.7: Create a pedestrian safety and access plan for Brownsboro Road.

- *Why:* Brownsboro Road is a major commercial corridor that is currently design strictly for automobile use. The corridor limits pedestrian and multi-modal access and connec-

tions with other neighborhoods.

- *Who:* CCC with the help of a local planning consultant and the Advanced Planning department in Louisville Metro Planning and Design.
- *What:* Research and design of a long term plan that transforms Brownsboro Road. from a car centric corridor to one that is designed for multi-modal uses and pedestrian accessibility with the help of bike lanes, improved sidewalks, dignified bus shelters, and traffic calming measures to reduce vehicle speeds.
- *When:* Long-term, 5+ years

M3. Establish Clifton as a universally accessible neighborhood.

M3.1: Maintain and enhance pedestrian walkways, crosswalks, and amenities.

- *Why:* Additional crosswalks provide safe passage and increases visibility of pedestrians. Accessible Pedestrian Signals provide the visually impaired safe passage warnings at crosswalks. Redesigned eye level street signs offer the visually impaired increased awareness of approaching dangers. Consistent curb ramps provide an expected surface that helps people traverse them more easily. Improving sidewalk connectivity allows greater mobility for pedestrians throughout the neighborhood.
- *Who:* Local residents with the assistance of the Clifton Community Council and/or Neighborhood Pedestrian and Bicycle Access Committee in partnership with Louisville Metro Public Works.
- *What/Where:* Several steps can be taken to protect accessibility for all pedestrians.

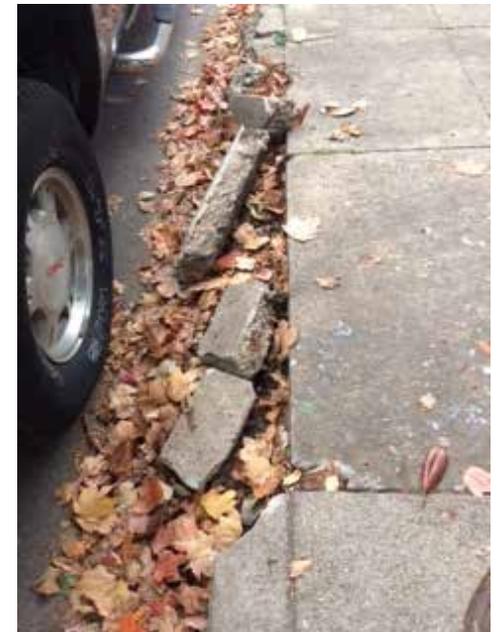
Working with Louisville Metro, the CCC can ensure all crosswalks have functioning Accessible Pedestrian Signals (APS) installed and maintained. This grants accessibility to pedestrians, especially those who have limited mobility and visibility.

Eye-level street signs with bright color contrasts and Braille characters installed at major intersections can also enhance accessibility.

Curbs and curb ramps should be inventoried and a maintenance plan should be devised, with the help of Louisville Metro Public Works. Crumbling curbs present a tripping hazard for pedestrians and reduce the pedestrian aesthetic. Curb ramps, where possible, should be consistent with perpendicular ramps onto the street.

Textured surfaces indicating approaching obstacles, such as intersections, bus stops, and doorways, are an option for creating a more accessible pedestrian environment.

Figure 49: Crumbling curb in front of 2240 Payne Street



The community should work to install more crosswalks, prioritizing intersections along Frankfort Avenue. The CCC can create an inventory of sidewalks identifying locations needing maintenance and areas for sidewalk expansion. Curb extensions, also known as bump-outs, are extensions of the sidewalk into the street that decrease the walking distance for pedestrians across the street and make pedestrians more visible to drivers. A reduction in lane width also creates a visual cue for drivers to reduce their speeds. The presence of parking lanes along Frankfort Avenue makes it an ideal location for the addition of curb extensions to crosswalks. Along with improved safety measures, curb extensions provide increased space for landscaping and street furniture, which is especially beneficial where sidewalks are otherwise too narrow. See Figure 51 for an example of a crosswalk with curb extension at Frankfort Avenue and Keats Avenue.

The neighborhood can also explore the feasibility of a pedestrian railroad crossing at Bellaire or Stahl. The railroad tracks are a significant obstacle for neighborhood connectivity. A collaboration between adjacent property owners, CCC, CSX Railroad and Metro Public Works is needed to perform a feasibility study. This would be a substantial project and detailed cost estimates and commitment to the project should be gathered as a first step.

- *When:* Long-term, 5+ years

M3.2: Increase coordination between Frankfort Avenue Business Association (FABA) and Neighborhood Pedestrian and Bicycle Access Committee (NP&BAC).

- *Why:* Greater communication between the two groups will help keep sidewalks safe and facilitate better walking and biking conditions throughout the neighborhood. The two groups represent the main populations in the area, residents and businesses.

- *Who:* FABA and NP&BAC

- *What/Where:* Representatives should continue cross-meeting attendance and begin to identify and focus on projects that would be beneficial to the members of both groups. For instance, the CCC and FABA could collaborate to establish incentives for patrons who ride TARC to arrive at their destination in the neighborhood. The two groups can work together to install more bike racks around Clifton's businesses and create shared maintenance agreements for their upkeep. Open dialog will enhance the effectiveness and longevity of improvements in the neighborhood.

- *When:* Short-term, 1-3 years

Figure 50: Intersection of Frankfort and Keats



Source: Google

Figure 51: Example of Crosswalk at Frankfort and Keats



M4. Expand multi-modal connections within Clifton and between adjacent neighborhoods to facilitate safe transportation options for all community members.

M4.1: Create dignified bus stops at key locations throughout the neighborhood.

- *Why:* Improving bus shelters could help increase ridership by providing users a protected space.
- *Who:* The Transit Authority of River City (TARC), through the Passenger Facilities Coordinator and Planning Department, along with Metro Public Works and Kentucky Transportation Cabinet

- *What/Where:* Ensure the addition of pedestrian amenities including bus shelters or benches to the most frequently used TARC stops throughout Clifton. Figure 52 shows the stop at Clifton and Frankfort one of the top most utilized stops that includes no passenger amenities.

- *When:* Mid-term, 3-5 years

Figure 52: Bus Stop at Clifton and Frankfort



Source: Jacob Uhaize, Planning Team

M4.2: Coordinate with local businesses to incentivize greater use of public transportation by employees and patrons.

- *Why:* Offering business patrons and employees a discount for using public transportation encourages increased usage and will enhance neighborhood vision of multi-modal transportation access. Additionally increasing the amount of people utilizing public transportation will decrease the required amount of on street parking.
- *Who:* Frankfort Ave Business Association along with Clifton Community Council and TARC
- *What/Where:* Participating local businesses can offer a discount to patrons that utilize TARC to arrive at their destination.

Additionally, businesses can contact TARC's Corporate Accounts Coordinator for information about company-wide pass programs, company-supported fares, informational transit fairs for employees, and information on trip planning and schedules.

- *When:* Short-term, 1-3 years

Figure 53: TARC Bus



Source: Google

M4.3: Ensure the completion of bicycle facilities on Payne and Frankfort as outlined in the Louisville Metro Bike Master Plan.

- *Why:* Payne and Frankfort are integral for Clifton’s multi-modal vision and have been identified as high priority improvement areas in the Louisville Metro Bike Master Plan.
- *Who:* Public Works, local businesses, and KYTC
- *What/Where:* Ensure shared lane markings are completed along the length of Payne Street. Continue working with Metro to define the communities needs and sources of funding for bicycle facilities along Frankfort Avenue.
- *When:* Long-term, 5+ years

M4.4: Encourage businesses located by bus stops to install bicycle racks.

