Rudisill Boulevard Cultural Landscape Report
Fort Wayne, Indiana

December, 2007

Prepared for

Fort Wayne Parks & Recreation

Prepared by

Heritage Landscapes
Preservation Landscape Architects & Planners
Charlotte, Vermont & Norwalk, Connecticut

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Patricia M. O'Donnell, FASLA, AICP, Principal
Peter Viteretto, ASLA, Senior Associate
Carrie A. Mardorf, Sarah K. Cody, Thomas Helmkamp
PO Box 321, Charlotte, Vermont 05445
34 Wall Street, Norwalk, Connecticut 06850

Cover Photograph: Rudisill Boulevard sidewalk and street trees, 2006. Heritage Landscapes
Inside Cover Photograph: Oblique aerial of Rudisill Boulevard showing its historic character, circa 1945. Taylor University Archives.
Logo Image on each Chapter: Oblique aerial of Rudisill Boulevard showing its historic character, circa 1945. Taylor University Archives.

Foster Park Cultural Landscape Report

Patricia M. O'Donnell, Sarah K. Cody, Peter F. Viteretto, and Carrie A. Mardorf, principal authors.
Auto Cad drawings Peter F. Viteretto, and Thomas Helmkamp.

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RUDISILL BOULEVARD
CULTURAL LANDSCAPE REPORT

Chapter I: Introduction, Scope of Work & Methodology

A. INTRODUCTION, CONTEXT & PROPERTY BOUNDARY

Introduction

The *Rudisill Boulevard Cultural Landscape Report* (CLR) is one of five reports addressing selected historic parks and a boulevard in Fort Wayne, Indiana. The others are Weisser, Shoaff, McMillen, and Foster Parks. Fort Wayne has a rich, intertwined system of parks and boulevards. Many of the parks were donated by local philanthropists, which provide beauty, open space, and recreational opportunities for the citizens while the associated boulevard system provided important connections between the parks and neighborhoods of Fort Wayne. Through a competitive process Fort Wayne Parks and Recreation selected Heritage Landscapes to work with the Fort Wayne community as project consultants to develop the cultural landscape reports. These reports are thorough planning documents that investigate and gather data on the history, evolution, existing conditions, use, maintenance and ecology of the historic parks and boulevards, and context of the surrounding city as well as receiving direct community input. Building on this broad foundation, recommendations are brought forward, tested and refined to simultaneously respect the heritage of parks and boulevards, accommodate current needs, and envision a vibrant future for the boulevard.

Context & Property Boundary

Fort Wayne, located in Allen County in northeastern Indiana, boasts a diverse park system that includes 84 parks totaling 2,805 acres.[1] In the early developmental years of the park system, city officials' interest in improving Fort Wayne's park system flourished, and several professionals were hired to aid in planning during the early and mid 20th century. In 1910, city planner Charles Mulford Robinson developed *The Robinson Plan*, Fort Wayne's first comprehensive plan addressing parks and boulevards.[2] The following year, in 1911, the City hired city planner and landscape architect George E. Kessler to create a master plan for Fort Wayne's park and boulevard system.[3] While each plan differed to a degree, both made recommendations for the expansion of the park system to include linkages along enhanced city streets. This concept of linkages seeks not only to develop the parks as a scenic, natural and cultural resource network but also to shape the growth of the city. Urban parkways were first conceived in the 1860s by Fredrick Law Olmsted Sr. and Calvert Vaux in the linking of Prospect Park to the surrounding neighbors and nearby shore along Eastern and Ocean Parkways. This urban parkway concept was used in several cities in conjunction with park, riverfront and urban development plans and the idea was widely respected by the time Robinson and Kessler developed plans for Fort Wayne.

One component of the envisioned boulevard system linking parks, Rudisill Boulevard is a 3-mile long corridor in the south central portion of Fort Wayne. Along the corridor are residential neighborhoods, with a bustling commercial district at its center. Rudisill Boulevard extends from Foster Park at its western terminus to McMillen Park to the east, with a short extension of the street continuing east of McMillen Park. Rudisill Boulevard is a main thoroughfare in the area linking several parks, businesses, and residences together. It also provides access to other main streets in the area including Fairfield Avenue, South Clinton Street, Lafayette Street, and South Anthony Boulevard.

The principal feature of Rudisill Boulevard is the linear character that it exhibits through a range of travel lanes of varying widths, sidewalks, and remnants of the double tree allée plantings. The remaining trees are mostly within the residential neighborhoods along the street, since commercial development at the center of the boulevard has expanded parking lots and eliminated vegetation. While the majority of the boulevard is lined with single family residential lots, notable properties along the corridor of Rudisill Boulevard include Taylor University, several churches and a group of commercial properties in the center area.

B. SCOPE OF WORK & CULTURAL LANDSCAPE REPORT METHODOLOGY

Scope of Work & Methodology

The Scope of Work for the *Rudisill Boulevard Cultural Landscape Report* specifies that the report will include historical research, field documentation and existing conditions mapping, use and maintenance investigation, and public meetings. The methodology is then used to develop illustrated narrative text and plans. Further, the scope specifies that the CLR will include analysis of the landscape integrity of the site and an exploration of potential treatment approaches and objectives for the boulevard.

The process of creating the *Rudisill Boulevard Cultural Landscape Report* is sequential and comprehensive. Heritage Landscapes performed archival research, consulting a number of repositories for primary sources. Repositories consulted include: ARCH, Allen County Public Library, the History Center at the Allen County-Fort Wayne Historical Society, Fort Wayne Parks & Recreation Files & Archives, Taylor University Alumni Records Archives, and Fort Wayne City Utilities Aerial Photograph Archive. A wide variety of materials including published and unpublished documents, photographs, aerial photographs, plans, maps, and atlas images provided evidence of physical conditions, property character, and land uses over time. The chronology, compiled from these historic documents, included as Appendix A, forms the basis of a narrative history. Study of these materials revealed the early character of Rudisill Boulevard and its evolution.

Heritage Landscapes performed detailed reconnaissance of the existing physical conditions of Rudisill Boulevard, locating and assessing each free-standing tree and all built elements. From the fieldwork and recent aerial photographs an AutoCAD base map was developed to create an existing conditions plan. Utilizing the existing conditions plan, historic aerial photographs, images, and other documents, a period plan was created for 1949.

Based on the existing conditions plan, Heritage Landscapes delineated a series of landscape areas within Rudisill Boulevard to communicate the character of the property through time. Boundaries of landscape areas may be loosely delineated by vegetation or slopes or clearly defined by physical features such as a wall, path or road. Some of these features remain constant while others change over time. The character of each landscape area is part of the character of Rudisill Boulevard as a whole. Identifying and defining these areas clarifies the spatial organization of the property and facilitates a clearer understanding of the historic evolution of the boulevard.

Review of chronological mapping, aerial photographs and site investigation of Rudisill Boulevard yielded four definable landscape areas, or component landscapes, that were mapped in the landscape with one area divided into west and east sections. The boundaries of the landscape areas are defined during the period of time when Rudisill Boulevard is in its as-built condition, which is 1949. The defined boundaries of these component landscapes may or may not remain consistent through time and aspects of the individual areas may change. The four landscape areas for Rudisill Boulevard are:

- *Landscape Area A, West: Rudisill Boulevard Residential*– The west Rudisill Boulevard Residential area encompasses the area between Broadway and the north-south alley between South Harrison Street and South Calhoun Street within the Rudisill Boulevard public right-of-way. This area includes the approach to the entrance of Foster Park and mainly portions of front yards of residential houses with mown turf and deciduous and ornamental trees. This area is approximately one mile in length.

- *Landscape Area A, East: Rudisill Boulevard Residential* – The east Rudisill Boulevard Residential area is similar to Landscape Area A, West as it encompasses a residential neighborhood characterized by mown lawn and deciduous tree plantings. The area is defined by the public right-of-way to the north and south, an alley between Lafayette Street and Avondale Drive to the west, and a point half way between Lillie Street and South Anthony Boulevard to the east. Overall, Landscape Area A, East is divided from Landscape Area A, West by the Commercial Center of Landscape Area B. This area is also approximately one mile.

- *Landscape Area B: Rudisill Boulevard Commercial Center*– The Rudisill Boulevard Commercial Center area is located at the center of the Rudisill Boulevard corridor that spans from an alley half way between South Harrison Street and South Calhoun Street to the alley between Lafayette Street and Avondale Drive within the street right-of-way. Landscape Area B is approximately .33 miles in length and is namely characterized by commercial buildings, parking lots, and limited plantings.

- *Landscape Area C: Rudisill & South Anthony Boulevards Intersection*– The Rudisill & South Anthony Boulevards Intersection area is the smallest area within the Rudisill Boulevard corridor. This approximate 525-foot section includes the transition from Rudisill Boulevard from a 4-lane street to a two-lane street. Boundaries include a point between Lillie Street and South Anthony Boulevard to the west and Euclid Avenue to the east.

- *Landscape Area D: Rudisill Boulevard Extension Residential*– The Rudisill Boulevard Extension Residential area includes .22 miles of the easternmost portion of the boulevard corridor. Located between Euclid Avenue and Abbot Street, this area includes privately owned residential lots with mature deciduous trees along a narrowed street. The approach to McMillen Park is also included in this area. This area was not part of the original boulevard improvements. It was added as an extension to the boulevard circa 1937 to provide access to the recently established McMillen Park.

In addition to landscape areas, cultural landscapes can be subdivided into character-defining features. Federal guidance including the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* and *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* refer to and define the character-defining features of a landscape.[4] Character-defining features are identified and enumerated in the CLR as a series of interrelated, specific aspects of the cultural landscape. They include:

- *Spatial Organization, Land Patterns, Land Use & Visual Relationships* – These features address the three-dimensional organization and patterns of spaces in the landscape, land uses, and visual relationships, shaped by both cultural and natural features; the uses of the land and the views and visual relationships that organize the landscape as defined by topography, vegetation, circulation, built elements, and often a combination of these character-defining features to create the overall patterns of the landscape. Along Rudisill Boulevard, the dominant spatial feature is its linear quality defined by vehicular travel lanes, sidewalks, and double tree allée remnants.

- *Topography & Natural Systems* – Topography is the shape of the ground plane and its height or depth. Topography occurs in relation to natural systems and as a result of human manipulation. Natural systems include landforms, watershed systems, climate, water bodies, surface and underground flows, and their effects. The topography of Rudisill Boulevard is mostly level with some undulations. The shape of the land has been modified over time with construction of buildings, parking lots, driveways, and sidewalks.

- *Vegetation* – Vegetation can include groups of plants, individual plants, agricultural fields, planting beds, formal or informal tree groves, woodland, meadow, or turf. The Rudisill Boulevard landscape is dominated by mature deciduous trees, which are remnants of the double tree allée. Some evergreen and ornamental trees also exist along the corridor. Minor plantings exist along the commercial portion of the boulevard, and the ground plane is mostly mown turf.

- *Circulation* – Circulation features may include roads, drives, trails, paths, and parking areas individually sited or linked to form a network or system. Alignment, width, surface and edge treatment, and materials contribute to the character of circulation features. Vehicular circulation is the main mode of transportation along Rudisill Boulevard. Access to the boulevard is provided by several driveways, secondary streets, and other main arteries including Fairfield Avenue, South Clinton Street, Lafayette Street, and South Anthony Boulevard. Sidewalks along both sides of the boulevard provide pedestrian access.

- *Hydrology & Water Features* – Features of water systems may be aesthetic as well as functional components of the landscape. Water features may include fountains, pools, cascades, irrigation systems, streams, ponds, lakes, and aqueducts. No water features are present along Rudisill Boulevard.

- *Structures* – Landscape structures are non-habitable constructed features such as pavilions or features such as walls, bridges, arbors, gazebos, terraces, steps, and fences. Structures along Rudisill Boulevard include fencing, walls, and steps.

- *Site Furnishings & Objects* – Site furnishings such as picnic tables, signage, lamp poles, and play equipment are generally considered small-scale elements in the landscape while items such as garbage cans and benches are considered landscape objects. Rudisill Boulevard incorporates numerous site furnishings and objects such as those listed above.

These landscape character-defining features are used throughout the report to focus on the definition and details of the Rudisill Boulevard cultural landscape as it has evolved through time to the present. The same vocabulary is used in developing the analysis narrative and is consulted in testing alternatives and selecting the treatment and renewal recommendations presented.

Community Engagement

Heritage Landscapes collaborated with Fort Wayne Parks and Recreation, members of the Parks Legacy Committee, and interested boulevard users through a user survey, public meetings, public website, and other interactions. The community engagement process focused on the long-term value of this CLR by relying on a collaborative effort of communication and participation among those who steward, appreciate, and use Rudisill Boulevard.

In order to understand boulevard users, current use, perceptions, and desires for the boulevard, Heritage Landscapes developed a user survey, providing a tool to generate public input and assessment of the landscape and associated facilities. Survey questions elicited citizen input on current types of boulevard use, condition of the boulevard landscape and facilities, perception of safety, desired improvements, and user demographics. The user surveys were distributed through a series of community meetings, community groups, and on the Fort Wayne Parks and Recreation website. Survey results are discussed in Chapter V and presented fully in Appendix C.

Four public meetings held in the parks aided the CLR process. Addressing project introduction, history and existing conditions, analysis and treatment recommendations, and phasing and implementation, the meetings consisted of an approximately 40 minute PowerPoint presentation by Heritage Landscapes, followed by approximately 40 to 80 minutes of audience discussion, questions, and comments. Public input was recorded and incorporated into the analysis and treatment recommendations.

Heritage Landscape also sought community engagement through the City of Fort Wayne Parks and Recreation website. A "Cultural Landscape Reports" heading on the website provided information about the planning process and was updated on a regular basis. The user surveys and user survey

results were made available through the website, along with rendered plans and brief narratives of boulevard history, existing conditions, analysis, and treatment alternatives. The website also provided an opportunity for comments through an interactive feedback form.

Cultural Landscape Report Organization

Heritage Landscapes approached the *Rudisill Boulevard Cultural Landscape Report* in accordance with federal guidance for cultural landscape preservation. This CLR conforms to Parts 1 and 2 of a CLR. Relevant professional guidance includes the following: *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes, National Park Service Cultural Resource Management Guideline 28, National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes, National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes, NPS Preservation Brief 36 Protecting Cultural Landscapes, A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* and *National Park Service Director's Order #28: Cultural Resource Management.* This document is organized into eight chapters. Chapter I: Introduction, Scope of Work & Methodology offers an introduction to CLRs, the project scope, and methodology. Chapter II: Rudisill Boulevard Landscape History details the landscape history of the boulevard from its beginning through recent times. The landscape character of Rudisill Boulevard from 1949 when all elements of the original development remained intact is described in Chapter III: 1949 Landscape Character of Rudisill Boulevard. The existing conditions are detailed in Chapter IV: Rudisill Boulevard Landscape Existing Conditions and includes a detailed tree assessment. Chapter V: Rudisill Boulevard Today explores current use of the boulevard incorporating the user survey results and boulevard use and maintenance observations. Chapter VI: Rudisill Boulevard Landscape Analysis compares findings from the site history and existing conditions to identify and analyze change over time. An introduction to the four preservation treatment approaches and the implications on the Rudisill Boulevard landscape are set forth in Chapter VII: Rudisill Boulevard Landscape Treatment Exploration. The future management and treatment recommendations for Rudisill Boulevard are set forth in Chapter VIII: Rudisill Boulevard Renewal Recommendations. The Appendices provide reference materials for this CLR.

As Heritage Landscapes studied the four parks and boulevard, a framework for addressing the importance and the value of parks as citywide resources and unique places of cultural and natural resources emerged. Working with the public, parks staff, and the legacy committee this listing and explanation was developed to encompass the multiple values of parks and boulevards and their contribution to the quality of urban life. Together, seven categories were created and approved by the Fort Wayne Parks Legacy Committee. The following categories address public parks in relation to the broader context of Fort Wayne and the overall park and boulevard system:

- *Linkages & City Integration.* This category places the parks in the context of the city, the three rivers, the topography and the scenic and aesthetic character of Fort Wayne; the city identity is shaped, in part by the parks and boulevards; the livability of the city is enhanced by presence of parks and boulevards and their green character and the linkages and connections being made to parks and along boulevards knit the city together.

- *Civic & Community Value*. This category includes community awareness and a heightened sense of the value of parks in everyday life as community resources. Further, it identifies the importance of parks not just as individual, isolated parcels, but as part of a larger system, linking and enhancing the City's communities.

- *Public-Private Partnerships*. This category addresses park advocacy and the partnership of the city and private groups and individuals needed for parks to thrive.

The remaining categories address qualities specific to each of Fort Wayne's parks:

- *Diverse Use & Quality of Experience.* This category recognizes that parks and boulevards are meant to be enjoyed for their intrinsic value, the quality of experience should be high with conflicts resolved and positive recreation readily at hand, and diverse uses in each park should include opportunities for passive, active, social and educational pursuits.

- *Uniqueness, Preservation & Innovation.* This category considers the legacy of parks we have inherited from previous generations and the special character and features of each park that make it unique; the need for historic preservation; and the need to be adaptable and innovative while honoring the unique character of each park. Also considered is the fact that parks are intended to be beautiful green places that are aesthetically pleasing.

- *Sustainability & Stewardship*. This category addresses resource conservation, ecological stewardship, habitat diversity and the application of green and sustainable practices and design of parks.

- *Functionality, Maintenance & Safety.* This category includes basic functionalities, park maintenance, needed services, public safety, and both real and perceived security.

This seven-part analysis forms the foundation for Chapter VI. Relevant issues were also highlighted by identifying staff and user issues and positive and negative aspects of the boulevard. Development of the categories also contributed in the testing of options and approaches on preliminary sketch plans, draft and final recommendations plans. Utilizing the boulevard analysis, Heritage Landscapes developed treatment options and recommendations for Rudisill Boulevard, and refined them with public input. These treatment recommendations enhance recreation opportunities for the residents of Fort Wayne and steward the boulevard into the future.

CHAPTER I: ENDNOTES

[1]City of Fort Wayne, Indiana Parks & Recreation, "Fort Wayne Facts: How Much Do You Know About The Fort Wayne Parks And Recreation Department?" Copyright 2006: http://www.fortwayneparks.org/index.php?option=com_content&task=view&id=66.

[2] DPR, "Parks Department History," http://www.fortwayneparks.org/index.php?option=com_content&task=view&id=67 (accessed 8 Jan. 2007).

[3] "Report of George E. Kessler, Landscape Architect," *Seventh Annual Report Board of Park Commissioners*, 1911: 41, original HC.

[4] Robert R. Page, Cathy A. Gilbert, Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* Washington DC: U.S. Department of the Interior, NPS, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 1998.

Chapter II: Rudisill Boulevard Landscape History

A. INTRODUCTION TO LANDSCAPE HISTORY

Rudisill Boulevard was established as part of the early 20th century park and boulevard system improvements in Fort Wayne. Unlike many of the city parks and boulevards that were established to serve an existing community, Rudisill Boulevard was situated south from the core city and its dense population. In fact, the area surrounding Rudisill Boulevard had been minimally developed before the inception of the boulevard and it was the intent of Fort Wayne leaders that the presence of the scenic boulevard with nearby parks would draw residents into this unpopulated city area. Following recommendations set forth by landscape architect and planner George E. Kessler, Rudisill Boulevard was laid out and generally improved from 1911 to the late 1920s.

The development of Rudisill Boulevard from the initial planning in 1911, early construction and improvement projects to the as-built condition of the late 1940s, and evolution to the recent years is presented in this chapter. The discussion is organized by historical periods, which describe the character-defining boulevard features, as outlined in the methodology section of Chapter I. The following narrative and the accompanying images provide a comprehensive history of the physical development of Rudisill Boulevard and an understanding of the boulevard within the context of the establishment of the Fort Wayne Parks Department.

Rudisill Boulevard is comprised of four landscape areas, which are based on the landscape character-defining features: spatial organization, land patterns, land use, and views and visual relationships; topography and natural systems; vegetation; circulation; hydrology and water features; and structures and site furnishings. The four landscape areas of Rudisill Boulevard are:

- *Landscape Area A, West: Rudisill Boulevard Residential*
- *Landscape Area A, East: Rudisill Boulevard Residential*
- *Landscape Area B: Rudisill Boulevard Commercial Center*
- *Landscape Area C: Rudisill & South Anthony Boulevards Intersection*
- *Landscape Area D: Rudisill Boulevard Extension Residential*

While the features included in each of the four landscape areas changed throughout the park history, overall the Park Board created and improved Rudisill Boulevard as part of its continued efforts to provide all citizens with accessible connections between city parklands and communities. Fort Wayne formed its Parks Department in 1894 and within two years, a Park Superintendent was selected, August W. Goers. The City immediately began to extensively develop its park and

boulevard system. Numerous parks were quickly created throughout Fort Wayne and a network of interconnecting, scenic boulevards, including Rudisill Boulevard, provided important access between the parks and surrounding neighborhoods.

The establishment of Rudisill Boulevard is unique in that it was created in a relatively unpopulated section of Fort Wayne. It was the hope of city officials and the Board of Park Commissioners (Park Board) that the creation of a scenic boulevard and adjacent naturally beautiful, riverfront park would attract residents into this southern section of the city. As urban subdivisions of Fort Wayne proliferated, the area south of the city core remained unpopulated and undeveloped, characterized by open agricultural fields and small wooded groves, remnant from a former natural forest that stood atop a natural ridge line, spanning what would later become Foster and McMillen Parks. Through early park planning projects, the natural beauty and inherent value of this area of Fort Wayne, and specifically of Richardsville Avenue, was recognized as an ideal location for a city boulevard and, through a series of improvement projects, the open land and former avenue was gradually transformed into Rudisill Boulevard.

Before the improvement of the boulevard and surrounding neighborhoods, the spatial relationship between the open agricultural fields, widely spread farmhouses and residential lots, and small wooded groves defined the landscape character, creating a striking discourse between the openness of the land and the verticality of the natural groves. As Rudisill Boulevard was extended and improved, residential subdivisions emerged along the western and eastern ends of the boulevard while the central boulevard accommodated a commercial district. Overall, Rudisill Boulevard is in a low-lying area of Fort Wayne with the elevation sloping subtly west, toward the St. Mary's River. Views along the boulevard were primarily open as the area was undeveloped. As the residential population grew, views through the community became obscured, while views along the boulevard remained open and framed by the formal street tree plantings.

The details of the boulevard landscape evolution from its origin through 2007 are outlined in this chapter. The first section provides some details of the establishment of the Fort Wayne Parks Department and the early park projects that influenced the inception of Rudisill Boulevard. The second section describes the period during which the most significant historic development occurred along the boulevard, from 1912 through 1949. This section provides a detailed narrative of the construction of the boulevard features and their impact on the overall character of Rudisill Boulevard. The third section outlines changes made to the boulevard landscape from 1950 through 2007 and provides an understanding of the continued evolution of the boulevard landscape, which sets the foundation for understanding the existing conditions. The motivation of the Park Board and its talented consulting landscape architects to provide citizens with accessible routes linking the quickly expanding system of parklands forged the creation of a citywide park and boulevard system that continues to provide residents with ample opportunity for active engagement in the urban landscape.

B. BACKGROUND & BOULEVARD ORIGINS: BEGINNINGS TO 1911

While Fort Wayne established its first park, Old Fort Park in 1863, formation of the broader park and boulevard system did not begin to flourish until the turn of the century. The Board of Park

Commissioners strived to provide accessible and naturally beautiful public parks for all citizens of Fort Wayne. As a result, a system of parks was laid out through the city, providing opportunities for active and passive recreation in virtually each of the developing residential communities. The Park Board understood that creating a unified network of green spaces would not only beautify the city, but would enhance the quality of life for its residents as well. In order to accomplish this mission, it became clear that the Park Board needed to create not only public parks in the expanding subdivisions, but it needed a network of boulevards linking the open spaces. However, the Park Board did not merely want to construct city roads between the parks. Rather, the boulevard system was to be formally designed and laid out with a pleasant scenic character complimenting the naturalistic character of the city parks.

The road that would eventually become Rudisill Boulevard was originally known as Richardsville Avenue, later to be renamed Rudisill Avenue after Henry Rudisill, the first Lutheran to settle in Fort Wayne.[1] The avenue was located at the southwest corner of the city with its western end reaching toward the St. Mary's River and its eastern end extending beyond the city limits and terminating at Piqua Avenue, today known as South Clinton Street. (See Figure II.1.) While the city core had become densely populated, this outlying area remained largely undeveloped. Public utilities, including sewer, gas, and electrical lines, ended four blocks north of the avenue.[2] Some industrial operations had been developed with a grist mill located along the northwest bank of the St. Mary's River.[3] The residential subdivisions that were enveloping much of Fort Wayne had not yet spread to this outer area. In spite of the minimal development, much of the land bordering Richardsville Avenue to the north had been divided into small lots, suggesting that the city anticipated the residential population to reach this southwestern edge. (See Figure II.2.)

One of the first lots to be developed for private use was at the northwest corner of Rudisill Avenue and South Wayne Avenue, just a few blocks east of the St. Mary's River. Here, Joseph and Mary Garth Ramseyer bought a five-acre plot to be improved for the Fort Wayne Bible Training School. Mary Garth Ramseyer described the character of this open area of Fort Wayne in her journal, "There were no houses beyond Kinsmore Avenue. We left what looked to us the city limits and started for the country. We walked through tall grass and weeds for four blocks, south until we came to a sixteen-foot country road with wheat fields across the road. The real estate agent led us into a grove of beautiful trees…"[4] While details of the wooded grove Ramseyer referred to have not been documented, is it likely that the grove was a small remnant of the upland forest that spanned this southern area of Fort Wayne. The Ramseyers took nearly one year to complete the Bible Training School, opening it in February 1905. The large brick building fronted on South Wayne Avenue with its southern façade and two-story covered porch prominent from Rudisill Avenue.

In spite of the establishment of the school, the area remained undeveloped and open. Mary Garth Ramseyer again described the character of Rudisill Avenue around the time of the school opening, "Wild strawberries [grew] along that dusty road and wild grapevines climbed the rail fence that ran along the road to the river. A spring of water was in the Wiebke wood lot. A sunken barrel made a trough from which the cattle drank. Violets grew in profusion down by the river, and the old mill dam held the flood water back..."[5]

While improvement of this southwest corner of Fort Wayne remained minimal, the Park Board continued to pursue the creation of a citywide park and boulevard system. To aid in the planning

and design of the system, the Park Board sought expert advice. In 1908, the board commissioned city planner Charles Mulford Robinson and by 1910, Robinson presented *The Robinson Plan*, the first comprehensive plan addressing both parks and boulevards in Fort Wayne.[6] In his plan, Robinson included a map of Fort Wayne, depicting existing parks and drives, proposed river drives and park additions, and proposed boulevard connections. Rudisill Avenue was highlighted as a boulevard that would lead from the St. Mary's River, continue east, past Piqua Avenue, and terminate at South Hanna Street, which was also identified as a proposed boulevard. This route would afford residents with access between the recently established Weisser Park and the riverbank. The network of proposed boulevards continued through the city, linking existing and proposed parks and the scenic drives that followed the banks of the three rivers that wound through Fort Wayne. (See Figures II.3 and II.4.)

Following Robinson's recommendations, the Park Board hired landscape architect and planner George E. Kessler to develop a master plan for the city park and boulevard system.[7] In his plan, Kessler emphasized the potential for parkland development along urban riverbanks. Kessler felt that locating city parks along the three rivers that flowed through the Fort Wayne landscape would create attractive parklands while preserving the natural beauty of the landscape for the enjoyment of all residents and providing connections between existing and new parks. Additionally, Kessler defined a network of boulevard connections to augment the natural parkland connection defined by the curving rivers. On his plan, Kessler noted existing parks and parkways, proposed parks and parkways, and proposed boulevards. (See Figure II.5.)

Kessler's plan further highlighted the fact that while the Park Board had dedicated considerable efforts to the creation of parks and adjacent parkways, no formal network of boulevards connecting the parks and the growing residential communities had been established. Kessler's focus on creating a unified system of both parks and boulevards helped the Park Board fully recognize the importance of balancing a systematic approach to public boulevards with a scenic, designed character. Ultimately, Kessler created an awareness that the boulevard system was not meant to be purely functional, but that it should enhance the quality of city roadways and neighborhoods and contribute to the overall experience and character of the public parks.

Like Robinson, Kessler identified Rudisill Avenue as the southernmost proposed boulevard in Fort Wayne. Kessler's plan differed, however, in that the proposed Rudisill Boulevard extended east, past South Hanna Street, and terminated at South Anthony Boulevard, also known as Walton Avenue. (See Figure II.6.) Kessler felt that Rudisill Avenue was particularly suited to be transformed into a grand boulevard not only because of its proximity to the St. Mary's River, but also because several natural wooded groves grew along the roadside. These groves would enhance the character of the boulevard and provide potential new parklands.[8] Specifically Kessler recommended that the boulevard total 100 feet in width. This included a central space of 40 feet with four ten-foot wide lanes for two-way vehicular traffic and parking and 30 feet to each side of the roadway that would include sidewalks lined with turf and tree plantings. The sidewalks were to be placed 5 feet in front the edge of the right-of-way to accommodate tree plantings on the remaining public land. This arrangement also provided a spacious green area between the public right-of-way and the private lots, some of which were beginning to be developed for residences.[9]

The establishment of Rudisill Boulevard was linked with that of Foster Park. The presence of each supported the other; with the improvement to Rudisill Boulevard and the creation of Foster Park, Kessler felt that largely undeveloped southern neighborhoods of Fort Wayne would quickly attract a residential population. Kessler was confident in the proposed improvements to both Rudisill Boulevard and Foster Park. Shortly after planning began, he declared that the projects would set a valuable precedent for other city neighborhoods to follow.[10]

C. RUDISILL BOULEVARD DEVELOPMENT: 1912 TO 1949

At the start of this historic period in 1912, preliminary planning for the actual improvement of Rudisill Boulevard had begun. However, before work could begin, the Park Board needed to be granted jurisdiction over Rudisill Boulevard. In June 1912, the Common Council transferred and vested in the Parks Department Rudisill Boulevard from the west line of Broadway to the east line of Piqua Avenue.[11] It was also during this early stage of planning that the name of the road was officially changed from Rudisill Avenue to Rudisill Boulevard.[12] While much of the land bordering Rudisill Boulevard was comprised of large swaths of open fields and small wooded groves, a small residential population was beginning to emerge. It was this small community that urged the Park Board to take action based on Kessler's recommendations and in 1912, the transformation of Rudisill Avenue into an impressive boulevard with scenic park approaches began.[13]

Initial plans and cost estimates called for grading of the boulevard, tree plantings, and potential property acquisitions from Broadway to South Calhoun Street.[14] While details of any necessary property acquisitions have not been documented, it is likely that because the 100 foot right-of-way included a 5-foot strip between the public sidewalks and the private land parcels, the Park Board had to obtain ownership of these narrow strips, which would commonly not fall within the public right-of-way. Early planning also included the creation of a standard boulevard scheme for Fort Wayne. The most prominent feature of this scheme included Oriental plane trees *(Platanus orientalis)* planted in staggered double rows, aligning each side of the public sidewalks. The Park Board chose the Oriental plane tree because of its beauty and dignity, as well as its hardiness and longevity. Further, the Park Board felt that implementation of the standard boulevard scheme would help define drive and sidewalks of great beauty and functionality. The scheme specified that Oriental plane trees be used exclusively for boulevard plantings.[15] Utilizing a limited range of character-defining features, such as planting the same species of tree, along each of the proposed boulevards would create a recognizable and unified character, reinforcing that the boulevards were part of a carefully planned network working in conjunction with the burgeoning park system.

Adding to the initial plants, the final proposal for the western portion of Rudisill Boulevard included grading and oiling, tree plantings, and preparing the adjacent park strips for seeding and sodding.[16] In addition the planned improvement of the western half of Rudisill Boulevard, the portion stretching from South Hanna Street to an alley just west of Thomas Street, today known as Bowser Avenue, was also graded. It remains unknown if street trees were planted at this time as well. This section of the boulevard was improved specifically in response to requests made by bordering property owners.[17]

Before beginning actual work on the boulevard improvement in 1913, a series of surveys were completed for the citywide park and boulevard system. Three sections of Rudisill Boulevard were surveyed, including the section between Broadway and South Calhoun Street, South Calhoun and South Hanna Streets, and Thomas Street to South Anthony Boulevard.[18] Although a survey was completed for each of these sections, the Park Board did not own the section from Thomas Street to South Anthony Boulevard until 1915.[19] However, the survey was completed in anticipation of the future land purchase. In addition to the surveys, Kessler emphasized that the existing avenue should be widened along the entire length of the corridor to include the full 100-foot right-of-way. This treatment, he argued, would increase the value of properties on the boulevard.[20]

The first steps in the boulevard improvement included the Park Board acquiring all property within the right-of-way through a condemnation process.[21] The first section of Rudisill Boulevard to undergo the full improvement was the section between South Hanna Street and Thomas Avenue. Here, the boulevard was graded and oiled. Concrete curbs with gutters and sidewalks were also constructed along the boulevard edges. Interestingly, this section of the boulevard was improvement at the insistent request of the abutting property owners and it was the owners that paid for the installation of the curbs and sidewalks.[22] This support by private property owners is still evident in the Fort Wayne community today, as owners remain responsible for the upkeep and repair of abutting public sidewalks.[23] To either side of the sidewalk, staggered rows of 214 Oriental plane trees were planted along each side of the sidewalk and the ground plane sown with turf.[24]

By the end of 1913, only a small section of Rudisill Boulevard had been improved. However, it had an immediate impact on the value of nearby properties. Already, property values along Rudisill Boulevard had doubled and many anticipated even greater returns as the improvements continued. Even properties within three to four blocks of the new boulevard exhibited an increase in value.[25] In conjunction with the increasing property values, the residential population of the Rudisill Boulevard neighborhood was quickly expanding as formal subdivisions were constructed to the north and south of the boulevard.[26] The simultaneous improvement of both Rudisill Boulevard and nearby Foster Park had the exact impact Kessler had predicted; within just a few years, the formerly open fields and country lanes were transformed into scenic parkland and a pleasant boulevard, creating an attractive area with a strong neighborhood quality, which drew an impressive population out of the city core. As development of the residential neighborhood continued over the following years, construction of gracious residences homes burgeoned. By the mid-1920s, the neighborhood had evolved from an agricultural and woodland city edge to a sought after residential community.[27] As more and more homes were constructed, the Park Board revised the standard boulevard standards, adding a minimum 25-foot setback from the outer edge of the 100-foot right-of-way to the adjacent residential facades. This revision reinforced the openness of the boulevard, emphasizing the wide, green right-of-way and character in contrast to the normal 40 foot right-of-way.[28]

Work on the boulevard continued and in 1914, the entire 3-mile length of Rudisill Boulevard stretching from Broadway to South Anthony Boulevard was widened to 100 feet.[29] Much of the boulevard has been lined with concrete curbs and gutters. A five-foot grass strip planted with a single row of Oriental planetrees separated the parallel sidewalks from the street edge. A second park strip of mown turf and young Oriental planetrees marked the outer edge of the right-of-way, providing a distinct boundary between the public space and abutting private lots. While residential homes were being constructed in subdivisions north and south of the boulevard, large areas directly fronting on

the boulevard remained open and undeveloped, emphasizing the open, linear quality of the corridor. (See Figure II.7.) In other areas along the boulevard, small remnant groves shifted the boulevard character, creating a more enclosed space and obscuring views to homes that had already been constructed. Simple picnic tables were placed within some of the groves, creating informal park-like spaces and picnic grounds. (See Figure II.8.)

The following year, in 1915, Rudisill Boulevard was improved incrementally, in distinct sections, while planning for the improvement of additional sections progressed. Much of the boulevard was graded at this time, including the sections between South Calhoun and South Hanna Streets, and Thomas Street and South Anthony Boulevard. The boulevard area between South Wayne Avenue and Piqua Avenue was substantially enhanced with the installation of sidewalks, curbs, and gutters. The linear park strips lining the central roadway and adjacent sidewalks were graded and planted with Oriental planetrees underplanted with turf. Between Broadway and Fairfield Avenue, the sidewalks, curbs, and gutters were put in place and grading began on the park strips.[30] In an effort to improve the approach to Foster Park, plans were developed to pave the western end of Rudisill Boulevard for a length of one mile.[31] The paving material used was an asphalt-bond macadam, which was meant to provide a temporary hard surface for the boulevard.[32]

As additional plans were finalized, projects were carried out in 1916. The western half of the boulevard was paved from the western terminus at Broadway to South Calhoun Street.[33] Once complete, additional paving was laid to the intersection of Rudisill Boulevard and Piqua Avenue.[34] While much of the eastern portion of the boulevard remained unpaved at this time, the section between Bowser Avenue and South Anthony Boulevard was laid with a layer of cinders, measuring between 6 inches and 8 inches deep.[35] Other improvements to Rudisill Boulevard completed during this year include the staggered Oriental planetree plantings, which lined the right-of-way from Broadway to Thomas Street, which had recently been renamed Bowser Avenue.[36]

Over the next two years, the Park Board undertook little work to further improve Rudisill Boulevard. However, the general setting of the boulevard was enhanced with the continued development of residential homes and subdivisions both directly on the boulevard and throughout the blocks to the north and south. The homes constructed embodied the Craftsman, Colonial Revival, and Tudor Revival architectural styles, further defining the character along the boulevard.[37] Another factor that impacted the boulevard character during this year was the loss of many of the original tree plantings. The winter was extremely cold, killing approximately two-thirds of the Oriental planetrees that had been planted along the boulevard and sidewalks. While the Park Board had chosen the planetree for its beautiful character and form, this considerable loss forced the board to recognize that the Oriental planetree was not hearty enough for the hard, Fort Wayne winters. Instead, American elm trees *(Ulmus americana)* were planted in the same double staggered formation. The Park Board chose the American elm because it felt this species was "more rustic" than the Oriental planetree, and thus better suited for the intended character of the boulevard.[38] (See Figure II.9.) The American elm is also readily adaptable to urban soils and to urban air pollution thriving where some trees decline.

Minimal improvement work progressed along Rudisill Boulevard for several years. New subdivisions continued to expand, many reaching the edges of Rudisill Boulevard. In 1921, the Southwood Park neighborhood intersected the boulevard at Indiana Avenue. Two neoclassical brick and cast-stone piers with curving walls were erected at this intersection to mark the entrance into this new

neighborhood.[39] Around the same time, plans were discussed to pave the boulevard and install new sewer lines between Webster and South Calhoun Streets. The Park Board hired an engineer to investigate the scope and costs and these projects[40]. However, completion of these improvements has not been documented.

At the inception of the park and boulevard system, the Park Board expressed the value of boulevards not merely as transportation routes, but as scenic pathways through the city that would connect the parklands while highlighting the natural beauty of Fort Wayne. During the mid-1920s, this focus seems to have shifted. By 1925, the citywide network of boulevards had not yet been completed and the Park Board devoted attention to this important task. The Park Board reported a number of times that the value of the boulevard system was that it would provide "rapid and convenient" travel through the city.[41] Notably absent was mention of the recreational value of the boulevard system. Nonetheless, plans progressed to complete the system, to include Rudisill Boulevard, which was considered the starting point of the citywide network.[42] Planning focused on paving the remaining portions of the boulevard, primarily the section stretching from Piqua Avenue to South Hanna Street.[43] Two years later, in 1927, the western portion of the boulevard, between Broadway and Piqua Avenue, which had been surfaced with asphalt-bond macadam, was repaved with seven-inch think reinforced concrete. The Park Board felt that the reinforced concrete, while not as expensive as some of the other paving materials that had been used throughout the city, would be more durable and easier to maintain.[44]

The repaving of Rudisill Boulevard took nearly two years to complete. With this improved section of boulevard, a convenient, safe route between the Weisser Park neighborhood fronting on Hanna Street and Foster Park abutting Broadway was in place.[45] Around this same time, the Park Board was urging the City to purchase 80 acres of open and forested land in the southeast corner of Fort Wayne for use as a public park. The scenic, undeveloped land was located 4 blocks east of the terminus of Rudisill Boulevard.[46] In addition to providing new parkland for city residents, the Park Board saw an opportunity to expand Rudisill Boulevard, stating that "with an 80 acre park in the southeast with Rudisill Boulevard passing through it, a very desirable residence district would speedily spring up."[47] While the construction and subsequent improvement of the western half of Rudisill Boulevard had attracted a strong residential community, the area east of South Anthony Boulevard remained largely open agricultural fields with clusters of farm buildings scattered throughout and natural woodland groves edging many of the fields.

While the 80 acres of undeveloped land would not be transformed into McMillen Park until 1937, Rudisill Boulevard was extended east to Abbott Street, perhaps in anticipation of the creation of the future park. This section of Rudisill Boulevard was not laid out following the standard boulevard scheme devised for the citywide system. Instead of the typical 100-foot right-of-way, this section had a 50-foot right-of-way with no sidewalks or street tree plantings. (See Figure II.10.) As the residential community along the western portion of Rudisill Boulevard continued to expand, a new residential population did not immediately develop along this new eastern extension of the boulevard as the Park Board had expected. Instead, the area continued to be defined by open fields and small wooded groves. By the end of the historic period, in 1949, only a few residences had been constructed directly along the eastern boulevard extension. (See Figure II.11.)

The overall improvement of Rudisill Boulevard focused primarily on attracting and supporting a residential neighborhood. However, by 1930, a central portion of the boulevard was zoned for commercial use. In 1931, the commercial zone had expanded and an ordinance was proposed to rezone the commercial district to encompass more land to the north. This proposal did not pass, leaving Rudisill Boulevard the main commercial center in this area of Fort Wayne.[48] While the exact boundaries of the commercial district have not been documented, it likely fell within the broader commercial area that exists today, which stretches approximately from South Calhoun Street to Lafayette Street.

Another presence along Rudisill Boulevard outside the residential population was the Bible Training School, which had been located at the intersection of Rudisill Boulevard and South Wayne Avenue since 1904. By the 1940s, the original school building remained and the campus had expanded west, encompassing the northern side of Rudisill Boulevard between Indiana and South Wayne Avenues. The campus buildings were considerably larger than the surrounding homes, embodying a distinctly different architectural style. The three main campus buildings did follow approximately the same 25-foot minimum setback as the homes, keeping a consistent edge definition along the street front. (See Figure II.12.)

Little additional projects were undertaken to improve Rudisill Boulevard throughout the remainder of this historic period. However, during the 1940s, the Park Board pursued projects that took focus away from the citywide boulevard system and instead concentrated on public parklands. In 1944, the National Recreation Association prepared the *Fort Wayne Long Range Recreation Plan*. Overall the plan commended the Park Board for creating such an impressive network of parks and devised an extensive redesign of the park system by inventorying and analyzing the existing system. A major oversight of the plan and the Park Board was that virtually no attention was given to the city boulevard system. In fact, the plan identified the major city thoroughfares, including Rudisill Boulevard, as barriers in the city, restricting access to the parks. This marks a significant shift in the Park Board's approach to the boulevard system, instead seeing the network of interconnected roadways as obstacles for the parks rather than as scenic routes that provided access to and augmented the overall character of the park system.

By 1948, it seems that the park Board had forgotten the intrinsic link between public parks and a unified boulevard system. It was then that the Park Board relinquished control of both Rudisill and South Anthony Boulevards, instead giving jurisdiction to the Board of Public Works. The Park Board felt that the Board of Public Works could better maintain and police the boulevards.[49] This jurisdictional change marks a turning point in the history of Rudisill Boulevard. The Park Board began laying out and improving the impressive boulevard in 1912 with the goal of creating a boulevard with such a strong, scenic character that it would be used not just as a vehicular roadway, but as a memorable pedestrian path as well.

