

City of Frankfort, Kentucky

Holmes Street Redevelopment Master Plan



Prepared for:

City of Frankfort, Kentucky



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Plangraphics

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1. Introduction

Project Overview

The City of Frankfort is engaged in a redevelopment process for the Holmes Street corridor. Holmes Street is a two-lane state facility (State Route 2261) that travels from High Street in downtown generally to the east on a route as shown in Figure 1-1. Holmes Street travels through a developed corridor with a variety of residential and commercial activity. The overriding goal of the planning process is to create an “Environment for Development” that will lead to more home ownership, fewer vacant structures, and improved infrastructure and neighborhood level amenities.

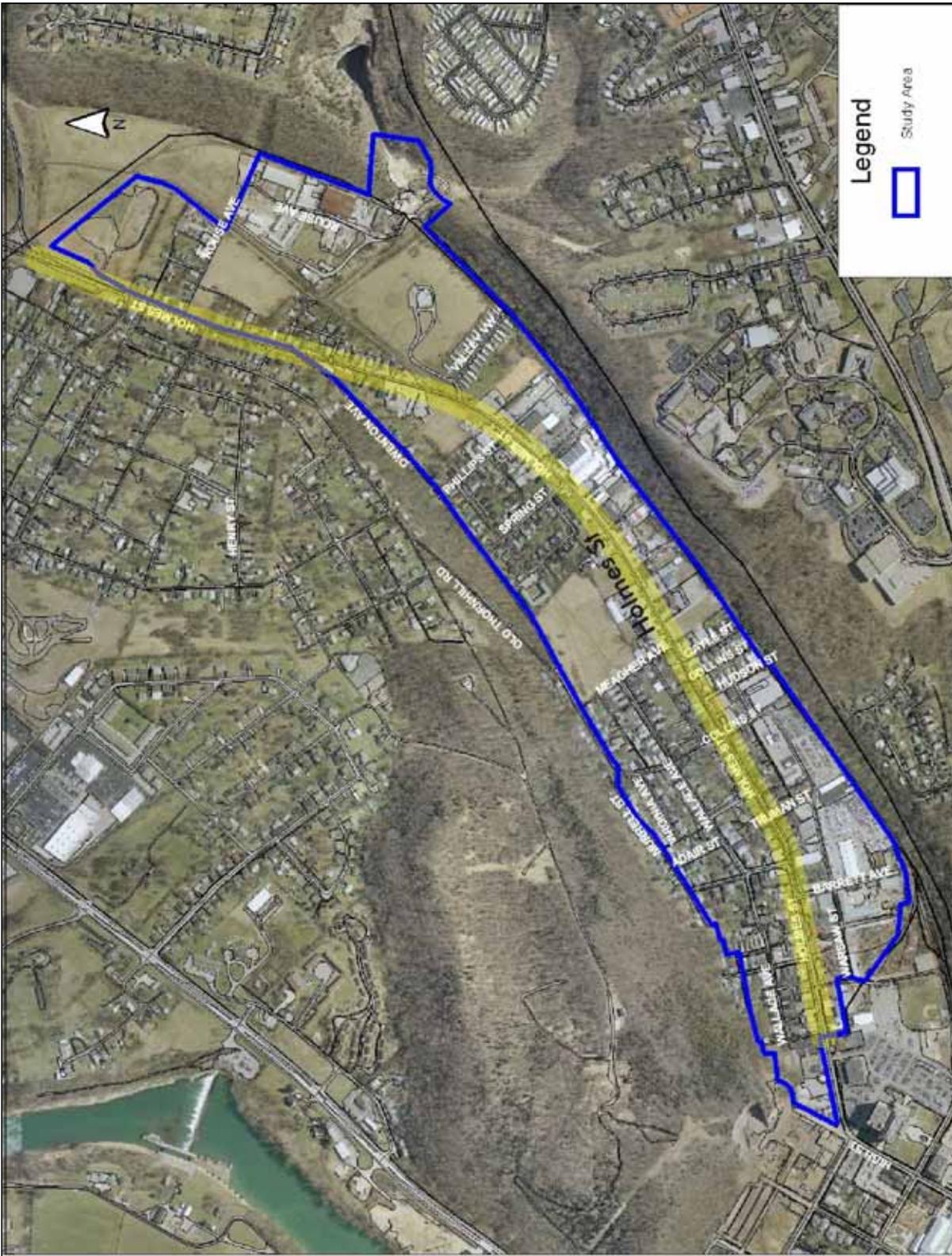
Effectively, the Holmes Street corridor serves as the “back entry” to downtown Frankfort from the east and north. Approximately 2 miles in length, it serves as a centerline in a small valley prone to flooding and bounded by steep ridges. The neighborhood is extremely diverse; with the housing and commercial building stock highly variable. The economics of the Holmes Street Corridor, encompassing 800 to 1000 acres, is equally diverse, supporting both service and commercial enterprises as well as mix of owner and renter occupied housing. The state government is a major landowner in the valley floor and, until the recently, Frankfort Scrap Metal anchored the southern end of Holmes Street.

Because of this diversity, Holmes Street has represented a conundrum for the City; it is an area of disinvestment while some have invested in residential, commercial and service businesses. It is an area subject to significant storm water runoff problems while its geography includes areas that are “high and dry.” There is significant potential – large tracts of land that are underutilized and, until the Holmes Street Task Force was created, there were no comprehensive plans existing that treated the corridor holistically.

In the Spring of 2000, representatives of the Frankfort business community approached state, city and county government officials with an idea of establishing a Holmes Street Redevelopment Corporation modeled after the Louisville Waterfront Development Authority. Though the proposal failed to gain local support particularly among the residents of the corridor, it did coalesce a Neighborhood Association that became active and vocal about the future of the area. Over the past several years, the Neighborhood Association in conjunction with the City and the University of Kentucky has undertaken preliminary visioning of potential futures for the Corridor. A more formal and comprehensive analysis and planning effort for the Holmes Street corridor is the logical next step. This report and master plan reflects that step.

The Holmes Street Redevelopment Master Plan has been prepared consistent with KRS 99. KRS 99 defines conditions and establishes tools for cities in the Commonwealth to take control of their destinies and make positive benefits of redevelopment a reality.

Figure 1-1
Study Area



The following objectives have been established for this study.

Objective #1 – Enhancing the physical appearance of the corridor.

- Rehabilitating historic buildings
- Encouraging supportive new construction
- Developing sensitive design management systems
- Planning for the long-term

Objective #2 – Building consensus and cooperation among the many groups and individuals that have a role in the revitalization process.

- Engaging the public actively
- Following the direction of stakeholders and the community

Objective #3 – Strengthening the corridor’s existing economic base.

- Increasing percentage of home ownership
- Providing a range of housing opportunities
- Increasing neighborhood based retail and office uses
- Increasing neighborhood reinvestment

The study work effort will be organized into several tasks, as follows:

Task 1: Work with Stakeholders

Task 2: Conduct Research and Technical Studies

Task 3: Identify and Evaluate Conceptual Alternative Solutions

Task 4: Recommend Design Concept and Scope

Pictorial Profile

The following pages present images of the Holmes Street corridor. As can be seen, there is a wide variety of “views” of this area.



Small park area on the “Hill.”



Storefront facing Holmes Street.



Storefront facing Holmes Street.



A variety of housing styles and conditions are found in the neighborhoods off Holmes Street.



A variety of housing styles and conditions are found in the neighborhoods off Holmes Street.



A mobile home community.



There are a number of auto-related businesses in the corridor.



Linking the Holmes Street corridor using bicycle/pedestrian paths to other areas of the city is a goal of the City's.



Holmes Street's proximity to downtown should be a catalyst for development.



There are a number of locations along the corridor where vacant lots create unsightly conditions.



A church in the neighborhood.



Neighborhood scene.



Many of the businesses and parking are immediately adjacent to the road effectively eliminating any possibility for bicycle or pedestrian activity.



A large part of the study area south of Holmes Street is in flood plain. Drainage issues are part of an overall infrastructure improvement program by the City to improve drainage.



Holmes Street becomes a four-lane facility at the east terminus of the study area where it intersects with the Thornhill Bypass.



A significant amount of planning has been done in the Holmes Street area. This study builds on those visions.

2. Stakeholder Involvement

Public Information Meeting Number One

On May 18, 2006, the consultant team held a public meeting with residents of the area. The meeting focused on reviewing the history of the corridor, the objectives of this planning effort, and obtaining input from the residents. The meeting was held at Memorial Baptist Church from 5:30 to 7:15 p.m.

The project presentation included a general overview of the consulting team, tasks to be performed, schedule, and a time for general group discussions.

- The Honorable William May, Mayor opened the meeting with a few comments. He outlined the recent history of activities that have brought this project about.
- Paul Slone outlined the agenda for the meeting.
 - Project Overview
 - Team Introduction
 - Housing Inventory
 - Planning Issues
 - Corridor Attractiveness
 - Question & Answer Period
 - Public Input & Comment

- The consultant team members introduced were:

Warner Moore	JJG Office Manager	Principal in Charge
Paul Slone, P.E., PTOE	JJG Project Manager	Transportation
Larry Strange, AICP	The Corradino Group	Land Planning
David Whittaker, LA	Human Nature	Landscape Arch.
Kristen M. Lowry, AICP	Kriss Lowry & Assoc.	Housing
Annie Metcalf	PlanGraphics	Mapping

- Also recognized were various City Commission members and city employees representing planning and public works.
- Paul highlighted some of the historical points made by Mayor May.
 - In 2003 the Holmes Street Task Force was formed and delivered a final report to the Frankfort City Commission in December 2004
 - A UK Department of Landscape Architecture class project was performed concurrently with the Task Force work.
 - In all, 15 recommendations were made for the Holmes Street Corridor

- One of the primary purposes of this project is to take those recommendations to the next level, incorporating them into a Master Plan. This project will develop up to three alternatives that will examine zoning/land planning issues, housing, corridor attractiveness and transportation facilities.
- Kriss Lowry was introduced and gave a brief presentation of her responsibilities for the project. She will be the most visible to the community. Her firm will be conducting an inventory of 550 homes in the corridor. A sample of the housing inventory form was distributed for informational purposes. This inventory will be used by the city and the Kentucky Heritage Council to determine if any properties within the study area are potentially eligible for the *National Register of Historic Places*. The city will also use the inventory as a resource to determine housing conditions. This information can then be used to determine potential sources of funding for housing repairs and housing redevelopment projects.

Kriss specifically pointed out several items that her work will NOT include. She will not be checking for code violations, looking for illegal activities and illegal immigrants, or performing work for the Property Valuation Administrator.

- Larry Strange of The Corradino Group was introduced. Larry will be the lead Planner for the project. He mentioned some things that will be explored as part of this project such as mixed use developments, zoning issues and incorporating KRS 99 (Kentucky's Eminent Domain Statute) into the plan. This plan will provide the vision and the tools necessary for the vision to become reality.
- David Whittaker of Human Nature will be the Landscape Architecture lead for the project. He noted that his purpose is to look for ways of improving the corridors appearance, defining gateways and building upon the good work done. He mentioned that since Holmes Street is a pathway into the state Capital, it should be distinguished in that respect.
- Paul outlined the transportation work that will be performed. JJG has a wealth of transportation data available from previous studies, especially for Holmes Street. A Safety Study and long-range traffic forecasts will be performed. An end product envisioned for the project is to produce short, medium and long-range transportation solutions for bicycles and pedestrians as well as the widening of Holmes Street.
- Paul explained that up to three planning alternatives will be developed. These alternatives will build upon the existing community and explore the best ways of utilizing the Holmes Street roadway frontage, vacant lots and problem sites like the former scrap yard.
- The alternatives will be evaluated using predetermined performance measures for success. Examples of these are increases in housing units, square feet of office, retail, and green space and net increase of tax base. Using these quantifiable numbers, the consultant team and the community will be able to select and recommend a Redevelopment Master Plan that best meets the goals of the community.

- The alternatives will begin by building upon the existing assets of the corridor such as the current housing stock and commercial base. They will address deficiencies like the vacant sites and strive to enhance community amenities.
- In the end, the Master Redevelopment Plan will be designed to create an environment for development and present the tools necessary for the plan to succeed.
- Following the presentation, a group discussion lasting about an hour discussed a variety of topics pertaining to the corridor. They included:
 - Reestablishing a sense of pride
 - Parking in the corridor and neighborhood
 - Maintaining the existing neighborhood
- There were several people in attendance who were also part of the Holmes Street Task Force. There was a strong sense of pride and ownership of the recommendations that resulted from the group's hard work.
- Mayor May interjected that no one is more frustrated than he is regarding the amount of time required to advance projects. The wheels of progress often turn slowly with government.
- The question was asked about hosting a website for the project where materials can be posted. This will be done with a link established on the city's website.
- The meeting was concluded approximately 7:15 p.m. It was noted that there is strong local support for acting on this project. This was evident in the positive statements made by neighborhood residents and business owners, as well as the presence of city employees and elected officials.

Public Meeting Number Two

On November 20, a second public meeting was held at Memorial Baptist Church. The meeting began at 5:30 p.m. and adjourned at approximately 7:00 p.m.

The project presentation focused on presenting the findings of the planning process and the concepts developed as part of the redevelopment plan.

Warner Moore of Jordan, Jones and Goulding headed up the consultant presentation. The presentation focused on three areas: housing, planning and transportation.

Kriss Lowry reviewed the housing inventory that had been completed and gave an overall assessment of the results of the inventory. She noted that the additional work may have to be completed pending review by the Kentucky State Historic Preservation Office (SHPO) to determine if individual houses in the entire area were eligible for the National Register of Historic Places as part of an historic district.

Larry Strange presented the transportation findings, which primarily pointed to a three-lane section for an improved Holmes Street.

The substance of the information provided in the presentation is presented in the body of this report in Chapters 3 and 4.

The public discussion included discussions about why the three-lane section for Holmes Street was identified as the preferred section rather than a five-lane project. There was also discussion about future additions to the land use planning concept.

Summary of Public Meetings

Both meetings were very well attended with approximately 30 people attending each. At the November meeting, attendees were briefed on what the next steps were in the planning process and also in the City's effort to revitalize Holmes Street.

3. Research and Technical Studies

This section presents information related to existing conditions in the Holmes Street area. Figure 3-1 presents an overall view of conditions in the corridor including traffic, housing conditions, environmental issues, and planned projects. Prior to moving on to other areas, experience for two other projects conducted by the consultant are presented to give a perspective to the focus for the redevelopment plan.

Demographics

The information in Table 3-1 illustrates the demographics of the Holmes Street corridor for the areas depicted in Figure 3-2. The data presented in Table 3-1 presents information for the “detailed” study area, an “expanded” study area, and the City of Frankfort and Franklin County. The “detailed” area is comprised of block group data in the blocks that most narrowly fit the parameters of the corridor. For some categories of information, data was only available at the tract level and therefore the aggregate is larger. The Holmes Street area which is the focus of this study has approximately 1,400 residents and 600 households. Of these, nearly 10 percent have incomes under the poverty level. The largest percentage of households have incomes in the \$20,000 to \$24,999 range. Overall, there are lower levels of income per household in Holmes Street than in Frankfort or Franklin County. According to census data, about 14% of the housing units are vacant and 53% are renter occupied and 43% owner occupied. Most of the structures in the study area were built prior to 1960 and (in the expanded study area) over 200 were built before 1939. A relatively high percentage of households (18%) in the expanded study area have no vehicle available and almost 40% have only one vehicle available. Values of housing units in the study area per the 2000 census were under \$100,000 with the highest percentage being from \$40,000 to \$49,000.

Similar Projects

The first effort in this task is to identify similar to the Holme’s Street redevelopment plan that can be used to identify “lessons learned” that can be applied to this effort. Two efforts are cited – one in Covington, Kentucky and the other in New Albany, Indiana. Both have involved development of plans for areas that had long been considered both candidates for studies and as perhaps wishful thinking that anything positive could occur.

City of Covington, Madison Corridor Redevelopment Plan, Covington, Ky.

The project involved the preparation of a master plan for the Madison Avenue Corridor in Covington, Ky. Madison Avenue is a commercial corridor that has a mix of varying



Table 3-1
Holmes Street Corridor Demographics

Population

	Detailed Study Area	Expanded Study Area	City of Frankfort	Franklin County
Total Population	1408	1801	27,509	47,687

Source: U.S. Census Bureau, Census 2000.

Race

	Detailed Study Area		Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Population	1408	100.0	1801	100.0	27,509	100.0	47,687	100.0
White alone	1248	88.6	1662	92.3	22,221	80.8	41,740	87.5
Black or African American alone	127	9.0	126	7.0	4,131	15.0	4,441	9.3
American Indian and Alaska Native alone	1	0.1	0	0.0	66	0.2	95	0.2
Asian alone	0	0.0	0	0.0	201	0.7	239	0.5
Native Hawaiian and Other Pacific Islander alone	1	0.1	0	0.0	0	0.0	0	0.0
Some other race alone	3	0.2	0	0.0	15	0.1	35	0.1
Two or more races	16	1.1	8	0.4	433	1.6	604	1.3
Hispanic or Latino	12	0.9	5	0.3	442	1.6	533	1.1

Source: U.S. Census Bureau, Census 2000.

Household Size

	Detailed Study Area		Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Households	634	100.0	806	100.0	12250	100.0	19890	100.0
1-person household	230	36.3	251	31.1	4691	38.3	6083	30.6
2-person household	191	30.1	35	4.3	630	5.1	871	4.4
3-person household	112	17.7	12	1.5	51	0.4	73	0.4
4-person household	64	10.1	0	0.0	14	0.1	14	0.1
5-person household	24	3.8	0	0.0	4	0.0	4	0.0
6-person household	9	1.4	8	1.0	10	0.1	14	0.1
7-or-more-person household	4	0.6	0	0.0	0	0.0	0	0.0

Source: U.S. Census Bureau, Census 2000.

Table 3-1
(Continued)

**Educational Attainment
(population 25 years and over)**

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total Population 25 and over	1254	100.0	18458	100.0	32388	100.0
No schooling completed	28	2.2	97	0.5	229	0.7
Nursery to 4th grade	14	1.1	55	0.3	133	0.4
5th and 6th grade	12	1.0	256	1.4	495	1.5
7th and 8th grade	208	16.6	1009	5.5	1946	6.0
9th grade	126	10.0	719	3.9	1177	3.6
10th grade	148	11.8	677	3.7	1180	3.6
11th grade	69	5.5	524	2.8	798	2.5
12th grade, no diploma	45	3.6	505	2.7	916	2.8
High school graduate (includes equivalency)	387	30.9	5523	29.9	10166	31.4
Some college, less than 1 year	36	2.9	1229	6.7	2348	7.2
Some college, 1 or more years, no degree	130	10.4	2473	13.4	4009	12.4
Associate degree	29	2.3	797	4.3	1268	3.9
Bachelor's degree	14	1.1	2933	15.9	4923	15.2
Master's degree	8	0.6	1193	6.5	1993	6.2
Professional school degree	0	0.0	328	1.8	603	1.9
Doctorate degree	0	0.0	140	0.8	204	0.6

Source: U.S. Census Bureau, Census 2000.

**Employment Status
(population 16 years and over)**

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total:	1436	100.0	22,230	100.0	38,206	100.0
In labor force:	839	58.4	14,285	64.3	25,358	66.4
In Armed Forces	0	0.0	55	0.2	77	0.2
Civilian:	839	58.4	14,230	64.0	25,281	66.2
Employed	735	51.2	13,048	58.7	23,721	62.1
Unemployed	104	7.2	1182	5.3	1560	4.1
Not in labor force	597	41.6	7,945	35.7	12,848	33.6

Source: U.S. Census Bureau, Census 2000.

Table 3-1
(Continued)

Household Income

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total Households	806	100.0	12250	100.0	19890	100.0
Less than \$10,000	120	14.9	1613	13.2	2030	10.2
\$10,000 to \$14,999	146	18.1	1025	8.4	1431	7.2
\$15,000 to \$19,999	47	5.8	770	6.3	1145	5.8
\$20,000 to \$24,999	132	16.4	1014	8.3	1387	7.0
\$25,000 to \$29,999	48	6.0	848	6.9	1239	6.2
\$30,000 to \$34,999	30	3.7	858	7.0	1344	6.8
\$35,000 to \$39,999	56	6.9	864	7.1	1366	6.9
\$40,000 to \$44,999	78	9.7	707	5.8	1149	5.8
\$45,000 to \$49,999	44	5.5	541	4.4	1003	5.0
\$50,000 to \$59,999	53	6.6	991	8.1	1829	9.2
\$60,000 to \$74,999	27	3.3	1069	8.7	1983	10.0
\$75,000 to \$99,999	13	1.6	1163	9.5	2221	11.2
\$100,000 to \$124,999	6	0.7	398	3.2	910	4.6
\$125,000 to \$149,999	0	0.0	170	1.4	363	1.8
\$150,000 to \$199,999	0	0.0	109	0.9	290	1.5
\$200,000 or more	6	0.7	110	0.9	200	1.0

Source: U.S. Census Bureau, Census 2000.

