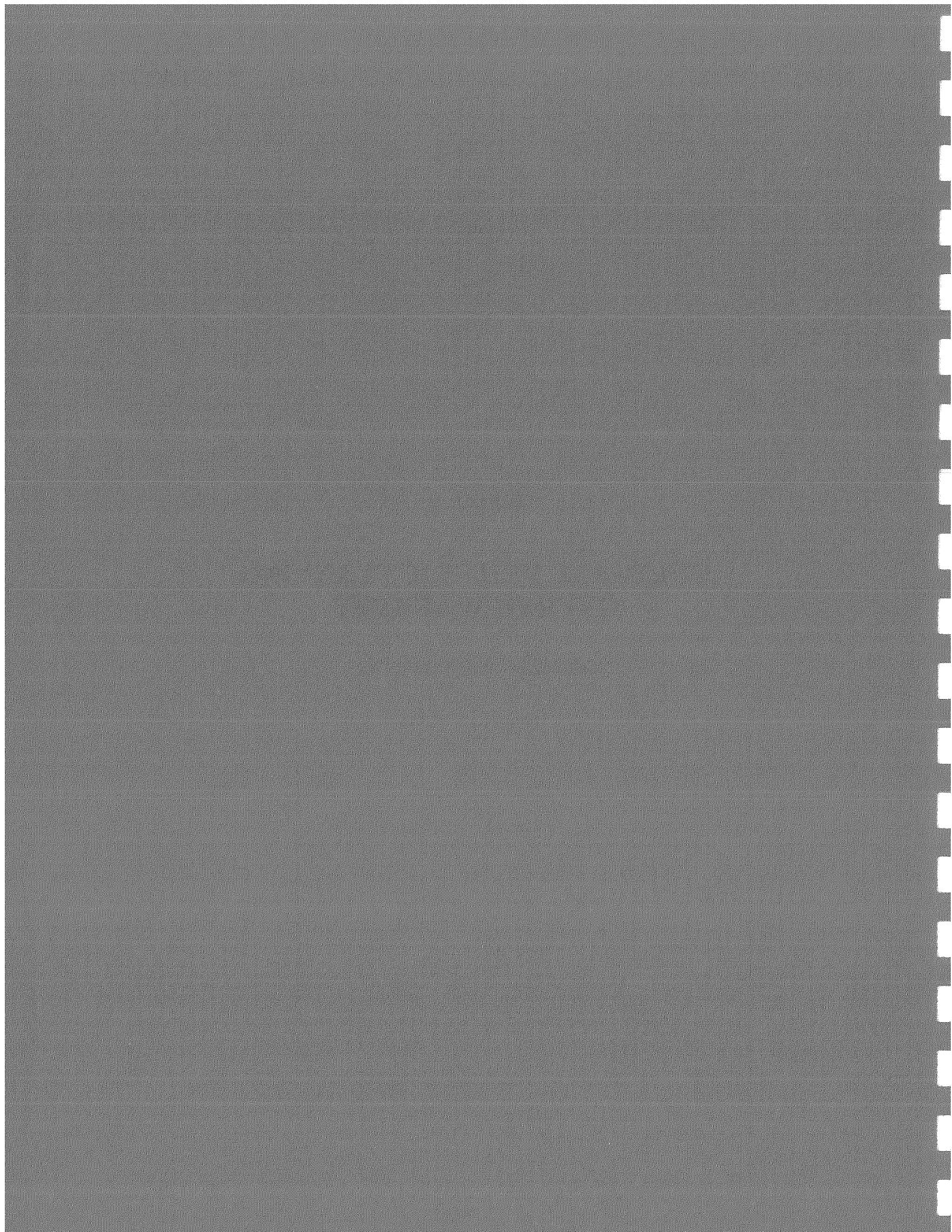


PART E

**CULTURAL HISTORIC PLANNING
OVERVIEW SURVEY**

Cultural Resource Analysts, Inc.

January 10, 2005



Contract Publication Series 04-221

**CULTURAL HISTORIC PLANNING OVERVIEW SURVEY
FOR THE SOUTHSIDE DRIVE WIDENING
FROM NEW CUT ROAD TO STRAWBERRY LANE,
JEFFERSON COUNTY, KENTUCKY
(ITEM NO. 04-041.00)**

By Rebecca Gatewood Rapier



Cultural Resource Analysts, Inc.

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(ITEM NO. 04-041.00)**

By

Rebecca Gatewood Rapier

Prepared for:

Mr. Richard Clausen
Redwing Ecological Services, Inc.
129 South Sixth Street
Louisville, Kentucky 40202
(502) 625-3009

Prepared by:

Cultural Resource Analysts, Inc.
151 Walton Avenue
Lexington, Kentucky 40508
(859) 252-4737
CRAI Project No.: K04R007

Craig Potts
Principal Investigator

January 10, 2004

Lead Agency: Kentucky Transportation Cabinet
Item Number 04-041

ABSTRACT

During November 2004, Cultural Resource Analysts, Inc., completed a cultural historic planning overview survey of the proposed Southside Drive widening from New Cut Road to Strawberry Lane in southern Louisville, Jefferson County, Kentucky (Item No. 04-041.00). The survey was conducted at the request of Redwing Ecological Services, Inc. The purpose of this survey was to identify cultural historic resources within this corridor, particularly those that appear potentially eligible for the National Register of Historic Places. This survey report will be used as a planning study to guide the development of future transportation improvements in this area.

Prior to initiating fieldwork, a search of records maintained by the Kentucky Heritage Council State Historic Preservation Office was conducted to determine if previously recorded cultural historic sites were located in the project area. This inquiry indicated that 15 individual sites located within the project area had been surveyed previously as part of the planning stage for improvements to National Turnpike (KY 1020). The sites, however, were not assigned Kentucky Historic Resource Survey Numbers, and the sites were not documented thoroughly. One of these surveyed sites was determined to be potentially eligible for listing on the National Register of Historic Places (Field Site 3). During the field survey, 28 previously unidentified individual historic sites were noted. As a result of this survey, five sites were identified as potentially eligible for the National Register of Historic Places, including the site previously determined eligible (Field Sites 1-5). Final determinations of eligibility and National Register boundaries cannot be made, however, until each site has been examined more closely and site-specific archival research has been completed.

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I. INTRODUCTION

During November 2004, Cultural Resource Analysts, Inc. (CRAI) completed a cultural historic planning overview survey of the proposed Southside Drive Widening from New Cut Road to Strawberry Lane in southern Louisville, Jefferson County, Kentucky (Item No. 04-041.00) (Figure 1). The survey was conducted at the request of Redwing Ecological Services, Inc. The purpose of the survey was to identify cultural historic resources within this corridor, particularly those that appear potentially eligible for the National Register of Historic Places (NRHP). This report will be used as a planning study to guide the development of future transportation improvements in this area.

The purpose of the survey was to:

identify any known cultural historic sites (above ground resources 50 years of age or older) located within the specified project area;

identify cultural historic resources located within the project area that have not been previously documented;

identify the cultural historic resources in the project area that appear to be potentially eligible for listing in the NRHP.

The project area was determined during preliminary planning studies and is defined as those parcels that have frontage on Southside Drive (figures 2 and 3). This study is the first phase of two phases to comply with federal regulations concerning the impact of federal actions on sites and structures listed in or eligible for listing in the NRHP. A formal baseline survey that complies with these federal regulations will be conducted in the second phase, including the evaluation of the cultural historic resources and the effect of the proposed project on historic properties. This future survey will fully meet the *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports* issued by the Kentucky Heritage Council (KHC) in 2001.

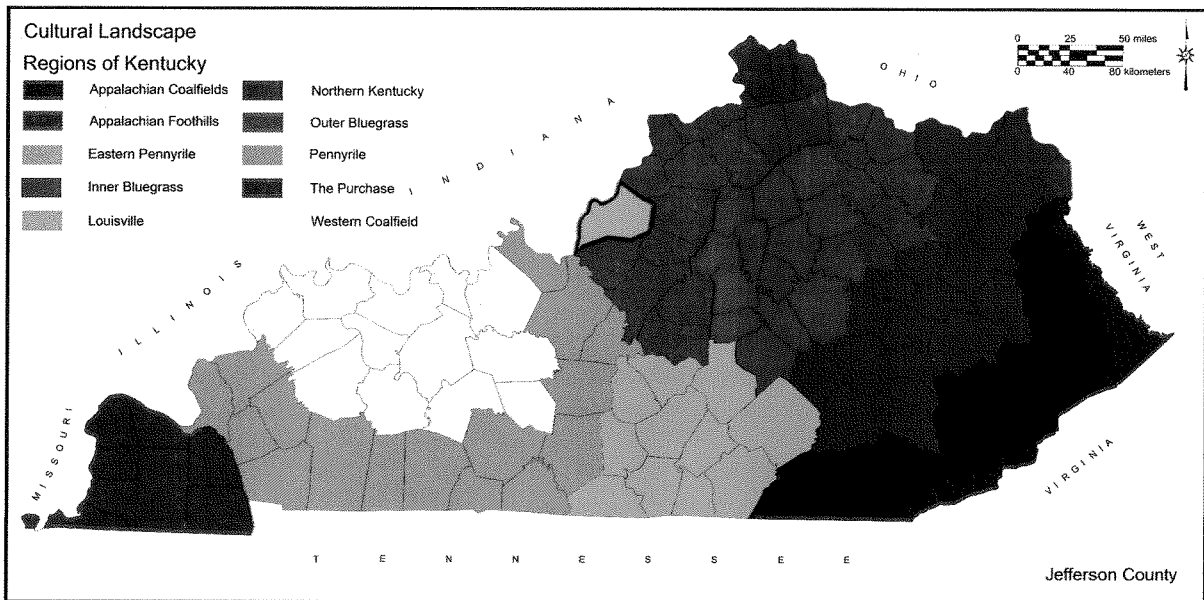


Figure 1. Map of Kentucky showing the location of Jefferson County.

