

St. Matthews Fire Protection District

Maps & Aerial Photos

This is one of many sections that contain information, documents, letters, newspaper articles, pictures, etc. of the St. Matthews Fire Protection District. They have been collected and arranged in chronological order. These items were collected, organized and entered into a computerized database by Al Ring with the help of the St. Matthews Fire Department Alumni Association, Inc. The Association's members are Rick Albers, A. E. "Bill" Andriot, III, E. Gar Davis, Clarke Fenimore, Jack Monohan, Mike Noon, Russ Rakestraw and Al Ring.

The purpose of this "collection" was to create the background and research for the book *St. Matthews Firefighters, 84 Years of Firefighting in St. Matthews, Kentucky*, written by and published by Al Ring in 2004. The collection is continuing today, so if you should have old or new information on the St. Matthews Fire Department, please contact Al Ring.

All graphics have been improved to make the resolution as good as possible, but the reader should remember that many came from copies of old newspaper articles. This also applies to other items such as documents, letters, etc. Credit to the source of the documents, photos, etc. is provided whenever it was available. We realize that many items are not identified and regret that we weren't able to provide this information. As far as the newspaper articles that are not identified, 99% of them would have to be from one of three possible sources. *The Courier-Journal*, *The Louisville Times* or one of the *Voice* publications.

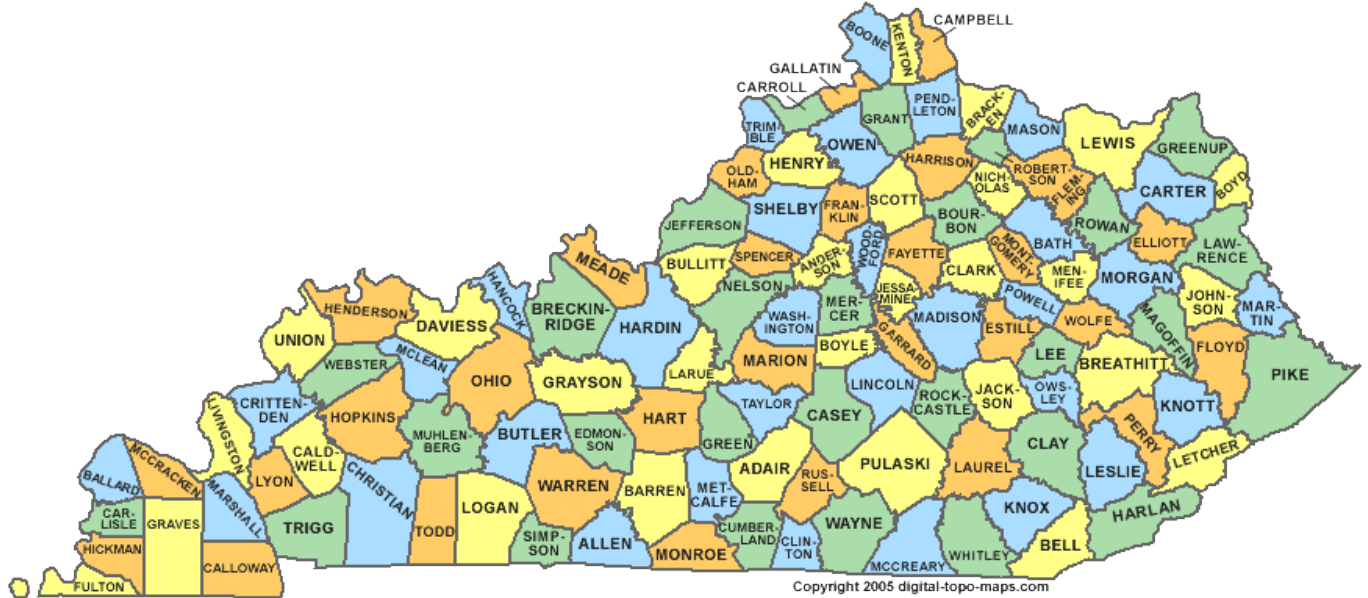
Please use this information as a reference tool only. If the reader uses any of the information for any purpose other than a reference tool, they must get permission from the source.

The Association would like to thank the St. Matthews Fire Protection District and various newspapers including *The Courier-Journal*, *The Louisville Times*, and *The Voice-Tribune*. Our appreciation is also extended to the various citizens and firefighters who contributed to the gathering of this information.



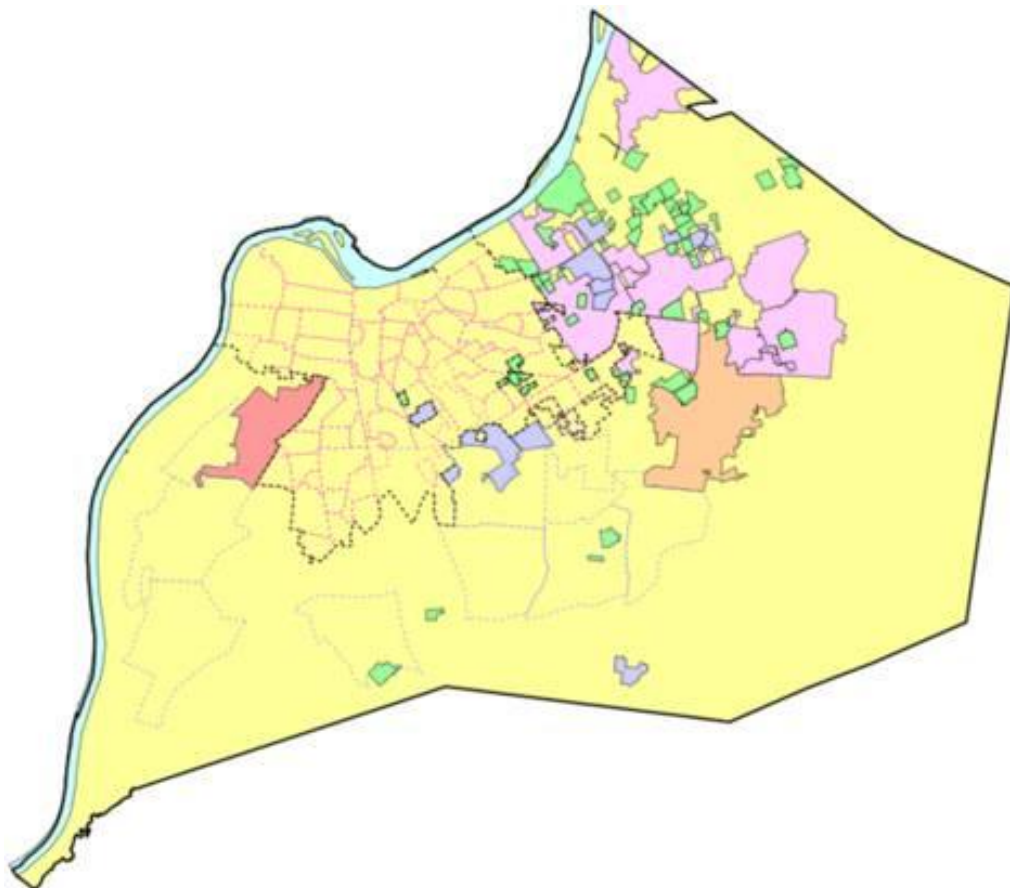
Please Note

The following maps and photos are from the chronological history sections of STMFD. They have just been combined in this one section for your convenience.



State of Kentucky

Courtesy—<http://www.digital-topo-maps.com/county-map/kentucky.shtml>



Jefferson County Kentucky

Courtesy—http://wapedia.mobi/en/Jefferson_County_Kentucky

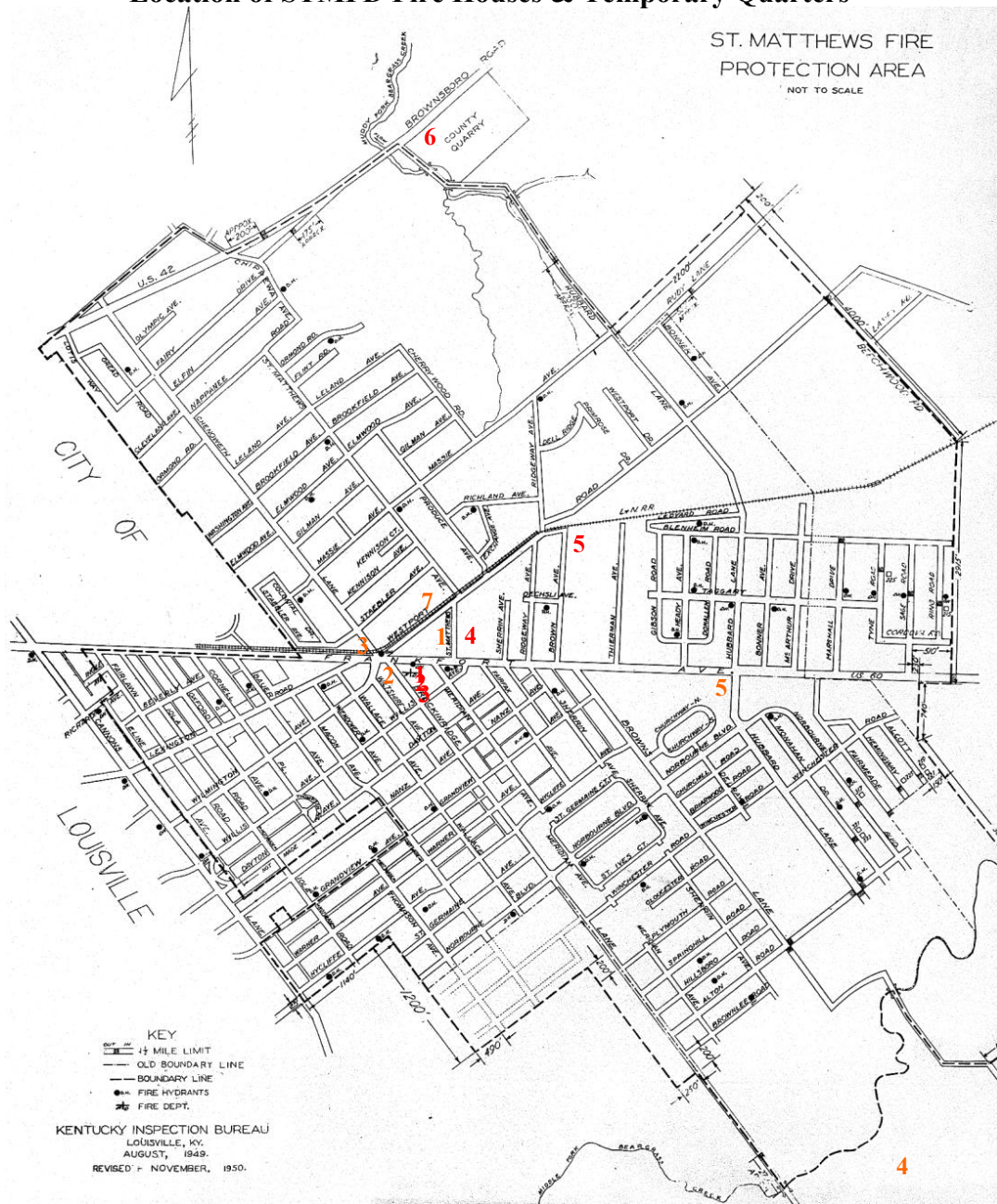
STMFD area



1989/AAA

1919

Location of STMFD Fire Houses & Temporary Quarters



Fire Houses

1. 1919-1924 Eline's Garage, 3914 Frankfort Avenue
2. 1925-1942, 109 Breckinridge Lane
3. 1942-1952, 115 Breckinridge Lane
4. 1952-1969, 117 St. Matthews Avenue
5. 1969—Present (2009), 4114 Lyndon Way— 240 Sears Avenue
6. 1989—Present (2009), 4400 Brownsboro Road

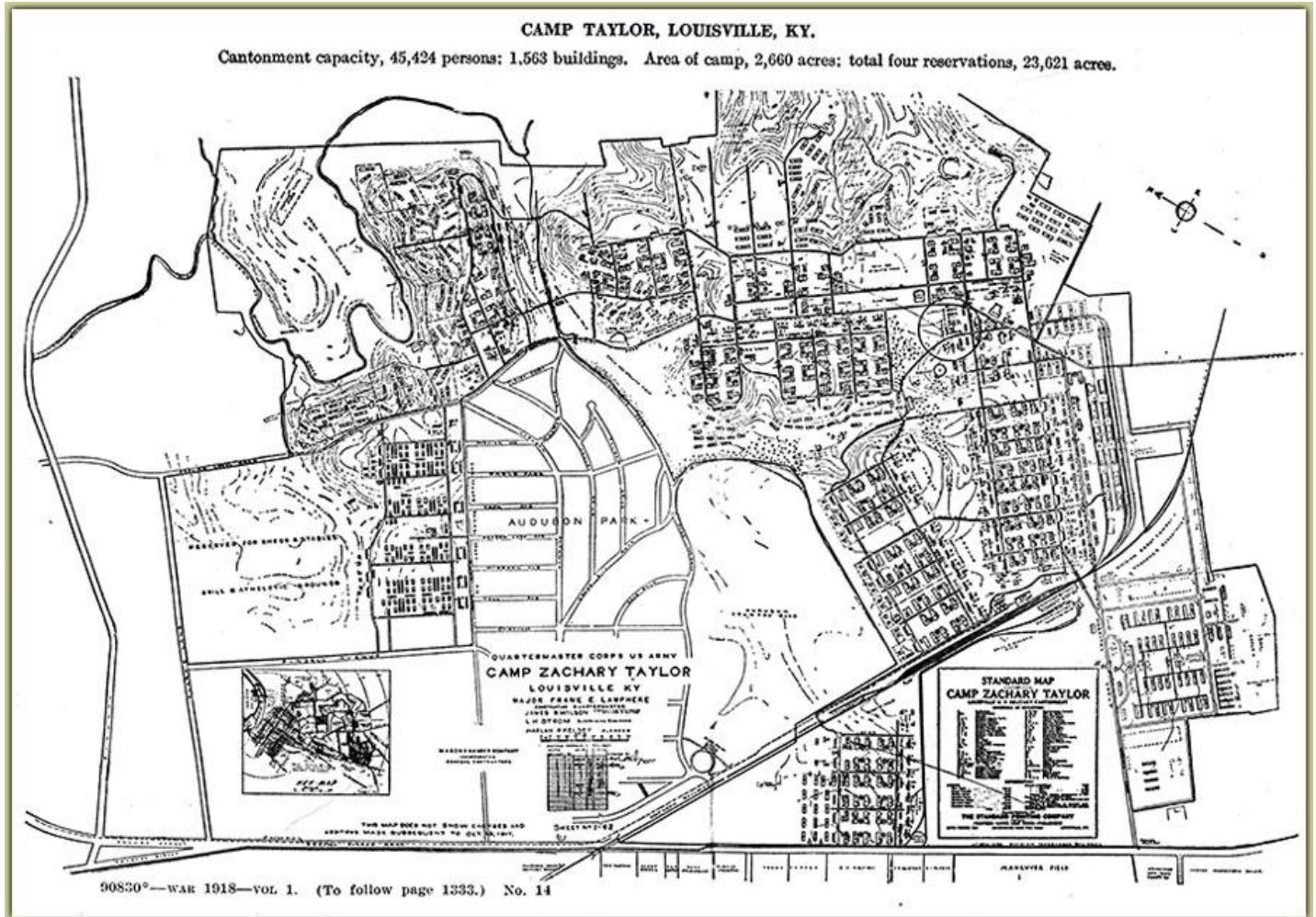
Temporary Quarters

1. Ford Model T, A. L. Hansen's paint shop at 124 St. Matthews Avenue
2. Ford Model T, rear Gresharber's Saloon and several other places
3. Ford/Seagrave was installed new 1941 at the Ford Agency on the East side behind double doors.
4. White Salvage Wagon was stored on the Monohan Farm about two years around 1941 and 42.
5. Betsy was stored (so we could get to it) at the Pendergrass Chevrolet building by Landor Bowling Alley although it was not called Pendergrass at the time. 1950, 1951 part 1952.
6. Betsy, S-2, loaned to Lyndon Fire Department, in 1952 after we moved in to our new house.
7. Betsy has been housed at Palmer-Ball Asbestos Plant, and at Station 1 and Station 2 of STMFD.

1919

Camp Zachary Taylor—Fire Department

Courtesy <http://camptaylorhistorical.org/map/>



NOTE: Interurban & Trains, were a major part of St. Matthews history also. They brought lots of people to the region. Though we have no records of “fires” involving the line, you can bet with tracks going right up the main corridor and the additional people it also brought problems for STMFD as well as progress.

1901 - Electrification of streetcar lines completed. Louisville & Eastern Railroad opens first interurban railway in area, extending northeast to Crestwood.

1904 - Louisville & Interurban Railroad opens its first interurban line, east to Jeffersontown. Louisville & Interurban Railroad was owned by Louisville Traction Co., a holding company which also owned Louisville Railway Co. Line also opened northeast to Prospect, by electrifying a Louisville & Nashville steam railroad branch. This would be the only standard gauge interurban line in the Louisville area, with broad gauge on all other electric railways in area.

1905 - Louisville & Interurban Railroad opens interurban line southeast to Okolona.

1907 - Louisville & Eastern Railroad completes interurban line beyond Crestwood to La Grange. Louisville & Interurban Railroad opens interurban line southwest to Orell.

1908 - Louisville & Interurban Railroad opens interurban line southeast to Fern Creek.

1910 - Louisville & Eastern Railroad opens interurban line east to Shelbyville.

1911 - Louisville & Interurban Railroad acquires Louisville & Eastern Railroad.

1928 - Kentucky Carriers bus routes transferred to Louisville Railway Co., with Kentucky Carriers subsidiary remaining only as a charter bus operator.

1931 - Interurban line to Okolona abandoned, with Virgil Pierce bus route remaining to provide local service.

1932 - Interurban line to Jeffersontown abandoned. Blue Motor Coach Co. formed, providing replacement bus service.

1933 - Interurban line to Fern Creek abandoned, replaced with bus service operated by Blue Motor Coach Co. Bus service operated into downtown Louisville, not carrying local passengers within city.

1934 - Interurban line to Shelbyville abandoned, with no direct bus replacement. Southeastern Greyhound Lines already provided service along this route, on its route between Louisville and Lexington.

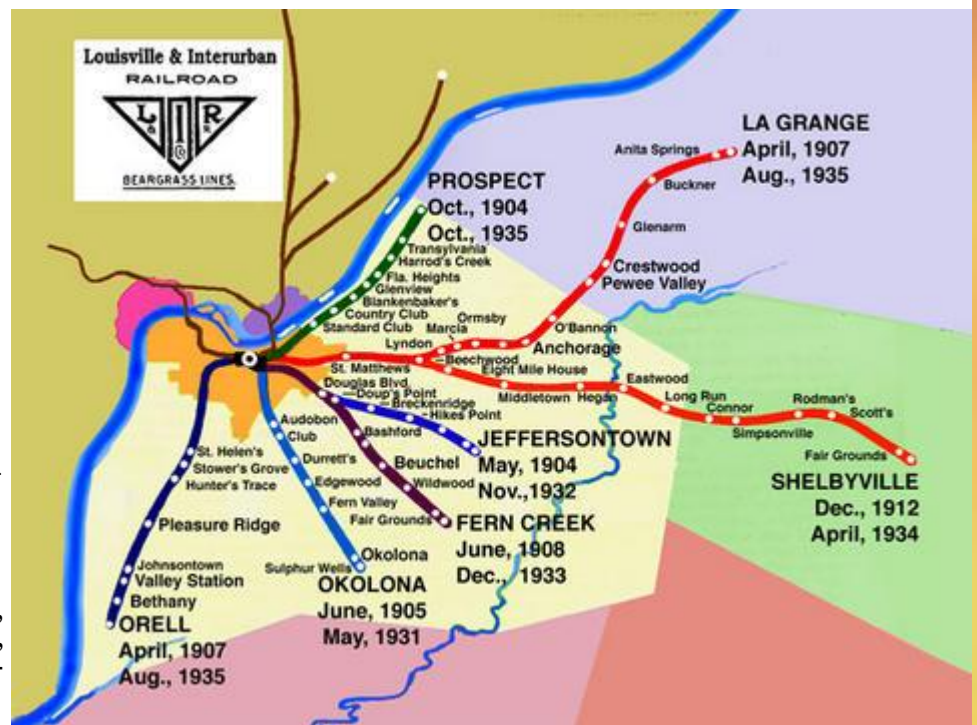
1935 - Interurban line to La Grange abandoned, replacement bus service operated by Chaudoin Bus Lines. Interurban line to Prospect abandoned, replaced with Paxton Bus Line route. After World War II, Paxton Bus Line would be succeeded by Goebel's Bus Line, and later Prospect Bus Line. Interurban line to Orell also abandoned, replaced with Louisville Railway Co. bus route. Virgil Pierce bus line sold to Blue Motor Coach Co.

1948 - Last streetcars replaced with buses. Blue Motor Coach Co. introduces service between Louisville and Middletown, over objections of Southeastern Greyhound Lines, already serving Middletown along its route between Louisville and Lexington.

1951 - Trolleybuses discontinued in Louisville. Louisville Railway Co. sold to Louisville Transit Co. Blue Motor Coach Co. discontinues Middletown bus route after a court battle, leaving Southeastern Greyhound Lines as the only provider of service along this route.

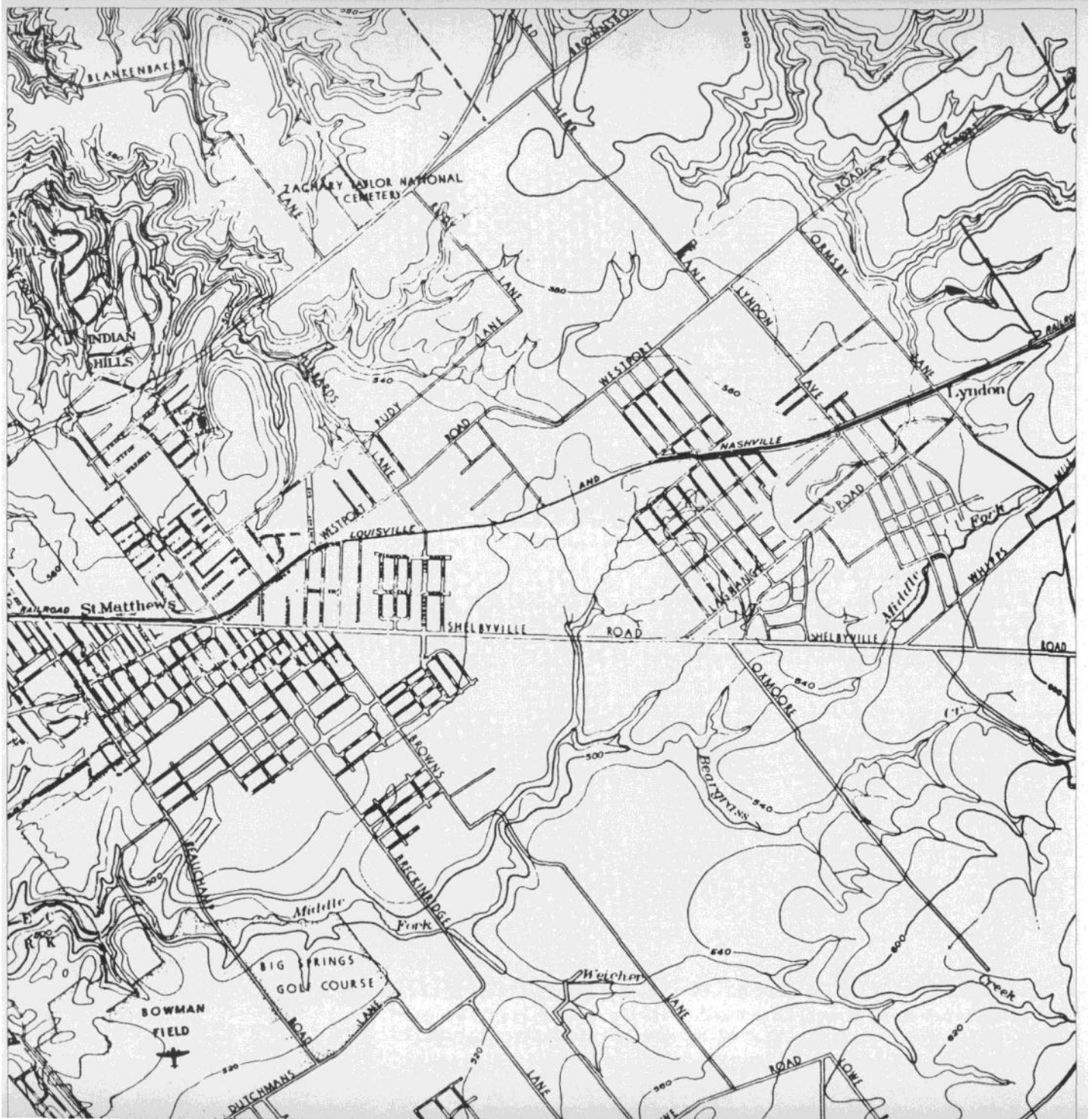
1953 - Louisville Transit Co. assumes Middletown service from Southeastern Greyhound Lines, after service proved to be inadequate and unprofitable for Greyhound. The Middletown route was formed by extending its St. Matthews Express bus route.

Map of Interurban routes by Jim Herron, who developed Streetcars or River City, Louisville's Streetcars & Suburban Electric Railways.



1944

Courtesy, *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas, Topographic Map of Jefferson County, Kentucky, Published by The Louisville & Jefferson County Planning & Zoning Commission, May 1944.



1945

Courtesy <http://www.nps.gov/nr/travel/aviation/bow.htm>

Aerial view of Bowman Field c. 1945

Photo from National Register collection, courtesy of Kentucky Heritage Council



April 4, 1947, *The Jeffersonian*:

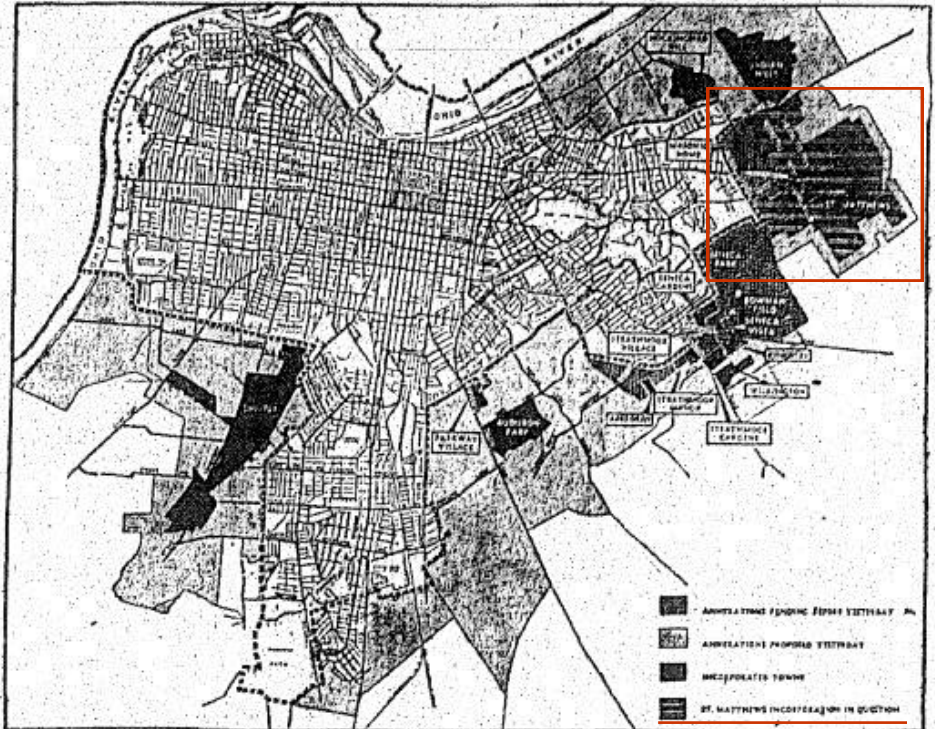
City Expanding Engulfs Much County Territory

With "nothing much but" the legal kinks to be ironed out, 24.8 square miles of Jefferson County's suburban territory becomes urban this week. While the annexation proceedings by Louisville would take various areas, in shapes and sizes, "out of the country," it remains to be seen how long it will be required to "take the country out" of the annexed portions.

"Growing pains" often prove to be most severe, as was indicated when Louisville's Mayor E. Leland Taylor signed the annexation ordinances, admitting the probability of a long legal fight, "which could last for several years." The expansion step was approved unanimously by the City's Board of Aldermen and, with the concurrence of the Mayor, makes Louisville officialdom 100 per cent in agreement.

It is estimated that approximately \$40,000,000 in manufacturing plants is to become subject to city taxes when the measure become legally consummated. About 75 miles of county roads will become city streets. Subdivisions that have sprung up all around the city's rim would soon be crying for attention to city public works officials. The County governmental regime would be able to pull back toward the hinterlands its police-patrolling jurisdiction to a point where it would be relieved of keeping watch over most of the roadhouses and many liquor outlets.

In the annexation move would come, among other phases calling for adjustment, its diminishing effect on the county school system. Eight large county schools would become city property. All the pupils now attending those schools would not continue their attendance at those points, because they would be still residing outside the city limits. The school districts affected include Great-house, Prestonia, Auburndale, Camp Taylor, Adair Avenue, Cane Run, Mill Creek and Clifton Heights. Nearly 4,000 pupils now attend these schools.



Will these Louisville environs become a part of the municipal area?

SERVING THE ST. MATTHEWS AREA
WE DELIVER IN ST. MATTHEWS

- Produce
- Fertilizer
- Insecticides

Now In Stock for Potato Growers

NIAGARA C-O-C-S NIATOX No. 3 DUST

- Farm Supplies
- Coal
- Coke

WITH OUR OTHER COMPLETE LINES WE HAVE FULL STOCKS OF

AUBREY'S RED "A" FEEDS

★

- Red "A" 32% Dairy Supplement
- Red "A" 24% Dairy Feed
- Red "A" 20% Dairy Feed
- Red "A" 16½% Dairy Feed
- Red "A" Dry and Freshening Feed

AUBREY'S CO.
INCORPORATED

AUBREY'S RED "A" FEEDS

★

- Red "A" All Mash St-Gr-Developer
- Red "A" Laying Mash
- Red "A" Pig and Sow Feed
- Red "A" Poultry Feed
- Red "A" Baby Chick Feed

WHEAT FEEDS
HOMINY FEEDS

PERFECTION DOG FOODS
ALL SIZE PACKAGES

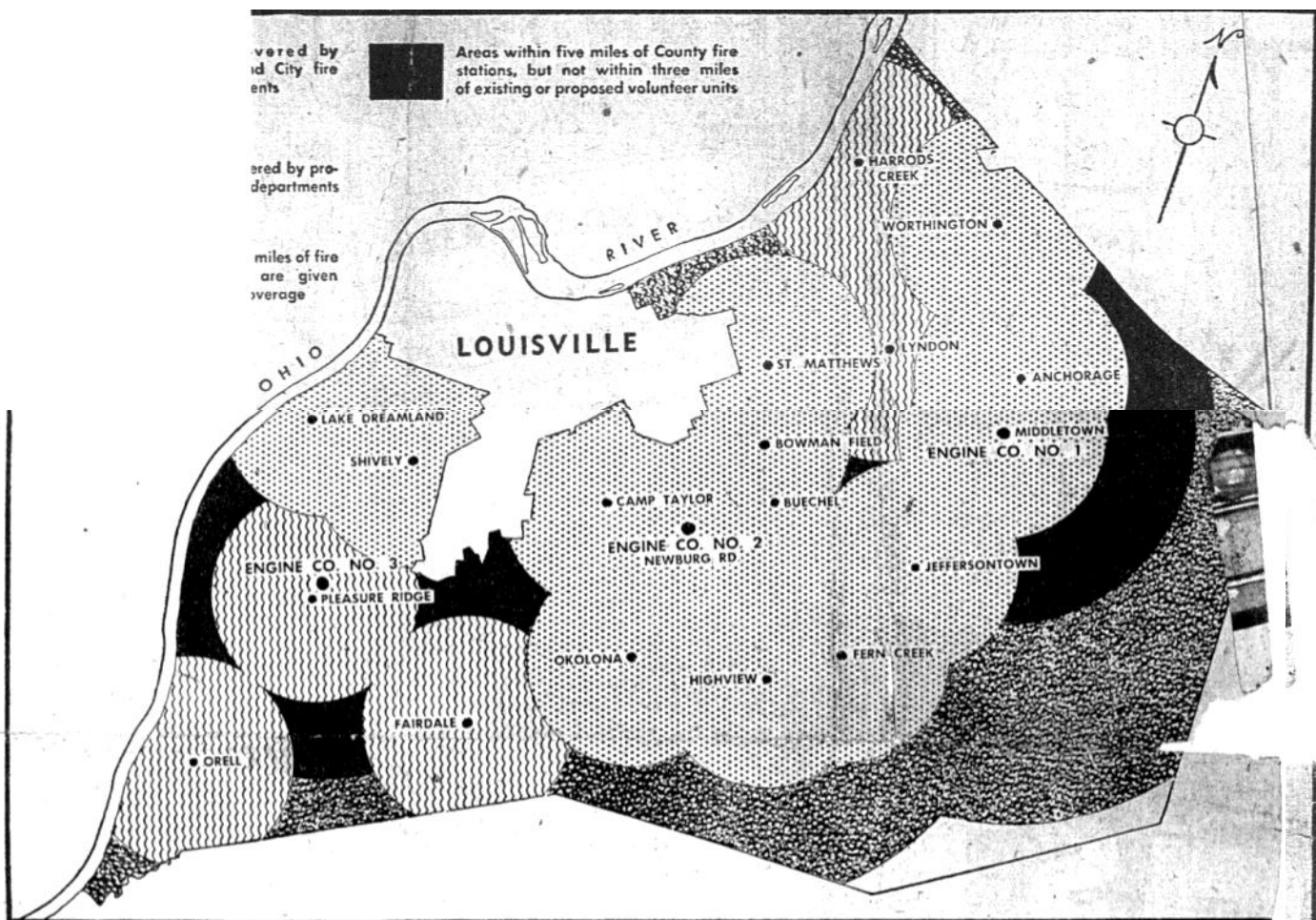
SALT
SOYBEAN MEAL

ST. MATTHEWS PRODUCE EXCHANGE

Taylor 6944
103 EXCHANGE AVENUE, ST. MATTHEWS, KENTUCKY
Taylor 2712

March 21, 1948, *The Courier-Journal*:

Thompson Offers A Plan To Integrate Jefferson Fire Protection



Courier-Journal Map by Griffin

October 1 1948: *The Jeffersonian*:

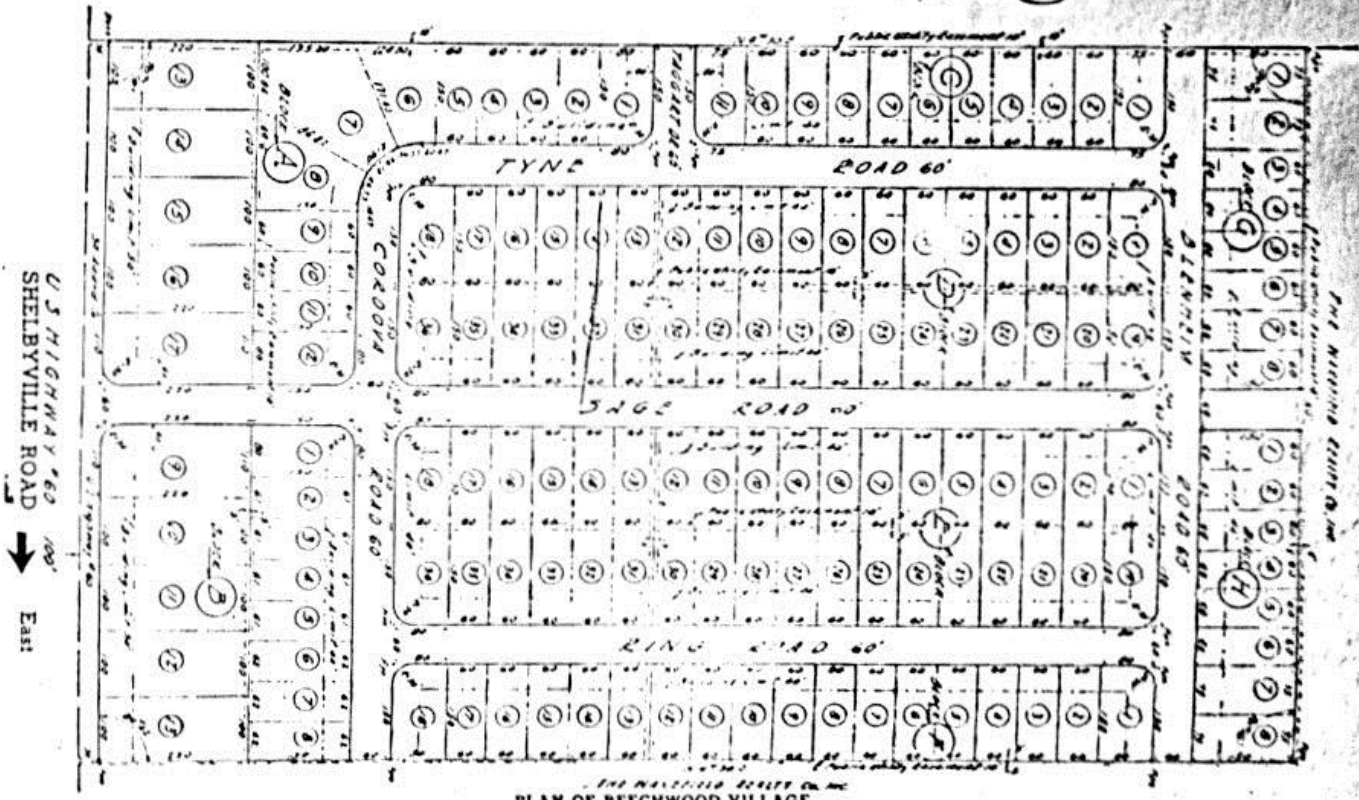
LIQUIDATION AUCTION LOT SALE

MONDAY & TUESDAY, OCT. 11-12, 1:00 P.M.

Beechwood Village

SEE
THESE
LOTS

SEE
THESE
LOTS



THE WAKEFIELD REALTY CO. INC.
PLAN OF BEECHWOOD VILLAGE

Located Just East of Hubbard's Lane on Northside Shelbyville Road

- ASPHALT ROADS WITH CURBS AND GUTTERS
- SENSIBLE RESTRICTIONS
- STORM SEWERS
- REASONABLE TERMS
- BUS LINES DIRECT TO TOWN
- MANY NICE HOMES NOW OCCUPIED

Lots Designed to Suit Builders, Home Owners, Investors - See Beechwood Village Today!

M. L. McMAKIN & J. B. WAKEFIELD, Trustees for Stockholders

TA. 3023

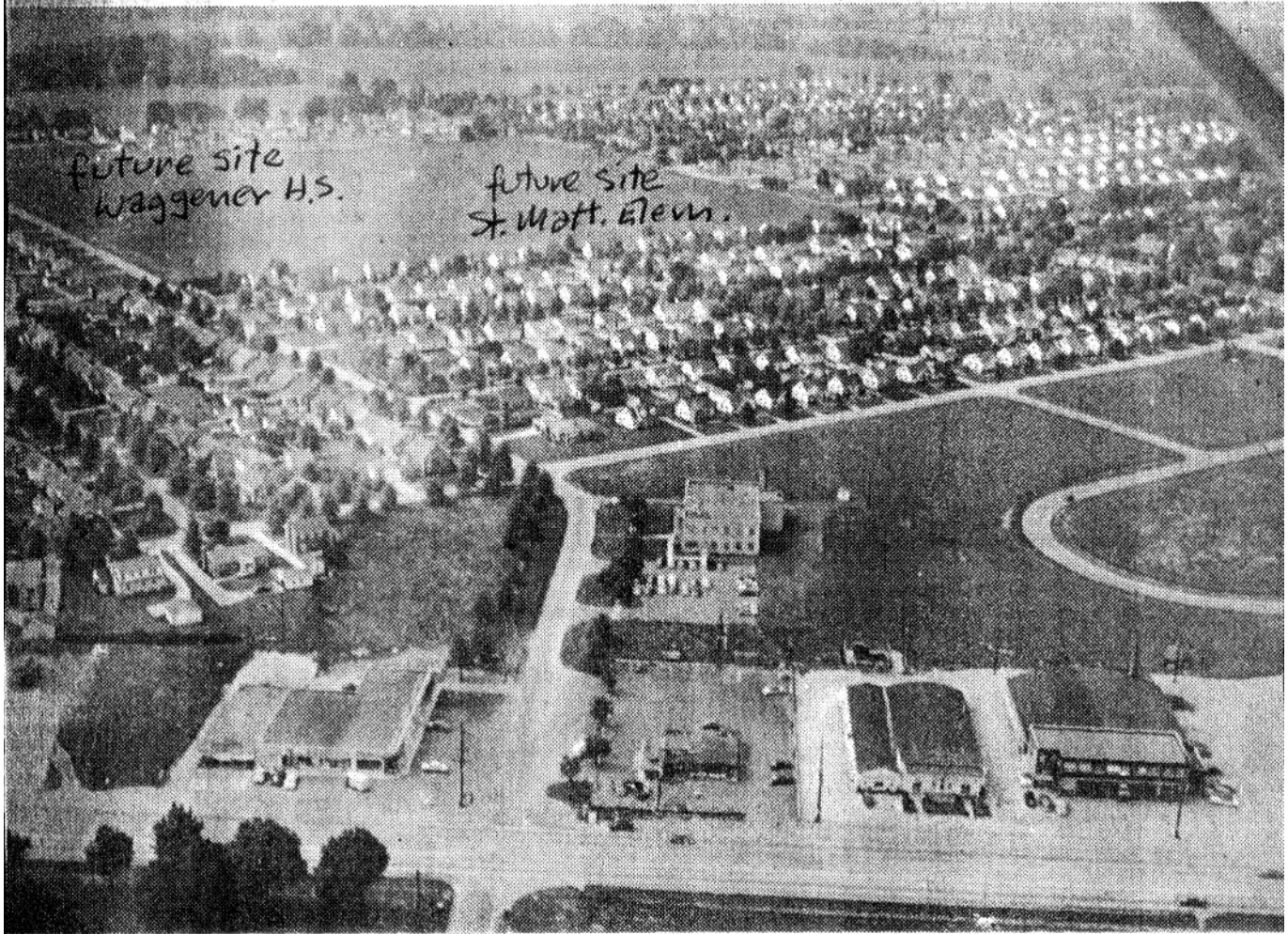
THE WAKEFIELD REALTY CO.

TA. 3023

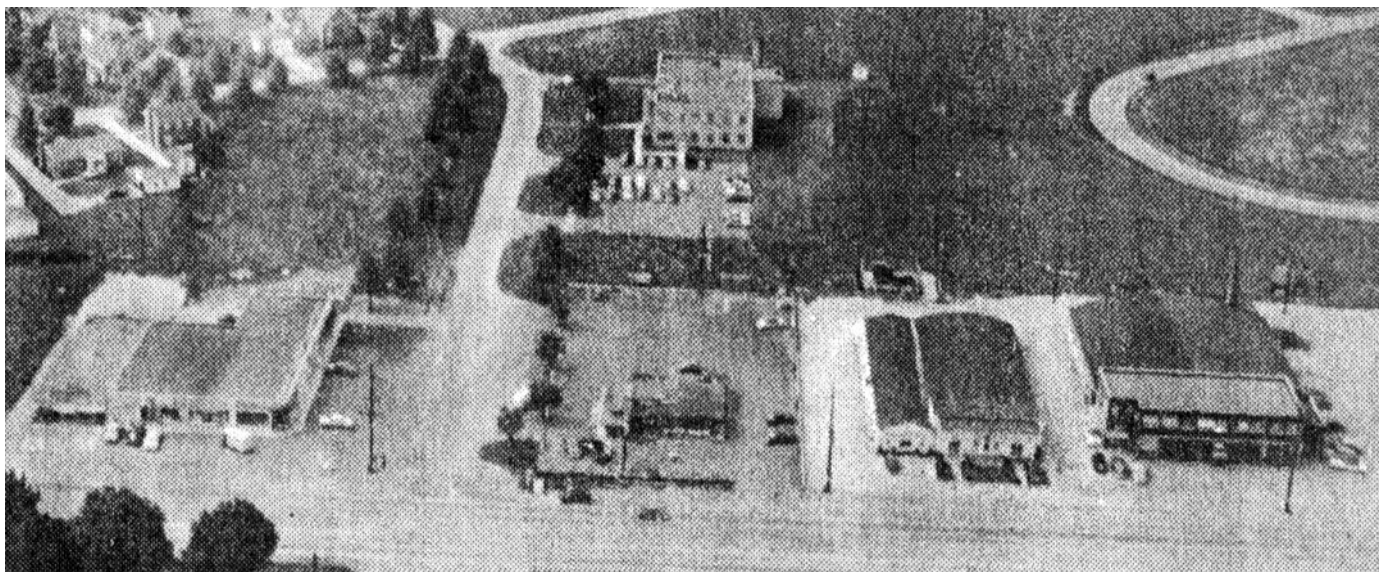
1948

Courtesy of *The Voice-Jeffersonian*, April 9, 1970:

THURSDAY, APRIL 9, 1970, THE VOICE-JEFFERSONIAN, SECTION D, PAGE 3



THIS AERIAL VIEW of the Kentucky Farm Bureau office building (center) was taken in 1948. Shelbyville Road, intersected by Hubbards Lane, is in the foreground.