- *Why:* Increasing bicycle parking by bus stops will encourage use of public transportation. Short-term bicycle parking provides shoppers, customers, messengers and other visitors who generally park for two hours or less a convenient and readily accessible place to park bicycles.
- *Who:* Metro Public Works, Clifton Community Council and Frankfort Avenue Business Association working in col-

laboration with local businesses can form partnerships for sharing maintenance costs.

- *What/Where:* Short term parking should be located within 50 feet of the building entrance that cyclists use especially, but not limited to Frankfort Ave. Where there is more than one building on a site, or where a building has more than one main entrance, the parking should be distributed to serve all buildings or main entrances. If more than 10 short-term spaces are required, at least 50% should be covered.
- *When:* Short-term, 1-3 years

Figure 54: Example of bicycle parking located outside of a market in Portland Oregon



Source: <https://www.newseasonsmarket.com/our-stores/slabtown/>

M4.5: Connect Clifton to a wider network of pedestrian and bicycle paths.

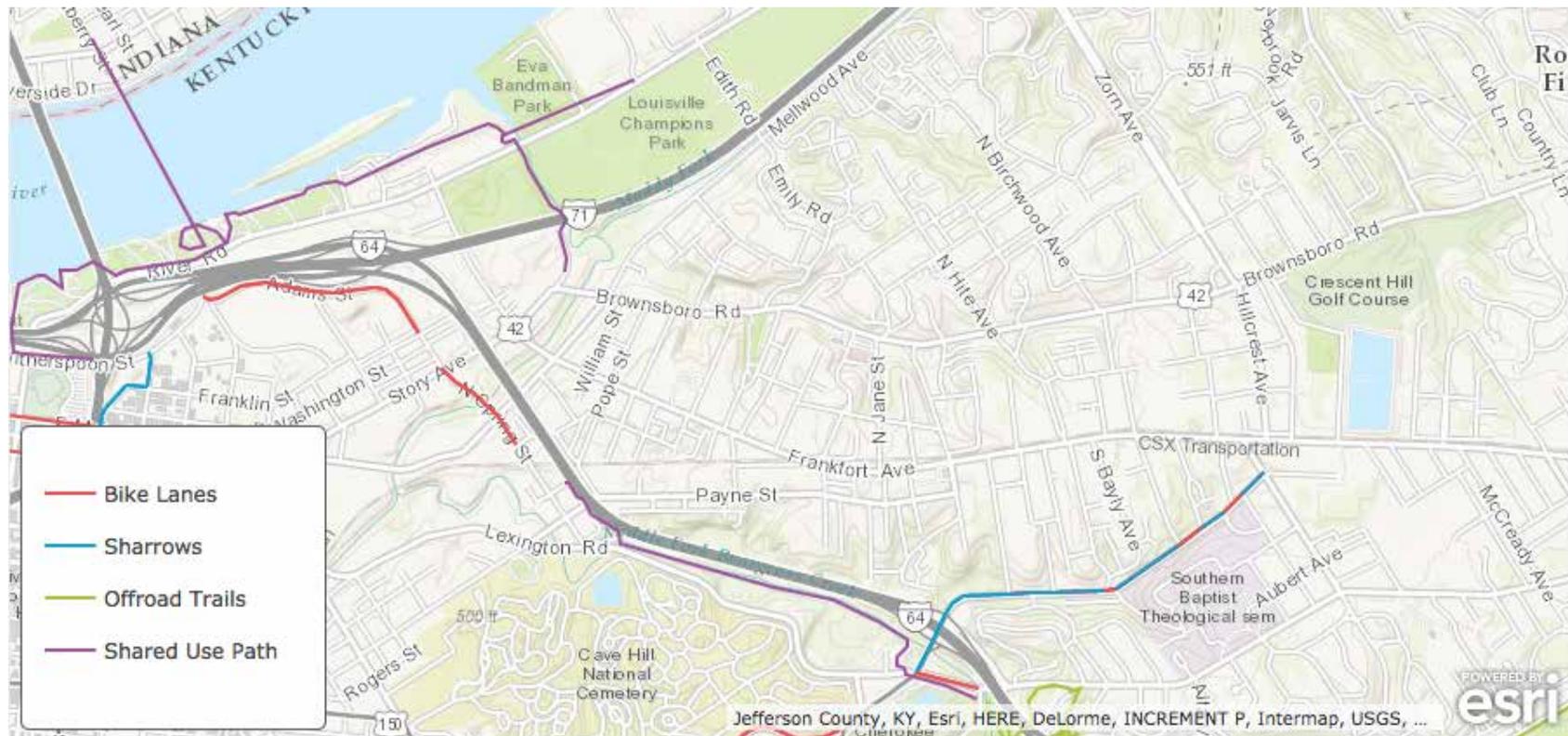
- *Why:* Connecting Clifton to more pedestrian and bicycle paths increases the communities accessibility to all residents and visitors. Additionally increased connectivity allows for greater multi-modal transportation options throughout the neighborhood.

- *Who:* Metro Public Works, Clifton Community Council and Frankfort Avenue Safe Passage Initiative

- *What/Where:* The installation of bike paths, sidewalks or shared use paths can connect Clifton to the surrounding neighborhoods and the Greater Louisville Trail System. Connecting Clifton to the Butchertown Greenway and Beargrass Creek Trail allows residents and visitors direct access to the Louisville Loop through shared use paths (Figure 55).

- *When:* Long-term, 5+ years

Figure 55: Shared-Use Paths Around Clifton



IMPLEMENTATION MATRIX: LAND USE & COMMUNITY FORM

	Objective	Responsibility	Timeframe
LU1.1	Preserve and expand existing tree canopy in Clifton.	Louisville Metro Tree Advisory Commission, Brightside, Clifton Community Council and residents	Short-term, 1-3 years/ Mid-term, 3-5 years
LU1.2	Inventory existing right of way and other areas for consideration as conservation easements.	Louisville and Jefferson County Environmental Trust	Mid-term, 3-5 years
LU1.3	Promote community ownership of the natural environment through education and programming.	Louisville Metro Tree Advisory Commission	Short-term, 1-3 years/ Mid-term, 3-5 years
LU2.1	Increase cooperation between the Clifton Community Council (CCC) and Frankfort Avenue Business Association (FABA) to ensure a common vision.	Clifton Community Council, Frankfort Avenue Business Association, other area businesses	Immediate/ Short-term, 1-3 years
LU2.2	Recruit businesses that add to and complement the existing establishments along Clifton's commercial corridors.	Clifton Community Council, Frankfort Avenue Business Association, developers, existing business owners	Long-term, 5+ years

IMPLEMENTATION MATRIX: LAND USE & COMMUNITY FORM

	Objective	Responsibility	Timeframe
LU2.3	Encourage light industrial and office uses on parcels that are currently zoned for such uses.	Louisville Metro Planning and Design, Clifton Community Council, Frankfort Avenue Business Association, developers	Long-term, 5+ years
LU2.4	Ensure large residential developers consider flexible parking, safe connections to the neighborhood, and mutli-modal transportation options.	Louisville Metro Planning and Design, developers, Clifton Community Council	Long-term, 5+ years
LU2.5	Raise awareness in the Clifton community about the CCC's process of communication with developers and Louisville Metro in regard to new projects.	Clifton Community Council	Short-term, 1-3 years
LU3.1	Develop neighborhood branding and unique identifiers through design features and signage.	Clifton Community Council, Louisville Metro Public Works, Frankfort Avenue Business Association, neighborhood institutions (Kentucky School for the Blind, Sacred Heart Homes, etc.)	Short-term and mid-term recommendations
LU3.2	Increase programming and events throughout Clifton with a focus on activating parks and open spaces.	Clifton Community Council, Louisville Metro Parks and Recreation, Frankfort Avenue Business Association, other area organizations	Mid-term, 3-5 years