Household Poverty Status

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total Households	806	100.0	12,250	100.0	19,890	100.0
Income in 1999 below poverty level	169	21.0	1,865	15.2	2,316	11.6

Source: U.S. Census Bureau, Census 2000.

Housing Units and Occupancy

	Detailed Study Area		Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	737	100.0	887	100.0	13398	100.0	21409	100.0
Occupied	634	86.0	784	88.4	12283	91.7	19907	93.0
Vacant	103	14.0	103	11.6	1115	8.3	1502	7.0

Source: U.S. Census Bureau, Census 2000.

Table 3-1
(Continued)

Tenure

	Detailed Study Area		Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Occupied Housing Units	634	100.0	784	100.0	12283	100.0	19907	100.0
Owner occupied	297	46.8	404	51.5	6373	51.9	12900	64.8
Renter occupied	337	53.2	380	48.5	5910	48.1	7007	35.2

Source: U.S. Census Bureau, Census 2000.

Vacancy Status

	Detailed Study Area		Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Vacant Housing Units	103	100.0	103	100.0	1115	100.0	1502	100.0
For rent	48	46.6	60	58.3	673	60.4	766	51.0
For sale only	8	7.8	15	14.6	80	7.2	186	12.4
Rented or sold, not occupied	8	7.8	11	10.7	93	8.3	136	9.1
For seasonal, recreational, or occasional use	1	1.0	0	0.0	116	10.4	202	13.4
For migrant workers	0	0.0	0	0.0	0	0.0	12	0.8
Other vacant	38	36.9	17	16.5	153	13.7	200	13.3

Source: U.S. Census Bureau, Census 2000.

Table 3-1
(Continued)

Units in Structure

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	887	100.0	13398	100.0	21409	100.0
1, detached	600	67.6	7244	54.1	13737	64.2
1, attached	23	2.6	305	2.3	383	1.8
2	154	17.4	1162	8.7	1279	6.0
3 or 4	21	2.4	1687	12.6	1733	8.1
5 to 9	30	3.4	978	7.3	1002	4.7
10 to 19	8	0.9	883	6.6	918	4.3
20 to 49	21	2.4	498	3.7	505	2.4
50 or more	0	0.0	368	2.7	387	1.8
Mobile home	30	3.4	260	1.9	1446	6.8
Boat, RV, van, etc.	0	0.0	13	0.1	19	0.1

Source: U.S. Census Bureau, Census 2000.

**Year Structure Built
(housing units)**

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	887	100.0	13398	100.0	21409	100.0
Built 1999 to March 2000	5	0.6	133	1.0	612	2.9
Built 1995 to 1998	24	2.7	943	7.0	1837	8.6
Built 1990 to 1994	0	0.0	730	5.4	1836	8.6
Built 1980 to 1989	40	4.5	1410	10.5	2785	13.0
Built 1970 to 1979	57	6.4	2817	21.0	4764	22.3
Built 1960 to 1969	143	16.1	2629	19.6	3373	15.8
Built 1950 to 1959	151	17.0	1848	13.8	2381	11.1
Built 1940 to 1949	214	24.1	1094	8.2	1328	6.2
Built 1939 or earlier	253	28.5	1794	13.4	2493	11.6

Source: U.S. Census Bureau, Census 2000.

**Vehicles Available
(by occupied housing units)**

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total Occupied Housing Units	784	100.0	12,283	100.0	19,907	100.0
No vehicle available	141	18.0	1483	12.1	1621	8.1
1 vehicle available	307	39.2	5,349	43.5	7,194	36.1
2 vehicles available	296	37.8	4,158	33.9	7,923	39.8
3 vehicles available	26	3.3	989	8.1	2,384	12.0
4 vehicles available	6	0.8	222	1.8	582	2.9
5 or more vehicles available	8	1.0	82	0.7	203	1.0

Source: U.S. Census Bureau, Census 2000.

Table 3-1
(Continued)

**Housing Values
(owner occupied housing units)**

	Expanded Study Area		City of Frankfort		Franklin County	
	Number	Percent	Number	Percent	Number	Percent
Total owner occupied units	404	100.0	6,373	100.0	12,900	100.0
Less than \$10,000	7	1.7	98	1.5	298	2.3
\$10,000 to \$14,999	0	0.0	23	0.4	154	1.2
\$15,000 to \$19,999	0	0.0	13	0.2	159	1.2
\$20,000 to \$24,999	23	5.7	51	0.8	246	1.9
\$25,000 to \$29,999	11	2.7	71	1.1	147	1.1
\$30,000 to \$34,999	33	8.2	72	1.1	194	1.5
\$35,000 to \$39,999	24	5.9	117	1.8	225	1.7
\$40,000 to \$49,999	93	23.0	234	3.7	467	3.6
\$50,000 to \$59,999	55	13.6	277	4.3	610	4.7
\$60,000 to \$69,999	61	15.1	565	8.9	1,079	8.4
\$70,000 to \$79,999	18	4.5	877	13.8	1,483	11.5
\$80,000 to \$89,999	57	14.1	1,044	16.4	1,510	11.7
\$90,000 to \$99,999	22	5.4	966	15.2	1,305	10.1
\$100,000 to \$124,999	0	0.0	961	15.1	1,651	12.8
\$125,000 to \$149,999	0	0.0	454	7.1	1,192	9.2
\$150,000 to \$174,999	0	0.0	215	3.4	779	6.0
\$175,000 to \$199,999	0	0.0	179	2.8	487	3.8
\$200,000 to \$249,999	0	0.0	70	1.1	434	3.4
\$250,000 to \$299,999	0	0.0	34	0.5	227	1.8
\$300,000 to \$399,999	0	0.0	13	0.2	91	0.7
\$400,000 to \$499,999	0	0.0	0	0.0	57	0.4
\$500,000 to \$749,999	0	0.0	23	0.4	52	0.4
\$750,000 to \$999,999	0	0.0	7	0.1	15	0.1
\$1,000,000 or more	0	0.0	9	0.1	38	0.3

Source: U.S. Census Bureau, Census 2000.

Notes:

Detailed Study Area is consistent with the Study Area boundary.
Expanded Study Area is slightly larger and includes Census Block Groups 1 and 2 of Tract 702.

and not necessarily complementary uses – churches, auto parts stores, etc. It is the community's north/south spine. The plan addressed streetscape design, street parking, blight, economic potential, and land use. Some of the key work activities will be the identification of the goals and objectives for the corridor, assessment of existing conditions, development of alternatives, identification of traffic solutions, development of project costs, identification of potential funding sources and implement action strategies.

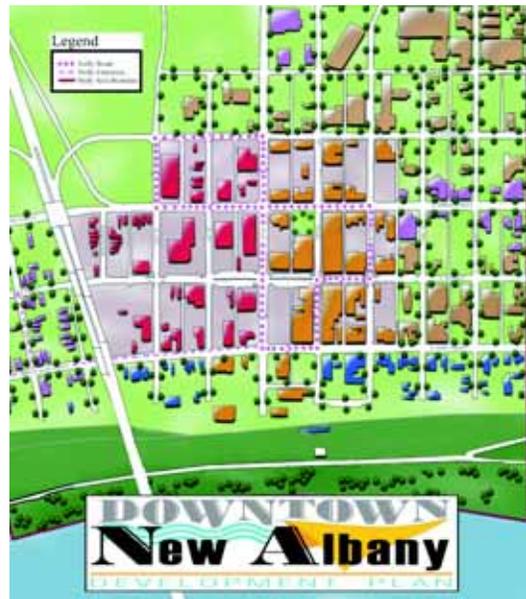
Perhaps overriding what was learned from this plan and subsequent planning efforts in Covington was that while "great plans" are nice, they often exceed municipal resources. It is important that the larger plans contain incremental steps and projects that can lead to and support the larger vision.

New Albany, Ind., Downtown Development Plan

Downtown New Albany, Ind., is in a community of 40,000 people on the Ohio River across from Louisville, Ky. The community has experienced the effects of people and businesses moving to suburban areas. Many parts of downtown New Albany have buildings and areas in disrepair. The goal of the Downtown Development Plan was to establish the vision, process and community support to re-create a vibrant urban space.

The Downtown Development Plan took shape through an extensive public participation effort including several workshops and meetings with an advisory committee comprised of various representatives of New Albany neighborhoods, businesses, public agencies and civic organizations.

The plan addressed challenges such as deteriorating and vacant buildings as well as building upon opportunities such as historic structures and ongoing waterfront redevelopment. Also incorporated into the study is an economic analysis. The final product was a physical development plan and recommendations. Accompanying the plan were detailed implementation steps and a funding strategy.



Corradino prepared a downtown development plan for New Albany, Ind.

Transportation Analysis

There has been much discussion about widening Holmes Street to accommodate anticipated future traffic demand. There has been discussion in both public and private arenas about building a five-lane facility on Holmes Street. The existing road has only two lanes with no lanes for turning. Current traffic is about 8,000 cars per day. Although 8,000 cars do not warrant a road widening, the corridor experiences a high rate of crashes. The thought was if the road is widened, say to three lanes, it should be widened to five lanes so it would never have to be widened again. However, building a four-lane or five-lane facility has impacts beyond traffic. It essentially will divide the neighborhood, eliminate any type of pedestrian activity, and likely eliminate any type of neighborhood-supported commercial development. This section reviews the safety issues, reviews the question of widening, and presents recommendations based on the analysis.

Safety Study

A detailed analysis of the vehicular crashes during the last five years (from April 2001 to April 2006) was conducted. In all, 142 crashes were recorded over the 1.8 mile study area. The crash analysis considers the length of the study area, the number of years in the data sample, and the average daily traffic (ADT) and other similar facilities in Kentucky.

The number of collisions is used to identify spot safety problems; however, transportation analysis of crashes focuses more upon crash rates. The University of Kentucky Transportation Center regularly compiles crash statistics throughout the Commonwealth. These statistics are used to determine if a given roadway is better, worse, or equal to the statewide average crash rates for similar facilities. If the statewide average is exceeded on a roadway section, then additional calculations are performed to determine if that section has a statistically critical crash rate.

Predominant crash types in the Holmes Street corridor are rear-end and angle collisions, and mostly involve property damage only. There were a handful of recorded crashes that involved pedestrians and cyclists.

Rear-end crashes are synonymous with varying speeds in the traffic stream. With only two traffic signals in the corridor (at Mero/High Streets and Wright Street), traffic should flow in a nearly continuous stream. The high number of residential cross streets and commercial accesses creates a condition where traffic flow is interrupted by turning vehicles and rear-end collisions occur.

Angle collisions occur at intersections from left turning vehicles entering or leaving a driveway or minor street. These crashes are often more severe than rear-end collisions; they cause greater damage to vehicles and present a higher risk of injuries to occupants.

The numbers of both crash types can be reduced by a concept called Access Management. Access management is a process for providing access to land development, while preserving the safety and capacity of the transportation system. Some common Access Management strategies include:

- Reduction of access points (i.e. sharing of commercial entrances by adjacent businesses)
- Restriction of access points (i.e. right-in/right-out)
- Realignment of access points (i.e. offset driveways rebuilt to become a four-way intersection)
- Definition of access points (i.e. wide open street frontage becomes a standard driveway [Lyon’s Lumber])

The Crash Hot Spot Map (Figure 3-1) illustrates the areas where crashes are the most concentrated.

The table below presents the crash rate calculations for Holmes Street from Mero Street to the bypass. A statistically Critical Crash Rate Factor (CCRF) was discovered to be greater than 1.0. The CCRF is a ratio calculated by dividing the Section Crash Rate by the Calculated Critical Crash Rate. Therefore, if the Section Crash Rate is greater than the Calculated Critical Crash Rate, the resulting CCRF will be greater than 1.0 and it can be determined that safety problems exist.

<u>Section</u>	<u>Route</u>	<u>Description</u>	<u>Avg. AADT</u>	<u>Begin MP</u>	<u>End MP</u>	<u>Segment Length</u>	<u>Number of Crashes</u>	<u>Section Crash Rate</u>	<u>Functional Class</u>	<u>M (100 MVM)</u>	<u>Calculated Critical Crash Rate</u>	<u>CCRF</u>
1	Holmes Street	Mero to Bypass Interchange	8,000	0	1.837	1.837	142	529	Urban Minor Arterial	0.27	321	1.65

Figure 3-1 illustrates the hot spots for crashes in the corridor. The red areas identify locations where there have been eight or more crashes in the last five years. These locations are:

- Wright Street (8 crashes)
- Collins Street (14 crashes)
- Commercial area between Meagher Avenue and Spring Street (9 crashes)
- Alexander Avenue (8 crashes)
- Grant Street/Swigert Avenue (10 crashes)

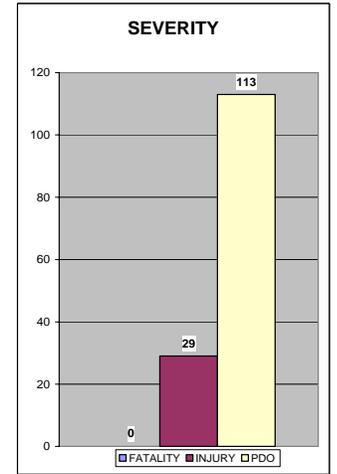
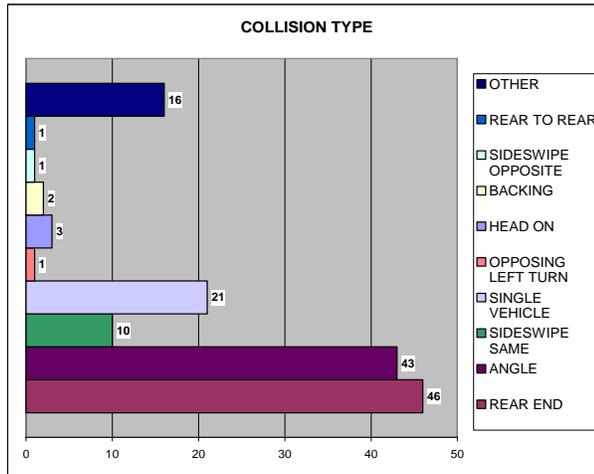
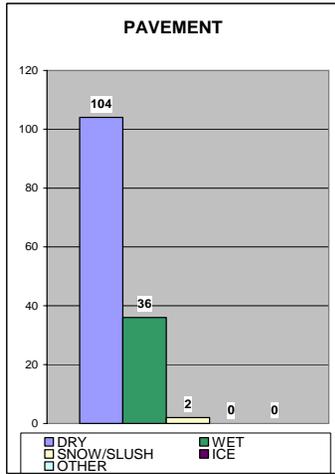
Figure 3-1
Crash Hot Spot Map (8 or more in 5 years)



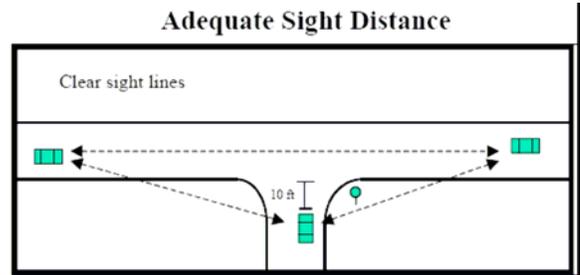
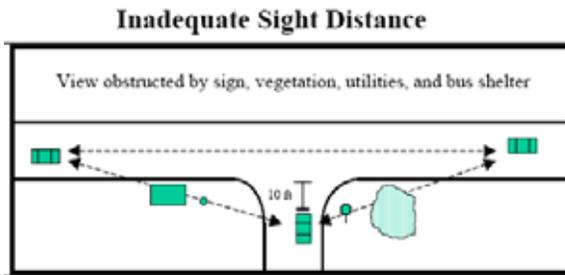
There were four intersections in the corridor that had six crashes in the last five years. These locations are:

- Barrett Avenue
- Phillips Street
- Owenton Avenue
- Bypass interchange area

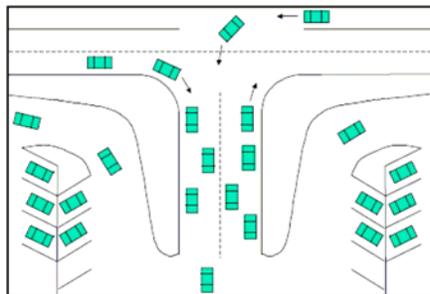
The charts below illustrate some facts about the crashes that were analyzed. About 25 percent occurred on wet pavement, which is consistent with national statistics. Eight-nine, or nearly 70 percent of the crashes were rear end or angle (t-bone). Less than 25 percent had an injury and there were no fatalities. This indicates that many of the crashes were at low speeds.



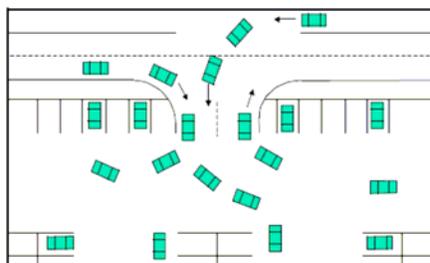
At several of the residential side streets, limited sight distance is a problem. As illustrated in the figures below, sight obstructions such as trees, low level tree limbs and shrubs, mailboxes, road signs and parked vehicles should be removed to improve safety at intersections.



Commercial entrances can also be problematic. The diagrams below illustrate how the entrance roadway should be channelized to avoid mass chaos. It is believed that this is the main reason for a significant number of crashes.

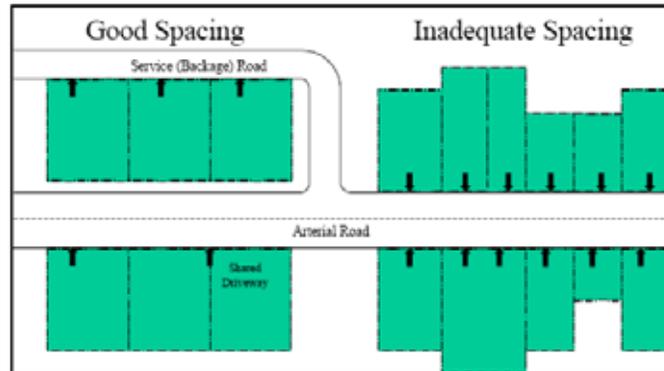


Adequate throat length allows stacking, or queuing, to occur on site. This reduces driver confusion, traffic problems, and unsafe conditions.



Insufficient throat length and poor site planning can cause unsafe conditions and result in vehicles backing out onto the arterial, interrupting traffic flow.

Access management can benefit a roadway in multiple ways. First and foremost is safety. Reducing the number of driveways and minor streets reduces the number of conflict points, or locations where crashes can easily occur. A secondary benefit from access management is that roadway capacity is increased without widening the road. Reducing traffic stream interruptions from slow turning vehicles allows for more uniform speeds closer to the speed limit, therefore increasing capacity.



A final note about the crashes is in order. In 2003 dollars, the 142 crashes analyzed resulted in an economic loss of over \$750,000. Improvements to Holmes Street in a big way or a small way will likely greatly ease crashes along this corridor and benefit the community.

Holmes Street Widening

The widening of Holmes Street has been discussed for years. Past studies have recommended a five-lane road. This has been based on the traditional analysis of maximizing vehicular capacity as well as the thought that it is not significantly more expensive to widen to 4 or 5 lanes as it is to 3 and it makes sense to do it all at once so the street doesn't need to be widened again. Nevertheless, as noted earlier, there are community development issues that will arise with development of such a facility. This section reviews the question of widening Holmes Street.

Currently, Holmes Street carries about 7,000 vehicles per day. In 1999, JJG conducted a study¹ which indicated Holmes Street traffic would reach 16,000 ADT before 2020. Using the most up-to-date traffic data and given the predominantly residential nature of the corridor, JJG conducted a traffic analysis for the corridor in the study area. Over the past several years, daily traffic volumes on Holmes Street have decreased. In addition, both the corridor and the downtown areas of Frankfort are built-out. Even with the redevelopment projects underway, such as the renovation of the State Office Building, the likelihood that Holmes Street traffic volumes would exceed 16,000, as predicted in the Frankfort Urban Area Study, in the next 20 years is very low. The table below summarizes the Average Daily Traffic (ADT) on Holmes Street for the last 12 years.

¹ Frankfort and Urban Area Study, prepared for City of Frankfort, prepared by Jordan, Jones & Goulding, 1999.

Year	ADT
2006	6,930*
2005	7,080
2002	8,830
2000	8,180
1994	9,800

*KYTC Estimated Volume for 2006

Data recorded at counting station just west of the bypass interchange.

In addition to the KYTC traffic count data, an additional daily traffic count was made on the western end of Holmes Street, near Mero Street. This count made in February 2006 revealed that 8,000 vehicles per day were passing this point. Closer to downtown, the traffic count is approximately 1,100 vehicles per day higher indicating that many of the residents in the Holmes Street corridor travel to and/or through downtown.

Nevertheless, in no case does traffic exceed 10,000; it is unlikely to be sufficient to warrant a five-lane roadway.