1948

Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas, Views of the second Potato Festival were taken by photographer Lin Caufield on 24 July 1948 for Gordon Foods, makers of potato chips. The parade moved east through St. Matthews to LaGrange Road, the backtracked past the East Drive-In to the Arterburn property. Lin Caufield collection, University of Louisville Photographic Archives.

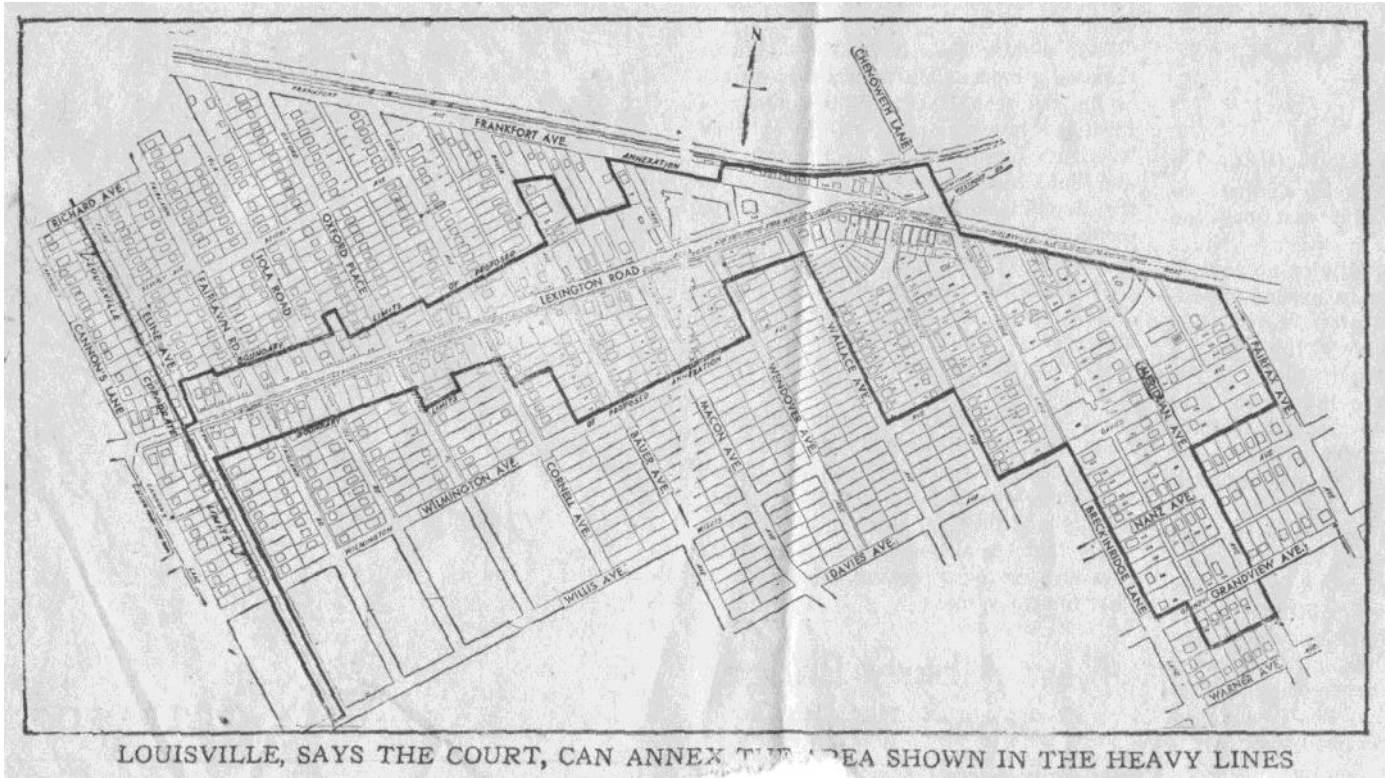




1950

Courtesy Marty Kamer:

Unknown articles but believed to be from the early 1950's.



1950

Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas, 1950 Aerial View of St. Matthews Triangle showing Wallace Center under construction. R. G. Potter Collection, 5236, University of Louisville Photographic Archives.



1950

ST. MATTHEWS FIRE PROTECTION AREA

NOT TO SCALE

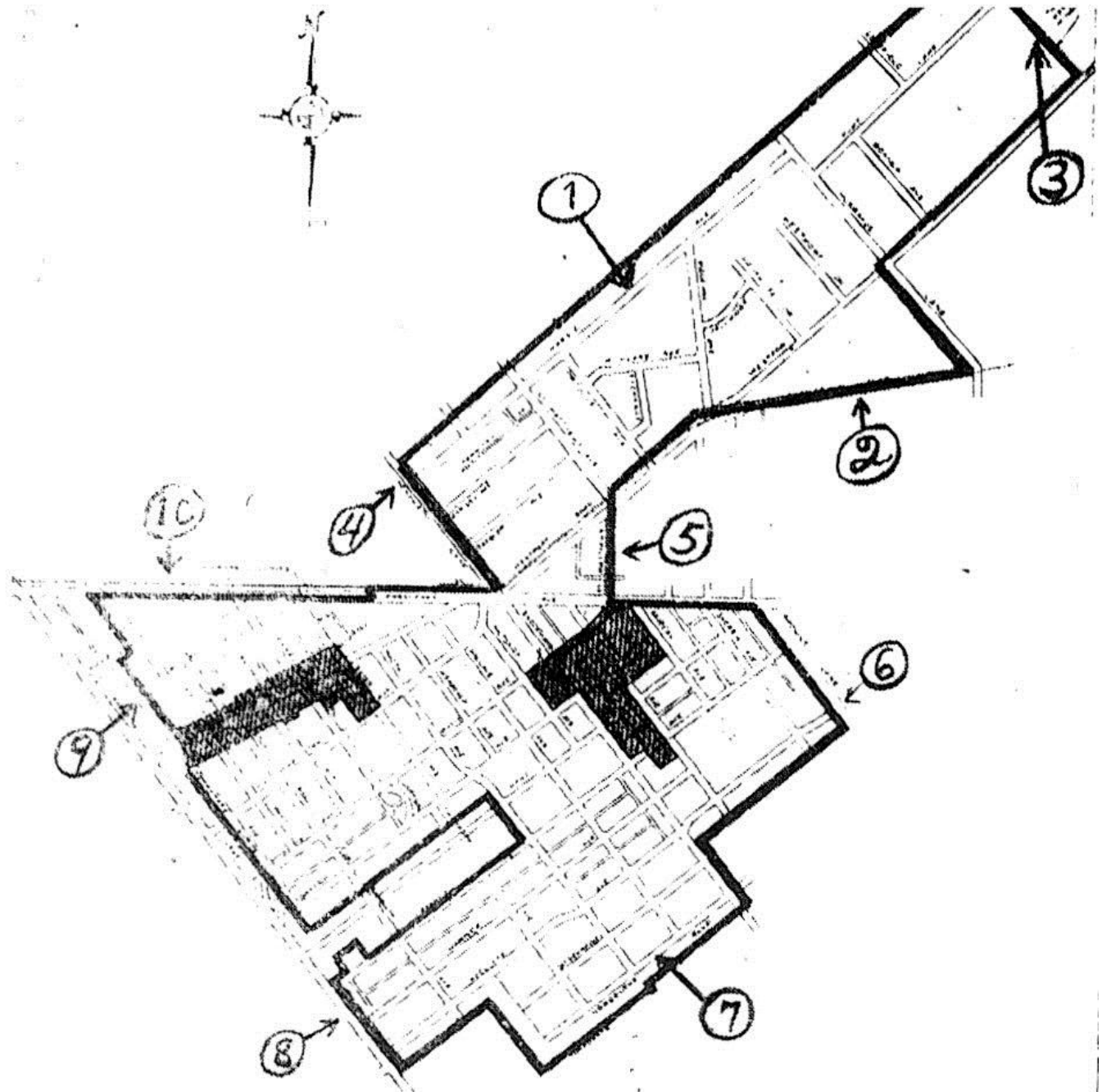


KEY

- 1/2 MILE LIMIT
- OLD BOUNDARY LINE
- BOUNDARY LINE
- FIRE HYDRANTS
- FIRE DEPT.

KENTUCKY INSPECTION BUREAU
 LOUISVILLE, KY.
 AUGUST, 1949.
 REVISED - NOVEMBER, 1950.

January 28, 1954, *The Voice Of St. Matthews:*



With the exception of the two shaded areas, all territory inside the heavy black line is now in the City of St. Matthews. Arrow No. 1, reaching just inside the line, indicates Massie Ave. No. 2 is the L. & N. railroad. No. 3 is the west boundary of Windy Hills. No. 4 is the east side of Chenoweth Lane. No. 5 is the west side of St. Matthews Ave., and No. 6 the west side of

Browns Lane. No. 7, just inside the boundary, points to Norbourne Blvd. No. 8 is at the east side of Cannons Lane. No. 9 points to the east side of Eline Ave., and No. 10 is at the south side of Frankfort until the small jog at the right, where the boundary line crosses to the north side of Frankfort. Annexation of two adjoining areas has not been completed.

St. Matthews History

Young city had to fight for its life

When St. Matthews became a fourth class city in June, 1954 it included about 10,000 homes. Its business district was both sides of Shelbyville Road and Frankfort Avenue from Eline Avenue to and beyond Hubbards Lane.

Established as a sixth class city only four years earlier (1950), the city had only sufficient time to put down its roots before it was to begin a struggle for survival--against Big City Louisville which had eyed the suburban area eight years earlier as a likely subject for annexation.

Therein was the beginning of one of the biggest legal battles in the annals of city vs. city relations. It was a struggle tossed back and forth from Circuit Court to the Court of Appeals, in the press and talked about among individuals whose tempers were often worn thin. Many believed the legal battle was calculated to kill the small city off.

The more than two-year court battles were resolved, but they left scars and wounds which to this day are still evident.

Poison planted

The seeds which were to poison the relations between the suburban area and the City of Louisville were planted by Louisville in 1946, when it introduced an ordinance proposing to annex the business district only.

Although Louisville didn't take any further

action against the residential areas.

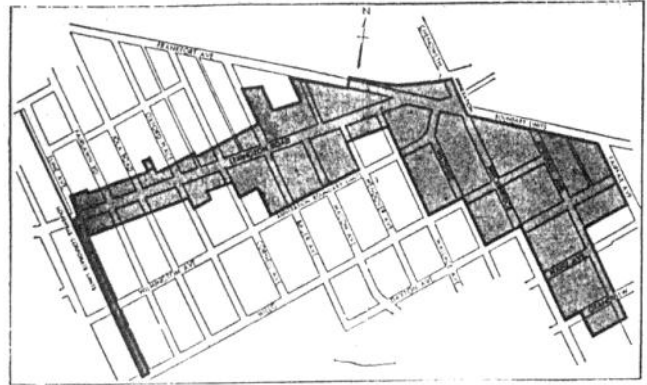
Whether Louisville's move toward first the business district, then the residential area, and its "forgetfulness" to fight further for the residential areas were calculated to rid itself of the burden of supporting the residential areas, in order to get the business district, are not known but the suburban residents were suspicious.

They believed that Louisville wanted the high-revenue producing business district without the low-revenue residential areas.

Louisville, however, was defeated by a Circuit Court jury again in 1955. This time Louisville didn't "forget" to appeal the decision and the Court of Appeals reversed it in 1956.

Up until November 1956, St. Matthews as a City had remained aloof from the annexation fight, which had been carried by a group of anonymous individuals known as the St. Matthews Annexation Protective Association.

However, among those contributing to the fight was the late Mayor James H. Noland, his successor Bernard Bowling, and A. J. Eline.



Black lines indicate the area Louisville annexed, Matthews government. The area then was St. Matthews' heart of the business district, ending a 13-year old fight with residents and St.

didn't take any further action on the ordinance until 1952, individual citizens and businessmen had already become suspicious of Louisville's intent and were able to whip together a strong force.

When Louisville made another move toward annexation in 1952, the opposition was strong enough to defeat a Louisville "proposal to annex only the residential area. Louisville "forgot" to appeal a Circuit Court jury's decision and was prevented from making another attempt on the residential area for two years.

Meanwhile, battle lines were drawn and strengthened for what obvious would become a long drawn out cat and mouse game. The suburban opposition was sure Louisville wasn't through, and it wasn't.

Fight renewed

In January 1953, Louisville renewed the ordinance of 1946 to annex the business district, although it couldn't move

Fuse ignited

But the man who obviously had been calling the moves for Louisville -- Roy Owsley, then city consultant--ignited the fuse that brought St. Matthews, the city, into action.

Owsley, speaking in Memphis, Tenn., according to press reports, called for state laws making annexation of suburbs easier by big cities. He also advocated a general "get-tough" attitude by Louisville towards the suburbs.

The following Tuesday, the St. Matthews Council voted to help in the fight to overturn a Court of Appeals decision that gave Louisville the right to about half of St. Matthews business district.

Mayor Noland stated St. Matthews position:

"I don't think there is any use in pulling any punches, I think we should go in and fight it. Since Mr. Owsley's statement I feel strongly that we

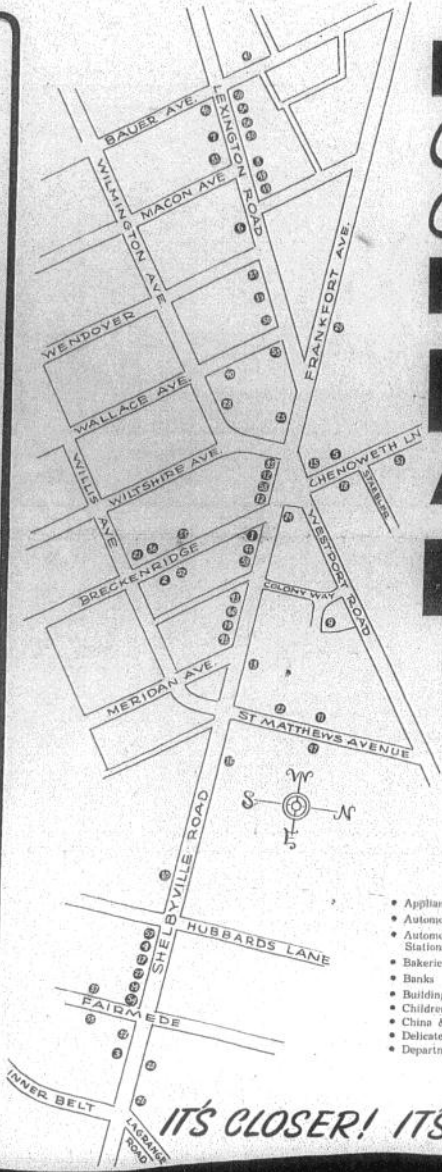
Continued on page 7

June 16, 1955, *The Voice of St. Matthews:*

ST. MATTHEWS SHOPPING CENTERS

Here's your key to all-inclusive Community Shopping in St. Matthews

- ASHBURY-BERMAN DRUG CO. (1)
- 200 Franklin Avenue
- BALLEINA, INC. (2)
- 400 Brookridge Lane
- BANK OF LOUISVILLE (3)
- 400 Shelbyville Road
- BERNSEN PAINT & WALLPAPER (4)
- 400 Shelbyville Road
- BLUGGANS TRAILERS & MOWERS (5)
- 110 Chesworth Lane
- BOSTON SHOE STORE (6)
- 200 Lexington Road
- K. BROWN JEWELER (7)
- 200 Lexington Road
- BUSCHMEYER'S JEWELRY STORE (8)
- 300 Lexington Road
- CAPITAL LAUNDRY & DRY CLEANING CO. (9)
- Behind the A. A. P.
- CAHILL CHEVROLET CO. (10)
- 100 Shelbyville Road
- CHESTER LAUNDRY & DRY CLEANING CO. (11)
- 120 S. Matthews Avenue
- CITIZENS FIDELITY BANK (12)
- 200 Franklin Avenue at Brookridge Ln.
- BARBARA CLARK (13)
- 200 Franklin Avenue
- THE CLARKE CO. (14)
- 400 Shelbyville Road
- CONSOLIDATED SALES CO. (15)
- 200 Franklin Avenue
- THURSTON COOKE FORD, INC. (16)
- 200 Franklin Avenue
- DAVIS WALLPAPER & PORTER PAINT (17)
- 400 Lexington Road
- DEVINE'S FAN AND SERVICE (18)
- 110 Chesworth Lane
- DOLPHINGERS, INC. (19)
- 200 Franklin Avenue
- JOHNNY DOYLE'S SHELL SERVICE (20)
- 200 Shelbyville Road
- KEY ELLIOTT INSURANCE SERVICE (21)
- 100 Brookridge Lane
- FREDERICK BUILDING & LOAN ASSOC. (22)
- 111 St. Matthews Avenue
- FIRESTONE SERVICE STORE (23)
- 400 Lexington Road
- FIRST NATIONAL BANK (24)
- 200 Franklin Avenue
- GUARDIAN FINANCIAL CORPORATION (25)
- 200 Franklin Avenue
- HODGES AETNA SERVICE (26)
- Shelbyville Road & Walgreens Expressway
- HOUSE PLANT & NURSERY STORE (27)
- 400 Shelbyville Road
- KENTUCKY MODEL SHOP (28)
- 200 Brookridge Lane
- BERT L. KRUEKEL JEWELER (29)
- 200 Franklin Avenue
- THE KROGER CO. (30)
- 200 Lexington Road
- LESTER JEWELRY (31)
- 200 Lexington Road
- LINCOLN BANK & TRUST CO. (32)
- 400 Brookridge Lane
- LLWELLEN'S ST. MATTHEWS LAUNDRY, INC. (33)
- 100 Brookridge Lane
- MARIE'S WOMEN'S APPAREL (34)
- 200 Lexington Road
- MARTIN'S GROCERY (35)
- 200 Franklin Avenue
- J. ASHBY MILLER CO., REALTOR (36)
- 100 Brookridge Lane
- MUNISH & POTS FLORISTS & NURSERY (37)
- 110 Fairmeade Road
- MOHGAN'S MEN'S SHOP (38)
- 200 Franklin Avenue
- GIL MUELLER SALES & SERVICE (39)
- 400 Lexington Road
- OAKWOOD SPORTING GOODS STORE (40)
- 21 Walrus Center
- OFFUT & HELM, INC. (41)
- 100 Baser Avenue
- PAINT POT (42)
- 200 Franklin Avenue
- PANTRY DELICATESSEN (43)
- 200 Franklin Avenue
- PAUL'S SHOES (44)
- 200 Franklin Avenue
- PLEIN'S BAKERY (45)
- 200 Franklin Avenue
- PODEMAN DRUGS (46)
- Lexington Road & Baser Avenue
- SANDERS CLEANERS (47)
- 100 S. Matthews Avenue
- SEARS-ROEBUCK & CO. (48)
- 370 Lexington Road
- SMITHERS SUPER MARKET (49)
- 200 Lexington Road
- PAUL D. SNYDER GULF SERVICE (50)
- Lexington Road & Walrus
- ST. MATTHEWS FEED & SEED (51)
- 100 Chesworth Lane
- ST. MATTHEWS TRIM SHOP (52)
- 100 Brookridge Lane (over)
- SWISS CLEANERS & LAUNDRY (53)
- 100 Fairmeade Avenue
- SYDNEY'S (54)
- In Fairmeade Shopping Center
- TERRY'S TEXACO SERVICE (55)
- 200 Lexington Road
- YANETTI APPLANCE CO., INC. (56)
- 211 Lexington Road
- WEBER DRUG STORE (57)
- Shelbyville Road & Hubbards Lane
- THE WHIRLIGIG (58)
- Popular Price Cafeteria Restaurant
- WOHLER'S BAKERY (59)
- 200 Lexington Road
- ERNEST E. YENAWINE CO. (60)
- 200 Franklin Avenue



HAVE
Everything!
PLUS
FREE
AMPLE
PARKING

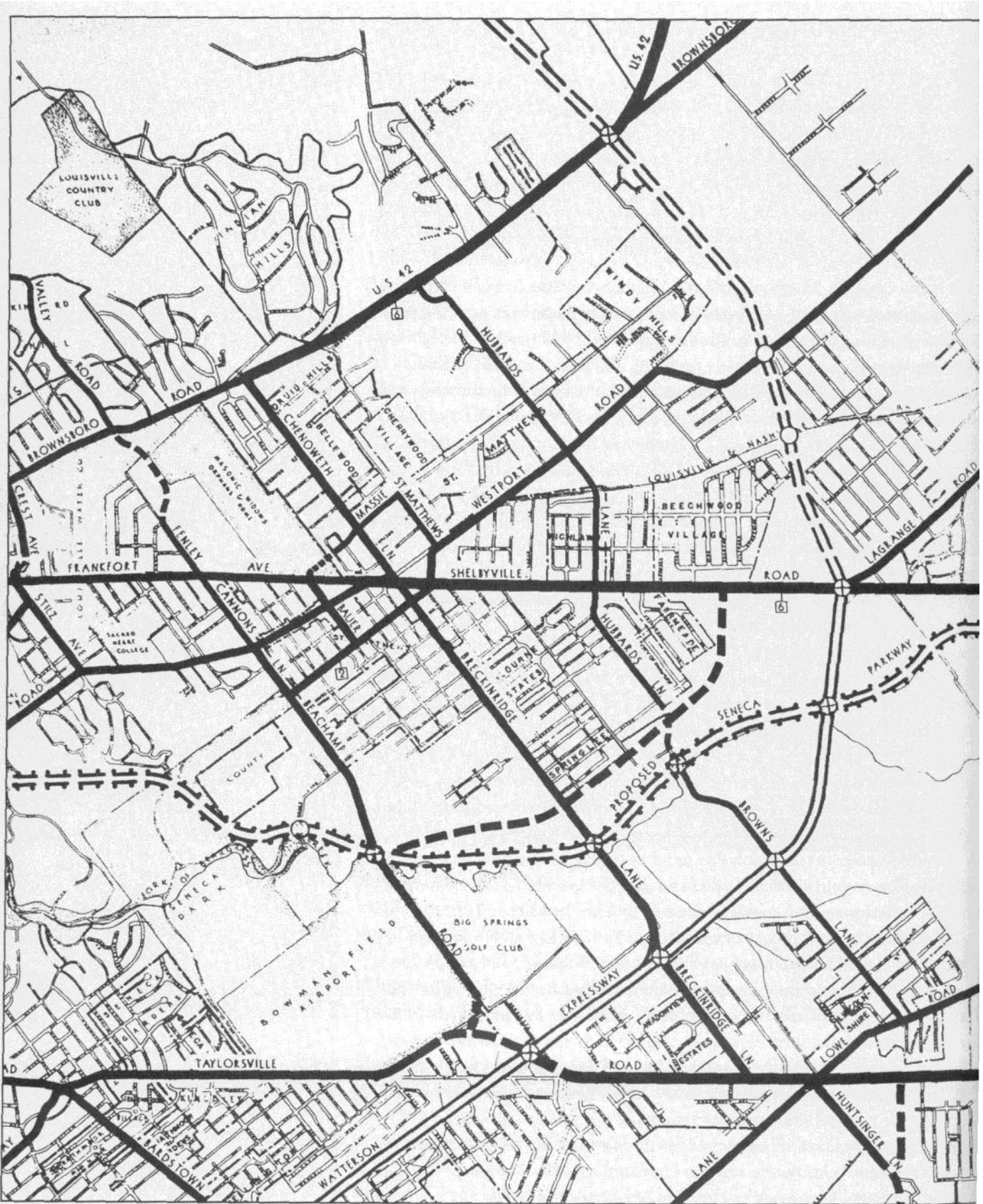
FASHIONS — FRILLS — FOOD — FUN
You'll find them all along the many attractive shopping centers, in the greater St. Matthews area. It's truly a representative cross section of Young America, with all of its wants and needs—even its luxuries and entertainment—offered by a host of successful Young American businesses and services, that attract and adequately fit the most discriminating customers they serve and all this with FREE, adequate parking facilities designed for YOUR convenience.

- In the Greater St. Matthews Shopping Centers You'll Find:
- Appliance Stores
 - Automobile Agencies
 - Automobile Service Stations
 - Bakeries
 - Banks
 - Building & Loan Assns.
 - Children's Apparel
 - China & Gift Shops
 - Delicatessens
 - Department Stores
 - Drug Stores
 - Finance Companies
 - Food Markets
 - Hobby Shops
 - Insurance Agencies
 - Interior Decorators
 - Jewelers
 - Laundry & Dry Cleaning Companies
 - Men's Apparel
 - Nursery, Garden & Seed Stores
 - Paint & Wallpaper Stores
 - Realtors
 - Restaurants
 - Shoe Stores
 - Sportfing Goods
 - Trailer Sales
 - Upholstery Shops
 - Women's Apparel
 - Every Type of City Service

IT'S CLOSER! IT'S CONVENIENT TO
SHOP IN ST. MATTHEWS!

1955

Courtesy, *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas, Section from major street plan prepared by Harland Bartholomew and Associates, St. Louis, for the Louisville and Jefferson



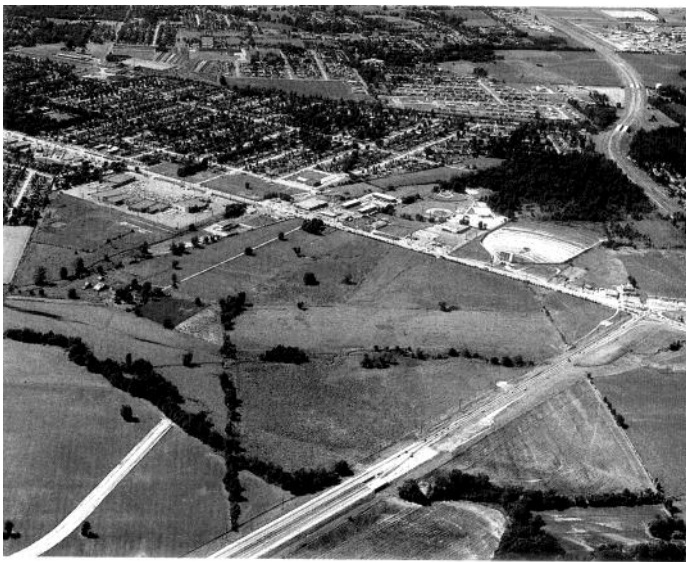
1955

Courtesy *The Voice Of St. Matthews*, November 24, 1955:



The Shelbyville Plaza

Shelbyville Plaza Grand Opening Is Tuesday



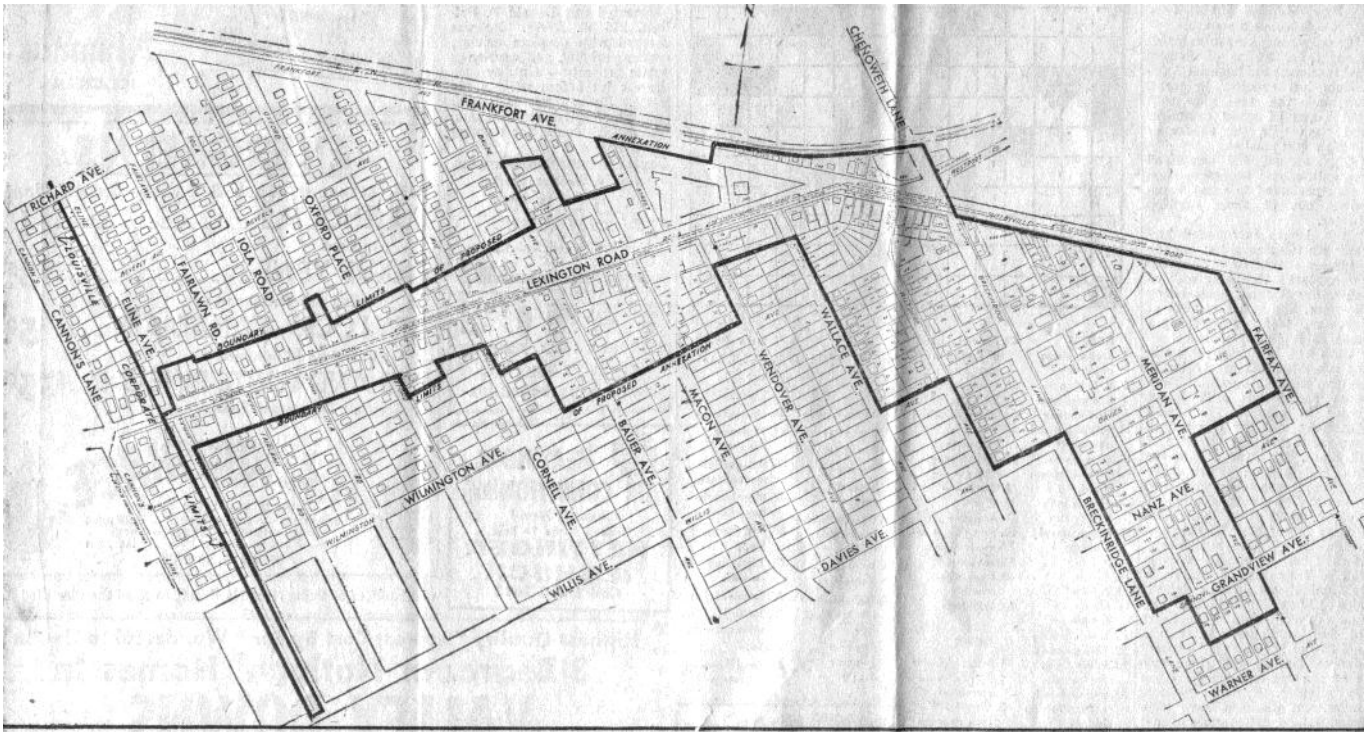
Aerial view showing Watterson Expressway before completion North of Shelbyville Road and the completed Shelbyville Road Plaza. By Billy Davis, 7 July 1960. Louisville Since The Twenties, 192. Below, 1967 photo, Billy Davis Collection, University of Louisville Photographic Archives.



1956

October 20, 1956, *The Courier-Journal*:

Louisville Wins Business Area



THIS IS ST. MATTHEWS BUSINESS DISTRICT (HEAVY LINES) WHICH WOULD BE ANNEXED BY LOUISVILLE UNDER COURT DECISION YESTERDAY

June 6, 1957, Voice of St. Matthews:

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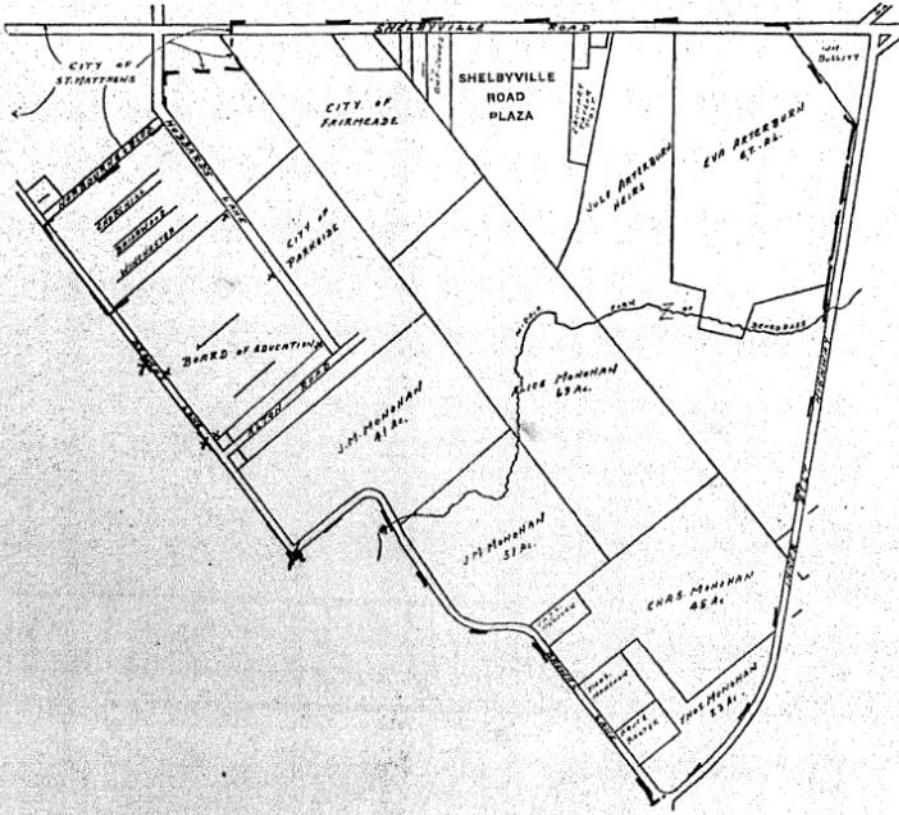
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St. Matthews Moves To Annex Plaza



One of the sections St. Matthews proposes to annex is pictured above. All the area enclosed by the broken line is marked for annexation, with the exception of the Cities of Fairmeade and Parkside, upper left, and the Board of Education tract, left center, where Waggener Junior High and St. Matthews elementary Schools are located. Also left out was the triangular tip (upper right) owned by William Marshall Bullitt.

The St. Matthews City Council Tuesday took first steps to annex most of the area between Browns Lane, the Innerbelt Highway and Shelbyville Road.

This includes all the stores in the Shelbyville Road Plaza. Left out of the proposed annexation were the Mayme Waggener Junior High School, St. Matthews Elementary School, the sixth-class Cities of Fairmeade and Parkside, and a triangular strip of ground owned by William Marshall Bullitt at the southwest corner of the Innerbelt and Shelbyville Road.

The Council also introduced an ordinance proposing to annex an area stretching from Westport Road to Shelbyville Road, and from the east boundary of Stivers School westward to Hubbards Lane.

Left out of this proposed annexation was Stivers School itself, and a strip along the east side of Hubbards Lane from the railroad tracks to Shelbyville Road which is now in the City of Richlawn. The east boundary of this area would be the City of Beechwood Village, and the City of Woodlawn Park.

If the annexations are completed, the Cities of Richlawn, Fairmeade, and Parkside will be completely surrounded by the City of St. Matthews.

They would give St. Matthews the 28 stores in the Shelbyville Plaza and the American Legion Zachary Taylor Post 180. St. Matthews would also have all the stores on the south side of Shelbyville Road from Hubbards Lane to the Expressway, with the exception of those from Clarke Appliances on the west to DeLaney Furniture on the east. These are in the City of Fairmeade.

Those west of Clarke's were annexed by St. Matthews earlier this year. Included in the new ordinance are the Bank of Louisville, Jones Apothecary, Commonwealth Life Insurance, the Standard Oil and Shell Service Stations, the Greater Louisville First Federal Savings and Loan Association, the Twin Elms Motor Court, and the Big Boy Restaurant, in addition to the Plaza stores.

About half the area included in this ordinance consists of farmlands owned by the Monohan family. These holdings total roughly 250 acres. Altogether about 500 acres are included in the ordinance.

The other ordinance takes in the "no-man's land" between Beechwood Village and Richlawn. There are about 100 homes in the area. Also included is the Rasmussen property where several greenhouses are located, and part of the Louisville Builders Supply Co.

The Councilmen at Tuesday's special meeting said many of the property owners in the areas had asked to be annexed.

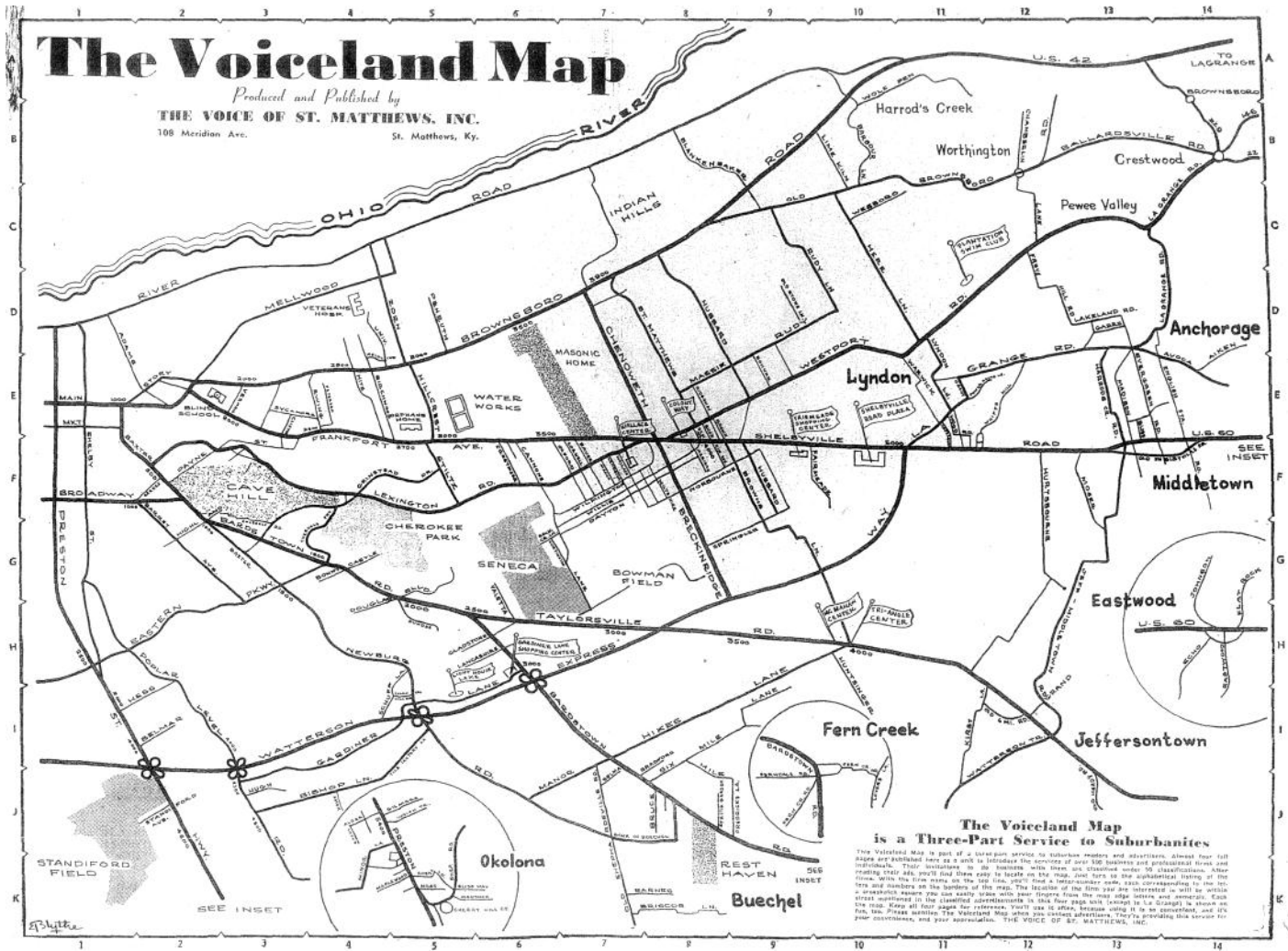
There was speculation that St. Matthews' action was a "protective" measure. Louisville's annexation moves had brought it to the Browns Lane-Innerbelt neighborhood, and some St. Matthews people feared Louisville might attempt an annexation that would encircle St. Matthews.

The Council did not pass the ordinances Tuesday, but merely introduced them. City counsel J. W. Jones explained that under the law, ordinances proposing to annex new territory must be submitted to Fiscal Court before they can be passed.

1957

October 31, 1957, *The Voice of St. Matthews:*

Voiceland Map



1958

November 12, 1958: New by-laws and rules and regulations were accepted by the firefighters.

RULES AND REGULATIONS FOR ST. MATTHEWS VOLUNTEER FIRE DEPARTMENT

ARTICLE V DRIVERS

Section 1 – Drivers shall be appointed by the Chief. They shall be appointed for their driving and mechanical ability and shall be thoroughly familiar with the operation of the apparatus to which they are assigned.

Section 2 – The driver of each piece of apparatus shall make an inspection of his apparatus after each run. Such inspection shall include checking the equipment, oil, gasoline, water, battery, and tires. He shall report to his officer a record of the pumping time, hose lines used. One of the drivers shall be assigned to make an inspection each month of the apparatus to which he is assigned and shall make a report thereon to his officer. Particular attention and study shall be given to the instruction manual supplied by the manufacturer of the apparatus.

Section 3 – No member shall drive the fire apparatus except the regularly appointed drivers unless directed to do so by an officer.

Section 4 – Each driver shall be thoroughly familiar with the territory to be served, including the condition of routes during the different seasons and the location of all water supplies.

Section 5 – Drivers shall observe speed limits which are consistent with safety, considering traffic, weather, and road conditions. Special care shall be taken when approaching all intersections, the apparatus being kept under control at all times.

ARTICLE VI RULES AND REGULATIONS

Section 1 – No amendments shall be effective until presented to the Firemen's Committee in writing one month before it is voted upon by the membership and until the Firemen's Committee gives written notice to all members that an amendment has been presented and it shall not be effective until adopted by three-fourths of the members present at the second regular meeting after notice has been sent to the membership.

ARTICLE VII INACTIVE MEMBERS

Section 1 – Any active member upon reaching the age of sixty-five years will be transferred to the inactive membership of the department.

Section 2 – Any active member for reasons he deems best, may transfer to the inactive membership. All issued equipment shall be returned and the privilege of use of red lights and siren shall be revoked.

Section 3 – All inactive members shall be permitted to participate in all activities of the department.

Section 4 – Inactive members shall have the privilege of attending all meetings of the department, but shall not have a voice therein

ARTICLE VIII ACTIVITIES

Section 1 – The membership shall actively participate in two fund-raising drives for charity per year. The two fund-raising drives to be selected each year by the membership.

Section 2 – Any requests made to help on any other drive shall be denied. However, the use of the station will be permitted upon formal request as a collection headquarters.

ARTICLE IX FIREMEN'S FUND

Section 1 – A fund shall be created for the entertainment of the firemen. This fund shall be administered by a committee of two (2) members appointed by the membership.

Moneys for this fund shall be derived from fines for violations of house rules and any donations made directly to the firemen.



1959

January 23, 1959, Letter:

Mr. John Monohan
St. Matthews Fire Department
Box 115 - St. Matthews
Louisville 7, Kentucky

Dear Sir:

In accordance with our telephone conversation of last week, I am enclosing herewith three copies of a diagrammatic map showing the location of the residences of twelve different families who would like to have fire protection from the St. Matthews Fire Department.

All the following people have requested me to write you and to have you bill them for this protection.

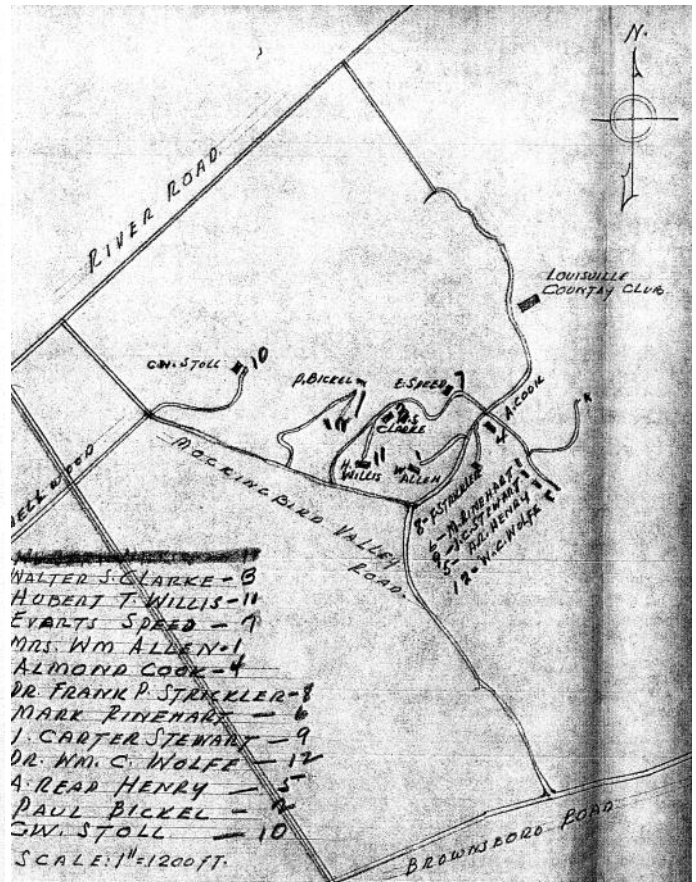
Mrs. Walter S. Clarke
Mr. Hubert Willis
Mrs. Everts Speed
Mrs. William Allen
Mr. Almond Cook
Dr. Frank P. Strickler
Mr. Mark Rinehart
Mr. J. Carter Stewart
Dr. William C. Wolfe
Mr. A. Read Henry
Mr. Paul Bickel
Mr. C. W. Stoll

These people have also requested that you send a letter saying that they will be protected by the St. Matthews Fire Department. They want to show this letter to their insurance companies. So if you will address this letter to all twelve and mail it to me, I will have copies made for each.

Please let me know if there is any further information that you need.