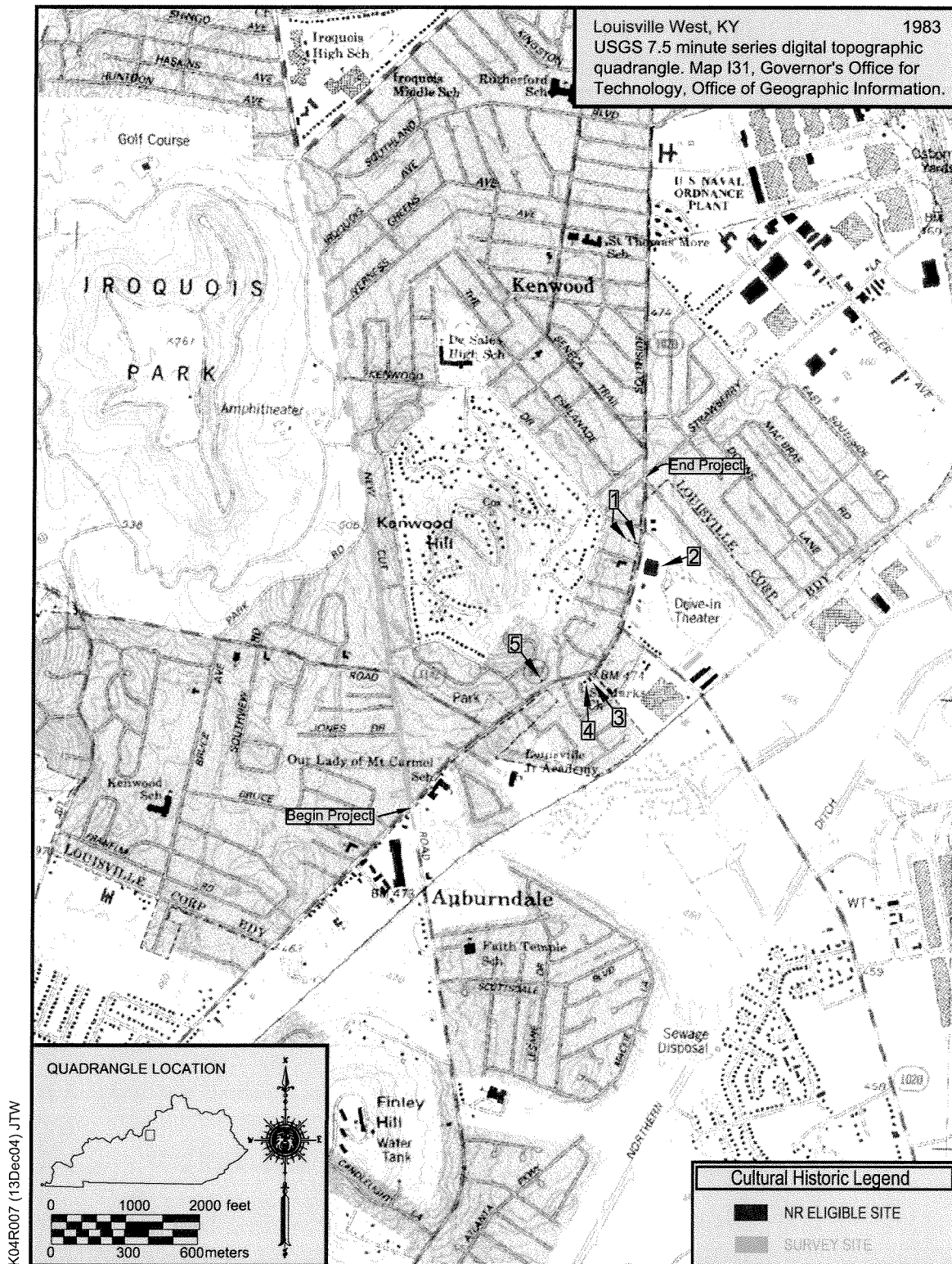


Figure 2. Topographic map showing project area, historic sites and potentially eligible sites.

Southside Drive (Third Street) begins in downtown Louisville and travels southwest of Louisville. In the project area, Southside Drive runs southeast of Kenwood Hill neighborhood and north of the L&N line. Preliminary alternatives for the project include examining the feasibility of widening Southside Drive from New Cut Road to Strawberry Lane in order to accommodate future highway loads. The area of proposed widening begins on New Cut Road (Taylor Boulevard) and travels northeast, intersecting Lillian Way, Palatka Road, Woodmore Avenue, Alvina Way, Meadowood Court, National Turnpike, and Roberts Avenue. The proposed project terminates at Strawberry Lane. The area has both residential and commercial structures with businesses including restaurants, banks, retail, and service garages (Figure 4). Also along the road is the City of Louisville's Auburndale Park and the Archdiocese of Louisville's Our Lady of Mt. Carmel Catholic Church and School (Figure 5). The area

surrounding National Turnpike and the area between the Turnpike and Strawberry Lane is primarily commercial (Figure 6). The area west of National Turnpike is primarily residential with a mixture of single-family residences and modern apartment complexes (Figures 7, 8). The intersection of Southside Drive and Newcut Road is particularly congested and contains several commercial operations (Figure 9).

The following report is a summary of the survey findings. Rebecca Gatewood Rapier of CRAI completed the work described herein during the end of November and beginning of December 2004. The fieldwork was completed in approximately five hours on December 9, 2004, by Rebecca Gatewood Rapier and Trent Spurlock. Conditions were mild and sunny, and no restrictions or limitations were placed on the survey effort. Five sites were identified as potentially eligible for the NRHP (Field Sites 1-5).



Figure 4. Overview of Southside Drive looking south, north of the Southside Drive Strawberry Lane intersection.

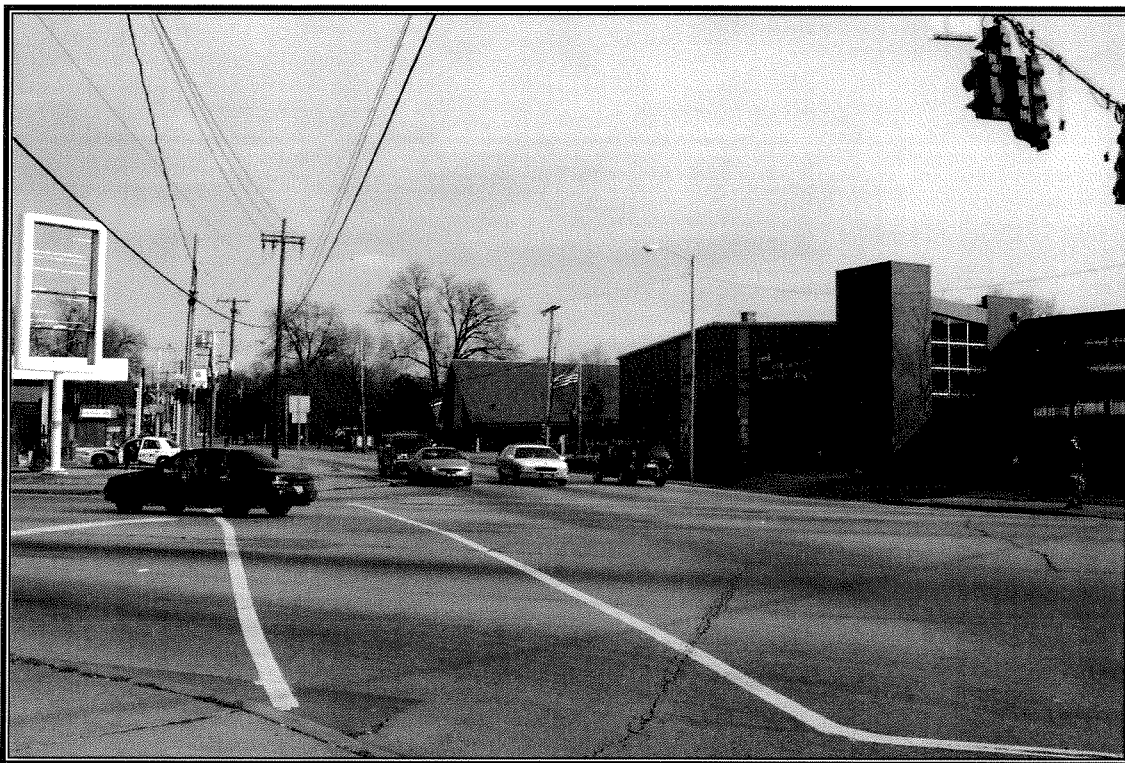


Figure 5. Overview of Southside Drive looking northeast at intersection of Southside Drive and New Cut Road (Our Lady of Mt. Carmel located in southeast corner of intersection).

