



# Library Lane Master Plan

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# Project Overview + Goals





# Project Overview

The alley running south from York Street to Breckinridge Street was officially named Library Lane in 1959 to highlight the importance of the Main Library and the various academic institutions nearby. With the addition of new buildings fronting the alley, pedestrian activity and the number of “close calls” between pedestrians and motorists have increased. In 1995, after decades of efforts to make the campuses of Spalding University and Presentation Academy “more friendly,” the southern portion of the alley just north of Breckinridge Street was pedestrianized. Unanimously approved by the then Board of Aldermen, the pedestrianization of 220 feet of Library Lane changed the character of the street and made it safer for people on foot. Building upon these efforts, Spalding University built Mother Catherine Spalding Square just south of Breckinridge Street in 2013 to further extend pedestrian mobility south along the corridor and create a more “quad like respite in the midst of campus.” Now that a clear pedestrian link has been created between Library Lane and the alley south of Mother Catherine Spalding Square, the opportunity for an extended Library Lane, which could serve as a catalyst for future development and vibrancy in the SoBro neighborhood, should not be ignored.

Memorial Park, at the southern end of the study area, opened in 1973. Roughly an acre in size, it has undergone several updates since its construction. In 1996, an effort was undertaken to make the park more welcoming by removing a fence and retaining wall along Kentucky Street. The corner of Fourth and Kentucky Streets was emphasized, as was the park’s relationship with Memorial Auditorium. Several public art projects and pieces were added, including the mosaicked benches and several murals to beautify the remaining retaining walls. In 2003, an amphitheater and a new system of paths were added to provide outdoor event space and increase access throughout the park, but a lack of electrification has limited its usability.

Construction of the south building of the Main Library was funded by steel magnate and philanthropist Andrew Carnegie. The building was dedicated on July 25, 1908 and became the home of Louisville’s public library system. Designed in the Louis XVI style, the South Building as it is referred to today, spoke to the growing affluence and popularity of the neighborhoods just south of downtown. The grounds of the Library were designed by the Olmsted brothers who sought to minimize the visual impact

of the alleyway on the Library itself by placing a landscaped island in front of the entrance. Given the changing nature of the alley this relationship should be re-explored. The Library served, and continues to serve, as a hub of activity, community service, and learning. Just as the original decision to name the alley was an acknowledgment of that fact, it is our intent that this planning effort will reaffirm the importance of this space to the public and civic life of Louisville.

## Intent

The Library Lane Master Plan will re-envision the alley between the Main Library and Kentucky Street, including Memorial Park, as an innovative, feasible, and implementable design that offers a unified, green, pedestrian-friendly, shared Library Lane Corridor that serves as a community asset linking nearby institutions and businesses to the library and the surrounding neighborhoods.

The new, extended Library Lane will:

- Strengthen connectivity for pedestrians
- Re-imagine the alley and adjacent park as safe, inviting, and accessible spaces for all users of all ages and abilities
- Incorporate green infrastructure
- Mitigate stormwater runoff
- Improve the environmental profile of the neighborhood
- Enhance the tree canopy
- Provide context-sensitive landscaping and lighting options

The Library Lane Master Plan will address each of the five CHASE Principles (Connected, Healthy, Authentic, Sustainable, and Equitable) as identified in Plan 2040.







## The Louisville Free Public Library (Main Branch)

The Main Library was built in 1908, once housing everything from art to artifacts. The classical style architecture was echoed by Frederick Law Olmsted, who designed the surrounding grounds. The landscape around the library reflects a sound, methodical design that celebrates the architecture, rather than upstage it. The library represents the early 20th century of Louisville, a collection of culture, art, and frontier.

The Library Grounds will serve as the northern anchor for a re-envisioned Library Lane. It is owned and maintained by the Louisville Free Public Library, and includes a landscaped island, York Street and Library Place, all of which is part of the Olmsted design. In the years since its construction, the library has maintained the grounds in the Olmsted spirit, and it was noted in the master plan process that any changes to the library grounds should reflect its historic character and nature.

The Library Lawn, south of the library's historic main entrance, is currently an underutilized front porch to the historic Main Library. Issues facing the library and its success as a civic terminus to the Lane include accessibility, safety, and activation. Accessibility and safety between the Lane and the library pose extreme challenges for pedestrian traffic, especially those with a disability. Addressing the connection between the Lawn and the Lane will allow for accessible, clear, and safe access, as well as strengthen the axis between the library and the Lane.

Traffic calming measures will be paramount at the York Street and Library Place crossings to eliminate vehicular and pedestrian conflicts.





# The Legacy of Fredrick Law Olmsted

Fredrick Law Olmsted's legacy is relevant throughout Louisville, and the importance of preserving his legacy evident through the work of The Olmsted Conservancy. Olmsted designed with a set of principles in mind that are visible today at the Main Library.

## Olmsted Principles:

### **A Genius of Place**

Take advantage of unique characteristics of the site, even its disadvantages. The design should be developed and refined with intimate knowledge of the site.

### **Unified Composition**

All elements of the landscape design should be made subordinate to an overarching design purpose. The design should avoid decorative treatment of plantings and structures so that the landscape experience will ring organic and true.

### **Orchestration of Movement**

The composition should subtly direct movement through the landscape. There should be separation of ways, as in parks and parkways, for efficiency and amenity of movement, and to avoid collision or the apprehension of collision, between different kinds of traffic.

### **Orchestration of Use**

The composition should artfully insert a variety of uses into logical precincts, ensuring the best possible site for each use and preventing competition between uses.

### **Sustainable Design and Environmental Conservation**

The design should allow for long-term maintenance and ensure the realization and perpetuation of the design intent. Plant materials should thrive, be non invasive, and require little maintenance. The design should conserve the natural features of the site to the greatest extent possible and provide for the continued ecological health of the area.

### **A Comprehensive Approach**

The composition should be comprehensive and seek to have a healthful influence beyond its boundaries. In the same way, the design must acknowledge and take into consideration what surrounds it. It should create complimentary effects. When possible, public grounds should be connected by greenways and boulevards so as to extend and maximize park spaces





## The Lane

The alley between 3rd and 4th Streets in the master plan area has two distinct segments. The first segment runs from the Main Library to the north to Breckinridge Street to the south. This segment is formally known as Library Lane. It is approximately 18 feet wide and forms a direct link from the Main Library to the recently completed Mother Catherine Spalding Square at Spalding University. This northern section is part public right-of-way and part privately-owned. While serving as a pedestrian connection for many of the academic institutions in the neighborhood, Library Lane has never been specifically designed for this purpose. As such, beyond the 220-foot-long section that was pedestrianized, Library Lane is not particularly well-lit or comfortable for those using it as a pedestrian connection. Automobile access to the three parking lots on this section of the Lane and accessibility for waste collection by sanitation services poses a design challenge and must be accounted for in the master plan.

the southern edge of Mother Catherine Spalding Square to Kentucky Street where it meets Memorial Park. The alley along this stretch is prototypical of the Lane, as it does not feature any specific amenities for pedestrians and is largely used for vehicle and service access to the buildings and parking lots surrounding it.

Existing site photos to the right further emphasize the lack of cohesion of materiality and access through the Lane. Acting primarily as a service oriented alley, the Lane poses many challenges and concerns related to pedestrian traffic from Presentation Academy, Spalding University, and other users of the Lane. Unfortunately, the busy cross streets of York and Breckinridge often make the Lane unsafe to traverse for pedestrians and cyclists alike. Addressing safety and encouraging multi-modal traffic are critical for the Lane's success.

The second segment of Library Lane is approximately 20 feet wide and runs from

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# Existing Conditions Imagery





# Memorial Park

Memorial Park, which is part of the Louisville Metro park system, is directly across from the historic Memorial Auditorium. While these two sites share a name, they do not coexist effectively. Creating harmony between these two sites was a top priority for the design team.

The park features several distinct elements with no real meaning or connection to place, including an art project, faux ruins, and an amphitheatre. Accessibility is also an issue, as two main entrances of the park are not handicap accessible. A lack of site lighting and an overgrown tree canopy make and visibility into and through the park challenging.

Existing conditions photos to the right illustrate these challenges.





# Existing Conditions Imagery





# Project Goals

The objective of the Library Lane Master Plan is to re-envision the alley between the library and Kentucky Street as an innovative, feasible, implementable, unified, green, pedestrian-friendly, bicycle-friendly, shared corridor that serves as a community asset. Linking nearby academic institutions to the library and the surrounding neighborhoods is crucial for implementation. The developed plan responds to each of the five CHASE Principles (Connected, Healthy, Authentic, Sustainable, and Equitable) identified in Plan 2040, Louisville's current comprehensive plan.

## **This Library Lane Master Plan:**

- Creates a more walkable and bike-able community
- Incorporates green infrastructure and green initiatives, including the expansion of the neighborhood's tree canopy, fostering of plant biodiversity, the mitigation of stormwater runoff (including pervious surfaces, rain gardens, underground storage, and bioretention areas), and encourages green technology and best practices by neighboring properties.
- Develops a unique sense of place to help catalyze private investment in the area
- Provides conceptual designs for the Library Grounds and Memorial Park

## **Pedestrian Safety and Accessibility**

The Library Lane corridor will be designed with pedestrian safety and comfort in mind. Pedestrian spaces will be safe for all users at all times, day or night. Intersections will be given particular attention as they are points where pedestrians are at greatest risk of fatality and injury. Ideally, the intersections will provide visible, clear, and short crossing conditions. The corridor shall be well-lit with pedestrian-oriented lighting and landscaping. Materials shall be easy to clear and maintain during inclement weather.

## **Transit**

The design team will ensure that connections to transit, particularly connections to the ZeroBus on Breckinridge Street, are well-integrated, safe, comfortable and accessible.

## **Vehicle Access**

The design team will identify and suggest vehicular access strategies for the parking lots that are

currently only accessible via Library Lane. Service access (waste/recycling collection, utilities, deliveries, etc.) for the surrounding buildings along the Lane will be accounted for through design solutions that recognize the Lane as a pedestrian-oriented space.

## **Economic Vitality**

- Library Lane shall be designed to provide activities that will activate the corridor and make it attractive at all times of day. The inclusion of wayfinding elements will help passers-by interact with, and take advantage of, nearby neighborhood amenities. Recommendations and strategies shall consider impacts to future land use policies and designs that support the larger vision for adjacent neighborhoods and institutions.

## **Green Infrastructure**

-The design team will give special attention to stormwater management features, including tree pits, permeable pavers, and rain gardens to mitigate flooding and runoff. MSD will be consulted regarding current conditions and best practices. Trees and landscaping elements will consist of native species and be designed to create a pedestrian-friendly environment.

## **Accessible to users of all ages and abilities**

-All elements of the project will be accessible and enjoyable to people of all ages and abilities. The corridor will have frequent pedestrian connections to increase permeability, shorten walking distances, and provide route choices to key destinations.

## **Integration with Existing Spaces and Historical Elements**

-The Library Lane corridor will seamlessly integrate into existing pedestrian and cycling infrastructure. Proposed designs need not, nor should not, mimic the design of current installations, but should instead complement and enhance them. The Library Grounds, being of Olmsted design, and Memorial Park will serve as anchors for Library Lane. They will be well-integrated into the corridor while also serving as distinct places that respond to and respect their unique histories and associated significant structures.

Through site investigations and discussions with a diverse set of Metro, stakeholder and community user groups, the design team condensed the project goals into four distinct categories that were used to guide and shape the master plan process.



## Improve Safety, Access + Circulation



## Activate and Unify the Corridor



## Introduce Green Infrastructure



## Enhance Library Lawn + Memorial Park









# Existing Conditions Analysis + Lane Typologies





# Existing Conditions

The existing conditions along the Lane represent an opportunity for change. As the following diagrams display, a thorough analysis of the neighborhoods, properties, and transportation network guided the team throughout the design process. As a whole, the Library Lane project is an ambitious task to connect a handful of neighborhoods through a well crafted multimodal corridor. As a part, the Library Lane project serves as a precedent for the city of Louisville and an inspiration for future opportunities.

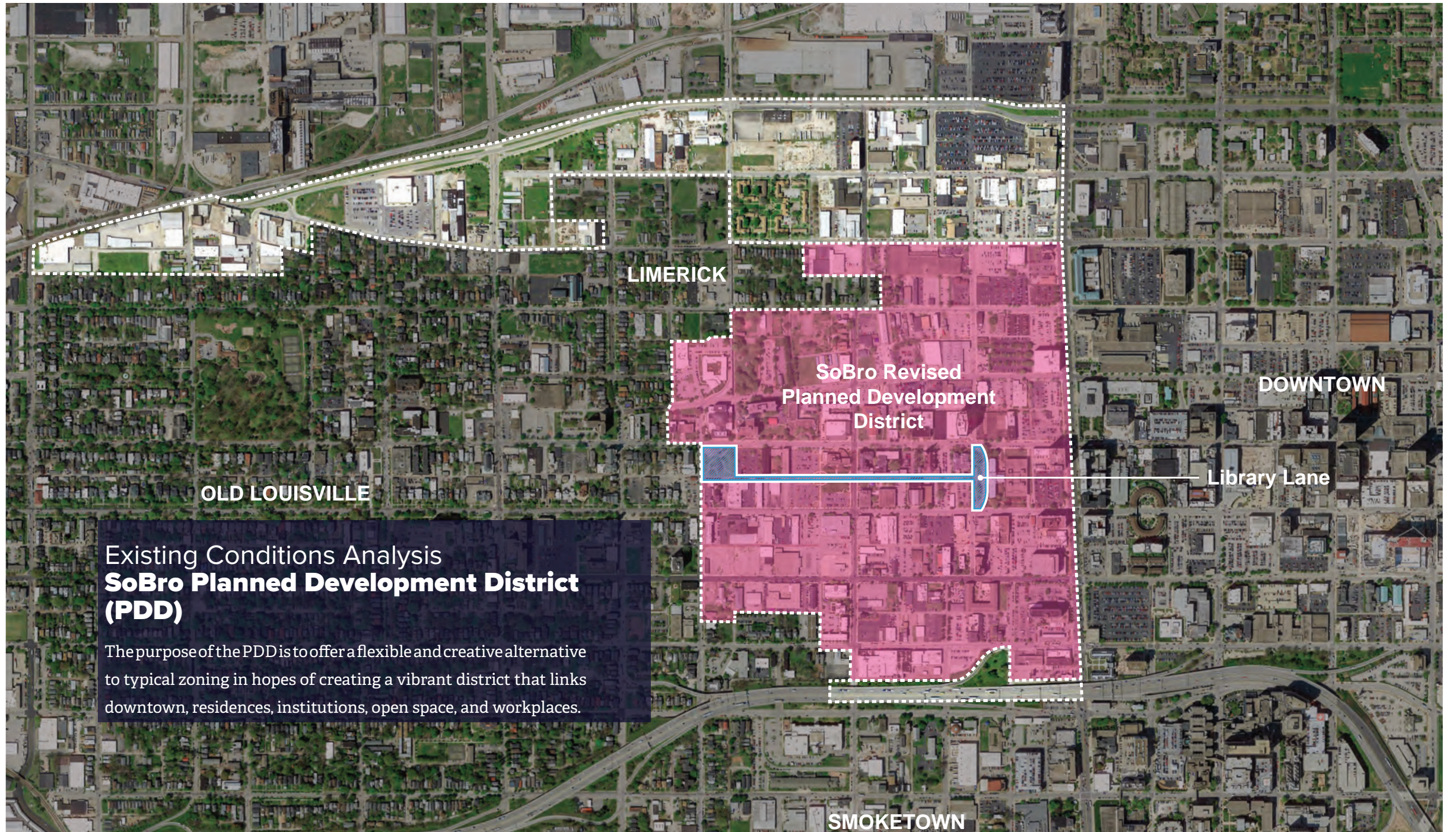


## Existing Conditions Analysis Neighborhood Context

Library Lane acts as a bridge between Downtown Louisville and Old Louisville. The 0.4 mile stretch could feasibly extend south to the University of Louisville, where the Lane would act as a multi modal transportation hub.







Existing Conditions Analysis  
**SoBro Planned Development District (PDD)**

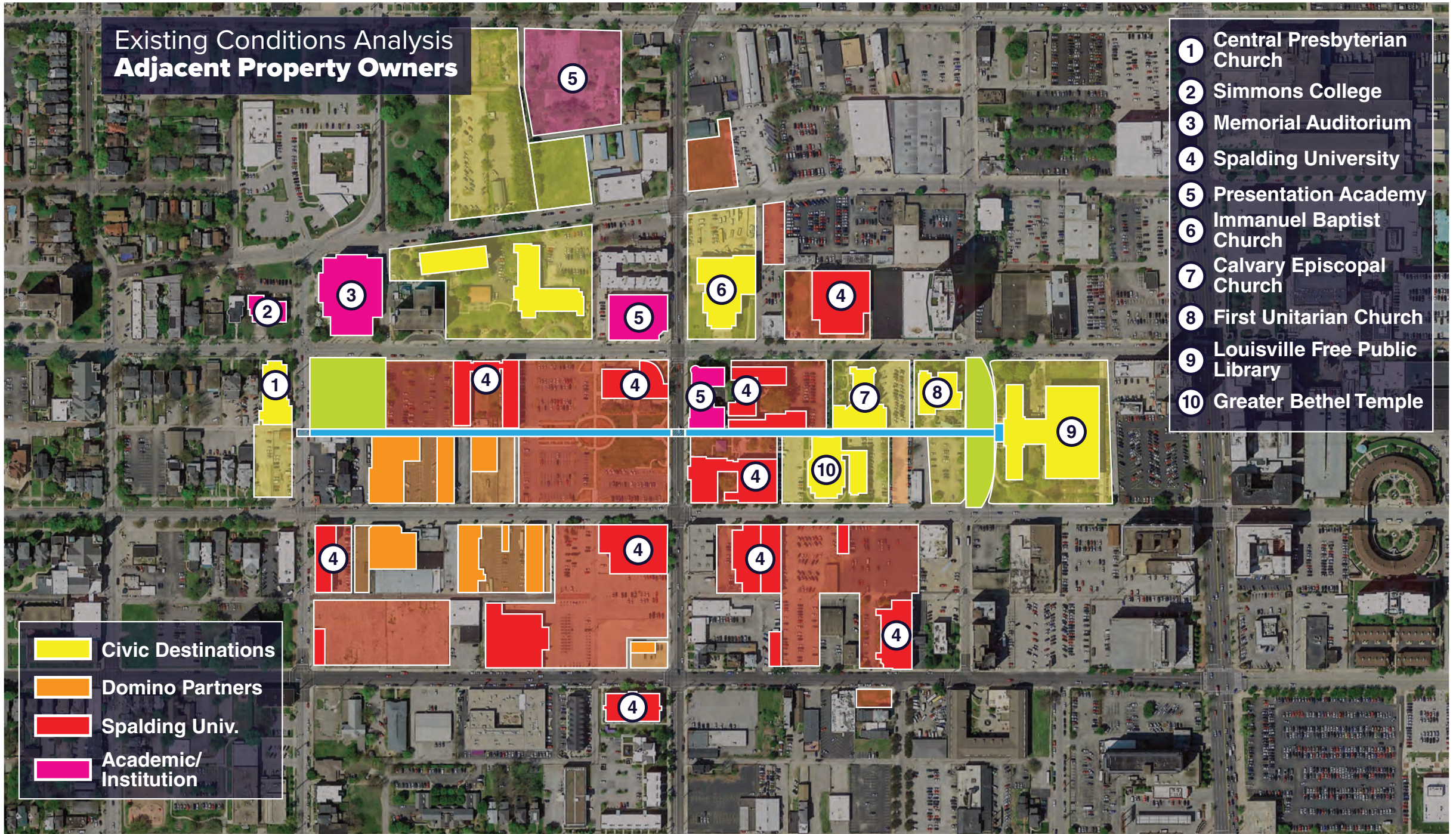
The purpose of the PDD is to offer a flexible and creative alternative to typical zoning in hopes of creating a vibrant district that links downtown, residences, institutions, open space, and workplaces.



# Existing Conditions Analysis Adjacent Property Owners

- 1 Central Presbyterian Church
- 2 Simmons College
- 3 Memorial Auditorium
- 4 Spalding University
- 5 Presentation Academy
- 6 Immanuel Baptist Church
- 7 Calvary Episcopal Church
- 8 First Unitarian Church
- 9 Louisville Free Public Library
- 10 Greater Bethel Temple

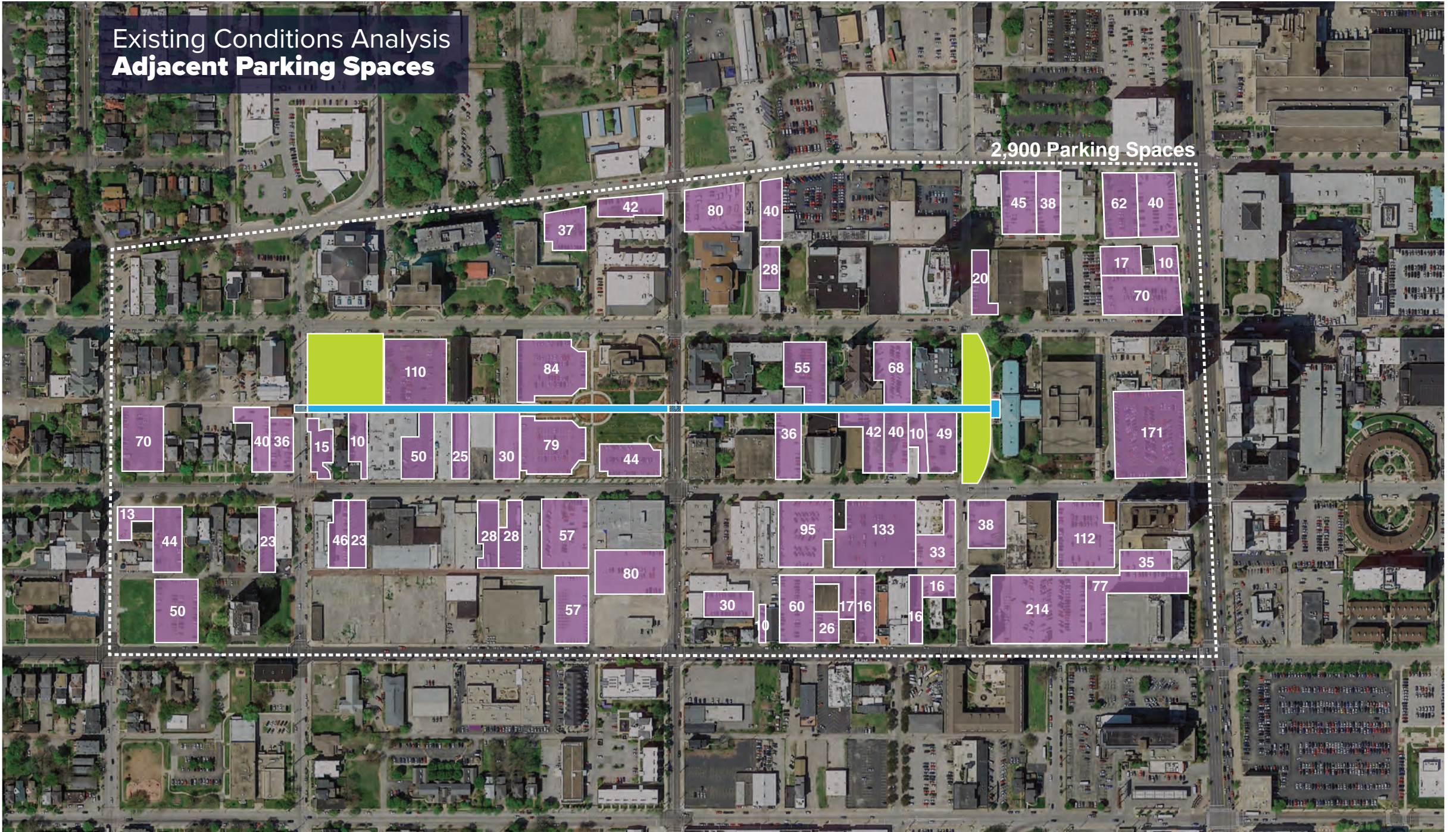
- Civic Destinations
- Domino Partners
- Spalding Univ.
- Academic/  
Institution





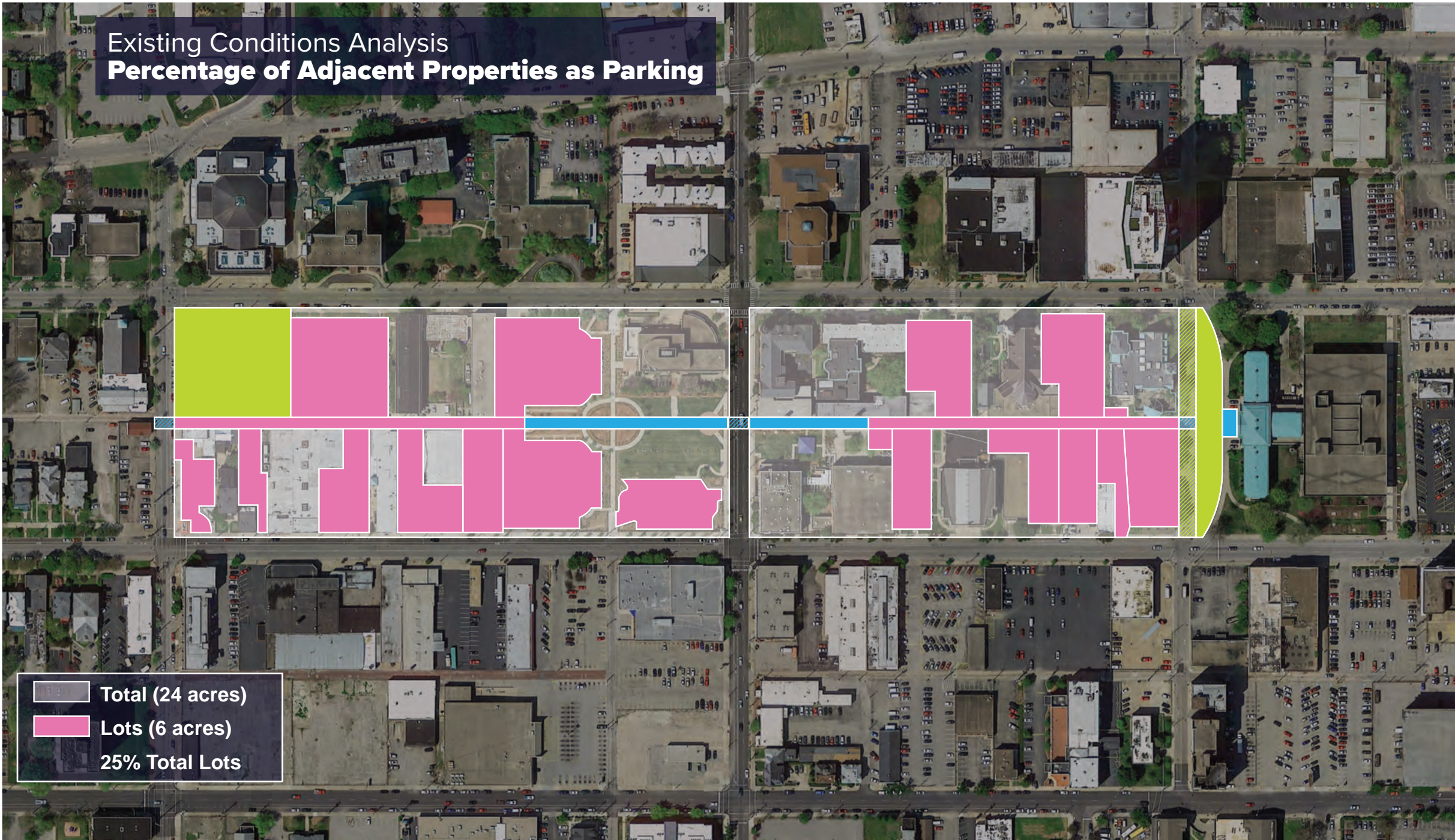
# Existing Conditions Analysis Adjacent Parking Spaces

2,900 Parking Spaces





# Existing Conditions Analysis Percentage of Adjacent Properties as Parking

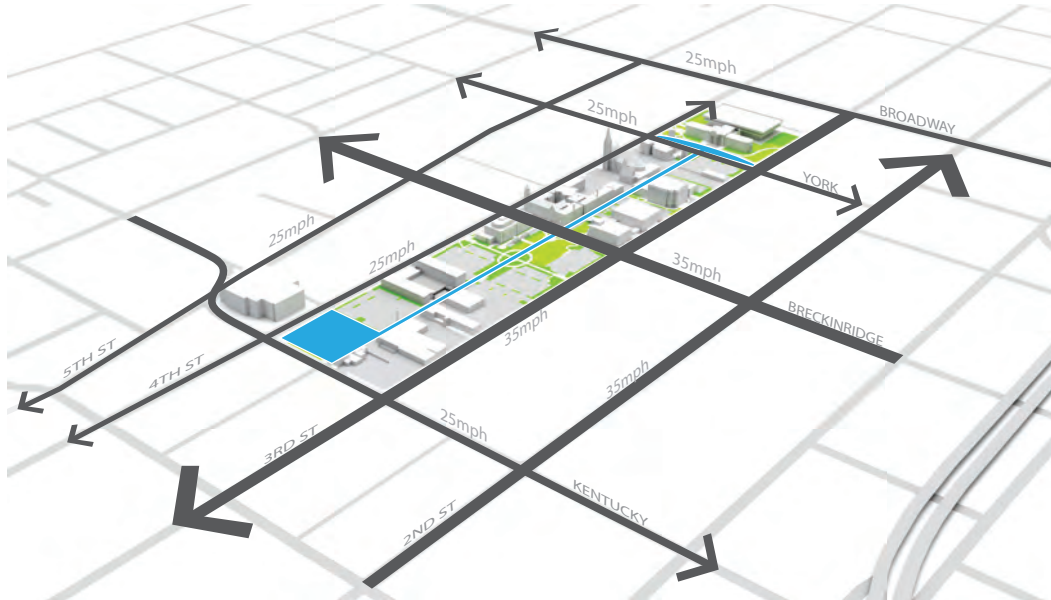


■ Total (24 acres)  
■ Lots (6 acres)  
25% Total Lots

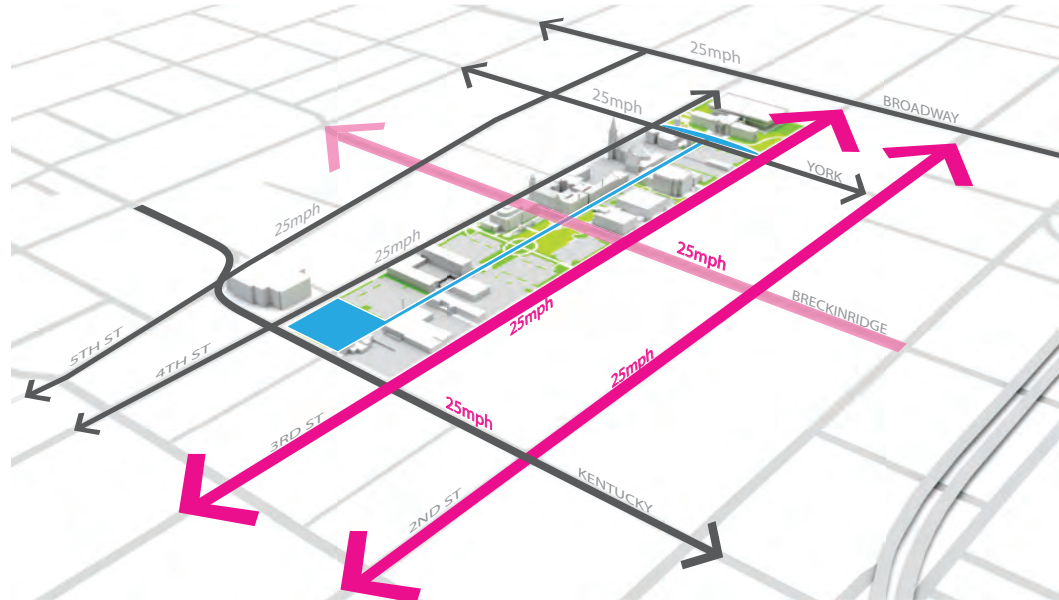


# Access + Circulation

Existing Adjacent Road Direction + Traffic Speeds

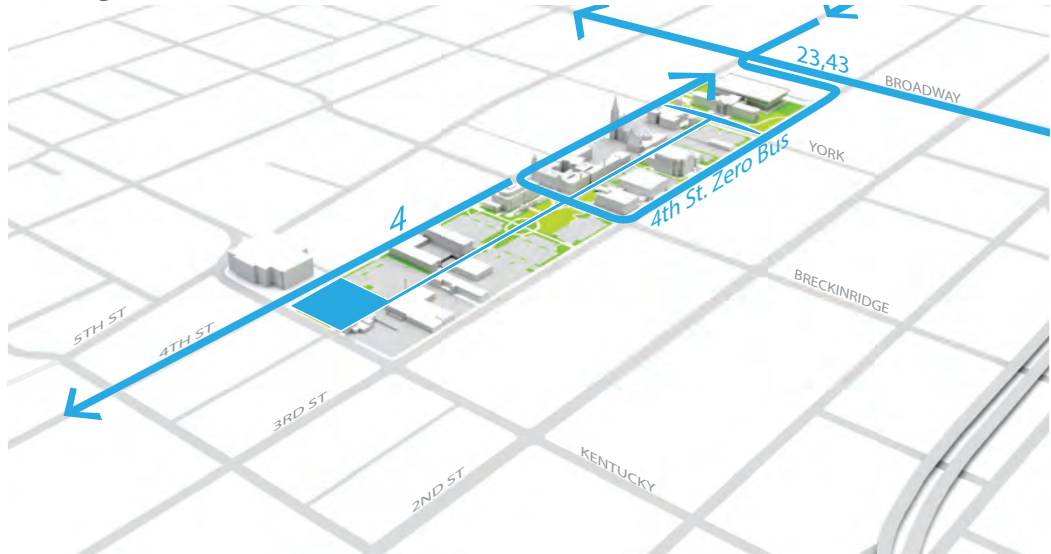


Proposed Adjacent Roads + Traffic Speeds

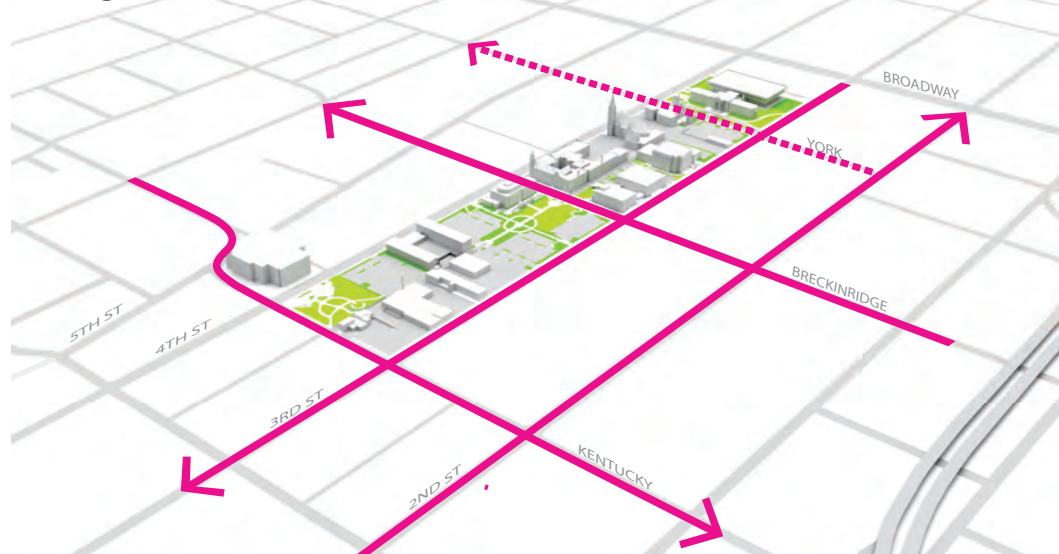


24

Existing Bus Circulation



Existing Bike Route Circulation





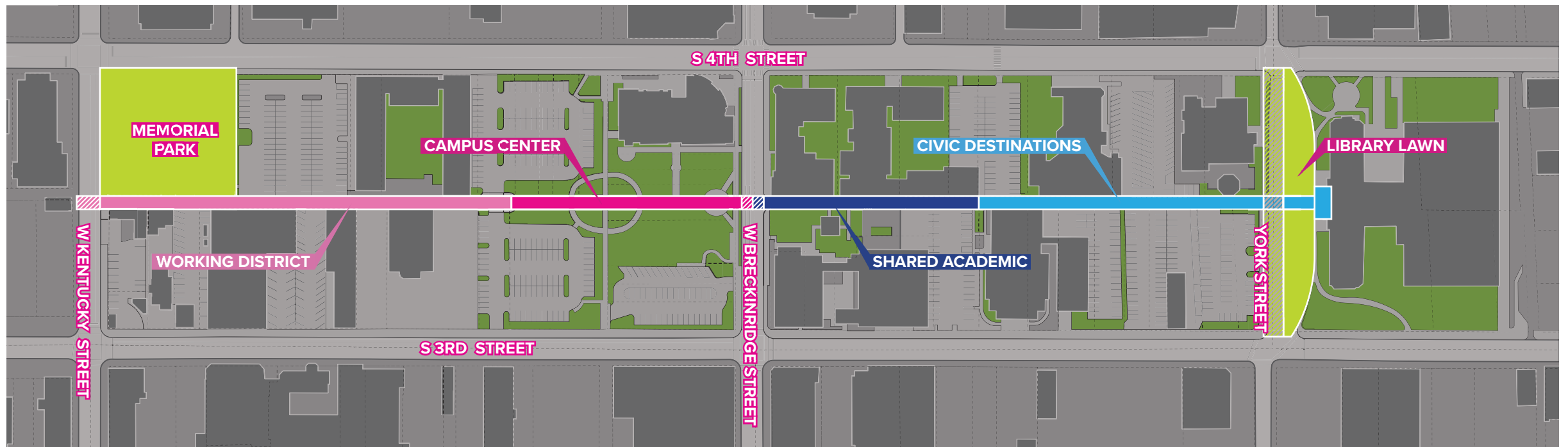
# Library Lane Typologies

While the Lane is typically broken into two geographical pieces, from the Library Grounds to Breckinridge Street and from Mother Catherine Spalding Square to Kentucky Street, the design team has divided the Lane into four distinct typologies that capture the existing conditions and character of each segment of the Lane, as defined by its surroundings, land-use, tenants, and physical existing characteristics.