Very truly yours,

A. Read Henry
A. Read Henry

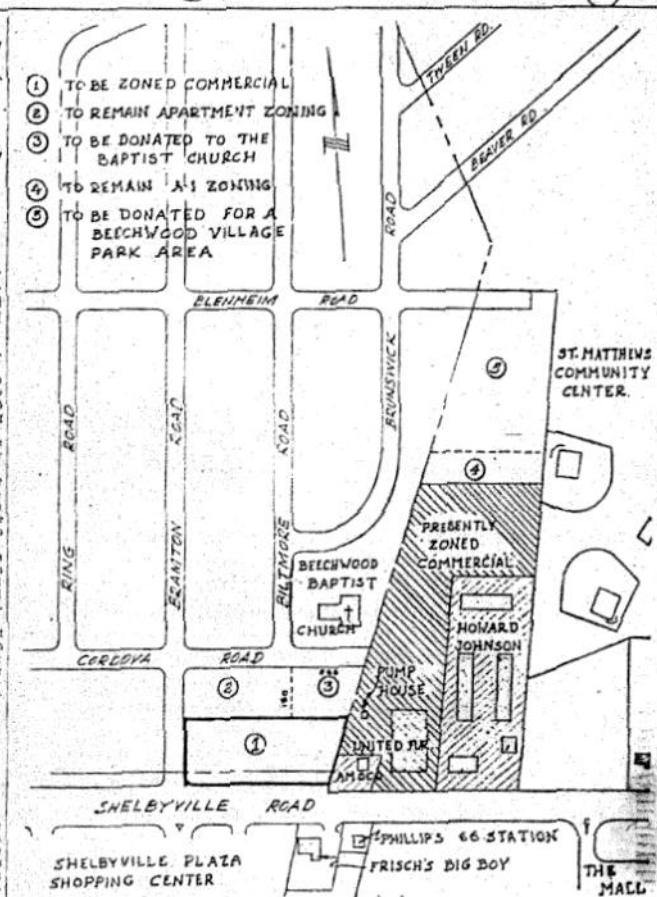


1960

July 7, 1960, St. Matthews The Crossroads of Bluegrass, by Samuel W. Thomas, 1999—Aerial view showing Watterson Expressway before completion north of Shelbyville Road and the completed Shelbyville Road Plaza. By Billy Davis, Louisville Since The Twenties, 192:



July 28, 1960, *The Voice Of St. Matthews:*



If Beechwood will rezone Tract 1 for commercial, Tract 2 will remain apartment zoned, Tract 3 will be given to Beechwood Baptist Church for parking, and Tract 5 will be given to the City for a park and/or playground.

Beechwood is offered park in exchange for commercial zone

The City of Beechwood Village has been offered a 2½-acre park, and the Beechwood Baptist Church a free parking lot, in exchange for rezoning for commercial use of a tract of land fronting 474 feet on Shelbyville Road.

The offer was made by R. W. Marshall, owner of the property, who said he intends to construct a "new building for the Liberty Bank and Trust Company." The Beechwood Village Planning and Zoning Commission, headed by J. B. Hill, of 316 E. 75th Road, immediately made plans to lay Mr. Marshall's proposal before the residents of the City and to take a poll as to whether or not they favor the proposal.

Mr. Marshall has been asked to provide 300 copies of his proposal, complete with drawings. These will be mailed to Village residents, along with a list of advantages and disadvantages of the proposal, as compiled by the Zoning Commission. In addition, each home will be sent a post card asking if they favor the proposal, or if they are against it, or if they don't care.

The cards are to be returned to Mr. Hill. The City's board of trustees will take into consideration the results of the poll before making any final decision on the rezoning.

Mr. Marshall's tract fronts 474 feet on the north side of Shelbyville Road, 370 feet on Brantzen Road, 587 feet on Cordova, and 386 feet along the eastern boundary of the City.

He wants the entire frontage along Shelbyville Road to a depth of 220 feet rezoned for D-1 commercial use for the bank "and other high-class commercial buildings." The property is now zoned for apartment use. At present, the entire City is zoned for homes and apartments.

The remaining portion of the tract would be divided in two, under Mr. Marshall's plan. The eastern portion, measuring some 150 by 260 feet, would be decided to the Baptist Church for additional parking area. The remainder would remain zoned for apartment use as a "buffer zone" between the commercial buildings and the homes to the north.

The 2½ acres that would be decided to the City for a playground and park lie on the south side of Elmheim Road at the extreme eastern edge of Beechwood.

Explaining his request, Mr. Marshall, in a written statement, said:

"The character of the entire Shelbyville Road area has changed considerably since this tract was originally zoned for apartments. Adjoining the tract on the east can be found an Amoco Service Station, a United Furniture store, and Howard Johnson Motel and Restaurant.

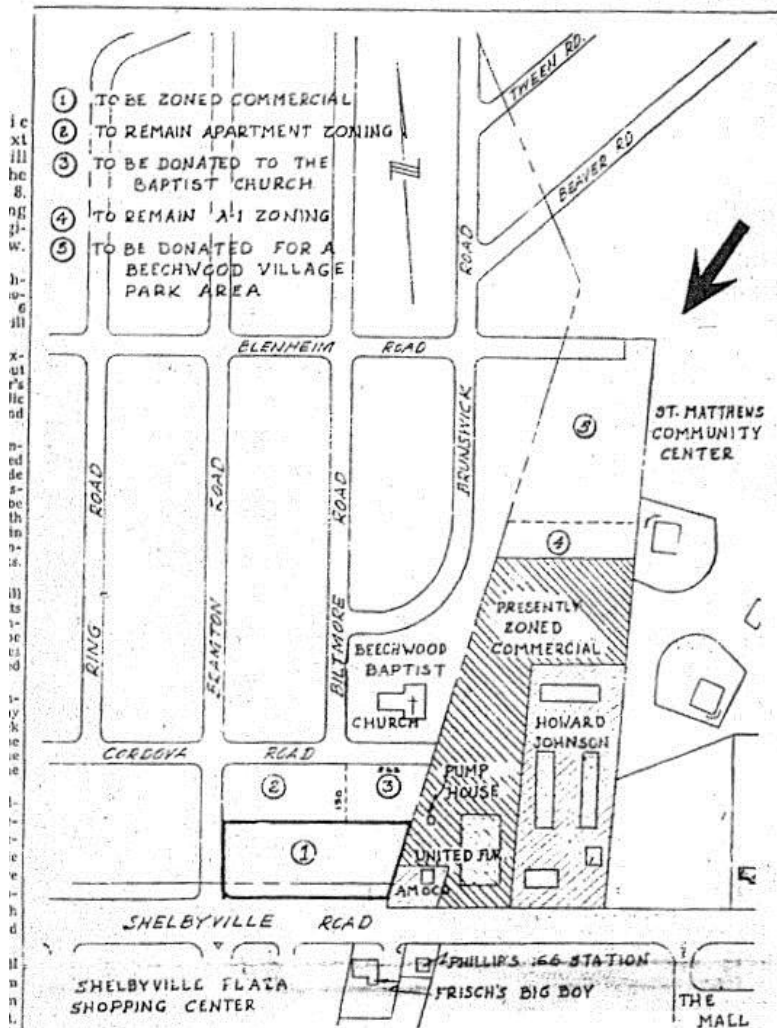
"Opposite the property on the south side of Shelbyville Road is the Shelbyville Road Shopping Center Plaza, Frusch's Big Boy Restaurant, Phillips 66 Station, and the Mall Shopping Center."

He went on to say:

"The proposal would provide the property owners of Beechwood Village with a handsome and convenient banking facility, replacing the present undeveloped property, that would be completely buffered from existing residential property in Beechwood Village. The new building should provide additional tax revenue to Beechwood Village in view of increased property value. It will provide much-needed additional parking facilities for the Beechwood Baptist Church. It will provide a site of a community park and recreation area for all the property owners of Beechwood Village, at no cost."

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Beechwood

(Continued from Page 1)

travel down Blenheim Road from Hubbards Lane to the Community Center property.

Once it is connected to the Center property, it can be extended southward to the commercial areas on the north side of Shelbyville Road, including the Ten Pin Lanes bowling alley.

...

A road like this is bound to attract a good deal of traffic, as it will enable drivers to get to the Center property and beyond from Hubbards Lane without encountering a single traffic light.

To get to the Center now, this traffic must travel down Hubbards Lane to Shelbyville Road, and then out Shelbyville Road to the Center. Drivers must face three traffic lights, and must make a left turn across Shelbyville Road to get to the bowling alley and to the Center property.

If Beechwood Village will rezone Tract 1 for commercial, Tract 2 will remain zoned for apartments, and owner R. W. Marshall will give Tract 3 to the Beechwood Baptist Church for parking. Tract 4 will be a buffer zone, and Tract 5, about 2½ acres, will be given to the City free and clear. The arrow points to the handle-like part of Tract 5 that could keep Blenheim Road a dead end street, if the road is extended through this handle, it will connect Hubbards Lane with the Community Center property.

Beechwood Village Zoning

What happens to Blenheim Rd.?

by EMIL M. AUN

A new factor has entered the zoning picture in Beechwood Village. The City faces the prospect of having Blenheim Road, now a relatively quiet residential street, turned into a busy thoroughfare.

No announcements have been made on this matter by anyone concerned, but the facts are there for everyone to see.

To begin from the beginning, R. W. Marshall has requested rezoning of his property at the northeast corner of Brashton Road and Shelbyville Road for commercial use.

In return for the rezoning, he has offered to give Beechwood Village free and clear a 2½-acre tract at the eastern end of Blenheim Road. He has also offered to give Beechwood Baptist Church a parking lot, also free and clear.

The board of trustees of the City of Beechwood will hold a public hearing on the request at 7:30 p.m. Tuesday, Sept. 13, at Beechwood Baptist Church.

A citizens committee within the City is opposed to the rezoning. A post card poll currently being taken by City officials shows the vote going against the Marshall request, with about 100 cards received out of 500 sent out.

Mr. Marshall has refused to comment on what he would do if his offer were rejected. But Beechwood Village officials expect a Court fight in the event of rejection.

Asked what he would do, if he offered to give Beechwood for free, Mr. Marshall said he wasn't sure, but he would probably develop it for residential use.

Would that mean the extension of Blenheim Road? In all likelihood, he said.

As the map with this story shows, Blenheim Road comes to a dead end about 100 feet from the Arterburn property, now leased by the St. Matthews Community Center. This small 100-foot strip is part of the 2½-acre Mr. Marshall offered to give the City. It forms a sort of handle.

With this ground in its possession, Beechwood Village could keep Blenheim Road a dead end street forever. But if Blenheim is extended the additional 100 feet to the Center property anything can happen.

Blenheim is a fairly smooth street, running through three Cities — Richlawn, St. Matthews and Beechwood Village. St. Matthews has recently repaved the section it owns, lying between Hubbards Lane and Beechwood. Thus, traffic now has a clear run on Blenheim from Hubbards Lane eastward to the end of Blenheim.

If Mr. Marshall extends it another 100 feet, and dedicates it to public use, automobiles can

(Continued on Page 7)

1961

Courtesy Ekstrom Library, University of Louisville, Shelbyville Road & Watterson Expressway Interchange, 1961, CSO 2353-1



1962

Courtesy Ekstrom Library, University of Louisville, Mall St. Matthews, March 21, 1962, CSO 933-15



1962

Courtesy of St. Matthews, *The Crossroads of Beargrass* by Samuel W. Thomas—Aerial view of the Mall. After its opening in the spring of 1962. Edge of Oxmoor Farm is in background. Bill Davis Collection, University of Louisville Photographic Archives.



Restaurant corner sold, leased for fish carryout

Another carry out food service will open in downtown St. Matthews soon in the fancy restaurant building on the corner of Wiltshire and Shelbyville Road.

The building was sold this week by Mr. and Mrs. C. E. Gaines, Crescent Hill, to Lehman-Davis Realty Co. The transaction was handled by the J. Ashby Miller Co.

Arch Davis, Jr., of Lehman-Davis, reported that Leo Well, owner of Fulton Fish Co., had taken a long lease on the building, and will open a carry out fish restaurant there.

The Gaines bought the building as an investment when it was being built in 1928 for the Kroger Co., which operated a grocery there for 11 years.

The building continued to house a grocery until 1960. The Roby & Clemens partnership later became Clemens and Martin, and then John

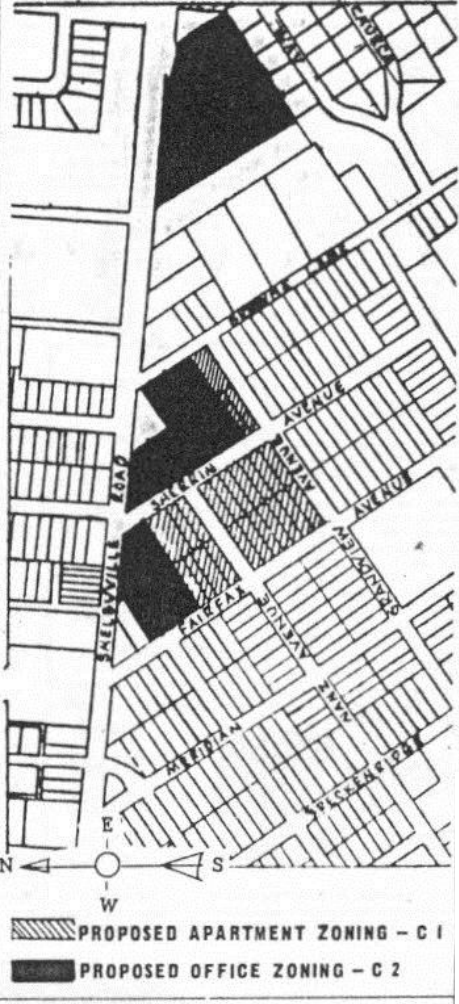
Martin bought out his partner and operated Martin's Grocery, which eventually became a grocery-restaurant combination a few years ago.

Robert Colglazier leased the building, remodeled it extensively, and opened a Pancake House. St. Matthews people just wouldn't eat enough pancakes, and he converted it into a Steak House and later, a Smorgasbord restaurant. He sold it, and Romo's Italian Restaurant opened, but didn't stay open long.

Mr. Davis said his company also bought the adjacent building on Wiltshire, which houses Lester Jewelry and Joe Brill's tailor shop.

Plans proposed to complete commercial zoning South of Shelbyville Road

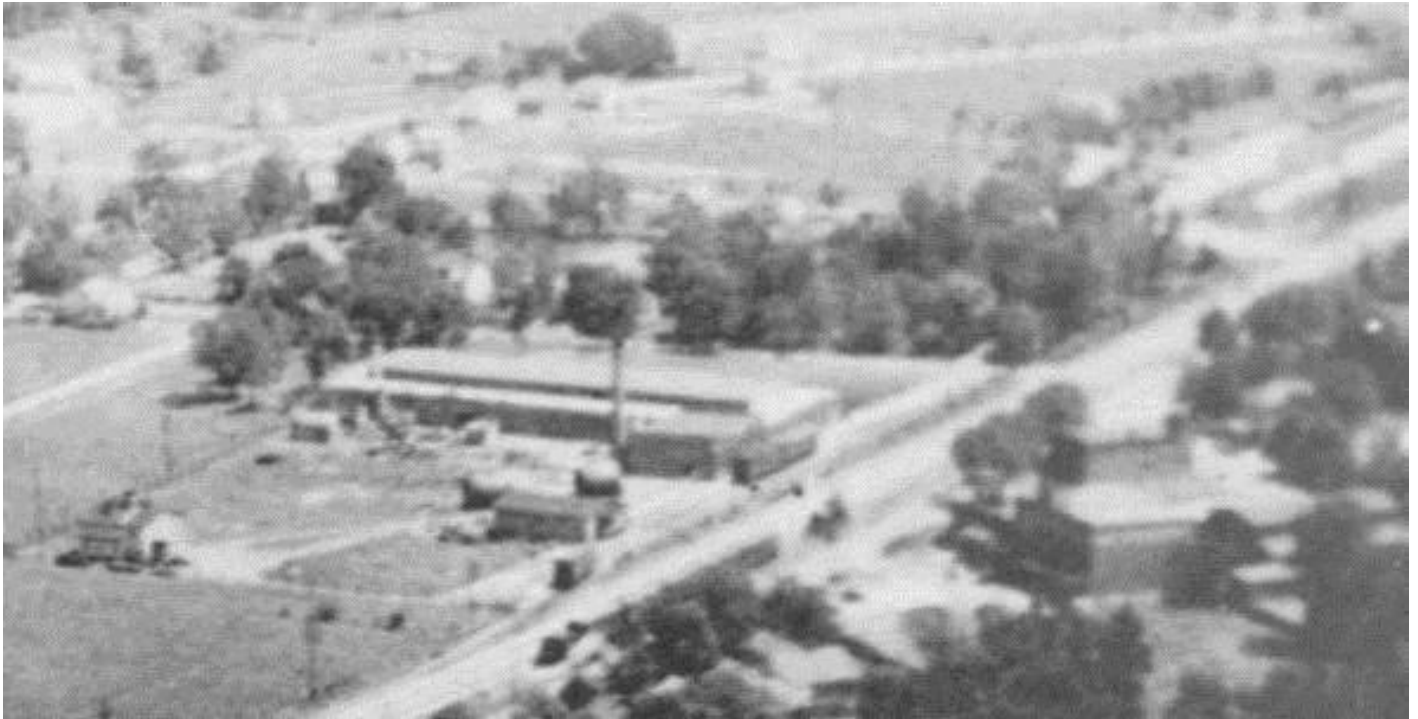
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An effort will be made early in March to complete the commercial zoning of the south side of Shelbyville Road in St. Matthews.
Commercial zoning in the C1 and C2 categories has been proposed and the St. Matthews Planning and Zoning Commission will hold a hearing on it on Tuesday, March 12 at 8 p.m. at St. Matthews City Hall. The areas under consideration are now zoned residential.
C2 office zoning is proposed on the residential balance of the Shelbyville Road frontage on the south side. Three chunks of area (in black on the map herewith) are included. They lie between Fairfax and Sherrin, Sherrin and Browns Lane, and the chunk between the Owens Medical Center and the Parkside Building.
C1 apartment zoning is proposed for 26 lots south of the C2 office zoning is proposed for 26 lots proposals between Fairfax and Sherrin and between Sherrin and Browns Lane. Grandview Avenue thus becomes the southern boundary of the two blocks east and west of Sherrin Avenue.

1964

Courtesy, St. Matthews The Crossroads of Beargrass, by Samuel W. Thomas, 1999, 1940 picture, The Heart of St. Matthews, Palmer Asbestos & Rubber Company along north side of Westport Road, west of St. Matthews Avenue, Beargrass-St. Matthews Historical Society.



April 8, 1965, *The Voice Of St.*

Curves south of creek on Browns to go

At least two of those sharp curves on Browns Lane, just south of Beargrass Creek are due to go, and the County hopes the two curves just north of the creek can be eliminated a little later.

While construction of Interstate 64 is underway across Browns Lane, traffic on the present road will be maintained, and the present Sherburn Lane with some minor alterations, will also remain open.

But the curves will go out in the second phase of construction, which may be later this summer. Sherburn Lane will have been completed and open for two-lane traffic while Browns Lane is being completed north of I-64.

There will be some changes in Browns Lane south of the Interstate, but that will come in the last stage of construction. While the road is relocated a hundred or so feet further west, a detour will be maintained.

Sammy Lee, director of the county's public works, said that part of Browns Lane affected by construction of the Interstate will be reconstructed by the state.

The county, however, will have to complete the job north of the creek. But that must wait until the county can complete organization of its through road system, which probably will be in the next few months. The next task will be obtaining right of way to eliminate the other two curves, north of the creek, Lee said. Reconstruction of the north section may not come this year, but is definitely in the planning stage, he said.

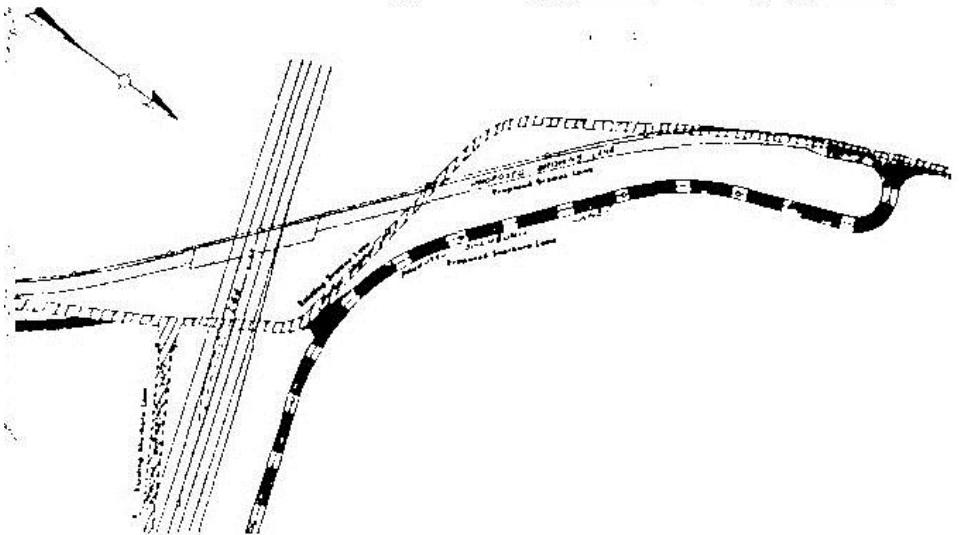


Diagram of I-64 and Browns Lane

Matthews:

1965

Courtesy The Archives of St. Matthews Episcopal Church, Louisville, Kentucky, Ed Hill: Ariel photo of the church grounds - about 1965.



1965

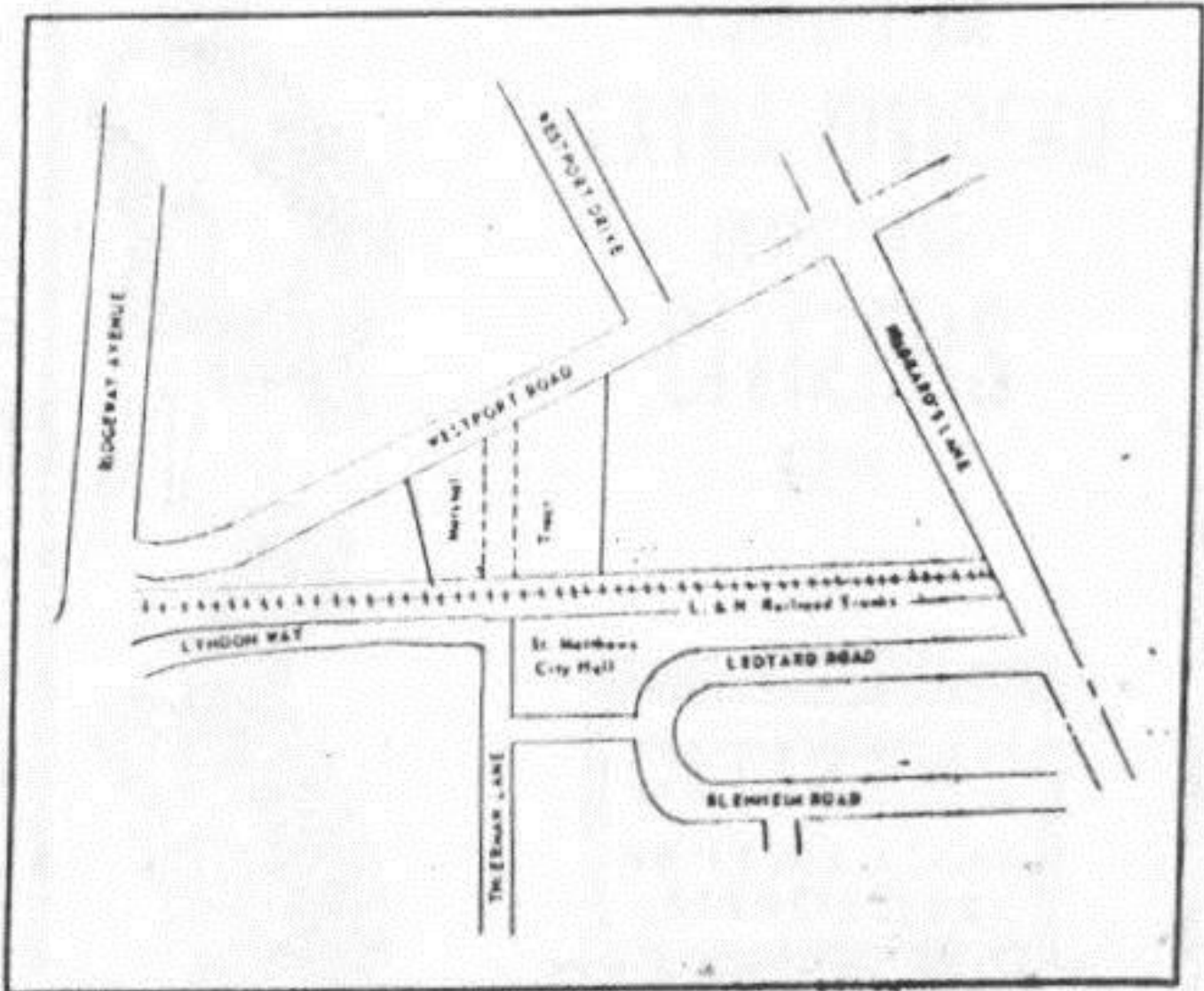
**Courtesy of St. Matthews, The Crossroads of Beargrass by Samuel W. Thomas:
Ca. 1965, Billy Davis collection, University of Louisville Photographic Archives.**



Courtesy of St. Matthews, The Crossroads of Beargrass by Samuel W. Thomas: Lincoln Income Insurance Company Tower rising between the Watterson Expressway and the Clayton Moores' Golden Maxim Farm, on the west side of Breckenridge Lane, Ca. 1965 Bill Davis Collection, University of Louisville Photographic Archives.



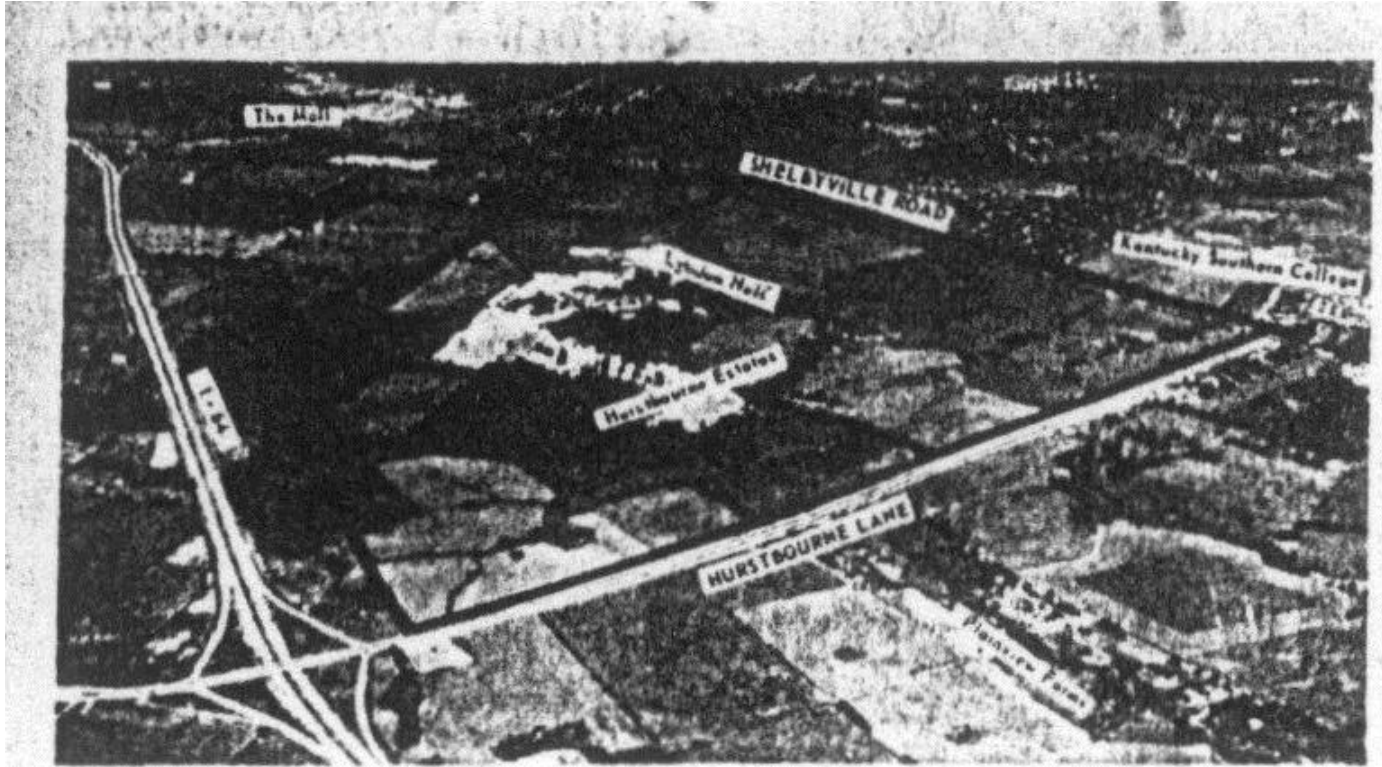
March 3, 1966, *The Voice-Jeffersonian*:



MARSHALL TRACT: This map shows the tract for which R. W. Marshall is seeking rezoning from residential to commercial. The tract is located between Westport Road and the L. and N. Railroad tracks and is about 800 feet west of Hubbard's Lane. If the tract is rezoned, part of the site will be deeded to St. Matthews for the extension of Thierman Lane, which now ends south of the tracks. The extension will run over the tracks and terminate at Westport Road.

1966

March 3, 1966, *The Voice-Jeffersonian*:



FROM THE AIR: This aerial photo shows the boundaries of the \$100 million Hurstbourne Estates. Enclosed by the black line, the area covers 984 acres. It is bounded on the north by Shelbyville Road and on the east by Hurstbourne Lane. To the south is I-64 and to the west, in the distance, the Mall. Several landmarks are indicated.

1966

Jamestown today:

Courtesy Google Maps, 2010:



1966

Aerial view of part of Shelbyville Road, including Shelbyville Road Plaza, and Mall.

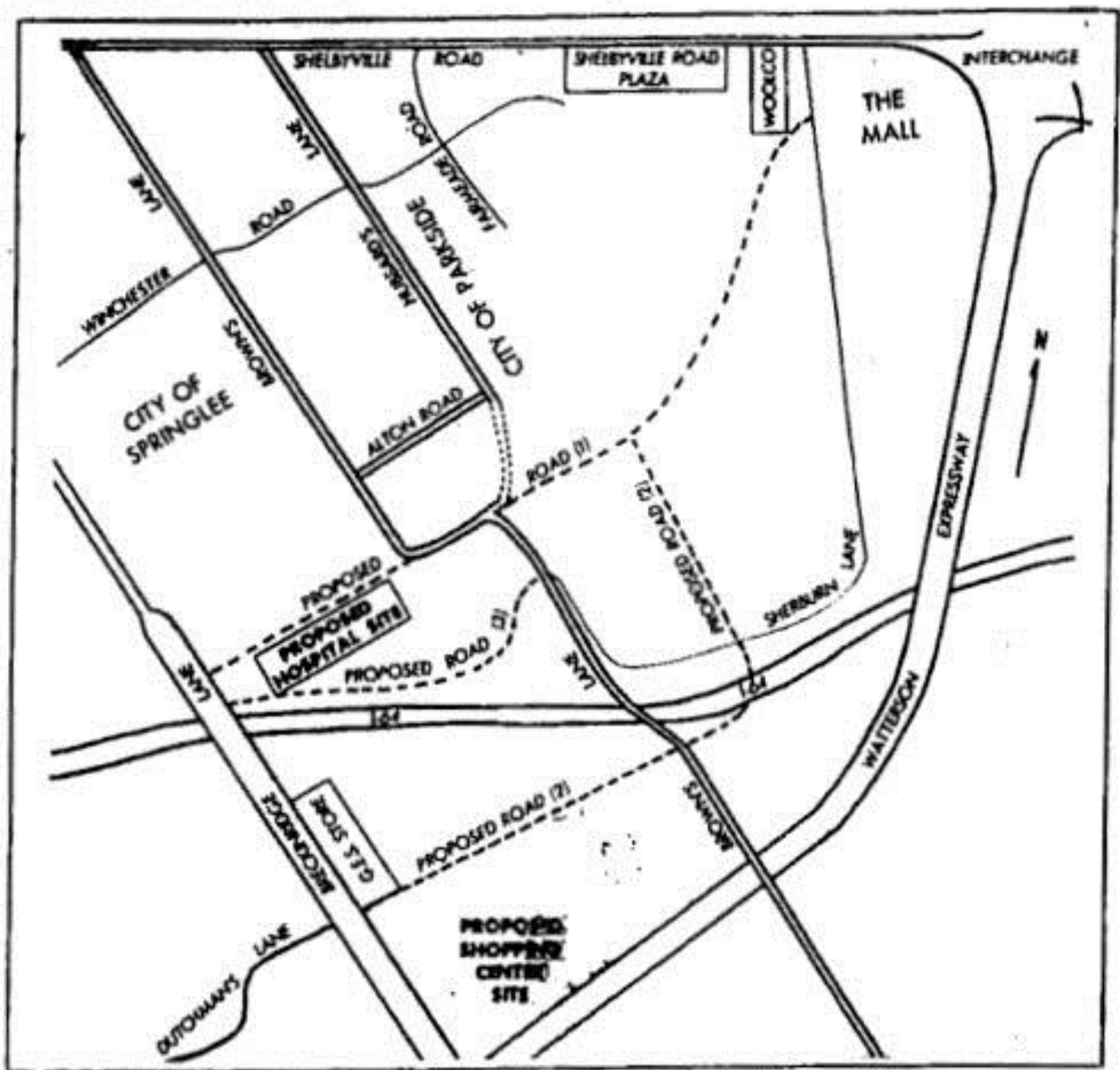


1967

Courtesy of St. Matthews, *The Crossroads of Beargrass* by Samuel W. Thomas—View of Commercial development in place along south side of Shelbyville Road west of Watterson Expressway by February 1967. Across road, East Drive-In would become site of service Merchandise and Stein Mart . Beyond, at end of Ten Pin Lane, is the community Center, Now undergoing extensive revitalization. Billy Davis Collection, University of Louisville Photographic archives.



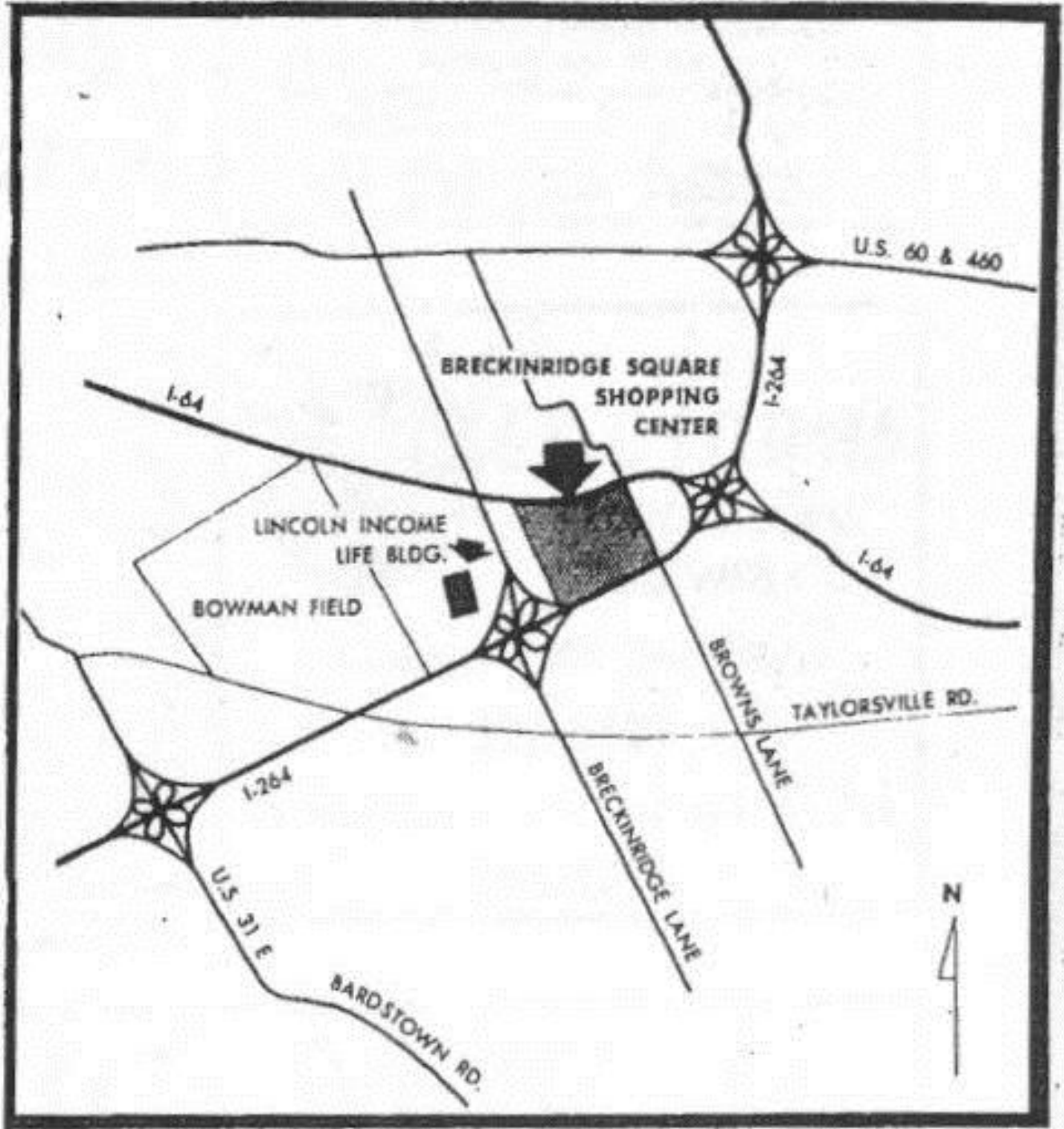
June 22, 1967, *The Voice-Jeffersonian*:



ROADS recently added to the Master Plan for Jefferson County are shown on this map. The new road at the map's top -- proposed road (1) -- would run from Breckinridge Lane to Sherburn Lane near The Mall and serve the proposed Kentucky Baptist Hospital branch. The new road at the map's bottom -- proposed road (2) -- would be an extension of Dutchmans Lane starting from Breckinridge Lane and connecting with the first road. The third new road -- proposed road (3) -- would run from Breckinridge Lane to Browns Lane and meet Sherburn Lane.

1967

August 24, 1967, *The Voice-Jeffersonian*:



This map shows the site of the new Breckinridge Square shopping center.

1969

March 27, 1969, *The Voice-Jeffersonian*: Article next page



Site of new hospital

Outlined in white at center of photo is the 20-acre tract earmarked for the Extendicare Inc. hospital to be built here. The hospital, costing \$6 million, will have 300 beds. The location is between Brown's Lane and Breckinridge Lane and I - 64 and Dutchman's Lane extended. Dutchman's Lane will be extended by developer Frank R. Metts.

April 9, 1970, *The Voice-Jefferson*:

City of St. Matthews 20th Anniversary Edition

The Voice-Jeffersonian

25¢
PER COPY

8 Sections - 80 Pages
Volume 20, Number 26
APRIL 9, 1970
St. Matthews, Ky., 40207



St. Matthews, you've come a long way, baby

By Joseph Ogden

The sleepy, small little town with potato fields on its outskirts has come a long way, baby.

Today St. Matthews is a thriving city with a commercial district second to none in the middle state.

The city has traded its nostalgia for a commodity called progress.

In St. Matthews, progress is commercial development along the city's main artery, Shelbyville Road.

Progress also is an ambitious beautification program launched by Mayor Bernard F. Spivey to keep the fast-growing business area from becoming the much-maligned Dixie Highway.

The potato's key role

And progress is lots of other things, too: new storm sewers, 20 miles of freshly paved streets, a computerized traffic system, and a large number of civic and community clubs and organizations to meet the needs of an expanding population.

But 25 years ago the city was still "dirt-roads" and "hay-baling." City leaders were still celebrating the importance of potatoes to the area's economy.

Each year the Potato Festival was held to tell the world that it was St. Matthews was the second most important potato producer in the world.

And in fact the potato fields were still there, many of them although there were few potatoes in the ground.

Mr. St. Matthews

Already the ground was being developed into subdivisions, and some citizens speculated on the possibilities for commercial centers to compete with Longacre Fourth Street.

Another name was "Major St. Matthews" in those days. Spivey being a community leader, he also was the designer of the area's first subdivisions.

Then after World War II, other developers saw the potential of the city as a "bedroom community." Homes sprang up everywhere and they were bought by families wanting to escape the traffic and the problems of Louisville suburbia to a quiet spot with lots of trees and plenty of fresh air.

Business district develops

But a not-so-strange thing happened. Where the people went, the merchants followed.

And soon an important business district developed in St. Matthews to meet the needs of an affluent population but no avenue to fight its way through traffic to her goods at Fourth Street.

By 1950 the population of St. Matthews had grown to between 15,000 and 20,000, but the city was still unincorporated.

Robert Ripley, of "Believe It Or Not" fame, said the city was the largest unincorporated municipality in the world.

And size, of course, meant problems. The city had growing pains. They weren't unusual ones, but they needed solving.

Noted led incorporation

Storm sewers were inadequate, streets didn't get paved regularly, there was traffic congestion, and society had been bold to put the floor on for improvement.

Some of St. Matthews residents wanted Louisville to annex the suburb, but another group wanted the city to incorporate and retain its identity.

The incorporation took place in 1960. (Continued to page A-16)



Top photo...

Lower photo...

HERE'S THE "HEART" of St. Matthews as it appeared on June 15, 1966. Frankfort Avenue - Shelbyville Road slices across the picture from lower right to upper left. Can you spot your house?

AND HERE'S much of the same area, from a little different angle. Frankfort Avenue-Shelbyville Road angles slightly from top to bottom of this picture. The L. & N tracks curve off to the left.

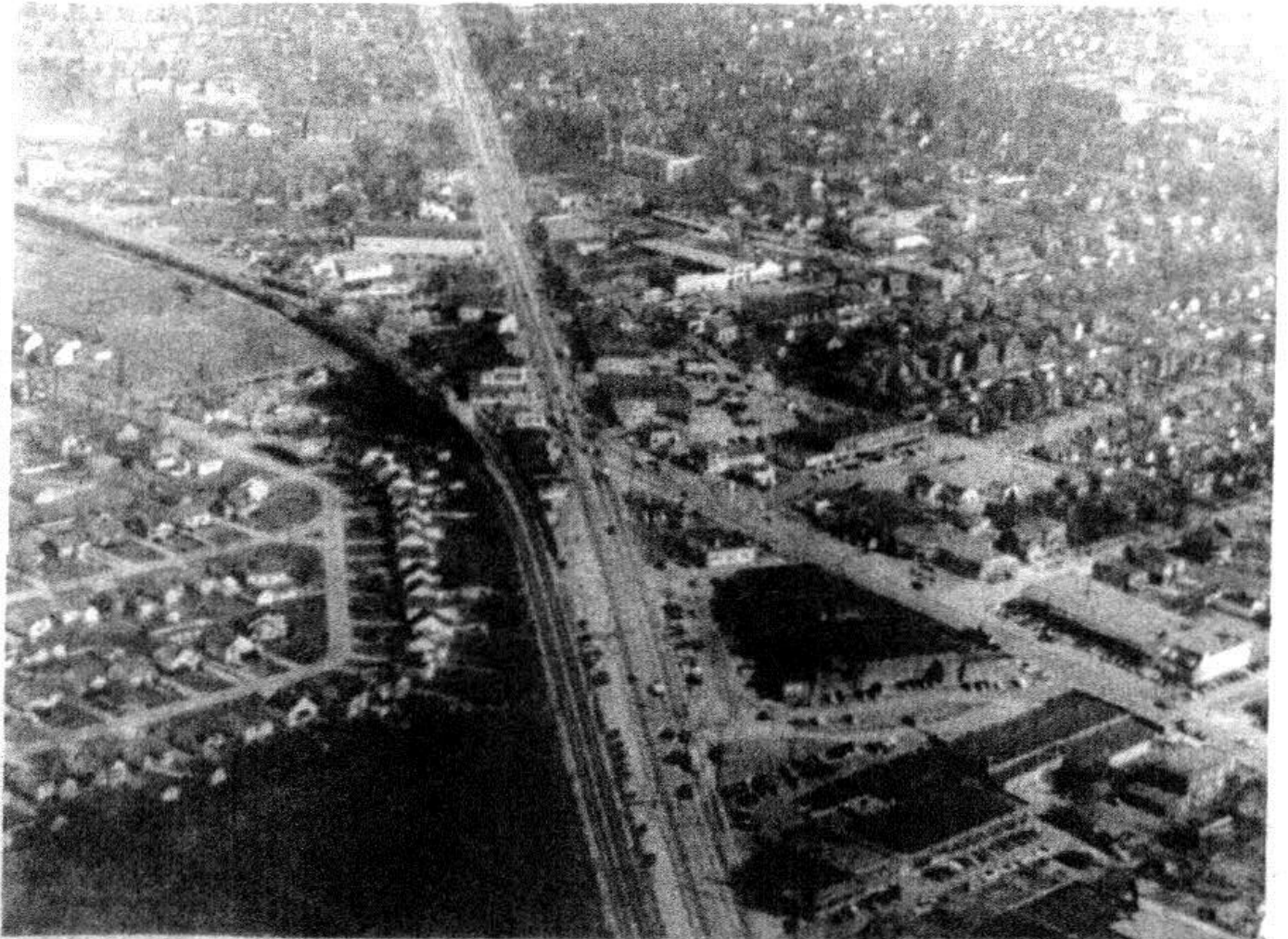
1970

April 9, 1970, *The Voice-Jefferson*: 1968



1970

April 9, 1970, *The Voice-Jefferson*:



Top photo...

