



# STANSBURY PARK MASTER PLAN

CONNECTING NEIGHBORHOODS

FEBRUARY 16, 2007

DEVELOPED FOR METRO PARKS  
LOUISVILLE-JEFFERSON COUNTY METRO GOVERNMENT

SPONSORED BY THE  
UNIVERSITY OF LOUISVILLE



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An aerial photograph of a city street scene, showing a grid of streets, buildings, trees, and a road with a train. The image is in black and white and has a slightly grainy texture.

# INTRODUCTION



## ACKNOWLEDGEMENTS

This project would not be possible if it weren't for the generous support and funding provided by the President's Office at the University of Louisville. The foresight and vision provided by the University's Task Force on Beautification, chaired by Jane Ramsey and Mary Lou Northern, for this area of Louisville is driving redevelopment of not only the University's entry area and Stansbury Park, but of the neighborhoods surrounding the campus and beyond.

This document included the work and input from a number of individuals and organizations:



**OLMSTED PARKS**  
CONSERVANCY

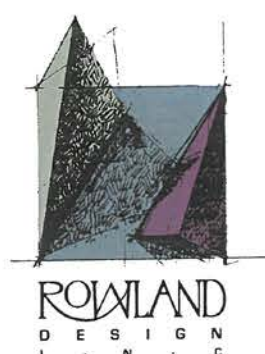
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This Master Plan is the culmination of an intensive four month process sponsored by the University of Louisville for Metro-Parks and the City of Louisville. The overall goal of this Master Plan is to create a singular vision for the re-design and redevelopment of the spaces along 3rd and 4th Streets in the areas around the original Stansbury Park.

This process has brought together many different groups and organizations, each with a particular perspective on the project. During this process, three public meetings were held in late fall 2006 and early January 2007 to garner public input into the process. In addition, surveys were conducted by Metro Parks to further enhance the input process.

Since Stansbury Park was constructed in the early 20th Century, it has undergone numerous alterations and changes which will be illustrated in the following pages. The Master Plan presented here will re-establish the original design intent of the Olmsted Brothers design firm as well as address 21st Century needs of the people that engage and encounter the spaces created within and surrounding Stansbury Park.





## Project Study Area

The study area for the project encompasses a large area around the original Stansbury Park including Freedom Park, the Oval at the University, the viaducts at 3rd and 4th Streets, and the areas along 2nd, 3rd and 4th Streets that abut the project.



An aerial photograph of a city street grid, likely in a downtown area. A large white rectangular area highlights a specific block in the center-left of the image. The surrounding area shows a dense network of streets, buildings, and green spaces. The text "PROJECT BACKGROUND" is overlaid in red on the right side of the image.

# PROJECT BACKGROUND



## PROJECT BACKGROUND

### HISTORICAL CONTEXT

#### THE HISTORY OF STANSBURY PARK

The historical context of Stansbury Park is very important in the consideration of the re-design of the area. The current parkland has faint remnants of the original plan prepared by the Olmsted Brothers in the 1890's. Nearly all of the original elements have been lost and a few remnant trees from the original plantings remain.

Stansbury Park was not always called by that name. Originally, the park was referred to as the Third Street Triangle, then the Third Street Playground and, beginning in 1916, the park was called Triangle Park. In 1985, the name was changed to Stansbury Park when the City of Louisville's Board of Aldermen, under administration of Mayor Harvey I. Sloane, renamed the parcel to honor the memory of deceased former City of Louisville Mayor William B. Stansbury.

Famed landscape architect Frederick Law Olmsted, who had achieved great renown as the designer of Central Park in New York City, the Biltmore Estate, and the U.S. Capital Grounds, was invited by city leaders to author Louisville's park system in 1891. Olmsted's plan used a system of connecting parkways to link three major parks in distinct regions of the city: Iroquois, Shawnee and Cherokee.

In conceiving each park design, Olmsted assessed the naturally occurring character and contour of the land and strove to enhance it. At Iroquois Park in the south Olmsted emphasized the deeply forested hilly knob and sweeping vistas, at the western Shawnee Park he worked with the river terraces to create promenades, gardens and parade grounds, and at Cherokee Park to the east he took advantage of the rolling hills and stream valley for a purely scenic design.

The Olmsted landscape design approach often included these design principles: an element of privacy (i.e. separation of public and private spaces) transitional areas that offer surprise to the viewer; formality; and boundary definition.

In all, Olmsted, his sons, and successor firms designed a total of eighteen parks and six parkways. They also worked on over one hundred fifty projects in the Louisville area that included landscape designs for subdivisions, private estates, institutions, clubs and businesses. Between 1900 and 1928 the Olmsted firm authored a series of playgrounds and small parks including Chickasaw, Algonquin, Central, Tyler, Churchill and Seneca. Work of Olmsted and his successor firm is visible throughout the city.

The Olmsted Brothers firm of Brookline Massachusetts conceived a landscape plan for the Third Street Playground in the late 1800s and is referred to in the Olmsted Archives by the Job Number 1270.

According to Metro Parks Department records,

*"...the Stansbury Park property was originally conveyed to the City of Louisville in 1900 by the Louisville Industrial School of Reform. Prior to that time, access to the new Iroquois Park...had been blocked by the School of Reform property, which included the "House of Refuge." The Mayor Charles Jacob's administration purchased right-of-way between Iroquois Park and the House of Refuge to create "Grand Boulevard", later known as Southern Parkway, to enable city dwellers to get to Iroquois Park. The Triangular shape of Stansbury Park resulted from the extension of Third Street through the School of Reform Property.*

*Beginning in 1900, the Olmsted Brothers firm produced preliminary studies, profiles, cross-sections, planting plans, and a general plan, which was completed in 1909. The firm also sited a railroad depot and an approach platform at the southwestern corner at the end of park Place (an extension of what was later called Confederate Place) near 4th Street."*



Frederick Law Olmsted



### LANDSCAPE CHRONOLOGY FOR STANSBURY PARK

In 1909, the Olmsted Brothers created the first general plan for the Third Street Playground. This plan depicts a triangular lot bound by Park Place to the west, Third Street to the east and the "LSRR" or Louisville and Southern Railroad to the south. The Confederate monument, located at the apex of the triangle, toward the north, is not specifically labeled and is depicted by a simple set of concentric circles. Within the triangular lot the Olmsted Brothers depict a formal landscape plan that features linear and curvilinear walkways. Circular motifs are found throughout, most notably in the round wading pool and at the terminus of the triangle. Hardscape features are depicted. However, no species-specific planting plan is indicated. Trees, shrubs

and grasses are artistically rendered with evenly spaced plantings lining sidewalks and promenades.

The landscape features of this general plan include the following labels (viewed from the south toward the north)

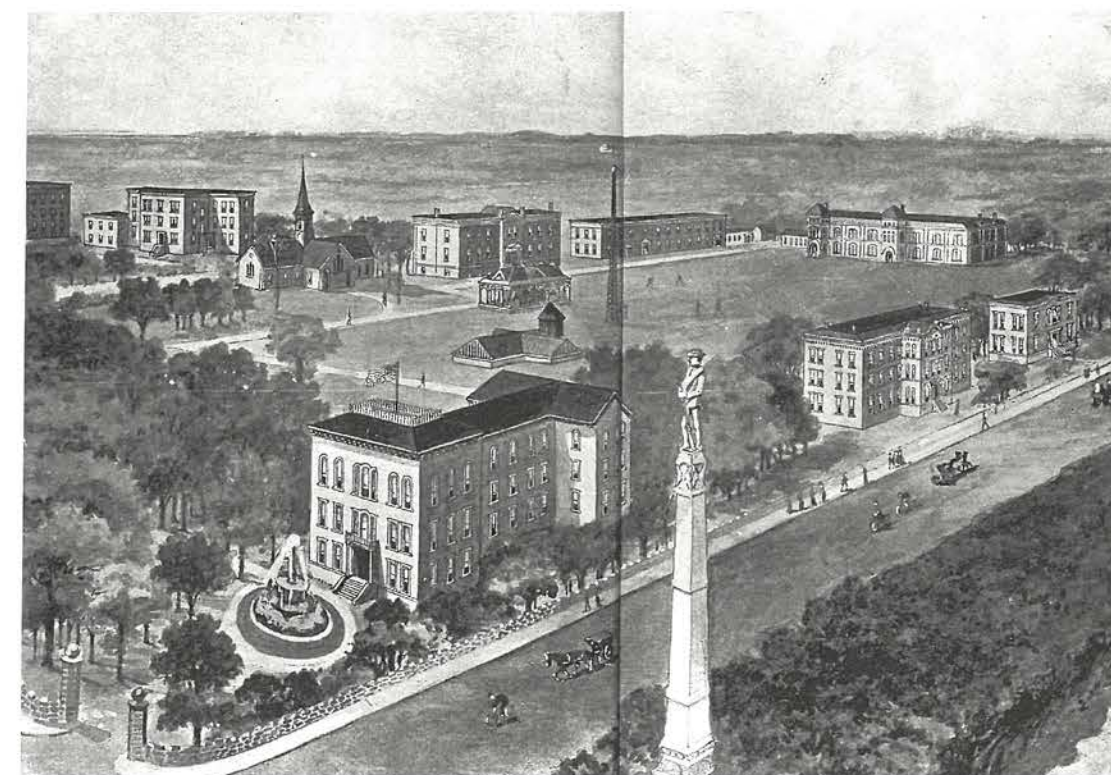
- Playground (for children of the grammar school age)
- Concert grove with bandstand
- Field house
- Sand courts
- Playground for little children
- Wading pool

The plan dies into the apex of the triangle toward the Confederate Monument.

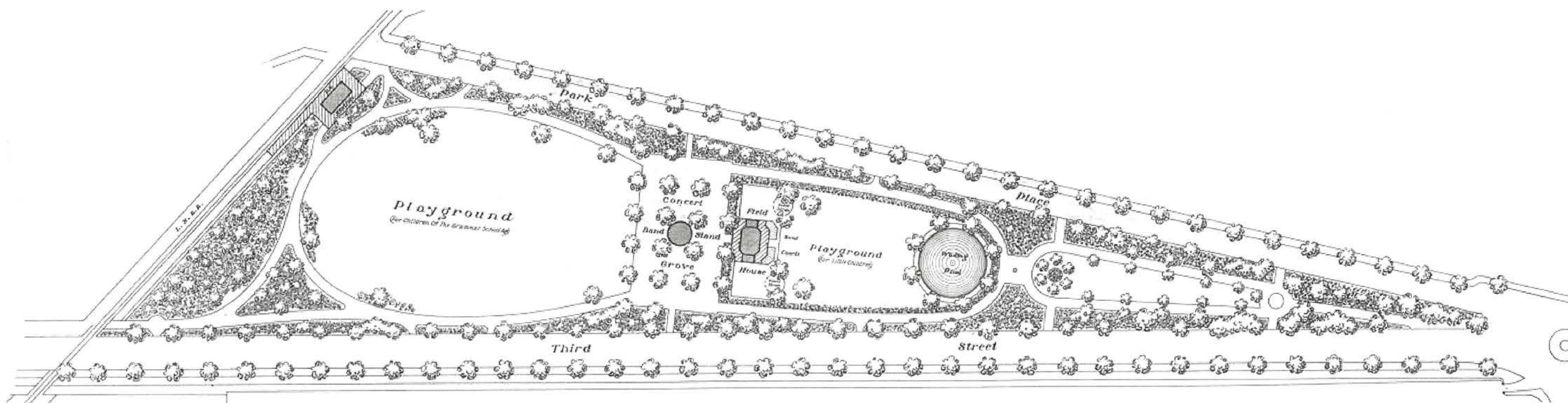
The majority of the property now referred

to as Stansbury Park was conveyed from the Louisville Industrial School of Reform to the City of Louisville Board of Park Commissioners on June 22, 1900. The Louisville House of Refuge was an institution designed to reform the City's youthful delinquents.

A reference to this transaction was made in a letter, now housed at the University Archives, University of Louisville, from John H. Leathers, President of the Louisville Industrial School of Reform to the City of Louisville Board of Park Commissioners that states that "...the land is hereby turned over and delivered to the Board of Park Commissioners of the City of Louisville for occupancy, use, and enjoyment...for park purposes."



Louisville School Of Reform, 1900



3rd Street Playground Plan



### LANDSCAPE CHRONOLOGY FOR STANSBURY PARK

In 1900, the Olmsted Brothers' firm created a Preliminary Plan for the Third Street Playground with the same overall landscape architectural design theme as the 1899 plan but with some refinements to the original features and the addition of several new elements:

- Turf playground for children of the grammar school age
- Concert grove with bandstand
- Shelter flanked by ladder poles and teeter boards
- Turf playground for little children
- Wading pool

The plan dies into the apex of the triangle toward the Confederate Monument. While the 1890 plan focuses on the triangularly shaped park itself, the plan also shows some neighboring properties to provide context including:

- Drawn to the north of the proposed triangular park are the

following features: the Confederate Monument and unnamed street

- Drawn to the west of the proposed triangular park are the following features: Park Place lined with residences.
- Drawn to the east of the proposed triangular park are the following features: Third Street, the Colored Male Building, and the School of Reform Property.
- Drawn to the south of the proposed triangular park are the following features: the LSRR (Louisville and Southern Railroad)
- A railroad station located to the southwest of the park.

In 1901, the Olmsted Brothers' generated a planting plan for the Third Street Playground. This plan depicts the same triangular lot shown in previous landscape schemes. However, this one has a fully developed planting list and includes

notations indicating existing trees. This list of plants is included in the appendix of this document.

- Turf playground for children of the grammar school age
- Concert grove
- Shelter appears on plan but is not specifically labeled, flanked by giant strides
- Turf playground for little children
- Wading pool

The landscape features of this planting plan from 1901 include the following labels (viewed from left to right or from the south toward the north)

For the first time a small circular form is depicted within the confines of the park and in close proximity to the Confederate Monument (monument is not specifically labeled as such). This may be a graphic reference to the decorative cast iron horse

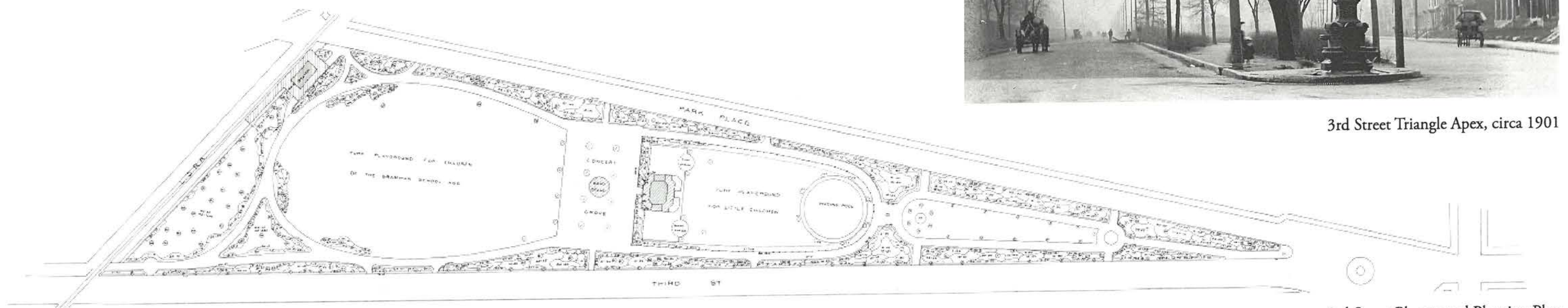
watering trough that shows up in later photographic images

This plan also included the contextual information of the 1900 plan.

Since the original plans were conceived by the Olmsted Brothers, there have been numerous modifications to the park. Between 1900 and 1909 there are 5 additional plans of the park.