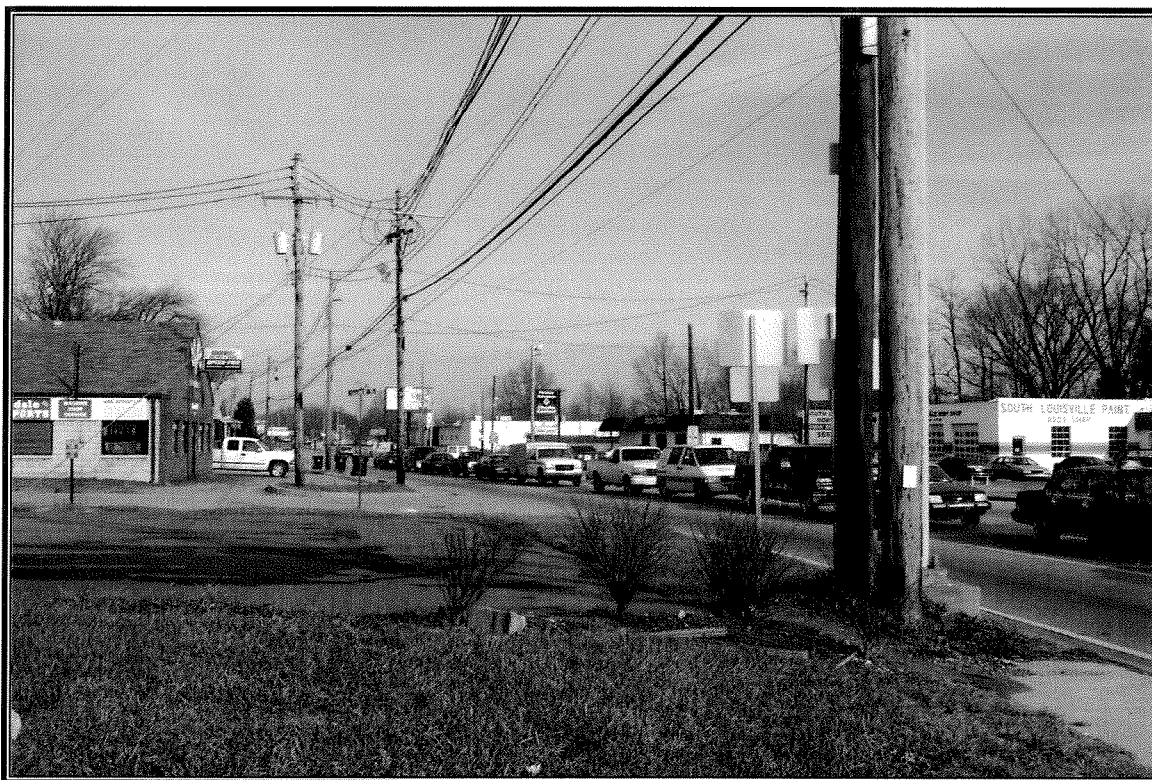


Figure 6. Overview of Southside Drive looking north near intersection with National Turnpike.

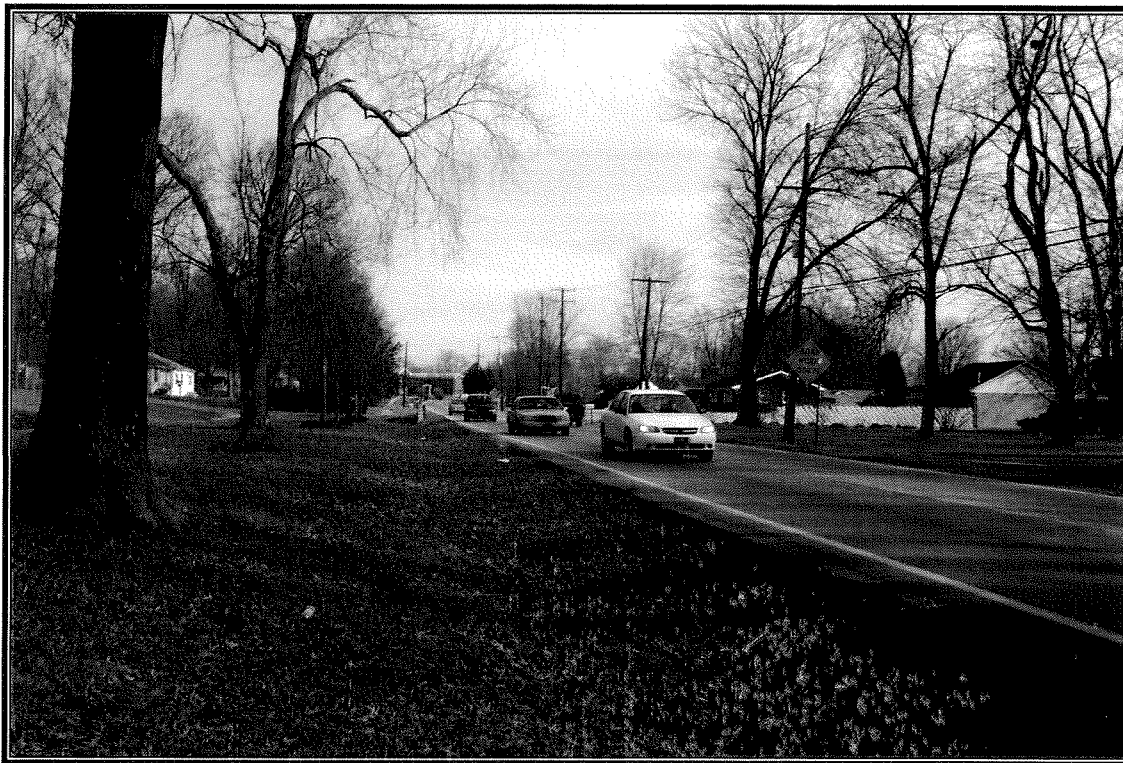


Figure 7. Overview of Southside Drive looking northeast near Palatka Road.

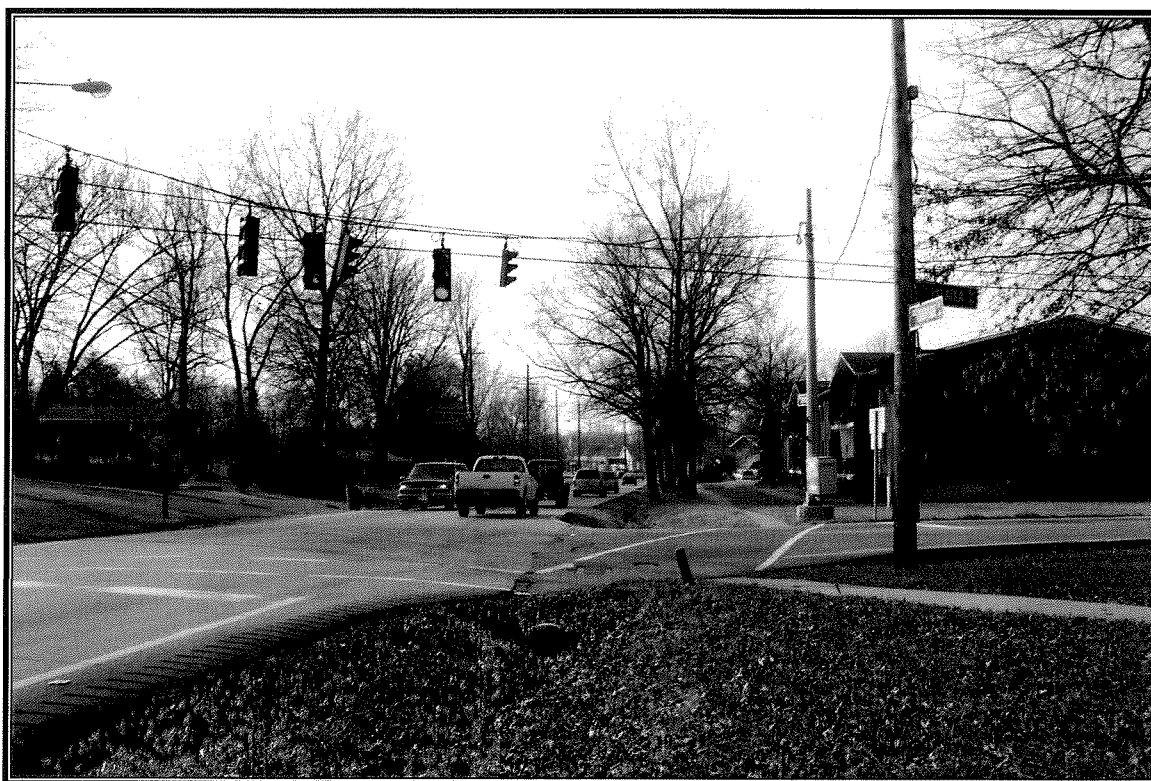


Figure 8. Overview of Southside Drive looking southwest near Palatka Road.



Figure 9. Overview of Southside Drive and New Cut Road intersection, looking east down New Cut Road.

II. ENVIRONMENTAL SETTING

The current project area was historically associated with Hickory Grove farm, owned by Isaac H. Fenley. Fenley's farm is depicted on the 1858 map of Jefferson County (Figure 10). A plank road is illustrated crossing the lower east corner of Fenley's property, likely representing the earlier path of current day National Turnpike. The area around the project area was characterized by deep terrain and numerous creeks and ponds. Few of these characteristics are recognizable in the area today with the exception of Kenwood Hills and Iroquois Park. By 1879, Fenley had acquired 1,100 acres of farmland in the area. Shortly after the turn of the century, a developer purchased portions of the acreage surrounding current day New Cut Road and Third Street (Southside Drive), resulting in sparse residential development. It was not until the 1960s, however, that the area boomed into the residential cluster that it is today (Bergmann 1858; Kleber 2001:52).

In 1958, a group of residents within the current day project area (in an area bound on the east by Palatka Road, the west by New Cut Road, the north by Southside Drive [Third Street], and the south by Bruce Avenue) requested annexation by the city of Louisville. The goal behind this effort was to rid the neighborhood of existing faulty septic tanks. After a lengthy battle, the area won annexation in 1962. Other portions of the area were annexed in 1963 and 1964 (City of Louisville 1978:208-209, 343).