HERE'S THE "HEART" of St. Matthews as it appeared on June 18, 1968. Frankfort Avenue - Shelbyville Road slice across the picture from lower right to upper left. Can you spot your house?

Lower photo...

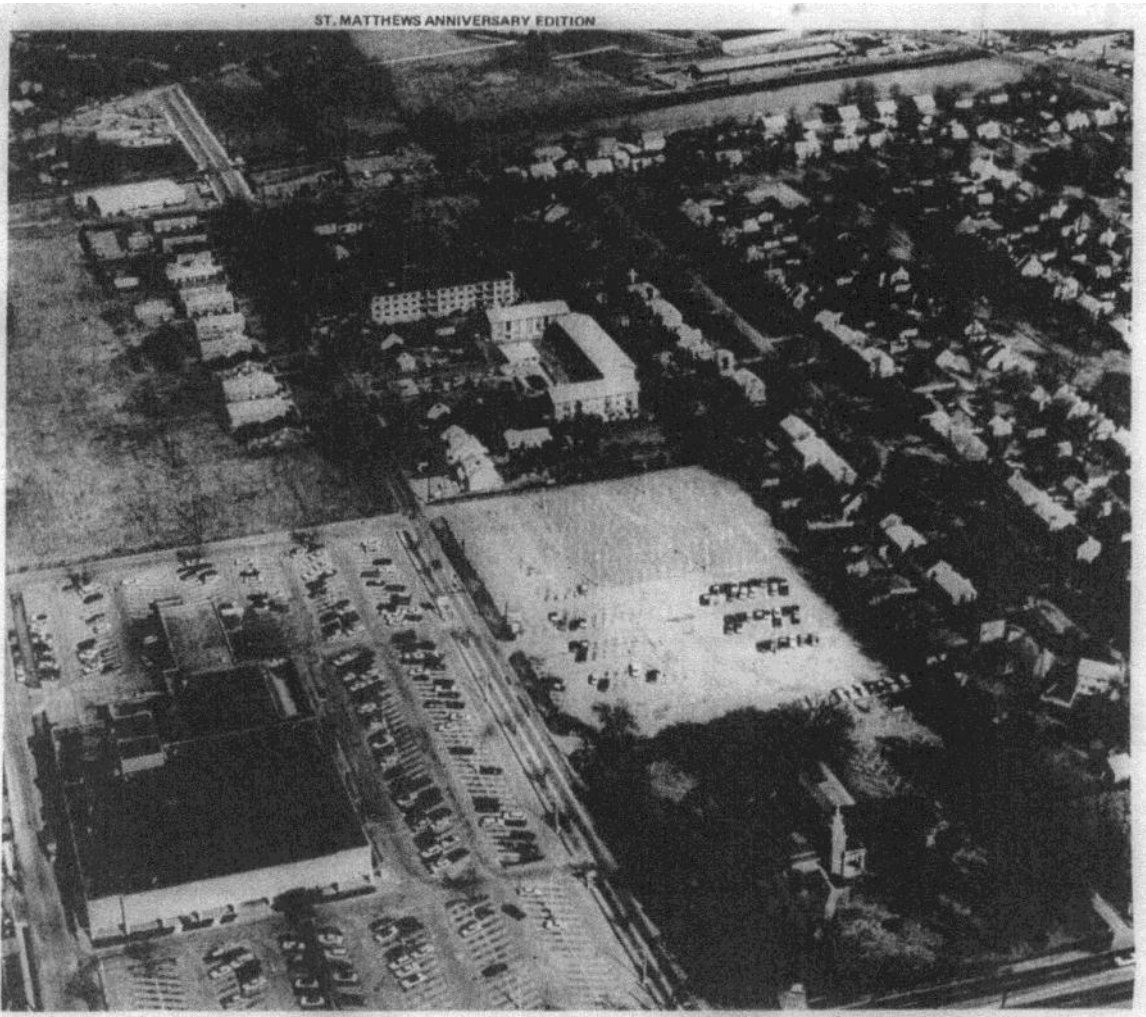
AND HERE'S much of the same area, from a little different angle. Frankfort Avenue-Shelbyville Road angles slightly from top to bottom of this picture. The L & N tracks curve off to the left.

1970

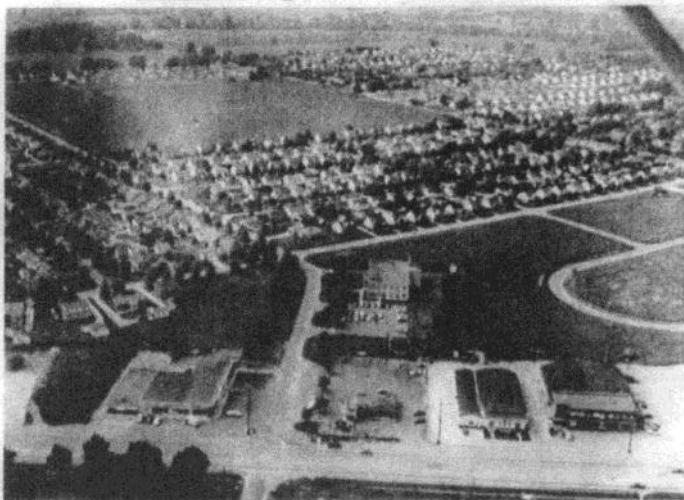
April 9, 1970, *The Voice-Jefferson*:

Taking a lofty look

HERE'S A BIRD'S EYE view of part of central St. Matthews, taken Feb. 6, 1969. Shelbyville Road cuts across the lower-right corner and Thierman Lane runs diagonally from it, from lower-center toward the upper-left. The large building at the lower left is the Sears store. The Second Church of Christ Scientist is at the lower right. St. Matthews City Hall is at the extreme top center. Note that at the time this picture was taken Sears Avenue, along the left side of the picture, had not been cut through to provide access to the new Fire Department headquarters.



THURSDAY, APRIL 9, 1970, THE VOICE-JEFFERSONIAN, SECTION D, PAGE 3



THIS AERIAL VIEW of the Kentucky Farm Bureau office building (center) was taken in 1948. Shelbyville Road, intersected by Hubbards Lane, is in the foreground.



THE LANDMARK clock on the bank shows at the left edge of this picture taken about 1950.

April 23, 1970, *The Voice-Tribune*:

NO PLACE TO HIDE...

If A-bomb falls, people in county are in trouble, defense chief says

Only one public shelter in downtown St. Matthews

By Sudie Moseley
Staff Writer

If you knew an atomic bomb was going to drop tomorrow on eastern Jefferson County, there would be few places for you and your neighbor to hide.

"The people in the county are the people in trouble."

That's the executive director of Jefferson County's Civil Defense, George F. Kinkadee, speaking.

He estimates that from 85,000 to 100,000 residents of the county, outside the Louisville city limits, would have no adequate fallout shelter. Of the 600 fallout shelters approved for this area by the U. S. Corps of Engineers, only a fraction of them are outside the Louisville city limits.

Why shelters are scarce

In downtown St. Matthews, for instance, Bacon's Department Store is the only building now designated as having a basement suitable for use as a public fallout shelter. It has been stocked by the Civil Defense authorities with enough food, water, medicine and technical equipment to last for 14 days.

Downtown Louisville, on the other hand, is pockmarked with scores of public fallout shelters because the buildings in that area are older and most have large, well-built basements.

Kinkadee attributes the shortage of such basement shelters in the county to the fact that virtually every commercial building constructed in the county within the past 40 years has been built on a concrete slab to avoid the soaring cost of digging a basement.

Most companies "laugh" at the idea of adding an extra \$2 to \$4 million to the roof of a building just to include a basement for fallout protection, Kinkadee said.

The nearest shelters

The nearest shelters closest to the St. Matthews area are:

- Bacon's Department Store, 2800 Frankfort Avenue; Louisville Water Co., 2018 Frankfort Avenue; Emmet Field School, Sacred Heart Linn; Sacred Heart Academy, Marian Hall, 3127 Lexington Road; Holy Spirit Church, 3345 Lexington Road; Southern Baptist Theological Seminary (Norton, Foster, Fuller, Mullins and Bernard Halls, Chapel and Utility

Tunnel), 2825 Lexington Road.

- Crescent Hill Baptist Church, 2800 Frankfort Avenue; St. Mark's Episcopal Church, 2823 Frankfort Avenue; Richmond Boat Club, 4417 River Road; Veterans Administration Hospital, 800 Zorn Avenue; Fischer Packing Co., 1850 Mellwood Avenue, and the Kentucky School for the Blind, 1837 Frankfort Avenue.

The recently constructed Ford Motor Co. plant on Westport Road has no basement. At General Electric's Appliance Park, where most of the buildings are on concrete slabs, only 4,000

Let the Cold War warm up a bit -- such as the Berlin scare and the Cuban missile crisis -- and "our phone rings off the wall" with anonymous calls, Kinkadee said.

Everybody wants to know how to construct a fallout shelter at home, he reported, but they're afraid to let anyone know about it for fear it will be invaded by frightened outsiders should a crisis come. "They had in concrete blocks after dark" until the scare is over, then forget about the whole thing, Kinkadee said. And the Civil Defense headquarters in the City Hall in Louisville slips back into its normal quiet, he said.

For the past three years Kinkadee and his staff of four have spent innumerable hours working on the Louisville-Jefferson County Community Fallout Shelter Plan which was published and distributed on April 12 through a supplement to the Sunday paper here. Each of the 600 fallout shelters available either for public use or as an "Occupant Only Shelter" is clearly marked in this publication. All residents of the county are urged by Kinkadee to save it for quick referral. Additional copies are available in Room 113 of the City Hall.

St. Thomas Seminary on Brownsboro Road, the Presbyterian Orphanage on Park Road in Anchorage, Spring Meadow Orphanage at U.S. 50 in Middletown, Middletown Methodist Church, and the Antique Shop, 4545 Taylorsville Road, are also public shelters.

All other fallout shelters listed in these neighborhoods are designated "Occupant Only Shelters," meaning they do not have sufficient capacity for persons from outside the building.

If you can't reach shelter

Anyone who cannot reach one of these public shelters on foot within 30 minutes should prepare to stay at home, Kinkadee said. It is vital that these people heed the Civil Defense instructions on how to improvise a shelter in their basement or home and keep a 14-day supply of food, medicine and containers of water on hand, he added.

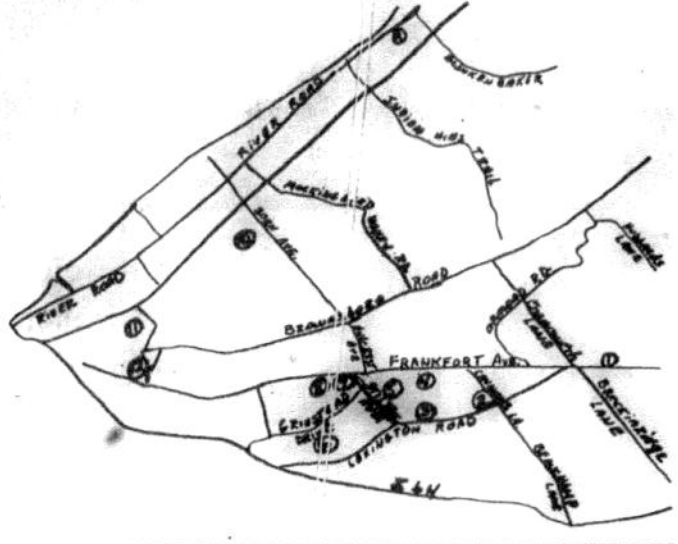
Kinkadee emphasized that more buildings may be made available as public fallout shelters once they have been inspected by the U. S. Corps of Engineers and the approval of the owners



PUBLIC fallout shelters in Jefferson County are marked by orange and black signs that look like this.

employees can be adequately protected from fallout through use of hallways and lavatories, he said. This means that the remaining 11,000 G.E. employees would have to walk 3-1/2 miles to a quarry for protection, Kinkadee said. (The quarry is on Illinois Ave. adjacent to and running part way beneath the Louisville Zoo. It could accommodate 100,000 people for 14 days.)

By no means, Kinkadee said, should blame for the apathy toward adequate fallout-shelter protection rest on the shoulders of business and industry. Mr. and Mrs. John Q. Public are just as bad, he says.



PUBLIC FALLOUT SHELTERS in the northeastern section of Jefferson County: (1) Bacon's Department Store, (2) Holy Spirit Church, (3) Sacred Heart Academy, (4) Emmet Field School, (5) Louisville Water Co., (6) Southern Baptist Theological Seminary, (7) St. Mark's Episcopal Church, (8) Crescent Hill Baptist Church, (9) Richmond Boat Club, (10) Veterans Administration Hospital, (11) Fischer Packing Co., (12) Kentucky School for the Blind.

has been given to use the premises for emergency purposes.

All such shelters provide 10 square feet of living space for each person -- except in the case of a hospital where 40 to 50 square feet for each person are needed. The shelters are stocked by

the Civil Defense authorities with a 14-day supply of food, medicine, water and radiological equipment, such as Geiger counters.

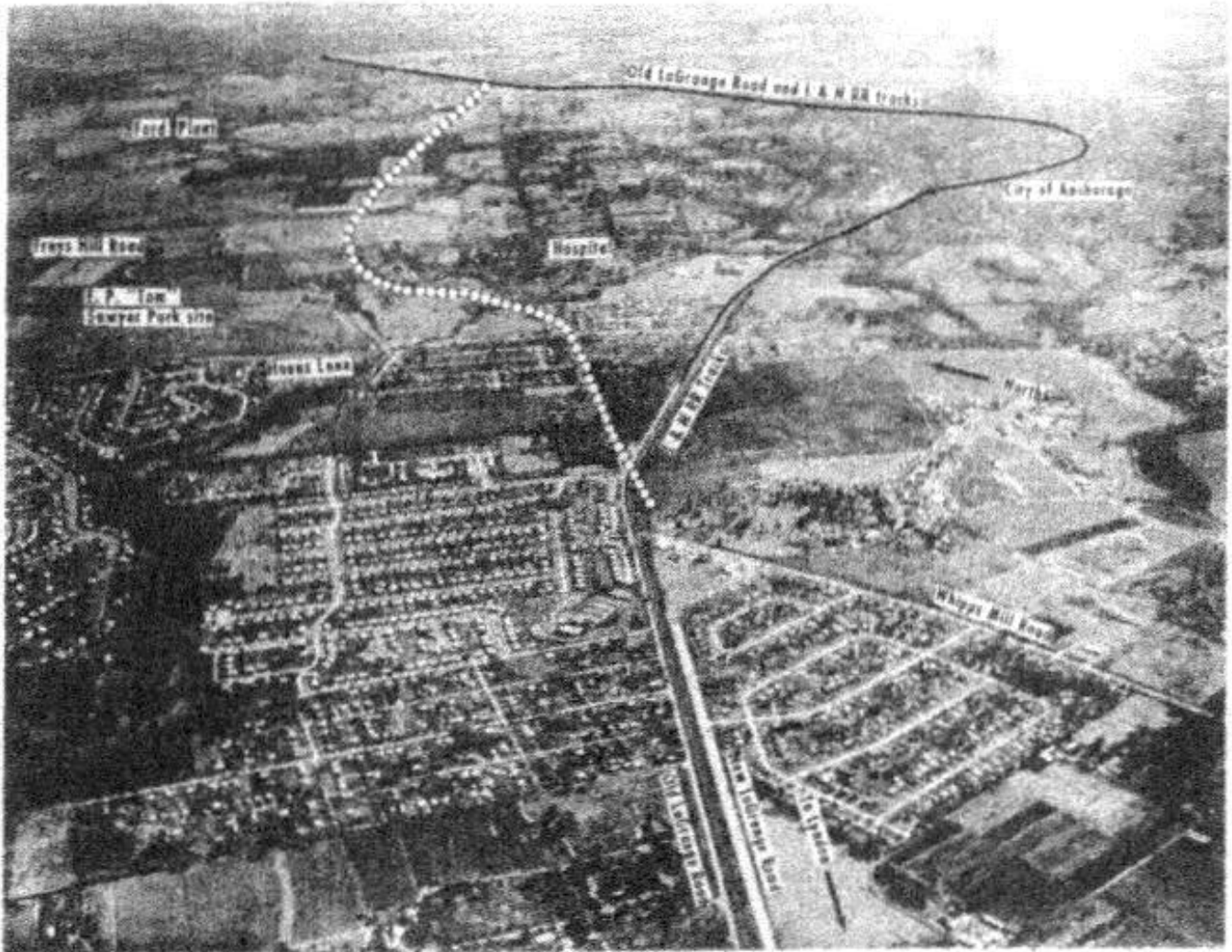
The Jefferson County Civil Defense office is now recruiting volunteers to act as fallout-shelter managers, medi-

cal technicians, and radiological monitors, Kinkadee said.

Training classes are available to any interested persons, groups or organizations to every section of the county by contacting Kinkadee at 885-2851, Ext. 215, in the Louisville City Hall.

1971

September 23, 1971, *The Voice-Jeffersonian*:

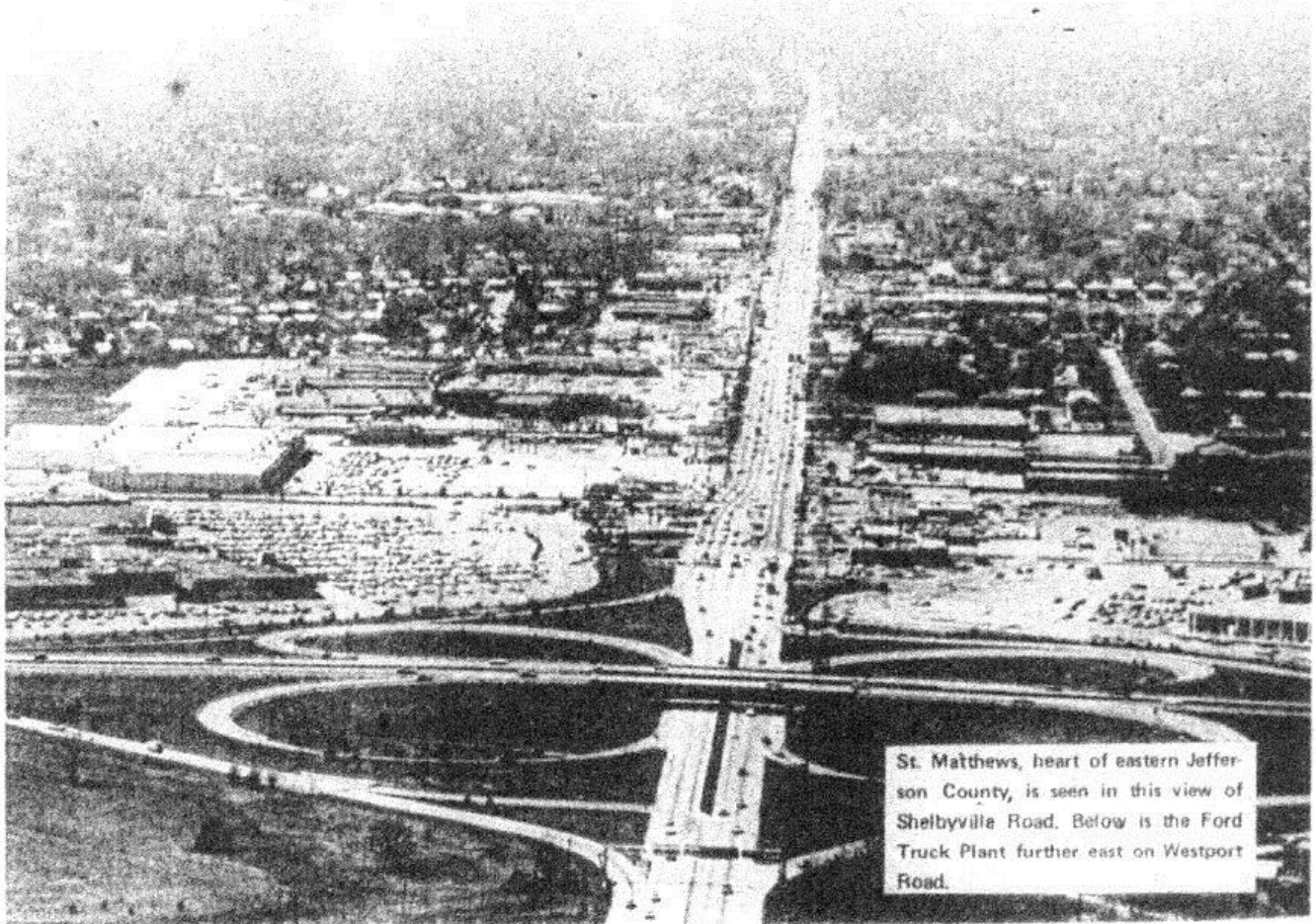


THE PROPOSED extension of LaGrange Road is shown here as a line of white dots. It is not an exact route, but The Voice's idea of a proposal by Park Commissioner Palmer-Ball.

1971

September 23, 1971, *The Voice-Jeffersonian*:

Is this our town, or Mahwah, N.J.?



St. Matthews, heart of eastern Jefferson County, is seen in this view of Shelbyville Road. Below is the Ford Truck Plant further east on Westport Road.

Zoning looms as a major civil rights issue

January 20, 1972, *The Voice-Jeffersonian*:

Is a right turn on 'red' light legal here?

By Anne Calvert
Staff Writer

Right turns on red lights are legal in St. Matthews, beginning today -- or are they?

The broad ordinance passed Jan. 11 by the St. Matthews City Council made no exception to the statement that all traffic signals would be included in the ordinance, once it was legally published. St. Matthews City Attorney J. W. Jones said in his opinion all signals within the city are included.

So, with the publication of the ordinance in *The Voice* today, it becomes effective. However, when the St. Matthews Police Department or the State Highway Department

are asked about the nine traffic lights on Shelbyville Road which lie within the corporate limits of St. Matthews, neither recommends that motorists follow the letter of the ordinance.

Study under way

A study, they say, is being conducted to determine whether it is safe to permit motorists traveling on Shelbyville Road to stop, then turn right, when clear, onto side streets.

On Jan. 14, three days after the ordinance was unanimously passed by the St. Matthews City Council, St. Matthews Police Chief Kermil Cook and Robert O'Marra, of the State Highway Department,

discussed possible problems areas in the ordinance relating to Shelbyville Road. O'Marra said later he knew of the city's plans to pass the ordinance, but the department had not worked out its recommendations when the city took its action.

Since the highway department is responsible for traffic control on Shelbyville Road (U.S. 60), the city's plans for the strip from Breckinridge Lane to LaGrange Road (including a portion of Frankfort Ave. to Fairlawn Ave.) are handled with highway department approval.

Of chief concern to O'Marra are the synchronized signals controlling traffic at The Mall.

At one point, in the traffic-light sequence, Shelbyville Road traffic is permitted a right turn into the Mall by means of a green arrow, while the through traffic is stopped. However, when westbound traffic is permitted entry, conflicts could arise from motorists turning right when the green arrow is replaced in sequence with a red one, O'Marra said.

St. Matthews City Council member John Barker is also concerned with Shelbyville Road traffic at Breckinridge and Chenoweth Lanes. At that point (see map) the city limits cross the intersection, making it disputable, whether St. Matthews' ordinance applies.

Barker believes St. Matthews controls the intersection, but he feels it would be dangerous to permit right turns on red at the intersection.

Many signs are up

O'Marra sees "no harm in right turns on red onto Shelbyville Road" from the side streets. He explained the controlled signals on Shelbyville Road often give clear traffic periods during which the driver could make a safe entry onto Shelbyville Road. Many side streets presently have posted signs advising motorists to "stop, turn right on red," he said.

This week, and next week, Chief Cook, O'Marra and Mayor Bernard F. Bowling, are studying the possibilities of right turns on red, with the intention of posting the Highway Department (permission) signs at those intersections they deem acceptable. Until the signs are posted, both Cook and O'Marra agree, motorists should not take the legal ordinance literally.

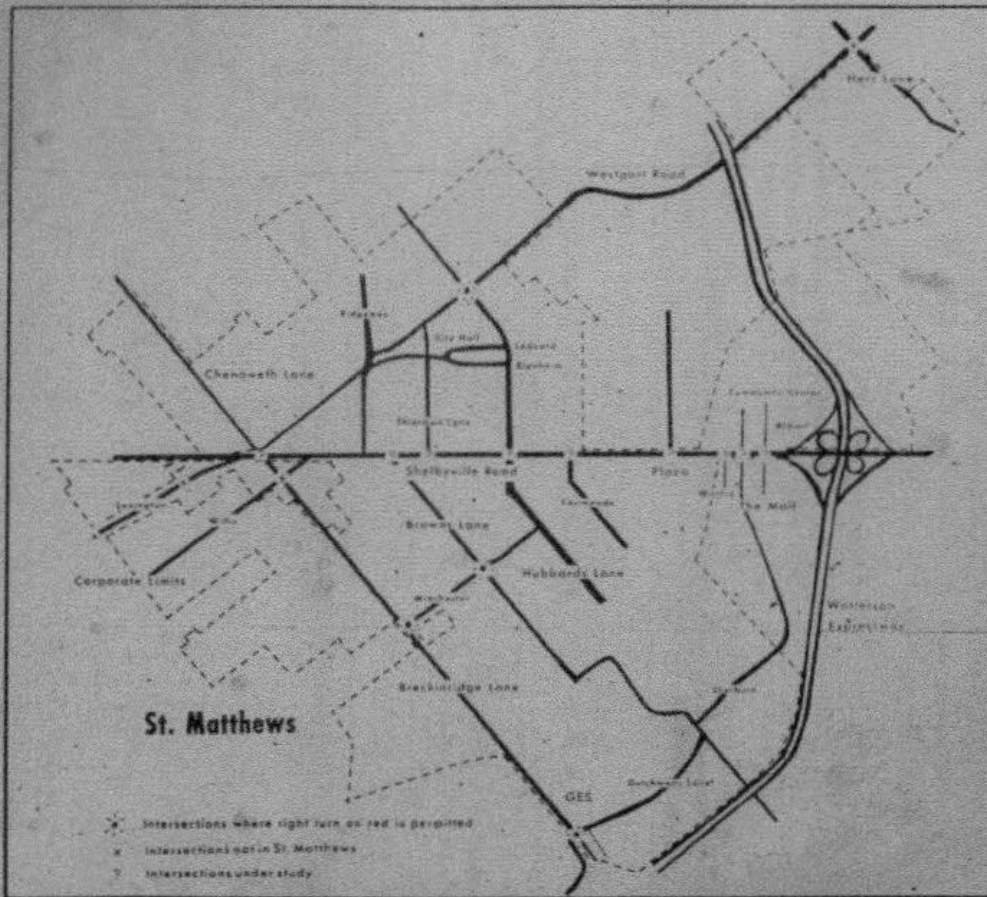
Chief Cook said motorists who do follow the letter of the ordinance will be instructed, not cited for their interpretation of the ordinance. He hopes the signs will be up within a few days.

Jones defends the law

Informed of the opinions of the Highway Department regarding Shelbyville Road, Attorney Jones maintains the letter of the ordinance to be legal -- including all St. Matthews signals on Shelbyville Road.

So, if you are driving through St. Matthews for the next few weeks, perhaps you'd like to keep *The Voice's* map at your side. The only intersections at which you may unequivocally take a right turn on red are: Westport Road and Hubbards Lane; Breckinridge Lane and Winchester Road; Browns Lane and Winchester Road; and Breckinridge Lane and Duchmans Lane (at the GES store).

Be advised, however, because of the unusual corporate limits of the City of Louisville into St. Matthews, the intersection of Breckinridge Lane and Willis Ave. is not in St. Matthews. Special right-on-red signs have long been posted at two corners there to speed traffic flow.



USE THIS MAP to determine where to turn right on red in St. Matthews.

February 3, 1972, *The Voice-Jeffersonian*:

ON YOUR BLOCK...Census Bureau tells where posh and plain areas are

By Robin Garr III
Staff Writer

If you want to buy a home in Jefferson County's East End?

If you want an address in portions of Crescent Hill or the Highlands, you can buy an East End address for as little as \$5,000.

On the other hand, the sky's the limit in suburban properties, and you can pay your own \$200,000 for a house in the \$200,000 and up to many of the area's more prestigious communities.

Thousands and thousands of new tracts homes and other dwellings may be built by the area's real-estate firms in the \$20,000 to \$40,000 range.

In the other areas, and irrespective of the cause, "old-style" racial segregation seems to be the rule in most neighborhoods.

These are some of the facts revealed last week to the "Black majority" released by the U.S. Census Bureau's quarterly Census Bulletin, which breaks out data from the April 1, 1970 decennial census on a block-by-block basis for the Crescent Hill area.

Information on housing values listed in the report is based on information given

by the homeowners themselves, who filled out forms and returned them to the bureau on "census day."

Other information listed in the bulky document includes block population, percentage of black residents, average number of rooms per dwelling, and number of owner-occupied and renter-occupied units.

The report shows that 178,750 residents, roughly one-quarter of Jefferson County's 690,000 population, lived in the East End. The census effectively freezes a moment in time, and takes no account of the fact that the population of the rapidly-growing area had already exceeded the April 1 total while the census forms were still in the mail.

The rapid development of East End apartment complexes, subdivisions in almost every price range, and single dwellings has doubtless resulted in considerable population growth in the almost two years since the census was taken.

In Jeffersontown, for example, the census gave a total of 9,701, while city officials estimate the community now numbers near 13,000.

The same principle certainly applies throughout the East End's suburban reaches, where the bulldozers and

hammers sound a continuous counterpoint to the noise of traffic and the shouts of suburban children at play.

The Voice-Jeffersonian's analysis of the census housing data takes as the "East End" the portion of Jefferson County extending east from Harrods Road to the county line and south from the Ohio River to the area of Hikes Point and Jeffersontown.

For comparison, the East End is further divided into nine sections, listed in descending order of population: The Highlands, St. Matthews, Crescent Hill, Lyndon-Plantation, Jeffersontown, Harrods Creek-Prospect, Middletown, Hikes Point, and Anchorage-Pewee Valley.

St. Matthews area
The census figures list a 1970 population for St. Matthews of 33,162. The city's

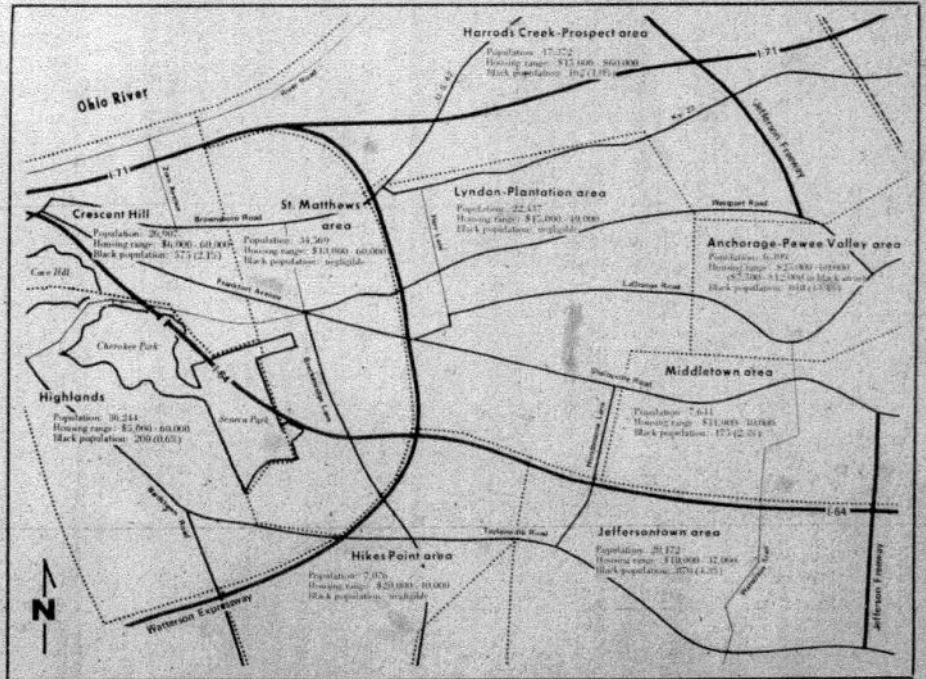
3,036 homeowners told the census bureau their homes average \$18,700 in value. The broader St. Matthews area, bounded on the west by Seneca Park, Cassius Lane, and Mascoe Home and Mockingbird Valley Lane, and on the other sides by the western loop of the Waterson Expressway, numbered a population of 34,519 in the count.

Housing values in this neighborhood range widely, from a minimum of \$13,000

to \$15,000, according to homeowners along Mascoe Avenue in St. Matthews; to a maximum in excess of \$60,000. The top figure listed on the census form in parts of Indian Hills.

Black population in the St. Matthews area, according to the census report, is negligible.

Continued on Page A-10

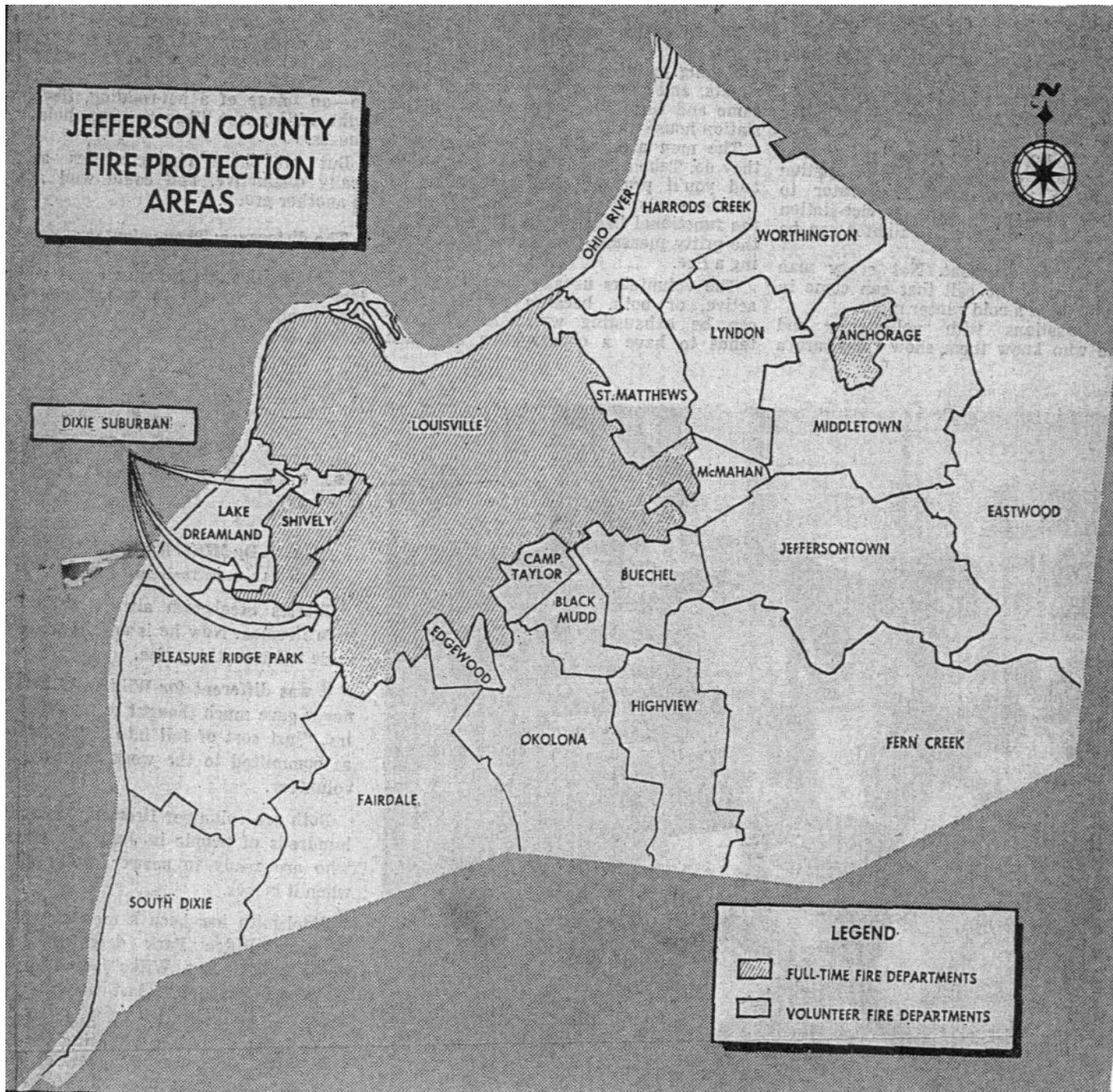


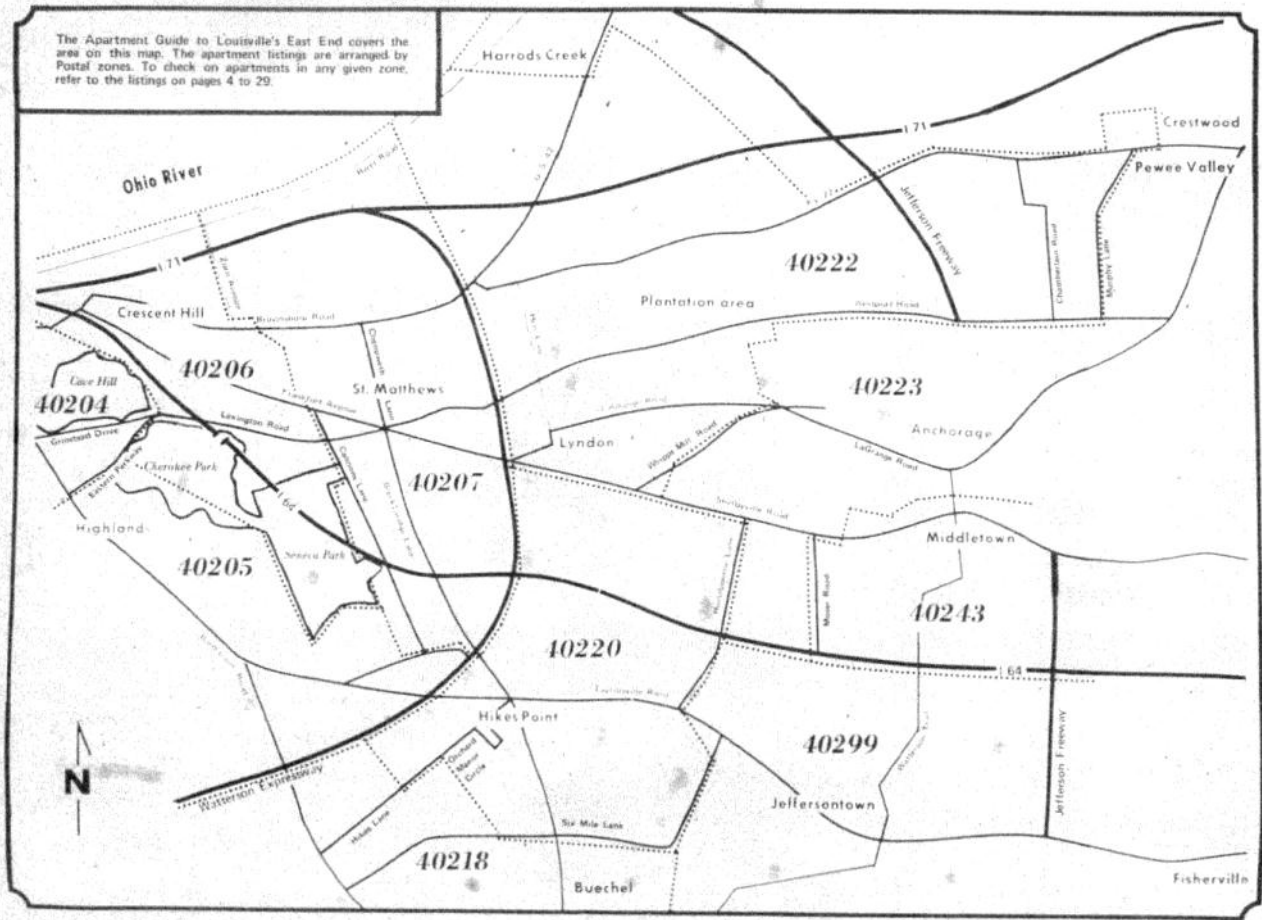
Voice Map by Robin Garr III

HOUSING PATTERNS in the East End appear on this map, with divisions between the area's neighborhoods indicated by dotted lines. Tables in each district reveal

total population in the April 1, 1971 census; range of housing values as reported to the Census Bureau by homeowners, and percentage of black population.