3rd Street Triangle Apex, circa 1901



3rd Street Playground Planting Plan



OLMSTED'S 1901 PLANTING PLAN

The following is the original plant list from the 1901 Olmsted planting plan. Many of the plants are still commonly used today. A number of plants would not be used today due to their invasive qualities that have been discovered in the intervening years (e.g. Berberis spp.). A number of species have been improved through hybridization to make them more resistant to disease (e.g. American Elm) and many different cultivars are available. The plant number refers to the number on the plan. The planting list also listed the quantity of plants of each type and the spacing desired.

|   |   |   |  |   |
|---|---|---|--|---|
| 1. <i>Ulmus Americana</i> , 26 plants<br>American Elm   | 20. <i>Juniperus prostrata</i> , 165 plants 2' apart<br>Prostrate Juniper   | 39. <i>Syringa vulgaris</i> , 29 plants 4' apart<br>Lilac                           | <i>Berberis vulgaris</i> common barberry 100 plants<br>or <i>Berberis Canadensis</i> American Barberry | 57. <i>Philadelphus coronarius nanus</i> , 32 plants 2 ½' apart<br>Dwarf Syringa  |
| 2. <i>Acer rubrum</i> , 48 plants<br>Red Maple  | 21. <i>Ligustrum vulgare</i> , 252 plants 3 ½' apart<br>Common privet       | 40. <i>Quercus palustris</i> , 5 plants<br>Pin Oak                                  | <i>Diervilla trifida</i> – 400 plants<br>Bush Honeysuckle  | 58. <i>Ceanothus Americana</i> , 66 plants 2' apart<br>New Jersey Tea   |
| 3. <i>Ostrya virginica</i> Hop Hornbeam   | 22. <i>Hypericum nudiflorum</i> , 65 plants 2' apart<br>St. Johns Wart      | 41. <i>Acer platanoides</i> , 6 plants<br>Norway Maple                              | <i>Berberis thunbergii</i> 300 plants<br>Thunberg's Barberry   | 59. <i>Ligustrum regelianum</i> , 80 plants 3' apart<br>Regel's Privet  |
| 4. <i>Berberis vulgaris</i> Common Barberry, 139 plants 4' apart<br>or <i>Berberis Canadensis</i> American Barberry | 23. <i>Tilia europaea</i> , 8 plants<br>European Linden                     | 42. <i>Ginkgo biloba</i> , 1 plant<br>Ginkgo  | 46. <i>Forsythia fortune</i> , 23 plants 3 ½" apart<br>Forsythia                                       | 60. <i>Chronanthus Virginica</i> , 80 plants 4' apart<br>White Fringe   |
| 5. <i>Berberis thunbergii</i> , 1202 plants 2' apart<br>Thunberg's Barberry   | 24. <i>Liriodendron tulipifera</i> , 2 plants<br>Tulip tree                 | 43. <i>Gymnocladus Canadensis</i> , 5 plants<br>Kentucky, Coffee Tree               | 47. <i>Spiraea Van Houttei</i> , 32 plants 3' apart<br>Van Houtte's Spiraea                            | 61. <i>Crataegus cordata</i> , 12 plants<br>Washington Thorn  |
| 6. <i>Crataegus crus-galli</i> , 25 plants 8' apart<br>Cockspur Thorn   | 25. <i>Diervilla trifida</i> , 157 plants 2' apart<br>Bush Honeysuckle      | 44. 2 beds, 35 plants, 20' apart<br><i>Betula papyracea</i> , 5 plants Paper Birch  | 48. <i>Leucothoe catesbaei</i> , 91 plants 2' apart<br>Leucothoe                                       | 62. <i>Cornus mas</i> , 76 plants 4' apart<br>Cornelian cherry  |
| 7. <i>Rhodotypos kerrioides</i> , 464 plants 3' apart<br>Rhodotypos   | 26. <i>Spiraea thrunbergii</i> , 41 plants 2 ½' apart<br>Thunberg's Spiraea | <i>Carpinus Americana</i> 10 plants<br>Iron-Wood                                    | 49. <i>Weigelia rosea</i> , 25 plants 3' apart<br>Weigelia   | 63. <i>Ptelea Trifoliata</i> , 3 plants<br>Hop Tree   |
| 8. <i>Philadelphus coronarius</i> , 76 plants 4' apart<br>Syringa   | 27. <i>Ilex glabra</i> , 77 plants 2 ½' apart<br>Inkberry                   | <i>Cornus florida</i> , 10 plants<br>Flowering Dogwood                              | 50. <i>Pyrus Arbutifolia</i> , 37 plants 3 ½' apart<br>Chokeberry                                      | 64. <i>Crataegus pyracantha</i> , 59 plants 2 ½' apart<br>Pyracanth Thorn   |
| 9. <i>Stephanandra flexuosa</i> , 158 plants 2 ½' apart<br>Stephanandra   | 28. <i>Lonicera morrowi</i> , 128 plants 3' apart<br>Morrow's Honeysuckle   | <i>Thuja occidentalis</i> 5 plants<br>Arbor Vitae                                   | 51. <i>Amelanchier canadensis</i> , 15 plants 4' apart<br>Shad bush                                    | 65. <i>Crataegus oxyacantha</i> , 3 plants<br>English Hawthorn  |
| 10. <i>Lonicera tartarica</i> , 95 plants 4' apart<br>Tartarian Honeysuckle   | 29. <i>Berberis aquifolia</i> , 68 plants 2' apart<br>Mahonia               | <i>Crataegus crus-galli</i> , 5 plants<br>Cockspur Thorn                            | 52. <i>Deutzia gracilis</i> , 8 plants 2' apart<br>Deutzia   | 66. <i>Calycanthus floridus</i> , 3 plants<br>Sweet shrub   |
| 11. <i>Rosa Rugosa</i> , 66 plants 3' apart<br>Ramanas Rose   | 30. <i>Quercus rubra</i> 10 plants<br>Red Oak                               | 45. 2 beds 1680 plants 3' apart<br><i>Rosa rubiginosa</i> 100 plants<br>Sweet Brier | 53. 1 bed 75 plants 3' apart<br><i>Viburnum dentatum</i> , 20 plants<br>Arrow-wood                     | 67. <i>Cercis Canadensis</i> , 8 plants<br>Red bud  |
| 12. <i>Rosa lucida</i> , 210 plants 2' apart<br>Common wild rose  | 31. <i>Viburnum opulus</i> , 58 plants 4' apart<br>High-bush Cranberry      | <i>Amelanchier Canadensis</i> 150 plants<br>Shad bush                               | <i>Diervilla trifida</i> , 25 plants<br>Bush Honeysuckle   | 68. <i>Ligustrum ibota</i> , 10 plants 4' apart<br>Californian Privet   |
| 13. <i>Pyrus japonica</i> , 123 plants 3' apart<br>Japan Quince   | 32. <i>Rosa Wichburiana dentatum</i> , 210 plants 4' apart<br>Memorial Rose | <i>Rhus glabra</i> 50 plants<br>Smooth sumac  | <i>Cornus stolonifera</i> , 15 plants<br>Red Barked Dogwood  | 69. <i>Quercus imbricaria</i> , 2 plants<br>Shingle Oak   |
| 14. <i>Viburnum acerifolium</i> , 98 plants 3' apart<br>Dockmackie  | 33. <i>Viburnum lentago</i> , 80 plants 4' apart<br>Sheepberry              | <i>Cornus paniculata</i> 200 plants<br>Panicked Dogwood                             | <i>Amelanchier Canadensis</i> , 15 plants<br>Shad bush   | 70. <i>Thyva occidentalis</i> , 3 plants<br>Arbor vitae   |
| 15. <i>Contoneaster simonsi</i> , 115 plants 2' apart<br>Shining-leaf Rose-Box                                      | 34. <i>Viburnum dentatum</i> , 129 plants 3 ½' apart<br>Arrow-wood          | <i>Pyrus arbutifolia</i> 150 plants<br>Choke berry                                  | 54. <i>Caryopteris mastacanthus</i> , 15" 2' apart<br>Blue Spiraea                                     | 71. <i>Hypericum moserianum</i> , 42 plants 2' apart<br>Moser's St Johns Wort   |
| 16. <i>Kerria japonica</i> , 204 plants, 2 ½' apart<br>Corchorus  | 35. <i>Cornus stolonifera</i> , 108 plants 3 ½' apart<br>Red-barked Dogwood | <i>Ligustrum vulgare</i> 130 plants<br>Common privet                                | 55. <i>Viburnum opulus nana</i> , 58 plants 2' apart<br>Drawf High Bush Cranberry                      | 72. <i>Lonicera fragrantissima</i> , 20 plants 2' apart<br>Fragrant Upright Honeysuckle   |
| 17. <i>Symphoricarpos vulgaris</i> , 212 plants 2' apart<br>Indian currant  | 37. <i>Hibiscus syriacus</i> , 27 plants 4' apart<br>Althaea                | <i>Viburnum detatum</i> 100 plants<br>Arrow-wood                                    | 56. <i>Ribes aureum</i> , 120 plants 3' apart<br>Flowering currant                                     | 73. <i>Tender plants</i> (tender plants may have been<br>perennials or annual plantings that were as popular<br>in the early 20th Century as in the 21st Century) |
| 18. <i>Cornuspaniculata</i> , 447 plants 3 ½' apart<br>Panicked Dogwood   | 38. <i>Cercidiphyllum japonicum</i> , 6 plants<br>Cercidiphyllum            |   |  | 74. <i>Ampelopsis veitchii</i><br>Boston Ivy  |
| 19. <i>Zanthorrhiza apiifolia</i> , 183 plants 2' apart<br>Xanthorrhiza   |   |   |  |   |



### LANDSCAPE CHRONOLOGY FOR STANSBURY PARK

Although the scope of work is not clear, in an estimated dated June 7, 1912, Daubert and Schrecker, Electrical Contractors, 906 South Third Street, provided an estimate for completion of light and electrical fixtures for a men's toilet, a woman's toilet, and a shelter room. It is not clear if this was work for an existing or new structure.

In 1965, a set of two concrete tennis courts were constructed for \$9,000 based on plans and specs generated by McCulloch and Bickel Architects of Louisville. These tennis courts would be expanded in later years.

In July of 1966, a Shelter House for Metro Parks and Recreation was built at Triangle Park for total cost of \$16,196.00, presumably to replace the original Orientalist field house. The Acme Construction Company, located at 120 Hillcrest Avenue, Louisville, Kentucky, built the structure. The design for the Shelter House was based on plans drawn August 16, 1965, by Norman Sweet and Associates, Architects, 510 Republic Building. Sweet is a well-known Louisville

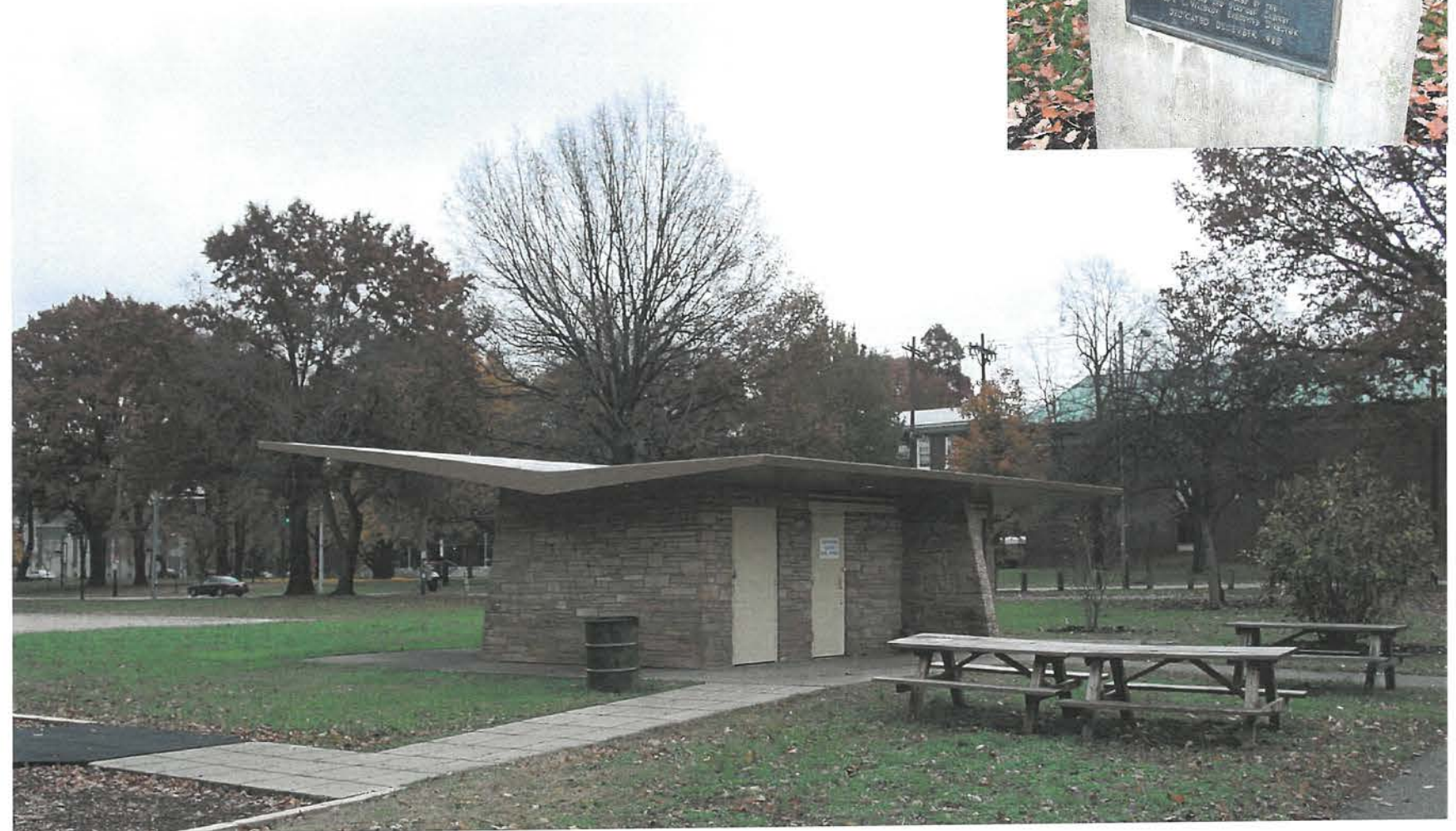
architect of note primarily for his mid-century modern residential building designs. He also designed the headquarters building for the Mengle Box Company as well as other buildings for the Kentucky State Parks Department.

In 1969, a land swap between the Parks Department and the University of Louisville removes a center portion of the park to create space for the University to construct fraternity housing. A piece of land between 4th Street and the park (immediately north of the railroad tracks) which was originally non-Parks Department land was given to the Parks Department in exchange. In that year, the University constructs three buildings called the Fraternity Complex on that portion of Triangle Park.

In 1985, Triangle Park was renamed Stansbury Park to honor William Brown Stansbury (1923-1985). Stansbury served as Mayor of Louisville from 1977-1981. Prior to serving as mayor Stansbury served as a member of the City of Louisville's

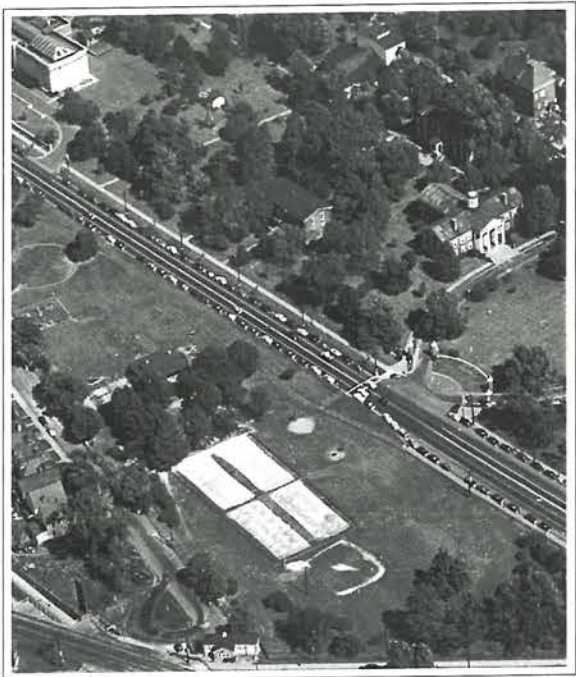
Board of Aldermen (1973-1977). While Mayor Stansbury's primary focus was on Louisville's downtown. Key projects included development of the Galleria Project, the Broadway Renaissance, the Seelbach Hotel renovation, and the Kentucky Center for the Arts.

The Park, currently named Stansbury Park is a part of the Metro-Parks Master Plan for Louisville's Olmsted Parks and Parkways, officially adopted on November 9, 1994.





PROJECT BACKGROUND  
VISUAL TIMELINE



1900

1924

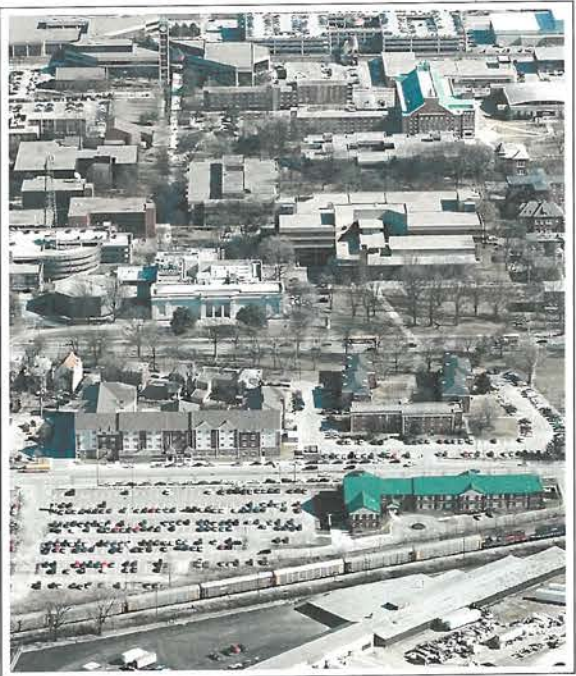
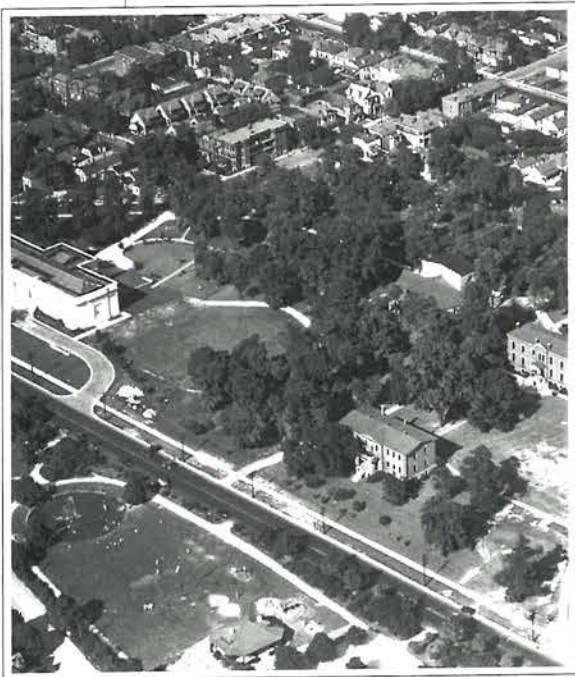
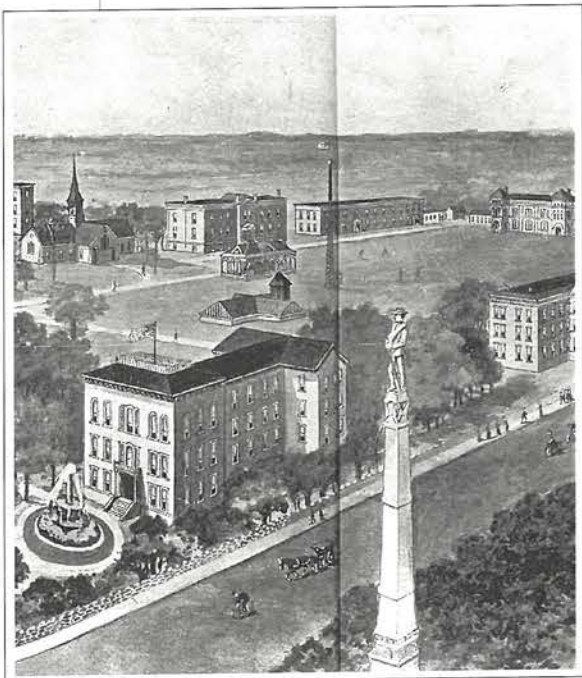
1928