The four typologies are defined as follows:

- Civic Destinations
- Shared Academic
- Campus Center
- Working District

In the following sections, each typology will be explained in greater detail, outlining the specific characteristics, opportunities, and challenges that make it unique to the Lane and the adjacent neighborhood.





# Existing Typologies



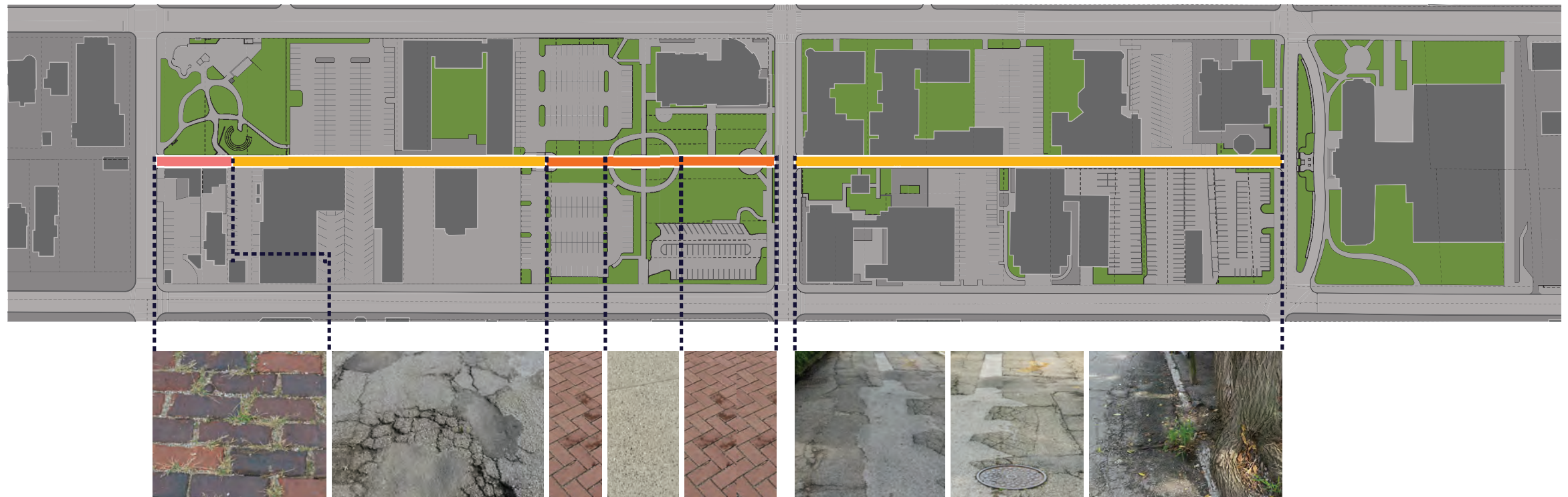


## Existing Paving Conditions

In its current condition, Library Lane consists of several distinct horizontal paving conditions. From crumbling asphalt paving to the freshly laid asphalt patches, from the historic brick streets that have been paved over near Kentucky Street to the newly placed permeable concrete pavers at Mother Catherine Spalding Square, to the sporadically placed concrete paving, these disparate paving conditions result in a Lane that lacks a sense of cohesion and place.

The Lane is also faced with many stormwater management issues, as the Lane currently floods during large rain events and standing water makes it difficult for pedestrian traffic to traverse the Lane. This is due to a lack of drainage structures, grading issues, and large amounts of impervious surfaces surrounding the Lane.

Creating a cohesive paving condition that announces the Lane as a distinct district will be paramount in the success of the Lane. It will also aid in the reduction of pedestrian and vehicular conflicts and stormwater issues that occur today.





## Existing Vertical Elements

As you move along the Lane, it is evident that many vertical elements, such as utility poles, wires, and sporadic lighting, dot the edges of the landscape, creating visual clutter that obstruct the strong linear views to the historic Main Library and detract from the identity of the Lane.

While it can be cost prohibitive to bury above ground utilities along the Lane, efforts should be made to find partnerships with the local utility authority and adjacent landowners to do so. Efforts should be made through design strategies to strengthen the edges of the Lane, incorporating and downplaying the numerous utility poles that line the edges of the Lane.

A lack of consistent lighting along the Lane poses safety issues for both vehicular and pedestrian traffic alike, creating an unsafe and uninviting environment.

New lighting has been placed in select areas of the Lane, primarily around Spalding University and the addition of Mother Catherine Spalding Square. This should be seen as a basis for the standard of lighting along the Lane, creating a uniform and cohesive rhythm of lighting that announces the Lane as a distinct district while providing a secure, safe, and inviting experience for all.

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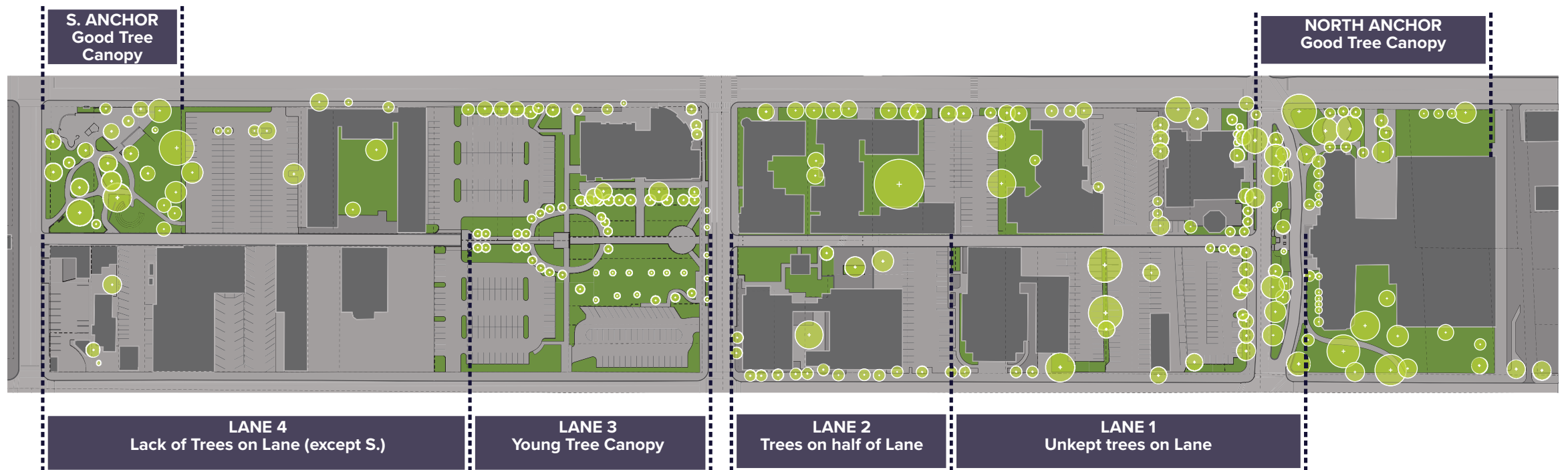


# Existing Tree Inventory + Canopy

Just as there are a mix of horizontal paving and vertical element conditions along the Lane, the Lane similarly lacks a cohesive tree canopy.

Tree canopy provides many health and social benefits to the urban environment. Urban tree canopy aids in providing clean air, energy conservation, water filtration and retention, and reduces the urban heat island effect in areas with significant open hardscape, such as the Lane. It can have social and economic benefits, as well. Studies have shown that urban landscaping and tree canopy can help lower crime rates and access to green space can slow heart rates, lower blood pressure and relax the body. Studies also show that landscaping and urban tree canopy can increase property values, attract businesses, and enhance the economic stability of an area.

In line with Louisville Metro's existing tree canopy and sustainability initiatives, every effort should be made to properly maintain and enhance the existing tree canopy along the Lane while greatly increasing green space and tree canopy where possible.



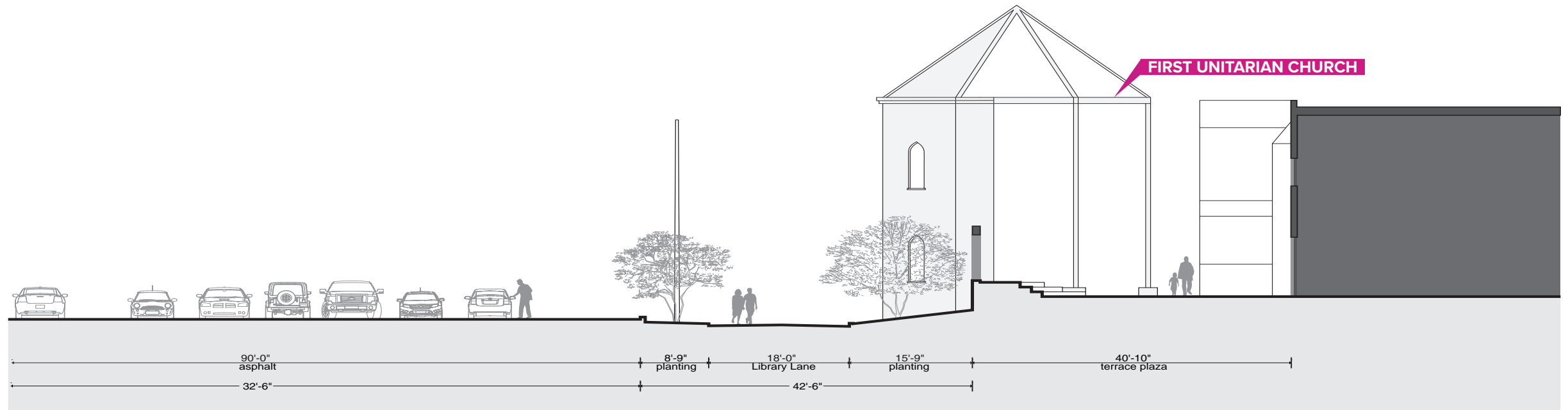


## Typology 1: Civic Destinations

The Civic Destinations typology serves as the northern threshold to the Lane. Its proximity and axial relationship to the Main Library demand that it serves as a prominent entry both to the library itself and to the Lane.



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UNKEMPT EDGES

MULTIPLE PAVING TYPES

INEFFICIENT STORMWATER MANAGEMENT



HISTORICAL INFO SIGN NOT WELL INCORPORATED

OFF CENTERED STREET LIGHT POLE

SCULPTURE REMOVED

NO CROSSWALK MARKINGS



OVERHEAD WIRES

MULTIPLE POLE TYPES

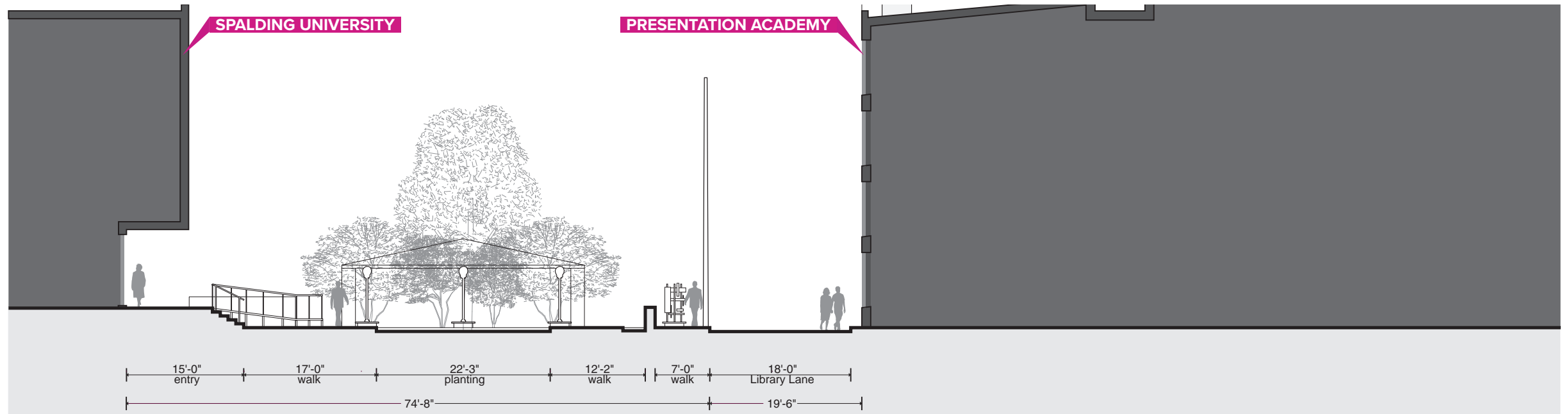
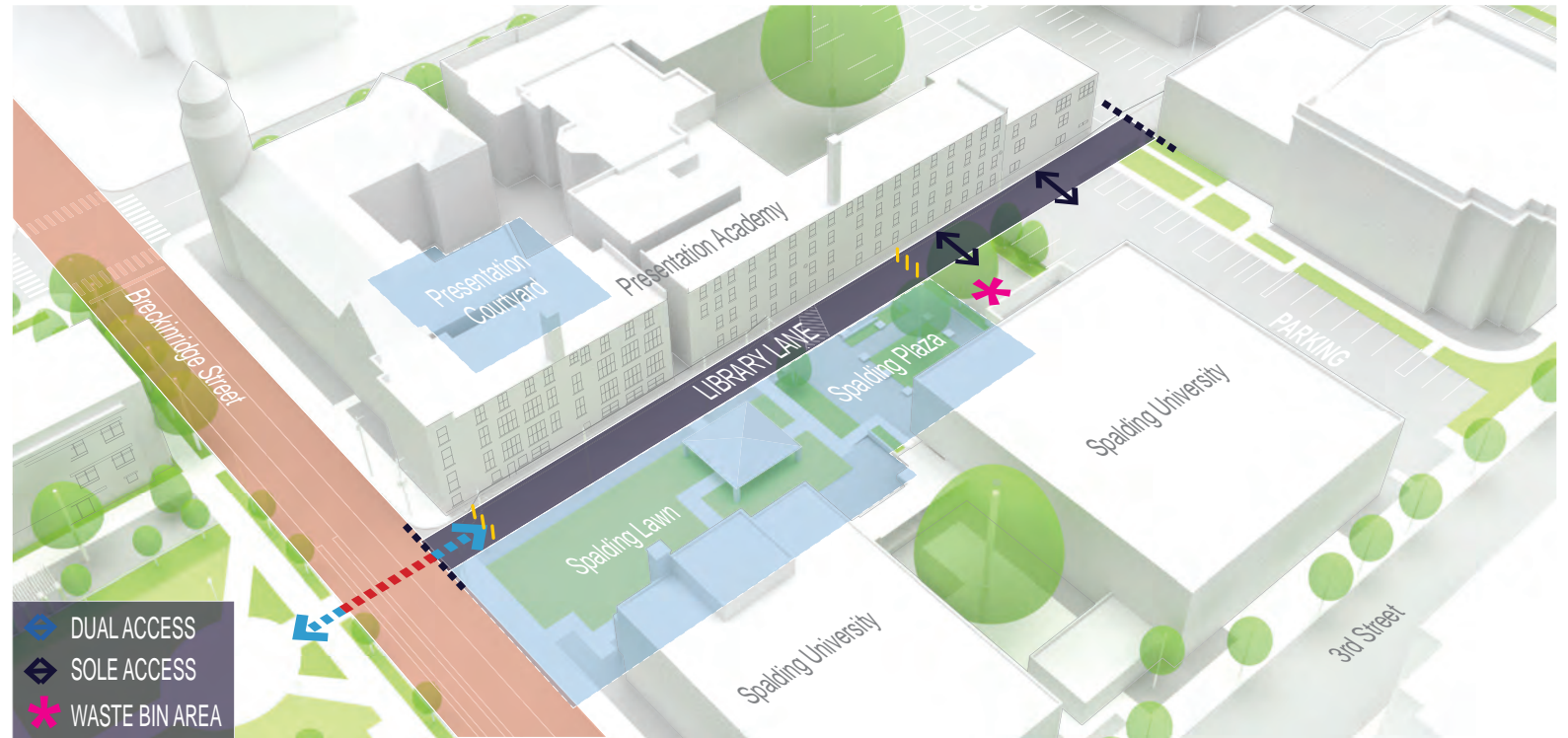
TREE OVERHANG NOT MAINTAINED



## Typology 2: Shared Academic

While Typology 2, the shared academic portion of the Lane, has many similarities to Typology 1, its main challenge is safety and access crossing mid-block at Breckinridge Street. This is a primary point of crossing for users of the Lane, especially those attending Spalding University. Under current conditions, pedestrians should move to the corners of 3rd and 4th Streets to cross Breckinridge Street. However, the implied mid-block crossing and convenience to access campus buildings and the north end of the Lane are tempting, creating possible conflicts for pedestrians. Users currently crossing mid-block are forced to traverse two travel lanes of vehicular traffic and a bike lane. On-street parking further obstructs vision for traffic, compounding the safety issue for pedestrians. Design strategies that slow traffic and clearly mark, signal, and protect the crossing for pedestrians are key to creating a safe intersection.

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INCONSISTENT EDGE

SINGLE USE TRAFFIC BOLLARDS

ROUGH PAVEMENT



MULTIPLE POLE TYPES

OVERHEAD WIRES



PARALLEL PARKING SPACES

MARKED BIKE LANE

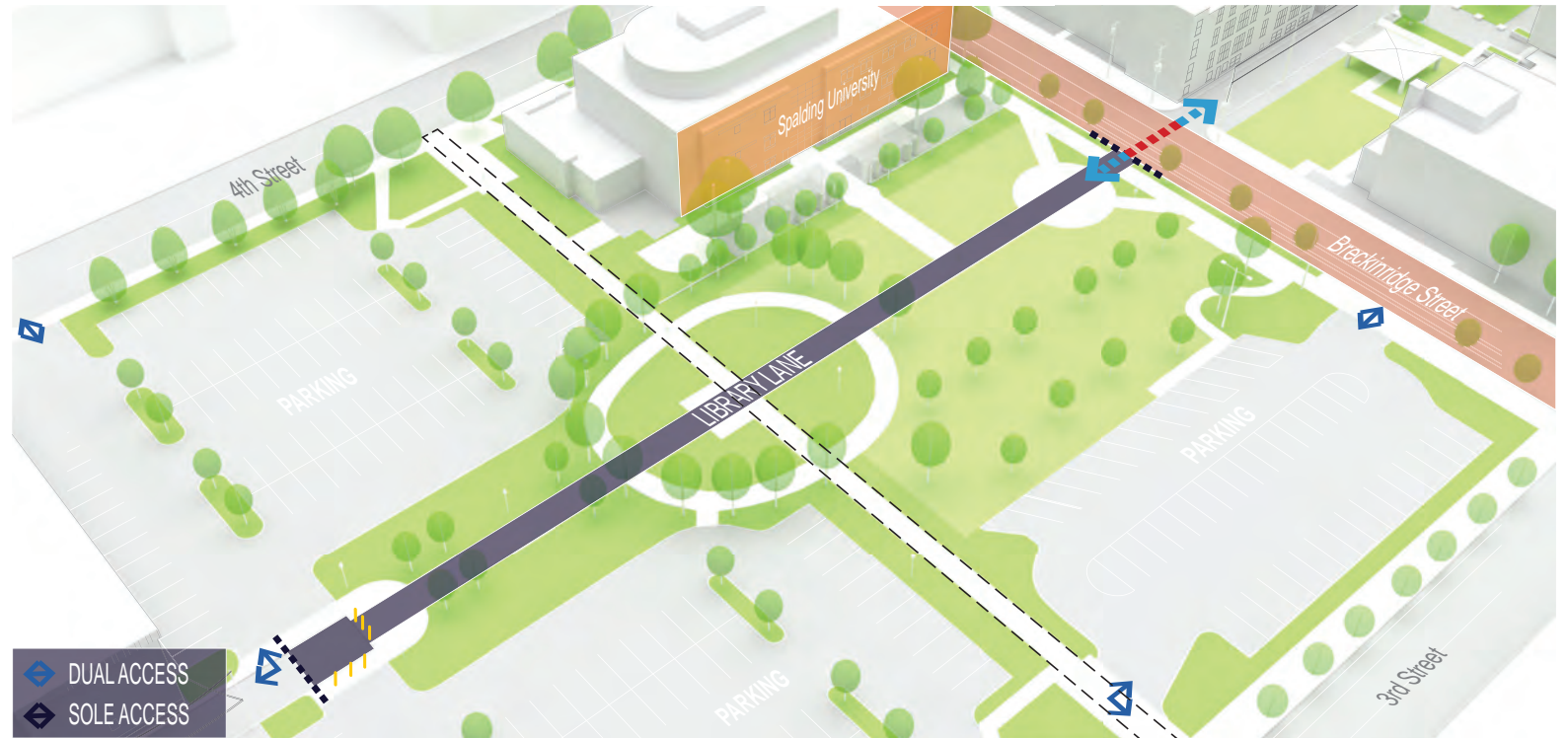
NO CROSSWALK MARKINGS

35 M.P.H SPEED LIMIT (2 LANES)

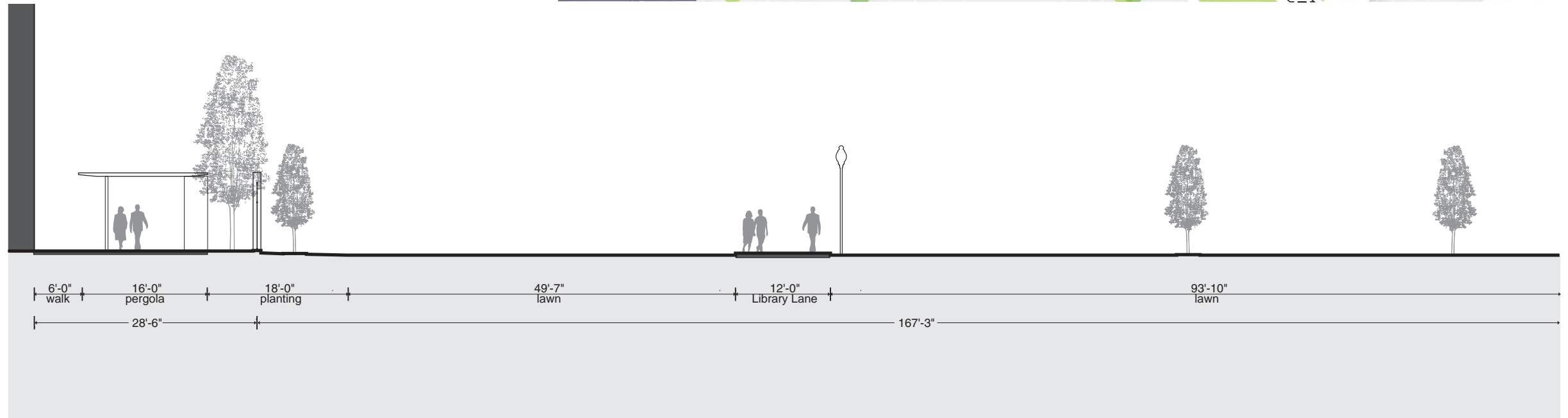


## Typology 3: Campus Center

Mother Catherine Spalding Square, which comprises Typology 3, Campus Center, was recently completed. This space provides permeable pavers and bioretention areas to treat rainwater, enhanced paving for pedestrians, accessible walkways, seating areas, and open lawn flexible use spaces, acting as the center for the Spalding University campus. This project was realized through a public private partnership between Spalding University and MSD. Mother Catherine Spalding Square and the campus center should be referenced as a case study and set the standard for renovations and interventions along the Lane.



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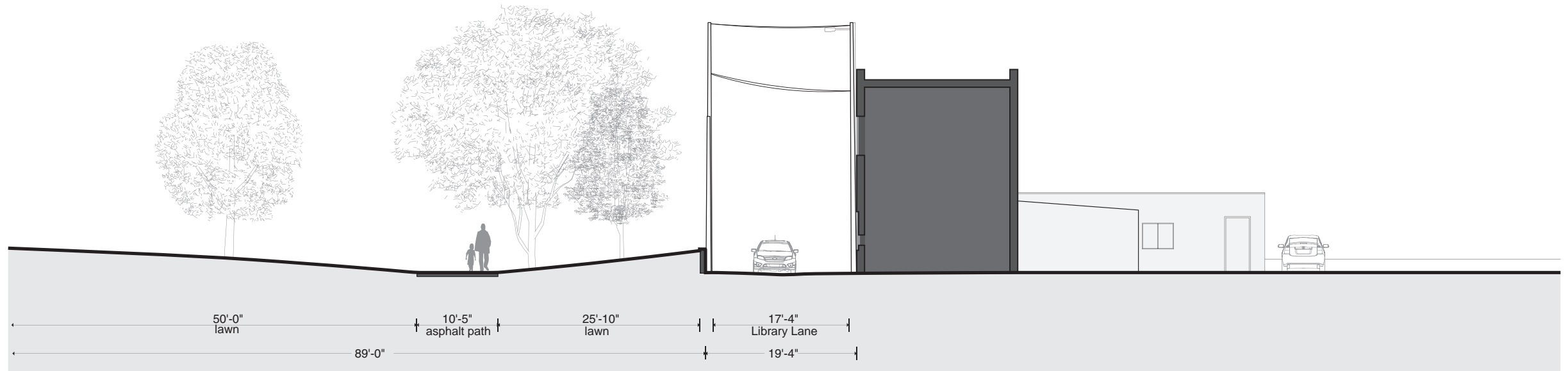




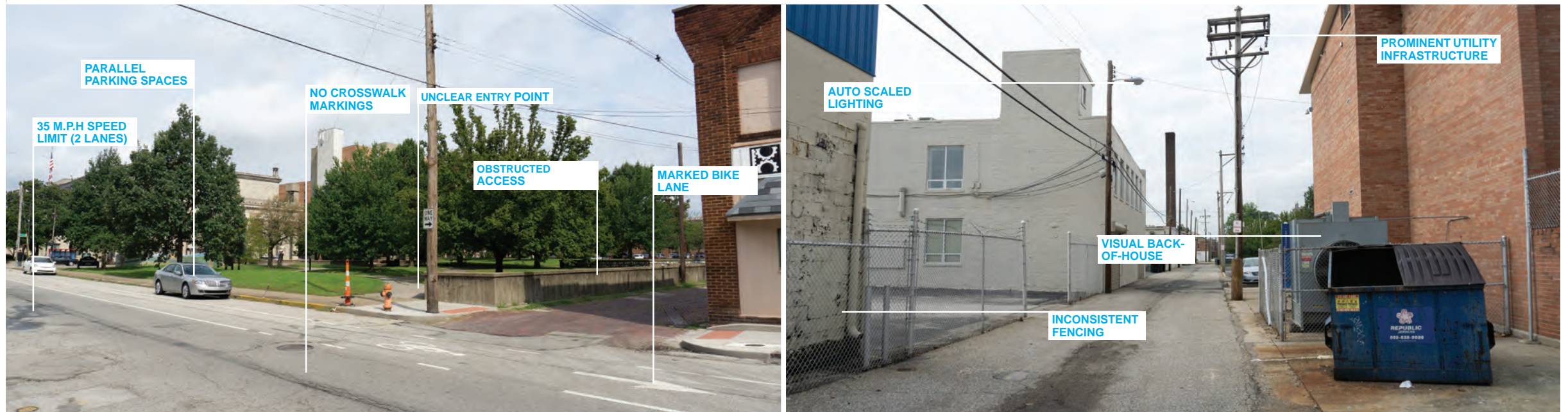
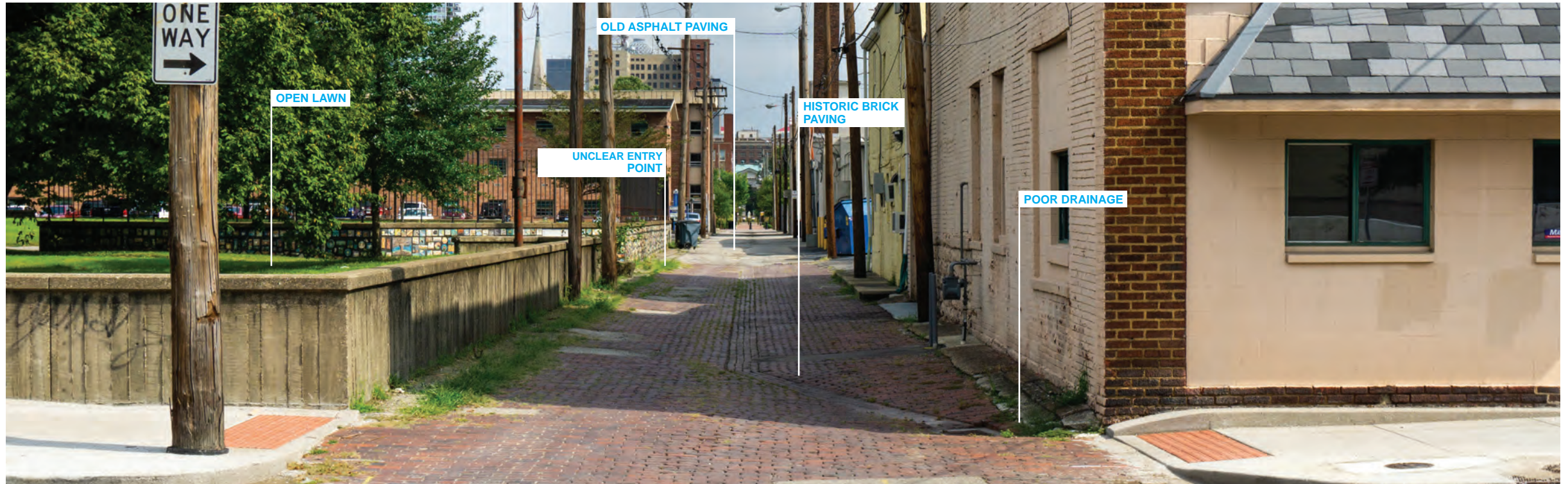
## Typology 4: Working District

Typology 4, the Working District, is notable for its character of warehouses that line the Lane edges, historic brick paving, and its terminus at Memorial Park, an identified destination anchor for the Lane. Similar to the northern lane typologies, the Working District has numerous paving types with no clear delineation or hierarchy, no vegetation or tree canopy outside of Memorial Park, numerous vertical elements and overhead lines creating visual clutter, and has issues with stormwater management due to a lack of stormwater infrastructure. Similar to the northern entry to the Lane, this southern entrance lacks clear delineation and views are obstructed by on-street parking with no lane protection, creating vehicular conflicts. Similar to the York Street and West Breckinridge intersections, pedestrians tend to cross mid-block, where there is no defined crossing, creating pedestrian and vehicular conflicts.