IMPLEMENTATION MATRIX: MOBILITY & TRANSPORTATION

	Objective	Responsibility	Timeframe
M1.1	Improve and maintain alleyways in order to use the additional space for active and passive recreation, socializing, walking and bicycling.	Clifton Community Council and residents, Louisville Metro Public Works	Mid-term, 3-5 years
M1.2	Expand and formalize the existing shared parking program in Clifton.	Clifton Community Council, Frankfort Avenue Business Association, area businesses, Metro Councilperson	Mid-term, 3-5 years
M1.3	Institute residential parking permit program on streets closes to Frankfort Avenue.	Louisville Metro Police/Parking Enforcement, residents, Clifton Community Council	Short-term, 1-3 years
M1.4	Place and enforce 1-hour time restricted parking and other signage that details parking information along Frankfort Avenue.	Louisville Metro Police/Parking Enforcement	Short-term, 1-3 years
M2.1	Promote street parking on Payne Street.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Louisville Metro Public Works	Short-term, 1-3 years
M2.2	Install speed limit signs that monitor speeds on priority streets, including: Payne Street, Frankfort Avenue, and Pope Street.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Louisville Metro Public Works	Mid-term, 3-5 years

IMPLEMENTATION MATRIX: MOBILITY & TRANSPORTATION

	Objective	Responsibility	Timeframe
M2.3	Lower speed limit on Frankfort Avenue to 25 MPH.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Councilman Hollander, and Louisville Metro Public Works	Long-term, 5+ years
M2.4	Introduce roadway texture to Pope Street from Arlington Avenue to the railway crossing.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Louisville Metro Public Works	Long-term, 5+ years
M2.5	Rework the existing traffic calming circles on Payne Street to have a comprehensive traffic calming design that encompasses the full length of the street.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Louisville Metro Public Works and Planning and Design	Long-term, 5+ years
M2.6	Convert Mellwood Avenue to allow two-way traffic flow and promote efficient connections to and from downtown.	Louisville Metro Planning and Design and Public Works	Long-term, 5+ years
M2.7	Create a pedestrian safety and access plan for Brownsboro Road.	Louisville Metro Planning and Design and Public Works, Kentucky Transportation Cabinet, nearby neighborhood associations and residents	Long-term, 5+ years

IMPLEMENTATION MATRIX: MOBILITY & TRANSPORTATION

	Objective	Responsibility	Timeframe
M3.1	Maintain and enhance pedestrian walkways, crosswalks, and amenities.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Louisville Metro Public Works, CSX Railroad, residents	Long-term, 5+ years
M3.2	Increase coordination between Frankfort Avenue Business Association (FABA) and Neighborhood Pedestrian and Bicycle Access Committee (NP&BAC).	Clifton Community Council and Frankfort Avenue Business Association	Short-term, 1-3 years
M4.1	Create dignified bus stops at key locations throughout the neighborhood.	Clifton Community Council/Neighborhood Pedestrian and Bicycle Access Committee, Transit Authority of River City (TARC), Louisville Metro Public Works, and the Kentucky Transportation Cabinet (KYTC)	Mid-term, 3-5 years
M4.2	Coordinate with local businesses to incentivize greater use of public transportation by employees and patrons.	Frankfort Avenue Business Association, Clifton Community Council, and TARC	Short-term, 1-3 years
M4.3	Ensure the completion of bicycle facilities on Payne Street and Frankfort Avenue as outlined in the Louisville Metro Bike Master Plan.	Louisville Metro Public Works, KYTC, local businesses	Long-term, 5+ years
M4.4	Encourage businesses located by bus stops to install bicycle racks.	Clifton Community Council, Frankfort Avenue Business Association, and Louisville Metro Public Works	Short-term, 1-3 years
M4.5	Connect Clifton to a wider network of pedestrian and bicycle paths.	Clifton Community Council, Louisville Metro Public Works, and Frankfort Avenue Safe Passage Initiative	Long-term, 5+ years

APPENDIX

APPENDIX

Appendix A

Housing Data

	Clifton		Jefferson County	
	Estimate	Percent	Estimate	Percent
HOUSING OCCUPANCY				
Total housing units	3029		339,119	
Occupied housing units	2803	92.5%	306,511	90.4%
Vacant housing units	226	7.5%	32,608	9.6%
UNITS IN STRUCTURE				
Total housing units	3029		339,119	
1-unit, detached	1638	54.1%	219,978	64.9%
1-unit, attached	283	9.3%	14,051	4.1%
2 units	317	10.5%	7,958	2.3%
3 or 4 units	254	8.4%	22,205	6.5%
5 to 9 units	192	6.3%	27,157	8.0%
10 to 19 units	85	2.8%	21,111	6.2%
20 or more units	253	8.4%	21,669	6.4%
Mobile home	7	0.2%	4,871	1.4%
Boat, RV, van, etc.	0	0.0%	119	0.0%

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Appendix A, continued

YEAR STRUCTURE BUILT				
Total housing units	3029		339,119	
Built 2010 or later	0	0.0%	1,984	0.6%
Built 2000 to 2009	204	6.7%	39,014	11.5%
Built 1990 to 1999	65	2.1%	37,609	11.1%
Built 1980 to 1989	128	4.2%	28,813	8.5%
Built 1970 to 1979	246	8.1%	52,869	15.6%
Built 1960 to 1969	37	1.2%	49,077	14.5%
Built 1950 to 1959	248	8.2%	52,467	15.5%
Built 1940 to 1949	129	4.3%	24,403	7.2%
Built 1939 or earlier	1972	65.1%	52,883	15.6%
ROOMS				
Total housing units	3029		339,119	
1 room	84	2.8%	5,404	1.6%
2 rooms	57	1.9%	6,251	1.8%
3 rooms	496	16.4%	32,106	9.5%
4 rooms	852	28.1%	63,558	18.7%
5 rooms	814	26.9%	67,828	20.0%
6 rooms	356	11.8%	58,375	17.2%
7 rooms	128	4.2%	38,578	11.4%
8 rooms	134	4.4%	27,844	8.2%
9 rooms or more	108	3.6%	39,175	11.6%

Appendix A, continued

BEDROOMS				
Total housing units	3029		339,119	
No bedroom	107	3.5%	5,921	1.7%
1 bedroom	882	29.1%	43,479	12.8%
2 bedrooms	1210	39.9%	95,590	28.2%
3 bedrooms	700	23.1%	128,457	37.9%
4 bedrooms	113	3.7%	53,350	15.7%
5 or more bedrooms	17	0.6%	12,322	3.6%
HOUSING TENURE				
Occupied housing units	2803		306,511	
Owner-occupied	1392	49.7%	190,583	62.2%
Renter-occupied	1411	50.3%	115,928	37.8%
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	2803		306,511	
Moved in 2010 or later	1097	39.1%	80,001	26.1%
Moved in 2000 to 2009	932	33.3%	127,963	41.7%
Moved in 1990 to 1999	356	12.7%	45,760	14.9%
Moved in 1980 to 1989	250	8.9%	20,805	6.8%
Moved in 1970 to 1979	74	2.6%	16,260	5.3%
Moved in 1969 or earlier	94	3.4%	15,722	5.1%
9 rooms or more	108	3.6%	39,175	11.6%