1940

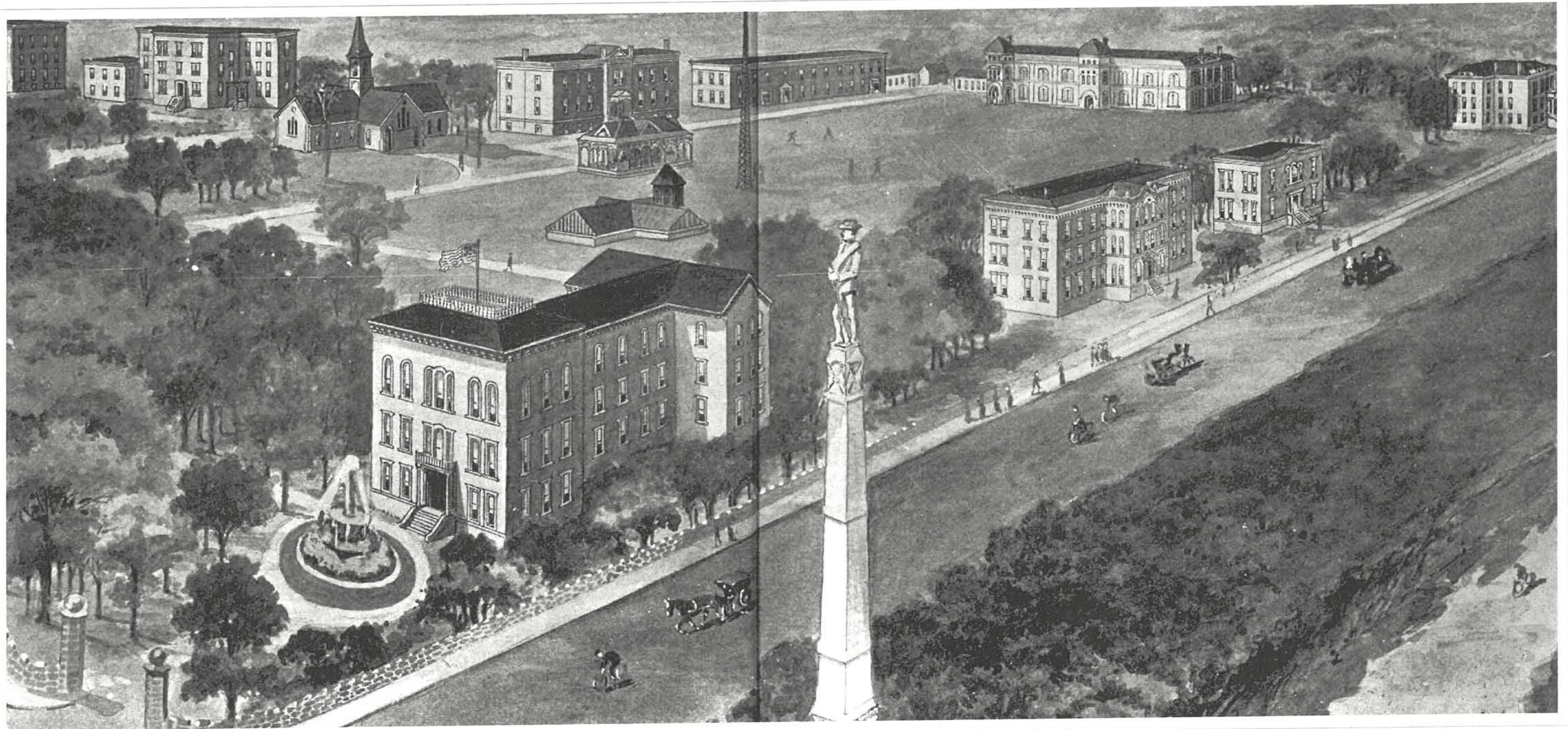
1950

1952

2007







Prior to the execution of the Olmsted Brothers landscape plan for the Third Street Playground (now known as Stansbury Park) the land south of the Confederate monument was unimproved. In a postcard depiction of the Louisville School of Reform the land is heavily treed).

1900

1924

1928

1940

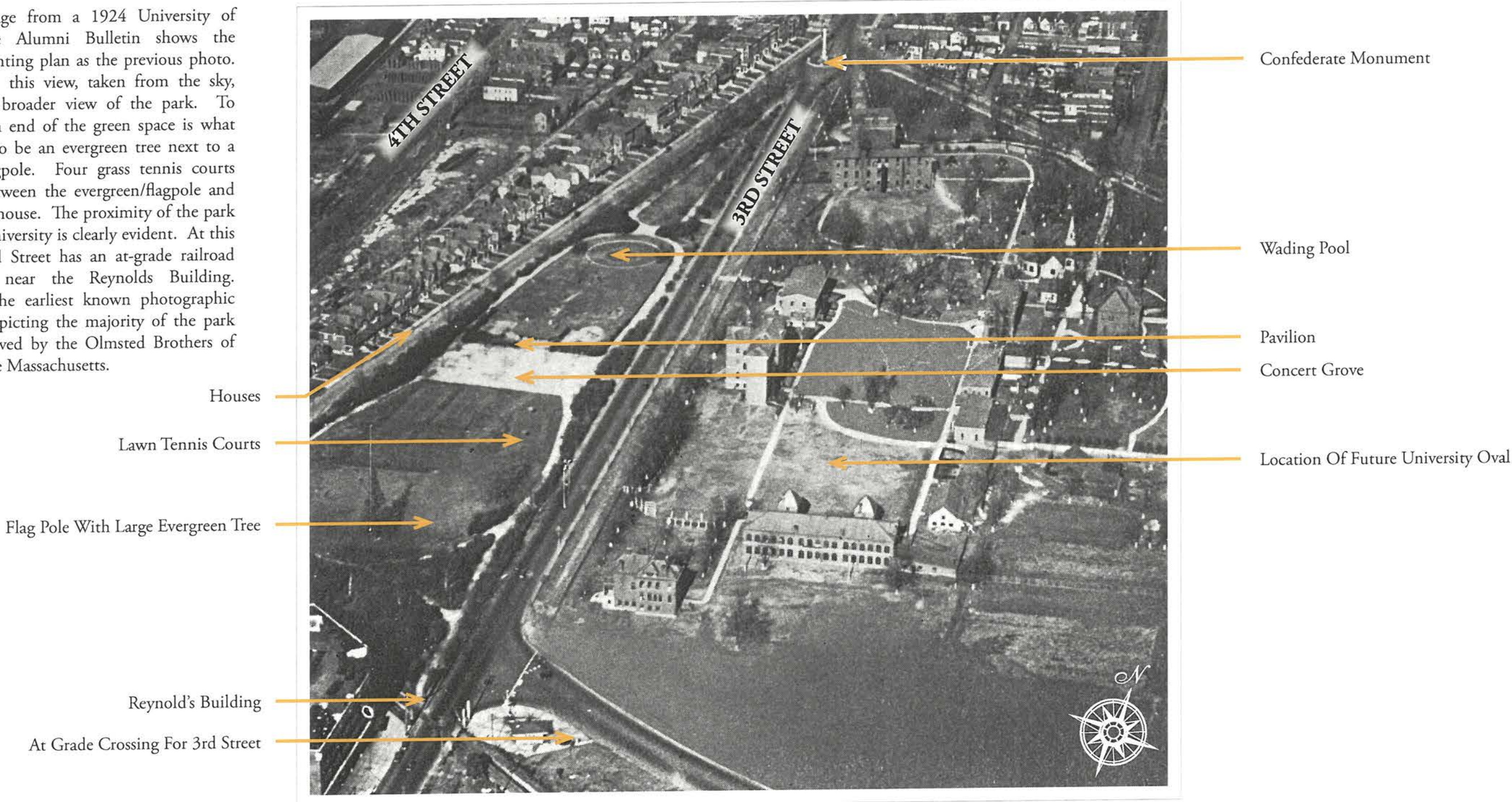
1950

1952

2007



This image from a 1924 University of Louisville Alumni Bulletin shows the same planting plan as the previous photo. However, this view, taken from the sky, shows a broader view of the park. To the south end of the green space is what appears to be an evergreen tree next to a large flagpole. Four grass tennis courts stand between the evergreen/flagpole and the field house. The proximity of the park to the University is clearly evident. At this time, 3rd Street has an at-grade railroad crossing near the Reynolds Building. This is the earliest known photographic image depicting the majority of the park as conceived by the Olmsted Brothers of Brookline Massachusetts.

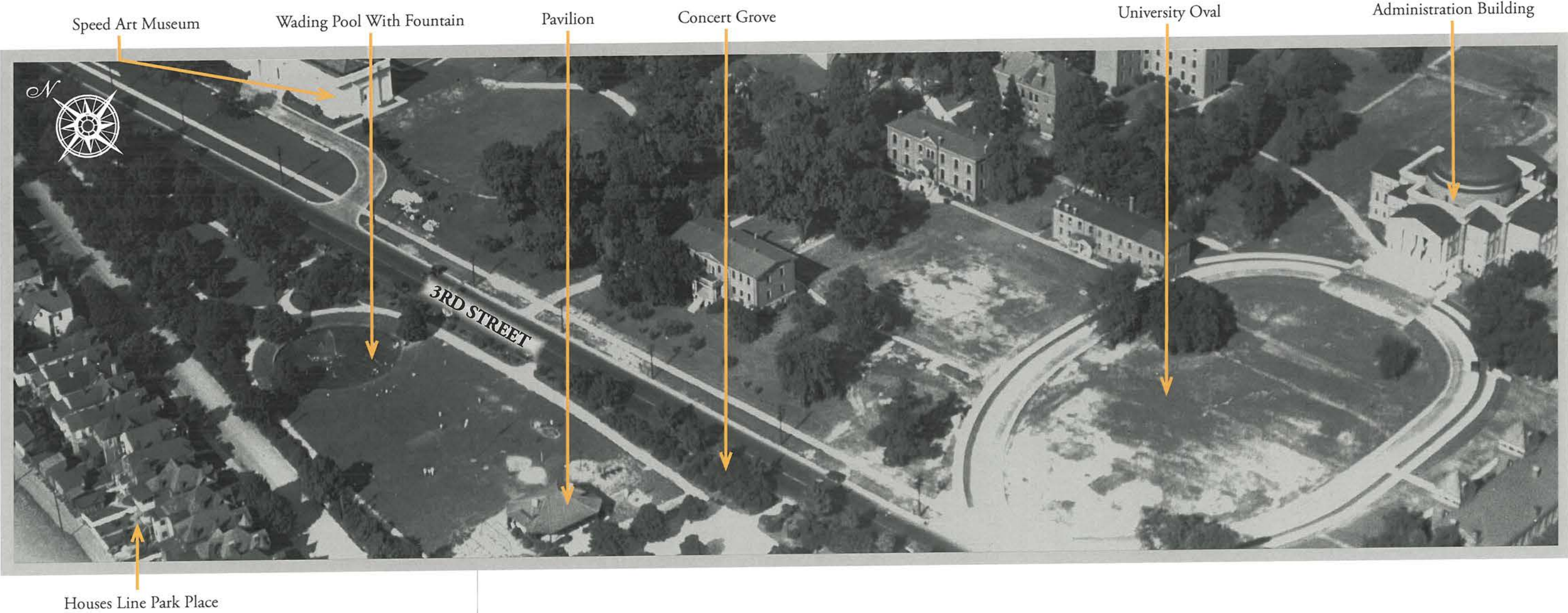




Circa 1928. In this aerial photograph from the late 1920s, Stansbury Park appears as executed based on the landscape plan devised by the Olmsted Brothers in the early 1900s. Children are seen playing on the lawn and frolicking in the wading pool.

The pagoda-like Craftsman style bandstand is present amid a formal planting plan punctuated by evenly spaced trees to the south of the structure. Trees also line the curvilinear walkways. Both the University of Louisville Administration Building and the

J.B. Speed Art Museum are in clear view. At the University, the Administration Building has been constructed and the Oval has been started, which will form the framework for the future building construction.





PROJECT BACKGROUND  
VISUAL TIMELINE



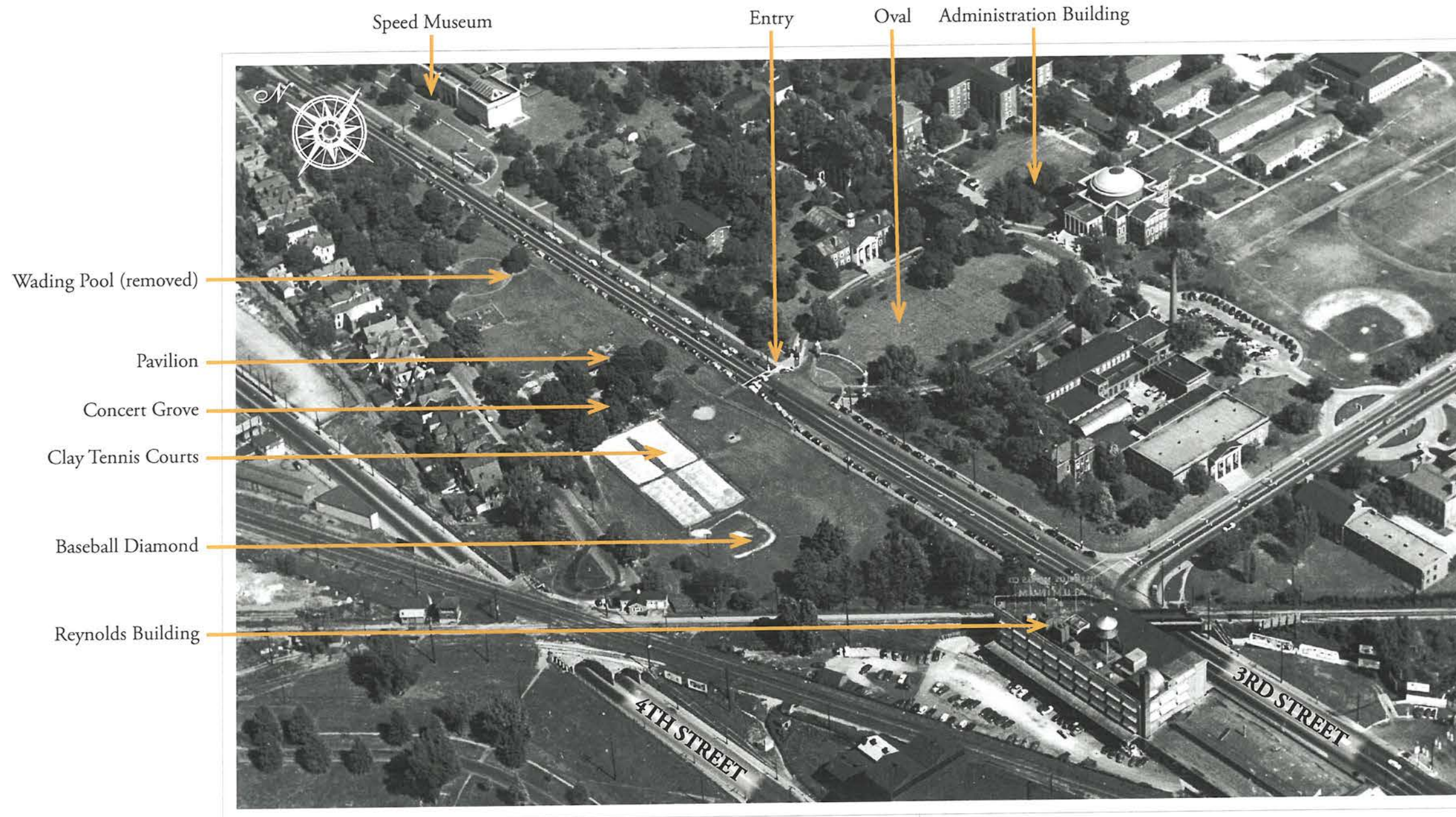
Post 1928. This close-up photo of the Stansbury Park shelter house shows a one story, octagonally-shaped building with exterior walls faced with stucco and half-timbering. Diamond patterned windows adorn the sidewalls. Two porches, presumably facing toward the north and the south, rest upon rusticated stone half walls. Square, rustic, post and lintel columns support the building's most prominent feature, a modified hipped roof pierced with broad roof dormer windows. Adding an oriental influence to the structure are half-round barrel tiles adorning a roof with eaves that flare at the ends. A stone chimney rises from the roofline. The pathway leading to the structure appears to be gravel. A simple cast iron fence defines the side yards flanking the building. Small, evenly spaced shrubs dot the green space adjacent to the gravel walkway.





