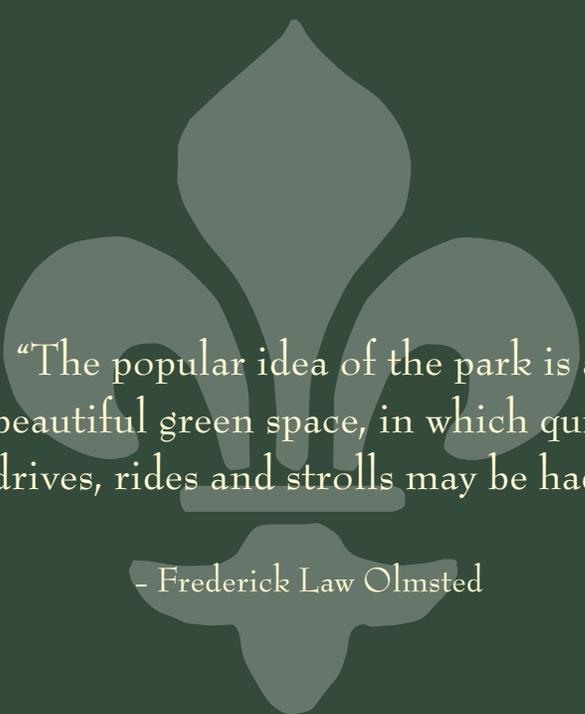


FOUR

 *Existing Conditions*





“The popular idea of the park is a beautiful green space, in which quiet drives, rides and strolls may be had.”

- Frederick Law Olmsted





Each of the Olmsted Parkways in Louisville provides a unique linear landscape with a common theme. The arching canopy of trees alternately spaced help define the ceiling over the parkways and the double rows of tree trunks help define the sides. Continuous linear lawn panels create the horizontal plane or floor of the parkways with the roadways and pedestrian paths cutting through this green verge. Continuous curbs along the roadway reinforce the linear nature of the parkways. This green ribbon is one of the central tenets of the Olmsted vision for the parkways.

If this green ribbon is the theme for the parkways, then each individual parkway represents a different variation on this theme. Physical features – most notably topography – have shaped the layout and the widths of the parkways as well as adjacent lots and setbacks. These variations have helped to create the unique character found along each of the parkways today.

In order to understand the current condition of the Olmsted Parkways, the design team conducted an overall site analysis to identify the physical conditions, traffic patterns, utility placement, and planned roadway work along each parkway corridor. The site analysis exercise included the full limits of Southern, Eastern and Algonquin Parkway, and Southwestern Parkway from Broadway to I-264. The analysis also included the network of streets that conceptually connect the three main branches of the parkway system. This area, referred to as “The Hub”, includes roadway networks extending from Taylor Boulevard on the west to Crittenden Drive on the east, Stansbury Park to the north and Wayside Park on the south. The general findings of parkway character review are documented in the field notes which can be found in Appendix D of this report. Specific findings regarding physical parkway character and unique aspects of the surrounding neighborhoods are summarized here.

Cultural resources, surrounding land use, and overall city connectivity plans were viewed at a regional scale incorporating areas outside the limits of the parkways. A site specific scale

A cultural landscape is defined as a “geographic area associated with a historic event, activity or person, a master work, or exhibiting other cultural or aesthetic values.”



rd Boulevard,
sville, Ky.



Figure 4-1: Historical images of Southern Parkway.



1924
ENTRANCE TO CHEROKEE PARK, LOUISVILLE, KY.



Figure 4-2: Historical images of Eastern Parkway and Cherokee Park.

was used to gain a better understanding of parkway character, connections, transportation, utilities and other characteristics. For descriptive purposes, the parkways were broken down into zones of relatively similar sections that might be considered for similar design treatment in the future. Since the cohesiveness of each parkway is different, applying zone limits allowed the design team the opportunity to examine each piece as a separate entity while also weaving each piece of information into a unique fabric that encompasses the entire parkway system.

In the United States a cultural landscape is defined as “a geographic area associated with a historic event, activity or person, a master work, or exhibiting other cultural or aesthetic values.” At the most basic level, a cultural landscape is a landscape influenced by humanity. We preserve those landscapes where the combined work of nature and humanity has value. There are four general types of cultural landscapes as defined by the National Park Service, including:

- Historic Sites
- Historic Designed Landscapes
- Historic Vernacular Landscapes
- Ethnographic Landscapes

The Louisville Olmsted Parks and Parkway are listed on the National Register of Historic Places and collectively create a cultural landscape. These public landscapes are significant and are valued based on meaning ascribed to them using National Register criteria. Their significance stems from the association of their design by recognized masters, Frederick Law Olmsted and the Olmsted firm from 1891 to the 1930s, and their level of integrity. The level of integrity can be defined as the amount of historic fabric and character which remains of the landscape.

Parkway Character Overview

The Louisville Olmsted Parks and Parkway landscape has a character that is different from the surrounding city streets. Character-defining features include the following:

- Spatial Organization, Land Patterns & Visual Relationships- The three-dimensional organization and patterns of spaces in the landscape are defined by the topography, vegetation, circulation, and built elements that create the overall pattern of the landscape.
- Topography- The shape of the ground plane and its height or depth varies among the parkways. The topography of Eastern Parkway is significantly different than Southern and the western Parkways.
- Vegetation – The vegetation along the parkways plays a key role in providing a characteristic element that is similar for each of the three parkway landscapes.

- Circulation – The current parkway segments vary by presence and width of service drives and sidewalks, different curbing details, and to some degree, paving materials on pedestrian walks.
- Water Features – The one water feature in the Louisville parkways is a small creek which crosses Eastern Parkway between Poplar Level and Dahlia.
- Non-Habitable Structures, Site Furnishings & Objects – Features such as walls and fences about the parkway landscape, along with highly visible features, including the gazebo at Southern Parkway.

The historic Olmsted-designed parkways have a generally similar character, creating a formal green corridor through the city with links to larger parks. Each is also defined by the organization of space - a distinctively wide streetscape within a city of tighter spaces. The overall historic character of the parkways remains today, although somewhat degraded and inconsistent. These characteristics are:

- Formal green corridors- scenic drives through the city linking parks
- Central drives - balanced layout with green spaces to both sides
- Service drives - local access only, not through traffic
- Gracious drive- no speeding, calm traffic
- Broad scale- tree canopy verticality, space with dappled light
- No clutter- all elements in harmony, no “look at me” elements
- Composition -subordinate to the concept of continuous green

Differences between the parkways during their initial construction are a result of the natural geography of the road alignments as well as timing for land acquisition and construction. Some of these differences include the overall width of the parkway corridor. Eastern and the western Parkway are 120 feet wide; Southern Parkway is 150 feet wide. Other differences include the presence of service drives, which were partially constructed on Southern, Parkway with few to none built for Algonquin, Northwestern Southwestern Parkway and Eastern Parkway.

More recent parkway differences include varying curb and gutter systems along Eastern Parkway and Southern Parkway, various light fixtures, and modern features such as bollards, signage, seating and some ornamental plantings - elements which are not consistent with the original Olmsted design intent.

The following narrative briefly describes the existing character of each parkway landscape in 2007 according to character-defining features. The description is compiled by field observation, using site photographs and on-site field notes.

Algonquin/ Southwestern Parkways

The western parkways include the Algonquin, Southwestern and Northwestern Parkways, for a distance of about 7.6 miles. Existing images of Southwestern and Algonquin Parkways can be seen



Figure 4-3: Residential land use is prominent along Southwestern and Algonquin Parkway



Figure 4-4: Example of Algonquin Parkway at Interstate 264.



Figure 4-5: Example of Algonquin Parkway at Wilson Avenue.



Figure 4-6: Intersection of Algonquin Parkway and Interstate 264.



Figure 4-7: Intersection of Algonquin Parkway and 7th Street.



Figure 4-8: Example railroad crossing along Southwestern/Algonquin Parkway.



Figure 4-9: Service drives flank the majority of Southern Parkway.

in Figure 4-3 to 4-8. These parkways were the last constructed segments of the Louisville Olmsted Parkway system, and there are aspects of both parkways evident in the build-out of the western Parkways as seen today. Algonquin Parkway has a typical cross section of 120 feet and features:

- 40-foot central drive for vehicular traffic
- 40-foot green turf medians to each side with double rows of trees
- service drives (1 block only) and double row of trees to either side (intermittent) with pedestrian concrete sidewalks in residential areas

The Southwestern Parkway section is similar to that of Eastern Parkway, with a 120-foot cross section with the following:

- 40-foot central drive for vehicular traffic
- 40-foot green turf medians to each side with double rows of trees
- Pedestrian concrete sidewalks within the medians (intermittent) in residential areas

The section of parkway between the Southwestern and Northwestern Parkways makes four 90-degree turns at Shawnee Park, following the park frontage. In this transitional area, parkway landscape elements are solely along the Shawnee Park frontage, and elements typical of the Olmsted-design parkway are limited. This section features limited or no curbing and only a single tree row for much of its length. Along the section of Southwestern Parkway and Algonquin Parkway between Chickasaw Park and I-264, the adjacent properties (including the former fairgrounds) have broad property frontages that are less developed compared to the residential properties along the Algonquin and Southwestern sections to the north and south.

The topography of the western Parkways is relatively level with a minimal rise noticeable from Chickasaw to Shawnee Park. There are sections along Northwestern Parkway where the Ohio River flood levee has been constructed, altering the topography dramatically. The levee is a noticeable element of the landscape, which is quite visible in Chickasaw Park and Shawnee Park.

Historically, both pin oaks and red maples were planted along these parkway sections. Today, Algonquin Parkway has a line of significant pin oak trees for many sections along its length. A second outside tree row is often interrupted or has been encroached upon by the adjacent property owners so that the trees appear to be a part of the residential property rather than at the border of parkway lands. The tree plantings along Southwestern Parkway are relatively consistent with mature canopy growth and with less missing trees than Algonquin. It is the outer row of trees which is least complete. Non-characteristic plantings along these sections of the parkways are attributable to private property owners with the addition of herbaceous perennial materials as well as ornamental

shrub plantings within the parkway property boundary. Segments along the industrial, transitional area have successional growth of deciduous hardwood and invasive species trees where turf management has been neglected or ceased.

Where they are constructed, curbs along most of the western Parkway are vertical-faced concrete. No integral concrete gutter is apparent. The industrial section of the parkway between Southwestern and Algonquin Parkways is void of curbing for much of its length. Generally there are shoe box style fixtures along the Algonquin Parkway portion with cobra head style fixtures along Southwestern.

Southern Parkway

Southern Parkway was the earliest constructed parkway. It was built the closest to the Olmsted ideal model section showcasing a broad central drive, flanking sidewalks, bicycle/bridle trails, service drives and pedestrian walks to the outer perimeter with a broad expanse of green turf planted with rows of trees throughout. Southern Parkway's character is shown in Figure 4-9 to 4-10.

Today, Southern Parkway is a 2.6-mile corridor extending from Wayside Park and 3rd Street to Iroquois Park and New Cut Road with a 150-foot wide cross section featuring:

- 40-foot central drive for vehicular traffic;
- 28-foot green turf medians to each side that were to contain a 14-foot central path with rows of trees along each side;
- 18-foot wide service drives for residential access (intermittent and inconsistently constructed);
- 9-foot planting strip outside the service drive with another row of trees;
- Concrete sidewalks at the outer edge of the 150-foot park property, adjacent to private property. In some instances the concrete walks are constructed within the park property between tree rows. There are also segments of asphalt paved walkways.

The overall topography of Southern Parkway is relatively level with gently sloping grades across the cityscape. The central drive is crowned for drainage to either side and no evidence of poor draining or problem areas is apparent. Properties along the western half of the parkway have a modest rise or remain level with the parkway cross section. Properties to the east are either level or are modestly lower than the parkway.

The parkway is planted with a double row of shade trees on the green medians with a third row of shade trees along the outside perimeter. These trees are planted in a staggered arrangement that maximizes the canopy growth between rows. In some locations along the western side of the parkway, only a single row of trees on the median exists where the service drive has been widened. Generally, the parkway landscape consists of only trees and lawn. Exceptions include a planting of mature yews with large stones at the intersection of Southern Parkway and Taylor Avenue and a



Figure 4-10: Residential land use is prominent along Southern Parkway with some small scale commercial uses.



Figure 4-11: Residential land use is prominent along Eastern Parkway with some small scale commercial uses focused at the intersections.



Figure 4-12: The intersection of Eastern Parkway and Baxter Avenue.



Figure 4-13: The intersection of Eastern Parkway and Preston/Shelby Streets.



Figure 4-14: The intersection of Eastern Parkway and Crittenden Drive.

perennial planting at the intersection with Woodlawn Avenue which is associated with the Beachmont neighborhood gazebo structure. Diagonally across from the gazebo is an ornamental planting with a large exterior pole clock. At the intersection with the I-264 overpass, some ornamental plantings have been added in rows to either side of the highway ramps.

The characteristic small-scale elements along Southern Parkway include items that make up part of the landscape infrastructure, utilities, site furnishings, and in some instances, decorative elements. Curbing and lighting are seen continuously throughout the parkway landscape. Curbs are vertical-faced concrete running the length of the center drive. Service drives have inconsistent curbing. Some drives have curbs along the parkway property, while other service drives are flush with the adjacent lawns.

Lighting along Southern Parkway is achieved by a series of shoebox style fixtures along both sides of the central drive. Several additional locations have smaller pedestrian-style fixtures, but at present parkway lighting is mainly for vehicular traffic. Site furnishings are limited to a few benches located along the shared-use trail section and at the I-264 overpass.

Eastern Parkway

Eastern Parkway was proposed in 1891, but most construction took place from 1905 through 1912. It has a 120-foot cross section and is 3.2 miles in length. Images of Eastern Parkway and Cherokee Park can be found in Figure 4-11 to 4-14. Today the parkway contains:

- 40-foot central drive for vehicular traffic
- 40-foot green turf medians to each side with double rows of trees (except between Bardstown and Barret)
- Concrete sidewalks constructed primarily along the north with some inconsistent sections along the south edge.

As with Southern Parkway, Eastern Parkway has a central vehicular drive and two flanking green turf areas. However, Eastern Parkway has two significant differences - a narrower 120-foot cross section and an absence of service drives. Despite these differences, the feel and character of Eastern Parkway is very similar to Southern Parkway. Sidewalk construction along the parkway is varied and inconsistent.

Eastern Parkway is the most topographically varied of the three parkway systems. It rises from level topography at 3rd Street and the University of Louisville eastward through increasingly undulating areas to Cherokee Park. Adjacent properties sometimes slope down and away from the parkway and in other areas adjacent properties slope up and the parkway is located at the toe of slope.

Pin oaks are the dominate trees species of Eastern Parkway. The pin oaks are generally planted along the central drive with other species in the second row along the adjacent property frontages. This cross section is altered at some locations by an absence of trees or by replacement trees. Few areas are planted with shrub

masses, as initially recommended by the Olmsted firm. Recently Metro Parks has promoted planting linear shrub masses to aid in reducing the visual impact of adjacent commercial properties and parking areas at the parkway perimeter. Eastern Parkway does not have any notable water features designed as part of the parkway landscape, though it does cross Beargrass Creek between Poplar Level Road and Dahlia Drive. A pedestrian bridge is in place along the north side of the parkway at this location.

Eastern Parkway has a series of drainage issues that are reflected in the unusually wide curbs that run for much of its length. This concrete curb system replaced the original dry-laid limestone curb and gutter - a detail which still exists along the Cherokee Parkway service drive. The width of the existing concrete gutter is roughly 48 inches across and it is 12 inches deep in some areas, making the drive lanes appear visually wider and adversely impacting the adjacent tree roots. At some major intersections, benches, trash containers and newspaper boxes are visible. While some of these elements are located beyond the parkway property, they remain a strong visual part of the parkway landscape. Light fixtures along the parkway are primarily a shoebox style from Cherokee Park to 3rd Street.

Major Community Facilities

In addition to being a cultural asset themselves, the Olmsted Parkways weave together a rich network of universities, recreational facilities and community buildings. These institutions, which are mapped in Figure 4-18, will be directly served by the shared-use paths proposed for the parkways.

Bellarmine University: Bellarmine University is an independent, Roman Catholic liberal-arts university. It is the largest traditional, non-profit private university in the state.

Churchill Downs: Churchill Downs, located on Central Avenue, is a thoroughbred racetrack most famous for hosting the Kentucky Derby. It officially opened in 1875, and held the first Kentucky Derby and the first Kentucky Oaks in the same year. Churchill Downs has also hosted the renowned Breeders' Cup on six occasions, most recently in 2006.

Kentucky Fair and Exposition Center: The Kentucky Fair and Exposition Center is a large multi-use facility overseen by the Kentucky State Fair Board. It is one of the ten largest facilities of its type in the U.S., with over one million square feet of indoor space.

The Louisville Zoo: The Louisville Zoo is a 135-acre zoo situated in the city's Poplar Level neighborhood. The "State Zoo of Kentucky" currently exhibits over 1,300 animals in naturalistic and mixed animal settings representing both geographical areas and biomes or habitats.

The Southern Baptist Theological Seminary: The Southern



Figure 4-15: Residential driveway cuts along Algonquin Parkway.



Figure 4-16: Parking encroachment along the western parkways.



Figure 4-17: Example of Eastern Parkway residential planting encroachments.

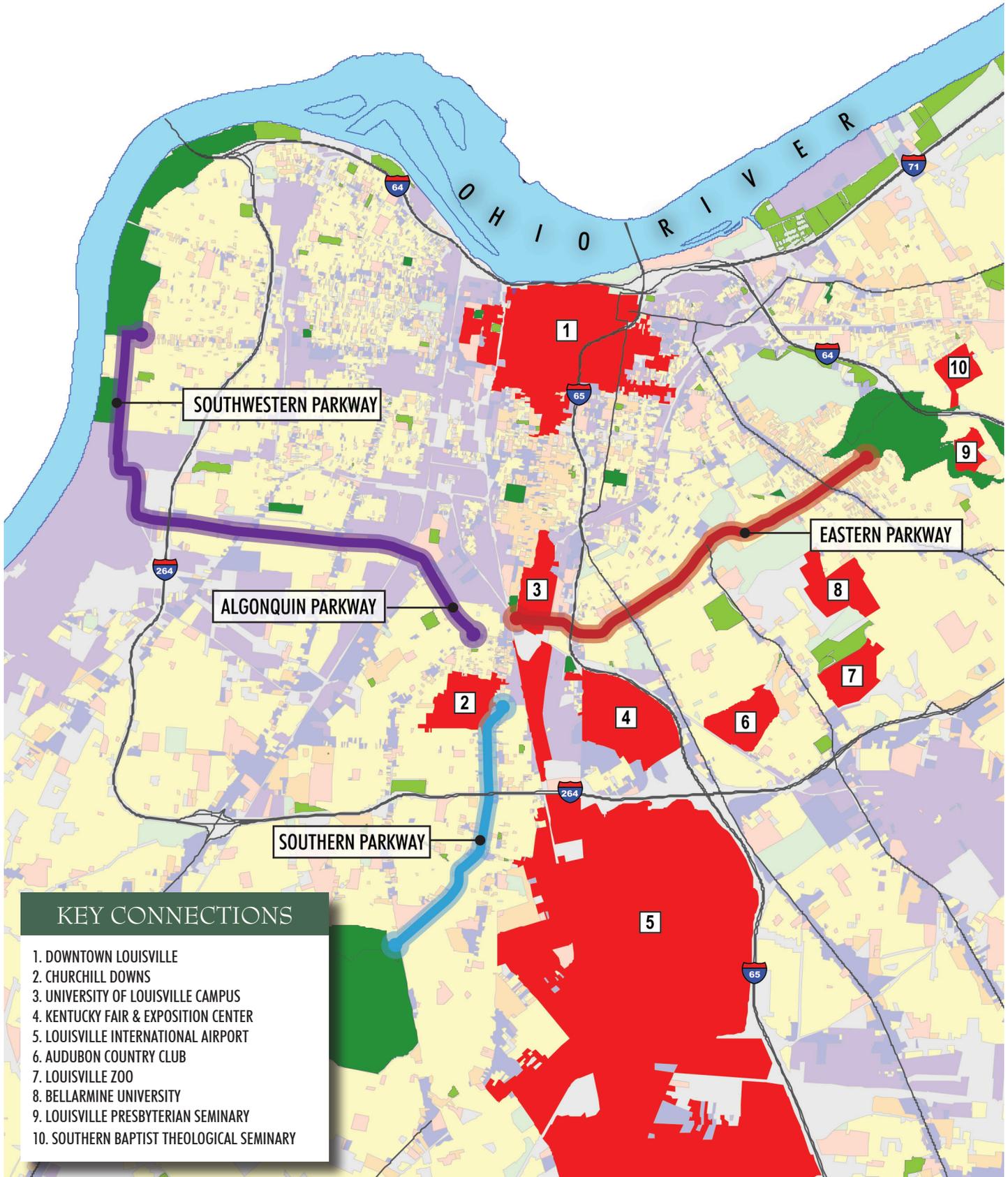


Figure 4-18: These key stakeholders offer key connection opportunities as the parkway projects develop.

Baptist Theological Seminary is the flagship seminary of the Southern Baptist Convention. Originally founded in Greenville, South Carolina in 1859, the seminary moved to Louisville in 1877.

University of Louisville: The University of Louisville is a state supported research university located in the “Hub” area where the three parkways meet. The 287-acre Belknap Campus is three miles from downtown Louisville and houses seven of the university’s 11 colleges and schools.

In addition there are countless elementary, middle and high schools adjacent to or within close proximity to the parkways. The students, staff, and neighborhood residents will be further connected to their community by establishing pedestrian access to these uses via the parkways.

Parkway Constraints

Curb cuts, driveways and parking

When Olmsted designed his Grand Boulevard concept for the parkways, he had the foresight to design for different modes of transportation. (The automobile was just starting to make its presence known on the American landscape.) He originally intended to have bridle paths or service drives flank the main roadway and provide drop-off and service access to the residences while also creating locations for slower modes of transportation. All other access to these residences, including parking, was to occur through rear alley or side street access. Contrary to this design intent, numerous curb cuts and driveways are found along segments of all three parkways.

Southwestern and Algonquin Parkway were the last of the parkways to be constructed, with some residential neighborhoods already in place. Since some residences did not have rear alley or side street access, they were provided direct access to the parkway. As a result, there is a pattern of driveways crossing the green ribbon to the parkways, as shown in Figure 4-19. Some existing driveways have been widened and new driveways have been added, resulting in further disruption of the visual continuity of the parkways. These driveways have become parking lots for the residences. It is quite common for the parked cars to extend into the parkway property – either in the driveway or in the green ribbon. These parking encroachments have a significant negative impact on the parkways.

Southern Parkway most closely resembles the original vision for Olmsted’s Grand Boulevard. Service drives flank the roadway and almost all of the residences have parking via rear alley or side street access. Others have access via the service drives, and a few properties have direct access to the parkway. Parking is prohibited in the service drives except for a few blocks on the northwest side of the parkway. There are several apartment complexes in this area and the alleys lack sufficient space for all residents to park. In these instances, residents have been granted permission to use the service drives in front of their apartments for parking. On occasion, the service drives and the green ribbon serve as informal overflow parking lots for Churchill Downs.

The only place where on-street parking is allowed on the parkways is at the eastern end of Eastern Parkway from Bardstown Road to Cherokee Park. Apartment buildings on the north side of the parkway do not have adequate parking anywhere else. Fortunately, traffic volumes near Cherokee Park (east of Willow Avenue) are rather low. Eastern Parkway has a mix of rear alley, side street and driveway access. These drives not only interrupt the green ribbon; drainage is disrupted where driveway modifications cross concrete curbs and gutters.

Encroachments

Encroachments are a significant issue on the parkways. They include parking, unauthorized paving, curb cuts, structures, excess signage, and unauthorized planting on parkway property. Private encroachments reduce the green ribbon and interrupt the visual character these green spaces are intended to create. Parking and pavement encroachments have also caused severe



Figure 4-19: Driveways and curb cuts disrupt the “ribbon of green” along the parkways.

Encroachments are a significant issue on the parkways. They include parking, unauthorized paving, curb cuts, structures, excess signage, and unauthorized planting on parkway property. Private encroachments reduce the green ribbon and interrupt the visual character these green spaces are intended to create.

damage to the parkway trees due to severe soil compaction. Encroachments occur in one form or another along all of the parkways.

The boundary between private properties and the parkway right-of-way is often unclear. Since the lawn panels of the parkways blend into residential lawns, many residents treat the property up to the sidewalk, service drive or roadway as their own. They often install plantings or other features that encroach upon and disrupt the usual continuity of the parkways. Eliminating these encroachments will be a challenge and is likely to be a sensitive issue for residents. Defining the outer edge of the parkway property, such as by installing a shared-use path or new service drives, could assist with this process.

Figure 4-20 shows a typical encroachment along the western parkways, where a large number of private driveways have direct access. These driveways fragment the green ribbon, disrupting the continuity of the lawn and the presence of trees. At some locations, parking on the lawn and in drainage swales has killed the grass and compacted the soils, damaging the tree roots. There are several examples of residents planting in the parkway right-of-way. Ranging from decorative groundcovers and shrubs to ornamental trees, these plants typically do not fit the parkway character. Signage encroachment is also a concern along the western parkways – either as commercial signage at major cross streets or as smaller residential neighborhood signs along the parkway.

Southern Parkway also has encroachment issues. Because service drives are abundant along the parkway, there are only a few locations with curb cuts and parking encroachments. The most significant encroachments along Southern Parkway are private plantings or neighborhood beautification projects such as the ornamental trees, decorative clocks, gazebo and decorative shrubs at Woodlawn Avenue and the I-264 Interchange.

Encroachments along Eastern Parkway are as varied as the many different districts along the parkway. Due to steep topography in certain areas, residents have added steps and retaining walls into the parkway. There are numerous cases of ornamental trees and decorative groundcovers and shrubs on park land. Commercial signage, decorative plantings, tree removal and added furnishings have compromised parkway character at major intersections. Parking encroachments exist where residents have driveways with direct access to Eastern Parkway.

Potential points of conflict

Potential points of conflict are found along the parkways. The

numerous railroad crossings are of primary concern, particularly on Southwestern/ Algonquin Parkway, where as many as five different railroad lines cross. Many of these rail lines are still active. Special concern and attention must be paid to provide safe crossings for pedestrian and bicycle traffic in and around this area. At some locations, overhead railroad crossings create restrictions for safe travel. The viaducts at 4th and 3rd Streets are too narrow and do not provide safe conditions for vehicular or pedestrian traffic. They are a significant constraint for linking the parkways in the “Hub” area.