Appendix A, continued

VEHICLES AVAILABLE				
Occupied housing units	2803		306,511	
No vehicles available	437	15.6%	30,881	10.1%
1 vehicle available	1302	46.5%	118,921	38.8%
2 vehicles available	884	31.5%	111,207	36.3%
3 or more vehicles available	180	6.4%	45,502	14.8%
VALUE				
Owner-occupied units	1392		190,583	
Less than \$50,000	50	3.6%	11,358	6.0%
\$50,000 to \$99,999	178	12.8%	32,884	17.3%
\$100,000 to \$149,999	649	46.6%	51,202	26.9%
\$150,000 to \$199,999	231	16.6%	34,835	18.3%
\$200,000 to \$299,999	249	17.9%	32,936	17.3%
\$300,000 to \$499,999	18	1.3%	20,016	10.5%
\$500,000 to \$999,999	0	0.0%	5,985	3.1%
\$1,000,000 or more	17	1.2%	1,367	0.7%
GROSS RENT				
Occupied units paying rent	1320		111,331	
Less than \$200	8	0.6%	3,570	3.2%
\$200 to \$299	81	6.1%	4,293	3.9%
\$300 to \$499	159	12.0%	11,760	10.6%
\$500 to \$749	508	38.5%	38,588	34.7%
\$750 to \$999	327	24.8%	31,479	28.3%
\$1,000 to \$1,499	214	16.2%	18,264	16.4%

Appendix B

List of Top 20 Neighborhoods in Louisville, Walk Score

Rank	Name	Walk Score	Transit Score	Bike Score
1	Central Business District	89	65	78
2	Phoenix Hill	79	60	78
3	Highlands	76	47	82
4	Smoketown	74	56	82
5	Old Louisville	74	52	90
6	Deer Park	73	43	71
7	Limerick	72	53	85
8	Tyler Park	71	44	68
9	University	69	51	93
10	Cherokee Triangle	69	45	83
11	South Louisville	68	45	75
12	Clifton	68	37	63
13	Russell	66	54	72
14	Saint Joseph	64	46	81
15	Shelby Park	62	44	83
16	Germantown	62	44	75
17	Butchertown	62	45	74
18	Gardiner Lane	61	40	59
19	Merriwether	60	45	77
20	Portland	60	39	67

Source: WalkScore, <https://www.walkscore.com/KY/Louisville-Jefferson>

Appendix C

Business Survey Questions

Introduction

This survey is part of a data collection process for the Clifton Neighborhood Plan. The Clifton Neighborhood Plan is being developed by graduate students from the University of Louisville's Master of Urban Planning program in coordination with the Clifton Community Council. The purpose of the survey is to gather information and input from the businesses in the Clifton neighborhood related to the commuting patterns of employees and how the business community would like to see the Clifton neighborhood grow and change over the next 10 years. Some of the questions posed in this survey are related to topics brought up during the Visioning Session held on September 22nd with residents and other stakeholders from the Clifton neighborhood. At the end of the 12-question survey there is space to provide any additional feedback not covered in the survey questions.

1. How are you related to the business?
2. How long have you worked at the business?
3. What hours do you typically work?
4. Does your business have dedicated customer parking places?
5. Do you live in Clifton?
6. How do you commute to work?
7. How far do you have to commute?
8. If you drive to work, where do you park?
9. If you park on a main street, what street is it?
10. If you park on a side street, what street is it?
11. What makes Clifton a desirable area to work in?
12. What would make Clifton a better place to work in?

Please feel free to share any additional comments related to working or living in Clifton and the neighborhood's future growth and development.

Appendix D

Frankfort Avenue Tree Assessment: Street Tree Quality Zones

Zone	Urban Character	Tree Character	Sidewalk Character
	<p>A relatively equal mix of commercial and residential, exists even though many businesses are in converted houses. With the exception of the corner at Mellwood, the majority of structures retain a small scale, residential character set back from the sidewalk.</p>	<p>The tree maturity and quality is poor, with a tree cover of 15 - 20%.</p>	<p>The sidewalks are of medium width and have few functional tree planting areas.</p>
	<p>A mixture of commercial, residential and institutional uses is typical. Commercial tends to be close to the intersection corners, two stories and built to the sidewalk. Residential and institutional structures have a front yard setback.</p>	<p>Tree quality is fair to good, especially on the south side, and tree cover is 45 - 50%.</p>	<p>Sidewalks are of medium width on the north side and wider with a verge on the south side.</p>
	<p>Predominantly institutional due to the large frontage of the Kentucky School for the Blind and the American Printing House for the Blind, there are many larger residential structures as well. Structures tend to be two story buildings with front yard setbacks.</p>	<p>Tree quality is good, probably the best within the study area, with a tree cover of 75-80%.</p>	<p>Sidewalk character is medium to wide with ample verge width for tree planting.</p>
	<p>A mixture of commercial, residential, and institutional has the major uses concentrated at the intersection corners. Structures vary from modern one and two story commercial and apartment buildings to two-story Victorian residences and large church facilities.</p>	<p>Tree quality is fair to good, with a tree cover of 55-60%.</p>	<p>The sidewalk is narrowing with tree wells on the north side and the verge gradually disappearing on the south side.</p>

Appendix E

Tree Giveaway Flyer



The flyer is titled "FALL 2015 TREE GIVEAWAY" and features the logo of the "DIVISION OF COMMUNITY FORESTRY" with the tagline "Office of Sustainability - Louisville Forward". The main headline is "FREE TREES" in large white letters on a green background. Below this is a row of various tree silhouettes. The event details are: "Saturday, October 10, 4PM to 6PM" at "Jefferson Community and Technical College, Downtown Campus—Parking lot, Enter parking lot from 2nd Street (109 East Broadway, Louisville, KY 40202)". An "IMPORTANT INFORMATION" section lists rules: trees are awarded on a "First Come" basis, must be for Jefferson County residents with proof of residency, cannot be planted in street easements or parks, must be properly planted and maintained, and provides contact info for Erin Thompson. A "SPECIES AVAILABLE" section lists: American beech, Serviceberry, Redbud, Black Oak, White Oak, Chestnut Oak, Sycamore, Basswood, Yellow poplar, and Baldcypress. The bottom of the flyer thanks sponsors: University of Louisville Center for Land Use and Environmental Responsibility, UL Brandeis School of Law, and YLD.

DIVISION OF COMMUNITY FORESTRY
Office of Sustainability - Louisville Forward

FALL 2015 TREE GIVEAWAY

FREE TREES

Saturday, October 10
4PM to 6PM
Jefferson Community and Technical College
Downtown Campus—Parking lot
Enter parking lot from 2nd Street
(109 East Broadway, Louisville, KY 40202)

IMPORTANT INFORMATION:

- Trees awarded on "First Come" basis
- Must be a Jefferson County Resident with proof of residency (driver license or utility bill)
- Trees cannot be planted in street easement, parks, or in the container
- Trees must be properly planted and maintained (instructions provided)
- Questions? Contact Erin Thompson (502) 574-4030 or Erin.Thompson@louisvilleky.gov

SPECIES AVAILABLE (3 gallon container):
American beech, Serviceberry, Redbud, Black Oak, White Oak, Chestnut Oak,
Sycamore, Basswood, Yellow poplar, Baldcypress

Thank you sponsors!

UNIVERSITY OF LOUISVILLE
CENTER FOR LAND USE AND ENVIRONMENTAL RESPONSIBILITY

UL BRANDEIS SCHOOL OF LAW

YLD

Appendix F

Household Certification Levels



Free Tree Giveaway

Do you have a space that could benefit from a tree?
They add beauty, shade, and habitat for wildlife!



Louisville Nature Center is proud to partner with the Louisville Division of Community Forestry and MSD to spread trees throughout Jefferson County. Residents can receive up to five free trees between now and June of 2017.

It's easy to be a tree steward.

- Check the Louisville Nature Center website at www.louisvillenaturecenter.org, call 458-1328 or stop by our office to get information on which trees are available. There is a limited number of trees by type so call early for best selection.
- Trees come in three-gallon pots and average 3 to 5 feet in height.
- Trees will be available for pick up on several designated dates in fall of 2016 and spring of 2017.
- Individuals who make a \$10 donation to the nature center when ordering will receive free home delivery.
- Bask in the knowledge that you've done a good thing for the environment and left a legacy that will be enjoyed by yourself and generations to come.