Between 1960 and 1970, the area in and around the project vicinity was one of the few sections of southern Louisville to gain population. By the 1960s, some 30 independent suburban cities encircled Louisville. It was during this time that park areas such as Iroquois and Auburndale developed. Similar areas that developed during the late nineteenth century such as Beechmont and Kenwood Hill were further developed during the mid to late-twentieth century. Large lots were divided to accommodate the growing post-war population (City of Louisville 1978:170; Kleber 1992:466; Kleber 2001:861, 52, and 79).

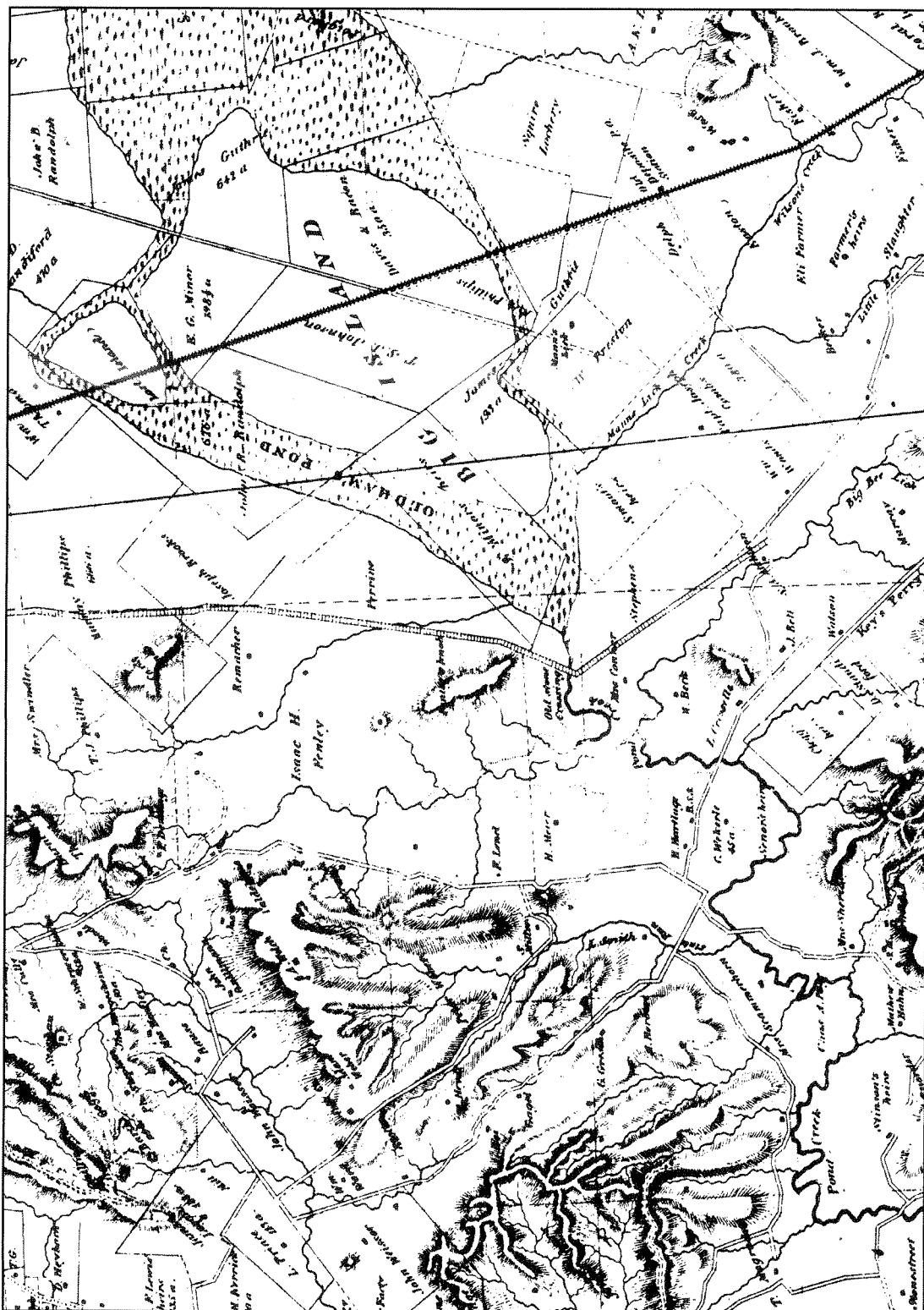


Figure 10. 1858 Map of Jefferson County.

Due to transportation enhancements such as improved roads, new highways, and air and rail service the area surrounding Standiford Field (northeast of project area) increased in manufacturing and industrial operations. Today the area is composed of suburban sprawl that includes residential clusters grouped around a commercial strip facing Southside Drive (City of Louisville 1978:208-209). Modern infill and the lack of resources pre-dating World War II support the fact that the area primarily developed late in the history of Louisville. The area represents a working-class suburb that grew as a result of improved transportation networks and population increases.

III. RESEARCH AND SURVEY METHODOLOGY

The survey was conducted in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (National Park Service 1983). In addition, guidelines offered in the following documents were followed: *Guidelines for Local Surveys: A Basis for Preservation Planning; National Register Bulletin #24* (National Park Service 1985); *Kentucky Historic Resources Survey Manual* (Kentucky Heritage Council); and *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports* (Kentucky Heritage Council 2001).

Before entering the field, all available surveys, reports, studies, maps, and other data pertinent to the project area were identified and reviewed. First, the site files of the Kentucky State Historic Preservation Office (SHPO) were researched. Fifteen individual sites located within the project area had been noted previously, but these sites were not assigned Kentucky Historic Resource Survey Numbers. They were not surveyed thoroughly.

The sites were documented as a part of Cultural Resource Survey Analysis: *National Turnpike (KY 1020) Improvements from Outer Loop to Southside Drive, Jefferson County,*

Kentucky (Item No. 5-093.0). The report was prepared by H. Powell and Co., Inc. for the Kentucky Transportation Cabinet in 1994. The purpose of the survey was to evaluate cultural re-sources within the corridor of National Turnpike from Outer Loop to Southside Drive. One site, St. Marks Lutheran Church was determined potentially eligible for listing in the NRHP under Criterion C. This site is located within the current project area (Field Site 3). Powell determined that the National Turnpike improvements would have no effect on the eligible site. None of the other sites within the area of potential effect (APE) were determined eligible (Powell 1994).

The *Louisville Survey Central and South Report* was identified through the archival research. This survey, completed in 1978, was the second in a three-part citywide survey conducted by the City of Louisville and the Historic Landmarks and Preservation Districts Commission. The survey area stretched from downtown along the river, south to the airport and the project area between Kenwood Hill and Auburndale. The purpose of these surveys was to provide a planning tool to be used by governmental bodies, public and private agencies, and neighborhoods. Individual sites were not surveyed; instead, "blockfaces" were surveyed to analyze the characteristics of the block within a larger neighborhood. Three types of areas were recommended because of this survey: districts to be nominated to the NRHP, conservation areas, and parkway conservation areas. In addition, a thorough historic context was developed for the area (City of Louisville 1978).

The *Environmental Assessment for the Louisville Airport Improvement Program, Working Paper No. 8, Subtask 16, Historic Resources* survey report was conducted by Marty Poynter Hedgepeth in 1989. The report addressed the effects of the Louisville Airport Improvement Program, a comprehensive undertaking including runway construction and adjunct facilities. The report identified the NRHP listed Lowell School to the north and west, and three potentially eligible sites: the Wood Mosaic industrial building to the north and west and the Audubon Park and Camp

Taylor neighborhoods. The APE for the project lies outside the current project area (Hedgepeth 1989).

Archival research continued at the University of Kentucky, the Kentucky History Center, and the Kentucky Department for Libraries and Archives. Three historic maps dating to 1858, 1879, and 1965 (1971) were identified. Additional documents identified during the archival research are listed in the bibliography and summarized in Section IV: Historic Context.

Following the preliminary archival research, CRAI staff conducted a survey of the project area, during which properties 50 years of age or older that appeared potentially eligible for the NRHP were documented. The project area was defined as being those parcels with frontage along Southside Drive between New Cut Road and Strawberry Lane. The structures and roads within this limited project area were then determined. The surveyors visited the project area and identified all resources appearing to be potentially eligible for the NRHP within this area. The area surveyed and all structures appearing to be 50 years of age or older are depicted on Figure 3. The area surveyed and all structures appearing eligible for the NRHP are depicted on Figure 2.

During the field survey, 28 previously unidentified individual historic sites and 15 previously identified historic sites were noted. As a result of this survey, 5 sites were identified as potentially eligible for the NRHP (Field Sites 1-5). Final determinations of eligibility and NRHP boundaries cannot be determined, however, until each site has been examined more closely and site-specific archival research has been completed. The historic properties identified as potentially eligible for the NRHP are described in Section V: Description and Evaluation of Historic Properties.

In general, in order for a property to be eligible for listing on the NRHP a property must be at least 50 years old and must possess historic significance and integrity. Significance may be found in four aspects of

American history recognized by NRHP Criteria:

- A. association with historic events or activities;
- B. association with important persons;
- C. distinctive design or physical characteristics; or
- D. potential to provide important information about prehistory or history.

A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities including location, design, setting, materials, workmanship, feeling, and association.

IV. HISTORIC CONTEXT

Jefferson County is located in north-central Kentucky at the falls of the Ohio River. It was created in May 1780 when the Virginia legislature divided Kentucky County into Jefferson, Fayette, and Lincoln counties to provide settlers better access to seats of government. It is named for Thomas Jefferson, who was governor of Virginia at the time of its creation. Originally, Jefferson County contained 7,800 sq mi of land between the Green and Ohio rivers. Today it has an area of 386 sq mi (Kleber 1992:464). The project area is located in southwestern Jefferson County, approximately six miles south of downtown Louisville.