April 20, 1972: *The Louisville Times*, Neighborhoods: by Mike Munson: SPECIAL SECTION





40207--St. Matthews area Zone

Postal zone Name (no units) Address	40207	type	rent	no. of baths	util furn	sec dep	appt turn	child- ren	carpet	drapes	washer- dryer connec	coin laun- dry	balcony or patio	pets (dep)	extra stor- age	swim pool	lease
Beverly Apts (16) 430 Sprite Rd		gdn two BR	105	1	w	50	r-r \$5/mo	no	no	no	yes	no	no	no	yes	no	1 yr
Colonial Manor (12) 101 Sage Rd		gdn 1-2-3					no	no	no	no	yes	no	no	no	yes	no	1 yr
Charlotte Apts (50) 153 Thierman Lane		gdn one BR two BR	125-135 155-165		w	100	r-r dsp-dw	no	yes	yes	no	yes	yes	no	yes	yes	1 yr
Diana Apts (50) 165 Thierman Lane		gdn one BR two BR	150-170 170-180		no e	100	r-r dsp-dw	no	yes	yes	no	yes	yes	no	yes	no	1 yr
4040 Apts (12) 4040 Massie Ave		tnhs two BR	250	2	all	100	r-r dsp-dw	yes	yes	yes	no	yes	no	yes	yes	no	1 yr
Hathaway (28) 208 216 Chenoweth		gdn two BR	115		w	50	no	no	no	no	yes	no	no	no	yes	no	6 mo
Jamestown (356) 904 Milford Lane		gdn,tnhs one BR two BR three BR	135-148 155-187 192-265		no e	100 150	r-r dsp-dw	yes	yes	no	no yes yes	yes	yes	yes (d)	yes	yes	1 yr
Malgate (540) Sherburn Lane		gdn,tnhs efficiency 1-2-3-4	125	1 2	no de		r-r dsp-dw	yes	yes	yes	no	yes	yes	no	no	yes	1 yr
Plymouth Village (24) 700 Breckinridge		gdn two BR	180-185	1 1/2	no de	100	r-r dsp-dw	no	yes	yes	no	yes	no	no	no	no	1 yr
Shenandoah (80) Dupont Square under construction		gdn 1-2 BR		2	no de		r-r dsp-dw	over 14	yes	yes	no	yes	yes	no	no	yes	1 yr

1972

July 27, 1972, *The Voice-Jeffersonian*:

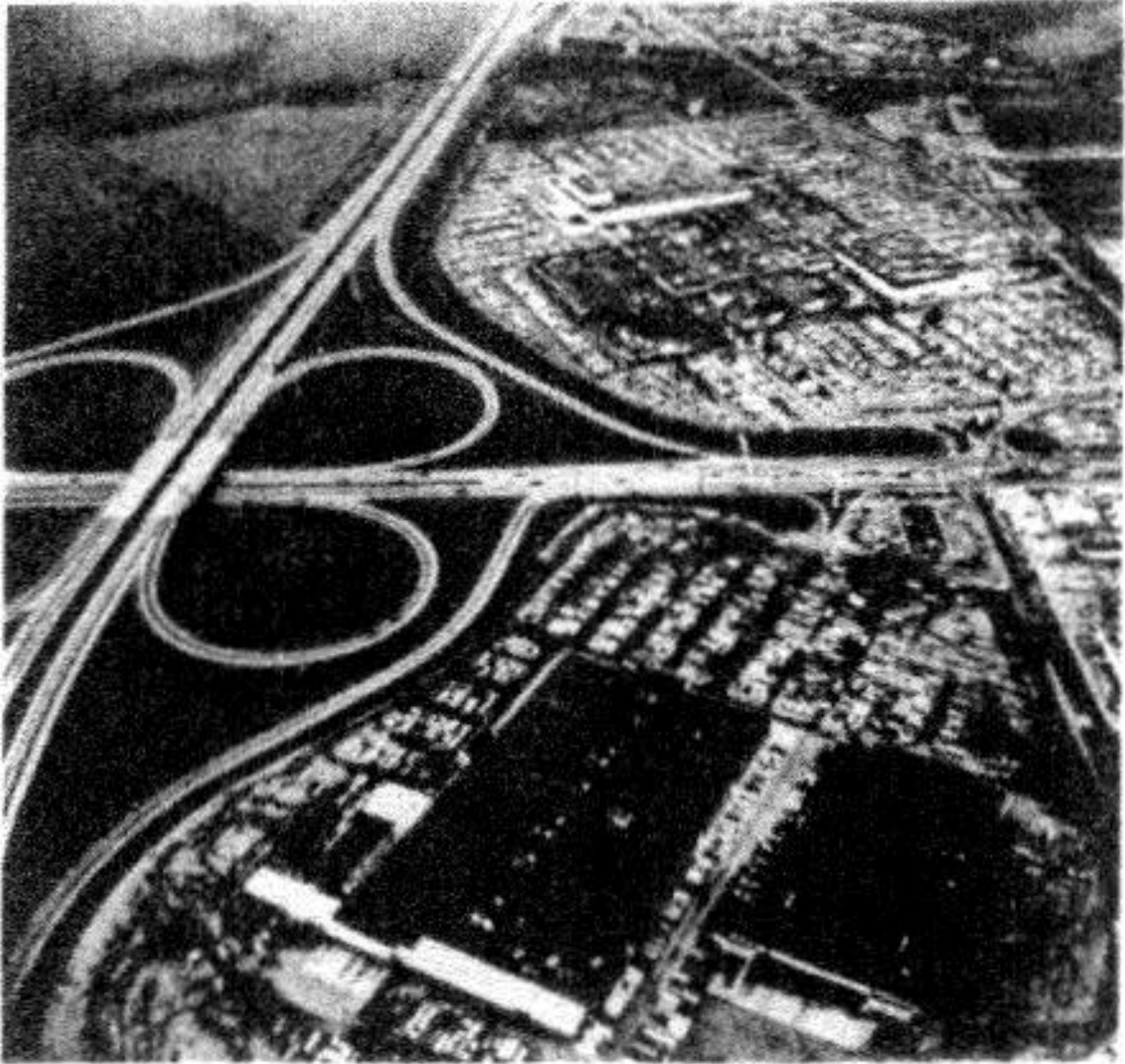
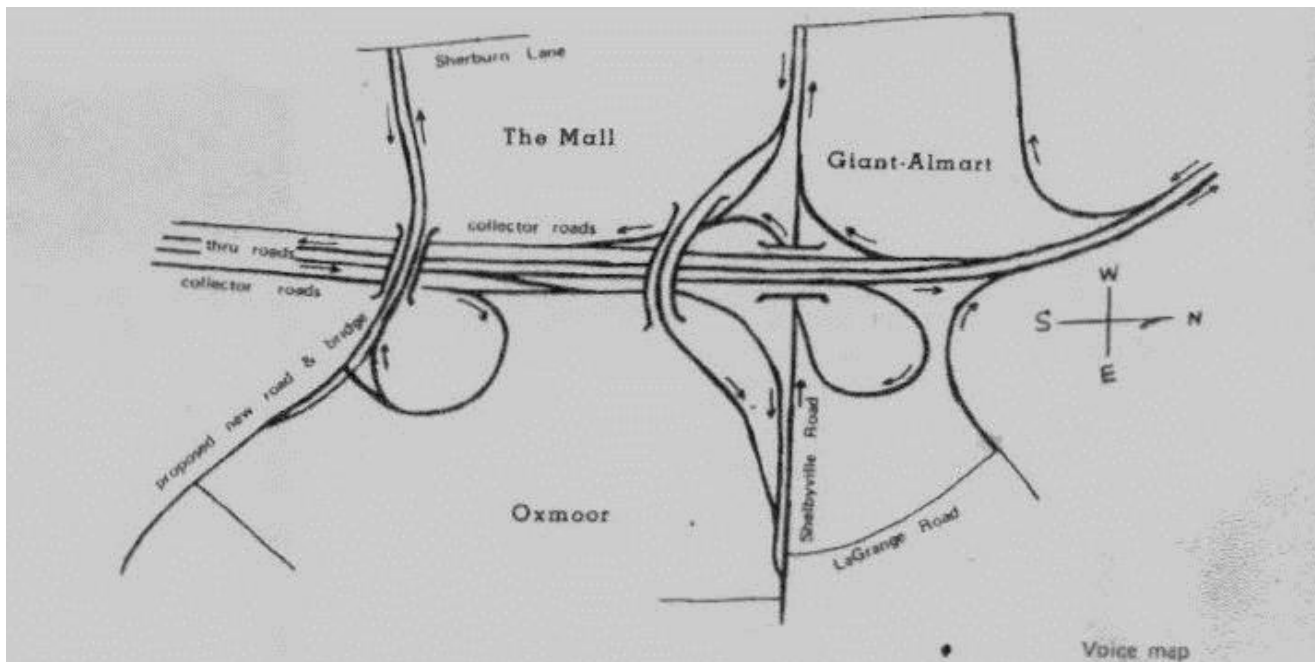


Photo courtesy Kentucky Flying Service

MASSIVE CONCENTRATIONS of commercial activity which produce difficult customer access problems are among problems which the MAZCO delegates are trying to solve with a new zoning regulation, for Louisville and Jefferson County. This photo was taken over the Almart-Giant Food shopping center looking south over The Mall on Shelbyville Road.

September 7, 1972, *The Voice-Jeffersonian*:



A PROPOSED INTERCHANGE for two shopping centers and a split Shelbyville Road are shown in Plan H.

New Watterson-widening plan

By Anne Calvert
Staff Writer

Another approach to widening the Watterson Expressway, Plan H, will be unveiled this week.

Evolving from suggestions and criticisms heard from panel discussions and public meetings this summer, Plan H is described by its designers at Vollmer Associates as "fitting snugly into the community," and separating roadways to provide more green areas.

A panel of residents living within one-half mile of the expressway from Bardstown Road to Shelbyville Road, will view the plans Monday, Sept. 11 at 7:30 at the Watterson Office, 2300 Meadow Lane off Bardstown Road.

What they see will be shown a few days later to community and business leaders representing the same areas. State highway officials and local officials had an opportunity to comment on the plans late last week in a closed session.

The major changes in this plan over earlier concepts are simplified interchanges, an increased number of interchanges and a series of new entrances and exits directly into developed communities along the expressway.

Vollmer Associate Pat C. Monte said, "It answers a lot of local problems and provides a better answer to the transition between the local street and the highway."

Monte cautioned against the belief that this would be the "ultimate" plan. There is no such thing, he said, but it is possible the final plan will include elements from all plans shown and discussed.

In concept, "Plan H was begat from Plan G", Monte continued. It retains the multiple-roadway system, where the existing Watterson would become the inner, through roadways, and two outside, parallel roadways would be constructed and serve as collector roads. All traffic movements on and off the expressway would be made from the collector roads.

In Plan H, additional entrances to and exits from the collector roads have been added as follows:

-- In Meadowview Estates, an entrance from Arden and an exit onto Arlington.

-- A complete diamond interchange at Browns Lane, permitting traffic movement in all directions. This would alleviate expected future congestion on Dutchman's Lane at Breckinridge Lane.

-- A diamond interchange at Bon Air, to connect both the north and south sections of that road, currently split by the

Watterson. Residents would not have to exit at Bardstown Road and travel Goldsmith Lane to get to their Bon Air homes.

-- A special interchange for north-eastbound traffic desiring to go to either The Mall or Oxmoor, without having to use Shelbyville Road.

-- West and eastbound entrances to the Watterson from Taylorville Road from a new collector road.

-- A simplified Breckinridge Lane interchange to permit eastbound traffic leaving the eastbound Watterson to go south on Breckinridge to avoid conflict with the exit from Breckinridge Square apartments.

The cost of Plan H has not been estimated in detail, but lies somewhere between the \$126 and \$155 millions of Plans F and G, respectively, Monte said.

Comments received this month will be made part of design plans shown at the December public hearing, called a "corridor" hearing. Highway officials then will decide which parts of plans to be use, and will draw a new plan for the "design" public hearing scheduled for next spring.

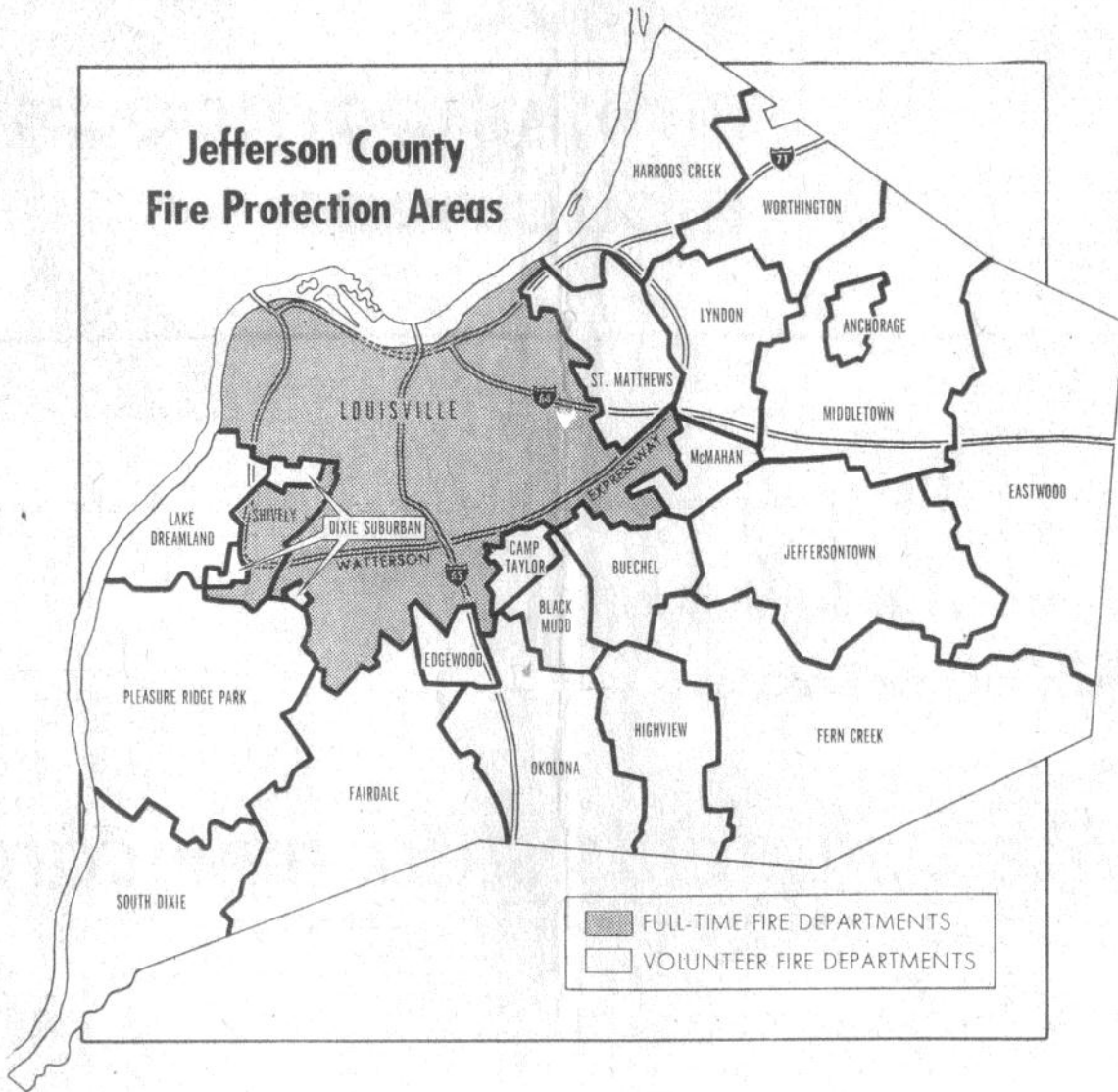
All the hearings, reports and final designs must be completed and submitted by June 30, 1973, in order to qualify for partial federal funding.

1972

November 6, 1972, *The Louisville Times*:

B 2

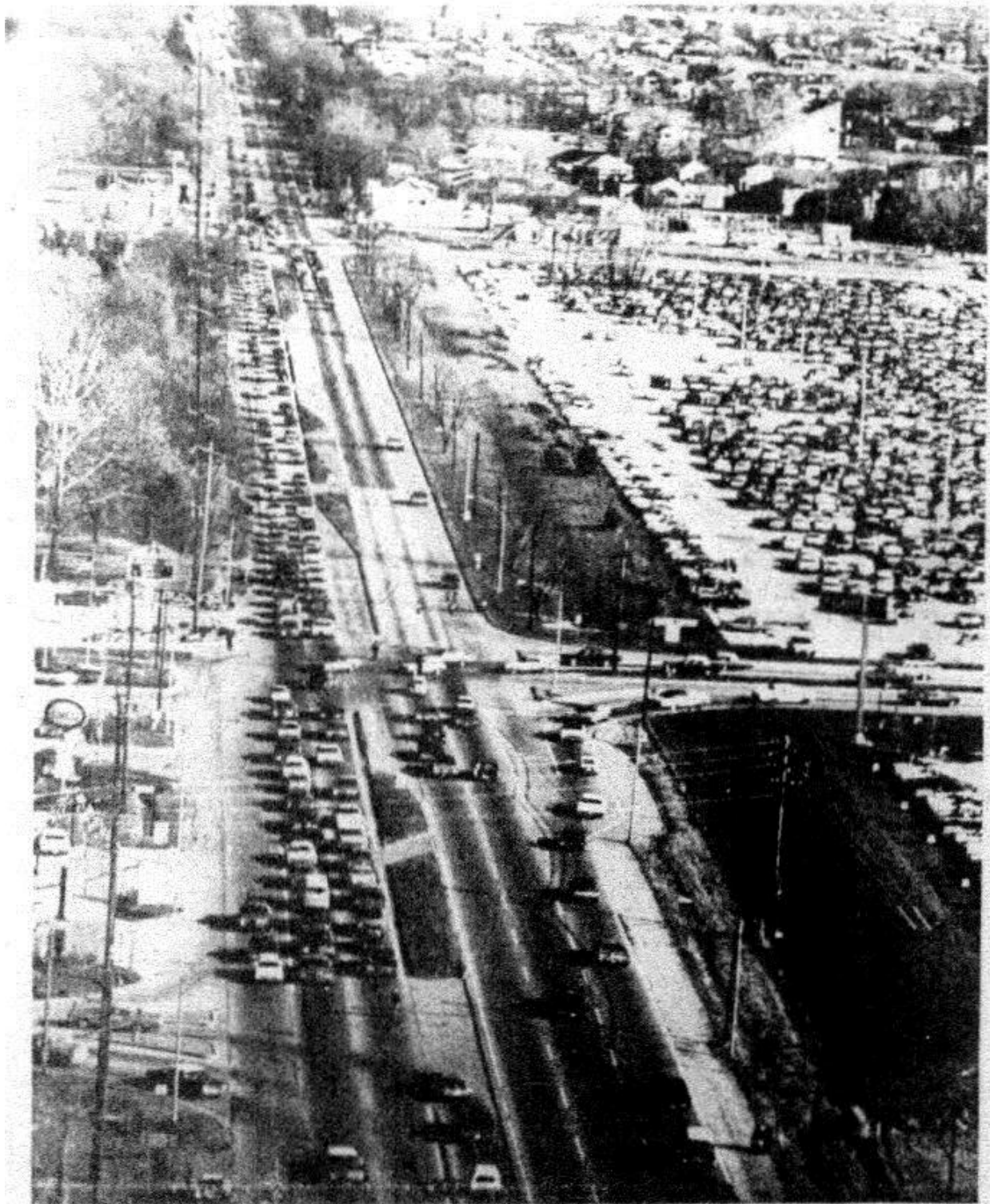
THE LOUISVILLE TIMES, MONDAY, NOVEMBER 6, 1972



Staff Map by Steve Durbin

1972

November 30, 1972, *The Voice-Jeffersonian*:

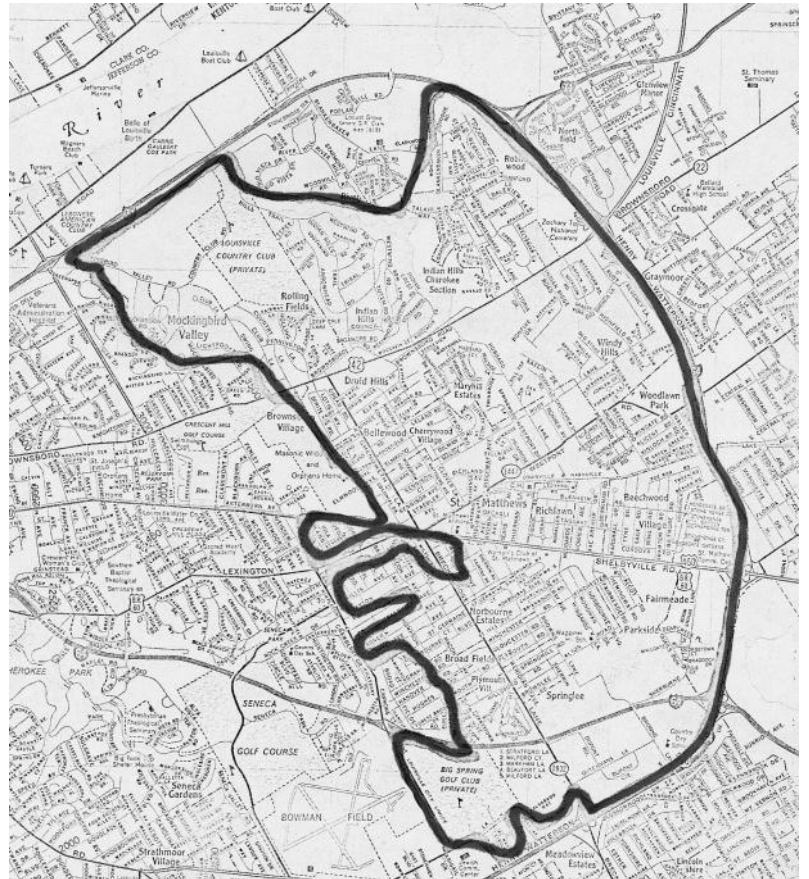


Voice photo by Robin Garr III

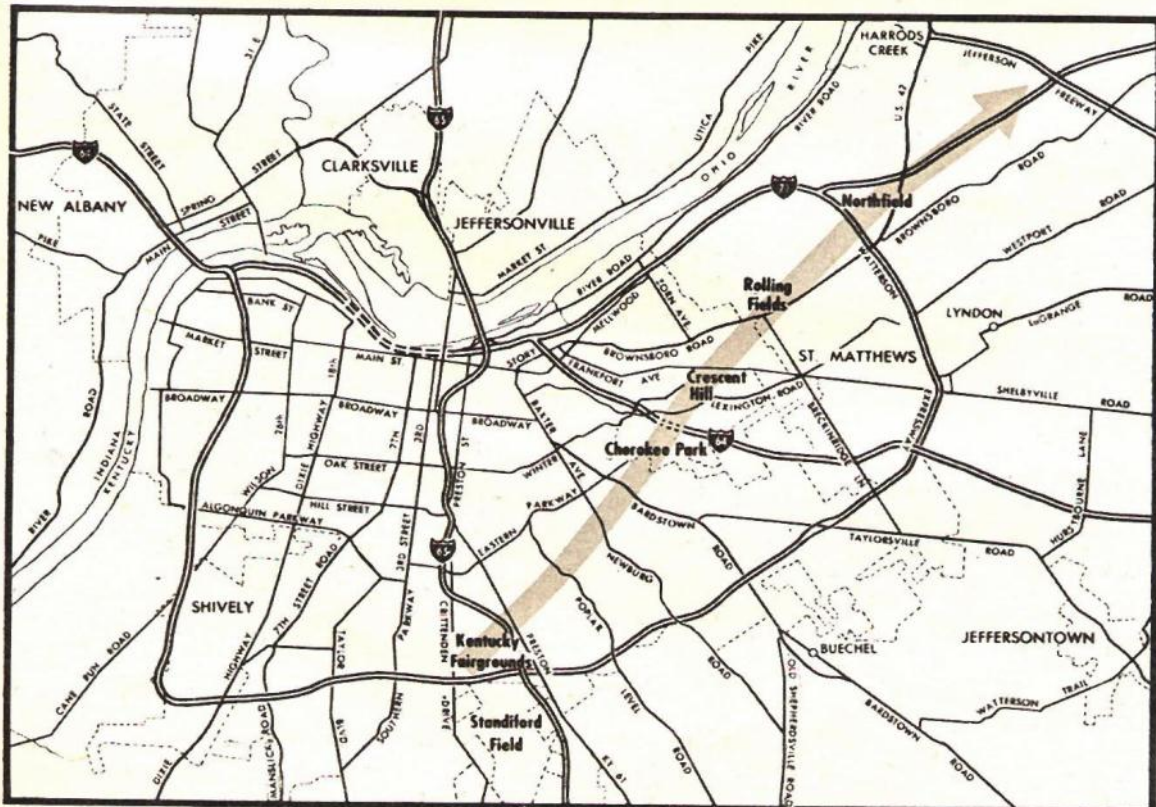
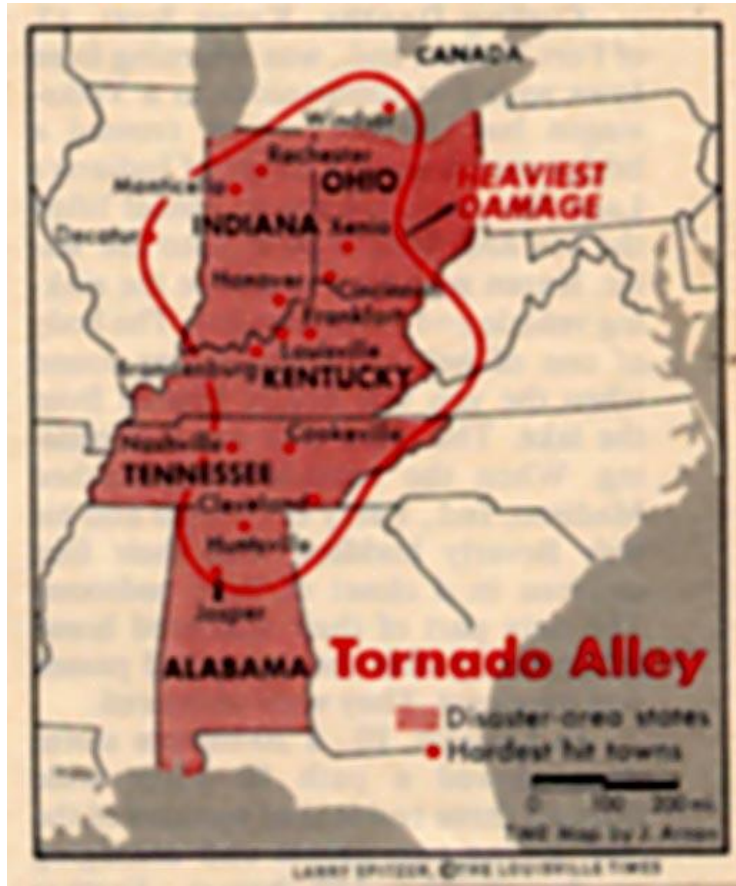
CHRISTMAS SHOPPER TRAFFIC was backing up on Shelbyville Road at Oxmoor about 2 pm Friday. In this view looking east on Shelbyville Road from a County Police helicopter hovering about 500 feet over the scene, the Oxmoor parking lot is on the right and LaGrange Road enters U. S. 60 at the lower-left corner of the picture.

1973

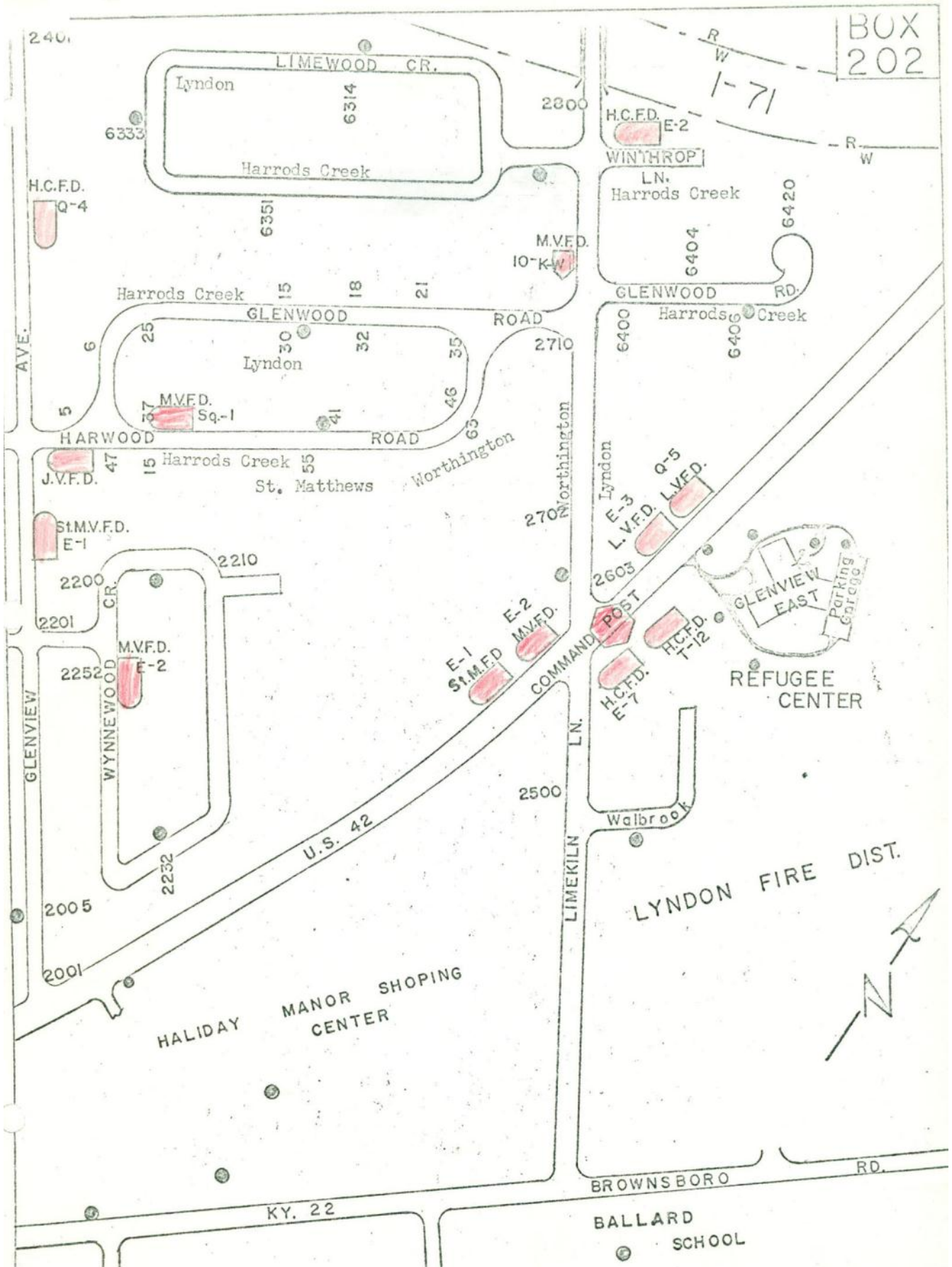
ST. MATTHEW'S FIRE PROTECTION AREA



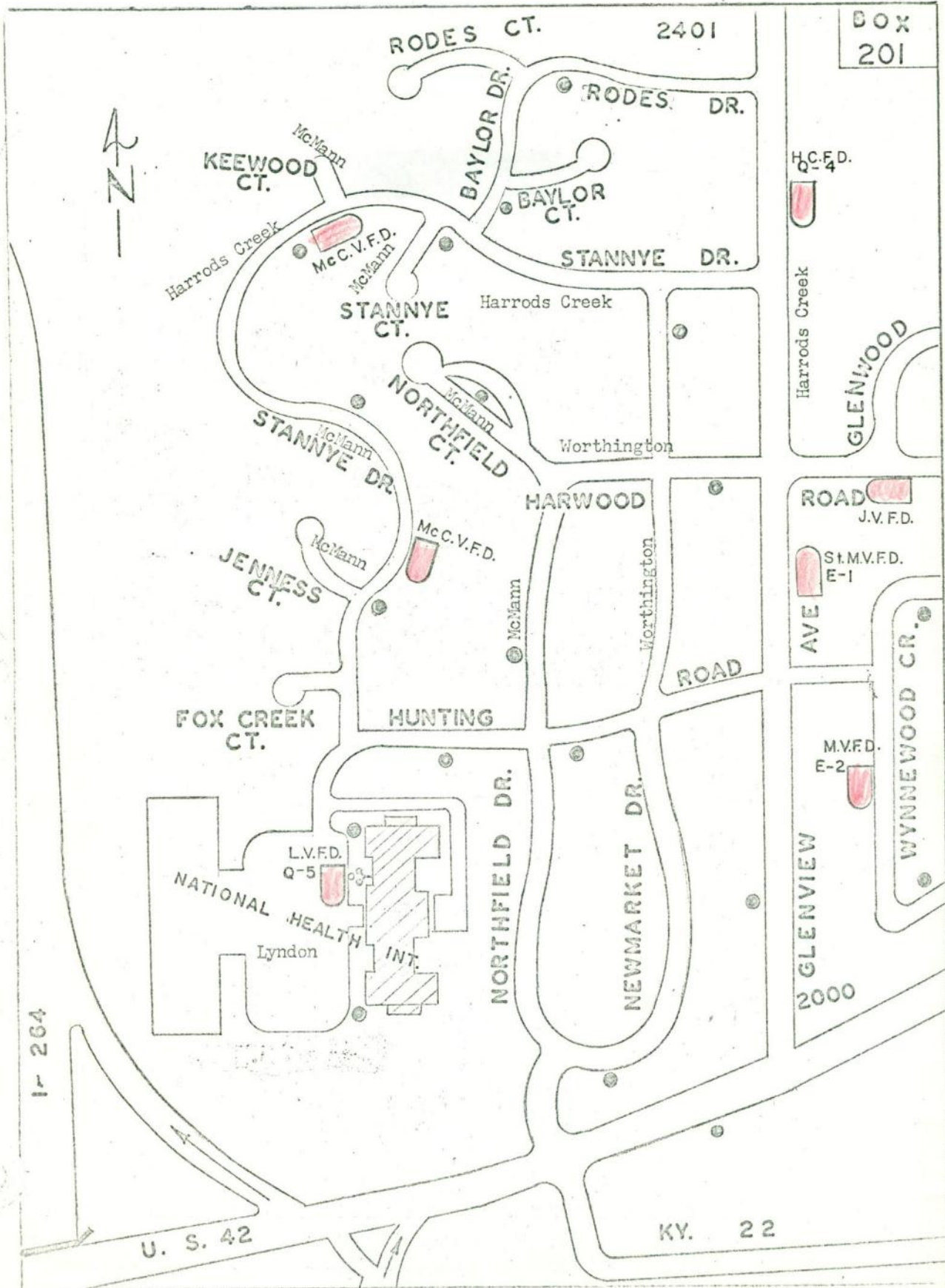
1974



Map by Steve Durbin



I-71

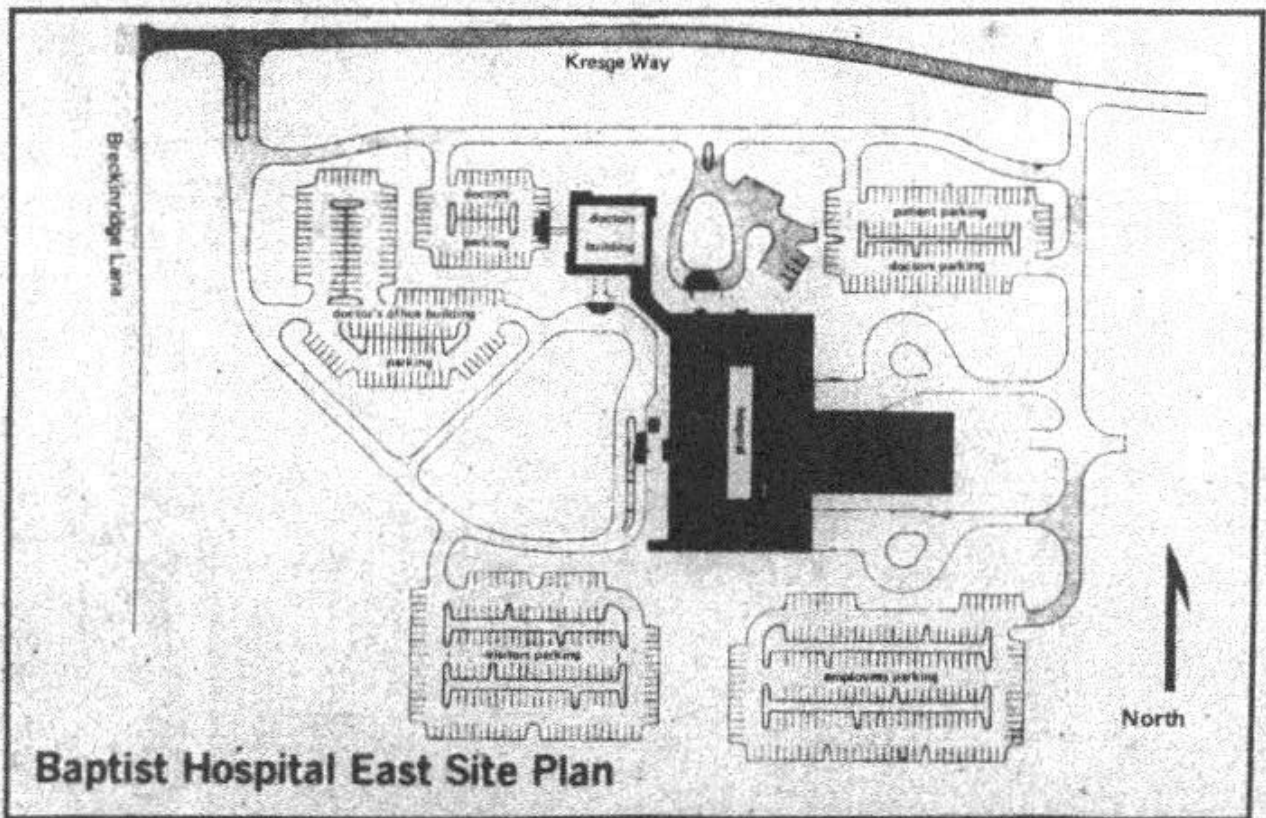
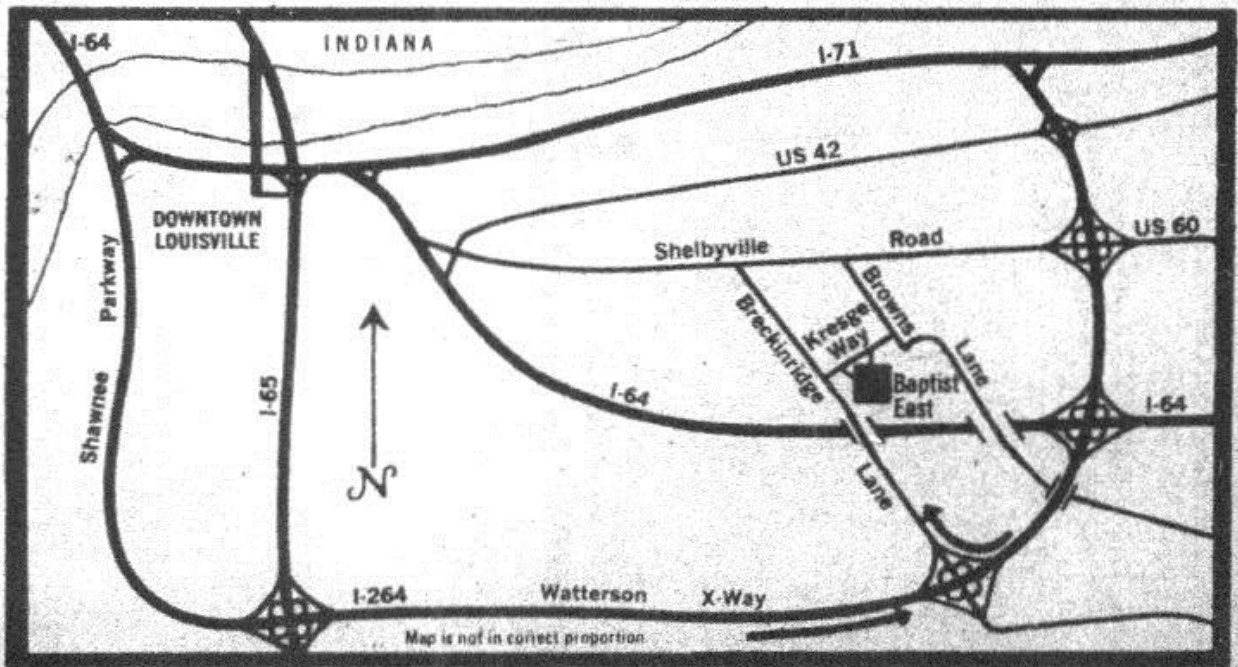


1975

March 20, 1975, *The Voice*:

Special section on Baptist Hospital East

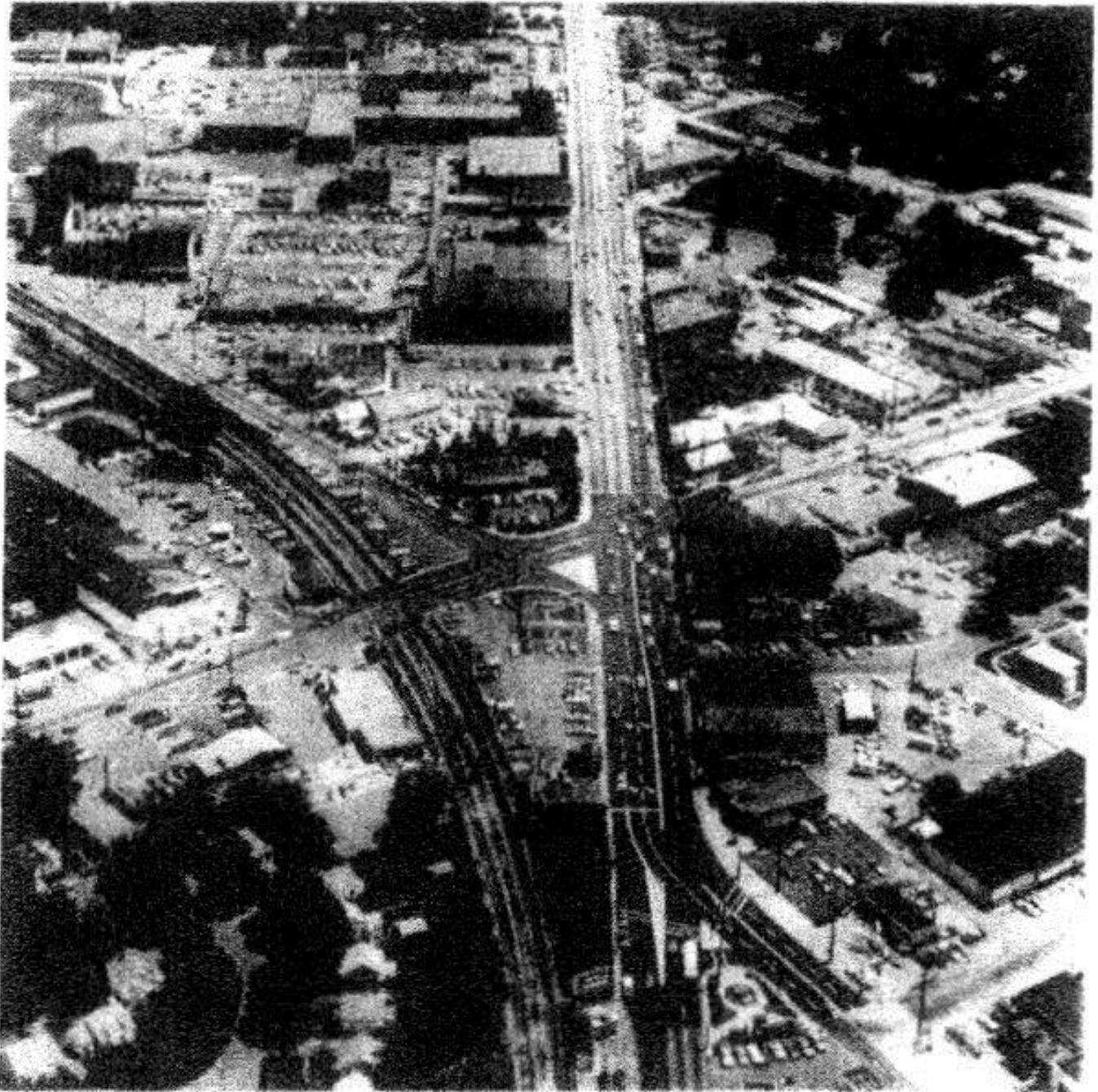
Here's how to find Baptist Hospital East and Doctors Building



1975

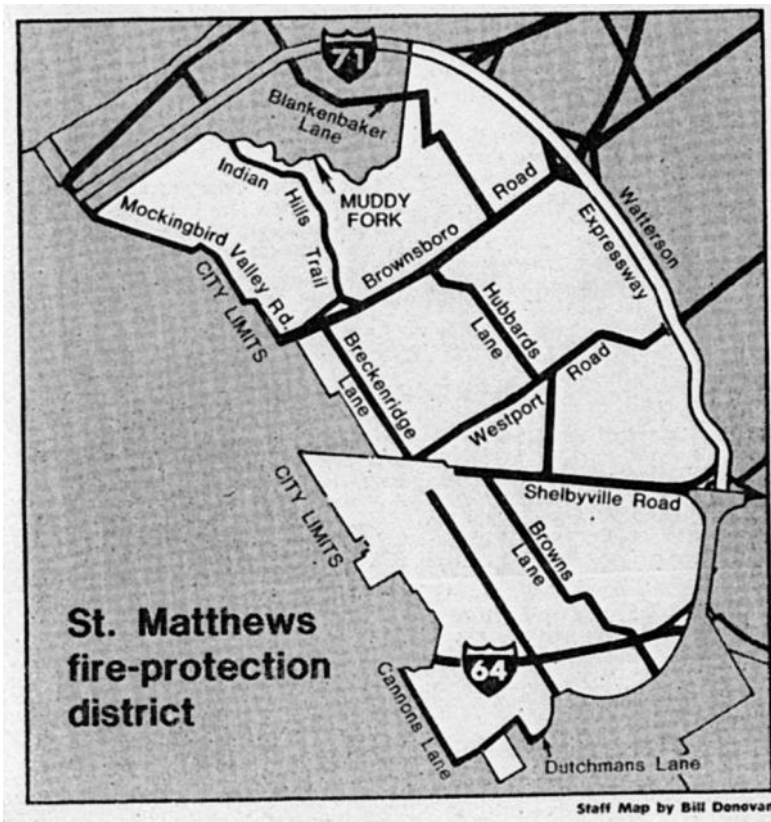
June 19, 1975, *The Voice*:

Drivers fume as costly changes jam traffic



Staff photo by Robin Garr III

NEW BLACKTOPPING outlines recent pavement renovation in the Frankfort Avenue-Breckinridge Lane-Chenoweth Lane-Lexington Road complex in the St. Matthews area, in this aerial view looking eastward out Frankfort Avenue. New signalization installed last week has left traffic frequently jammed and many motorists complaining.



AREA FIRE ALARMS

CITY

Wednesday after 8 a.m.

- 9:22 - 421 N. Preston St., false.
- 9:32 - 2934 Finn Ave., dwelling.
- 10:20 - 224 E. Woodbine St., school.
- 10:42 - 2022 W. Main St., false.
- 11:05 - 1908 Canavan Ave., apartment.
- 12:43 - 19th and Bank streets, malicious false.
- 12:58 - 643 S. Sixth St., naphtha spill.
- 1:23 - 485 E. Gray St., people trapped in elevator.
- 1:54 - 1212 S. 13th St., office building.
- 2:07 - Second and St. Catherine streets, malicious false.
- 2:36 - 3039 Magazine St., false, sprinkler.
- 4:05 - 855 S. 23rd St., dwelling.
- 4:43 - 5327 Halsey Court, apartment.
- 5:51 - 1251 Dixie Highway, gas fumes.
- 7:45 - 1156 S. Brook St., nursing home.
- 8:46 - 29th and Montgomery streets, malicious false.
- 10:07 - 430 N. 42nd St., broken water pipe.
- 10:23 - 2028 W. Broadway, trash bin.
- 11:33 - 3318 DuValle Ave., trash.

Thursday to 8 a.m.

- 12:39 - 1400 W. Jefferson St., rear, trash bin.
- 1:56 - 209 S. 28th St., dwelling.
- 4:23 - 900 Baxter Ave., automobile.
- 5:08 - Interstate 65 south of Grade Lane, tractor-trailer.
- 6:19 - 1600 W. Main St., trash bin.