Requirements

- Trees must be planted in Jefferson County on private property. They cannot be planted in easements, parks, or in the containers.
- You must bring proof of residency such as driver's license or utility bill to the Nature Center prior to pick up/delivery date.
- You must agree to care for and maintain the tree for its first three years.

Jefferson County Master Gardener Association (JCMGA) will be holding a tree education class at the Louisville Nature Center on November 10th from 7 pm to 8 pm. These classes are free to the public, but donations for the nature center Sensory Garden are appreciated. Call the nature center at 458-1328 to register.

Join Louisville Nature Center, MSD, and Louisville's Office of Sustainability in adding 2,500 trees to our Louisville landscape.

Appendix F, continued

11/22/2016

Green Living | LouisvilleKy.gov

Registered Signed Up

Upon receipt of certification, a neighborhood will be recognized with a Green Living certification logo that can be placed on their neighborhood association website. The neighborhood will also be recognized on the ONE BRIGHT CITY interactive online map.

Defining Your Neighborhood

The Green Living program accommodates different types of neighborhoods and households, including single-family, multi-family and rental units. For participation in the program, a neighborhood includes a minimum of ten housing units in a contiguous geographical area, such as an apartment complex, a street or a grouping of streets. Exceptions to the ten-unit minimum can be made on a case-by-case basis.

Participation

Neighborhoods interested in participating in the Green Living Program can register on the Brightside website. The registration form asks for the designation of one or two “Green Captains” to help their neighborhood obtain certification. Green Captains collect information on the sustainable activities taking place in their neighborhood.

Online resources available to Green Captains and all Louisville residents:

- The **Criteria Definitions** page defines household and neighborhood achievements listed in the Green Living criteria.
- The **Green Living Toolkit** serves as a resource and how-to guide for household and neighborhood achievements. This document also includes ideas for going above and beyond the identified Green Living Program criteria.

Certification Criteria

The Green Living Program awards points for household and neighborhood achievements listed in the charts below. Achievements are defined on the Criteria Definitions page.

Household Achievements	Minimum % of Households	Points
Air Quality		
1. Grow More Mow Less (<i>Replace turf grass with plants that do not need to be mowed</i>)	5%	5
2. Idle Free (<i>Turn off car or truck engines when stopped for more than 10 seconds</i>)	30%	10
3. No-fuel and electric lawn equipment – Lawn Care for Cleaner Air	5%	5

11/22/2016

Green Living | LouisvilleKy.gov



Green Living

Brightside has partnered with the Office of Sustainability to develop One Bright City’s Green Living program. The Green Living program educates citizens on how to live a sustainable lifestyle by recognizing neighborhoods that achieve predetermined criteria with a Green, Silver, Gold or Platinum certification. The certification levels are awarded through a points-based system. Points are obtained based on the percentage of neighborhood households that accomplish program criteria.

To register your neighborhood for participation in this program, **sign up here!** Once initial registration is completed, please **click here** to complete your Green Living Neighborhood Certification Checklist. We will notify you of your certification level within 7-10 business days of completion. Upon certification, your neighborhood will be marked as such on our One Bright City interactive map.

Recognition

There are four recognition levels within the Green Living program: Green, Silver, Gold and Platinum. Recognition levels are awarded based on the achievements a neighborhood can demonstrate. For example, a neighborhood that reaches 150 points will receive a Gold Green Living Certification. Neighborhoods are encouraged to register for Green Living to indicate participation in the program, even if they do not qualify for a recognition level.

Certification Levels	Points
Platinum	>160
Gold	141-160
Silver	121-140
Green	50-120

Appendix G

Clifton Business Inventory

The North American Industry Classification System (NAICS) are used to collect and analyze data regarding the United States business economy (U.S Census Bureau, 2016). The NAICS used in this document are from the 2012 U.S. NAICS Manual.

The descriptions used in the table intend to be more specific than providing the NAICS alone. This approach aims to give Clifton residents a more customized view of industries and individual businesses in their neighborhood.

Please note, there were three businesses unable to be mapped due to geocoding inaccuracies. The businesses not reflected on the maps are Frankfort Crossing (2132 Frankfort Ave), Casablanca Hookah Lounge (2003 Frankfort Avenue), and Taylor Siefker Williams Design Group (2003 Frankfort Avenue).

Source: U.S. Census Bureau. "North American Industry Classification System (NAICS) Main Page." Special Projects Staff, Service Sector Statistics Division. N.p., 07 Sept. 2016. Web. 22 Nov. 2016. <<http://www.census.gov/eos/www/naics/>>.

Business Name	Address	Description	Primary NAICS
Kiel Thomson	100 Weist Pl	Historic Preservation Construction	236118
Perdue Builders	2248 Frankfort Ave	General Contractors	236118
Clifton Christian Church	131 Vernon Ave	Church	236220
James Lees Memorial Presbyterian Church	1741 Frankfort Ave	Church	236220
St Frances of Rome Church	2119 Payne St	Church	236220
Third Lutheran Church	1864 Frankfort Ave	Church	236220
Blackburn and Davis Inc	2222 Frankfort Ave	Plumbing Heating and Air-Conditioning Contractors	238220
Bussman's Bakery	1906 Frankfort Ave	Bakery	311812
DDW The Colour House	1901 Payne St	Natural Food Coloring Manufacturing	311942

Appendix G, continued

Apocalypse Brew Works LLP	1612 Mellwood Ave	Brewery	312120
American Printing House for the Blind	1839 Frankfort Ave	Printing House	323117
H&D Brass Polishing	2219 Frankfort Ave	Metal Polishing And Plating	332813
X.B.E. Electric Blueprint & Supply Inc	2119 Frankfort Ave	Office Equipment Retail	423420
Dave's Auto Sales	2258 Frankfort Ave	Car Sales	441120
European Splendor	2232 Frankfort Ave	Furniture	442110
Drapery Room	1734 Mellwood Ave	Window Treatment Retail	442291
Chris Rapp Frames	2117 Frankfort Ave	Custom Frames	442299
Guestroom Records	1806 Frankfort Ave.	Music Store	443142
Matt Anthony's Record Shop	2354 Frankfort Ave	Music Store	443142
Affordable Kitchen & Bath	1760 Frankfort Ave	Home Improvement Supplies	444110
Arnett Home Improvement	265 Haldeman Ave	Home Improvement Supplies	444110
Cunningham Doors and Windows	2133 Frankfort Ave	Home Improvement Supplies	444110
Willis Klein	1860 Arlington Ave	Home Improvement Supplies	444110
Museumrock Products	187 N Bellaire Ave	Custom Artificial Rock Creations/ Specialty Retailer	444220
Krogers	2200 Brownsboro Rd	Supermarket	445110
The Reynolds Grocery Company	1813 Frankfort Ave	Small Neighborhood Grocer	445110
Beverage World Wine & Spirits	2332 Brownsboro Rd	Liquor Store	445310
Clifton 1st Liquor Shop	1904 Frankfort Ave	Liquor Store	445310
CVS Pharmacy	2106 Brownsboro Rd	Pharmacy	446110
Walgreens	2368 Frankfort Ave	Pharmacy	446110
Lexie's Trading Post	2224 Frankfort Ave	Skin Care/ Gift Boutique	446120
Speedway	2300 Brownsboro Rd	Gas Station	447110
Kroger Fuel Center	2318 Brownsboro Rd	Gas Station	447190