Long before the settlement of Jefferson County, Anglo-American speculators were interested in the lands adjacent to the falls of the Ohio. Settlement started at the falls in 1778 when Lieutenant Colonel George Rogers Clark of Virginia led an expedition down the Ohio to capture the British posts north of the Ohio at Kaskaskia, Vincennes, and Detroit (Kleber 1992:195). In May, the expedition halted at Corn Island at the head of the falls to await reinforcements. When the main army moved down river in June, a group of camp followers and military personnel remained behind on the island. Later that year, the Corn Island settlers moved ashore; their cluster of cabins was the beginning of Louisville (Wade 1959:14-15; Yater 1987:2-6).

Settlers came to Jefferson County along two main routes. Some took flatboats from a point on the upper Ohio and landed at the mouth of Beargrass Creek. Other settlers came through the Cumberland Gap and up the western branch of the Wilderness Road. By the 1790s, with Native American attacks along the Ohio River ending, the river route became far more popular than the trail through the mountains (Yater 1987:2-5). The town, however, did not live up to its expectations. It developed a reputation for sickness, and most new arrivals moved into the countryside. Louisville had only 359 inhabitants in 1800 (Wade 1959:17).

During the 1790s, two towns were founded in the eastern part of the county as potential rivals to Louisville. In 1784, William White built a house in eastern Jefferson County and later laid out Middletown on the site. In 1797, Abraham Bruner founded Jeffersontown, which was settled primarily by Pennsylvania Germans (Kleber 1992:465; Rennick 1984:152; 196).

Before 1810, Louisville and Jefferson County developed more slowly than the more populous Inner Bluegrass region around Lexington. The arrival of the steamboat on the western waters in the 1810s, however, set in motion a transportation and economic revolution that brought prosperous times to Louisville and the falls region. In 1817, there were 17 steamboats totaling 3,290 tons on the Ohio-Mississippi system. By 1830, there were 187 boats with a total tonnage of 29,481. In 1829, over 1,000 steamboat landings were made at Louisville. This stimulated the growth of a wide range of businesses including taverns, hotels, distilleries, hemp-processing factories, machine shops, and warehouses. Between 1810 and 1820, Louisville's population tripled to 4,012. Louisville's boom continued into the next decade while landlocked Lexington's economy stagnated. By 1830, Louisville was the commonwealth's largest city, which it has remained to the present day (Wade 1959:190-191; Yater 1987:37).

During the antebellum years, Jefferson County's farmers were among the state's most productive. In 1850, they led the state in value of animals slaughtered, production of hay, market gardening, and orchards (Kleber 1992:465). Germans who had arrived in the county in great numbers in the 1840s and 1850s owned many of these farms (Kleber 1992:465). The strength of the agricultural sector encouraged investment in processing industries. During the 1850s, Louisville was the second largest pork-packing center in the nation, butchering over 300,000 hogs a year (Yater 1987:75).

In the 1840s, James Guthrie led a movement in Louisville's business community to improve trade through the construction of railroads. Consequently, the Louisville and Frankfort Railroad opened in 1851. More important, however, was the opening of the Louisville and Nashville Railroad (L&N) in 1859. This greatly strengthened the city's ties to the southern economy. L&N purchased the Louisville and Frankfort Railroad (later known as the Louisville, Cincinnati, & Lexington Railroad) in 1881, further developing the potential for transportation and trade. The L&N line travels directly east of the project area (Kleber 1992:578-79; Yater 1987:75).

The 1858 Map of Jefferson County depicts the L&N railroad and a plank road, possibly the Old National Turnpike (Figure 10) (Bergmann 1858). The majority of the project area was associated with the Hickory Grove farmland owned by Isaac H. Fenley. The current-day survey area would have been located between Fenley's Knob and Cox's Knob, occupying the land owned by Fenley and Remacher as indicated on the 1858 map. By 1879, Fenley had acquired 1,100 acres of farmland in the area (Kleber 2001:52).

The end of the Civil War brought profound social and economic change to Louisville. After Appomattox, thousands of former slaves flocked to the city. The community also attracted a significant number of former Confederate officers who did not want to live in the occupied South. These new arrivals found a city unscathed by war and in the

midst of robust economic growth. Louisville's economy expanded throughout Reconstruction with the manufacture of steam engines and boilers. The largest industry employed 2,236 workers in 1870. In 1867, as perhaps the most telling sign of this progress, the L&N began the longest iron bridge in the United States over the Ohio at the falls. It was opened in 1870 (Yater 1987:95-96, 99-102).

Following the Civil War, the first wave of suburban development began as the railroad expanded passenger service to nearby communities. Street railways were constructed, totaling over 125 miles by 1887. The first electric streetcar was introduced in 1889, eventually replacing the mule car. These electric lines reached far beyond the original mule routes, opening more areas for development. Suburban development from the 1890s to the 1920s emphasized the proximity to streetcar lines. The system in 1916 stretched east-west from Cave Hill Cemetery to Shawnee Park and south past Churchill Downs to Iroquois Park (northwest of the project area) (Kleber 2001:855-57; Hedgepeth 1989:35).

Most of Jefferson County, however, remained rural farmland well into the 20th century. The 1879 atlas of Jefferson County depicts the area (Figure 11). Southside Drive [Third Street] appears to follow the current-day path of the corridor with a slight bend in the road between Strawberry Lane and New Cut Road (Taylor Boulevard). Cox's knob is still shown north of the current project area. Few residences are illustrated, indicating that the area was still characterized by farms or country estates (Beers and Lanagan 1879).

In 1907, a developer purchased land along current day New Cut Road and Southside Drive. At this time, he began subdividing the area into residential lots. As is evident by the sparse population depicted on the 1937 highway map of the area (Figure 12), this development was only a minor one (Kentucky Department of Transportation 1937). Sometime during this development, however, St. Marks Lutheran Church was constructed (Field Site 3 – constructed in 1911). The land north and south of Southside Drive appears to have remained open with development only along the road frontage.

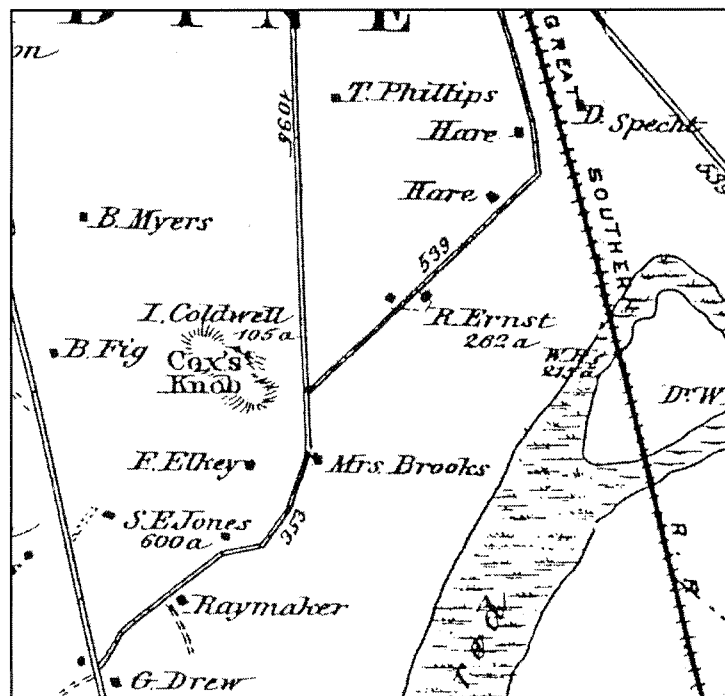


Figure 11. 1879 Atlas of Jefferson County.

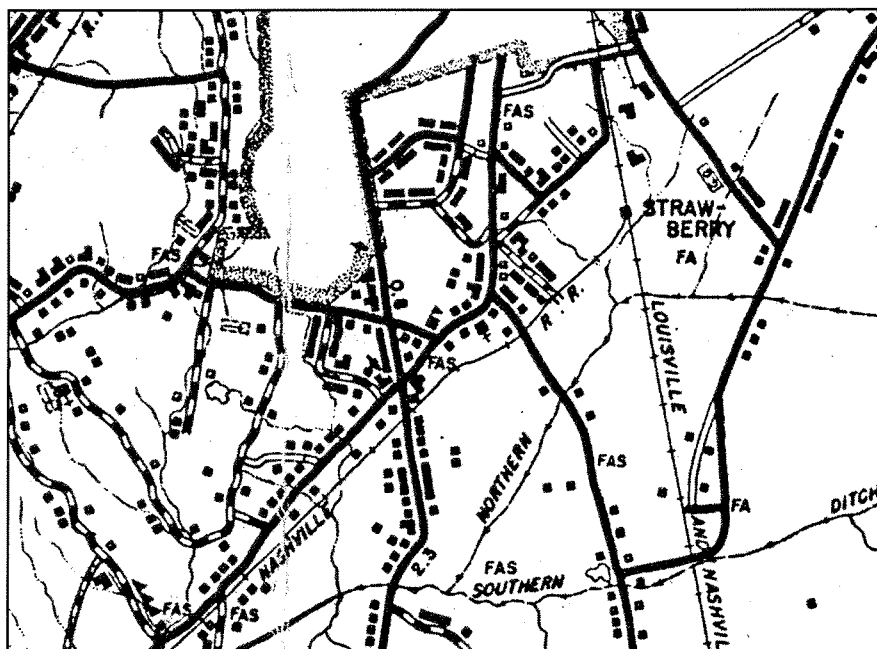


Figure 12. 1937 Highway Map of Jefferson County.

