

FOR RIVER DRIVE

Property Holders Propose Boulevard Along the Bluff.

FROM OHIO TO TENN. STS.

Would Change Location of One Block of Penn Street.

Change Would Affect But Two Property-Holders' Land, Benefiting Them Both.

Property owners along the north end of Ohio street, near the boat landing, propose to have the city authorize a change in the course of Penn street, from Ohio street east to Tennessee street, so as to make one block of drive along the river bluff, and pave and improve that block and one block of Tennessee street, the whole making a beautiful, short, river-bluff boulevard for pleasure-drivers who own horses, automobiles or other vehicles.

At present Penn street runs straight east and west, and is but little traveled. It is not paved, and the eastern block of the street is so close to the river that the property between is cut into a triangle of inconvenient shape. This is the block to be affected by the proposed alteration, as Penn street runs into the river at the north end of Tennessee street.

Ohio street is paved for a considerable length south of the boat landing, at the foot of that street. It is one of the prettiest and most popular streets in the residence portion of town. But the pavement is only thirty feet wide, and there is no outlet at the north end, so automobiles, carriage drivers and others who drive down to the river's edge have to turn squarely around on narrow pavement in order to drive back. When ten or a dozen vehicles get congested there, as is often the case on a Sunday afternoon or a pleasant evening, it is a dangerous undertaking for the driver of a Friscoes team, or the amateur pilot of an automobile to undertake turning around there.

The proposed block of boulevard along the river front would obviate the necessity for ever making that turn, and would besides furnish a block of beautiful drive. The block on Tennessee street leading back to Plinkney and the pavement would also be made a very beautiful block, and the proposed block of river front drive would be connected at both ends with pavement.

The principal expense—almost the only expense—would be the cost of the two blocks of pavement. The ground to be occupied by the block of street to be vacated is as large as the street proposed to be taken off private property, and is much more desirably located from the standpoint of private ownership. It is wide enough for a small residence lot, and might be sold for two or three times as much as the angle strip along the river front would ever be sold for. Still, the city will probably be willing to trade it even for the river-front strip, so as to get the boulevard where it is wanted.

As is well known to Lawrence people, the Santa Fe right-of-way runs between the bluff and the river, some fifteen or eighteen feet below the level of Ohio street. The railroad's right-of-way extends over the bluff for several feet—perhaps as much as twenty feet, and this the company would doubtless be perfectly willing to have used as a parking on the north side of the proposed drive. A similar parking on the south side of the drive would leave room for a forty-foot pavement, if so wide a street was desired, and the opportunities for beautifying the parkings on either side would be almost unlimited.

The present scheme is, as here outlined, only to extend the drive along one block of river front, but when the old jail is torn down, the prisoners being removed to the new one to be built this fall, the large block along the river bluff now occupied by the jail and jail-yard will likely be converted into a city park. It would require about a block and a half of extra pavement to extend the river drive along the top of the bluff to this park, and from thence, by a nicely gravelled drive, on through the park to the present pavement at or near the junction of Plinkney and Massachusetts streets.

A sketch diagram of the proposed block of boulevard has been prepared and is to be seen at the World office. A more carefully prepared diagram will be made when the intention of the property owners has been more fully ascertained, and probably the latter will be printed. The drive is, of course, calculated to be of most benefit to those who own property near the site, but it will be of much value to every citizen of Lawrence who ever rides or drives about town, or who takes pleasure in the further beautification of the city.