Appendix G, continued

Friends Jewelers	2214 Frankfort Ave	Jewelry Store	448310
Architype Gallery	1764 Frankfort Ave	High End Handbag And Accessories Retail	448320
Louisville Sports Cards	2018 Brownsboro Rd	Collectables	451120
The Finishing Touch	2004 Frankfort Ave	Craft Store	451120
A Yarn Crossing LLC	2123 Frankfort Ave	Needle Craft Supplies	451130
A Reader's Corner Bookstore	2044 Frankfort Ave	Bookstore	451211
Thomas Florists and Gifts	2337 Frankfort Ave	Florist	453110
5-0-Lou	2235 Frankfort Ave	Gift Boutique	453220
2023 Mid-Century Modern	2023 Frankfort Ave	Antique Retail	453310
Redefining Design on the Ave	2320 Frankfort Ave	Interior Design / Consignment	453310
Scott F Nussman Antiques	2036 Frankfort Ave	Antique Retail	453310
Elizabeth's Timeless Attire	2050 Frankfort Ave	Vintage Clothing Retail	453319
Barkstown Rd	2005 Frankfort Ave	Pet Supply Retail	453910
Pet Wants on the Avenue	1718 Frankfort Ave	Pet Supply Retail	453910
Kavier Forge and Gallery	147 Stevenson Ave	Art Gallery	453920
Yvonne Rapp Art Gallery	2117 Frankfort Ave	Art Gallery	453920
Phil's Pawn Shop	2134 Frankfort Ave	Pawn Shop	522298
Eifler Theatre - Clifton Center	2117 Payne St	Event Venue	531120
Frankfort Ave Coach House	2000 Frankfort Ave	Event Venue	531120
Frankfort Crossing	2132 Frankfort Ave	Gallery/Studio/Workshop/Flex Space	531120
A-1 Self Storage	2133 Frankfort Ave	Storage Facility	531130
L C Industries	1900 Brownsboro Rd	Property Management / Real Estate	531312
Property Mgmt of Louisville	1815 Frankfort Ave	Property Management/ Real Estate	531312
Liberty Tax Services	2024 Brownsboro Rd	Tax Preparation	541213
Nomi Architecture and Design	2001 Frankfort Ave	Architecture And Design Firm	541310

Appendix G, continued

Taylor Siefker Williams Design Group	2003 Frankfort Ave	Architecture	541310
Surroundings Interiors and Design	2033 Frankfort Ave	Interior Design	541410
Creative Productions	1931 Frankfort Ave	Web Design	541511
Buzz Advertising	1801 Frankfort Ave	Advertising And Marketing	541810
Estes Public Relations	1938 Frankfort Ave	Public Relations Firm	541820
CS Photography	2017 Frankfort Ave	Photography	541921
Crescent Hill Animal Hospital	2265 Frankfort Ave	Animal Hospital	541940
Maid in Louisville	2027 Frankfort Ave	Cleaning Service	561720
KY School for the Blind	1867 Frankfort Ave	School	611110
The Inner Warrior	1760 Frankfort Ave	Yoga Boutique	611699
Dr. Nasief DDS	2009 Frankfort Ave	Dentist	621210
Body Mechanics	1931 Frankfort Ave	Massage Therapy	621399
Keep In Touch Massage	2029 Frankfort Ave	Massage Therapy	621399
Relax Station	2354 Frankfort Ave	Massage Therapy	621399
Spa 2038	2038 Frankfort Ave	Massage Therapy	621399
Brownsboro Hills Health Care and Rehabilitation Center	2141 Sycamore Ave	Medical Facility	623990
United Crescent Hill Ministry	150 State St	Social Services Organization	624190
Core Fluency Pilates	2015 Frankfort Ave	Fitness Studio	713940
Miller's Gym	1908 Frankfort Ave	Fitness Studio	713940
Shine Music & Movement Studio	2117 Payne St #305	Fitness/Wellness Studio	713940
Yoga Knot	2005 Frankfort Ave	Fitness Studio	713940
Escape LOU	2235 Frankfort Ave	Other Amusement and Recreation Industries	713990
Divinity Fine Catering	2054 Frankfort Ave	Catering	722320
At the Italian Table	2359 Frankfort Ave	Communal Dining / Cooking Classes	722511

Appendix G, continued

Basa- Modern Vietnamese	2244 Frankfort Ave	Casual/Fine Dining	722511
Bourbon's Bistro	2255 Frankfort Ave	Casual Dining	722511
Cafe Classico	2144 Frankfort Ave	Casual/Fine Dining	722511
Casablanca Hookah Lounge	2210 Frankfort Ave	Hookah Lounge and Restaurant	722511
Clifton's Pizza	2230 Frankfort Ave	Casual Dining	722511
Con Huevos	2339 Frankfort Ave	Casual Dining / Breakfast & Brunch	722511
Difabios Casapela	2311 Frankfort Ave	Casual Dining	722511
El Mundo	2345 Frankfort Ave	Casual Dining	722511
Hilltop Tavern	1800 Frankfort Ave	Casual Dining / Late Night Bar	722511
J Gumbos	2109 Frankfort Ave	Casual Dining	722511
North End Cafe	1722 Frankfort Ave	Casual Dining / Breakfast & Brunch	722511
Osaka Sushi Bar and Cuisine	2039 Frankfort Ave	Casual Dining	722511
Ramiros	2350 Frankfort Ave	Casual Dining	722511
Silver Dollar	1761 Frankfort Ave	Casual Dining / Late Night Bar	722511
The Grape Leaf	2217 Frankfort Ave	Casual Dining	722511
The Hub	2235 Frankfort Ave	Casual/Fine Dining / Late Night Bar	722511
The Irish Rover	2319 Frankfort Ave	Casual Dining	722511
The Manhattan Project	2101 Frankfort Ave	Restaurant/ Sophisticated Sports Bar	722511
Varanese	2106 Frankfort Ave	Fine/Casual Dining	722511
Volare Italian Ristorante	2300 Frankfort Ave	Fine Dining	722511
Zen Garden	2240 Frankfort Ave	Casual Dining	722511
Asian Wok	2235 Frankfort Ave	Fast Casual Dining	722513
Cafe Aroma	2020 Brownsboro Rd	Casual Dining	722513
Crave Cafe and Catering	2250 Frankfort Ave	Casual Dining /Catering	722513
McDonalds	2314 Brownsboro Rd	Fast Food	722513
Time for Thai	2206 Frankfort Ave	Fast Casual Dining	722513

Appendix G, continued

Comfy Cow	2221 Frankfort Ave	Ice Cream Parlor	722515
Four Sisters	2246 Frankfort Ave	Cafe / Casual Dining	722515
Nancy's Bagel Grounds	2101 Frankfort Ave	Fast Casual Dining	722515
Please and Thank You	2341 Frankfort Ave	Coffee Shop/ Cafe	722515
Sweet Surrender	1804 Frankfort Ave	Dessert Cafe	722515
Vint	2309 Frankfort Ave	Coffee Shop / Cafe	722515
Well Bell Inc	2100 Brownsboro Rd	Car Wash	811192
Panther Motor Imports	2347 Frankfort Ave	Auto Repair Shop	811198
SIP inc Furniture Restoration	2115 Frankfort Ave	Furniture Repair	811420
Props Barber Shop	1805 Frankfort Ave	Barber Shop	812111
Hair by Benine and Friends	2346 Frankfort Ave	Salon	812112
Hair En Vogue	2367 Frankfort Ave	Hair Salon	812112
J.Steier Hair Salon	135 Pope St	Hair Salon	812112
Scissors Rock Paper Salon	2019 Frankfort Ave	Hair Salon	812112
Five Star Tattoo	2208 Frankfort Ave	Tattoo Studio	812199
Dixie Dry Cleaners Inc	2204 Brownsboro Rd	Dry Cleaners	812320
Double H Canine Training Academy	2115 Frankfort Ave	Pet Training/Grooming	812910
Flamenco Louisville	2031 Frankfort Ave	Non Profit	813410
Fairness Campaign	2263 Frankfort Ave	Non Profit	813910