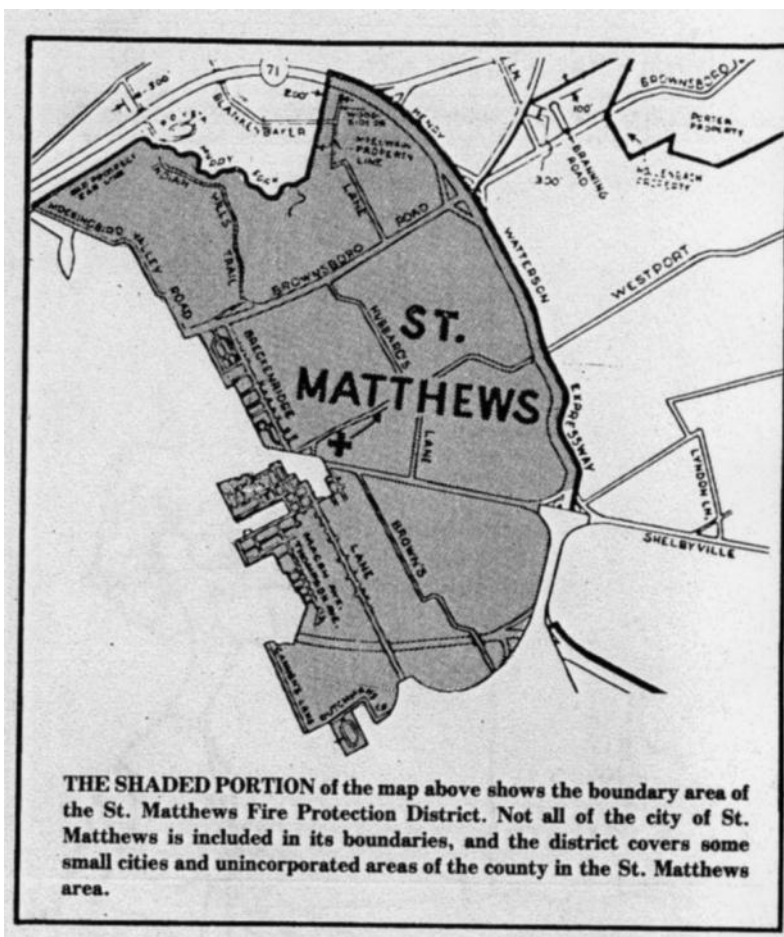
COUNTY

Wednesday after 8 a.m.

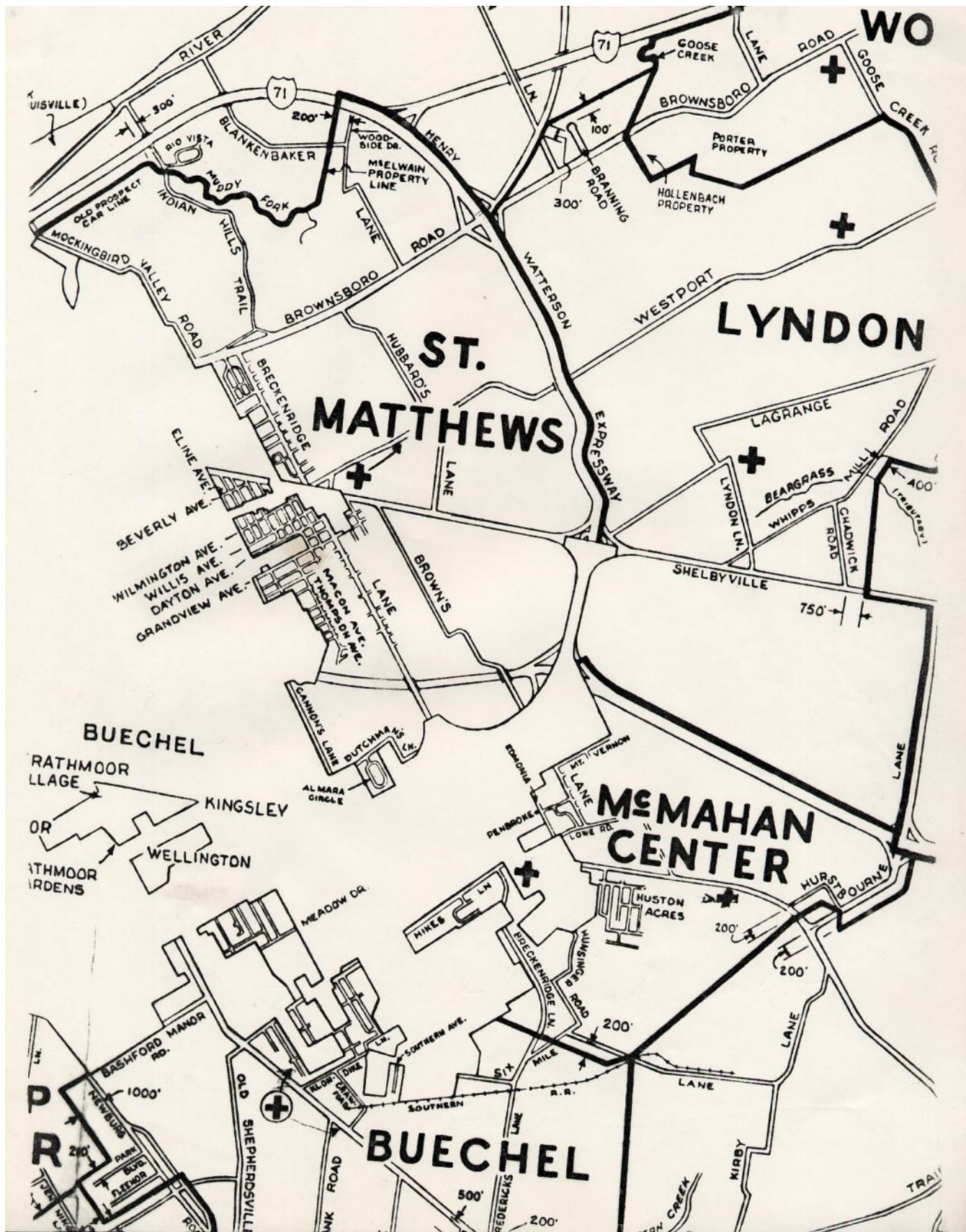
- 8:23 - 4848 Shelbville Road, restaurant.
- 9:15 - 5611 Lagoon Drive, gas leak.
- 10:59 - 2401 Millers Lane, tobacco company.
- 1:18 - 4205 Martha Ave., dwelling.
- 5:55 - 200 Westwind Road, dwelling.
- 7:13 - 5510 Redondo Circle, dwelling.

Thursday to 8 a.m.

- 2:46 - 4903 Clarmar Road, dwelling.
- 4:58 - I-65 at 129-mile marker, truck.
- 5:22 - 3220 Clarinet Drive, malicious false.
- 7:43 - 4012 Druid Hills Drive, dwelling.



THE SHADED PORTION of the map above shows the boundary area of the St. Matthews Fire Protection District. Not all of the city of St. Matthews is included in its boundaries, and the district covers some small cities and unincorporated areas of the county in the St. Matthews area.



December 30, 1976: *The Voice*:

THURSDAY, DECEMBER 30

Baptist East architecture wins honor

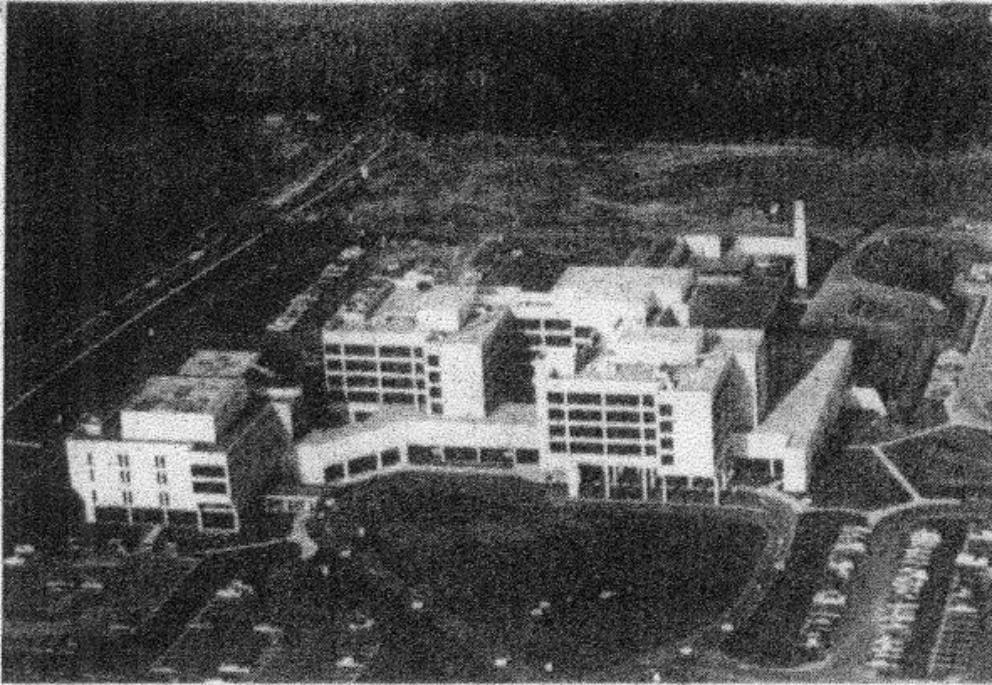
St. Matthew's Baptist Hospital East, a division of Louisville Baptist Hospitals, was honored by the Kentucky Society of Architects this month with an award for achievement of excellence for architectural design.

Baptist Hospital East is a bush-hammered concrete building with support services on the first two floors. The third through sixth floors contain two patient towers connected by a central service tower. The gray bush-hammered concrete towers overlook lawns and surround an interior courtyard.

A satellite, four-story Doctors' Building, reflecting the basic architecture of the main hospital, is connected by a glass-walled concourse where essential atmospheric and power systems are located.

The final design and construction of Baptist Hospital East was supervised by the Louisville firm of Arrasmith, Judd, Rapp and Associates.

Ground was broken in May 1972. The 253-bed hospital opened March 29, 1975. Baptist Hospital East provides services in medicine, surgery, obstetrics, gynecology, emergency care, and ancillary and support services.



BAPTIST HOSPITAL EAST

April 28, 1977, *The Voice*:

Links Hubbards,
Browns Lanes MAY 2 1977

Developer files plan for Monohan farm

By Robin Garr III
Managing Editor

A major commercial and residential complex is proposed on the 141-acre Monohan farm on Browns Lane in St. Matthews.

The development, which could be complete within five years, would dramatically change the face of the city's southeastern quadrant, and could sharply alter local auto traffic patterns.

The rezoning applications and preliminary plans for the development, named "Cypress Station" after a stand of fine old cypress trees on the banks of Beargrass Creek on the farm, were filed yesterday, April 27.

Discussing the development plans with *The Voice* recently, landscape architect Campbell Miller pointed out two major new roads. One will link the south end of Hubbards Lane with Browns Lane just north of Sherburn Lane. The second will extend Kresge Way from Browns Lane east through the Monohan property, a four-lane parkway with central median, winding through the park-like flood plain of Beargrass Creek.

About 30 acres of rolling, forested land will remain undeveloped as common open space, Miller said. This property, the land subject to periodic flooding by Beargrass Creek, will be conserved as much as possible in its natural state.

Miller said the Monohan family requested the creek banks be left in a natural state rather than "channelized" into concrete banks, a legal alternative for dealing with the flood problem.

Miller said various land uses planned for the property attempt to be compatible with the farm's neighbors.

The residential developments are located next to residential neighborhoods along Alton Road in St. Matthews and Fairmeade East subdivision now under development.

The major commercial section is located near Sherburn Lane, adjacent to the Gaslight Square condominiums and Matgate apartments. A smaller commercial section, perhaps geared to

medical and related services for Suburban and Baptist East Hospitals nearby, will be located around the new intersection of Hubbards Lane and Kresge Way.

An office complex will be located on the north side of Sherburn near Browns Lane. A new road connecting Sherburn with the new Kresge Way is expected to take most through traffic away from the presently congested Sherburn-Browns Lane intersection.

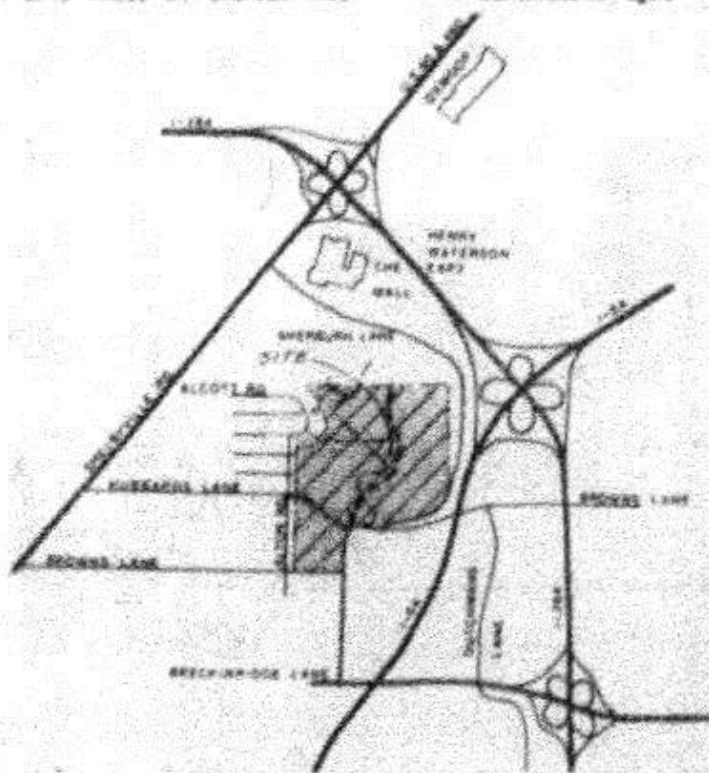
Two historic farmhouses on the Monohan property will remain, and will be sold to commercial users who will agree to preserve them, Miller said. A house not far south of Alton and Hubbards was built about 1847, while part of a house off Sherburn near

Browns dates back to 1809, Miller said.

This home reportedly was built by a family of early settlers named Brown (no kin to the late financier J. Graham Brown, who also lived nearby). It was the early Browns who planted the old cypress trees, Miller said.

According to Robert O. Dorsey's "History and Pictures of St. Matthews," James Brown came to the area in 1799 or 1800 and established himself near the old Dutch Station on Beargrass Creek. He eventually owned all the land from Shelbyville Road to Taylorsville Road on the east side of Browns Lane. The original spiral staircase rises three stories inside the home, "Wildwood,"

Continued to Page 6



Map by Miller, Wilby and Lee

July 14, 1977, *The Voice*:



TWIN CYLINDRICAL TOWERS proposed by Martha Owens for "Village East" loom in the foreground of this artist's rendering, which looks westward from a point above the Watterson-I-64 interchange. The two office towers are joined by a T shaped enclosed parking garage. Closer to Browns Lane on the 29-acre tract, six small office buildings are

proposed (at right), and the 200-unit Independence Village housing complex for senior citizens is under way (at left). The busy Village commercial complex is beyond Browns Lane; development is expected to begin soon on a shopping center directly across Browns Lane from Village East.

Twin office towers on Browns Lane?

By Robin Garr III
Managing Editor

A pair of two 10-story office towers may dominate St. Matthews' southern skyline within three years, if developer Martha Owens plan for the Kentucky Country Day Browns Lane campus are approved.

Mrs. Owens, who previously had announced plans for "Independence Village," a 200-unit senior citizen housing complex on part of the Country Day site, filed plans for the remainder of the 29-acre tract recently. This week, they will enter a revised plan for "Village East" with the Jefferson County Planning Commission, highlighted by the twin office towers.

The overall complex, which will be served by a single road entrance off Browns Lane midway between Dutchmans Lane and the Watterson Expressway, fills a semicircular tract nestled in the west quadrant of the Watterson-I-64 interchange.

The two 10-story towers, slightly reminiscent of Chicago's Marina City complex, will be linked to each other and to a small bank or savings-and-loan building with a giant, enclosed four- and five-story parking garage.

Around this complex, much of the eastern half of the tract will remain in lawn and trees.

The front part of the development, alongside Browns Lane, will include the senior citizen complex near the Watterson, and a townrise office complex closer to Dutchmans and I-64. Preliminary plans show six 2- or 3-story office buildings totaling 158,204 square feet, plus 342 parking spaces, in this section.

Office space and senior citizen housing make up most of the complex; however the first floor of the office towers and parking garage will be zoned for retail commercial shops.

Mrs. Owens said they decided to file a revised plan — the earlier one had

featured a sprawling two-story mall and surface parking rather than the towers and covered parking — "for a better use of the land in a more park-like setting, taking advantage of our exposure to the traffic while keeping greenery for the community." The newspaper also has been told that staff workers at the planning commission reacted negatively to the original plan, which left very little open space amid buildings and paved parking areas.

Mrs. Owens, who was a founder and long-time board chairman of Senior Citizens East, Inc., and remains a board member, said her interest in the

Country Day property came first because of her interest in older people. She had been looking for a possible site for a senior-citizen housing complex for some time when she negotiated the first segment of the Country Day site.

This opportunity led her to development of the entire tract as a general-purpose, office-commercial-residential facility. She previously has developed residential subdivisions in Southern Indiana, but says she hasn't been involved in a project of this scope before.

Development of this tract would fill in the last gap in the mushrooming stretch of high-priced land along the Watterson and I-64 on the south side of St. Matthews.

In addition to the existing Village, Executive Park, Mallgate, Shelbyville Road Mall and other commercial complexes, a major new development is proposed on the Monohan property along Sherman Lane. Developer Beatrice Leslie plans a small shopping center on Browns Lane near Dutchmans.

And St. Matthews' recent approval of commercial and office zoning on developer Ronald Kerzen's property on Ten Pin Lane, now tied up in litigation,

Open house honors Chief Monohan

The entire St. Matthews community and every firefighter for miles around are being invited to a reception honoring St. Matthews Fire Chief John M. Monohan Jr., who is retiring after 40 years with the department.

The event will be held from 1-4 p.m. Sunday, July 17, at the firehouse on Lyndon Way in St. Matthews.

Monohan, a member of the department since 1937, has been chief since 1941. When he first joined the depart-

ment, the firefighters were located on Chenoweth Lane, near the present Chenoweth Square shopping center. In 1952 the company moved to St. Matthews Avenue, remaining there until moving into their present structure in 1970.

St. Matthews City Council passed a resolution this week honoring chief Monohan, and designating July 17-23 as a special week in his honor.

Continued to Page A68

January 4, 1979, *The Voice*:

Old Man Winter: Small cities, county, state cooperate for snow removal

by Suzanne Darland
Staff Writer

The little more than an inch snowfall that greeted area residents Tuesday morning held nothing of the terror of last winter's worst snows. But city and county work crews showed they were ready. They were out early, sanding and salting the main roads, keeping traffic delays to a minimum.

It is precisely because of last winter that crews are prepared for this winter, come 100 feet of snow, or possibly, since winter seems delayed, no more than flurries.

The state and county have issued their priorities for snow removal, announcing they will center on main

arteries and roads most frequently traveled, then move to secondary roads.

But who takes up the slack at 7:30 a.m. and you're trying to navigate a suburban hill? A spot check of East End fourth, fifth and sixth class cities showed each had a plan to beat winter this year as well.

Information for this story was gathered by staff writers Pat Noonan, Lindsey Logan and Suzanne Darland.

"We're so far out we have to take care of ourselves," explained Anchorage Mayor Peyton Hoge III.

Both Anchorage and St. Matthews had cinder and salt trucks out Tuesday morning, in St. Matthews as early as 5

a.m. St. Matthews owns two cinder spreaders, one of which is new and being repaired this week, according to Bob Gatz, director of public works. The city also owns two snowplows and two four wheel vehicles, delivery of which is expected "anytime."

"We're better prepared this year — we're going to try and stay up on it," said Gatz. On Tuesday, non-main work crews were still out spreading a cinder and salt mixture as late as 1:30 p.m.

Points of priority include main intersections along Shelbyville Road and Breckenridge Lane. The hill on Breckenridge Lane by Baptist East hospital is a critical focal point, said Gatz. Other major intersections include those on Browns Lane.

Anchorage utilizes their 2 or 3 man maintenance crews during the snows to dig them out. They have one truck with a salt and cinder spreading system that Tuesday went first to the school crossing of the Anchorage school at the intersection of LaGrange and Ridge Roads, Bellewood and Park avenues. Next stops are Evergreen and Woodland Roads, the main stop streets in the city, and the Bellewood hill.

A truck equipped with a snowplow stands by for heavier snows this season. "In last year's big snow, by the time we plowed Anchorage out we had to start all over again," said Mayor Hoge.

Most of the other small cities contract with an outside company when they need snow removal or sanding. Lyndon's mayor Foster Farris said the city spent \$2,200 on snow removal last winter and is prepared to spend that amount and more this year.

Lyndon contracts with the Smith Excavating Company, and Mayor Farris says others can be called in an emergency situation. The company just grades the roads," says Farris. "But everybody is lighted to death to get it done."

Douglass Hills also has no snow removal equipment of its own, and has a man on standby they can call for salt and sanding, according to councilman Kellie Robinson Jr. "We specify where he is supposed to salt and sand," said Robinson. "He did a whale of a job for us last year."

The maintenance employee for Beechwood Village is called on to sand major intersections in the city unless it's a big storm, says Mayor Paul Sauder. He maintains the city would rather sand than plow the city's streets, because "plows do more damage than they help."

Holloway Construction Company is contracted by the city however, to "set the blade three inches high" when the weather calls for such a measure.

The sixth class city of Fairmeade contracts with the Murray Company for snow removal work. At a certain amount of snowfall, the company comes and grades the roads.

In St. Regis Park, the city has the names of several people who remove snow. They do not maintain a contract with any one company, but call one of the names when they need assistance in snow removal. "We did an adequate job last year," said Mayor Betsy Holton.

Wendell Wright, deputy director of public works for Jefferson County, says his equipment can only clear subdivision roads once higher traffic areas are clear.

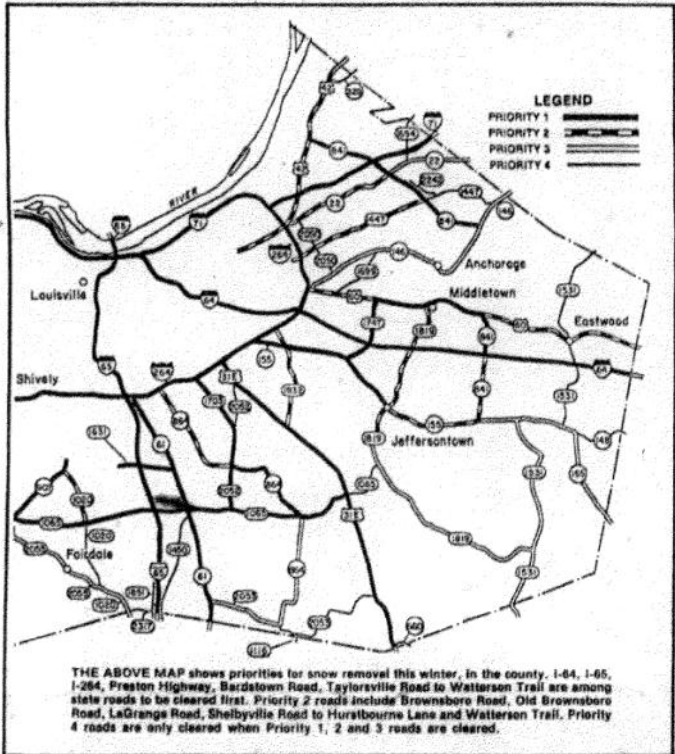
There are about 40 roads in district one, county areas north of Taylorville Road, that are on first and second priority lists. Twenty cinder-spreading trucks and that many snow removers are slated to clear such roads, as Browns Lane, Chamberlain Lane, Dorsey Way, English Station Road, Evergreen Road, Mount Lane and Hutberds Lane.

"People shouldn't look for dry pavement in front of their homes," said Wright, "but we feel we cover pretty well."

During last year's "big snow," Wright said the county spent a total of \$124,000 on snow removal, including overtime for its workers.

State priorities for snow removal include interstate highways, parkways, some urban expressways and by-passes. Also state primary roads which serve as major connectors to these roads.

Like the county, the state will move to clear minor roads only when all major roads are passable.



January 25, 1979, *The Louisville Times*:

Fire rates to double in St. Matthews area

Times 7/25/79

Continued from Page One

the Lyndon Volunteer Fire Department, which protects a smaller section of St. Matthews, east of the Watterson. There are no indications that the cost of that service also will rise.

"That's a big jump," Bowling said of the new rate. "We've got to come up with \$55,000 almost overnight."

It won't be easy, he said, especially if the special session of the state legislature passes a bill limiting the increase of property taxes.

The bill calls for a 4 percent yearly ceiling on increases in property-tax revenue.

"It puts the city in a financial bind," Bowling said. We certainly are not going to form our own paid fire department."

He said if St. Matthews wants fire protection, it has little choice but to find the money somewhere.

Among other cities to be affected by the increase, the 5th-class city of Windy Hills, between Brownsboro and Westport roads just west of the Watterson, will have to pay more than \$22,000 for fire protection. The city's current contract, charging about \$11,000, expires in July.

Springlee, a 6th-class city adjacent to St. Matthews, will have to pay more than \$3,200 under the new rate. But the city's current contract doesn't expire until January 1980.

Springlee Mayor Walter Hopkins said he's not happy about the increase, but "there ain't a damn thing we can do about it."

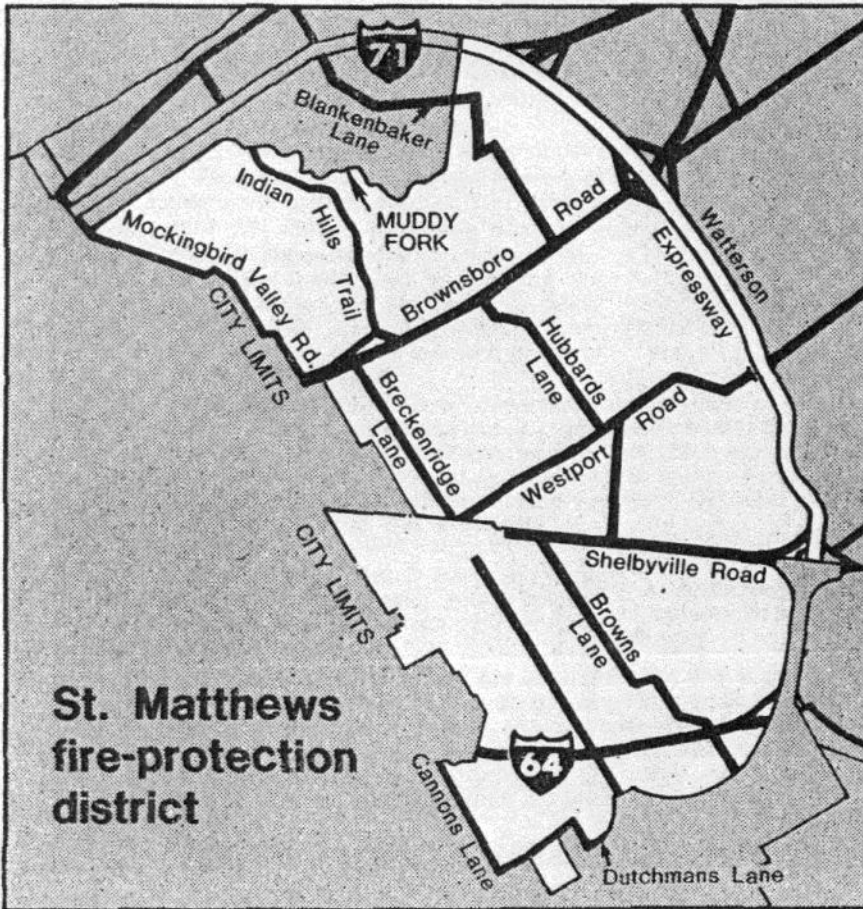
And an individual subscriber, with a home assessed at \$35,000, would have to pay \$24.50 annually at the 7-cent rate, double what he now pays.

Haerberlin said the average cost of fire protection in Jefferson County is 8.4 cents per \$100 assessed property value, a bit more than his department will charge.

In a letter to subscribers, the fire department notes that its load is increasing to an average of one fire run each day, but its rate has stayed the same since 1970.

Haerberlin said that by hiring firefighters to do the more time-consuming, routine chores and by reimbursing the volunteers for their expenses, the fire department should be able to attract more volunteers.

"People just don't volunteer their services like they used to," he said. "We hope to make it a challenge, a reward, to be a volunteer."



Staff Map by Bill Donovan

AREA FIRE ALARMS

CITY
Wednesday after 8 a.m.

- 9:22 - 421 N. Preston St., false.
- 9:32 - 2934 Finn Ave., dwelling.
- 10:20 - 224 E. Woodbine St., school.
- 10:42 - 2022 W. Main St., false.
- 11:05 - 1908 Canavan Ave., apartment.
- 12:43 - 19th and Bank streets, malicious false.
- 12:58 - 643 S. Sixth St., naphtha spill.
- 1:23 - 485 E. Gray St., people trapped in elevator.
- 1:54 - 1212 S. 13th St., office building.
- 2:07 - Second and St. Catherine streets, malicious false.
- 2:36 - 3039 Magazine St., false, sprinkler.
- 4:05 - 855 S. 23rd St., dwelling.
- 4:43 - 5327 Halsey Court, apartment.
- 5:51 - 1251 Dixie Highway, gas fumes.
- 7:45 - 1156 S. Brook St., nursing home.
- 8:46 - 29th and Montgomery streets, malicious false.
- 10:07 - 430 N. 42nd St., broken water pipe.
- 10:23 - 2028 W. Broadway, trash bin.
- 11:33 - 3318 DuValle Ave., trash.

Thursday to 8 a.m.

- 12:39 - 1400 W. Jefferson St., rear, trash bin.
- 1:56 - 209 S. 28th St., dwelling.
- 4:23 - 900 Baxter Ave., automobile.
- 5:08 - Interstate 65 south of Grade Lane, tractor-trailer.
- 6:19 - 1600 W. Main St., trash bin.

COUNTY
Wednesday after 8 a.m.

- 8:23 - 4848 Shelbyville Road, restaurant.
- 9:15 - 5611 Lagoona Drive, gas leak.
- 10:59 - 2401 Millers Lane, tobacco company.
- 1:18 - 4205 Martha Ave., dwelling.
- 5:55 - 200 Westwind Road, dwelling.
- 7:13 - 5510 Redondo Circle, dwelling.

Thursday to 8 a.m.

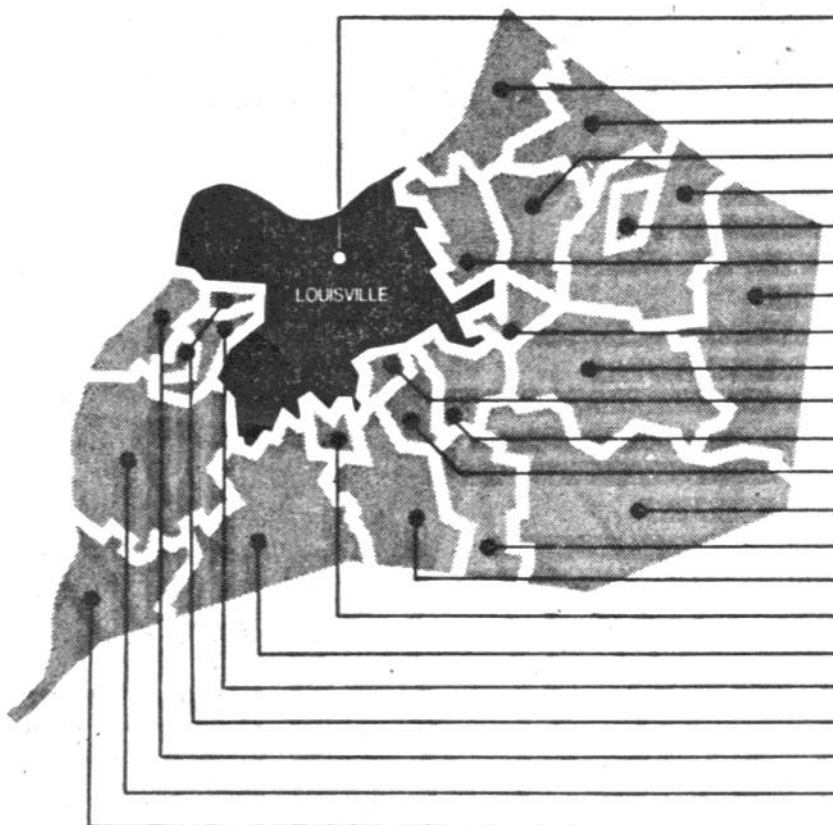
- 2:46 - 4903 Clarmar Road, dwelling.
- 4:58 - I-65 at 129-mile marker, truck.
- 5:22 - 3220 Clarinet Drive, malicious false.
- 7:43 - 4012 Druid Hills Drive, dwelling.

January 26, 1981: *The Courier-Journal*, by Jay Lawrence: Volunteer firefighters may be giving the county the best for less--Fire departments becoming bigger, more professional:

Volunteer firefighters may be giving county the best for less

FIRE PROTECTION IN JEFFERSON COUNTY

A comparison of 22 volunteer departments and the city of Louisville department.



	Insurance rating*	1980 Fire runs
LOUISVILLE	2	10,867
Volunteer departments		
HARRODS CREEK	5	213
WORTHINGTON	6	177
LYNDON	5	331
MIDDLETOWN	4	293
ANCHORAGE	6	47
ST. MATTHEWS	5	371
EASTWOOD	7	58
McMAHAN	6	165
JEFFERSONTOWN	6	285
CAMP TAYLOR	6	247
BUECHEL	5	389
BLACK MUDD	4	435
FERN CREEK	6	258
HIGHVIEW	6	287
OKOLONA	6	667
EDGEWOOD	7	236
FAIRDALE	6	419
SHIVELY	5	364
DIXIE SUBURBAN	6	102
LAKE DREAMLAND	6	270
PLEASURE RIDGE PARK	5	1,013
SOUTH DIXIE	6	240
Total fire alarms		6,867

	Volunteer departments**	City of Louisville
Firefighters	1,400	517
Primary fire trucks	174	36
Firehouses	45	23
Square miles protected	310	65

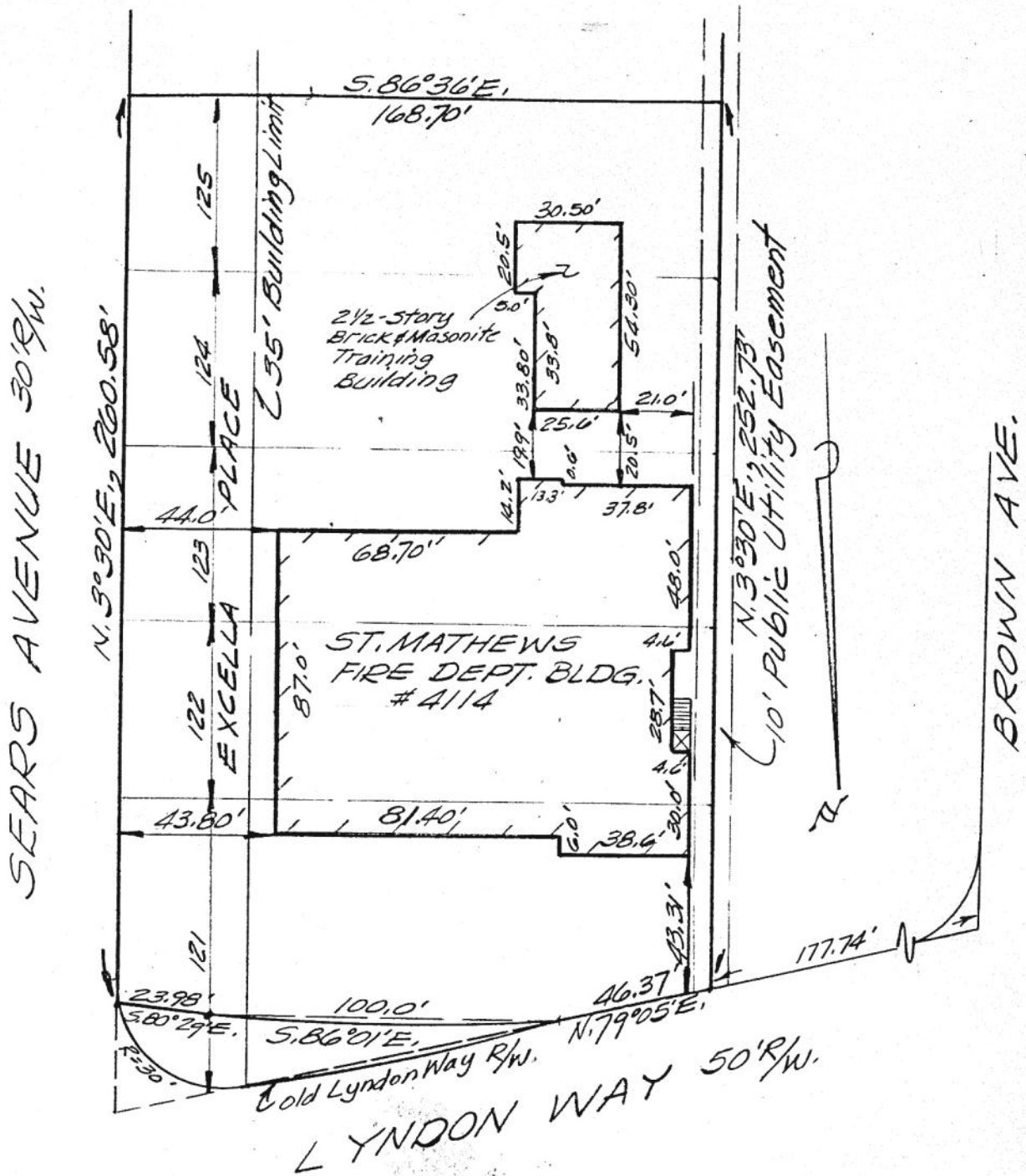
*The lower the number, the better the rating. In outlying areas of many fire districts, the rating reaches 9 because of lack of water or distance from a firehouse.

**Including Shively, which is a mostly paid department.

Staff illustration

1983

May 17, 1983, Survey:



I HEREBY CERTIFY THAT THE SURVEY LOCATIONS AND DIMENSIONS AS SHOWN ON THIS PLATE ARE CORRECT TO THE BEST OF MY BELIEF AND KNOWLEDGE, AND THAT THE EXISTING HOUSE IS LOCATED AS SHOWN.

Fred L. Douglas, Jr.
 REG. LAND SURVEYOR KY. 2214

NOTE: This is to certify that the house on this plat is not in a flood plane area as shown on the F.I.A. Map of this region. (Flood insurance is not feasible)

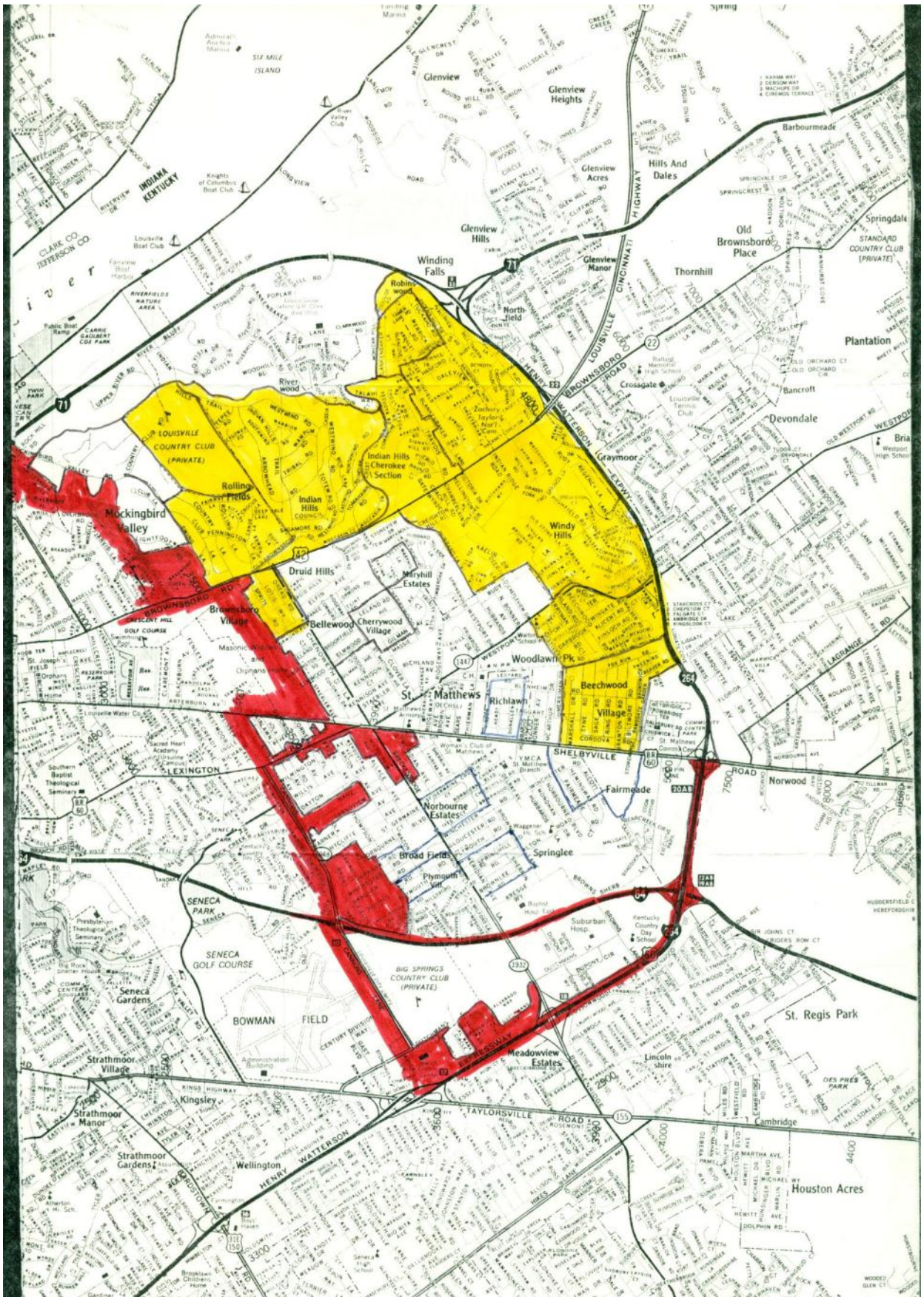


SURVEY FOR ST. MATHEWS FIRE DEPT.
 LOCATION 4114 Lyndon Way
LOTS # 121, 122, 123, 124 & 125
EXCELLA PLACE
 SCALE: 1" = 30' DATE: 5-17-83

LAN - TRAC DESIGNS
 2402 Hayward Road
 Louisville, Kentucky 40222
 (502) 426-6424 (502) 426-6313

1983

November 1, 1983, Perimeter Description:



Unknown Date, 1985, St. Matthews Volunteer Fire Department, Tax Bills to arrive with its new name, BY Howard Miller:

St. Matthews Volunteer Fire Department

Tax bills to arrive with its new name

By HOWARD MILLER
Staff Writer

The St. Matthews Volunteer Fire Department changed from an independent, non-profit organization to a taxing district this month, bringing a new name to the department and a new tax bill to customers in the 20 small cities it serves.

The department's effort to become Jefferson County Volunteer Fire Protection District 26 began more than a year ago after small city governments, which paid the department for fire-protection out of tax revenues, were unhappy with rising bills.

Under the new setup, the department won't bill the cities. Instead it will charge customers directly on their county tax bills, as does every other volunteer fire department in the county.

For someone who owns a \$60,000 home and has \$10,000 worth of personal property, the change could mean about \$70 a year in additional taxes.

The department had billed

each city based on the total assessed value of real property in the city. Last year, the rate was 6.25 cents per \$100 of assessed value, up from 3.5 cents per \$100 in 1978.

While the department had raised its rates in recent years, the cities were prohibited by state law from raising their taxes to meet the added costs.

"It was a no-win situation for the small cities," said Indian Hills Mayor Jeanne Beam, one of the leaders who urged the change to a taxing district. "Fire protection was taking a larger and larger slice out of the cities' budgets, and there was nothing we could do about it."

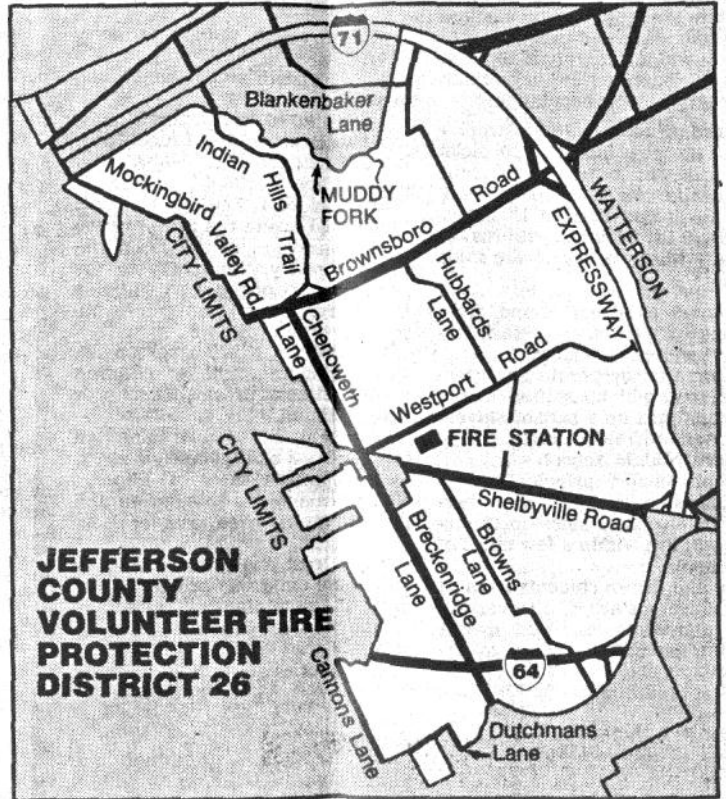
"From now on we will be dealing directly with the citizens," said fire chief Franklin Florence. "We hope this will eliminate a lot of the confusion that has existed before."