# PROJECT BACKGROUND

## VISUAL TIMELINE



Circa late 1940s. In this aerial view, cars line both sides of Third Street indicating that automobile usage was in full swing. Most striking is that the formality of the landscape and hardscape features so evident in earlier photographs is much more difficult to discern. While the shelter house is still present, the flagpole and wading pool appear to have been removed. The curvilinear walkways are no longer evident. Additionally, a baseball diamond appears is the plan south of four tennis courts. The landscape integrity that the site displayed previously has been eroded by numerous changes.

At the University, the Oval is taking a more mature tone. The entry feature and columns are shown near the intersection of the Oval drive and Third Street.

The Viaducts for 3rd and 4th Street are clearly indicated.

They were constructed in the 1930's.

1900

1924

1928

1940

1950

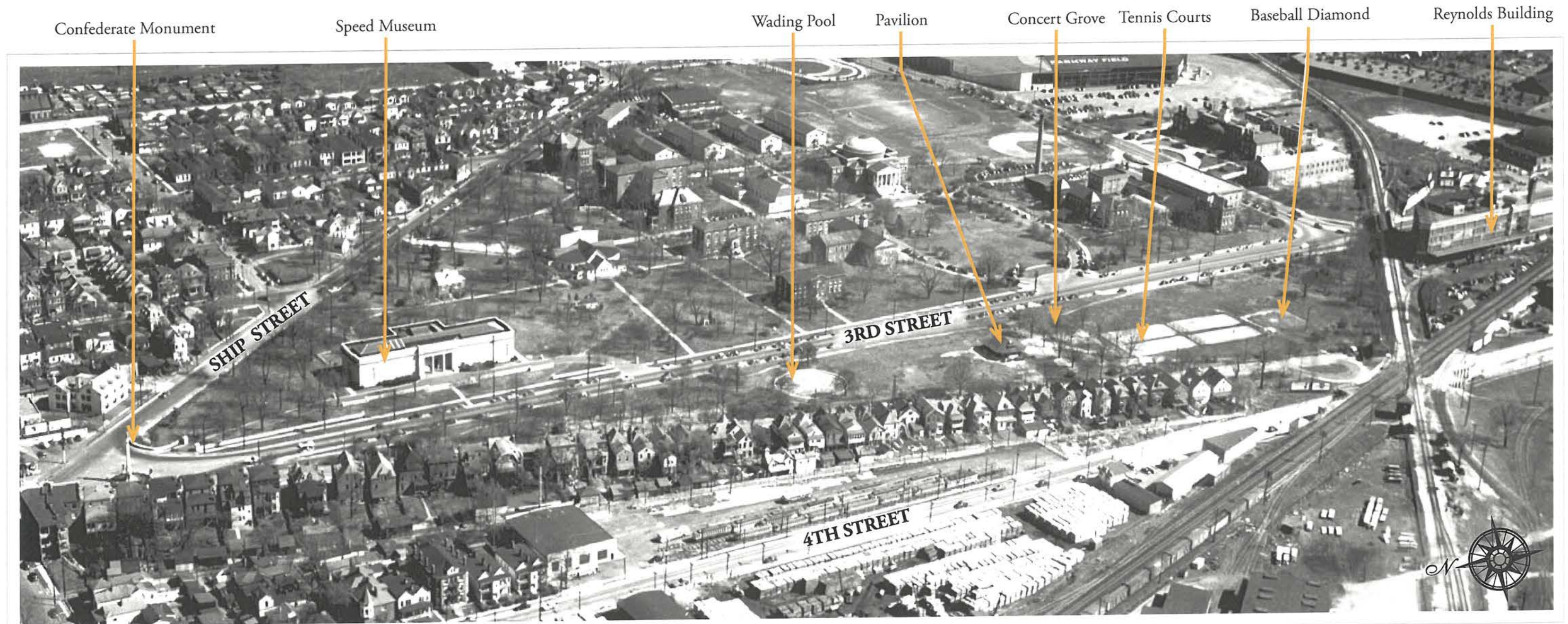
1952

2007



# PROJECT BACKGROUND

## VISUAL TIMELINE



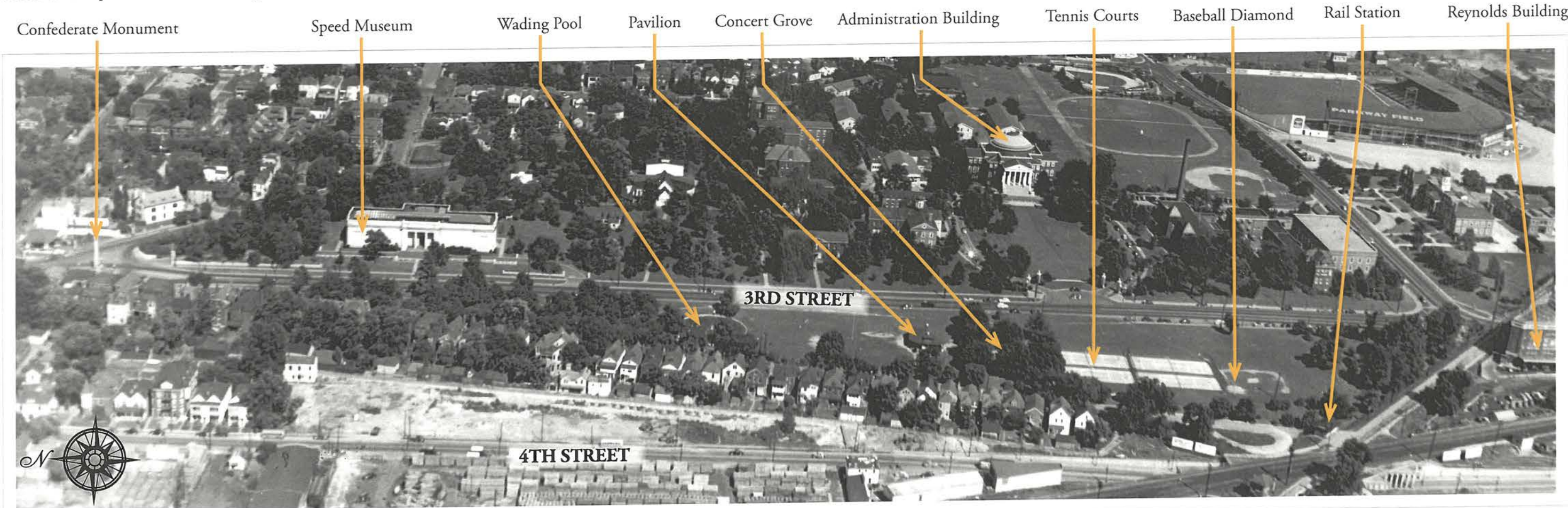
This photo shows the broad urban context of Stansbury Park and the University. Note the density of housing along Park Avenue and the Park. Ship Street is clearly shown. Some years later this street was vacated as part of the expansion of the University.





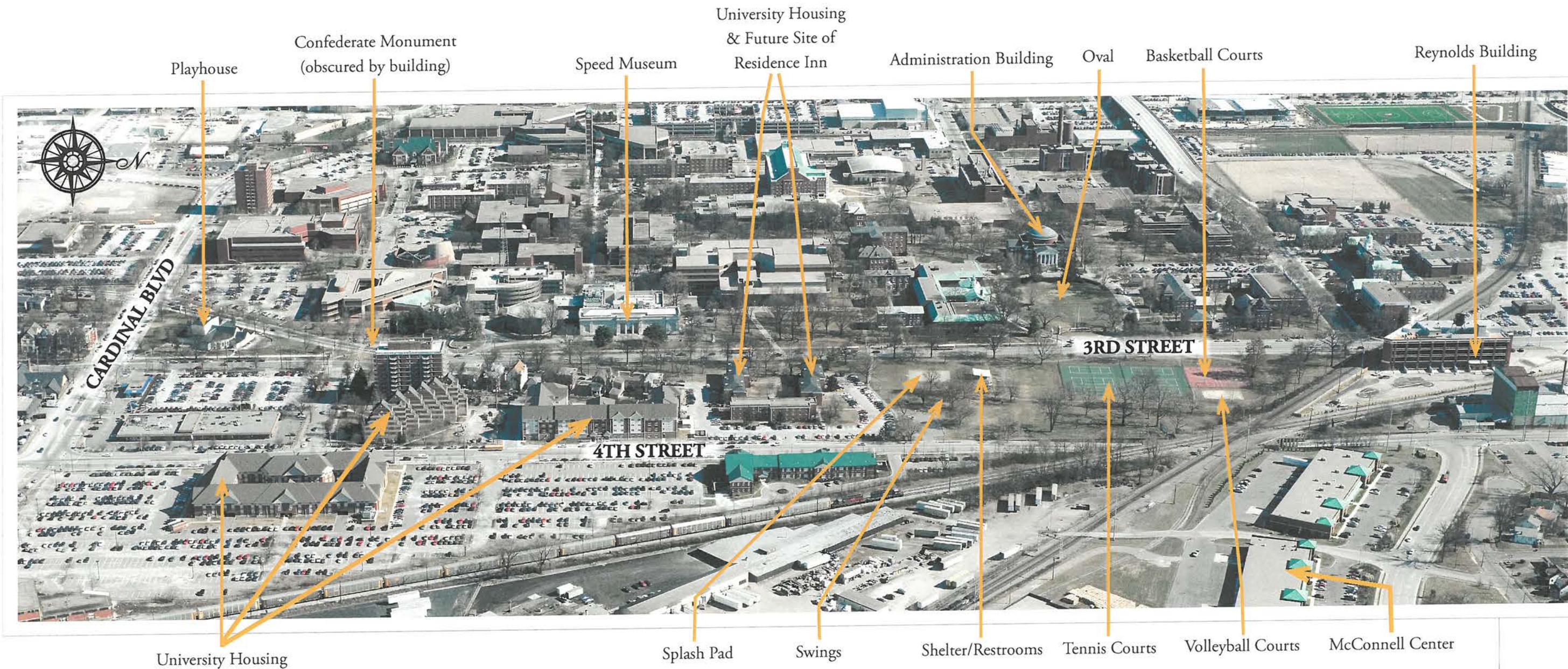
In this image from 1952, the tree cover at the University is showing clear signs of maturity as the buildings tend to disappear behind the foliage. Portions of the original Olmsted plan remain in Stansbury Park, however the pathway system appears to be disappearing. The tennis courts are quite visible as well as the baseball field. The pavilion building is clearly visible near the center of the park and the concert grove

of trees between the pavilion and tennis courts have developed a significant canopy spread. The row of homes along Park Place is clearly visible; a small portion of them remain today. Park Place roadway is visible as well as the turnaround at the far south end of Park Place near the 4th Street viaduct.





PROJECT BACKGROUND  
VISUAL TIMELINE





## EXISTING CONDITIONS

### STANSBURY PARK - SOUTHERN SEGMENT

There are few remaining remnants of the original Olmsted plan for Stansbury Park. Over the intervening 100+ years since the initial creation of the park improvements, numerous alterations and new elements were added to the park.

There are no records that indicate when the original elements of the Olmsted plan were removed. The Fraternity buildings that were constructed in the middle of the park area were built around 1969. The existing restroom building was constructed in 1966 and the spraypool and swings in the same era. Tennis courts first appeared in 1965 and were expanded to the current six courts and two basketball courts. These courts have been recently resurfaced. A sand volleyball court was added in the 1980's. A parking lot dedicated for park patrons and a play area was also added.

MetroParks removed the original Park Place roadbed that formed the diagonal limits along the west side of the park. The depression created by the removal of the roadbed was intentionally left as a reminder of the original plan.

There is a pathway system through the southern portion and over the years has been repaved with bituminous pavements. In general, the pavements are in serviceable condition and have been well maintained.

The landscape in this area consists primarily of turf and shade trees. There are no remaining understory plantings from the

original Olmsted plan. Most of the trees appear to be young enough to not have been part of the original Olmsted plan, with the exception of a large ginkgo tree in the southeast corner of the site between the basketball courts and the railroad fencing.

The railroad forms the southern boundary of the park and scrub plantings line the fenceline along the railroad right-of-way. When the viaducts were constructed over

3rd Street to create a grade separation for the road, the park land was graded down to meet the street elevations. At 4th Street, the viaduct that was constructed also included a retaining wall to support the parkland immediately adjacent to 4th Street.

This area of the park appears to be poorly drained and has numerous depressions that collect water in wet weather. In the past, MetroParks has invested in subsurface

drainage to help to mitigate this wet condition.

The Fraternity Building in the center of the overall park site create a major divider between the two park segments that remain. There is an awkward relationship between the southern segment of the park and the grounds of the buildings. The parking areas around the buildings create a barrier between the park and the buildings; the

buildings seem cutoff from the rest of the park.

Lighting doesn't exist in the southern end of the park except around the Fraternity buildings. This lighting consists of pedestrian-scaled "shoebox" style lighting on short poles that can create significant illumination, but with no aesthetic considerations.





## EXISTING CONDITIONS

### STANSBURY PARK - NORTHERN SEGMENT

As in the southern segment, there are few remaining remnants of the original Olmsted plan in the northern segment of the park. The Fraternity buildings appear to have a better relationship to the northern segment of the park than to the southern segment; this may be due to the narrow, tapering configuration of the northern segment of the original park land.

Park Place still exists adjacent to the northern park segment and separates the park from the student residences referred to as “Greek Row”. Parallel parking exists along both sides of Park Place. Traffic is one-way along Park Place, from north to south.

There is a narrow pathway that runs through the northern segment of the park and there are no hints of the double pathway from the original Olmsted plan. Pedestrian scale lighting lines this single pathway from north to south.

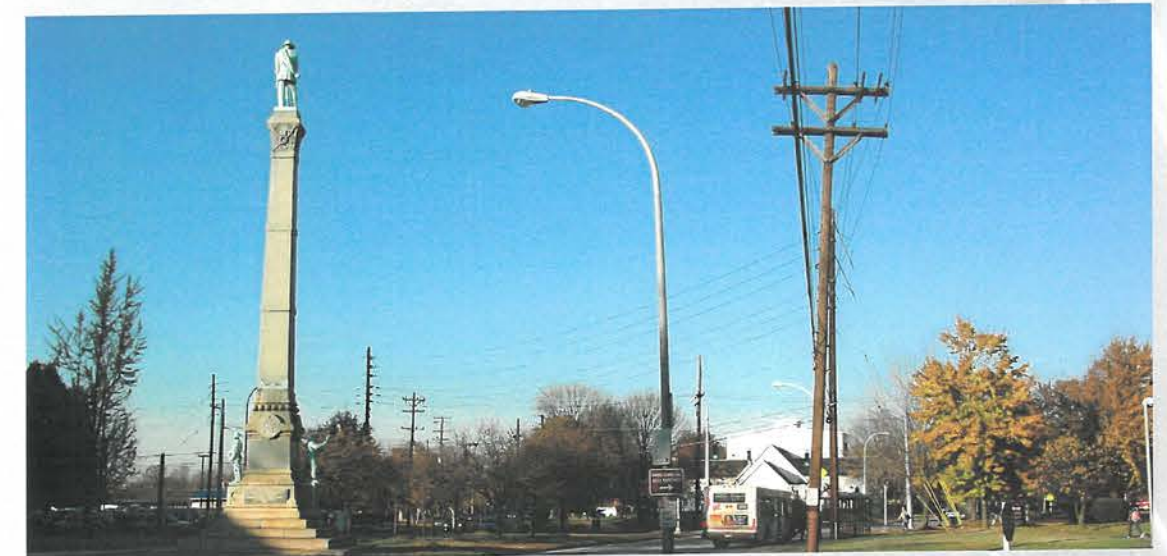
The landscape that remains in this northern segment consists of trees and light turf. The area appears to be very popular with the adjacent student population which creates wear on the park ground plane. The trees that line the pathways and Park Place may be too young to be part of the original Olmsted plan, however, several trees are old enough to have overtopped and engulfed the limestone curbing along Park Place.

This pathway ends at the northern tip of the parkland and an obvious connection across Park Place isn't striped to give pedestrians a cue to the pathway.

The centerline that created the strong symmetry of the Olmsted plan originates at the Confederate Monument. This monument was constructed in late 1800's and has had a controversial political and

cultural history in Louisville due to the monument's subject matter. The monument originally rested in a small irregularly shaped island between 2nd and 3rd Streets and Brandeis Avenue. The short segment of Brandeis between 2nd and 3rd Streets was eventually removed to create a pedestrian connection for pedestrians across these two busy streets.

At the far northern end is a triangular shaped parcel called Freedom Park. Within this park rests a Civil War era Playhouse structure that was moved to this park from a nearby location during a University expansion project. The orientation of the Playhouse corresponds to the centerline of the park and Confederate Monument.





## EXISTING CONDITIONS

### 3RD STREET

As one of the major routes to and from downtown Louisville, 3rd Street carries a large amount of vehicular traffic through this part of the University of Louisville campus adjacent to Stansbury Park.

In the project area, 3rd Street is four lanes wide beginning at the Eastern Parkway intersection. As 3rd Street travels north, it splits into a one-way pair of 2nd Street (northbound) and 3rd Street (southbound). This split occurs at the Confederate Monument near the intersection of 3rd Street and West Brandeis Avenue.

3rd Street is a narrow roadway for the amount of traffic it carries. In the middle of the project area, the pavement width is about 42 feet in four narrow lanes of approximately 10.5 feet each. Near the Eastern Parkway intersection, the pavement

widens and there is a short section of parallel parking on both sides of the street. Parking also exists on 3rd Street, but north of Cardinal Avenue at the northern edge of the project area.