During this nearly forty year period, the landscape of Rudisill Boulevard evolved from an undeveloped, unpopulated area away from the city core into a 3-mile boulevard in the midst of a thriving community. The linear spatial arrangement created by the central roadway, parallel sidewalks, and strongly vertical street tree plantings defined the overall boulevard landscape character. The abutting open lawns of the residential properties that lined much of the boulevard emphasized the linearity and marked the edges of Rudisill Boulevard. Foster and McMillen Parks punctuated the

west and east ends of the boulevard, respectively. Weisser Park, which was located north of the boulevard, provided another popular destination. The central commercial district diversified use of the boulevard, drawing non-residents into the area. Rustic style benches and picnic tables set in open spaces along the boulevard gave visitors additional opportunities for engagement in the striking landscape. By 1949 the improvement and uses of Rudisill Boulevard conceived from its 1912 inception were fully in place, and the boulevard was heavily used by the surrounding community. (See Figure II.13.)

D. RUDISILL BOULEVARD CHANGE: 1950 TO 2007

By 1949, Rudisill Boulevard had been developed to accommodate both vehicular and pedestrian movements along a scenically designed, primarily residential corridor. A central 40-foot paved roadway provided convenient and quick transportation for vehicles traveling through southern Fort Wayne. Concrete sidewalks overhung by maturing Oriental planetree and American elm created a shaded, safe pedestrian route through the neighborhood. Many boulevard users traveled along the roadway to reach popular parklands, including Foster, Weisser, and McMillen Parks. Shaded picnic areas were nestled along the roadside, within small remnant wooded groves. Though the foundation of the boulevard was fully developed, changes to the overall approach, treatment and character of the boulevard occurred. From the mid-1920s through the 1940s, the Park Board began to focus less and less on the improvement of its boulevard system, instead concentrating resources on the still expanding park system. In 1948, the Park Board transferred control of both South Anthony and Rudisill Boulevards to the Board of Public Works. This was a significant shift in the history of Rudisill Boulevard as the Board of Public Works approached management of the boulevard from a purely functional standpoint, eliminating the focus on aesthetic character and user experience defined by the Park Board.

During the 1950s, a few improvements were made to Rudisill Boulevard. In 1951, the Board of Public Works repaved the entire length of the boulevard, from Broadway to Abbott Street.[50] The following year, a gas main was installed along the south edge of the eastern half of Rudisill Boulevard. In order to install the main, a trench was dug alongside the boulevard, between the inner line of street trees and the sidewalk. In spite of its proximity to the existing street tree plantings, which greatly contributed to the overall character of the boulevard, the Board of Public Works anticipated that the trees would sustain little damage.[51]

No boulevard improvement projects were undertaken for several years. Through the 1960s, Rudisill Boulevard remained an important east-west corridor through southern Fort Wayne. An aerial photograph, taken in circa 1960, shows that by this time, some tree loss along the boulevard had begun to occur.[52] (See Figure II.14.) This may have been a result of the earlier gas main installation project or may have been due to disease or natural decline of the trees.

During the latter half of the 1960s, there was a renewed interest in the improvement of Rudisill Boulevard. By this time, vehicular traffic had increased along the boulevard, particularly as the commercial district expanded. In 1966, a traffic light was installed at the intersection of Rudisill Boulevard and South Hanna Street, an intersection that had become notably busier with regard to vehicular traffic.[53] By the late 1960s, the Board of Public Works began to again focus on the overall

character of the city boulevard system, instead of devoting all resources to pure functionality of the roadways. In 1968, the board proposed a plan to renew and update landscapes along boulevard corridors citywide.[54] Perhaps as a result of the new plan, small pocket parks began to emerge near existing boulevards. The first pocket park created in Fort Wayne was located on Lafayette Street, near Rudisill Boulevard. A second small park along Rudisill Boulevard was created in 1976, at the southeast corner of the intersection of Rudisill Boulevard and Fairfield Avenue.[55] The creation of these small parks enhanced the recreational opportunity along the boulevard, providing small open spaces available for picnicking and general recreation.

Improvements addressing the scenic quality of the boulevard continued into the 1970s, when 41 large elm trees were planted along both Rudisill and South Anthony Boulevards.[56] The location of the new street tree plantings is unknown; however the trees likely were planted to replace trees that had already been lost. By 1973, Rudisill Boulevard exhibited considerable tree loss along nearly the entire corridor. While trees had been planted to replace the original Oriental planetrees and American elm trees, they did not follow the historic configuration. Rudisill Boulevard had originally been planted following the standard boulevard scheme devised by the Park Board. According to this scheme, street trees were planted along each side of the boulevard in double staggered rows, one to each side of the sidewalks. The new trees had instead been planted in single rows. While virtually no trees remained through the commercial center of Rudisill Boulevard, original plantings remained in a few small sections. (See Figure II.15.)

It was also during 1973 that a plan emerged to expand the central paved roadway of Rudisill Boulevard from 40 feet to 66 feet, cutting into the parallel park strips, sidewalks, and street trees. The proposed expansion encompassed Rudisill Boulevard from its western terminus at Broadway east to Lafayette Street. This proposal was likely developed to expand the approach through the central commercial district. Approximately 700 residents in the Rudisill Boulevard neighborhood signed a petition arguing against the proposed expansion.[57] While the expansion was not carried out in full, Rudisill Boulevard was notably expanded between South Harrison Street and Avondale Drive. This expansion lies within the commercial area. Ultimately, this expansion greatly altered the character of the central portion of Rudisill Boulevard, eliminating nearly all street tree plantings and creating a street edge defined by open asphalt parking lots and commercial storefronts, restaurants, and office buildings. (See Figure II.16.)

In addition to the commercial development, the nearby Taylor University also impacted the former character of Rudisill Boulevard. The former Bible Training School at the intersection of Rudisill Boulevard and South Wayne Avenue became incorporated as part of Taylor University Fort Wayne and the campus spread along both sides of the boulevard. Surrounded by residential homes, the university development was characterized by large building with little ornamentation, asphalt parking lots, and open fields for recreation. (See Figure II.17.) While both the commercial development and Taylor University play important roles in Fort Wayne and along Rudisill Boulevards, the character of each detracts from the carefully planned scenic character of the boulevard.

Other projects were carried out that also impacted the character of Rudisill Boulevard. In 1975, new decorative street lights, known as Town and Country lights, were installed along the boulevard. While these decorative street lights would be installed along several city streets, Rudisill Boulevard was the first major arterial in Fort Wayne to display the lights. At the same time as the light

installation, curb and sidewalk repairs were also performed. Interestingly, this project was partially paid for by the Rudisill Boulevard residents.[58] This dedication to the improvement and upkeep of the boulevard by the residential population was also seen during the early park history, when private residents urged the Park Board to begin initial road improvements and paid for the construction of sidewalks.

Throughout the remainder of this period, minimal improvements were made to Rudisill Boulevard. In 1990, the Parks Department implemented a citywide tree maintenance program.[59] While direct maintenance on Rudisill Boulevard remains unknown, it is assumed that the remaining street tree plantings were pruned, trimmed, and removed as needed. The last considerable change to occur during this period was in 1999, when numerous accidents spurred the construction of a center opposing left turn lane at the intersection of Rudisill Boulevard and South Hanna Street that successfully resolved the traffic safety issues.[60]

During this last historical period, portions of the Rudisill Boulevard landscape remained largely as it did at the end of the earlier period in 1949. However the use and management of the boulevard experienced a shift that altered the overall boulevard character. Significant in the history of Rudisill Boulevard was the change in jurisdiction from the Park Board to the Board of Public Works, which focused primarily on the function of the corridor rather than the character and experience. The three-mile boulevard linked several city neighborhoods and parks to create a highly used and important public resource. The development of a commercial business district at the central section of Rudisill Boulevard conveys a different character than seen historically and draws increasing numbers of vehicles. The continued expansion of Taylor University poses a similar issue. By the end of this period, the overall character of Rudisill Boulevard had been considerably altered, particularly through the central commercial district. While the western and eastern edges retain their residential, neighborhood quality, nearly all the character-defining street trees have been lost. In spite of the altered overall, traces of the former grandeur of the boulevard remain evident, particularly as the boulevard approaches Foster and McMillen Parks to the west and east.

E. CONCLUSION TO LANDSCAPE HISTORY

Fort Wayne's Parks Department and the Park Board have a long history of providing its citizens with ample, accessible park grounds. The Department's goal was not merely to create parks available for active recreation, but specifically to establish parklands that could enhance the scenic quality of Fort Wayne's developing urban landscape. In order to support use of the parks and to carry their naturalistic character through the city, the Park Board simultaneously created a network of boulevards. A boulevard system treated as part of the overall park system would provide quick, convenient routes through the city, specifically linking the new parklands, a fact that did not escape landscape architect and planner George E. Kessler. When the City hired Kessler in 1911 to create a master plan for the city park and boulevard system, Kessler highlighted the potential to create naturally beautiful parklands interconnected by an impressive network of boulevards through the city.

It was perhaps from Kessler's inspiration that the Park Board sought to establish not merely a chain of parks to provide its citizens with an outlet for recreation, but rather the Park Board recognized the importance of providing interconnected parks that would allow active engagement in its urban

landscape as well as foster appreciation for the natural beauty of Fort Wayne. Many of the public parks and supporting boulevards in Fort Wayne were established in already developed neighborhoods to benefit thriving populations. Rudisill Boulevard was different in this regard; it was created out of undeveloped lands south of the city core and although Weisser Park had been established north of the proposed boulevard, no public park had been created along the new route. The growing population had not yet reached this southern portion of the city and as part of his master plan, Kessler suggested that the creation of a park along the river and a connecting boulevard in this section of the city would attract a residential population and increase property values along the corridor.[61] The Park Board followed Kessler's recommendation and created Rudisill Boulevard. By the 1920s, residential subdivisions were proliferating throughout the Rudisill Boulevard area. Within a few years, a small commercial center had begun to develop. Thus, Kessler's notion that the scenic boulevard leading residents to nearby Foster, Weisser, and McMillen Parks would entice the development of a strong residential population was correct and the once open, undervalued land became an important connection between the small residential communities, the nearby parklands, and the broader city.

What started out as series of open fields and small wooded groves gradually evolved into a scenically designed urban boulevard enhanced by its relationship to the emerging park and boulevard system. Rudisill Boulevard accommodated visitors seeking both a transportation route through the neighborhood and a memorable pedestrian experience, defined by the scenic street tree plantings, mown turf park strips, simple concrete sidewalks, and central roadway. Small picnic areas were established along the boulevard; wooden picnic tables and benches set under existing trees provided shady areas for residents to sit and socialize while watching traffic move along the boulevard. Throughout the history of Rudisill Boulevard, the Park Board struggled to obtain the funds necessary to improve the boulevard. It was through the combined efforts of the Park Board and contributions of private residents in the Rudisill Boulevard community that the boulevard was ultimately created and continually improved. Despite the shift of focus to the pure functionality of the boulevard, the Board of Public Works eventually came to recognize the importance of not just the convenience, but the overall character and experience provided by the city boulevard system. Although Rudisill Boulevard has undergone changes that have altered its formerly striking character, it remains an important part of the city park and boulevard network. Between the residential community, modest commercial center, shaded picnic areas, sidewalks overhung with the street tree canopy, and the nearby parklands, Rudisill Boulevard welcomed a growing community to experience its serene quality.

Rudisill Boulevard was initially created in part to attract a residential population into an outlying section of the city. However, the inherent value of this corridor landscape was ultimately much greater than either the Park Board or the Fort Wayne community had anticipated. The interplay between the open, paved roadway, the shady sidewalks, and formal rows of street tree plantings provided the expanding community with an inimitable experience. (See Figure II.18.) The improvements made to the boulevard helped transform the landscape into one of the most travelled boulevards in the city. While the urban subdivisions spread and the park system continued to grow, the character of Rudisill Boulevard helped define the overall scenic, neighborhood quality of the communities that radiated out from the boulevard and through southern Fort Wayne.

CHAPTER II: ENDNOTES

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[41] *1925 Annual Report of the Board of Park Commissioners, Fort Wayne, Indiana,* 1925: 13.
[42] Foster, "The Park System of Fort Wayne," *The Wildwood Magazine*.
[43] *1925 Annual Report of the Board of Park Commissioners, Fort Wayne, Indiana,* 1925: 13.
[44] *1927 Annual Report of the Board of Park Commissioners, Fort Wayne, Indiana,* 1927: 13.
[45] *1925 Annual Report of the Board of Park Commissioners*: 13.
[46] *1929 Annual Report of the Board of Park Commissioners, Fort Wayne, Indiana,* 1929: 19.
[47] *1929 Annual Report of the Board of Park Commissioners*: 21.
[48] "Oxford Zoning Bill Defeated," *News-Sentinel*, 29 April 1931.
[49] *1948 Annual Report of the Board of Park Commissioners, Fort Wayne, Indiana,* 1948: 6.
[50] Williams, "McMillen Area Example of "Work City Parks Require."
[51] Letter from Howard Von Gunten, Superintendent of Parks and City Forester to Mr. Ross, Board of Public Works, July 6, 1952, Images FWP-RUD-PD-letter-07-16-1952 and FWP-RUD-PD-bluepr-07-03-1952.
[52] Circa 1960 Aerial Photograph. Image FWP-RUD-TUAR_Aerial-6-c1960.
[53] *Proposed Signalization at the intersection of Hanna Street & Rudisill Boulevard*, Office of City Traffic Engineer, Fort Wayne, Indiana, 1966. Image FWP-RUD-ARCH-Hanna-Rudisill-Corner-1966.
[54] *1968 Annual Report of the Board of Park Commissioners*, *Fort Wayne, Indiana,* 1968: 5.
[55] Rudisill Association, "We Welcome You to the Dedication of Rudisill Mini Park, May 15, 1976, 11:00A.M.," announcement, 15 May 1976; original FWPR.
[56] *1970 Annual Report of the Board of Park Commissioners*, *Fort Wayne, Indiana,* 1970: 44.
[57]Gary Graham, "Rudisillites See Red Over Widening Plan," *News-Sentinel,* 9 June 1973.
[58]Rudisill Gets Gaslight Era Look: And They Look Christmasy, Too," *Journal-Gazette*, 19 December 1975.
[59] DPR, "Parks Department History,"
http://www.fortwayneparks.org/index.php?option=com_content&task=view&id=67 (accessed 8 Jan. 2007).
[60] David Ross, Letter to Gregory De Vries, "RE: Rudisill Boulevard," 27 December 2007. Fort Wayne City Utilities, High Accident Frequency Locations Reports, 1995-2000.
[61]George E. Kessler, "Report of the George Kessler, Landscape Architect," *Annual Reports of the Fort Wayne City Government*, 1912: 105-107; original FWPR; Board of Park Commissioners, "Report of the Board of Park Commissioners for the Year 1913," *Reports of the Board of Park Commissioners 1913-1917*:14-15; original FWPR.

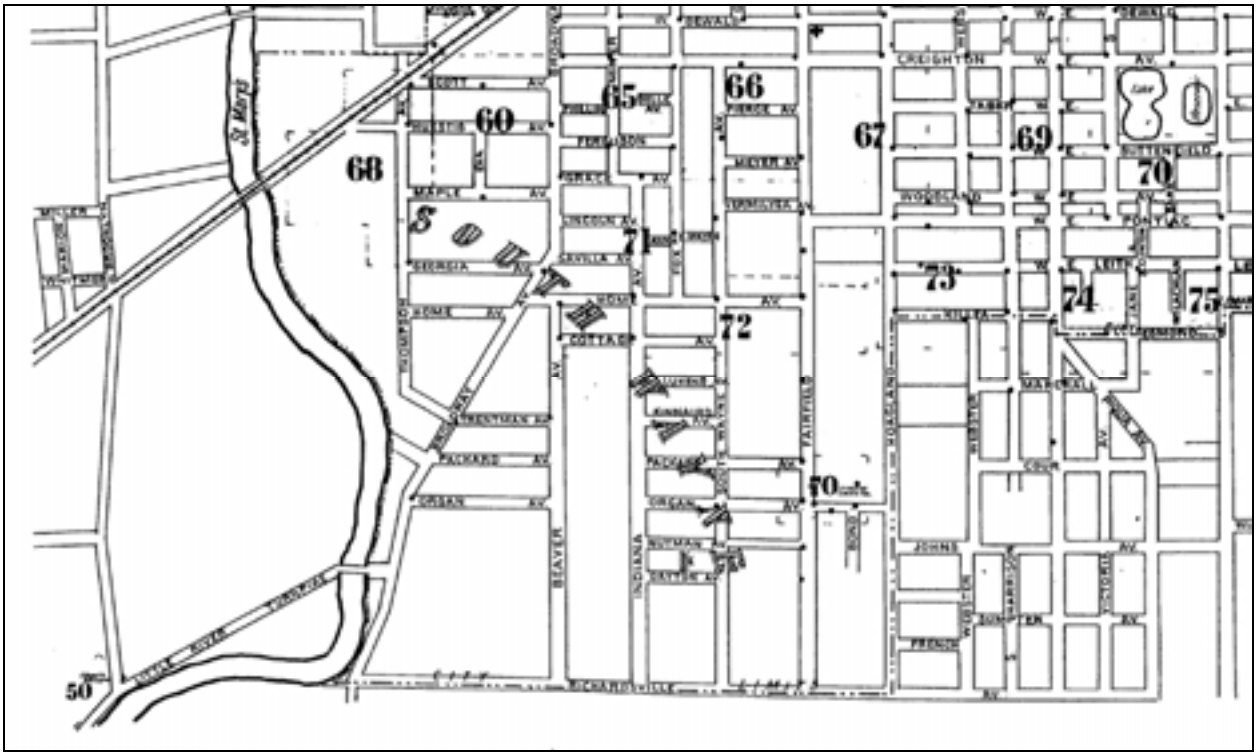

Figure II.1 1902 Sanborn map, illustrating Richardsville Avenue, located at the southern edge of Fort Wayne. Before transforming into Rudisill Boulevard, Richardsville Avenue was a small country-like road that extended east-west between the St. Mary's River at Broadway and Piqua Avenue, today known as South Clinton Street. Richardsville Avenue was chosen to be expanded and improved into Rudisill Boulevard not only because of the convenient access it would provide through the southern area of the city, but also for its scenic character. Courtesy University of Michigan, Digital Sanborn Map Collection. (R-FWP-Sanborn-1902-crop.jpg)

Figure II.2 1898 map from Ogle Atlas highlighting Richardsville Avenue, which would become Rudisill Boulevard. This area of Fort Wayne remained open and largely undeveloped into the 20th century. However, the subdivision of lots suggests that the City anticipated a residential community to emerge. Courtesy Allen County Public Library, Genealogy Division. (R-FWP-ACPL-Ogle-Atlas-RUD-1898.jpg)

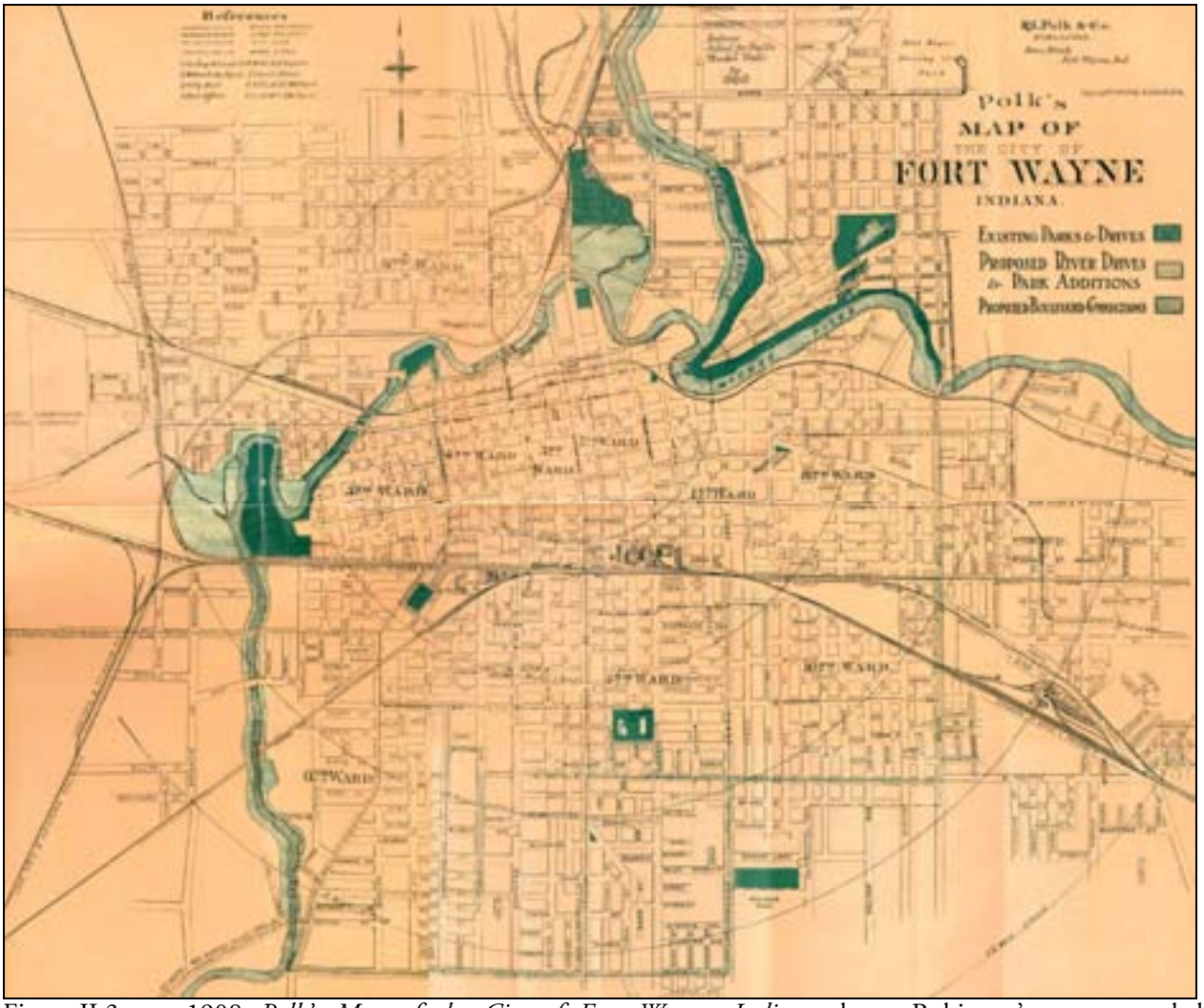

Figure II.3 1908 *Polk's Map of the City of Fort Wayne, Indiana* shows Robinson's recommended expansion to the parks and boulevards of Fort Wayne. Existing Parks and Drives are depicted in dark green, Proposed River Drives and Park Additions in light green horizontal hatching, and Proposed Boulevard Connections in light green vertical hatching. Rudisill Avenue is shown as a proposed boulevard with connections to Hanna Street and Weisser Park. Courtesy ARCH, Architecture & Community Heritage. (R-FWP-CMC-NRHP-Robinson-1908.jpg)

Figure II.4 Close-up section of previous figure showing the area surrounding Rudisill Boulevard, showing additional proposed boulevards of Hanna Street, and East Pontiac, which would have served to connect proposed park additions along the St. Mary's River to Weisser Park. Courtesy ARCH, Architecture & Community Heritage. (R-FWP-CMC-NRHP-Robinson-1908-RUD-crop.jpg)

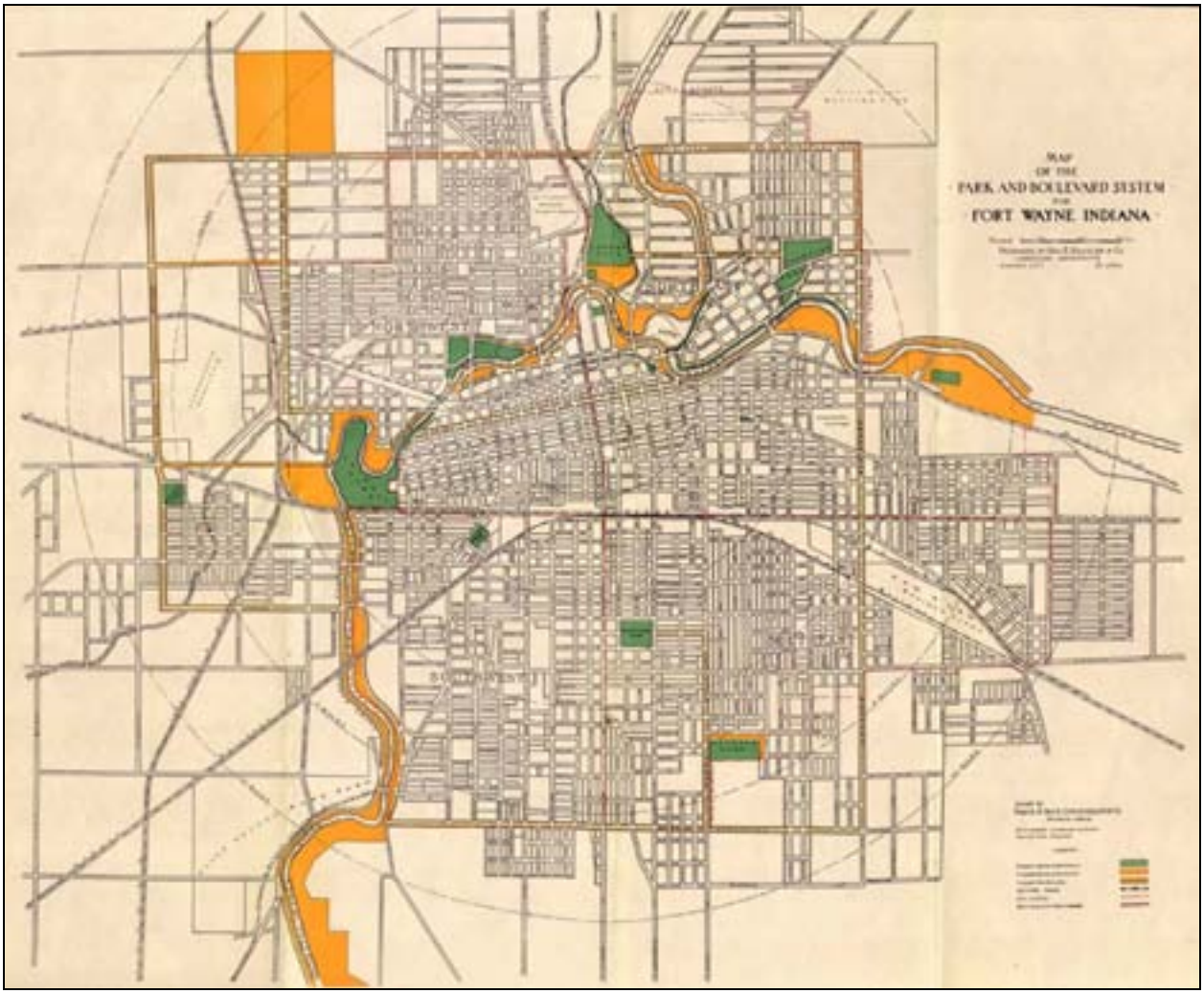

Figure II.5 1912 *Map of the Park and Boulevard System for Fort Wayne, Indiana* from Kessler's master plan. Existing parks and boulevards are highlighted in green and proposed park expansions are in orange. Running east-west, marking the southern edge of Fort Wayne, Rudisill Avenue is shown as a proposed boulevard. The proposed boulevard provides connections to existing and proposed parklands and the residential neighborhoods to the north. Courtesy ARCH, Architecture & Community Heritage. Courtesy ARCH, Architecture & Community Heritage. (R-ARD-CMC-NRHP-Kessler-1912.jpg)

Figure II.6 Close-up section of previous figure showing the area surrounding Rudisill Boulevard. Kessler recommended that Rudisill Boulevard extend east, past Weisser Park, connecting with Anthony Boulevard. Both Anthony Boulevard and Hanna Street are shown as proposed boulevards, providing north-south routes into the city core. Courtesy ARCH, Architecture & Community Heritage. Courtesy ARCH, Architecture & Community Heritage. (R-ARD-CMC-NRHP-Kessler-1912-RUD-crop.jpg)

Figure II.7 View looking along Rudisill Boulevard during improvement efforts. Here the standard boulevard scheme devised by the Park Board is evident. The 100-foot right-of-way included a central 40-foot travel lanes edged with concrete curbs. Concrete sidewalks lined either side of the roadway. Park strips lined each side of the sidewalk and were planted with double staggered rows of Oriental planetrees underplanted with mown turf. Initially, the boulevard was unpaved. Courtesy Fort Wayne Parks and Recreation. (R-FTW-RUD-PD-Brd-Rpt-Road-1914.jpg)

Figure II.8 View looking west alongside Rudisill Boulevard. During the 18th century, an impressive forest spanned a natural ridgeline between what would become Foster and McMillen Parks, encompassing the future boulevard. As the boulevard was improved and the lots began to be developed, small wooded groves remained alongside the boulevard. Simple wooden picnic tables and benches were placed in some of the wooded groves, providing shady spots for boulevard users to sit and socialize while watching traffic along Rudisill Boulevard. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-BTS-ND-A.jpg)

Figure II.9 View looking northwest along Rudisill Boulevard at South Wayne Avenue. Originally, the double staggered rows of street trees were planted with Oriental planetrees, which the Park Board used exclusively for boulevard plantings. However, nearly two-thirds of the original plantings did not survive the extremely cold Fort Wayne winter. The Park Board decided to replant with American elm trees, seen here along Rudisill Boulevard near the Bible Training School. The Park Board felt the American elm would not only fare better but that it was better suited for the intended rustic quality of the boulevard. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-Rudisill-Wayne-ND.jpg)

Figure II.10 1937 Sanborn map of Fort Wayne, illustrating a portion of Rudisill Boulevard between Robinwood Drive and South Anthony Street. To the right (east) of South Anthony Boulevard, Rudisill Boulevard was extended to provide access to McMillen Park. This eastern extension did not conform to the standard boulevard scheme, which set at 100-foot right-of-way for all city boulevards. Instead, this section was notably narrower and did not include sidewalks to separate vehicular and pedestrian circulation. Formal street tree plantings were also missing from this extension. Courtesy Allen County Public Library, Genealogy Division. (R-FWP-RUD-ACPL-Sanborn-v2-244-04-1937.jpg)

Figure II.11 1949 aerial of the eastern extension of Rudisill Boulevard from Anthony Boulevard to McMillen Park. The Park Board anticipated that with the boulevard extension and the creation of McMillen Park, a strong residential population would emerge, similar to the high-end residential neighborhoods found along the western portion of Rudisill Boulevard. However, this section remained largely open, defined by agricultural fields and farm buildings. The difference in right-of-way width and treatment may have contributed to the limited residential draw. Courtesy Fort Wayne City Utilities Aerial Photograph Archive. (R-FWP-RUD-Aerial-1949-crop-East.jpg)

Figure II.12 Circa 1940 oblique aerial looking east along Rudisill Boulevard. By 1940, the Bible Training School had become part of Taylor University Fort Wayne and the campus had expanded along the boulevard. The three large buildings depicted above were all part of the growing campus. While their overall style, ornamentation, and massing did not conform to the surrounding residential neighborhood, the buildings did follow the minimum 25-foot setback, creating a uniform open expanse along the park strips lining the boulevard. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-Aerial-12-c1940.jpg)

Figure II.13 Circa 1950 oblique aerial looking east along Rudisill Boulevard. By the end of the historic period in 1949, Rudisill Boulevard had been improved to a 3-mile paved boulevard lined with sidewalks and double staggered rows of American elm with a few Oriental planetrees remaining from the original plantings. Over the 40 year period of extensive improvement, this area south of the city core transformed from open, rustic, and country-like fields with scattered wooded groves into a thriving residential community, supported by the impressive and scenic Rudisill Boulevard, which provided connections to other city neighborhoods and parks, including the nearby Foster, Weisser, and McMillen Parks. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-Aerial-2-c1950.jpg)

Figure II.14 Circa 1960 aerial of Rudisill Boulevard between Beaver and South Wayne Avenues. Rudisill Boulevard remained an important connection route through southern Fort Wayne, however, by the 1960s the overall character of the boulevard had shifted. A considerable shift in character was the loss of street tree plantings, which may have been a resulted of an earlier gas main installation. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-Aerial-6-c1960-crop.jpg)

Figure II.15 View along a residential section of Rudisill Boulevard. By the 1970s, Rudisill Boulevard exhibited considerable tree canopy loss. However, original plantings remained along a few sections of the boulevard. Evident in this photograph are Oriental planetrees lining the roadway. These are among the few of this species that survived on Rudisill Boulevard. Courtesy Allen County Public Library, Genealogy Division. (R-FWP-ALCA-Rud-Blvd-1973.jpg)

Figure II.16 View of the commercial area of Rudisill Boulevard at Lafayette Street. Historically, the commercial center of the boulevard encompassed less than one block. Today the commercial area has expanded through the center of the boulevard, leaving only the west and east ends for residential use. The overall character of the commercial area does not embody the former scenic, neighborhood quality that was present along the entire 3-mile length of Rudisill Boulevard. Courtesy Allen County Public Library, Genealogy Division. (R-FWP-ALCA-Rud-Fire-08-30-1997.jpg)

Figure II.17 Circa 1970 oblique aerial looking northeast across Taylor University. In addition to the expanding commercial center of Rudisill Boulevard, Taylor University also had a growing presence along the boulevard. Here, the university encompassed a portion of the western end of Rudisill Boulevard, near Broadway. The overall character of the campus buildings, parking lots, and recreation fields contrasts the relatively dense residential neighborhoods that surrounded the school. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-Aerial-14-c1970-C.jpg)

Figure II.18 View looking across Rudisill Boulevard. From 1912-1949, Rudisill Boulevard was transformed from a simple country lane into an impressive boulevard lined with street tree plantings; the staggered rows created a shady canopy over the parallel sidewalks and portions of the roadway. Residential homes, open fields, and bordering wooded groves abutted the edges of the 100-foot right-of-way. Changes were made to the boulevard landscape after 1949 that shifted the overall scenic, neighborhood character. However, traces remain of the former grand boulevard character. Courtesy Taylor University Archives. (R-FWP-RUD-TUAR-Wiebke-Rudisill-c1940.jpg)

Chapter III: 1949 Landscape Character of Rudisill Boulevard

A. INTRODUCTION TO LANDSCAPE CHARACTER

The extensive improvement of Rudisill Boulevard began in 1912 as part of the initial planning for a park and boulevard system through Fort Wayne. The park and boulevard system was meant not only to provide connections between the emerging parklands and urban communities, but also to incorporate a striking, unified character that would convey a strong neighborhood quality and ultimately enhance the quality of life in Fort Wayne. When the City began improvement efforts on the boulevard, it was characterized by the spatial relationship between the simple compacted earth avenue, open agricultural fields interspersed with farm houses, and small wooded groves. Between 1912 and 1949, the Rudisill Boulevard landscape was extensively improved based partially on plans designed by landscape architect and planner, George E. Kessler. By 1949, the boulevard had reached the height of its development as envisioned from the original planning for the boulevard in 1912.

This chapter provides a detailed description of the Rudisill Boulevard landscape in its as-built condition circa 1949. The discussion is organized according to landscape areas and character defining features as described in the methodology section of Chapter I. The narrative and accompanying plan serve to identify, delineate and describe the character and features of the Rudisill Boulevard landscape and place it in the urban context of its surrounds. The information presented in this chapter has been discussed as part of the overall boulevard landscape history in Chapter II. For this reason, citations have not been repeated here. The four landscape areas are first defined within the overall property followed by a discussion of the character and boulevard features in each of the landscape areas using the *Rudisill Boulevard 1949 Period Plan West, PPW-1949* and *Rudisill Boulevard 1949 Period Plan East, PPE-1949* as primary graphic references. By way of introduction, the overall boulevard context and natural systems are described herein. The character-defining features of the boulevard help to organize the narrative in a related sequence in the following order:

- *Spatial Organization, Land Patterns, Land Use & Visual Relationships*
- *Topography & Natural Systems*
- *Vegetation*
- *Circulation*
- *Hydrology & Water Features*
- *Structures*
- *Site Furnishings & Objects*

Rudisill Boulevard was created as part of the ceaseless combined efforts of the Fort Wayne Parks Department and the Park Board to create a network of green spaces throughout the city that included both parklands for recreational pursuits and boulevards, which linked the parks and surrounding neighborhoods. Initially, the boulevard area was comprised of open agricultural fields with small natural wooded groves scattered throughout. Although residential subdivisions were spreading throughout the city core, this southern area remained largely undeveloped into the 1900s. For this reason, only a few residences were located in the area surrounding the boulevard. Beyond the western edge of the boulevard, which was then known as Richardsville Avenue, was the St. Mary's River, a valuable city resource. The open fields, natural groves, and nearby riverbank defined the overall naturalistic character of the early landscape. Located in a relatively low-lying section of Fort Wayne, the future boulevard subtly sloped west toward the river. With ensuing residential development throughout the central and northern sections of the city, landscape architect and planner George E. Kessler noted that by establishing scenic parkland with a boulevard connection that highlighted the natural beauty of this area of Fort Wayne, a residential population was likely to develop around the boulevard. Heeding this suggestion, Park Board gained control of Richardsville Avenue in 1912 with the intention of transforming it into Rudisill Boulevard, the first boulevard in the citywide network. Richardsville Avenue was just over one mile in length, stretching from Broadway at the west to Piqua Avenue at the east, today known as South Clinton Street. Within a few years, a thriving residential neighborhood had grown up around the boulevard. By the 1930s, Rudisill Boulevard had expanded to 3 miles with a strong residential community and a small commercial center.

Rudisill Boulevard became central to the neighborhood and took on characteristic boulevard functions and elements typical of other boulevards in similar urban environments during the early 20th century. In addition to providing a convenient route through southern Fort Wayne, the boulevard enhanced the broader park system by defining a scenically designed character comparable with the character of parks found throughout the city. Additionally, Rudisill Boulevard held recreative value by accommodating passive uses like walking along the sidewalk and picnicking in the small groves. The uniform treatment of the boulevard with a 100-foot right-of-way and double staggered rows of street trees created a recognizable character that was applied to each of the city boulevards. The Park Board achieved the impressive boulevard improvements while preserving the naturalistic quality that defined the character of the boulevard. By 1949 the improvement and uses of the boulevard conceived from the original 1912 inception were fully in place and the boulevard was heavily used by the surrounding populace.

The 1949 period was selected to represent the historic character of the boulevard after an in-depth study of the evolution of the boulevard landscape history. The period of significance is determined by the history, character and details of the boulevard over time. An important aspect when considering the duration of the period of significance is the determination of the final set of changes to the property that contributes to its historic importance and the point at which changes to the property begin to alter original boulevard features, character, and design intent. For Rudisill Boulevard, the first considerable change occurred was not a physical change but rather a jurisdictional change when, in 1949, the Park Board relinquished control of the boulevard to the Board of Public Works. With this shift, management and treatment of Rudisill Boulevard concentrated primarily on functionality rather than overall character and user experience.

Specific changes that occurred to the boulevard since the end of the historic period in 1949 resulted in a distinct shift in the overall boulevard character. Notably missing today is the continuous double staggered rows of street tree plantings that once lined the central roadway and adjacent sidewalks. The loss of street trees is most prevalent through the commercial area of Rudisill Boulevard, where large parking lots and commercial buildings required considerable alteration of the right-of-way edge. The expansion of the commercial area also resulted in a boulevard widening project in 1973, when the portion of boulevard between South Harrison Street and Avondale Drive was expanded to include four travel lanes and a center turning lane. The section of Rudisill Boulevard to either side of Hanna Street was widened in 1999 to incorporate a center turning lane. The resulting character of these boulevard sections contrasts the original naturalistic character of the boulevard as intended by the Park Board. Compounding this issue is the expansion of Taylor University along the western end of Rudisill Boulevard. While the campus is an important city and neighborhood resource, the development of its campus is characterized by large building with little ornamentation, asphalt parking lots, and open fields for recreation. As with the commercial center, the character conveyed by Taylor University is not compatible with that of the overall boulevard. In spite of the changes that occurred after 1949, portions of the Rudisill Boulevard landscape, particularly at its east and west terminuses, retained its overall character defined by the linear spatial organization between the open central roadway, parallel sidewalks, and overhanging rows of street trees edged primarily by residential properties. The shifts in the historic condition of the boulevard particularly with regard to the loss of street tree plantings and the expanded commercial center, serve as the basis for identifying the period of significance for Rudisill Boulevard as circa 1949.

Heritage Landscapes has prepared a period plan to accompany the text in this chapter. The *Rudisill Boulevard 1949 Period Plan West, PPW-1949* and *Rudisill Boulevard 1949 Period Plan East, PPE-1949*, show the principal boulevard organization, vegetation, structures, and drive and walks that are known to have existed up to 1949. Landscape areas are also delineated on the plans, which are provided at the end of this chapter as 11-inch by 17-inch fold-outs at a scale of 1 inch equal to 150 feet. The period plans have been developed with the existing conditions base drawing created for documentation of the current conditions of the boulevard as discussed in detail in Chapter IV of this report. The existing conditions base map has been altered to illustrate the character defining features of the Rudisill Boulevard landscape for the period of significance by studying historic documentation including aerial images, historic photographs and written accounts.

B. RUDISILL BOULEVARD LANDSCAPE AREAS

Within park and boulevard landscapes there are often distinct areas in which the landscape character and uses differ from other areas. These are areas within the natural, constructed, and legal boundaries of the property that have a particular character. It is useful to identify, organize and define the character landscape by delineating a logical series of these landscape areas, each with their associative and often distinct, identifiable characteristic elements. As outlined in Chapter I, these areas are based on spatial organization; land pattern and use; views and visual relationships; topography and natural systems; vegetation; circulation; and structures and site furnishings. Boundaries of landscape areas may be loosely delineated by vegetation or topographical features such as slopes or clearly defined by physical features such as a wall, path or road. Some of these features remain constant while others change over time. Identifying and defining these areas clarifies the spatial organization of the

property, facilitates a clearer understanding of the historic evolution of the property, and aids in planning for ongoing and futures uses and stewardship.

Each landscape area is represented by color unit lines and numbers on the *Rudisill Boulevard 1949 Period Plan West, PPW-1949* and *Rudisill Boulevard 1949 Period Plan, PPE-1949.* The landscape area boundaries may or may not remain consistent through time and aspects of the individual areas may change. The boundaries shown on *PPW-1949* and *PPE-1949* correspond with those shown on *ECW-2007* and *ECE-2007,* although where an area has changed, the landscape area line is shown as dashed rather than solid. The four Rudisill Boulevard landscape areas are:

- *Landscape Area A, West: Rudisill Boulevard Residential*– The west Rudisill Boulevard Residential area encompasses the area between Broadway and the north-south alley between South Harrison Street and South Calhoun Street within the Rudisill Boulevard public right-of-way and totals approximately one mile in length. This area includes the approach to the entrance of Foster Park and mainly portions of front yards of residential houses with mown turf and a few deciduous trees. A double staggered row of deciduous trees lines the boulevard, shading the sidewalks.

- *Landscape Area A, East: Rudisill Boulevard Residential* – The east Rudisill Boulevard Residential area is similar to Landscape Area A, West as it encompasses a residential neighborhood characterized by mown lawn and deciduous tree plantings with the continuous street tree plantings marking the edge of the 100-foot right-of-way. The area is defined by the public right-of-way to the north and south, an alley between Lafayette Street and Avondale Drive to the west, and a point half-way between Lillie Street and South Anthony Boulevard to the east. Overall, Landscape Area A, East is divided from Landscape Area A, West by the Commercial Center of Landscape Area B. This area is also approximately one mile.

- *Landscape Area B: Rudisill Boulevard Commercial Center*– The Rudisill Boulevard Commercial Center is located at the center of the Rudisill Boulevard corridor and spans from an alley half-way between South Harrison Street and South Calhoun Street to the alley between Lafayette Street and Avondale Drive within the street right-of-way. Landscape Area B is approximately .33 miles in length and is characterized by a cluster of commercial buildings and parking lots at South Calhoun Street and residential homes to the east. Street trees line the boulevard and sidewalks with a few openings along the double staggered rows where individual trees have been removed, notably in areas abutting the commercial development.