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# Community Engagement





# Stakeholder + Community Engagement Process

## Steering Committee

The plan was guided and informed by a steering committee comprised of neighborhood stakeholders. The role of the steering committee was to help the design team and Metro staff identify issues, provide input on design recommendations and implementation, and help engage the community during the planning process.

## Public Input

The design team met with Metro staff, residents, businesses, external agencies and neighborhood stakeholders throughout the planning process to present design ideas and receive feedback. The design team held regularly scheduled meetings with Metro staff, keeping them apprised of the project's progress. The design team, in conjunction with Metro staff, conducted three community meetings: an initial "kick-off" meeting at the Main Library to present existing conditions analysis and gather input; a design charette, held at Simmons College; and a final design event, also held at Simmons College.

### Stakeholder Meeting #1 - August 21, 2018

Kick-Off, Team, Scope, Process + Schedule

Discuss Project Goals

Breakout Session: PARK Analysis (Preserve, Add, Remove, Keep Out)

### Stakeholder Meeting #2 - October 16, 2018

Community Meeting #2 - October 16, 2018

Share and Gather Feedback on:

Site Analysis

Confirm Project Goals

Three Approach Strategies

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## Collaborative Partners:

- Louisville Metro Government
  - Develop Louisville
  - Councilwoman Barbara Sexton Smith (D-4)
  - Louisville Free Public Library
  - Public Works
  - Office of Economic Development
  - Historic Landmarks and Preservation Districts Commission

- Spalding University
- Simmons College
- Presentation Academy
- Louisville Downtown Partnership
- Memorial Auditorium
- Domino Partners
- Many community members

Stakeholder Meeting #3 - January 31, 2019  
Community Meeting #2 - January 31, 2019  
Share and Gather Feedback on:  
Design Approach

Stakeholder Meeting #4 - May 23, 2019  
Community Meeting #3 - May 23, 2019  
Present Final Design, Gather Feedback









# Principles + Strategies





# Guiding Principles

At the outset of the project, we worked with Metro staff, community members, and stakeholders to develop a set of key questions at the heart of the project. These questions ranged from the rhetorical to the exact, targeting specific opportunities and challenges that were essential to the project's near-term and long-term success. This exercise allowed us to focus and drive our work toward solving critical problems and developing innovative solutions to the unique set of issues for this project.

The design team focused on identifying innovative, substantive actions that leverage existing strengths and opportunities to overcome challenges in the project. In collaboration with stakeholders, the design team worked to develop consensus around key sets of proposals that will allow Metro and stakeholders to take measurable steps toward its long-term objectives.

Once strategic directions were outlined, the design team worked with Metro staff and other key stakeholders to develop a set of focused Guiding Principles that were used to inform the design of the Master Plan for the overall Library Lane, as well as the specific highlighted nodes. These Guiding Principles provided direction as well as key elements to be addressed at the various areas of implementation. Through this process the Guiding Principles of “Unify the Ground”, “Strengthen the Edges”, and “Activate the Anchors” were established.

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## 1 Unify the Ground

The Guiding Principle of “Unify the Ground” was established to create an overall connecting framework for the ground plane for Library Lane. This principle included looking at short and long-term solutions for the establishment of a unified theme for the Lane through the use of street painting, paving, or a combination thereof.



## 2 Strengthen the Edges

The second Guiding Principle, “Strengthen the Edges,” focused on the use and involvement of properties adjacent to Library Lane to expand the reach of the design and to create a series of fluid and dynamic edges. While the Lane is limited in width, these edge spaces allow for the creation of unique, but connected, destinations along the Lane. These spaces help draw the user through the Lane and can provide areas for rest or play.



## 3 Activate the Anchors

The final Guiding Principle, “Activate the Anchors,” is paramount to the success of what will hopefully be the first portion of the Library Lane. The activation of the municipal spaces at the Main Library and Memorial Park provides a set of catalyzing elements to the Lane. These underutilized spaces provide the greatest opportunity for the successful revitalization of the Lane. Currently, both anchors are underutilized pedestrian spaces. However, both have the potential to greatly improve the day-to-day pedestrian experience of the Lane, as well as create event space to activate the Lane.





## Design Strategies

Design Strategies were borne out of the Guiding Principles and aim to create tangible strategies for implementation of these principles. These include a Ground Strategy, which looks at the consistent ground treatment to be used throughout the Lane to enhance safety and introduce elements of green infrastructure. Secondly, a Node Strategy focuses on the use of a flexible set of furnishings and lighting that will activate and unify the key spaces highlighted throughout the corridor. Lastly, an Anchor Strategy uses dynamic, flexible, user-friendly spaces incorporating multiple areas for engagement that will anchor the corridor.



### Ground Strategy

A *consistent ground treatment* throughout the corridor that *enhances safety* and *introduces green infrastructure*.

### Node Strategy

A *flexible set of furnishings and lighting* that *activates and unifies* key spaces throughout the corridor.

### Anchor Strategy

*Dynamic, flexible, user-friendly* spaces incorporating *multiple areas for engagement* that anchor the corridor.



## Ground Strategy

A consistent ground treatment throughout the corridor that enhances safety and introduces green infrastructure. This strategy looks at what has previously been done on the Lane at Spalding University and works to incorporate these elements into the overall corridor for both short- and long-term implementation options. The creation of a consistent ground treatment throughout the corridor creates a powerful connecting element that draws users through the space and enhances pedestrian safety by drawing attention to the movement of users through the corridor and highlights specific areas for street crossings and pedestrian movement.

This strategy also focuses on the use of green infrastructure components to address issues that face Library Lane and the surrounding area, including flooding from stormwater and an overall issue with urban heat island effect. Due to limited space on the Lane, this strategy looks at potential options for urban bioretention and stormwater capture infrastructure such as the GreenBlue Urban elements highlighted in the following section.

48





## 1 Green Infrastructure

A thorough stormwater management strategy to be implemented throughout Library Lane. This will reduce long-term cost on the current stormwater system as well as aesthetically enhance the Lane.



## 2 Safety + Intersections

The intersections along the Lane must improve safety, function, and aesthetic. Enhancing these intersections will drive the overall design of the Lane.





## Ground Strategy 1: Green Infrastructure

Spalding University, with the assistance of MSD, implemented a series of green infrastructure elements as part of the creation of Mother Catherine Spalding Square. These green infrastructure elements provide a good basis to start from for areas on the Lane where space is available. For these areas we have highlighted both the use of the Arbor Flow and Stormwater Storage systems from GreenBlue Urban. The urban green infrastructure elements provide the opportunity for the stormwater capture within the impervious areas.

The use of a consistent pattern of paving throughout the Library Lane corridor would allow for both the enhancement of safety and the introduction of green infrastructure into a space that currently consists of largely impervious hardscape. This would allow for the use of a smaller dispersed series of infrastructure elements that can capture and allow for the infiltration of more stormwater throughout the corridor.

50



EXISTING BIORETENTION AT SPALDING



STORMWATER STORAGE

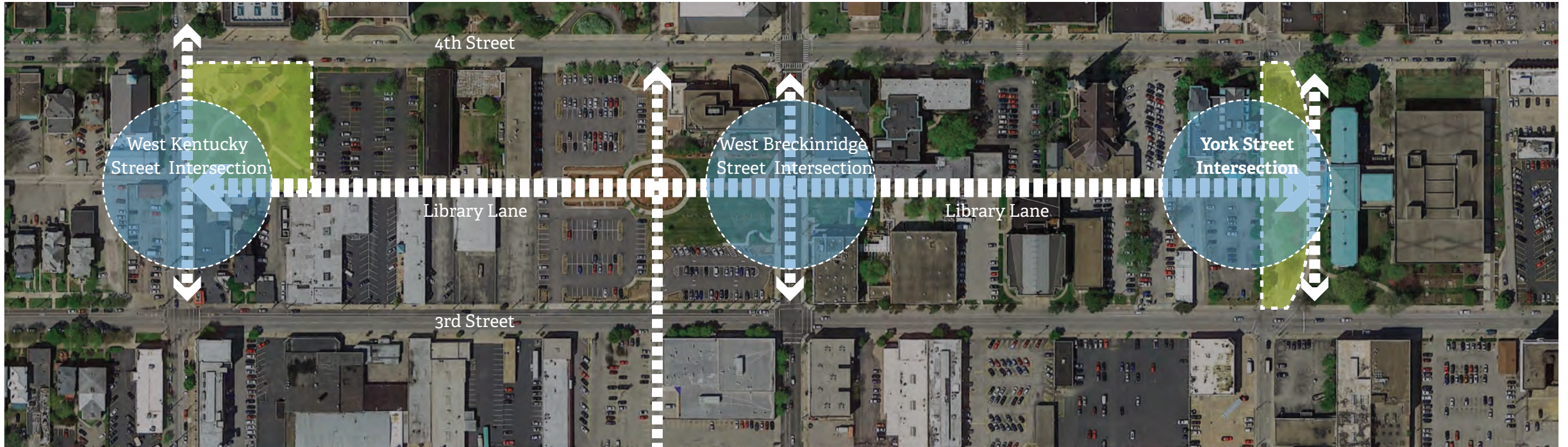


ARBOR FLOW



## Ground Strategy 2: Safety + Intersections

The enhancement of the key intersections of York Street, West Breckinridge Street, and West Kentucky Street work to promote pedestrian safety throughout the corridor as well as strengthening the connection of the individual spaces along Library Lane. While these three intersections are all used for pedestrian traffic and mid-block crossings, they are unsafe and confusing in their current configuration. Addressing each intersection from north to south, the design team thoughtfully analyzed each intersection, which led to design intervention.





## York Street: Existing Conditions

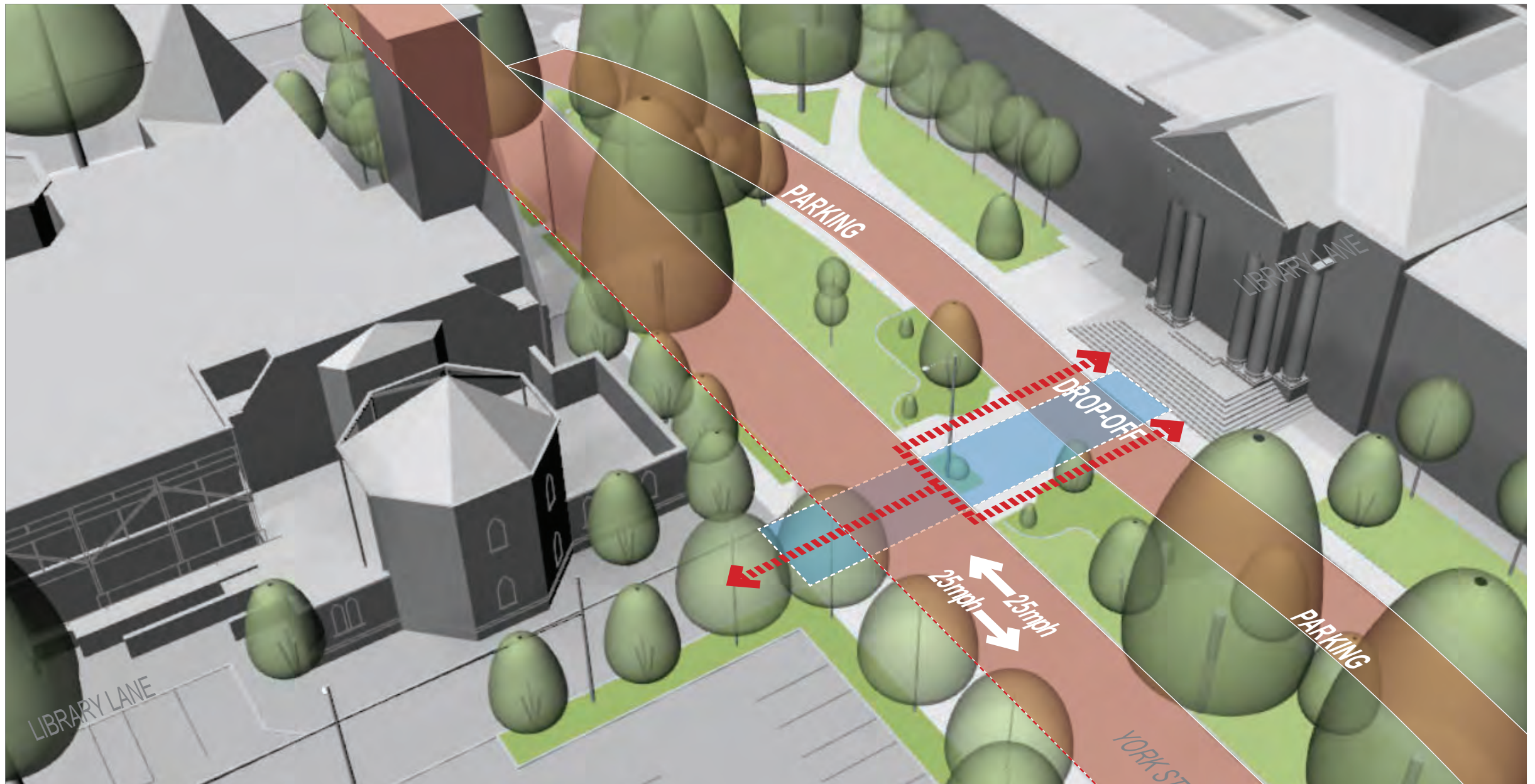
In its existing configuration, the York Street connection to Library Lane creates an area with poor visibility that is often used for patrons of the Library to cross from the parking lot. Currently, there is no pedestrian signage or marked crossing. Additionally, a confusing vehicular circulation layout often results in people driving through Library Place rather than down York Street as they move west. A stronger and more pedestrian friendly area that clearly defines the Library Lane corridor entrance is planned for this intersection and is shown in the Anchor Strategy section that addresses the Library Grounds. This redesign includes the use of a speed table to reduce vehicular traffic speeds and emphasize pedestrian crossing.

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# York Street: Existing Conditions





## West Breckinridge Street: Existing Conditions

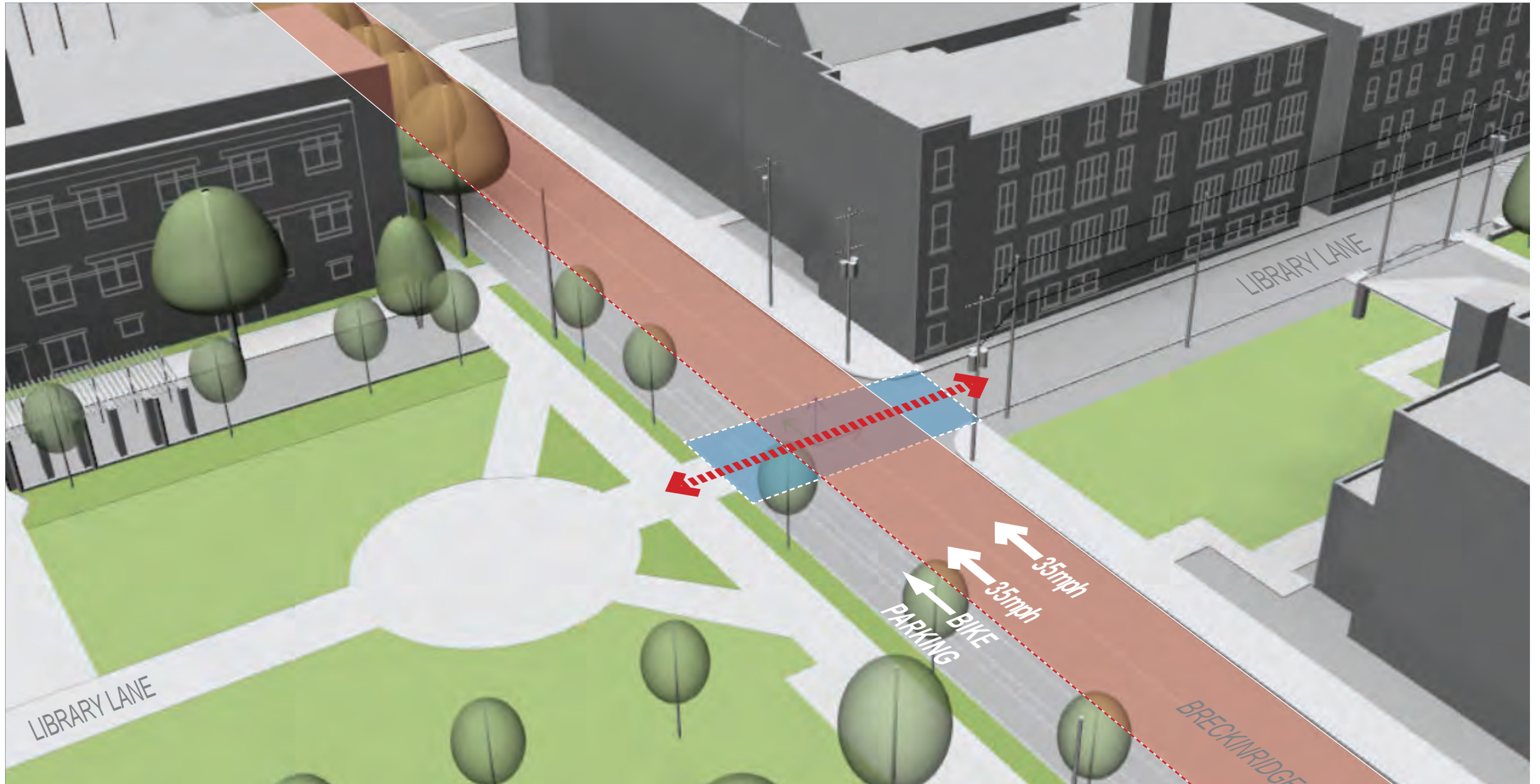
The mid-block crossing at West Breckinridge Street, while not formalized, is a dangerous zone for the high number of pedestrians using it. Moreover, on-street parking reduces the visibility of pedestrians to vehicular traffic. Highlighted for the redesign of this intersection are a relocated bike lane that pulls the cyclist closer to the sidewalk and buffers the lane with on-street parking as well as flashing beacons alerting drivers to the presence of pedestrians. The redesign also incorporates a bump out area for pedestrians to increase their visibility to vehicular traffic and minimize the crossing distance.

54



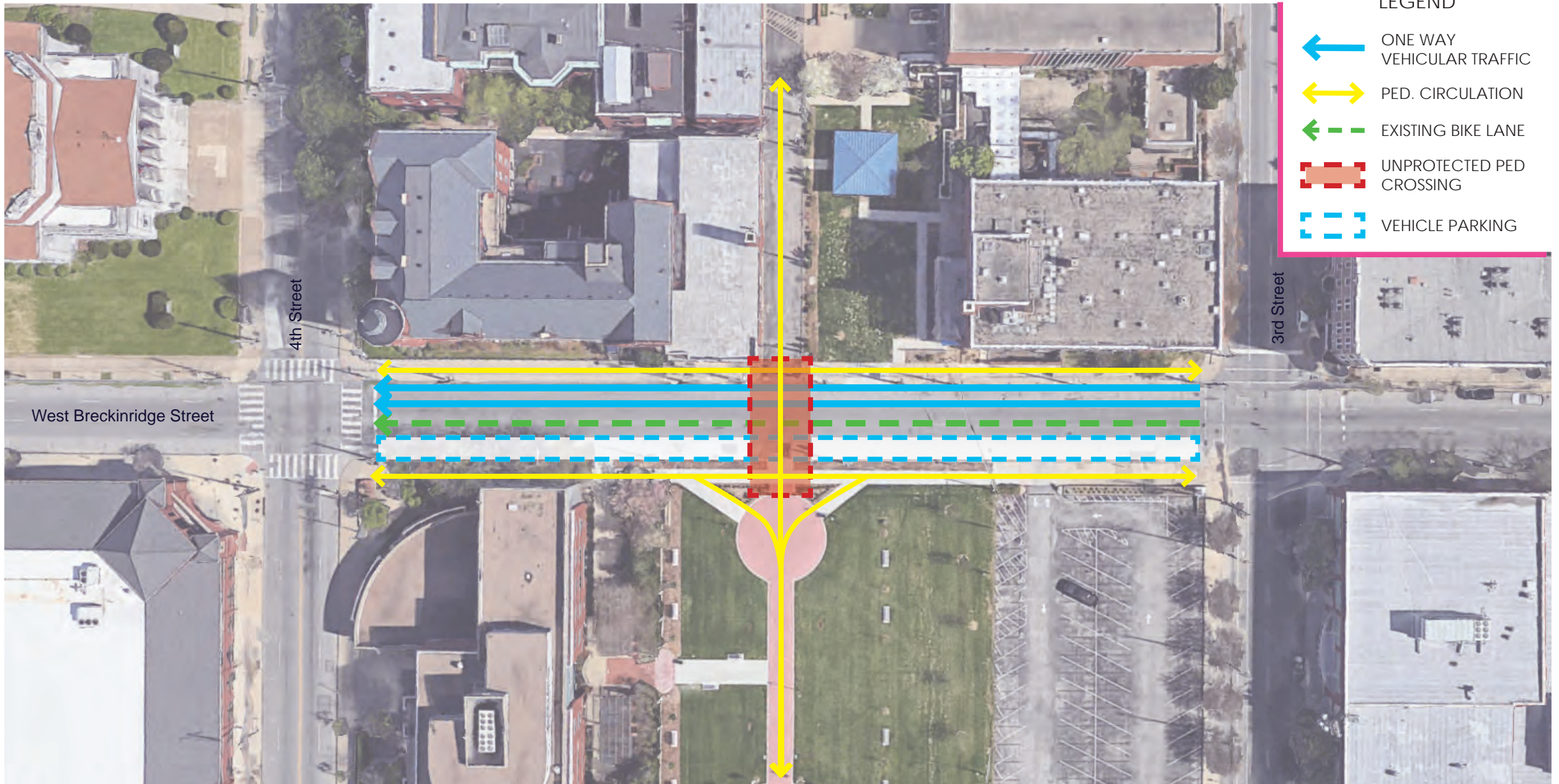


## West Breckinridge Street: Existing Conditions





# West Breckinridge Intersection: Existing Conditions





# West Breckinridge Street: Proposed Design





## West Kentucky Street: Existing Conditions

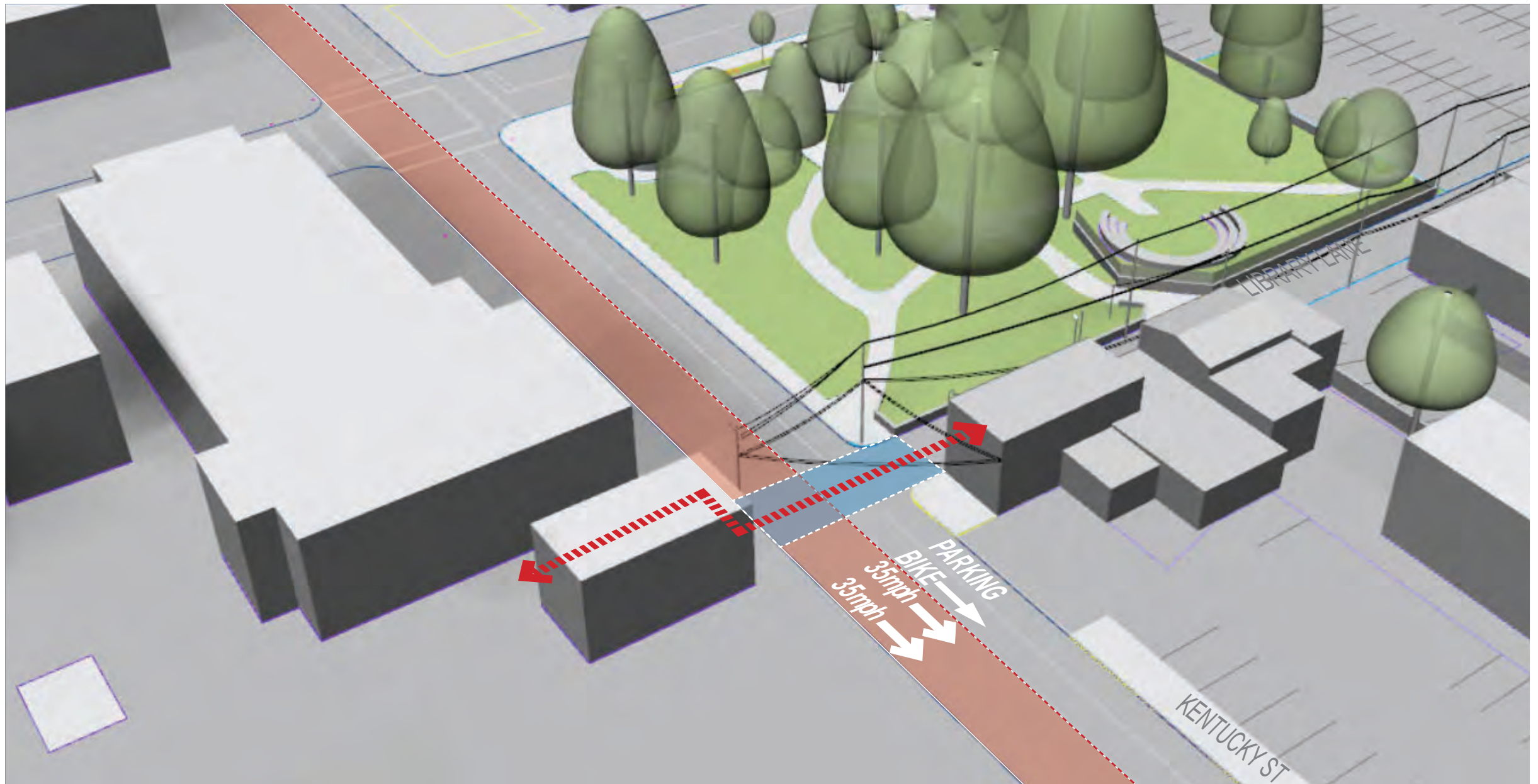
The mid-block intersection at West Kentucky Street includes on street parking similar to Breckinridge Street which creates limited visibility of pedestrians from vehicular traffic as well as the lack of any pedestrian crossing signage or crosswalk. The redesign of Memorial Park includes the implementation of bump outs at both corners of the park which will increase pedestrian visibility and reduce crossing distance. The future inclusion of flashing beacons that alert drivers to the presence of pedestrians at the intersection.

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## West Kentucky Street: Existing Conditions



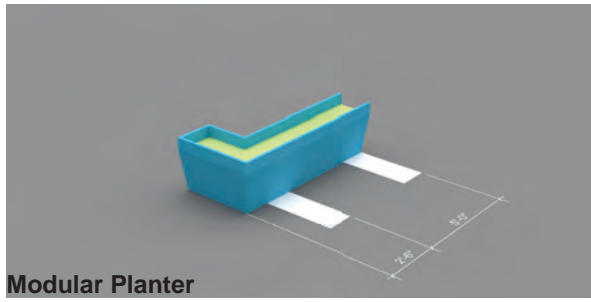
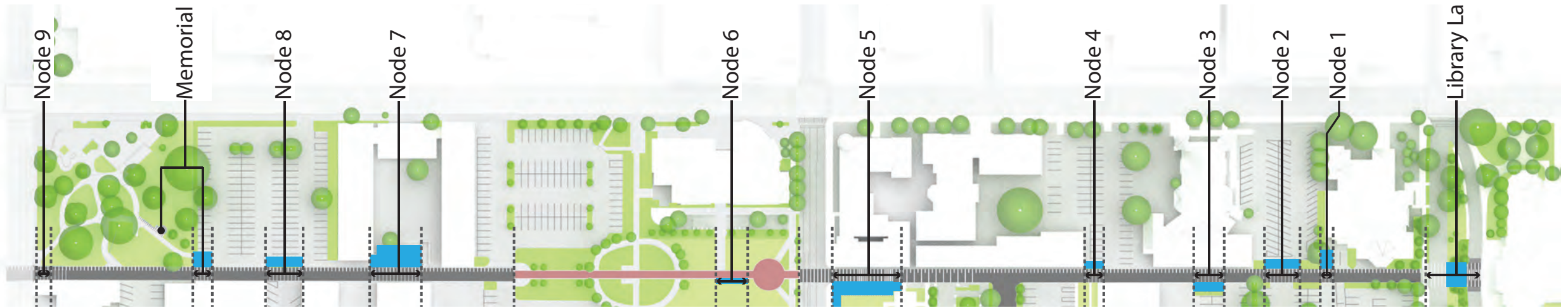


## Node Strategy

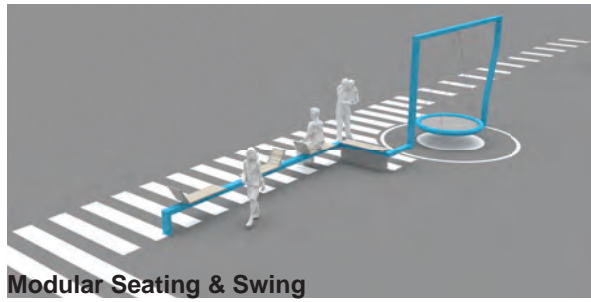
The Node Strategy focuses on a primary and secondary set of nodes located throughout Library Lane. Included in this strategy is the creation of a flexible set of furnishings and site lighting that activates and unifies key spaces throughout the corridor. This “kit of parts” provides a set of individual elements that can be used as a mix and match set throughout the corridor at both the primary and secondary nodes. This kit of parts includes elements for seating, planting, lighting, exercise, bike parking, and shade and provides a cohesive character of thematic elements that are carried throughout the corridor.

The various nodes that are highlighted in the master plan are intended as possible options for the spaces rather than a final design solution. Final selection of the exact kit of part elements will be made by each property owner along the Lane in conjunction with Louisville Metro.





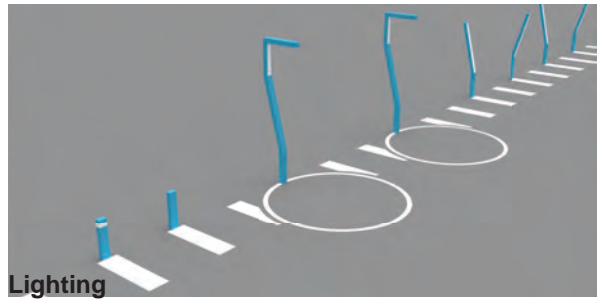
Modular Planter



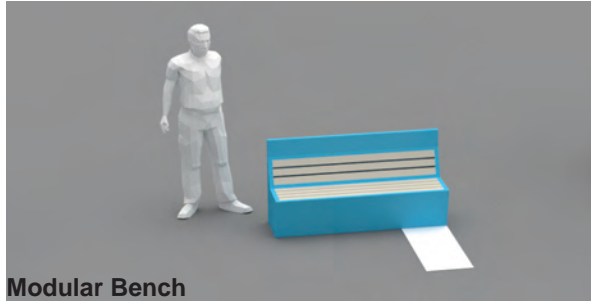
Modular Seating & Swing



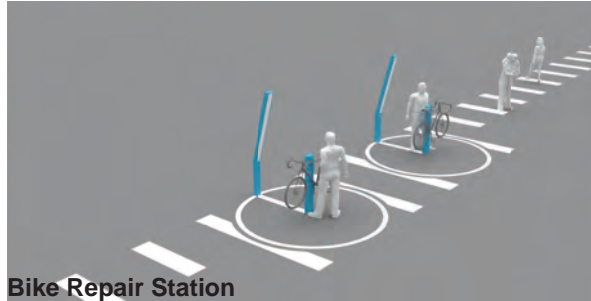
Swing



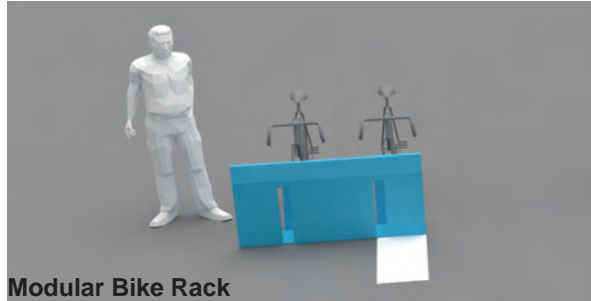
Lighting



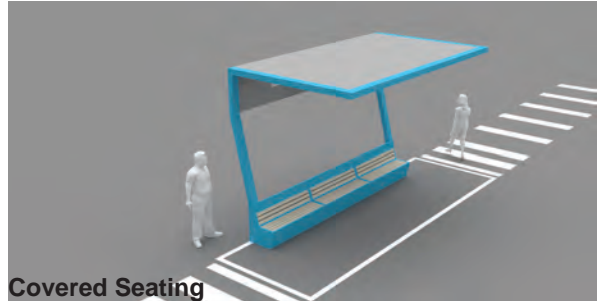
Modular Bench



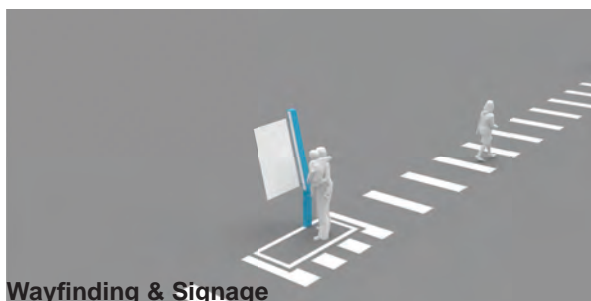
Bike Repair Station



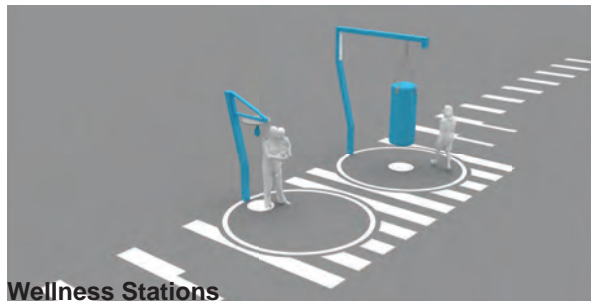
Modular Bike Rack



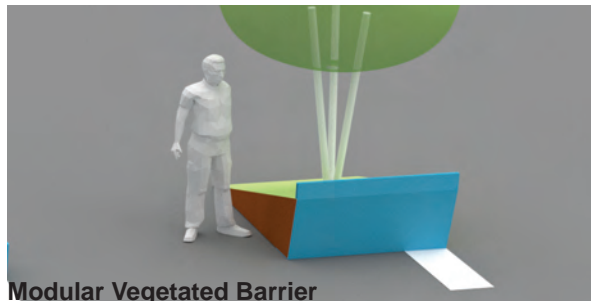
Covered Seating



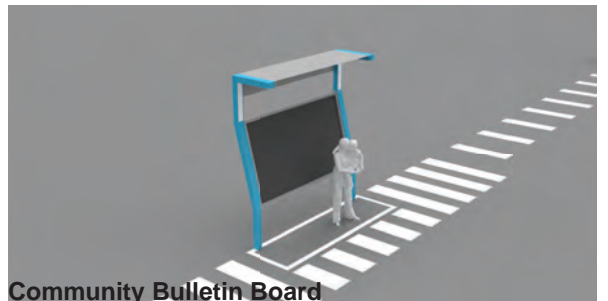
Wayfinding & Signage



Wellness Stations



Modular Vegetated Barrier



Community Bulletin Board



## Node Strategy: Church + Temple Community Hub

The Church + Temple Community Hub node highlights a need for outdoor gathering space, shade through built structures and vegetation to reduce heat island, stormwater management strategies such as bioretention and stormwater harvesting, and enhanced pedestrian paving to separate vehicular from pedestrian traffic, adjacent to these mission driven institutions along the Lane. Removable bollards can be used to separate parking areas with additional access or possibility for additional access points from 3rd and 4th Streets to reduce vehicular traffic throughout the Lane.