The fire district tax will be included on the county's personal property tax bills, which will be sent this fall. The rate will be

See ST. MATTHEWS

Page 5, col. 1

The St. Matthews Volunteer Fire District, which includes the area shown in white, has changed its name.



Staff map

Unknown Date, 1985, St. Matthews Volunteer Fire Department, Tax Bills to arrive with its new name, BY Howard Miller:

St. Matthews Volunteer Fire Department

New fire district's first tax bills to arrive with new name

Continued from Page One

10 cents per \$100 of assessed value — the maximum rate state law allows new taxing districts to charge. The old department did not bill small cities for personal property.

Florence said the district's tax on real estate will be included on the county real-estate tax bills, which also will be sent this fall. The rate also could be the maximum 10 cents per \$100, depending on the

latest figures available on the value of real property in the district.

"It may be wise to charge the maximum and then reduce it later if need be," he said. "We can no longer raise rates whenever the need arises."

Many city officials also sought the change to a taxing district because they believed it would make the department more accountable to its customers. Some of the depart-

ment's seven trustees now are elected by residents, instead of by only the firefighters. Also, all the district's meetings and financial records are now open to the public.

But the increased cost to homeowners has several mayors concerned.

"It's not a good deal for the citizens, because it's going to put more of a burden on them," said St. Matthews Mayor Arthur Draut.

"I'm disappointed that they plan to raise the rates, but there's nothing I can do but let them know I'm disappointed," said Mrs. Beam.

Rolling Fields Mayor Susan B. Stokes, one of the leaders in the change to a taxing district, said the price of accountability is not too high.

"The raise in the rate is unfortunate, but worth it," she said. "The rates were going to go up anyway, but now they have to use some long-range planning."

Mrs. Stokes said she planned to cut her city's budget by the amount formerly paid for fire protection and pass on that savings to residents.

Draut said that may not be possible in St. Matthews.

"I don't see how we can cut the entire amount out of our budget," he said. "We have to pay for a new employee pension plan and at least part of the money that had gone to fire protection may have to go for that."

Florence said the trustees decided to change the name of the district because the public has confused the fire department with city government in the past.

"All the cities we serve are in Jefferson County so we decided that that should be our name," he said. "We don't want to be identified with the government of any of those cities."

Florence said two fires that took place at two different Woodlawn Park residences illustrated that public confusion. In each case, he said, response to the fires was delayed because the residents spent time searching their phone books for the Woodlawn Park fire department, rather than the St. Matthews Fire Department.

"Since they were paying Woodlawn Park for fire protection, they assumed the city had its own fire department," he said.

Florence said the old name will be removed from the district's station house and vehicles by the end of the month.

1987

June 12, 1987, Letter:



ST. MATTHEWS FIRE PROTECTION DISTRICT

240 Sears Ave.
Louisville, Kentucky 40207

June 12, 1987

Judge/Executive Harvey I. Sloane
Commissioner Chris Gorman
Commissioner Irv Maze
Commissioner Darryl Owens

Dear Sirs :

The Trustees of the St. Matthews Fire Protection District request the Jefferson County Fiscal Court to deed a parcel of land (200' X 275') to the Fire District, at no cost to the Fire District, for the purpose of constructing a fire station to serve the community.

The site is located at the "old quarry", on Brownsboro Road at Hubbards Lane, and is the North-East corner of that quarry. The site is adjacent to the Coachgate properties. The 200' is frontage on Brownsboro Road, and depth extends from Brownsboro Road, South, "common" with the Coachgate property line (275'). The remaining boundry is the "rock-edge" of the top of the quarry wall (noted on the survey - attached).

Citizens of the area, the business association, and the Mayor's of most of the Cities North of the railroad tracks have asked for a fire station for several years. This site would be ideal for an improved response to emergencies due to its central location. [The Harrods Creek Fire District has expressed an interest in placing an emergency unit in this station, to help improve their response to their nearby areas / We welcome this]

YOUR FAVORABLE CONSIDERATION IS EARNESTLY SOLICITED.

THANK YOU.

Sincerely,

For The Trustees

Franklin Florence
Franklin Florence
Fire Chief / CEO

NOTE : The construction of the fire station would begin in 1987 and would be operational by Spring 1988.

cc : Wendell Wright
Deputy Director
Environmental Services

ROBERT E. CAMPBELL
ENGINEER AND LAND SURVEYOR

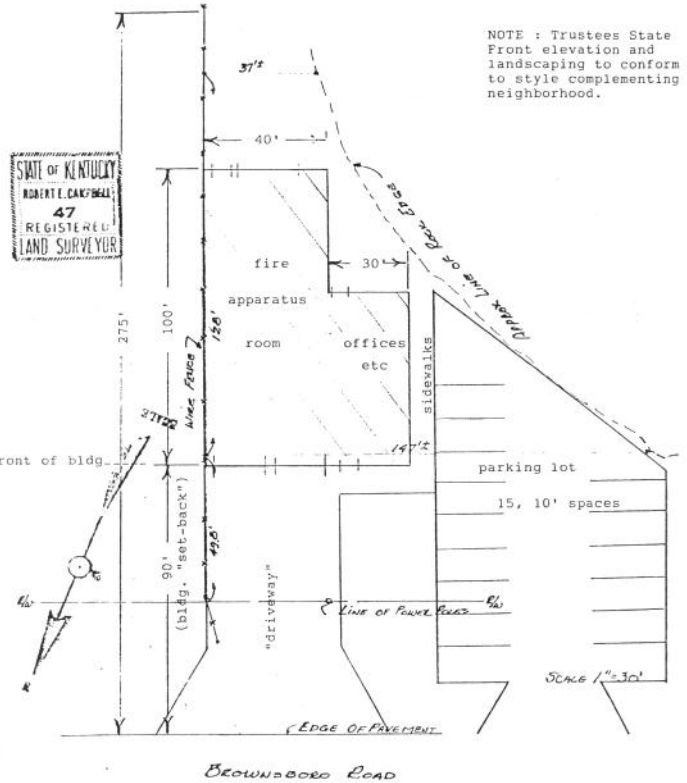
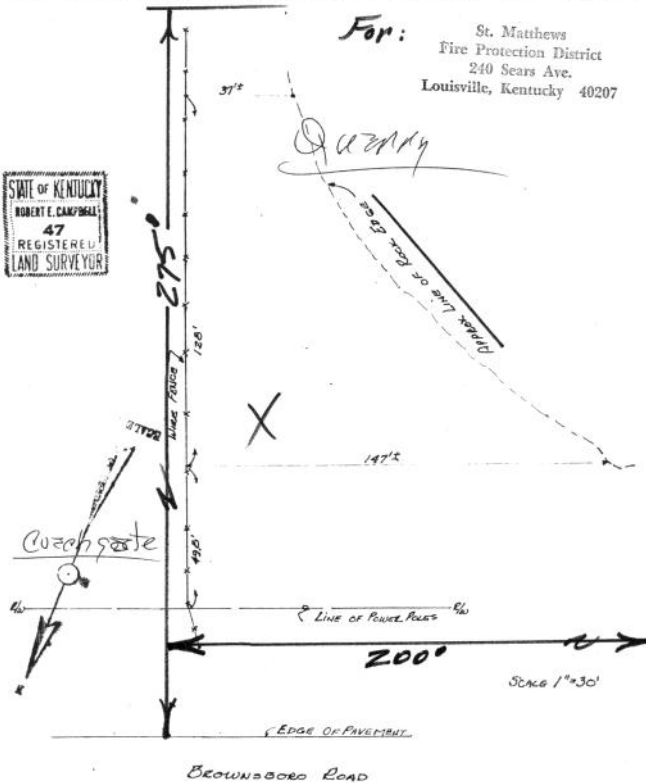
BY..... DATE 7/87 SUBJECT New Fire Station for St. Matthews Fire Protection District SHEET NO. 1 OF 1
CHKD. BY..... DATE..... JOB NO.....
N., S., Hwy. 42, East of Hubbards Ln. (next to Coachgate)

NOTE : Trustees State Front elevation and landscaping to conform to style complementing neighborhood.

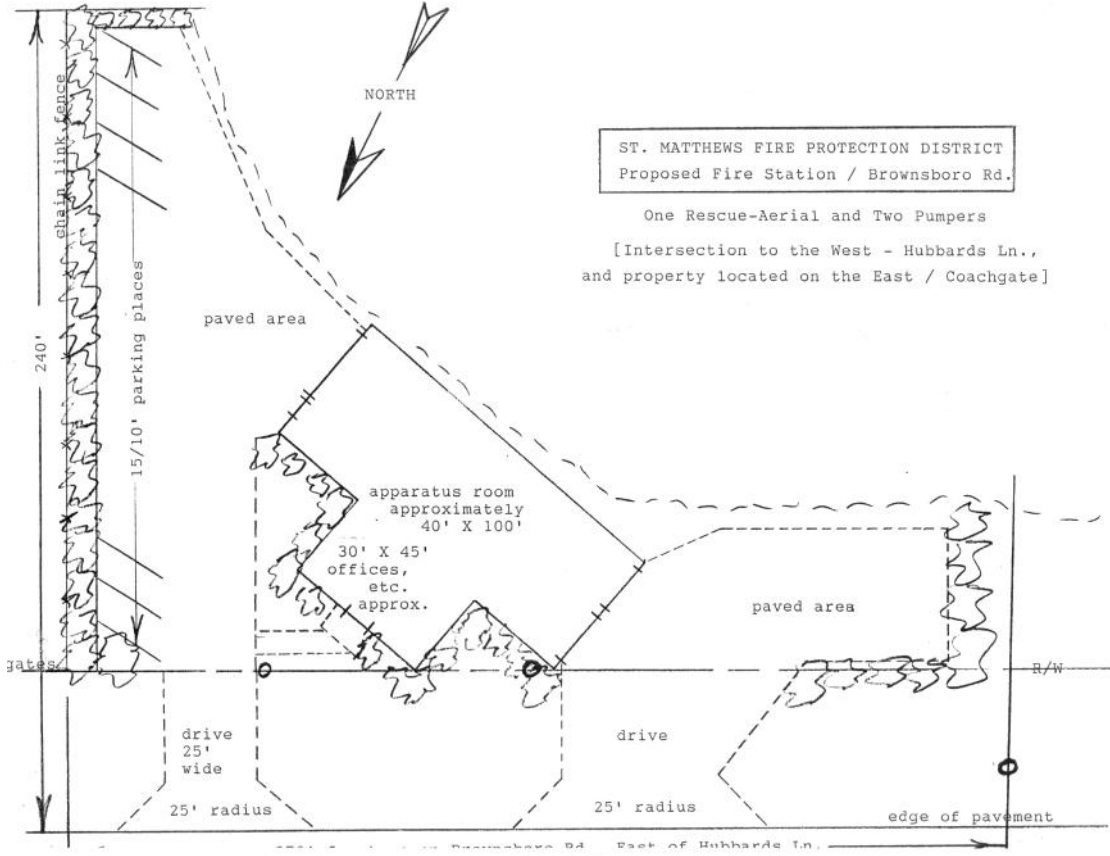
ROBERT E. CAMPBELL
ENGINEER AND LAND SURVEYOR

BY..... DATE..... SUBJECT New Fire Station SHEET NO. 1 OF 1
CHKD. BY..... DATE..... JOB NO.....

For: St. Matthews
Fire Protection District
240 Sears Ave.
Louisville, Kentucky 40207



June 12, 1987, Letter:

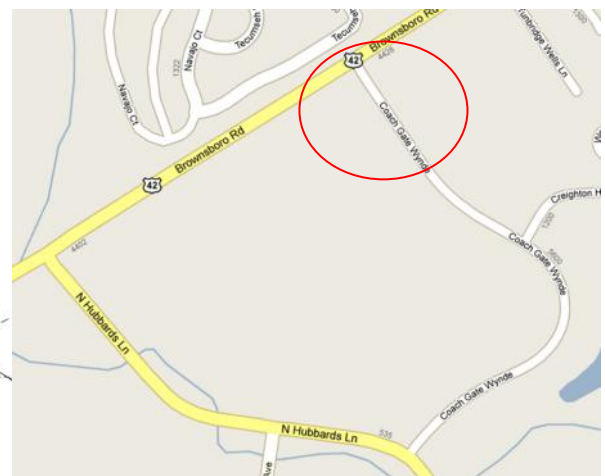


ST. MATTHEWS FIRE PROTECTION DISTRICT
Proposed Fire Station / Brownsboro Rd.

One Rescue-Aerial and Two Pumpers

[Intersection to the West - Hubbards Ln.,
and property located on the East / Coachgate]

ST. MATTHEWS FIRE PROTECTION DISTRICT
NEW FIRE STATION
Style and color to complement neighborhood buildings
extensive landscaping



1987

July 24, 1987, Letter:



ST. MATTHEWS FIRE PROTECTION DISTRICT
240 Sears Ave.
Louisville, Kentucky 40207

July 24, 1987

Community Facilities Review Board
9th floor
Fiscal Court Building
Louisville, Kentucky 40202

Dear Members :

The Trustees of this Fire District have requested Jefferson County Fiscal Court to deed a parcel of land to the Fire District for the purpose of construction of a fire station.

The site is part of the county quarry on U. S. Highway 42. A copy of the survey is attached to this letter. The County Judge Executive, Harvey Sloane, has directed the Deputy Director for the Physical and Environmental Services Cabinet, Wendell Wright, to work with Fire District officials to obtain a mutual agreement for this transfer (letter attached).

As a result of these meetings, Fire District officials are now consulting your agency for final procedures, so the matter can be concluded, and construction can begin.

Please advise us at your earliest convenience.

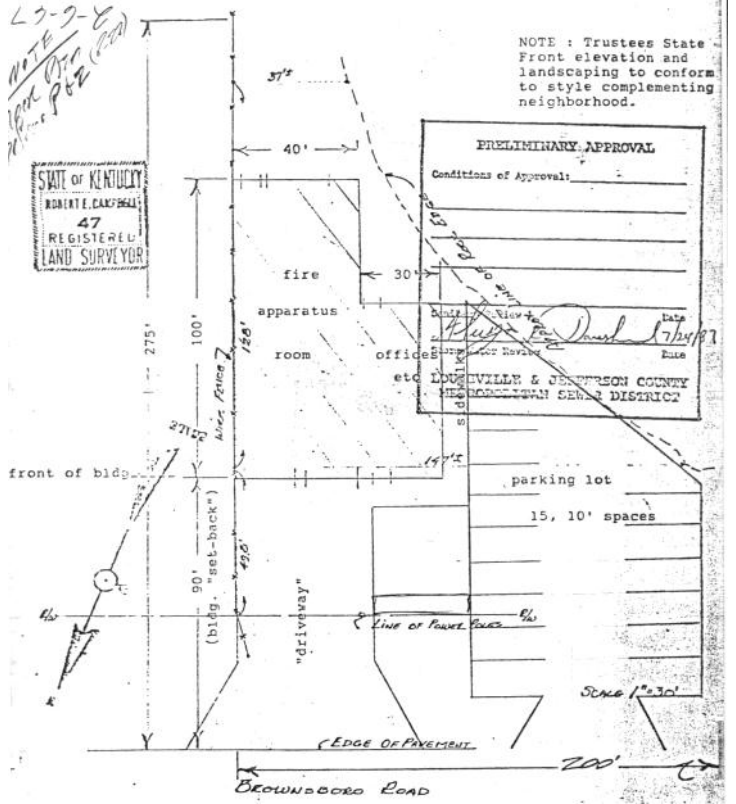
Sincerely,

For the Board of Trustees

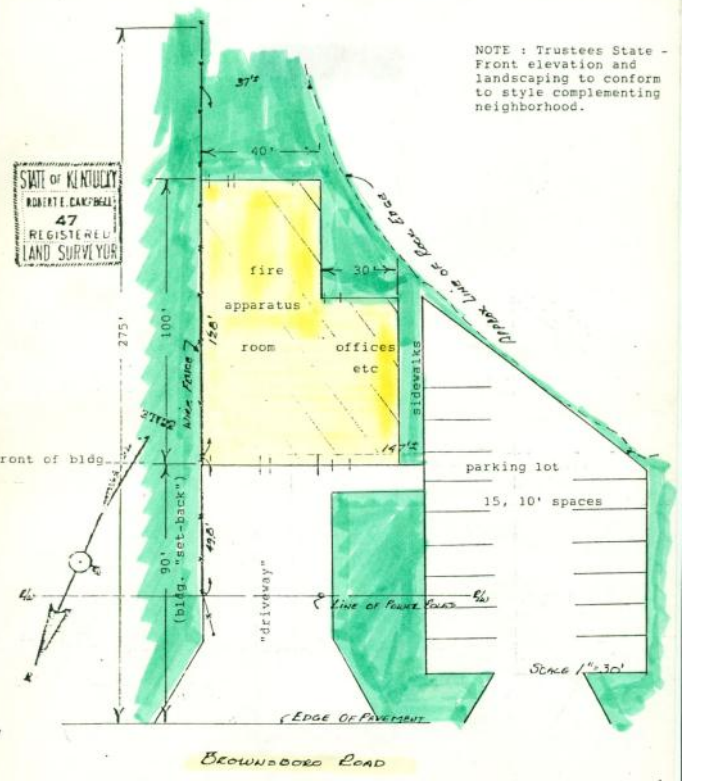
Franklin Florence

Franklin Florence
Fire Chief / C.E.O.

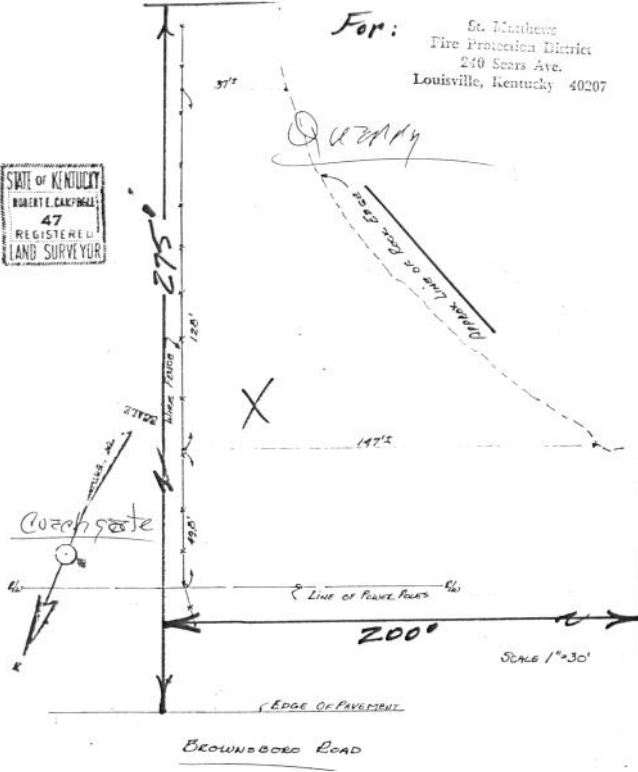
BY..... DATE 7/87 SUBJECT New Fire Station for St. Matthews Fire Protection District NO. N. S. KY. 42, East of Hubbard Ln. (next to Coachgate) SHEET NO. 1 of 1
CHKD BY..... DATE.....



ENGINEER AND LAND SURVEYOR
BY..... DATE 7/87 SUBJECT New Fire Station for St. Matthews Fire Protection District NO. N. S. KY. 42, East of Hubbard Ln. (next to Coachgate) SHEET NO. 1 of 1
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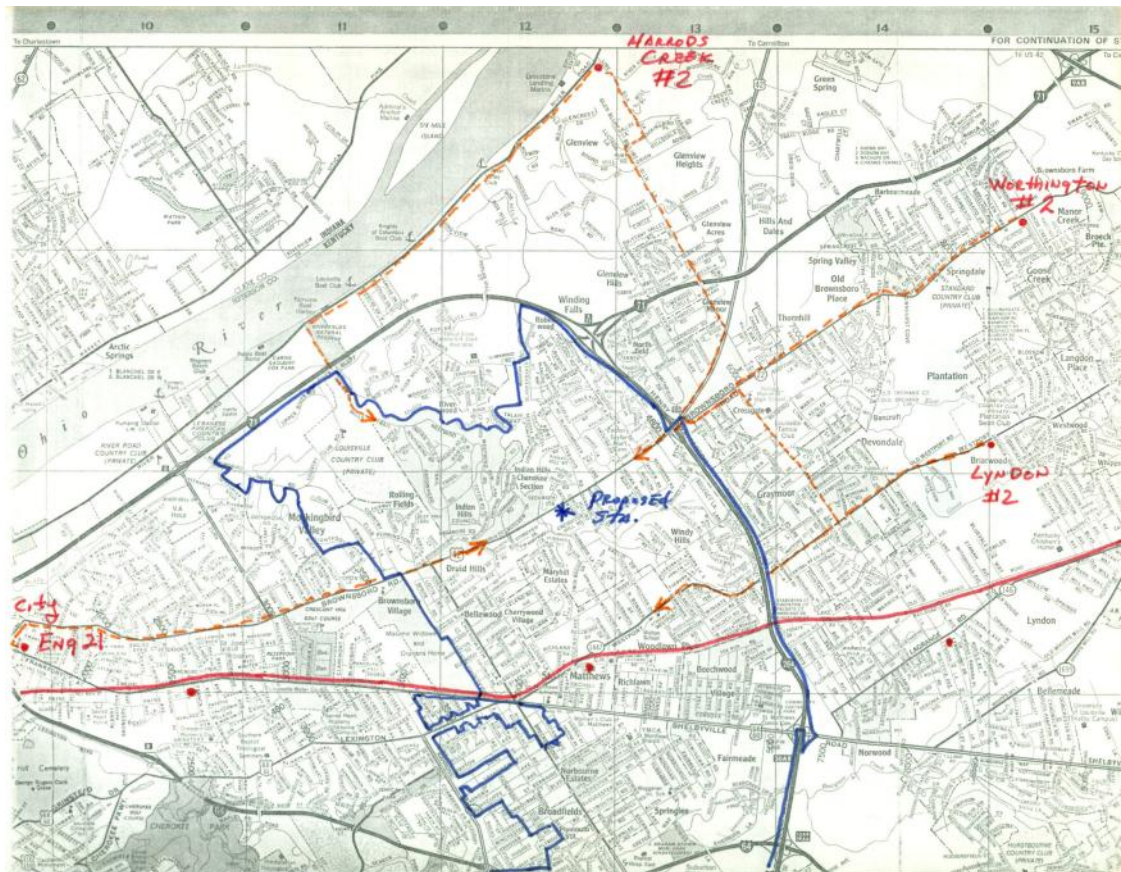
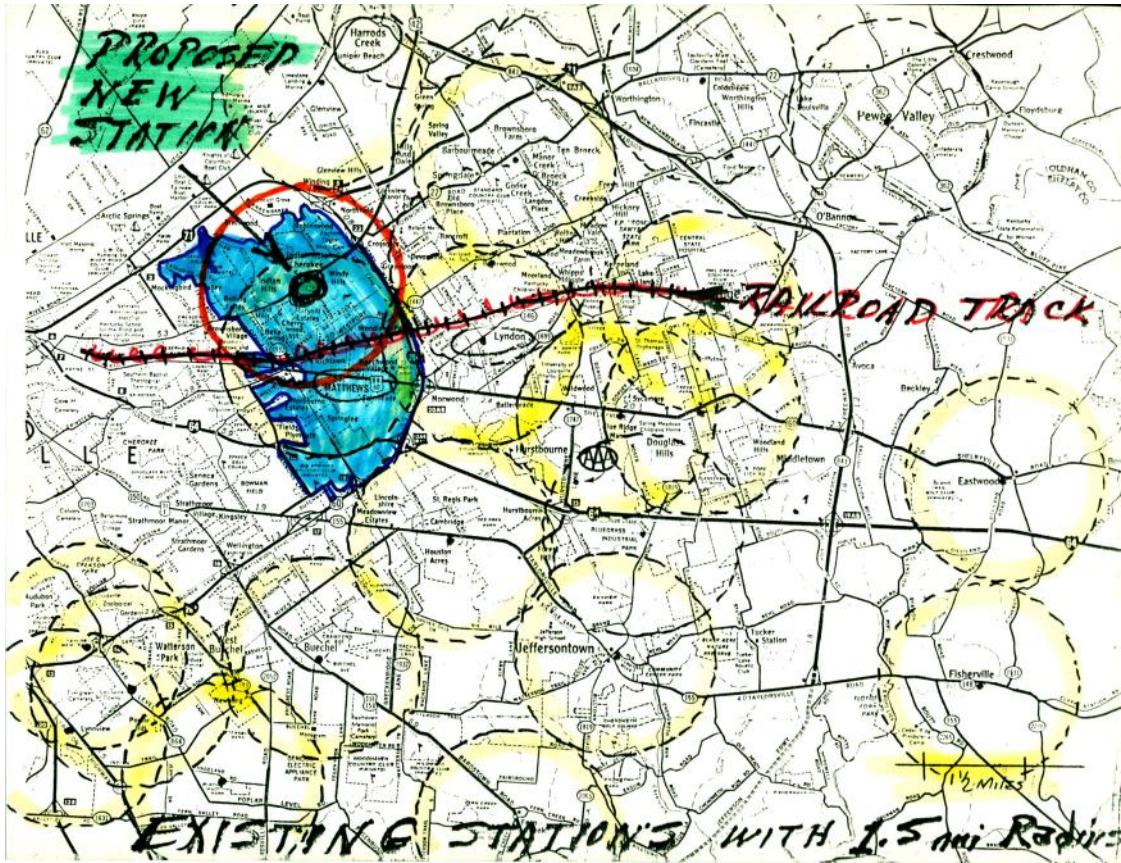


ROBERT E. CAMPBELL
ENGINEER AND LAND SURVEYOR
BY..... DATE..... SUBJECT New Fire Station SHEET NO. 1 of 1
CHKD BY..... DATE..... JOB NO.....



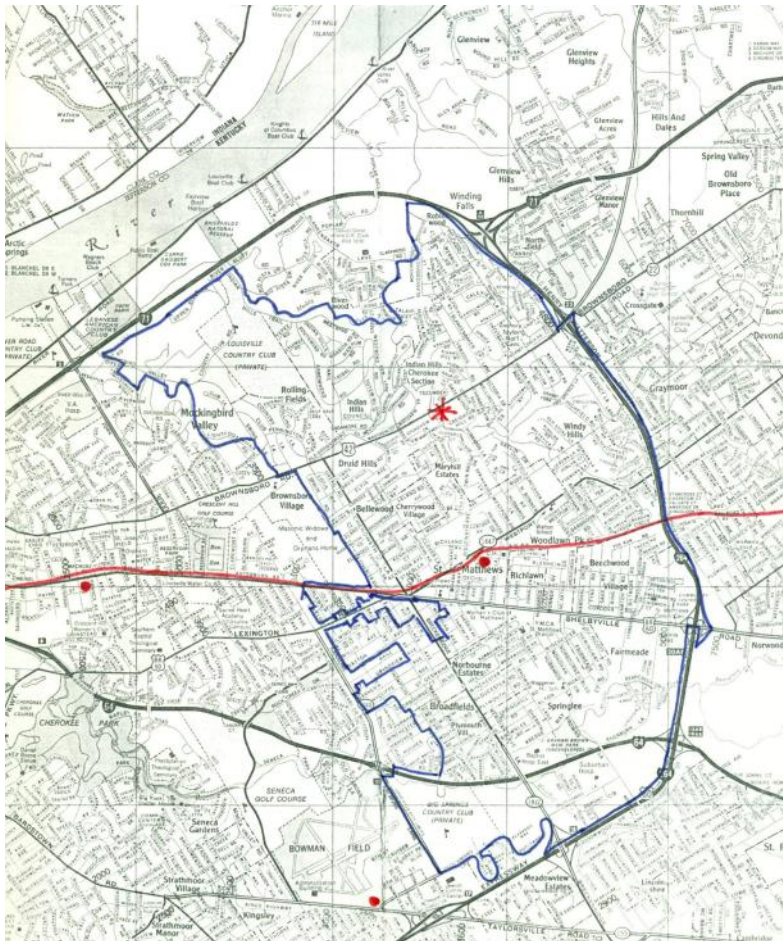
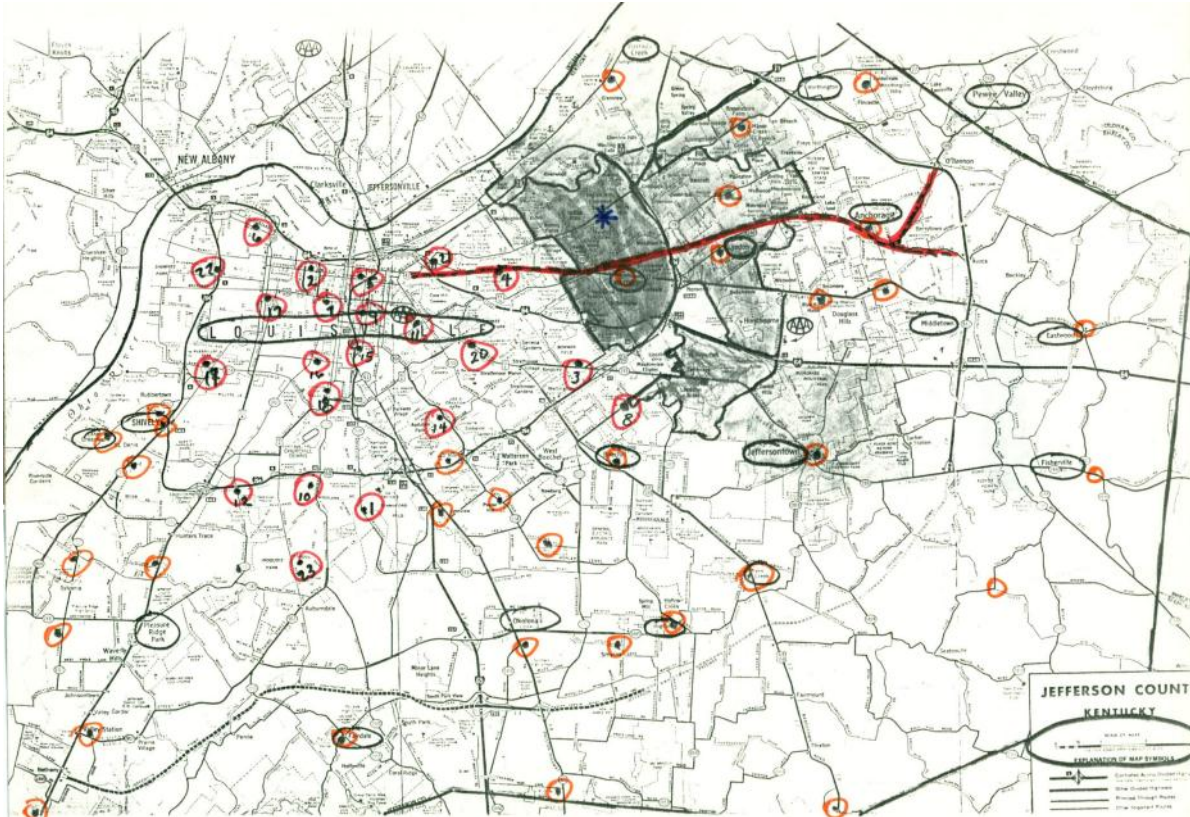
1987

July 24, 1987, Letter:



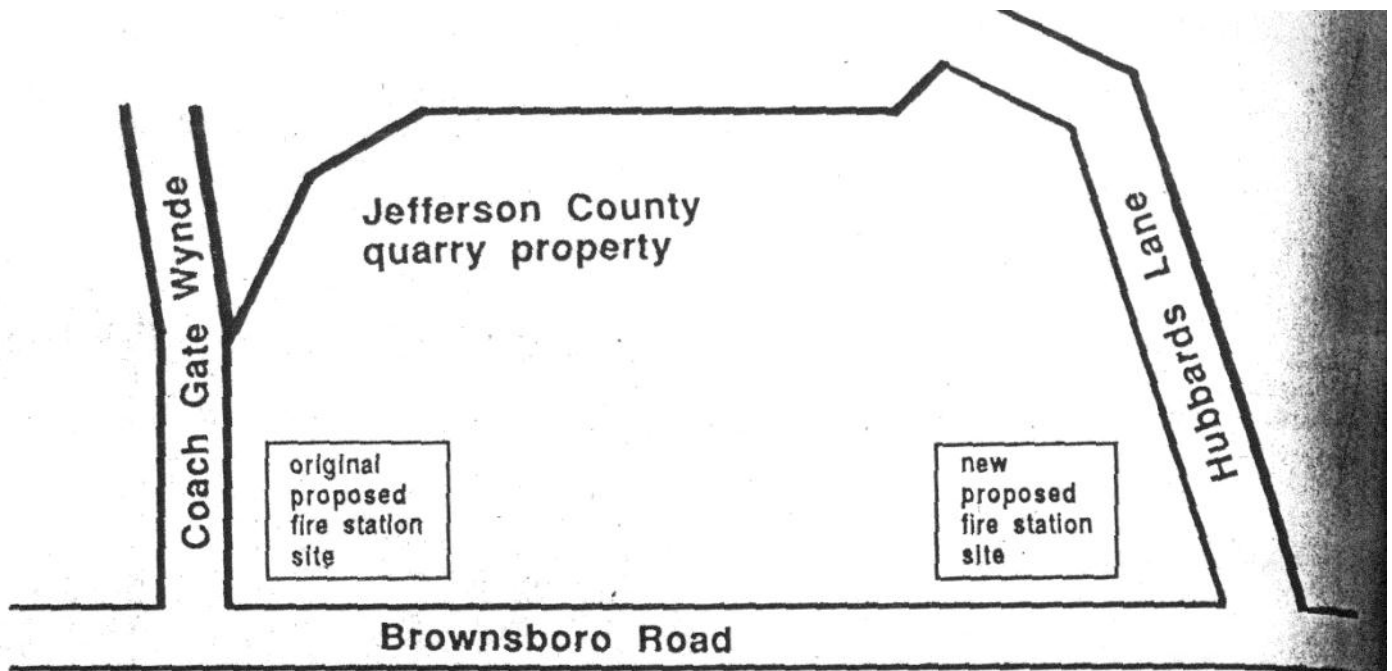
1987

July 24, 1987, Letter:



1987

October 14, 1987, *The New Voice*, by Tom Stephens, Yet another site found for second fire station:



staff illustration by CAROL TIMMONS

THE ILLUSTRATION above shows the originally proposed site and the new one made available to the St. Matthews Fire Protection District for a fire station north of the railroad tracks. The land is owned by Jefferson County. Residents of the Coach Gate

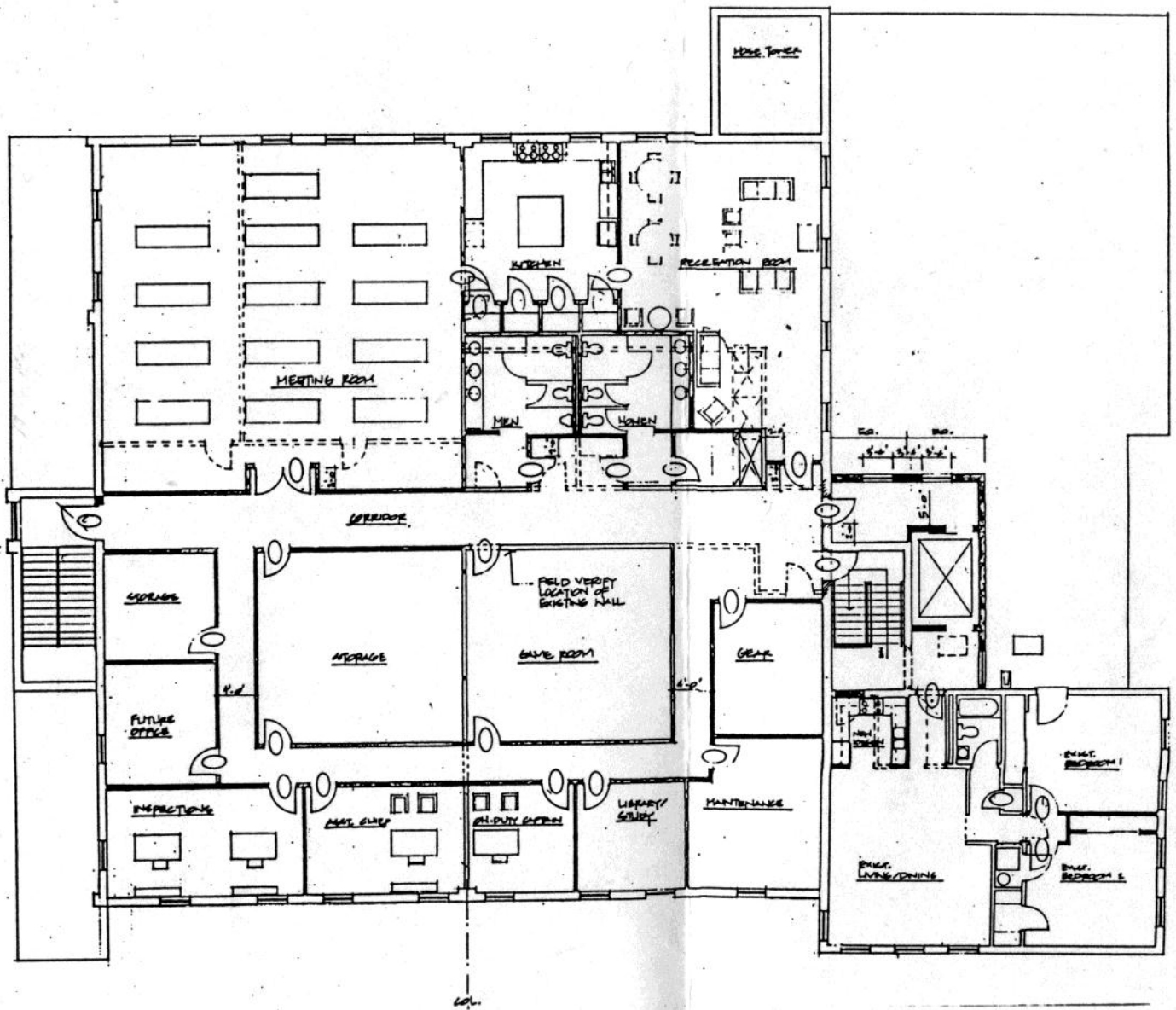
community who had opposed locating the station on the northeast corner of the property say they are satisfied with the tract closer to the Hubbards Lane/Brownsboro Road intersection. Fire district officials believe they may have the right site at last.

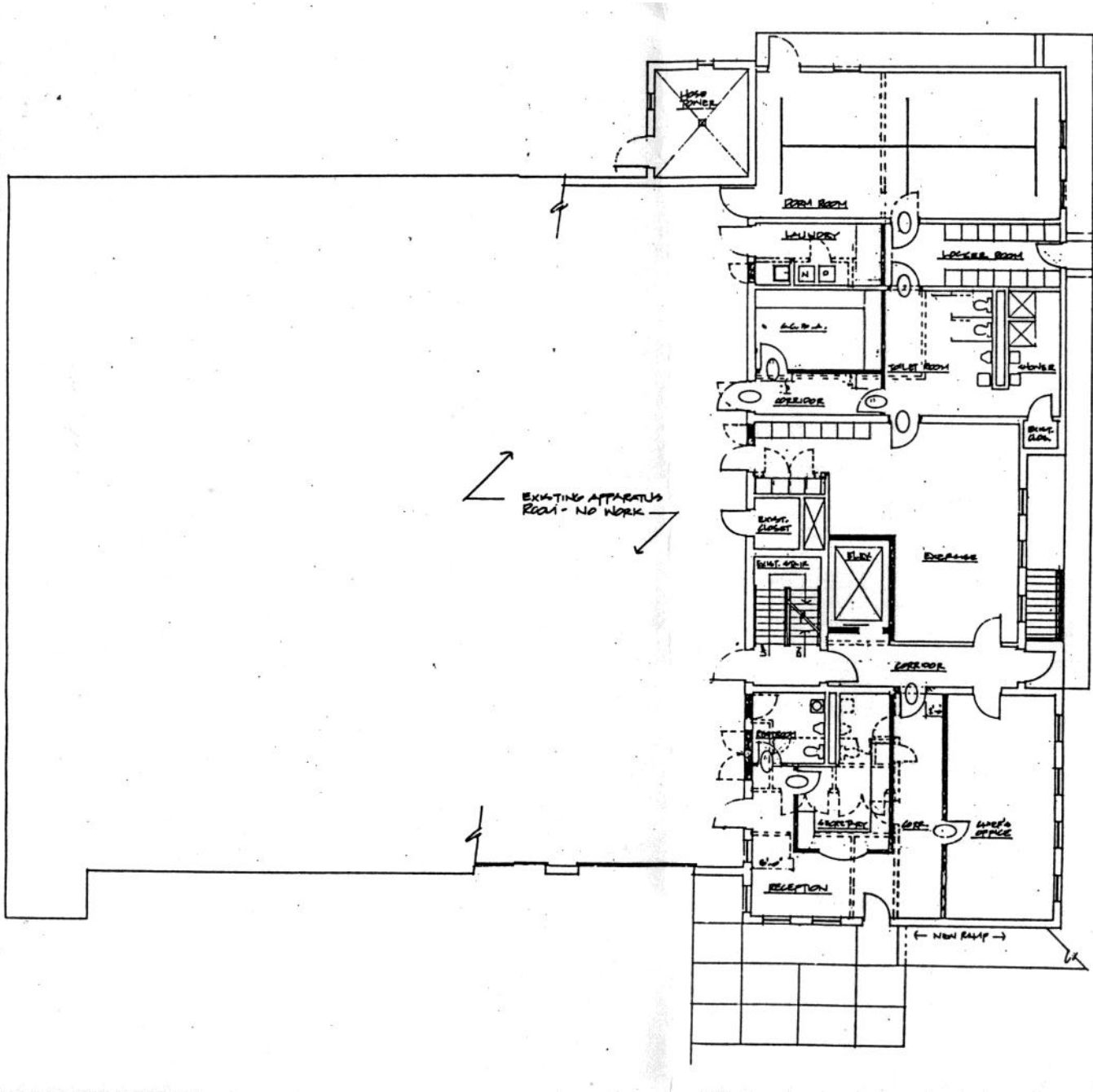


1990

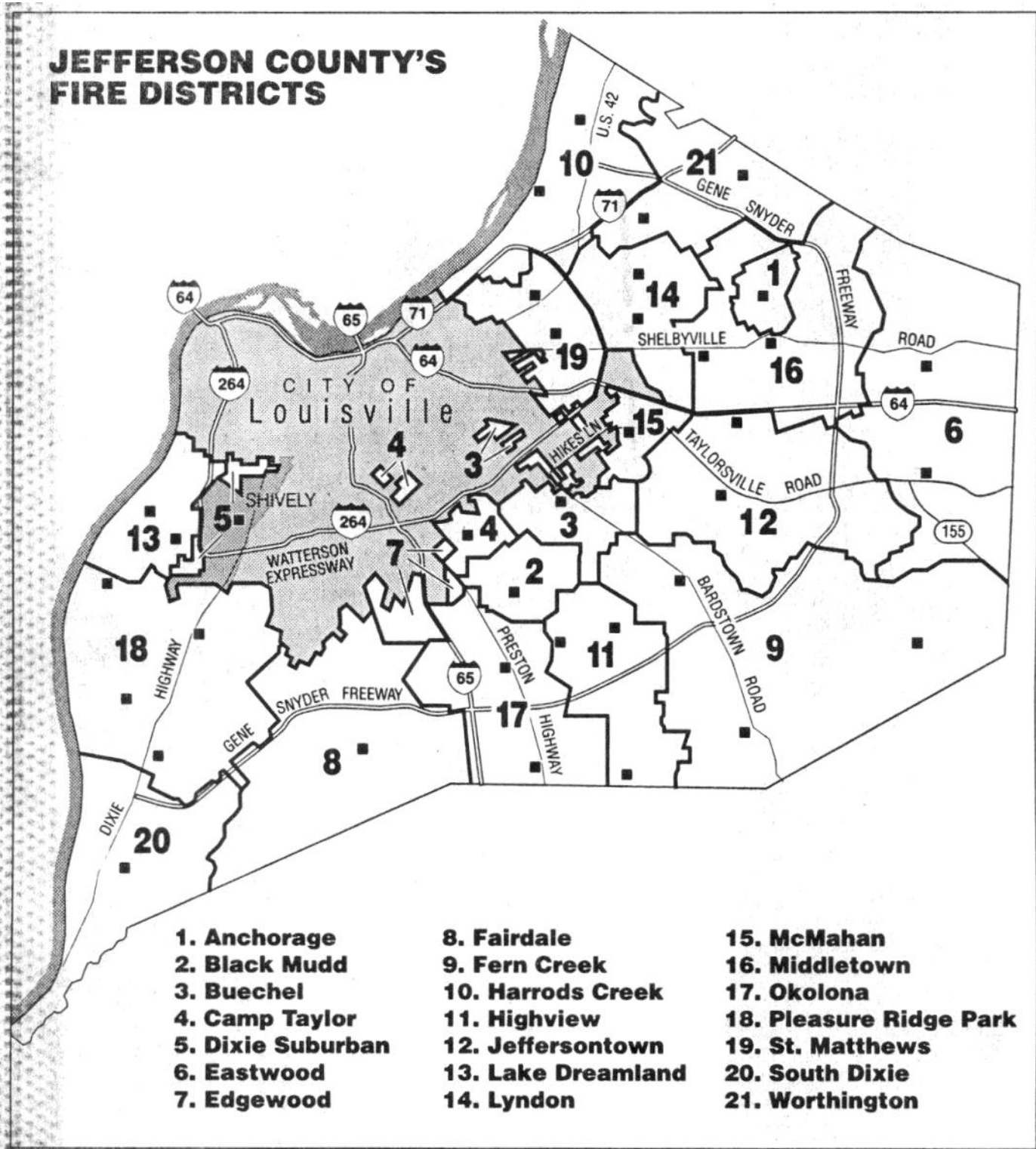
Courtesy *St. Matthews The Crossroads of Beargrass, 1999*, by Samuel W. Thomas, View over Breckenridge Lane of Baptist Hospital East campus with the wooded Brown Park beyond. *Changing Medicine, Constant Care: Kentucky Baptist Hospitals (1990)*, 223.