- *Landscape Area C: Rudisill & South Anthony Boulevards Intersection*– The Rudisill & South Anthony Boulevards Intersection area is the smallest area within the Rudisill Boulevard corridor. This approximate 525-foot section includes the transition from Rudisill Boulevard from a grand 100-foot wide boulevard to a more modest 50-foot wide street. Boundaries include a point between Lillie Street and South Anthony Boulevard to the west and Euclid Avenue to the east. Abutting the area are a few private homes that operate primarily as farm buildings in conjunction with the surrounding agricultural fields. Only a few deciduous trees grow along the boulevard edge in this area.

- *Landscape Area D: Rudisill Boulevard Extension Residential*– The Rudisill Boulevard Extension Residential area includes .22 miles of the easternmost portion of the boulevard corridor. This area was not part of the original Rudisill Boulevard and was created circa 1937 to provide neighborhood access to McMillen Park. Located between Euclid Avenue and Abbot Street, this area includes privately owned lots with limited deciduous trees along the narrowed street. The approach to McMillen Park is also included in this area. The area is characterized by the surrounding agricultural fields with minimal residential development. The formal street tree plantings were not continued along this portion of Rudisill Boulevard.

In each of the landscape area descriptions, the text for this chapter is organized by character-defining features, as outlined in the *Secretary of the Interiors Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* and defined in Chapter I of this document.

C. LANDSCAPE CHARACTER & PERIOD PLAN, 1949

Rudisill Boulevard is a 3-mile corridor running east-west at the southern edge of Fort Wayne. The initial land for Rudisill Boulevard was acquired by the Park Board in 1912 and included a simple compacted earth avenue measuring approximately 1.16 miles in length. Over time, the boulevard was expanded first to South Anthony Boulevard and then to Abbott Street, making it a 3-mile long corridor through southern Fort Wayne. When boulevard improvements first began, the surrounding area was undeveloped and unpopulated. However the creation of the impressive boulevard combined with the inception of Foster Park drew a thriving residential population away from the city core and into the emerging subdivisions surrounding Rudisill Boulevard.

The improvement of Rudisill Boulevard followed a standard boulevard scheme devised by the Park Board for the citywide boulevard system. This standard treatment included a 100-foot right-of way with a 40-foot central roadway. Alongside the roadway, concrete sidewalks provided a designated pedestrian path. A double staggered row of Oriental planetrees, later replaced by American elm trees, lined each side of the boulevard and sidewalks, creating a pleasant boulevard where pedestrians and vehicles could travel under dappled sunlight. Mown turf was planted in the park strips beneath the tree canopy. The boulevard scheme also required a minimum 25-foot setback for all properties fronting on the public right-of-way. The areas of open lawn that lined the right-of-way emphasized the edges of the park strips and the overall linear quality of the boulevard. Small wooded groves were scattered along the boulevard, providing informal green spaces. Simple picnic tables and benches were placed in the groves, creating pleasant areas for residents to socialize and relax alongside the bustling boulevard. This standard scheme was carried out along nearly the entire 3-mile length of Rudisill Boulevard. The exception is the easternmost end between South Anthony Boulevard and Abbott Street. Here, a 50-foot right-of-way was created that included the central roadway and open park strips along each side. Sidewalks and street tree plantings were not continued along this section of the boulevard.

Capturing the time that the original boulevard design and layout remained in place, the *PPW-1949* and *PPE-1949* were created using a 1949 aerial photograph as the primary source. An overlay of landscape areas on *PPW-1949* and *PPE-1949* shows the organization of the park with the West

Rudisill Boulevard Residential in dark orange, the East Rudisill Boulevard Residential in light orange, the Rudisill Boulevard Commercial Center in magenta, the Rudisill and South Anthony Boulevards Intersection in yellow, and the Rudisill Boulevard Extension Residential in blue.

Landscape Area A, West: Rudisill Boulevard Residential

Landscape Area A, West: Rudisill Boulevard Residential encompasses approximately one mile, stretching from Broadway at the west to a north-south alley between South Harrison Street and South Calhoun Street. Located at the westernmost boulevard edge, it is positioned just east of both Foster Park and the St. Mary's River. Together, the spatial organization, visual relationships, and open topography define the character and overall experience along Rudisill Boulevard. The boulevard is organized with a strong linear arrangement; double staggered rows of street trees clearly mark the edges of the 100-foot right-of-way. The maturing street trees overhang the sidewalks, which run parallel to the central roadway. Park strips of mown turf separate the sidewalks from both vehicular traffic and the abutting properties. Residential homes form an irregular line along the boulevard with areas of open lawn creating informal park-like spaces. Toward the eastern edge of this area, the homes are more closely spaced, creating a near continuous edge, setback approximately 25 feet from the right-of-way edge. Toward the west, the homes are set farther back, at nearly 70 feet. Creating an open area between the vertical street trees and the vertical homes reinforces the edge of the boulevard and its linear quality.

Circa 1949, the west Rudisill Boulevard Residential area includes maturing deciduous trees that define the right-of-way edge. The trees are the most visually dominant features of the boulevard as they are the only vertical element included in the boulevard design. When traveling along the central roadway or the parallel sidewalks, the trees frame east-west views, directly visual attention along the corridor, emphasizing its linearity. Views into the surrounding neighborhood are somewhat obscured by the uniform rows of trees, however, the wide setbacks and open areas that edge the boulevard allow for relatively clear views of the boulevard from the surrounding properties.

The topography of Landscape Area A, West is virtually flat with no notable changes in elevation. An almost imperceptible slope subtly stretches toward the St. Mary's River. Although the central roadway was graded during improvement efforts, the impact of this work was minimal as the boulevard area was flat and open prior to construction. The overall topography of this area remains largely unchanged from the original boulevard inception in 1912.

Vegetation within this westernmost area consists mostly of overstory deciduous trees planted in uniform rows along the boulevard edge. Following the standard boulevard scheme the trees are planted in double staggered rows along each side of the two sidewalks. Originally, Oriental plane trees were used to define the scenic boulevard edge. However, as many were lost during the extremely cold winter months, American elm trees were used to replace them. It is unknown which of these species lines the boulevard and sidewalks in this area. The trees are planted in mown turf park strips. Along the outer edges of the right-of-way the turf park strips transition into the open lawns that line the boulevard. Additional deciduous trees are scattered over the mown turf grass ground plane. Along the south side of Rudisill Boulevard approximately half-way between Broadway and Beaver Avenue is a small wooded grove that is likely remnant from the upland forest that once blanketed this area of Fort Wayne. Many of the trees located in the residential yards may also remain

from the same natural forest. The exact species of these trees is unknown, although it likely includes a range of oak and hickory specimens, which were characteristic throughout the southern Fort Wayne woodlands.

Circulation in Landscape Area A, West includes a two-lane vehicular roadway with parallel sidewalks to the north and south, all of which are constructed of concrete. In total, the central roadway of Rudisill Boulevard measures approximately 40 feet at the west and 44 feet at the east. This width allows for two travel lanes with enough room alongside for a parking lane. Although formal parking lanes are not designated along the boulevard, vehicles can be seen parked at the street edge in numerous images that date from the historic period. Pedestrian circulation in the west Rudisill Boulevard Residential area includes two 6-foot sidewalks that run alongside the central roadway. Park strips measuring approximately 15 feet across separate the sidewalks from the boulevard curb while 5-foot park strips line the outer edges of the sidewalks.

Additional circulation features intersect the boulevard and include city streets and residential driveways. Eleven city streets and avenues meet Rudisill Boulevard in this area, many of which continue across the boulevard. Three parking lots are located within Landscape Area A, West. The first is associated with the Bible Training School located between Indiana and South Wayne Avenues. The parking lot is tucked behind the three campus buildings and thus is not visually prominent from the right-of-way. The second parking lot, associated with a church, is located to the north of the boulevard at the corner of Rudisill Boulevard and Webster Street. This lot is 25 feet from the adjacent sidewalk, following the minimum setback required for the boulevard. It has two access drives that connect it to the boulevard and Webster Street. An additional parking lot is located south of the boulevard east of Fairfield Avenue. This concrete parking area was constructed over the sidewalk and outer park strip, eliminating the outer row of street trees. The inner park strip remains partially intact with wide access drives connecting the parking area with the boulevard. This parking area neglects to follow the minimum setback, altering the intended uniform, scenic quality along the boulevard.

It is likely that a range of structures, site furnishings, and objects are included within Landscape Area A, West although these features have not been thoroughly documented for this historic period. The most prominent structures are the residential homes that line the boulevard. In general, the homes are constructed in the Craftsman, Colonial Revival, and Tudor Revival architectural styles. Use of a limited number of architectural styles contributes to the continuous boulevard character. Although the Bible Training School and local church embody different architectural styles, their simple façades do not detract from the scenic boulevard character. Site furnishings and objects in this landscape area include utilities, signs, gutters, walls, and picnic tables. Utility poles and overhead wires mark the edge of the central roadway and are sited within the interior park strips. In 1949, the utility poles were visually prominent as they reached heights above the street trees. Fire hydrants and signs were likely placed intermittently within the park strips as well. Simple gutters are located along the roadway and tie into the concrete curbs. Additional furnishings that contribute to the character of this section of Rudisill Boulevard include picnic tables and benches placed alongside the boulevard, primarily in small wooded areas. A pair of neoclassical brick and cast-stone piers and curving walls marks the entrance into the Southwood neighborhood at the southern intersection of Rudisill Boulevard and Indiana Avenue.

Landscape Area A, East: Rudisill Boulevard Residential

Landscape Area A, East: Rudisill Boulevard Residential is separated from Landscape Area A, West by the central commercial area of the boulevard. In spite of this division, the character of this section of Rudisill Boulevard is similar to that of the west residential section. This area also encompasses approximately one mile, extending from a north-south alley between Lafayette Street and Avondale Drive to another alley between Lillie Street and South Anthony Boulevard. Residential homes line each side of the boulevard. In general, this residential section is more densely developed than its western counterpart, with a near continuous line of homes to the north and south, mimicking the uniform edge of street trees that marks the public right-of-way. In general, the homes are setback 30 feet from the adjacent sidewalks with a few set even farther away from the boulevard at approximately 50 feet.

The spatial organization, visual relationships, and topography of this area combine to create a recognizable character along Rudisill Boulevard. The double staggered street tree rows continue through this area, although are incomplete in sections. The most intact section of the uniform planting arrangement stretches between South Monroe Street and Gaywood Avenue. To the east and west, open spaces indicate lost or removed street trees, interrupting the rhythmic street edge. The street trees that remain overhang the parallel sidewalks. The mown turf park strips continue to separate the sidewalks from the central roadway and the residential properties. As was evident in Landscape Area A, West, the open lawn areas that edge separate the right-of-way from the homes not only serve as a visual transition between the public and private space, but also create an openness that emphasizes the boulevard edge and highlights its linear spatial arrangement. The street tree plantings that line much of the boulevard remain the most prominent features, drawing visual attention to the impressive boulevard. The trees also frame views from within the right-of-way. Views into the surrounding neighborhood are somewhat obscured where the double tree rows remain. East and west of this, views into the surrounding neighborhood are more open. The topography of Landscape Area A, East is open with minimal changes in elevation. A slight rise in topography is present along the north edge of the right-of-way, setting the homes above the boulevard. This shift in topography alters the sense of enclosure and scale gained from within the right-of-way. Ultimately the overall character of this landscape area is defined by the strongly linear spatial organization of the boulevard, which is framed by the vertical street trees and the continuous line of homes and reinforced by the subtle topography.

Vegetation within this area consists mostly of Oriental plane trees and American elm trees planted along the boulevard and sidewalk edges. Although the standard boulevard scheme called for uniform plantings of double staggered rows, this pattern is mission from sections of this landscape area, most notably from the western area boundary to South Monroe Street and from Gaywood Road to Holton Avenue. In some areas a continuous single row remains in the interior park strips, retaining the vertical sense of enclosure from within the boulevard. Only a few sections of the boulevard have no continuous edge defined by street tree plantings. Some of the open areas have considerably smaller deciduous trees within the park strip, replacing original trees that have been lost or removed. A few additional deciduous trees grow within the residential properties alongside the boulevard. The ground plane of both the park strips and the abutting yards are managed as mown turf.

Circulation in Landscape Area A, East is comparable to that found in Landscape Area A, West. This includes a continuation of the two-lane vehicular roadway and parallel sidewalks to the north and south. In total, the central roadway of Rudisill Boulevard measures approximately 40 feet along the entire 1-mile corridor section. This width includes two travel lanes with informal parking lanes to the north and south. Pedestrian circulation in the east Rudisill Boulevard Residential area includes two 5-6-foot sidewalks that run alongside the central roadway. Park strips measuring approximately 15 feet across separate the sidewalks from the boulevard curb. Additional 5-foot park strips line the outer edges of the sidewalks and provide a transition between the public right-of-way and the residential properties.

City streets and residential driveways meet Rudisill Boulevard throughout the area. Fifteen city streets cross Rudisill Boulevard in this area and an additional five north-south alleys intersect the boulevard between the public streets, exclusive of the two alleys that mark the east and west boundaries to the landscape area. At the southeast corner of the intersection of Rudisill Boulevard and South Hanna Street is a concrete parking area, associated with the surrounding residences. This parking area was constructed over the sidewalk and outer park strip, eliminating all but two of the street trees and much of the mown turf park strips, interrupting the uniform boulevard edge.

Landscape Area A, East likely includes a range of structures, site furnishings, and objects comparable to those found within its western companion area. As with Landscape Area A, West, these features have not been thoroughly documented for this historic period. The most prominent structures are the Craftsman, Colonial Revival, and Tudor Revival homes that line the boulevard. Site furnishings and objects in this landscape area may also include utilities, signs, gutters, and picnic tables. Overall, these features contribute to the sense of scale and character of this section of Rudisill Boulevard

Landscape Area B: Rudisill Boulevard Commercial Center

Landscape Area B: Rudisill Boulevard Commercial Center encompasses approximately .33 miles of Rudisill Boulevard between two alleys between South Harrison and South Calhoun Streets and Lafayette Street and Avondale Drive. Located at the center of the boulevard, this area is surrounded to the east and west by the Rudisill Boulevard Residential areas. The centralized cluster of commercial development is concentrated around the intersection of Rudisill Boulevard and South Calhoun Street, formerly known as Piqua Avenue, with residential development to the east. Additional commercial buildings are present at the intersection of Rudisill Boulevard and Lafayette Street, although this does not encompass a unified cluster, as evident at South Calhoun Street. In general the residences follow a 25-foot setback from the public right-of-way while the commercial buildings are set slightly farther back at approximately 30-40 feet.

The spatial relationship between the flat, linear boulevard and sidewalks, the street tree plantings, and the abutting properties define the overall character and user experience of this section of Rudisill Boulevard. The rhythmic pattern of the double staggered rows of street trees remains relatively intact from the original plantings. Only a few open spaces mark where trees were removed either due to disease or construction of the commercial properties. The most noticeable loss of street trees is along the south edge of the boulevard approaching South Clinton Street from the west. The maturing street trees overhang the sidewalks and the outermost edges of the central roadway. Park strips of mown turf form a near continuous edge between the roadway and the sidewalks and between the

sidewalks and abutting properties. Small sections of the park strips are missing where driveways and parking lots meet the boulevard, breaking up the scenic boulevard character. Residential homes form an irregular line along the boulevard, located at the north edge east of South Clinton Street and at the south edge between South Calhoun and South Clinton Streets. An open grassy area separates the northern homes from the commercial cluster, contrasting the strong sense of enclosure and spatial organization created by the uniform line of structures.

The maturing deciduous trees that define the right-of-way edge are visually dominant features of the boulevard as they are the only vertical element included in the boulevard design. The trees frame the expansive east-west views from within the boulevard and along the sidewalks. The adjacent rows of housing and commercial buildings reinforce the right-of-way edge. Views into the surrounding neighborhood are limited due to the rows of trees, however, the wide setbacks and open areas that edge the boulevard allow for relatively clear views of the boulevard from the surrounding properties. Overall the visual relationships along the boulevard focus attention on its east-west spatial organization, emphasizing its linear quality.

The topography of Landscape Area B is virtually flat with no notable changes in elevation. Although the central roadway was graded during improvement efforts, the boulevard area was flat and open prior to construction, making the overall impact of the boulevard grading minimal. Additional grading related to the commercial construction occurred alongside the boulevard. In spite of these grading efforts, in general, the topography of this area is largely comparable to the character dating from the original boulevard inception in 1912.

Vegetation within this area consists namely of overstory deciduous trees planted in rows along the boulevard and sidewalk edges. While originally Oriental plane trees lined the entire 3-mile length of the boulevard, many of them were later replaced with American elm trees. It is unknown which of these species edges the boulevard and sidewalks in this area. The trees are planted in mown turf park strips. Along the edges of the right-of-way that abut residential and undeveloped properties, the turf park strips transition into the adjacent mown turf lawns. A limited number of additional deciduous trees are located in the mown turf grass ground plane outside the public right-of-way.

Circulation in Landscape Area B includes a continuation of the two-lane vehicular roadway and parallel sidewalks to the north and south. In total, the central roadway of Rudisill Boulevard in this area measures approximately 44 feet at its westernmost edge and 40 feet to the east. This width allows for two travel lanes with enough room alongside for a parking lane. Pedestrian circulation in the Rudisill Boulevard Commercial Center area includes two 6-foot sidewalks that run alongside the central roadway. In general, park strips measuring approximately 15 feet across separate the sidewalks from the boulevard curb. However, a few sections of the sidewalk are set farther away from the curbs. Along the north side of the boulevard between Victoria Avenue and South Clinton Street, the sidewalk is approximately 25 feet away from the central roadway. The sidewalk follows a 20-foot setback in two locations in this section: along the south side of the boulevard between South Clinton and South Barr Streets and along the north side between South Barr and Lafayette Streets. The reason for this divergence from the standard boulevard scheme is unknown.

Additional circulation features intersect the boulevard and include city streets and alleys, residential driveways, and commercial parking lots. Five city streets meet Rudisill Boulevard in this area, four of

which continue across the boulevard. North-south alleys mark the edges of this area. Landscape Area B includes seven parking lots; a surprising number for an area that encompasses just .33 miles of the boulevard. The parking lots are associated with the commercial development and are located around the intersections of Rudisill Boulevard with South Calhoun and Lafayette Streets. Each of the parking lots fronts directly on the boulevard with wide access roads connecting the two. This condition eliminates sections of the park strips that line the boulevard and sidewalks and alters the boulevard edge definition.

It is likely that Landscape Area B includes a range of structures, site furnishings, and objects comparable to those found in Landscape Areas A, West and East. The most prominent structures are the commercial buildings and residential homes that line the boulevard. The commercial buildings are considerably larger and constructed in a different architectural style than the residential buildings that line most of Rudisill Boulevard. The size and massing of these buildings alters the sense of scale and overall scenic neighborhood quality conveyed along much of the boulevard. Site furnishings and objects in this landscape area presumably include utilities, signs, gutters, and fences. Utility poles and overhead wires mark the edge of the central roadway and are sited within the interior park strips. Fire hydrants and signs were likely placed intermittently within the park strips as well. Given the commercial use, it is likely that this area includes more signs than the residential sections of the boulevard. Simple gutters are located along the roadway and tie into the concrete curbs.

Landscape Area C: Rudisill & South Anthony Boulevards Intersection

Landscape Area C: Rudisill & South Anthony Boulevards Intersection is the smallest landscape area, encompassing 525 feet of the boulevard. The western edge of this area is approximately half-way between Lille Street and South Anthony Boulevard with the eastern edge at Euclid Avenue. In this area, Rudisill Boulevard transitions from a 100-foot wide boulevard to a 50-foot wide street. Here, the overall character of the boulevard shifts from that of a grand boulevard to a modest city street. This is in part a result of the fact that the standard boulevard treatments utilized for Rudisill Boulevard are not applied east of South Anthony Boulevard and are not entirely evident directly west of the intersection. The Rudisill Boulevard sidewalks extend to the west side of South Anthony Boulevard and do not continue to the east. Of the double staggered rows of street trees that once lined each side of the boulevard west of South Anthony Boulevard, only a single row remains along the south boulevard edge. East of South Anthony Boulevard, eight deciduous trees form an irregular row south of the boulevard, although these were not planted as part of the boulevard street tree plantings. A limited number of residential homes are included in this area, leaving much of the land surrounding the boulevard open. Because of the prominent shift in boulevard character, the area east of South Anthony Boulevard is not visually recognizable as part of the striking Rudisill Boulevard.

The spatial organization, visual relationships, and topography of this area create a character that differs from that seen along the western portions of Rudisill Boulevard. A mown turf ground plane characterizes much of the surrounding properties although an agricultural field may be present south of Rudisill Boulevard and east of South Anthony Boulevard. Overall, this boulevard area is generally open, with little structures or other features marking the edges of the right-of-way. Views both within the boulevard and from the abutting properties remain open as no uniform street tree plantings are present to frame views or define spatial relationships. The topography of Landscape Area C is open with no notable changes in elevation. The character of this landscape area is defined

by its open spatial organization. Further, it does not convey a sense of scale or overall character comparable with the rest of Rudisill Boulevard.

Vegetation within this area consists of a few deciduous trees present along the south edge of the boulevard with only one tree to the north. West of South Anthony Boulevard, the remaining street trees date from the original plantings organized in uniform double staggered rows. The eight trees east of South Anthony Boulevard do not form a continuous row along the boulevard edge and thus do not create the same strongly linear quality evident in other landscape areas. Much of the ground plane in this area is managed as mown turf, which edges the boulevard to the north and south.

Circulation in Landscape Area C starts at the west as a continuation of the 40-foot wide central roadway. Near the western edge, Rudisill Boulevard intersects with South Anthony Boulevard, another boulevard in the citywide network. Rudisill Boulevard continues east of South Anthony Boulevard as a 50-foot right-of-way with a central roadway measuring approximately 20 feet across, with several variations throughout. Each section of the boulevard includes two travel lanes. West of the intersection, informal parking lanes line the travel lanes to the north and south. The eastern section is not wide enough to accommodate on-street parking. Pedestrian circulation in the Rudisill & South Anthony Boulevards Intersection area includes 5-6-foot sidewalks that run alongside the central roadway west of the intersection. Park strips measuring approximately 15 feet across separate the sidewalks from the boulevard curb. Additional 5-foot park strips line the outer edges of the sidewalks and provide a transition between the public right-of-way and the abutting properties. Additional sidewalks also line South Anthony Boulevard. No sidewalks are present east of the intersection. Only one driveway and one gravel parking area are located in this landscape area.

Structures, site furnishings, and objects are limited in Landscape Area C. The most prominent structures are the residential homes that are located north and south of the boulevard. Site furnishings and objects in this landscape area may also include utilities, signs, gutters, and picnic tables. Overall, these features contribute to the sense of scale and character of this section of Rudisill Boulevard

Landscape Area D: Rudisill Boulevard Extension Residential

Landscape Area D: Rudisill Boulevard Extension Residential encompasses approximately .22 miles, extending from Euclid Avenue at the west to Abbott Street at the east. Located at the easternmost boulevard edge, it is positioned just west of McMillen Park. This area was not constructed until nearly 20 years after the western boulevard improvements. As a result, it was not laid out following the standard boulevard scheme as devised by the Park Board. Instead, the boulevard extension includes a 50-foot right-of-way with a central roadway measuring approximately 20 feet wide. Park strips measuring 15 feet each line the boulevard to the north and south. Instead of the uniform double rows of street tree plantings, the park strips are primarily mown turf with a few deciduous trees forming an irregular boulevard edge.

The spatial organization, visual relationships, and topography of this area create a character that differs from that seen along the western portions of Rudisill Boulevard. Landscape Area D is generally open; without formal street tree plantings, the boulevard edge is not visually prominent. Only a few residences are located alongside the boulevard, punctuating the surrounding open fields.

Views both within the boulevard and from the abutting properties remain open as no vertical features are present to frame views along the boulevard. The topography of Landscape Area D is open and virtually flat. The character of this landscape area is defined by its open spatial organization. This section of Rudisill Boulevard conveys a distinctly different character and visual quality that the western boulevard areas.

Vegetation within this area is limited to deciduous trees and mown turf. A mown turf ground plane characterizes much of the surrounding properties although agricultural fields may also be present. A few deciduous trees are present along the south edge of the boulevard. North of the boulevard and closer to Abbott Street, deciduous trees are scattered over the open ground plane. Although no wooded groves are included in this area, an impressive woodland is located in McMillen Park to the east. It is likely that the trees found in this area were once part of the larger forest that covered this area of Fort Wayne.

Circulation in Landscape Area D includes a continuation of the two-lane vehicular roadway present in the adjacent Landscape Area C. In total, the central roadway of this section of Rudisill Boulevard measures approximately 20 feet wide. This width allows for two travel lanes with limited room available for on-street parking. One road intersects Rudisill Boulevard in this area, exclusive of Euclid Avenue and Abbott Street, which define the area boundaries. Two driveways connect the boulevard with adjacent homes. No pedestrian circulation features are located in this area.

Structures, site furnishings, and objects are limited in Landscape Area D. The most prominent structures are the farm buildings that are located south of the boulevard and the one residential home to the north. Site furnishings and objects in this landscape area may include utilities, signs, and gutters although evidence of these features has not been discovered. Overall, the limited number of small-scale features reflects the basic improvements efforts that have been undertaken along this easternmost section of Rudisill Boulevard.

SEE SYMBOL KEY ON PPE-1949.

Source:
1949 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 1949 Period Plan West

Date:
2007

Drawing Number:
PPW-1949

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
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501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 1949 Period Plan East

Date:
2007

Drawing Number:
PPE-1949

WARSAW ST.
MATCH LINE
MATCH LINE
S. MONROE ST.
S. HANNA ST.
WEISSER PARK AVE.
S. PARK DR.
E. RUDISILL BLVD.
GAYWOOD RD.
A, EAST
SMITH ST.
OLIVER ST.
BOWSER AVE. (FORMERLY THOMAS)
A, EAST
ROBINWOOD DR.
HOLTON AVE.
REED ST.
WINTER ST.
LILLIE ST.
A, EAST
S. ANTHONY BLVD. (FORMERLY WALTON) AVE.
EUCLID AVE
CENTRAL DR.
MCMILLEN PARK
ABBOTT ST.
A
B
C
D

SYMBOL KEY

- Building/Structure
- Metal Fence
- Wood Fence
- River or Stream
- Asphalt Pavement
- Gravel or Dirt Surface
- Concrete Pavement
- Mown Turf
- Evergreen Tree
- Deciduous Tree
- Ornamental Tree
- Woodland or Tree Mass
- LANDSCAPE AREA A, WEST: RUDISILL BLVD. RESIDENTIAL
- LANDSCAPE AREA A, EAST: RUDISILL BLVD. RESIDENTIAL
- LANDSCAPE AREA B: RUDISILL BLVD. COMMERCIAL CENTER
- LANDSCAPE AREA C: RUDISILL & S. ANTHONY BLVDS. INTERSECTION
- LANDSCAPE AREA D: RUDISILL BLVD. EXTENSION RESIDENTIAL

Source:
1949 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'

Chapter IV: Rudisill Boulevard Landscape Existing Conditions

A. INTRODUCTION TO BOULEVARD LANDSCAPE EXISTING CONDITIONS

The approximately 3-mile long corridor of Rudisill Boulevard was established to connect primarily residential neighborhoods and Foster and Weisser Parks, and later McMillen Park with the southern half of the city of Fort Wayne as part of a larger park and boulevard system that circled the city. Today, Rudisill Boulevard continues to be a major east-west thoroughfare within the community, though some adjacent neighborhoods have changed and evolved into commercial areas. Within these altered sections, the boulevard has also changed with increased travel lanes to accommodate heavier traffic flows. Some areas of the corridor exhibit the historic spatial organization of the boulevard with narrow two-way travel lanes, parallel sidewalks, and remnants of original plantings. Overall, the boulevard character has been altered through changes in the number of vehicles using the street and provisions for adequate connections and access to properties along the street frontage.

While the overall spatial organization of Rudisill Boulevard remains somewhat intact from the end of the historic period, the street today does not strongly state "boulevard" to the surrounding community. Originally designed and built to be part of a unified network of green spaces that would beautify the city and enhance the quality of life for residents, the streetscape along the boulevard conveys the appearance of a typical street within Fort Wayne—not that of an integrated citywide boulevard system that connects the city parks. This absence of a unified boulevard system creates limited connections to the surrounding neighborhood and to the broader park system of Fort Wayne. Although Rudisill Boulevard is in close proximity to other city parks and facilities, including Foster, Weisser, and McMillen Parks and the Rivergreenway trail, connections to these resources are not obvious.

The existing character and condition of Rudisill Boulevard are presented in this chapter. The discussion is organized according to landscape areas and character-defining features as described in the methodology section of Chapter I. These include:

- *Spatial Organization, Land Patterns & Land Use*
- *Visual Relationships*
- *Topography & Natural Systems*
- *Vegetation*
- *Circulation*

- *Hydrology & Water Features*
- *Structures, Site Furnishings & Objects*

The following narrative and accompanying plans and images serve to identify, delineate and describe the existing character and features of the Rudisill Boulevard corridor and place the boulevard in the urban context of its surrounds. First, landscape areas are addressed. These are followed by a discussion of the conditions by areas using a variety of graphic materials, including plans, aerial photographs, and current photographs. References made to the aerial photographs and plans for this chapter include:

- *Rudisill Boulevard 2005 Aerial Photograph West, APW-2005*
- *Rudisill Boulevard 2005 Aerial Photograph East, APE-2005*
- *Rudisill Boulevard Existing Conditions Plan West, ECW-2007*
- *Rudisill Boulevard Existing Conditions Plan East, ECE-2007*
- *Rudisill Boulevard Tree Condition Assessment Plan West, TAW- 2007*
- *Rudisill Boulevard Tree Condition Assessment Plan East, TAE- 2007*

All plans are provided at the end of this chapter as 11-inch by 17-inch fold-outs at a scale of 1-inch equal to 150-feet. Illustrative plans *ECW-2007* and *ECE-2007* record the existing Rudisill Boulevard landscape as studied and photographed during several field visits. The base drawing for the existing condition plan was an aerial photograph obtained from Fort Wayne Parks and Recreation. Using the aerial, Heritage Landscapes mapped, assessed, and recorded the overall conditions of the boulevard landscape through a series of detailed field notes and digital photographs. These field visits were critical to creating a detailed base map as limited mapping for the park existed prior to this report. Field notes combined with historic mapping and aerial photographs all served as data for the creation of the AutoCAD plans included in this chapter.

Additionally, field work sessions focused on a detailed tree inventory and assessment of existing trees along the Rudisill Boulevard corridor. The emphasis on trees along the boulevard is spurred from Heritage Landscapes' previous park planning work in Fort Wayne that identified considerable losses in park tree canopy over the second half of the 20th century. Understanding the composition and condition of the existing trees in Foster Park serves as a baseline for tree preservation, care and renewal in the future. Trees were identified and coded according to genus, species, and conditional assessment as shown on the *TAW- 2007* and *TAE- 2007.* The results from the tree inventory are discussed in summary form at the end of this chapter. A detailed narrative accompanied by tree charts is presented in Appendix B.

Images are presented at the end of the chapter to document the character of the boulevard landscape as it exists today. These images are referenced as figures throughout the text to illustrate the character-defining features of each landscape area. The images are digital photographs taken during the 2006 on-site field reconnaissance. Pertinent information about each figure, including the digital image file number, is included in each caption.

B. RUDISILL BOULEVARD LANDSCAPE AREAS

Review of chronological mapping, aerial photographs and site investigation of Rudisill Boulevard yielded four definable landscape areas, or component landscapes, that can be mapped in the overall landscape. One area is divided into east and west sections. The landscape area boundaries for Rudisill Boulevard were defined for the year 1949, when the boulevard was in its as-built condition. The defined boundaries of these component landscapes may or may not remain consistent through time, and aspects of the individual areas may change. The four landscape areas for Rudisill Boulevard are:

- *Landscape Area A, West: Rudisill Boulevard Residential*– The west Rudisill Boulevard Residential area encompasses the area between Broadway and the north-south alley between South Harrison Street and South Calhoun Street within the Rudisill Boulevard public right-of-way. This area includes the approach to the entrance of Foster Park and mainly portions of front yards of residential houses with mown turf and deciduous and ornamental trees. This area is approximately one mile in length.

- *Landscape Area A, East: Rudisill Boulevard Residential* – The east Rudisill Boulevard Residential area is similar to Landscape Area A, West as it encompasses a residential neighborhood characterized by mown lawn and deciduous tree plantings. The area is defined by the public right-of-way to the north and south, an alley between Lafayette Street and Avondale Drive to the west, and a point half-way between Lillie Street and South Anthony Boulevard to the east. Overall, Landscape Area A, East is divided from Landscape Area A, West by the Commercial Center of Landscape Area B. This area is also approximately one mile.

- *Landscape Area B: Rudisill Boulevard Commercial Center*– The Rudisill Boulevard Commercial Center area is located at the center of the Rudisill Boulevard corridor and spans from an alley half-way between South Harrison Street and South Calhoun Street to an alley between Lafayette Street and Avondale Drive within the street right-of-way. Landscape Area B is approximately .33 miles in length and is namely characterized by commercial buildings, parking lots, and limited plantings.

- *Landscape Area C: Rudisill & South Anthony Boulevards Intersection*– The Rudisill & South Anthony Boulevards Intersection area is the smallest area within the Rudisill Boulevard corridor. This approximately 525-foot section includes the transition from Rudisill Boulevard from a 4-lane street to a 2-lane street. Boundaries include a point between Lillie Street and South Anthony Boulevard to the west and Euclid Avenue to the east.

- *Landscape Area D: Rudisill Boulevard Extension Residential*– The Rudisill Boulevard Extension Residential includes .22 miles of the easternmost portion of the boulevard corridor. Located between Euclid Avenue and Abbot Street, this area includes privately owned residential lots with mature deciduous trees along a narrowed street. The approach to McMillen Park is also included in this area. This area of Rudisill Boulevard was developed later and exhibits a different street character with a more narrow street width.

Each of these areas is represented by color unit lines and numbers on the *Rudisill Boulevard Existing Conditions Plan West, ECW-2007*, and *Rudisill Boulevard Existing Conditions Plan East, ECE-2007.* The four distinct landscape areas are shown in orange, magenta, yellow, and blue.

C. 2007 EXISTING CONDITIONS, CHARACTER & PLAN

In general, the east-west Rudisill Boulevard corridor is located approximately two miles south of the center of downtown Fort Wayne. The approximately three-mile long corridor is a largely residential area with commercial development at the center, concentrated between South Calhoun and Lafayette Streets. The neighborhoods and businesses along the corridor form a relatively contained urban and residential link between Foster Park to the west and McMillen Park to the east. Rudisill Boulevard itself varies in width and character throughout its length with four travel lanes, large building set-backs, and some plantings to the west; flared intersections with turning lanes and parking lots in the center; and two travel lanes, narrow building set-backs, and original plantings to the east. The historic cross-section of the boulevard included a 100-foot right-of-way with a 40-foot roadbed, two 6-foot parallel sidewalks, and two 19-foot tree lawns between the street and walks, with the remaining 10 feet in tree lawn to the outside of the walks. Tree lawns were planted with double rows of deciduous trees. The edge of the right-of-way was defined 5 feet off of the farthest edge of the adjacent sidewalks. Today, this cross-section varies throughout the corridor with increased pavement, fewer tree lawns and encroachments within the boulevard right-of-way. Overall, large portions of the roadway have been altered throughout the mid to late 20th century to accommodate increasing traffic flows. Circulation is dominated by wide asphalt drives used primarily by vehicles with narrower sidewalks less often used by pedestrians.

The accumulated results of boulevard improvements from the early 1900s to today are illustrated on the *Rudisill Boulevard Existing Conditions Plan West, ECW-2007* and *Rudisill Boulevard Existing Conditions Plan East, ECE-2007*. The spatial relationship between the street and the adjacent houses with numerous curb cuts, open paving, and overstory vegetation define the overall character of Rudisill Boulevard. The following sections describe the character of Rudisill Boulevard in greater detail with reference to *ECW-2007* and *ECE-2007.*

Landscape Area A, West: Rudisill Boulevard Residential

The west Rudisill Boulevard Residential area is the westernmost section of the boulevard corridor that spans the area between Broadway and the alley between South Harrison and South Calhoun Streets. This approximately one mile long segment is mainly residential in character, though character varies throughout. From Foster Park to Indiana Avenue the streetscape is characterized by large setbacks of 100 feet and open lawns with large canopy trees. To the east of Beaver Avenue, Taylor University breaks the residential feel of the area with some larger scale buildings set closer to the boulevard and limited street tree plantings. However, these larger buildings are mostly sited between Indiana and Wayne Avenues, creating a unified block. Farther east, a narrower setback of 40 to 50 feet is seen with smaller residential houses set closer to the street edge. Some institutional church and office buildings are interspersed within the area to the east and west of South Harrison Street.

Spatial organization, visual relationships and topography are all interrelated to the experience and character of this section of the Rudisill Boulevard corridor. The linear east-west alignment of Rudisill Boulevard directs views up and down the roadway. The proximity of buildings to the road and frequency and scale of vegetation change the spatial organization throughout the area and frame the edges of an irregular visual corridor. Vegetation generally constrains viewsheds through the roadway except in areas where vegetation has been lost or removed, such as the south road edge near Beaver Avenue, Indiana Avenue, and Wayne Avenue with relatively open lawn panels. Within this corridor, the generally level topography serves to elongate views and sightlines. Visual relationships within Landscape Area A, West are especially unique in their linearity along with varying degrees of view breadth into adjacent properties. Adjacent residences exhibit a wide set back from the street to emphasize the 100-foot wide road corridor as originally intended for all boulevards within Fort Wayne. (See Figure IV.1.)

Vegetation within this area consists mostly of large overstory deciduous trees scattered over a mown turf grass ground plane. Some evergreen and ornamental trees were also noted during field visits. Historically, double staggered rows of Oriental plane trees *(Platanus orientalis)* and later American elms *(Ulmus americana)* lined the north and south edges of the street to create a unified and rhythmic streetscape. Extant plane trees and elms within the Rudisill Boulevard right-of-way allude to this former spacing with remnant trees positioned in a rough line between the sidewalk and street edge. These remaining historic trees are spaced at somewhat regular intervals; however, gaps in the tree spacing indicate lost trees. (See Figures IV.2 and IV.3.) Generally, all remaining historic street trees are within the row closest to the street, while the double row located farther away from the street edge exhibits more significant gaps with some sections of trees entirely missing. As trees were lost along the street edge, some were replaced with other species such as ash (*Fraxinus* species) and maple (*Acer* species), as seen today.

Circulation within Landscape Area A, West consists of a four-lane vehicular roadway with two parallel sidewalks to the north and south. Each travel lane of Rudisill Boulevard ranges between ten to eleven feet in width, for a total street width of approximately 42 feet to the west and 44 feet to the east. At the east edge of the landscape area, the street flares out to accommodate a left-hand turning lane at the South Calhoun Street intersection. This area of roadbed was expanded to accommodate increased traffic flows and increase safety at the hazardous intersection. Two parking lots are located with Landscape Area A, West to the south of Rudisill Boulevard at Beaver Avenue and Tacoma Avenue. The western parking lot, associated with Taylor University, is 8 feet from the edge of the adjacent sidewalk. This arrangement respects the historic right-of-way edge; however, the large expanse of pavement within the setback area detracts from the scenic landscape edge of the boulevard. (See Figure IV.4.) The large parking lot east of Tacoma Avenue, associated with a church, also neglects to follow the 25-foot setback for the boulevard and diminishes the scenic qualities of the street with the adjacent expanse of pavement.

In terms of pedestrian circulation, the two parallel sidewalks are offset from the curb of Rudisill Boulevard by 17-½ feet to create a green expanse of lawn and deciduous trees. (See Figure IV.3.) Sidewalks within Landscape Area A, West are generally 6-feet wide, with the exception of the walk segment east of South Harrison Avenue on the north side of the boulevard. This segment of walk measures 5-feet in width. Both the boulevard and sidewalks are occasionally interrupted by driveways to adjacent residences. Crossing Rudisill Boulevard is challenging, as no pedestrian crosswalks or on-

demand traffic signals are located at intersections to stop on-coming traffic and facilitate crossing ease.

Structures, site furnishings, and objects within Landscape Area A, West include a variety of walls, fences, piers, steps, traffic signals, directory and regulatory signs, utilities, mailboxes, and lighting fixtures. In particular, lighting within the area consists of small, pedestrian-scale metal lamp posts with lantern style fixtures affixed to the top. (See Figure IV.5.) This style of lighting is carried along both sides of this western section of Rudisill Boulevard. Though this style of light fixture looks to date to the early 1900s, these decorative fixtures were installed in 1975. Overall, the small-scale features located along the roadway and in adjacent properties help to contribute to the character of this section of Rudisill Boulevard.

Landscape Area A, East: Rudisill Boulevard Residential

Divided from Landscape Area A, West by the central commercial area, Landscape Area A, East is similar in character to its western counterpart. Spanning approximately one mile between alleys between Lafayette Street and Avondale Drive and Lillie Street and South Anthony Boulevard, the area contains residential neighborhoods with mown lawn and deciduous tree plantings. Overall, the streetscape of this area is fairly uniform. To the west of Avondale Drive, the road narrows from 48 feet with four lanes and a painted median to 38 feet with four continuous lanes, as the commercial area transitions to a residential neighborhood. The narrowed roadway continues to the east until it flares again between Warsaw and South Monroe Streets. Between South Monroe Street and Weisser Park Avenue the 51-foot widened paving expanse accommodates four travel lanes and a central turning lane. To the east of Weisser Park Avenue, the boulevard narrows again with four travel lanes to the intersection of South Anthony Boulevard. Overall, the residences along this section of Rudisill Boulevard are fairly dense with the exception of the block between South Monroe and South Hanna Streets. Building setbacks in this area are more narrow than Landscape Area A, West with houses positioned approximately 50 feet from the street.

The spatial organization, visual relationships and topography of Landscape Area A, East are also similar to Landscape Area A, West. Views are directed up and down the roadway due to its linear east-west alignment. Adjacent buildings and vegetation along the boulevard define the scale and spatial organization of the corridor and further direct and define views. Because setbacks along this area of Rudisill Boulevard are narrower, the closer proximity of buildings to the street edge creates narrowed views and a more enclosed street corridor than that of Landscape Area A, West. However, lack of street trees in some areas expands viewsheds, especially in the vicinity of South Hanna Street. In addition, subtle changes in topography also affect views and the spatial organization of the street corridor. The edge of the right-of-way is marked by a slight rise in topography that creates somewhat of a plinth on which the adjacent residences are located. This rise in elevation positions the buildings at a higher elevation than the street, aiding in enhancing the vertical sense of scale within the area. (See Figure IV.6.) Overall, the character of the area is defined by adjacent residences, setbacks, topography, and vegetation, which contribute to the general spatial organization and visual relationships along this stretch of Rudisill Boulevard. (See Figure IV.7.)

Vegetation along this section of the boulevard is widely varied with historic and newly planted street trees and open lawn. As noted previously, double staggered rows of Oriental plane trees and later

American elms lined the north and south edges of Rudisill Boulevard during the early 20th century. Few of these trees remain within Landscape Area A, East with original trees noted between Avondale Drive and Warsaw Street, between Weisser Park Avenue and South Park Drive, and at the intersections of Gaywood Road, Smith Street, and Oliver Street. (See Figure IV.8.) Only one section of the corridor exhibits a staggered tree arrangement—the north side of Rudisill Boulevard between Gaywood Road and Smith Street. Gaps in the missing historic trees have been replanted with ash and maple species to continue the rhythmic appearance of the staggered trees. These trees appear to have been planted sometime during the mid to late 20th century. Remaining street trees consist of newly planted trees with an average of 2-inch diameters, likely planted in the last few years to replace lost historic trees. While efforts to replant the lost trees should be commended, the overall result remains a sporadic arrangement of trees with almost the entire second row missing. (See Figures IV.6 and IV.9.) In general planting verges for street trees located between the sidewalk and street edge range from 12 to 19 feet, with an average of 17-½ feet.