Late nineteenth century working class suburbs formed near job locations, especially those provided by the railroad. The railroad constructed 35 buildings in the South Louisville Yards after the turn of the century, spurring further development of this neighborhood. In the early twentieth century, suburban development focused on middle to upper class neighborhoods. Many of the rail and streetcar suburbs developed as small communities, including churches, schools, and stores. Suburban growth expanded rapidly in the 1920s, swallowing up large tracts of agricultural land (Hedgepeth 1989:25-27; Kleber 1992:466).

Interurban lines developed in the early twentieth century, further promoting suburban development and connecting nearby communities to Louisville. Several interurban companies were incorporated, constructing lines from downtown to nearby existing communities. The Louisville and Interurban Railroad Company opened the electric line that extended down Preston Street to Okolona in 1905. The interurbans provided safe, reliable, convenient, and fast service to the downtown area for nearby residents. Subdivisions soon followed the line near stops between the downtown and outlying cities.

The streetcar lines continued to be well-utilized into the 1920s, by a system of feeder buses in 1928. With the advent of the automobile, the number of riders decreased from 84 million annually in 1900 to 55 million in 1940 (Kleber 2001:418-20, 857).

With increased automobile traffic and expanded interurban lines, areas further from the streetcar lines began to develop. The neighborhood around the Standiford farmhouse on the west side of Preston Street was platted as the Standiford neighborhood in 1909, although it did not begin to develop until the late 1920s and 1930s. Most of the structures built in this period were bungalows. With the growth to the south, new cemeteries were platted to serve the sprawling population, including Evergreen Cemetery, which was incorporated on the east side of Preston Street in 1912. Barnard Station, an interurban stop, was noted on a 1927 plat near Evergreen Cemetery. The station is located on the north end of Edgewood, platted in 1925. This trend towards suburbanization was temporarily halted during the Great Depression of the 1930s because credit to buy homes virtually disappeared, and the inter-urban went out of business (Hedgepeth 1989:28; Kleber 1992:466).

In 1919, Abram Bowman leased a parcel of land east of Louisville from the federal government for the purpose of creating an air field. He partnered with W. Sidney Park in 1921, who used his pilot license to create an aerial photograph business. A year later, the 465th Pursuit Squadron (Reserve) began operations at Bowman Field with an assortment of aircraft. Commercial service began in 1928, and the following year the city of Louisville issued bonds to buy Bowman Field, making it the first municipal airport in Kentucky. In the 1930s, Eastern, TWA, and the original Continental Airlines provided passenger and mail service in and out of Bowman Field. During the infamous 1937 flood, supplies and medicine were flown into the airport. Bowman Field, however, had limited room for expansion. It did, however, provide the area's commercial airline service until operations were transferred to Standiford Field in 1947 (Louisville International Airport 2004; Kleber 2001:8).

During the 1937 flood, an aerial survey was conducted to find a new home for the airport. The airport was named for Dr. Elisha David Standiford, who in addition to owning a portion of the land, was a businessman and legislator who played an important role in Louisville transportation history. In 1941, the Works Progress Administration and the United States Army Corps of Engineers built a 4,000 foot north-south runway to support the construction of a plant at Standiford Field to manufacture cargo planes largely out of wood. The number of runways was increased to four in 1943 (Louisville International Airport 2004).

The federal government turned it over to the Air Board in 1947, and all commercial flights moved here from Bowman Field. The airport entrance was off of Preston Highway and Standiford Avenue at this time. American, Eastern, and TWA combined had more than 1,300 passengers a week out of Louisville. Until Lee Terminal opened in 1950, the airlines operated out of World War II barracks on the east side of the field. The new terminal had 42,400 sq ft, which was expanded to 114,420

sq ft by the end of the 1950s (Louisville International Airport 2004).

Kenwood Hill neighborhood was first developed during the mid-twentieth century. The area is bordered by New Cut Road on the west, Kenwood Drive on the north, Southside on the east, and Palatka Road on the south. The central summit (also known as Cox's Knob) was originally called Sunshine Hill, due to its use by Native Americans to cure game slaughtered on the way to the river. Around 1868, the land was purchased and cleared. In 1876, half of the land was sold to the Kenwood Park Residential Co. The first subdivision within Kenwood did not develop until the 1940s (Kleber 2001:481).

After the Second World War, suburbanization and industrial growth began anew, this time at an unprecedented pace. The number of registered vehicles grew from 64,000 in 1930 to 150,000 in 1950. Plans for an inner beltway had begun prior to the war, and by the early 1950s the beltway, known as I-264 or the Watterson Expressway, was completed. The north-south I-65 was completed in 1957, which also increased the rate of sprawl to the south. Along the Watterson Expressway between I-65 and Shelbyville Road, farmland was quickly converted to residential use and commercial development at major inter-changes, including Preston Highway, Bardstown Road, and Shelbyville Road. Between 1950 and 1960, the county population outside Louisville city limits nearly doubled to 220,308. By 1960, some 30 independent suburban cities encircled Louisville. It was during this time that park areas such as Iroquois, and Auburndale, developed. Similar areas that developed during the late nineteenth century such as Beechmont and Kenwood Hill were further developed during the mid-twentieth century. Large lots were divided to accommodate the growing post-war population (City of Louisville 1978:170; Kleber 1992:466; Kleber 2001:861, 52, and 79).

Increased development on the south side brought the dilemma of annexation to this area. When I-264 was completed, a portion of

the land that it crossed was not incorporated as part of Louisville, creating problems with speed limits and police control. Between 1956 and 1963, the city annexed all the land along the expressway, greatly increasing the boundary of the city (City of Louisville 1978:171). Likewise, the growing subdivisions had to decide whether to remain unincorporated, incorporate as sixth class cities, or become annexed by Louisville. In 1958, a group within the current day project area (in a space bound on the east by Palatka Road, the west by New Cut Road, the north by Third Street, and the south by Bruce Avenue) requested annexation by the city of Louisville. The goal behind this effort was to rid the neighborhood of existing faulty septic tanks. After a lengthy battle, the area won annexation in 1962. Other portions of the area were annexed in 1963 and 1964 (City of Louisville 1978:208-209, 343).

The 1965 (1971) topographic map reflects this growth, with Auburndale being depicted south of the project area (Figure 13). The area is particularly dense along the southern side of Southside Drive around current-day Woodmore Avenue. This development along with Meadowood Court and the Louisville Junior Academy are depicted in purple, indicating that they were constructed sometime between 1965 and 1971. Lillian Way, Marytena Drive, and Alvina Way, all located on the southern side of Southside Drive, appear to have developed prior to 1965 (United States Geological Survey [USGS] 1965 [1971]).

The last half of the twentieth century witnessed great economic growth and the development of manufacturing in the county. Ford located a 20-acre plant southeast of the airport, north of Northern Ditch, and west of I-65. In 1951, the General Electric Company announced that it was moving its home appliance manufacturing operation to Jefferson County and chose a site in Buechel (to the east of the project area). Before the end of the decade, GE employed more than 16,000 workers at the plant. In 1969, the Ford Motor Company opened the world's largest truck plant in eastern Jefferson County, creating

over 4,000 jobs. By 1972, the county suburbs exceeded the city in population. Jefferson County remains the state's largest metropolitan area, with a population of 664,937 in 1990 (Kleber 1992:467; Yater 1987:220, 229, 247; City of Louisville 1978:209).

Standiford Field has also continued to grow and expand. The number of passengers passing through the airport grew from 600,000 in 1965 to almost 1,000,000 in 1970. Improvements in the early 1970s included extending the main lobby, constructing two new concourses, increasing the parking lot to 2,000 spaces, constructing a second control tower, and improving the airfield. In the 1980s, new landside and airside terminals were constructed, replacing the original Lee Terminal. By 1985, nearly 2,000,000 passengers flew out of Standiford Field. Also in the 1980s, United Parcel Service developed its principal distribution center at Louisville's Standiford Field (Louisville International Airport 2004).

The 1983 topographic map depicts growth similar to that depicted on the 1965 (1971) map, with development along both the north and south sides of Southside Drive (Figure 14). Iroquois Park and Kenwood Hill appear to retain the same density from 1965, with no new development illustrated on the 1983 map (USGS 1983).

The Airport Authority announced an expansion plan in 1988 to double the airfield capacity. The expansion included the opening of the new east and west parallel runways, a new Kentucky Air National Guard Base, a new United States Postal Service air mail facility, new corporate hangars, a new fixed-based operator, a four-level parking garage to handle increased passenger activity (about 3.7 million annually) and a new control tower. In 1995, the name officially changed to Louisville International Airport (Louisville International Airport 2004).