Therefore, in reexamining the conditions on Holmes Street and viewing them within the goals and objectives of this study, a three-lane roadway is recommended for the following reasons:

- A three-lane facility is more pedestrian friendly
- Moderate levels of congestion will control speeds
- Slower speeds are better for neighborhood commercial developments
- Excess purchased right-of-way can be used for bike/pedestrian facilities, off-street parking, gateway and streetscape features, utilities, etc.
- More conducive of a residential area

The disadvantages of a five-lane Holmes Street are:

- Pedestrian barrier
- Travel speeds would exceed the current 35 mph speed limit and would require constant enforcement
- Typical of a major arterial route, not a neighborhood corridor

A planning level analysis was performed on Holmes Street to determine if a three-lane roadway could accommodate the 16,000 vehicles per day. The Level of Service (LOS) look-up tables below present the LOS that can be expected under a variety of conditions.

The information in this table is customized for the Holmes Street corridor. A three-lane roadway has one (1) through lane per direction, with the center or third lane utilized for turning. The results presented in the above table illustrates that a three-lane Holmes Street could operate with a LOS "D" under the following conditions:

- 1,010 vehicles traveling one-way in the peak direction in one hour
- 1,690 vehicles traveling bi-directionally in one hour
- 17,400 vehicles daily

	Automobile	Bicycle	Pedestrian	Bus	
	A	B	C	D	E
Lanes	Hourly Volume in Peak Direction				
1	250	870	990	1010	xxxx
2	520	1790	1960	2030	xxxx
3	780	2710	2940	3040	xxxx
4	1050	3620	3920	4060	xxxx
*	250	870	990	1010	xxxx
Lanes	Hourly Volume in Both Directions				
2	410	1450	1640	1690	xxxx
4	860	2990	3260	3380	xxxx
6	1300	4510	4900	5070	xxxx
8	1750	6040	6540	6760	xxxx
*	410	1450	1640	1690	xxxx
Lanes	Annual Average Daily Traffic				
2	4300	15000	17000	17400	xxxx
4	8800	30800	33700	34800	xxxx
6	13400	46500	50500	52300	xxxx
8	18100	62200	67400	69700	xxxx
*	4300	15000	17000	17400	xxxx

It is customary to design for a LOS "D" in urban areas to reduce impacts and costs of roadway projects. Combining this information with the goals and objectives of this project, it is clear that a three-lane cross section for Holmes Street would be safer and better serve the community.

Capital Improvements

To be able to create the *Environment for Development* two issues must be resolved and fully understood by everyone involved in terms of scheduling and timing. These two items/issues are the proposed widening of Holmes Street and construction of both the sanitary and storm water sewers. In addition to the major influence these projects will have on the existing and potential development, each of these projects will have a major impact on each other and will leave any future development in limbo for as long as 15 to 20 years. These issues are further compounded by the uncertainty of the future use of the scrape yard property and any other plans by the state for their property on Holmes Street.

Potential private developers/investors will not invest in the Holmes Street Corridor with out a clear definition of their timing.

Regardless of what recommendations are made as part of this study Federal and State regulations require a lengthily alternatives process for the potential widening that will dictate which side of the street will be acquired for right-of-way. While the sewer project has been designed and is ahead of the highway project, in all likelihood it will destroy whatever improvements are made as part of the sewer work.

Housing Inventory

An inventory of housing was conducted between June 8 and June, 26, 2006, by Kriss Lowry + Associates, Inc. The inventory consisted of taking photographs of at least two elevations of all residential structures and one photograph of all other structures including churches, commercial and government buildings. A Kentucky Heritage Council Individual Site Identification form for

Community Development and Emergency Management Projects was completed for each residential structure. The form includes basic information on the type of materials used in the construction of the structure including roof, walls and foundation and the condition of the exterior elements of the structure. Any notable alterations or additions to the structure are also noted on the form.

For the purpose of the housing inventory, the study area was divided into 28 sub-areas with a map for each sub-area. Four complete copies of the housing inventory were compiled. These copies consist of two volumes each in three ring binders and include the map of each sub-area with photographs and site identification forms for the structures on each map. A copy of the map key, list of structures, Sanborn maps and compact disks with digital copies of the photographs were included in each copy of the inventory. Copies were distributed to the City of Frankfort, Jordan, Jones and Goulding and Kriss Lowry & Associates, Inc.

The fourth copy was submitted to the Kentucky Heritage Council in August, 2006 for a determination as to whether any of the structures are eligible for listing on the National Register of Historic Places. In a letter to the City of Frankfort, dated October 17, 2006 from David Morgan, the State Historic Preservation Officer (SHPO), the city was notified that Holmes Street has the potential to be eligible for listing in the National Register of Historic Places as part of a historic district. The SHPO recommended that the area be surveyed by a professional who meets the *Secretary of the Interior's Professional Qualification Standards*. This professional would make a more detailed evaluation of the buildings and make recommendations of eligibility and the effect of redevelopment in a report to the SHPO.

A total of 511 primary structures were photographed as part of the housing inventory. Of these, 11 were government buildings, 7 were churches or church related uses, 60 were commercial structures, six were industrial and four were mixed use. Of the residential structures, 62 were duplexes, two were mobile homes on single sites, one was the Valley View mobile home park with 29 sites, ten were multi-family and 347 were single family homes. The use of one structure could not be determined. Many of the duplexes and multi-family structures were once large single family homes that had been divided into multiple residential units. A complete listing of the housing inventory is included in Appendix A. A total of 44 structures were obviously vacant including six commercial structures with the remainder residential. Based on the results of a later door to door survey of a portion of this area, the actual number of vacant residential units may be much higher. This confirms data from the 2000 Census (Table 3-1) which indicates that in 2000 there were 737 housing units in the study area with 103 vacant (14 %).

It should be noted that this inventory is a snap shot in time. The Holmes Street neighborhood is very dynamic with ongoing change. During the inventory there was new construction and renovation occurring as well as demolition of structures. A number of properties were for sale or rent. Due to the high number of rental properties in the area, the occupancy status was in a state of flux with residents moving in or out on any given day.

Age of Housing

As part of the housing inventory, a search for readily available information that would indicate the age of each structure was conducted. Historic building permit information for the City of Frankfort

is not in a digital format. As conducting a search of files in storage was beyond the scope of the study, no building permit information was obtained. Sanborn maps of a portion of the study area were located at the Kentucky Historical Society offices in the Thomas D. Clark Center for Kentucky History in Frankfort. Maps were found for 1901, 1907, 1912 and 1925. The 1925 maps were also updated in 1943. The 1901 map only covered the end of Holmes Street near downtown. All of the structures within the study area shown on the 1901 map, including the old Kentucky State Penitentiary, have long been demolished and replaced with newer state office buildings.

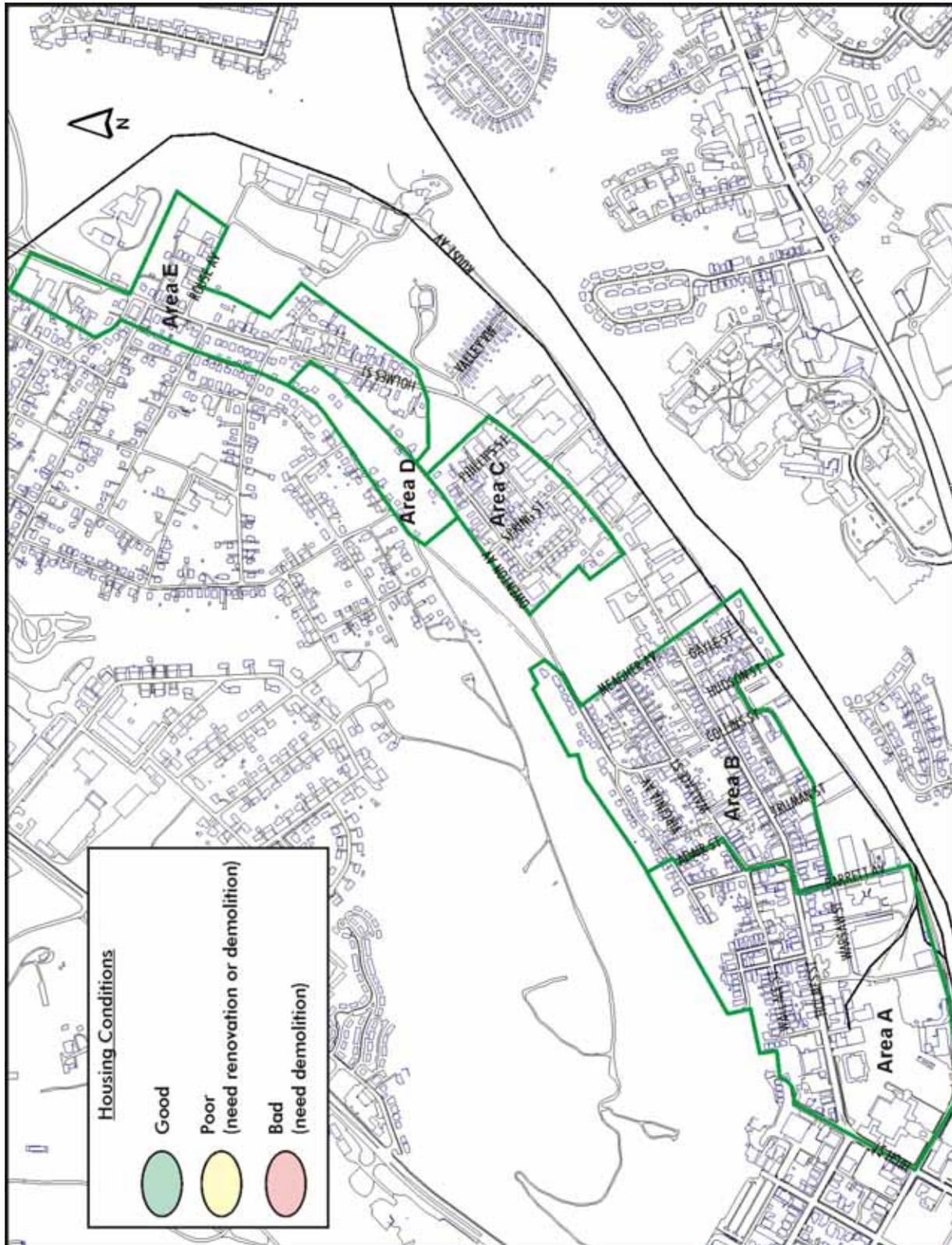
For the most part, the Holmes Street corridor developed from the downtown area out to the east. Based on a preliminary review of the foot prints of the structures shown on these maps as compared to existing structures, a number of houses shown on the 1907, 1912, 1925 and 1943 maps are still in existence today. Based on a review of these maps and census data, almost 70 percent of the housing units are at least 50 years old with four percent more than 100 years old. As many of these structures have been modified by alterations and additions over the years and other structures have been demolished and replaced with newer structures, the historic integrity of the area is questionable.

Housing Conditions

Given the age of the houses, the high number of rental units and the conversion of single family homes into multi-family units, it is not surprising that the vast majority of units are dilapidated or in need of extensive renovation. The study area was divided into five sub-areas as shown on Figure 3-2 for the purpose of discussing housing conditions. It should be noted that this assessment is based on a general exterior review of the structures and that an interior inspection would be required to make a final determination of the condition of any given building. Many of the structures have basements which are all or partially below ground. In such cases the structural integrity of the building cannot be determined from an exterior view. Also, property owners in an area tend to maintain the exterior of structures better than the interior due to pressure from adjacent property owners and code enforcement.

The standards by which housing units are judged will vary depending on the purpose of the evaluation. As it is anticipated that Federal funding from the Governor's Office for Local Development in the form of Community Development Block Grant funds and from Kentucky Housing Corporation in the form of HOME funds will be used for housing redevelopment in the study area, their standards were considered. In general these agencies require that the entire structure be addressed, not just partial or emergency repairs. The *International Property Maintenance Code* is considered the minimum standard. In general, if more than \$25,000 is required to renovate the structure, than the entire unit must be brought up to the current residential building code. Federal regulations also require that lead based paint be addressed. If renovation costs exceed \$25,000, lead paint must be abated, not just repaired or covered. Asbestos containing materials must also be removed from the unit. Housing units must be made accessible for handicapped individuals. When Federal funds are used, it is also preferred that all housing units be made highly energy efficient and that they meet Universal Design standards to make them accessible to the greatest number of persons. Due to these considerations, it is often impossible to meet these standards when dealing with older homes without demolishing the structure and rebuilding it rather than renovating it. Private individuals renovating property, especially for rental purposes, do not typically meet these standards.

Figure 3-2
Housing Conditions



Area A coincides with the first proposed project area for separating the sanitary sewers from the storm sewers. In order to determine if Area A is eligible for CDBG grant funds to address the sewers, a door-to-door survey of all residences was conducted from September to November, 2006. While the entire Holmes Street study area is in need of redevelopment, Area A which is the closest to downtown, has the highest percentage of better housing in the study area. About one third of the units have been renovated or are newer structures. About another one third are obviously in poor condition and need to be demolished. The remaining one third need at least some renovation and many would most likely need to be demolished.

With the exception of a cluster of better homes along Adair Street and Virginia Avenue, the majority of houses in Area B are in poor condition. While there are a few scattered houses in better condition between Wright Street and Collins Street, almost all the houses between Collins Street and Meagher Avenue are in poor or questionable condition.

Area C can be divided into two subgroups. The houses along Willow Street, the west side of Spring Street and North Lime Street between Willow Street and Spring Street were all constructed about the same time (the 1960's according to one resident). They are all ranch style brick homes on concrete slab foundations. While these houses appear to be structurally sound, most are in need of some renovation such as replacement windows, to bring them up to modern standards. The majority of the remaining homes between Spring Street and Phillips Street are in poor condition.

Area D is a steep sloped area between Owenton Avenue and Hillcrest Street. This area has severe limitations for housing construction due to the steep slopes. There are only a few scattered homes in this area and most are in very poor condition. Due to the steep grade, these sites lack off street parking and are often accessed by numerous, steep steps. It is recommended that these houses be demolished and that no new houses be constructed in this area.

Area E is the remaining area of houses on the west end of the study area. The majority of homes in this area are in poor condition. There are a few scattered houses in better condition.

4. Conceptual Alternative Solutions

As a first step in developing alternative solutions that can lead to an Environment for Development, the existing documented vision and adopted zoning for the area must be reviewed. Figure 4-1 shows how the study area is viewed in the comprehensive plan. Figure 4-2 shows the zoning for the area. As can be seen, the western part of the study area is classified as downtown mixed use while the area east of Collins is classified as “commerce center” in the Comprehensive Plan. The zoning in the study area is a mix of single-family residential, general commercial, both low and high density residential, mobile home, and several office/industrial categories.

Review of Holmes Street Task Force Report

The Holmes Street Task Force was established in 2003 by the City of Frankfort Board of Commissioners to “... study needs, issues and redevelopment options for the Holmes Street Study Area. The Task Force conducted a community survey and engaged the University of Kentucky School of Landscape Architecture to complete a “Visioning Study.” Fifteen recommendations were presented to the Board of Commissioners. The recommendations are presented below:

- Procure the professional services of a consultant to complete a Master Redevelopment Plan for the Holmes Street Study Area. This could include a structural survey to determine the general quality of housing and extent of rehabilitation and repair needed. Also included would be any Urban Renewal Planning Documents necessary for any potential funding agency requirements.
- Focus on the southwest section of the corridor for mixed use development to serve as a buffer to maintain residential neighborhood feel. Pursue acquisition and redevelopment of the scrap yard property.
- Incorporate special development provisions in the Comprehensive Plan that may include the use of zoning overlays.
- Retain existing zoning in the northern portion of the Holmes Street corridor.
- Recommend widening Holmes Street to either three- or five-lanes. Traffic islands, roundabouts, or some other aesthetic traffic control devices should be incorporated into the design. City officials should closely work with State Transportation Cabinet officials and BGADD Transportation staff to elevate the status of Holmes Street improvement as a need.
- Infrastructure (sanitary/storm sewer) projects should be phased to better enhance fundability and implementation timing.
- Investigate the potential formation of a stormwater utility to provide a continuous funding stream for stormwater improvements.

Figure 4-1
Comprehensive Plan Land Use

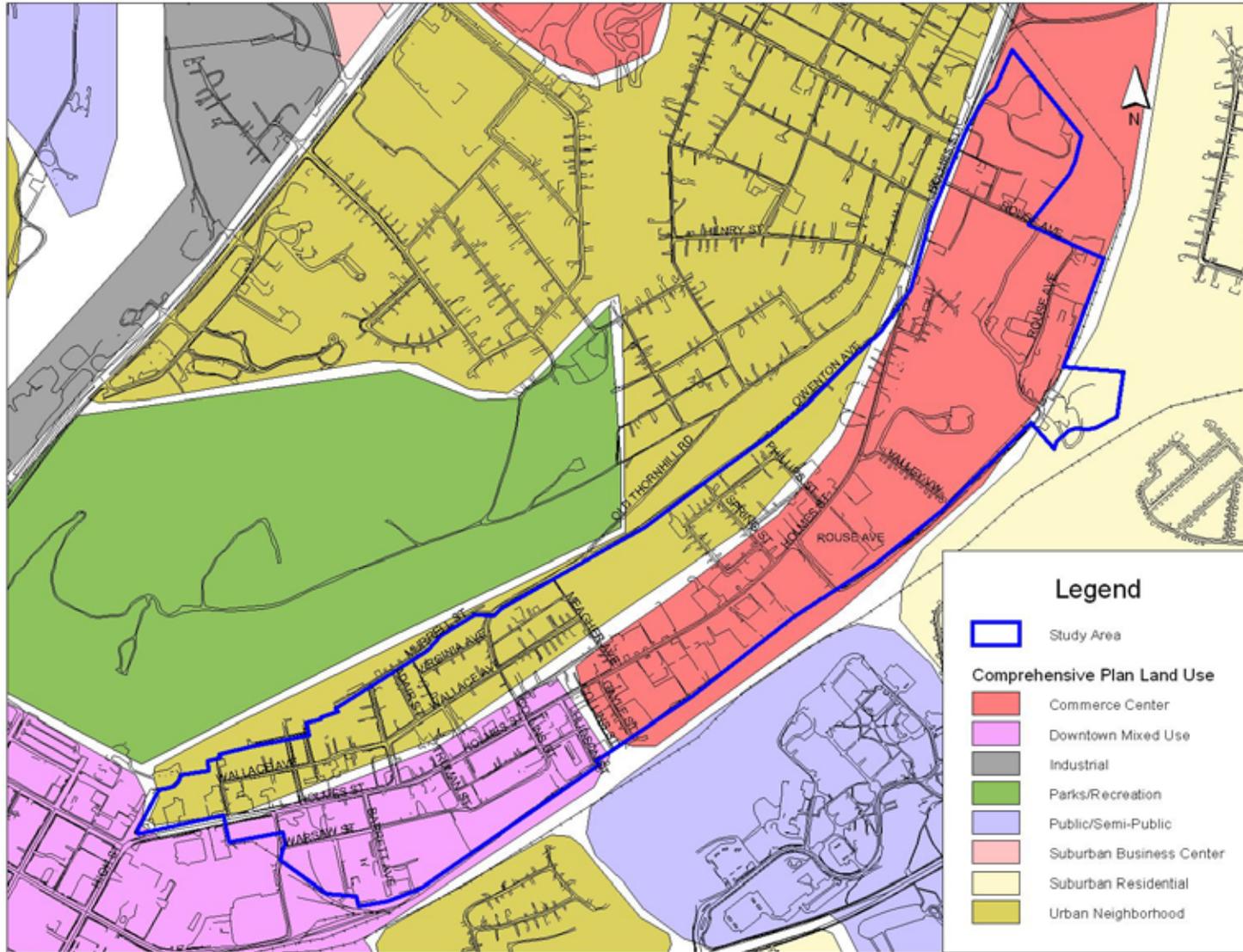
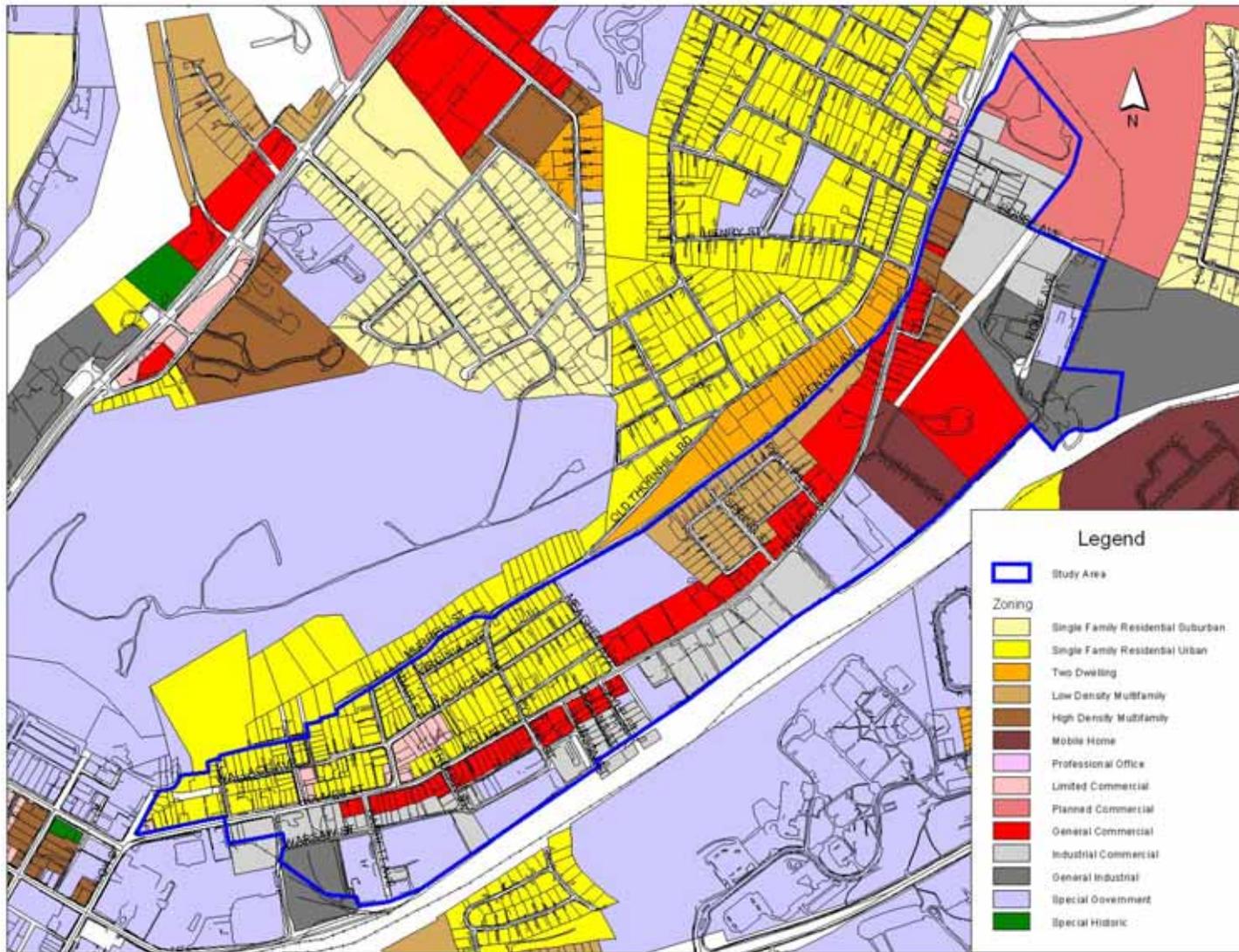