This strategy, along with many others along the Lane, will rely on critical public private partnerships to expand onto private property to create key nodes along the Lane.





# Shared Church / Temple / Community Picnic Hub





## Node Strategy: Student Housing Pocket Park

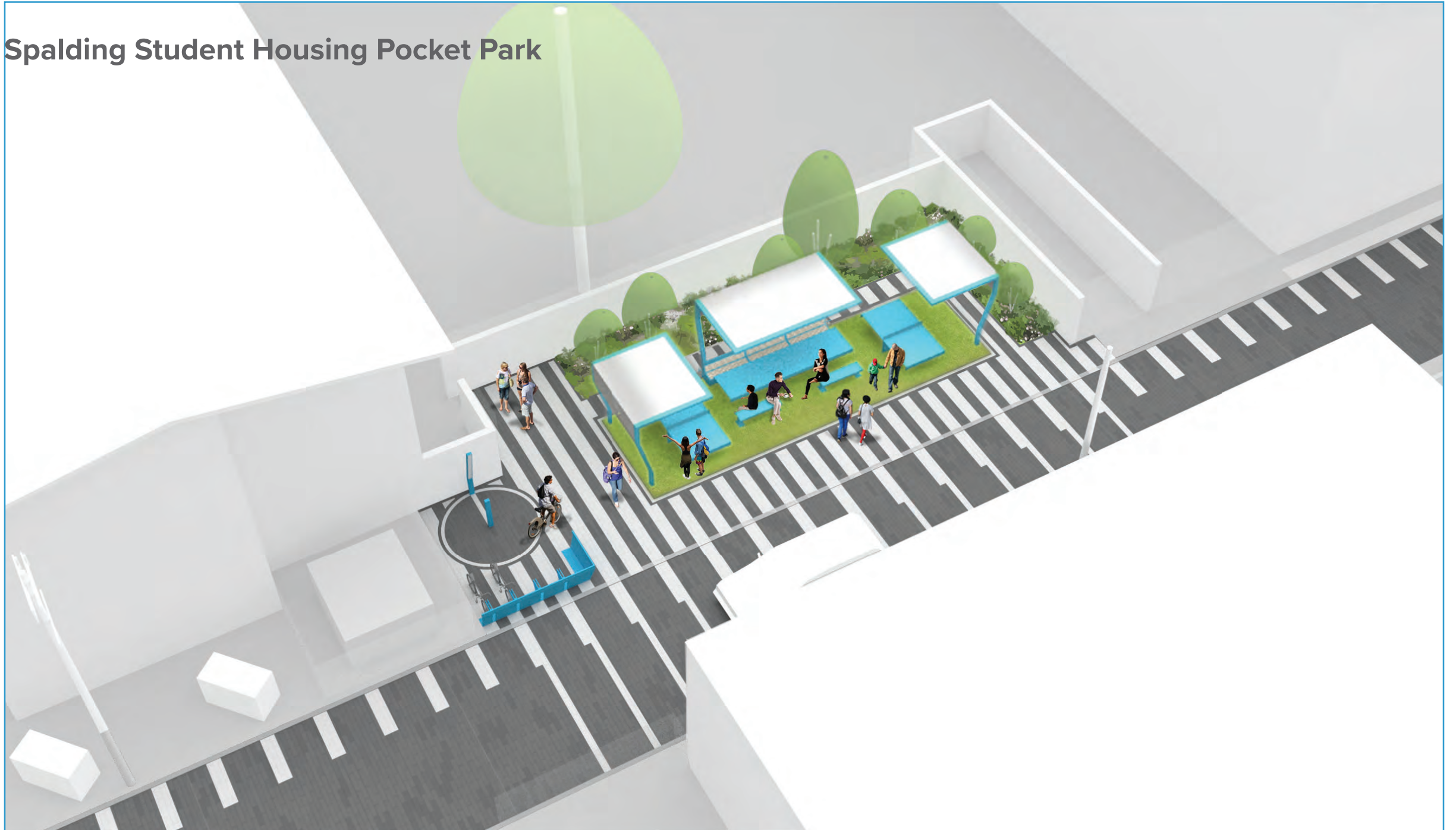
The Student Housing Pocket Park is a perfect example of an underutilized area along the Lane, currently being used for service purposes. However, we must also consider the Spalding University residents living in the adjacent housing.

This node strategy creates a vibrant hub for students and everyday pedestrian users of the Lane. This strategy employs design techniques such as shaded seating, active elements such as ping pong tables, artificial turf green space, a bike repair station, bike racks, enhanced paving, vegetation and tree canopy to combat urban heat island, and rain gardens for stormwater mitigation.





# Spalding Student Housing Pocket Park

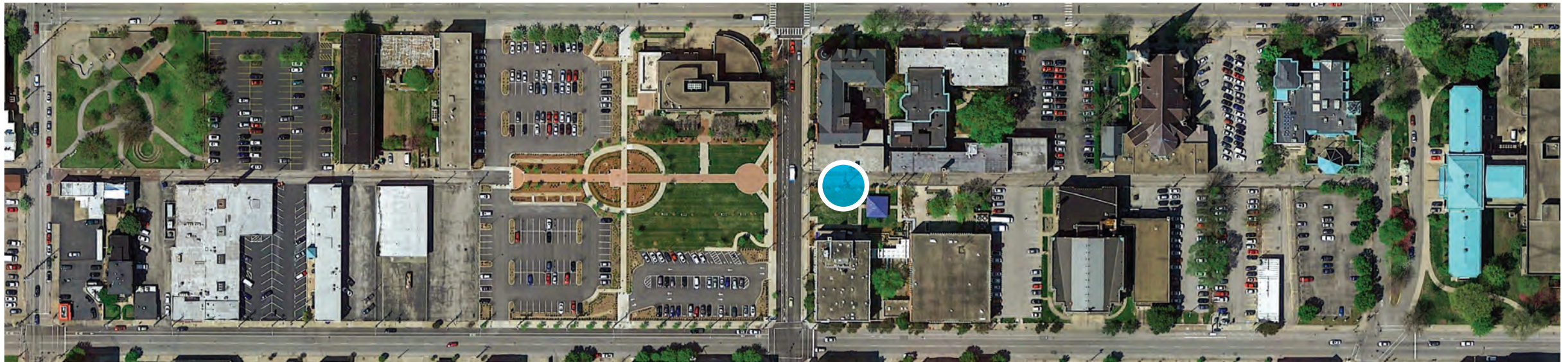




## Node Strategy: Academic Social Hub

The Academic Social Hub, adjacent to Spalding University, utilizes and expands on existing green space for Spalding University that is currently underutilized and turns its back to the Lane. By making the space more permeable to students and engaging Library Lane, a new vibrant space for community and student interaction along the Lane is formed.

This node strategy utilizes engaging design elements such as swings that engage both the green space and streetscape, lighting, ping pong tables, shade structures, various types of seating, an artificial turf open flex lawn, enhanced paving, planting, and space for underground stormwater capture.





# Spalding + Presentation Social Hub





## Node Strategy: Muhammad Ali Wellness Parklet

One of the smallest secondary nodes along the Lane, the Muhammad Ali Wellness Parklet showcases how little area is needed to truly activate the edge of the Lane. The Wellness Parklet pays homage to Muhammad Ali and the adjacent gymnasium in which he trained for greatness, while adding a health and wellness component to the Lane which could be expanded as the Lane develops. The Wellness Parklet boasts climbers, monkey bars, enhanced planting and paving. The Muhammad Ali Wellness Parklet would not be complete without a punching bag and a speed bag.





# Muhammad Ali Fitness Parklet

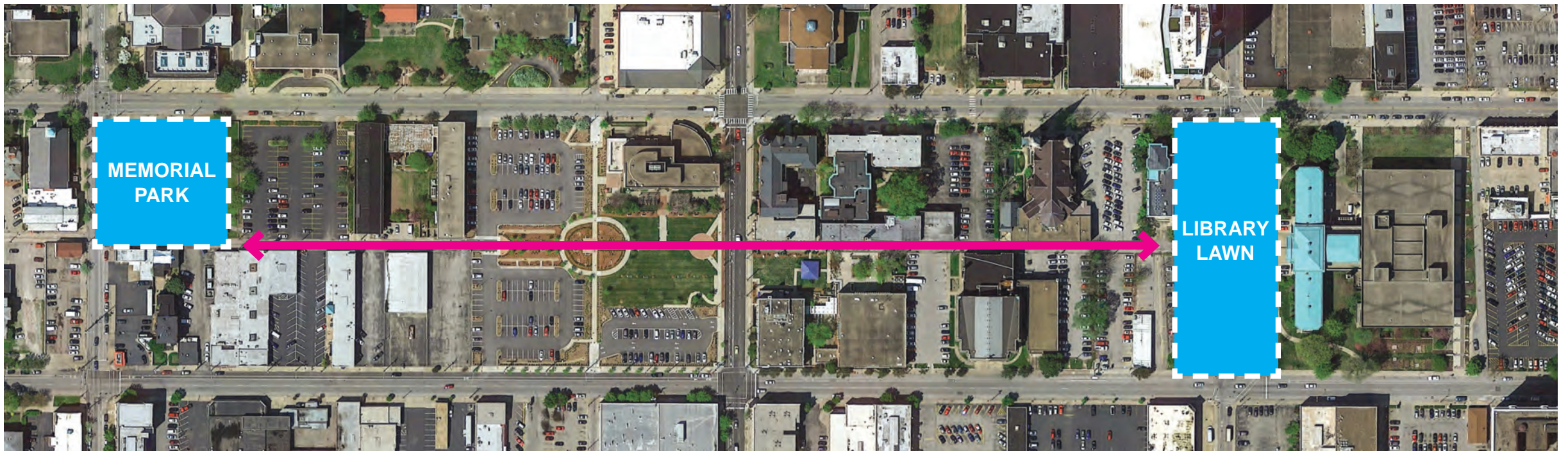




# Anchor Strategy

Anchoring the north and south ends of Library Lane are two important civic destinations: the Main Library and Memorial Park. As such, these anchors should be enhanced to create vibrant pedestrian destinations that pull visitors through the Lane, acting as landmarks that are integrated and synonymous with Library Lane. Each of these spaces shall be well-integrated into the corridor while also serving as distinct destinations that respond to and respect their unique histories and associated significant structures.

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## 1 North Anchor: Main Library

The Olmsted designed landscape sits at the northern terminus of Library Lane. Re-imagining this anchor both in function and aesthetic sets the tone throughout the Lane.



## 2 South Anchor: Memorial Park

As the Southern Anchor, Memorial Park is an underutilized space in a prime location. Activating this park in a flexible, functional way for users is crucial.





# North Anchor: Main Library

The Library Lawn, originally an Olmsted designed landscape, south of the library's historic main entrance, is currently an underutilized front porch to the historic Main Library in downtown Louisville. Issues facing the library and its success as a civic terminus to the Lane include accessibility, safety, and activation. Traffic calming measures will be paramount at the York Street and Library Place crossings to eliminate vehicular and pedestrian conflicts.



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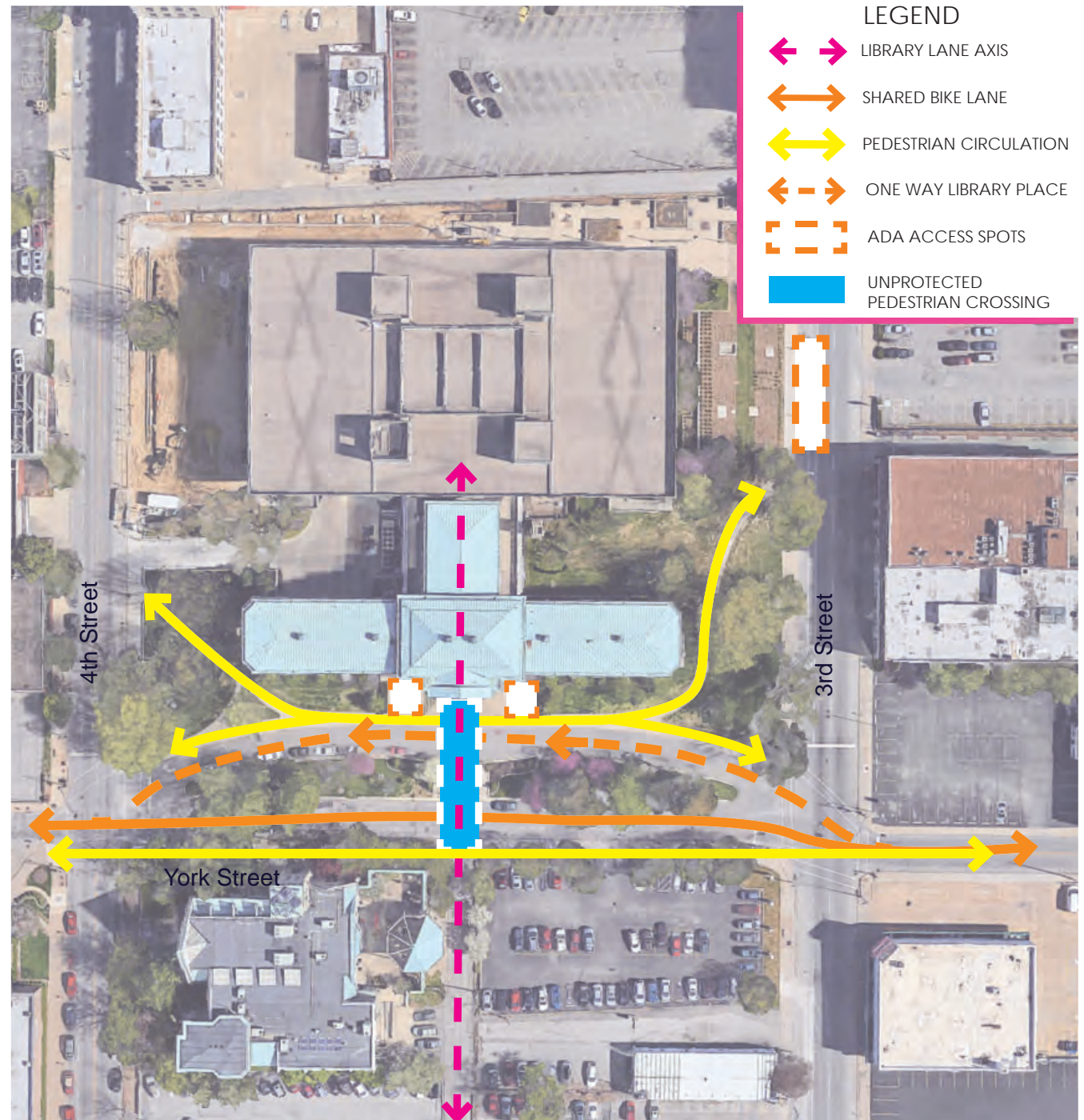
## Main Library: Existing Conditions

Accessibility between the Lane, Lawn, and library is virtually impossible for someone with disability to navigate. Addressing the connections between the Lawn and the Lane will allow for ADA access, as well as strengthen the axial relationships between the library and the Lane.

Safety between the Lane, Lawn, and library is paramount. As traffic moves east to west along York Street, confusion arises. Often this causes traffic to enter Library Place, as they believe the Lawn is separating eastbound and westbound traffic. When this occurs, speeding traffic creates an unsafe environment near the library steps, which should be a safe, inviting, civic space.

Identifying York Street as the primary route for vehicular circulation is an important goal of the design. For pedestrians crossing York Street between the library and the Lane, traffic calming, intentional crossings, and areas of respite is paramount. Cars frequently speed through this area, while vision can be impeded by existing vegetation around the Lane threshold.

Lastly, the design team looks to address activation of the Lawn and its adjacent spaces. Currently the Library Lawn crossing serves solely as that: a crossing. Reclaiming Library Place as a motor court plaza instead of a vehicular route allows it to be fully integrated as a civic destination.



**LEGEND**

- LIBRARY LANE AXIS
- SHARED BIKE LANE
- PEDESTRIAN CIRCULATION
- ONE WAY LIBRARY PLACE
- ADA ACCESS SPOTS
- UNPROTECTED PEDESTRIAN CROSSING

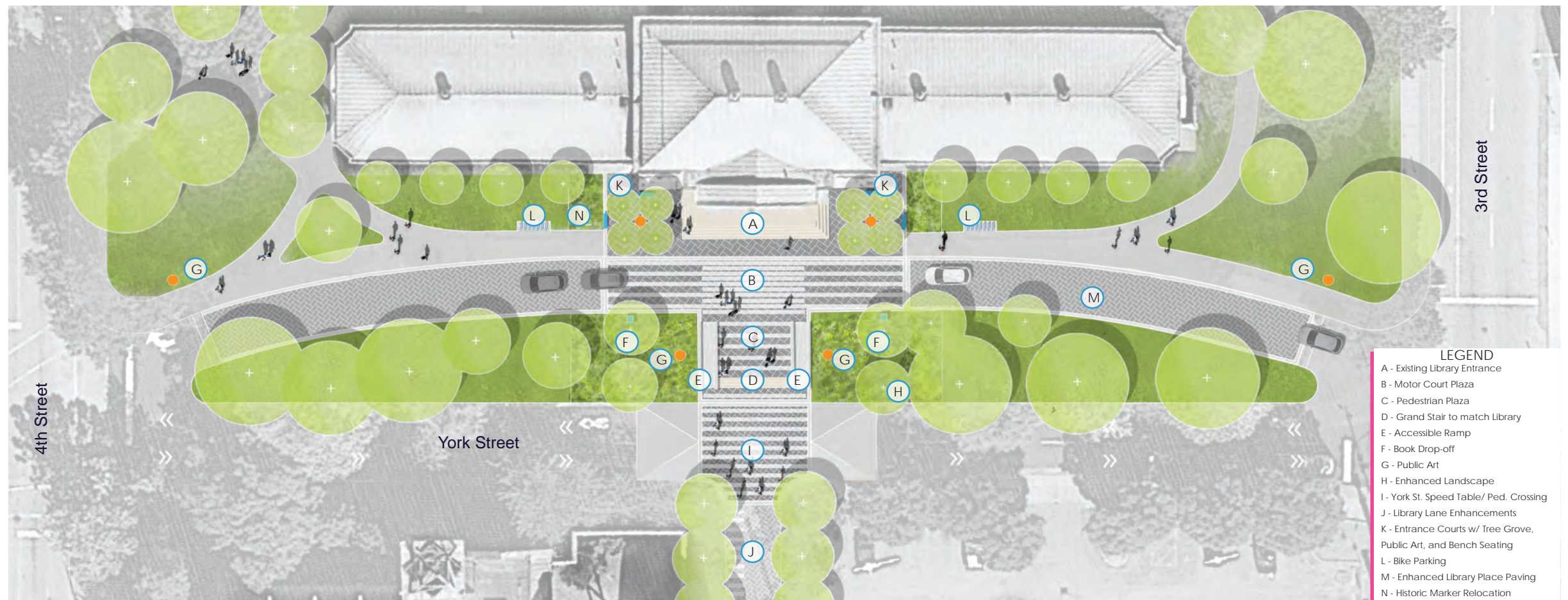


## Main Library - Motor Court

The redesign of Library Place and the adjacent lawn creates two distinct conditions: the Motor Court and the Civic Plaza. Shown below, the Motor Court allows vehicles to pass through, while crosswalk striping alerts drivers of the pedestrian space. Specialty paving calms traffic and further defines Library Place as an extension of the library, rather than a separate street. Moving south, removal of the Prentice statue further emphasizes the view of the library, while ramps provide ADA access. The ADA parking once flanking the library steps will be replaced with small gathering spaces celebrating public art, further expanding the reclaimed space in front of the library.

The Library Lawn modifies the existing landscape slightly, while retaining the original Olmsted design. The surrounding landscape grounds, currently housing several key sculptures important to the history of Louisville and the Commonwealth of Kentucky, will be expanded to create a display of public art and could become a rotating exhibit or art walk that continually rotates and evolves, creating an ever-changing and engaging space. A widened, tabled crosswalk on York Street enhances safety and creates a defined entrance to the Lane.

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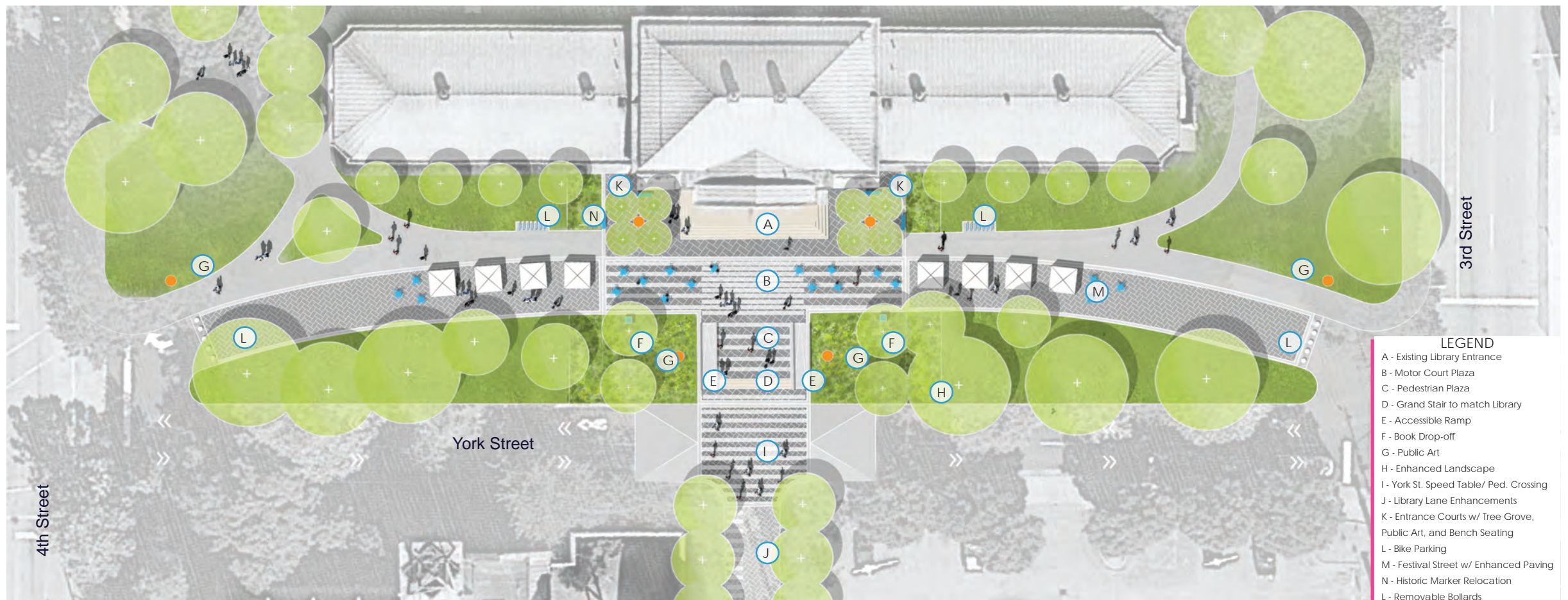


- LEGEND**
- A - Existing Library Entrance
  - B - Motor Court Plaza
  - C - Pedestrian Plaza
  - D - Grand Stair to match Library
  - E - Accessible Ramp
  - F - Book Drop-off
  - G - Public Art
  - H - Enhanced Landscape
  - I - York St. Speed Table/ Ped. Crossing
  - J - Library Lane Enhancements
  - K - Entrance Courts w/ Tree Grove, Public Art, and Bench Seating
  - L - Bike Parking
  - M - Enhanced Library Place Paving
  - N - Historic Marker Relocation



## Main Library - Civic Plaza

With the proposed library motor court design, Library Place may easily be converted into a civic plaza, completely void of vehicular traffic, through the use of removable bollards. The bollards at both ends of Library Place remove vehicular traffic and expand the pedestrian plaza space, creating an expansive area for events, fairs, festivals and other civic opportunities.





## Main Library - Public Art

Integration of art into public spaces is key to the success of the space. The library is no exception.

Historically, the Main Library displayed a statue of George Dennison Prentice, the founder and editor of the Louisville Journal in the mid-1800s. Prentice was known for writing anti-immigrant and anti-Catholic editorials. He was seen as an instrumental figure in the 1855 Bloody Monday riots, where more than 20 people were killed after Irish and German immigrants were attacked by members of the Know-Nothing Party. The controversial statue was removed in December of 2018. From a design perspective, the statue addressed the library doors, but turned its back on Library Lane, creating a barrier between the library and the Lane. The library grounds are home to several other statues important to the history of Louisville and Kentucky.

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The design team wishes to expand on the integration of public art into the library grounds, creating a display of public art that could be permanent or a rotating exhibit. This creates an ever-changing and engaging art walk around the library.

The following pages are examples of public art that serve as a discussion point for future integration. The examples range from temporary to permanent, interactive to passive, static to digital, lit to non-lit. Public art can take on many forms and become engaging pieces in the urban environment.





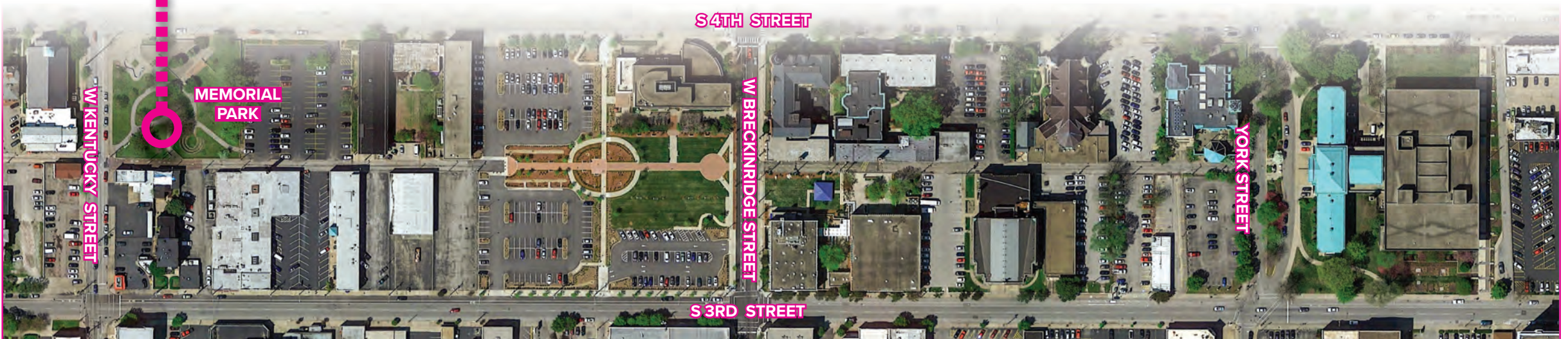




## South Anchor: Memorial Park

Memorial Park's existing conditions present a unique challenge to the site. By holistically addressing individual challenges, we can guide our design in the best possible way. Prominent site conditions we looked to address were visibility, circulation, and legacy features.

The visibility on site is low. Site lines are obstructed, and meandering paths direct views in unpleasant ways. Low branching trees and fluctuating grade foster the visibility issues on site. By creating better sight lines and framing views, park users will feel safer and enjoy more pleasant scenery. While the visibility presents its own challenges, it is a direct result of the poor circulation throughout the site. Circulation at Memorial Park contributes to the site's underutilization. While the corners of the site present entrances, they are small, closed in paths that hardly announce an entrance. The 4th Street plaza is one area where circulation is poor. For such a prominent road, nearly all of the plaza is cutoff from the street by a retaining wall. Activating this side of the park to be more welcoming is one challenge we sought to address. Legacy features throughout the park also create a unique challenge. A mosaic wall, an amphitheater, and roman column motifs are just a few of the features that dot the site. A tangible connection to the Louisville community is important. However the overall cohesiveness of the park is lost due to the variety of legacy features present.