Drainage and utilities

The industrial corridor between Southwestern and Algonquin Parkways has several low points in the terrain which lead to drainage problems and occasional flooding. There are many stretches of Algonquin Parkway that also suffer from drainage issues, which can threaten the houses along the parkway. There may be opportunities to integrate stormwater management practices into the shared-use path project to mitigate these drainage constraints. Another utility constraint affecting the parkway is the overhead utility lines and utility poles located at major intersections – especially Wilson Avenue and Dixie Highway. An opportunity exists to relocate or bury these utilities where possible so that the parkway character can be re-established at the intersections.

Utilities are not a significant concern along Southern Parkway. Improved lighting might be provided for the service drives, and there is an opportunity to bury utility lines crossing the parkway at Whitney Avenue and Woodlawn Avenue.

The drainage system on Eastern Parkway is dysfunctional and creates a constraint for safe travel. Furthermore, KYTC staff suggest that poor drainage necessitates the repaving of Eastern Parkway every five to six years. The entire parkway (excluding the section from Crittenden Drive to Third Street) is serviced with four-foot wide concrete gutters that dip well below the road level. Extensions to driveways have been built that often negate the drainage capabilities of the gutters. The gutters accumulate trash and other debris which has reduced the effectiveness of many existing catch basins.

The parkway section from Bardstown Road to Barret Avenue is characterized by a second row of utility poles, diminishing the continuous ribbon of green, and failing to define the edge of the parkway. Moving the utility connections underground or moving the poles to the alleys behind the houses would allow for the planting of the second row of trees, and eliminate the harsh detrimental pruning treatments to reduce the crowns of the first row of trees.



Figure 4-20: Encroachment of private development onto the parkways adds to the visual clutter of the corridors.

Existing Traffic Data Analysis

At the present time, the major impediments to efficient and comfortable bicycle and pedestrian movements along the three Olmsted Parkways are narrow lanes, high speed traffic and several free flow entry and exit ramps at both freeway connections and some major street intersections. This makes on-street bicycle traffic viable for only the most experienced and intrepid cyclists. Narrow pathways, major pathway gaps and the aforementioned free flow turning lanes make off-street travel for both bicyclists and pedestrians problematic.

Free flow ramps are located at the expressway interchange connections on each of the three parkways, as well as the Eastern Parkway arterial street intersections at Hahn, Crittenden and Poplar Level. At almost all locations, the parkways provide four-lane, undivided, two-way operation with 10-foot lanes, and encroaching gutters (particularly along Eastern Parkway). In

those few instances where left turn lanes have been provided, the parkway characteristics have been compromised and pedestrian crossing distances have been increased.

Fortunately, the average daily traffic volumes (ADTs) along all three parkways are below the capacity of a typical four-lane roadway (less than 20,000 vehicles per day), although Eastern Parkway is rapidly approaching the 20,000 ADTs threshold.

Detailed Parkway Character

The following sections describe the existing characteristics of each Parkway in detail, noting those areas where the Olmsted grand parkway design has been retained or compromised. To facilitate descriptions, the parkways have been broken down into a series of similar character zones.

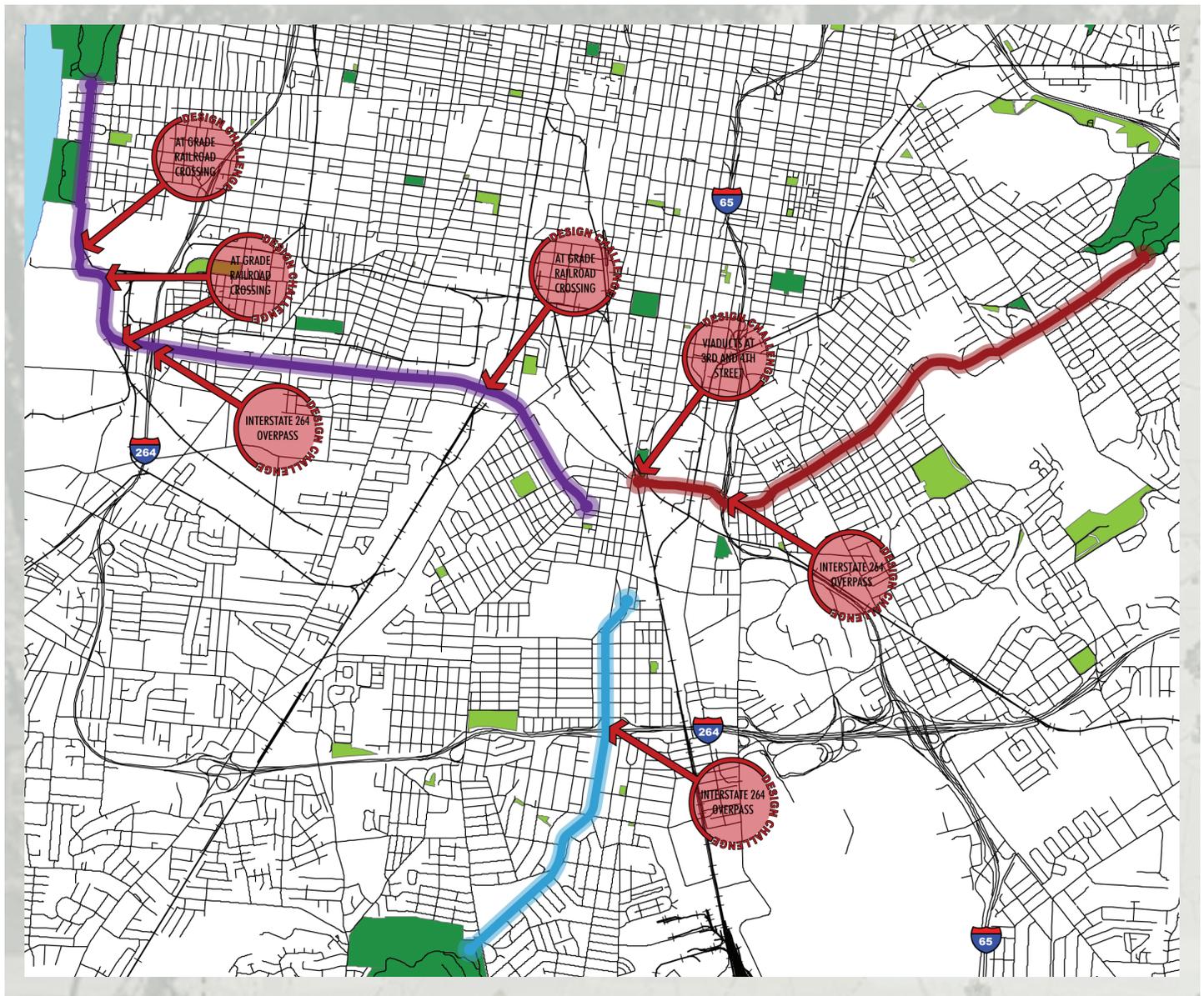


Figure 4-21: Potential points of conflict along the parkway routes include several railroad crossings, interstate overpasses and the viaducts.



Parkway Existing Conditions: Algonquin / Southwestern Parkway

Algonquin/Southwestern Parkway

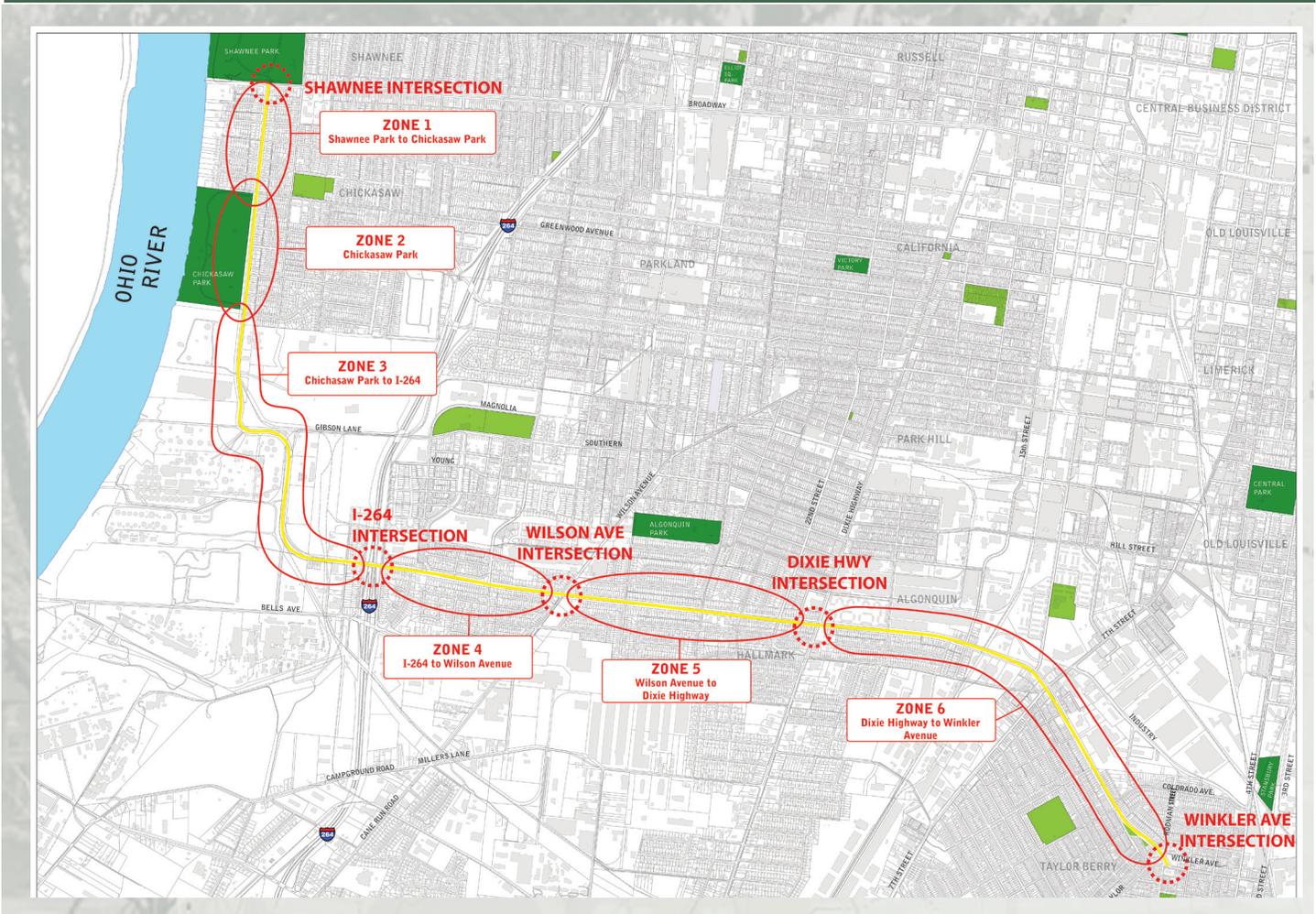


Figure 4-22: Southwestern and Algonquin Parkway conceptual plan with character zones.

Out of all the Parkways studied in this Master Plan, the western parkways of Southwestern and Algonquin have suffered the most degradation of their original parkway character. The stretch of Southwestern Parkway from Chickasaw Park to Shawnee Park is an exception. This segment of the Parkway is fairly intact with the only constraints being parking and driveway encroachments and minor gaps in the tree sequence. Figure 4-22 depicts the various character zones currently present along these parkways.

Southwestern and Algonquin were the last of the Olmsted Parkways to be developed. Although Southwestern Parkway begins at Market Street north of Shawnee Park, the segment of parkway included in this Master Plan starts at the intersection of Shawnee Park and the Louisville Riverwalk and ends just north of Gibson Lane. This 1.4-mile segment of parkway is classified as an arterial roadway.

The stretch of parkway from Shawnee Park to Chickasaw Park is flanked by residences on both sides, as evident in Figure 4-23. Those residential lots continue to the east of Chickasaw Park. South

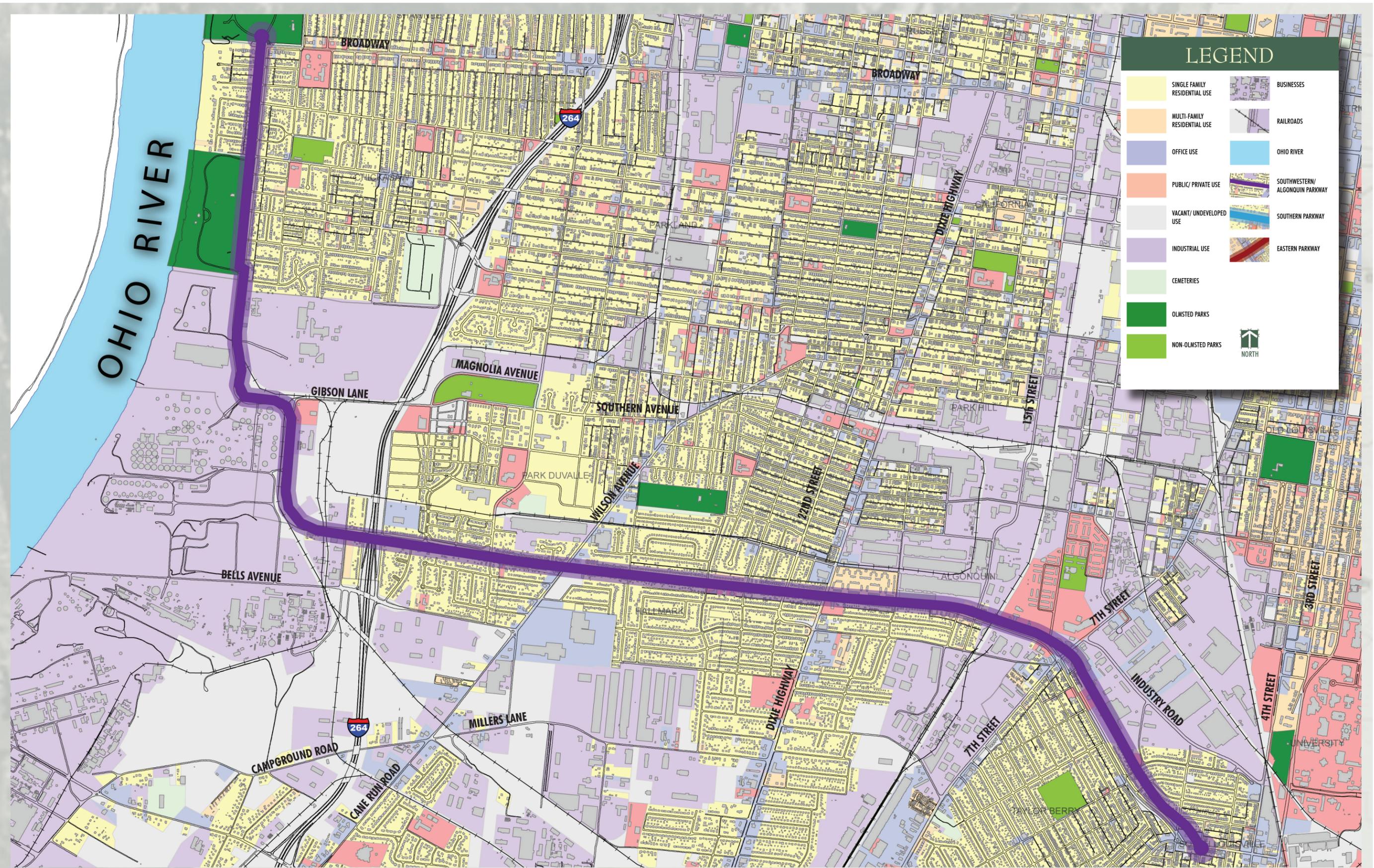


Figure 4-23: Algonquin / Southwestern Parkway Existing Land Use Map

Replace with Southwestern/ Algonquin 11x17 Land use map

of Chickasaw Park, the parkway character changes as the land use shifts from small residential lots to large industrial lots. This continues to South 41st Street, including both Southwestern and Algonquin Parkways. This area is defined by large lots and lack of defined building setbacks. The dominant land use along Algonquin Parkway east of I-264 is residential, with apartment buildings and single family homes on narrow lots with 25-foot setbacks. In addition to the industrial area on Algonquin Parkway, there is another industrial area between Dixie Highway and Colorado Avenue. The large lots and deeper setbacks for the industrial facilities establish a much different feel for this area of the Parkway. At the cross streets of Wilson Ave, Dixie Highway, 7th Street and Winkler Avenue, land uses change from residential to commercial. These intersections, along with I-264, break the continuity of the parkway character with extra turning lanes, increased traffic, wider pedestrian crossings and an intrusion of utility lines and poles. Much of Southwestern/ Algonquin Parkway has undergone a lane restriping project. Consistent with this planned project, the proposed lane widths illustrated in the images that follow were considered to be the existing condition for the parkway.

Detailed descriptions of each of the zones follows.



Zone 1: Shawnee Park to Chickasaw Park: Figures 4-24 through 4-25.

This section of the parkway consists of a three-lane roadway with five-foot dedicated bike lanes on either side. A double row of trees flanks and a five foot pedestrian sidewalk flank both sides.

There are several gaps in the tree planting sequence which creates an inconsistent character throughout this area. In addition, the encroachment of adjacent property owners eliminates the green ribbon as originally planned. Efforts should be made to replant missing or damaged trees and eliminate parkland encroachments so that turf areas can be restored.

This section of the parkway provides direct connections to two Olmsted flagship parks. The pedestrian and bicycle connections to both Shawnee and Chickasaw Park are important elements of the Parkways in this area.



Figure 4-24: Example of Southwestern Parkway at Broadway entrance to Shawnee Park.

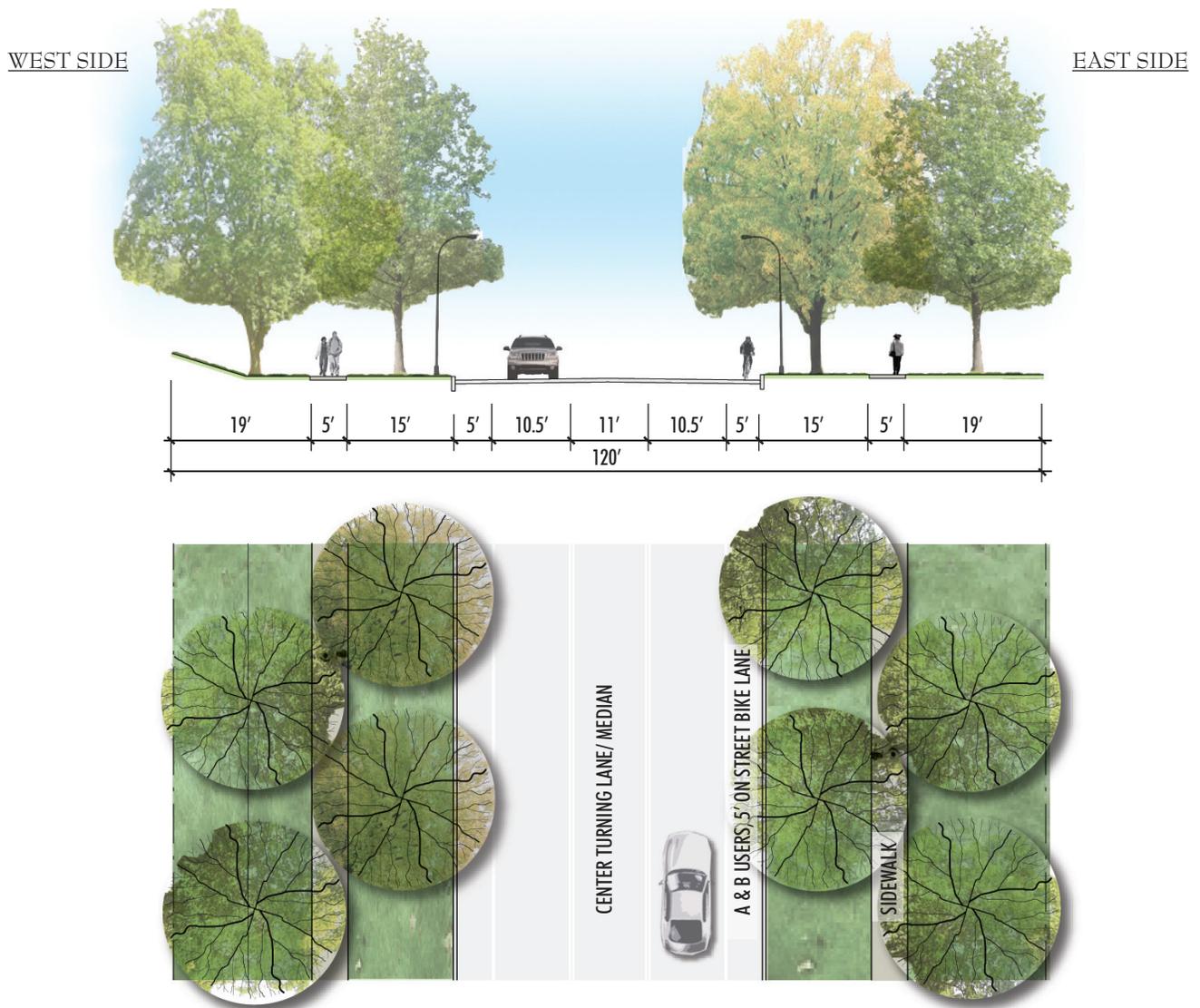


Figure 4-25: Southwestern Parkway: Zone 1 Existing Section & Plan - Shawnee Park to Chickasaw Park

Zone 2: Chickasaw Park: Figures 4-26 through 4-27.

The segment of parkway directly adjacent to Chickasaw Park is made up of a three lane roadway with a five foot dedicated bike lane on either side of the road. To the east of the roadway a double row of trees is bisected by a five foot pedestrian sidewalk. To the west of the roadway, a much larger setback exists that incorporates up to four rows of trees. Currently there are no pedestrian sidewalks in this section on the west side. The pedestrian connections to Chickasaw Park from the parkway are therefore limited.

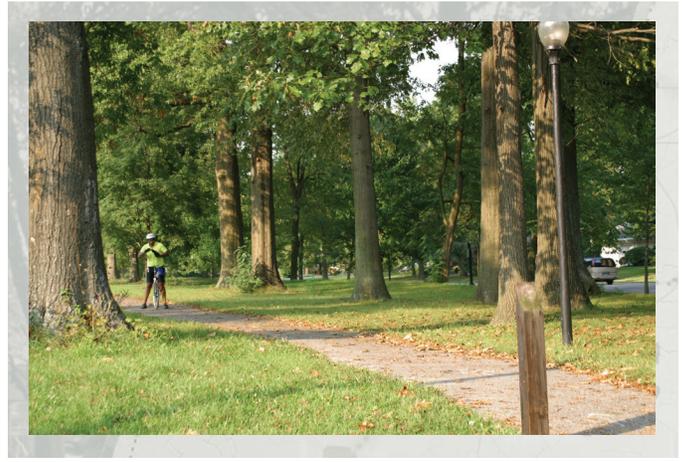


Figure 4-26: Example of Southwestern Parkway at Chickasaw Park.

WEST SIDE

EAST SIDE

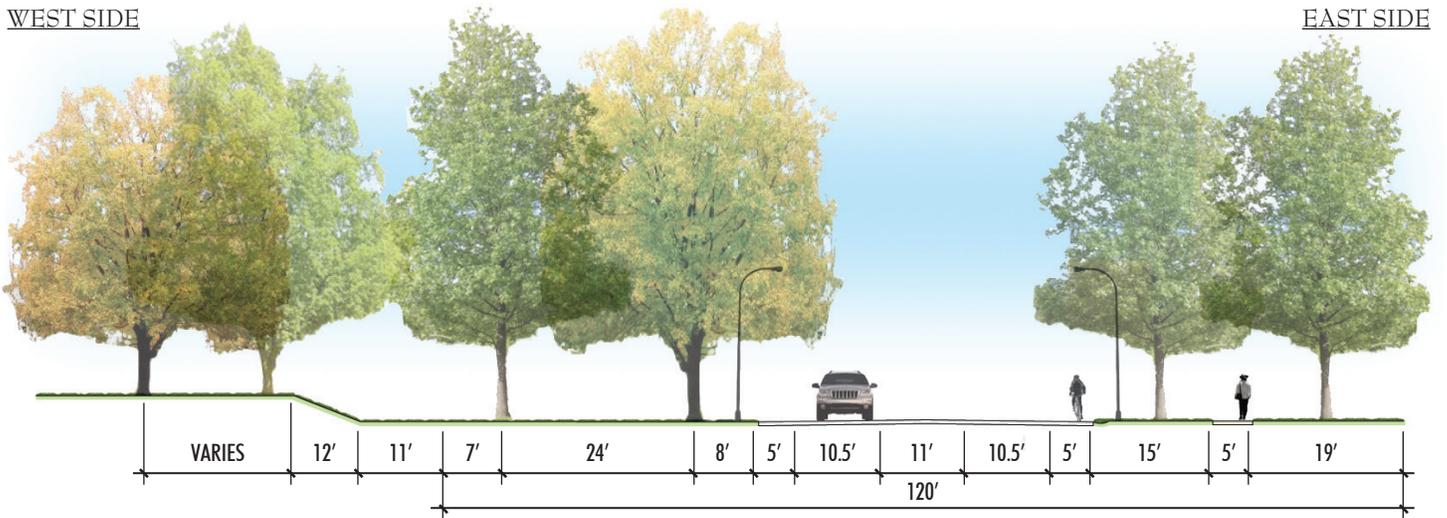


Figure 4-27: Southwestern Parkway: Zone 2 Existing Conditions Section & Plan - Chickasaw Park

Zone 3: Chickasaw Park to I-264: Figures 4-28 through 4-29.

This segment of parkway is made up of a three lane roadway with five foot dedicated bike lanes along either side of the road. To the east of the road, a variable width planting area encompasses one row of trees. To the west of the roadway, a wider planting area incorporates two rows of trees. The west side of the road is also used as a drainage swale. Pedestrian sidewalks are not found along this section of the parkway. This segment of the parkway lacks the traditional character found elsewhere in the Olmsted design, due primarily to the preponderance of industrial land use. These industries utilize the parkway for heavy deliveries and truck traffic. While the buildings are set back from the roadway, no efforts have been made to screen the lots from view. This area would retain a more comfortable scale and be more inviting and safer for pedestrian and bicycle activity if the industrial businesses were screened from the parkway.

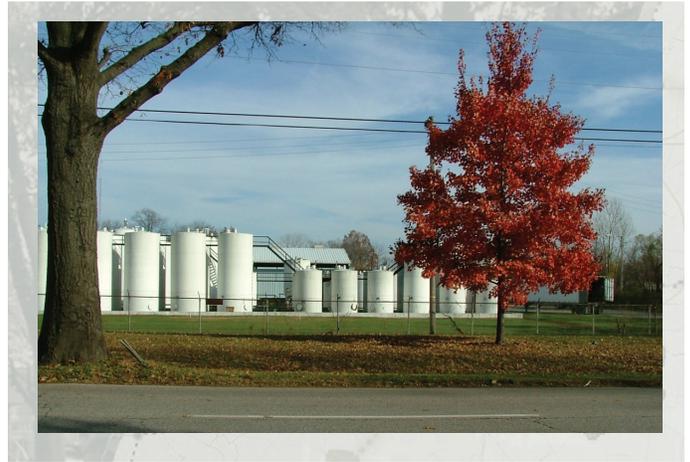


Figure 4-28: Large industrial parcels exist along Southwestern Parkway.