Figure 4-2
Zoning Legend



- Encourage public/private partnerships for housing improvements and development through establishment of a consortium of local lenders. The Consortium would establish criteria for a housing repair program.
- Encourage single-family ownership, especially starter homes for young families. This includes development of recreational space in the area for families and children.
- Identify a specific “target area” for housing and neighborhood redevelopment. The selected area should be north of Holmes Street so as not to be in the way of any eventual road widening.
- Encourage the active involvement of Holmes Street Neighbors to assist with code enforcement issues. Encourage the formation of additional neighborhood association(s) to represent specific areas and narrow the focus of concern.
- As part of any housing redevelopment project, establish a program of homebuyer education and counseling to inform potential buyers of the home buying process and how to become a successful homeowner.
- Identify all funding partners for housing and infrastructure programs. Potential funding partners would include:
 - Kentucky Small Cities Community Development Block Grant
 - Kentucky Housing Corporation
 - Fannie Mae
 - Federal Home Loan Bank
 - Kentucky Infrastructure Authority
 - Possible Frankfort Storm Water Authority
- Consider maintaining some form of the Task Force as an advisory board throughout the redevelopment process. The board could work with residents in developing and implementing projects, and disseminating information.

Review of Holmes Street Corridor Visioning Plan

The Department of Landscape Architecture in the University of Kentucky used Holmes Street as a focal point for a Design Studio in the Spring of 2004. The students engaged community leaders and residents in a variety of forums as part of this effort. Key work products included a set of design guidelines for the corridor and a conceptual master plan. The master plan emphasized downtown amenities such as a city plaza on the west end of Holmes Street, a mixed use emphasis along the corridor and a variety of single-family and mixed use housing scenarios.

Alternative Development Scenarios

Any redevelopment plan for Holmes Street will have common elements. These are:

- The planned infrastructure (drainage and sewer) improvements.
- A new road alignment based on the improvement scenario selected.
- Ongoing housing rehabilitation.
- Issues associated with the historic character of the area.
- A bicycle/pedestrian pathway.

The following discussion addresses three development scenarios. Following discussion with the City and residents, it is expected that a single option may then be defined as a preferred option.

The scenarios identified are:

- Traditional Urban Neighborhood
- Traditional Urban Neighborhood/Marketplace
- Suburban

These alternatives are based on an assessment of existing conditions in the neighborhood, previous development patterns, and future possibilities as determined through study analysis and the public meetings held for this plan. The alternatives also assume a common baseline of improvements that would be targeted for short-term implementation.

Alternative 1: Traditional Urban Neighborhood

Traditional urban neighborhood development is based on the concept of creating vibrant residential areas with a mixture of single-family and multi-family housing, relatively high densities, and some neighborhood supportive retail. For Holmes Street, this alternative would focus on aggressive and phased housing redevelopment programs concurrent with the planned sewer and water improvements and the future roadway redevelopment. Figure 4-1 illustrates a future land use plan for the Holmes Street area based on this concept. Key development components would include:

- Widening Holmes Street to three-lanes with appropriate streetscape components.
- A bike/ped path as shown on Figure 4-3 looping the neighborhood and linking to other Frankfort destinations.
- A mixed-use commercial emphasis at Holmes and Mero in the downtown area.

A key strategy in creating this option will be identifying and implementing home ownership programs. A target goal should be increasing the home ownership percentage in the area to 60

percent from the current 43). In many communities, increasing home ownership is seen as the single most important way to strengthen and improve neighborhoods.

Alternative 2: Traditional Urban Neighborhood/Marketplace

Traditional urban neighborhood/marketplace as illustrated in Figure 4-4 differs from Traditional urban neighborhood in that an aggressive mixed-use commercial program is identified for the length of Holmes Street. The other target components --- revitalized housing, widening Holmes Street with concurrent streetscape improvements, etc. continue to be integral elements of the plan.

In this alternative, Holmes Street becomes a brand like Bardstown Road in Louisville. The entire corridor west of the bypass should be targeted for commercial redevelopment with a focus on restaurants, shops, and other businesses that attract neighborhoods. Key to the success of this alternative will be a redeveloped Holmes Street with wide sidewalks, attractive streetscape, and people moving into the neighborhood to support the local businesses.

Alternative 3: Suburban

In the suburban option, the emphasis again is on housing redevelopment but in this case there is an emphasis on eliminating some of the worst houses and creating a less dense neighborhood. Positive options of the prior options would be incorporated but there would be less emphasis on infill or new housing development and mixed use commercial activity. Figure 4-5 illustrates how this alternative could develop.

Figure 4-3
Traditional Urban Neighborhood

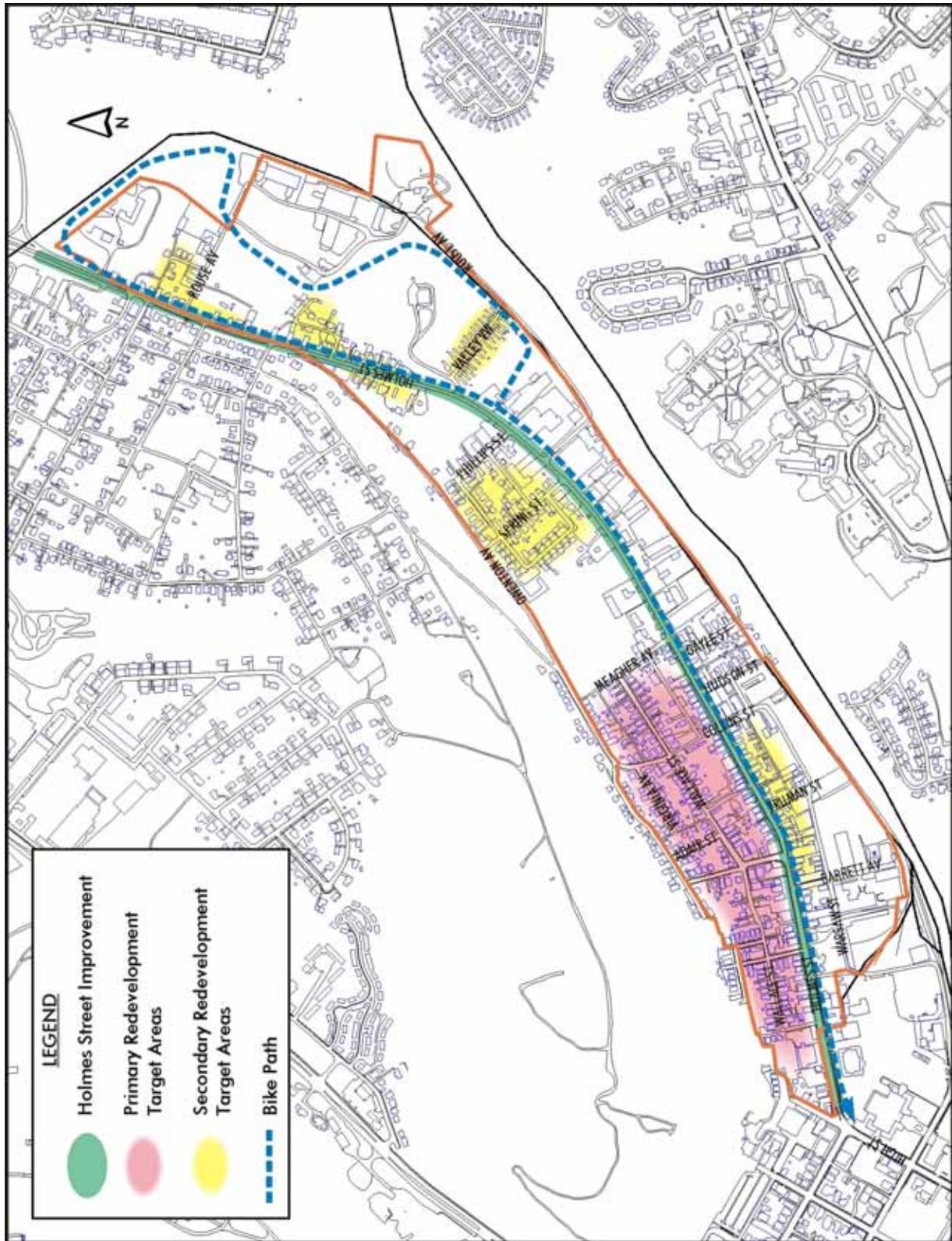


Figure 4-4
Traditional Urban Neighborhood/Marketplace

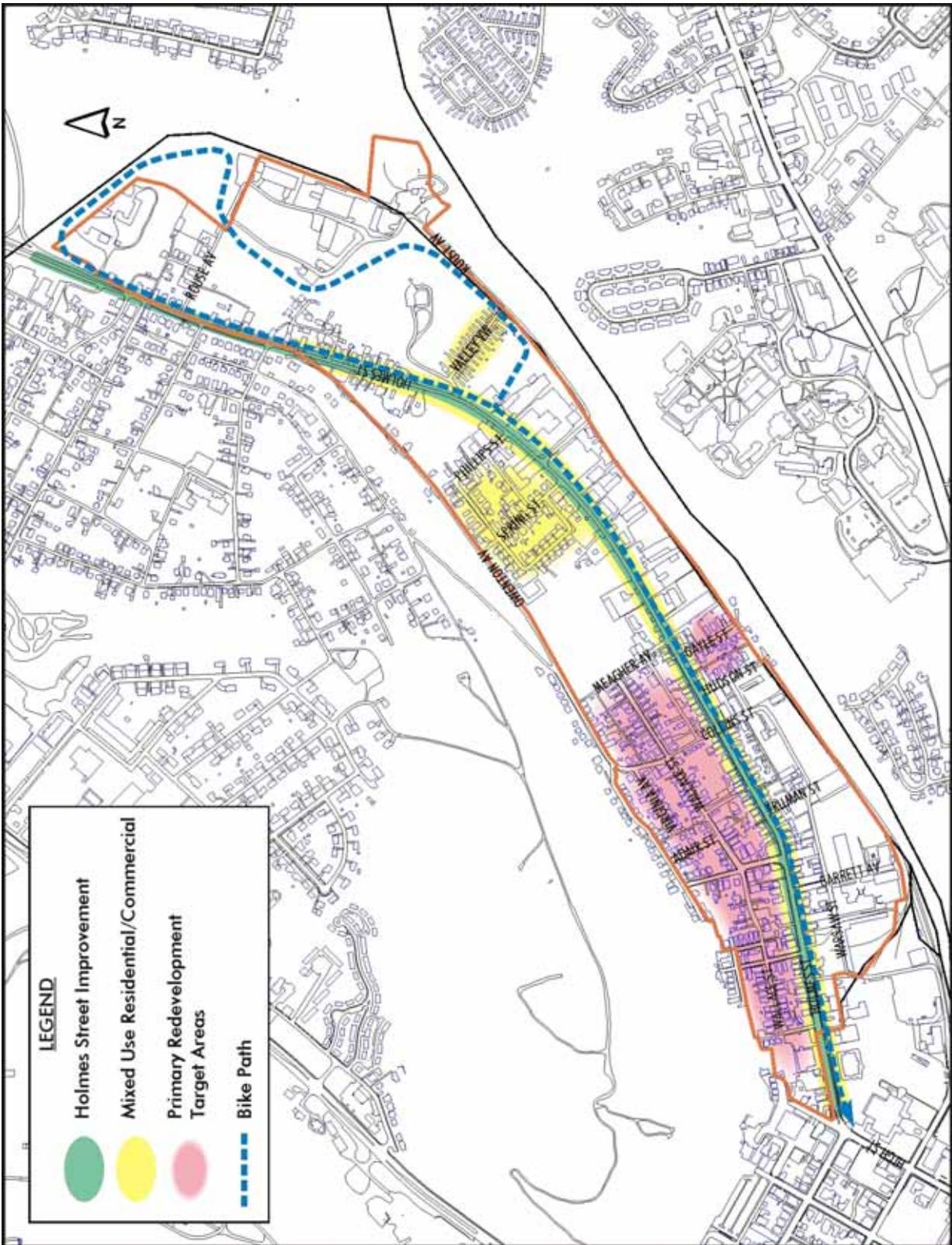
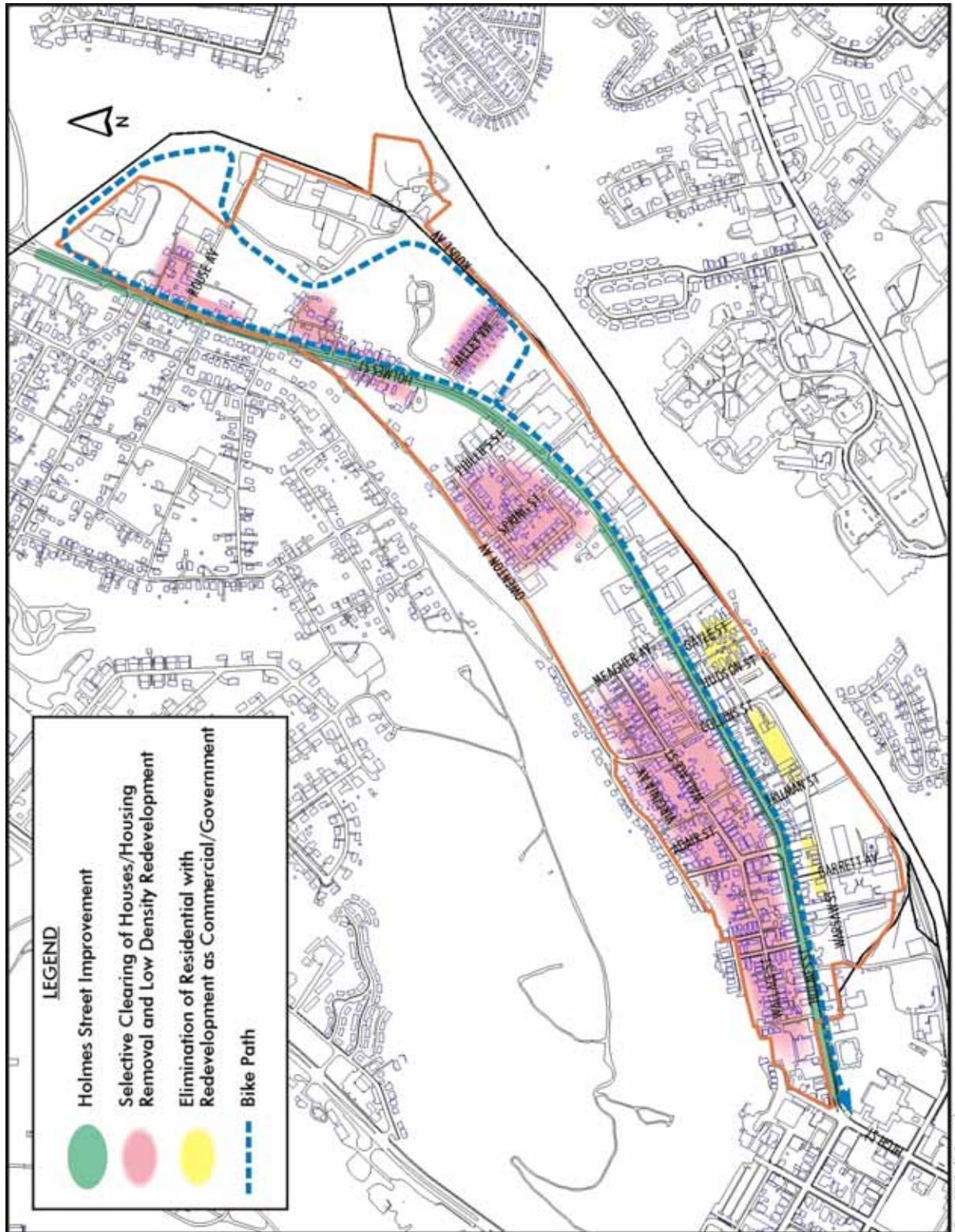


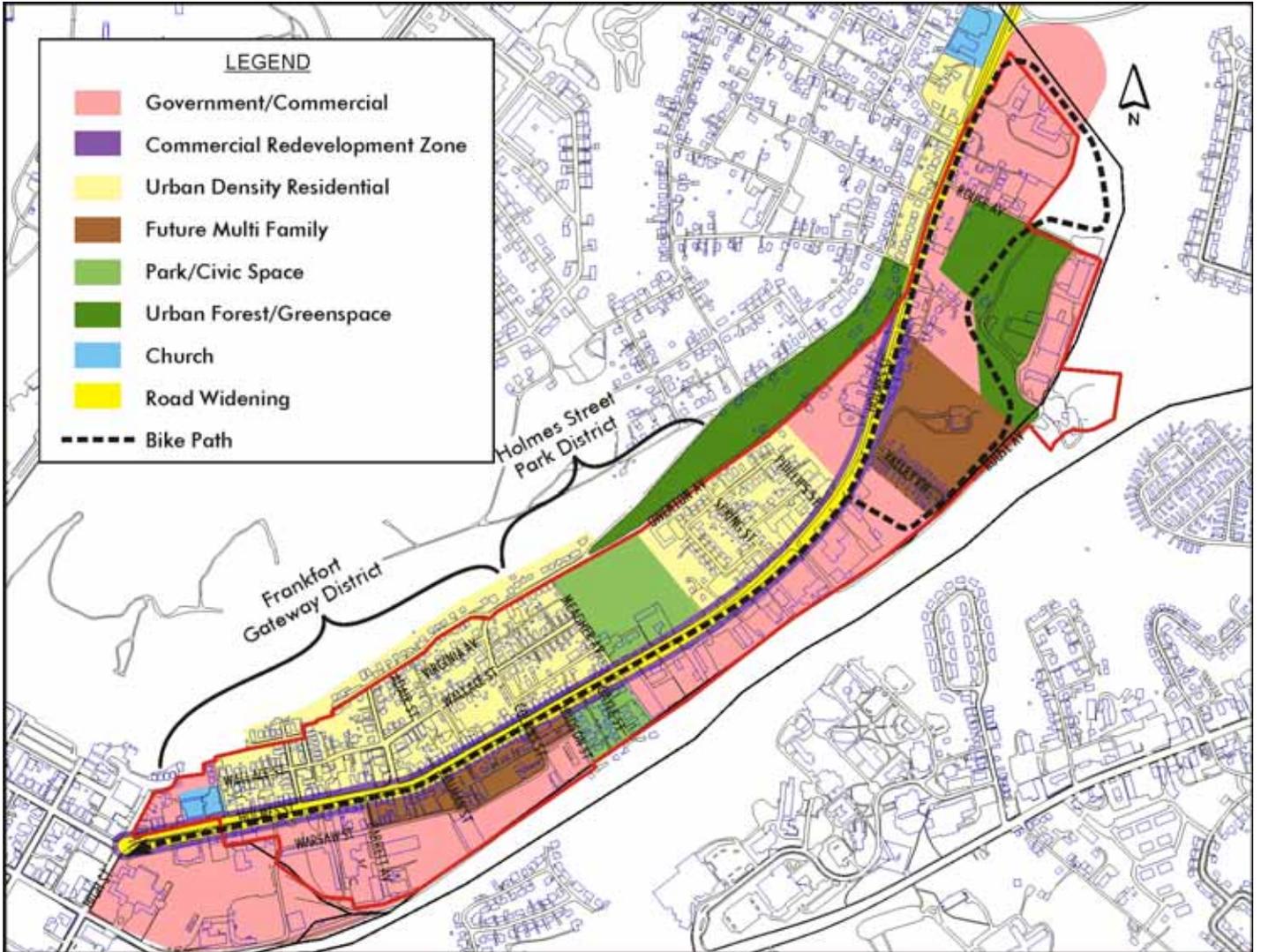
Figure 4-5
Suburban Neighborhood



Future Land Use Plan

Following review of the alternative concepts, an overall future land use plan for the corridor was developed (Figure 4-6). This future land use plan: Reflects elements of all three development scenarios: Incorporate potential redevelopment zones (areas as suggested by the housing area); Assumes development of a three-lane roadway cross-section; and, is based on a realistic development scenario.