# Memorial Park: Site Analysis

### Existing Entrance + Visibility



### Existing Circulation

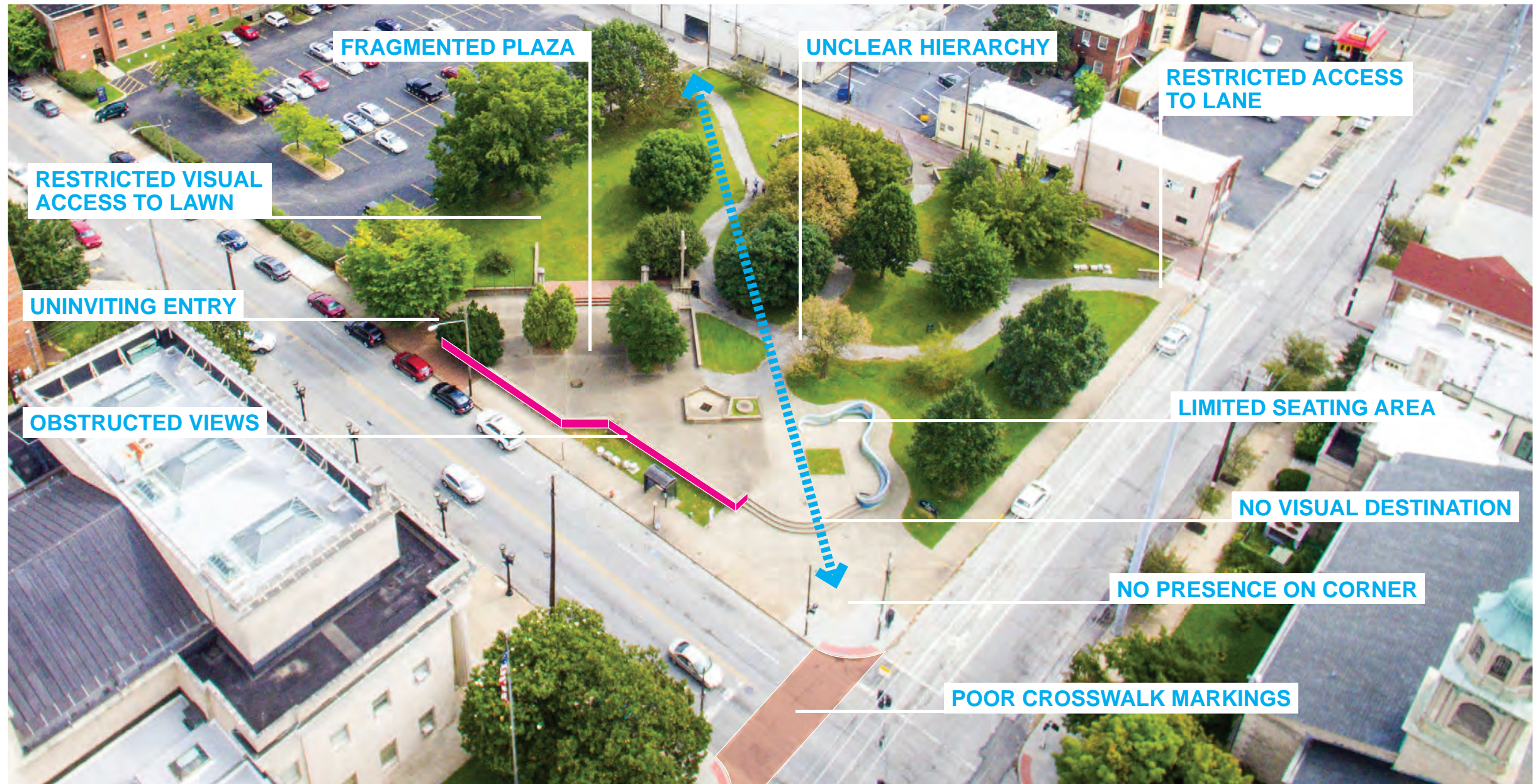


### Existing Legacy Features





# Memorial Park: Site Analysis



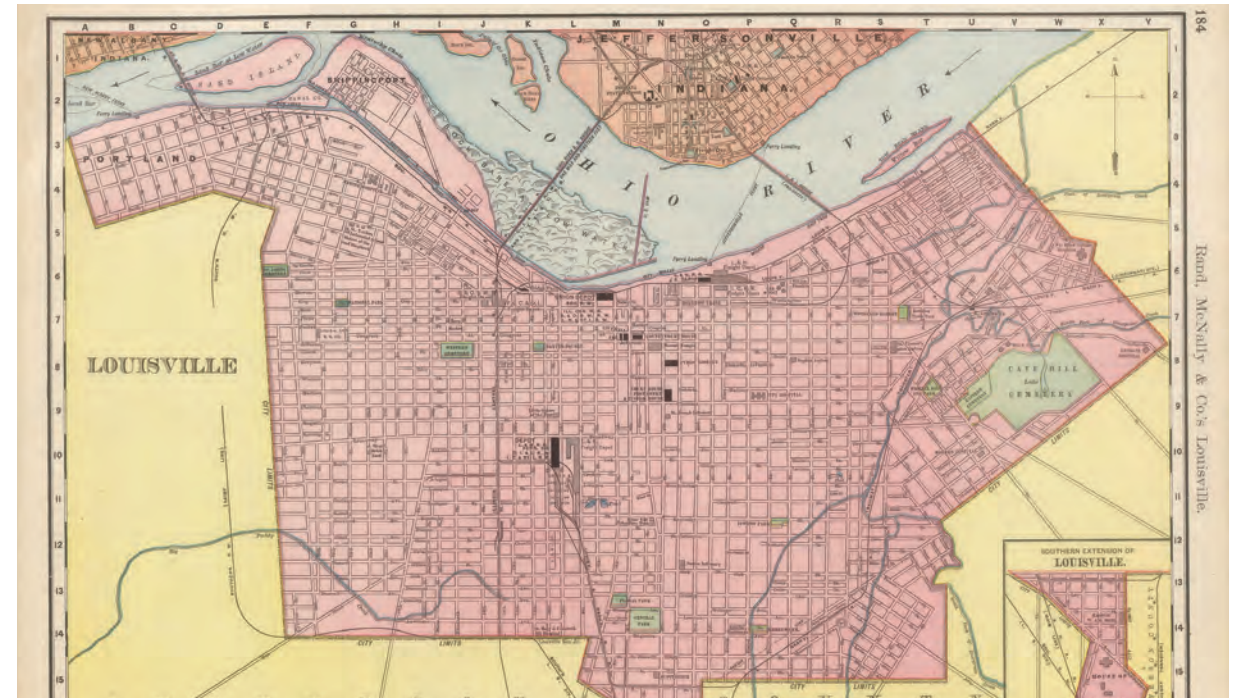


# Memorial Park: Historical Context as Design Inspiration

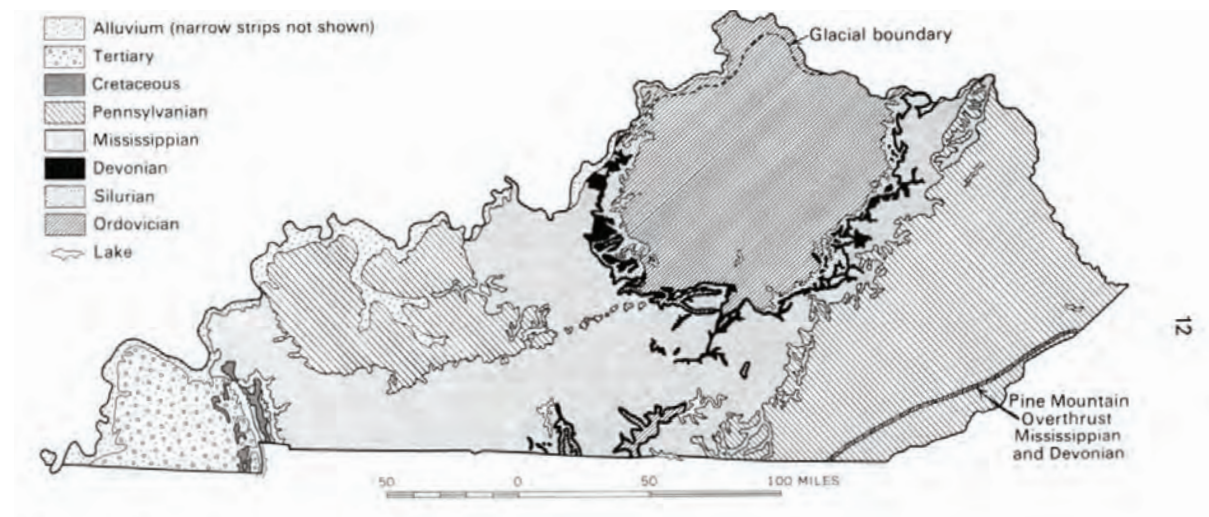
Carved by glaciers some 50,000 years ago, the Ohio River Valley is a combination of glacial deposit, sandstone, and limestone. As glaciers moved through the valleys, they dragged along various sediments and exposed many of the fossils found near Louisville. The Falls of the Ohio also developed during this time, as exposed bedrock created the falls we know today.

This unique location along the Ohio River became the early settlements we know as Louisville. As the Falls created a natural barrier, traders moving along the river were forced to unload before moving on. As Louisville became a hub for traders and families moving westward, the city grew exponentially during the 1800s.

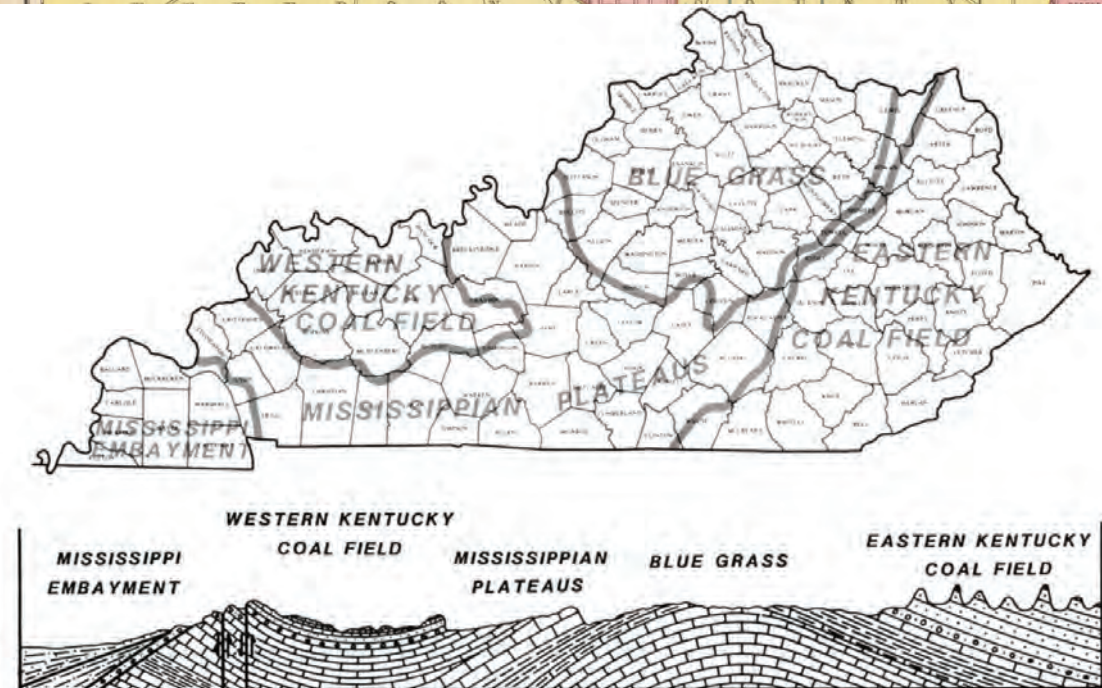
An early 1903 map displays the growth of Louisville and the urban fabric which grew. A grid-like city system contrasts to the undulating, eroding Ohio River by which it was dictated. The design team looked to play on this juxtaposition to create an intriguing, thought-provoking design which spoke to both it's natural and urban history.



184  
Rand, McNally & Co's Louisville



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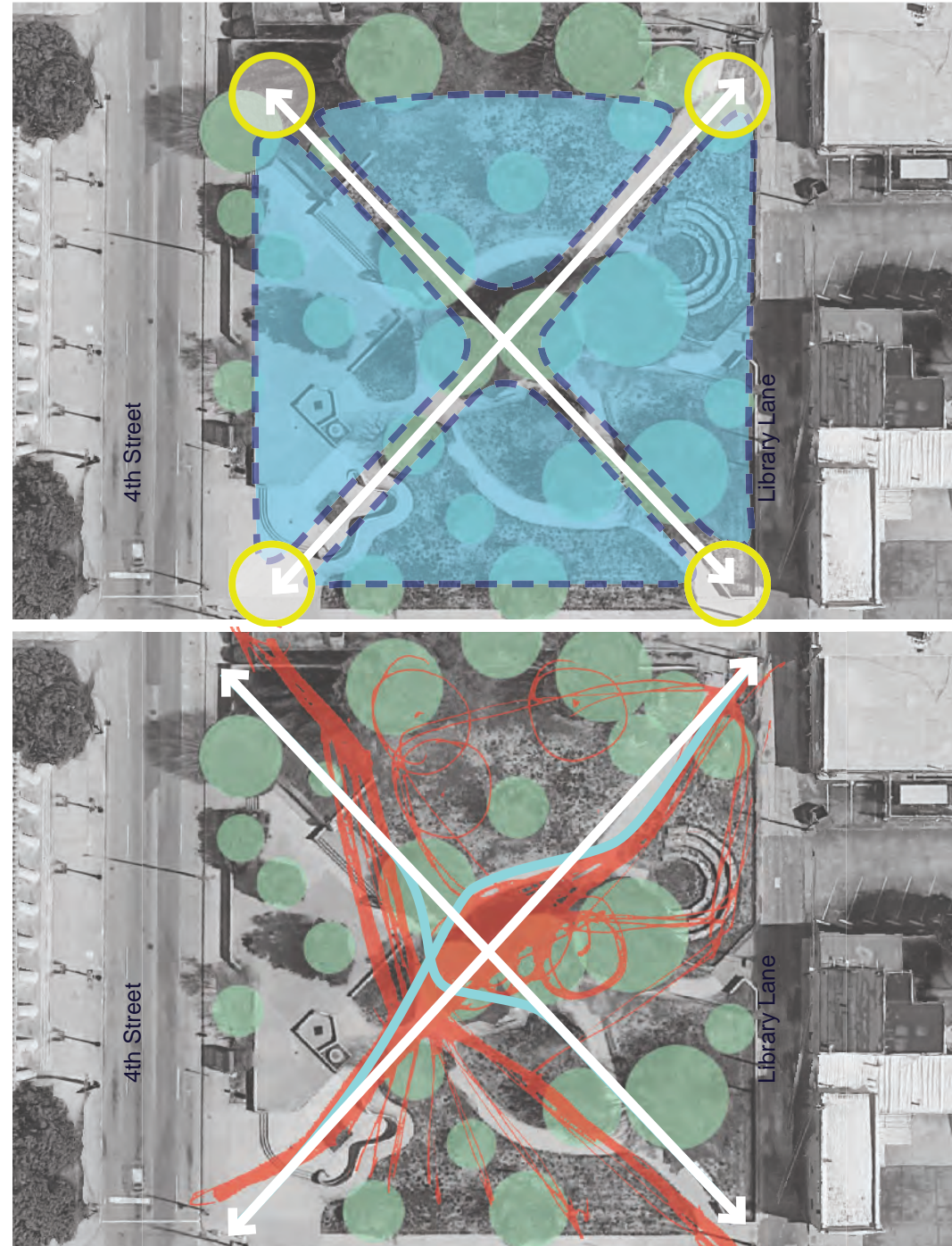
## Memorial Park: Concept Development

The design team quickly identified the need to open and expand the corners of the park, not only from Library Lane, but from West Kentucky Street and 4th Street as well. Because of the lack of visibility and permeability through the park, the design team felt it was important to create generous, inviting spaces and strong axial and intuitive movements through the park.

82 Just as the flow and movement of water along the Ohio River create energy and transport, the design team aims to explore dynamic patterns throughout the site using movement of people and patterns to create the same dynamic tensions.

Early concept sketches demonstrate the pushing and pulling, or erosion of forms reminiscent of the geologic formations prevalent throughout the region, to create a thoughtful movement through the space.

As sketches progressed, the design team amended the strong axes to respond to existing vegetation.





## Memorial Park: Concept Development

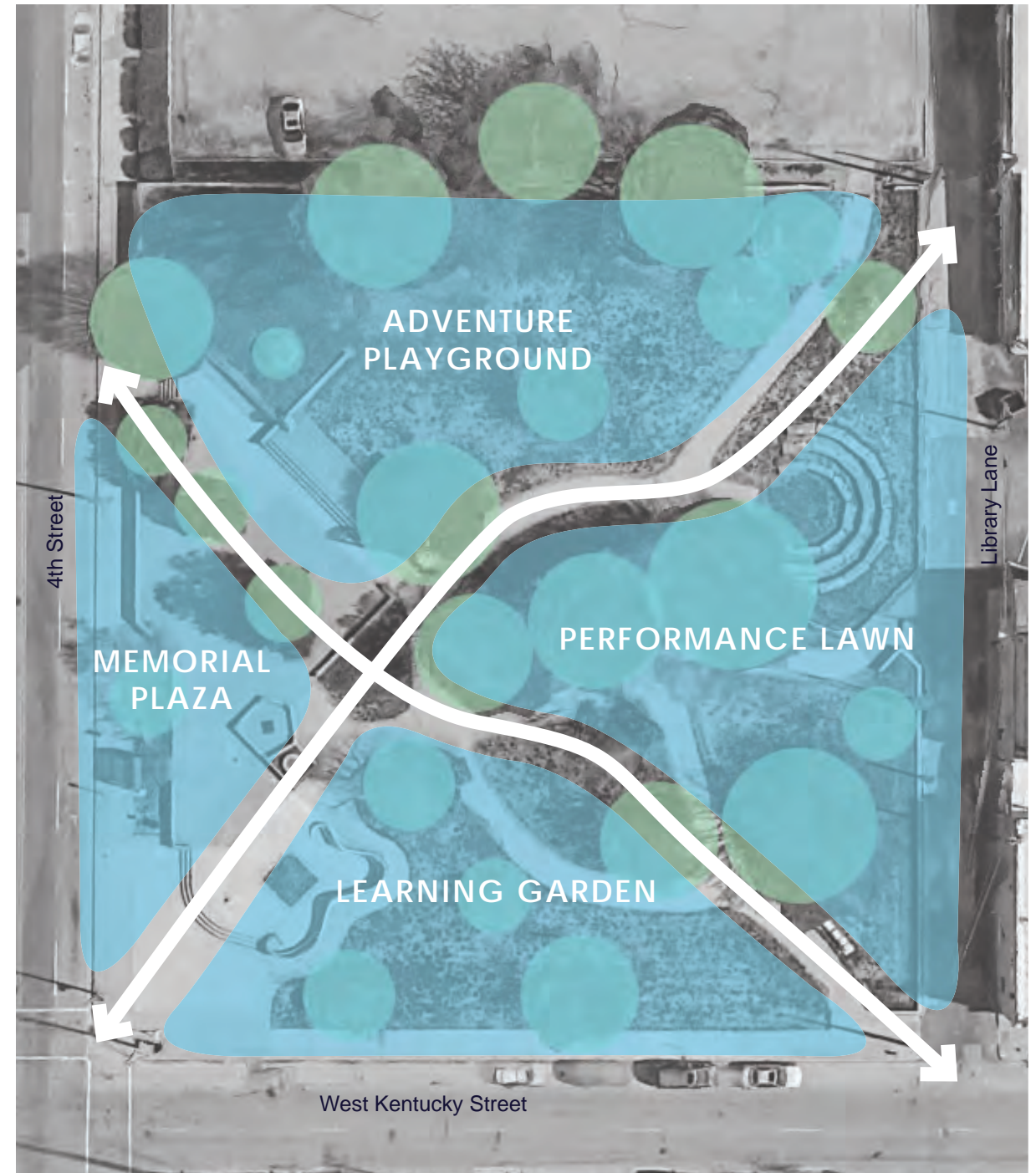
Site programming emerged from the undulating circulation defined from early concepts, developing into the final concept design.

Memorial Plaza is intended to provide active and engaging opportunities for public events and secondary spill out space, creating strong physical and visual connections to Memorial Auditorium. However, this space is not only for Memorial Auditorium. The plaza will act as the primary civic space along the Lane and can house special events, such as festivals, fairs, or the casual impromptu gathering.

Directly to the east of Memorial Plaza, a performance lawn serves as a secondary performance space for Memorial Auditorium, as well as the many institutions along the Lane. When no events are planned, this area serves as both an active gathering space with elements such as ping pong tables, as well as a passive space great for reading a book, working on a laptop, or enjoying a summer day.

To the north end of the park is the Adventure Playground. This area is intended to create excitement and capture the imagination of children and adults alike. Through public engagement it was identified that there is a need for urban play space for children and families in the neighborhood. The Adventure Playground aims to fill that void, and act as an engaging, active terminus to the Lane.

The Learning Garden aims to create an engaging landscape experience from West Kentucky Street, as well as visitors to the park. The Learning Garden looks to house stormwater management for the park, as well as act as an educational opportunity for the neighborhood, students along the Lane, and visitors to the park.





## Memorial Park: Concept Design

The new Memorial Park emerges as a diverse, standalone urban park for the city of Louisville, as well as an important anchor for the Library Lane project.

The Memorial Park design concept celebrates a diversity of spaces in a functional urban park. Gathering, play, performance, and education are all features which define the space. The paving pattern and strong geometric forms mimic the flow and dynamics explored in the Ohio River. The green space rises from the hardscape to further define edges and create additional seating opportunities for users.

Moving counterclockwise through the site, each programmed area works as a cohesive part for the overall site plan. The bus stop in the northwest corner serves as both a functional and an architectural feature. While previously located south, this new location tucks into the corner and allows the street to be opened up and become more welcoming. The new bus stop emerges from the planting bed surrounding it, seamlessly blending into the site while still serving its intended purpose.

Moving south, the new festival plaza allows for both passive and active engagement. Five trees dot the northern edge of the plaza, where public seating allows for a calm,

shady spot to enjoy. To the south a large, open plaza responds to the adjacent Memorial Auditorium and the need for a multipurpose open space.

Local social events, such as a farmers market, could utilize the space regularly as well, with large plaza steps functioning both as stairs and seating.

Moving east along West Kentucky Street is the Discovery Garden. This area of the park serves as a stormwater management area as well as an educational opportunity. Rain gardens and bioretention features can occupy this garden, while interpretive signage educates users. Moving north to the upper plaza, play and performance work in tandem. A small canopy of trees in the center mark an opportunity for active play, such as table tennis. To the east, a terraced lawn creates an amphitheater, blending seamlessly to the bordering plaza and green spaces.

Lastly, a discovery playground with undulating berms creates a unique landscape for play. “Sticks in the mud” and “dinosaur bones” climbing structures hark to the archaeological history of The Falls of the Ohio.



**LEGEND**

- A - Festival Plaza
- B - Performance Stairs
- C - Enhanced Streetscape
- D - The Grove
- E - Play Plaza
- F - Discovery Gardens
- G - Kentucky Street Entrance
- H - Existing Trees to Remain
- I - Performance Plaza / Amphitheater
- J - Planter Seat / Conversation Walls
- K - Library Lane Entrance
- L - Discovery Playground
- M - Bus Stop with Vegetated Roof







# Memorial Park - Birdseye Perspective





**Memorial Park - Memorial Plaza (Festival)**





**Memorial Park - Adventure Playground**

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**Memorial Park - Performance Lawn and Social Hub**





**Memorial Park - Birdseye Perspective (Dusk)**







# Implementation + Cost Analysis





# Library Lane Implementation

Implementing the Library Lane, Library Lawn and Memorial Park Master Plans hinges on creating and strengthening partnerships with neighbors, institutions, businesses and landowners along the Lane. Using interim solutions, these partners can test ideas presented in the plan, moving toward the goal of permanent implementation.

The Library Lane Master Plan Implementation Matrix lays out a “Plan of Action”, outlining implementation strategies tailored to the Lane, its anchors, nodes and segments between, and will include the following project types:

- Interim Projects:  
May occur immediately following completion of master plan.
- Mid-term Projects:  
May occur within 2-5 years.
- Long-term Projects :  
May require additional analysis, design work, and investment. May occur within 5-10 years.

## Potential Public / Private Partnerships:

- Louisville Metro Government
  - Develop Louisville
  - Councilwoman Barbara Sexton Smith (D-4)
  - Louisville Free Public Library
  - Public Works
  - Office of Economic Development
  - Historic Landmarks and Preservation Districts Commission
- Spalding University
- Simmons College
- Presentation Academy
- Louisville Downtown Partnership
- Memorial Auditorium
- Domino Partners
- Neighborhood Organizations
- Local Business Community



# Project Implementation Matrix

Projects	Timeline		
	Interim	Mid-term	Long-term

Project Nodes			
Library Lawn / Library Place			
Temporary traffic measures to limit access			
Temporary striping / street mural along Library Place			
Art walk / public art			
Seating / Functional Art in existing plaza			
Enhanced paving / festival street on Library Place			
Pedestrian plaza, seating and lighting at Library Lawn			
Enhanced paving, seating, and lighting at Library side plazas			

Memorial Park			
Temporary programming to raise awareness for park			
Create friends group			
Full park implementation			

Projects	Timeline		
	Interim	Mid-term	Long-term

Intersections			
York Street			
Striping at mid-block crossing			
Speed table and traffic calming signalization			

West Breckenridge Street			
Striping of crosswalk and bump-outs at mid-block			
Relocation of bike lane and protected parking (striping)			
Implementation of permanent bump-outs, landscape islands, bike lane, enhanced crosswalks and signalization at crossing			

West Kentucky Street			
Striping and signalization at mid-block crossing			

Projects	Timeline		
	Interim	Mid-term	Long-term

Lane Typologies			
Civic Destinations			
Repair existing paving conditions			
Temporary artistic striping			
Temporary traffic measures to limit access			
District identity art on existing poles and features			
Install wayfinding and district placemaking elements			
Improvements to existing planting areas			
Major node implementation			
Secondary node implementation			
Entrance node implementation			
Stormwater and infrastructure improvements including planting			
Permeable paving			

Shared Academic			
Repair existing paving conditions			
Temporary traffic measures to limit access			
District identity art on existing poles and features			
Install wayfinding and district placemaking elements			
Major node implementation			
Stormwater and infrastructure improvements including planting			
Permeable paving			

Campus Center			
Repair existing paving conditions			
Temporary artistic striping			
Install wayfinding and district placemaking elements			
Secondary node implementation			
Stormwater and infrastructure improvements including planting			
Permeable paving			

Working District			
Repair existing paving conditions			
Temporary artistic striping			
Temporary traffic measures to limit access			
District identity art on existing poles and features			
Install wayfinding and district placemaking elements			
Improvements to existing planting areas			
Major node implementation			
Secondary node implementation			
Entrance node implementation			
Stormwater and infrastructure improvements including planting			
Permeable paving			



# Master Plan Design Cost Analysis Approach

The design team created an Estimate of Probable Cost, based on current market conditions and past experience on similar projects of the Library Lane size and complexity. The anticipated costs for each element are broken out in the following pages. The costs listed below are estimates and should not be used as final pricing for project implementation.

## NODES 1 through 12:

Each node comprises the associated Partnership Property composed with flexible furnishings, lighting, and planters / rain gardens, as well as a hardscape + graphic treatment of the correlating alley R.O.W.

## SEGMENTS 1 through 10:

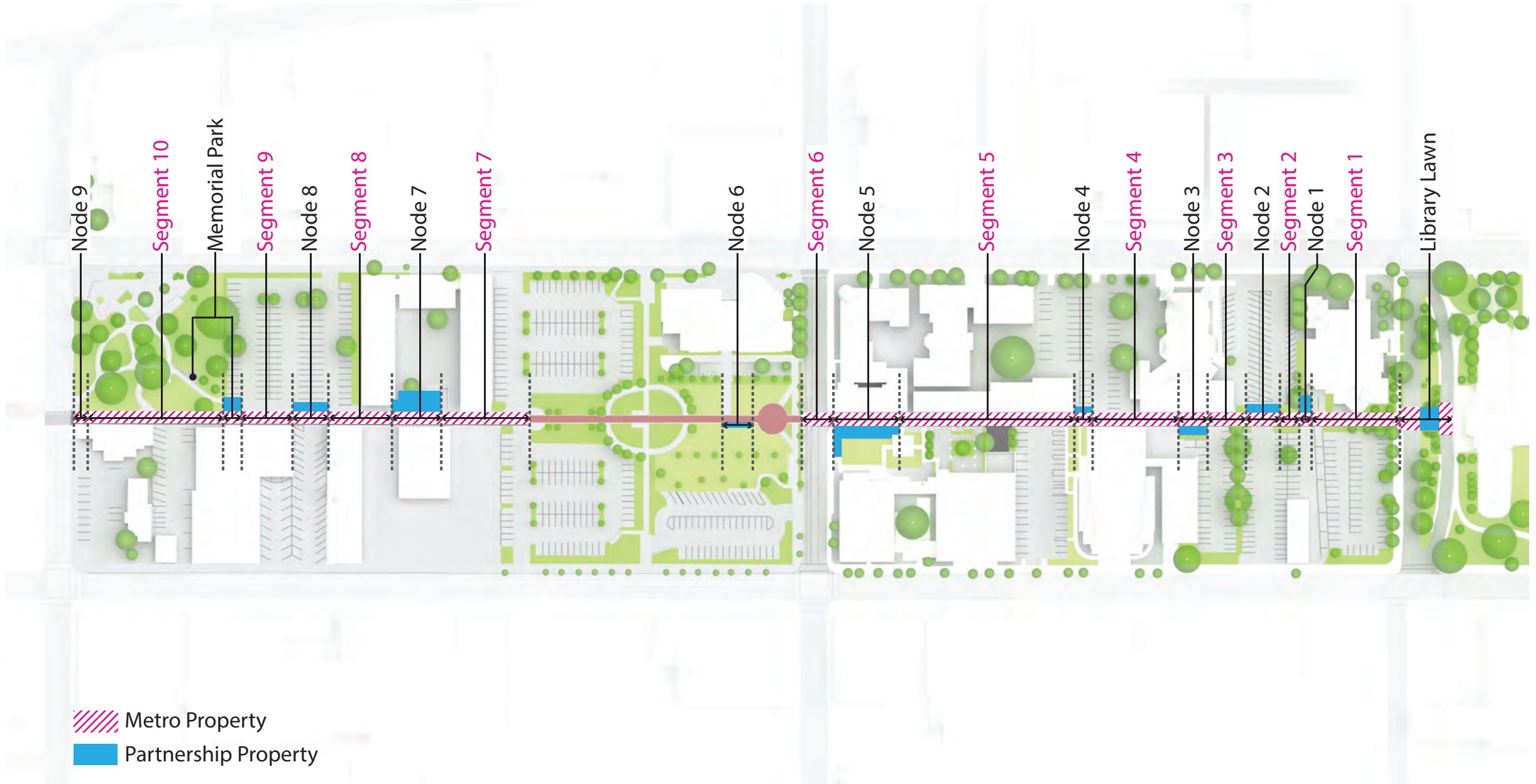
Each segment consists of a hardscape + graphic treatment within the alley R.O.W. (approx. 18-foot wide) - including any associated planters / rain gardens - between nodes.

## ANCHORS:

The Library Lawn and Memorial Park Anchors are broken out individually with their site specific costs for each intervention listed.



# Master Plan Design Cost Analysis Approach





# Library Lawn Reading Room + Gateway





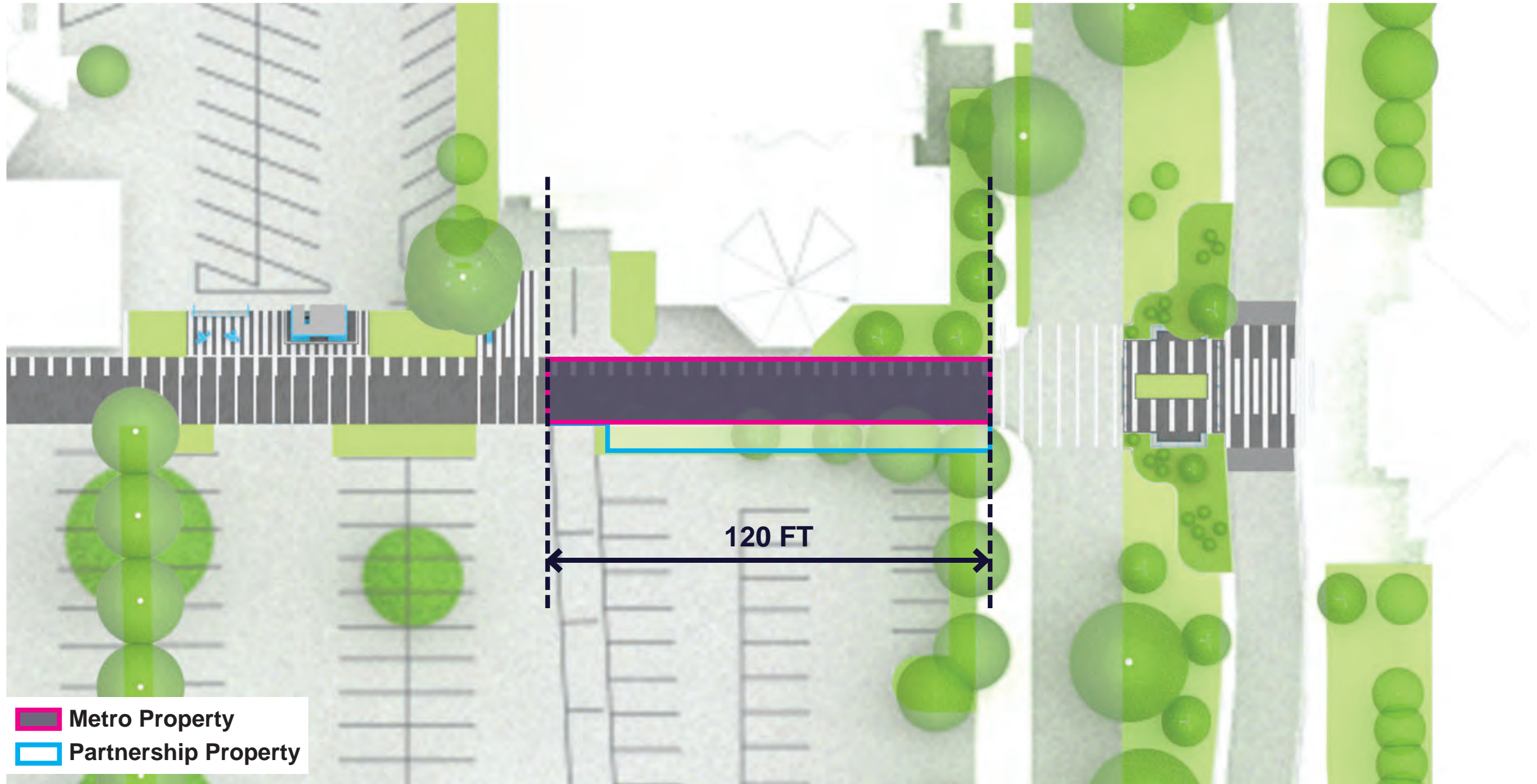
## Library Lawn Reading Room + Gateway

LIBRARY LAWN				
Metro Property	Quantity	Unit Type	Unit Cost	Base Total
Demolition, Site Preparation + Grading	8,227	SF	\$4	\$32,908
Plaza Pavers	6,957	SF	\$20	\$139,140
Bollard	10	LS	\$1,000	\$10,000
Public Art		LS		BY OWNER
Concrete Steps	68	SF	\$12	\$816
Concrete Ramps and Walls	108	SF	\$8	\$864
Wood Slat Bench Module - 5'	4	LS	\$3,000	\$12,000
Ground Painting / Graphics - Thermoplastic	1,064	SF	\$4	\$4,256
Tabled Pedestrian Crossing	1,956	SF	\$200	\$391,200
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	1,632	SF	\$35	\$57,120
<b>Metro Property Subtotal</b>				<b>\$648,304</b>