Appendix G, continued

Clifton Business Inventory: Description of Business



0 500 1,000 2,000 Feet

Legend

Clifton Businesses

Description

- Animal Hospital
- Antique Retail
- Architecture And Design Firm
- Art Gallery
- Auto Repair Shop
- Bakery
- Barber Shop

- Bookstore
- Brewery
- Casual Dining
- Car Sales
- Car Wash
- Casual Dining
- Casual Dining / Breakfast & Brunch
- Casual Dining / Late Night Bar
- Casual Dining / Catering

- Casual/Fine Dining
- Casual/Fine Dining / Late Night Bar
- Catering
- Church
- Cleaning Service
- Coffee Shop / Cafe
- Advertising And Marketing
- Collectibles
- Communal Dining / Cooking Classes

- Craft Store
- Custom Artificial Rock Creations/ Specialty Retailer
- Custom Frames
- Dentist
- Desert Caf 
- Dry Cleaners
- Event Venue
- Fashion Accessories Retail
- Fast Casual Dining

- Fast Food
- Fine Dining
- Fine/Casual Dining
- Fitness Studio
- Fitness/Wellness Studio
- Florist
- Home Improvement Supplies
- Ice Cream Parlor
- Interior Design
- Interior Design / Consignment

- General Contractors
- Gift Boutique
- Hair Salon
- High End Handbag And Accessories Retail
- Medical Facility
- Metal Polishing And Plating
- Music Store
- Natural Food Coloring Manufacturing
- Needle Craft Supplies
- Non Profit

- Jewelry Store
- Liquor Store
- Massage Therapy
- Medical Facility
- Metal Polishing And Plating
- Music Store
- Natural Food Coloring Manufacturing
- Needle Craft Supplies
- Non Profit

- Office Equipment Retail
- Other Amusement and Recreation Industries
- Pawn Shop
- Pet Supply Retail
- Pet Training/Grooming
- Pharmacy
- Photography
- Plumbing Heating and Air-Conditioning Contractors
- Printing House

- Property Management / Real Estate
- Property Management/ Real Estate
- Public Relations Firm
- Restaurant/ Sophisticated Sports Bar
- Salon
- School
- Skin Care/ Gift Boutique
- Small Neighborhood Grocer
- Social Services Organization

- Storage Facility
- Supermarket
- Tattoo Studio
- Tax Preparation
- Vintage Clothing Retail
- Web Design
- Window Treatment Retail
- Yoga Boutique

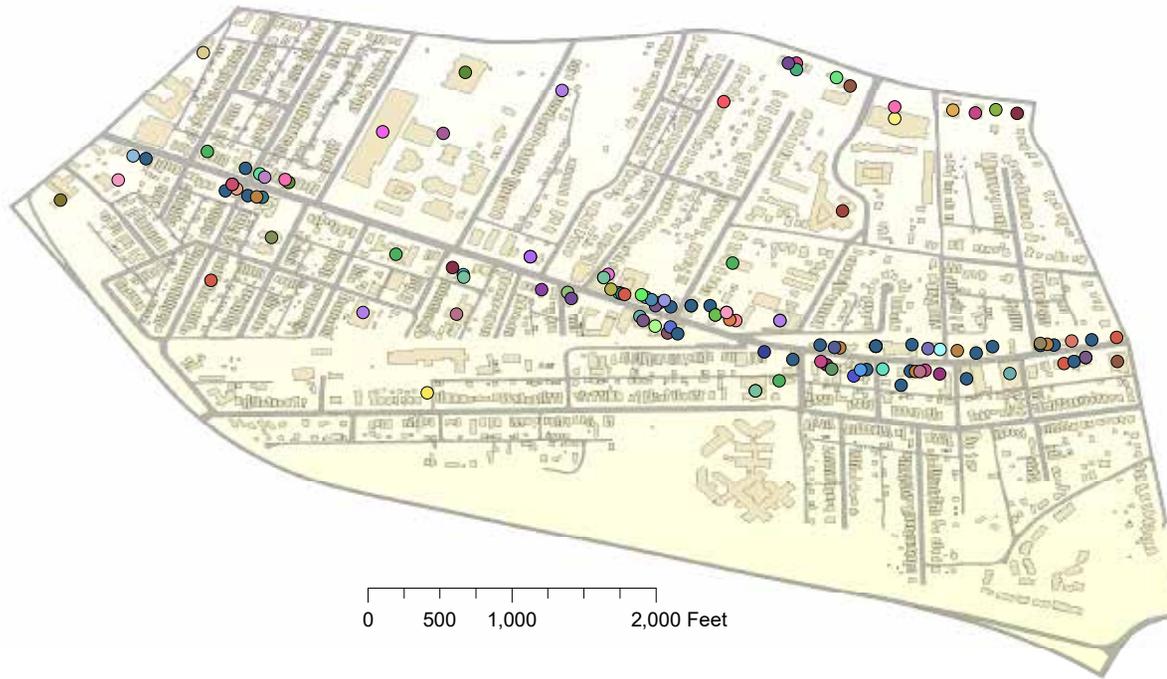
- Animal Hospital
- Antique Retail
- Architecture And Design Firm
- Art Gallery
- Auto Repair Shop
- Bakery
- Barber Shop

Map by Ashley Woolley

Base from Lujic
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 Louisville & Jefferson County Information Consortium (LJ-CIC) is a Jefferson County, Kentucky, based cooperative project of City of Louisville
 Jefferson County
 Metropolitan Sewer District
 Property Valuation Administrator

Appendix G

Clifton Business Inventory: North American Industry Classification System



Legend

Clifton Business	311812	423420	443142	446110	448310	453110	453920	541213	541820	611699	713940	722515	812112	813910
Primary NAICS	311942	441120	444110	446120	448320	453220	522298	541310	541921	621210	713990	811192	812199	
	236118	312120	442110	444220	447110	451120	453310	531120	541410	541940	621399	722320	811198	812320
	236220	323117	442291	445110	447190	451130	453319	531130	541511	561720	623990	722511	811420	812910
	238220	332813	442299	445310	448150	451211	453910	531312	541810	611110	624190	722513	812111	813410

Map by Ashley Workkey

Base from Logic
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 Jefferson County
 Metropolitan Sewer District
 Property Valuation Administrator

Appendix H

Clifton Community Council Communication with Developers Procedures

The Clifton Community Council (CCC) has a standing committee: Land Use and Preservation Committee (LUPC). Currently, Mike O’Leary is the Chair of the committee as well as Vice President of the CCC.

Process for Community Involvement in New Development

- *Notification:* When there is word in the neighborhood of possible development and/or sale of property community members reach out to the CCC.
- *Research:* The leadership of the CCC will research who currently owns the property by checking with the PVA; Jefferson County Property Valuation Administration. (Website: <https://jeffersonpva.ky.gov/>)

If a developer is involved in possibly purchasing property the LUPC do a google search to learn about the developer and his/her company. Often the LUPC will check with the KY Secretary of State (Website: www.sos.ky.gov) and do a ‘Search Business’. They do this to find out who are the owners of the developer’s business and if any name(s) raise a red flag.

The LUPC will use LOJIC maps (<http://apps.lojic.org/lojiconline/>

) to investigate the address in question and find out the zoning of the property and check the Louisville Metro Land Development Code (LDC) (<https://louisvilleky.gov/government/planning-design/land-development-code>)

The committee will also use the Louisville Metro Codes and Regulations website (<http://portal.louisvilleky.gov/codesandregs/main-search>) to see if the property has any property maintenance violations and check to see if there are any requests for: Construction Permits, Planning & Zoning Applications, Property Maintenance Cases, ABC and Other Licenses.