Figure 4-6
Future Land Use Map



Streetscape Concept Descriptions

The following paragraphs (and attendant graphics) present streetscape solutions that could be applied to Holmes Street as part of the redevelopment plan. Figures 4-7 through 4-17 illustrate these concepts.

1. Two-Lane Street with Sidewalks and Street Trees

This streetscape concept enhances the existing two-lane street by widening the pavement and adding curb and gutter to create a more well-defined street edge. To improve the appearance of the corridor and provide a variety of environmental benefits, this concept recommends a 6' wide planting strip with street trees on both edges of the road. In addition, 6' wide sidewalks improve the safety and walking experience of pedestrians along Holmes Street. Of all the concepts, this one requires the least amount of right-of-way: 36 feet.

2. Three-Lane Street with Median & Sidewalks/Street Lights Along Edge

This concept improves the safety, function, and appearance of Holmes Street by providing two generous travel lanes and a third turn lane incorporated into landscaped medians. The medians provide access control by minimizing curb cuts and strengthening formal entrances to streets and retail parking areas. Curbs define the street edges. The concept shows wide 8' sidewalks that allow people to comfortably walk side-by-side and that provide a place for decorative street lights. The amount of right-of-way required for this concept is 61 feet.

3. Three-Lane Street with Biofiltration Median and Sidewalks on Both Sides of the Street

This concept improves the safety, function, and appearance of Holmes Street by providing two generous travel lanes and a third turn lane incorporated into landscaped medians the double as stormwater biofiltration and storage features. In addition to creating attractive landscaped areas, these medians can collect stormwater runoff, store it, cleanse it of pollutants, and allow some portion of the water to infiltrate back into the ground water. Curbs define the street edges, and 6' wide planting strips allow street trees to be installed, providing shade and other environmental benefits. The concept shows 6' sidewalks on both sides of the street that increase pedestrian safety and comfort. The amount of right-of-way required for this concept is 66 feet.

4. Three-Lane Street with Biofiltration Median, Sidewalk, and Bike Path

This concept improves the safety, function, and appearance of Holmes Street by providing two generous travel lanes and a third turn lane incorporated into landscaped medians the double as stormwater biofiltration and storage features. In addition to creating attractive landscaped areas, these medians can collect stormwater runoff, store it, cleanse it of pollutants, and allow some portion of the water to infiltrate back into the ground water. Curbs define the street edges, and 6' wide planting strips allow street trees to be installed, providing shade and other environmental benefits. The concept shows a 6' sidewalk on one side of the street that increase pedestrian safety and comfort and a 10' bike path on the other that connects to a proposed recreational loop shown for the Holmes Street corridor. Rather than an on-street lane or route, the concept shows a separate path that is typically the safest configuration for a bicycle path. The amount of right-of-way required for this concept is 70 feet.

5. Four-Lane Highway with Median

This concept represents a transitional strategy for going from the 4-lane cross-section near the Bypass to the 3-lane concepts described above. It improves the safety, function, and appearance of Holmes Street by providing 4 travel lanes separated by landscaped medians the double as stormwater biofiltration and storage features. The median also provides a location to place a welcome sign for the neighborhood and City of Frankfort. Curbs define the street edges, and 6' wide planting strips allow street trees to be installed, providing shade and other environmental benefits. The concept shows 6' sidewalks on both sides of the street that increase pedestrian safety and comfort. The amount of right-of-way required for this concept is 84 feet.

6. Linear Civic Space

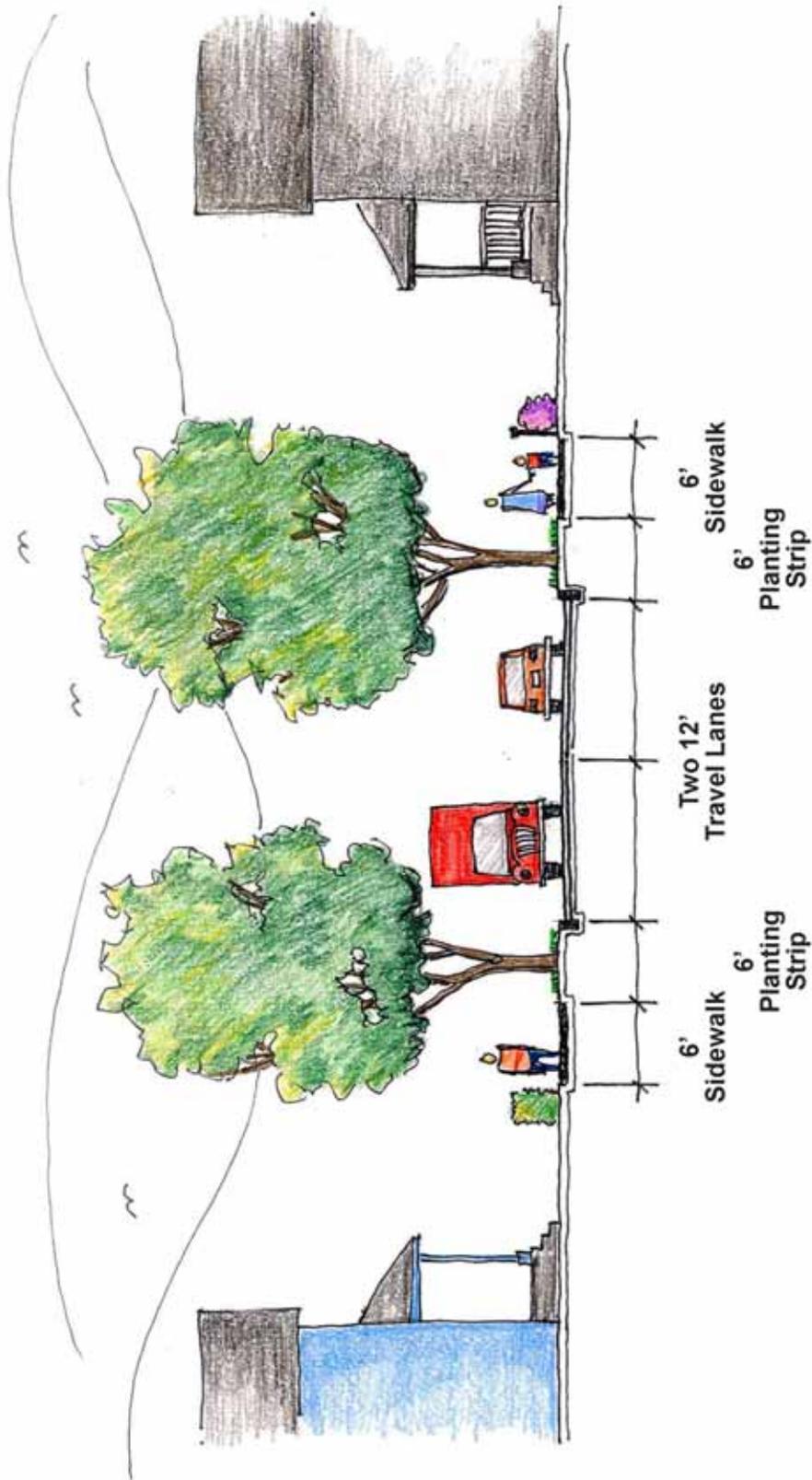
The Holmes Street corridor has the potential to be a vibrant gateway into downtown Frankfort. In addition to improving the function and appearance of the streetscape, it is also important that any changes to the corridor support and strengthen the community by creating places for social gatherings and activities. The master plan indicates one or more potential open space areas where these types of places can be located. The exact design of the gathering spaces is less important than the relationship of those spaces to their surrounding land uses. For example, the concepts on pages 42 to 44 show what could be done along Holmes Street near the renovated State building where the corridor enters downtown. Here, a linear civic space accomplishes several goals:

- It creates a strong visual gateway to downtown
- It provides screening of the large parking lot at the State facility
- It takes advantage of the parking lot for community events that take place on weekends and during the evening
- It provides a permanent event structure for all-weather gatherings
- It provides space for temporary structures (i.e. tents, shelters, etc.) that could be set up for special events
- It creates multiple seating and socializing opportunities, and
- It provides space for interpretive and public art elements

This location represents only one potential place for such an open space and successfully capitalizes on synergies between downtown, the State building parking lot, and the Holmes Street neighborhood.

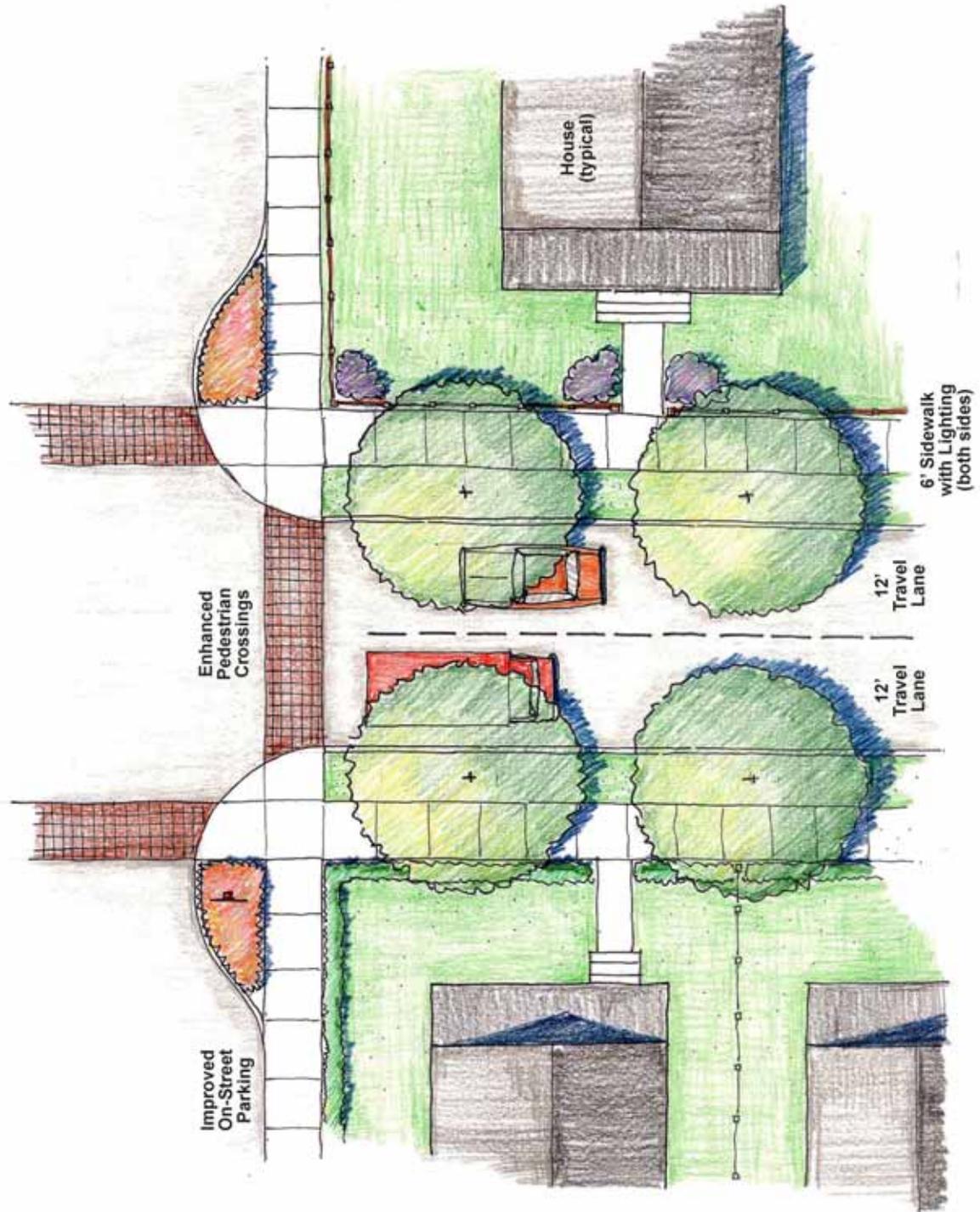
Another potential location for a civic space is in the middle of the corridor near the existing football field. Here, the open space is more centralized in the community and would be in easy walking distance for most neighborhood residents. It, too, could provide many opportunities for socializing and other activities and offer residents chances for both active and passive recreation.

Figure 4-7
Two-Lane With Improvements



Section: Two-lane Street with Sidewalks and Street Trees

Figure 4-8
Two-Lane-With-Improvements-Plan



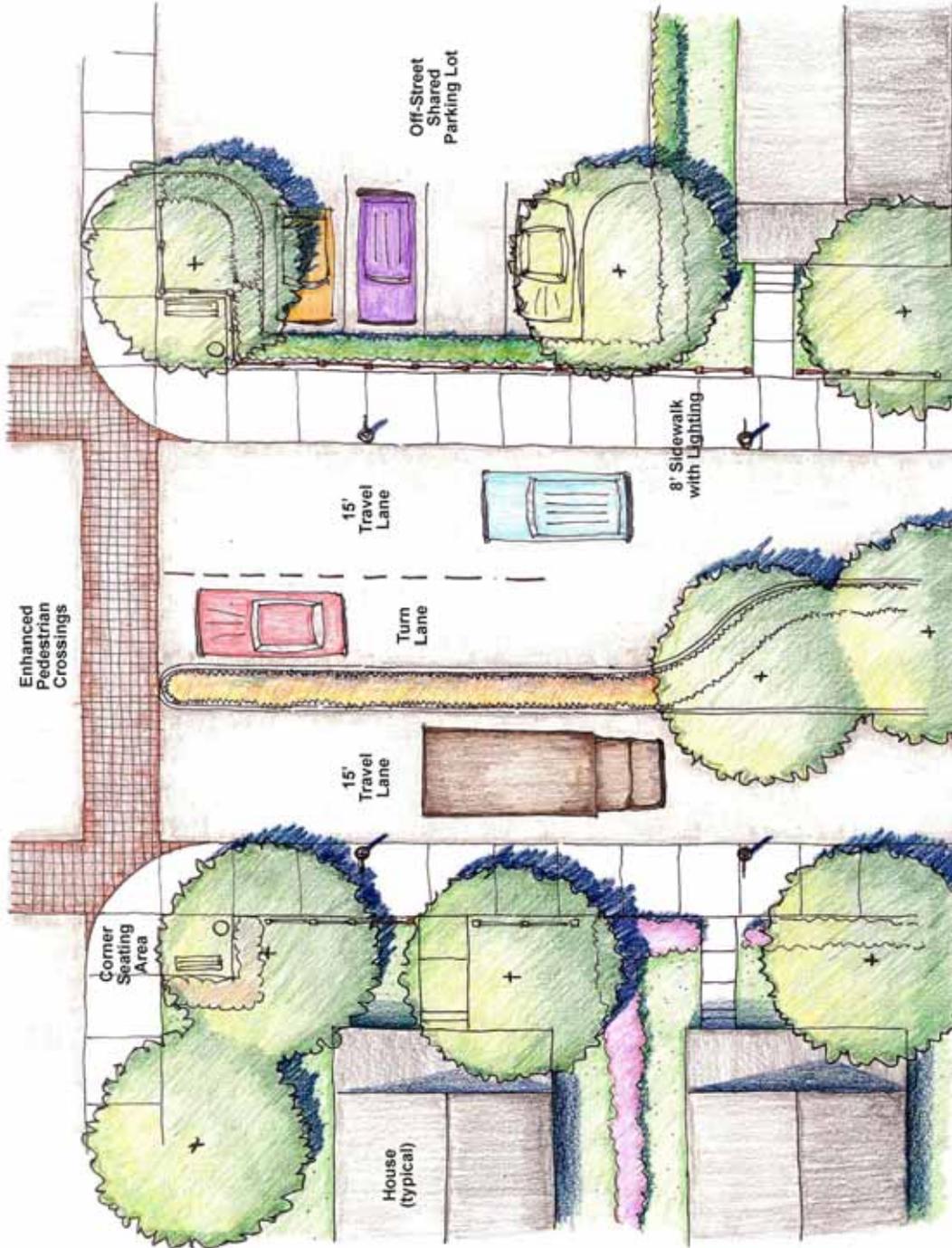
Plan: Two-lane Street with Streetscape Improvements

Figure 4-9
Three-Lane-With-Median-Sidewalks-At-Curb



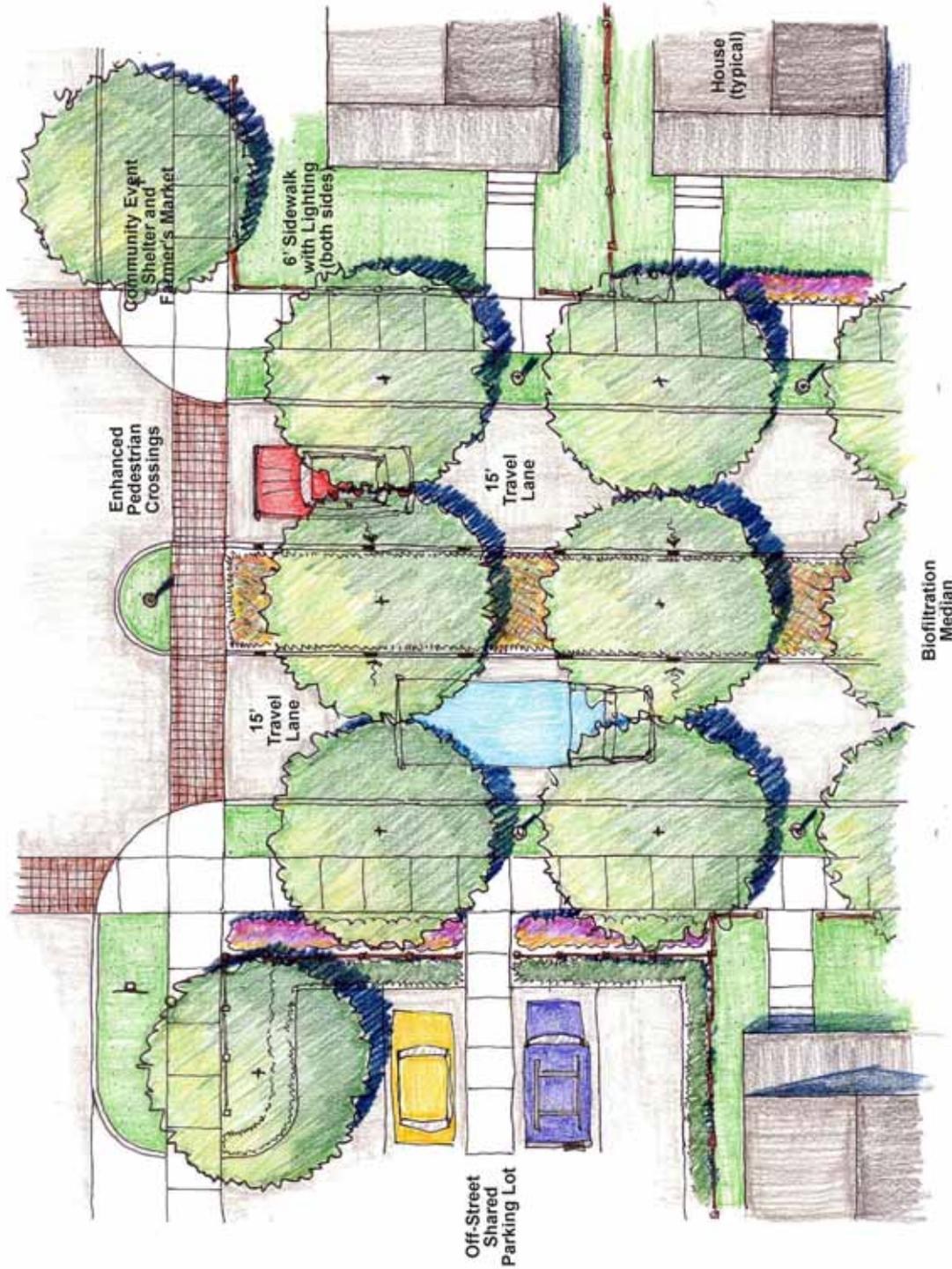
Section: Three-lane Street with Median & Sidewalks/Street Lights Along Edge