## Segment 1: Lane Between Library Lawn & Node 1

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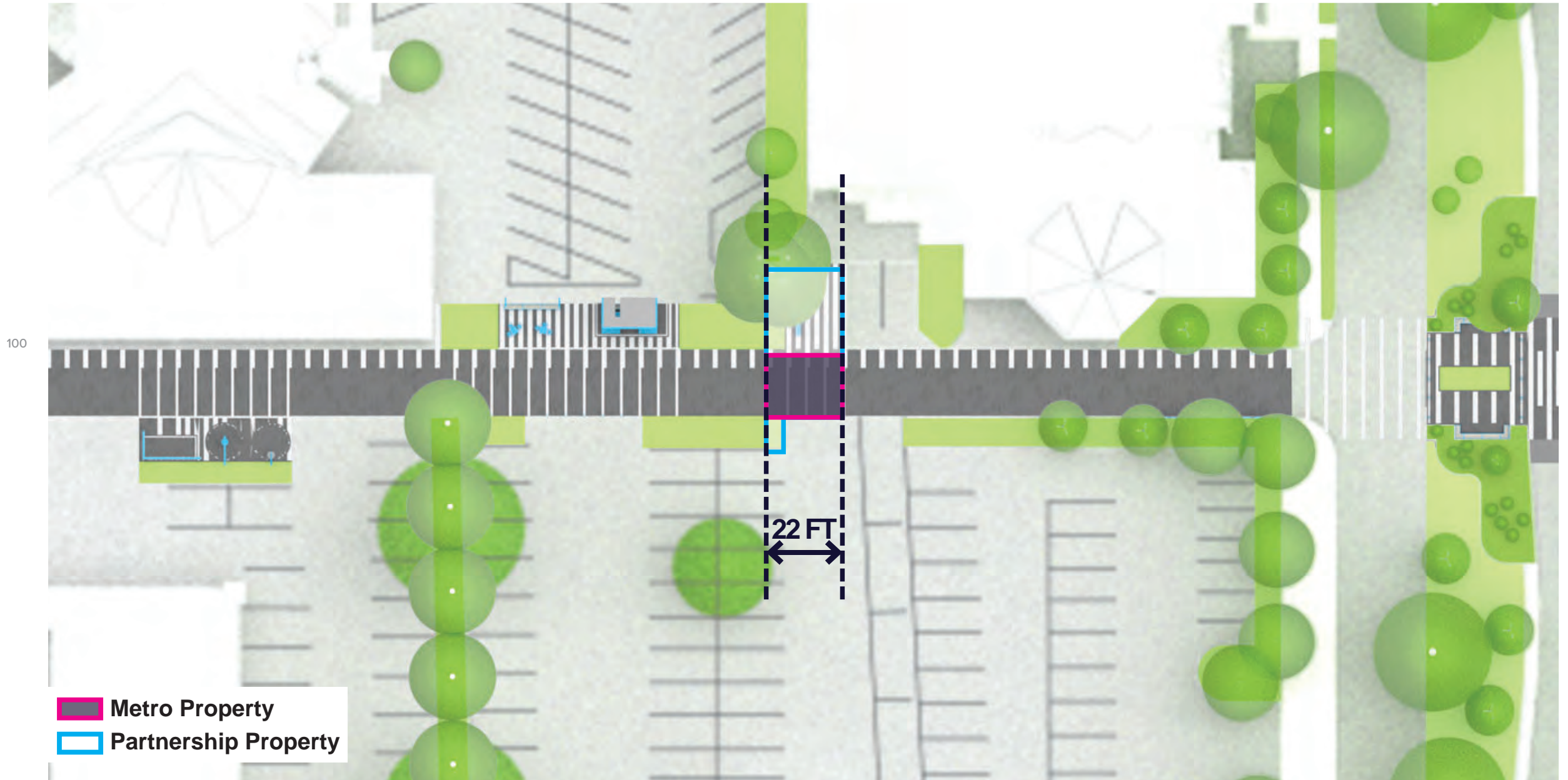


## Segment 1: Lane Between Library Lawn & Node 1

SEGMENT 1 [LANE BETWEEN LIBRARY LAWN & NODE 1]					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Super Graphics	1	UC	\$10,000	\$10,000	
Arm Type 3: Double-Bend Lighting Arm (Lighting, Wayfinding)	1	UC	\$2,000		
[Add. Alt.] Raingarden Infrastructure	850	SF	\$150		\$127,500
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	850	SF	\$30	\$25,500	
Trees	4	UC	\$750	\$3,000	
<b>Partnership Property Subtotal</b>				<b>\$38,500</b>	<b>\$127,500</b>
<b>Metro Property</b>					
Demolition, Site Preparation + Grading	2,160	SF	\$4	\$8,640	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	16.31	TN	\$80	\$1,305	-\$1,305
[Add. Alt.] Plaza Vehicle Permeable Pavers	2,160	SF	\$40		\$86,400
New Flush Edge Curb	240	LF	\$35	\$8,400	
Ground Painting / Graphics - Thermoplastic	160	SF	\$4	\$640	
<b>Metro Property Subtotal</b>				<b>\$18,985</b>	<b>\$85,095</b>
<b>Segment Subtotal</b>				<b>\$57,485</b>	<b>\$212,595</b>



## Node 1: First Unitarian Church Plaza





## Node 1: First Unitarian Church Plaza





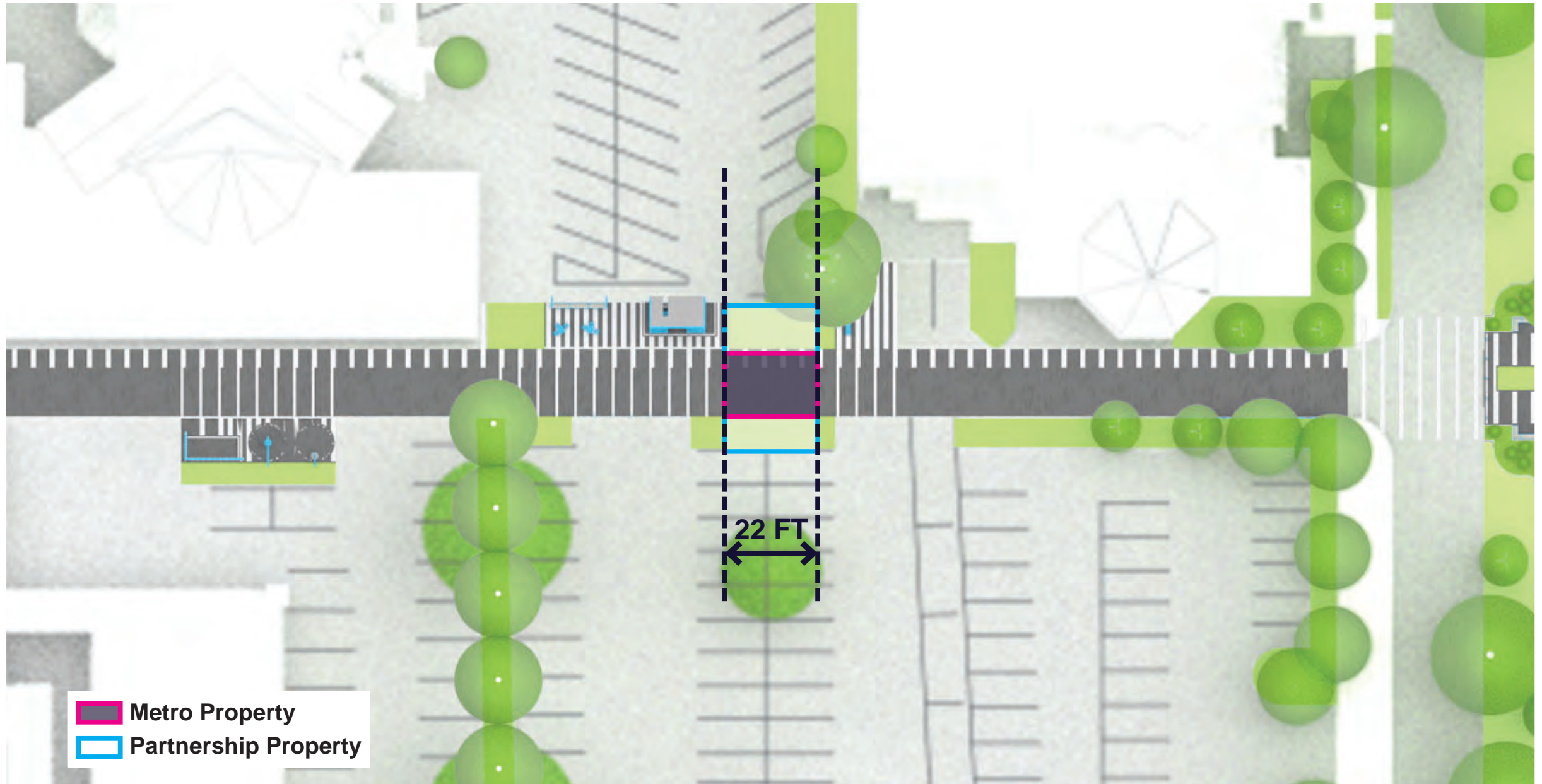
## Node 1: First Unitarian Church Plaza

NODE 1: FIRST UNITARIAN CHURCH PLAZA					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	675	SF	\$4	\$2,700	
Concrete - Sidewalks and Element Areas	75.00	SY	\$84	\$6,300	-\$6,300
[Add. Alt.] Plaza Ped Permeable Pavers	675	SF	\$35		\$23,625
Custom Benches	2	UC	\$3,000	\$6,000	
Ground Painting / Graphics - Thermoplastic	216	SF	\$4	\$864	
[Add. Alt.] Raingarden Infrastructure	205	SF	\$150		\$30,750
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	205	SF	\$30	\$6,150	
Trees	3	UC	\$750	\$2,250	
<b>Partnership Property Subtotal</b>				<b>\$24,264</b>	<b>\$48,075</b>
Metro Property					
Demolition, Site Preparation + Grading	406	SF	\$4	\$1,624	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	3.07	TN	\$80	\$245	-\$245
[Add. Alt.] Plaza Vehicle Permeable Pavers	406	SF	\$40		\$16,240
New Flush Edge Curb	44	LF	\$35	\$1,540	
Ground Painting / Graphics - Thermoplastic	61	SF	\$4	\$244	
<b>Metro Property Subtotal</b>				<b>\$3,653</b>	<b>\$15,995</b>
<b>Node Subtotal</b>				<b>\$27,917</b>	<b>\$64,070</b>

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## Segment 2: Lane Between Node 1 & Node 2



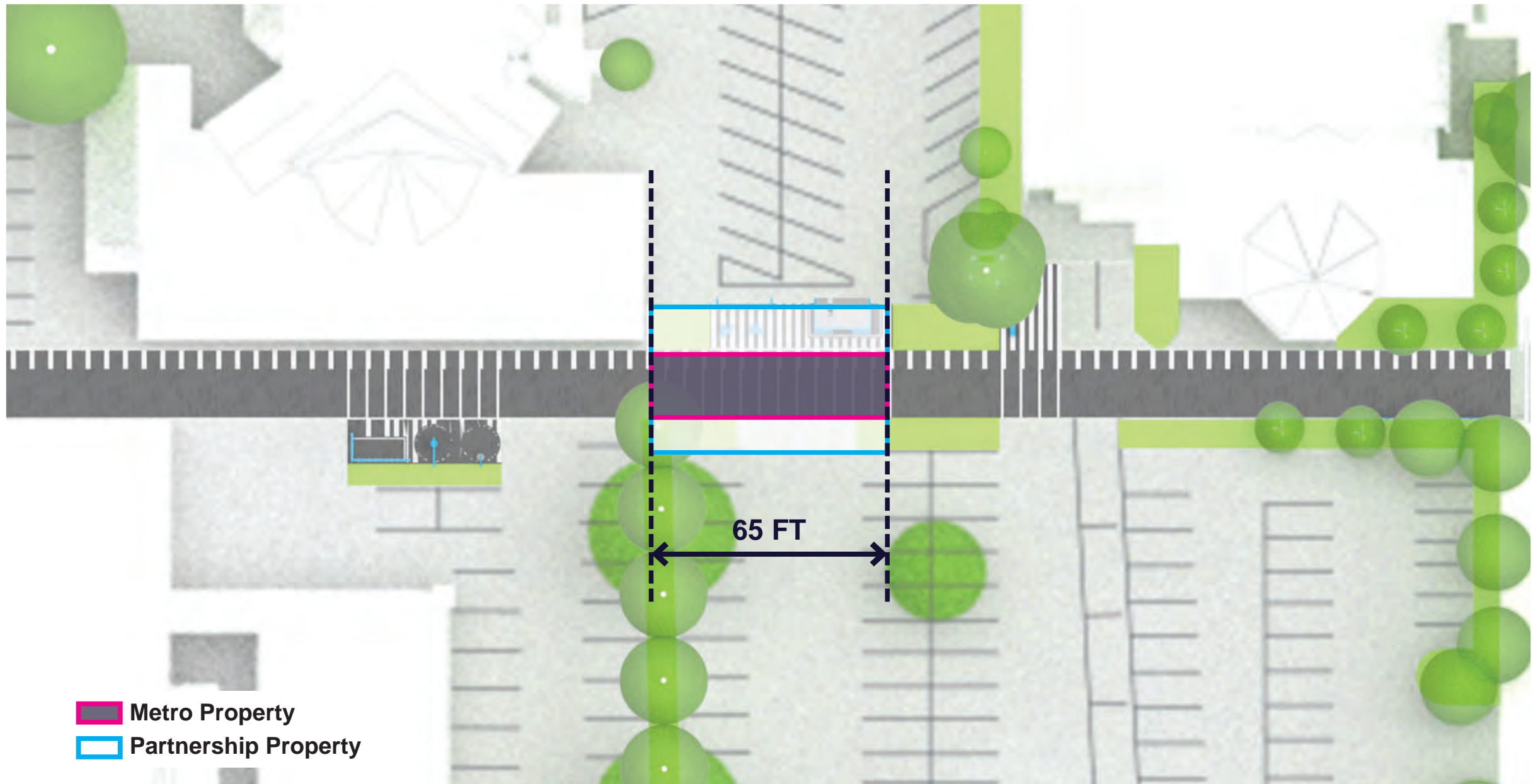


## Segment 2: Lane Between Node 2 & Node 3

SEGMENT 2 [LANE BETWEEN NODE 1 & NODE 2]					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
[Add. Alt.] Raingarden Infrastructure	480	SF	\$150		\$72,000
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	480	SF	\$30	\$14,400	
Trees	4	UC	\$750	\$3,000	
<b>Partnership Property Subtotal</b>				<b>\$17,400</b>	<b>\$72,000</b>
Metro Property					
Demolition, Site Preparation + Grading	403	SF	\$4	\$1,612	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	3.04	TN	\$80	\$243	-\$243
[Add. Alt.] Plaza Vehicle Permeable Pavers	403	SF	\$40		\$16,120
New Flush Edge Curb	44	LF	\$35	\$1,540	
Ground Painting / Graphics - Thermoplastic	26	SF	\$4	\$104	
<b>Metro Property Subtotal</b>				<b>\$3,499</b>	<b>\$15,877</b>
<b>Segment Subtotal</b>				<b>\$20,899</b>	<b>\$87,877</b>



## Node 2: Shared Church / Temple / Community Picnic Hub



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## Node 2: Shared Church / Temple / Community Picnic Hub



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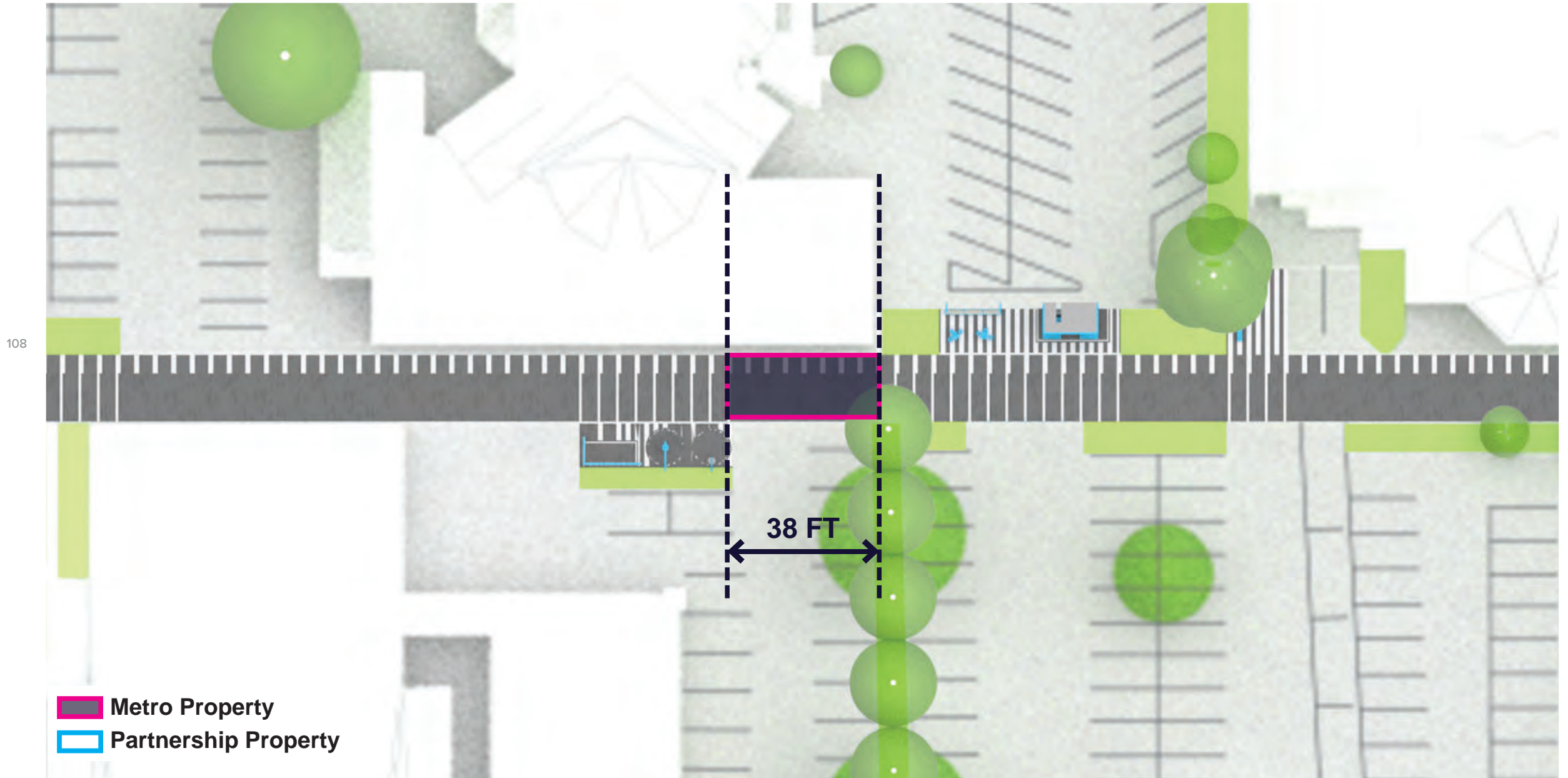


## Node 2: Shared Church / Temple / Community Picnic Hub

NODE 2: SHARED CHURCH/TEMPLE/COMMUNITY PICNIC HUB					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	590	SF	\$4	\$2,360	
Site Utilities - Electrical Supply	40	LF	\$50	\$2,000	
Concrete - Sidewalks and Element Areas	65.56	15.316	\$84	\$5,507	-\$5,507
[Add. Alt.] Plaza Ped Permeable Pavers	590	SF	\$35		\$20,650
Arm Type 2: Triple-Bend Lighting Arm (Lighting, Speed, Bulletin)	2	LS	\$2,500	\$5,000	
Café Seating - Bistro Tables and Chair Set	2	UC	\$1,800	\$3,600	
Wood Slat Bench Module - 5'	6	UC	\$3,000	\$18,000	
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	2	UC	\$3,000	\$6,000	
Type 1 Bench Swing / Biggo / Shade Connecting Bar	1	UC	\$2,000	\$2,000	
Type 1 Shade Canopy Fabric	1	UC	\$10,000	\$10,000	
Custom Picnic Table	1	UC	\$10,000	\$10,000	
Custom Bench	2	UC	\$3,000	\$6,000	
Ground Painting / Graphics - Thermoplastic	230	SF	\$4	\$920	
[Add. Alt.] Raingarden Infrastructure	420	SF	\$150		\$63,000
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	420	SF	\$30	\$12,600	
Trees	6	UC	\$750	\$4,500	
<b>Partnership Property Subtotal</b>				<b>\$88,487</b>	<b>\$78,143</b>
<b>Metro Property</b>					
Demolition, Site Preparation + Grading	1195	SF	\$4.00	\$4,780	
Site Utilities - Electrical Supply	0	LF	\$50.00	\$0	
Asphalt Paving	9.02	TN	\$80.00	\$722	-\$722
[Add. Alt.] Plaza Vehicle Permeable Pavers	1195	SF	\$40.00		\$47,800
New Flush Edge Curb	130	LF	\$35.00	\$4,550	
Ground Painting / Graphics - Thermoplastic	206	SF	\$4.00	\$824	
<b>Metro Property Subtotal</b>				<b>\$10,876</b>	<b>\$47,078</b>
<b>Node Subtotal</b>				<b>\$99,363</b>	<b>\$125,221</b>



### Segment 3: Lane Between Node 2 & Node 3



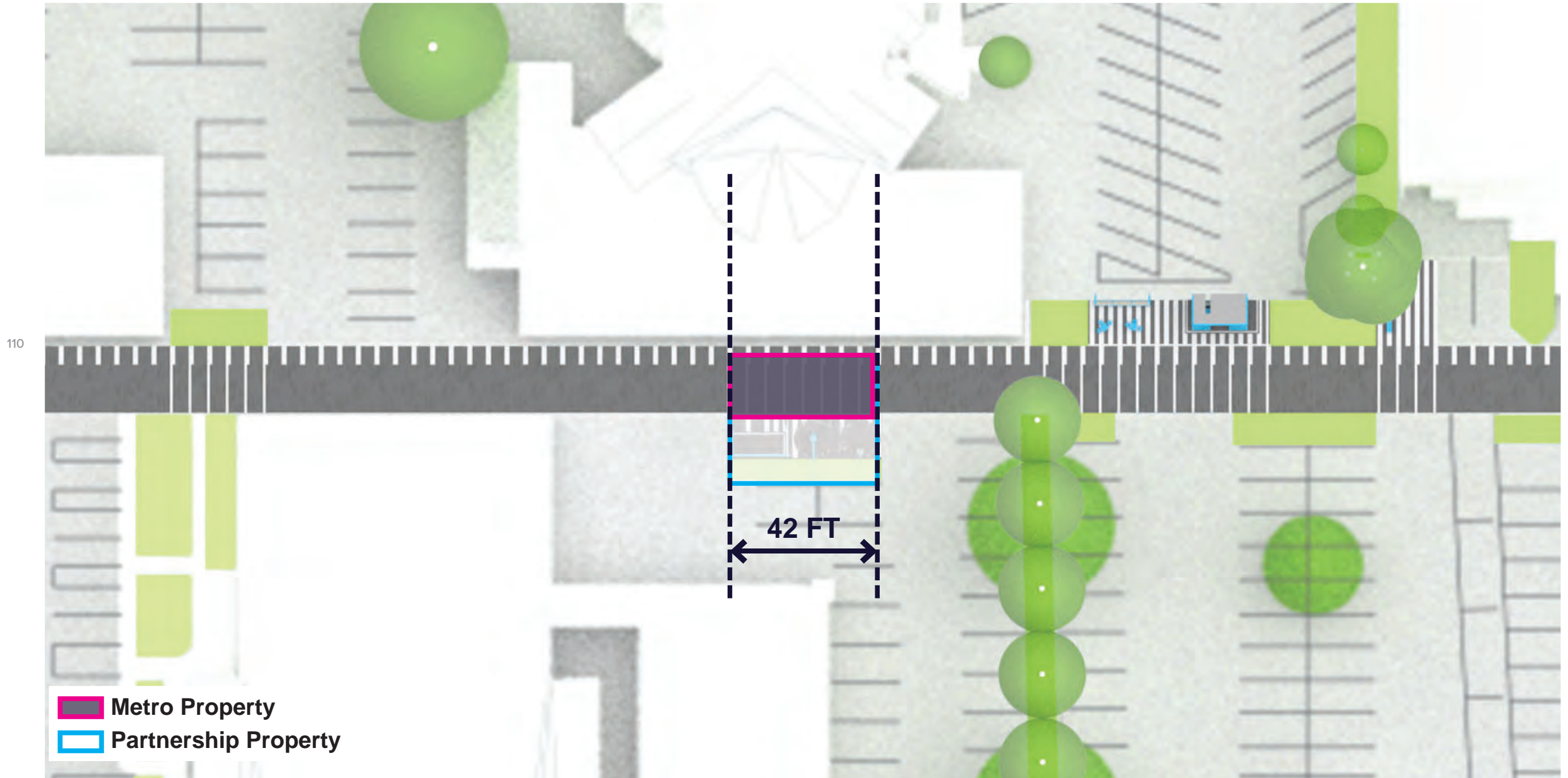


## Segment 3: Lane Between Node 2 & Node 3

SEGMENT 3 [LANE BETWEEN NODE 2 & NODE 3]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	695	SF	\$4	\$2,780	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	5.25	TN	\$80	\$420	-\$420
[Add. Alt.] Plaza Vehicle Permeable Pavers	695	SF	\$40		\$27,800
New Flush Edge Curb	80	LF	\$35	\$2,800	
Ground Painting / Graphics - Thermoplastic	50	SF	\$4	\$200	
<b>Segment Subtotal</b>				<b>\$6,200</b>	<b>\$27,380</b>

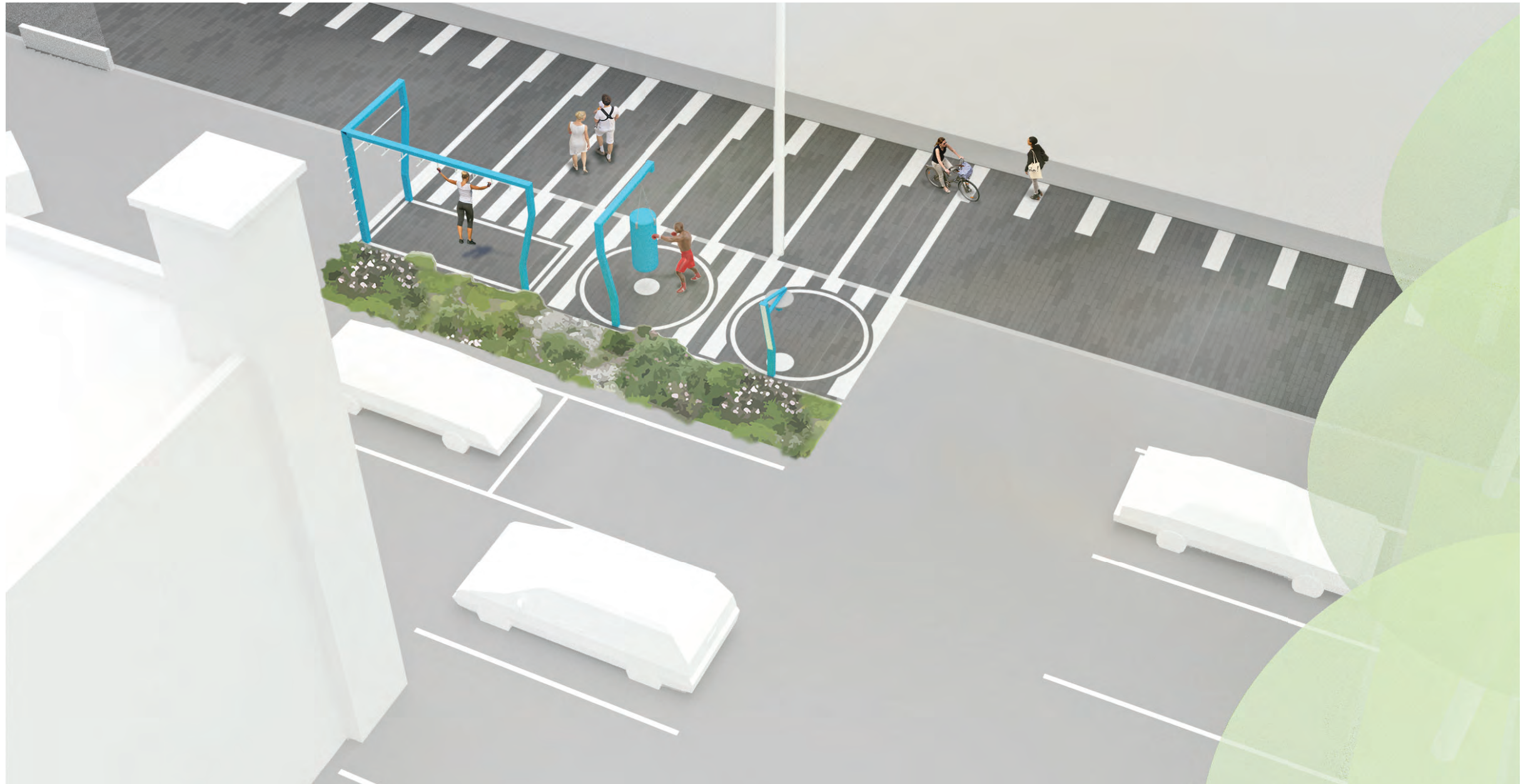


### Node 3: Muhammad Ali Fitness Parklet





### Node 3: Muhammad Ali Fitness Parklet





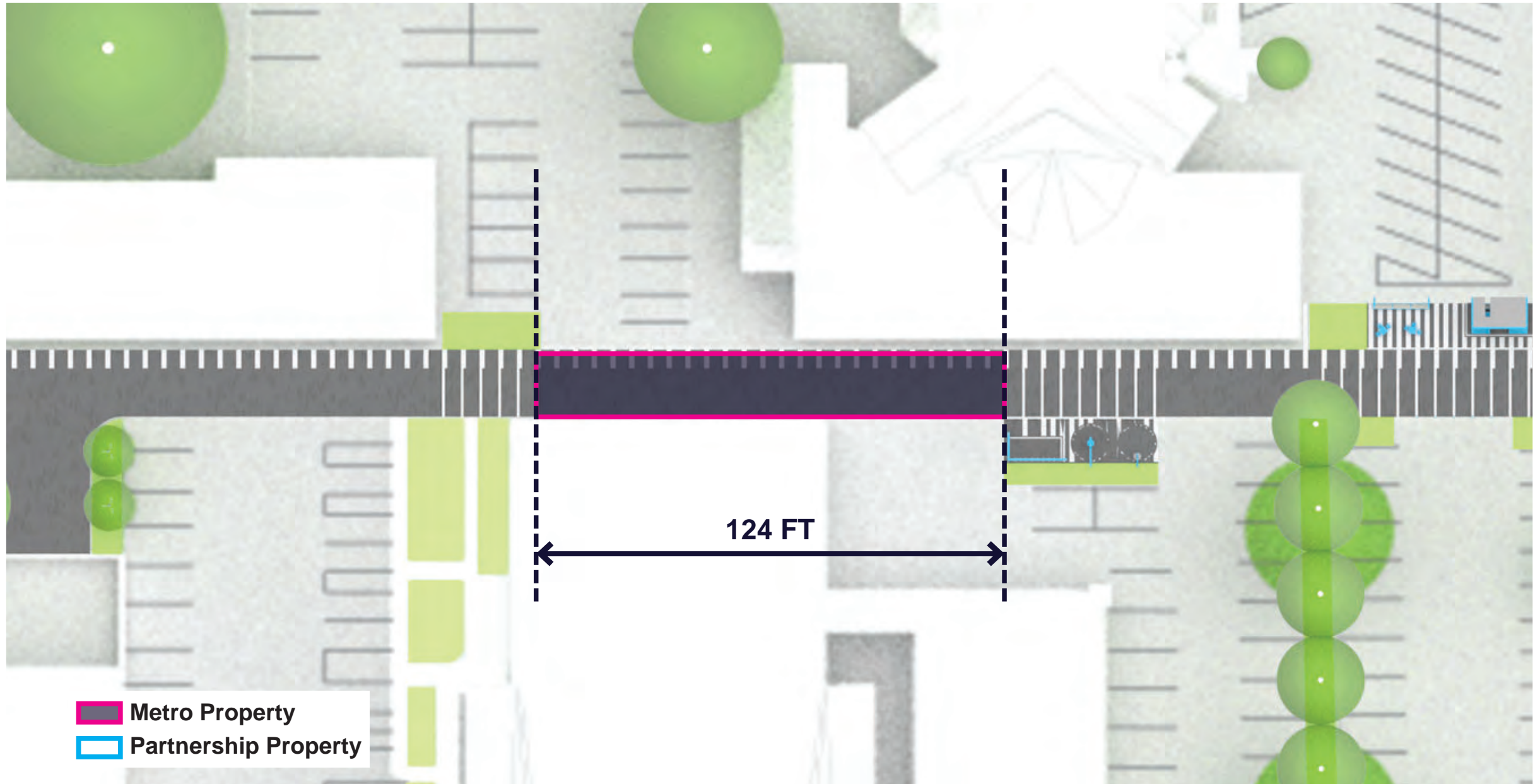
## Node 3: Muhammad Ali Fitness Parklet

NODE 3: MUHAMMAD ALI FITNESS PARKLET					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	490	SF	\$4	\$1,960	
Site Utilities - Electrical Supply	40	LF	\$50	\$2,000	
Concrete - Sidewalks and Element Areas	54.44	SY	\$84	\$4,573	-\$4,573
[Add. Alt.] Plaza Ped Permeable Pavers	1,195	SF	\$35		\$41,825
Fitness Equipment Feature	1	UC	\$12,000	\$12,000	
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	1	UC	\$3,000	\$3,000	
Arm Type 2: Triple-Bend Lighting Arm (Lighting, Speed, Bulletin)	1	UC	\$2,500	\$2,500	
Heavy Bag	1	UC	\$500	\$500	
Speed Bag	1	UC	\$150	\$150	
Ground Painting / Graphics - Thermoplastic	160	SF	\$4	\$640	
[Add. Alt.] Raingarden Infrastructure	245	SF	\$150		\$36,750
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	245	SF	\$30	\$7,350	
Trees	0	UC	\$750	\$0	
<b>Partnership Property Subtotal</b>				<b>\$34,673</b>	<b>\$74,002</b>
<b>Metro Property</b>					
Demolition, Site Preparation + Grading	745	SF	\$4	\$2,980	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	5.63	TN	\$80	\$450	-\$450
[Add. Alt.] Plaza Vehicle Permeable Pavers	745	SF	\$40		\$29,800
New Flush Edge Curb	84	LF	\$35	\$2,940	
Ground Painting / Graphics - Thermoplastic	138	SF	\$4	\$552	
<b>Metro Property Subtotal</b>				<b>\$6,922</b>	<b>\$29,350</b>
<b>Node Subtotal</b>				<b>\$41,595</b>	<b>\$103,352</b>