Circulation within the east section of Rudisill Boulevard Residential accommodates both vehicular and pedestrian traffic. In general, the boulevard consists of a four-lane vehicular roadway with some flared intersections, central turning lanes, and two parallel sidewalks to the north and south. Each travel lane of Rudisill Boulevard ranges between 8-½ to 11 feet in width, for a total street width ranging between 48 feet and 38 feet. At the west edge of the landscape area, the street width flares out to accommodate a painted median and increased traffic loads at the commercial center. At the intersections between South Monroe and Weisser Park Avenue, a central left-hand turning lane has expanded the street width to increase safety at the hazardous intersections. Fewer driveways intersect with Rudisill Boulevard in this section of the corridor, as access to adjacent residences is provided through side streets and alleys.

Pedestrian circulation includes two parallel sidewalks that are offset from the curb of Rudisill Boulevard by an average of 17-½ feet. In areas of increased width in the roadbed, sidewalks are closer to the street than originally designed. Most sidewalks within Landscape Area A, East are 6-feet wide; however, the northern segment of sidewalk measures only 5-feet wide between the west landscape area boundary at Avondale Drive and South Monroe Street. Sidewalks at street intersections have been altered to accommodate handicapped access; through these alterations, the green areas between walks have been paved. (See Figure IV.8.) Overall, the condition of walks in this area is fair with some severely deteriorated sections. (See Figure IV.10.)

Landscape Area A, East contains numerous structures, site furnishings, and objects to include walls, fences, wood bollards, steps, railings, signs, utilities, and lighting fixtures. (See Figure IV.11.) Lighting consists of small, pedestrian-scale metal lamp posts with lantern style fixtures affixed to the top, seen previously in Landscape Area A, West.

Landscape Area B: Rudisill Boulevard Commercial Center

The Rudisill Boulevard Commercial Center is a .33 mile span that encompasses the most altered sections of the streetscape. Defined to the west and east by alleys between South Harrison Street and South Calhoun Street and Lafayette Street and Avondale Drive, this section of Rudisill Boulevard is characterized by multiple travel and turning lanes, commercial buildings, parking lots, and limited plantings. At the west of end of the landscape area the roadway is 62 feet wide, where it expands to

approximately 68 feet at the intersection of Lafayette Street. East of Lafayette Street, the boulevard narrows from 68 feet to about 48 feet as it enters a more residential area to the east. Throughout this section of the boulevard, the street is four lanes with a central turning lane. This expanded street profile conveys a mix of different landscape styles with direct pedestrian exposure to traffic. Excessive curb cuts and access points for the adjacent commercial properties break up the continuity of the street frontage. Few shared driveways provide access to multiple properties. To the east, a short concrete median is at the Lafayette Street intersection, where it separates oncoming traffic before narrowing. (See Figure IV.12.) Buildings within Landscape Area B vary in the distance set back from the boulevard. The closest building is located approximate 23 feet away from the street edge, while the greatest setback is about 100 feet.

New and altered landscape features have changed spatial organization and visual relationships within Landscape Area B. Similar to other areas of the boulevard, views are directed east and west along the roadway; however, expanded paving areas and lack of street trees and other edge vegetation broaden views to adjacent private properties. The visual corridor of the boulevard is no longer defined by nearby vertical elements, but rather the lack of vertical elements along the corridor has increased the scale of the streetscape and extended views to the north and south. (See Figure IV.13.) Building setbacks are variable; however, one of the greatest landscape changes is the addition of parking lots and paved areas with and adjacent to the boulevard right-of-way. In general, topography of this area is level.

Vegetation within the Rudisill Boulevard Commercial Center is quite limited. No vegetation dates to the early improvement years of the boulevard, as no plane trees or elms exist in this area today. Instead, over time the original trees were lost to disease or removed as the area expanded into a bustling commercial center. Trees were likely removed to make way for needed parking lots and other developments. Some trees have been replanted in a character and style similar to the historic trees. One double row of evenly spaced ash trees is located along the south edge of Rudisill Boulevard between South Calhoun and South Clinton Streets. This section of Landscape Area B also contains the largest concentration of trees within the area. (See Figure IV.14.) Overall the limited number of trees creates a segmented tree row with many gaps; the second row of trees at the edge of the right-of-way is missing entirely. The species make up of existing trees includes pear (*Pyrus* species) and ash species (*Fraxinus* species) scattered along the street frontage. Former tree lawn park strips between the street edge and walks have been narrowed, while tree lawns between the walks and private properties have been lost. Some remnants of these latter tree lawn park strips remain as sections of gravel or turf, though most are paved. (See Figure IV.15.) The loss of vegetation and tree lawn spaces within the commercial corridor has drastically altered the character of Rudisill Boulevard in this area.

The boulevard width expands within Landscape Area B to accommodate increased traffic loads accessing the commercial businesses of the area. The historic 2-lane street has been enlarged throughout the mid-20th century into 4 lanes with a center turning lane. Travel lanes vary between 11 to 16 feet in width to create a total street width of 62 to 68 feet. To the west of South Calhoun Street and east of Lafayette Street the street diminishes in width to the original four lane street width of approximately 40 feet. Other vehicular circulation features of Rudisill Boulevard include multiple parking lots that abut the pedestrian sidewalks, thus encroaching on the street right-of-way. (See Figure IV.16.) Numerous curb cuts also detract from the character of the former boulevard, replacing

green space with expanses of asphalt and concrete. The combination of the travel lanes, parking areas, and curb cuts create a large expanse of pavement within the area that was historically green tree lawn. This added pavement takes up almost the entire right of way, leaving narrow and limited spaces for existing trees between the street and the walks. (See Figures IV.17 and IV.18.)

Two sidewalks that parallel Rudisill Boulevard to the north and south offer some pedestrian circulation routes through the commercial center. The original 6-foot walks have been narrowed to 5 feet within this central area of the boulevard to accommodate the increase in street width. (See Figure IV.18.) Given this narrowing and the increased street width, the adjacent sidewalks are offset at variable distances from the boulevard. In some areas, the sidewalk is only 5-½ feet away from the street, and in others it is offset by as much as 12 feet. This space is significantly less than was intended historically for boulevard plantings. Pedestrian crossings throughout the commercial center are limited, creating potentially unsafe conflicts between pedestrians and vehicles.

Landscape Area B contains traffic signals, directory and regulatory signs, utilities, and lighting fixtures as structures, site furnishings, and objects. Light fixtures are of a larger scale in this section of Rudisill Boulevard, aimed for casting light over the street at night. Both shoebox fixtures and cobra-head fixtures are found throughout the area along the street and within adjacent parking lots. A multitude of small-scale features, especially signs, within Landscape Area B create a more cluttered environment. These in conjunction with the lack of green space in the commercial center do not contribute to a scenic boulevard environment.

Landscape Area C: Rudisill & South Anthony Boulevards Intersection

This approximate 525-foot section of Rudisill Boulevard at the intersection of South Anthony Boulevard is the smallest landscape area, but feels quite expansive due to the lack of vertical edge definition. The arrangement of adjacent buildings, alignment of the two boulevards, and limited vegetation affects the spatial organization and visual relationships of the intersection. The slightly offset and angled alignment in the west and east sections of Rudisill Boulevard creates a somewhat confusing intersection with limited sightlines. When traveling eastbound, views are directed toward two private residences. (See Figure IV.19.) Traveling the other direction, views are also focused on a private residence. (See Figure IV.20.) In general the spatial organization at this intersection is quite open with no trees to vertically define the boulevard corridor. In addition, the northwest corner of the intersection is empty, the southeast corner contains a large gravel parking lot, and building setbacks vary between 12 feet to 100 feet, which further provide an open feeling and altered boulevard character.

Vegetation within Landscape Area C is sparse. Only three trees are located within the area, however, it appears that two are located on private property, not within the street right-of-way. Many stumps and depressions were also noted along the corridor. The remainder of the vegetation consists of a mown turf grass ground plane.

Circulation features at the intersection of Rudisill Boulevard and South Anthony Boulevard include the boulevards themselves and adjacent sidewalks. To the west of South Anthony Boulevard, Rudisill Boulevard is four lanes with an enlarged east-bound right hand lane. On the opposite side, Rudisill Boulevard narrows to a two-lane street. The four-lane and two-lane sections of Rudisill Boulevard do

not align—the alignment of Rudisill Boulevard to the east is offset slightly to the south. This awkward intersection is somewhat negotiated through the widened right hand lane. Each travel lane within the west section of Rudisill Boulevard at this intersection measures approximately 10-feet wide with a 25-foot wide right hand lane. (See Figure IV.19.) To the east, the total width of the boulevard measures 26 feet. This transitional area between the four-lane and two-lane sections is explained by the fact that the narrower section was not originally part of the boulevard, but was extended later in the 20th century, in support of the establishment of McMillen Park. Similarly, sidewalks to either side of South Anthony Boulevard vary in width. Those to the west measure 6 feet, while those to the east measure 5 feet. Sidewalks to the east are also located closer to the street edge, as the northern section is 2 feet from the Rudisill Boulevard extension, while the southern segment is 8 feet from the street edge.

This landscape area contains typical structures, site furnishings, and objects found along a street corridor. This includes signs, traffic signals, cobra-head light fixtures, lantern-style light fixtures, utility boxes, and overhead utility lines. (See Figures IV.19 through IV.21.)

Landscape Area D: Rudisill Boulevard Extension Residential

Landscape Area D: Rudisill Boulevard Extension Residential includes the eastern .22 miles of the boulevard corridor from Euclid Avenue to Abbot Street. This stretch of Rudisill Boulevard is mainly characterized by a narrow street corridor with abutting privately owned residential lots with mature deciduous trees. (See Figure IV.22.) At the eastern edge of the landscape area, Rudisill Boulevard terminates at the western entrance to McMillen Park. (See Figure IV.23.) Because this area was constructed about 20 years after the western section of the boulevard, it was developed following a different design scheme. Instead of a 100-foot right-of-way with a uniform 25-foot building setback, the boulevard extension includes a 50-foot right-of-way with a central roadway measuring 26 feet. Buildings within Landscape Area D vary in the distance set back from the boulevard extension. The closest building is located approximately 20 feet away from the street edge, while the greatest setback is about 70 feet.

The landscape features of this area differ significantly from the other boulevard areas, which create a unique character in terms of spatial organization and visual relationships. Views are directed up and down the roadway to the east and west due to the linear alignment of the boulevard. Adjacent buildings and vegetation along the street edge define the spatial organization and focus views. (See Figure IV.24.) The irregularities in building setbacks and frequency of vegetation create an irregular visual corridor that expands and narrows throughout the landscape area. Topography is generally level, which elongates views and sightlines along the boulevard. In general, views throughout Landscape Area D are narrower and focused in comparison to the western landscape areas.

Vegetation within Landscape Area D includes large overstory deciduous trees and few evergreens scattered over a mown turf grass ground plane. The trees are positioned in what appears to be an informal double row along the street edges. However, gaps in the spacing and portions of some tree rows indicate that some trees have been lost. The southern edge of this area of Rudisill Boulevard exhibits more trees than the north edge. Tree lawns for street tree planting are narrower than the western sections of the boulevard with only 5 to 8 feet available between the street edges and adjacent sidewalks. (See Figure IV.25.) In general, tree species within Landscape Area D include mainly oaks

and maples. Given the large and impressive nature of the oaks, it is likely that these trees were once part of the larger oak-hickory forest that covered this area of Fort Wayne. Similar oaks are also found farther east within McMillen Park today.

Circulation in Landscape Area D includes a continuation of the two-lane vehicular roadway present in the adjacent Landscape Area C. In total, this section of Rudisill Boulevard measures 26 feet wide, which allows for two travel lanes and some on-street parking. (See Figure IV.22.) Other vehicular circulation features include many driveways that provide access to adjacent properties. These driveways are generally wide and disrupt the continuity of the boulevard edge. Pedestrian circulation is accommodated through two sidewalks that parallel the boulevard. These 5-foot walks are offset from the curb of Rudisill Boulevard by 5 feet to the north and 8 feet to the south to create a narrow tree lawn.

Structures, site furnishings, and objects in Landscape Area D are similar to those found in the other residential areas of Rudisill Boulevard. Overhead utilities, signs, and cobra-head light fixtures are the most notable.

D. 2007 TREE ASSESSMENT

Trees within the Rudisill Boulevard corridor serve as remnant symbols of various eras. Originally, upland oak and hickory forest spanned the southern section of Fort Wayne and served as the impetus for establishing parks adjacent to the boulevard. During the early 20th century as Fort Wayne developed its boulevard system, double staggered rows of Oriental plane trees and later American elm lined each side of the public sidewalks along the newly improved Rudisill Boulevard. More recently, newer tree plantings consist of mostly native species with some ornamentals. Given this context, assessing and mapping the trees within the boulevard right-of-way serves as a reliable baseline for understanding the vegetation composition and condition along the street corridor today. Doing so aids in the development of treatment recommendations for tree canopy renewal and overall boulevard management.

Heritage Landscapes identified the trees within the Rudisill Boulevard right-of-way by genus and species from field observation and keyed tree species to botanical sources as required. Free-standing trees were assessed and mapped using an aerial photograph for field mapping work. Trees were assessed for canopy, trunk, and root condition with the tree condition codes noted on the *Rudisill Boulevard Tree Condition Assessment Plan West, TAW- 2007 and Rudisill Boulevard Tree Condition Assessment Plan East, TAE- 2007.* This AutoCAD mapping with tree conditions is a valuable secondary product of this report that serves to document the existing boulevard trees, as no previous tree inventory existed. A complete list and discussion of tree species along Rudisill Boulevard is found in Appendix B.

A total of 365 trees, stumps, and former tree depressions were recorded, located, and assessed in Rudisill Boulevard, including a total of 18 different genera and 27 different species. Of these 27 species, 13 are non-cultivars that are native to the Fort Wayne area. Some of these native trees are likely remnants of the wooded legacy of this area of Fort Wayne as reflected in a number of larger oak (*Quercus* species) specimens. (See Figure IV.23 and IV.24.) In addition, other large trees include

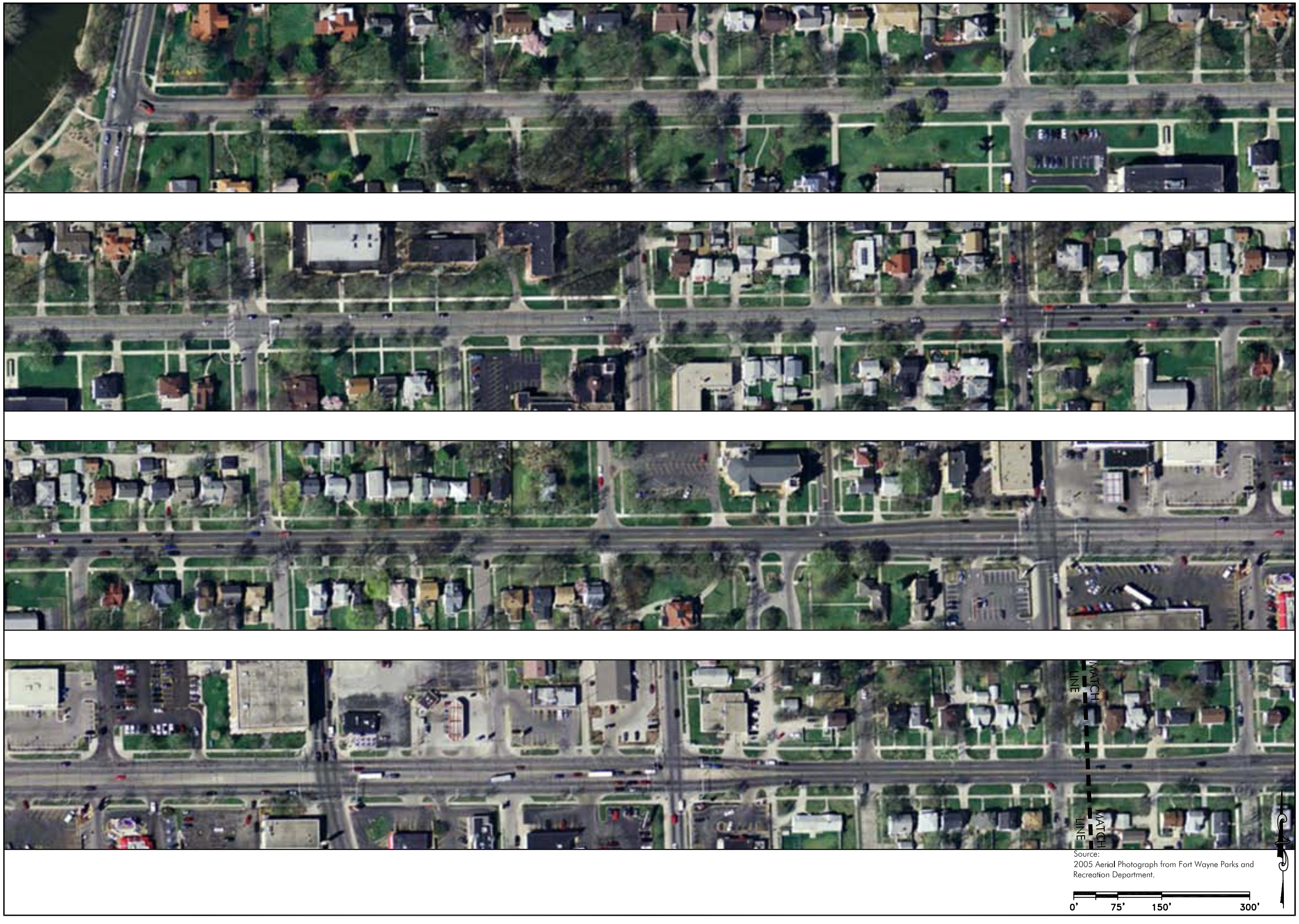
Oriental plane trees, which reflect the original boulevard landscape design. (See Figures IV.1, IV.3, IV.4, and IV.9.) Today the boulevard is dominated by ash, followed by Oriental plane trees, sugar maple *(Acer saccharum)*, red maple *(Acer rubrum)*, silver maple *(Acer saccharinum)*, and Norway maple *(Acer platanoides)*. A lesser percentage of trees include oak, elm, pear, and honey locust *(Gleditsia triacanthos)*.

Overall, the trees along Rudisill Boulevard are in fair to good condition. Forty-seven percent (170 specimens) of the boulevard trees require no canopy maintenance to ensure their continued health. An additional 40% (146 trees) are B-rated, indicating that minor pruning or tree work is needed, and 9% (34 trees) are rated C for canopy health, meaning they require significant treework. The trunks of 68% of the trees (250 specimens) show no damage, or have healed minor trunk damage sustained in the past. Approximately 48% (178 trees) grow unrestricted without any obstacles within 8-10 feet of their trunks. Additionally, 12 stumps and depressions were noted. No shrubs were assessed during the Rudisill Boulevard tree inventory.

E. 2007 EXISTING CONDITIONS LANDSCAPE SUMMARY

In summary, the numerous features of the Rudisill Boulevard corridor contribute to the overall physical composition and visual character of the roadway and surroundings. Today the boulevard corridor is a mix of remnant historical landscape features as well as more recent additions to accommodate increased vehicular use, traffic flows, and safety concerns.

The overall character of Rudisill Boulevard varies greatly throughout the four landscape areas. The western residential section follows the original intent of the city boulevard design guidelines with a 100-foot right-of-way, 40-foot roadway, and 100-foot building setbacks. Some historic Oriental plane trees and elms remain, though some trees have been lost and replanted. The eastern residential area is similar in character, though exhibits a smaller building setback and some alterations in the street and sidewalk widths. The central commercial area is the most altered section of Rudisill Boulevard with a 60-foot roadway, narrowed sidewalks, very limited street trees and tree lawn park strips, and expansive pavement and parking lots that abut and encroach on the public right-of-way. Farther east, the intersection of Rudisill Boulevard and South Anthony Boulevard is somewhat awkward with an angled and offset alignment that shifts views along the boulevard corridor. Varied building setbacks and lack of vegetation has altered the boulevard character by making this intersection feel open. The easternmost section of the boulevard was created later, and also exhibits a different character with a 26-foot wide roadway, 5-foot sidewalks, and narrow tree lawns with remnant oaks. Because the various areas of Rudisill Boulevard have been created, improved, and altered individually, the resulting boulevard character is fragmented. In spite of the altered landscape character, the overall quality and identity of the boulevard can be greatly enhanced through an analysis of the level of change that has occurred and the careful planning for and implementation of future treatment of this historic boulevard corridor.



Source:
2005 Aerial Photograph from Fort Wayne Parks and Recreation Department.

0' 75' 150' 300'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 2005 Aerial Photograph West

Date:
2007

Drawing Number:
APW-2005

Source:
2005 Aerial Photograph from Fort Wayne Parks and Recreation Department.

0' 75' 150' 300'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
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City of Fort Wayne, Indiana

Landscape Architect:
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Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 2005 Aerial Photograph East

Date:
2007

Drawing Number:
APE-2005

SEE SYMBOL KEY ON ECE-2007.

Source:
2003 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

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Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 2007 Existing Conditions Plan West

Date:
2007

Drawing Number:
ECW-2007

SYMBOL KEY

- Building/Structure
- Metal Fence
- Wood Fence
- River or Stream
- Asphalt Pavement
- Gravel or Dirt Surface
- Concrete Pavement
- Mown Turf
- Evergreen Tree
- Deciduous Tree
- Ornamental Tree
- Woodland or Tree Mass
- LANDSCAPE AREA A: RUDISILL BLVD. RESIDENTIAL
- LANDSCAPE AREA B: RUDISILL BLVD. COMMERCIAL CENTER
- LANDSCAPE AREA C: RUDISILL & S. ANTHONY BLVDS. INTERSECTION
- LANDSCAPE AREA D: RUDISILL BLVD. EXTENSION RESIDENTIAL

Source:
2003 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

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802.425.4330

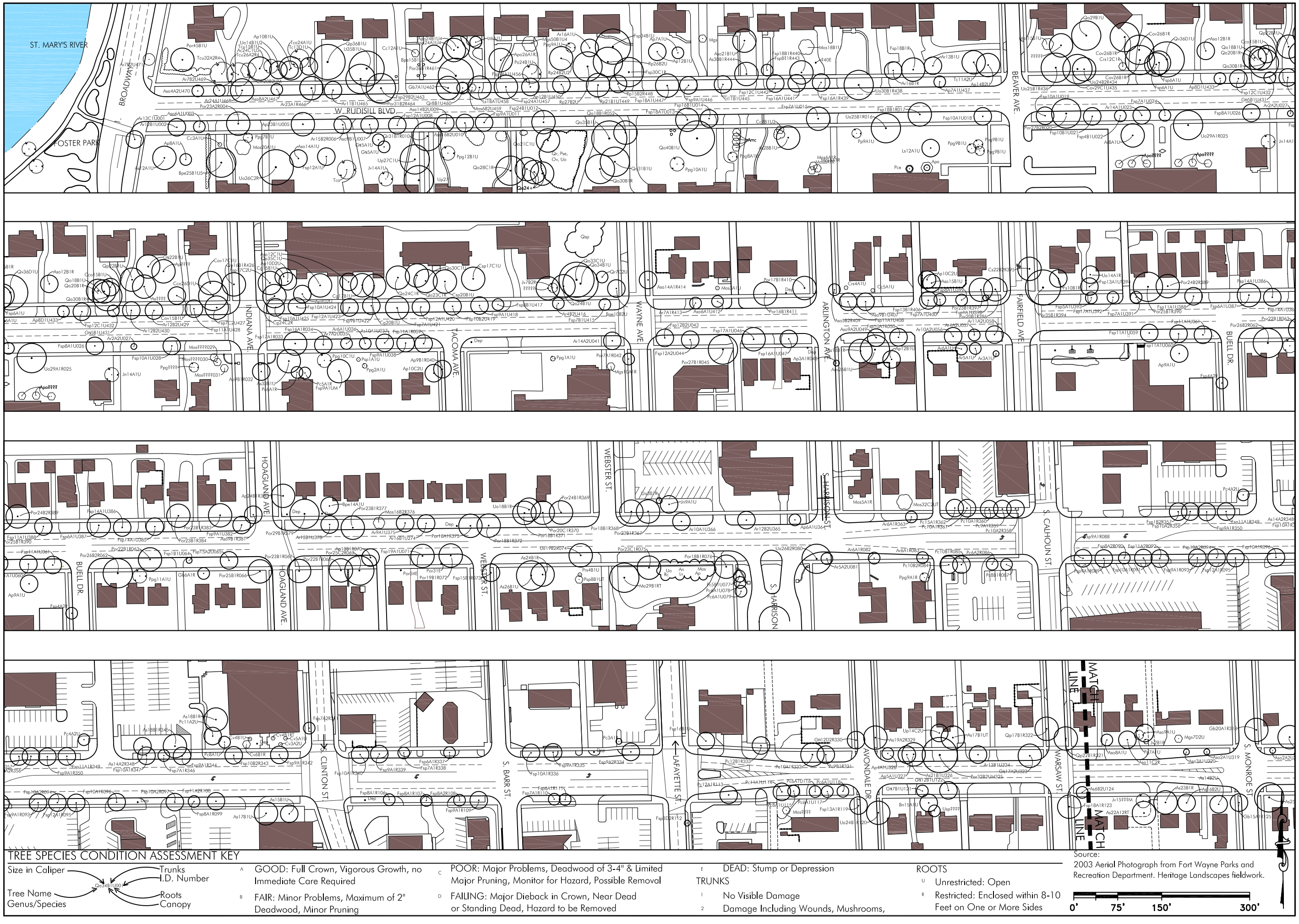
34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 2007 Existing Conditions Plan East

Date:
2007

Drawing Number:
ECE-2007



RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:
Rudisill Boulevard 2007 Tree Condition Assessment Plan West

Date:
2007

Drawing Number:
TAW-2007

TREE SPECIES CONDITION ASSESSMENT KEY

Size in Caliper — Trunks I.D. Number
Tree Name Genus/Species — Roots Canopy

A GOOD: Full Crown, Vigorous Growth, no Immediate Care Required

B FAIR: Minor Problems, Maximum of 2" Deadwood, Minor Pruning

C POOR: Major Problems, Deadwood of 3-4" & Limited Major Pruning, Monitor for Hazard, Possible Removal

D FAILING: Major Dieback in Crown, Near Dead or Standing Dead, Hazard to be Removed

E DEAD: Stump or Depression

TRUNKS
1 No Visible Damage
2 Damage Including Wounds, Mushrooms,

ROOTS
U Unrestricted: Open
R Restricted: Enclosed within 8-10 Feet on One or More Sides

Source:
2003 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:
Rudisill Boulevard 2007 Tree Condition Assessment Plan East

Date:
2007

Drawing Number:
TAE-2007

TREE SPECIES CONDITION ASSESSMENT KEY

Size in Caliper — Trunks — I.D. Number
Tree Name Genus/Species — Roots — Canopy

A GOOD: Full Crown, Vigorous Growth, no Immediate Care Required

B FAIR: Minor Problems, Maximum of 2" Deadwood, Minor Pruning

C POOR: Major Problems, Deadwood of 3-4" & Limited Major Pruning, Monitor for Hazard, Possible Removal

D FAILING: Major Dieback in Crown, Near Dead or Standing Dead, Hazard to be Removed

E DEAD: Stump or Depression

TRUNKS

1 No Visible Damage

2 Damage Including Wounds, Mushrooms,

ROOTS

U Unrestricted: Open

R Restricted: Enclosed within 8-10 Feet on One or More Sides

Source:
2003 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'

Chapter V: Rudisill Boulevard Today

A. INTRODUCTION TO THE BOULEVARD TODAY

This chapter expands upon the existing conditions description of the boulevard to examine the various aspects of Rudisill Boulevard today. Elements of landscape use, maintenance and management are explored. Today Rudisill Boulevard is a main east-west thoroughfare through southern Fort Wayne, providing convenient access to nearby Foster, Weisser, and McMillen Parks, the surrounding neighborhood, and the broader park and boulevard system. Historically the boulevard was intended to provide both a functional transportation corridor and a scenic, neighborhood route available for passive recreation. Today, the scenic, recreational value of Rudisill Boulevard has given way to purely functional objectives. This portion of the report focuses on data gathered through the boulevard user survey, verbal and written feedback from boulevard users during public meetings, and visual observations within the boulevard. The aim of this chapter is to provide a relatively clear picture describing how effectively Rudisill Boulevard functions, is cared for, and fulfills user needs and where the boulevard may be falling short. Addressing the results of the Rudisill Boulevard user survey, visual observations of boulevard use, and an overview of current maintenance practices, this discussion contributes to subsequent analysis of the boulevard landscape and treatment recommendations.

B. BOULEVARD USER SURVEY RESULTS

Heritage Landscapes developed user surveys, with input from the Fort Wayne Parks and Recreation Legacy Committee, to gain an understanding of the current use and the public perception of the needs of Rudisill Boulevard. The results were an important tool in learning about the boulevard from the user's point of view. The Rudisill Boulevard user survey was made available between December 2006 and February 2007 at public meetings, Parks and Recreation offices, specific facilities in the parks, online at the Fort Wayne Parks and Recreation website, and at a variety of other locations throughout the city. The surveys were collected at several meetings and were tabulated in March 2007. The results serve to develop a better understanding of the current use of Rudisill Boulevard. A copy of the survey form and a tally of the findings are included as Appendix C. The survey generated public input and public perceptions of the boulevard landscape and facilities. Survey questions elicited citizen input on user demographics, current types of boulevard use, condition of the boulevard landscape and facilities, perception of safety, and desired improvements.

The survey was divided into four parts. First, demographic data was gathered about the types of visitors using the boulevard. The second portion of the survey identified information regarding the types and frequency of boulevard use, while the third part harnessed user views and perspectives on the condition, safety, and appearance of the boulevard. Open-ended questions comprised the final part of the survey about favorite areas of the boulevard and suggestions for improvement. Heritage Landscapes used four categories of recreation—active, passive, social, and educational—which organize the survey results and use observations.

Due to the linear nature of Rudisill Boulevard, the street was divided into two different sections for the user survey. West Rudisill Boulevard was coupled with the Foster Park user survey, while East Rudisill Boulevard was included with the Weisser and McMillen Parks user surveys. A copy of both surveys with the final results is included as an appendix in this report. A total of 98 users completed and returned the survey for West Rudisill Boulevard, and 22 users completed the East Rudisill Boulevard survey. Since 22 people returned completed surveys for East Rudisill Boulevard this small sample size is not statistically dependable so the findings are anecdotal rather than fully dependable.

Of the 98 West Rudisill Boulevard respondents, 48 people (49%) said they used West Rudisill Boulevard daily, 34 people (35%) used this section of the boulevard more than once a week, 8 people (8%) used the boulevard a few times a month, and 4 people (4%) used West Rudisill a few times a year. The results for East Rudisill Boulevard were similar, despite the lower number of completed surveys. Ten people (46%) used East Rudisill daily, 2 people (9%) more than once a week, 3 people (14%) few times a month, and 2 people (9%) a few times a year. Only 1 person reported never using East Rudisill Boulevard.

According to the survey, use of West and East Rudisill Boulevards is consistent throughout all seasons. In both surveys, fall was the season with the most use (92% West Rudisill users, 77% East Rudisill users), followed closely by spring (92% West users, 64% East users) and winter (91% West users, 73% East users). The top three preferred modes of transportation to get to the boulevard and on both sections of the boulevard include using an automobile, walking, and biking, with the majority of people arriving via automobile. For modes of transportation on the boulevard, cars accounted for 91% of West Rudisill use, and 73% of East Rudisill use. Walking comprised 65% of transportation modes on West Rudisill, and 18% on East Rudisill, while biking made up 35% on West Rudisill, and 23% on East Rudisill.

Of the survey respondents, many of the users of West and East Rudisill Boulevard live within varying distances from the boulevard. For West Rudisill, the majority of survey respondents (37 users, 38%) live less than a 5 minute walk away. Other West Rudisill Boulevard users live within a 5 to 15 minute walk (20 users, 20%), not within easy walking distance (19 users, 19%), and on West Rudisill Boulevard (19 users, 19%). One West Rudisill Boulevard user (1%) lives on East Rudisill Boulevard. Results were similar for the East Rudisill Boulevard survey. The majority of respondents (12 users, 55%) live outside easy walking distance, while 2 users (9%) live within a 5 minute walk, and another 2 users (9%) live on East Rudisill Boulevard. An additional 1 user (5%) lives within a 5 to 15 minute walk of the boulevard.

A number of uses were included on the West and East Rudisill Boulevard surveys addressing various modes of transportation. The top uses of West Rudisill Boulevard for drivers include using the street

to get somewhere else (88 users, 89%), using the road (64 users, 65%), getting to businesses (63 users, 64%), going to residences (54 users, 55%), and going to work (52 users, 53%). Top uses of West Rudisill Boulevard for pedestrians include using the sidewalk (56 users, 57%), going to residences (43 users, 44%), using the boulevard for exercise (39 users, 40%), and using the boulevard for leisure (36 users, 37%). Biking use of West Rudisill were similar. Top uses for bicyclists included getting to the Rivergreenway (27 users, 28%), using the sidewalk (25 users, 26%), and using the boulevard for exercise (21 users, 21%).

For East Rudisill Boulevard, top uses for drivers included getting to a park (15 users, 68%), using the boulevard to get somewhere else (15 users, 68%), going to work (13 users, 59%), and going to businesses on the boulevard (11 users, 50%). Top pedestrian uses of East Rudisill Boulevard are using the boulevard for exercise (5 users, 23%), walking a dog (5 users, 23%), using the sidewalk (5 users, 23%), getting to a park (4 users, 18%), going to other residences (4 users, 18%), and going to a church or community function (4 users, 18%). Top biking uses of the corridor are getting to a park (4 users, 18%), using the sidewalk (4 users, 18%), and using the boulevard for exercise (4 users, 18%).

Active Recreation

Active or exertive recreation is defined as aerobic exercise that increases heart rate and is a fitness activity that usually generates sweat. It can involve facilities or equipment like fields or courts for team or individual fitness pursuits like running an exercise circuit with fitness stations. Active recreation can also use paths for exercise running, walking, biking, cross-country skiing in winter, etc. Because use and management of Rudisill Boulevard focuses on the functional value of the boulevard as a transportation corridor, opportunities for active recreation have not been emphasized. A few users noted using the boulevard for exercise. This includes using the sidewalks for walking, jogging, and running. Use of bicycles along the boulevard is limited. This may be a result of the absence of designated bicycle or multi-use lanes. While sidewalks line each side of the boulevard, they are not wide enough to allow for multiple modes of transportation. In the open-ended section of the questionnaire, several respondents suggested improving the sidewalks to better accommodate active use and the inclusion of bicycle lanes along the boulevard.

Passive Recreation

Passive recreation is broadly defined as boulevard enjoyment through informal ways. Passive recreation was cited as "recreative" by Frederick Law Olmsted, Sr. in the 19th century and was meant to enjoy one's self through experience of scenic landscapes.[1] It encompasses a range of casual and informal uses of parks and open spaces. It is often cited by users as simply spending time in a green, scenic environment. Passive activities include strolling, sitting, reading, hanging out, dog walking, picnicking, sunbathing, and enjoying being outdoors, and attending weddings or ceremonies, watching a sporting event and other related uses. Historically, Rudisill Boulevard was an ideal location to pursue passive recreation. City residents could stroll along the sidewalks, under the shady tree canopy and socialize. Open fields and small wooded groves along the boulevard edge provided informal park spaces and picnic groves. Today, passive recreation on Rudisill Boulevard is minimal. On the East Rudisill Boulevard survey only 6 people reported using the boulevard for leisure. West Rudisill Boulevard seems to have a stronger draw for leisurely recreation as a total of 36 people (37%)

reported walking along the boulevard for leisure. Several boulevard users noted that they enjoy looking at the historic homes along the boulevard and seeing the nearby garden areas, particularly the flower garden at Foster Park. To improve passive recreation along the boulevard, users suggested creating small pocket parks along the boulevard edge.

Social Recreation

Social recreation involves groups, friends, or families using the boulevard for celebrations, picnics, reunions, performances, dances, fairs and festivals, sports spectating, etc. Also known as gregarious recreation, social recreation can take place within the broader landscape through friendly and polite contact with people of all classes as according to Olmsted's lexicon or be focused on facilities, like picnic tables and pavilions.[2] It can also accompany other types of recreation. For example, playing soccer, participating in an educational program, or walking with a group of friends can be considered inclusive to several forms of recreation. As with the passive recreational opportunities, social recreation is also minimal along Rudisill Boulevard.

Educational Recreation

Educational recreation and interpretation of the boulevard can be casual or structured using place-based learning about boulevard and local history, ecology, geology, horticulture, garden design, or art, among others. Educational recreation in a park or boulevard setting often occurs by using the landscape as an outdoor classroom and focusing on elements found within the boulevard landscape. Educational recreation can be addressed in a boulevard atmosphere through guided or self-guided tours, hikes or bike rides, informational signs, and organized programs, lectures and exhibits. Limited opportunities are available for educational recreation at Rudisill Boulevard. On the survey, users expressed a fondness for the historic character of portions of the boulevard, particularly of some of the homes. Providing resources to help users interpret the historical evolution of Rudisill Boulevard would enhance educational recreation.

Perceived User Conditional Assessments

As part of the survey, West and East Rudisill Boulevard users were asked to rate the condition of the boulevard using a scale ranging from poor to excellent. Users assessed the condition of the road, general appearance, safety/security, cleanliness/litter pick-up, adequacy of signs, condition of trees, condition of plants, and condition of sidewalks.

For West Rudisill Boulevard, users rated the overall condition of the transportation corridor as good. Additionally, an average of 9% and 23% of survey respondents ranked the boulevard as excellent and average, respectively. The condition of the road was ranked the highest with 24 users (24%) with an excellent rating, 44 users (45%) with a good rating, and 17 users (17%) with an average rating. General appearance of West Rudisill Boulevard was also rated with high marks—10 users (10%) excellent, 68 users (69%) good, and 7 users (7%) average.

East Rudisill was given an overall rating of average. Additionally, 28% and 14% users ranked the section of the boulevard as good and fair, respectively. The areas that received the highest ranks among users were adequacy of road signs (11 users average, 6 users good), safety/security (8 users

average, 8 users good), and general appearance (8 users average, 7 users good). The user survey was an effective tool for gaining information from citizens familiar with the boulevard. When paired with the Legacy Committee and public meeting discussions and specific meetings with stakeholders, and observations the project team was well informed about use, perceptions and issues.

C. RUDISILL BOULEVARD VISUAL OBSERVATIONS

Heritage Landscapes observed Rudisill Boulevard from October 2006 through May 2007 in conjunction with documentation of existing boulevard conditions and development of treatment proposals. Fall, winter, and spring uses and conditions were seen and recorded. Due to the project timeline, summer use and condition were not observed. Observations were made during fieldwork sessions and on days of community meetings and included noted uses and conditions of boulevard features, presence of maintenance staff, and use patterns of the corridor.

During fieldwork Heritage Landscapes observed limited recreational or diverse use of Rudisill Boulevard. Two pocket-parks are located along the boulevard, at Fairfield Avenue and at Robinwood Drive. These small open spaces provide some passive recreational opportunities. In general, the boulevard functions as a transportation corridor, providing a convenient east-west route through southern Fort Wayne. It is important to note that although Rudisill Boulevard was created, in part, to provide a safe, quick access route, it was also intended to link valued city resources, particularly the emerging parklands. In addition, the boulevard was meant to convey a scenic character that would complement the character and neighborhood quality of the public parks. Today, the former grand character of the boulevard has been altered through subsequent changes, most notably the expansion of the commercial center. Further, Rudisill Boulevard is in close proximity to several Fort Wayne parks and recreation features, including Foster, Weisser and McMillen Parks, and the Rivergreenway trail. However, connections to these features from the boulevard are not obvious, in spite of the fact that these important connections were the original impetus for the creation of a citywide boulevard system.

Also observed was the existing character of the boulevard landscape. Overall, the west and east sections of Rudisill Boulevard encompass residential homes with scattered institutional development, such as churches and office buildings. In general, these non-residential buildings fit with the neighborhood character of the boulevard. Near the west terminus of Rudisill Boulevard, Taylor University has several large buildings and parking lots that are not as comparable with the surrounding boulevard character. The overall scale of the buildings, large expanses of asphalt, and limited street edge definition interrupt the otherwise scenic quality. As users approach South Calhoun Street from the west, the character of the boulevard begins to shift from a neighborhood scale boulevard to a busy commercial center. The road widens as it reaches the commercial development and the boulevard edge definition of street tree plantings and pedestrian sidewalks disappears. Excessive curbs cuts for large parking lots limit the area available for park strips and green edges along the boulevard. East of the commercial center, Rudisill Boulevard returns to its smaller scale, residential neighborhood character. The width of the road fluctuates for a number of blocks before returning to its uniform width of approximately 40 feet. Near its eastern terminus Rudisill Boulevard intersects with South Anthony Boulevard, another important corridor in Fort Wayne. East of South Anthony Boulevard, the character of Rudisill Boulevard again changes. This section of

the boulevard embodies a smaller sense of scale with only a 20-foot wide roadway. The residential homes that line the boulevard are smaller than the homes to the west. In spite of the small scale quality, this area of the boulevard is generally more open than the other boulevard sections as limited trees mark the boulevard edge. This opens the overhead plane, creating a lessened sense of enclosure. Overall, Rudisill Boulevard is used by a range of Fort Wayne residents. The principal shortcomings observed were a lack of recreational opportunities, limited non-vehicular circulation, and a non-cohesive character along the 3-mile length of the boulevard. The current character and features of the boulevard fails to encourage optimal use of the boulevard landscape as a whole for diverse activities. The visitor experience at Rudisill Boulevard could be enhanced by addressing current issues, such as defining a unified, scenic boulevard character and providing a range of recreational opportunities.

D. BOULEVARD MAINTENANCE OVERVIEW

In terms of overall appearance, the boulevard seems well cared for and maintained. The maintenance of the 100-foot wide public right-of-way is complicated as it involves multiple agencies and individuals. The vehicular roadway is maintained by the city Division of Public Works. This city agency is divided into multiple sections. Specifically, the Transportation Engineering section is responsible for planning, designing and maintaining all city streets, sidewalks and street lights. This section is divided into two subsections: Street Project Management and Technical Services. The Street Project Management group conducts all planning, designing, implementation and repair of all streets, alleys, curbs, and sidewalks in Fort Wayne. The Technical Services group provides engineering support for the Street Project Management projects. Maintenance of public street lights falls within the responsibilities of the Street Light Engineering section, another subsection of the Division of Public Works. While the Division of Public Works maintains city sidewalks, the financial burden of upkeep and repair is assumed by the individual property owners that front on the sidewalk.

In addition to maintenance of the built boulevard features, the street trees also require general maintenance efforts, such as trimming and pruning and removal of dead or diseased specimens. These projects fall under the control of the Parks Department, which has defined a formal street tree maintenance program for the city. According to the Parks Department, street trees are any tree growing between the street and sidewalk. The original Rudisill Boulevard street tree plantings included trees along each side of the sidewalk. It is unknown if street tree maintenance efforts on Rudisill Boulevard include tree remaining in the outer park strips. A central focus of the street tree maintenance program is a rotating tree pruning schedule under which the city is divided into 45 areas. The street trees in each area are pruned every five to seven years. Although the street trees are maintained by the Parks Department, residents are allowed to plant additional street trees and prune trees as needed with written consent from the city arborist. While Rudisill Boulevard appears generally well maintained, the overall upkeep of the entire right-of-way is achieved through several different groups. This disjointed effort impacts the overall character of the boulevard.

E. SUMMARY ISSUES, RUDISILL BOULEVARD TODAY

The Rudisill Boulevard user survey helped to identify how boulevard visitors use and perceive the boulevard. Although boulevard users noted that the overall appearance and condition of Rudisill Boulevard is good, they also noted that there is room for improvement. Users responding to surveys often suggested new features and improvements, rather than more modest ones; although when asked, they also support more basic improvements, like better pedestrian access from surrounding areas. These issues were reiterated in public planning meetings. Observations and public comments aided in understanding boulevard issues that can be summarized in four general categories—opportunities for recreation, improved circulation, unified boulevard character, and maintenance.