Figure 4-10
Three-Lane-With-Median Sidewalks At Curb



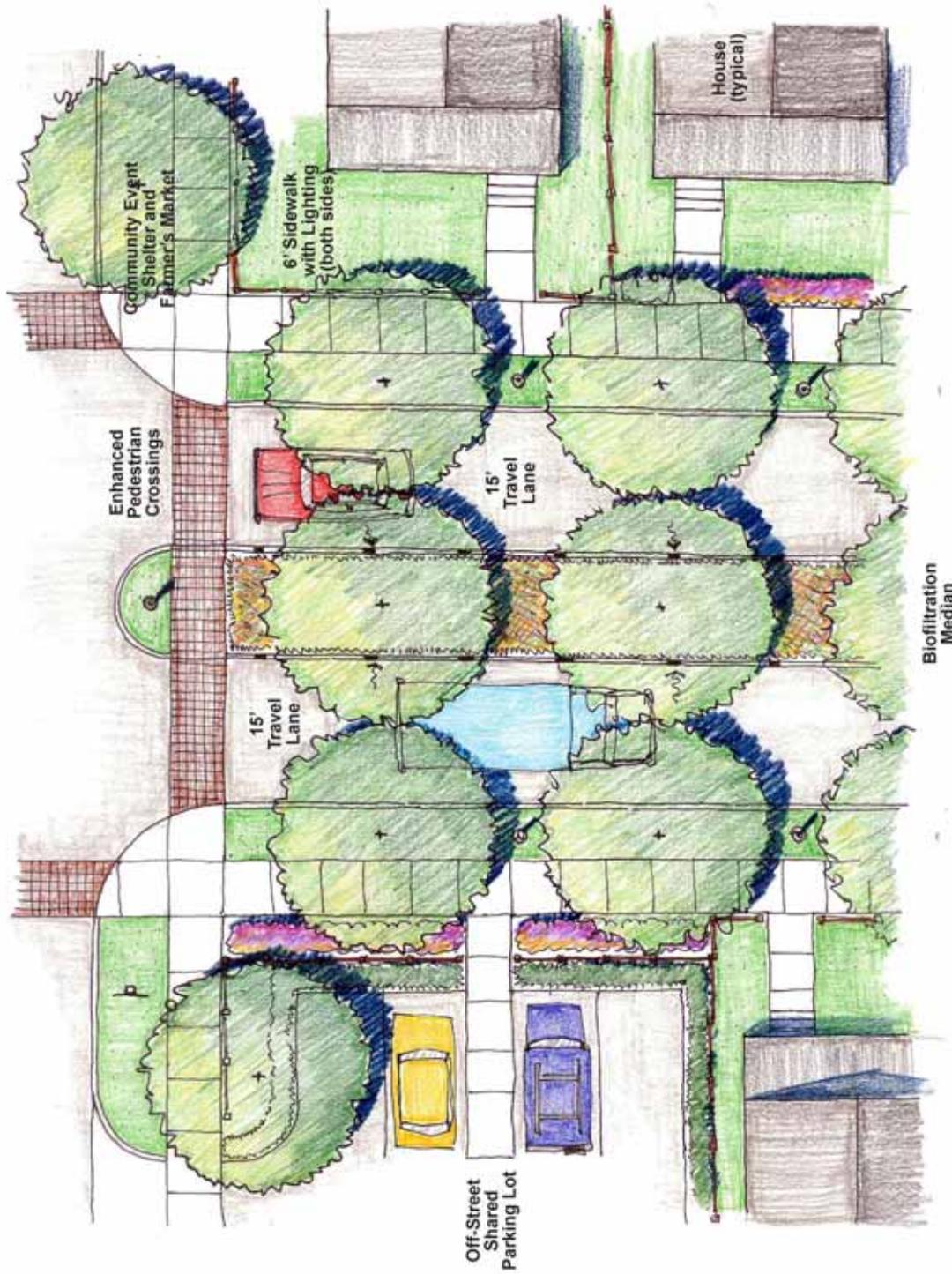
Plan: Three-lane Street with Planted Median, Turn Lane, and Sidewalks at Curb

Figure 4-11
Three-Lane-With Biofiltration-Median-Sidewalks



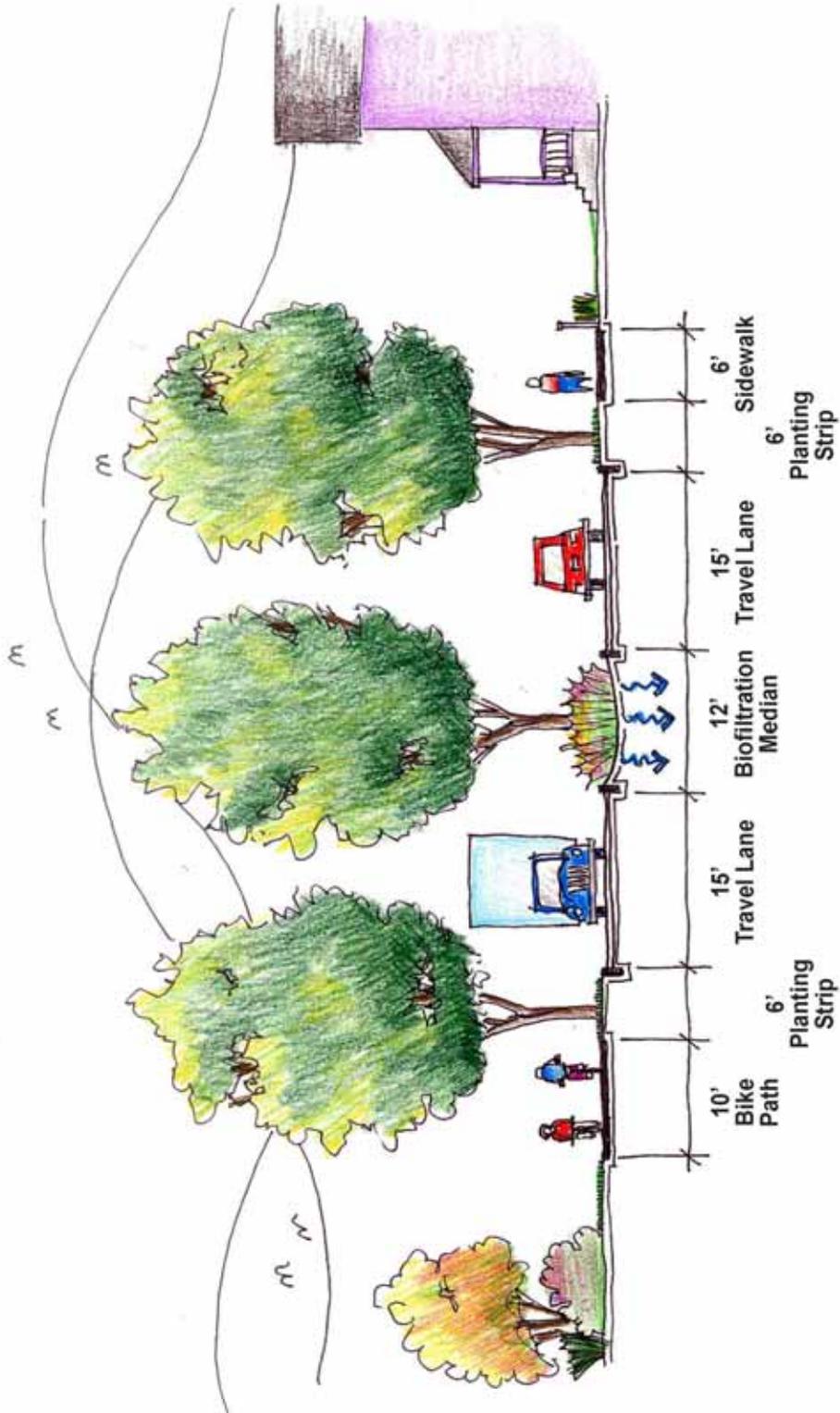
Plan: Three-lane Street with Biofiltration Median and Sidewalks

Figure 4-12
Three-Lane-With-Biofiltration-Median-Sidewalks-Plan



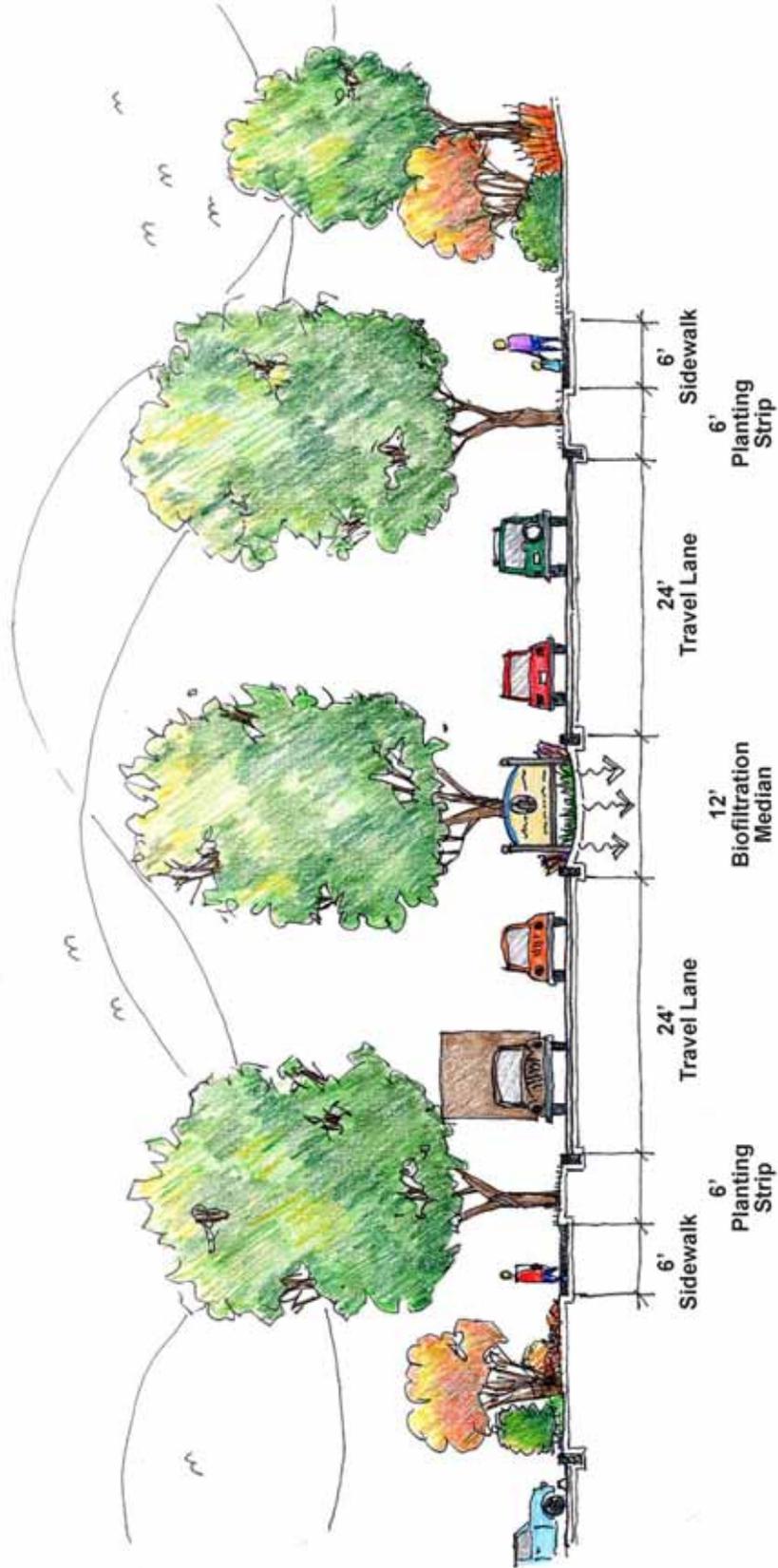
Plan: Three-lane Street with Biofiltration Median and Sidewalks

Figure 4-13
Three-Lane-With-Biofiltration-Median-Sidewalk-Pathpath



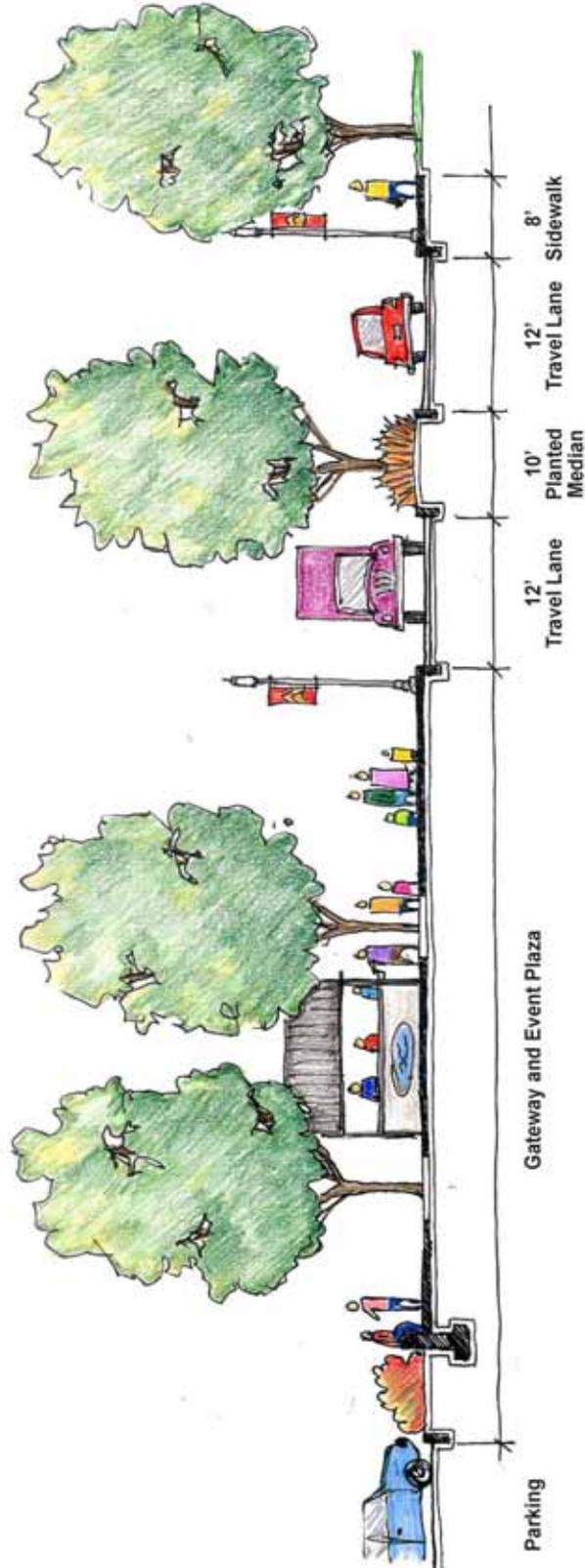
**Section: Three-lane Street with Biofiltration Median,
Sidewalk, and Bike Path**

Figure 4-14
Four-Lane-With Median



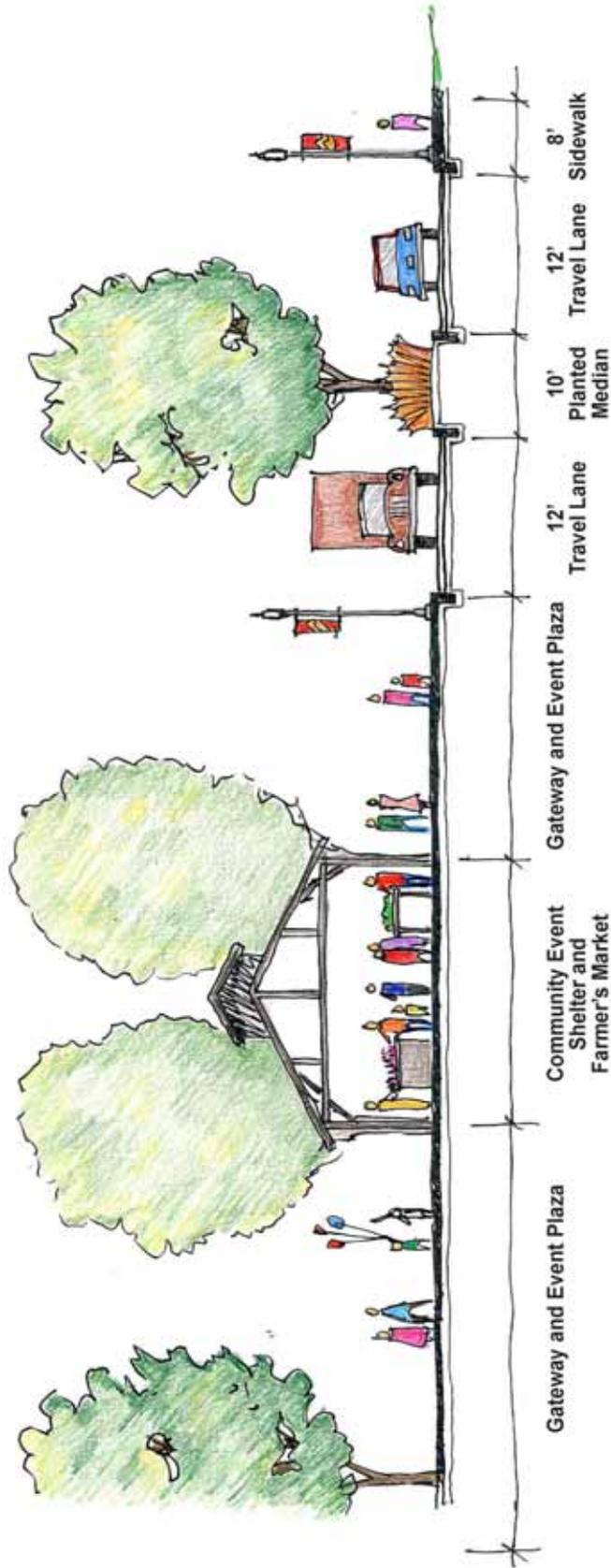
Section: Four-lane Highway with Median

Figure 4-15
Linear-Civic Space-Section A



Section A: Linear Civic Event Space and Downtown Gateway

Figure 4-16
Linear-Civic Space Section B



Section B: Linear Civic Event Space and Downtown Gateway

Figure 4-17
Linear-Civic Space-Plan



Plan: Linear Civic Event Space and Downtown Gateway

5. Strategic Plan

This section defines the Strategic Plan suggested for the Holmes Street corridor. The plan has been developed to achieve the goals of the City and its residents as identified through the planning process and through analysis of three alternatives. Accomplishing the City's objectives requires a series of actions, which are discussed next

5.1 Future Land Use Plan

The future land use plan for the neighborhood as defined through the study process and presented in Chapter 4 will be refined following the November public meeting. This plan will call for emphasizing redevelopment throughout the neighborhood with an emphasis on a mix of public and private investment.

Key first steps in realizing the plan are:

- Code enforcement – residential rental, residential owner, and industrial;
- Zoning enforcement;
- Neighborhood cleanup program;
- Housing redevelopment;
- Infill housing development associated with the Greenway;
- Establishment of a redevelopment corporation to focus future incentive programs for private investment in the corridor; and,
- Getting a political champion to help get projects funded.

5.2 Conclusions

The planning process for the Holmes Street Redevelopment Master Plan has involved two planning efforts, public input and commitment and funds from the City. The plan answers the key question raised by the neighborhood during the planning process: what is going to happen to my house? The answer is there is not going to be a massive buyout or relocation program. Rather, the emphasis is on improving the appearance of the neighborhood, improving the quality and the appearance of housing stock that is not in good condition (i.e., there are few structures that require complete demolition), and building the neighborhood's image as a good and desirable place to live. Keys to that will be the infrastructure improvement projects, accompanied by strategic redevelopment projects in key locations along the corridor.