On the east side of 3rd Street is a line of electrical utility poles with significant service lines.

The entry and exit to the University of Louisville's main entry Oval is located off of 3rd Street just north of the intersection of Eastern Parkway and 3rd Street. This entry is mainly ceremonial; significant traffic doesn't enter the campus at this point.

Pedestrians cross 3rd Street officially at several points including Eastern Parkway, W. Brandeis Avenue and at a pedestrian crossing north of the University's Oval entry.

The University is very concerned about the safety of pedestrians crossing 3rd Street at uncontrolled points along the street.

In the 1930's, the City of Louisville engaged in a project to lower 3rd Street to pass under the railroad tracks. Lowering 3rd Street also required lowering Eastern Parkway as well. The viaduct at 3rd Street doesn't have sufficient clearance to handle today's truck traffic. Frequent accidents occur at the viaduct when tall trucks try to negotiate the low clearance created by the viaduct.

### 4TH STREET

The west side of the park is bounded by 4th Street and forms a center spine in the residential and parking portions of the University of Louisville campus. Because numerous student housing facilities front onto 4th Street, the University is concerned about the dangers of uncontrolled pedestrian access across 4th Street. There are several pedestrian crosswalks located at strategic points along 4th Street to encourage pedestrians to cross at safe points and conditions.

With a wider right-of-way than 3rd Street, portions of 4th Street have center medians dividing the north- and south-bound lanes. These medians provide a traffic calming effect to the traffic along 4th Street as well as an aesthetic benefit.

4th Street also serves as the main access point to the residence halls that front onto the park.

As in the case of 3rd Street, the City of Louisville embarked on a grade separation project in the 1930's to create a viaduct so 4th Street could pass under the railroad tracks. The viaduct that was created at 4th Street is of a different design than the 3rd Street viaduct. It is taller, but has a center column system that limits its horizontal clearance. As it currently stands, it has room for two wide lanes, one in each direction. The grade change created by the viaduct didn't affect the park area due to the construction of a retaining wall between the park and 4th Street. While this retaining wall kept the grade in the park level, the wall prevents direct pedestrian connections from the park to 4th Street.

## PROJECT BACKGROUND CURRENT CONTEXT

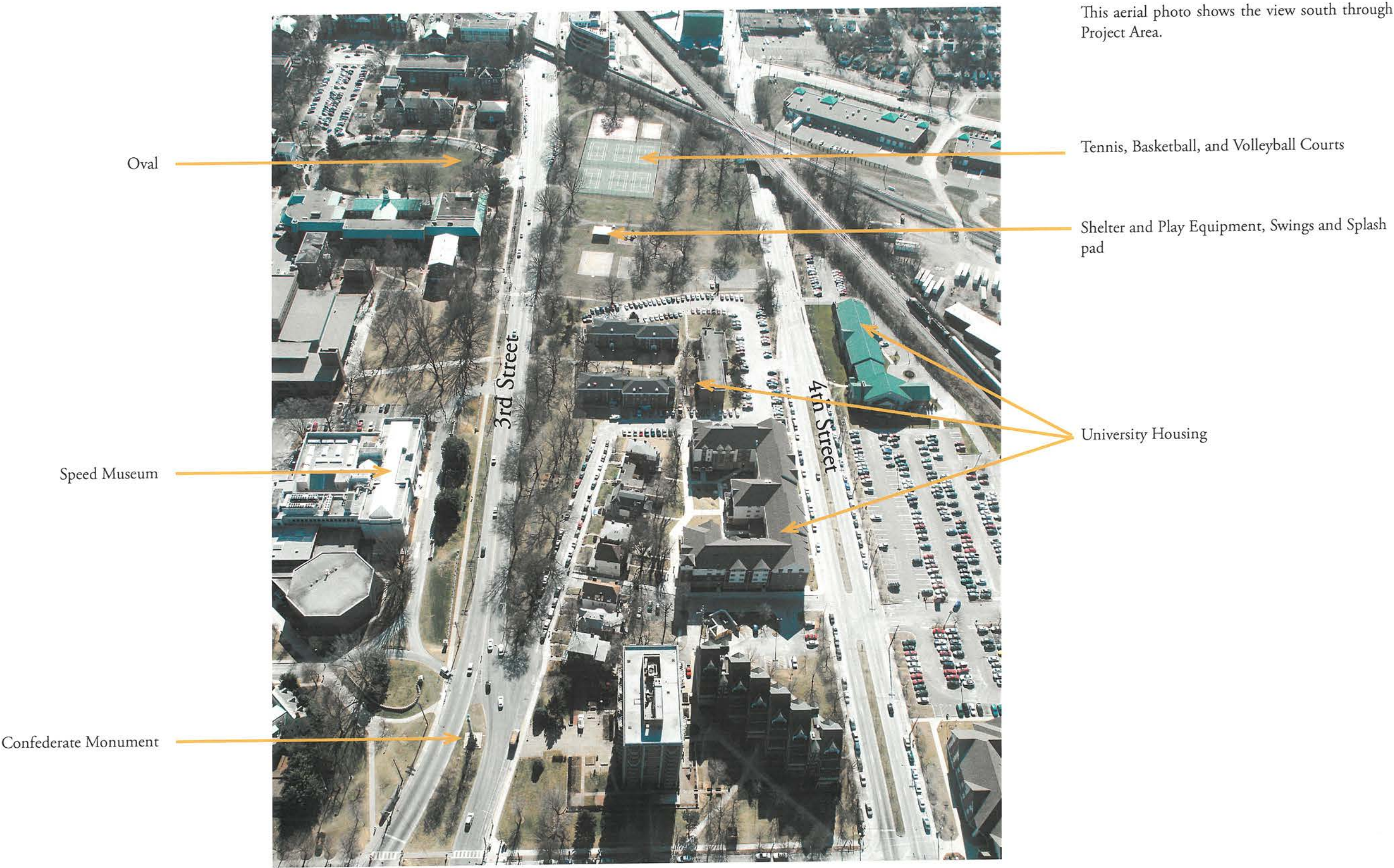






This aerial photograph was taken in February 2007 and clearly indicates the current configuration of the southern end of Stansbury Park.







## CURRENT SITE CONDITIONS



This February 2007 aerial photo shows the view of Freedom Park, the Playhouse and the Confederate Monument..



An aerial photograph of a city, likely St. Louis, showing a river, industrial buildings, and a bridge. The image is faded and serves as a background for the title.

# PROPOSED MASTER PLAN



## PROPOSED PROGRAM

During the course of developing this Master Plan a number of public meetings were held with the purpose of gathering public input into the design process. Part of this process involved developing a “program” for the project. This program is essentially a listing of features and qualities that need to be considered in the overall design of the spaces for Stansbury Park and the surrounding areas.

### 1. Create a large, multi-use open space in park area.

- Large, flexible open space for passive recreation, pickup games and open space.

### 2. Provide walking circuit around perimeter of park.

- Create a self-contained walking path around the perimeter of the park that also provides connections to adjacent neighborhood spaces and the University.

### 3. Improve pedestrian lighting within park.

- Provide increased lighting levels for pedestrians and bicyclists within park area.

### 4. Provide water amenity

- Provide low-level water feature for cooling and visual amenity, without standing water elements.

### 5. Provide comfort station with drinking fountain.

- Provide restroom facilities for park patrons including 2-4 toilet stalls for year-round use.

### 6. Provide pedestrian and bicycling amenities including benches and bike racks.

- Provide benches, trash receptacles and bicycle racks for park and bicycling patrons.

### 7. Improve pedestrian crossings and safety across 3rd Street.

- Provide enhanced pedestrian crossing features at the existing signalized crossings along 3rd Street.
- Discourage pedestrian crossings at Oval area or anywhere along 3rd Street where existing crossings do not exist.

### 8. Extend 3rd Street bikelanes into park area and tie into Parkway system.

- Park design should incorporate bicycle connections between the existing end of the 3rd Street bicycle lanes at Brandeis and Eastern Parkway and 4th Street.

### 9. Integrate 4th Street frontage into park area.

- Provide design elements and features that incorporate the 4th Street frontage along the park.

### 10. Improve signage and wayfinding within park area.

- Incorporate you-are-here information signage.
- Incorporate interpretative signage for history, culture, etc.

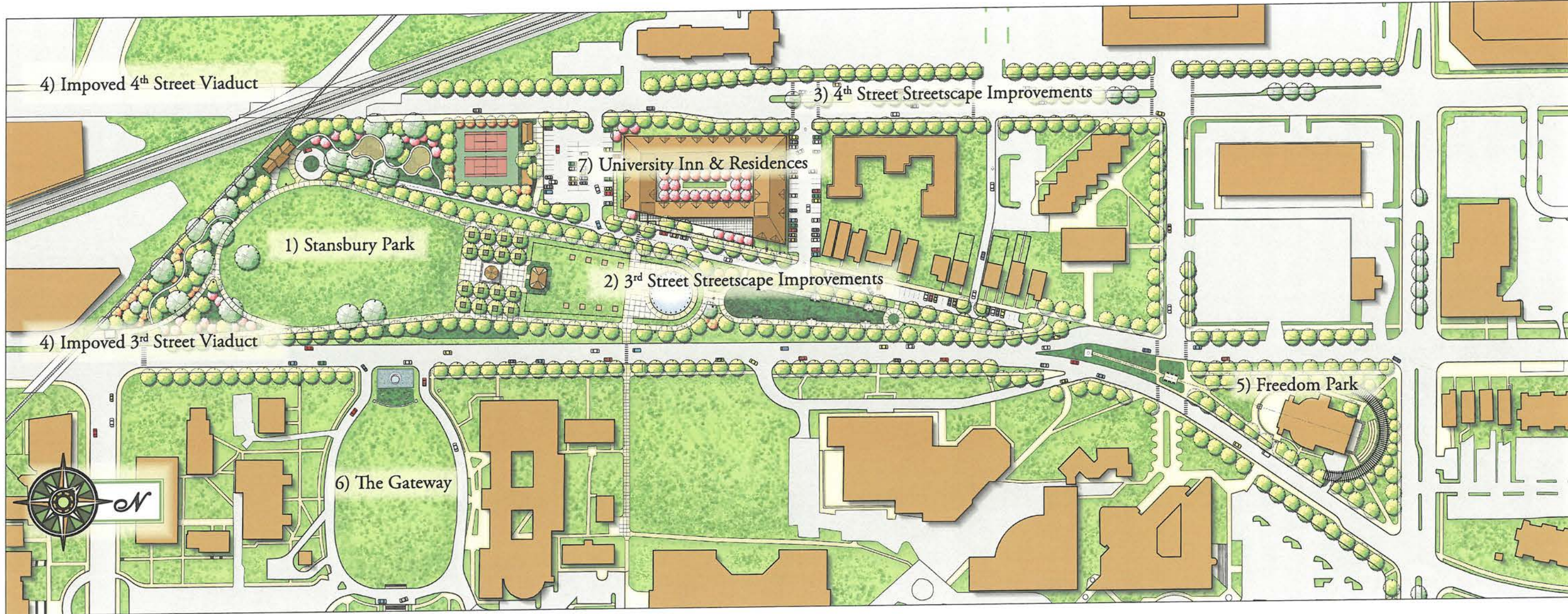
### 11. Provide for railroad overpass renovation.

- For increased clearance for trucks
- For increased pedestrian access
- For increased bicycle access
- For increased vehicle and pedestrian safety.

### 12. Enhance the University Entry Experience

- Create a clearer and more defined entry area where the Oval and 3rd Street intersect.
- Create a safer vehicular ingress and egress to the Oval area.





The proposed Master Plan brings together all of the programmatic elements outlined previously into a single, coherent plan. The Master Plan draws inspiration from the original 1901 Olmsted Plan with updates for the 21st Century.

This new Master Plan must respond to the contextural framework that has evolved in the intervening 100+ years. This area has seen numerous changes in the fabric of

the neighborhoods that surround the area. New buildings have risen to take the place of old structures.

The original landscape that was planned by Olmsted for the park area has very few remaining remnants. This Master Plan is designed to bring back many of the missing elements and reinforce those with strong urban design elements. One of the strong themes is the re-establishment of a regular

street tree pattern throughout all of the area. Trees have the natural ability to provide the commonality between all of the various areas of the Project. The plan also responds to the increasing amount of pedestrian traffic in the area. The student population that resides and goes to classes around this area will make up a large proportion of the users of the spaces created by the Master Plan. As the amount of student housing

increases in this area and in the areas to the west of 4th Street, the number of pedestrian movements will be increasing.

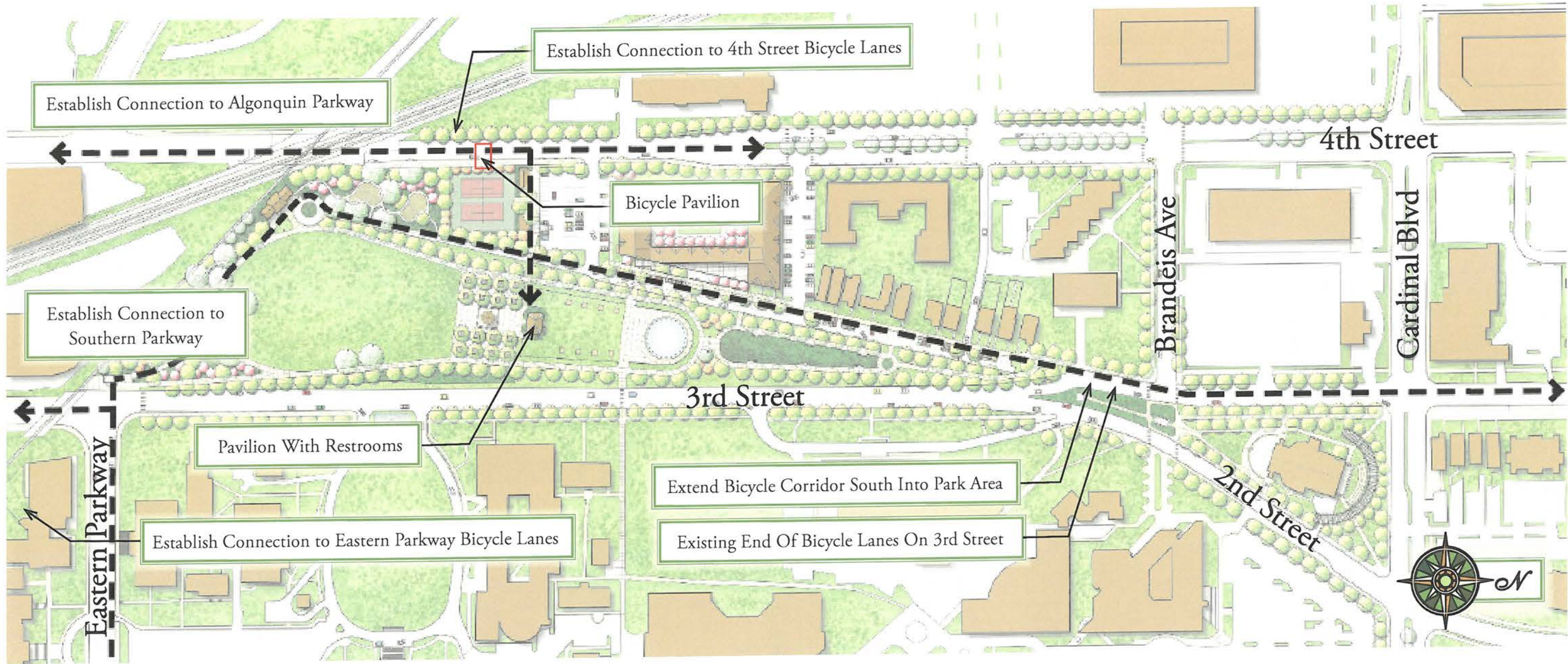
Another large component of the Master Plan is the re-establishment of the large "Olmsted Lawn" in Stansbury Park. This large open space must remain open and free of encumbrances in the future.

The major components of the Master Plan are:

- 1) Stansbury Park
- 2) 3<sup>rd</sup> Street Streetscape Improvements
- 3) 4<sup>th</sup> Street Streetscape Improvements
- 4) Improved 3<sup>rd</sup> and 4<sup>th</sup> Street Viaducts
- 5) Freedom Park
- 6) The Oval and Gateway
- 7) The University Inn and Residences

The combination of all of these elements will form a cohesive plan for the area.





The Stansbury Park Master Plan creates some of the “missing links” in the Louisville bicycle system by providing corridors and facilities for bicyclists in the park and adjacent spaces. Currently, the bicycle lanes on 3<sup>rd</sup> Street end just south of Brandeis Avenue. The Master Plan will extend this corridor along the revamped Park Place in front of the existing Greek Row housing

and the proposed University Residence Inn facilities. Bicyclists can then travel to the far southern terminus of the park near the Train Station Pavilion and travel south east to meet the proposed bicycle lanes on Eastern Parkway. From there bicyclist can travel east along Eastern Parkway or south along 3<sup>rd</sup> Street.

Within the Park, bicyclist can travel west to 4<sup>th</sup> Street and take advantage of the proposed Bicycle Pavilion on the edge of the park on 4<sup>th</sup> Street. This pavilion will have covered bicycle parking including bicycle storage lockers. By locating this bicycle pavilion on 4<sup>th</sup> Street, bicyclist will have access to the TARC transit routes that travel on 4<sup>th</sup> Street.

The storage lockers will provide a secure, all-weather location for storage of bicycles. This location on 4<sup>th</sup> Street will also create a link to the bicycle lanes on 4<sup>th</sup> Street that connect to the Southern Parkway bikelanes that travel westward through the City.