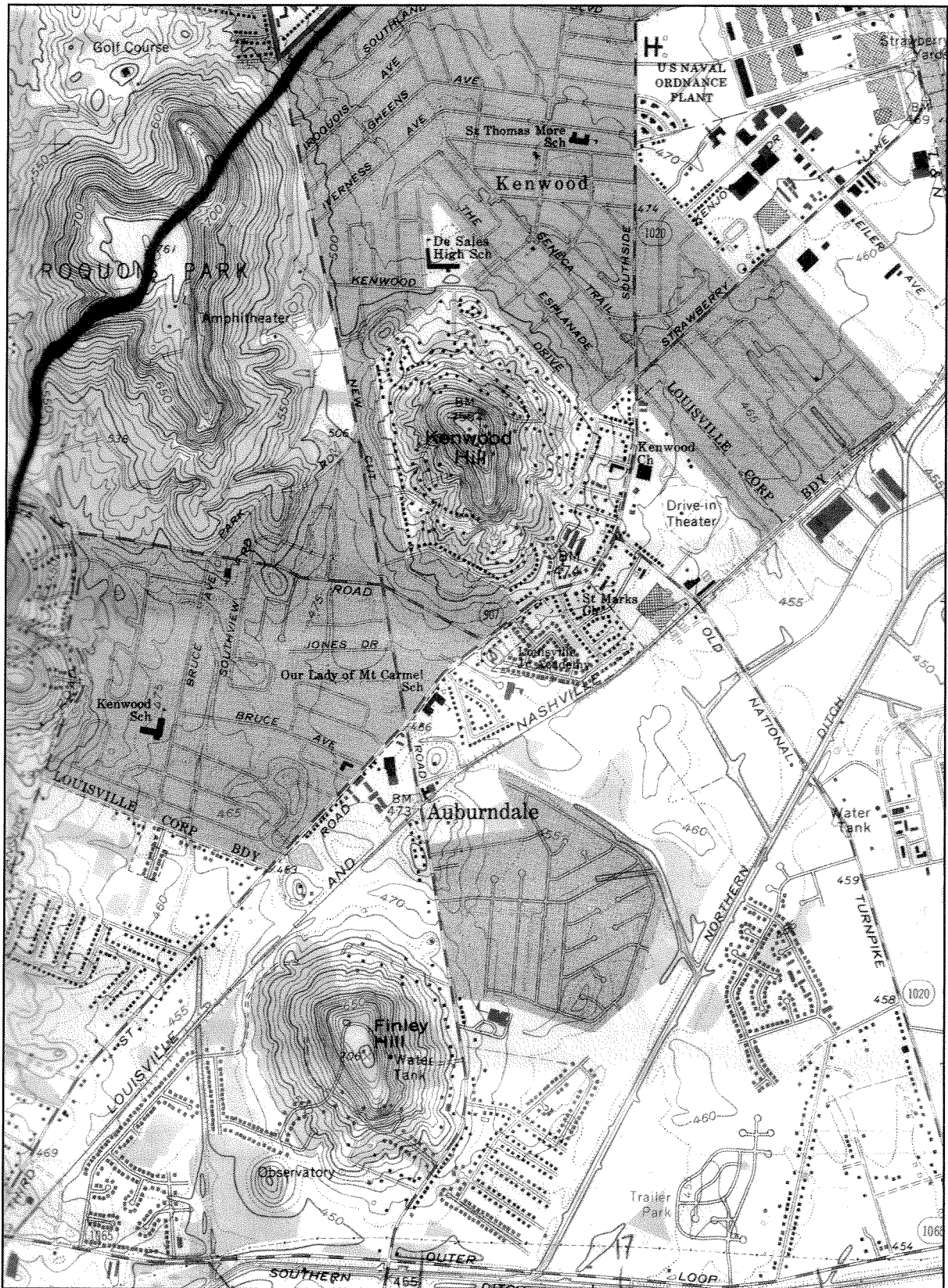


Figure 13. 1965 (1971) topographic map of the project area (Louisville West-KY Quad).

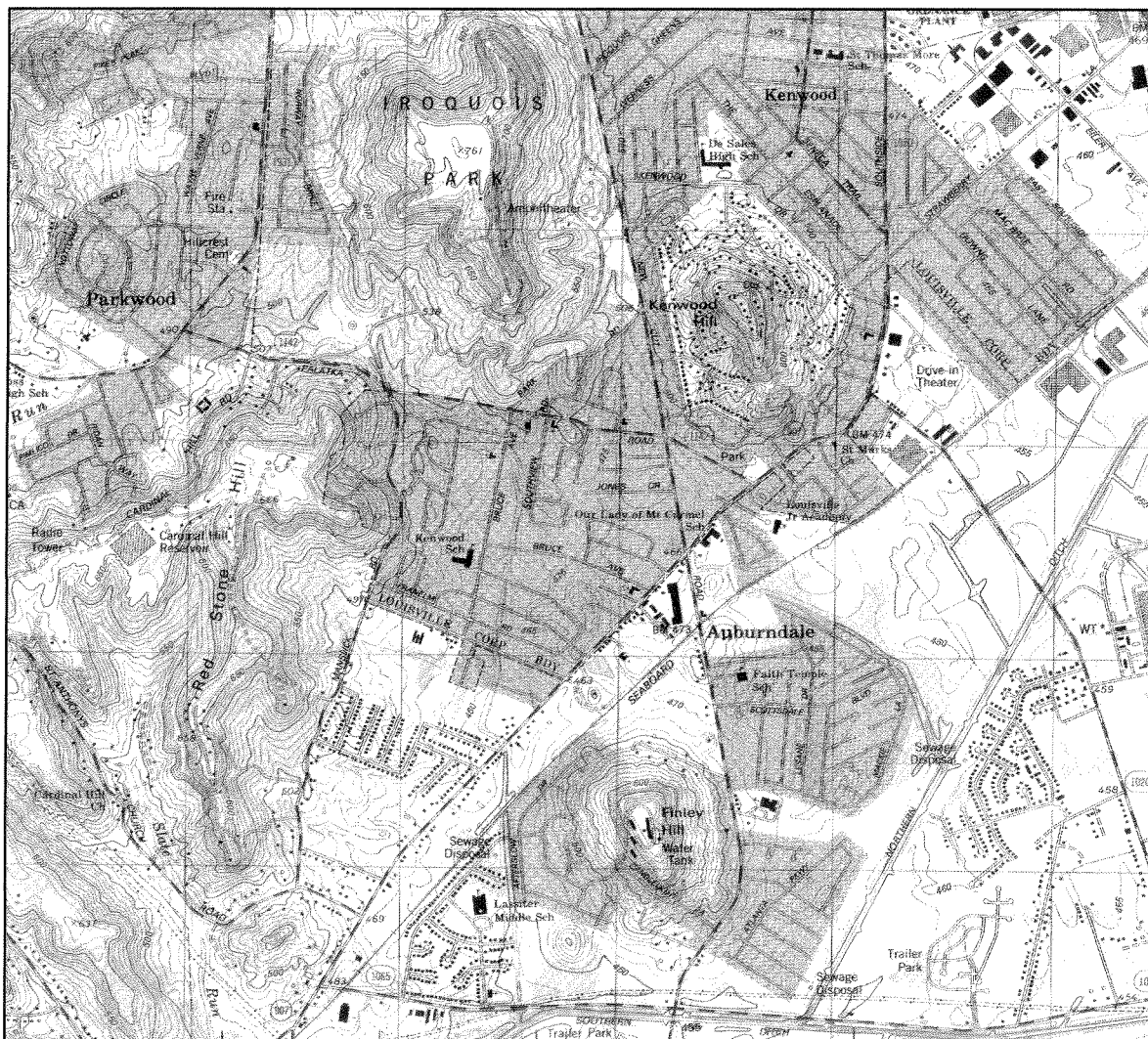


Figure 14. 1983 topographic map of the project area (Louisville West-KY Quad).

At the time the expansion was under consideration, a study on the impact of historic resources was undertaken. This 1989 study notes that three adjacent neighborhoods were slated for “removal” through an Urban Renewal Program. These included Prestonia (located west of I-65, north of I-264), Highland Park (immediately west of the airport), and Standiford (immediately east of the airport, between the airport and I-65). Also, the Orange Drive area (south of the airport, north of Fern Valley) as well as the land that had been bought by UPS was in the process of being demolished as part of the urban renewal program. In 1991 the court ruled against the urban renewal program in the expansion project, but the acquisition and relocation was

permitted to continue. Standiford was described as a mixture of three periods of development: late 1930s residences concentrated on Standiford Lane, 1950s and 1960s residences, and prefabricated metal industrial/commercial structures on the west edge (Hedgepeth 1989:6, 9; Kleber 2001:556). The historic structures have been demolished, and the land is now part of the airport warehouse and runway system.

In 1998, the General Assembly approved \$20 million for the Louisville International Airport to relocate residents affected by airport noise. This “airport relocation” program seeks to relocate neighborhoods currently residing next to the airport to new neighborhoods on the outskirts of Louisville. This voluntary program is

designed to provide nearby residents with the opportunity to buy a comparable house in a new neighborhood and escape the increasing noise of the expanding airport. It is one of the largest residential expansion and relocation programs in the United States, and it is expected to be completed by 2010 (Kleber 2001:556; Louisville International Airport 2004). The entire original Edgewood subdivision is included in this relocation program, and approximately 85 percent of the houses in the neighborhood have been demolished.

Currently the airport is undergoing a \$41 million terminal renovation as a portion of \$220 million Capital Improvement Program. The project includes security upgrades as well as other customer service features. The multi-year, multi-phase project is expected to be completed in 2005. An airport hotel is included within the upgrades. An estimated \$12 million will be generated by the hotel to aid in the \$248 million continuing voluntary residential relocation program (Louisville International Airport 2004).

The current project area has a number of commercial establishments, some of which appear to have served as residences at one time. New construction within the area is primarily composed of commercial buildings. The majority of residences along the corridor date to the 1950s and 1960s.

V. INVENTORY OF HISTORIC RESOURCES POTENTIALLY ELIGIBLE FOR THE NRHP

The results of the cultural historic survey are presented in Table 1 and mapped on Figures 2 and 3. All historic sites (at least 50 years old)

that appear eligible for the NRHP are presented in Table 1 and described below. Final determinations of eligibility and NRHP boundaries cannot be determined, however, until each site has been examined more closely and site-specific archival research has been completed.