This section of the parkway creates a large gap in the parkway sequence due to the I-264 overpass and the missing rows of trees. Replanting the tree rows would provide a more cohesive parkway feel and would denote the edge of parkway land.

WEST SIDE

EAST SIDE

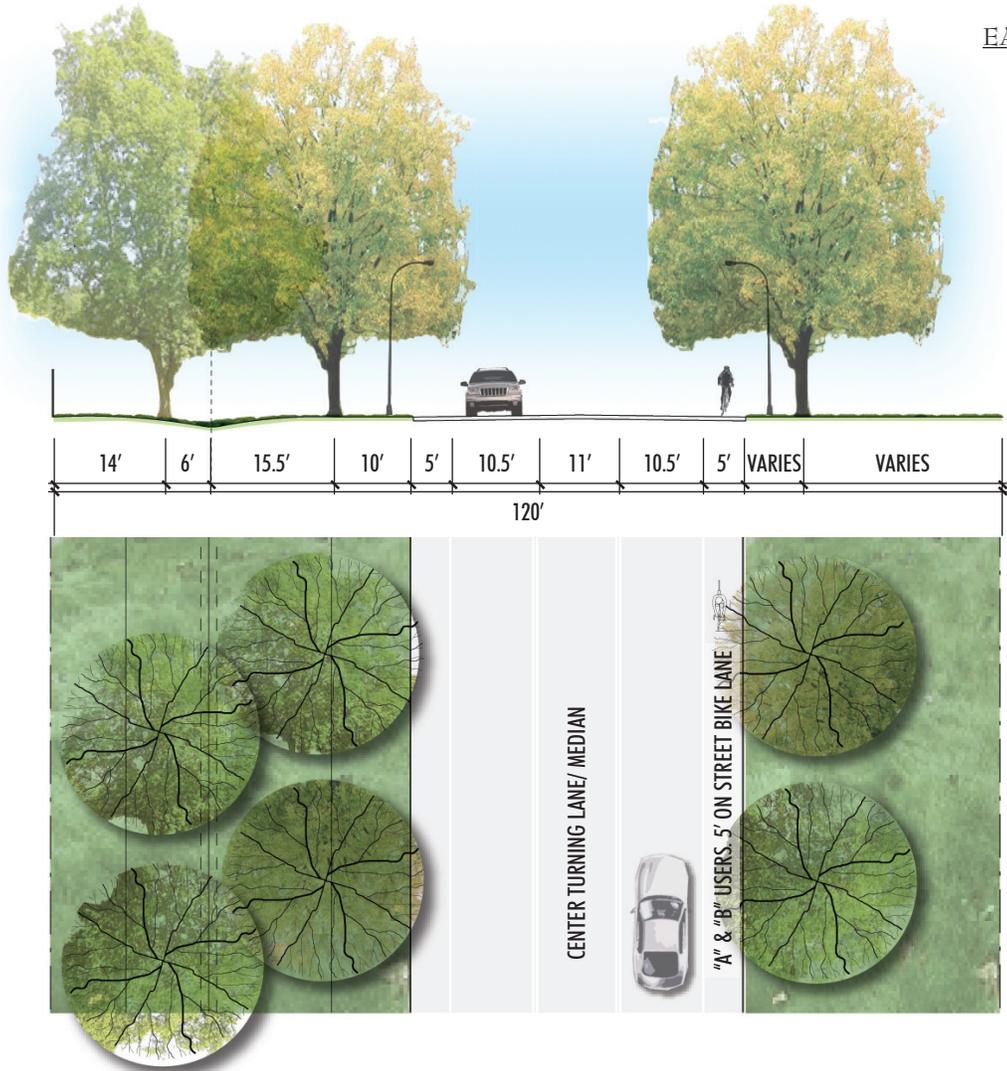


Figure 4-29: Southwestern Parkway: Zone 3 Existing Section & Plan

Zone 4 through 6: I-264 to Winkler Avenue: Figures 4-30 through 4-31.

The remainder of Algonquin Parkway consists of a four lane roadway with two lanes traveling in either direction. To both the north and south of the parkway a variable width planting area is bisected by a five foot pedestrian sidewalk. Double rows of trees are found along both sides of the road.

At the major intersections along Algonquin Parkway (I-264 Interchange, Wilson Avenue, Dixie Highway, 7th Street), the parkway character becomes secondary to that of the crossing roadways. These intersections have wide turning lanes, contributing to the loss of green space. Without the major elements of the parkway, scale changes from the intimate parkway setting to the commercial roadway streetscape dominated by the vehicular traffic.

The 2700 block of the parkway has the opportunity to serve as a model for the rest of Southwestern and Algonquin Parkway. A service



Figure 4-30: Example of Algonquin Parkway.

SOUTH SIDE

NORTH SIDE

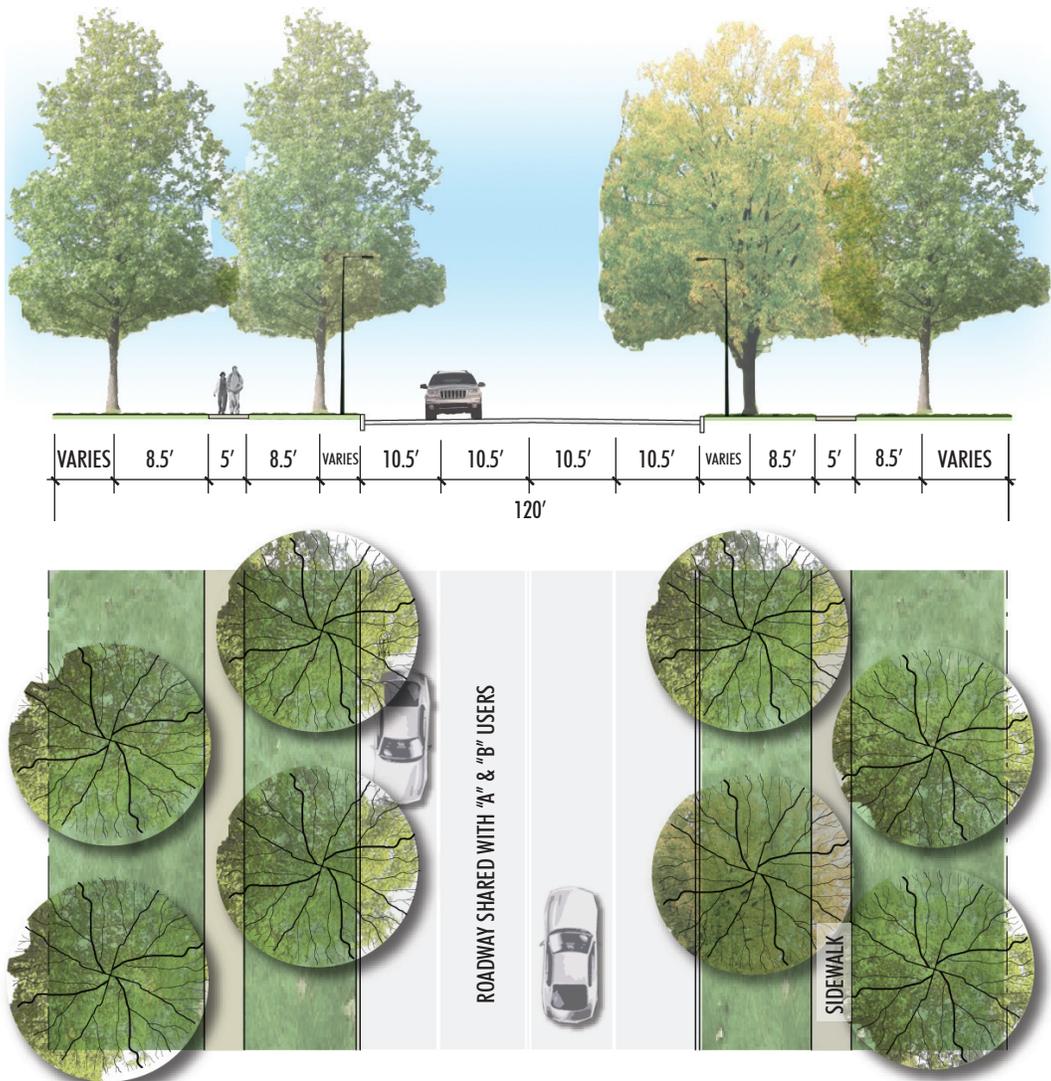


Figure 4-31: Algonquin Parkway: Zone 4-6 Existing Conditions Section and Plan



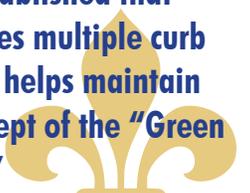
Algonquin / Southwestern Parkway

Figure 4-32: Algonquin / Southwestern Parkway Connections

drive has been established that eliminates multiple curb cuts and helps maintain the concept of the “Green Ribbon.”

There are several small parcels of land along Algonquin Parkway that could be acquired and transformed into trail nodes. In particular are key parcels located near the intersection of Algonquin Parkway and Winkler Avenue. These small triangular properties could be used to make crucial connections to the shared-use path network that is proposed for the area connecting the three parkways.

The 2700 block of Algonquin Parkway has the opportunity to serve as a model for the rest of Southwestern and Algonquin Parkway. A service drive has been established that eliminates multiple curb cuts and helps maintain the concept of the “Green Ribbon.”



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Parkway Existing Conditions: Southern Parkway

Southern Parkway

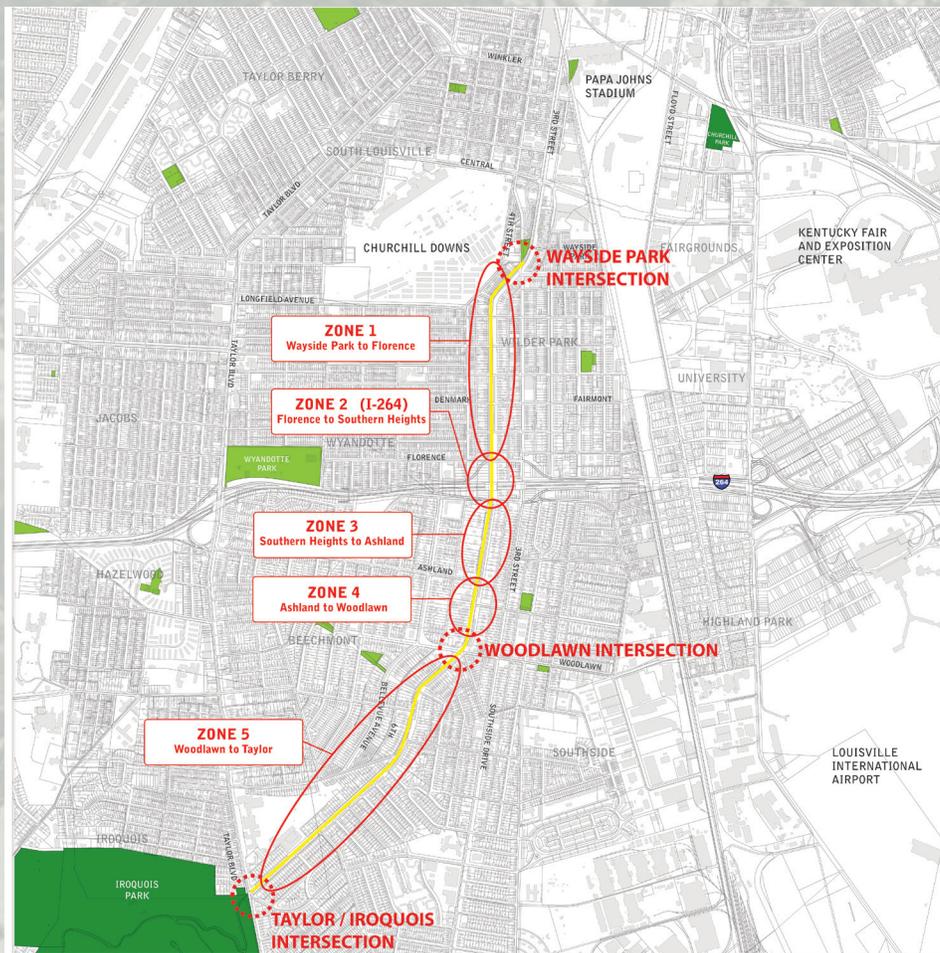


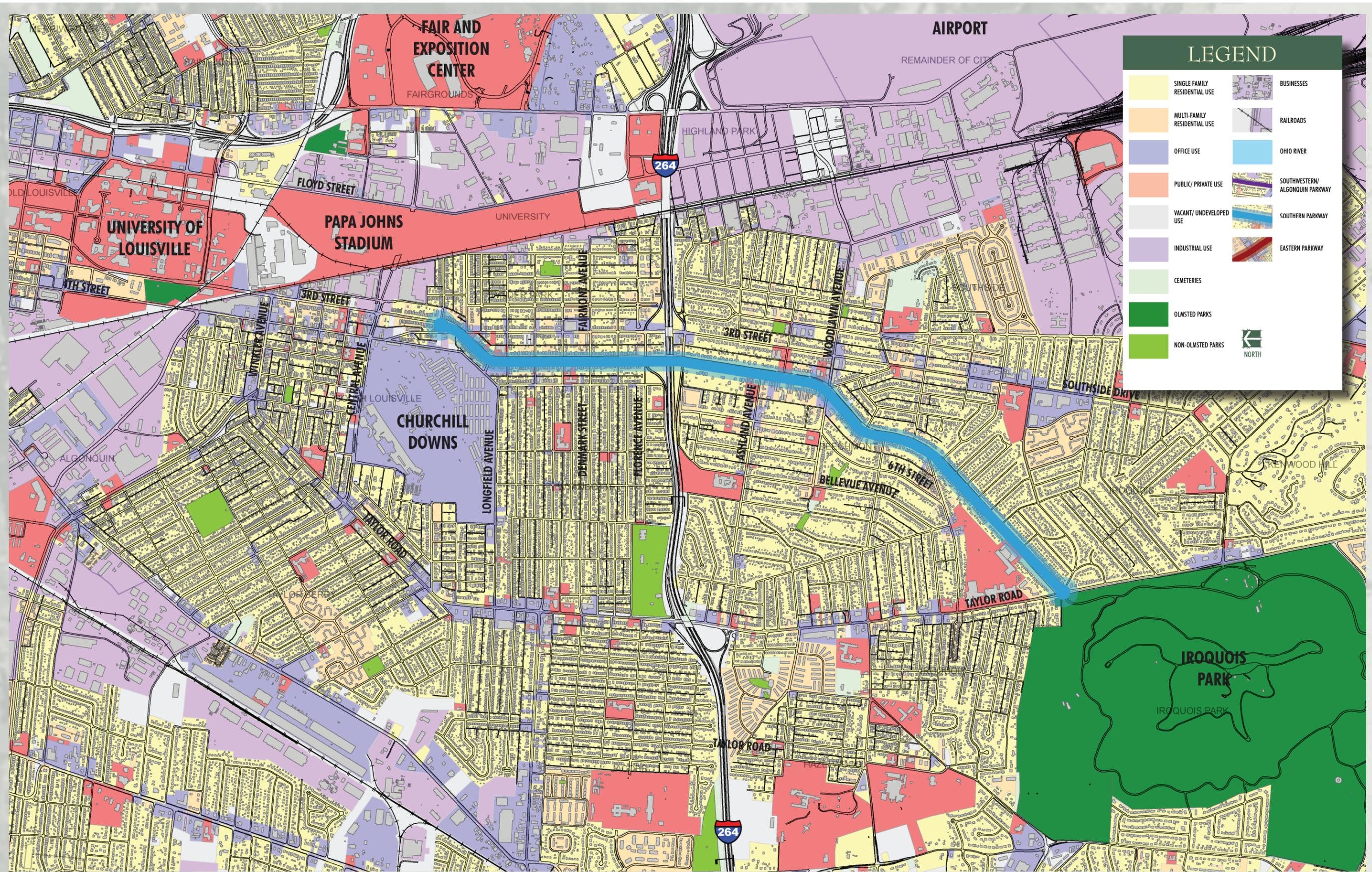
Figure 4-33: Southern Parkway with character zones.

Southern Parkway was the first of the Olmsted Parkways to be built and it is the parkway which most closely reflects Olmsted's original design intent. The parkway enjoys a relatively uniform visual character along its entire length. The sequence of the central drive, tree rows and service drives is an important part of the historic organization. It has been rehabilitated over the years with the help of several neighborhood associations.

Residential lots frame both sides of Southern Parkway as shown in Figure 4-34. Most of these lots are small and narrow although there are a few larger houses, apartment buildings, churches and

daycare facilities along the parkway. Some properties have curb cuts directly onto the parkway. Some small scale commercial uses, offices and schools also exist, as seen in Figure 4-34. Woodlawn Avenue is a commercial corridor which does impact the Parkway.

Figure 4-33 illustrates the existing character zones for Southern Parkway. This Parkway is unique in that it currently represents a cohesive and consistent character along a majority of its length. Southern Parkway is nearly 30 feet wider than any other Olmsted parkway, allowing the parkway to incorporate service drives and planted medians along its boundaries.



LEGEND

SINGLE FAMILY RESIDENTIAL USE	BUSINESSES
MULTI-FAMILY RESIDENTIAL USE	RAILROADS
OFFICE USE	OHIO RIVER
PUBLIC/PRIVATE USE	SOUTHWESTERN/ALGONQUIN PARKWAY
VACANT/UNDEVELOPED USE	SOUTHERN PARKWAY
INDUSTRIAL USE	EASTERN PARKWAY
CEMETERIES	
OLMSTED PARKS	NORTH
NON-OLMSTED PARKS	

Figure 4-34: Southern Parkway Existing Land Use Map

Hold for Southern Parkway 11x17 Land use map

Zone 1: Wayside Park to Florence Avenue: Figures 4-35 through 4-41.

This section of the parkway encompasses a four-lane roadway flanked by planted areas on either side. To the east of the roadway a variable width planting holds three rows of tree plantings resembling the original Olmsted vision. This area also includes a concrete sidewalk of varying widths. To the west of the roadway lies a 17-foot planted median, a 24-foot paved service drive, a narrow sidewalk, and an additional tree row. The outside tree rows informally designate the edge of the parkway and help to delineate parkland from private property.

Southern Parkway, from Wayside Park south to Taylor Boulevard, is the parkway built closest to the original Olmsted vision, and it has proven to be the most functional and complete of the parkways. The functionality

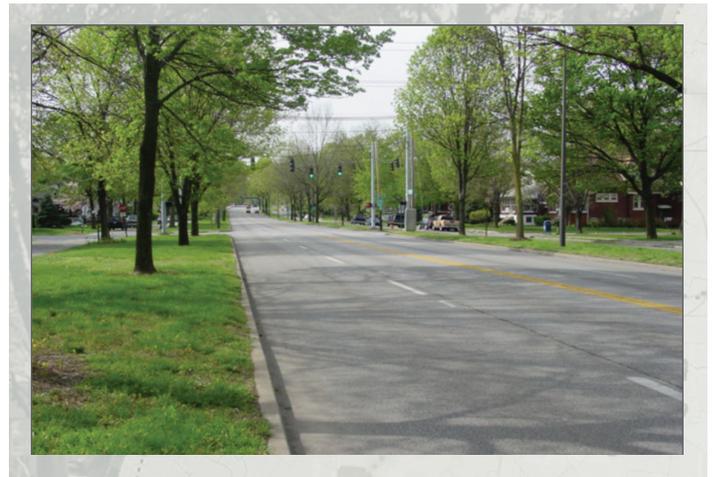


Figure 4-35: Southern Parkway between Wayside Park and Florence Avenue.

WEST SIDE

EAST SIDE

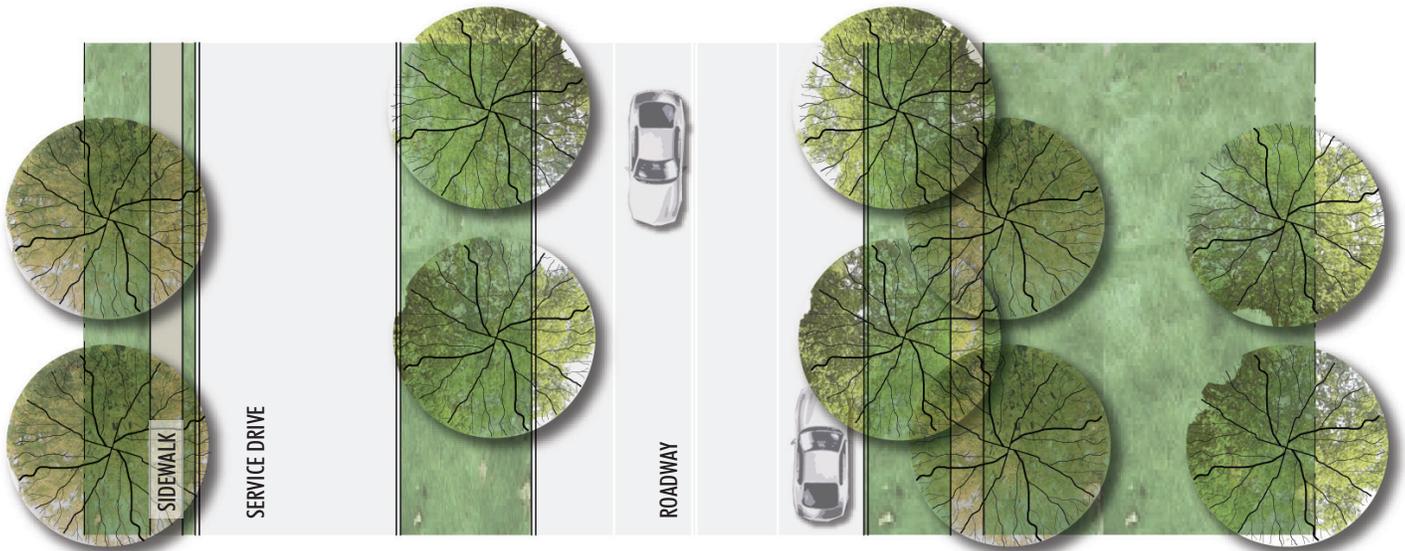
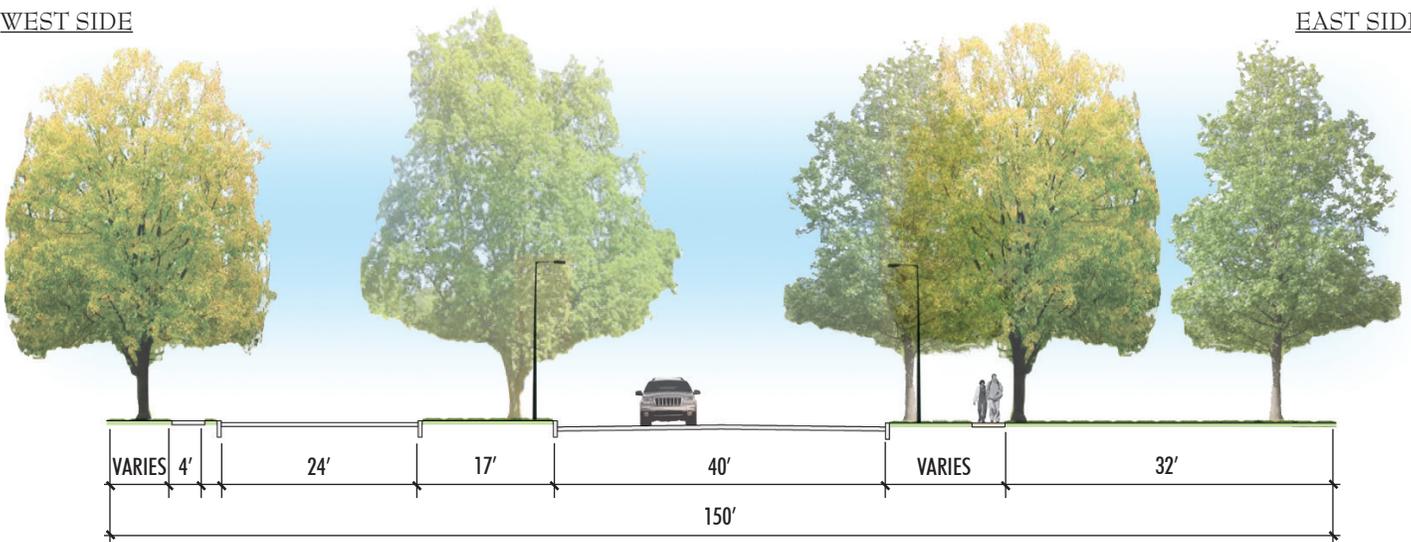


Figure 4--36: Southern Parkway: Zone 1, 4 & 5 Existing Conditions Section and Plan (with one service drive)



Figure 4-37: Intersection of Interstate 264 and Southern Parkway.



Figure 4-38: Path under Interstate 264 along Southern Parkway.

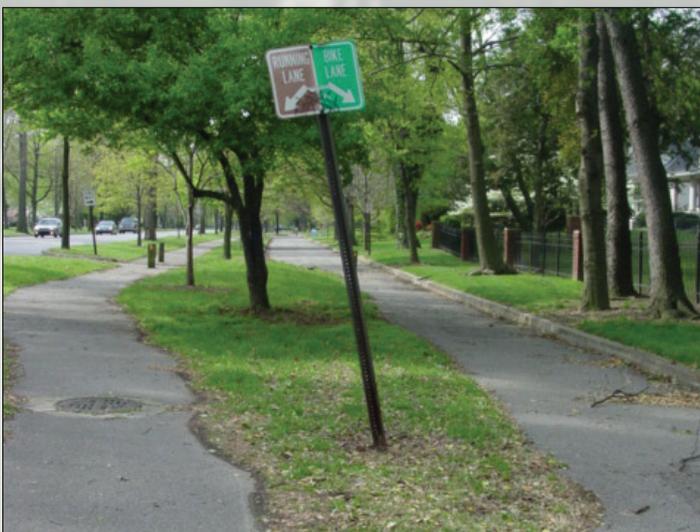


Figure 4-39: Divided Path along Southern Parkway.

and diligent upkeep of the parkway can be attributed to the adjacent neighborhood associations (Wilder Park, Wyandontte, Beechmont and Iroquois) who have worked hard at preserving the historical character of the parkway and creating new opportunities for recreation within its limits. Southern Parkway is held as a model design for the other Olmsted parkways.

There are a few locations in this zone where the general character changes slightly. A four-lane roadway is flanked by planted areas on either side. To the east, a variable width planting holds two rows of tree plantings resembling the Olmsted vision. In addition, this area incorporates a 22-foot paved service drive, and one planted tree row. To the west of the roadway lies a 17-foot planted median, a 24-foot paved service drive with a narrow sidewalk, and an additional tree row. The service drives help to eliminate curb cuts along the parkway and are currently used as recreational paths by joggers, walkers and bicyclists. Just as in the previous section, the outside tree rows informally designate the edge of the parkway and help to delineate parkland from private property.