- *Communication:* The LUPC gathers as much information as they can and then reaches out to the developer to introduce ourselves and ask for an informal meet-and-greet meeting. The purpose of the initial meet-and-greet meeting is to welcome the developer to the neighborhood and let the developer know the CCC is an established and respectful entity. They ask, in a non-confrontational manner, the developer’s vision for property. In addition, they ask the developer to meet with them and other Clifton neighbors at a CCC Land Use Committee Meeting or a general CCC sponsored neighborhood meeting.

Appendix I

Shared Parking Agreement Sample

Portland, OR

Shared Parking

Appendix B

Appendix B: Model - Shared Use Agreement for Parking Facilities
Effective: _____

This Shared Use Agreement for Parking Facilities, entered into this ____ day of _____, between _____, hereinafter called lessor and _____, hereinafter called lessee.

In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of _____, County of _____ and State of _____, hereinafter called the facilities, described as:

[Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the ____ day of _____, _____, and ending at 11:59 PM on the ____ day of _____, _____, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the ____ day of each month [or other payment arrangements].]

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.

-SAMPLE CLAUSE-

[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]

2. MAINTENANCE

This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.

-SAMPLE CLAUSE-

[Lessor shall provide, as reasonably necessary asphalt repair work. Lessor and Lessee agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]

Appendix I, continued

Shared Parking Agreement Sample

3. UTILITIES and TAXES

This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.

-SAMPLE CLAUSE-

[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-

[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-

[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.]

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-

[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-

[At their own expense, lessor and lessee agree to maintain liability insurance for the facilities as is standard for their own business usage.]

8. INDEMNIFICATION

This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.

Appendix I, continued

Shared Parking Agreement Sample

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

This section should describe how to or if this agreement can be terminated and post termination responsibilities.

-SAMPLE CLAUSE-

[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice.

Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]

10. SUPPLEMENTAL COVENANTS

This section should contain any additional covenants, rights, responsibilities and/or agreements.

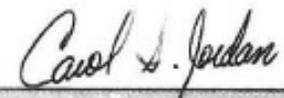
-NO SAMPLE CLAUSE PROVIDED-

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]

Appendix I, continued

Shared Parking Insurance Sample

CERTIFICATE OF INSURANCE					ISSUE DATE
PRODUCER Vaco Risk Management Programs 308 Market St., SE Suite 1 & 2 Roanoke, VA 24011-		THIS CERTIFICATE OF INSURANCE IS ISSUED AS A MATTER OF INFORMATION ONLY. IT CONFERS NO RIGHTS UPON THE THIRD PARTY REQUESTING THIS CERTIFICATE BEYOND WHAT THE REFERENCED POLICY OF INSURANCE EXPRESSLY PROVIDES. THIS CERTIFICATE OF INSURANCE DOES NOT EXTEND, AMEND, OR ALTER THE COVERAGE, TERMS, EXCLUSIONS, OR CONDITIONS AFFORDED BY THE POLICY REFERENCED IN THIS CERTIFICATE OF INSURANCE.			
INSURED Stafford County P.O. Box 339 Stafford, VA 225550339		COMPANIES AFFORDING COVERAGE COMPANY LETTER A Virginia Association of Counties Group Self-Insurance Risk Pool COMPANY LETTER B COMPANY LETTER C COMPANY LETTER D COMPANY LETTER E			
COVERAGES THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.					
CD CLASS	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	<input checked="" type="checkbox"/> GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> OWNER'S & CONTRACTOR'S PROF. <input checked="" type="checkbox"/> \$0.00 RETENTION	VA-ST-086-14	07/01/2013	07/01/2014	GENERAL \$ 5,000,000 PRODUCTS-COMMOP \$ 5,000,000 PERSONAL & ADV. INJURY \$ 5,000,000 EACH OCCURRENCE \$ 5,000,000 FIRE DAMAGE (Any and All) \$ 500,000 MED. EXPENSE (Any and All) \$ 5,000
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS <input type="checkbox"/> GARAGE LIABILITY <input checked="" type="checkbox"/> \$0.00 RETENTION	VA-ST-086-14	07/01/2013	07/01/2014	COMBINED SINGLE LIMIT \$ 5,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$
	<input type="checkbox"/> EXCESS LIABILITY <input type="checkbox"/> UMBRELLA FORM <input type="checkbox"/> OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
A	<input checked="" type="checkbox"/> Property <input checked="" type="checkbox"/> Auto Physical Damage <input checked="" type="checkbox"/> Crime	VA-ST-086-14 VA-ST-086-14 VA-ST-086-14	07/01/2013 07/01/2013 07/01/2013	07/01/2014 07/01/2014 07/01/2014	\$100,000 Ded/Blanket per schedule on file \$2,500 Comprehensive \$2,500 Collision \$1,000,000 Blanket, \$250 Deductible
DESCRIPTION OF OPERATIONS, LOCATIONS, VEHICLES, SPECIAL ITEMS RE: 15 leased spaces for computer parking at Caliborne Run. Certificate Holder is added as an additional insured as their interest may appear to the extent permitted by the laws of the Commonwealth of VA and only in respect to claims or actions arising from or in connection with negligent acts of the County, its employees agents or officials.					
CERTIFICATE HOLDER Schouler Properties of Butler Rd I, LLC Attn: Ann Bowman One Jolly Lane Suite 101 Fredericksburg, VA 22405			AUTHORIZED REPRESENTATIVE 		

Appendix I, continued

Shared Parking Ordinance Sample

4. Parking

Unless modified by the County Board, parking requirements shall be as specified and regulated in §14.3, and as below:

- (a) The equivalent of one off-street parking space shall be provided for each dwelling unit, subject to the provisions as specified in §7.8.5.A.4(d)(2), below.
- (b) Office and retail parking may be approved at a rate of one off-street parking space for each 580 sq. ft. of office and retail gross floor area. No parking shall be required for retail and service-commercial uses for the first 5,000 sq. ft. of gross floor area per main building except as described below in §7.8.5.A.4(d)(2). In determining the parking requirement for a particular proposal, the County Board may consider the adequacy of both a Shared Parking Management Plan (SPMP) and a Transportation Demand Management Plan (TDMP) proposed for the project.
- (c) Hotel: 0.7 off-street parking space for each guest room.
- (d) To ensure shared parking spaces for use by visitors, clients and retail patrons in the Virginia Square Metro station Area, a SPMP shall be submitted as part of the site plan application. The SPMP shall be developed pursuant to the following guidelines:
 - (1) The allocation for short-term, high-turnover spaces for use by visitors to retail establishments, residential and office buildings shall be based on the guidelines below and may be provided out of the total overall building parking requirement, if appropriate provisions are made in the SPMP for such shared use, on terms acceptable to the County Board at the time of site plan approval.
 - (2) In commercial and mixed-use buildings (i.e., buildings with at least 50 percent non-residential uses by gross floor area (GFA)), or in residential buildings (i.e. buildings with 50 percent or more GFA devoted to residential uses) parking on the first level of a parking garage shall be provided as short-

Sources: City of Falls Church. Shared Parking Analysis and Recommendations. <http://www.fallschurchva.gov/DocumentCenter/View/5587>

City of San Francisco. Living Alley Toolkit: Octavia Market http://www.sf-planning.org/ftp/files/plans-and-programs/in-your-neighborhood/market_octavia_living_alley/Market-Octavia-Living-Alleys-Toolkit_FINAL-WEB.pdf

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Land Development Code, Chapter 5.2.2 and 5.2.3 https://louisvilleky.gov/sites/default/files/planning_design/land_development_code/c05metroapp.pdf

LOJIC Open Data Portal

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