Field Site 1

Photographs: Figure 15

Map: Figures 2 and 3

Zone: 16

Quad: Louisville, West, KY-IN 1992

UTMs: E: 608190 N: 4223579

Description: This site is located on the west side of Southside Drive south of the intersection with Strawberry Lane. The house is a one-and-one-half-story, two-bay, frame building clad in a Bedford stone veneer (Figure 15). Windows throughout the house appear to be original and have three-over-single-light double-hung sashes. A large stone clad chimney is located on the north elevation. A stone clad garage with three-over-single-light double-hung windows is associated with the site and located behind the house.

Potentially Eligible: This residence retains a large percentage of original materials, such as window sashes, stone porch archway, and Bedford stone cladding. The house appears to have had little alteration, although the gable portion of the porch appears to be a modification. Within this limited project area, the house appears potentially eligible under Criterion C. However, this form and style may be numerous within the surrounding area. Further survey of surrounding communities may reveal better examples of the type and period of construction.

Table 1. Cultural historic sites that appear potentially eligible for the NRHP.

Field Site #	Building Type	Initial Assessment	Photo Fig. #
1	One-and-one-half-story, two-bay, frame house clad in stone veneer	Potentially Eligible	15
2	Ken Bowl Bowling Alley	Potentially Eligible	16
3	St. Mark's Church	Potentially Eligible	17-18
4	One-and-one-half-story, three-bay, brick clad house	Potentially Eligible	19
5	One-story, steel frame, porcelain clad Lustron House	Potentially Eligible	20



Figure 15. Field Site 1, One-and-one-half-story, two-bay, frame house clad in stone veneer.

Field Site 2

Photographs: Figure 16

Map: Figures 2 and 3

Zone: 16

Quad: Louisville, West, KY-IN 1992

UTMs: E: 608251 N: 4223499

Description: This site is located on the east side of Southside Drive, south of the intersection with Strawberry Lane. It is the Ken Bowl Bowling Alley (Figure 16). The building is a long, one-story structure clad in brick. The north end of the façade is accented with glazed blue brick. The entryway is located behind a curved brick wall bearing the name of the bowling alley “Ken Bowl.” The curved brick wall extends above the flat roofline of the building. This building is depicted on the 1965 topographic map.

Potentially Eligible: This building possibly dates to the 1950s or 1960s. Further research may reveal its construction date. The large box building is made unique by its visually striking central sign and entry detail. The large entry detail serves as an advertisement for the facility, allowing early automobile travelers to

spot the distinctive roadside attraction. Because of this distinctive design and the retention of original materials, the building is considered potentially eligible under Criterion C.

Field Site 3

Photographs: Figures 17-18

Map: Figures 2 and 3

Zone: 16

Quad: Louisville, West, KY-IN 1992

UTMs: E: 608033 N: 4223041

Description: This site is located on the east side of Southside Drive, south of National Turnpike. The church was constructed in 1911, and is known as the St. Mark Parish House. It likely served as a predecessor to the 1953 St. Mark Lutheran Church located within the same area. The building appears to retain its original multi-light windows along the façade and sides (Figure 17). The rear of the structure features an arched stained glass window (Figure 18). Windows throughout the building feature brick jack arches and stone sills.



Figure 16. Field Site 2, Ken Bowl Bowling Alley



Figure 17. Field Site 3, St. Mark's Church (façade).



Figure 18. Field Site 3, St. Mark's Church (rear).

Potentially Eligible: This church was determined eligible for the NRHP in 1994 when surveyed for the National Turnpike improvements (Powell 1994). It was determined eligible under Criterion C based upon its form, which contributes to the context of building types used by congregations at the turn of the century. Further research should be completed to determine the validity of this evaluation. The added façade vestibule, rear addition, and clad soffits partially diminish the building's integrity. A final determination of eligibility cannot be made until the site has been examined more closely and site-specific archival research has been completed.

Field Site 4

Photographs: Figure 19

Map: Figures 2 and 3

Zone: 16

Quad: Louisville, West, KY-IN 1992

UTMs: E: 608006 N: 4223041

Description: This site is located on the east side of Southside Drive between the 1911 St. Mark Church and the 1953 St. Mark Church. It may have been constructed as a residence for the church, possibly dating to the 1953 construction. The house is a three-bay, side gable house with gable-roof dormers. Windows throughout the residence feature six-over-single-light double-hung sashes. The house is clad in a brick veneer and has a concrete foundation. A shed-roof dormer spans the rear roof slope. A frame garage is associated with the house.

Potentially Eligible: This residence retains a large percentage of original materials, such as window sashes and gable entry porch. The house appears to have had little alteration, and no additions. Within this limited project area, the house appears potentially eligible under Criterion C. However, this form and style may be numerous within the surrounding area. Further survey of the surrounding communities may reveal better examples of the type and period of construction.



Figure 19. Field Site 4, One-and-one-half-story, three-bay, brick clad house.

Field Site 5

Photographs: Figure 20

Map: Figures 2 and 3

Zone: 16

Quad: Louisville, West, KY-IN 1992

UTMs: E: 607828 N: 4223014

Description: This site is located on the west side of Southside Drive, north of Woodmore Avenue. The house is a side-gable, steel-frame, pre-fabricated Lustron house clad in porcelain panels (Figure 20). Lustron houses were constructed from the late 1940s through the early 1950s. The Lustron House was invented as a solution to the housing shortage of the mid-twentieth century. It provided an inexpensive and quick alternative to American homebuilders. The houses were constructed of thousands of pieces delivered by truck, and the building took approximately two weeks to construct. Less than 3,000 Lustron Houses were produced before the company dissolved as a result of financial complications.

This particular Lustron retains its original siding, porch column, and characteristic metal roof. The house appears to have no additions and few alterations. As a result, the house is potentially eligible for listing in the NRHP under Criterion C, and may also be eligible under Criterion A within the context of pre-fabricated housing.

VI. CONCLUSIONS

During November 2004, CRAI completed a cultural historic planning overview survey of the proposed Southside Drive widening from New Cut Road to Strawberry Lane in southern Louisville, Jefferson County, Kentucky (04-041.00). The survey was conducted at the request of Redwing Ecological Services, Inc. The purpose of this survey was to identify cultural historic resources within this corridor, particularly those that appear potentially eligible for the NRHP. This survey report will be used as a planning study to guide the development of future transportation improvements in this area.

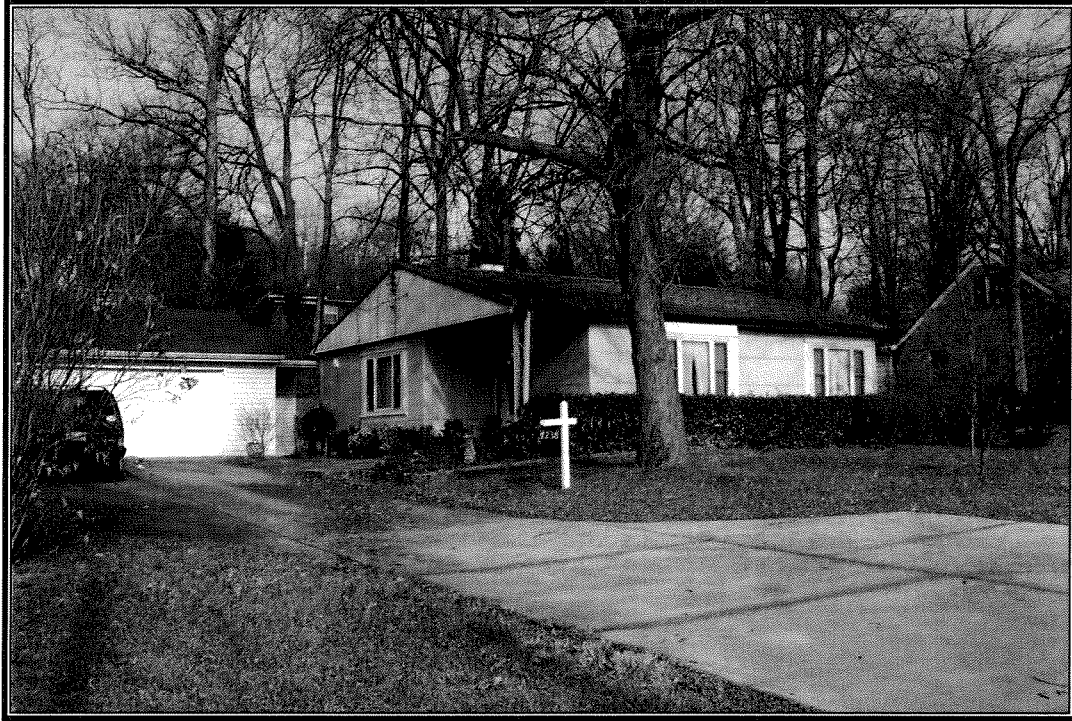


Figure 20. Field Site 5, One-story, two-bay, side-gable Lustron House.

Prior to initiating fieldwork, a search of records maintained by the KHC SHPO was conducted to determine if previously recorded cultural historic sites were located in the project area. This inquiry indicated that 15 individual sites located within the project area had been previously surveyed as part of the planning stage for improvements to National Turnpike (KY 1020). However, the sites were not assigned Kentucky Historic Resource Survey Numbers, and the sites were not documented thoroughly. One of these surveyed sites was determined to be potentially eligible for listing in the NRHP (Field Site 3). During the field survey, 28 previously unidentified individual historic sites were noted. As a result of this survey, five sites were identified as potentially eligible for the NRHP, including the site previously determined eligible (Field Sites 1-5). Final determinations of eligibility and National Register boundaries cannot be made, however, until each site has been examined more closely and site-specific archival research has been completed.

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