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## Segment 4: Lane Between Node 3 & Node 4



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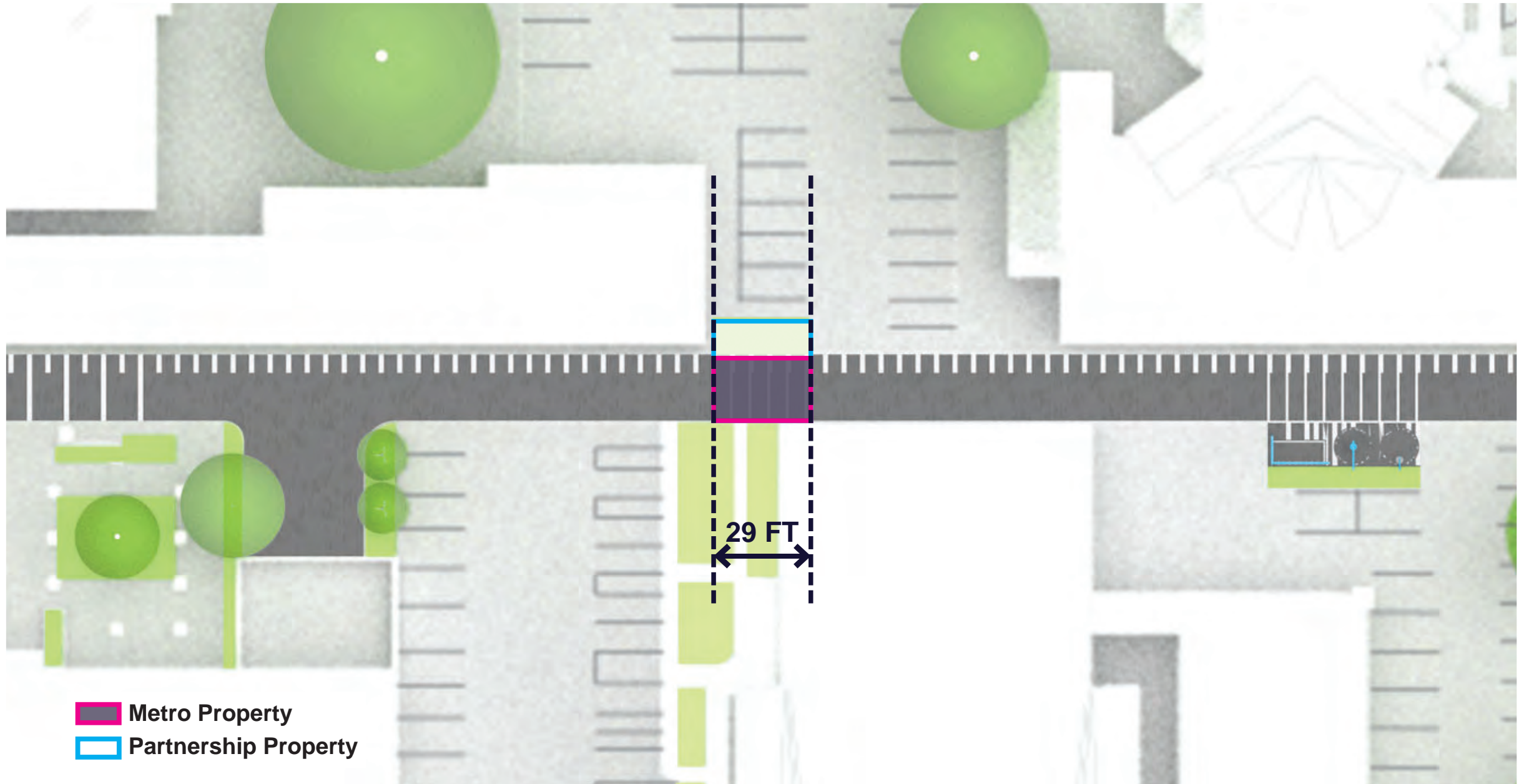


## Segment 4: Lane Between Node 3 & Node 4

SEGMENT 4 [LANE BETWEEN NODE 3 & NODE 4]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	2,230	SF	\$4	\$8,920	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	16.84	TN	\$80	\$1,347	-\$1,347
[Add. Alt.] Plaza Vehicle Permeable Pavers	2,230	SF	\$40		\$89,200
New Flush Edge Curb	250	LF	\$35	\$8,750	
Ground Painting / Graphics - Thermoplastic	160	SF	\$4	\$640	
<b>Segment Subtotal</b>				<b>\$19,657</b>	<b>\$87,853</b>



## Node 4: Shared Academic Garden





## Node 4: Shared Academic Garden



116



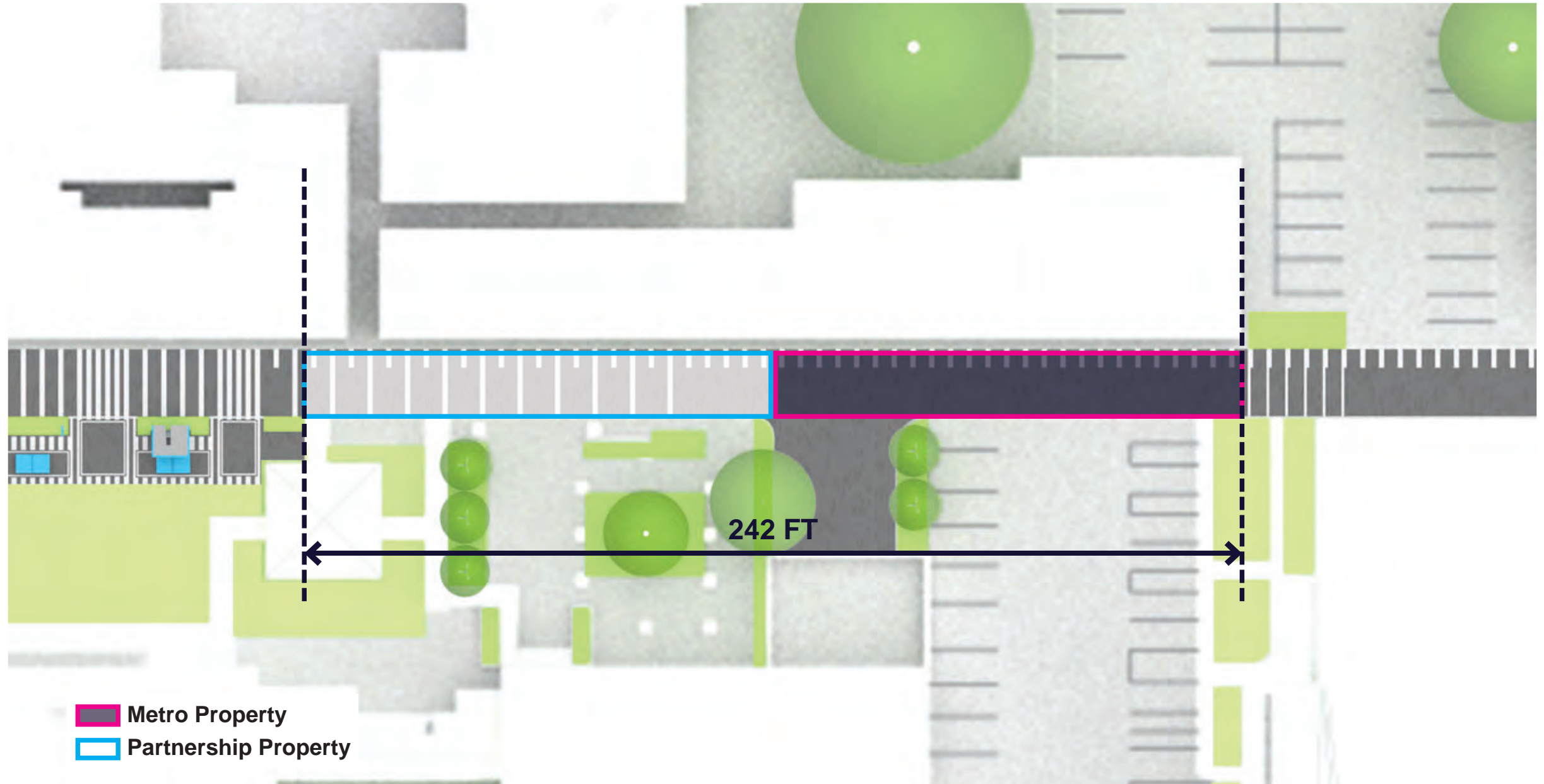
## Node 4: Shared Academic Garden

NODE 4: SHARED ACADEMIC GARDEN					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	0	SF	\$4	\$0	
Site Utilities - Electrical Supply	40	LF	\$50	\$2,000	
Concrete - Sidewalks and Element Areas	0	SY	\$84	\$0	\$0
[Add. Alt.] Plaza Ped Permeable Pavers	0	SF	\$35		\$0
Arm Type 3: Double-Bend Lighting Arm (Lighting, Wayfinding)	2	UC	\$2,000	\$4,000	
Ground Painting / Graphics - Thermoplastic	160	SF	\$4	\$640	
[Add. Alt.] Raingarden Infrastructure	265	SF	\$150		\$39,750
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	265	SF	\$30	\$7,950	
Trees	0	UC	\$750	\$0	
<b>Partnership Property Subtotal</b>				<b>\$14,590</b>	<b>\$39,750</b>
Metro Property					
Demolition, Site Preparation + Grading	520	SF	\$4	\$2,080	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	3.93	TN	\$80	\$314	-\$314
[Add. Alt.] Plaza Vehicle Permeable Pavers	520	SF	\$40		\$20,800
New Flush Edge Curb	58	LF	\$35	\$2,030	
Ground Painting / Graphics - Thermoplastic	135	SF	\$4	\$540	
<b>Metro Property Subtotal</b>				<b>\$4,964</b>	<b>\$20,486</b>
<b>Node Subtotal</b>				<b>\$19,554</b>	<b>\$60,236</b>



## Segment 5: Lane Between Node 4 & Node 5

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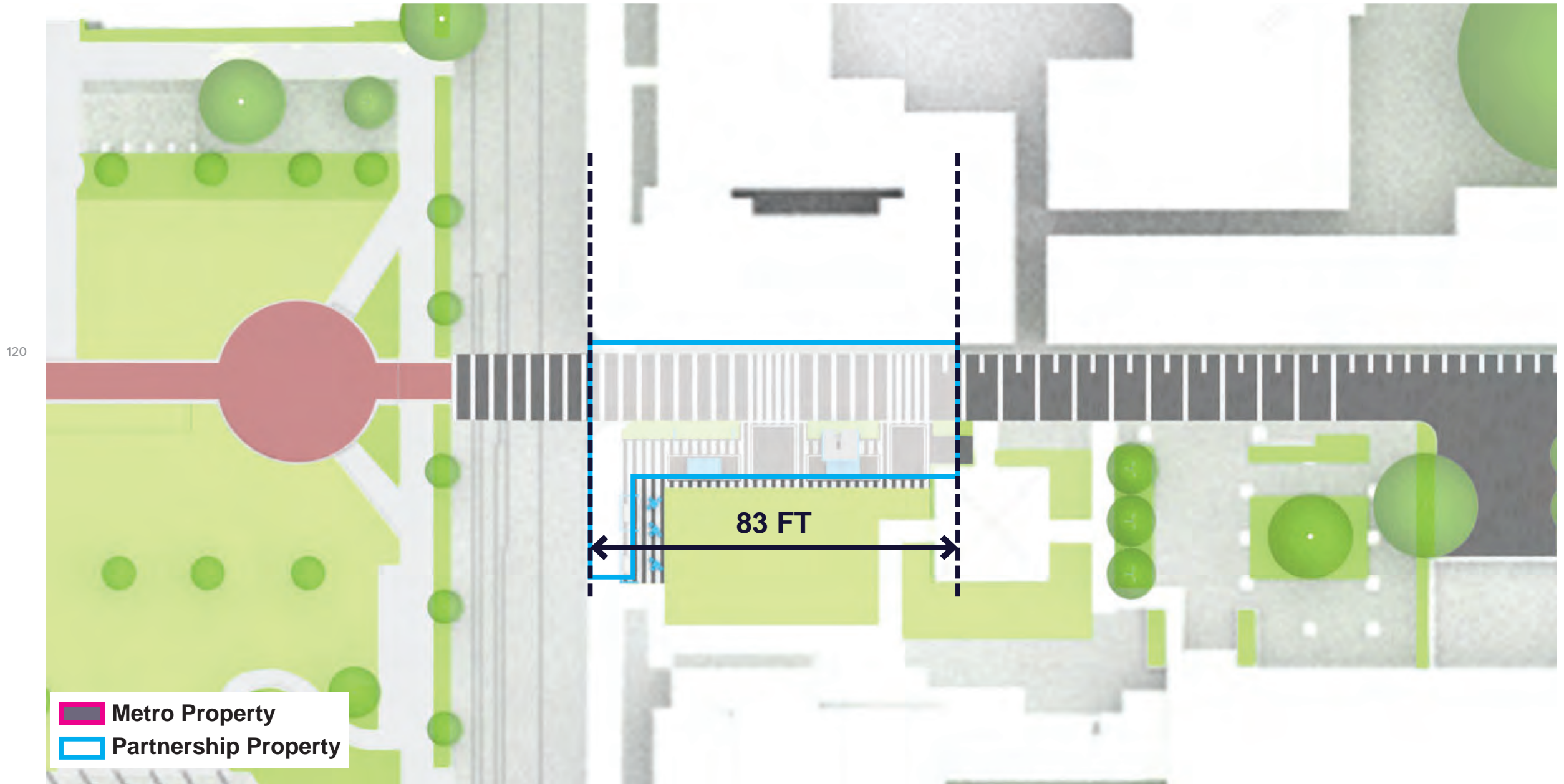


## Segment 5: Lane Between Node 4 & Node 5

SEGMENT 5 [LANE BETWEEN NODE 4 & NODE 5]					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	2,350	SF	\$4	\$9,400	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	17.75	TN	\$80	\$1,420	-\$1,420
[Add. Alt.] Plaza Vehicle Permeable Pavers	2,350	SF	\$40		\$94,000
New Flush Edge Curb	265	LF	\$35	\$9,275	
Bollard	2	UC	\$800	\$1,600	
Lighting Bollard	2	UC	\$1,100	\$2,200	
Ground Painting / Graphics - Thermoplastic	275	SF	\$4	\$1,100	
<b>Partnership Property Subtotal</b>				<b>\$24,995</b>	<b>\$92,580</b>
<b>Metro Property</b>					
Demolition, Site Preparation + Grading	2,350	SF	\$4	\$9,400	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	17.75	TN	\$80	\$1,420	-\$1,420
[Add. Alt.] Plaza Vehicle Permeable Pavers	2,350	SF	\$40		\$94,000
New Flush Edge Curb	265	LF	\$35	\$9,275	
Ground Painting / Graphics - Thermoplastic	275	SF	\$4	\$1,100	
<b>Metro Property Subtotal</b>				<b>\$21,195</b>	<b>\$92,580</b>
<b>Segment Subtotal</b>				<b>\$46,190</b>	<b>\$185,160</b>

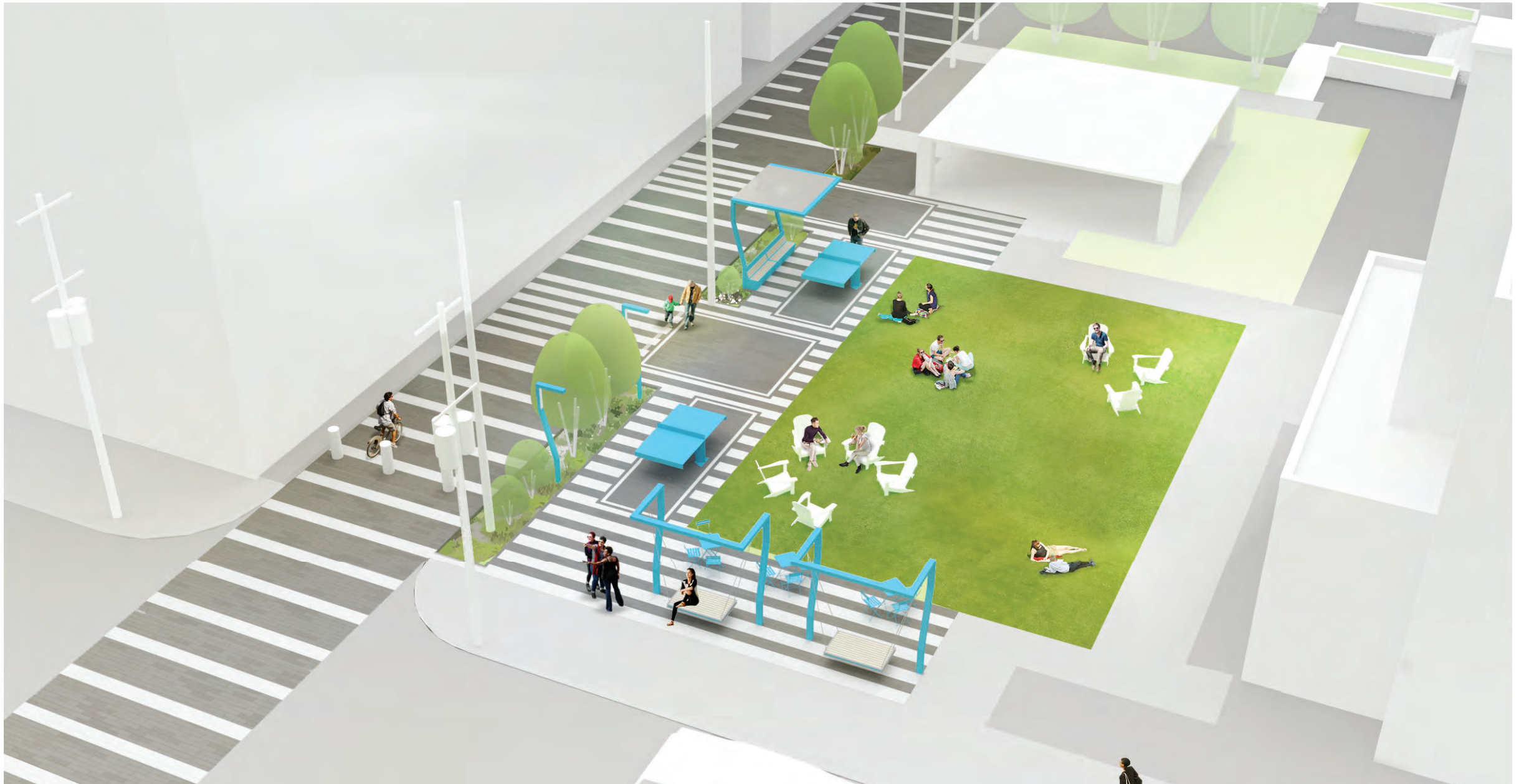


## Node 5: Spalding + Presentation Social Hub





## Node 5: Spalding + Presentation Social Hub





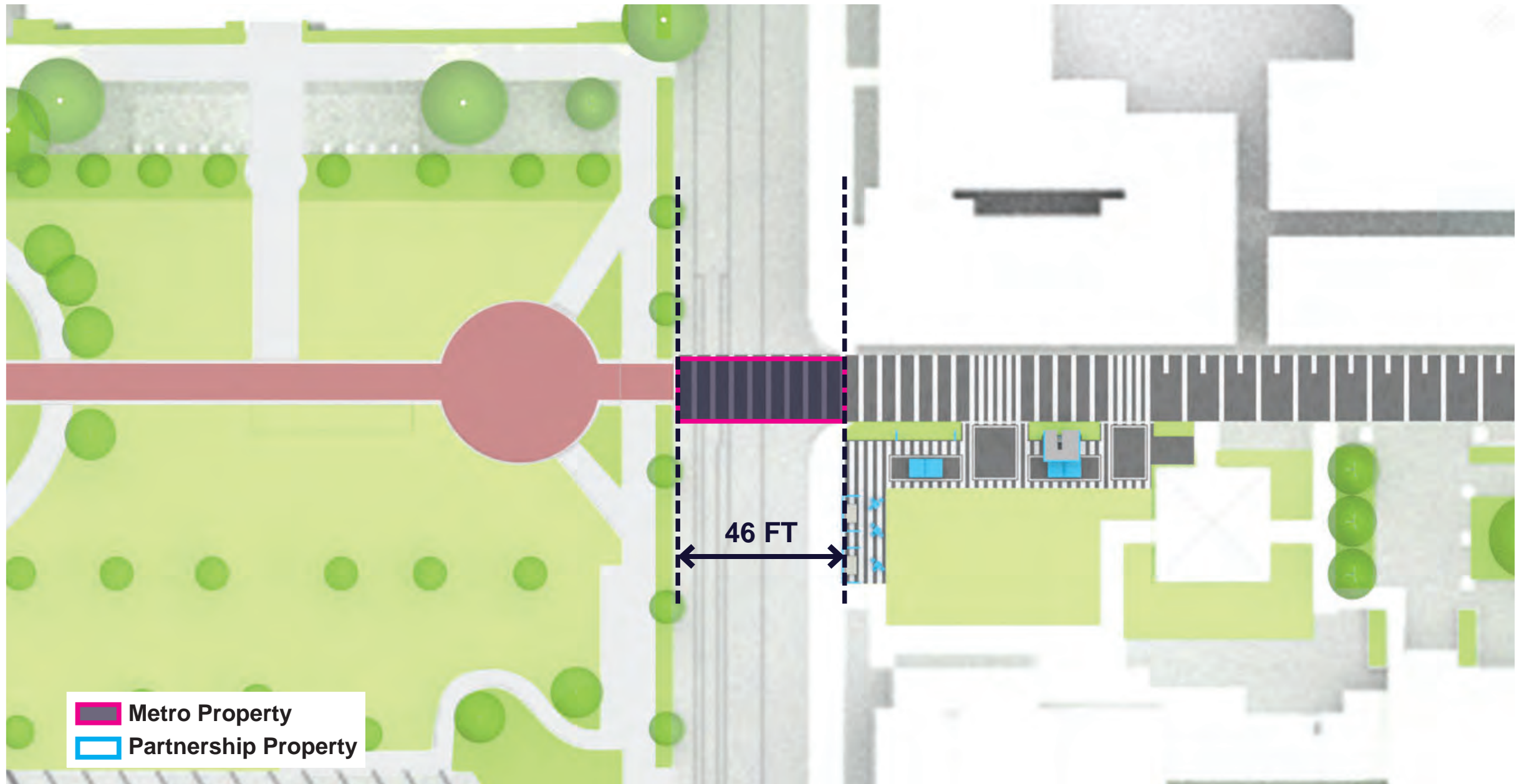
## Node 5: Spalding + Presentation Social Hub

NODE 5: SPALDING + PRESENTATION SOCIAL HUB					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	3,265	SF	\$4	\$13,060	
Site Utilities - Electrical Supply	40	LF	\$50	\$2,000	
Concrete - Sidewalks and Element Areas	196.11	SY	\$84	\$16,473	-\$16,473
[Add. Alt.] Plaza Ped Permeable Pavers	1,765	SF	\$35		\$61,775
Café Seating - Bistro Tables and Chair Set	3	UC	\$1,800	\$5,400	
Wood Slat Bench Module - 5'	2	UC	\$3,000	\$6,000	
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	6	UC	\$3,000	\$18,000	
Arm Type 2: Triple-Bend Lighting Arm (Lighting, Speed, Bulletin)	2	UC	\$2,500	\$5,000	
Type 1 Bench Swing / Biggo / Shade Connecting Bar	3	UC	\$2,000	\$6,000	
Type 1 Shade Canopy Fabric	1	UC	\$10,000	\$10,000	
Biggo Swing / Big Bench Swing	1	UC	\$7,500	\$7,500	
Custom Ping Pong Table	2	UC	\$8,500	\$17,000	
Ground Painting / Graphics - Thermoplastic	1,950	SF	\$4	\$7,800	
[Add. Alt.] Raingarden Infrastructure	300	SF	\$150		\$45,000
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	300	SF	\$30	\$9,000	
Trees	4	UC	\$750	\$3,000	
Asphalt Paving	11.33	TN	\$80	\$906	-\$906
[Add. Alt.] Plaza Vehicle Permeable Pavers	1,500	SF	\$40		\$60,000
New Flush Edge Curb	160	LF	\$35	\$5,600	
<b>Node Subtotal</b>				<b>\$132,740</b>	<b>\$149,395</b>

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## Segment 5: Breckinridge Pedestrian Crossing (Base Improvements)





## Segment 6: Breckinridge Pedestrian Crossing (Base Improvements)



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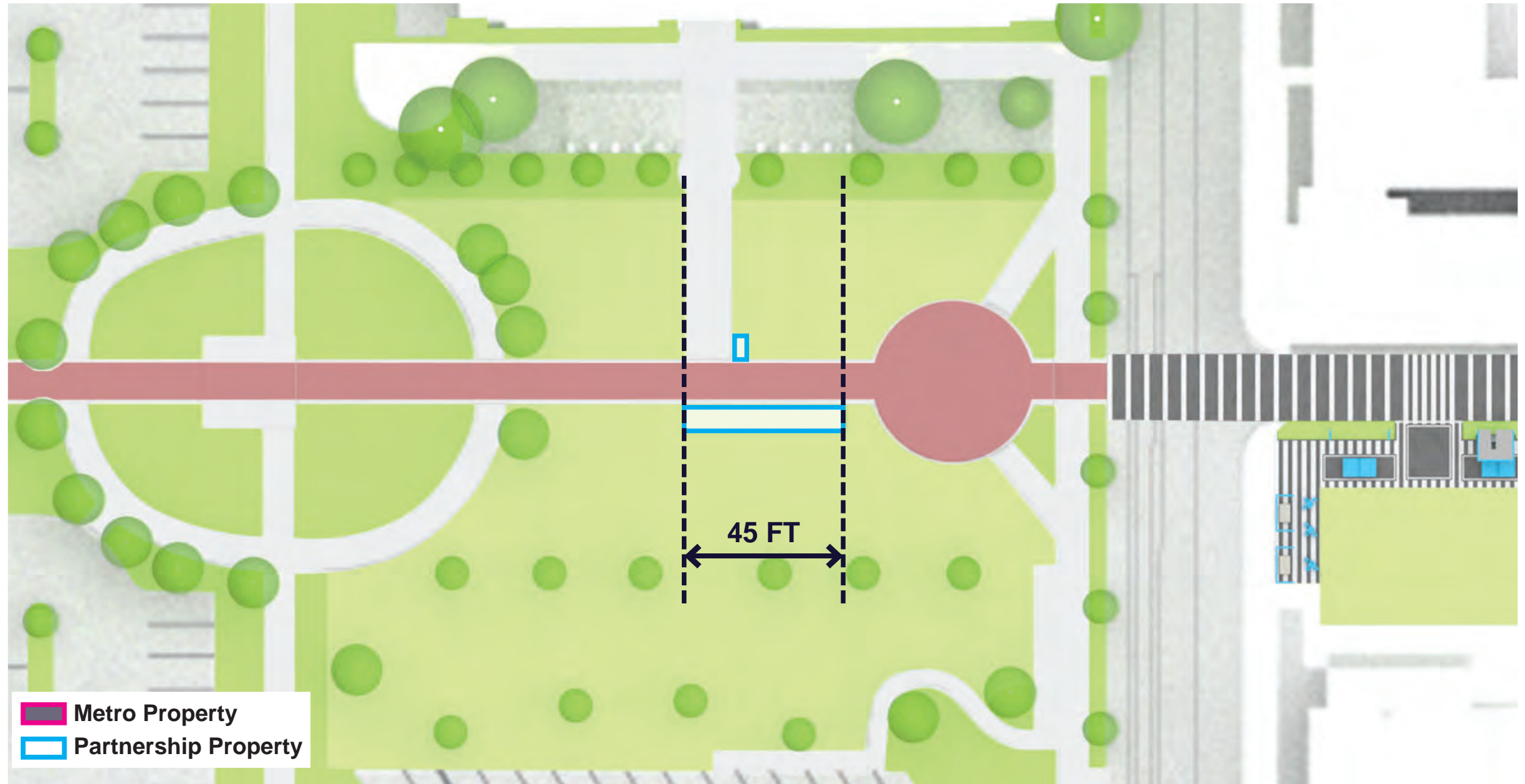
## Segment 6: Breckinridge Pedestrian Crossing (Base Improvements)

SEGMENT 6 [BRECKINRIDGE PEDESTRIAN CROSSING]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	830	SF	\$1	\$830	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	6.27	TN	\$80	\$501	-\$501
[Add. Alt.] Plaza Vehicle Permeable Pavers	830	SF	\$40		\$33,200
New Flush Edge Curb	0	LF	\$35	\$0	
Ground Painting / Graphics - Thermoplastic	230	SF	\$4	\$920	
<b>Segment Subtotal</b>				<b>\$2,251</b>	<b>\$32,699</b>



## Node 6: Spalding Square Swings

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## Node 6: Spalding Square Swings





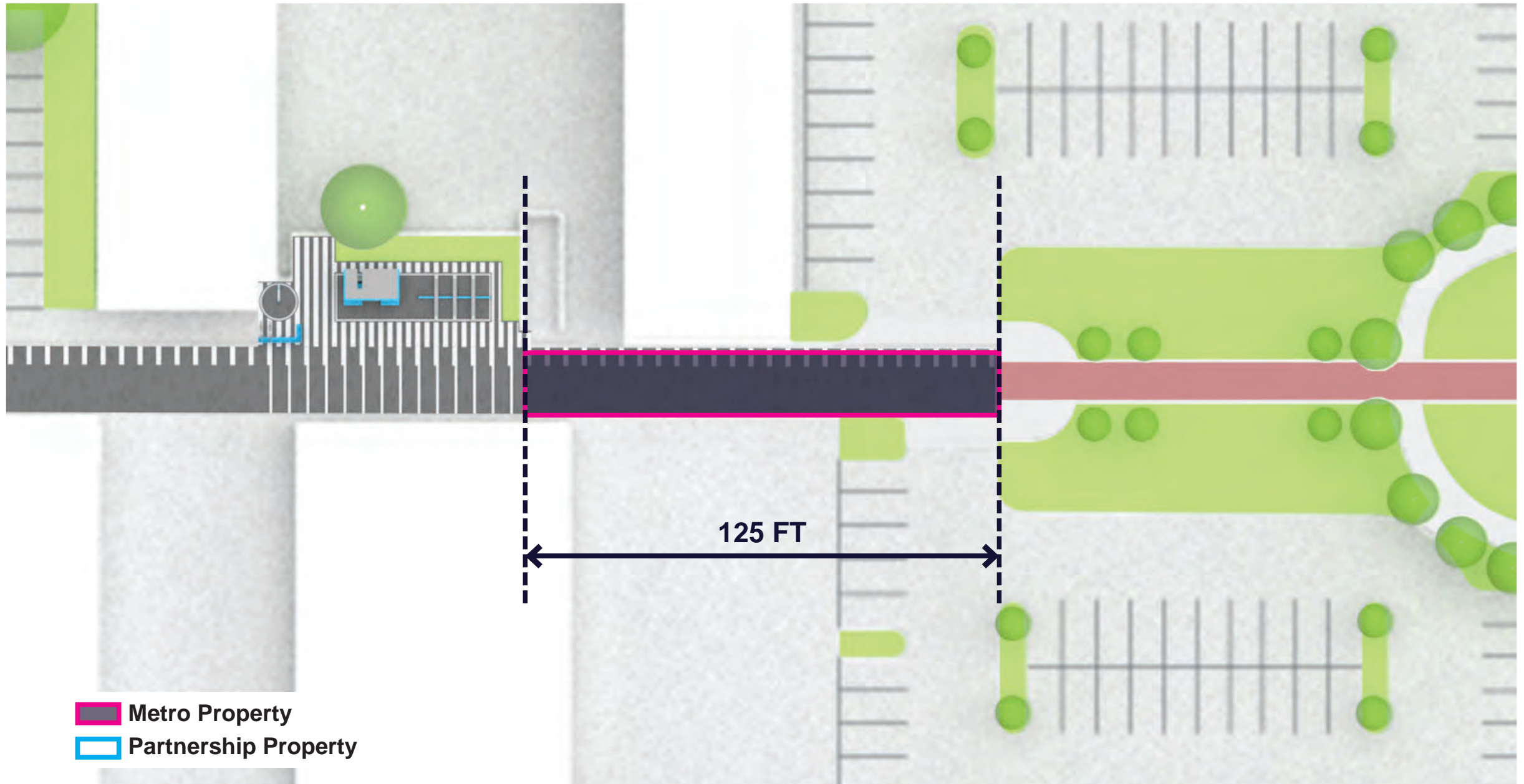
## Node 6: Spalding Square Swings

NODE 6: SPALDING SQUARE SWINGS					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	680	SF	\$4	\$2,720	
Site Utilities - Electrical Supply	20	LF	\$50	\$1,000	
Concrete - Sidewalks and Element Areas	75.56	SY	\$84	\$6,347	-\$6,347
Plaza Ped Brick Permeable Paving	680	SF	\$35		\$23,800
Café Seating - Bistro Tables and Chair Set	2	UC	\$1,800	\$3,600	
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	3	UC	\$3,000	\$9,000	
Type 1 Bench Swing / Biggo / Shade Connecting Bar	2	UC	\$2,000	\$4,000	
Arm Type 3: Double-Bend Lighting Arm (Lighting, Wayfinding)	1	UC	\$2,000	\$2,000	
Type 3 Wayfinding Signage Insert	1	UC	\$1,000	\$1,000	
Biggo Swing / Big Bench Swing	1	UC	\$7,500	\$7,500	
Ground Painting / Graphics - Thermoplastic	100	SF	\$4	\$400	
<b>Node Subtotal</b>				<b>\$37,567</b>	<b>\$17,453</b>