This section of the parkway is rather intact and invites opportunities for minor upgrades to re-establish the original parkway vision. Such treatment could include reintroducing the missing second row of trees. Several gaps can also be found in the tree canopy and these can be replanted to create a consistent tree canopy sequence along the parkway. The parkway character can also be reinforced by connecting and extending the existing service drives throughout the length of the parkway. The ample width of the parkway could easily accommodate additional service drive connections in areas where the need exists.

Wayside Park, which currently serves as a neighborhood center for the area, provides several opportunities for becoming a significant trail head for Southern Parkway. Its location and physical connection to the parkway could be enhanced and a clear connection for pedestrian and bicyclists could be implemented. The existing configuration of the park could be modified to provide small social spaces that are functional for the surrounding neighborhoods while also fitting into the historical design of the parkway.



Figure 4-40: Southern Parkway at Interstate 264.

WEST SIDE

EAST SIDE

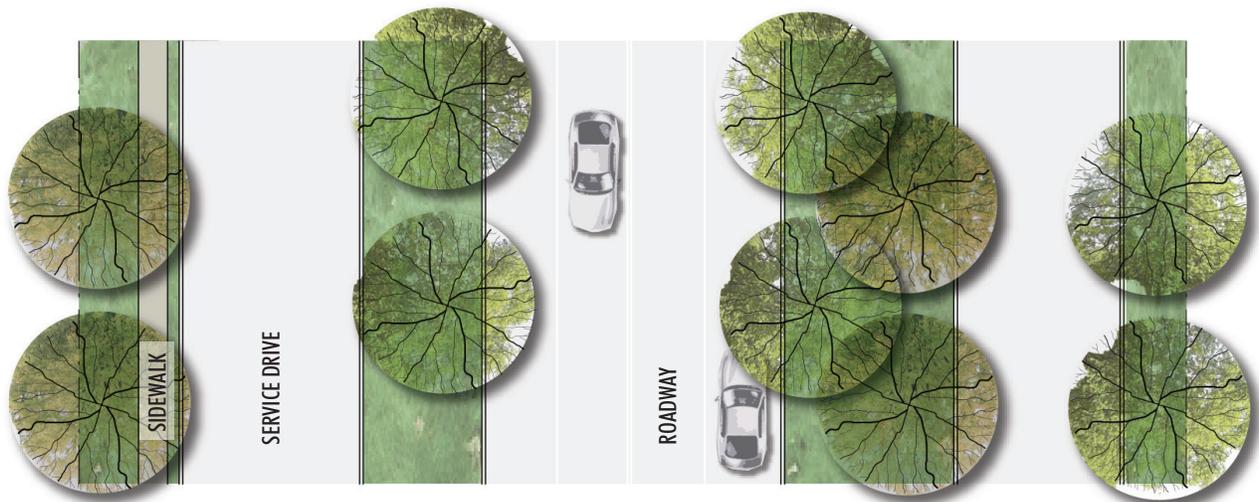
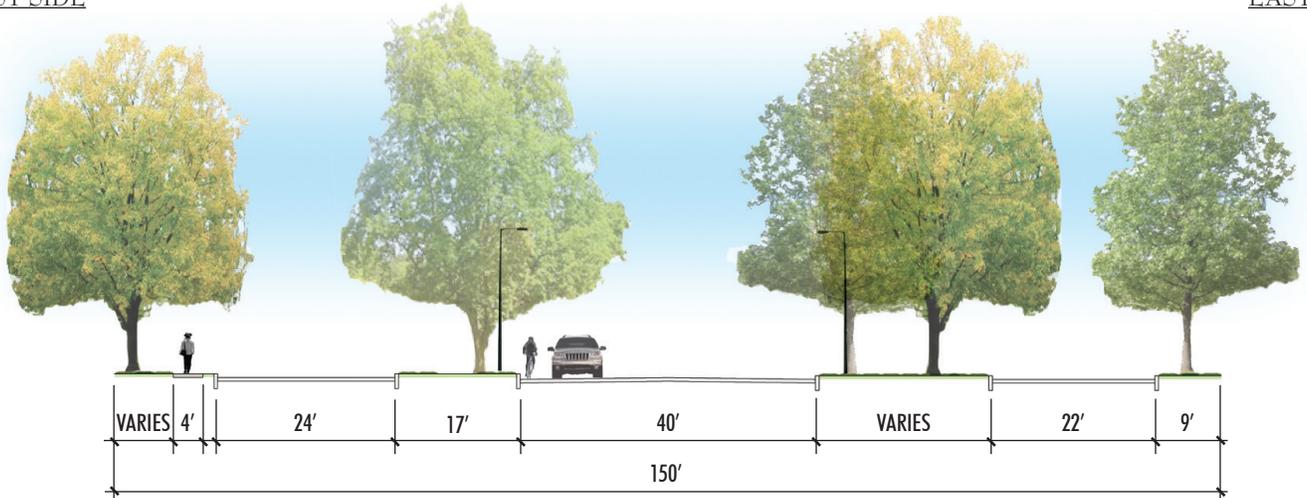


Figure 4-41: Southern Parkway: Zone 1, 4 & 5 Existing Conditions Section and Plan (with dual service drives)

Zone 2: (I-264) Florence Avenue to Southern Heights: Figures 4-43 through 4-43.

This section of the parkway encompasses a five-lane roadway flanked by planting areas on either side. To the east, a variable width planting holds two rows of trees and a five-foot concrete sidewalk. An additional row of trees from the Olmsted plan, referred to as the second row, is noticeably absent from this character zone. To the west of the roadway lies a variable width planted median as well as an eight-foot bike lane, five-foot median, and eight-foot pedestrian trail. The remaining parkland is turf.

This section of the parkway creates a large gap in the parkway sequence due to the I-264 overpass and the missing rows of trees. By replanting the tree rows, a more cohesive parkway feel could be achieved while also denoting the edge of parkway. This area has ample room for the introduction of a shared-use path under the I-264 overpass.



Figure 4-42: Southern Parkway at Ashland Avenue

WEST SIDE

EAST SIDE

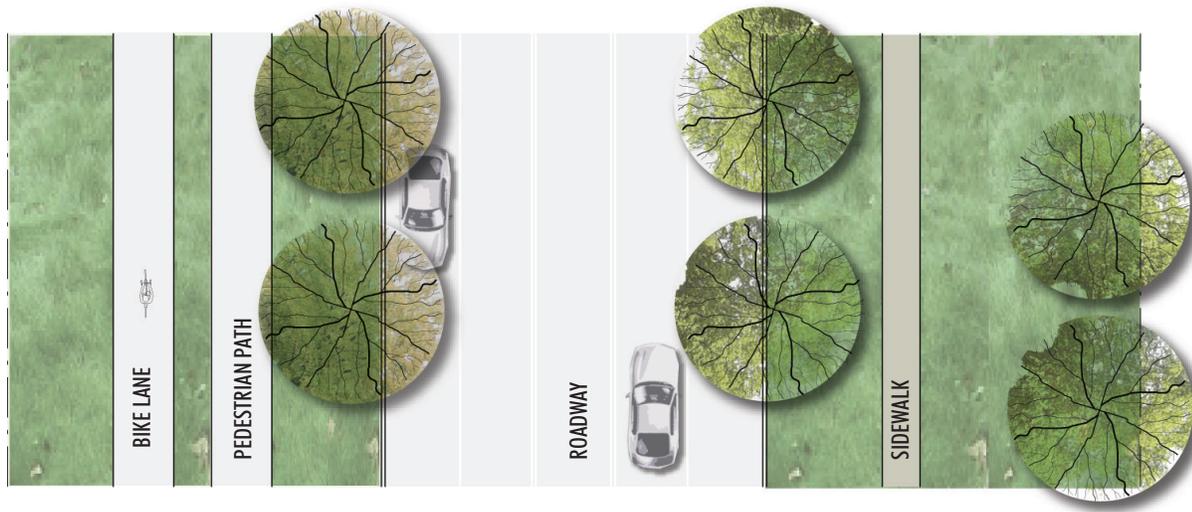
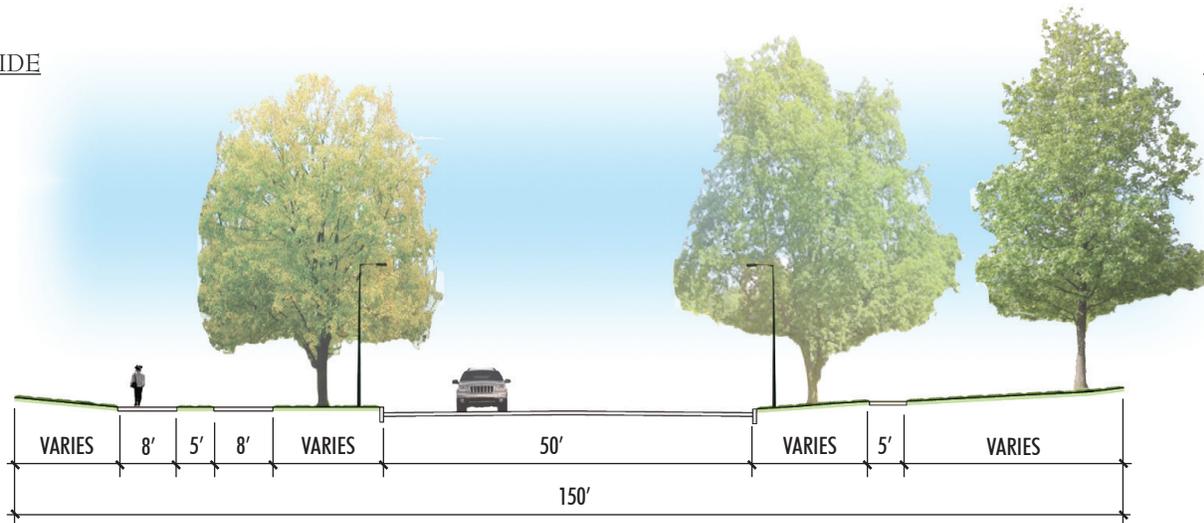


Figure 4-43: Southern Parkway: Zone 2 Existing Conditions Section and Plan (at I-264)

Zone 3: Southern Heights to Ashland Avenue: Figures 4-44 through 4-45.

This section of the parkway encompasses a four-lane roadway flanked by planted areas on either side. To the east a variable width of planting holds three rows of trees as well as a 16-foot paved service drive. To the west of the roadway a variable width planting holds three rows of trees, an eight-foot shared-use path, and a 16-foot paved service drive. This section of Southern Parkway is unique in that it has a complete set of tree plantings (three rows on either side) and is able to use the outside tree rows as markers for the limits of parkland.



Figure 4-44: Southern Parkway at Woodlawn Avenue.

WEST SIDE

EAST SIDE

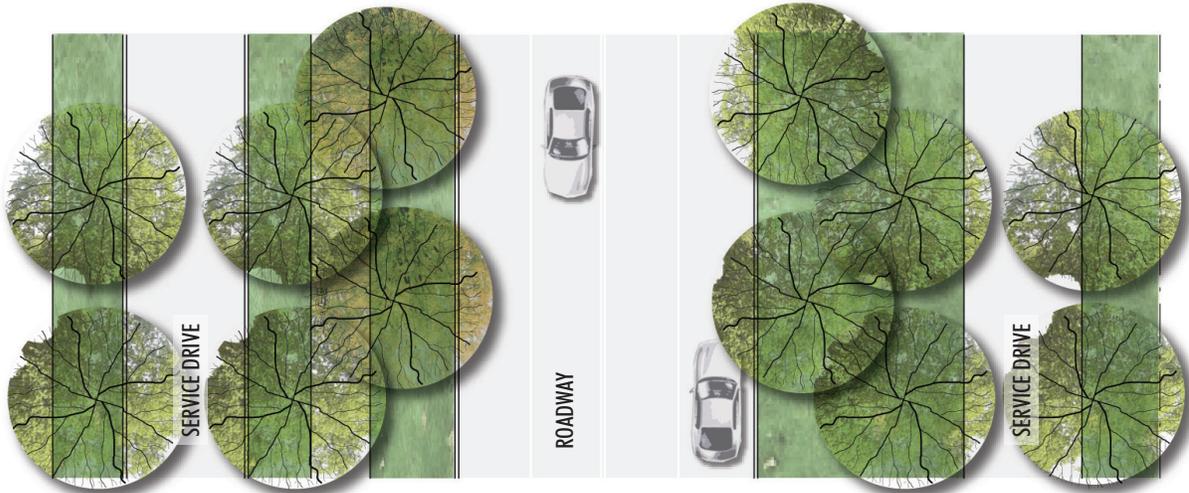
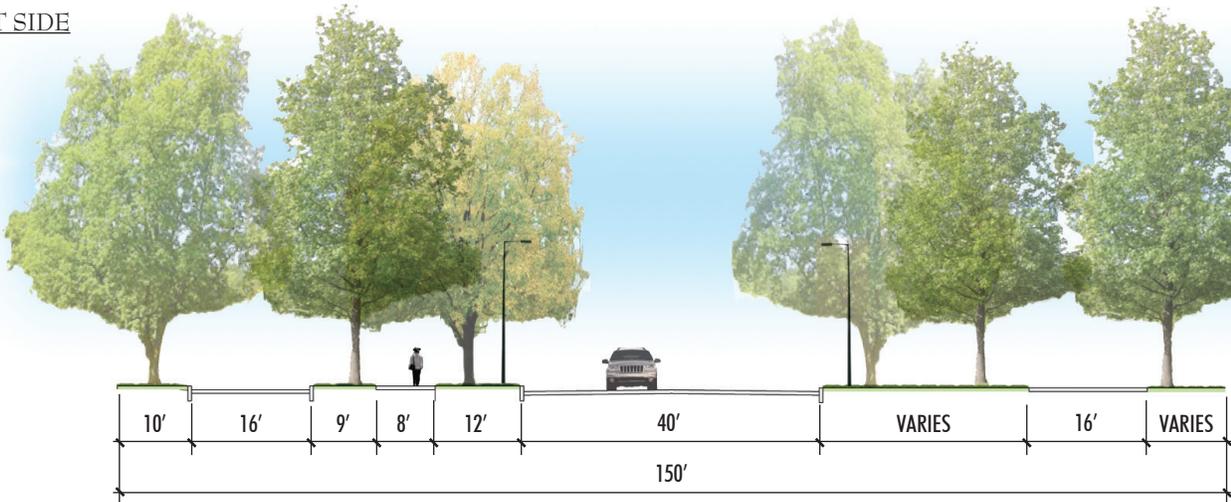


Figure 4-45: Southern Parkway: Zone 3 Existing Conditions Section and Plan

Zone 4: Ashland Avenue to Woodlawn Avenue: Figures 4-x through 4-x.

This section of the parkway encompasses a four-lane roadway flanked by planted areas on either side. To the east of the roadway a variable width of planting holds two rows of trees resembling the Olmsted vision. In addition, this area incorporates a 22-foot paved service drive and one planted tree row. To the west of the roadway lies a 17-foot planted median, a 24-foot paved service drive, a narrow sidewalk, and an additional tree row. Just as in the previous section, the outside tree rows informally designate the edge of the parkway and help to delineate parkland from private property.

This section of parkway could benefit from the creation of gateway or parkway nodes. The intersection of Woodlawn Avenue and Southern Parkway is a viable commercial node and could be used to further reinforce the parkway experience and history. This area of the parkway also begins to introduce several non-



Figure 4-46: Southern Parkway near Taylor Boulevard.

WEST SIDE

EAST SIDE

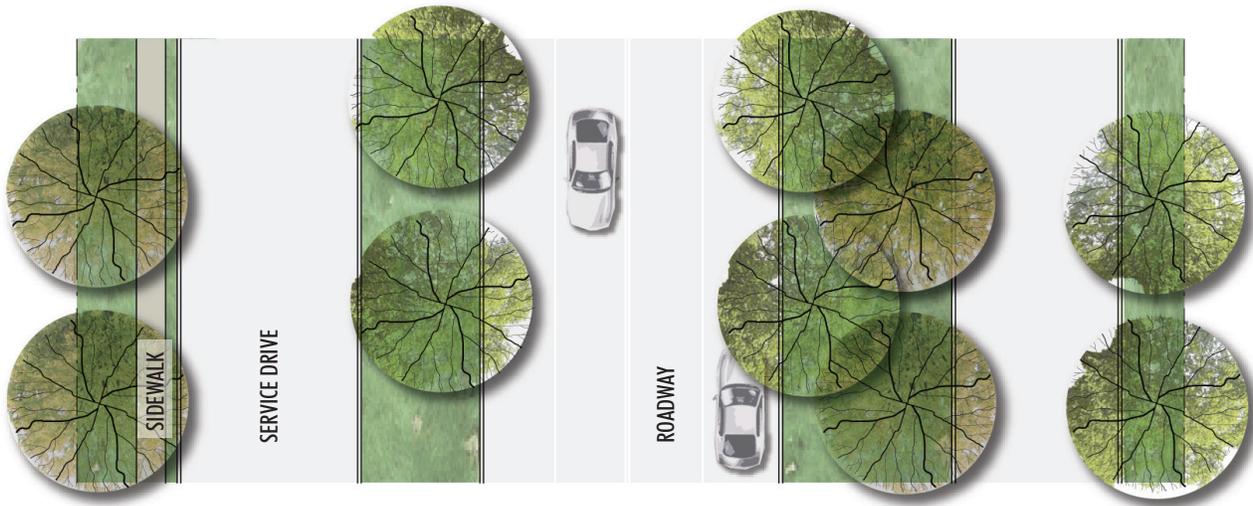
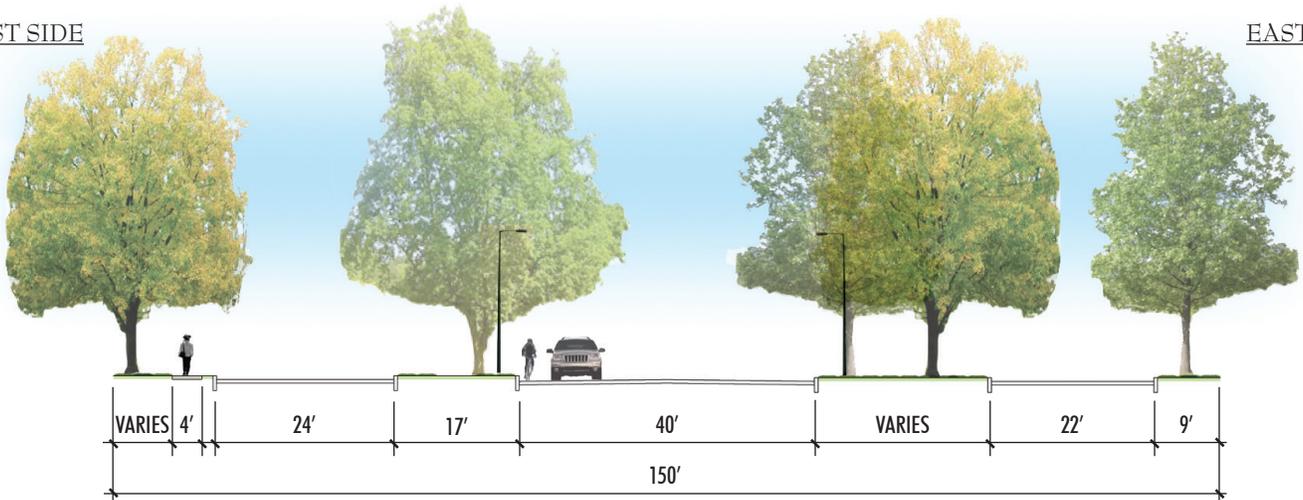


Figure 4-47: Southern Parkway: Zone 1, 4 & 5 Existing Conditions Section and Plan



Southern Parkway

Figure 4--48: Southern Parkway Connections

contributing landscape elements, such as decorative fences and ornamental plantings which serve as encroachments to the parkway land. The most significant encroachment is the gazebo located on the southwest corner of Woodlawn Avenue. Built by the Beechmont Neighborhood Association in the early 1980's, the gazebo has become a beloved part of the community. Unfortunately, it extends out into the parkway and creates a major visual break in the continuity of the parkway character.

Zone 5: Woodlawn Avenue to Taylor Boulevard: Figures 4-46 through 4-47.

This section of the parkway encompasses a four-lane roadway flanked by planted areas on either side. To the east of the roadway a variable width planting holds two rows of trees resembling the Olmsted vision. This area incorporates a 22-foot paved service drive and one planted tree row. To the west of the roadway lies a 17-foot planted median, a 24-foot paved service drive, a narrow sidewalk, and an additional tree row. Just as in the previous section, the outside tree rows informally designate the edge of the parkway and help to delineate parkland from private property.

Southern Parkway was the first of the Olmsted Parkways to be built and is the closest to Olmsted's original design intent.



Parkway Existing Conditions: Eastern Parkway

Eastern Parkway

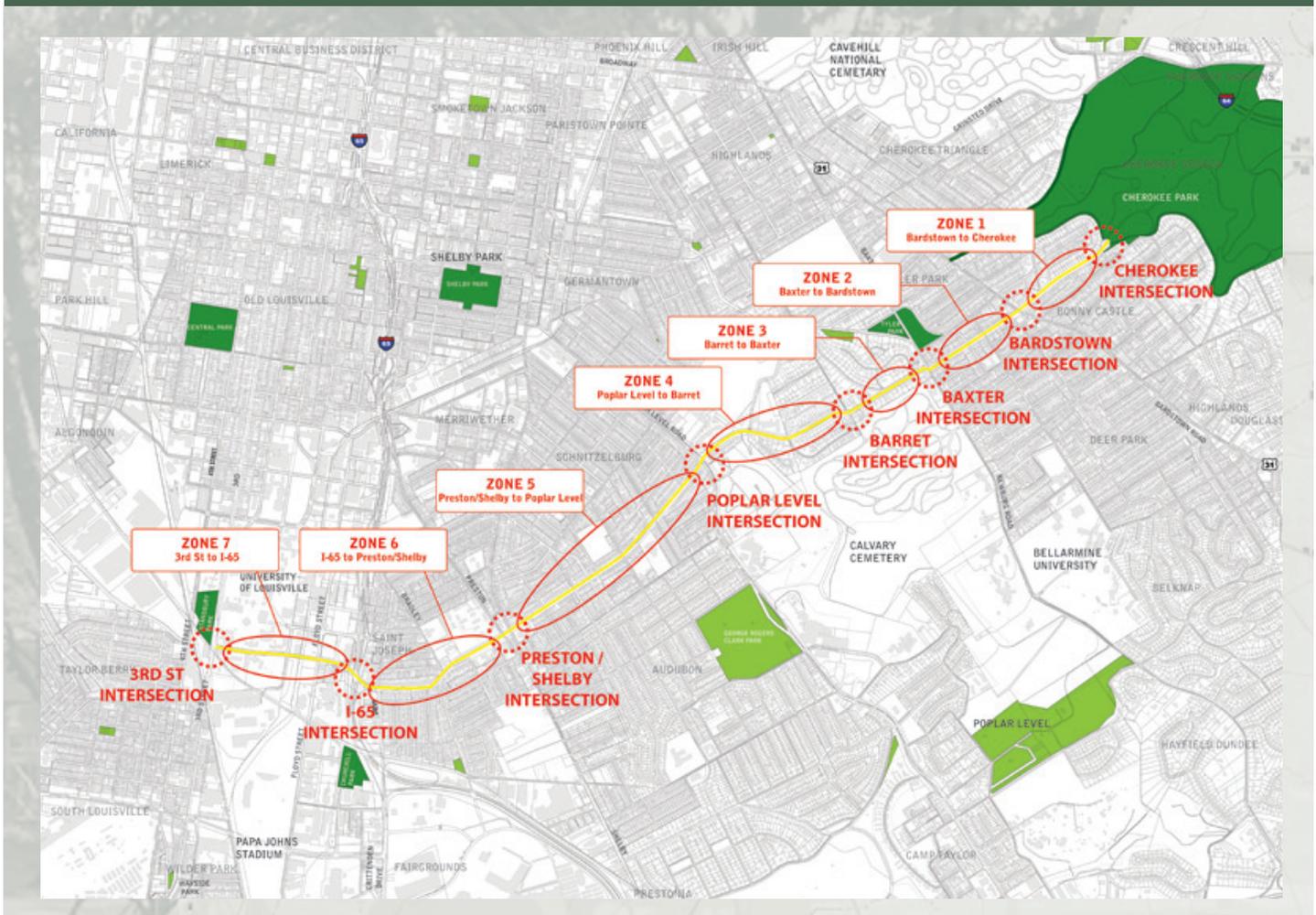


Figure 4-49: Eastern Parkway with character zones.

Eastern Parkway is the most diverse of Louisville's Olmsted Parkways. The character changes multiple times, yielding seven distinct zones, as shown in Figure 4-49. Examples of Eastern Parkway's character diversity can be seen in Figure 4-50. For the most part, the distinct characteristics of each zone are intact, and the continuous ribbon of green is evident throughout. The exception to this is the stretch of parkway from Crittenden Drive to Third Street.

Zone 1: Cherokee Park to Bardstown Road: Figures 4-51 through 4-52.

This section of the parkway encompasses a four-lane roadway with varying planting and sidewalks on either side. Each side of the roadway incorporates a five-foot sidewalk and two planted tree rows, with a variable amount of green turf. This section of the parkway is consistent with the historic plan and is mostly intact. In addition, the building lots are wider and set back further due to the grade changes from the edge of pavement to the building facades.