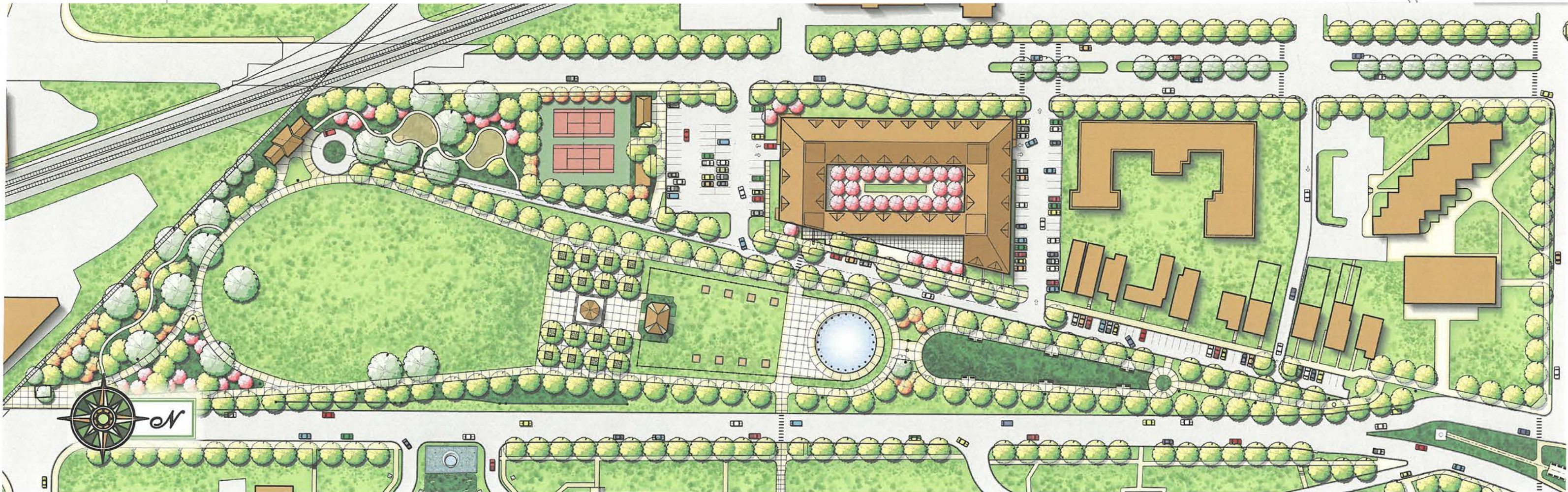
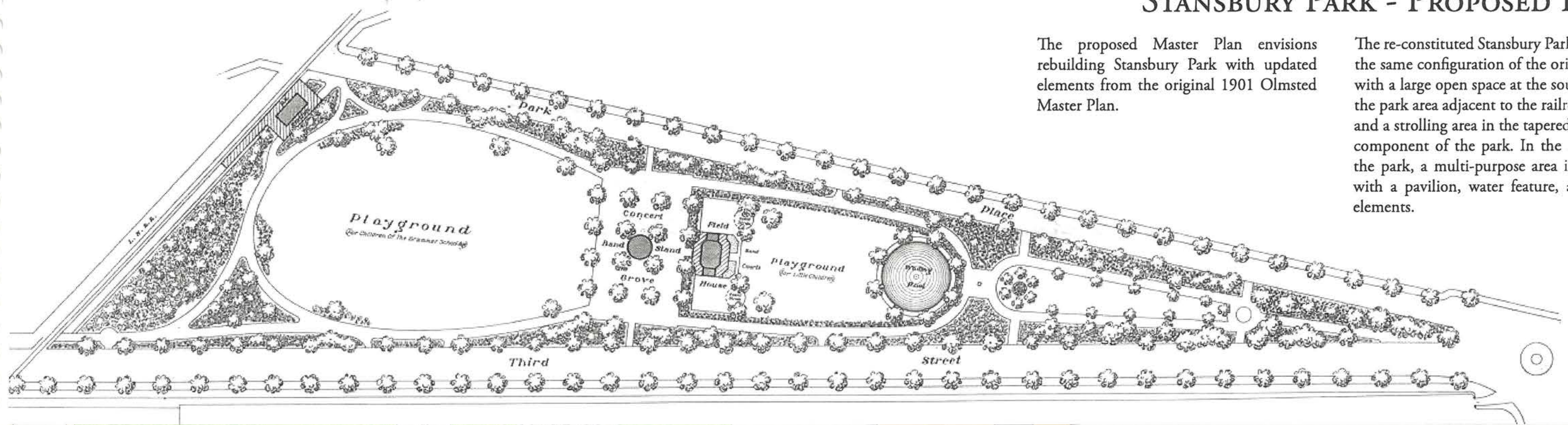
Bicyclist will also have access to the main Pavilion within the core of Stansbury Park where restrooms and water facilities will be located.



# STANSBURY PARK - PROPOSED PLAN

The proposed Master Plan envisions rebuilding Stansbury Park with updated elements from the original 1901 Olmsted Master Plan.

The re-constituted Stansbury Park will have the same configuration of the original plan with a large open space at the south end of the park area adjacent to the railroad tracks and a strolling area in the tapered northern component of the park. In the middle of the park, a multi-purpose area is planned with a pavilion, water feature, and other elements.





## STANSBURY PARK - SOUTHERN SEGMENT



The southern-most component of Stansbury Park will consist of a large open space of lawn defined by a paved pedestrian pathway.

This main, circumscribing pathway is linked to the south along 3rd Street and 4th Street via connector pathways. Due to the grade differential at the viaducts at 3rd and 4th Streets, these connector pathways create the accessible routes into the park from the south.

The space between the main pathway and the railroad right-of-way would be developed as a buffer area to provide a visual screen to the south of the park. This area would be planted in native materials and would include soft pathways throughout this area.

Between the main pathway and 4th Street is another transitional area that would be used to link the main pathway to the sidewalks along 4th Street via a connector pathway. This area would also be planted as a naturalized landscape.

The visual terminus of the original Park Place street corridor would occur near the railroad tracks near the location of the original train depot. This Park Place corridor would also contain a pathway linking the north end of the park to the southern terminus.

The main pathway would join in the middle segment of Stansbury Park at a central plaza area. Features in this area are described in the next section of this Master Plan document.

One of the design considerations for this area is the movement of pedestrians

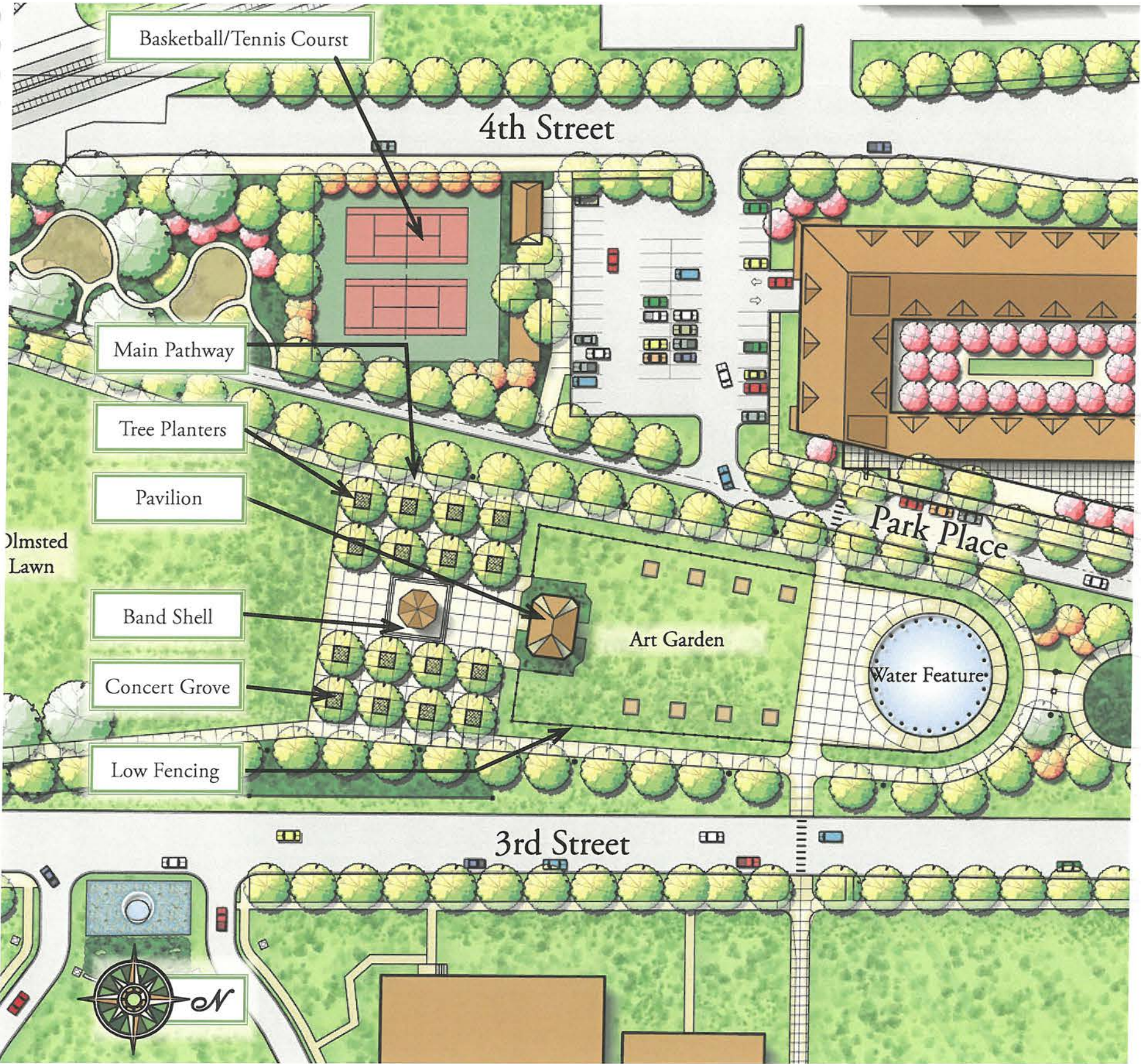
across 3rd Street. The 3rd Street corridor can be a difficult and hazardous street to cross and the University would prefer to not encourage pedestrian traffic from this part of the park to the University. To help focus pedestrian traffic to locations where crossings can be monitored and controlled, a landscape feature is proposed consisting of a "lawn wall" and fencing. These elements would follow the standards developed by Metro-Parks and the Olmsted Conservancy and would be located parallel to 3rd Street between the street and the main pathway. Lawn wall terminal posts would be incorporated to create "gateways" and to provide a reinforced architectural treatment for this area while not visually intruding into Stansbury Park. These elements would be reinforced with landscape plantings between the fencing and the main pathway. This combination of lawn wall, fencing, and landscape buffer would extend into the central segment of Stansbury Park.

The landscape treatment surrounding the pathway would consist primarily of shade tree plantings. These plantings would reinforce the streetscape along 3rd and 4th Streets and would become more naturalized in arrangement toward the interior of the park and within the buffer area at the south.

Unlike the original 1901 Olmsted Plan, however, lower scale, understory plantings would be limited in their placement and heights to provide visual access into the park and monitoring of park amenities.



# STANSBURY PARK - CENTRAL SEGMENT



The central segment of the Stansbury Park Master Plan would contain the more active components of the park.

These new elements would be organized around a centerline that extends from the tip of the park to the southern edge and bisects the park into symmetrical halves.

A bandshell structure forms the southern element in this segment. This multi-purpose structure would be placed in a paved and landscaped plaza and surrounded by shade tree plantings. The structure would be designed to be an open structure suitable for concert venues or other large gatherings of people.

Between the bandshell and 4th Street are two multi-purpose courts that would be designed for tennis and basketball. In addition, a play structure would be incorporated using equipment palette that would be suitable for teenagers and college students.

Immediately north of the bandshell structure is a pavilion that will contain restroom facilities and room for maintenance storage for the park. It is anticipated that these internal features of the pavilion would be centered around the overall centerline and to create a wide center corridor space.

The pavilion forms the southern terminus of a trapezoidal space that is defined by another circumscribing pathway and low fence. The low fencing would be placed

on the inside edge of the pathway and would have breaches in the fenceline to accommodate the pedestrian movements across at the existing 3rd Street pedestrian crossing.

Within the space created by the fencing are a number of unique elements.

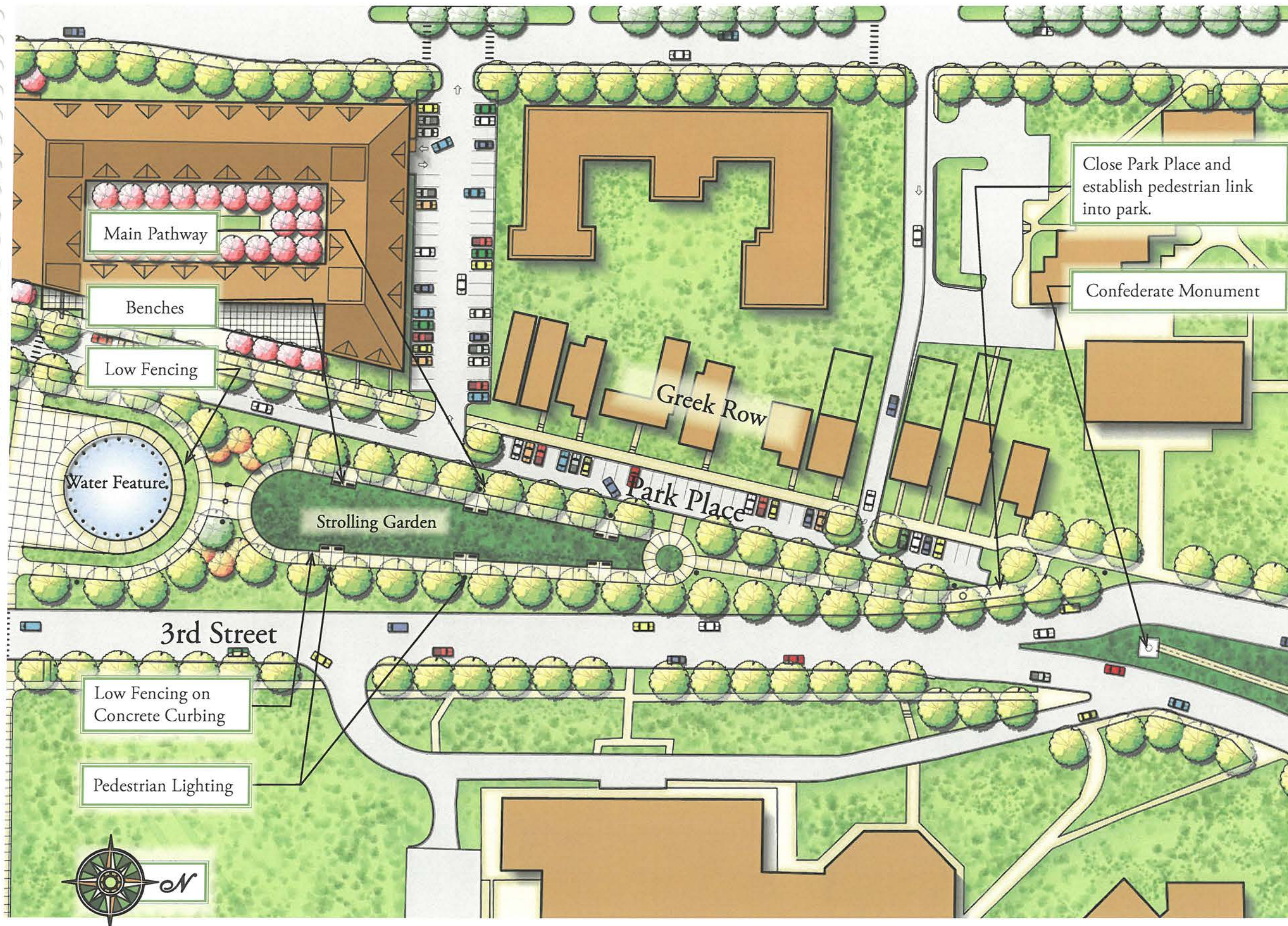
At the northern end of this space is a water feature incorporating a zero-depth basin and water jets arranged in a circular pattern. The zero-depth feature of this water element creates a circular plaza space that can be utilized for other uses when the water feature is not operating. The zero-depth feature also reduces the maintenance requirements.

Between the pavilion and the water feature is a large open space anticipated for public art. This public art space could be programmed with permanent or temporary art pieces from local and national artists. Plinths could be provided as platforms for art pieces. The surface materials between the plinths would be paved in a solid material.

As in the South Segment, the landscape treatments for the Central Segment consist primarily of street tree plantings that reinforce the 3rd Street streetscape and the original alignment of Park Place. The original understory plantings indicated in the 1901 plan would not be replicated in favor of visual access into the park.



# STANSBURY PARK - NORTHERN SEGMENT



The northern segment is formed by the alignment of Park Place and 3rd Street and as in the Central segment, is bisected by a centerline that forms a strong symmetry of elements.

Starting at the water feature at the north end of the central segment, the main pathways flank the center line where they converge to a single pathway near the northern end of this segment. These pathways are edged with a raised curb planter with a low railing designed to protect an evergreen groundcover landscape treatment in the space between the pathways.

Along these pathways are placed benches that are inset into the center landscape area. These seating areas are aligned with the lighting locations in this area.

There are two locations for additional art elements at both ends of this landscape area. In the original 1901 plan, Olmsted envisioned these areas to be for "tender plantings" and the surrounding area to be lawn. In this proposed plan, these areas would be for a vertical element, e.g. art.