December 7, 1993, *The Courier Journal*, by Michael Quinlan: Sounding the Alarm—Fire departments' grip on turf and tradition could pose risks:



STAFF ILLUSTRATION BY STEVE DURBIN

1993

1993 Emergency Operations Report, printed in 1994:

CENSUS TRACT NUMBERS



August 8, 1995, Storms:

Storms drench county for second night

A second straight night's powerful storm, packing heavy rain and continuous lightning, left about 6,000 residents in Jefferson and Oldham counties without power last night.

Sixteen power lines were down in Louisville and Jefferson County about 10:30 p.m. after last night's storm, said Rhonda Korfhage, spokeswoman for Louisville Gas & Electric Co.

She said customers should have their power restored by sometime this morning.

The storm also downed several trees and knocked out traffic signals across the city.

Police reported no storm-related accidents or injuries in the city or county. The only report of flooding was about 8 inches of water in the 800 block of Blankenbaker Road.

The heavy rain that swept through the Louisville area Monday evening skirted Jefferson County's most flood-prone areas.

"We dodged a bullet," Metropoli-

tan Sewer District spokesman Bud Schardein said yesterday. "If the bulk of this storm had dropped 15 or 20 miles west of where it did, we would have had substantial property damage."

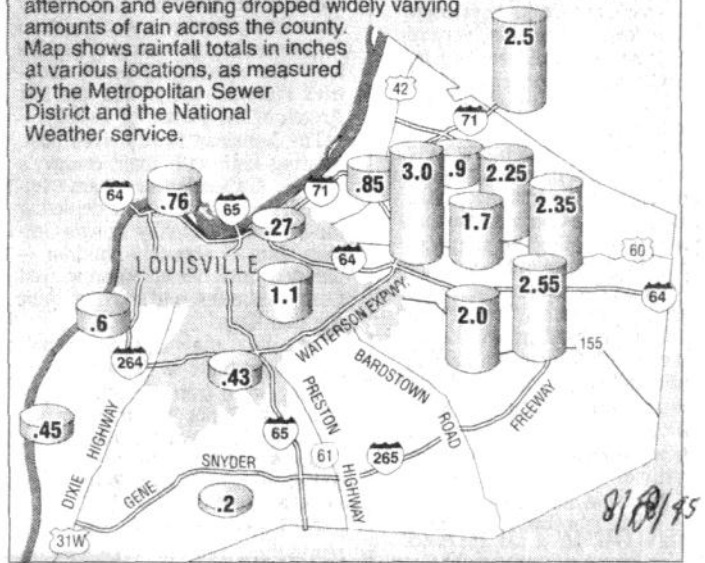
Rainfall amounts recorded at MSD gauges varied widely, even among sites only a mile or two apart.

The heaviest rain in Jefferson County — up to 3 inches in less than an hour — fell in a corridor stretching from the Oxmoor area through Middletown and Jefferson-town. Drainage problems in those areas are less severe, and there were only minor flooding problems, Schardein said.

Farther east, spots in Shelby County recorded nearly 8 inches of rain from the storms — a deluge on the order of the downpour that hit the South End three years ago yesterday. That storm led to one drowning and flooded about 10,000 basements as runoff overwhelmed the sewer and drainage systems.

SCATTERED — BUT SOMETIMES HEAVY — SHOWERS

The line of storms that moved through Jefferson County Monday afternoon and evening dropped widely varying amounts of rain across the county. Map shows rainfall totals in inches at various locations, as measured by the Metropolitan Sewer District and the National Weather Service.



'Passable' improvement

Continued from Page One

community undoubtedly did a better job of meeting the challenge, albeit a somewhat smaller challenge.

Still, it was the first significant test of the community's reorganized and revitalized snow-removal plan.

The new plan calls for Jefferson County crews — which last time spent long days plowing roads that fed into unplowed state roads — to help with the major state roads — like Shelbyville Road and Dixie Highway. And all the agencies now have more and better equipment.

But Abramson said the cost of the new preparedness had been hundreds of thousands of dollars.

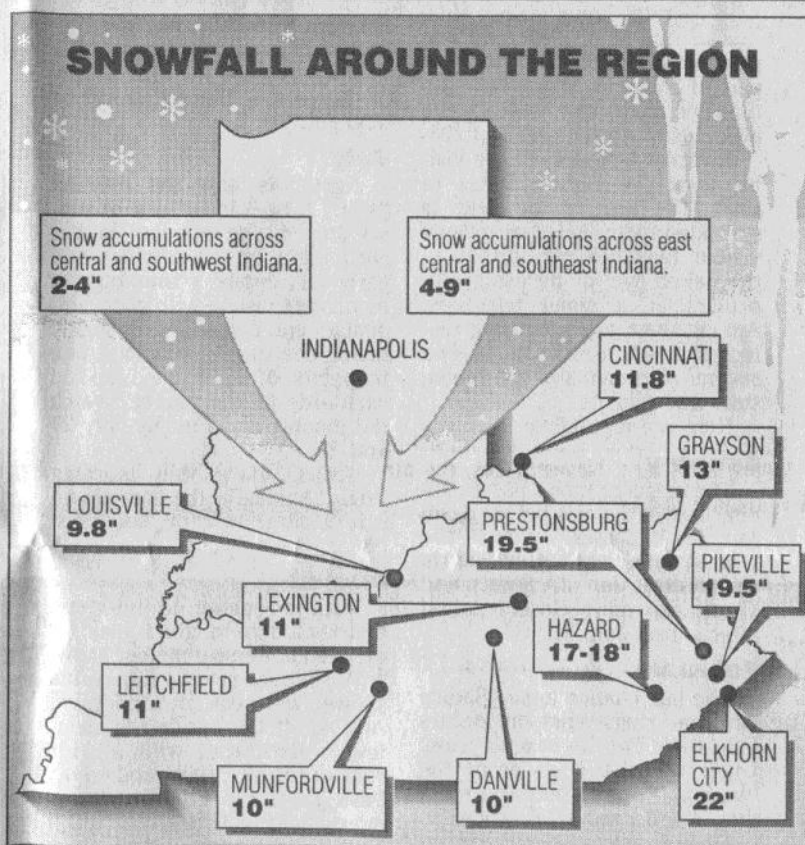
The snowfall did give many people a chance to relax yesterday morning.

So many people stayed off the roads that there were actually fewer wrecks in Jefferson County than on a normal Sunday, police said.

The roads may have been slippery, but there were few people out to slip on them, said Wendy Evans, spokeswoman for the county police.

Still, even with these advantages over 1994, nobody was predicting a breezy drive to work this morning.

The goal was to plow and salt major thoroughfares — interstates and arteries like Dixie Highway and Shelbyville Road — major county roads



STAFF MAP BY JOANNE MESHEW

like Hubbards Lane, and even some feeder roads out of subdivisions.

Abramson cautioned that four-lane highways might have only two lanes open, and two-lane roads might be down to one.

"There are still going to be some

problems," predicted Larry Bond, chief aide to County Judge-Executive Dave Armstrong.

Evans urged that commuters car-pool, which would not only put fewer cars on the road but also give each vehicle more potential pushers.

HOW YESTERDAY'S SNOWFALL RANKS

Record snowfalls in a 24-hour period in the Louisville metropolitan area.

1. January 16-17, 1994	15.9 inches
2. January 16-17, 1978	15.7 inches
3. December 7-8, 1917	15 inches
4. November 2-3, 1966	13.1 inches
5. March 22-23, 1968	12.1 inches
6. February 1, 1966	11.7 inches
7. February 1910	10.9 inches
8. January 1918	10.4 inches
9. March 1887	10 inches
10. January 6-7, 1996*	9.8 inches

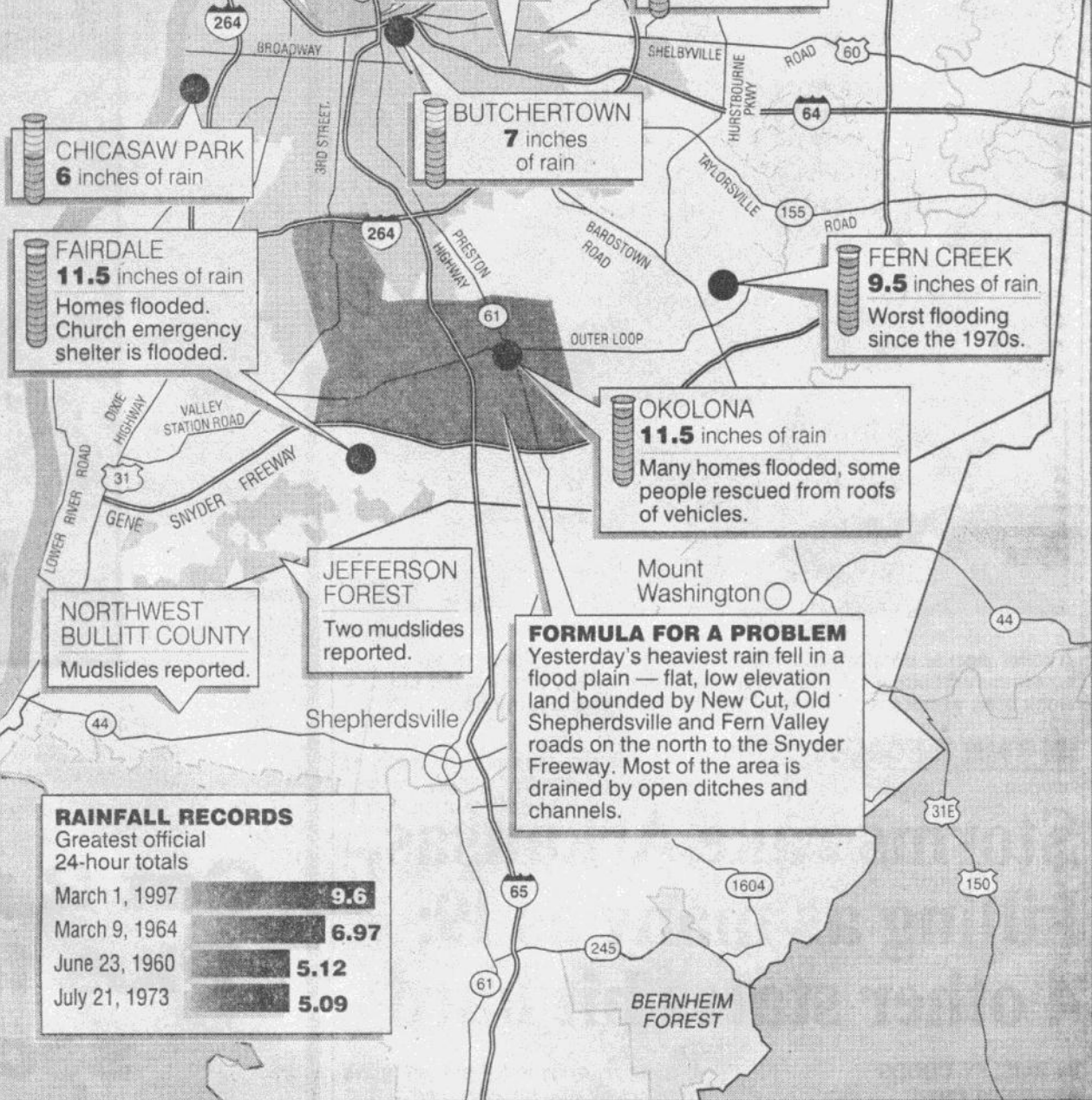
*As of 6 p.m. Sunday January 7 at Louisville International Airport.
Source: National Weather Service

RECORD RAIN IN JEFFERSON COUNTY

THE IMPACT

About 35,000 homes and businesses were affected by high water, officials estimated.

Rainfall totals on map are Metropolitan Sewer District estimates as of 10 p.m. yesterday.



FERN CREEK
9.5 inches of rain
Worst flooding since the 1970s.

OKOLONA
11.5 inches of rain
Many homes flooded, some people rescued from roofs of vehicles.

FAIRDALE
11.5 inches of rain
Homes flooded. Church emergency shelter is flooded.

CHICASAW PARK
6 inches of rain

INTERSTATE CLOSED

BUTCHERTOWN
7 inches of rain

BARBOUR LANE
7 inches of rain

Mount Washington

JEFFERSON FOREST
Two mudslides reported.

NORTHWEST BULLITT COUNTY
Mudslides reported.

FORMULA FOR A PROBLEM
Yesterday's heaviest rain fell in a flood plain — flat, low elevation land bounded by New Cut, Old Shepherdsville and Fern Valley roads on the north to the Snyder Freeway. Most of the area is drained by open ditches and channels.

RAINFALL RECORDS
Greatest official 24-hour totals

March 1, 1997	9.6
March 9, 1964	6.97
June 23, 1960	5.12
July 21, 1973	5.09

March, 1997, 12 Inch Rain—Flooding, STMFD made 284 runs in 30 hours. March 3, 1997, *The Courier-Journal*:

Officials look for lessons in latest bout of flooding

Record rainfall creates laboratory to test practices

By NINA WALFOORT
The Courier-Journal

The reservoir on Bowling Boulevard is the size of four football fields, and it was filled with floodwaters yesterday morning — runoff from Beargrass Creek that might otherwise have found its way into basements and onto roads.

Built to prevent flooding when Mall St. Matthews expanded, the reservoir appeared to be one of Jefferson County's more successful experiments in flood prevention.

With the Louisville area turned into one big flood-control laboratory over the weekend, many of the current flood-protection rules are likely to be put under a microscope to see how they stand up to the most serious flooding in decades.

"I don't think there's been a very clear understanding of what the dangers are, and from what quarters they're likely to stalk us, and this gave us a pretty good picture of it," said attorney Jane Lollis, who helped write a proposed flood-protection ordinance expected to be considered by Jefferson Fiscal Court and the Metropolitan Sewer District this spring.

The proposed ordinance calls for reconfiguring the boundaries of areas designated as flood prone to make them more accurate. And it would require that new development in those areas include water-collection areas — basins, ponds or reservoirs similar to the one on Bowling Boulevard.

But will that be adequate in the event of a flood like this weekend's?

Probably not, said Adrian Freund, the county's chief of planning and environmental management. The proposed ordinance is "well up to modern standards," but that doesn't mean it will stand up to a catastrophic event, he said. "In a flood this major, it's not going to help," he said.

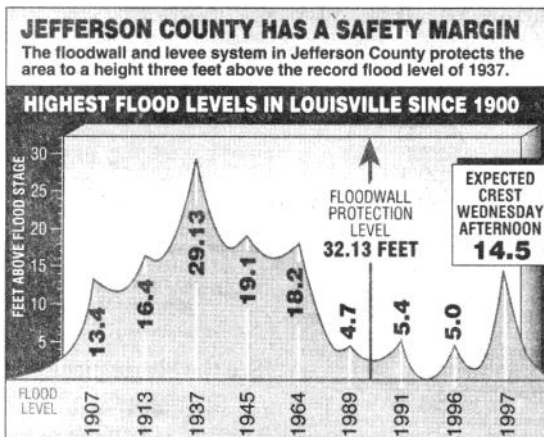
Metropolitan Sewer District Executive Director Gordon Garner said the proposed ordinance is designed to keep development in flood-prone areas from making matters worse. He expects questions to be raised about whether it should do more. "The community may say we need a higher level of protection."

More aggressive measures would include making new developments provide larger water-collection systems so they would not just provide damage control but also would produce a net benefit to the area — as was the case in the Mall St. Matthews reservoir.

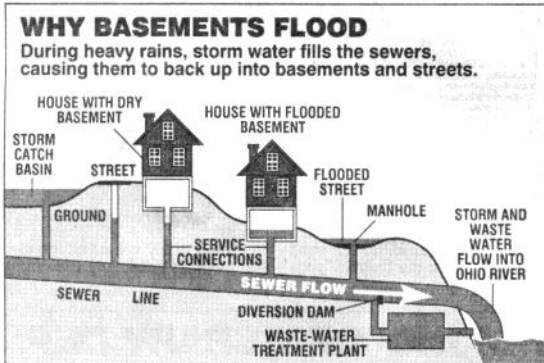
Even more extreme measures would be to ban construction in the flood plain or to relocate homes out of the flood plain — as one Mississippi River town has done.

The flood's force will certainly be felt in the current debate over a proposal for a shopping center at Outer Loop and Interstate 65.

One-third of the Briarcliff site is considered flood plain, and portions of the site were under water yester-



BY STEVE DURBIN, THE COURIER-JOURNAL



BY STEVE DURBIN, THE COURIER-JOURNAL

day. Developers say they will fill in the flood plain and provide storage for the floodwater elsewhere, but MSD's Garner said, "We have not yet seen a design that would work."

Even before some residents were taken from their homes in boats on Saturday, they had contended that the development can't help but exacerbate existing flooding problems.

The opposition group's chairman, Doug Smith, was not available for comment because he had been evacuated from his home. But the group's vice chairman, George Seeger, said he believes the flood will help make their case.

"With all that blacktop they're wanting to do, the water would have nowhere else to go except right back on the subdivision," he said.

MSD spokesman Bud Schardein agreed that pictures of the site shown on television were persuasive. "Anyone who has seen that piece of property after today should think about that," he said.

The developer's engineer, Jim Mims, said yesterday that the project's flood-control plan complies with the proposed ordinance and has been given preliminary approval by MSD.

He said he is confident the project's detention basins would suffice for a 100-year flood, but probably not in a

larger flood like this one. He said his firm was meeting with the developer, THP Development Co., today to revisit the plan and discuss whether "additional volumes" of water could be provided for. "It warrants taking another look at it," he said.

The flood will also provide opportunities for evaluating the effectiveness of the county's approach to handling storm-water runoff, Garner said.

Many areas have long had problems with standing water because of soils that don't drain well. Most are in the same areas that were flooded over the weekend.

Developments with large parking lots that eliminate absorbing soils may exacerbate those problems.

"Any of these new large-scale development proposals have to be looked at for the adequacy of the drainage project being proposed," environmental attorney Tom FitzGerald said.

MSD's Garner said engineers are already gathering data so better planning and engineering can be done in the future.

All the new information will help as Cornerstone 2020 rewrites the county's land-use plan and its environmental standards. The flood "will have a profound effect on Cornerstone 2020," he said.

March, 1997, 12 Inch Rain—Flooding, STMFD made 284 runs in 30 hours. March 3, 1997, *The Courier-Journal*:

WORST FLOODING SINCE 1964 EXPECTED

Ohio River flooding is expected to be the worst since 1964 from Madison, Ind., to Tell City, Ind.

WEATHER OUTLOOK

The dryout can begin as rain will end gradually today with high temperatures mostly in the 50s. The week promises mild temperatures. Next chance of rain comes Friday.

LOUISVILLE upper gauge

Flood stage: **23 feet**
 Expected crest: **37.5**
Wednesday afternoon
 Above flood stage: **14.5**

CINCINNATI

Flood stage: **52 feet**
 Expected crest: **61.5**,
Wednesday morning
 Above flood stage: **9.5**

TELL CITY, IND.

Flood stage: **38 feet**
 Expected crest: **49, Wednesday night**
 Above flood stage: **11**

EVANSVILLE

Flood stage: **42 feet**
 Expected crest: **44.3**,
Saturday morning
 Above flood stage: **2.3**

ILLINOIS

UNIONTOWN

Flood stage: **37 feet**
 Expected crest: **50**,
Saturday afternoon
 Above flood stage: **13**

OWENSBORO

Flood stage: **40 feet**
 Expected crest: **48.1**,
Saturday morning
 Above flood stage: **8.1**

INDIANA

MADISON

OHIO

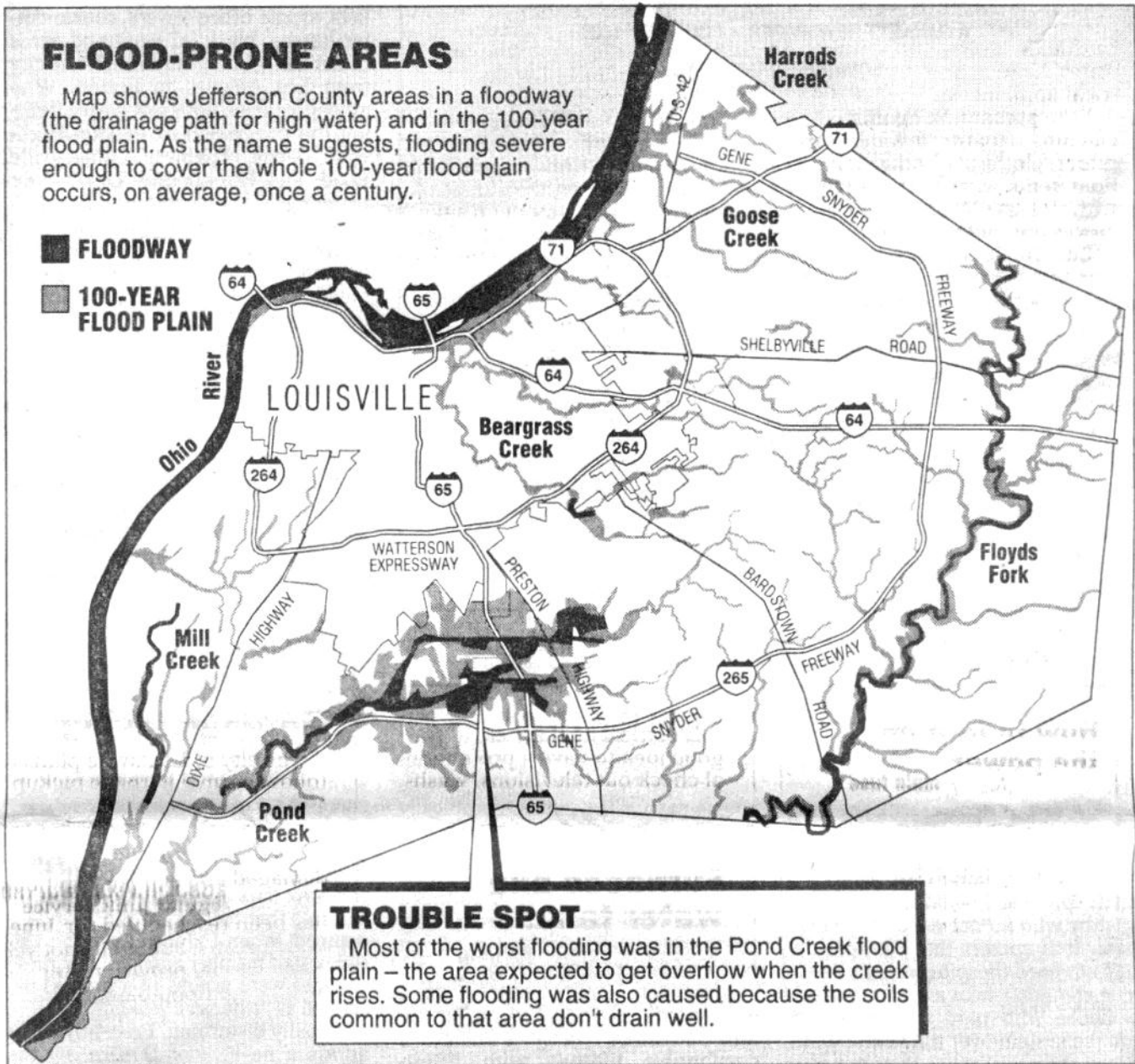
RAINFALL TOTALS FOR THE STORM PERIOD

Location	Inches	Location	Inches
Berea	2.8	La Grange	3.7
Boston	4.8	Lake Barkley	4.9
Bowling Green	5.1	Lebanon	2.2
Cadiz	4.3	Lexington	4.7
Caneyville	5.1	Louisville	12.1
Cave City	2.9	Murray	3.7
Crestwood	4.3	Nolin Lake	4.8
Dawson Springs	4.7	Owensboro	3.8
Elizabethtown	8.0	Princeton	6.8
Fulton	1.9	Prospec	5.7
Hopkinsville	7.1	Rough River Lake	7.4
Jackson	0.6	Shepherdsville	7.3
Kentucky Lake	4.4	Taylorsville	6.2

TENNESSEE

BY JOANNE MESHEW, THE COURIER-JOURNAL

March, 1997, 12 Inch Rain—Flooding, STMFD made 284 runs in 30 hours. March 3, 1997, *The Courier-Journal*:



BY STEVE DURBIN, THE COURIER-JOURNAL

Freund agreed that the flood will be a reality check for planners and developers alike.

“It drives home to people that there is a strong reason for managing development in the flood plain, and there is a strong reason for managing storm-water drainage prop-

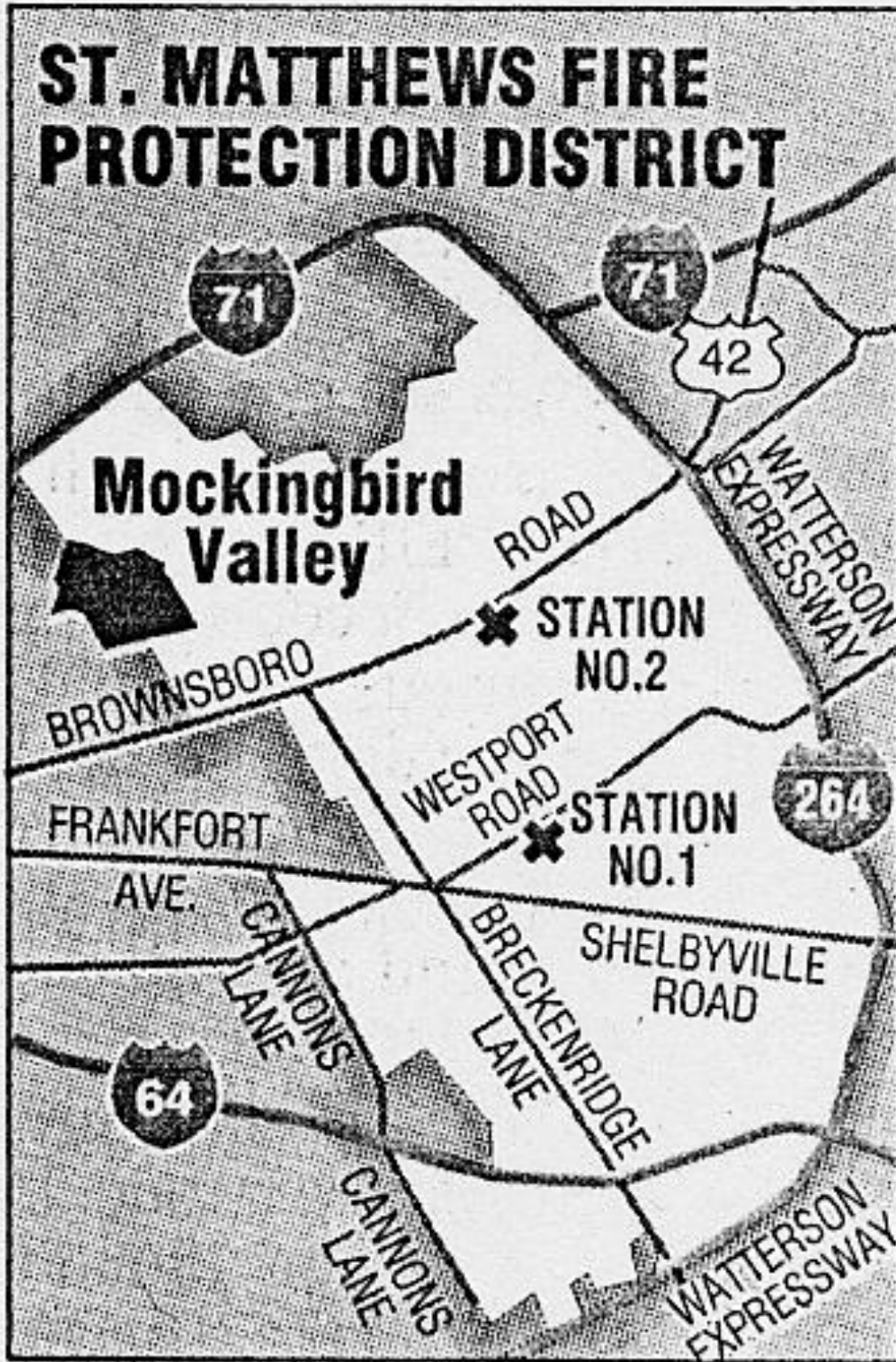
erly in the uplands.”

Although developers have often resisted government restrictions, developer Don Langan said he would support flood-plain and drainage regulations that call for responsible use of land.

He said he isn't familiar with the

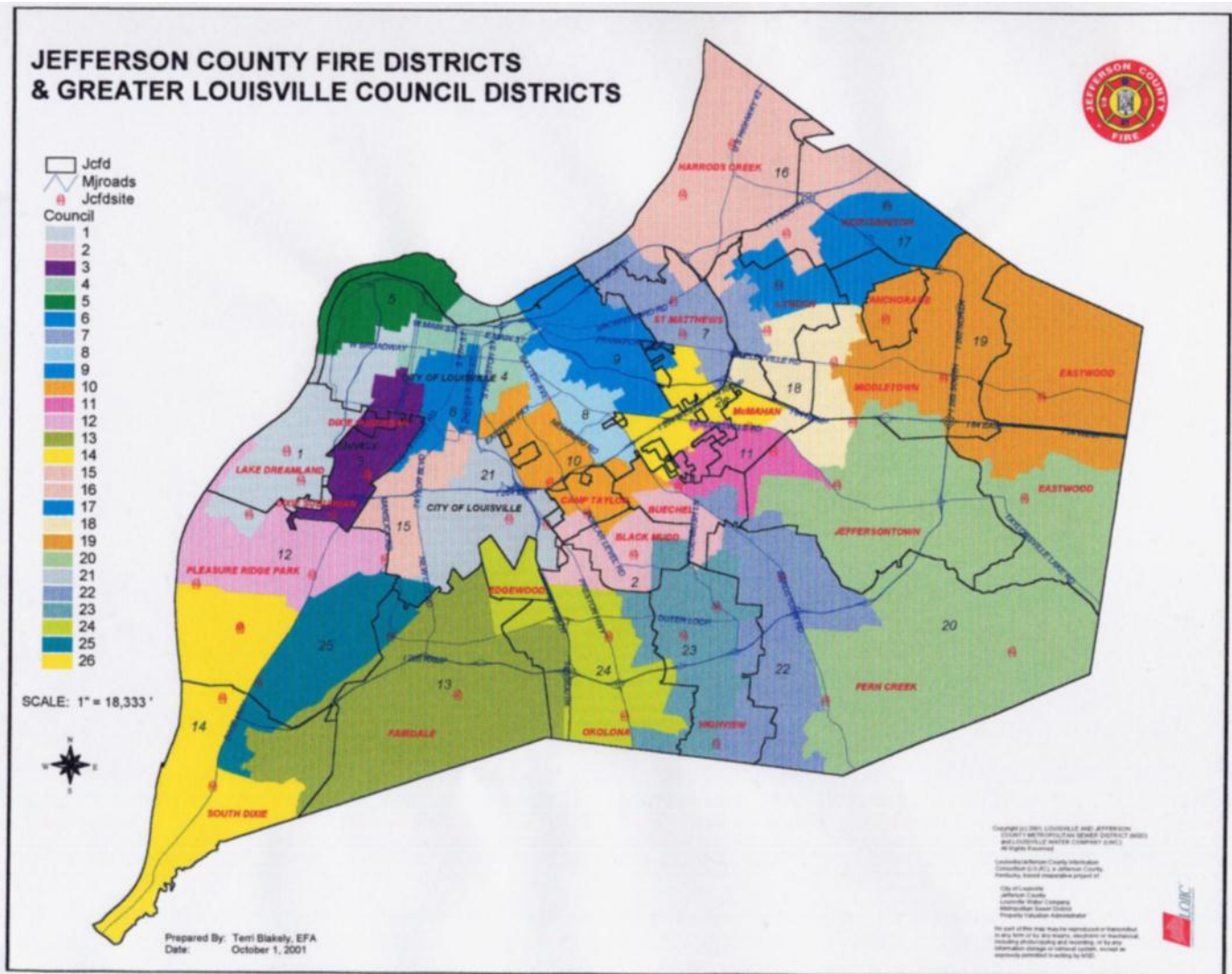
current proposed ordinance, but was concerned even before this flood about storm-water management.

“We keep kicking the water off. It's off your roof, off your driveway, and you've kicked it to your neighbor. Somebody's got to suffer from it,” he said.

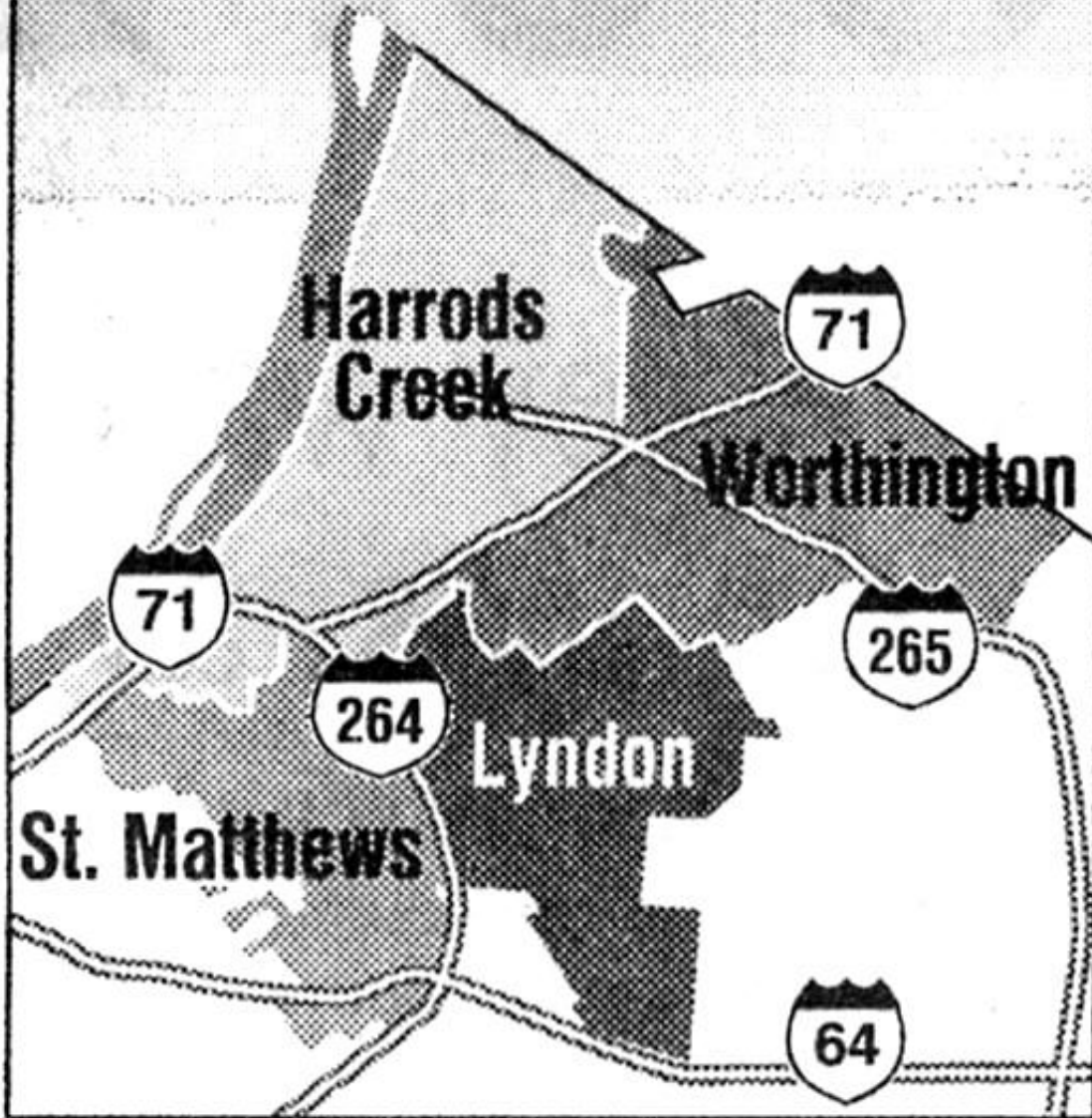


BY STEVE DURBIN, THE C-J

October 2001



FIRE DISTRICTS PROPOSING TO MERGE



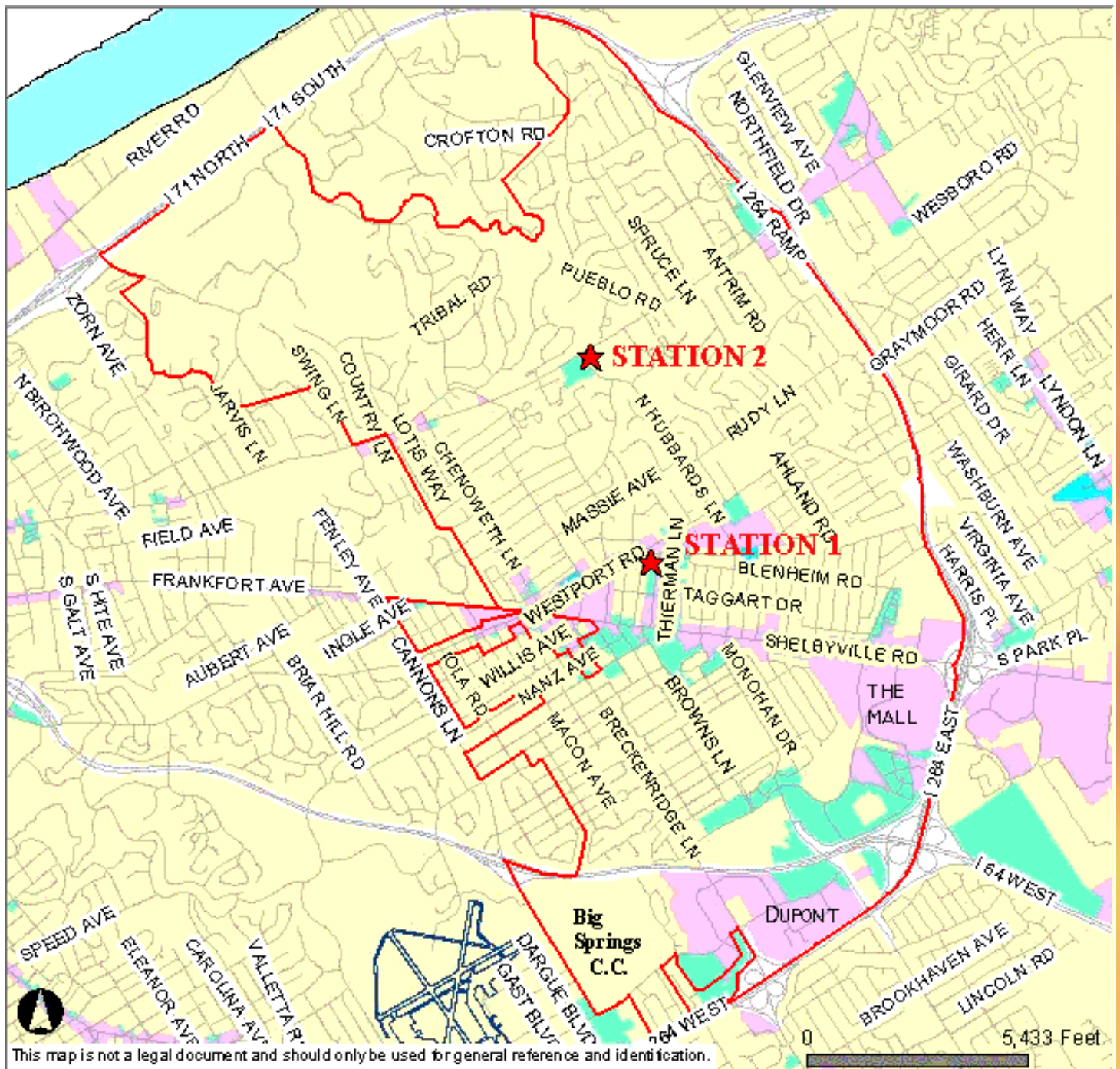
BY STEVE DURBIN, THE C-J

Fire departments that charge

At least four local fire departments are billing the insurance companies of non-resident motorists who cause automobile accidents that require firefighters to respond.



The Courier-Journal



This map is not a legal document and should only be used for general reference and identification.

2007



By Steve Durbin, The Courier-Journal

Courtesy *The Courier-Journal*, April 15, 2010:

courier-journal.com

Suburban fire districts say financing may force cuts

By Jessie Halladay • jhalladay@courier-journal.com • April 15, 2010

Shackled by tax caps and rising employee costs, Jefferson County's suburban fire districts say they may be forced to make major service cuts this summer, including forgoing some medical runs or leaving stations temporarily unstaffed.

"We're at a crisis point," said Fern Creek Fire Chief Mike Schmidt, who serves as president of the association of 18 suburban fire chiefs. "People are starting to get reduced services in some districts. If we wait until every district is at a crisis point, we're beyond a crisis — we're at an emergency."

Suburban fire chiefs say their budgets can't keep up with rising health-care and pension costs, even though all 18 suburban districts assess the maximum tax rate of 10 cents per \$100 of home value.

But the news got worse last week, when the Jefferson County PVA notified 12 districts that they will likely see less property tax revenue next year because property

assessment values have dropped.

"This adds more stress to an already difficult situation," said Lyndon Fire Chief Russ Rakestraw, who estimates that the new assessments will mean \$32,000 less revenue for 2010 in his district alone.

The resulting budget crunch has prompted Rakestraw to warn residents that they can expect service cuts as soon as July.

Lyndon Fire sent letters saying it will cut services, which

Rakestraw said will likely mean instituting rolling brownouts at fire stations.

That would mean leaving one of the district's two stations unstaffed on some days. That could start as early as July, when a new fiscal year and budget take effect. He said he, his command staff and the district's fire board are working out budget details, but cuts are imminent.

"We want to be all things to all people, but we can't do that anymore," Rakestraw said. "We feel a strong sense of urgency."

Chiefs from two other departments, Fairdale and Middletown, said they also are

anticipating reductions in their upcoming budgets, which take effect in July.

Fairdale Chief Don Wittry said an increase in health insurance and pension costs has left his department with an \$85,000 deficit for the rest of this fiscal year. To make up the difference, the department will use part of its \$250,000 reserve fund that was going to be used to buy a new fire truck.

"We can do that once, maybe twice," Wittry said.

Now Wittry said he must find ways to make cuts that will provide more long-term savings.

To start, he said Fairdale firefighters will only go to the most crucial medical runs, such as cardiac arrests. The department currently goes to a wider variety of runs, including some that are not considered life-threatening.

Wittry estimates the district could save \$18,000 to \$20,000 by cutting back on medical runs. Last year, Fairdale Fire answered more than 1,200 medical calls for service, according to statistics from the dispatch system.

Middletown Fire Chief Jeffrey Riddle said his board is trying to determine where it can cut back. Because the district's revenues dropped as much as 6 percent in 2008 and 1.9 percent in 2009, it will need to make changes, he said. This year the department had revenue of about \$5.25 million.

Although nothing is definite, he said the board is considering changes that would affect hydrant testing, fire inspections of businesses, public education projects, and filling overtime, which could mean closing a station if staffing falls below a certain level because of sickness or vacation.

Fern Creek's Schmidt said that suburban districts were further stressed when they learned in February that their health-care program would be raising its rates by 49 percent. By raising out-of-pocket expenses for firefighters, the districts reduced the increase to 26 percent, Schmidt said.

Chiefs said they are struggling to come up with strategies to combat the increase.

Rakestraw said Lyndon officials discussed the possibility of starting an ambulance service, which would allow the district to collect additional tax revenue.

The district filed a letter of intent to apply for the service in December, but withdrew

it in January after it became clear that Louisville Mayor Jerry Abramson would not support the effort, which is required.

"To splinter the EMS comprehensive coverage is a mistake," Abramson said in an interview. "I do not see an unmet need."

Wittry agrees that adding an ambulance doesn't solve the long-term problem because it adds another layer of costs.

Still, something will have to change, he said.

"This is something we're going to be dealing with for a long time," Wittry said. "I don't see a shining knight coming in to save us."

Reporter Jessie Halladay can be reached at (502) 582-4081.