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## Segment 7: South Spalding Quad to Node 7



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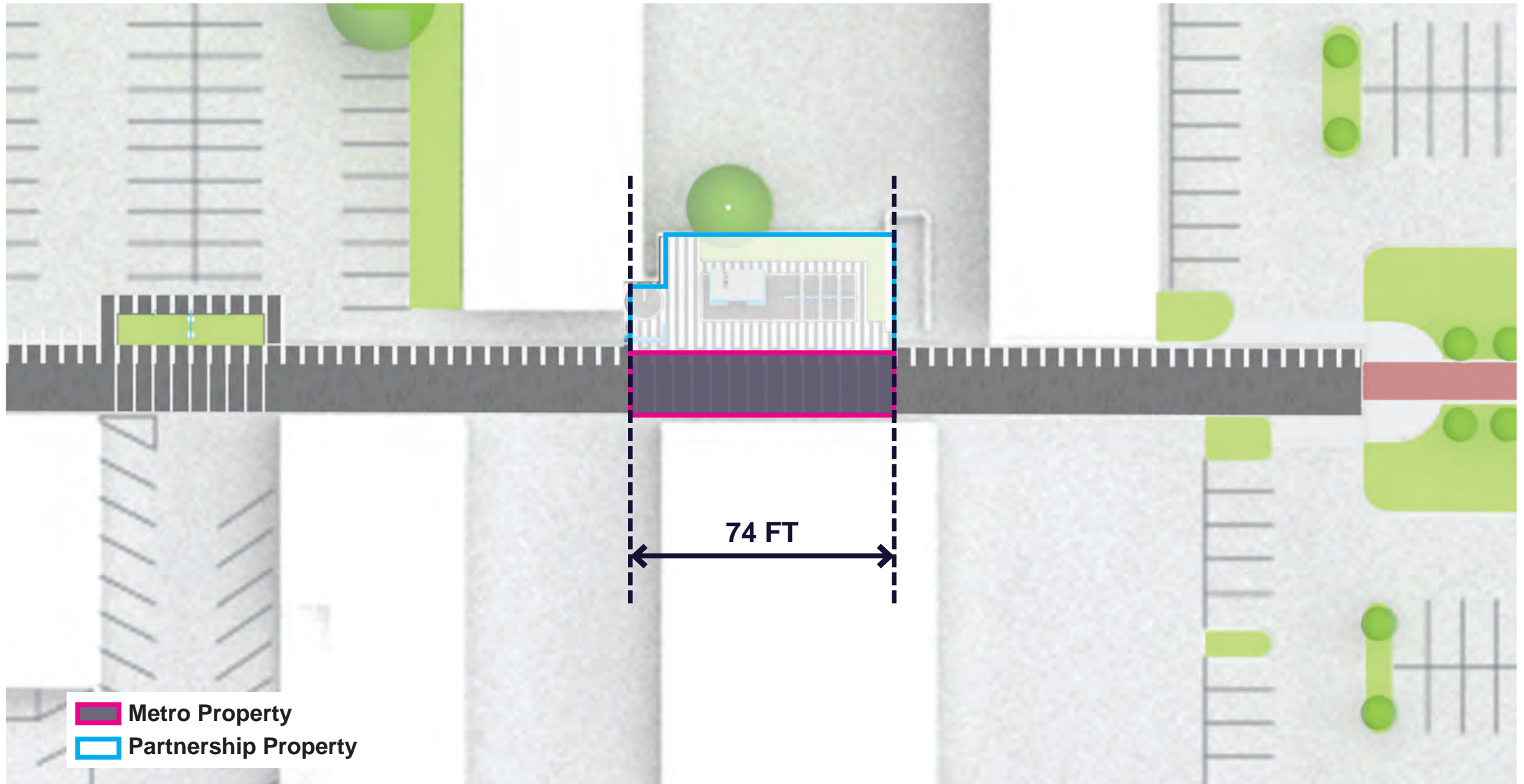


## Segment 7: South Spalding Quad to Node 7

SEGMENT 7 [LANE BETWEEN SOUTH SPALDING QUAD & NODE 7]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	2,260	SF	\$4	\$9,040	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	17.07	TN	\$80	\$1,365	-\$1,365
[Add. Alt.] Plaza Vehicle Permeable Pavers	2,260	SF	\$40		\$90,400
New Flush Edge Curb	250	LF	\$35	\$8,750	
Bollard	2	UC	\$800	\$1,600	
Lighting Bollard	2	UC	\$1,100	\$2,200	
Ground Painting / Graphics - Thermoplastic	170	SF	\$4	\$680	
<b>Segment Subtotal</b>				<b>\$23,635</b>	<b>\$89,035</b>



## Node 7: Spalding Student Housing Pocket Park



## Node 7: Spalding Student Housing Pocket Park

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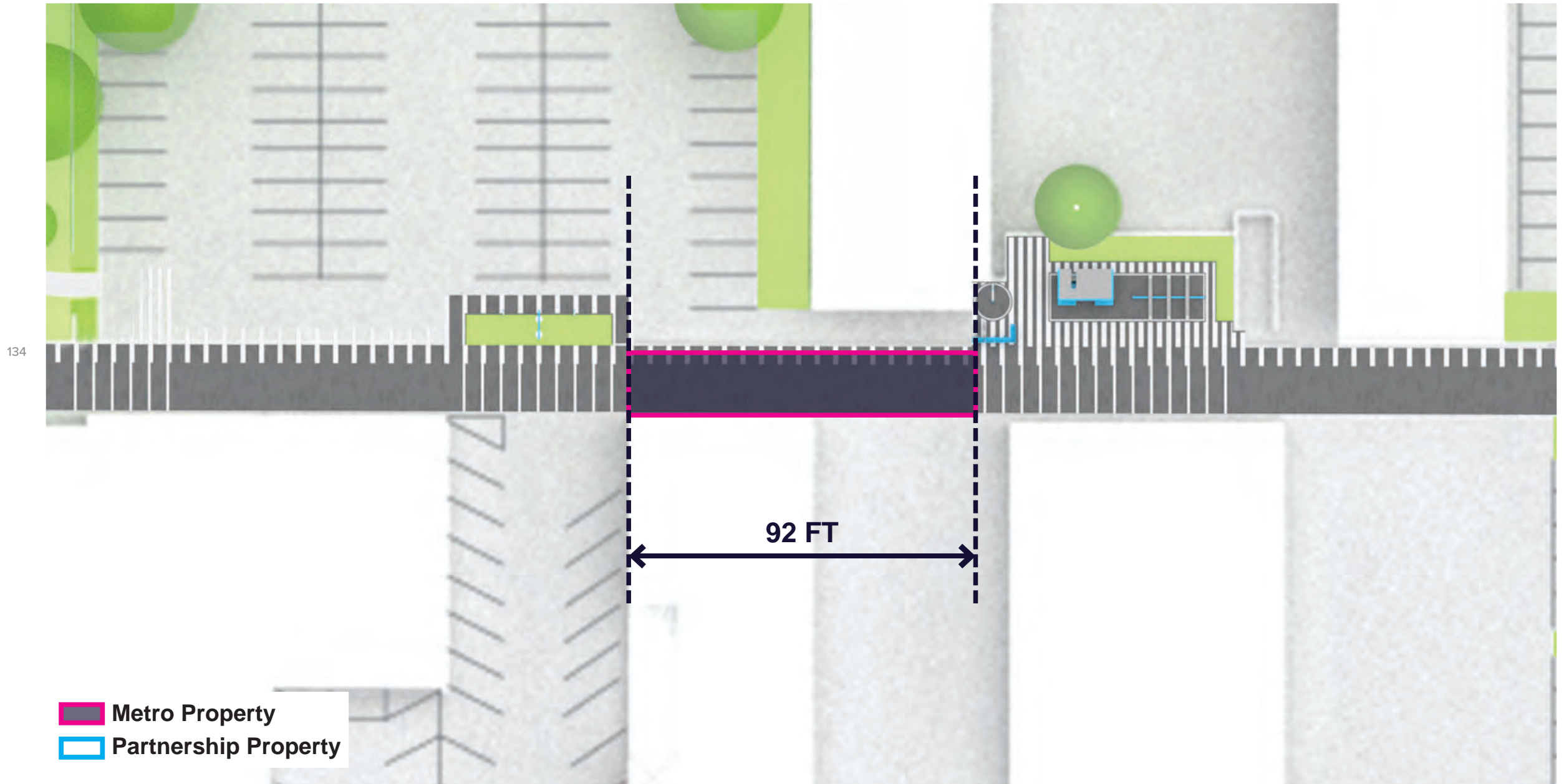




## Node 7: Spalding Student Housing Pocket Park

NODE 7: SPALDING STUDENT HOUSING POCKET PARK					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	1,330	SF	\$4	\$5,320	
Site Utilities - Electrical Supply	40	LF	\$50	\$2,000	
Concrete - Sidewalks and Element Areas	147.78	SY	\$84	\$12,413	-\$12,413
[Add. Alt.] Plaza Ped Permeable Pavers	1,330	SF	\$35		\$46,550
Wood Slat Bench Module - 5'	3	UC	\$3,000	\$9,000	
Arm Type 3: Double-Bend Lighting Arm (Lighting, Wayfinding)	1	UC	\$2,000	\$2,000	
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	2	UC	\$3,000	\$6,000	
Type 1 Bench Swing / Biggo / Shade Connecting Bar	1	UC	\$2,000	\$2,000	
Type 1 Shade Canopy Fabric	1	UC	\$10,000	\$10,000	
Custom Picnic Table	1	UC	\$10,000	\$10,000	
Custom Bench	2	UC	\$3,000	\$6,000	
Teeter-Totter Feature	1	UC	\$8,500	\$8,500	
Bike Rack Module - 5'	2	UC	\$1,500	\$3,000	
Corner Wall Module - 5'	1	UC	\$1,500	\$1,500	
Bike Repair Stand	1	UC	\$3,500	\$3,500	
Ground Painting / Graphics - Thermoplastic	540	SF	\$4	\$2,160	
[Add. Alt.] Raingarden Infrastructure	420	SF	\$150		\$63,000
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	420	SF	\$30	\$12,600	
Trees	3	UC	\$750	\$2,250	
<b>Partnership Property Subtotal</b>				<b>\$98,243</b>	<b>\$97,137</b>
<b>Metro Property</b>					
Demolition, Site Preparation + Grading	1,330	SF	\$4	\$5,320	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	10.04	TN	\$80	\$804	-\$804
[Add. Alt.] Plaza Vehicle Permeable Pavers	1,330	SF	\$40		\$53,200
New Flush Edge Curb	148	LF	\$35	\$5,180	
Ground Painting / Graphics - Thermoplastic	225	SF	\$4	\$900	
<b>Metro Property Subtotal</b>				<b>\$12,204</b>	<b>\$52,396</b>
<b>Node Subtotal</b>				<b>\$110,447</b>	<b>\$149,533</b>

## Segment 8: Between Node 7 and Node 8



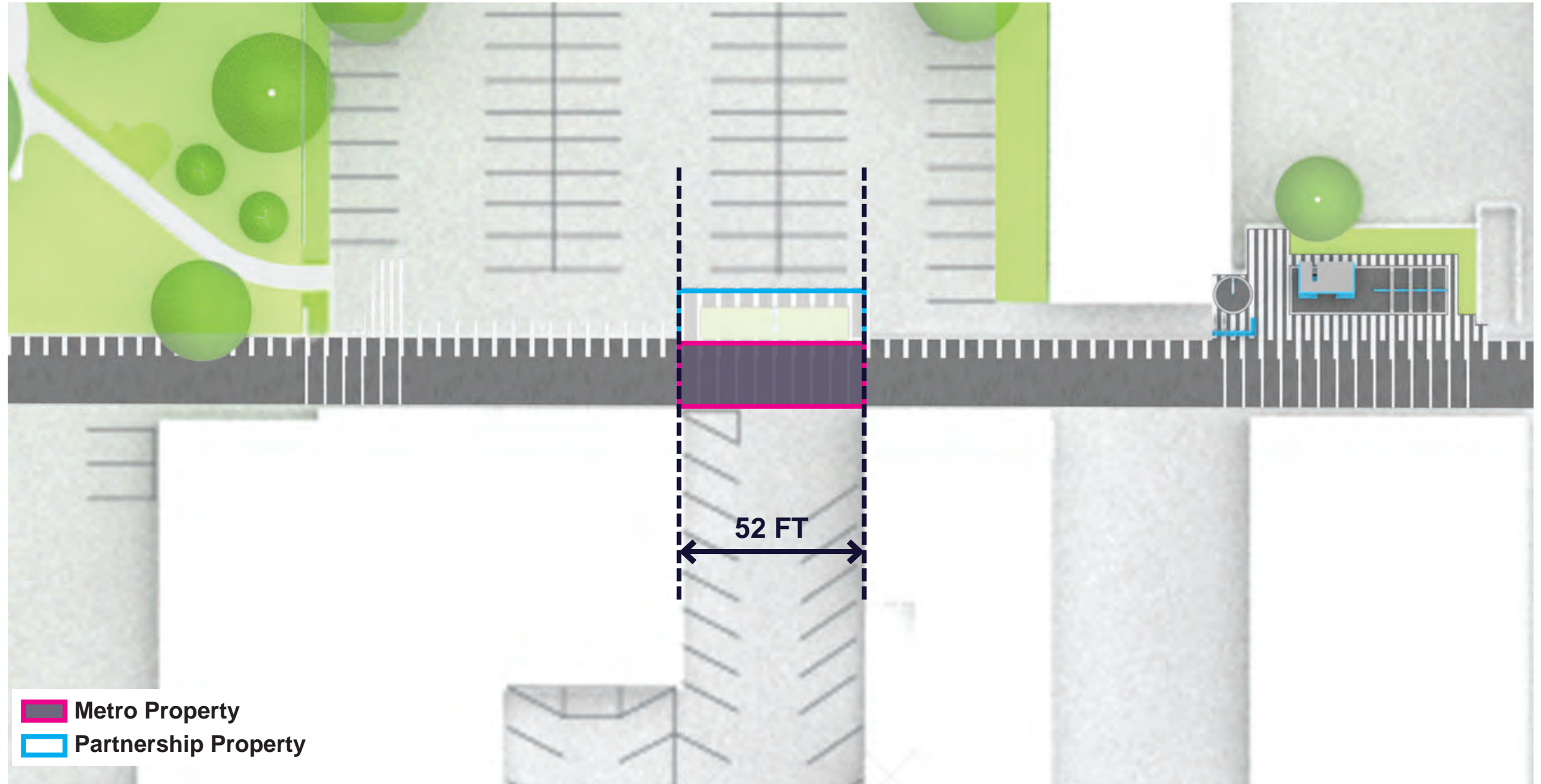


## Segment 8: Between Node 7 and Node 8

SEGMENT 8 [LANE BETWEEN NODE 7 & NODE 8]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	1,650	SF	\$4	\$6,600	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	12.46	TN	\$80	\$997	-\$997
[Add. Alt.] Plaza Vehicle Permeable Pavers	1,650	SF	\$40		\$66,000
New Flush Edge Curb	180	LF	\$35	\$6,300	
Ground Painting / Graphics - Thermoplastic	130	SF	\$4	\$520	
<b>Segment Subtotal</b>				<b>\$14,417</b>	<b>\$65,003</b>

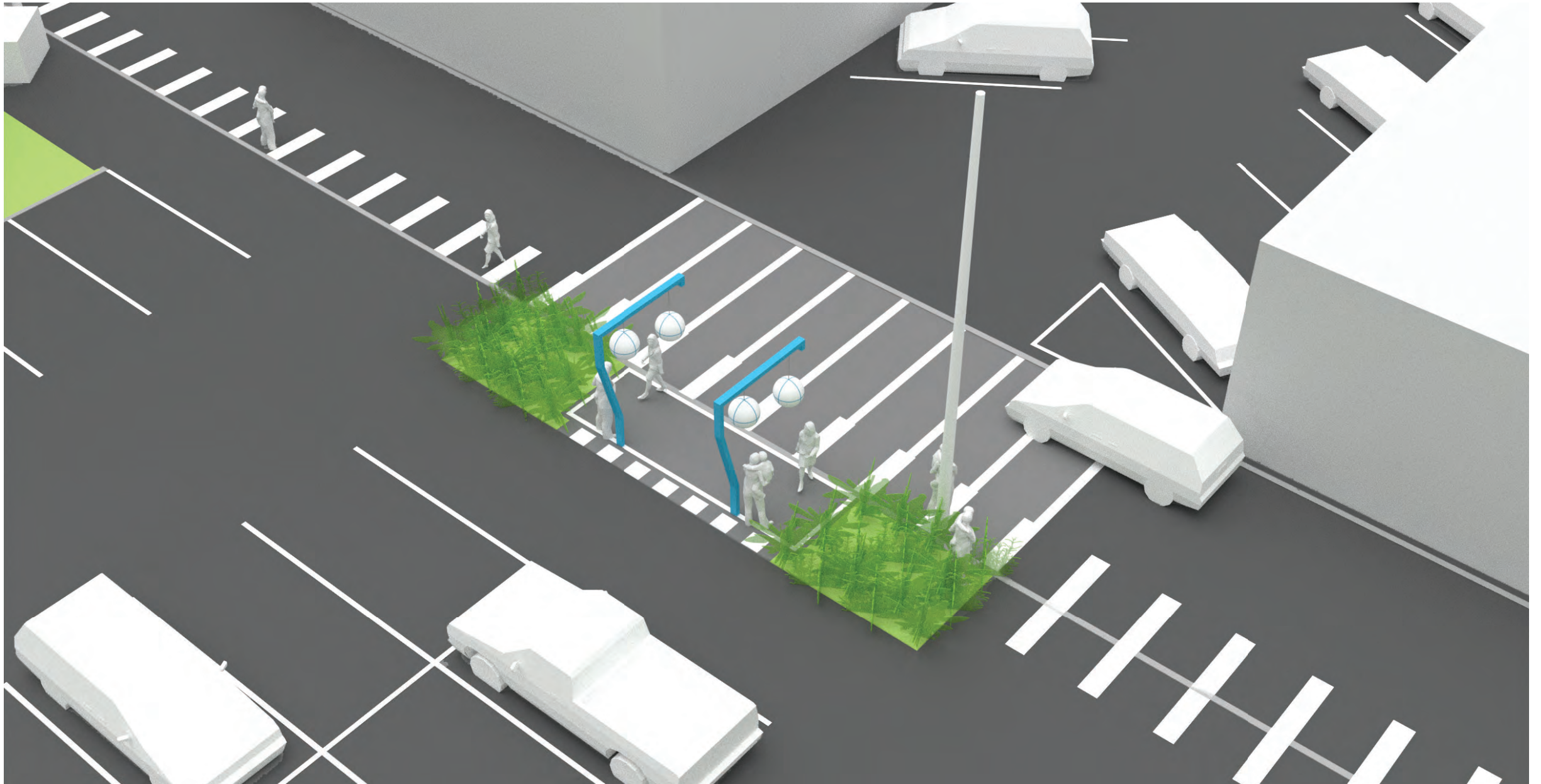
## Node 8: Sculpture Garden

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## Node 8: Sculpture Garden



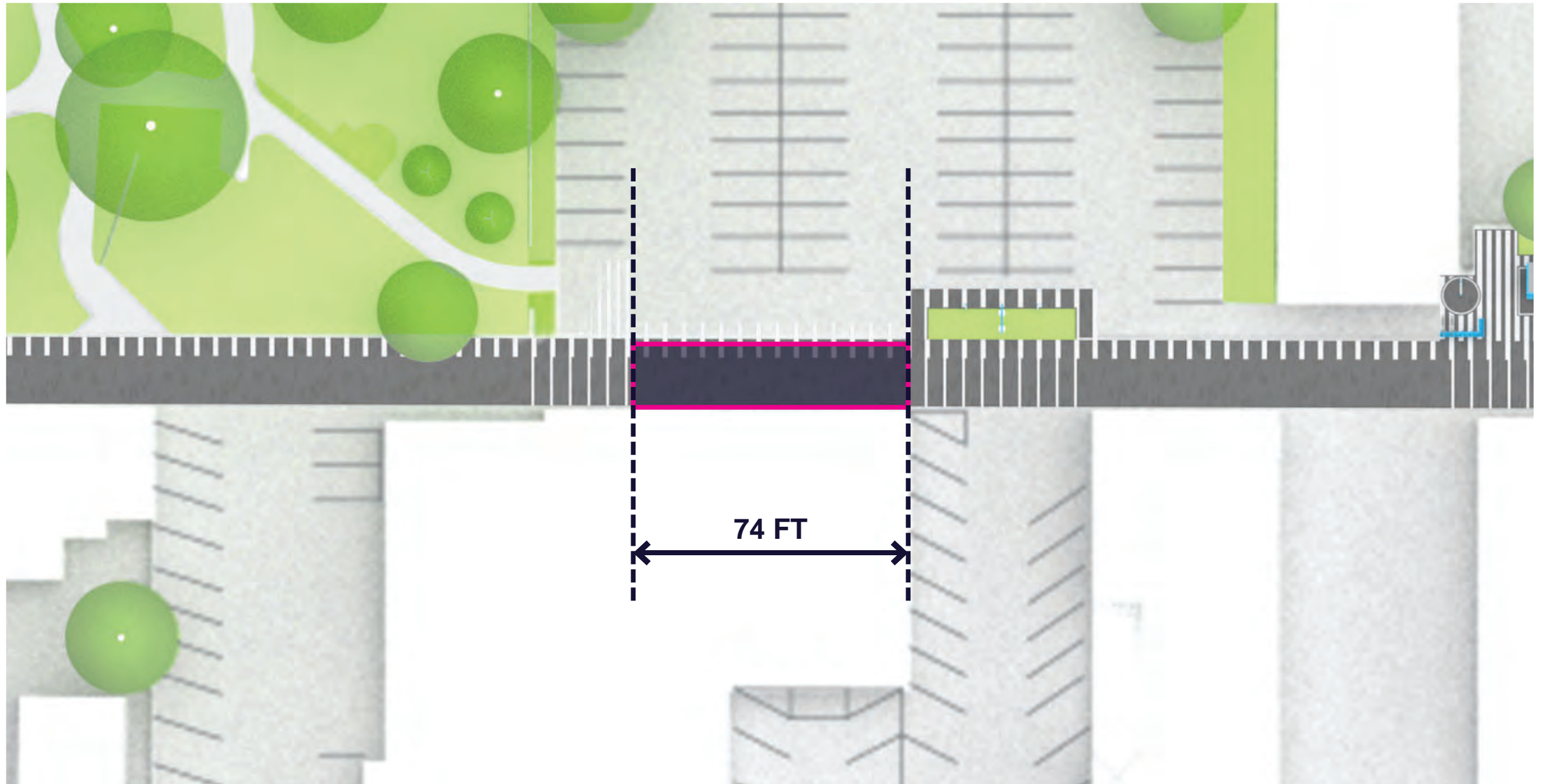
## Node 8: Sculpture Garden

NODE 8: SCULPTURE GARDEN					
Partnership Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	780	SF	\$4	\$3,120	
Site Utilities - Electrical Supply	40	LF	\$50	\$2,000	
Concrete - Sidewalks and Element Areas	86.67	SY	\$84	\$7,280	-\$7,280
[Add. Alt.] Plaza Ped Permeable Pavers	780	SF	\$35		\$27,300
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	1	UC	\$3,000	\$3,000	
Arm Type 3: Double-Bend Lighting Arm (Lighting, Wayfinding)	2	UC	\$2,000	\$4,000	
Hanging Sculpture	1	UC	\$1,000	\$1,000	
Ground Painting / Graphics - Thermoplastic	110	SF	\$4	\$440	
[Add. Alt.] Raingarden Infrastructure	345	SF	\$150		\$51,750
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	345	SF	\$30	\$10,350	
Trees	0	UC	\$750	\$0	
<b>Partnership Property Subtotal</b>				<b>\$31,190</b>	<b>\$71,770</b>
<b>Metro Property</b>					
Demolition, Site Preparation + Grading	1,330	SF	\$4	\$5,320	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	10.04	TN	\$80	\$804	-\$804
[Add. Alt.] Plaza Vehicle Permeable Pavers	1,330	SF	\$40		\$53,200
New Flush Edge Curb	148	LF	\$35	\$5,180	
Ground Painting / Graphics - Thermoplastic	225	SF	\$4	\$900	
<b>Metro Property Subtotal</b>				<b>\$12,204</b>	<b>\$52,396</b>
<b>Node Subtotal</b>				<b>\$43,394</b>	<b>\$124,166</b>

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## Segment 9: Between Node 8 and Memorial Park



## Segment 9: Between Node 8 and Memorial Park

SEGMENT 9 [LANE BETWEEN NODE 8 & MEMORIAL PARK]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	1,325	SF	\$4	\$5,300	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	10.01	TN	\$80	\$801	-\$801
[Add. Alt.] Plaza Vehicle Permeable Pavers	1,325	SF	\$40		\$53,000
New Flush Edge Curb	150	LF	\$35	\$5,250	
Ground Painting / Graphics - Thermoplastic	180	SF	\$4	\$720	
<b>Segment Subtotal</b>				<b>\$12,071</b>	<b>\$52,199</b>



# Memorial Park Anchor





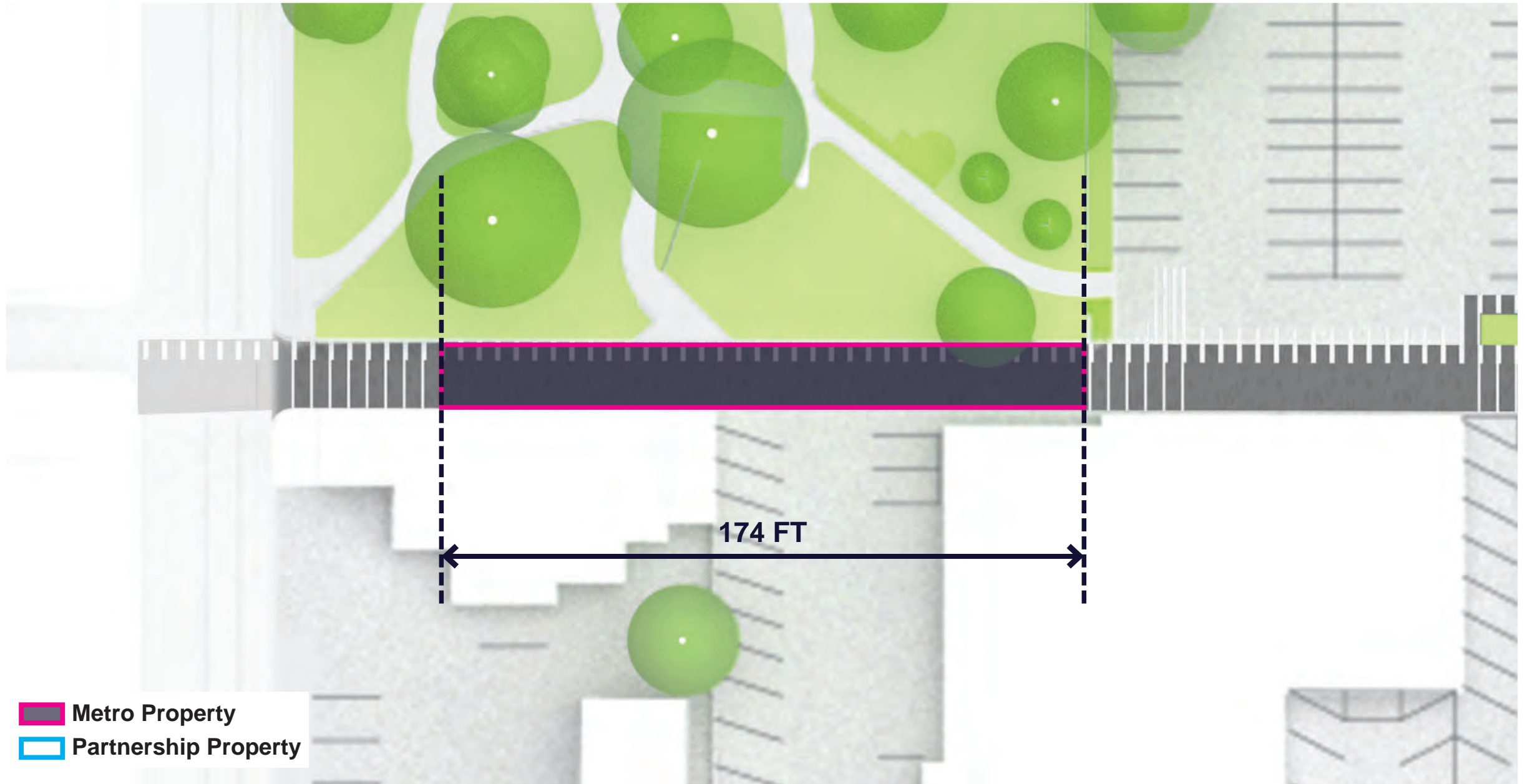
# Memorial Park Anchor

MEMORIAL PARK					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	46,045	SF	\$4	\$184,180	
Light Poles	20	LS	\$2,500	\$50,000	
Play Structures	5	LS	\$20,000	\$100,000	
Custom Bus Stop	1	LS	\$100,000	\$100,000	
Café Seating - Bistro Tables and Chair Set	6	UC	\$1,800	\$10,800	
Table Tennis	4	LS	\$5,000	\$20,000	
Rubberized Play Surface	8,136	SF	\$18	\$146,448	
Public Sidewalks	1,653	SY	\$84	\$138,852	
Plaza Pavers	21,994	SF	\$20	\$439,880	\$439,880
Seat Walls	602	LF	\$7,500	\$4,515,000	
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	13,250	SF	\$35	\$463,750	
<b>Node Subtotal</b>				<b>\$6,168,910</b>	<b>\$439,880</b>

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## Segment 10: Between Node 9 and Memorial Park



## Segment 10: Between Node 9 and Memorial Park

SEGMENT 10 [LANE BETWEEN NODE 9 & MEMORIAL PARK]					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	3,870	SF	\$4	\$15,480	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Asphalt Paving	29.23	TN	\$80	\$2,338	-\$2,338
[Add. Alt.] Plaza Vehicle Permeable Pavers	3,870	SF	\$40		\$154,800
New Flush Edge Curb	430	LF	\$35	\$15,050	
Ground Painting / Graphics - Thermoplastic	365	SF	\$4	\$1,460	
<b>Segment Subtotal</b>				<b>\$34,328</b>	<b>\$152,462</b>



## Node 9: Memorial Park Southeast Gateway + Library Lane Entrance

NODE 9: MEMORIAL PARK SOUTHEAST GATEWAY + LIBRARY LANE ENTRANCE					
Metro Property	Quantity	Unit Type	Unit Cost	Base Total	Alternate Total
Demolition, Site Preparation + Grading	450	SF	\$4	\$1,800	
Site Utilities - Electrical Supply	0	LF	\$50	\$0	
Concrete - Sidewalks and Element Areas	50.00	SY	\$84	\$4,200	-\$4,200
[Add. Alt.] Plaza Vehicle Permeable Pavers	450	SF	\$40		\$18,000
Bench Structure + Wood Benches	1	LS	\$7,500	\$7,500	
Super Graphics	1	LS	\$10,000	\$10,000	
Ground Painting / Graphics - Thermoplastic	200	SF	\$4	\$800	
<b>Node Subtotal</b>				<b>\$24,300</b>	<b>\$13,800</b>

## Master Plan Design Cost Analysis - Individual Element Costs

Kit of Parts / Basic Modules	
	Unit Cost
Painted Steel Planter Module - 5'	\$2,500
Bike Rack Module - 5'	\$1,500
Wood Slat Bench Module - 5'	\$3,000
Wood Slat Bench Corner Module	\$3,000
Corner Wall Module - 5'	\$1,500
Bollard	\$800
Lighting Bollard	\$1,100
Arm Type 1: Quad-Bend Lighting Arm (Planter, Heavy Bag, Shade Struc.)	\$3,000
Arm Type 2: Triple-Bend Lighting Arm (Lighting, Speed, Bulletin)	\$2,500
Arm Type 3: Double-Bend Lighting Arm (Lighting, Wayfinding)	\$2,000
Type 2 Bulletin Board Insert	\$1,000
Type 3 Wayfinding Signage Insert	\$1,000
Type 1 Shade Canopy Fabric	\$10,000
Type 1 Bench Swing / Biggo / Shade Connecting Bar	\$2,000
Teeter-Totter Feature	\$8,500
Biggo Swing / Big Bench Swing	\$7,500
Bike Repair Stand	\$3,500
Hanging Sculpture	\$1,000
Heavy Bag	\$500
Monkey Bars Feature	\$10,000
Platform and Slide Box Feature	\$15,000
Custom Picnic Table	\$10,000
Custom Ping Pong Table	\$8,500
Custom Bench	\$3,000
Speed Bag	\$150
Café Seating - Bistro Tables and Chair Set	\$1,800
Raingarden Infrastructure	\$150
Soil, Vegetation, Shrubs + Landscaping (Gross Area)	\$30
Trees	\$750



## Master Plan Design Cost Analysis - Summary

	Base Total	Alternate Total
<b>Partnership Property Subtotal</b>	<b>\$1,218,739</b>	<b>\$889,739</b>
<b>Metro Property Subtotal</b>	<b>\$407,059</b>	<b>\$1,188,028</b>
<b>Construction Subtotal</b>	<b>\$1,625,798</b>	<b>\$2,077,767</b>
Construction Contingency (10%)	\$162,580	\$207,777
Design Contingency (10%)	\$162,580	\$207,777
Escalation (3%/Year)	\$48,774	\$62,333
<b>Construction Total</b>	<b>\$1,999,731</b>	<b>\$2,555,654</b>
<b>Annual Maintenance Budget (5%)</b>	<b>\$99,987</b>	<b>\$127,783</b>