Rudisill Boulevard currently accommodates limited recreational activities. The existing sidewalks accommodate passive walking and dog walking and more active running. Some bicycle use occurs on the boulevard. However, with no designated bicycle or multi-use lanes and narrow, deteriorating sidewalks, the boulevard experience gained by bicyclists is weak. During early boulevard planning George E. Kessler noted the value of open spaces along the boulevard to serve as informal park-like spaces. Two pocket parks are located along Rudisill Boulevard, providing small green spaces for additional passive recreation, such as socializing, picnicking, and people watching. Additional recreational opportunities along the boulevard are minimal. Improved pedestrian connections and designated bicycle or multi-use lanes will support recreational use of the boulevard.

Overall improvements can enhance the range of uses on Rudisill Boulevard, to include active, passive, social, and educational recreation opportunities. In terms of active recreation, some boulevard users noted they would like additional features to include elements like bicycle lanes. Boulevard users would also like to see improved sidewalks and safe pedestrian access points both within the boulevard and linking the boulevard to nearby resources, such as the Rivergreenway. In particular, the pedestrian experience through the commercial center detracts from the overall experience and character of the boulevard. The circulation issues relate to both passive recreation, such as walking and strolling and active recreation, such as exercise walking, jogging and biking. Social recreational facilities could be enhanced by incorporating more spaces for groups to socialize, such as adding picnic tables and benches in open space and pocket parks along the boulevard edge. Opportunities for enhanced recreation and better linkages are needed.

Educational uses could also be enhanced along Rudisill Boulevard by interpreting boulevard history, ecology and use through time as well as other themes. Currently, no interpretation or educational programs highlight the boulevard landscape and its evolution. Landscape-based educational opportunities have been shown to enhance the value of the landscape to the community. Interpretation can be organized with a simple brochure that provides a self-guided walking tour, informative signs placed along the park, or special event, guided tours on specific topics, such as the upland forest history of southern Fort Wayne.

When Rudisill Boulevard was in its as-built condition, a continuous and uniform treatment of the central roadway and boulevard edge defined a cohesive, scenic boulevard character. Today, this character has been altered through loss of street trees, street widening projects, and expansion of the commercial center. The result is that Rudisill Boulevard lacks a clear boulevard identity. Further, the eastern extension of Rudisill Boulevard conveys a character distinctly different than anywhere else

along the boulevard. The angled intersection at South Anthony Boulevard compounds the issues, making it unclear that this narrow city street is the eastern terminus of Rudisill Boulevard. Implementation of a continuous scenic, edge definition along the entire length of the boulevard will enhance the overall character and user experience.

Issues concerning Rudisill Boulevard maintenance also require consideration. Rudisill Boulevard is maintained by a combination of city agencies and private individuals. The Division of Public Works and the Fort Wayne Parks and Recreation Department employ talented and skilled maintenance workers. Care for the central roadway, curbs, street lights and sidewalks is managed by various sections of the Division of Public Works. The residents of Rudisill Boulevard are financially responsible for the public sidewalk abutting their property. Care of individual boulevard trees is handled by a small forestry crew within the Parks Department. However, overall boulevard maintenance is limited by the available resources of each agency. The divided maintenance efforts do not contribute to creating a cohesive, recognizable boulevard character.

While Rudisill Boulevard appears generally well cared for, upon inspection the limited maintenance staff time and divided resources is obvious. Additional work on the care of turf and historic and new trees could improve the boulevard landscape. For example cyclic renewal of mulch circles around trees, supplemental watering for young trees during mid-summer and drought, and tree pruning could all be undertaken. Wider mulch circles around all trees will aid in reducing mower damage to surface roots and trunks and to a degree decrease the amount of lawn to be mown. More maintenance and modest improvements to existing plantings would aid in upgrading the boulevard appearance and perception of care. Opportunities for enhanced use and maintenance of Rudisill Boulevard can be envisioned. As initiatives are developed in detail, the related ongoing care of individual features or facilities needs to be considered in light of maintenance staff and budget limitations.

Today, Rudisill Boulevard serves as public transportation corridor providing a convenient east-west route connecting southern Fort Wayne neighborhoods with nearby parks, the broader park and boulevard system, and communities throughout the city. Rudisill Boulevard is valued not just as a transportation route but as a scenic landscape with an inherent neighborhood quality, in spite of the intense commercial center. It is a living reminder of the historical patterns of residential growth in this area of Fort Wayne, a place for residents to appreciate the distinct character of their neighborhood, an important link between valuable city parks and resources, and a diverse landscape to enjoy. While the boulevard serves the city today, its rich history, recreative value, and green edge can provide improved functions, enriched character and more targeted maintenance needs with holistic planning and phased implementation.

CHAPTER V: ENDNOTES

[1] Frederick Law Olmsted, Public Parks and the Enlargement of Towns, 1870, reprinted 1970.
[2] Olmsted, Public Parks and the Enlargement of Towns, 1870, reprinted 1970.

Chapter VI: Rudisill Boulevard Landscape Analysis

A. INTRODUCTION TO LANDSCAPE ANALYSIS

Improvement of the Rudisill Boulevard landscape began in 1912 and continued through the 1940s. The inception of the boulevard in the early 20th century was encouraged by landscape architect and planner, George E. Kessler, who highlighted the potential for a comprehensive network of boulevards linking parklands and communities through the city. Specifically, Kessler noted that creation of a boulevard with a nearby park along the St. Mary's River south of the city core would likely attract a residential population and increase the value of properties along the boulevard. Originally, the boulevard encompassed just over one mile of roadway, beginning at the entrance to Foster Park at the west and extending to Piqua Avenue, today known as South Clinton Street. Prior to improvement efforts, the boulevard landscape was defined by a modest, compacted earth road bordered to the north and south by open fields and small wooded groves. The boulevard was improved to a 100-foot wide right-of-way defined by a central roadway and parallel sidewalks lined to the north and south by park strips planted with double staggered rows of Oriental plane trees *(Platanus orientalis)* and American elm trees *(Ulmus americana)*, underplanted with mown turf. Over time, the boulevard was extended, approaching McMillen Park at its east end. By the 1930s, the Rudisill Boulevard landscape had grown to include 3 miles, providing a scenic path between Foster and McMillen Parks. Instead of open fields, the boulevard was surrounded by thriving residential subdivisions and a concentrated commercial center diversified the use of the boulevard. Prior to improvement, the open, flat character of the former fields made the creation of the first formal boulevard in Fort Wayne easily achievable.

By 1949, Rudisill Boulevard had transformed into a grand boulevard that provided not only important connections between city parks but also embodied a scenic neighborhood quality that reinforced the naturalistic character of the nearby parklands. In the subsequent years, the overall spatial organization remained relatively intact at the east and west boulevard terminuses while the central boulevard landscape was altered to accommodate an expanding commercial center and increased traffic flows. This descriptive narrative analyzes the level of continuity and change that has occurred in the Rudisill Boulevard landscape since the end of the historic period in 1949 and enumerates the issues arising from both historic and current conditions.

Continuity, change, and contemporary issues are addressed in two parallel analysis processes. First overlay line drawings place the *Rudisill Boulevard 1949 Period Plan West, PPW-1949* under the *Rudisill Boulevard Existing Conditions Plan West, ECW-2007* and the *Rudisill Boulevard 1949 Period Plan East, PPE-1949* under the *Rudisill Boulevard Existing Conditions Plan East, ECE-2007* to create

the *Rudisill Boulevard 1949-2007 Overlay Plan, OVPW-2007* and the *Rudisill Boulevard 1949-2007 Overlay Plan East, OVPE-2007,* respectively. These plans highlight similarities and differences in the boulevard landscape and are used as graphic references for a discussion of continuity and change. Secondly, an analysis of boulevard issues is presented, addressing the array of roles this boulevard plays in the city of Fort Wayne and its neighborhoods. For this section, it is important to understand the boulevard landscape evolution. Both continuity and change over time have shaped Rudisill Boulevard since its initial improvement in 1912. A degree of landscape character integrity is observed, particularly in the retention of the general spatial organization and residential neighborhood quality retained along the west and east portions of the boulevard. However, changes have occurred with regard to the overall use of the boulevard. Related to changes in use is the expansion of the commercial center, which resulted in road widening efforts and loss of the green boulevard edges. Use of the boulevard today is focused on issues of functionality, with much less emphasis on the overall character and experience of the boulevard. An analysis of the level of continuity and change reveals the degree to which the boulevard today resembles and retains the character of the as-built boulevard and the boulevard landscape integrity. Using the *Rudisill Boulevard 1949-2007 Overlay Plan West, OVPW-2007* and the *Rudisill Boulevard 1949-2007 Overlay Plan East, OVPE-2007* as references, this analysis is presented in section B.

In section C, the boulevard is analyzed in relation to the full range of apparent issues that were revealed through the planning process. The issues are organized under relevant headings to include linkages and city integration; diversity of use and quality of experience; park uniqueness, preservation and innovation; sustainability and stewardship; functionality, maintenance and safety; civic and community value; and partnerships between public and private entities.

B. BOULEVARD LANDSCAPE CONTINUITY & CHANGE

Comparison of the historic period, as-built boulevard in 1949 and the existing boulevard is shown on the *Rudisill Boulevard 1949-2007 Overlay Plan West, OVPW-2007* and the *Rudisill Boulevard 1949-2007 Overlay Plan East, OVPE-2007.* These drawings show a two-color line overlay of the previously presented plans (*PPW-1949, PPE-1949* and *ECW-2007, ECE-2007)* with black lines showing the existing condition and green lines showing the 1949 as-built boulevard landscape. This overlay visually highlights which of the boulevard features remain intact, are missing, or have been added since 1949. The overlay findings are presented for each of the four landscape areas to describe the continuity of historic boulevard features and changes carried out over the past six decades. Aspects of the existing boulevard character remain intact and are altered from the 1949 character and features.

Boulevard Character & Spatial Definition Analysis

Historically, Rudisill Boulevard conveyed a scenic, neighborhood character with a clearly defined green edge. The linear spatial relationship between the central roadway, parallel sidewalks, and bordering park strips with impressive double rows of street trees surrounded by open front lawns and residential homes set back from the corridor edge defined the striking character of the boulevard. The character of the boulevard complimented the naturalistic character of nearby parklands. The inclusion of informal park-like areas and picnic groves along the boulevard edge augmented the landscape character and provided additional opportunities for passive recreation. A concentrated

commercial area at the boulevard center supported the surrounding neighborhood. The boulevard and its associated features embodied a simplistic and natural design style, enhancing the overall character of Rudisill Boulevard.

Today, the overall character of the boulevard is altered from the 1949 character. The once unified character of Rudisill Boulevard now varies greatly throughout each of the four landscape areas. Although some areas of the corridor exhibit the historic spatial organization of narrow two-way travel lanes, parallel sidewalks, and continuous street tree plantings, overall, the boulevard character has been altered to accommodate an increased number of vehicles and access to properties along the street frontage. In particular, the expansion of the commercial center has had a strong impact on the boulevard character. One of the most notable changes through the central boulevard landscape is the widening of the road from a 40-foot road with two travel lanes and on-street parking to four lanes with a central turning lane measuring over 60 feet across. Excessive curbs cuts interrupt the boulevard edge and large expanses of pavement have eliminated the green park strips, street tree plantings, and pedestrian sidewalks. The large commercial buildings alter the sense of scale along the streetscape. Compounding this issue is the loss of street trees, which creates an openness along the boulevard that was not present historically. Loss of street trees is evident not only through the commercial center but along much of the boulevard, altering the scenic boulevard character. In 1949 approximately 897 trees grew within the Rudisill Boulevard right-of-way. Today, 365 trees grow within the right-of-way, many of which are younger trees planted to replace the original Oriental plane and American elm trees.

Boulevard spatial definition is linked with character issues on Rudisill Boulevard. The boulevard landscape was created following a standard boulevard scheme devised through the combined efforts of the Park Board and George E. Kessler. A 40-foot wide roadway was bordered by wide park strips and 5 and 6-foot wide concrete sidewalks. An additional park strip along the outer edge of the sidewalks extended the boulevard right-of-way and provided a buffer between the public landscape and the bordering private lots. Rows of street trees were planted in a staggered pattern within the four park strips with mown turf ground planes, creating a visually prominent green edge for the boulevard. Wide setbacks along the boulevard visually extended the right-of-way and emphasized the vertical edge definition. Today, the central roadway remains although its width varies in several locations. While the inner park strips remain relatively intact, the outer park strips are either difficult to distinguish from the residential yards or have been sacrificed for parking lots and access drives. While historically the uniform street tree plantings defined a continuous, rhythmic streetscape, today this quality has been lost. Only a few original street trees remain and although several trees have been planted to fill gaps in the historic edge, the plantings remain incomplete. Of the former double rows, little of the outer tree rows remain today. Without the continuous rows of street trees, framed views along the corridor have become open, altering visual and spatial relationships between the boulevard and abutting properties.

In summary, issues of change to boulevard character and spatial definition require consideration of further change perhaps guided by the historic character and features. The objectives of additional changes are to bolster historic character, promote better function, diverse use, improved boulevard perception and enhanced sustainability.

Landscape Area A, West: Rudisill Boulevard Residential

The west Rudisill Boulevard Residential area retains its overall scenic character and neighborhood quality, in spite of changes that have occurred within the boulevard landscape. One notable change is the transition from two wide travel lanes with on-street parking to a busier four-lane roadway, eliminating parking on the boulevard. The residential density along the boulevard edges has increased as more houses have been constructed. Churches and office buildings are interspersed between residences. The presence of these institutional buildings supports the residential population. The former Bible Training School, which predates the inception of Rudisill Boulevard, is today included as part of Taylor University. The Taylor University development includes large buildings and expanses of pavement, concentrated between Indiana and South Wayne Avenues, which breaks up the unified blocks of the residential community. Overall, the enhancement of the setting of the residential houses and the integration of Taylor University into its context can be strengthened to create a more compatible scenic corridor.

Open fields and wooded groves along the boulevard edge drew residents to the grand city boulevard. Picnic tables placed in the adjacent areas provided opportunities for passive recreation, where boulevard users could socialize under shady woodland canopies and enjoy the scenic value of the boulevard. Today, much of the open areas and woodlands fronting on the boulevard have been replaced with residential development. A small park at the southeast corner of Rudisill Boulevard and Fairfield Avenue provides similar passive recreational opportunities.

In 1949, the boulevard conveyed clear spatial definition. The most prominent feature that contributed to the boulevard definition was the double staggered rows of Oriental plane and American elm trees that lined the roadway and sidewalks. The uniform tree plantings created a continuous edge for the boulevard landscape, framed views along the corridor, and defined a scenic, enclosed streetscape. Many of these original street trees no longer remain today with little evidence of the formal pattern of double staggered rows. In 1949, a total of 449 trees were included in the street tree plantings. Today, 205 trees grow within the Rudisill Boulevard right-of-way in this landscape area. Many of the trees present today are younger deciduous trees that were planted to fill in gaps where original trees were missing. However, the variation in overall size and canopy creates an irregular edge.

This analysis of Landscape Area A, West: Rudisill Boulevard Residential indicates that the original spatial organization generally remains evident today. The street edge definition has been altered through the loss of continuous street tree plantings. Public sidewalks, overhanging street trees, and historic residences augment the neighborhood quality of the boulevard. The recreational value of the boulevard can be enhanced through additional street tree plantings and improved non-vehicular circulation. Enhancing the remaining scenic character and recreational value along this residential corridor are important issues to address.

Landscape Area A, East: Rudisill Boulevard Residential

The east Rudisill Boulevard Residential area is similar to that of its western counterpart. While it generally retains its scenic character and neighborhood quality, changes have occurred that alter the spatial definition of the boulevard. The four-lane central roadway continues into this eastern

residential section, widening at its west edge as it enters the commercial center. Other widening projects have been undertaken between Warsaw Street and Weisser Park Avenue where central turning lanes have been added to improve traffic conditions at the intersection with South Hanna Street. These widened portions of the boulevard decrease the amount of space available for green park strips, street trees, and sidewalks.

Continuous rows of houses remain to the north and south, reinforcing the edge of the wide corridor. Missing from the boulevard edge are the uniform street tree plantings. During the historic period, a total of 331 trees lined the north and south boulevard and sidewalk edges. Today, 174 trees are present within the boulevard right-of-way. Some of these trees date from the original boulevard plantings, although many of them have been planted more recently. Historically, trees planted included both Oriental plane and American elm. Trees planted to replace removed trees generally include ash (*Fraxinus* species) and maple (*Acer* species). With the loss of nearly half the street tree plantings, the spatial definition of Rudisill Boulevard has been altered in addition to the spatial and visual relationships between the boulevard and adjacent homes.

In 1949, the spatial definition of the boulevard was strong with near complete street tree plantings. The uniform tree plantings created a rhythmic streetscape, framing linear views from within the corridor. Today, evidence of the double staggered planting pattern is sparse. The majority of trees present today are located in the inner park strips as the outer strips appear as a continuation of the adjacent lawns. In addition to impacting spatial definition, the considerable loss in street tree plantings has altered the overall character and user experience.

In summary, the changes in circulation and vegetation have altered the historic character and spatial definition of Landscape Area A, East: Rudisill Boulevard Residential. A small public open space at the intersection of Rudisill Boulevard and Robinwood Drive provides some passive recreation; additional recreational pursuits could be accommodated through sidewalks repairs and the inclusion of multi-use paths. Opportunities to enhance the existing scenic character and neighborhood quality of the boulevard landscape should be explored. Improved spatial definition is needed to enhance boulevard character and scenic value.

Landscape Area B: Rudisill Boulevard Commercial Center

The Rudisill Boulevard Commercial Center encompasses the most altered portion of Rudisill Boulevard with little of the historic character or spatial organization remaining today. Historically this area included a concentration of commercial development around South Calhoun Street with residences and open space extending east through the area. Today this section of Rudisill Boulevard is characterized by multiple travel and turning lanes, commercial buildings, parking lots, and limited plantings. The formerly 40-foot wide roadway has been expanded to 62 feet at the west and 68 feet at the east. As a result of the considerable road widening, the valuable park strips and street tree plantings have been replaced largely with pavement.

The loss of street trees greatly impacts the character of this section of Rudisill Boulevard. During the historic period, a total of 118 trees lined the north and south edges of the .33-mile long boulevard section. Today, 54 trees are present within the boulevard right-of-way. Of the existing boulevard trees, none date from the historic period. The limited plantings detract from the former boulevard

edge definition. Additionally, visual relationships are also impacted. The linear, framed viewsheds were historically framed by the vertical street trees. Today, without these vertical elements, views are more open to the north and south. This openness combined with the large commercial buildings, creating an increased scale with little sense of enclosure.

Use of this area of Rudisill Boulevard has undergone the most dramatic changes since the end of the historic period in 1949. The commercial center once served as a mixed use area with limited, concentrated commercial development bordered by open fields and residences. Boulevard sidewalks continued through the area, allowing for passive pedestrian use. However, the road expansion combined with construction of parking lots close to the right-of-way has largely eliminated not only the park strips and street trees, but the pedestrian sidewalks as well. The lack of sidewalks and heavy traffic flows make recreation in this landscape area difficult.

This analysis of Landscape Area B: Rudisill Boulevard Commercial Center indicates that little remains of the formerly scenic, neighborhood boulevard character. The expanded roadway now encompasses over 60 feet of the 100-foot right-of-way. The green edges defined by the park strips and street trees were integral to the character of Rudisill Boulevard. Loss of these elements has not only created a character that sharply contrasts the eastern and western boulevard sections, it has compromised the scenic recreational value of the boulevard. The degraded character through the Rudisill Boulevard Commercial Center is an important issue to address. Renewing street tree plantings where possible and providing safe, pedestrian sidewalks that are separated from vehicular movement would enhance the value of this boulevard area.

Landscape Area C: Rudisill & South Anthony Boulevards Intersection

The Rudisill & South Anthony Boulevards Intersection area largely retains its historic character and spatial organization, in spite of changes that have occurred within the boulevard landscape. Overall, changes that have occurred in this area have been through projects aimed at improving the intersection. The intersection itself remains angled, with the eastern extension of Rudisill Boulevard set farther south than the western boulevard areas. Both the southern half of South Anthony Boulevard and the eastern extension of Rudisill Boulevard have been widened. The eastern portion of Rudisill Boulevard remains narrower than the western areas, however it now maintains a consistent 26-foot width along its entire length. This improvement made the intersection angle less severe, making it easier for boulevard users to negotiate. However, the view along this section of the boulevard remains awkward, focusing attention on residential homes located at the intersection corners.

Spatially, the area remains as it did historically. This boulevard area feels much more open than the western areas. This is due to the fact that only a few residences line the boulevard here. Many of the structures that are included in this area actually front on South Anthony Boulevard, leaving much of the Rudisill Boulevard right-of-way open, particularly along the south edge. Also contributing to the openness in this area is the lack of street tree plantings. In 1949, a total of 14 trees were located within the boulevard right-of-way. Most of these trees were not part of the formal street tree planting efforts, but rather were remnant trees from a larger woodland that once covered this southern area of Fort Wayne. Today, 1 tree grows within the Rudisill Boulevard right-of-way in this landscape area; an additional 2 trees are located on private property near the right-of-way edge. The lack of vertical

features along the boulevard edge continues to define the open spatial character and provide unobstructed views through the corridor.

Other changes have occurred in Landscape Area C that somewhat alter the as-built character. The inclusion of sidewalks along the eastern Rudisill Boulevard extension increases the recreational value of this boulevard area, linking McMillen Park with South Anthony Boulevard and the western portions of Rudisill Boulevard. To the north, the five-foot sidewalk is separated from the boulevard edge by a mown turf park strip measuring approximately two feet wide. The southern sidewalk, also five feet wide, is edged by an eight foot park strip. Another change that impacts the landscape character is the expansion of the parking area at the southeast corner of the intersection. Here the gravel parking area has expanded to include additional boulevard frontage. The lack of vertical elements marking the boulevard edge make views of the expansive parking area prominent.

In summary, the historic character and spatial definition of Landscape Area C: Rudisill & South Anthony Boulevards Intersection remains evident, in spite of changes in circulation and vegetation. The street edge definition remains open, with no vertical features to mark the boulevard edge. Public sidewalks provide some recreational opportunities and enhance the neighborhood quality of the boulevard. However, limiting the quality and experience of this boulevard area is the offset intersection. The awkward views directed at private residences instead of the boulevard corridor and the different boulevard character evident in the narrower street and lack of street tree plantings, do not clearly convey a character linked with that seen along the western 2-miles of Rudisill Boulevard. Enhancing the scenic character and recreational value along this corridor are important issues to address in addition to defining a character that visually unifies the entire length of the boulevard, creating a cohesive boulevard identity.

Landscape Area D: Rudisill Boulevard Extension Residential

The Rudisill Boulevard Extension Residential area somewhat retains its historic character and spatial organization. Changes have occurred within the boulevard landscape that impact the boulevard edge definition and character. In 1949, this area included a minimal number of structures and residences along the boulevard. Today, 24 residences front on Rudisill Boulevard within this easternmost area. The residences follow setbacks ranging from 20 feet to 70 feet, although most of the residences are approximately 40 feet from the edge of the sidewalk. The emergence of this residential community alters the formerly open character along this section of Rudisill Boulevard. However, this change creates a boulevard character that better fits with the western areas of Rudisill Boulevard, which is also largely residential.

Spatially, the area is more enclosed and defined than it was historically. Instead of open fields, residences now line the boulevard edge. With the majority of homes following the same general setback, a prominent corridor is delineated. While no formal street tree planting efforts have been undertaken in this landscape area, a number of large trees grow alongside the boulevard, reinforcing the right-of-way edge. Historically, a total of 30 trees were located within the boulevard right-of-way. Most of these trees were not part of the formal street tree planting efforts, but rather were remnant trees from a larger woodland that once covered this southern area of Fort Wayne and extended east into McMillen Park. It is likely that many of the larger oak trees, in particular, were once part of the impressive upland forest. Today, 29 trees remain within the Rudisill Boulevard right-of-way in this

landscape area. Although the street trees do not define a uniform boulevard edge, they help to frame east-west views along the corridor, and create a scenic character that carries through into McMillen Park.

Other changes have occurred in Landscape Area D that somewhat alter the 1949 character. The inclusion of sidewalks increases the recreational value of this boulevard area, linking McMillen Park with the western portions of Rudisill Boulevard. To the north, the five-foot sidewalk is separated from the boulevard edge by a mown turf park strip measuring approximately two feet wide. The southern sidewalk, also five feet wide, is edged by an eight foot park strip. It is unclear if additional park strips line the outer edges of the sidewalks.

This analysis of Landscape Area D: Rudisill Boulevard Extension Residential indicates that the spatial character and definition has been altered since 1949 to a character more comparable with the broader boulevard landscape. The construction of residential homes and the continued growth of trees along the street edge help visually define the right-of-way. Public sidewalks provide some recreational opportunities and enhance the neighborhood quality of the boulevard. In spite of changes that have occurred, the character of this area remains notably different than the areas of Rudisill Boulevard west of South Anthony Boulevard. The small scale homes, setbacks, and lots, slower traffic speeds, on-street parking, and two-lane roadway create a boulevard character that is much smaller in scale, creating a more intimate character. Important issues to address in this area include creating a character that clearly unifies the eastern and western boulevard sections. The scenic character and recreational opportunities at this eastern terminus can be improved.

C. RUDISILL BOULEVARD LANDSCAPE ANALYSIS OF ISSUES

As Heritage Landscapes studied Rudisill Boulevard, a framework emerged for investigating the importance and the value of public parks and boulevards as citywide resources and unique places of cultural and natural resources. Boulevards are important to the City of Fort Wayne as they are shared public resources that link valued parklands and city neighborhoods. These spaces offer a range of recreational opportunities for a wide variety of users. To analyze this diversity within the Rudisill Boulevard landscape, Heritage Landscapes found it useful to develop a larger context of park and boulevard values. From these values, seven distinct categories became apparent. Each of the seven categories were discussed in detail and approved by the Fort Wayne Parks Legacy Committee.

These categories address public parks in relation to the broader context of Fort Wayne and the overall park and boulevard system:

- *Linkages & City Integration.* This category places the parks in the context of the city, the three rivers, the topography and the scenic and aesthetic character of Fort Wayne; the city identity is shaped, in part by the parks and boulevards; the livability of the city is enhanced by presence of parks and boulevards and their green character and the linkages and connections being made to parks and along boulevards knit the city together. The relationship between Rudisill Boulevard and nearby parks, including Foster, Weisser, and McMillen Parks creates an important link between the park and other resources and neighborhoods throughout Fort Wayne. The boulevard forms the southern edge of the core urban boulevard system. Rudisill

Boulevard provides a generally scenic route through a thriving residential and commercial area. However, the unified character implemented along Rudisill Boulevard and all other city boulevards is not entirely evident today.

- *Civic & Community Value.* This category includes community awareness and a heightened sense of the value of parks and boulevards in everyday life as community resources. Further, it identifies the importance of parks and boulevards not just as individual, isolated parcels, but as part of a larger system, linking and enhancing the community and the broader city connections. Rudisill Boulevard is important as a local and regional asset to the Fort Wayne community, providing a convenient east-west corridor through southern Fort Wayne. The scenic, neighborhood quality of Rudisill Boulevard contributes to the overall civic and community value although the recreational value of the boulevard can be improved.

- *Public-Private Partnerships.* This category addresses park and boulevard advocacy and the partnership of the city and private groups and individuals needed for parks and boulevards to thrive. A comprehensive renewal of the Rudisill Boulevard landscape will require strong partnerships. Rudisill Boulevard users and residents provide a strong advocacy group. Additional community partnerships can be fostered through youth programs and within nearby neighborhoods.

These categories address qualities specific to the boulevard:

- *Diverse Use & Quality of Experience.* This category recognizes that parks and boulevards are meant to be enjoyed for their intrinsic value; the quality of experience should be high with conflicts resolved and positive recreation readily at hand. Diverse uses in each landscape should include opportunities for passive, active, social and educational pursuits. When originally laid out, Rudisill Boulevard was intended to meet recreational needs by providing pedestrian sidewalks and boulevard edge park-like spaces. Today, the recreational value of Rudisill Boulevard has been degraded with limited opportunities for active engagement in the landscape.

- *Uniqueness, Preservation & Innovation.* This category considers the legacy of parks and boulevards inherited from previous generations, the special character and features of each park and boulevard that make it unique, the need for historic preservation, and the need to be adaptable and innovative while honoring the unique character of each park and boulevard. Also considered is the fact that parks and boulevards are intended to be beautiful green places that are aesthetically pleasing. The most distinct and notable features of Rudisill Boulevard are its overall scenic quality, the striking street tree plantings, and the historic buildings of Taylor University and historic homes that line the corridor. Opportunities exist throughout the boulevard landscape to preserve, interpret, and enhance these unique features.

- *Sustainability & Stewardship.* This category addresses resource conservation, ecological stewardship, habitat diversity and the application of green and sustainable practices and design of parks and boulevards. Opportunities exist at Rudisill Boulevard to implement such practices into the overall maintenance and future development of the boulevard. Several sustainability and stewardship issues are present along the boulevard today. Rudisill

Boulevard is a designed scenic landscape that functions as an important transportation corridor with green park strips and irregular street tree plantings. The street tree rows are in mixed condition with several areas exhibiting considerable loss. Expansive paving, particularly through the commercial center, limits the space available for street trees and impacts the overall stewardship of the boulevard.

- *Functionality, Maintenance & Safety.* This category includes basic functionalities, boulevard maintenance, needed services, public safety, and security and perceived security. The divided maintenance efforts make a comprehensive approach to landscape treatment challenging. With regard to functionality, the boulevard retains its purpose as a transportation corridor with little recognition of the recreational purposes for which the boulevard was originally intended.

The analysis is organized into the seven overall park and boulevard categories presented above, incorporating insights gained from public meetings, Parks Department staff, the Legacy Committee and user comments and observations. The positive and negative issues that emerge are listed in the narrative and described in detail.

Linkages & City Integration

Rudisill Boulevard has a number of issues related to linkages and integration with other city streets, walks, and parks. The boulevard landscape is not currently integrated into the existing city system of parks and boulevards. When first established, Rudisill Boulevard was improved following a standard scheme applied to all boulevards in the city. Through the implementation of this scheme, Rudisill Boulevard was a created as a wide, public corridor with a scenic character that complimented the character of nearby parklands. Today, the value of this green, neighborhood quality boulevard is compromised by several issues: the loss of street tree plantings; conflicting uses lining the boulevard through the commercial center; and inconsistent treatment of the landscape along the corridor.

Pedestrian sidewalks link the boulevard with nearby Foster, Weisser, and McMillen Parks. However, access to these parks from the boulevard can be challenging as limited pedestrian crosswalks have been provided across Rudisill Boulevard. The western terminus of Rudisill Boulevard is located near the park entrance, at the northeast edge of Foster Park. However, no pedestrian sidewalks or shared bike paths connect the park with the boulevard, limiting access to the park from the boulevard. The Rivergreenway is also in close proximity to the boulevard. This important feature is a 20-mile recreational trail that follows the banks of the St. Mary's, St. Joseph, and Maumee Rivers. The Rivergreenway not only provides an outlet for active recreation throughout the city, but it also provides an important connection and route between neighborhoods and other city resources, particularly public parks. The trail winds through Foster Park, along the river edge. However, connections to this valued city resource are limited for those living within neighborhoods along the eastern portions of Rudisill Boulevard. Connections for bicyclists are limited through the lack of designated bicycle or multi-use lanes. The sidewalks that line the boulevard to the north and south are not wide enough to accommodate multiple modes of transportation. These connections as well as circulation along the boulevard can be improved for better access and visitor experience.

Aside from the physical connectivity concerns facing Rudisill Boulevard, the boulevard does not convey a unified boulevard-like character. The issue of street frontage and edge definition is particularly important for Rudisill Boulevard as these elements greatly contribute to the overall quality and sense of place that defines a recognizable boulevard character. The area west of South Anthony Boulevard embodies two distinct characters with the residential, neighborhood character interrupted by Taylor University and the intense commercial center. East of South Anthony Boulevard, Rudisill Boulevard conveys a scenic, neighborhood character that is notably different than the western residential areas. This is largely a result of the smaller scale of this eastern extension, but also results from the limited boulevard edge definition. Overall, Rudisill Boulevard is perceived as a transportation corridor with areas with scenic and recreational value. However, the intended scenic landscape quality and strong recreational value is not readily evident along the entire 3-mile length of the boulevard.

The following issues relate to the connectivity and integration of Rudisill Boulevard:

- Rudisill Boulevard is a wide, public corridor that was a unique green route historically
- Green scenic boulevard value is compromised by loss of trees, conflicting adjacent uses and inconsistent landscape treatment
- Rudisill Boulevard sidewalks connect to Foster, McMillen, and Weisser Parks and adjacent neighborhoods
- No bicycle accommodations and connections to and along Rudisill Boulevard exist
- East neighborhoods do not readily link to the Rivergreenway system

Rudisill Boulevard offers important and unique recreational opportunities to the surrounding community, city residents, and the greater region. Connections between the boulevard and the broader city boulevard network, parks, and neighborhoods are needed particularly with regard to pedestrian and shared pedestrian and bicycle pathways. Additionally, the boulevard relationship to the Rivergreenway trail should be improved. In order for Rudisill Boulevard to continue to serve important transportation needs while providing optimal recreational opportunities for its user base, better non-vehicular access and connections with other city resources are needed. Use of the boulevard and visitor experience could be enhanced through improved circulation routes and linkages. Enhancing the circulation and city linkages will result in an augmented boulevard character.

Diverse Use & Quality of Experience

Rudisill Boulevard offers limited diverse recreational opportunities. The four historic and contemporary types of recreation include active or exertive, passive, social or gregarious, and educational or interpretive. As discussed previously, modes of recreation can overlap with each other. For example, an activity such as picnicking is both social and passive. While the existing boulevard facilities can accommodate walking and other passive uses, few opportunities exist for other forms of recreation.

Boulevard users engage in walking, dog walking, jogging, running, and roller-blading along the boulevard edge sidewalks. Some users noted bicycling along the boulevard although with no designated bicycle or multi-use lanes or paths, it is unclear if bicyclists currently share the sidewalks

with pedestrians or share the roadway with busy traffic flows. While sidewalks are the most prominent recreational feature along the boulevard, the quality of user experiences is impacted by the varying sidewalk conditions.

The character and identity of Rudisill Boulevard is defined by its scenic, neighborhood quality. Recreational value is an inherent part of the scenic quality. In particular, the west and east Rudisill Boulevard Residential landscape areas offer scenic enjoyment. Several boulevard users noted that simply strolling along the boulevard and viewing the historic homes is a popular use of the boulevard. Passive recreation within the boulevard landscape is achieved not only from use of the sidewalks; open lots that front on the boulevard and the two small pocket parks located at boulevard intersections offer additional green space. Benches provide places for boulevard users to sit and socialize while watching traffic and passers-by. Educational and interpretive activities or programs that use the history of Rudisill Boulevard as the subject are also limited. Passive and educational recreational opportunities could be greatly enhanced.

Overall Rudisill Boulevard conveys a scenic character, enhancing the user experience and adding to the recreational value. However, a few areas exist within the boulevard landscape that detract from the scenic character and detract from the user experience. Most prominent is the commercial center, which encompasses .33 miles at the center of the boulevard. Here, the neighborhood quality of the boulevard has been largely eliminated. The formerly 40-foot wide roadway has been widened to over 60 feet, replacing green park strips and street tree plantings with pavement. Large buildings combined with open sightlines increases the sense of scale and enclosure along the corridor. Overall, the character of the commercial center is not compatible with the broader boulevard landscape.

Other areas that negatively impact the scenic, boulevard-like quality include the western terminus at Old Mill Road and Foster Park and the intersection at South Anthony Boulevard. The western edge of Rudisill Boulevard is particularly important not only for its connection to Foster Park but because this point is considered the origin of the citywide boulevard system. However, the visual quality of this valuable intersection has been altered by the inclusion of utilities and planting arrangements that convey differing qualities. The result of this condition is not only a weak user experience, but a boulevard terminus that is not readily recognizable as the origin of a unified, citywide network. The intersection at South Anthony Boulevard is another important area to address. Here, the misalignment of the west and east portion of Rudisill Boulevard create awkward visual and spatial relationships. Views are focused on residences instead of along the scenic corridor. Because the smaller scale of the eastern boulevard extension embodies a different character than that of the western boulevard, visual linkages are important. Currently, the eastern extension is not easily recognizable as a continuation of the more grand western areas of Rudisill Boulevard. Creation of an intersection that is easier to negotiate, both physically and visually, would contribute to a unified boulevard character and enhance the quality of the overall boulevard experience.

The following list summarizes the issues related to the diverse use and quality of the Rudisill Boulevard experience:

- The scenic quality of the boulevard has recreational value
- West and East residential areas offer some scenic enjoyment today
- Center commercial area is not scenic and not of boulevard character

- Large open lots and two small parks along boulevard add green space and some passive recreation use
- Pedestrian use of the sidewalk can be recreational, some sidewalks are in bad repair
- Designated bicycle space or lanes are not provided
- Terminus at Foster Park lacks scenic quality with utility boxes and varied plantings
- Intersection misalignment at Anthony Boulevard is awkward and degraded
- Educational and interpretive activities focusing on the history & evolution of Rudisill Boulevard do not exist

Rudisill Boulevard is valued as a convenient east-west transportation corridor through Fort Wayne. The original intended purpose of Rudisill Boulevard was to provide this important route, but also to foster recreational use, augmenting the use and character of the emerging city park system. Historically, recreational use of the boulevard focused on passive and social uses, such as strolling along the sidewalks and picnicking in nearby groves. Today, recreational use of Rudisill Boulevard continues to focus on passive use of the sidewalks. Some active use, such as running, is also accommodated on the sidewalks, although the disrepair of many of the sidewalks impacts the user experience. Overall, diverse recreational use of Rudisill Boulevard, to include active, passive, social, and educational, is limited. While the scenic quality of the boulevard holds recreational value, use of the boulevard has shifted to mainly functional transportation. While it is important to maintain Rudisill Boulevard as a main thoroughfare through southern Fort Wayne, the recreational value is important to the continued improvement and success of the boulevard. Resolving existing issues, such as areas impacting the visual boulevard quality, and providing additional opportunities for recreation will increase the value of Rudisill Boulevard and create memorable user experiences.

Uniqueness, Preservation & Innovation

The original layout of Rudisill Boulevard utilized vertical street tree plantings and uniform building setbacks to spatially define the corridor. The verticality of the continuous street trees plantings along the edge of the boulevard framed east-west views and reinforced its linear quality. Today, in spite of changes that have occurred, the original spatial organization remains evident in the boulevard landscape. Much of the original Oriental plane and American elm tree plantings no longer remain and new plantings do not entirely follow the historic pattern of double staggered tree rows. This change in boulevard vegetation greatly impacts the edge definition and spatial relationships of the boulevard to adjacent features. In spite of changes to the boulevard spatial organization, the flat topography allows for continuous, open views within the corridor, which highlights its linearity.

The character of Rudisill Boulevard is generally of a scenic, neighborhood quality. In generally, this character is evident along the boulevard; however in key areas, the character has been considerably altered. One such area is the commercial center. Here, excessive curbs cuts and parking lots create a fragmented boulevard edge, eliminating the formerly green park strips and street tree plantings. Taylor University is also located on Rudisill Boulevard. Several large buildings, asphalt parking lots, and open sports fields largely define the boulevard character between Indiana and South Wayne Avenues. The university character is not identical to that of the broader boulevard. Though the University is set within a unified block of institutional buildings, the implementation of continuous boulevard edge treatment would better integrate the university area with the surrounding community. The planting of street trees, upkeep of sidewalks, and the continued presence of historic

homes and historic university structures along the boulevard would augment the existing boulevard character.

Rudisill Boulevard is a unique and valued corridor in Fort Wayne. When originally planned in the early 20th century, the boulevard was envisioned as a functional link between new parklands and communities and as a scenic, naturalistic landscape that embodied park-like qualities. The park-like qualities that Rudisill Boulevard was meant to incorporate included primarily passive and social recreational use. Once the boulevard was laid out, it met both intended uses: functionality and recreation. Today, Rudisill Boulevard remains a functional link between Foster and McMillen Parks and the surrounding neighborhoods. However, the recreational use and park-like qualities have been compromised by the expanded commercial center and the loss of uniform street tree plantings. Recreational use of the boulevard today focuses on walking along the boulevard edge sidewalks. However, the poor condition of many of the sidewalks degrades the user experience. Other recreational uses of the boulevard have not been incorporated. The rich history of the boulevard and the surrounding neighborhood offer valuable opportunities for educational recreation.

The following issues summarize the unique, interpretative, and innovative qualities of Rudisill Boulevard:

- Historic spatial organization is altered but generally evident
- Boulevard fulfills original purpose as functional link to Foster and McMillen Parks
- Boulevard fails to fulfill original promise as park-like corridor between parks
- Boulevard character has degraded particularly in commercial center
- Major tree loss is apparent, few original plane trees and elms remain along boulevard
- Continuous views along the corridor highlight linear quality
- Green boulevard margins are fragmented by curb cuts and parking lots
- Historic homes along the boulevard contribute to neighborhood character
- University buildings and parking along the boulevard are not compatible to the character of the residential areas along the boulevard
- Commercial buildings adjacent parking and multiple curb cuts are out of character
- Interpretation of boulevard and neighborhood history is lacking

Over the course of the last six decades, the unique character of Rudisill Boulevard has been altered through the expansion of non-boulevard-like commercial development, the loss of street trees, and the simultaneous increased focus on functionality and decreased focus on recreational value. In spite of these changes, the general historic spatial organization remains evident. The scenic character remains along portions of the boulevard. However, a unified boulevard character has not been carried through the boulevard landscape. Because the intense commercial center interrupts the neighborhood boulevard quality, clear definition of a scenic boulevard character must be a fundamental part of boulevard renewal. In order to recapture and augment the important boulevard character, a comprehensive vision for the future of the boulevard is essential. The fascinating history of the boulevard and surrounding community enhances the recreational value of the boulevard with opportunities for landscape interpretation. It is important that the vision for future improvement protects, enhances, and interprets the features unique to Rudisill Boulevard.

Sustainability & Stewardship

Rudisill Boulevard was laid out during a time when sustainability was not a common design consideration. Nonetheless, the hundreds of street trees that once lined Rudisill Boulevard contributed to the sustainable quality of the boulevard. Today, limited trees remain from the original plantings. Replacement efforts have been undertaken at various points along the boulevard. However, the street tree replacement remains incomplete and the historic pattern of double staggered rows is not readily evident. Compounding this issue is the fact that many adjacent property owners do not recognize the outer park strips as public resources. The Rudisill Boulevard right-of-way totals 100 feet in width, including the central roadway and sidewalks lined on either side by park strips. Historically, the outer park strips included one row of street trees. Today, as the street trees are lost or removed, these park strips become associated not with the boulevard, but with the adjacent yards. The outer park strips, however, are important resources as they define the edge of the public right-of-way. Additionally, they provide a buffer between the public sidewalks and busy travel lanes and the private residential yards and homes. Without these outer park strips, the ability to replant street trees following the historic spatial arrangement is limited.

Through the commercial center, the loss of the outer park strips is also a prevalent issue. Here, park strips and street trees have been replaced with expansive parking lots and excessive curbs cuts. Many of the parking lots do not respect the minimum 25-foot setback included in the standard boulevard scheme for Fort Wayne. In fact, many of the parking lots and access drives were constructed in such proximity to the boulevard that the sidewalks have been eliminated as well, providing no separate pedestrian paths through the intense vehicular-use area. Because the outer park strips and large portions of the inner park strips no longer remain through the commercial center, potential to reestablish the double staggered tree rows along the length of the corridor is limited. Further impacting the sustainability and stewardship of Rudisill Boulevard, the extensive pavement throughout the corridor and notably within the commercial center, increases stormwater runoff.