The other landscape treatments in the northern segment reflect a continuation of the street tree plantings in the southern and central segments which are designed to reinforce the 3rd Street Streetscape and the streetscape along the Greek Row fraternity buildings.

At the far northern tip of this segment, the pathways converge to form a single pathway. This plan proposes to close the roadway in front of the Greek Row fraternities and to continue the pedestrian connection to the north. Vehicular access to these fraternity buildings would be maintained via a "loop" road from 4th Street and the parking arrangement along Park Place would be changed from parallel parking on both sides of the street to perpendicular or angle parking.





# 3RD & 4TH STREET IMPROVEMENTS

As one of the major vehicular corridors in the project area, 3<sup>rd</sup> Street creates a barrier to east-west pedestrian traffic across the project area. The improvements proposed for 3<sup>rd</sup> Street include:

- 1) Re-establishing the curbline along both sides of 3<sup>rd</sup> Street. This will help to define the corridor for vehicles and to help keep vehicles off of the public parkways on either side of the roadway.
- 2) Relocate the overhead utility lines underground. These major utility lines create a visual eyesore in this area and prevent the establishment of

a consistent street tree canopy in the area. The Master Plan would propose that these utility lines be relocated from south of the 3<sup>rd</sup> Street viaduct at Eastern Parkway to Freedom Park. In addition, the utility lines that are located west of 3<sup>rd</sup> Street along Brandeis Avenue and 2<sup>nd</sup> Street also be relocated.

- 3) Re-establishing the consistent street tree planting along 3<sup>rd</sup> and 4<sup>th</sup> Street.
- 4) Remove bollards along 3<sup>rd</sup> Street. These features were installed to prevent cars from trespassing onto the park landscape.

- 5) Remove parking along 3<sup>rd</sup> Street. The parking that is located south of the entry to the Oval should be removed and the pavement reclaimed as part of the park and campus landscape.
- 6) Reinforce the pedestrian crossings and connections to the campus. Both the City and the University are concerned about un-controlled pedestrian access across 3<sup>rd</sup> Street. These crossings that exist should be made more prominent with wider sidewalks and features that call attention to them for the notice of both pedestrians and drivers.



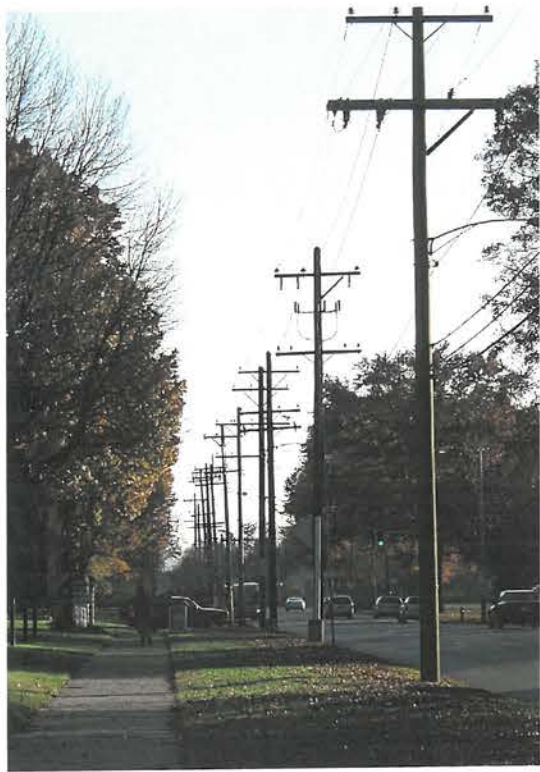
Reinforce pedestrian crossings and connections into the campus and neighborhoods



Cleanup adjacent right-of-way; add tree plantings, remove bilboards and establish new street tree plantings.



Establish New Curbline On Both Sides of 3rd Street.



Move overhead utilities underground and establish new street tree planting and parkway along 3rd Street



Remove parking from both sides of 3rd Street and reclaim pavement as part of campus and park greenspace.



## 3RD STREET VIADUCT IMPROVEMENTS



The viaduct at 3rd Street has created a significant issue in this area. Third Street is a designated US route and a truck route, despite its low clearance, currently at 14' feet. This low clearance causes significant traffic problems when trucks try to negotiate the low clearance.

The recommendations of this Master Plan are to either replace or modify the existing viaduct and roadway to create more vertical clearance. This could be accomplished in a combination of several ways:

- 1) Replacement of the existing viaduct with a new structure.
- 2) Lowering 3<sup>rd</sup> Street (and Eastern Parkway as well) to create the required clearances.
- 3) Modification to the existing structure in combination with lowering 3<sup>rd</sup> Street.

When these modifications are made, a strong architectural statement should be incorporated into the components of the new or modified viaduct structure in order to reinforce the gateway quality that this viaduct creates in this area.





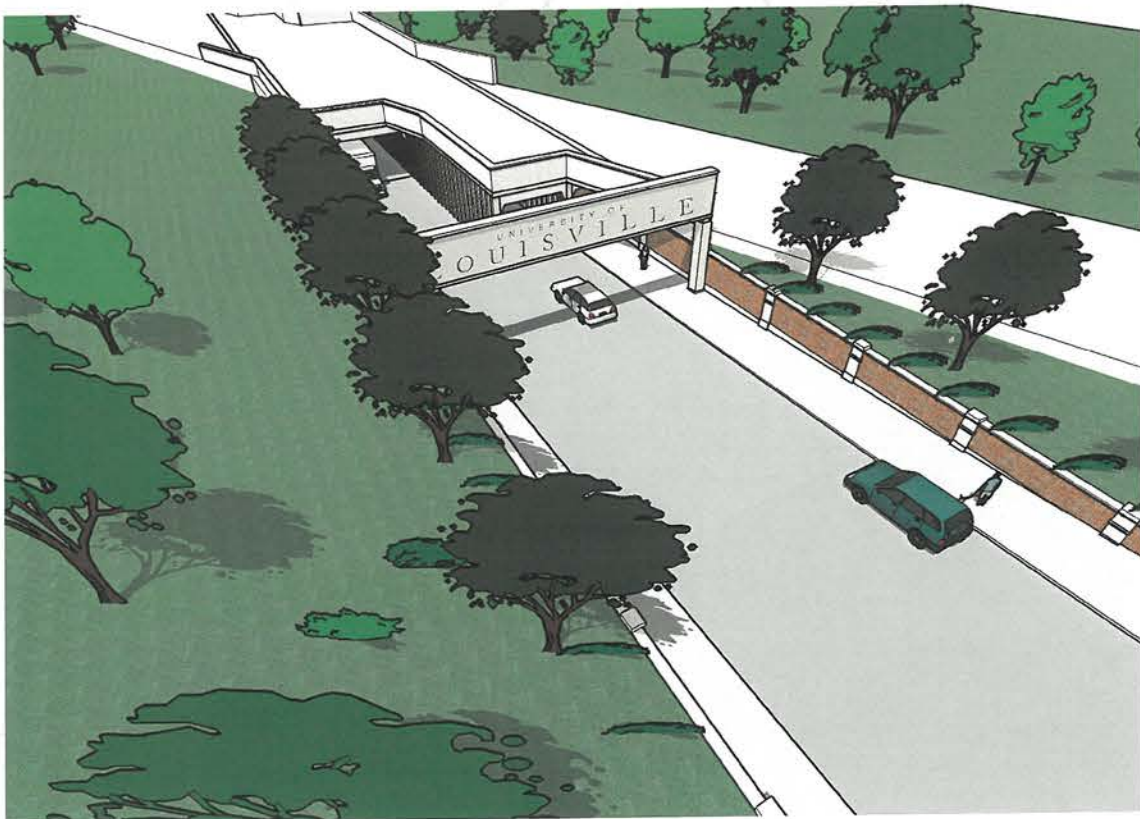
# 4TH STREET VIADUCT IMPROVEMENTS



4<sup>th</sup> Street is the companion to 3<sup>rd</sup> Street and also functions as a major vehicular corridor into Louisville.

The improvements proposed for 4<sup>th</sup> Street viaduct include clean-up of the retaining walls and viaduct structure at 4<sup>th</sup> Street and the railroad crossing. This could include providing a strong architectural treatment for the retaining walls and the viaduct structure. These treatments could be a cladding materials, paints, landscape treatments or other similar treatments.

The Master Plan does not recommend replacement of the viaduct structure due to the significant rail infrastructure it carries.





## FREEDOM PARK IMPROVEMENTS



The Freedom Park area will continue to be anchored by the Playhouse building on the north end of the wedge shaped property and the Confederate Monument on the southern tip of the area. Improvements recommended for this area include:

1. Provision for an architectural treatment for the north end of the building which originally was the service end of the building.
2. Provision for a sculpture element aligned along the main building axis and placed just south of the building. This sculpture element is intended to be an interpretative sculpture on the subject of slavery
3. Preservation of the Confederate Monument as a significant architectural and historical element in the area.
4. Refinement of the pedestrian space between the Playhouse and the Confederate Monument to improve the pedestrian experience.
5. Provision for lighting architectural and sculptural elements.



# THE FORMAL GATEWAY AND OVAL IMPROVEMENTS



The Gateway area of the Master Plan will create the formal entry to the University of Louisville. Located at the Oval just east of 3<sup>rd</sup> Street and north of Eastern Parkway, the Gateway area has seen a number of recent architectural improvements to the area including the low monument wall and the refurbished gateway masonry columns.

Enhancements to the Gateway area will include refinements to the driveways to provide better definition and separation. By moving the driveways further apart, the traffic safety will be improved and the excess pavement can be reclaimed for greenspace.

This new greenspace area will be enhanced with additional landscape plantings and possibly a low water feature.



## UNIVERSITY INN & RESIDENCES

An important component of the overall Master Plan is the provision for creating additional housing facilities for University students.

Re-creating the Olmsted plan for Stansbury Park involves the removal of the existing University housing in the three buildings that currently occupy the middle portion of the site just south of "Greek Row".

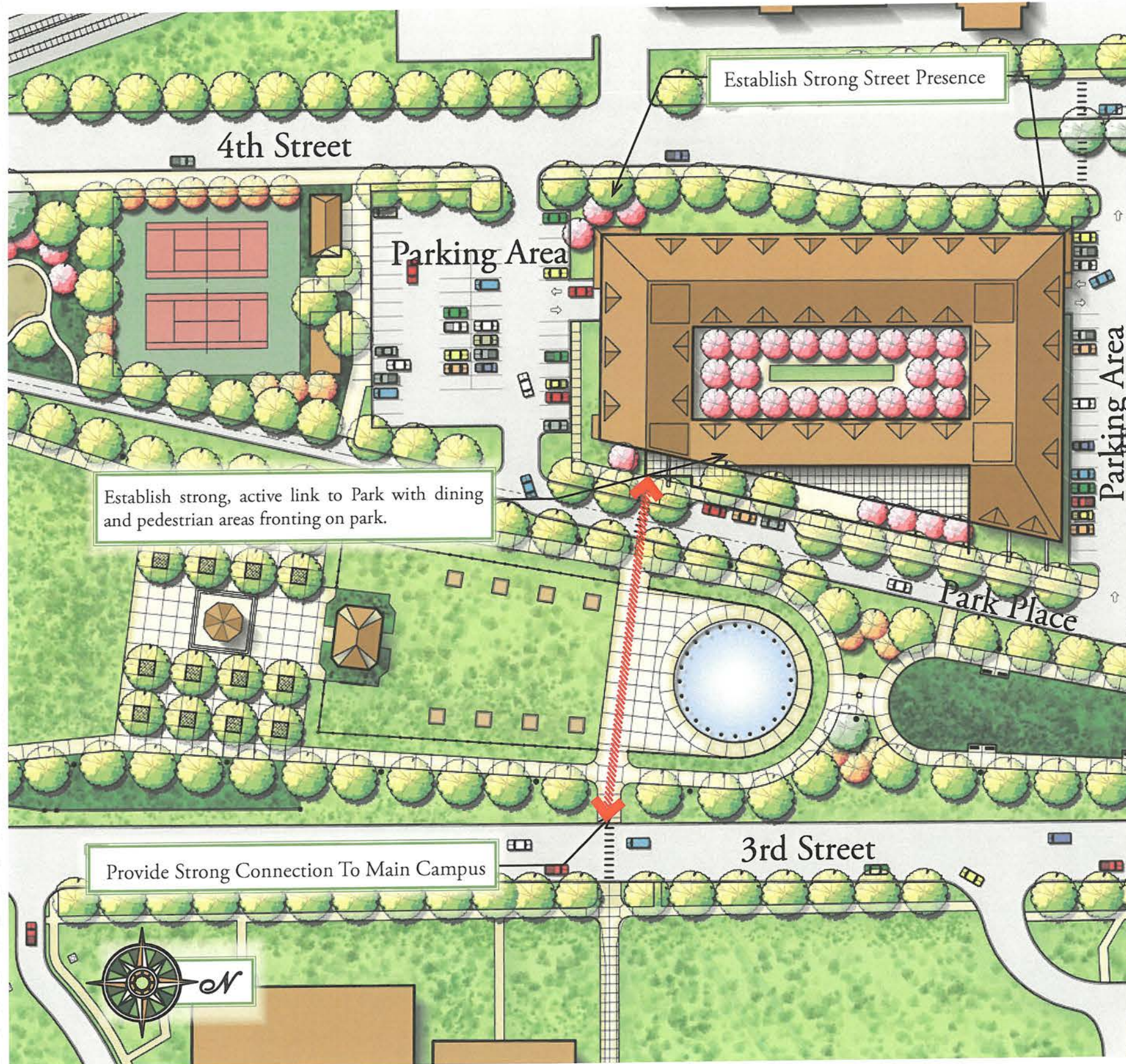
The Master Plan proposes a new University facility to be constructed between Stansbury Park and 4th Street that will contain University housing, food service facilities, and an "inn" for visiting alumnae and guests.

The guest rooms and dining areas will look

into Stansbury Park, with generous windows and outdoor terraces. Between 400-500 beds in a choice of studio apartments and clusters of rooms will be arrayed around a landscaped interior courtyard. Enclosed parking and screened service areas will make the Inn and Residences a prominent structure on the Park.

Additional long term parking will be available to the west of 4th Street for students who will not need their automobiles while they are residing on campus.

The building will be designed and constructed of traditional materials and detailing that relates to the classical architectural styles of the University's Oval.

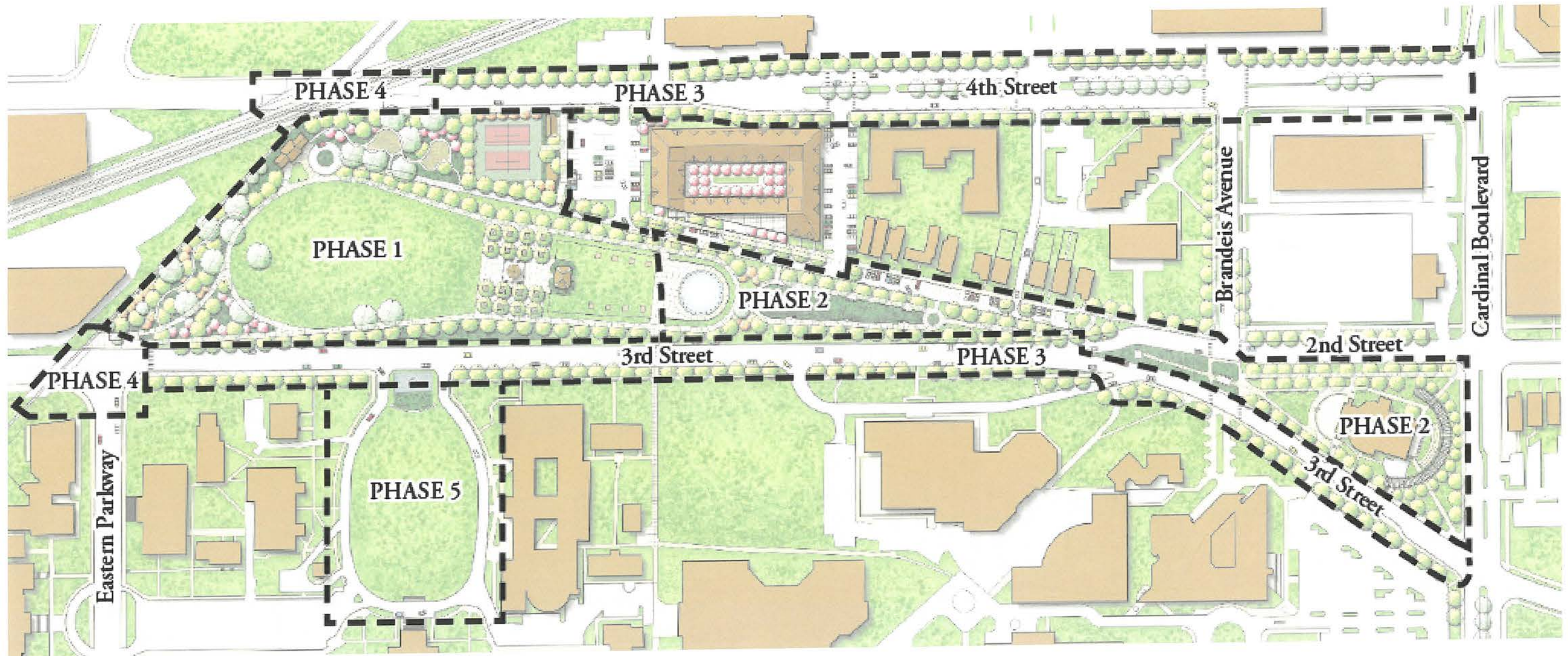




An aerial photograph of a city street grid, showing a mix of residential and commercial buildings, green spaces, and a multi-lane highway running diagonally across the lower left. The image is faded and serves as a background for the title.