Appendix A

Housing Inventory

Holmes Street Master Redevelopment Plan - Housing Inventory

Inventory conducted June 8, 2006 to June 26, 2006

	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
1	1102 Holmes St #1 & #2	Map 1	1	Duplex		
2	1110 Holmes St	Map 1	2	Single Family	Vacant	
3	1114 Holmes St	Map 1	3	Single Family		
4	1118 Holmes St	Map 1	4	Single Family		
5	1142 Holmes St	Map 1	5	Church		Thornhill Baptist Church
6	102 Noel Ave	Map 1	6	Single Family		
7	101 Moscoe Ave	Map 1	7	Single Family		
8	101/103 Swigert Ave	Map 2	1	Duplex		
9	101 Noel Ave	Map 2	2	Single Family		
10	1000 Holmes St	Map 2	3	Commercial		Anybody's Diner Too
11	926/928/930 Holmes St	Map 2	4	Mixed Use		
12	922 Holmes St	Map 2	5	Single Family		
13	918 Holmes St	Map 2	6	Single Family		
14	914 Holmes St	Map 2	7	Single Family		
15	910 Holmes St	Map 2	8	Single Family		
16	902 Holmes St	Map 2	9	Single Family	Vacant	
17	909 A & B Holmes St	Map 2	10	Duplex		
18	911 Holmes St	Map 2	11	Single Family		
19	913 Holmes St	Map 2	12	Single Family		
20	915 Holmes St	Map 2	13	Commercial	Vacant	
21	1001 Holmes St	Map 2	14	Single Family		
22	1003 Holmes St	Map 2	15	Single Family		
23	1009 Holmes St	Map 2	16	Commercial		Tiptons Chevron Station
24	101 Rouse Ave	Map 2	17	Commercial		Johnson Decorating Co.
25	103 Rouse Ave	Map 2	18	Single Family	Vacant	
26	108 Rouse Ave	Map 2	19	Commercial		Garage
27	201 Rouse Ave	Map 2	20	Commercial		Sheets & Rodgers Plumbing
28	203 Rouse Ave	Map 2	21	Commercial		C & J Auto Sales
29	901 Grant St	Map 2	22	Single Family		
30	903 Grant St	Map 2	23	Single Family		
31	905 Grant St	Map 2	24	Single Family		
32	907 Grant Ave	Map 2	25	Single Family		
33	904 Grant St	Map 2	26	Single Family	Vacant	
34	802 Holmes St	Map 4	1	Single Family		
35	806 Holmes St	Map 4	2	Single Family		
36	810 Holmes St	Map 4	3	Single Family		
37	814 Holmes St	Map 4	4	Single Family	Vacant	
38	818/820 Holmes St	Map 4	5	Duplex		
39	822 Holmes St	Map 4	6	Single Family		
40	826 Holmes St	Map 4	7	Single Family		
41	830 Holmes St	Map 4	8	Single Family		
42	766 Hillcrest Ave	Map 5	1	Single Family		Map & 911 office list Hillcrest St
43	769 Hillcrest Ave	Map 5	2	Single Family		US Postal Service - Hillcrest Ave
44	773 Hillcrest Ave	Map 5	3	Single Family		
45	752 Owenton Ave	Map 5	4	Single Family	Vacant	
46	756 Owenton Ave	Map 5	5	Single Family		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
47	776 Owenton Ave	Map 5	6	Single Family		
48	772 Owenton Ave	Map 5	7	Single Family		
49	718 Holmes St	Map 5	8	Single Family		
50	720 Holmes St	Map 5	9	Single Family		
51	722 Holmes St	Map 5	10	Single Family		
52	728 Holmes St	Map 5	11	Commercial		Hullette's Printing Co.
53	730 Holmes St	Map 5	12	Commercial		Frankfort Auto Upholstry
54	734 Holmes St	Map 5	13	Single Family		
55	736 Holmes St	Map 5	14	Single Family	Vacant	
56	705 Hillcrest St	Map 6	1	Single Family		
57	719 Owenton Ave	Map 6	2	Single Family		
58	715 Owenton Ave	Map 6	3	Single Family	Vacant	
59	716 Owenton Ave	Map 6	4	Single Family		
60	719 Owenton Ave	Map 6	5	Single Family		Has 1937 Flood Elevation Marked
61	701 Holmes St	Map 6	6	Commercial	Vacant	
62	712 Holmes St	Map 6	7	Commercial	Vacant	Economy Auto Sales
63	716 Holmes St	Map 6	8	Commercial		
64	623 Hillcrest Ave	Map 7	1	Single Family		
65	625 Hillcrest Ave	Map 7	2	Single Family	Vacant	
66	627 Hillcrest Ave	Map 7	3	Single Family		
67	637 Hillcrest Ave	Map 7	4	Single Family		
68	633 Hillcrest Ave	Map 7	5	Single Family		
69	626 Owenton Ave	Map 7	6	Single Family		
70	711 Owenton Ave	Map 7	7	Single Family		
71	600 N Lime St	Map 7	8	Single Family		
72	599 N Lime St	Map 7	9	Single Family		
73	602 N Lime St	Map 7	10	Single Family		
74	601/601 1/2 N Lime St	Map 7	11	Duplex		
75	604 N Lime St	Map 7	12	Single Family		
76	603/603 1/2 N Lime St	Map 7	13	Duplex		
77	606 N Lime St	Map 7	14	Single Family		
78	605 N Lime St	Map 7	15	Single Family		
79	608 N Lime St	Map 7	16	Single Family		
80	610/612 N Lime St	Map 7	17	Duplex		
81	607 N Lime St	Map 7	18	Single Family		
82	609 N Lime St	Map 7	19	Single Family		
83	614/616 N Lime St	Map 7	20	Duplex		
84	113 Phillips St	Map 7	21	Single Family		
85	111 Phillips St	Map 7	22	Single Family	Vacant	
86	108 Phillips St	Map 7	23	Single Family		
87	109 Phillips St	Map 7	24	Single Family	Vacant	
88	104/106 Phillips St	Map 7	25	Duplex		
89	105 Phillips St	Map 7	26	Commercial		Brewer's Body Shop
90	102 Phillips St	Map 7	27	Single Family		
91	608 S Lime St	Map 7	28	Single Family		
92	606 S Lime St	Map 7	29	Single Family		
93	604 S Lime St	Map 7	30	Single Family		
94	602 S Lime St	Map 7	31	Single Family		
95	107 Spring St	Map 7	32	Single Family		
96	109 Spring St	Map 7	33	Single Family		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
97	111 Spring St	Map 7	34	Single Family		
98	113 Spring St	Map 7	35	Single Family		
99	115 Spring St	Map 7	36	Single Family		
100	105 Spring St	Map 8	1	Single Family		
101	103 Spring St	Map 8	2	Single Family		
102	101 Spring St	Map 8	3	Single Family		
103	602/606 Holmes St	Map 8	4	Commercial		Frankfort Transmission
104	638 Holmes St	Map 8	5	Commercial		
105	704 Holmes St	Map 8	6	Commercial		
106	100 Phillips St	Map 8	7	Commercial		
107	550 Holmes St	Map 9	1	Commercial		Formerly Shelby Auto Parts
108	544/546 Spring St	Map 9	2	Duplex		
109	542 Holmes St	Map 9	3	Single Family		
110	540 Holmes St	Map 9	4	Commercial		Capital City Carpet
111	538 Holmes St	Map 9	5	Commercial		Capital City Carpet
112	102 Spring St	Map 10	1	Single Family		
113	104 Spring St	Map 10	2	Single Family		
114	106 Spring St	Map 10	3	Single Family		
115	108 Spring St	Map 10	4	Single Family		
116	110 Spring St	Map 10	5	Single Family		
117	112 Spring St	Map 10	6	Single Family		
118	114 Spring St	Map 10	7	Single Family		
119	550 N Lime St	Map 10	8	Single Family		
120	548 N Lime St	Map 10	9	Single Family		
121	546 N Lime St	Map 10	10	Single Family	Vacant	
122	544 N Lime St	Map 10	11	Single Family		
123	542 N Lime St	Map 10	12	Single Family		
124	505 1-20 Owenton Ave	Map 10	13	Multi-Family		20 Unit Apt. Building
125	115 Willow St	Map 10	14	Single Family		
126	114 Willow St	Map 10	15	Single Family		
127	113 Willow St	Map 10	16	Single Family		
128	112 Willow St	Map 10	17	Single Family		
129	111 Willow St	Map 10	18	Single Family		
130	110 Willow St	Map 10	19	Single Family		
131	109 Willow St	Map 10	20	Single Family		
132	108 Willow St	Map 10	21	Single Family		
133	107 Willow St	Map 10	22	Single Family		
134	106 Willow St	Map 10	23	Single Family		
135	105 Willow St	Map 10	24	Single Family		
136	104 Willow St	Map 10	25	Single Family		
137	103 Willow St	Map 10	26	Single Family		
138	501 Clifton Ave	Map 10	27	Single Family		
139	354/356 Wallace Ave	Map 11	1	Duplex		
140	358 Wallace Ave	Map 11	2	Single Family		
141	360 A /360 B Wallace Ave	Map 11	3	Duplex		Two structures on one lot
142	360 C Wallace Ave	Map 11	3	Single Family		Two structures on one lot
143	362 Wallace Ave	Map 11	4	Single Family		
144	364 Wallace Ave	Map 11	5	Single Family		
145	366 Wallace Ave	Map 11	6	Single Family		
146	368-F/ 368-G Wallace Ave	Map 11	7	Duplex		Two structures on one lot

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
147	368-E Wallace Ave	Map 11	7	Single Family		Two structures on one lot
148	370 Wallace Ave	Map 11	8	Single Family		
149	372/374 Wallace Ave	Map 11	9	Duplex		
150	376/378 Wallace Ave	Map 11	10	Duplex		
151	405 Virginia Ave	Map 11	11	Single Family		
152	359 Owenton Ave	Map 11	12	Single Family		
153	361 Owenton Ave	Map 11	13	Single Family		
154	363 Owenton Ave	Map 11	14	Single Family		
155	365 Owenton Ave	Map 11	15	Single Family		
156	367 A & B Owenton Ave	Map 11	16	Duplex		
157	369 Owenton Ave	Map 11	17	Single Family		
158	404 Owenton Ave	Map 11	18	Single Family		
159	407/407 1/2 Owenton Ave	Map 11	19	Duplex		May have more than 2 units
160	412 Owenton Ave	Map 11	20	Single Family	Vacant	
161	413 Owenton Ave	Map 11	21	Single Family	Vacant	
162	414 Owenton Ave	Map 11	22	Single Family	Vacant	
163	415/417/417 1/2 Owenton Ave	Map 11	23	Multi-Family		Three units
164	416 Owenton Ave	Map 11	24	Single Family		
165	419 Owenton Ave	Map 11	25	Single Family		
166	418 Owenton Ave	Map 11	26	Single Family		
167	421 Owenton Ave	Map 11	27	Single Family		
168	423 1/2 Owenton Ave	Map 11	28	Single Family		
169	424 Owenton Ave	Map 11	29	Single Family	Vacant	
170	425 Owenton Ave	Map 11	30	Single Family		
171	426 Owenton Ave	Map 11		Single Family		
172	428 Owenton Ave	Map 11	31	Single Family	Vacant	
173	432 Owenton Ave	Map 11	32	Single Family		
174	434 Owenton Ave	Map 11	33	Single Family		
175	436 Owenton Ave	Map 11	35	Single Family	Vacant	
176	400/402 Holmes St	Map 12	1	Duplex		
177	404/406 Holmes St	Map 12	2	Duplex		
178	408/408 1/2 Holmes St	Map 12	3	Duplex		
179	410 Holmes St	Map 12	4	Single Family		
180	412 Holmes St	Map 12	5	Single Family		
181	414/416 Holmes St	Map 12	6	Multi-Family		Four units
182	418 #1, #2 & #3 Holmes St	Map 12	7	Multi-Family		Three units
183	422/424 Holmes St	Map 12	8	Single Family		
184	426 Holmes St	Map 12	9	Single Family		
185	430 Holmes St	Map 12	10	Single Family		
186	434 Holmes St	Map 12	11	Single Family		
187	436 Holmes St	Map 12	12	Single Family	Vacant	
188	440 Holmes St	Map 12	13	Single Family	Vacant	
189	500 Holmes St	Map 12	14	Commercial		Holmes St Service Station
190	504 Holmes St	Map 12	15	Commercial	Vacant	Auto repair/gas station
191	532 Holmes St	Map 12	16	Commercial		Triple A Auto Mart
192	204 Meagher Ave	Map 12	17	Single Family		
193	206 Meagher Ave	Map 12	18	Single Family		
194	203 Meagher Ave	Map 12	19	Commercial		Consolidated Auto Repair
195	208/210 Meager Ave	Map 12	20	Duplex		
196	436 Triplett Ave	Map 12	21	Single Family		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
197	437 Triplett Ave	Map 12	22	Single Family		
198	430/432 Triplett Ave	Map 12	23	Commercial		Garage
199	406/408 Triplett Ave	Map 12	24	Duplex		
200	201 Collins St	Map 12	25	Single Family		
201	353 Wallace Ave	Map 12	26	Single Family		
202	355 A/355 B Wallace Ave	Map 12	27	Duplex		
203	357 Wallace Ave	Map 12	28	Single Family		
204	359 Wallace Ave	Map 12	29	Single Family		
205	361 Wallace Ave	Map 12	30	Single Family		
206	363 Wallace Ave	Map 12	31	Single Family		
207	365 Wallace Ave	Map 12	32	Single Family		
208	367 Wallace Ave	Map 12	33	Single Family		
209	369 Wallace Ave	Map 12	34	Single Family		
210	371 Wallace Ave	Map 12	35	Single Family		
211	373 Wallace Ave	Map 12	36	Single Family	Vacant	
212	375 Wallace Ave	Map 12	37	Single Family		
213	300/ 300 1/2 Wallace Ave	Map 13	1	Duplex		
214	302 Wallace Ave	Map 13	2	Single Family		
215	304 Wallace Ave	Map 13	3	Single Family		
216	306 Wallace Ave	Map 13	4	Single Family		
217	320 Wallace Ave	Map 13	5	Single Family		
218	322 Wallace Ave	Map 13	6	Single Family		
219	326 Wallace Ave	Map 13	7	Single Family		
220	328 Wallace Ave	Map 13	8	Single Family		
221	330 Wallace Ave	Map 13	9	Single Family		
222	332 Wallace Ave	Map 13	10	Single Family	Vacant	
223	334 Wallace Ave	Map 13	11	Single Family		
224	336 Wallace Ave	Map 13	12	Single Family		
225	342 Wallace Ave	Map 13	13	Single Family		Church Property
226	342 Wallace Ave	Map 13	13	Church		The Wesleyan Church
227	247 Wright St	Map 13	14	Single Family	Vacant	
228	249 Wright St	Map 13	15	Single Family		
229	251 Wright St	Map 13	16	Single Family		
230	253 Wright St	Map 13	17	Single Family		
231	257 Wright St	Map 13	18	Single Family		
232	101 Adair St	Map 13	19	Single Family		
233	102 Adair St	Map 13	20	Single Family		
234	105 Adair St	Map 13	21	Single Family		
235	104 Adair St	Map 13	22	Single Family		
236	107/109 Adair St	Map 13	23	Duplex		
237	106 Adair St	Map 13	24	Single Family		
238	111/113 Adair St	Map 13	25	Duplex		
239	108 Adair St	Map 13	26	Single Family		
240	110 Adair St	Map 13	27	Single Family		
241	102 Stuker St	Map 13	28	Single Family		
242	301 Virginia Ave	Map 13	29	Single Family		
243	300/302 Virginia Ave	Map 13	30	Duplex		
244	303 Virginia Ave	Map 13	31	Single Family		
245	305 Virginia Ave	Map 13	32	Single Family		
246	307 Virginia Ave	Map 13	33	Single Family		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
247	306 Virginia Ave	Map 13	34	Single Family		
248	309 Virginia Ave	Map 13	35	Single Family		
249	308 Virginia Ave	Map 13	36	Single Family		
250	311 Virginia Ave	Map 13	37	Single Family		
251	310 Virginia Ave	Map 13	38	Single Family		
252	313 Virginia Ave	Map 13	39	Single Family		
253	312 Virginia Ave	Map 13	40	Single Family		
254	316 Virginia Ave	Map 13	41	Single Family		
255	366 Owenton Ave	Map 13	42	Single Family		
256	302 Murrell St	Map 13	43	Single Family		
257	310 Murrell St	Map 13	44	Single Family		
258	312 Murrell St	Map 13	45	Single Family		
259	315 Murrell St	Map 13	46	Single Family		
260	314 Murrell St	Map 13	47	Single Family		
261	319/321 Murrell St	Map 13	48	Duplex		
262	322 Murrell St	Map 13	49	Single Family		
263	323 Murrell St	Map 13	50	Single Family		
264	324 Murrell St	Map 13	51	Single Family		
265	325 Murrell St	Map 13	52	Single Family		
266	326 Murrell St	Map 13	53	Single Family		
267	329 Murrell St	Map 13	54	Single Family		
268	330 Murrell St	Map 13	55	Single Family	Vacant	
269	331 Murrell St	Map 13	56	Single Family		
270	332 Murrell St	Map 13	57	Single Family		
271	333 Murrell St	Map 13	58	Single Family	Vacant	
272	336 Murrell St	Map 13	59	Single Family		
273	335 Murrell St	Map 13	60	Single Family		
274	340 Murrell St	Map 13	61	Single Family		
275	337 Murrell St	Map 13	62	Single Family		
276	402 Murrell St	Map 13	63	Single Family		
277	339 Murrell St	Map 13	64	Single Family		
278	306 Holmes St	Map 14	1	Single Family		
279	308 Holmes St	Map 14	2	Single Family		
280	312 Holmes St	Map 14	3	Single Family	Vacant	
281	314/316 Holmes St	Map 14	4	Duplex	Vacant	
282	320/322 Holmes St	Map 14	5	Duplex		
283	330 Holmes St	Map 14	6	Single Family	Vacant	
284	332 Holmes St	Map 14	7	Single Family	Vacant	
285	334 Holmes St	Map 14	8	Church		Church Office
286	340 Holmes St	Map 14	9	Church		Truth Baptist Church
287	342 Holmes St	Map 14	10	Single Family		
288	346/348 Holmes St	Map 14	11	Duplex	Vacant	
289	350 Holmes St	Map 14	12	Single Family		
290	352 Holmes St	Map 14	13	Commercial		Mattingly Auto Sales
291	368 Holmes St	Map 14	14	Single Family		
292	372 Holmes St	Map 14	15	Single Family		
293	202 Collins St	Map 14	16	Single Family		
294	204 Collins St	Map 14	17	Single Family		
295	206 Collins St	Map 14	18	Single Family		
296	345/349 Wallace Ave	Map 14	19	Duplex		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
297	343/343 1/2 Wallace Ave	Map 14	20	Duplex		
298	337 Wallace Ave	Map 14	21	Single Family		
299	333 Wallace Ave	Map 14	22	Single Family		
300	329 Wallace Ave	Map 14	23	Single Family		
301	325 Wallace Ave	Map 14	24	Single Family	Vacant	
302	315/317/319 Wallace Ave	Map 14	25	Mixed Use		Curtis TV Sales & Service
303	311/313 Wallace Ave	Map 14	26	Mixed Use		
304	309 Wallace	Map 14	27	Commercial		Clip N Snip
305	307 Wallace Ave	Map 14	28	Single Family		
306	305 Wallace Ave	Map 14	29	Single Family		
307	241 Wright St	Map 14	30	Single Family		
308	239 Wright St	Map 14	31	Commercial		Timmy's Antiques
309	237 Wright St	Map 14	32	Single Family		
310	202/204 Holmes St	Map 15	1	Duplex		
311	206 Holmes St	Map 15	2	Single Family		
312	208 Holmes St	Map 15	3	Single Family		
313	214 Holmes St	Map 15	4	Single Family		
314	218 Holmes St	Map 15	5	Single Family		
315	220 Holmes St	Map 15	6	Single Family		
316	222 Holmes St	Map 15	7	Single Family		
317	230 Holmes St	Map 15	8	Single Family		
318	234/236 Wright St	Map 15	9	Multi-Family		4 Units Wright St Apts
319	238/240 Wright St	Map 15	10	Multi-Family		4 Units Wright St Apts
320	242 Wright St	Map 15	11	Single Family		
321	244/ 244 1/2 Wright St	Map 15	12	Duplex		
322	246 A-B & C Wright St	Map 15	13	Multi-Family	Vacant	3 Units
323	248 Wright St	Map 15	14	Single Family		
324	250 Wright St	Map 15	15	Single Family		
325	254 Wright St	Map 15	16	Single Family		
326	300 Murrell St	Map 15	17	Single Family		
327	250 Murrell St	Map 15	18	Single Family	Vacant	
328	213 Murrell St	Map 15	19	Single Family		
329	215 Murrell St	Map 15	20	Single Family		
330	221 1-4 Wallace Ave	Map 15	21	Multi-Family		4 Units
331	216 Wallace Ave	Map 15	22	Single Family		
332	214/214 1/2 Wallace Ave	Map 15	23	Duplex		
333	212 Wallace Ave	Map 15	24	Single Family		
334	210 Wallace Ave	Map 15	25	Single Family		
335	215 Wallace Ave	Map 15	26	Single Family		
336	213 Wallace Ave	Map 15	27	Single Family		
337	209/211 Wallace Ave	Map 15	28	Duplex		
338	204 Wallace Ave	Map 15	29	Single Family		
339	200 Wallace Ave	Map 15	30	Single Family		
340	701 Chinn Ave	Map 15	31	Single Family		
341	703 Chinn Ave	Map 15	32	Single Family		
342	705 Chinn Ave	Map 15	33	Single Family		
343	707 Chinn Ave	Map 15	34	Single Family		
344	704 Chinn Ave	Map 15	35	Single Family		
345	709 Chinn Ave	Map 15	36	Single Family		
346	706 Chinn Ave	Map 15	37	Single Family		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
347	711 Chinn Ave	Map 15	38	Single Family		
348	713 Chinn Ave	Map 15	39	Single Family		
349	204 Montgomery Ave	Map 15	40	Single Family		
350	200 Montgomery Ave	Map 15	41	Single Family		
351	705 Hodge Ave	Map 15	42	Single Family		
352	707 Hodge Ave	Map 15	43	Single Family		
353	146 Holmes St	Map 16	1	Commercial		Speedy Mart
354	162 #1 & #2 Holmes St	Map 16	2	Duplex		
355	166/168 Holmes St	Map 16	3	Duplex		
356	170 Holmes St	Map 16	4	Single Family		
357	172 Holmes St	Map 16	5	Single Family		
358	174 #1 & #2 Holmes St	Map 16	6	Duplex		
359	606 Hoge Ave	Map 16	7	Single Family	Vacant	
360	608 Hoge Ave	Map 16	8	Single Family		
361	610 Hoge Ave	Map 16	9	Single Family		
362	706 #1 & #2 Hoge Ave	Map 16	10	Duplex		
363	708/710 Hoge Ave	Map 16	11	Duplex		
364	802 Hoge Ave	Map 16	12	Single Family		
365	154 Montgomery Ave	Map 16	13	Single Family		
366	152 Montgomery Ave	Map 16	14	Single Family		
367	150 Montgomery Ave	Map 16	15	Single Family		
368	148 Montgomery Ave	Map 16	16	Single Family		
369	144/146 Montgomery Ave	Map 16	17	Duplex		
370	1 Nicol Place	Map 16	18	Single Family		
371	132 Wallace Ave	Map 16	19	Single Family		
372	131 Wallace Ave	Map 16	20	Single Family		
373	136 Wallace Ave	Map 16	21	Single Family		
374	133 Wallace Ave	Map 16	22	Single Family	Vacant	
375	138 Wallace Ave	Map 16	23	Single Family		
376	135/137 Wallace Ave	Map 16	24	Duplex		
377	142 Wallace Ave	Map 16	25	Single Family		
378	139/141 Wallace Ave	Map 16	26	Duplex		
379	144 Wallace Ave	Map 16	27	Single Family		
380	143/145 Wallace Ave	Map 16	28	Duplex		
381	146 Wallace Ave	Map 16	29	Single Family		
382	147/149 Wallace Ave	Map 16	30	Duplex		
383	148 Wallace Ave	Map 16	31	Single Family		
384	150 Wallace Ave	Map 16	32	Single Family		
385	152 A & 152 B Wallace Ave	Map 16	33	Duplex		
386	126 1-4 Holmes St	Map 17	1	Multi-Family		4 Units
387	130 Holmes St	Map 17	2	Church		Memorial Baptist Church
388	501 High St	Map 18	1	Government		State Office Building
389	125 Holmes St	Map 18	2	Government		Justice & Public Safety Cabinet
390	129 Holmes St	Map 18	3	Government		N Frankfort Fire Dept.
391	133 Holmes St	Map 18	4	Commercial		The Dock
392	135 Holmes St	Map 18	5	Commercial		
393	139 Holmes St	Map 18	6	Commercial		Hyatt's Auto Electric Service
394	106 Regan St	Map 18	7	Commercial		Ratcliff Rentals
395	Clinton St	Map 18	8	Government		No Access
396	207 Holmes St	Map 19	1	Government		Ky Partnership Families/Children