The following list summarizes the issues relating to the sustainability and stewardship of Rudisill Boulevard:

- Remaining original street tree plantings are limited
- Partial replacement of street trees is evident
- Expansive parking lots and multiple curb cuts limit ability to replant continuous double tree rows on each side
- Extensive pavement along corridor increases stormwater runoff
- Adjacent owners fail to recognize 5-foot green space beyond sidewalk as public resource

Rudisill Boulevard is a valued city street important for both functional transportation and recreational pursuits. To ensure the continued success of Rudisill Boulevard into the future, sustainable practices need to be implemented. Additional opportunities exist for the Parks Department and Division of Public Works to develop and promote educational programs highlighting the environmental issues inherent in stewarding a wide, park-like transportation corridor with green edges. Managed care of the existing street trees needs to be fully addressed and a plan for the implementation of a street tree renewal plan needs to be explored. Providing additional park-like

features, such as boulevard edge picnic groves and open spaces, will foster further appreciation for the impressive boulevard.

Functionality, Maintenance & Safety

Functionality issues at Rudisill Boulevard stem from the fact that the boulevard operates as a transportation corridor with little focus on recreational value. This limited recreational focus stems from the fact that while during the historic period, Rudisill Boulevard was under the jurisdiction of the Park Board, today it is managed by the Division of Public Works. The Division of Public Works is responsible for the planning, design, and maintenance of all public streets, sidewalks, and street lights in Fort Wayne. This means that the limited resources available must first focus on the functionality of every city street as a transportation corridor, with recreation as a secondary concern. Complicating the issue is the fact that while the Division of Public Works maintains the actual roadway, the Parks Department is responsible for all street trees and property owners are financially responsible for the upkeep of adjacent city sidewalks. This division of maintenance efforts impacts the overall character of the boulevard and makes the implementation of a comprehensive renewal challenging.

The current function of Rudisill Boulevard as a recreational resource is addressed primarily through pedestrian sidewalks. However, the condition of the sidewalks and the quality of the pedestrian experience impacts the overall functionality of the boulevard. Currently, the sidewalks are used by a number of pedestrians. However, it was noted that bicycle use of the boulevard is limited and difficult. While the pedestrian sidewalks are wide enough to accommodate two side-by-side pedestrians, they are not wide enough to incorporate additional recreational uses, such as bicycling. Also, the conditions of the Rudisill Boulevard sidewalk are variable. Some of the sidewalks appear to be in good condition, while others have become severely deteriorated, degrading the boulevard experience. Because the pedestrian sidewalks are the primary recreational feature within the Rudisill Boulevard landscape, their overall condition and usability is integral to the continued use and success of the boulevard. It is important to note that the street trees also greatly contribute to the recreational value of the boulevard, creating a scenic, framed landscape. Care should be taken during sidewalk improvement efforts to avoid damaging the few remaining historic street trees.

Safety issues at Rudisill Boulevard include primarily the exposure of pedestrians and bicyclists to vehicular traffic. Because no designated bicycle lanes exist, bicyclists must share the roadway with vehicular traffic, creating a potentially hazardous condition. Members of the Rudisill Boulevard community, particularly at the east, expressed a desire to be able to access the Rivergreenway trail. Although a portion of the trail is included in nearby Foster Park, most users coming from southeastern city neighborhoods must access the trail via automobile because no safe bicycle routes have been established. Another area where non-vehicular users must interact directly with vehicles is through the commercial center, where sidewalks are limited. Also, signaled pedestrian crossings across the boulevard are limited, especially at intersections near Taylor University and the commercial corridor. Because nearly the entire 3-mile length of Rudisill Boulevard includes four travel lanes, crossing at intersections without signaled crosswalks is difficult.

The following issues related to the overall functionality, maintenance, and safety of Rudisill Boulevard:

- Boulevard functions as a transportation corridor with limited focus on recreation
- Sidewalks condition varies, poor conditions make use difficult
- Sidewalk repairs should not damage remaining historic trees
- Sidewalks are too narrow to accommodate multi-use movement
- Signaled pedestrian crossings across boulevard are limited
- Maintenance efforts are divided between city agencies and adjacent owners

Rudisill Boulevard is well-used as an accessible east-west transportation corridor, connecting southern city neighborhoods and parklands with the broader city landscape. However, several issues are hindering optimal functionality of the boulevard. It is important to incorporate both transportation and recreational opportunities within the boulevard landscape, as this balanced use served as the original vision of the boulevard. The user conflict between pedestrians and other user groups, particularly vehicles, is not just a functionality issue but a safety issue as well. Improvements to boulevard circulation features are needed to address these issues. Maintenance of Rudisill Boulevard is limited by the existing resources of the city. Maintenance and improvements to the boulevard depends on the ability of the various entities involved to coordinate efforts. Some of the prevalent maintenance issues could be resolved through an upgraded maintenance program. Future treatment of the Rudisill Boulevard landscape needs to consider integrating park features into the existing boulevard environment and character to provide not just a convenient through route, but a scenic, recreational corridor as well.

Civic & Community Value

Rudisill Boulevard contributes to the value of community life in Fort Wayne. The boulevard is an important connection through southern Fort Wayne and to nearby parks. It is important to note that Rudisill Boulevard is one element of the broader park and boulevard system as envisioned during early 20th century planning projects. As such, the treatment of the boulevard landscape and any improvement projects should respect the intended use and character of the overall citywide system. An integral aspect to the original intended use and character of Rudisill Boulevard was the embedding of recreational opportunities into the boulevard landscape. A large part of the recreational value of Rudisill Boulevard was defined by the scenic character, from which passive and social recreation was gained. Today, the scenic value and continuity of the boulevard has been altered through the loss of street trees and the extensive development of new commercial uses alongside the boulevard. In spite of the shifting boulevard character, a visual and spatial continuity can be gained to improve the value of the boulevard.

The overall boulevard character and limited recreational opportunities need improvement. Specific, targeted projects can be undertaken that will address the boulevard character and recreational use and ultimately will enhance the value of the boulevard within the community. One user group in particular is not currently accommodated within the boulevard landscape; bicyclists are not able to enjoy the scenic quality of the boulevard as no paths exist that can accommodate them. Integrating bicycle paths into the boulevard landscape would improve the boulevard experience for bicyclists. It would enhance the value of the boulevard by incorporating a wider range of recreational opportunities. Connections between the eastern neighborhoods and the Rivergreenway can also be

improved through the inclusion of designated multi-use paths that are separated from vehicular traffic.

The boulevard is an important community asset because it provides city residents with a scenic, corridor and access to expansive parklands in the midst of a dense, residential neighborhood. Historically, the boulevard offered opportunities for recreational engagement in the landscape in addition to a transportation route. Unique boulevard features, such as the double staggered plantings of Oriental plane and American elm trees, shady sidewalks, boulevard-side picnic groves, and visually striking homes, defined the scenic, neighborhood character associated with Rudisill Boulevard. Today, this grand character has shifted. However, the boulevard still holds value within the community. The value of Rudisill Boulevard as a civic and community resource can be improved by enhancing the boulevard character and re-shifting focus to balance transportation and recreation.

The following list summarizes the issues relating to the civic and community value of Rudisill Boulevard:

- Boulevard scenic value and continuity is degraded but can be enhanced to improve value
- Boulevard character and recreational opportunities need improvement
- Rudisill Boulevard provides intended connections through southern Fort Wayne and to parks
- Rivergreenway and east neighborhood connections can be improved
- Bicycle integration would enhance community value and neighborhood use
- Rudisill is one element of envisioned 1912 system and should be considered within the overall system

Rudisill Boulevard is a valued city resource and has evolved from a neighborhood boulevard into an important regional asset. The relationship between its open roadway, street tree plantings, and adjacent historic homes offers users an impressive boulevard experience. In order to further improve the overall civic and community value of Rudisill Boulevard, improvement of non-vehicular circulation; definition of a continuous boulevard edge and scenic character; and interpretation of its unique features needs to be enhanced.

Public-Private Partnerships

Rudisill Boulevard has a well established user base that includes the residents living on the boulevard. Regular users often become strong advocates for various elements of the boulevard landscape. Together the Rudisill Boulevard residents and regular users of the boulevard and nearby city resources, such as Foster, Weisser, and McMillen Parks and the Rivergreenway provide a strong voice for the continued success of the overall boulevard landscape. The potential partnership of an organized group, such as Taylor University, with the City is important for successful programming and fulfillment of optimal boulevard functionality. Organized volunteer programs like the Great Tree Canopy Comeback could aid in the successful renewal of the boulevard landscape through street tree planting efforts.

Several groups and individuals are directly impacted by improvements to the boulevard landscape. This includes not only the managing city agencies, but residential and commercial property owners as well. As a result, it is integral to a successful renewal that formal partnerships be formed between

these various groups and individuals. Strong advocacy as well as increased boulevard awareness through upgraded circulation, including pedestrian paths, connection with city infrastructure, improved signage, and visual enhancement of the boulevard edges will help to enhance visitor experience. Specific groups and institutions should be sought for potential future partnerships.

The following issues relate to potential partnerships in the Rudisill Boulevard renewal:

- Comprehensive boulevard renewal requires effective partnerships between city departments, residential and commercial property owners
- Boulevard users and residents can be advocates for boulevard improvements
- Taylor University is a potential partner
- The Great Tree Canopy Comeback initiative can aid in replanting the boulevard

Currently, no singular group promotes the continued success of Rudisill Boulevard. Taylor University has a strong presence on the boulevard, creating a potential partner base. While several individuals support a comprehensive boulevard renewal, it is important to establish strong, formal partnerships that would enhance boulevard promotion. More advocates are needed. An active public-private partnership could greatly enhance boulevard renewal efforts.

D. SUMMARY LANDSCAPE ANALYSIS

Overall, Rudisill Boulevard continues to convey its historic scenic character and neighborhood quality, although it exhibits change throughout the corridor. The shift in character stems from changes to the spatial definition of the boulevard, particularly along its edge. During the historic period, the uniform street tree plantings marked the north and south boulevard edges. It was the spatial relationship between the vertical trees along the boulevard edge, the open central roadway, and the adjacent homes, businesses, and open lawns that defined the boulevard landscape character. Over the last six decades, nearly all original street tree plantings have been lost. Today, only a few Oriental plane and American elm trees remain within the boulevard right-of-way. Although some replanting efforts have been undertaken, the former striking pattern of the double staggered tree rows is no longer evident. With the considerable loss of street trees, the spatial and visual relationships along the boulevard have been altered. The right-of-way edge is no longer visually prominent and views to and from adjacent properties have been opened. The loss of street trees has also resulted in the visual loss of the outer park edges, which today appear as a continuation of adjacent yards.

Expansion of the commercial center have also impacted boulevard character and user experience. Historically, the commercial area was concentrated at the intersection of Rudisill Boulevard and South Calhoun Street. Today, the commercial center has grown to encompass .33 miles, stretching between South Calhoun and Lafayette Streets. In addition to large buildings that do not fit with the character or architectural style of the boulevard residences, the commercial area is largely defined by large numbers of curbs cuts and expansive pavement. The many of the parking lots do not follow the 25-foot minimum setback as was historically required on all city boulevards. The extensive development has eliminated virtually all outer park strips through the commercial center and many inner park strips as well. This has resulted in the loss of nearly all street trees with limited opportunity to reestablish the historic pattern of double staggered tree rows along the boulevard edge.

Further, the parking lots and access drives have enveloped many of the pedestrian sidewalks, creating a conflict between user groups. The lack of edge definition, formerly provided by the street trees and sidewalks, creates a disjointed boulevard character.

Use of the boulevard has shifted as well. In 1911, landscape architect and planner George E. Kessler laid out a proposed park and boulevard system that extended throughout the city. As envisioned by Kessler and the Park Board, the purpose of the city boulevards was to provide scenic, green routes that linked the emerging parklands and residential neighborhoods. In addition, a fundamental element of the boulevard system was that the boulevards should hold recreational value independent of the parks. The Park Board devised a standard boulevard scheme to create a network of boulevards that would complement the character of the naturalistic parks and afford residents additional opportunities for recreation. Today, Rudisill Boulevard continues to function as an important southern transportation corridor. However, its use and value as a recreational asset have been abandoned. Limited recreational opportunities exist in the boulevard landscape today. Recreational activity primarily focuses on use of the pedestrian sidewalks. However, with many sidewalks in disrepair, the pedestrian experience can be improved. Additional recreational outlets need to be integrated into the overall boulevard experience. Particularly important is the inclusion of multi-use paths to accommodate bicyclists looking to access the boulevard and the nearby Rivergreenway.

The two-part structure of this analysis chapter, addressing change and continuity from 1949 to 2007 and discussing the seven categories of park and boulevard values is complementary. Together these narratives develop an understanding of the interrelationships of boulevard landscape character, continuity, change and use over time as a basis for consideration of the future. They create a framework from which boulevard stewardship, staff and volunteer initiatives and diverse recreational opportunities suitable for this valued boulevard and green space can be preserved and enhanced to strengthen boulevard identity, use and sustainability.

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard 1949-2007 Overlay Plan West

Date:
2007

Drawing Number:
OVPW-2007

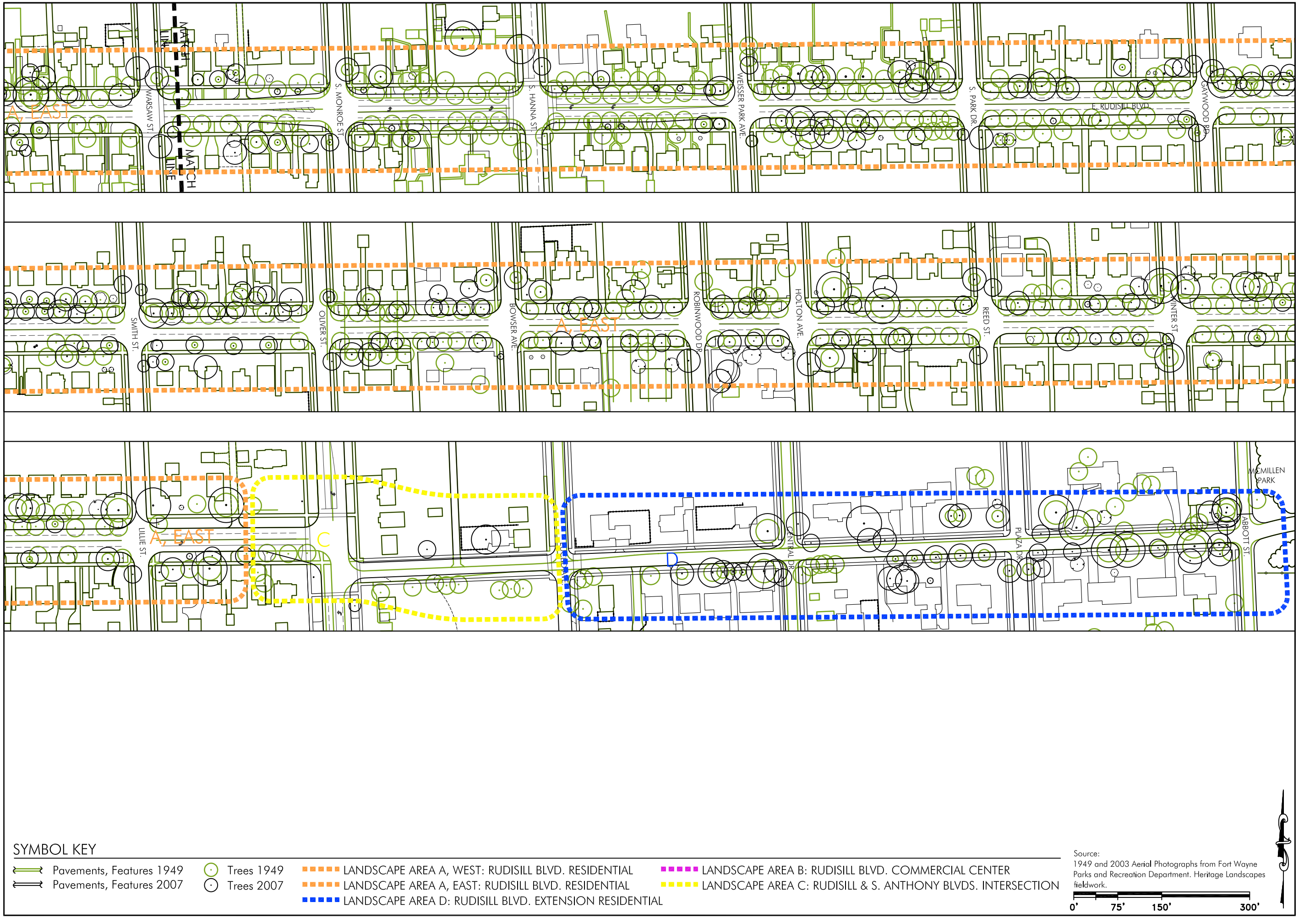
ST. MARY'S RIVER
FOSTER PARK
BROADWAY
W. RUDISILL BLVD.
A WEST
BEAVER AVE.
INDIANA AVE.
TACOMA AVE.
WAYNE AVE.
ARLINGTON AVE.
FAIRFIELD AVE.
BUELL DR.
HOAGLAND AVE.
WEBSTER ST.
S. HARRISON ST.
S. CALHOUN ST.
B
CLINTON ST.
S. BARR ST.
LAFAYETTE ST.
AVONDALE DR.
A EAST
WARSAW ST.
MATCH LINE
S. MONROE ST.

SYMBOL KEY

- Pavements, Features 1949
- Pavements, Features 2007
- Trees 1949
- Trees 2007
- LANDSCAPE AREA A, WEST: RUDISILL BLVD. RESIDENTIAL
- LANDSCAPE AREA A, EAST: RUDISILL BLVD. RESIDENTIAL
- LANDSCAPE AREA B: RUDISILL BLVD. COMMERCIAL CENTER
- LANDSCAPE AREA C: RUDISILL & S. ANTHONY BLVDS. INTERSECTION
- LANDSCAPE AREA D: RUDISILL BLVD. EXTENSION RESIDENTIAL

Source:
1949 and 2003 Aerial Photographs from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 75' 150' 300'



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0' 75' 150' 300'

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Drawing Title:

Rudisill Boulevard 1949-2007 Overlay Plan East

Date:
2007

Drawing Number:
OVPE-2007

Chapter VII: Rudisill Boulevard Landscape Treatment Exploration

A. INTRODUCTION TO LANDSCAPE TREATMENT EXPLORATION

Given the history, existing conditions, and analysis of continuity and change of Rudisill Boulevard over time, an appropriate landscape treatment alternative needs to be selected to preserve remaining landscape character and accommodate current and future traffic and use pressures along the street corridor. The following narrative explores four alternatives for cultural landscape preservation treatment, including Preservation, Restoration, Rehabilitation, and Reconstruction, and selects the most appropriate treatment for Rudisill Boulevard. Once selected, the formulated approach to treatment for the Rudisill Boulevard corridor is presented in detail in the following chapter.

Along Rudisill Boulevard, the incremental development of commercial buildings and parking lots along the central area of the corridor has altered the once scenic character of the boulevard. The original landscape implemented wide travel lanes with parallel street trees along both sides to develop a unique streetscape within the city. As a main east-west thoroughfare in southern Fort Wayne, its continued use over time has created an evolved streetscape that exhibits an altered character. The three-mile boulevard continues to link several city neighborhoods and parks to create a highly used and important public resource; however, the development of a commercial business district at the central section of Rudisill Boulevard conveys a different character than seen historically and draws increasing numbers of vehicles. Increased use and altered character can be addressed through a thoughtful renewal process that respects the overall contribution of Rudisill Boulevard to the Fort Wayne park and boulevard system.

The purposes of landscape preservation treatment are to steward the cultural landscape resources by retaining extant historic character and features, addressing deterioration, mitigating negative changes, and to the degree possible, preventing negative alteration into the future. Treatment alternatives establish a comprehensive framework for a range of interventions to preserve and reinforce landscape character through stabilization and repair, restore selected elements, and rehabilitate the landscape to accommodate current use and maintenance needs. These complex purposes are effectively addressed by selecting the intervention philosophy and specific treatment approach that is most appropriate to the landscape. The treatment of the Rudisill Boulevard landscape is addressed below in terms of alternatives and a selected approach.

B. LANDSCAPE PRESERVATION TREATMENT ALTERNATIVES

In order to meet preservation objectives for the Rudisill Boulevard corridor, any approach undertaken needs to be responsive to federal preservation standards and guidelines. Options set forth in federal guidance for preservation of a historic property include a range of interventions from preservation, which is a baseline in stewardship for any intervention, to more intensive restoration, reconstruction or rehabilitation. The proposed renewal of the historically significant Rudisill Boulevard references federal cultural landscape preservation guidance found in the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes, National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes, National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes, NPS Preservation Brief 36 Protecting Cultural Landscapes, A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* and *National Park Service Director's Order #28: Cultural Resource Management.*[1] This guidance aids in identifying and defining preservation treatments that can be applied to any historic property. This federal-level preservation guidance sets forth four approaches to the preservation treatment of cultural landscapes: preservation, restoration, rehabilitation, and reconstruction. These treatments propose different levels of intervention and activity within a landscape.

When approaching treatment alternatives, the baseline intent is to identify, protect, and enhance remaining historic character and features within the landscape. To address the preservation treatment of the Rudisill Boulevard landscape, the amount and detail of available documentation, the understanding of the evolution of the streetscape from the initial construction and subsequent development through 1949, the understanding of the historic and current boulevard use, and the meaning to the surrounding community are each important aspects for consideration. An understanding of the overall character and details of Rudisill Boulevard has been achieved in the preceding chapters. The level of landscape change over the course of time is an important factor when exploring treatment options in terms of the ability of the landscape to express historic character. Anticipated traffic flows, public access, safety, Americans with Disabilities Act considerations, financial resources and maintenance capabilities are also considered as directed by the project objectives. To serve as a reference, preservation treatment definitions are quoted from the *Guidelines* and discussed in terms of their potential application to Rudisill Boulevard in the following sections.

Preservation

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction.[2]

A preservation approach focuses on stabilization and repair within a landscape and is the most modest intervention. Applying only preservation is appropriate for stewardship and sustainability when many elements of the landscape are intact, interpretive goals can be met within the existing conditions, and financial resources and/or staffing are limited. Preservation can also be viewed as a provisional treatment until the acquisition of additional documentation to allow for restoration or reconstruction, or until resources are garnered to commence a more ambitious intervention. Preservation treatment emphasizes the goals of conserving, retaining, and maintaining the historic

fabric and underlies the other three, more intensive preservation treatments approaches. Preservation safeguards historic landscape resources by applying an appropriate stewardship approach and can be applied as an initial and underlying approach that values the historic places and carries out stewardship actions on its behalf. Preservation of specific remaining historic features along the Rudisill Boulevard corridor is warranted and appropriate; however, the deterioration and loss of some features and the historic value of the resource directs a more intensive intervention than preservation alone.

Restoration

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time, by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.[3]

In contrast to preservation, a restoration approach relies on high levels of documentation for accuracy to the target date with limited speculation. Restoration, as any treatment, applies preservation to stabilize and repair historic features, in the development of the treatment strategy. Safeguarding and respect for the tangible historic elements and features that remain is a primary objective. Secondarily, a restoration treatment reinstates lost character by fully renewing degraded aspects and features of the cultural landscape. This treatment may also require the removal of features added after the time period designated for restoration.

Restoration can be focused on specific areas or features rather than applied to an entire site. As a result, the recapture of overall landscape character, features and details can be the target of a restoration treatment, and a specific selected landscape unit, detail, or group of elements can also be proposed for this accurate recapture. In some cases restoration of every detail to an earlier time is not possible due to lack of specificity of documentation, projected staffing, and/or available financial resources. Therefore, if warranted, a return to specific overall aspects of landscape character, like spatial organization, land patterns and visual relationships, can be applied without restoration to precise details of all elements and features. While a restoration approach can be tightly targeted, it generally requires a substantial intervention. This intervention is focused on elements of the original landscape that remain but are in a deteriorated state, beyond a preservation repair approach. It targets the reinstatement in-kind of documented features, such as replacement of specific trees to match the historic trees in the original locations.

Rudisill Boulevard today includes remaining historic elements in terms of some areas of original width of travel lanes and some original trees, while most historic landscape elements are missing or altered, especially within the commercial area. Due to continued use as a public street to meet contemporary access needs and safety codes, restoration to an earlier time is not appropriate. Evolution of the streetscape with respect for intact historic character and features is more suitable.

Rehabilitation

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alteration, and additions while preserving those portions or features that convey its historical, cultural, or architectural values.[4]

The third treatment approach, rehabilitation, incorporates preservation values with contemporary uses and issues of accessibility, maintainability and sustainability. The rehabilitation philosophy combines respect for the historic resources with integration of contemporary uses, maintenance, code compliance, security, and other relevant concerns. Rehabilitation treatment emphasizes compatibility with historic resources and safeguarding remaining historic character and elements. An overall rehabilitation approach for the Rudisill Boulevard landscape is highly appropriate as it directs toward current and future street conditions with sensitivity to public access, safety, and code compliance. This approach can also incorporate existing and potential diversity of recreational use, durability, maintainability, functionality and sustainability along the boulevard corridor. Sensitive application of a rehabilitation treatment to Rudisill Boulevard can strike a balance between preservation and renewal that balances boulevard history and the desire to retain a green wide corridor as an overall character, with the contemporary and future issues for multi-modal access, safety, neighborhood continuity and commercial viability as a guide for future interventions.

Reconstruction

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.[5]

Selecting a reconstruction treatment implies limited historic integrity of a historic resource to its period of significance. Reconstruction of a lost, altered or significantly degraded landscape in its original location is not often undertaken. This treatment approach may be appropriate in a museum setting when documentation is complete, adequate resources are available, and interpretive goals direct full recapture of the lost feature. In large landscapes, a missing element or detail, such as a particular feature like a fountain, a unique structure like a pavilion, or a lost walkway can be reconstructed. Reconstruction is an aggressive intervention and is therefore uncommon because detailed documentation is required to construct an exact replica of the lost feature with limited speculation. However, partial reconstruction can occur to recapture a documented feature or character. In the case of Rudisill Boulevard, reconstruction is not an appropriate approach.

Based on this discussion, rehabilitation with an underlying respect for and preservation of remaining historic features and character is the most appropriate approach for Rudisill Boulevard. All landscape preservation treatments strive to protect and enhance extant historic features. In applying rehabilitation, contemporary features, uses and accommodations for maintenance, access, service, and safety are addressed while the historic landscape is respected. The recommended Rudisill Boulevard treatment and management projects and initiatives are explored in the following chapter.

C. RUDISILL BOULEVARD REHABILITATION TREATMENT

The exploration of preservation, restoration, rehabilitation and reconstruction treatments each address different levels of potential intervention for Rudisill Boulevard. All treatments respond to values and aspects of the boulevard including contribution to city development, history and character, sustainability, functionality, diversity of use, quality of experience and opportunities for

community partnerships. In short, all aspects of the tangible and intangible values of the boulevard need to be considered.

For Rudisill Boulevard regaining a balance that encompasses this diversity is the target. The principal issues for the boulevard are threefold:

- Recapture a unified, scenic streetscape character throughout the boulevard corridor
- Provide pedestrian access and connections to the boulevard and other areas of the city
- Enhance neighborhood access and diversity of boulevard uses and functionality

In terms of unified and scenic character, Rudisill Boulevard can be improved. When traveling along the street, a clear definition of the overall street character cannot be gained. Each area of Rudisill Boulevard varies with different identities, ranging from quiet residential neighborhoods to bustling commercial areas. The condition of the street corridor with limited sidewalks, declining edge plantings, awkward intersections, and congested travel lanes shape a streetscape that is not unified or scenic. Although certain areas do afford a pleasing character with mature plantings and other features dating to the period of significance, the overall experience of the boulevard is a non-integrated patchwork of street segments rather than a unified corridor. Pedestrian access, quality of experience, and diversity of use are all compromised in the current condition. While the boulevard provides access to areas within southern Fort Wayne, including important recreational destinations such as Foster Park, the primary use of the street involves vehicular traffic. Pedestrian and bicycle access to the corridor is limited and conflicts exist between modes of transportation. Rudisill Boulevard has the potential to offer multi-modal opportunities to users as part of a greater city network through a unique streetscape experience.

A rehabilitation treatment is the most appropriate preservation approach to achieve these interrelated objectives and renew this valued community and regional transportation route. The selection of a rehabilitation treatment for Rudisill Boulevard includes preservation as an underlying treatment using cues from the fragmented but partially remaining historic landscape character. This proposed landscape rehabilitation provides flexibility to address contemporary and future issues while respecting this historically important boulevard. Rehabilitation also acts as a preservation philosophy that guides decision-making about the future streetscape in all its dimensions. While interventions proceed, stewardship responsibility is required to conserve and enhance boulevard character, qualities and values. At the same time contemporary needs and resource limitations should be accommodated for sustainable preservation treatments. A rehabilitation and landscape renewal approach for Rudisill Boulevard is explored in detail in the following chapter.

CHAPTER VII: ENDNOTES

[1] Charles A. Birnbaum, with Christine Capella Peters, *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, (Washington DC: 1996); National Park Service, *NPS-28: Cultural Resource Management Guidelin*e (Washington DC: 1998); *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques,* U.S. department of the Interior National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program (Washington DC: 1998).
[2] Birnbaum, with Peters, *Guidelines*, 18.
[3] Birnbaum, with Peters, *Guidelines*, 48.
[4] Birnbaum, with Peters, *Guidelines*, 90.
[5] Birnbaum, with Peters, *Guidelines*, 128.

Chapter VIII: Rudisill Boulevard Renewal Recommendations

A. INTRODUCTION TO RENEWAL RECOMMENDATIONS

Rudisill Boulevard is a unique public right-of-way with an important legacy of providing east-west access to neighborhoods and parks in the south side of the city. From its inception, the character of the boulevard was defined by design guidelines approved by the Park Board with a 40-foot roadway and 30 feet of tree lawn to each side with 6-foot sidewalks and staggered double tree rows flanking the walks on both sides, all within a 100-foot wide right-of-way. Adjacent buildings and structures were also to be placed 25 feet away from the boulevard right-of-way edge. As the boulevard developed over several decades the setbacks for buildings on large lots to the west were deeper and more variable while setbacks to the east were consistent and near the minimum required distance. The residential areas at each end have unique character and a different spatial organization today due particularly to the lot size and setbacks. The commercial area near the center altered incrementally over time lost much of the spatial definition of the 100-foot boulevard corridor to increased paving. Boulevard roadway development in the mid to late 20th century has focused on expanding the boulevard width to accommodate increased traffic volume and turning movements at specific intersections. The chronology indicates little attention to overall boulevard character. During this improvement process, the overall scenic boulevard character changed incrementally to the point of alteration seen today.

These alterations in character have created a number of issues to address in boulevard renewal. The width and character of the roadway itself has changed with varying travel lanes, turning lanes, and medians. The edges of the boulevard are non-continuous through numerous curb cuts for driveways, paved areas and parking lots, which are incompatible adjacencies and limit the amount of green space along the corridor. Current street tree plantings are fragmented with few original trees remaining, and the majority of the double row configuration lost. In addition, the nature of the framing architecture on adjacent properties has changed the scale, mass and details of the boulevard corridor. Multimodal opportunities and connections to the broader city are limited.

Although a number of issues currently hinder optimal functioning and use of Rudisill Boulevard, several opportunities exist that can be used to support and direct the renewal of the impressive corridor. In general, the goal is to recapture a continuous boulevard character that serves as a scenic, green corridor through the city. The boulevard should read as a landscape, not a typical city street as it does today. This can be achieved through adjustments in the roadway, street tree plantings, building setbacks, and multimodal opportunities. The boulevard can also be better integrated and linked with existing city resources, including Foster, Weisser, and McMillen Parks and the

Rivergreenway. Opportunities exist for multi-departmental planning to provide bicycle and pedestrian access from Rudisill Boulevard to the surrounding neighborhoods and parks.

The renewal of Rudisill Boulevard should address these issues with respect to enhancing the historic street character. More specifically, renewal will help to achieve more optimal boulevard appearance, connections and access to adjacent properties, aesthetics, use, maintenance and sustainability. This boulevard renewal is based on the chronology and history, which spans a continuum from a rough dirt and gravel road to the early boulevard development, the 1949 as-built character, and the current character and condition. In this approach, multiple values are recognized and respect for the history of the boulevard is incorporated as renewal planning proceeds. With the objectives of greater vibrancy and functionality on all levels, the recommended boulevard renewal is characterized by initiatives, at 3 levels—the boulevard corridor, the appearance and influence on the surrounding neighborhoods and commercial area, and the contribution and linkages to the city park and boulevard system. While a complete recapture of the boulevard as it appeared in its as-built condition is not feasible due to increased traffic demands, safety concerns and current land uses, recommendations can be made that will create a sensitive balance between the historic boulevard identity and character and its continued use as a contemporary corridor. Although the original scenic boulevard character with valuable neighborhood access and landscape features has been altered, today the boulevard can be renewed to effectively serve its users and the City. In order for the renewal plan to be successfully implemented, support and advocacy from an array of community partners is essential.

A total of 7 plans provide the graphic references for this discussion of future directions that can serve to extend the legacy of this unique boulevard into the future. These include the following:

- *Rudisill Boulevard Proposed Bikeway Route North Bypass, PB-N*
- *Rudisill Boulevard Treatment Zones West, T-1*
- *Rudisill Boulevard Treatment Zones East, T-2*
- *Rudisill Boulevard Treatment Section A, T-A*
- *Rudisill Boulevard Treatment Section B, T-B*
- *Rudisill Boulevard & South Anthony Boulevard Intersection Treatment C Sketch Plan, T-C*
- *Rudisill Boulevard Treatment Section D, T-D*

Linking Rudisill Boulevard to the broader community and neighborhoods of Fort Wayne is discussed first through the proposed bikeway plan, *PN-B.* The different treatment zones are clearly diagrammed on plans *T-1* and *T-2* and are followed by individual discussions on specific implementation items within each treatment zone, using plans *T-A*, *T-B, T-C* and *T-D.* The illustrative sections and plan shown on *T-A* through *T-D* were developed to describe and compare the current and proposed conditions in an easily understood format. Together the plans and narrative convey a holistic renewal of the boulevard corridor that will reinvigorate this streetscape and enrich the experience of boulevard users. Using these 7 treatment plans as visual references, the following sections present a detailed discussion of the recommended boulevard renewal initiatives and targeted actions that will help transform Rudisill Boulevard into a fully functioning, community-valued space.

B. RUDISILL BOULEVARD CIRCULATION REHABILITATION

A broader network of bicycle and pedestrian connections to the boulevard were requested in the public meetings and user surveys. In particular, linkages to and from the eastern parts of the community, McMillen Park and Weisser Park were noted, as well as connections from the eastern part of the city to the Rivergreenway via Foster Park. As a main east-west corridor, Rudisill Boulevard is an important link between the west and east sections of the city. Currently, pedestrian access throughout the corridor is along the original 6-foot wide sidewalks for the Broadway to Anthony Boulevard length, with exceptions of 5-foot wide sidewalks within the commercial area and from Anthony Boulevard to McMillen Park. This limited sidewalk width and the multiple drives and curb cuts create user conflicts between pedestrians, bicyclists and vehicles. Additionally, some sections of the walks are degraded with missing and broken pavement, while heavy and congested traffic along the central portion of the boulevard is not conducive to bicycling.

As alternatives for bicycle movements were tested, an approach was put forward for consideration that explored positioning bicycle lanes on road pavement. This approach, called road diet, would redistribute space with 3 traffic lanes, 2 travel lanes with the center for turning only, and a 5-foot wide bicycle lane on each side. To date the Fort Wayne bicycle trail system has been principally on separate trail locations, not on roadway edges. The preferred Rudisill corridor recommendation was for pavement trail solutions with shared pedestrian and bicycle use. The other impediment was the assessment that road edge bicycle lanes would not necessarily be continuous along the 3-mile boulevard due to variable roadbed widths and traffic demands. This being stated, the concept of road diet for the Rudisill corridor may still be worthy of further consideration in the future.

To improve multimodal opportunities along the boulevard corridor, enhancing bikeway and pedestrian continuity and connections between the eastern and western portions of the city and related destinations to the north are all important. Proposed bikeways are shown on *Rudisill Boulevard Proposed Bikeway Route North Bypass, PB-N.* Within the Rudisill Boulevard right-of-way, an off-street shared bike and pedestrian path is recommended along the southern edge of the corridor, as marked by a blue line. Though heavy traffic at the commercial corridor can be a deterrent to some bicyclists, an alternate route is also proposed as a north bypass, as shown on *PB-N.* This bypass is proposed as a neighborhood access and moderate traffic route that will be more scenic and will connect to residential areas and neighborhood amenities. Likewise, the north bypass will serve as a gathering system for wider connectivity north to downtown along South Hanna Street, east to McMillen Park, and west to Foster Park and the Rivergreenway system.

The proposed north bypass is shown with a specific route that diverts users away from Rudisill Boulevard at South Harrison Street and at South Hanna Street. At the South Harrison Street location, the bypass becomes 2 bike lanes located along the east and west edges of the street. After 1 block, the double bike lanes turn east and connect to Oakdale Drive. At South Barr and Lafayette Streets the route divides and turns north, following the one-way streets. The double bike lanes reconnect again at Oxford Street where it intersects with the South Hanna Street double bike route and continues east to connect to McMillen Park. The proposed bikeway at South Hanna Street extends from Rudisill Boulevard to Colerick Street, running along the western edge of Weisser Park to link the park into this bikeway system. At Colerick Street the route branches with an extension

turning west to provide connections to multiple residential neighborhoods as well as a weekly farmer's market and other neighborhood amenities. The route should also extend north along South Hanna Street to connect with Colerick Street, and further north to the Renaissance Pointe Trail, Reservoir Park, and Bowser Playground, the planned YMCA, and ultimately to downtown Fort Wayne. This north extension will provide a valuable integrated bikeway linkage through an extensive system of bicycle accommodations.

The route in its entirety increases bicycle and pedestrian accessibility throughout the city and offers opportunities to connect Rudisill Boulevard, Foster Park, and the Rivergreenway with Weisser Park, Weisser Park School, Weisser Park Youth Center, McMillen Park, the school on Oakdale Drive, and many neighborhoods throughout the area. While a specific route is shown, the implementation process may direct toward variations in this recommendation while still creating the desired bikeway system. Providing a designated area for bicyclists attempts to solve current issues with circulation patterns along Rudisill Boulevard, resolve the user conflict between vehicles and bicycles, and create safer riding conditions. The *Rudisill Boulevard Proposed Bikeway Route North Bypass, PB-N* highlights recommendations for bicycle circulation in the vicinity of Rudisill Boulevard to improve access along the boulevard and throughout the adjacent neighborhoods. With these recommended bikeways in place, Fort Wayne residents will be able to explore a broader network of parks, boulevards, and neighborhoods.

C. RUDISILL BOULEVARD PROJECTS BY AREA

The corridor of Rudisill Boulevard has several distinct zones for which treatment options apply. *Treatment Zones Rudisill Boulevard West, T-1* and *Treatment Zones Rudisill Boulevard East, T-2* illustrate these areas with dashed lines. Treatment A, shown within an orange dashed line, applies to both the west and east residential zones of Landscape Area A, West and East from Broadway to the alley between South Harrison and South Calhoun Streets and from the alley between Lafayette Street and Avondale Drive to the alley between Lillie Street and South Anthony Boulevard. Treatment B, illustrated by a magenta dashed line, covers the Commercial Center section of Rudisill Boulevard that has been significantly widened from its original 40-foot width, located between Landscape Area A, West and Landscape Area A, East. Treatment C pertains to the intersection of South Anthony Boulevard and Rudisill Boulevard and is shown with a yellow dashed line. The blue line on the plans encompasses the zone for Treatment D, which is the eastern-most portion of the Rudisill Boulevard study area, from Euclid Avenue east to Abbot Street. The specific recommendations for each proposed treatment zone are described below.

Rudisill Boulevard Treatment Zone A

Treatment Zone A of the boulevard proposes to respect the existing 100-foot right-of-way as readily observed with the paved roadway, wide tree lawns, street trees, and sidewalks. Modest changes to the existing arrangement are proposed and shown on *T-1*. These include:

- Retain 4 existing travel lanes for traffic
- Upgrade sidewalk to 8 feet on the south side for a shared pedestrian and bikeway

- Repair or replace existing 6-foot sidewalk along north side without damaging remaining mature trees and tree roots
- Replant lost street trees for staggered double rows to north and south
- Install additional controlled on-demand pedestrian crossings
- Require no change in curb alignments
- Add bikeway signage

As these boulevard improvements are shown in plan on *T-1*, they are also shown in section on *Rudisill Boulevard Treatment Section A, T-A.* The lower section shown on *T-A* represents the proposed conditions for Treatment Zone A, while the upper section shows the existing condition of the boulevard. The section depicted is a typical area between Foster Park and South Harrison Avenue. Note that although this section shows conditions on West Rudisill Boulevard, it is also representative of Treatment Zone A, East along East Rudisill Boulevard with some minor changes. To the east, the lots are smaller and the houses are closer to the roadway along East Rudisill Boulevard, but the 100-foot right-of-way depicted has the same features and dimensions.

As shown on *T-A*, the boulevard width remains essentially as constructed at 40 to 44 feet. A shared bike and pedestrian trail is recommended along the southern street edge for access through the neighborhood and to link the nearby parks. A width of 8 feet for the shared-use path is desirable to maintain the neighborhood green space created by the adjacent park strips of mown turf and street trees. The additional 2-foot width of paving for this expanded path would be extended to the inside, removing some lawn from the wider tree lawn area between curb and sidewalk. There is not sufficient space to extend to the outside as the trees lawn area is only 5 feet wide. While many 8-foot wide trails are found throughout Fort Wayne the current standard desired is a 10-foot width. A concern for loss of green space reduced this recommended width to 8 feet. As the trail is implemented the difference between 8 and 10 feet should be studied and a final width determined in consultation with the community.

The double row of street trees will be replanted as close to the original pattern as feasible, with an approximate 30-foot distance between trees. The 2 rows will also be offset on center by 15 feet for the staggered appearance. This scheme is recommended for both the eastern and western parts of Treatment Zone A (shown by an orange dashed line on plans *T-1* and *T-2*). Other treatment recommendations include installing additional controlled on-demand pedestrian crossings at heavily-used pedestrian intersections at Taylor University and adding bikeway signage along the corridor. Additionally, the number of curb cuts along the boulevard in these areas should remain the same. In general, enhancing the plantings, circulation, and other features along the boulevard corridor not only contributes to appearance, but also increases the perceived safety along the streetscape with slower traffic speeds and the sense of being in a neighborhood.

Rudisill Boulevard Treatment Zone B

Modifications to Treatment Zone B, as shown on *T-1,* are aimed to recapture green spaces within the central commercial center. Proposed alterations are more aggressive with changes to nearly all components of this section of the streetscape. Changes to this area of Rudisill Boulevard include:

- Coordinate with adjacent property owners to recapture right-of-way, reduce curb cuts, and provide a continuous green boulevard edge
- Modify travel lanes for central episodic median and 4 travel lanes for traffic
- Remove many curb cuts and reorganize for shared entrances to commercial frontage
- Construct a multi-use shared pedestrian and bikeway 8 feet wide on the south side
- Repair or replace existing 5-foot sidewalk for a continuous, level walk along north side with structural soil underneath for tree root growth zone
- Reclaim 5-foot green park strip at outer edges of sidewalk for tree lawns
- Provide custom and structural soils for tree lawns
- Replant lost street trees for staggered double rows to north and south
- Plant median with tree row and low maintenance groundcover
- Add pedestrian crossings and/or make existing crossings safer where necessary
- Install identifiable corridor lighting
- Consider Rudisill Boulevard banners along corridor
- Add bikeway signage at appropriate intervals and locations
- Provide bypass route north of Rudisill Boulevard between South Harrison Street & South Hanna Street to connect to broader community resources

T-1 and *Rudisill Boulevard Treatment Section B, T-B* show these proposed treatment interventions within Treatment Zone B. The existing boulevard roadbed in this area has expanded to between 60 and 68 feet with 2 travel lanes in each direction and a variable middle turning lane as shown on the top section on *T-B*. Tree lawns vary from 10 and 12 feet in width, with 5 to 6-foot sidewalks flanking the tree lawns. The outside 5 to 6 feet of public right-of-way is paved throughout much of the business area. The proposed conditions for Treatment Zone B are illustrated in the lower section of *T-B*. The road width remains the same with an episodic planted median recommended for segments of that turning lane to recapture a boulevard character along this degraded section. The added median when paired with double trees rows will reestablish boulevard continuity through this fragmented commercial area.