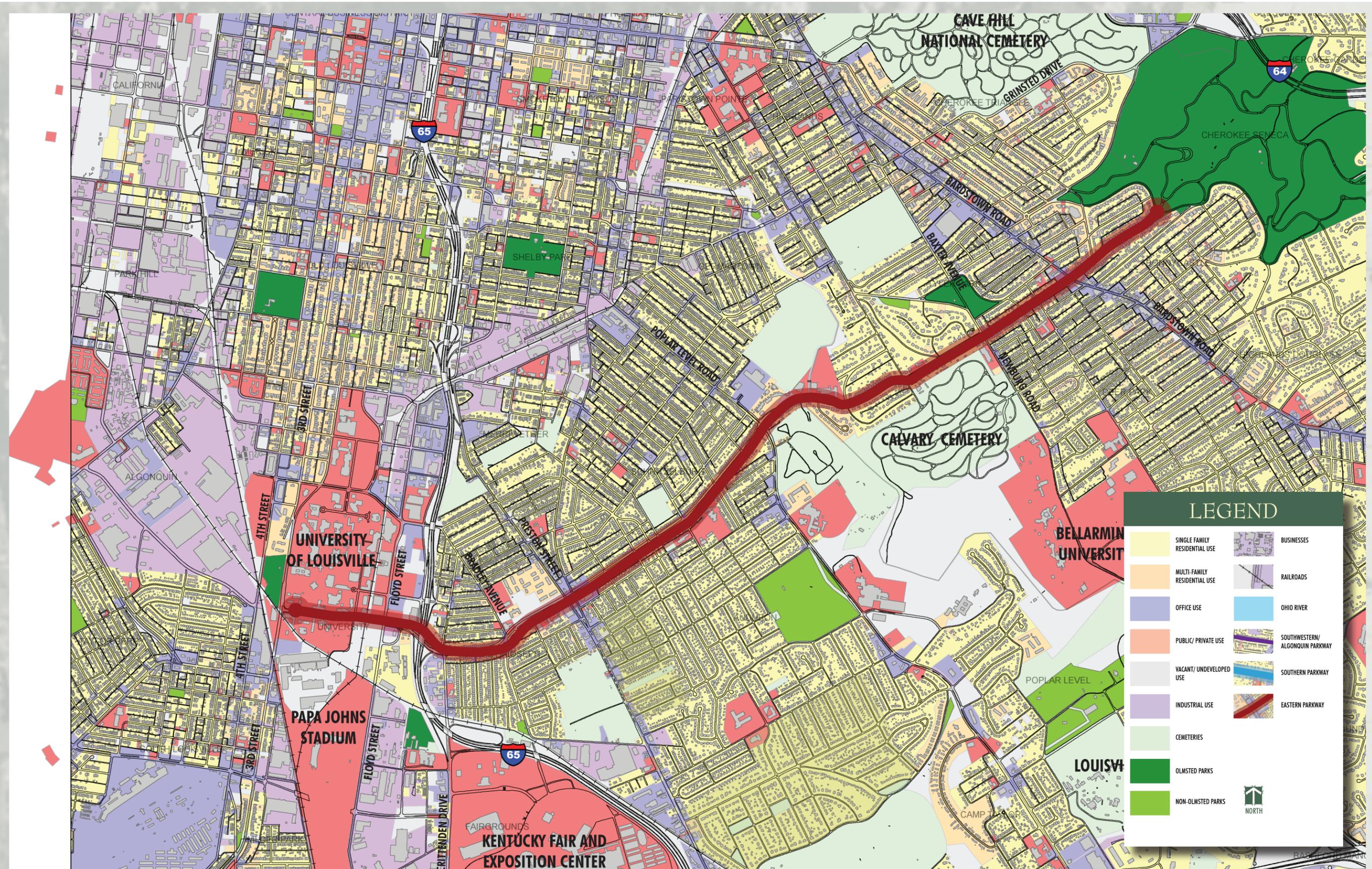


Figure 4-50: Eastern Parkway Existing Land Use Map

Hold for Eastern Parkway 11x17 Land use map

The parkway character breaks down at the intersection of Bardstown Road due to the wide turning lanes and commercial land uses adjacent to the corridor. Parkway character is also interrupted in this section by non-contributing landscape elements, such as decorative fences, stairs and ornamental plantings encroaching into the parkland.

This section of the parkway is intact yet invites opportunities for minor upgrades to re-establish the original parkway vision. These treatments could include reintroducing the missing second row of trees along the parkway. By eliminating gaps in the tree canopy, a consistent tree canopy sequence along the parkway would be created. As stated in this chapter, this zone is the only segment of the Olmsted Parkway System with on-street parking on both sides of the street.



Figure 4-51: Eastern Parkway near Cherokee Park.

NORTH SIDE

SOUTH SIDE

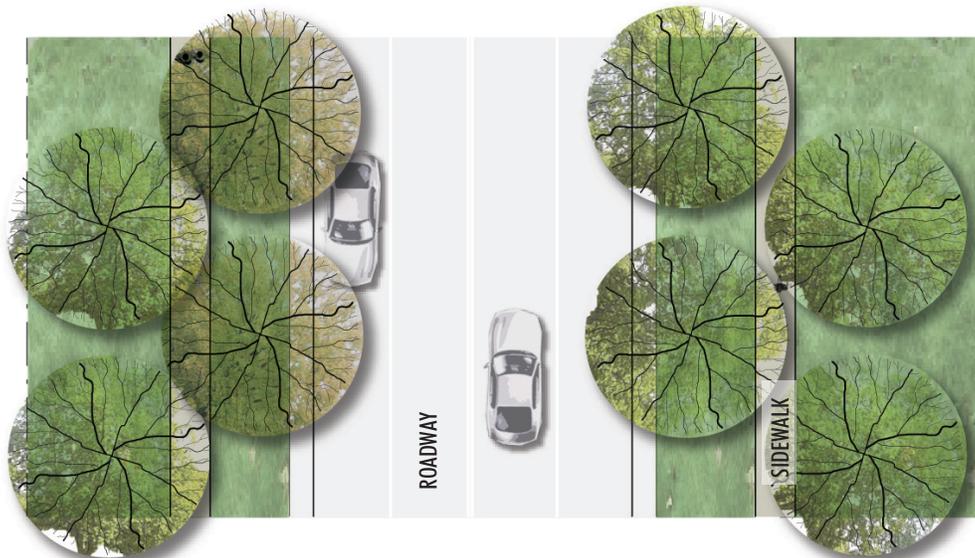
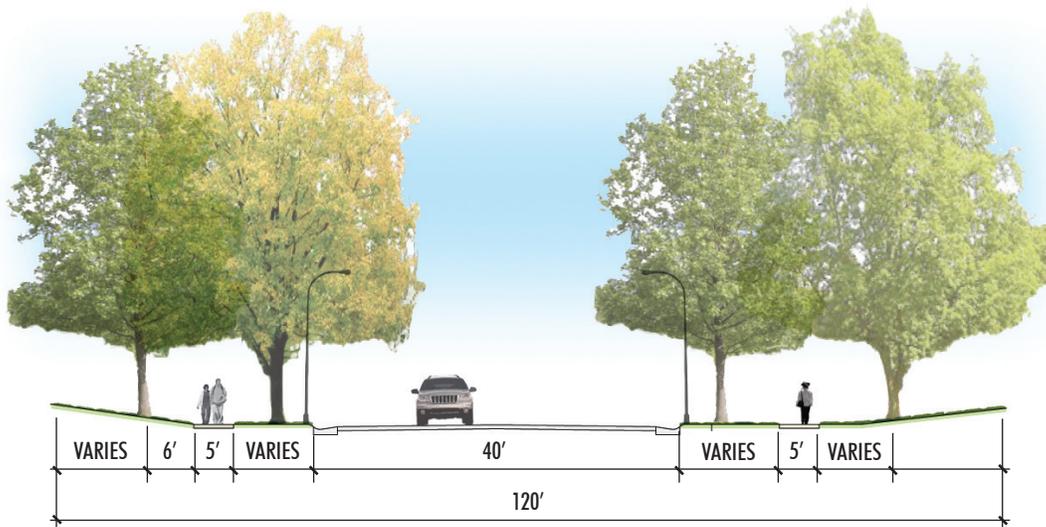


Figure 4-x52 Eastern Parkway: Zone 1 Existing Conditions Section and Plan

Zone 2: Bardstown Road to Baxter Avenue: Figures 4-53 through 4-54.

This section of the parkway includes a four-lane roadway with narrow planting areas on either side. On both the north and south sides of the roadway a six-foot concrete sidewalk is separated from the road by a variable width planted buffer strip. This planted area contains one row of trees. Overhead utility lines are present along both outside edges of the parkway. A distinguishing feature of this section of parkway is topography change which makes the parkway feel much narrower with smaller lots. Although the parkway maintains a 120-foot wide dimension throughout this section, the topography did not allow for the second row of tree plantings. Changes to overall roadway or sidewalk width could require additional grading and retention methods due to steep slopes. The general parkway character further breaks down in the commercial area near the Baxter Avenue intersection. Reclaiming parking lots and converting them back to natural parkland would be necessary to reestablish the green ribbon and create a cohesive parkway language. Burial of the overhead utilities would allow for the introduction of the second row of tree species which would further unify the segments.

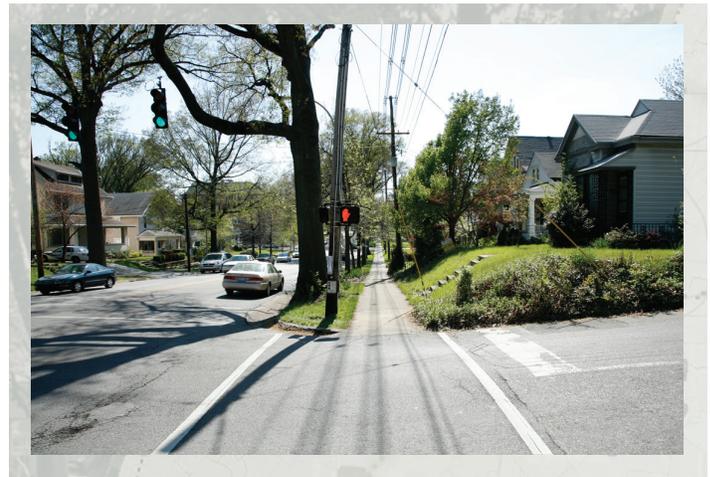


Figure 4-53: Eastern Parkway between Bardstown Road and Baxter Avenue.

NORTH SIDE

SOUTH SIDE

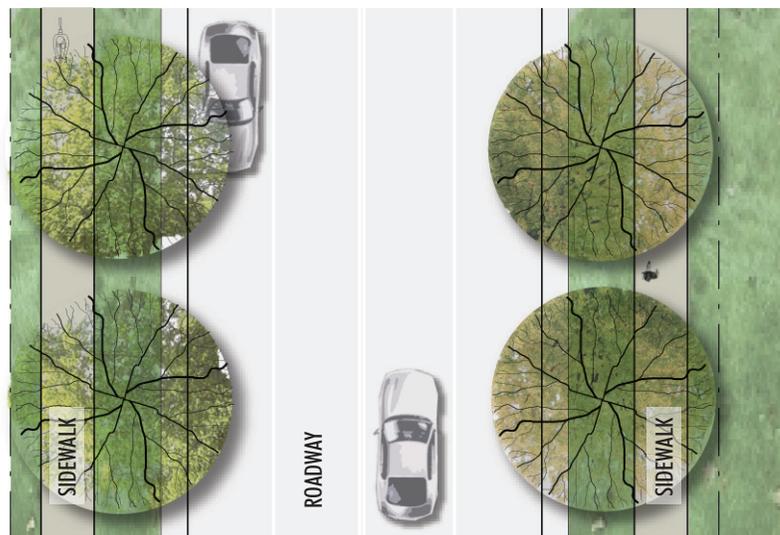
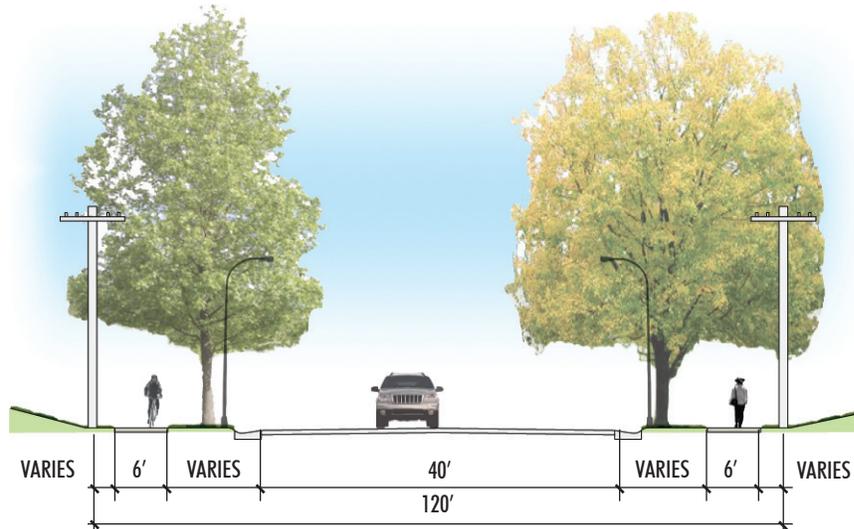


Figure 4-54: Eastern Parkway: Zone 2 Existing Conditions Section and Plan

Zone 3: Baxter Avenue to Barret Avenue: Figures 4-55 through 4-56.

This section of the parkway introduces a planted median which is unique to the Olmsted Parkway System. The 20-foot median encompasses two rows of trees and a five-foot asphalt sidewalk. This median divides the roadway into a pair of two-lane roads. The remaining width of the parkway is planted with one tree row on either side. The steep topography along and across the parkway precludes the use of any sidewalks or double rows of trees, and pedestrian and bicyclists must enter and exit the median across busy intersections or at unsignalized mid-block locations.



Figure 4-55: Eastern Parkway between Baxter Avenue and Barret Avenue.

NORTH SIDE

SOUTH SIDE

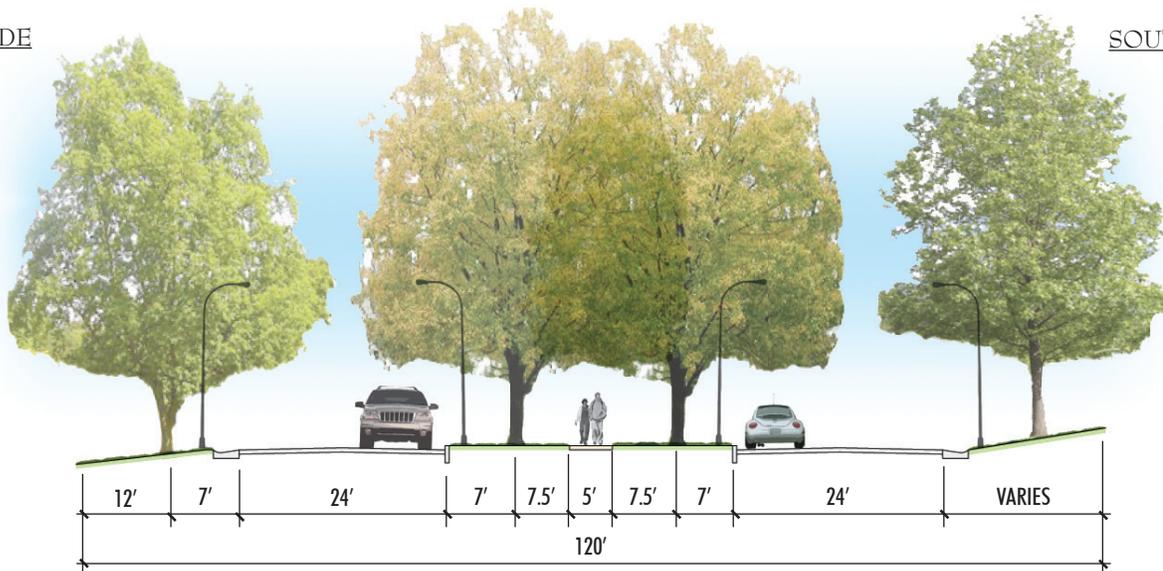


Figure 4-56: Eastern Parkway: Zone 3 Existing Conditions Section and Plan

Zone 4: Barret Avenue to Poplar Level Road: Figures 4-57 through 4-58.

This section of the parkway encompasses a four-lane roadway with additional plantings on either side of the road. To the north side, a five-foot concrete sidewalk bisects two rows of trees. A continuous grassy avenue between two rows of trees exists on the south side of the parkway. The parkway character breaks down at the entries to the Medical Arts Building and the Parkway Medical Building. As the parkway proceeds west, it reestablishes itself for a short time only to be broken again by the addition of turning lanes at Poplar Level Road. The opportunity exists to reestablish the continuous green ribbon by softening the entrance to the Medical Arts Building, reclaiming commercial parking incursion at the Parkway Medical Building, and reestablishing the double row of trees by narrowing or eliminating turning lanes at Poplar Level Road. Beargrass Creek crosses the Parkway at the low point of the topography.

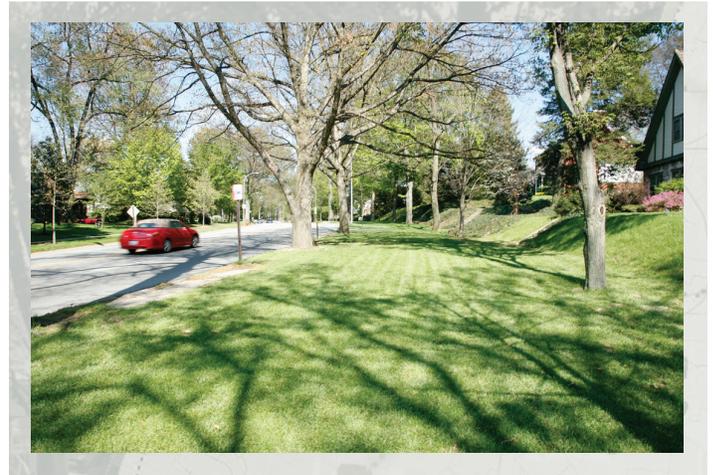


Figure 4-57: Eastern Parkway between Barret Avenue and Poplar Level Road.

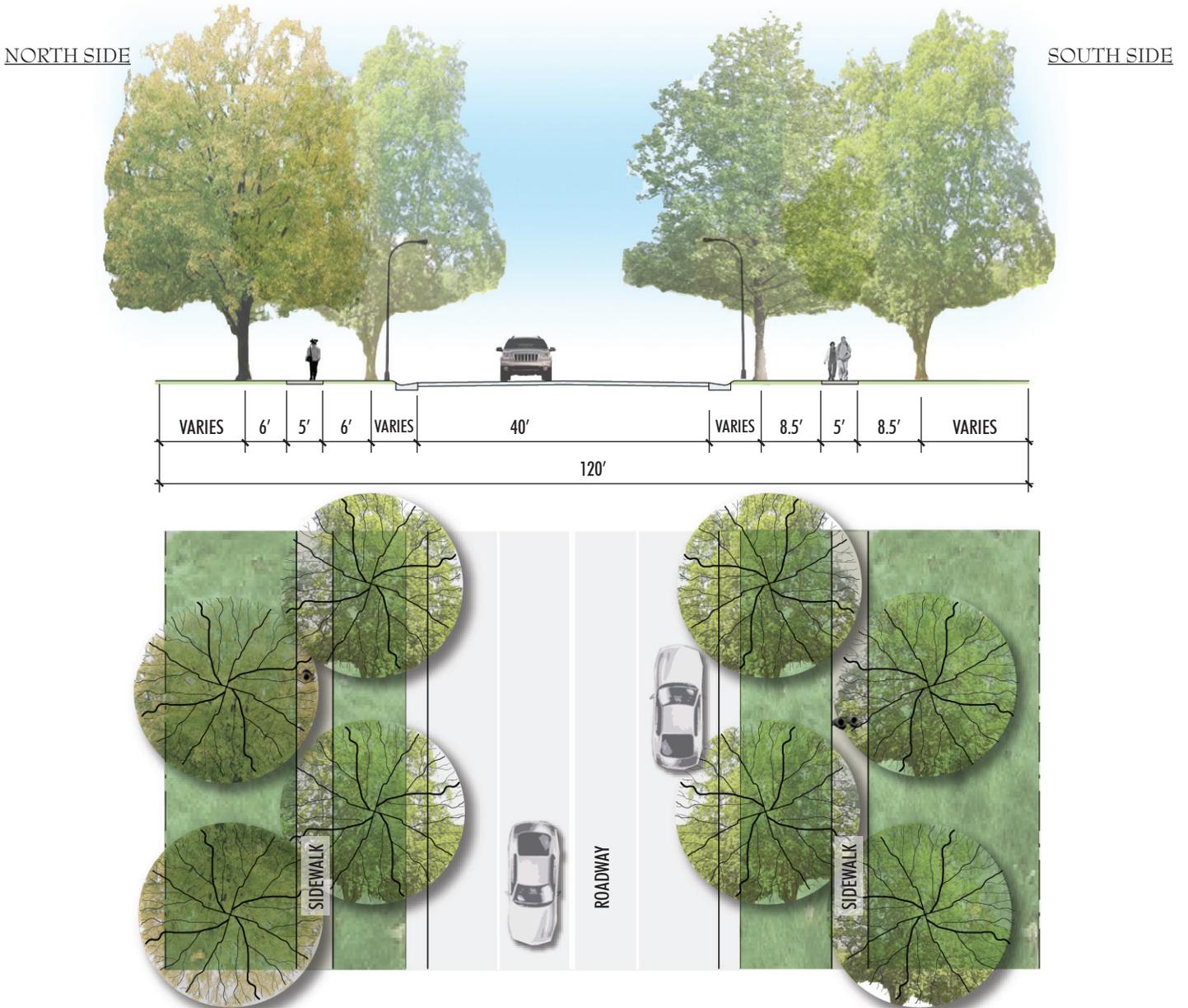


Figure 4-58: Eastern Parkway: Zone 4 Existing Conditions Section and Plan

Zone 5: Poplar Level Road to Preston/ Shelby Streets: Figures 4-59 through 4-60.

This section of the parkway consists of a four-lane roadway with tree plantings and sidewalks on either side. To both the north and south, a five-foot sidewalk bisects two rows of tree plantings. From Poplar Level to Shelby, there are numerous driveway entries with accompanying parking incursions. The Shelby and Preston Street intersections have commercial incursions that contribute to a loss of parkway character. Parkway character might be reestablished by introducing the missing row of trees in the commercial areas and by providing plant material along the stretch from Preston Street to Bradley Street, screening off the adjacent asphalt service road.

From Poplar Level Road to Crittenden Drive, the topography flattens and the property lots transition into smaller lots with moderate

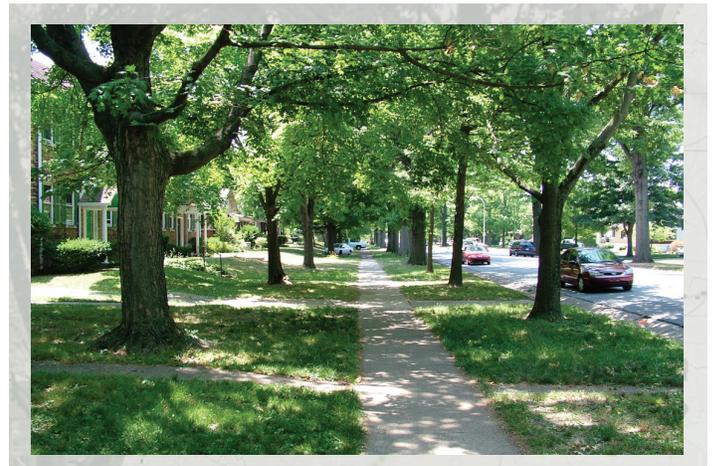


Figure 4-59: Eastern Parkway between Poplar Level Road and Preston/ Shelby Streets.

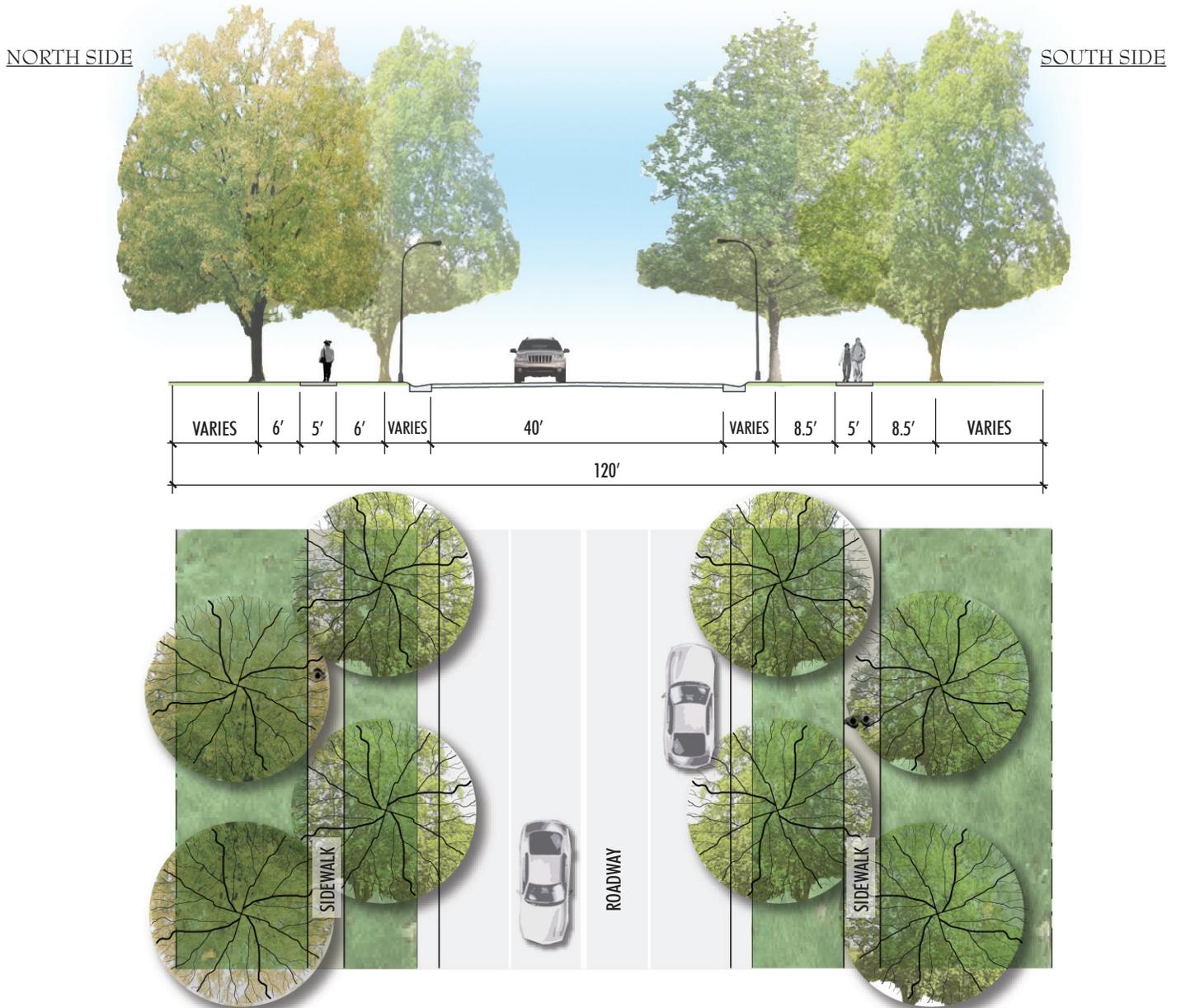


Figure 4-60: Eastern Parkway: Zone 5 Existing Conditions Section and Plan

setbacks. The land use in this area is predominantly residential with some commercial nodes at the intersections of Preston Street and Shelby Street. Many of the commercial properties have parking lots which extend up to the parkway property line. This area is also filled with larger residential lots containing apartment buildings and student housing for the University of Louisville. The university owns much of the properties west of Crittenden Drive. This creates varying setbacks and parkway frontages. Many of the commercial centers and parking lots would benefit from vegetative screening.



Zone 6: Preston Street/Shelby Street: to I-65 Figures 4-61 through 4-62.