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
397	209 Holmes St	Map 19	2	Commercial	Vacant	
398	211 Holmes St	Map 19	3	Single Family		
399	215 Holmes St	Map 19	4	Single Family		
400	106 Regan St	Map 19	5	Commercial		Ratcliff Rentals
401	514 Barret St	Map 19	6	Government		Finance Cab. Surplus Property
402	217 Holmes St	Map 20	1	Commercial		Napa Auto Parts??
403	219 Holmes St	Map 20	2	Single Family		
404	221 Holmes St	Map 20	3	Single Family		
405	223/225 Holmes St	Map 20	4	Duplex		
406	227 Holmes St	Map 20	5	Commercial		United Grafix
407	229 Holmes St	Map 20	6	Single Family		
408	301/303 Holmes St	Map 20	7	Single Family		
409	305 Holmes St	Map 20	8	Single Family		
410	309 Holmes St	Map 20	9	Single Family		
411	311/311 1/2 Holmes St	Map 20	10	Duplex		
412	313 Holmes St	Map 20	11	Single Family		
413	519 Warsaw St	Map 20	12	Single Family		
414	525 Warsaw St	Map 20	13	Commercial		Santone Capital Cleaners
415	555/557 Warsaw St	Map 20	14	Commercial		Laundry ?
416	596/598 Warsaw St	Map 20	15	Commercial		Sorg Heating-Cooling/Capital Glass
417	510 Truman St	Map 20	16	Commercial		Vacant ?
418	516 Barret St	Map 20	17	Government		Ky Trans. - Fleet Management
419	317/317 1/2 Holmes St	Map 21	1	Duplex		
420	319 Holmes St	Map 21	2	Single Family		
421	329 Holmes St	Map 21	3	Single Family	Vacant	
422	339 Holmes St	Map 21	4	Single Family		
423	341 Holmes St	Map 21	5	Single Family		
424	343/345 Holmes St	Map 21	6	Duplex		
425	347/349 Holmes St	Map 21	7	Duplex		
426	351 Holmes St	Map 21	8	Single Family		
427	353 Holmes St	Map 21	9	Single Family		
428	355 Holmes St	Map 21	10	Single Family		
429	357 Holmes St	Map 21	11	Single Family		
430	359/361 Holmes St	Map 21	12	Duplex		
431	363 Holmes St	Map 21	13	Single Family		
432	340 Warsaw St	Map 21	14	Church		Greater Zion Tabernacle Church
433	342 Warsaw St	Map 21	15	Church		Church Office
434	344 Warsaw St	Map 21	16	Government		Dept. of Aviation
435	368 Warsaw St	Map 21	17	Government		Ky. Fleet Management
436	369 Warsaw St	Map 21	18	Government		Ky. Fleet Management
437	326/328 Collins St	Map 21	19	Duplex		
438	409 Holmes St	Map 22	1	Commercial		Art's Electric
439	411 Homes St	Map 22	2	Commercial		Art's Electric
440	421 #1 & #2 Holmes St	Map 22	3	Duplex		
441	427 Holmes St	Map 22	4	Commercial		T & G Bait Shop
442	437 Holmes St	Map 22	5	Commercial		Drive-in Liquor Store
443	439 Holmes St	Map 22	6	Commercial		??????
444	432 Gayle St	Map 22	7	Single Family		
445	102/104 Gayle St	Map 22	8	Duplex		
446	106 Gayle St	Map 22	9	Single Family		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
447	108 Gayle St	Map 22	10	Single Family		
448	151 Gayle St	Map 22	11	Single Family		
449	152 Gayle St	Map 22	12	Single Family		
450	153 Gayle St	Map 22	13	Mobile Home		
451	154 Gayle St	Map 22	14	Single Family		
452	155 Gayle St	Map 22	15	Single Family		
453	158 Gayle St	Map 22	16	Single Family		
454	157 Gayle St	Map 22	17	Single Family		
455	160 Gayle St	Map 22	18	Commercial		A-1 Transmission
456	159 Gayle St	Map 22	19	Single Family		
457	164 Gayle St	Map 22	20	Single Family		
458	165 Gayle St	Map 22	21	Single Family		
459	163 Gayle St	Map 22	22	Single Family		
460	405 Hudson St	Map 22	23	Commercial		Garage
461	407 Hudson St	Map 22	24	Single Family		
462	409 Hudson St	Map 22	25	Single Family		
463	411 1/2 Hudson St	Map 22	26	Mobile Home		
464	413/415 Hudson St	Map 22	27	Duplex		
465	585 Hudson St	Map 22	28	Single Family		
466	507 Hudson St	Map 22	29	Single Family		
467	505 Holmes St	Map 23	1	Commercial		Hensley Auto Center
468	513 Holmes St	Map 23	2	Commercial		Liquid Graphics
469	523 Holmes St	Map 23	3	Commercial		Doug's Towing
470	525 Holmes St	Map 23	4	Commercial		Doug's Auto Repair
471	529-531 Holmes St	Map 23	5	Commercial		David's Salon & Handy's Market
472	533 Holmes St	Map 23	6	Commercial		The Pawn Shop
473	535 Holmes St	Map 23	7	Commercial		Burial Sec.Storage/Harmony Care
474	555 Holmes St	Map 23	8	Commercial		Lyon's Lumber
475	709 Valley View 1-29	Map 24	1	Mobile Home		Valley View Mobile Home Park
476	701 Holmes St	Map 24	2	Government		Dept. for Facilities Management
477	731 Holmes St	Map 24	3	Commercial	Vacant	Garage
478	801 Holmes St	Map 25	1	Single Family		
479	803 Holmes St	Map 25	2	Single Family		
480	805 Holmes St	Map 25	3	Single Family		
481	807 Holmes St	Map 25	4	Commercial		Erica's Custom Kitchen's
482	809 1- 4 Holmes St	Map 25	5	Multi-Family		4 Units
483	811 Holmes St	Map 25	6	Single Family	Vacant	
484	815 Holmes St	Map 25	7	Single Family		
485	6 Tracy Ct	Map 25	8	Single Family		
486	7 Tracy Ct	Map 25	9	Single Family		
487	8 Tracy Ct	Map 25	10	Single Family		
488	400 Rouse Ave	Map 26	1	Industrial		Roger's Excavating
489	300 Rouse Ave	Map 26	2	Industrial		Manley Whitehouse Concrete Con
490	308 Rouse Ave	Map 26	3	Industrial		21st Century HVAC
491	301 Rouse Ave	Map 26	4	Industrial		Frankfort Recycling Center
492	313 Rouse Ave	Map 26	5	Industrial		IMI Irving Industrial ???
493	409 Rouse Ave	Map 26	6	Industrial		IMI Irving Industrial
494	733 Holmes St	Map 27	1	Single Family		
495	737 Holmes St	Map 27	2	Commercial		Rearder's Furniture
496	739/741 Holmes St	Map 27	3	Duplex		

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	Street Address	Map No.	Struc. No.	Use	Occ. Status	Notes
497	743 Holmes St	Map 27	4	Single Family		
498	745 Holmes St	Map 27	5	Single Family		
499	747 Holmes St	Map 27	6	Single Family	Vacant	
500	749 Holmes St	Map 27	7	Single Family		
501	751 Holmes St	Map 27	8	Single Family		
502	753/755 Holmes St	Map 27	9	Duplex		
503	757/759 Holmes St	Map 27	10	Mixed		Woodside Bait Shop & 3 units
504	761 #1 & #2 Holmes St	Map 27	11	Duplex		Vacant Commercial in Front?
505	763 Holmes St	Map 27	12	Single Family		
506	765 Holmes St	Map 27	13	Commercial		Scottzo's Bar
507	1 & 2 Tracy Ct	Map 27	14	Duplex		
508	3 Tracy Ct	Map 27	15	Single Family		
509	4 Tracy Ct	Map 27	16	Single Family		
510	5 Tracy Ct	Map 27	17	Single Family		
511	711 Holmes St	Map 28	1	????		Unknown

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Appendix B

Zoning District Regulation Excerpts

CITY OF FRANKFORT

Zoning District Regulations

City of Frankfort, Kentucky
Code of Ordinances:
Title XV: Land Usage
Chapter 152

*Adopted by
Ordinance #8 –series 1983
on
July 12, 1983*

Amendments have been included within this ordinance as of August 15, 2009

ARTICLE 1 GENERAL PROVISIONS

- 1.01 Adoption. The zoning regulations adopted by ordinance of the Board of Commissioners of the City of Frankfort are confirmed and adopted in accordance with KRS Chapter 100 and reads as hereinafter set out.
- 1.02 Title. These regulations and the accompanying zoning district maps shall be known and may be cited as “ The Zoning Regulations of the City of Frankfort, Kentucky”.
- 1.03 Purpose. The purpose, scope and intent of these regulations shall be:
- 1.031 To promote and protect the public health, safety, morals, convenience, and general welfare of the City of Frankfort.
 - 1.032 To facilitate orderly and harmonious development.
 - 1.033 To facilitate the visual and historic character of the City of Frankfort.
 - 1.034 To regulate the density of population and the intensity of land use.
 - 1.035 To provide for adequate light and air.
 - 1.036 To conserve energy.
 - 1.037 To provide for vehicle parking and loading.
 - 1.038 To prevent the overcrowding of land, blight, danger and congestion in the circulation of people and commodities.
 - 1.039 To prevent the loss of life, health, or property from flood, or other dangers.
 - 1.0310 To protect historical districts and central business districts.
 - 1.0311 To aid the implementation of the Frankfort/ Franklin County Comprehensive Plan.
- 1.04 Necessity. In order to accomplish the purposes and objectives of these regulations it is necessary to regulate:
- 1.041 The most appropriate land use and the activity on the land.
 - 1.042 The size, width, height, bulk and locations of structures, buildings and signs.
 - 1.043 The areas of land or space which are to be left unoccupied and the space between buildings or structures.

- 1.044 Intensity of use and density of population.
 - 1.045 Districts of special interest, special use districts, historic districts, planned developments, environmental areas, residential, commercial, and industrial districts.
 - 1.046 Fringe areas of districts making them compatible with adjoining districts.
 - 1.047 The activities and structures on the land at or near major thoroughfares, streets or roads.
 - 1.048 Flood plain areas and other areas having special character or use effecting their surroundings.
- 1.05 Application. This ordinance shall apply to all land use, buildings, signs, structures for residential, commercial, industrial, and other uses within the City of Frankfort. This regulation shall be read in terms of and shall be interpreted to include as an integral part thereof any and all other provisions of the Frankfort Municipal Code which are necessary for an understanding of this regulation and the attainment of its purposes.
- 1.06 Enactment. Except hereinafter provided no building shall be erected or structurally altered and no building or premises may be used for any purposes other than that permitted in the zoning district in which the building or premises is located. No land or lot area shall be so reduced or diminished that the yards or open space shall be smaller than prescribed herein; nor shall the lot area per family be reduced in any manner except in conformity with the area regulations hereby established for the district in which such building is located. No yard or other open space provided for any building for the purpose of complying with these regulations shall be considered as providing a yard or other open space for any other building.
- 1.07 Repeal of Conflicting Law. The Zoning Ordinance adopted by the City of Frankfort, October, 1973 and all amendments made thereto and all ordinances or parts of ordinances in conflict with this Zoning Regulation, or inconsistent with the provisions of the regulation, are hereby repealed.
- 1.08 Severability Clause. If any clause, sentence, paragraph, section or part of this Zoning Regulation be adjudged by any Court of competent jurisdiction to be invalid, such judgement shall not affect, impair or invalidate the remainder thereof.

1.09 PROVISION FOR WAIVERS AND MODIFICATIONS

Within the general limitations of the Comprehensive Plan, the spirit and intent of the regulations and the public interest, safety and welfare, the Planning Commission may adjust or modify these regulations only when:

- A. The request for modifications has been reviewed by the Technical Review Team and their comments have been forwarded to the Planning Commission for review; and
- B. The waiver or modification is consistent with the stated purpose and intent of these regulations and with the adopted **COMPREHENSIVE PLAN**; and
- C. The modification would not have a significantly adverse impact on the public interest; and
- D. The modification would not overburden or otherwise adversely impact public facilities.
- E. The applicant has clearly showed the existence of **one or more** of the following circumstances:
 - (1) Superior Alternatives - Where the proposed waiver/modification will provide an alternative that will achieve the purposes of the requirement through clearly superior design, efficiency, or performance.
 - (2) Protection of Significant Features - Where the waiver/modification is necessary to preserve or enhance significant existing environmental or cultural features, such as trees, scenic areas, historic sites or public facilities, related to the development site.
 - (3) Deprivation of Reasonable Use - Where the strict application of the requirement would effectively deprive the applicant of all reasonable use of the land, due to its unusual size, shape, topography, natural conditions, or location; provided:
 - a) Such effect upon the owner is not outweighed by a valid public purpose in imposing the requirement in a specific case, and
 - b) The unusual conditions involved are not personal to, nor the result of actions of the developer or property owner, which occurred after the effective date of these regulations.
 - (4) Technical Impracticality - Where strict application of the requirement would be technically impractical in terms of engineering, design, or construction practices, due to the unusual size, shape, topography, natural conditions, or location of the land or due to improved efficiency, performance, safety, or

construction practices which will be realized by deferral of the installation of required improvements; provided:

- a) The development will provide an alternative adequate design to achieve the purposes of the requirement, including performance guarantee for the current construction cost, adjusted for inflation, of any required improvements which may be deferred; and
 - b) Any unusual conditions creating the impracticality are not personal to, nor the result of the actions of the developer or property owner that occurred after the effective date of these regulations.
- (5) No Relationship to the Development or its Impacts - Where all or any part of the requirement has no relationship to the needs of the development, or to the impact of the development on the public facilities, land use, traffic, public safety or environment of the neighborhood and the general community, due to the location, scale, or type of development involved; provided that any specific modification requirements set forth in these regulations are met.

The Planning Commission may make reasonable conditions and additional or alternative requirements, including but not limited to those relating to the provision of adequate security to assure compliance, the dedication or reservation of land, or the provision of funds in lieu of installation of improvements or dedication or reservation of land, may be imposed in connection with the approval of any waiver/modification of any requirements under this zoning ordinance.

Furthermore, any adjustments can in no way be made to the basic zone district's permitted uses, bulk, density, and height requirements or to the maximum limits permitted in regard to square footage.

(Amended 7-24-06 Ord. # 15-2006)

ARTICLE 2 ZONING DISTRICTS AND MAP

2.01 Establishment and Purpose of Districts. These regulations establish the following zoning districts, the boundaries of which are shown on the maps, made a part of these regulations and which are designated as the "Official Zoning Map". A description of each zone and uses permitted are indicated in Article 4 of these regulations.

2.02 Districts Established.

Agricultural District	AG
Single Family Residential District, Estate	RE
Single Family Large Lot	RA
Single Family Residential Suburban Density District	RB
Single Family Residential Urban Density District	RC
Special Design Single Family District	RS
Two Dwelling District	RD
Low Density Multifamily District	RL
High Density Multifamily District	RH
Mobile Home District	RM
Professional Office District	PO
Limited Commercial District	CL
General Commercial District	CG
Highway Commercial District	CH
Central Business District	CE
Industrial Commercial District	IC
General Industrial District	IG
Special Historic District	SH
Special Capitol District	SC
Special Government District	SG
Special Flood Plain District	SF
Special Environmental District	SE
Planned Residential District	PR
Planned Commercial District	PC
Planned Mixed Use District	PM

2.03 Zoning District Equivalency. For purpose of interpretation, districts established by these regulations shall replace districts previously established by the Zoning Regulations of October 1973. These districts generally shall be equivalent to previous districts:

AG -----	AR
RE -----	R – 1A
RA -----	R – 1B
RB -----	R – 1C
RC -----	R – 1D
RS -----	R – 1T (No Direct Equivalent)
RD -----	R – 2

RL.....	R – 3
RH.....	R – 4, R – 5
RM.....	R – MHP, R – MHS
PO.....	P – 1
CL.....	B – 1
CG.....	B – 2A, B – 3 (No Direct Equivalent)
CH.....	B – 3, B – 5 (No Direct Equivalent)
IC.....	B – 4, I – 1
IG.....	I – 2
SH.....	H
SC.....	CC
SG.....	G
SF.....	None
SE.....	None
PR.....	None
PC.....	B – 6 (No Direct Equivalent)
PM.....	None

2.04 Application of Zone and District Regulations. The regulations set by this Zoning Regulation within each zone and district shall be minimum or maximum limitations, as appropriate to the case. These regulations shall apply uniformly to each class or kind of structure or land, except as hereinafter provided.

2.041 No part of a yard, open space, off street parking, loading space or other special use area required about or in connection with any building or land for the purpose of complying with this Zoning Regulation shall be included as part of a yard, open space, off street parking, loading space or other special use area similarly required for any other building or land unless otherwise specifically permitted in this Zoning Regulation.

2.042 No yard or lot existing at the time of adoption of this Zoning Regulation shall be reduced in dimension or area below the minimum requirements set forth herein. Yards or lots created shall meet at least the minimum requirements established by this Zoning Regulation.

2.043 Only those uses specifically permitted or substantially similar to permitted uses are permitted in each zone or district, and all uses not permitted or substantially similar uses are prohibited.

2.044 No structure shall be erected on any lot or tract of land, which does not adjoin and have direct access to a street or other public right-of-way for at least twenty (20) feet unless otherwise specifically permitted in this Zoning Regulation.

2.045 Where conflicts may exist between an established setback and the setback required by the Zoning Regulation, the minimum established setback shall be observed. Appeal to