Overall, the median should be as continuous as possible. The median has breaks in it for turn lanes at key locations and intersections. Building a median will require consolidation of as many driveways and entrances from Rudisill Boulevard as possible. As implementation of the planted median moves forward stacking space for observed traffic volumes needs to be considered. The median lengths shown are desired to establish corridor continuity, but if traffic demand warrants, they may be shortened but not eliminated. Median elimination would defeat the objective of changing the character of the commercial portion of Rudisill Boulevard. The reduction in curb cuts will require a concerted effort toward cooperation between all the adjacent land owners and boulevard users. These owners and users need to recognize that the existing curb cuts have replaced the former tree lawns, sidewalks and the 5-foot wide green space beyond the sidewalks, replacing it with more pavement. Drive movements for access to commercial frontages will in many cases be right-in right-out movements to accommodate the median restriction of cross turns from the opposite direction.

By reducing the number and width of entrances from Rudisill Boulevard to the adjacent commercial frontage the tree lawns can be made more continuous. To support the growth of trees a large soil

volume is needed for each tree. The tree soil areas should target a minimum of 5 by 20 feet of surface (100 square feet) at a 3-foot soil depth (300 cubic feet) with a gravel layer for good drainage below the soil for each tree. These dimensions can be modified, using the same overall volumes, for example, if the tree lawn is 8 feet wide, is may be only 13 to 14 feet long for a single tree, although the second tree row will have a 5-foot soil width needing a 20-foot length. To understand the module of planting as a building block for replacing the canopy the following example is offered. A double row of 3 trees, with 1 next to the roadbed and 2 next to the sidewalk, positioned at 25-foot spacing between trees and a 12.5-foot offset would require a 45-foot length for adequate soil volumes and spacing, with 10 feet beyond each tree along the sidewalk and 25 feet between them. This example has a 45-foot long by 7 to 9-foot wide continuous trench for the single tree along the curb and road. A further 12.5 feet at each end would be needed to plant 2 more trees along the curb and road, making the continuous trench 60 feet long. The planting of at least 3 trees together in a double row pattern should be seen as a minimum, with preferably 6 to 10 double row trees desired for the canopy to be reestablished without gaps.

Other circulation improvements include constructing an 8-foot sidewalk on the south side for a shared pedestrian and bikeway. The 5-foot sidewalk along north side should be repaired as needed with structural soil underneath for tree roots. Other shared pedestrian/bike paths are also proposed as part of a bypass route north of Rudisill Boulevard between South Harrison Street and South Hanna Street. Together the shared bike/pedestrian paths offer multimodal opportunities along the Rudisill Boulevard corridor and throughout the adjacent neighborhoods. Additionally, these paths provide safe bike connections to the neighborhood, the Rivergreenway, and city parks for recreational bikers.

Reclaiming the green space along the edges of this area of Rudisill Boulevard is an important concept. Specifically, the 5-foot green park strips at outer edges of the sidewalk should be recaptured for a continuous green edge within the commercial area. Currently most of these areas are paved and blend in with the surrounding parking lots and drives, making it confusing to distinguish between the public right-of-way and private property. Reclaiming this outer edge requires the removal of pavement and replacement of soil. Tree lawns located between the sidewalk and roadway curbs should be a continuous 7 feet throughout the treatment zone. The tree lawns to both sides of the sidewalks should be replanted with double rows of staggered street trees using a technical detail of structural soils to a depth of 3 feet placed along the tree lawns and under the sidewalk. This detail for urban conditions affords sufficient root zone space for the trees to mature. The central median is proposed to be planted with a tree row and low maintenance groundcovers. The median is also mounded to assist in noise control and planting health to avoid salt conditions during winter. The median and recaptured tree lawns increase the scenic green qualities of the boulevard corridor throughout the commercial area.

The recommended improvements to the commercial center also have the potential to bolster the success of the commercial properties. Anecdotally, it has been proven in presentations and studies that tree-lined streets contribute to a more successful commercial area. Shoppers can readily park their vehicle and walk along the pedestrian sidewalks, under the shady tree canopy to reach multiple commercial destinations. Further, inclusion of sidewalks and tree plantings will draw more pedestrians through the area. While some may intend to enter adjacent businesses, it is likely that walking through the commercial center will encourage support of the commercial entities. Additional benefits of continuous boulevard street tree plantings are supported by research results

that indicate, contrary to traditional views within the law enforcement community, outdoor residential spaces with more trees are seen as significantly more attractive, safer, and more likely to be used than similar spaces without trees. Street trees also provide safety by buffering pedestrians from vehicular traffic and reduce glare by shading roadways. Although the Rudisill Boulevard commercial center does not follow the character of a residential neighborhood, the fact that it is surrounded by a thriving residential community means that the planting of street trees would likely similarly benefit the commercial core.

Other improvements along the commercial section of the boulevard include adding pedestrian crossings at heavily used intersections or make existing crossings safer where necessary. The boulevard should be a safe multimodal transportation environment that promotes use by vehicles, bikes, and pedestrians. Identifiable corridor lighting should also be installed, preferably light fixtures that match or complement the extant fixtures in the residential areas. A lantern style fixture would be best suited for this purpose potentially with a longer pole to display a Rudisill Boulevard banner. Unified signage for bikeways should also be erected.

Rudisill Boulevard Treatment Zone C

Treatment Zone C addresses the misaligned intersection of Rudisill Boulevard and South Anthony Boulevard, where Rudisill Boulevard jogs to the south, creating a disjuncture between the main boulevard and its eastern extension. Implementation of treatment seeks to rectify this awkward intersection through a series of proposed changes. These include:

- Acquire private residence at northeast corner of intersection for space to realign intersection
- Reconfigure western segment of boulevard for 2 travel lanes and 1 central left-hand turning lane for eastbound traffic
- Reconfigure eastern segment of boulevard for 2 travel lanes and 2 turning lanes for westbound traffic
- Construct an 8-foot multi-use trail for shared pedestrian and bicycle use
- Repair or replace existing 6-foot sidewalk without damaging remaining mature trees and tree roots
- Reconfigure gravel parking lot at southeast for green tree lawn
- Plant street trees for staggered double rows to north and south where possible
- Construct green space with public monument as visual terminus of Rudisill Boulevard to the east of South Anthony Boulevard
- Add bikeway signage at appropriate intervals

The above treatment is shown in detail on *Rudisill Boulevard & S. Anthony Boulevard Intersection Treatment C Sketch Plan, T-C.* Similar to the previously presented plans, the existing condition of the area is shown in the top plan, while the proposed conditions are in the bottom plan. Heritage Landscapes proposes reconfiguring the intersection to provide a smoother, safer transition and a more continuous experience of the boulevard. This scheme would involve the purchase of a property at the northeast corner. The removal of the structure on the property would allow a 4-lane intersection to be constructed to the east with 2 travel lanes and 2 turning lanes for westbound traffic. This purchase and the realignment will afford the opportunity to develop a visually important civic

sculpture, monument or focal element that would align to the boulevard and provide a fitting visual termination. The enrichment of a public green space and iconic visual element is a true opportunity for civic art that will uplift the area.

The plan also shows upgrading the southern walk to an 8-foot shared bike and pedestrian path, reconfiguring the gravel parking area to the southeast to create a green tree lawn area, and replanting the staggered double row of street trees along the length of the boulevard. To the east of South Anthony Boulevard, the treatment of sidewalks and shared-use paths is reversed; the existing 5-foot sidewalk to the south should be repaired and the northern walk should be upgraded to an 8-foot shared-use path. While an 8-foot multi-use trail width has been used on some Fort Wayne trails, a 10-foot with is the preferred standard for multiple uses. Along the Rudisill corridor the full 10 feet of pavement may not fit in all areas and may not be desired as it removes another 2 feet of green space. As trail implementation proceeds, the width of final width of pavement should be determined in consultation with the community. Unified bikeway signage should also be erected at appropriate intervals and locations to identify the route and the north alternative. When combined these multiple initiatives will provide increased access along this section of the boulevard and create a more scenic and safer green corridor.

Rudisill Boulevard Treatment Zone D

The far eastern length of Rudisill Boulevard is Treatment Zone D that extends from Euclid Avenue east to Abbot Street and McMillen Park. Treatment within this area is similar to other areas with replanting the double tree row and providing multimodal access along the corridor. Specific treatment tasks include:

- Upgrade sidewalk to 8-foot width on the north side for a shared pedestrian and bikeway
- Repair or replace existing 5-foot sidewalk along south side without damaging remaining mature trees and tree roots
- Plant street trees for staggered double rows to north and south where possible
- Consider reopening Rudisill Boulevard entrance to McMillen Park
- Add bikeway signage

The proposed treatment interventions are shown in plan on *Rudisill Boulevard Treatment Zones East, T-2*, and in section on *Rudisill Boulevard Treatment Section D, T-D.* Existing conditions on the upper section of *T-D* illustrate the cross-section of the road as it appears today with a road width of 26 to 27 feet, with 2 driving lanes, on-street parking to the north, and variable tree lawns. The proposed conditions for Treatment Zone D are illustrated in the lower section of *T-D.* In this scheme, the road width remains constant, and the north sidewalk is widened to 8 feet in order to provide for shared bike and pedestrian use. The shared-use path will meet the shared paths proposed to line the McMillen Park entry drive from Abbott Street, creating clear non-vehicular access to the park. The wider walkway will require reducing the size of the tree lawn, as well as extending outward a few feet on either side into private lawns. The existing southern sidewalk should be maintained and repaired to accommodate pedestrian circulation. The double, staggered row of street trees is proposed for planting along this portion of the boulevard. This planting will require support and collaboration with private homeowners, as the outer row of trees will be located on private lawns.

Although this area is the terminus for East Rudisill Boulevard, considerations should be made to link the boulevard to McMillen Park. In addition to connecting the shared bike-pedestrian paths, reopening and strengthening the entrance to the park along Rudisill Boulevard is an option.

D. RUDISILL BOULEVARD RECOMMENDED PROJECTS

Linkages & City Integration

Rudisill Boulevard, like many boulevards developed in the early 20th century, served as a link between parks and was accessed primarily by vehicles. In the case of Rudisill Boulevard, it was an east-west route developed to connect the southern areas of the city to Foster Park and was later extended to link McMillen Park. Over time residential neighborhoods developed along the corridor and created one of the most scenic neighborhoods within the city of Fort Wayne. However, by the mid-20th century, the central section of Rudisill Boulevard became more commercial in nature with fewer houses and more businesses, parking lots, and driveways. Today, this commercial district has expanded further with increased traffic loads and a wider street profile that make bicycle and pedestrian access to the parks challenging. Multimodal connections to the adjacent neighborhoods and the broader city are also limited, which tends to isolate and diminish its contribution to the quality of city linkages.

Rudisill Boulevard needs an enhanced street frontage, stronger boulevard landscape identity and improved linkages into adjacent neighborhoods and the surrounding city resources. For example, it was noted that potential pedestrian and bicycle linkages along Rudisill Boulevard could link to McMillen Park and to the Rivergreenway to provide enhanced access from this part of the city. Providing safe connections along this heavily traveled city street helps to integrate the parks with the surrounding community. Further, improving the appearance of the boulevard extends the park-like environment into adjacent communities, creating a strengthened boulevard identity. This can be accomplished by adding a double row of street trees, planted medians, and creating a shared bicycle/pedestrian path. While the circulation plan *PB-N* illustrates the recommended network of multiple-use bike and pedestrian walks, other treatment recommendations are shown on *T-1* and *T-2*. Recommendations identified for park linkage and citywide integration are:

- Recapture Rudisill Boulevard as a unique green route
- Create continuous landscape treatment with green, scenic boulevard edges
- Provide connections to Foster, Weisser, and McMillen Parks and adjacent neighborhoods
- Accommodate bicycle connections to and along Rudisill Boulevard
- Link east neighborhoods to the Rivergreenway system through network of shared paths

The visual connectivity to the urban fabric is an important factor when considering a boulevard landscape. The boulevard frontage has limited edge trees with partial formal double tree rows in selected locations. Its lack of scenic character does not communicate a public boulevard landscape as the visual message. Instead, loss of trees, an increase in pavement in the commercial center, and conflicting adjacencies give the impression of typical city street.

Limited integration of Rudisill Boulevard with the surrounding neighborhood is a barrier to pedestrian and bicycle access and somewhat confusing vehicular access to surrounding park entrances. Several users or Foster and McMillen Parks would like to walk, jog, run, and bike to the parks, but no shared pedestrian and bike paths exist along Rudisill Boulevard or the surrounding streets. Improving bike and pedestrian access along Rudisill Boulevard will improve east-west access in the southern half of the city, providing connections between neighborhoods and parks. Specifically, the non-vehicular pathways will link eastern neighborhoods to parks and the Rivergreenway, located along the St. Mary's River to the west. This provides a safe access route along the valued city boulevard. Addressing boulevard character along the corridor will aid in strengthening boulevard identity and more clearly define boulevard edges, further integrating the boulevard into the surrounding community.

Diverse Use & Quality of Experience

Rudisill Boulevard currently supports a limited range of recreation opportunities and diverse uses. An important element in the creation of Rudisill Boulevard is that it was meant not only to serve as a convenient vehicular route through southern Fort Wayne; it was also intended to incorporate recreational opportunities. The boulevard corridor today is currently utilized to varying degrees, mostly by vehicular traffic with limited pedestrian and bicyclist use. During the planning process it was noted that a demand exists for improved linkages throughout the city using Rudisill Boulevard as an east-west corridor to connect neighborhoods and parks. Projects noted addressing diversity of use and upgrading the quality of boulevard user experience include:

- Enhance the recreational value of the boulevard through scenic quality
- Bolster West and East residential areas for additional scenic enjoyment
- Alter character of center commercial area for scenic boulevard character
- Create connections to small parks along boulevard to add green space and recreation use
- Repair sidewalks for pedestrian recreational use
- Build designated shared bicycle/pedestrian path to provide linkages
- Enhance terminus at Foster Park for scenic quality
- Realign intersection at South Anthony Boulevard
- Provide educational and interpretive activities that elaborate on the history & evolution of Rudisill Boulevard

To address diverse use and quality of experience, the limited recreational opportunities along Rudisill Boulevard should be improved. This can be accomplished by establishing non-vehicular paths for shared pedestrian and bike use, allowing these boulevard users to enjoy and explore the entire length of the boulevard. The creation of pedestrian, bicycle and shared paths will also help provide safe access to the boulevard from the surrounding neighborhood.

Enhancing boulevard character along its edges will further improve and strengthen features and appearance, which will yield a positive user experience. Currently the central portion of the boulevard, between South Harrison and Lafayette Streets, is a highly used section of the roadway. The current configuration of the road and adjacent businesses and parking lots detracts from the

scenic character of the boulevard and does not clearly convey the identity and character of Rudisill Boulevard as a green corridor. Expanses of concrete within the area also detract from the quality of experience along the street. Edge improvements that retain traffic safety, the addition of a shared bicycle/pedestrian path along the south side of the boulevard, and street improvements like an episodic central planted median and double rows of street trees will enhance boulevard character and experience. Lost trees within the west and east residential sections can also be replanted to bolster scenery along the corridor edges.

Additional opportunities exist to improve boulevard character by better integrating existing adjacencies into the boulevard landscape. This mainly includes features associated with the central commercial corridor, but also large open lots and small parks along the residential portions of the corridor. In the commercial area, parking lots, driveways, and curb cuts disrupt the once continuous character of the boulevard, and negatively impact the visual scenery of the roadway. In order to retain the scenic value and contribution of the boulevard character, excess paving and curb cuts should be removed and driveways and parking lots at the edges of the boulevard right-of-way should be reconfigured. With the proposed episodic median, several parking lot drives can be combined and shared to provide access to multiple properties. These edge areas should also be improved with double rows of street tree plantings to clearly define the public space and improve the experience of the corridor. Street trees should extend along the frontage to open lots and small pocket parks that are within residential areas. The green tree edge creates a connecting tie to these open areas that can be used for recreational activities.

Use and experience along the corridor is fragmented through disjointed circulation routes. To enhance experience, improvements to both pedestrian and vehicular routes must be made. Sidewalks should be repaired and a designated shared bicycle/pedestrian path should be constructed to provide continual linkages along the boulevard. Similarly, the intersection at South Anthony Boulevard should be realigned to bolster user experience. Boulevard termini at Foster Park and at the juncture of South Anthony Boulevard can also be enhanced for scenic quality which directly relate to user experience.

In addition, diverse use and experience can be bolstered through interpretive features that elaborate on the history of Rudisill Boulevard. Educational and interpretive activities or programs that use the boulevard landscape and features as the subject are currently limited. Programs can be developed to address and interpret boulevard resources, with the boulevard itself acting as an outdoor classroom. For example, a walking tour could be formed to highlight the original design, historic trees, and other remnant historic features.

Uniqueness, Preservation & Innovation

When Rudisill Boulevard was first established, the open relationship between the burgeoning residential neighborhoods, staggered rows of street trees and adjacent open fields defined the overall, scenic boulevard character. Today, the spatial arrangement set forth from the inception of the boulevard has been altered through the incremental development of new adjacencies. Many of the adjacencies have not been appropriately integrated in the boulevard landscape, but rather alter the boulevard character. However, the former quality and potential diverse range of recreational features the boulevard offers makes Rudisill Boulevard unique from other city streets and its landscape needs

to be protected and enhanced for future generations to enjoy. Recommended projects to address issues of uniqueness, preservation, and innovation along Rudisill Boulevard include:

- Augment historic spatial organization to be more visible
- Retain important linkages between Foster and McMillen Parks
- Reestablish park-like, scenic boulevard character
- Enhance boulevard character at commercial center
- Protect original plane trees and elms that remain along boulevard
- Replant lost trees in staggered, double row to north and south
- Improve continuous views along the corridor to highlight linear quality
- Create continuous green boulevard margins
- Protect historic homes along the boulevard that contribute to neighborhood character
- Create standard boulevard design guidelines that dictate setbacks and architectural character for new construction
- Provide interpretation of boulevard and neighborhood history

Rudisill Boulevard was once considered a neighborhood quality corridor with an impressive, scenic character and a small, concentrated commercial area. Today, the boulevard has evolved into a valued transportation corridor with limited recognition of its recreational value. It is important to retain the important linkages the boulevard provides, particularly between Foster and McMillen Parks. Equally important is reestablishing a park-like, scenic boulevard character along the entire 3-mile length of Rudisill Boulevard. An important task to achieve this end is augmenting the historic spatial organization where it is still evident and redefining it in areas where it has been lost.

One of the most prominent boulevard features that greatly defined the overall spatial organization was the double staggered rows of street trees that lined the boulevard and marked the right-of-way edge. Today, only a few of the original street tree plantings remain, displaying the historic grand character created by the impressive trees overhanging the sidewalks and mown turf park strips. Because the remaining Oriental plane and American elm trees are remnant features that largely contributed to the historic boulevard character, they should be protected and managed into the future. The historic spatial organization will once again become unmistakable through the planting of street trees following the historic pattern of staggered rows to each side of the boulevard sidewalks. In addition to the street tree plantings, the continuous tree lawn park strips should be reestablished to the north and south of the boulevard sidewalks. The combination of the street trees and the park strips will result in the clear definition of a continuous green boulevard edge.

The issue of reestablishing the scenic character and neighborhood quality of Rudisill Boulevard is particularly important through the commercial center. Here, excessive curbs cuts, expansive parking lots, and immense commercial buildings overwhelm the boulevard landscape. The contrasting character of the commercial center disrupts the neighborhood quality of the overall boulevard and it degrades the user experience. Implementation of boulevard edge treatments to match the residential boulevard areas will enhance the character of this area and contribute to a unified, continuous boulevard character. These treatments are to include 7-foot tree lawn park strips between the boulevard curbs and the sidewalks; repair and installation where needed of a continuous 5-foot sidewalk to the north and 8-foot multi-use path to the south; and 5-foot tree lawn park strips

separating the sidewalk and shared path from the adjacent commercial uses. Rows of street trees should be planted in the historic staggered pattern in the tree lawns.

The Rudisill Boulevard landscape displays several points where development and construction occurred after the end of the historic period in 1949. While this is not necessarily a negative quality, many of the new boulevard edge elements do not convey the scenic boulevard character or neighborhood quality that the overall boulevard landscape defines. In particular, the commercial center and the southern edge of the block encompassed by Taylor University have been developed and laid out to project a sense of scale and character that differs from the more intimate boulevard scale and character. However, the Taylor University buildings along the north edge of Rudisill Boulevard were constructed both before and during the historic period and thus the overall architectural style better matches the historic homes.

Creation of a continuous boulevard edge treatment through all sections of the boulevard will help alleviate issues of contrasting character. In order to circumvent this situation with future boulevard development, standard boulevard design guidelines should be defined. This should include not just treatment of the immediate boulevard landscape, but the overall character of adjacent properties as well, to address such issues as setbacks and architectural massing and character. In order to adequately address setback issues, it is recommended to research zoning ordinance and other legislative changes that implementation of this proposed guideline may require. When institutional buildings are inserted into the boulevard landscape, overall design should follow the precedent set by the Taylor University buildings north of the boulevard. Specifically, the overall bulk, fenestration, and window openings provide clear examples of appropriate architectural development. Further, the historic homes that line Rudisill Boulevard contribute to the overall boulevard character, notably the strong neighborhood quality. Although the homes are not within the boulevard right-of-way, it is important to protect the homes from future development that would negatively impact the boulevard character.

Several features that were unique to Rudisill Boulevard and contributed to the overall value and sense of place that defined the park have been removed since 1949. Such features include the uniform street tree plantings and the continuous park strips lining the sidewalks to the north and south. These features were prominent in the spatial definition and organization of Rudisill Boulevard. Wherever possible, these missing features should be reestablished to define a continuous, scenic character throughout the boulevard landscape. In addition, interpreting the rich history of the boulevard and surrounding neighborhood should be undertaken. Interpretation will ultimately foster greater understanding and appreciation for the boulevard landscape and the broader citywide system.

Overall, the historic scenic, neighborhood quality of Rudisill Boulevard remains evident today, although it has been altered or virtually removed in specific areas. The recreational value of Rudisill Boulevard is predominantly a result of the scenic character and quality of the boulevard landscape. By augmenting and reestablishing those features that defined the boulevard character historically, not only will the existing character be improved, but the recreational value will be better recognized. Recapturing the historic spatial organization is integral to reestablishing the boulevard character. Specific tasks that will accomplish this important objective include replanting street trees in the historic pattern and reclaiming the green park strips along the entire boulevard length. In addition to augmenting the spatial organization of the boulevard, these recommended projects will create

continuous green boulevard edges and frame continuous views along the corridor, emphasizing its linearity, enhancing the unique, scenic boulevard character.

Sustainability & Stewardship

Remnants of the original boulevard plantings are unique assets of Rudisill Boulevard and are irreplaceable elements of the corridor landscape. It is clear from the information gathered for this report that the extent of street trees along the boulevard has been substantially reduced over time, particularly in the mid-20th century as new construction projects were undertaken in the commercial area. In general, these resources are currently in a state where they are not being actively renewed. Some newer plantings are located within the residential area of Landscape Area A, East, but recent plantings were not found elsewhere along the corridor. Specific sustainability and stewardship initiatives arising out of the identified boulevard issues are:

- Protect remaining original street tree plantings
- Replace lost street trees
- Remove expansive parking lots and multiple curb cuts for replanting of continuous double tree rows
- Remove extensive pavement along corridor to increase stormwater infiltration
- Partner with adjacent property and business owners to recognize 5-foot green space beyond sidewalk as public resource

To prevent further tree loss and foster plantings, a stewardship and maintenance plan needs to be put in place for maintaining the existing trees in good health and establishing a system of replanting and replacing trees over time. In this report, Appendix B: Tree Inventory Results provides identification numbers shown on the *Rudisill Boulevard Tree Condition Assessment Plan West, TAW- 2007* and *Rudisill Boulevard Tree Condition Assessment Plan East, TAE- 2007* and indicates the overall size in caliper inches, number of tree trunks, condition of the crown, trunk and roots. This tree inventory is the initial step in outlining a program for long-term stewardship of the street trees. Using this information, a comprehensive maintenance and tree replacement schedule can be developed, ensuring healthy trees for future generations to enjoy. Planting new trees to replace lost trees within the staggered double rows is key to this effort. This can be done through community efforts and partnerships to spearhead tree planting campaigns and care and management of newly planted trees. Care should be taken to protect new tree plantings from impacts with wide mulch circles and hardware cloth protection of the trunks and stakes. It is important to note that in Fort Wayne, individual residents are allowed to plant trees in public right-of-ways with the written consent of the city arborist. However, because the uniform pattern of double staggered rows of street trees is a significant feature in recapturing the historic character, this practice should be discouraged along Rudisill Boulevard. Upgraded and continued management of trees provides further opportunity for boulevard users to enjoy the natural feature.

In addition to developing a plan for the future stewardship of the trees, opportunities exist to recapture areas of former tree lawns and implement more sustainable practices throughout the boulevard corridor. In general, inclusion of street tree plantings has several environmental benefits. Street trees help reduce the urban heat island effect by providing cool shade over paved roadways.

Trees also filter the air and reduce air pollutants such as particulates and carbon dioxide. Working with adjacent property and business owners within the central commercial area is important for them to recognize 5-foot green park strips beyond the sidewalk as a valuable public resource. Currently these paved areas offer an opportunity to recapture tree lawns and increase the number of street trees along Rudisill Boulevard. Removal of pavement such as driveways, parking lots, and curb cuts is necessary to replant these areas. Replacing pavement with turf grass and trees alongside parking areas also reduces the amount surface runoff, allowing for some infiltration to help manage the water quality of runoff.

Functionality, Maintenance & Safety

Several changes along Rudisill Boulevard have been developed in response to population changes and character shifts in adjacent neighborhoods. Changes along the corridor satisfy those demands and alter the physical landscape and visitor experience in a range of ways. A series of issues addressing maintenance and safety were identified and the projects and initiatives that follow from those issues are:

- Enhance recreation within the functioning transportation corridor
- Repair sidewalks for uniform condition and ease of use
- Protect remaining historic trees during sidewalk repairs
- Construct wider sidewalk to accommodate multi-use movement
- Provide signaled pedestrian crossings across boulevard
- Create clear maintenance tasks through collaboration between city agencies and adjacent owners

Recently, a demand has grown for non-vehicular circulation along Rudisill Boulevard, which remains limited both along the corridor and along bordering city streets. As outlined previously, a network of shared pedestrian and bicycle paths should be developed along the south side of Rudisill Boulevard and throughout the adjacent neighborhoods, linking use areas and encouraging exploration of the broader city landscape. Further, it is important to provide a safe route for pedestrians and bicyclists along this high-traffic corridor. It is recommended that a wider non-vehicular path be constructed along the south of the boulevard, physically separated from boulevard traffic by a tree lawn. Other proposed improvements include a northern bypass that consists of 2 shared paths constructed parallel to either side of the streets at South Harrison Street and South Hanna Street. Existing sidewalks should also be repaired for ease of use, though adjacent trees should be protected during walk repairs.

To enhance pedestrian crossings along the boulevard, a series of on-demand signaled crosswalks is proposed. Specifically at South Harrison Street and South Hanna Street, signaled pedestrian and bicycle crosswalks will be provided to access the north bypass on bordering streets. On-demand signaled crossings can also be provided at the intersections adjacent to Taylor University for students accessing the north and south sides of the campus. Other options to enhance overall pedestrian crossings at Taylor University include potentially marking a mid-block pedestrian crosswalk coupled with a pedestrian crossing warning sign at a proper distance away. A “State Law, Yield to Pedestrians” marker could also be placed within the center of the roadway within the crosswalk to slow and alert traffic to pedestrian use areas. Slightly raised pedestrian tables could also be an

approach to delineate crosswalks and slow traffic. Pedestrian tables may also be a viable option within the commercial corridor to slow traffic speeds. These options increase safety and reduce pedestrian and vehicular conflicts.

Vehicular circulation can also be improved throughout the Rudisill Boulevard corridor to provide optimal functionality. A proposed reconfiguration of the central commercial area was presented earlier in this chapter; in particular, the central turning lane should be changed to episodic median and adjacent parking lots, driveways, and curb cuts should be reconfigured or partially removed altogether to better convey a park-like character. By sharing drives, access to adjacent parking lots can still be provided, while creating more green space with street trees and turf grass that improve surface runoff. In addition to parking improvements, a realignment of the drives and curb cuts will help create a more scenic boulevard character by providing more open space to the north and south edges of the boulevard. It will also improve circulation, providing clear connections between adjacent properties.

East of the commercial corridor additional vehicular circulation improvements can be made at the intersection of South Anthony Boulevard. Currently, the misaligned intersection is awkward and somewhat dangerous as continuous sightlines down Rudisill Boulevard are blocked. Realigning this intersection with improved sightlines can aid in safety. Additionally, providing turning lanes for westbound traffic will also improve safety as this intersection.

Rudisill Boulevard is part of the greater Fort Wayne park and boulevard system and is maintained by a combination of city crews and property owners and residents who live along the corridor. The Department of Parks and Recreation provide crews to maintain the street trees, while the streets department is responsible for maintaining the right-of-ways. Another division, Public Works, is responsible for the boulevard itself and all improvement or paving projects, while residents often maintain the section of right-of-way adjoining their parcel of land. Heritage Landscapes has found that the multiplicities of maintenance create confusion between departments and between the city and residents on who is responsible for what portions of the streetscape. Efforts should be made to provide clear direction on departmental and resident responsibilities. With the planting of many new trees, consideration of ongoing tree care needs to be included in terms of maintenance staffing or coaching for citizen care of the trees.

Another possibility is the assignment of dedicated maintenance staff for the boulevard, where in other cities this has resulted in positive effects. Crews gain a familiarity with the various needs of the individual aspects and features of the boulevard corridor and can address them appropriately and in a positive way. Further, the crews can establish an efficient maintenance regime that reduces the effort and time needed for each task, allowing time for other maintenance operations. A secondary but equally important benefit is the familiarity the crews gain with boulevard users and residents.

Civic & Community Value

Rudisill Boulevard is an important public roadway and linear space that contributes to the value of community life in Fort Wayne and the surrounding region. This unique corridor in the southern area of the city accommodates large flows of traffic volumes between Foster Park to the west and McMillen Park to the east. As a main route through the city, the boulevard is a crucial connection of

civic and community value. Edge continuity and scenic character can be enhanced to improve the value of the route. Specific projects that can be undertaken to improve boulevard civic and community value include:

- Enhance boulevard scenic value and continuity through continuous green edge treatment
- Improve boulevard character and recreational opportunities
- Provide connections from Rudisill Boulevard to broader city of Fort Wayne and parks
- Improve linkages from the Rivergreenway to east neighborhoods
- Integrate bicycle routes to enhance community value and neighborhood use
- Consider Rudisill Boulevard as one element of an overall envisioned park and boulevard system

The existing features of Rudisill Boulevard offer a limited range of recreational experiences to boulevard users. Improved appearance and multimodal access would enhance the inherent value of the boulevard. In particular, the visual quality of the corridor could be enhanced for more community value. In order to address overall appearance and access to the boulevard, it is important to consider the treatment of edges and adjacent drives. The original design intent of Rudisill Boulevard was to provide a main vehicular road that linked adjacent parks through the shaded canopy of a staggered, double tree row, defining a pleasant and scenic experience. The numerous parking lots and curb cuts within the commercial center strongly contrast this by opening views across expansive paved areas with views dominated by large, commercial buildings. One way to improve the experience is to restrict access to the adjacent properties in this area. Providing shared drives to parking lots would reduce the number of curb cuts and increase the amount of green space for scenery. Also, this establishes a green edge that is conducive for passive and social opportunities in which users can leisurely stroll along the boulevard in conjunction with the proposed network of non-vehicular pathways along the corridor.

The civic presence of the boulevard can be improved by increasing user multimodal opportunities, enhancing pedestrian and bicycle linkages between neighborhoods and the Rivergreenway and other community resources, and by making the overall landscape, particularly the north and south edges, more park-like in appearance. The implementation of uniform street tree plantings will aid in increasing the civic presence and value of Rudisill Boulevard. Street trees and planting strips enhance the overall appearance of dense developments and neighborhoods. Residents and pedestrians enjoy shaded buildings and sidewalks. Street trees and planting strips improve the character and scale of neighborhood streetscapes and soften the impact of expansive pavement in the public right-of-way. Additional educational and interpretive programs can also be incorporated into walking tours along the boulevard corridor that would serve and improve civic value. Enhancing the overall appearance and character of the boulevard will further help create an appropriate balance between heightening the value of Rudisill Boulevard as a community space and recapturing the scenic boulevard quality.

Public-Private Partnerships

A successful renewal of Rudisill Boulevard requires strong partnerships between public and private city entities. In turn, the renewal of the boulevard can increase revenues for commercial businesses and create a safer environment for residents and has the potential to draw attention of additional

potential partners for future treatment. Promotion of the boulevard can be considerably enhanced through strong public-private partnerships. Improved boulevard identity and character will enhance the corridor both regionally and within the adjacent neighborhoods. Public-private partnerships initiatives arising out of the identified issues are:

- Explore opportunity to create effective partnerships between city departments, residential and commercial property owners for comprehensive boulevard renewal
- Consider boulevard users and residents as advocates for boulevard improvements
- Consider Taylor University as a potential partner
- Utilize the Great Tree Canopy Comeback initiative for boulevard replanting efforts

Strong advocacy as well as increased awareness through upgraded circulation routes, including bicycle/pedestrian paths, connection with city neighborhoods, improved signage, and visual enhancement of the boulevard edges will help enhance visitor experience. Specific groups and institutions, especially those along the boulevard corridor such as Taylor University, need to be sought for potential future partnerships. Because of its location as a prime east-west route, the boulevard has the potential to generate strong advocacy. Volunteers participating in the Great Tree Canopy Comeback program have already successfully enhanced the character of nearby parks by planting trees; these efforts should be harnessed to replant the double rows of street trees. Additional volunteer groups, using the Great Tree Canopy Comeback approach, could aid in vegetation management efforts for continued care and maintenance.

E. RUDISILL BOULEVARD RENEWAL PRIORITIES & INITIAL PHASING

Issues limit optimal success of Rudisill Boulevard today; first is the limited connections between the boulevard and other city resources, second is the lack of multimodal transportation opportunities that inhibit diverse use, and third is the lack of continuous and scenic boulevard character. In order to address these issues, specific projects should be undertaken in the near term. In general the goal is to complete these improvements within 5 years and then consider the range of additional recommendations as phased initiatives into the future. From the framework of the 7 categories of values, a group of related projects is outlined as high priority. Individual projects provide direction for the broad initiatives at Rudisill Boulevard while improving neighborhood access and establishing connections to other valued city resources. Initial Rudisill Boulevard priority renewal efforts are:

- Define a more scenic boulevard character
- Enhance boulevard edges
- Improve access from surrounding community and city resources
- Construct multi-use bicycle/pedestrian path along south edge of boulevard
- Improve vehicular circulation and reorganize parking at the commercial center
- Study potential for implementing sustainable practices
- Study application of a Rudisill Boulevard zoning overlay

Defining a more scenic boulevard character encompasses a number of priorities for Rudisill Boulevard renewal. This broad issue addresses more specific issues about the boulevard frontage, access, and circulation. A high priority for near-term implementation is the creation of a shared bicycle and pedestrian pathway along the south side of the boulevard to create linkages to the adjacent neighborhoods. In addition, the proposed shared pathways along South Harrison Street, Oakdale Drive, South Barr Street, Lafayette Street, Oxford Street, and South Hanna Street should be constructed to link to various community resources. Creation of this integrated path system increases opportunities for multimodal recreational activities and provides optimal access from the community.

To further enhance the overall character and quality of Rudisill Boulevard, an additional priority is to improve boulevard frontage and edge definition. To accomplish this, double rows of street trees should be planted along the north and south boulevard edges, augmenting the existing plantings. This will increase the presence and character of the Rudisill Boulevard as a green, scenic parkway—not just another city street. Such tree plantings should use trees that perform well in the soils present. Additionally, a limited palette of species should be planted within the boulevard landscape, to better fit the historic character. A disease resistant plane tree (*Platanus acerifolia* "Bloodgood") is a good choice. Heritage Landscapes has been successful with the Princeton cultivar of American elm (*Ulmus American* "Princeton"). Other high maturing trees to be planted along the boulevard could include some native oak trees (*Quercus* species). The plantings should be carried out with good soil management and established tree care protocols for the best results. A beneficial change to the central commercial area would be a boulevard median planted with a tree row with low maintenance groundcovers. The median would be a beneficial addition to the boulevard to reduce traffic speeds, reduce paving, and augment the appearance of the boulevard in a continuous green manner.

Essential to the continued success of Rudisill Boulevard is striking an effective balance between contemporary access and diversity of uses, and a scenic landscape character. In order to achieve this overarching objective, it is important to retain roadway improvements, such as turning lanes and other boulevard alterations for increased safety. However, these roadway improvements need to be appropriately integrated into the boulevard corridor in a more scenic manner. This can be largely addressed through the enhancement and creation of green scenic boulevard edges. A green edge along the corridor creates a character similar to the former, designed boulevard character that existed during the early 1900s. To achieve this through the commercial area, some parking lots and driveways will have to be reconfigured to recapture the green edge. With the recommended changes, valuable green space is regained while still accommodating vehicular circulation along Rudisill Boulevard.

The implementation of both sustainable practices and a zoning overlay are not necessary feasible within the short-term priorities. However, it is important that these possibilities be further explored. Including sustainable practices in the maintenance and continued development of Rudisill Boulevard will help to ensure a vibrant future for the valued landscape. As a baseline, preservation seeks to safeguard valued places and limit site disturbance in any undertaking, including in this renewal process. The evolution of an historic landscape into a more useful, safe, aesthetically pleasing place inherently involves incorporating practices that will ensure the continued presence of the boulevard into the future. The definition of an overlay zone will aid in addressing the character and continuity of built elements along the boulevard. In turn, the character of these specific elements impacts the

overall character and scenic quality of the boulevard landscape. In future planning efforts, a Rudisill Boulevard overlay zone should be studied as a tool for retaining boulevard character.

In terms of phasing, many of these priority action items can be accomplished in the relatively near term. Changes in vegetation and the construction of the shared pedestrian/bike path should be accomplished in the first phase of Rudisill Boulevard renewal. These actions are targeted as first phase efforts for the minimal amount of effort and resources required for the largest beneficial impact to the boulevard. Additional modest projects can be undertaken during first phase efforts as well. Other tasks such as reconfiguring the commercial area with medians and tree lawns and less paving should be undertaken as later phased projects. The reconfiguration of Rudisill Boulevard and South Anthony Boulevard should also be undertaken as part of a later phase.

A more thorough development of public-private partnerships is needed to achieve full implementation of these recommendations. In cities all over the United States private park systems and conservancy organizations have partnered effectively with municipal departments and local governments to achieve truly remarkable results. This type of partnership is an important priority of the Rudisill Boulevard renewal. Additionally, partnering with adjacent property owners and residents will also be an important step toward boulevard renewal and continued maintenance, as some parts of proposed treatment impact adjacent properties, especially those within the commercial area. Overall, strong partnerships need to be pursued to aid in the overall enhancement of boulevard character and management of boulevard features. Creating of a broader range of boulevard advocates as a priority recommendation will enhance advocacy for Rudisill Boulevard as renewal proceeds.

F. PARK SYSTEM MATERIALS & SUSTAINABILITY PRACTICES

During the CLR process, Heritage Landscapes met regularly with the Fort Wayne Parks Legacy Committee. Through the CLR work, these meetings, and the public community meetings, a series of issues arose that were common throughout the parks and along the boulevard. The treatment of trees and paving, and site furnishings were all discussed and preliminary approaches were developed. Together, these issues address broader concerns of a unified vocabulary of materials and implementation of sustainable practices.

Currently, significant portions of the tree lawns in the central section of Rudisill Boulevard have been paved as part of driveways and parking lots. The increase in impervious pavement has decreased pervious surface area that allows stormwater run-off to soak into the ground. Instead, stormwater is directed into the city storm sewer system. The proposed renewal of Rudisill Boulevard recommends removing the paved areas and recapturing the park strips with turf grass and street trees. With a decrease in pavement, turf areas can provide filtration for stormwater runoff, rather than being discharged into an underground drainage system. Additional benefits include establishing a more park-like, naturalistic character along the central section of the boulevard corridor.

Though concrete and asphalt are the preferred paving types along the boulevard, the quality and type of paving used is also important to the overall function and success of the boulevard. A continuation of using these paving materials along the boulevard is desired, however, a potential may exist for application of alternative paving materials in some areas such as on adjacent properties or the use of

alternative substances in the mix design. For example, some communities are substituting fly ash for Portland cement in concrete mix to reduce carbon footprint. Other options may include pervious paving, stabilized gravel or other potential treatments. Appendix D addresses a range of sustainability approaches applied by Heritage Landscapes in our work to steward the valued landscape legacy of our nation and beyond.

Another boulevard material issue is the style of furnishings, such as signage. Currently, the Fort Wayne park and boulevard system displays a range of signs, with no standard style implemented throughout. Signage is important to identification of parklands and wayfinding through the city. A unified vocabulary of park and boulevard signs would help city residents to quickly identify public parkland and scenic routes to parks. This system of wayfinding signs would increase visitor experience and allow ease of access throughout the city to its various parks. It also creates branding for the city park and boulevard system, creating user recognition of properties and features associated with the Parks Department.

Consideration of the described issues is important to the renewal of Rudisill Boulevard and the broader park system. Without requiring a complete renewal of each individual boulevard, the strategies listed will enhance the overall park and boulevard system. Consistent treatment of boulevards with continuous green edges that respects the historic character creates a cohesive park and boulevard system through Fort Wayne.

G. NATIONAL REGISTER LISTING FOR THE PARK SYSTEM

As part of the CLR process, Heritage Landscapes held regular meetings with the Fort Wayne Parks Legacy Committee. Through the CLR work, these meetings, and the public meetings an interesting issue that arose is the potential for listing the Fort Wayne park and boulevard system on the National Register of Historic Places. Similar historic park systems in Buffalo, Rochester, Brooklyn, Denver, Louisville and elsewhere are listed in this honorary register of places valued in our national history. The National Register includes some 80,000 properties in the United States listed for their local, state or national significance in history. A system nomination is envisioned for Fort Wayne but is yet to be fully defined. It is important to understand that a National Register nomination is first and foremost honorific and does not create outside controls on the park and boulevard system. The city of Fort Wayne and the Parks Department would continue to function in the day-to-day care of the parks and boulevards. When federal monies are involved in a project adjacent to, in view of, or directly impacting a listed property, a Section 106 Review could be triggered. This federal review seeks to determine if impacts to an historic property are or can be effectively mitigated. For the Fort Wayne park and boulevard system, potential listing also has the benefit of local state and national recognition of historic value and access to funding sources for planning and implementation that are opened with such a listing. The matter of defining the elements of the proposed system requires further study. Heritage Landscapes urges that the most comprehensive view of the historic system be taken and that National Register listing be pursued.

H. POTENTIAL PARK RANGER STAFFING & PROGRAM

Although the creation of a park ranger program is not directly applicable to the renewal of the Rudisill Boulevard landscape, the potential program would contribute to the overall success of the citywide park and boulevard system. In several cities in recent years the concept of an Urban Park Ranger program has been pursued and tested. The key objective is for someone to be home in the parks, a friendly informative presence, and also to deter antisocial or illegal behaviors. It is only in recent years that park police are missing in Fort Wayne. From the early 20th century through 1981, Fort Wayne Department of Parks & Recreation funded and maintained a park police division consisting of a chief and 4-6 commissioned officers. The park police primarily patrolled park areas and assisted city police when needed. They served as a liaison between the public and the Park Board while enforcing park policies, city ordinances and laws in general. The park police were scheduled 365 days/24 hours per day. Park police were eliminated in 1981 due to budget cuts. The Fort Wayne Police Department provides park patrol presence on an as needed basis. Specific park security needs are addressed by Parks Department contracting with off-duty police officers or security companies.