This section of the parkway consists of a four-lane roadway with tree plantings and sidewalks on either side. To both the north and south, a five-foot sidewalk bisects two rows of tree plantings.

The majority of the tree canopy is intact, but minor gaps do exist throughout this section. The reintroduction of tree plantings would help to further reinforce the parkway character and setting throughout this segment of the parkway.



Figure 4-61: Example of Eastern Parkway at Interstate 65.

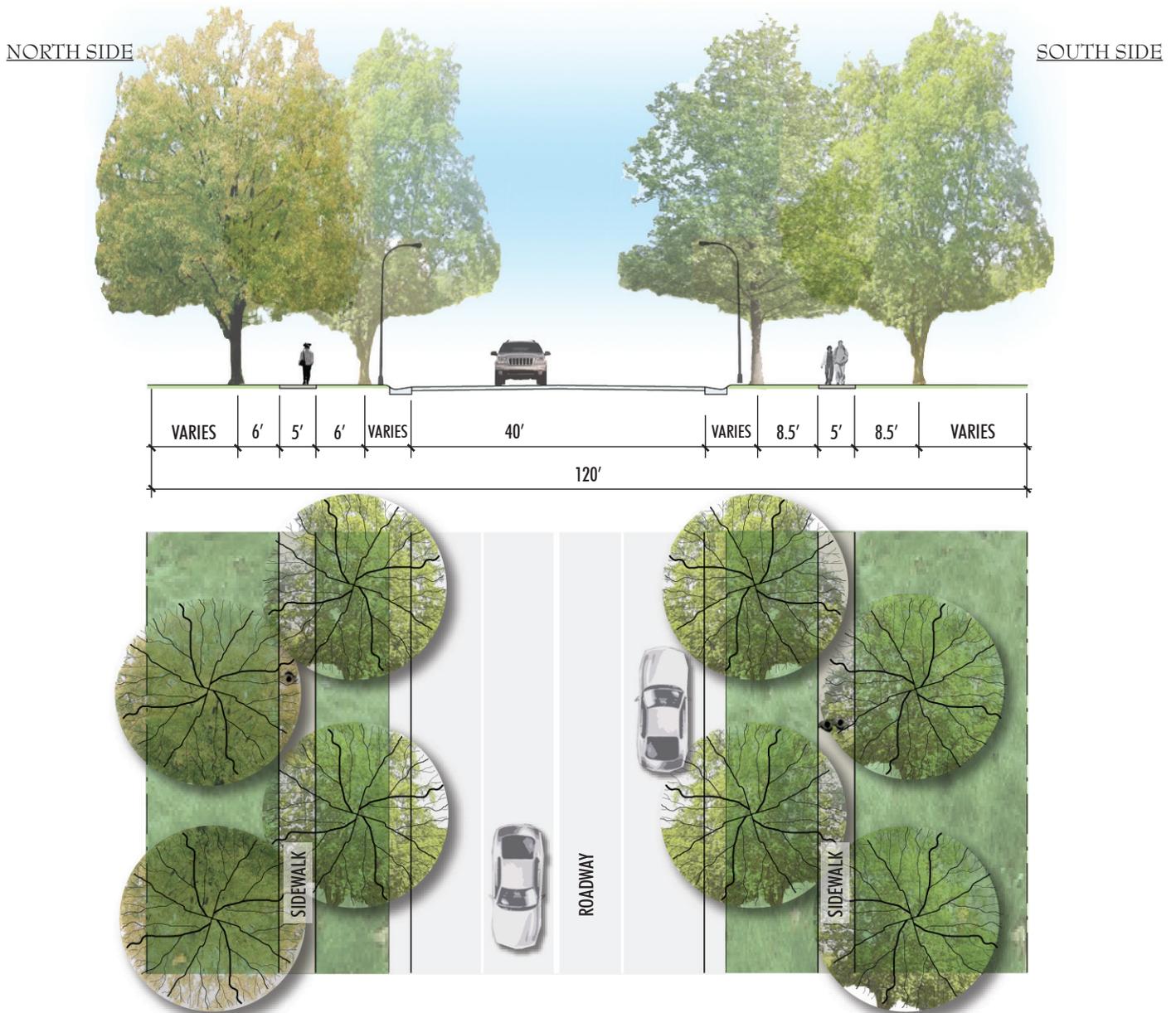


Figure 4-62: Eastern Parkway: Zone 6 Existing Conditions Section and Plan

Zone 7: I-65 to 3rd Street: Figures 4-63 through 4-64.

This section of the parkway consists of a four-lane roadway divided by a four-foot concrete median. Along either side of the roadway there is a five-foot concrete sidewalk and one row of trees. There is no discernible parkway character throughout this section of the parkway due to the I-65 underpass and railroad bridge overpass. This roadway section, which connects directly to the University of Louisville, would benefit greatly from the establishment of a ribbon of green defining this section as a continuum of the rest of the parkway.

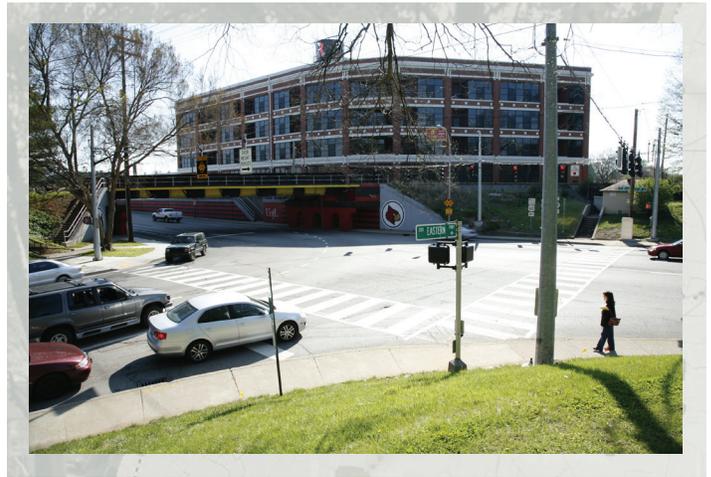


Figure 4-63 Example of Eastern Parkway at 3rd Street.

NORTH SIDE

SOUTH SIDE

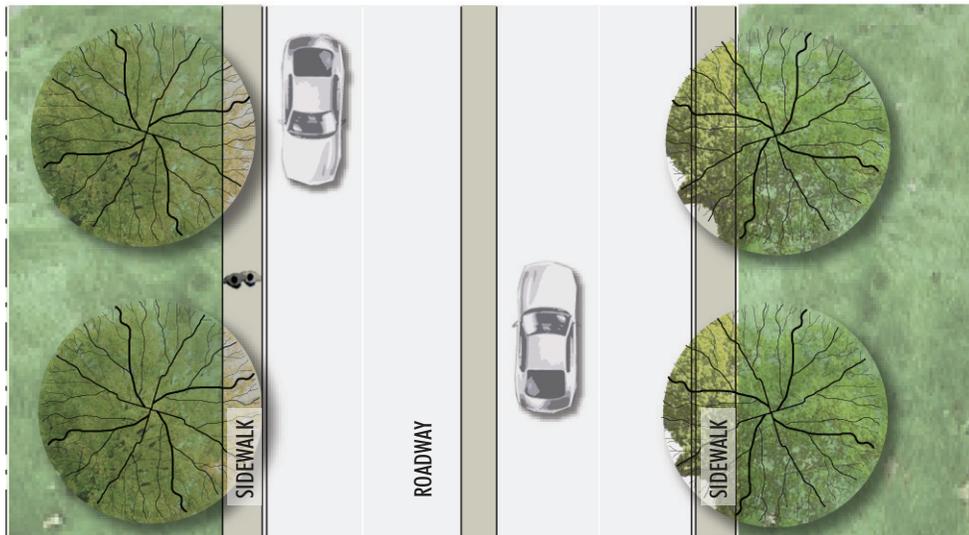
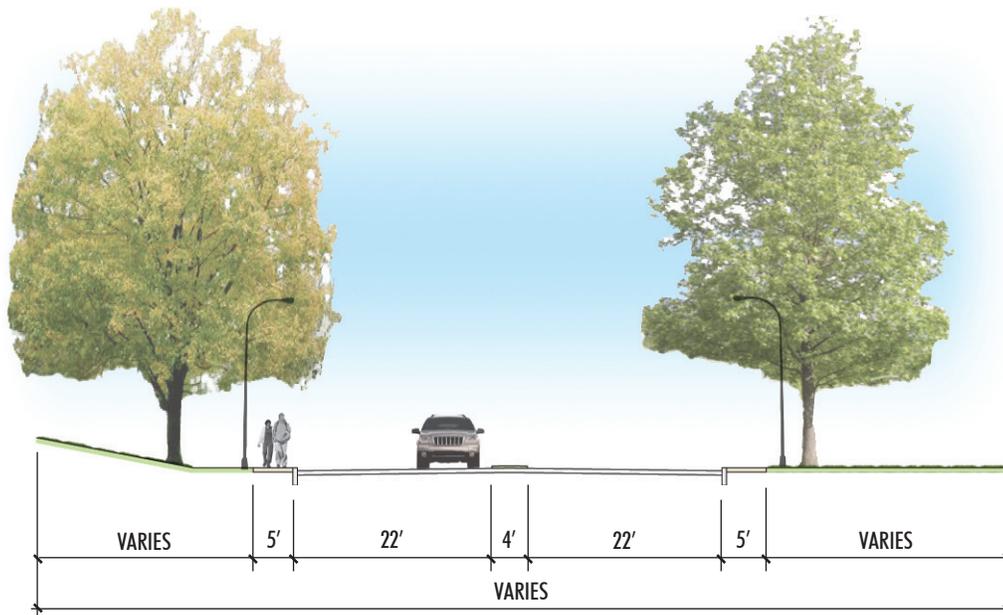


Figure 4-64: Eastern Parkway: Zone 7 Existing Conditions Section and Plan



Eastern Parkway

Figure 4-65: Eastern Parkway Connections

**Eastern Parkway is
the most diverse of
Louisville's Olmsted
Parkways.**





Parkway Existing Conditions: The “Hub”

The Hub

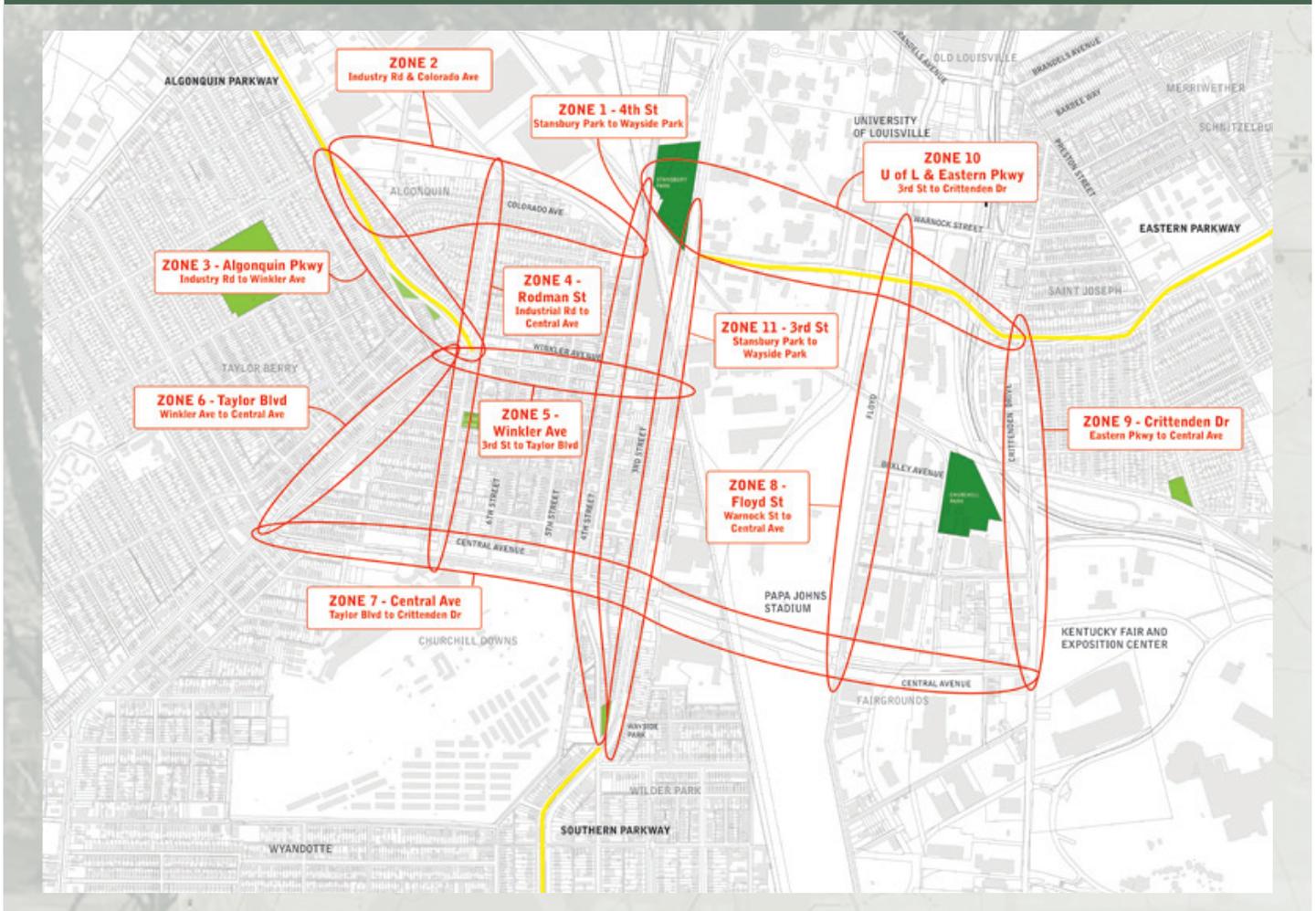


Figure 4-66: The Hub conceptual plan with character zones.

While the area known as The Hub is not an Olmsted design, it is a key component in the master planning of the multi-use trail to link the Olmsted parkways. This district represents the area between Algonquin, Southern and Eastern Parkways. The main institutions in the Hub district are Churchill Downs, University of Louisville and the Kentucky Fairgrounds and Expo Center. Stansbury Park, Wayside Park and Churchill Park help frame the Hub and potentially become trailheads for the shared-use path along the parkways. Figure 4-67 depicts the character variety currently found in the Hub district.

Figure 4-66 Shows the Hub's various character zones. The area extending from Stansbury Park south to Wayside Park, and from Taylor Boulevard east to Crittenden Drive, has the unique potential to become the keystone element in the overall pedestrian and bicycle network of the Louisville Metro area.

The Hub is a large scale mixed-use area characterized by residential, industrial, recreational, institutional and commercial properties. Residential neighborhoods are located west of 3rd Street from Industrial Road to Central Avenue. These houses are

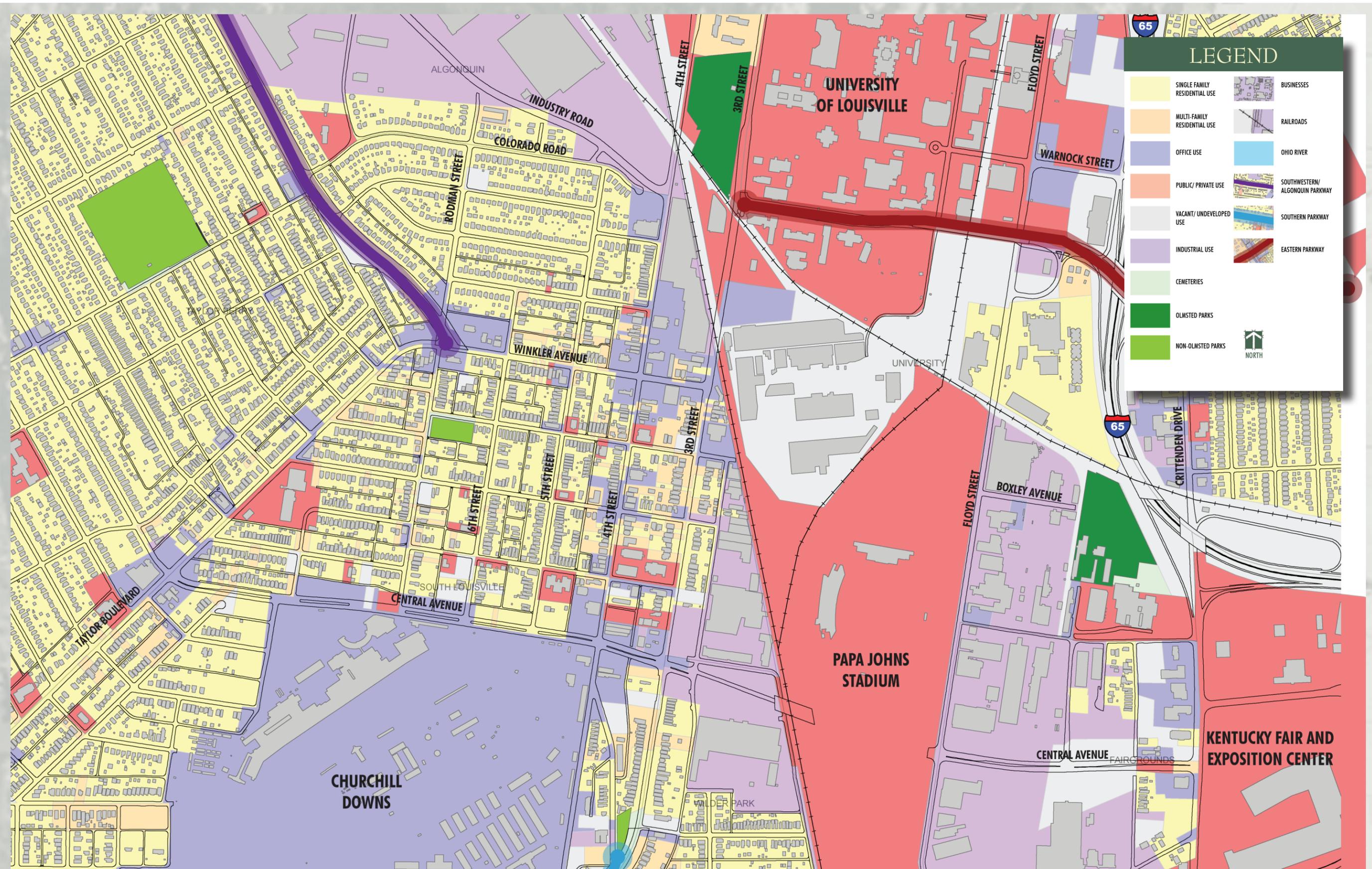


Figure 4-67: The Hub Existing Land Use Map

Hold for The Hub 11x17 Land use map

typically one to two-story homes with small, narrow lots. South of Central Avenue and west of Oakdale Avenue is the Churchill Downs complex. The University of Louisville is located at the western end of Eastern Parkway next to Stansbury Park. The University also own lands south of Eastern Parkway to Central Avenue which houses their football and baseball stadiums. Parking surrounds these sporting facilities. Large lot industrial facilities are spread throughout the Hub. Associated with these facilities is railroad infrastructure that further fragments areas. These lines are still active today and the only way to cross them is to go over or under them. The railroad abutments along 3rd and 4th Streets severely constrict these roadways.



Figure 4-68: Example of 4th Street at Stansbury Park.

Zone 1: 4th Street, Stansbury Park to Wayside Park: Figures 4-68 through 4-69.

4th Street is a primary arterial running north/ south throughout Louisville. It is frequently used as a direct route to downtown. Most

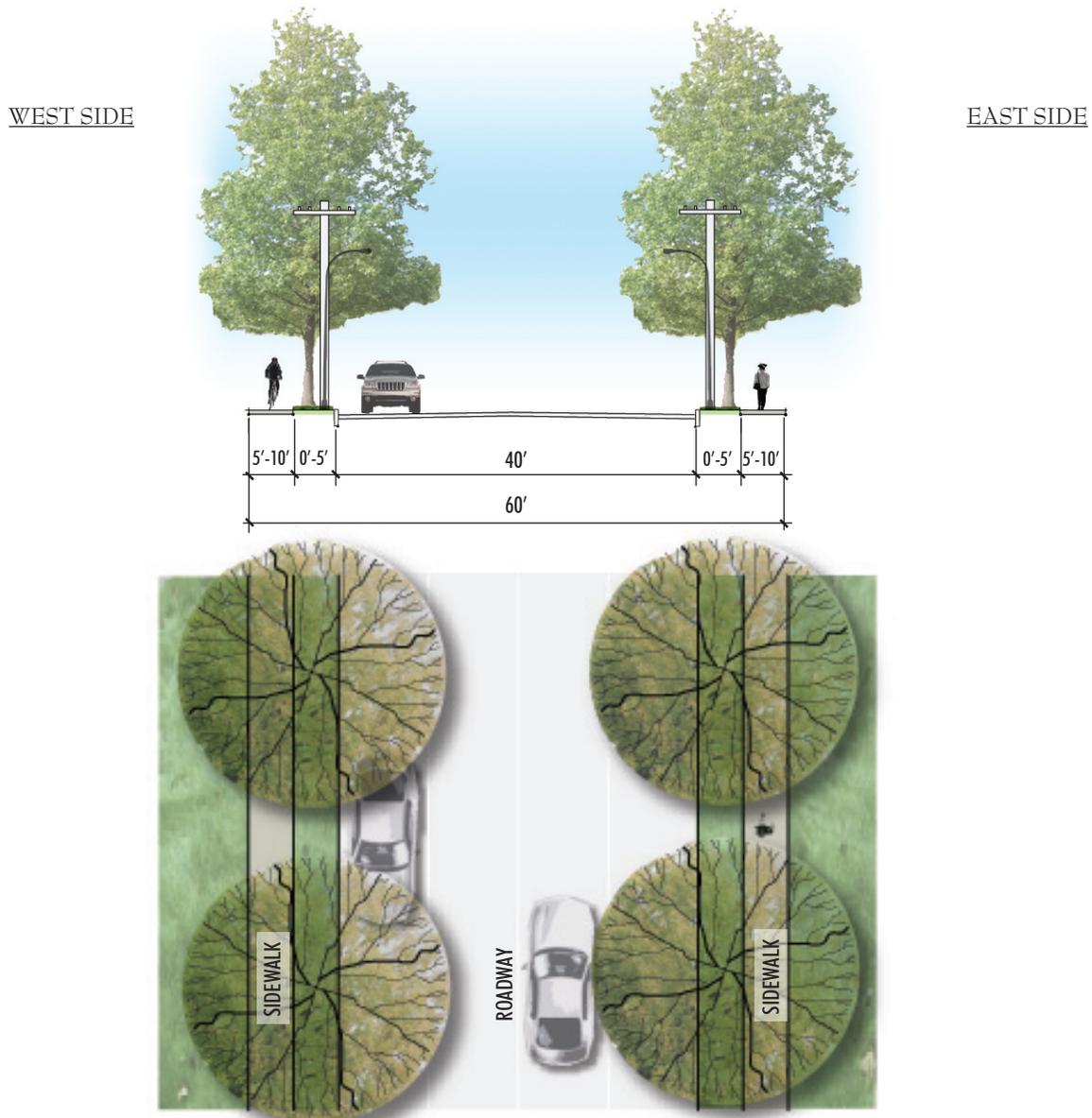


Figure 4-69: The Hub: Zone 1 Existing Conditions Section and Plan

of this corridor consists of a four-lane roadway with concrete sidewalks on either side. Public parking is allowed on both sides of 4th Street during non-peak traffic hours.

Throughout this zone are both high power and traditional overhead utility lines. These utility corridors restrict the overall roadway dimension and would inhibit additional pedestrian traffic.

Currently the character of this area is defined by the adjacent land uses, which are primarily commercial or institutional. However, there are parcels of land that are prime candidates for redevelopment.

Zone 2: Colorado Avenue & Industry Road: Figure 4-70 -4-71
Colorado Avenue is currently a two-lane roadway through traditional neighborhoods, with public parking allowed on both sides of the roadway. Sidewalks are separated from the roadway by small turf areas. Colorado currently forms a direct connection between 4th Street/ Stansbury Park and Algonquin Parkway and serves as a designated bicycle route.

Utility lines are prevalent along Colorado Avenue. They would need to be buried or relocated to provide additional right-of-way width for pedestrian sidewalks or multi-use trails.

While not directly connected to Algonquin Parkway, Industry Road serves as a suitable alternative for providing pedestrian and bicycle



connections in the area. Industry Road is a five-lane roadway with pedestrian sidewalks on either side. The sidewalks are separated from the roadway by a small strip of turf. Adjacent to Industry Road are several large parcels of land that once held industrial facilities.

Several of these entities are no longer in business, or they have scaled back operations, leaving unkempt areas of land adjacent to Industry Road and the neighborhoods to the south. By acquiring a small piece of property or easement, a multi-use trail could be implemented that would provide pedestrian and bicycle connectivity from Industry Road to Algonquin Parkway.



Figure 4-70: Colorado Avenue between Industry Road and Rodman Street.

NORTH SIDE

SOUTH SIDE

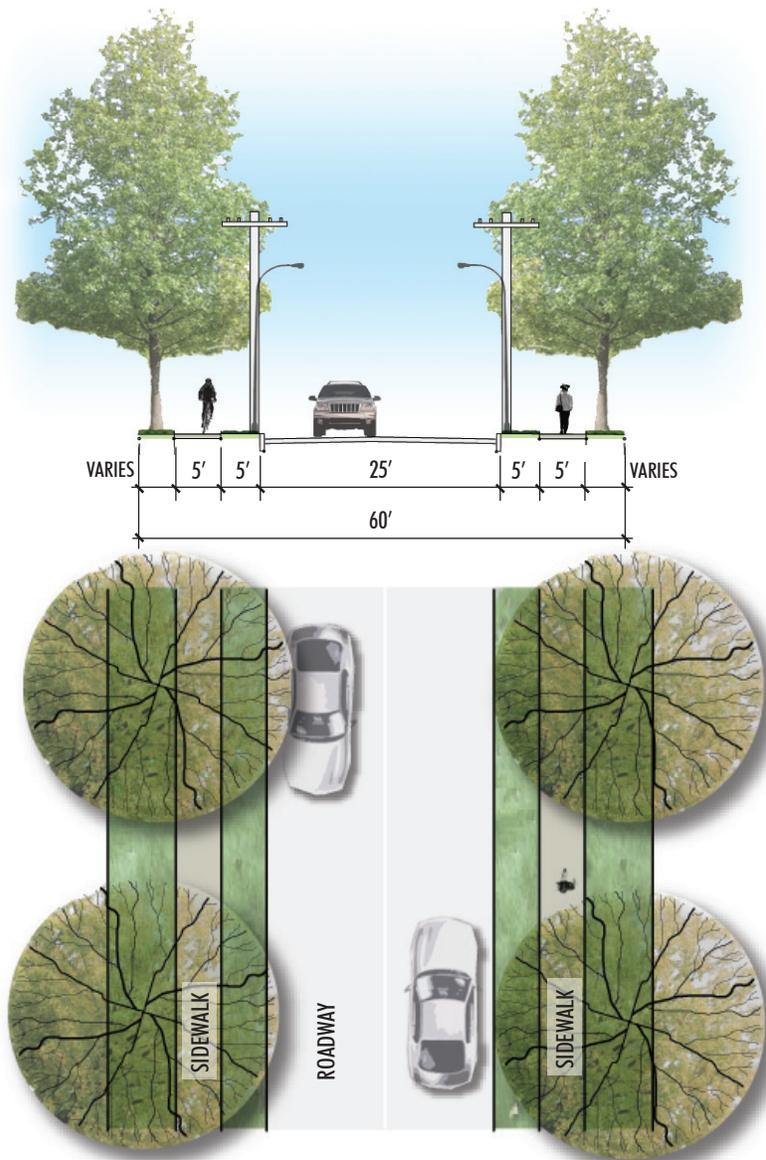


Figure 4-71: The Hub: Zone 2 Existing Conditions Section and Plan

**Zone 3: Algonquin Parkway, Industry Road to Winkler Avenue:
Figures 4-72 through 4-73.**

This segment of the parkway consists of a four-lane roadway flanked on either side by double tree rows. The planted areas on either side of the road are bisected by a five-foot concrete sidewalk.