# MASTER PLAN IMPLEMENTATION





## Phasing and Implementation

Given the scale of this Master Plan, a phased process for the implementation of these improvements is highly recommended. Many of the phases are dependent upon input and funding from many different agencies before construction can commence. Some of these phases can be on parallel timetracks with other phases while some others will be delayed while other constraints are removed.

### Phase 1

Phase 1 would consist of the construction of the southern half of the proposed Stansbury Park plan. The presence of the University housing in the middle of the project would form the approximate northern limits for Phase 1.

### Phase 2

After the removal of the University housing in the middle of the project, Phase 2 can commence and would complete the original

component of Stansbury Park as well as include the improvements to Freedom Park and the site areas surrounding the Playhouse.

### Phase 3

This Phase involves the improvements to the 3rd and 4th Street rights-of-way and would include the relocation underground of the utility lines along 3rd Street. Portions of this utility work may jump across to 2nd Street and Brandeis Avenue as well.

Other components of this work would include establishment of the consistent street tree planting along both streets.

### Phase 4

This phase would involve improvements to the viaducts over 3rd and 4th Streets. Given the complexities of these particular projects and the number of agencies and railroads that would be involved, preliminary work on this phase should begin immediately.

### Phase 5

This phase would involve the improvements needed for the University Gateway and Oval area.

It is important to remember that while these are indicated as "phases", no particular order is indicated except for Phases 1 and 2 which are dependent upon the removal of the existing University housing.



An aerial photograph of a city street grid, showing a mix of residential and commercial buildings, trees, and a multi-lane road. The image is faded and serves as a background for the title.

# MASTER PLAN COMPONENTS



Site Elements

The Master Plan proposes to use the same or very similar site furnishings and materials that are currently in use throughout the Olmsted Parks in the Metro Parks system.

Many of these are currently commercially available products and materials that give the Olmsted Parks their particular quality. There are a number of special details that are also employed for special issues.

These components are designed for longevity and ease of maintenance. All materials used for this project should be evaluated for long-term maintenance and durability. Unless otherwise noted, all of the components are standard Metro Parks components.



Park Bench 1

Pavements

One of the major components in the Master Plan involves pavements and walking surfaces. Metro Parks has developed a concrete pavement material that creates the visual and textural effect of aged concrete in a newly-formed installation. The recipe or “design mix” for this concrete material consists of:

- 470 lbs. Type 1 Portland Cement
- 100 lbs. Class F Fly Ash
- 2340 lbs. Class A sand
- 850 lbs. Pea Gravel
- 35 gal. clean water
- 5 ounces Water Reducing admixture
- 1 ounce Air entrainment admixture

When properly installed and finished, this concrete has the look and feel of aged concrete and can be used for flatwork and curbing as well.

The woodland pathway in the southern part of Stansbury Park is envisioned to be a bark chip pathway. This would be a 3-4 inch layer of bark chips over a filter fabric. This system would be “cut in” and flush to the adjacent landscape surface.

Street pavements would be standard bituminous pavements of a design currently employed in Louisville. The pavement design would need to be adjusted for parking and standard roadway pavements where required.



Victor Stanley Trash Receptacle

Tennis court pavements would be a multi-component bituminous pavement that is designed for tennis courts. The top surface would be a finely graded bituminous surface mix as required by Metro Parks. Court coating systems and striping would also be employed.

Olmsted Park Furnishings

Metro Parks has developed a palette of furnishings that have been incorporated into the other Olmsted Parks in the Metro Parks system.

Park Bench 1

Central Park Settee  
Model No. 6735, 6' length  
Color: Central Park Green  
Manufacturer: Kenneth Lynch & Sons  
PO Box 488 Wilton CT 06897-0488  
(203) 762-8363 phone  
(203) 762-2999 fax

Park Bench 2

World's Fair Bench, 6' length,  
Unfinished Ipe  
(manufacturer same as above)

Trash Receptacle for the Central Park Settee

Ironsites S-424 (36 gallon capacity) with liner  
Color: black (low gloss)  
Manufacturer: Victor Stanley, Inc.  
Brick House Road  
Dunkirk, MD 20754  
1-800-368-2573

Trash Receptacle for the World's Fair Bench

PSO-32 “Pro-Tone” 36 gal receptacle with liner and formed lid,  
Color: black to match bench



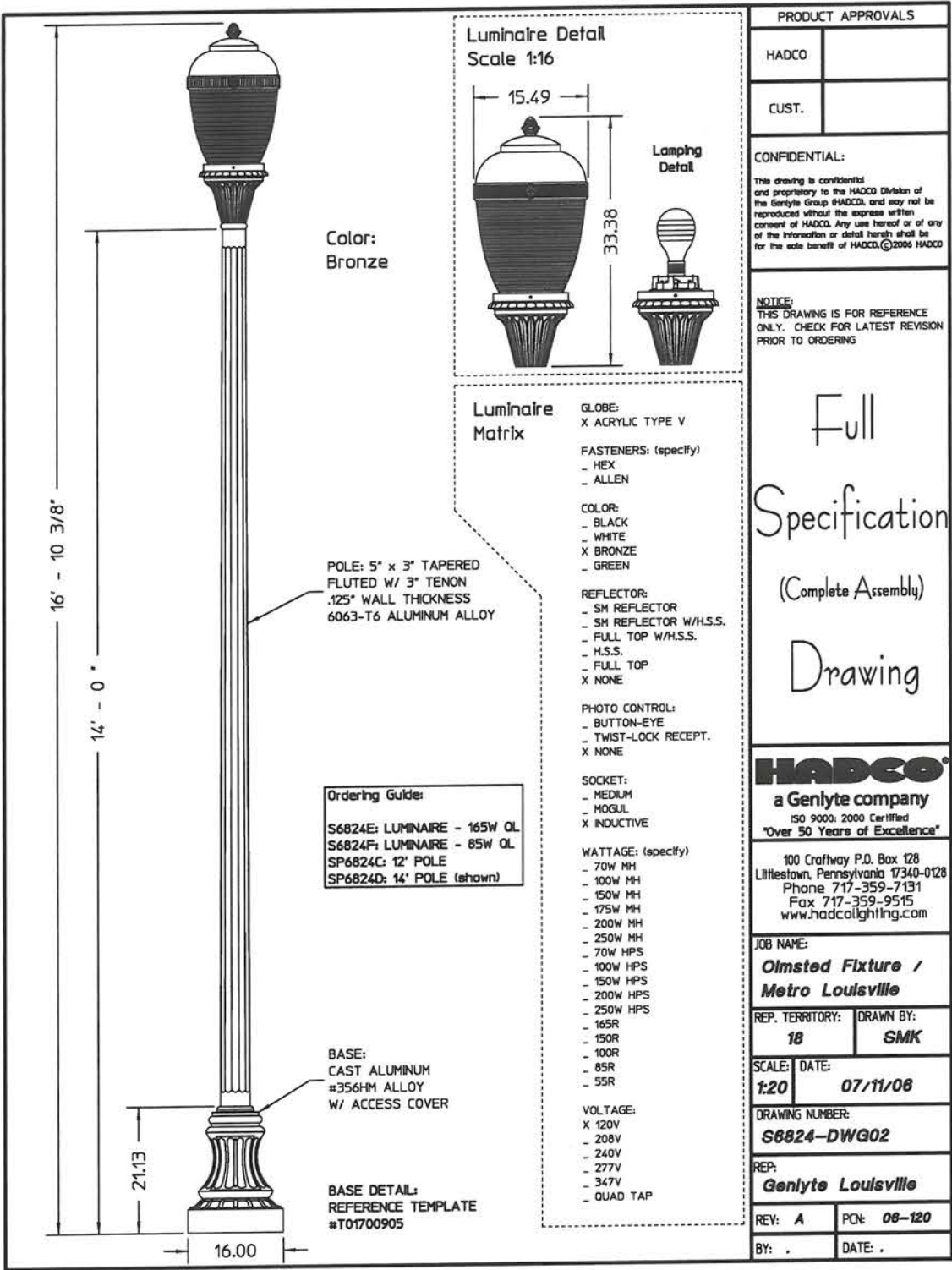


Bike Rack

Model: Portland Bike Rack, WU 20-F-P  
Inverted 'U'  
(ID 1.5", OD 1.9" Pipe)  
Finish: Polyester powder coat  
Color: Dark green  
Manufacturer: Creative Pipe, Inc.  
2629 Manhattan Ave., Suite 289  
Hermosa Beach, CA 90254-2447  
(310) 376-9536 (phone)  
(310) 798-1785 (fax)

Lighting

Metro Parks uses a replica of an historical light pole and luminaire from HADCO. This system is proposed for use in this Master Plan.



Drinking Fountain with Dog Bowl

NYC Custom fountain, one arm model, with dog drinker  
Manufacturer: Canterbury International  
5632 W. Washington Blvd.  
Los Angeles, CA 90016  
(323) 936-7115  
Permission to purchase the fountain for use in Louisville Olmsted Parks has been granted by the fountain's designer. The authorization letter is on file with Canterbury International.



## Fencing

There are a number of instances where fencing will be employed in this Master Plan. Fences will be used where pedestrian traffic movements need to be controlled to protect pedestrians and landscape features in the Master Plan.

These fences will be low fencing, perhaps 18-36 inches tall and would be detailed using the current Metro Parks fencing details. The fencing described above would be fabricated from steel and finished to Metro Parks standards.

In the northern part of Stansbury Park, around the strolling garden, a fence is proposed around the central planted area. This fence would be a low fence mounted on a 6-inch tall curb.

In the central part of Stansbury Park, around the art garden and water feature, a slightly taller fence is proposed, perhaps 30 inches tall, to help define the space created for the art garden.

In the southern part of Stansbury Park, on the east side of the proposed Olmsted Lawn, a fence and lawn curb detail is proposed. This detail is proposed to discourage random, uncontrolled crossings at 3<sup>rd</sup> Street. In this location, the fence would be mounted on top of a standard Metro Parks lawn curb. This will provide additional visual mass to the barrier that is implied and needed in this area.

The lawn curbs that would be used with the fencing would follow the Metro Parks standard detailing. Terminal posts would be employed to create the illusion of "gates" however, gates would not be created.

Bollards may also be employed to help restrict vehicular access to authorized vehicles.



Standard Metro Parks Fence Detail and Installation



Strolling Garden Fencing and Seating



Lawn Curb and Low Fencing at Olmsted Lawn



Metro Parks Standard Bollards - Steel and Limestone



## Olmsted Parks Paint Colors

### General Guidelines

In general, a subtle approach to color selection is advised. Yellow-based greens and charcoal browns are recommended for structures in natural settings.

Where historic architecture provides a context, colors should be selected that are harmonious with historic hues. A range of color values should be applied to various building components for a monochromatic effect – one that blends into the larger scene from a distance, but which reveals its detail up-close.

The following excerpts from FLO and Olmsted Brothers correspondence regarding specific color selections may provide insight:

#### **Gaulbert Memorial Shelter at Big Rock:**

*“If the building is to be plastered we should decidedly prefer not to have it tinted a bright pale buff but would prefer to have it a gray similar to the color of the Big Rock itself, or if not that at any rate a darker duller buffish brown than other plastered buildings of the neighborhood have been tinted. Such a building should not be made conspicuous by being tinted in contrast with the surrounding landscape since it is not intended to dominate the landscape but to harmonize with it.” – 1908*

**Lighting:** *“The posts and lanterns instead of being dead black or painted with silver aluminum paint would better be dull brown*

*or grayish green of such a tone as to render them inconspicuous. Such objects are not an essential part of the park design so far as appearance is concerned, and are I themselves to be regretted; hence it is important that they should be made inconspicuous and not treated as if they were decorative objects.” – 1913*

*“We suggest a grayish, dark olive green or a grayish, dark brown.” -- 1913*

**Signage:** *“In parks we prefer to see the signs painted a rather dull, dark color, so as to be comparatively inconspicuous in themselves, but with cream-color or ivory-white letters which will be easily legible... We have found a good combination to be a dark chocolate background with cream-colored letters. A slight bevel painted a light color with a stripe of paint on the face of the sign near it seems to give a nice finish.” – 1905*

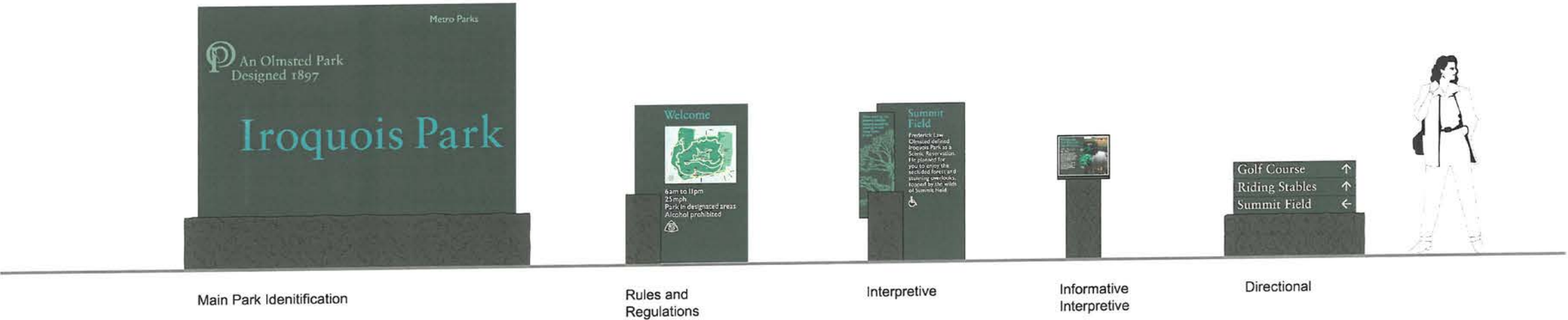
**Bridges:** *“We would recommend painting the railing of the temporary bridge at the entrance to Cherokee Park a light brownstone color, or a warm grey, like the bark of most trees.” -- 1892*

Paint manufacturers with particularly subtle and appropriate color ranges are: Benjamin Moore and the National Trust for Historic Preservation colors within the Lowe’s American Tradition line of paints.





Louisville Olmstead Parks  
Identity & Wayfinding Program Standards

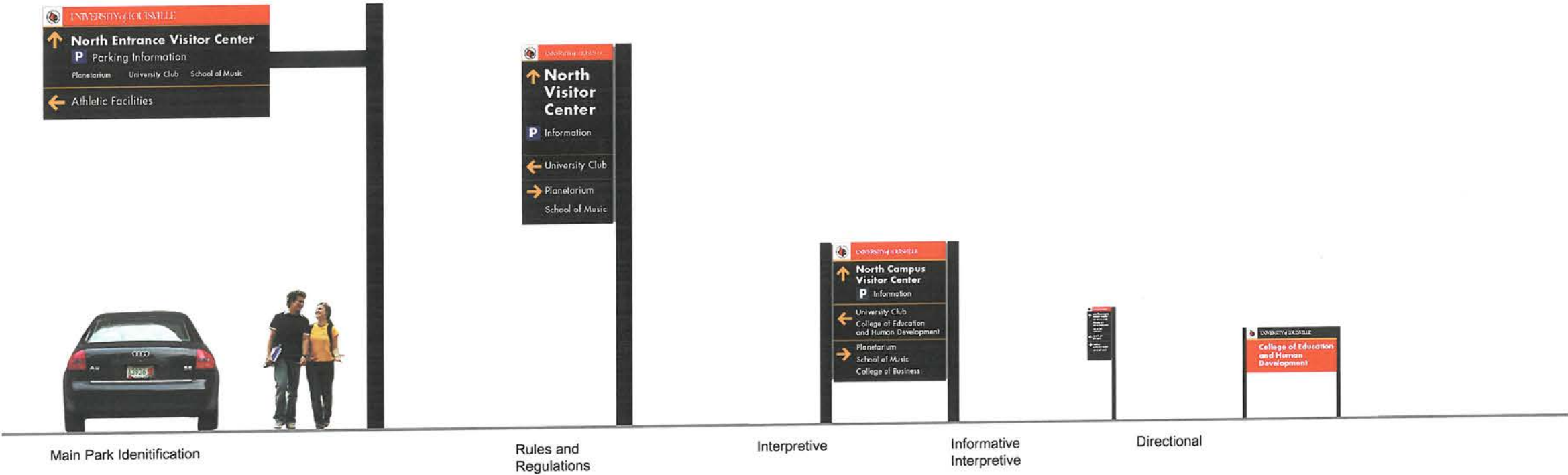


Signage

Signage elements will also be needed in order to direct traffic and pedestrians to various points throughout the project area. This signage should reflect the current signage design package under development for the University. Signage elements range from large vehicular information signage to smaller, pedestrian-scaled signage elements.

Signage will also be useful in potential interpretive uses in and around the project area, especially in Stansbury Park and Freedom Park. Given the history of both spaces, signage elements will be very useful in describing and interpreting the events and cultural history related to these spaces.

University of Louisville  
Signage & Wayfinding Program Standards





### Play Equipment

In the southern segment of the new Stansbury Park there is an active play area proposed, focused for younger children (2-8 years old.)

Children of all ages need to feel that they have the ability and opportunity to test themselves and try play experiences and equipment that may be a bit beyond their current capability. This is the concept known as the “dignity of risk” and it allows for younger children to experiment with play experiences that test their courage, endurance and strengths. While it is still incumbent upon parents and guardians to ensure that their children don’t overextend themselves, play equipment and experience need to be broad enough so that the play environment doesn’t become stale and boring and consequently not well used.