Figure 4-72: Entrance of Algonquin Parkway at Winkler Avenue.

SOUTH SIDE

NORTH SIDE

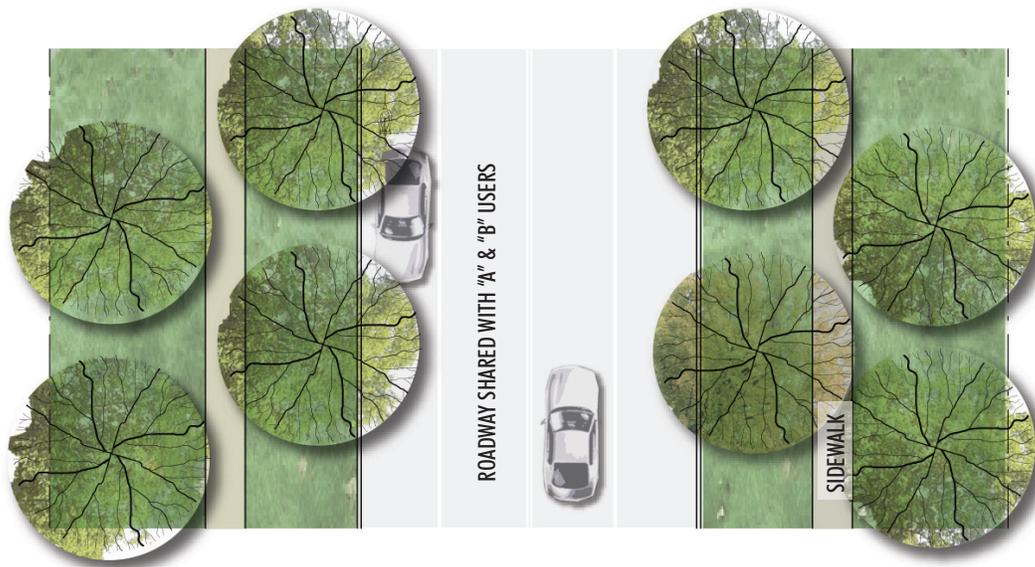
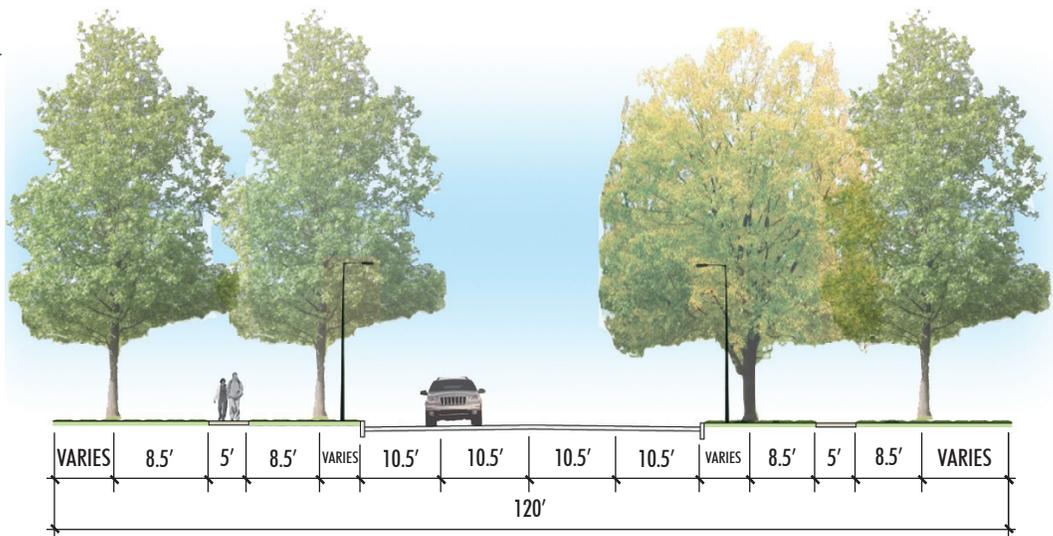


Figure 4-73: The Hub: Zone 3 Existing Conditions Section and Plan

**Zone 4: Rodman Street, Industry Road to Central Avenue:
Figures 4-74 through 4-75.**

Rodman Street consists of a two-lane roadway flanked on either side by a narrow pedestrian sidewalk. The sidewalk is typically separated from the road by a small turf area. Public parking is allowed along both sides, and Rodman Street is frequently lined with parked cars throughout the day. This section of roadway is frequently used as a cut through for vehicular and truck traffic.

While this segment of roadway directly connects Algonquin Parkway to Central Avenue, this small-scaled, neighborhood street is currently not designed to handle the cut through traffic and the current traffic patterns occurring throughout the segment make pedestrian and bicycle activity hazardous.



Figure 4-74: Rodman Street from Industry Road to Central Avenue.

SOUTH SIDE

NORTH SIDE

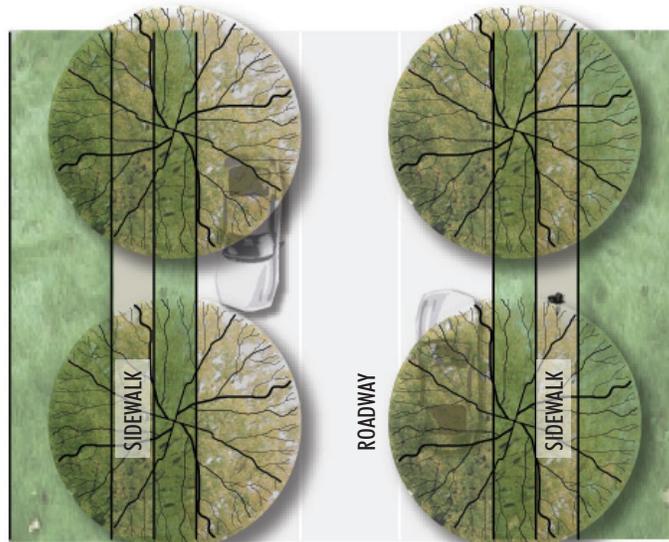
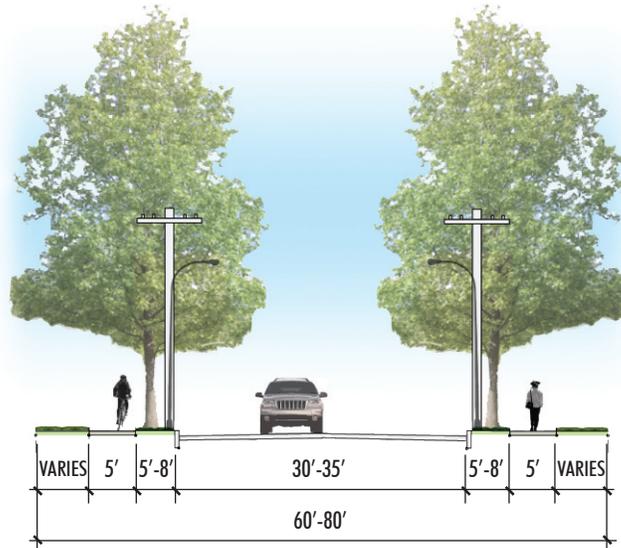


Figure 4-75: The Hub: Zone 4 Existing Conditions Section and Plan

**Zone 5: Winkler Avenue, 3rd Street to Taylor Boulevard:
Figures 4-76 through 4-77.**

Winkler Avenue consists of a four-lane roadway flanked on either side by narrow pedestrian sidewalks. Utility poles are located on each side of the roadway.

This segment of roadway is commercially developed near the intersections of Winkler Avenue with 4th Street and 3rd Street resulting in numerous curb cuts along the roadway. These curb cuts present hazardous conditions for pedestrian and bicyclists given the multiple turning movements of vehicles in the area.



Figure 4-76: Winkler Avenue from 3rd Street to Taylor Boulevard.

NORTH SIDE

SOUTH SIDE

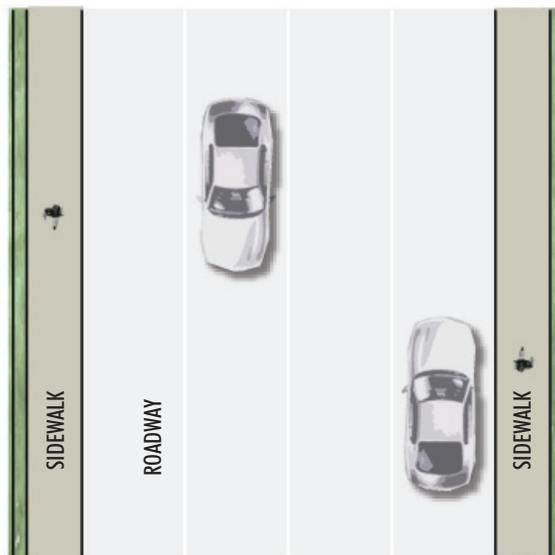
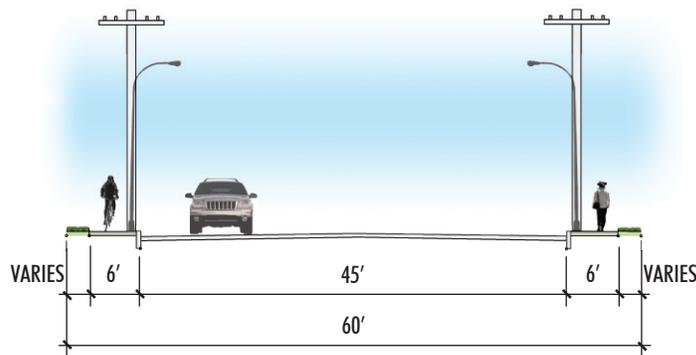


Figure 4-77: The Hub: Zone 5 Existing Conditions Section and Plan

**Zone 6: Taylor Boulevard, Winkler Avenue to Central Avenue:
Figures 4-78 through 4-79.**

Taylor Boulevard consists of a five-lane roadway with two lanes traveling in each direction and a center turn lane. The roadway is flanked on either side by a narrow planted area and an eight-foot pedestrian sidewalk. This section of Taylor Boulevard is primarily surrounded by residential land uses, but the character becomes more commercial near the intersection of Taylor Boulevard and Central Avenue. This section of Taylor Boulevard passes the South Louisville Community Center and provides connections to several neighborhoods north of Churchill Downs.



Figure 4-78: Taylor Boulevard from Winkler Avenue to Central Avenue.

WEST SIDE

EAST SIDE

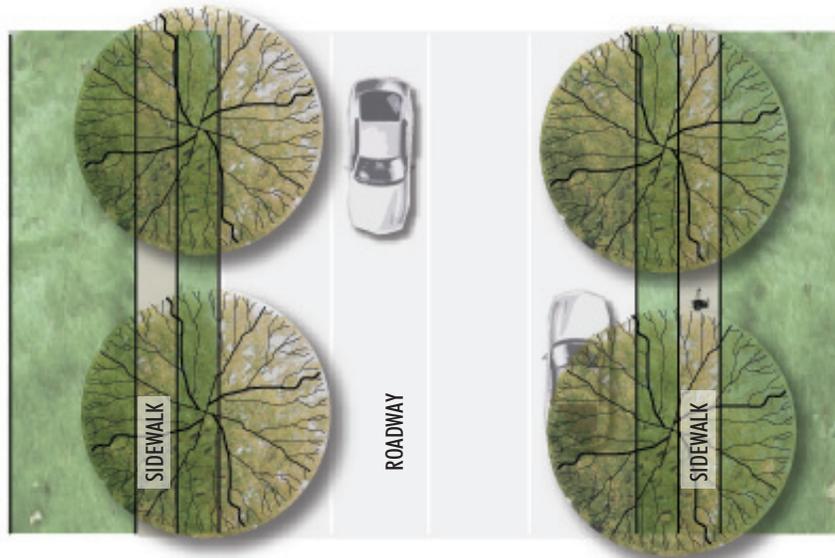
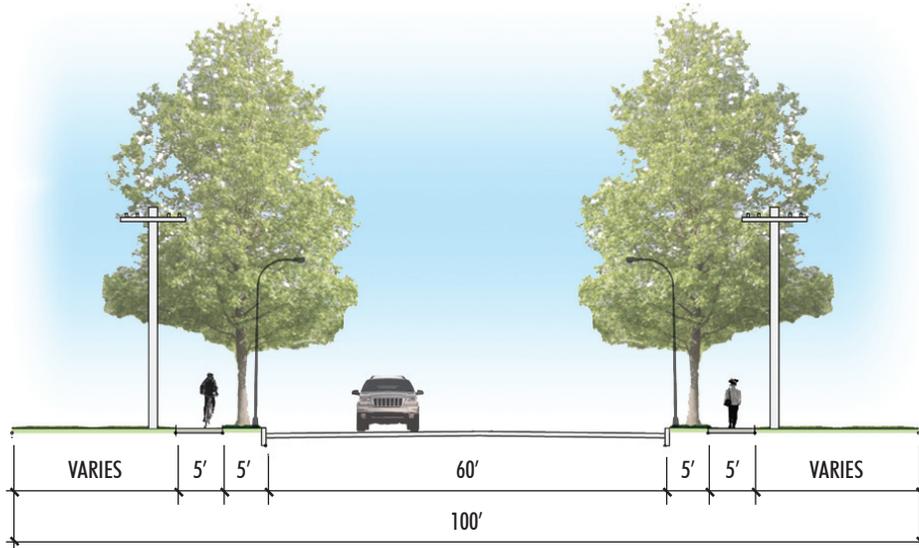


Figure 4-79: The Hub: Zone 6 Existing Conditions Section and Plan

Zone 7: Central Avenue, Taylor Boulevard to Crittenden Drive: Figures 4-80 through 4-81.

Generally, Central Avenue is a four-lane roadway with two travel lanes in either direction separated by a wide, raised median. The median is planted with turf and in some areas, ornamental trees are planted. There are a few locations along this section of Central Avenue where on-street parallel parking is permitted by the addition of a parking lane adjacent to the roadway. The majority of Central Avenue includes pedestrian sidewalks on either side of the road which enable Churchill Downs visitors to access the property from adjacent parking lots and neighborhoods. These sidewalks are not separated from the roadway.

The character along Central Avenue is defined by the adjacent land uses. The area directly in front of Churchill Downs has a different feel than the area east of 3rd Street. While the physical make up of the roadway is similar, the surrounding residential, institutional and industrial land uses seem to dictate the treatment alongside the walks.



Figure 4-80: Central Avenue at Churchill Downs.

NORTH SIDE

SOUTH SIDE

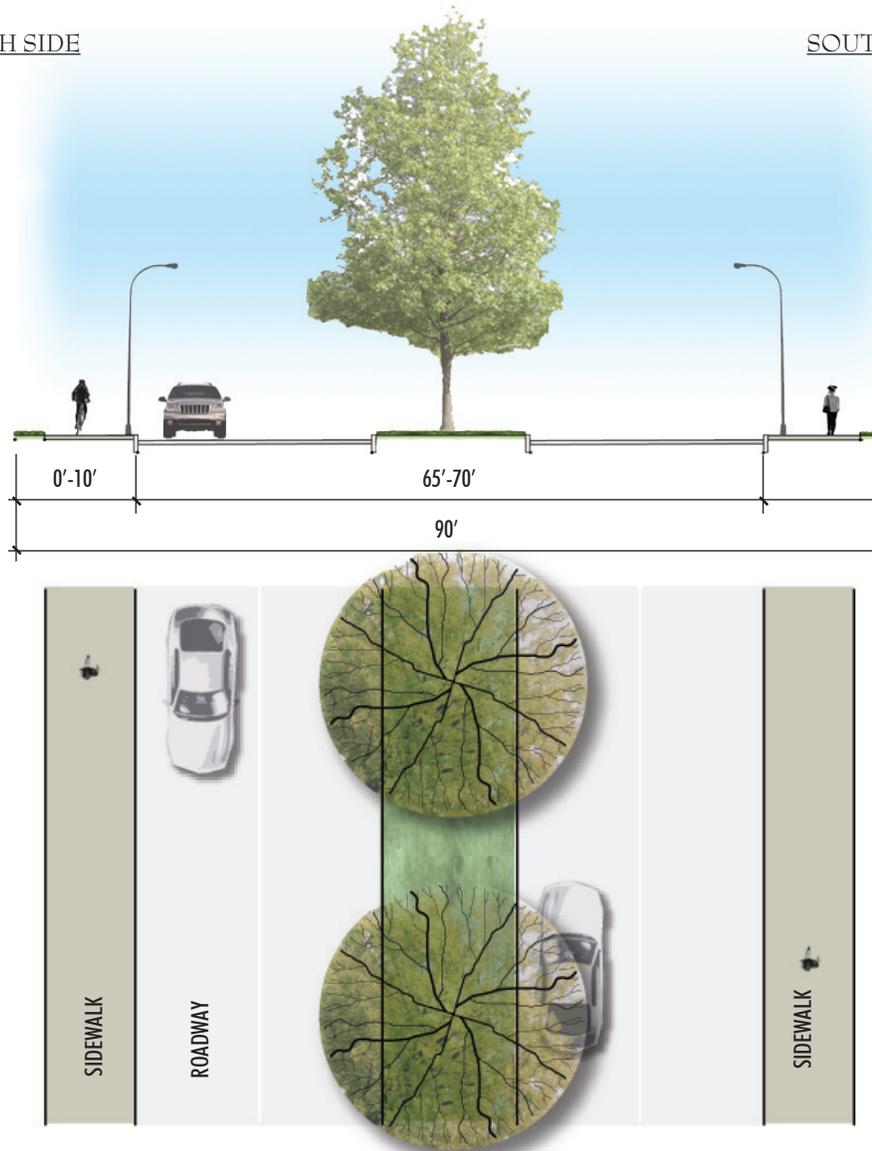


Figure 4-81: The Hub: Zone 7 Existing Conditions Section and Plan

**Zone 8: Floyd Street, Warnock Street to Central Avenue:
Figures 4-82 through 4-83.**

Floyd Street is a three-lane roadway with one traffic lane in either direction and a center turn lane. Sidewalks exist on either side of the road except for the area directly in front of the university stadium. The university has provided walks up to the entrance drives. The walks along Floyd Street turn westward into the stadium facility. For the majority of this section, the walks are directly adjacent to the roadway. Overhead utility lines are found on either side of the roadway.

Land uses in this area differ in type and scale and dictate much of the character for this section of roadway. Many parcels provide little or no building setback creating a challenge if additional street tree plantings are to be introduced. Several of the larger parcels are primed for redevelopment opportunities, but it is unlikely that the scale of building would change in these areas, and the roadway is still likely to retain a tight urban character.



Figure 4-82: Floyd Street near Central Avenue intersection.

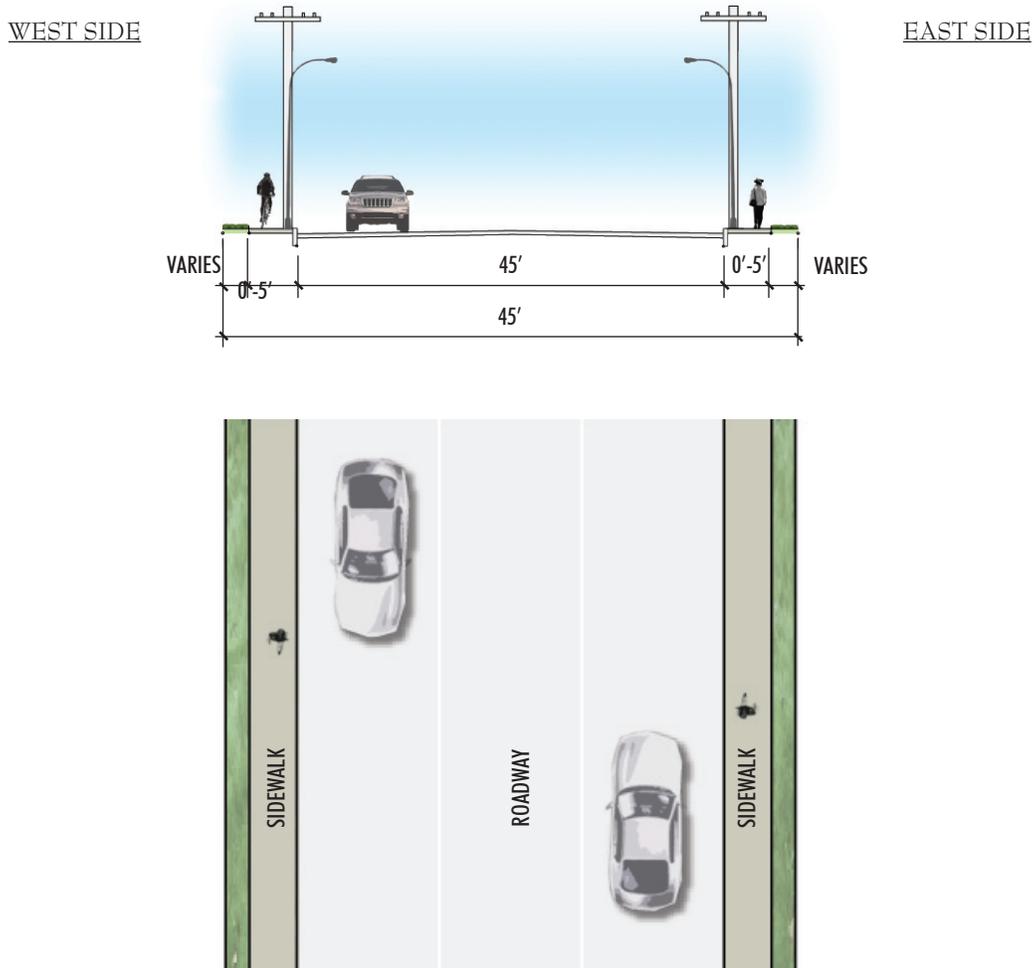


Figure 4-83: The Hub: Zone 8 Existing Conditions Section and Plan

**Zone 9: Crittenden Drive, Eastern Parkway to Central Avenue:
Figures 4-84 through 4-85.**

Crittenden Drive is a four-lane roadway that provides a direct connection to I-65. The roadway character changes from one side of the interstate to the other, providing for a disconnected experience for vehicular and pedestrian traffic. On the south side of I-65, land uses and commercial serve the exiting interstate traffic and Kentucky Fair and Exposition Center visitors. This segment of roadway has little or no pedestrian improvements and no roadway plantings to provide a smaller scale. North of I-65, the character of Crittenden changes based on the adjacent residential and local commercial land uses in the area. While still providing little or no pedestrian amenities, the scale of the roadway is reduced due to buildings being set closer to the road. A heavy vehicular concentration already exists in the area and additional pedestrian traffic could be viewed by some as a hazard.



Figure 4-84: Eastern Parkway at Crittenden Drive.

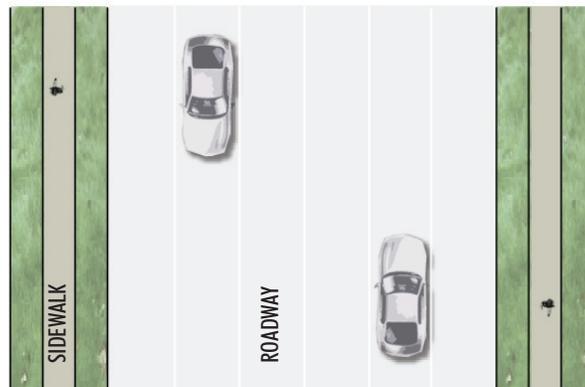
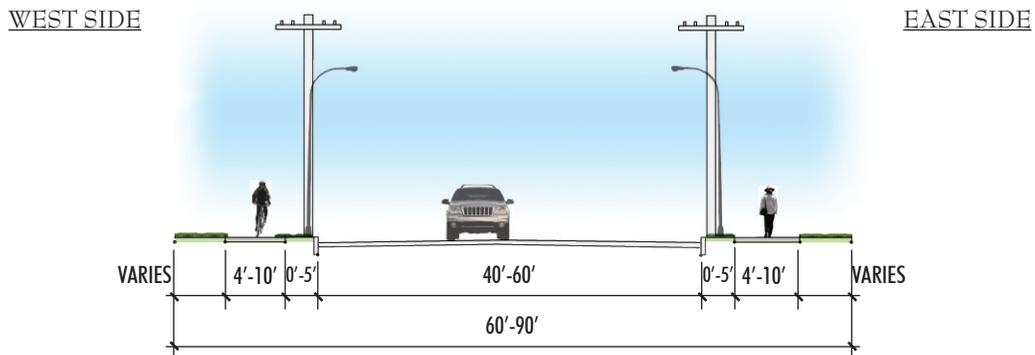


Figure 4-85: The Hub: Zone 9 Existing Conditions Section and Plan

Zone 10: University of Louisville and Eastern Parkway, 3rd Street to Crittenden Drive: Figures 4-86 through 4-87.

This section of the parkway consists of a four-lane roadway divided by a four-foot concrete median. Along either side of the roadway there is a five-foot concrete sidewalk and one row of trees. There is no discernable parkway character due to the I-65 underpass and railroad bridge overpass. This section of the parkway connects directly to the University of Louisville.



Figure 4-86: Third Street at Eastern Parkway intersection.

NORTH SIDE

SOUTH SIDE

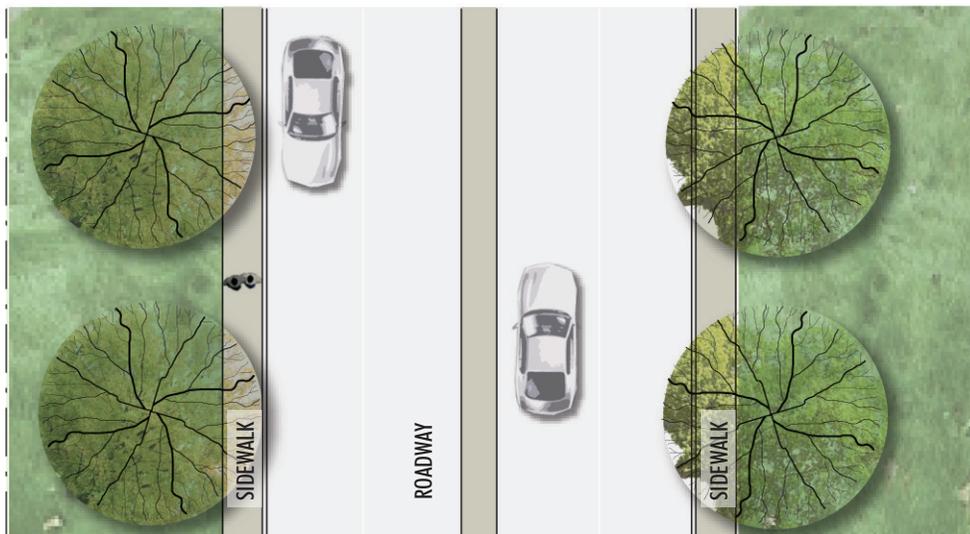
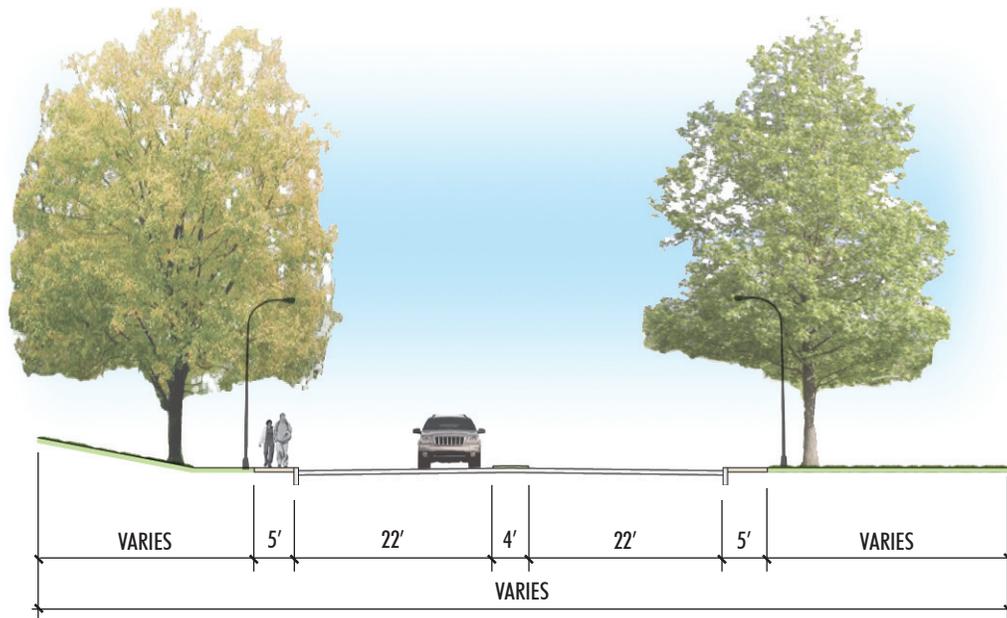


Figure 4-87: The Hub: Zone 10 Existing Conditions Section and Plan

Zone 11: 3rd Street, Stansbury Park to Wayside Park: Figures 4-88 through 4-89.

3rd Street is a primary arterial corridor running north/ south through Louisville. It is frequently used as a direct route to downtown. Most of this corridor consists of a four-lane roadway with concrete sidewalks on either side. Public parking is allowed on both sides of 3rd Street during non-peak traffic hours.

Throughout this zone are both high power and traditional overhead utility lines that further restrict the overall roadway dimension and would inhibit additional pedestrian traffic through the corridor.



Figure 4-88: 3rd Street at Central Avenue.

WEST SIDE

EAST SIDE

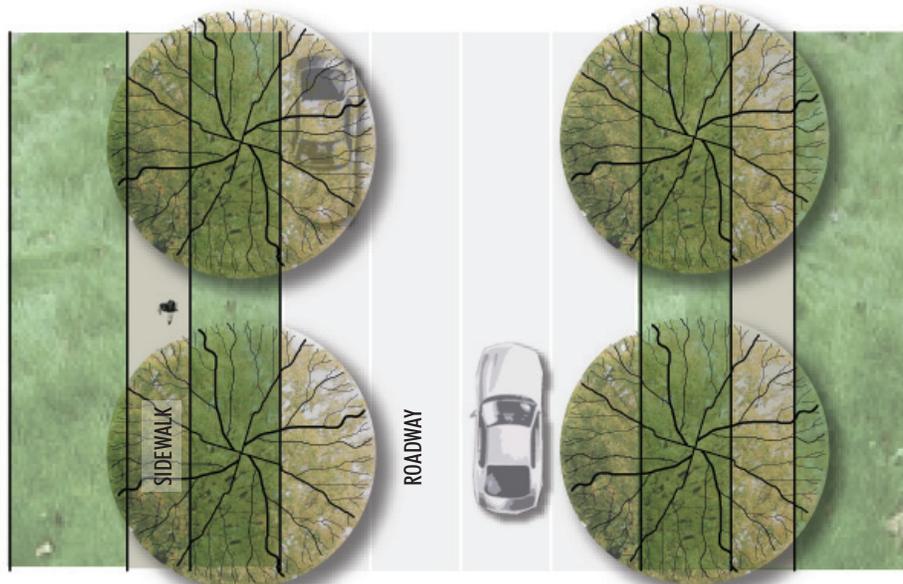
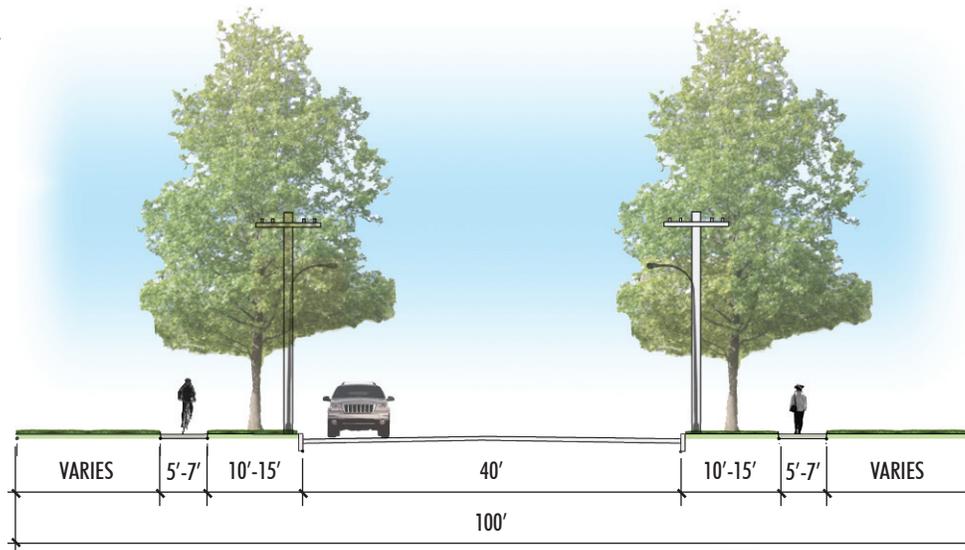


Figure 4-89: The Hub: Zone 11 Existing Conditions Section and Plan



The Hub

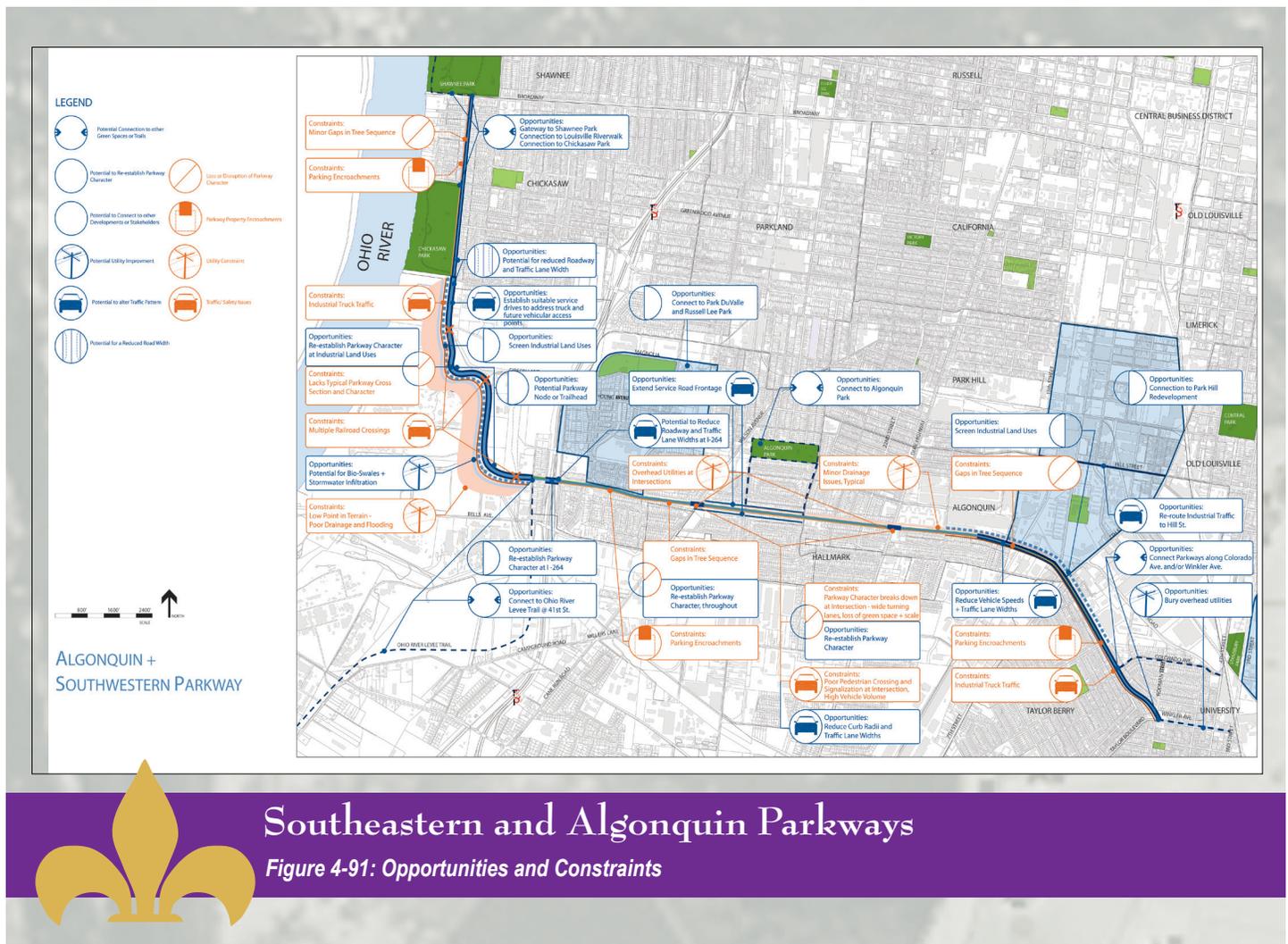
Figure 4-90: Eastern Parkway Connections

Although Olmsted did not design “the Hub” connections, they are key components in the master planning of the shared-use pathway system.

Parkway Connections Opportunities:

Southern and Algonquin Parkways

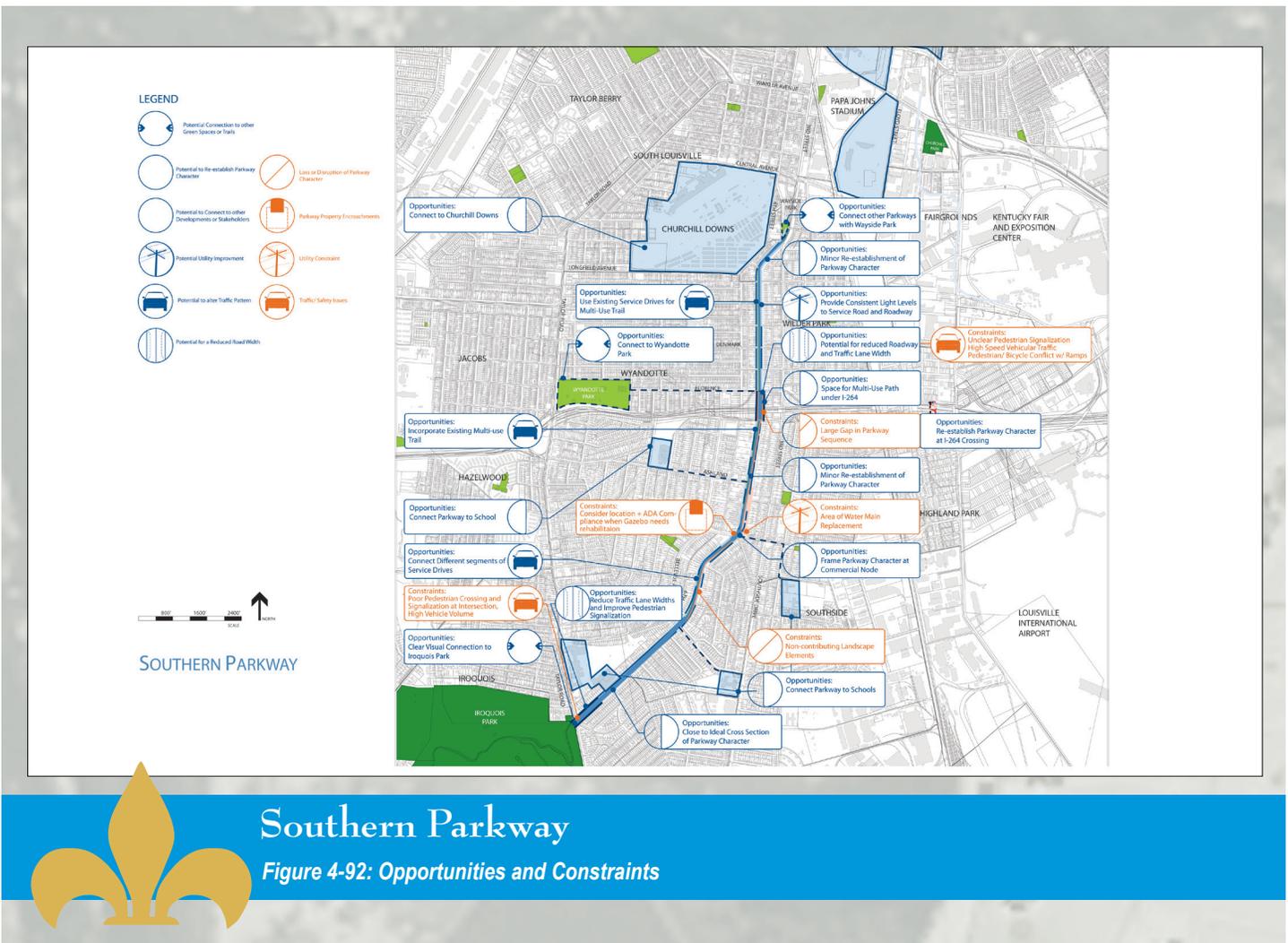
Along Southwestern and Algonquin Parkways there are several opportunities to make connections along the parkways and directly off of them. The shared-use path can directly connect Shawnee and Chickasaw Parks while on-street bike routes can connect to Algonquin Park along Beech Street and Cypress Street. This shared-use path can help link major regional bike routes like the Louisville Loop. At 41st Street, the shared-use path can connect to the Ohio River Levee Trail section of the Louisville Loop. At Broadway Avenue and Shawnee Park, the shared-use path can connect to the Louisville Riverwalk section of the Louisville Loop. On-street bike routes can help connect the Parkway to the redevelopment neighborhoods and parks of Park DuValle and Park Hill. They can also connect the Parkway to adjacent schools and provide safe passage for children. There are several opportunities to connect Southwestern and Algonquin Parkways to the other Parkways at the eastern edge of Algonquin. These are located along or near the industrial areas north of Colorado Avenue, along Colorado Avenue, Winkler Avenue and Rodman Street.



Parkway Connections Opportunities:

Southern Parkway

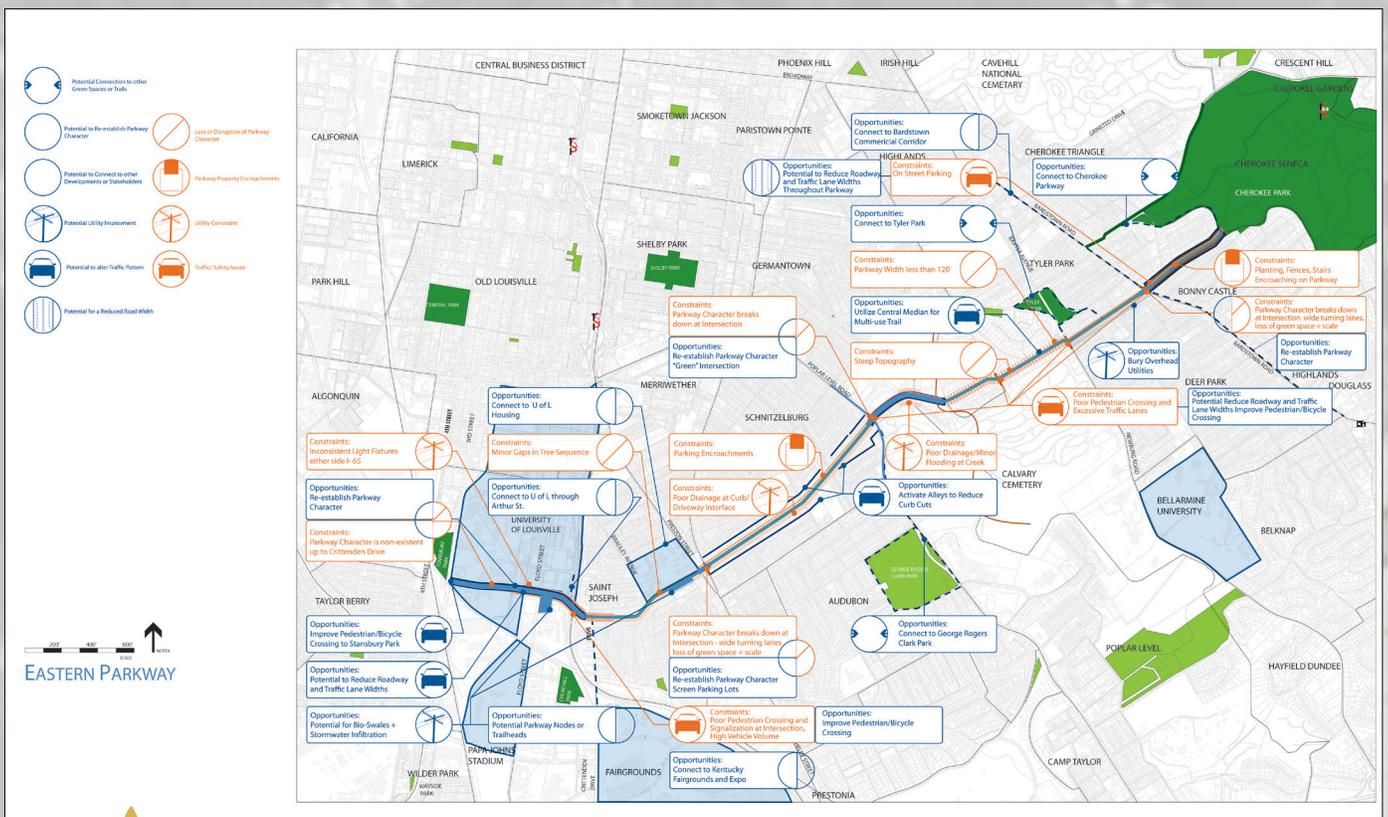
Along Southern Parkway there are several opportunities to make connections both along the parkway and to surrounding neighborhoods and cultural resources. By implementing a continuous shared-use path along Southern Parkway, users will be directly connected to Wayside and Iroquois Parks. Trail users will also be connected to adjacent schools and provided safe pedestrian routes for children, parents and staff. Connections to Churchill Downs can also be made along 4th Street and Oakdale Avenue. By implementing a series of bicycle routes along Southern Parkway, bicycle users could be connected to Wyandotte Park, Bellevue Park, Huston Quin Park and Louis B. Israel Park in addition to Wayside and Iroquois Parks. On-street bike routes can also help connect the Parkway to the Bechmont, Wilder Park, Wyandotte, South Louisville and Southside neighborhoods. Connections to these neighborhoods would further reinforce the local ties to the corridor and would provide for further engagement of an already passionate community.



Parkway Connections Opportunities:

Eastern Parkway

Along Eastern Parkway there are several opportunities to make connections both along the parkway and to surrounding neighborhoods and cultural resources. Users will be directly connected to Cherokee Park, Stansbury Park and the University of Louisville by implementing a continuous shared-use path along Eastern Parkway. Trail users will also be connected to adjacent schools, including middle and high schools and several university institutions and will be provided safe pedestrian routes. On-street bike routes made via 3rd Street, can provide connections to the Kentucky Fair and Exposition Center and Papa Johns Stadium. Bike routes will provide opportunity connections to George Rogers Clark Park, Tyler Park and Manual Stadium along with the several neighborhood associations and districts located along and adjacent to the parkway. Connections to these neighborhoods would further reinforce the local ties to the corridor and would provide for further community engagement.



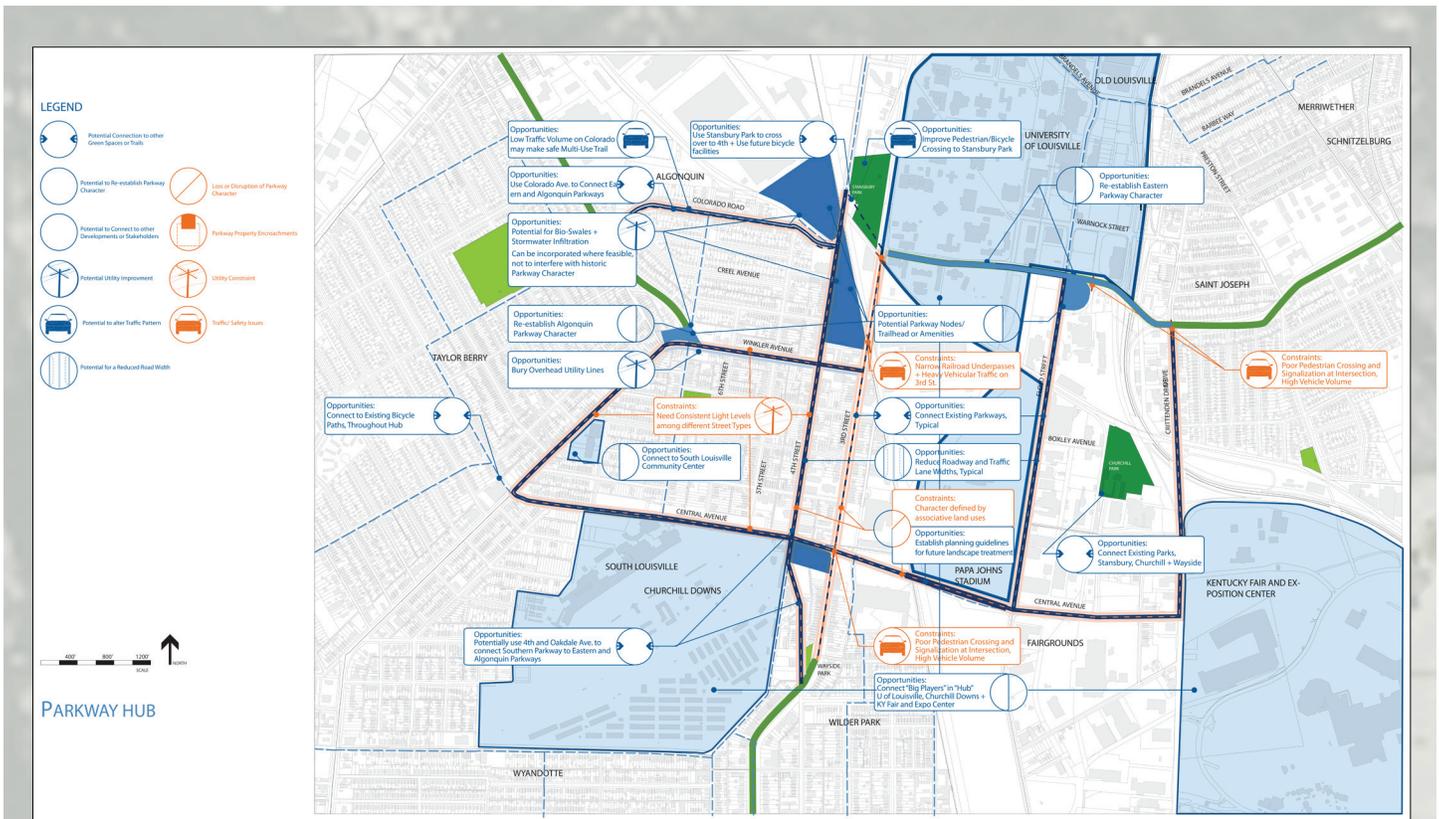
Eastern Parkway

Figure 4-93: Opportunities and Constraints

Parkway Connections Opportunities:

The Hub

Potential connections are abundant throughout the Hub. Not only does the area link the three Olmsted Parkways, but the network of sidewalks and proposed shared-use paths has the potential to link local neighborhoods to each other and to a variety of cultural resources located throughout the area.



The Hub

Figure 4-94: Opportunities and Constraints

BICYCLE / PEDESTRIAN CONFLICTS

- Shared Use Paths - slower recreational bicyclists can share pedestrian pathways if 10' wide with safe intersections
- Bicycle Lanes - faster destination-bound cyclists should be on-street or separated from pedestrians.



TYPES OF USERS

- Commuters
- Advanced Riders
- Basic Riders
- Leisure Walkers
- Rollerbladers
- Students
- Children



CAMPUS CHALLENGES

- Pedestrian / Vehicular Conflicts
- Viaduct Structural Conflicts
- Signage / Route Marking



C OLMSTED PARK AND PARKWAY SYSTEM CONNECTIVITY CONCERNS



The connectivity challenges of the Olmsted Parkway system include connections at a central "hub" or "node." This hub includes many physical challenges, such as rail crossings, viaducts, narrow street widths, high traffic volumes and University of Louisville pedestrian traffic. Stansbury Park, another Olmsted work, is also located in this area, and is a potential opportunity to resolve some of these difficult linkages.

PEDESTRIAN SYSTEM

- Desire to be continuous
- Desire to be accessible
- Desire to connect to neighborhoods
- Shared systems with bicyclists/rollerbladers etc.



INFRASTRUCTURE

- Pedestrian Signalization
- Signal Timing
- Design Speed
- Access to Transit
- Narrow Streets
- Structures/Viaduct



Key opportunities for connections were identified and documented for each of the parkway corridors and the hub area.