Current park utility staff consists of a non-commissioned 2 person staff. They are scheduled May through November, 8 hours Monday through Friday, and 16 hours on Saturday and Sunday. They address customer service issues such as pavilion key problems, unlocking and locking facilities and gates for events, perform minor repairs, and answer park user questions. Utility staff responds to alarms, report vandalism, graffiti and break-ins, and call police or other emergency personnel as needed.

Greenway Rangers are citizen volunteers who provide a valuable service to the community by monitoring a section of the greenways and trails network on a weekly basis for problems and concerns. In 2005, Mayor Graham Richard proposed the idea to the Greenway Consortium and the Greenways Manager to start a volunteer program to help the City monitor the trails. Since the Fort Wayne Parks and Recreation Department is responsible for 83 parks and the 20-mile Rivergreenway, the Mayor envisioned a participatory program with citizen volunteers actively assisting the Parks Department and the Greenways Manager by closely watching the trails for safety and vandalism concerns. The program gives those in the community who support the parks and trails an opportunity to assist the Parks Department and have a stake in the future of the trails. Currently, 45 Rangers patrol the Rivergreenway network. There has been very little turnover in the program since it began 2 years ago; thus, participants enjoy the opportunity to monitor the trails while helping the City protect and preserve a community resource. The Ranger program has been an absolute success with a great deal of media attention and community support.

The city, parks and greenway system have grown substantially in the past 25 years. Parks must be proactive in addressing the present and future customer service and security needs of park and greenway areas. Future needs of parks and recreation include expanding police presence, park utility staff, and the Greenway ranger program. Also, a park volunteer watch program could be an effective and efficient way to address current and future needs.

As the City of Fort Wayne constructs over 100 more miles of trails in the next 10 to 15 years, the need for Greenway Rangers will increase. The City is currently compiling a list of volunteer Greenway Rangers who wish to monitor future trails throughout the community. A formalized "Park Watch" volunteer system should be initiated using the Greenway Ranger Program as a model. A park service call center phone and e-mail contact can be implemented. Volunteers could lock/ unlock restrooms, fill toilet paper/paper towels, and report park problems and security issues. Computer/technology options for locking/unlocking restroom and other facilities should be studied. A friendly point of contact through an expanded park utility staff, or other park program and maintenance staff, using creative scheduling should be investigated. The Parks Department should continue working closely with police department to patrol the parks and provide basic security. However, parks should continue, and expand as needed, the contracting of off- duty police to work hot spots, problem areas, and large special events. An increased police presence does create park budget implications that are important considerations.

The objectives of a security presence and a friendly presence overlap. The ranger concept should be pursued as one potential for the future. A job description should be developed that addresses a productive work day for a ranger in a park. Testing of an Urban Park Ranger program could be undertaken as a summer program in specific target parks for the peak use months. A well designed and controlled pilot program to look more closely at park ranger program benefits is urged.

I. RUDISILL BOULEVARD IMPLEMENTATION STRATEGIES

Traditionally boulevard and street improvements are thought of as capital projects. Several options exist and some have been applied to initiatives in Fort Wayne to date. An important effort in this regard is the Great Tree Canopy Comeback initiative. Heritage Landscapes works with and recommends 3 basic approaches to boulevard projects, in addition to the document and bid process. The 3 strategies that serve communities can be effective and economical. These include:

- Traditional capital projects carried out under municipal or private partner led contract processes
- Staff initiatives with Parks & Recreation and other City Departments carried out generally in new areas of work such as training for and implementation of a forest management plan
- Volunteer initiatives that address rewarding hands-on work, undertaking rehabilitation tasks that are difficult to achieve today, including such tasks as tree planting

These 3 approaches are each viable and make contributions to the overall boulevard renewal effort. The application of these strategies varies in their ability to address project needs. Different approaches can be used in combination to achieve the desired results. A further benefit is that city staff can undertake new areas of boulevard work, training and enhancing skills. Heritage Landscapes has found that successful boulevard renewal projects in Pittsburgh have improved morale and team spirit for both staff and volunteers.

In addition, for the Rudisill Boulevard corridor, an overlay zone may also be worthy of consideration. In many cities' business districts, historic areas or neighborhood centers are covered by specific

overlay zones that address the character and continuity of the built environment of the private properties and also may control the public right-of-way. As in the historic district, which is already present on the west end Rudisill Boulevard, a review process is put in place to address proposed changes and insure compatibility. A Rudisill Boulevard district zone should be carefully considered as a tool for retaining boulevard character and continuity into the future.

In order to undertake recommended initiatives to reinforce and upgrade the boulevard corridor, collaboration between city departments and adjacent property owners will be critical. Fort Wayne Parks & Recreation has already demonstrated that efficiencies have been applied to staff efforts and all personnel are working at full capacity. Similarly, the Public Works Division and within the Division, the Street Department of the City of Fort Wayne are also at full resource capacity. While the Public Works Division is responsible for planning, designing and maintaining Fort Wayne's streets, trails, sidewalks and street lights, the Street Department, is responsible for roadway repair, trail maintenance and right-of-way maintenance. Cooperation between the departments is necessary to recapture a green boulevard edge. Adjacent property owners and residents along the boulevard can also be an important resource to tap to assist in maintenance efforts. Additionally, the cooperation of businesses along the central commercial area will be required to reclaim the 5-foot green space at the outer edge of the right-of-way.

The use of volunteers to carry out implementation tasks has already been started, particularly in the Great Tree Canopy Comeback effort. Tree plantings throughout Fort Wayne have been increased. The establishment and care of these trees needs to be documented. The Buffalo, New York Olmsted Parks Conservancy undertook a significant volunteer effort to plant 1,000 trees on Arbor Day weekend 2001. Using gel-coated bare-root trees as opposed to the conventional ball-and-burlap method of transplanting, crews of 10 with one team leader planted 3 or 4 trees at a time after a start-up training session. Nina Bassuk, Ph.D. and her associates at Cornell University developed this technology and have implemented it in conjunction with Schichtel's Nursery in Springville, New York. The 1-inch diameter trees weigh about 25 pounds, are easily shipped and carried, and can be planted in prepared soil quite readily. Heritage Landscapes planted 51 sugar maple trees, 1½ to 1¾ inch in caliper size gel-coated bare-root trees in the spring of 2007 with only 1 tree lost during the summer. These trees are substantial when planted and make an immediate difference in the landscape.

Volunteer initiatives, such as seasonal boulevard clean-up efforts, plantings, and plant inventories can all engage interested residents in rewarding, hands-on work. Volunteers learn skills, gain knowledge about the park and boulevard system, and develop greater pride in their shared public green spaces. Residents and owners of adjacent properties along the boulevard corridor can also be engaged in these volunteer efforts for planting and care of street trees. The Pittsburgh Parks Conservancy (PPC) has organized a number of volunteers through hands-on sessions for education and park system improvements that include planting efforts. In particular, cost-saving strategies such as using grant dollars or technological construction breakthroughs should be sought. City of Pittsburgh Partners in Parks and the local Student Conservation Association, as well as corporate and business work groups, collaborated with the PPC in these volunteer efforts. Empowering citizen volunteers in successful park and boulevard projects yields several benefits by increasing use and enhancing the quality of the built environment.

J. PUBLIC-PRIVATE PARTNERSHIPS & BOULEVARD RENEWAL

Fort Wayne has already started a number of partnerships processes. More can be accomplished in the future. Across the United States the success of park conservancy non-profit groups that advocate for park and boulevard systems has been nothing short of remarkable. In the past 25 years, several cities have undertaken significant partnership efforts to bring additional resources and skills to city park and boulevard systems from the private sector. As parks and recreation budgets in municipalities throughout the United States have been reduced, recognition of park value and the raising of citizen voices have tried to counteract these decreases. Parks and recreation departments are still seen as amenities rather than basic services. In this project Heritage Landscapes developed a framework to demonstrate the value of the parks and boulevards to the whole of Fort Wayne using the 7 aspects of value. This system wide and holistic citywide thinking needs to be recognized by city officials, elected representatives and private sector interests to gain greater support.

In recent years, a hue and cry for improved parks and boulevards, both physical and programmatic, has been heard, but city and county resources are inadequate to meet the level of demand. Both the level of field staffing for operations and maintenance and the level of funding and oversight for capital improvements are well below need. An important issue for the park and boulevard system is the opportunity to raise capital dollars more readily than to fund maintenance and repairs to keep facilities in good working order. Deferred maintenance cycles into the need for thorough rebuilding but takes a toll in the decline of facilities. The other issue is that capital dollar availability often requires a visible, compelling project that focuses on facilities and features rather than the broader park or boulevard landscape. For example, funds are often spent on repaving sections of boulevards, but not often spent on creating a unified character through plantings. This focus on objects within the landscape rather than the larger whole often leads to project-specific thinking and well-intended projects that are implemented in unfortunate ways. It is important to remember that parks and boulevards are green oases, places of nature, beauty and tranquility.

Comprehensive planning for each park and boulevard within the Fort Wayne system needs to be seen within the overall system in terms of upgrading throughout and balancing services in all the neighborhoods of the city. With the increasing gasoline prices and the growing recognition of climate change issues, city support and continued action to link all neighborhoods to bicycle routes and shared paths is an important step in transportation enhancement and environmental quality. Leadership will need to collaborate with other city departments and elected officials to achieve greater multimodal connections to parks and along boulevards. These types of initiatives can aid in building strong public-private partnerships.

Sustainability is an increasingly recognized theme in partnerships joining with historic value and recreational opportunities as a decision factors in choosing where to live. In several cities private non-profit partners have been formed to bring additional support to park systems and the recreation arena. Private partners bring enthusiasm, skills, dedication, and often, substantial private dollars to add value beyond what America's cities can provide. In order to gain funding support for capital projects and endowments from private sources, it is important to begin with a comprehensive plan and to form appropriate agreements with responsibilities of the partners delineated. A well-respected private partner organization serves to assure potential donors that their contributions will be

meaningful, durable and properly cared for in the long term. Partnership agreements take various forms. Areas of activity most often include aspects of operations, capital projects, programs, marketing and development and citizen advocacy. Examples of public-private partnerships are described below. In each city Heritage Landscapes studied, the specific areas of interest and activity vary. In all examples, a level of mutual respect, trust and cooperation is brought to each collaboration effort. In its most basic formula, the private partner is a partner and a conduit that brings management and community support for the funding of projects, initiatives, programs and endowments.

The Louisville, Kentucky Olmsted Parks Conservancy, (LOPC) established in 1994 addresses 2,000 acres of historic Olmsted landscapes and a parkway corridor system that connects the park. They have partnered effectively with Louisville and Jefferson County Parks. Beginning with community-based master planning, the LOPC has implemented over $10 million in capital projects and an array of programs for staff and volunteer efforts to put some shine on their tarnished park and parkway system. The LOPC is overseen by a Board of Directors and includes divisions in fund development, public programs and volunteers, landscape architecture, market and community relations, administration, and specialized contract maintenance. They have also begun to build an endowment fund for the future by using a portion of capital project funding for endowment as projects are undertaken.

Riverfront Recapture in Hartford, Connecticut began with a focus on the Connecticut River that advocated planning and public access. Over a period of 15 years they sequentially reinvented themselves to bring planning to implementation, ongoing maintenance and programming that succeeded in recapturing the river to an amazing degree. Between 1981 and 1999, they focused $44.5 million of public and private funds on capital projects along the Hartford and East Hartford riverfronts.

In Pittsburgh, the 10-year-old Pittsburgh Parks Conservancy (PPC) is a 7,800 strong membership organization addressing the 4 historic parks of Pittsburgh that account for 1,700 acres of parkland. Building on the broad based community master planning effort, 7 major capital projects have been completed in partnership with the Pittsburgh Public Works Department. They have raised substantial private funds to support capital projects. Some 10,000 volunteer hours are being logged in productive park renewal and monitoring efforts annually. Programs for youth include the annual bio-blitz and programs in landscape exploration, park tours, tyke hikes, and environmental education sessions. Other aspects of the PPC efforts are to bring national experts in for consultation and education with some 30 speeches presented, with 3 or more annually. Ongoing study of best park landscape management practices continues to refine renewal efforts. One project example is the privately funded rehabilitation of the Homewood Entry Landscape and Gatehouse at Frick Park. This project addressed the rebuilding of an historic stone wall, replicating the deteriorated bluestone paving, replanting a grove of hawthorn trees, pines and maples, the reroofing, cleaning and lighting of the gatehouse, the design and installation of a wayfinding park map as well as an illustrated welcome sign communicating park history and user rules. In conjunction with the project, a 7th grade class from a neighborhood school engaged in a 4-session program to learn about landscape architecture, design, and team work that used the project as a resource. Both the entry renewal and the school educational component have been widely praised.

Parks and boulevards are not simply amenities. They communicate the health of our cities and the values we place on shared resources. In recent research, Richard Florida, Ph.D., has determined that the creative class of young, bright people value ready access to healthy, scenic parks as a primary indicator of their choice to live in a city and neighborhood. In the current climate and foreseeable future, it is not enough to demand greater service from the municipality. The added value that a private, non-profit partner can bring to park and boulevard systems is not optional. It is required and critically needed to provide graceful, beautiful, enriching parks and boulevards for modern life.

K. RUDISILL BOULEVARD RENEWAL SUMMARY

Throughout the Rudisill Boulevard corridor, renewal recommendations seek to balance the need to recapture the green and scenic appearance of the boulevard, while considering the needs of current boulevard users and traffic demands. The recommended rehabilitation approach is a broad philosophy which guides decisions about the preservation, stewardship, and future development of the boulevard landscape. Ultimately, a rehabilitation-based treatment protects and enhances the historic character and features of the Rudisill Boulevard corridor while incorporating the need for contemporary use and improvements. The overarching objective of the renewal is to blend scenic boulevard character and quality with contemporary boulevard access and features. Though extant historic features are limited, the character and sense of place they define should be used to guide future development.

The selected rehabilitation approach along Rudisill Boulevard considers the historic and current character of the landscape and its features. In combination with this approach, the development of specific recommendations was guided by the 7 categories of park and boulevard values:

- *Linkages & City Integration*
- *Diverse Use & Quality of Experience*
- *Uniqueness, Preservation & Innovation*
- *Sustainability & Stewardship*
- *Functionality, Maintenance & Safety*
- *Civic & Community Value*
- *Public-Private Partnerships*

By using these values as a foundation for the treatment and renewal of the Rudisill Boulevard corridor, sensitivity for the cultural boulevard history and the demand for an accessible, functional, and multimodal street have been set forth. The recommended rehabilitation approach for the treatment of Rudisill Boulevard will honor the scenic history and physical development of the park and boulevard system while providing for contemporary uses and increased safety. This balance between past and present creates a unique, engaging boulevard landscape for the enjoyment and education of visitors of all ages and interests for years to come.

The following chart presents an organized summary of the proposed renewal recommendations for Rudisill Boulevard:

Landscape Feature / Issue	**Guidance for Renewal**
Street Trees	Protect remaining original street trees
	Replant continuous, double tree rows
	Develop and implement organized multi-year tree replanting program
	Develop ongoing care protocols for boulevard trees and enlist help of property owners and community groups
	Use Great Tree Canopy Comeback for volunteer demonstration replanting
Tree Lawns	Reclaim continuous green park strips
	Reduce paving and curb cuts through commercial center
	Remove extra paving between curb and sidewalk, place soils to 30 inch depth, plant green park strips with lawn and street trees
	Remove paving within 5-foot strip beyond sidewalks, place soils to 30 inch depth, plant green park strips with lawn and street
Pedestrian Access	Repair existing sidewalks
	Construct 5 to 6-foot sidewalk where missing
	Provide pedestrian on-demand signal at selected intersections
	Provide 8-foot off-street multi-use bike/pedestrian path generally along south boulevard edge
Bicycle Access	Add multi-use path signage for wayfinding
	Develop bicycle or multi-use path bypass north of commercial area
Central Roadway	Create planted medians through commercial center, use tall branching shade trees and daylily plantings
	Realign intersection at South Anthony Boulevard
	Reconfigure travel lanes approaching South Anthony Boulevard
Architecture	Protect existing historic homes
	New architecture should respect variable setbacks conforming to minimum or maximum dimensions
	New architecture should relate to existing architectural massing and detail of fenestration
	New institutional development should follow precedent of original Taylor University buildings
Parking Areas and Parking Lots	Locate parking lots or larger pavements areas away from boulevard margins
	Place parking lots at or behind façade lines of residential and institutional buildings
	Provide visual screening for parking lots viewed from the boulevard, use plant materials or fencing

Curb Cuts, Driveways	Limit curb cuts size and frequency entering onto Boulevard
	Consolidate curb cuts through commercial blocks, shift access to side streets
	Share commercial parking lots, organize through traffic patterns for each block
Furnishings	Develop a park and boulevard vocabulary of lighting as uniform identifiable furnishing
	Select park and boulevard standard bench design , add benches along the boulevard at appropriate locations
	Develop park and boulevard sign vocabulary for identification, wayfinding and public education
	Explore installation of Rudisill Boulevard identifying signs or banners
Sculpture/Iconic Element	Develop monumental design element as civic icon on Rudisill Boulevard axis at Anthony Boulevard intersection
Boulevard Maintenance	Clarify maintenance responsibilities of city agencies and adjacent property owners
Park linkages	Improve visual connections at east and west boulevard termini
	Provide safe pedestrian/bike crossings and entry into parks
	Strengthen park entrances
Rivergreenway Connection	Provide 8-foot wide shared bike/pedestrian paths along Boulevard
Signage	Install signage noting bike/pedestrian connections to Rivergreenway
Overall	Consider Rudisill Boulevard Overlay District with proposed project appropriateness review process

The multiple values and aspects of Rudisill Boulevard need to be holistically addressed. The range of opportunities to shape a more scenic, historic, functional, maintainable, diverse, useful and sustainable public boulevard corridor has been enumerated in these recommendations. Enhanced diversity of recreational use is proposed to focus on multimodal opportunities that are limited today. Boulevard character, scenic quality and cohesion are all targeted for enhancement. Improved access and circulation for all modes of transportation, including pedestrians and bicycles, is a needed component and a high priority to support diverse uses. The boulevard edge and encroachments within the right-of-way with large paved parking lots need to be addressed to function more effectively, while integrating the sections of the boulevard into a cohesive whole. Reducing the amount of paving and number of curb cuts will reduce negative visual impacts and storm drainage flows along the boulevard corridor to create a scenic green edge for continuous boulevard character. Addressing maintenance levels and tasks in terms of boulevard landscape sustainability is needed. Targeted maintenance and increased citizen awareness of the boulevard can combine to increase multimodal use and resident and adjacent property owner collaboration. This recommended plan also envisions cooperation between community partners to enhance the value of the boulevard within the neighborhoods and the city of Fort Wayne. Overall, these recommendations strive for a logical, phased Rudisill Boulevard renewal with priority actions highlighted for early, recognizable results.

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners
501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard Treatment Zones West

Date:
2007

Drawing Number:
T-1

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners
501 Lake Road
Charlotte, VT 05445
802.425.4330

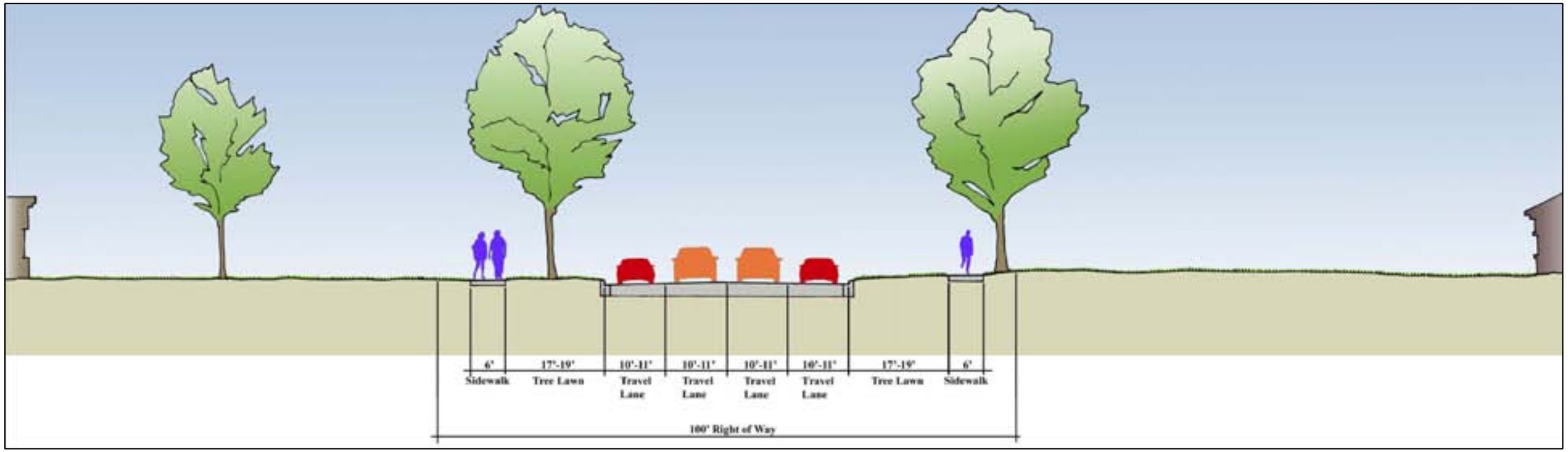
34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

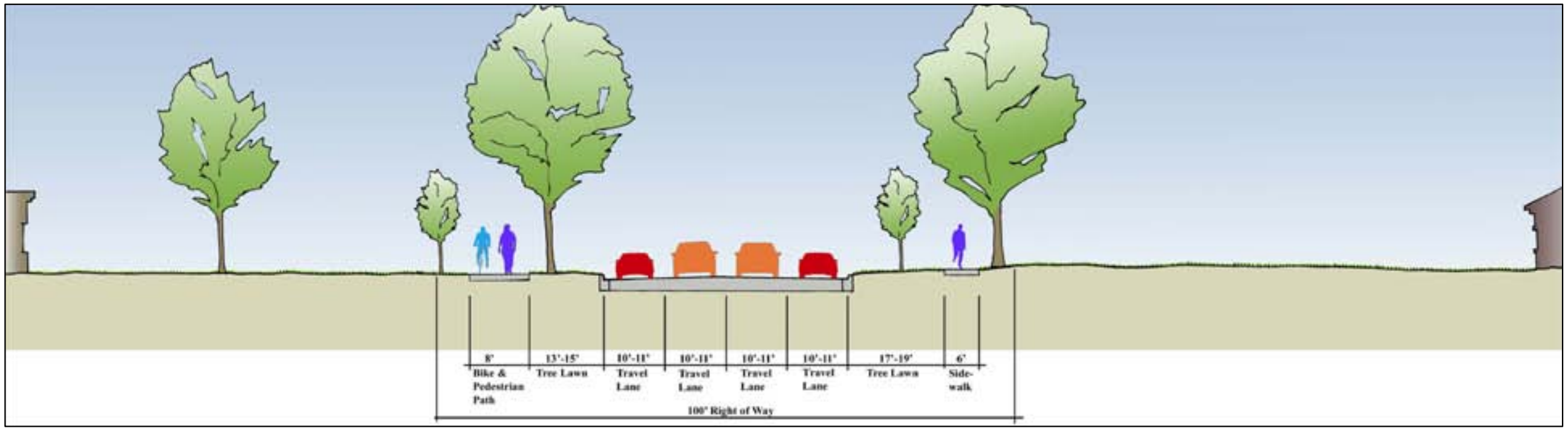
Rudisill Boulevard Treatment Zones East

Date:
2007

Drawing Number:
T-2



EXISTING CONDITIONS WEST EXAMPLE



TREATMENT A - PROPOSED 8' MULTIUSE TRAILS, REPAIRED 6' SIDEWALK & REPLANTED TREE LAWNS
(SUITABLE FOR EAST AND WEST)

0' 10' 20' 40'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

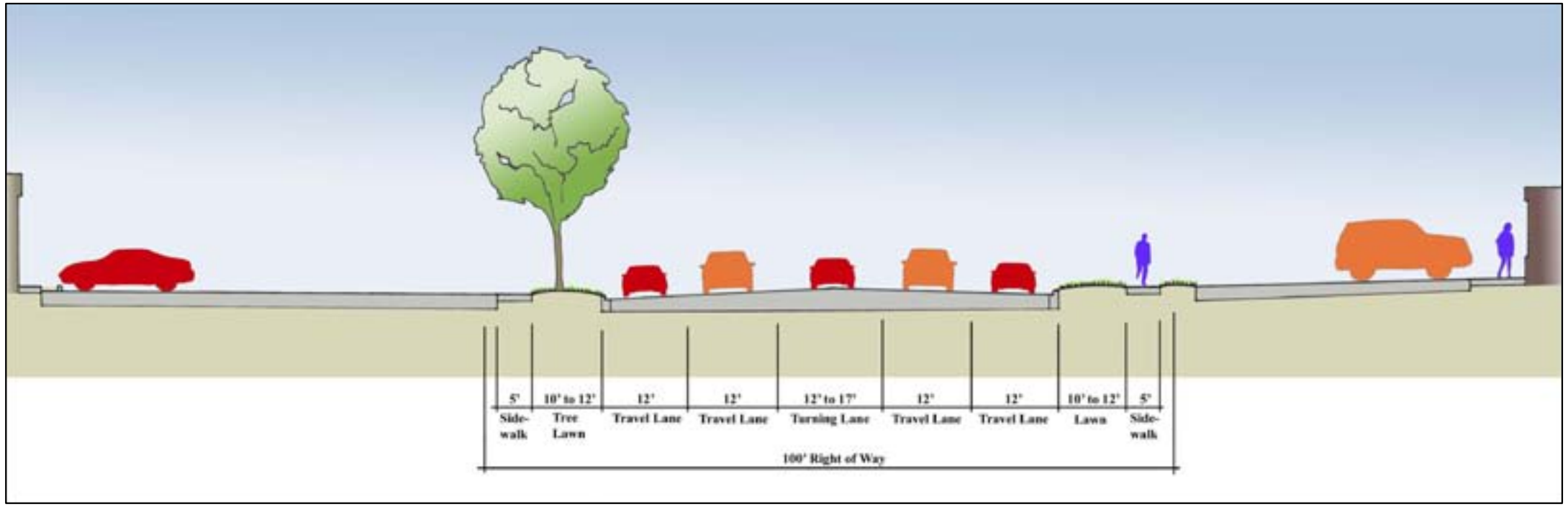
34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

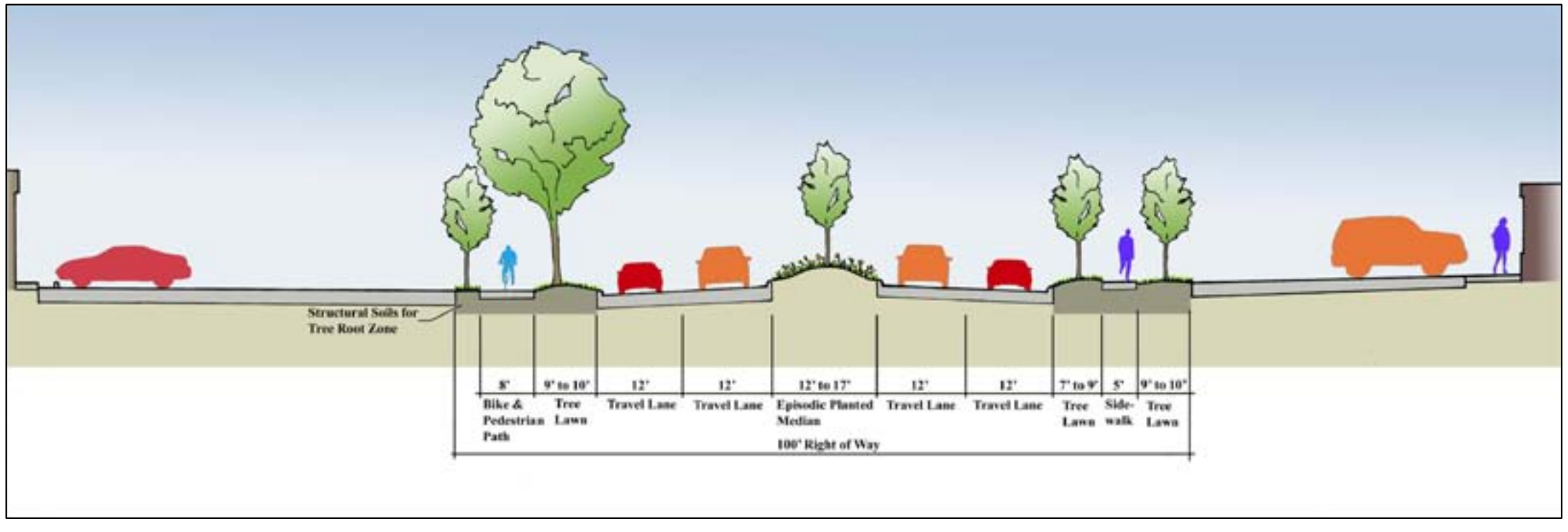
Rudisill Boulevard Treatment Section A

Date:
2007

Drawing Number:
T-A



EXISTING CONDITIONS COMMERCIAL CENTER EXAMPLE



TREATMENT B - PROPOSED 8' MULTIUSE TRAIL SOUTH, 5' SIDEWALK NORTH, REPLANTED TREE LAWNS & EPISODIC PLANTED MEDIAN (SUITABLE FOR COMMERCIAL CENTER)

0' 10' 20' 40'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners

501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard Treatment Section B

Date:
2007

Drawing Number:
T-B

KEY

Proposed Bikeway

Neighborhood Connection

Continue North

Weisser Park

McMillen Park Connection

Oxford St.

Weibke St.

S. Barr St.

Lafayette St. →

S. Hanna St.

Oakdale Dr. →

S. Harrison St.

Source:
2003 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 150' 300' 600'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners
501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard Proposed Bikeway Route North Bypass

Date:

2007

Drawing Number:

PB-N

Existing Conditions: Rudisill & S. Anthony Blvd. Intersection Approach

Treatment C Sketch Plan: Rudisill Blvd. & S. Anthony Blvd. Intersection Approach

Source:
2003 Aerial Photograph from Fort Wayne Parks and Recreation Department. Heritage Landscapes fieldwork.

0' 25' 50' 100''

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

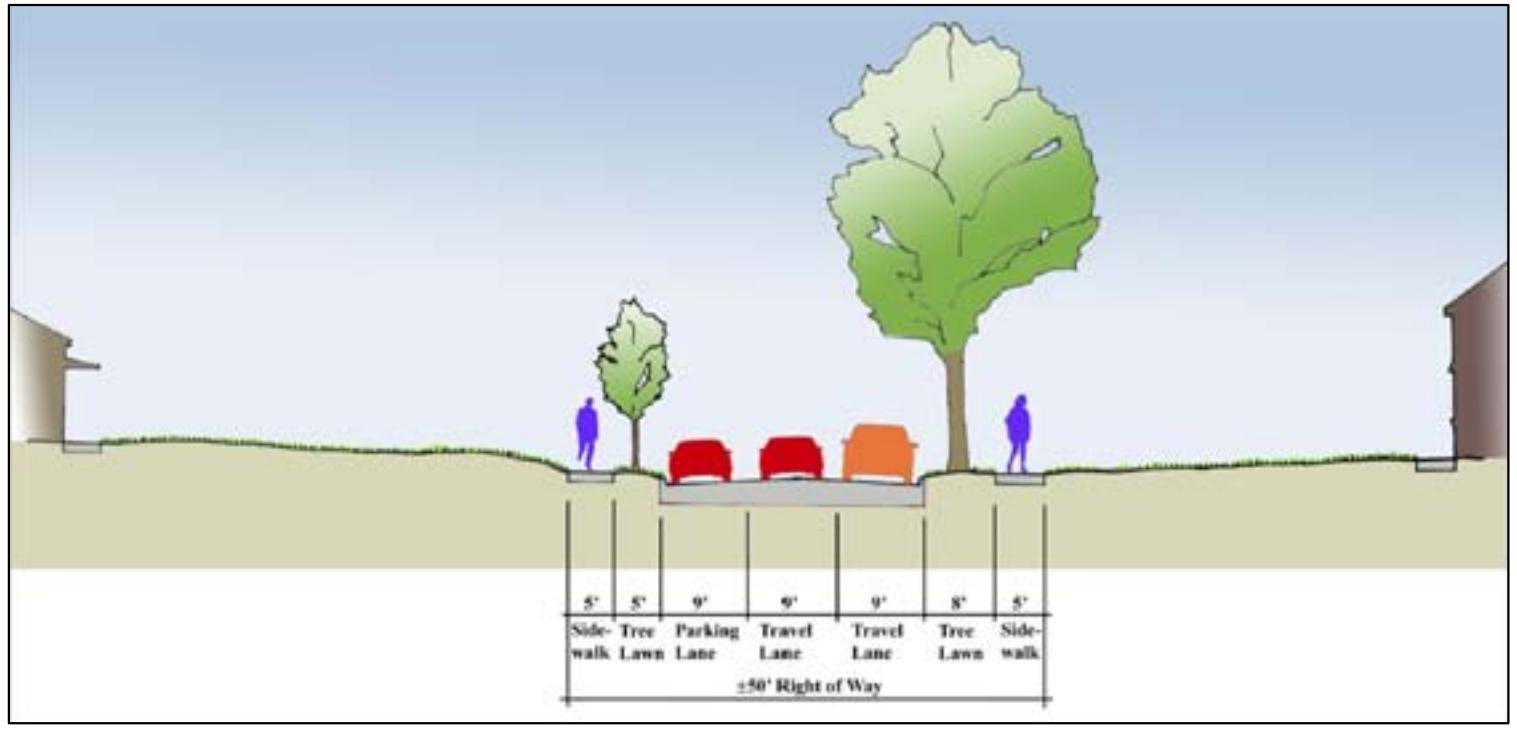
Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners
501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

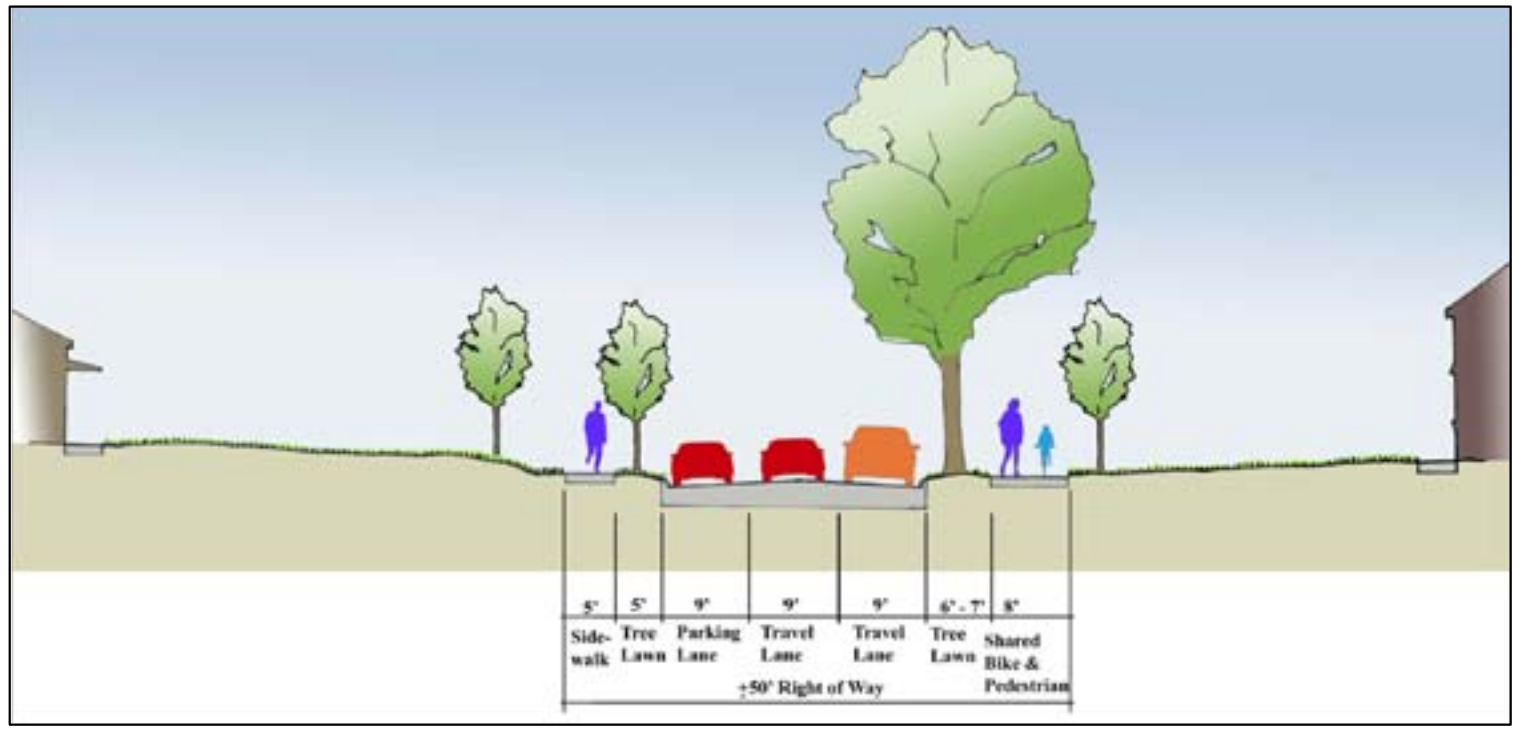
Drawing Title:
Rudisill Boulevard & S. Anthony Blvd. Intersection Treatment C Sketch Plan

Date:
2007

Drawing Number:
T-C



EXISTING CONDITIONS FAR EAST EXAMPLE



TREATMENT D - PROPOSED 8' MULTIUSE TRAIL NORTH, REPAIRED 5' SIDEWALK SOUTH, PLANT DOUBLE TREE ROW

0' 10' 20' 40'

RUDISILL BOULEVARD
Cultural Landscape Report
Fort Wayne, Indiana

Client:
Board of Park Commissioners
City of Fort Wayne, Indiana

Landscape Architect:
Heritage Landscapes
Preservation Landscape Architects & Planners
501 Lake Road
Charlotte, VT 05445
802.425.4330

34 Wall Street
Norwalk, CT 06850
203.852.9966

Drawing Title:

Rudisill Boulevard Treatment Section D

Date:
2007

Drawing Number:
T-D

RUDISILL BOULEVARD
CULTURAL LANDSCAPE REPORT

Appendix A: Landscape Chronology

The Fort Wayne Park and Boulevard system has a fascinating history. From its inception, the Fort Wayne Parks Department strove to establish a unified chain of parks, using designed boulevards to link its various communities throughout the City. Each park and boulevard was developed as a response to a different set of needs spurred by the commitment of the leading citizens who served on the Park Board to provide all of Fort Wayne's citizens with an accessible scenic park and boulevard system. Landscape architect and planner George E. Kessler identified the boulevard routes in his overall system plan. In the case of Rudisill Boulevard, the Park Board created this east west route between Foster and McMillen Parks to link the parks and attract positive urban growth in the undeveloped southern areas of Fort Wayne.

The following landscape chronology provides an outline of the development of the Fort Wayne Park and Boulevard System as a whole and includes detailed information regarding the evolution of Rudisill Boulevard. Each of the five parks and boulevard for which Heritage Landscapes is producing a cultural landscape report (Weisser, Shoaff, McMillen, and Foster Parks, and Rudisill Boulevard) includes a landscape chronology, which has been developed and organized to incorporate a wide diversity of sources, such as annual reports of the Board of Park Commissioners and of the Fort Wayne City Government; master plans by Charles Mulford Robinson and George E. Kessler; personal correspondences; and historical photographs and plans.

Note: As the name of the Department of Parks and Recreation has changed throughout time, Heritage Landscapes has simplified the number of name changes by using two titles. The Parks Department (PD) is used to signify the department name prior to 1950. The title Department of Parks and Recreation (DPR) is used after 1950.

Original Board of Park Commissioners Members:

- August W. Goers (First Superintendent)
- Colonel David N. Foster (First President)
- Oscar W. Tresselt
- Joseph M. Singmaster
- Ferdinand Meier

A letter or a combination of letters precedes each date listed in the landscape chronology. This signifies to which park or parks the reference applies. The key should be interpreted as such:

A – All Fort Wayne Parks
R – Rudisill Boulevard

F – Foster Park
M – McMillen Park
S – Shoaff Park
W – Weisser Park

* Need better source or clarification
See photograph

Pre-1794 The Fort Wayne area is known as Ke-ki-on-ga, a Native American trading post and village of the Miami tribe.[1]

A 1794 October 22. Local Native Americans are defeated in battle by the U.S. army and Fort Wayne is established and named after General Anthony Wayne.[2]

R/F 1818 October 6. The Miami Nation of Indians and the U.S. Government sign a treaty at St. Mary's in the state of Ohio at which is conveyed "two sections upon the east side of the St. Mary's River, near Fort Wayne, running east one mile with the line of the Military Reservation, thence from that line and from the river for quantity" to Jean Baptiste Richardville, chief of the Miami Nation. One of many holdings of Richardville, this area contains the future Foster Park and the southern edge of West Rudisill Boulevard.[3]

R/F 1827 August. James Barnett and Samuel Hanna construct the first grist mill in Fort Wayne in the Indian Village Park vicinity.[4] Hanna Street is later named for Judge Samuel Hanna who is a prominent figure in the early history of Fort Wayne.[5]

A1829 Fort Wayne is incorporated as a town with a population less than 500 people.[6]

R/F 1829 December 25. Henry Rudisill arrives in Fort Wayne and joins with Henry Johns to found a mill on the St. Joseph River one mile north of the city. Rudisill is also one of the founders of the Lutheran Church in Fort Wayne.[7]

R/F 1835 October 21. Jean Baptiste Richardville sells 640 acres in the northern of the two sections to Samuel Hanna for $1,920.[8]

A1840 Fort Wayne is incorporated as a city with a population of 2,050 people.[9]

R/F1845 September 10. Samuel and Eliza Hanna and Allen and Emerine J. Hamilton commission a plat and survey of the Richardville Reserve dividing it into lots encompassing a minimum of 40 acres each. These lots are gradually sold during the late 19th century.[10]

A 1863 Henry M. Williams purchases the site of Anthony Wayne's first fort for $800 and gives it to the city to create Old Fort Park, the first city park.[11]

A 1866-1886 Several public parks are created in Fort Wayne including Northside, Swinney, Hayden, Reservoir, and McCulloch Parks.[12] Lawton Park, then called North Side Park, is purchased for establishment of the Indiana State Fair Grounds in 1866.[13]

R/F 1876 The original Barnett and Hanna gristmill is sold under the name "Glenwood" by A.C. Beaver to George Esmond for $24,000. Previous successive owners include Louis Davis, Capt. Asa Fairfield and Samuel Freeman.[14]

R/F 1878 February 27. The gristmill in Indian Village Park burns down and is rebuilt by October 1 at a cost of $20,000. At this time the mill is a 44-foot by 64-foot three-story brick building.[15]

R/F 1880 April 26. The gristmill in Indian Village Park is partially destroyed by high water and is subsequently converted to steam power.[16]

R/F 1888 May 15. The gristmill in Indian Village Park is destroyed by fire and is not rebuilt.[17]

A 1894 The Park Department (PD) forms under the aegis of the Board of Public Works.[18]

A 1894 May 28. C. A. Doswell fills the newly created Superintendent of Parks position. The City of Fort Wayne begins "Annual Reports of Head of Directors."[19]

A 1895 Col. David Foster heads a committee to investigate the formation of a municipal park board. He believes that Fort Wayne should have a city park within a 10 minute walk of every home.[20]

A 1896 August W. Goers serves as the first Park Superintendent under the jurisdiction of the Board of Works. During his tenure, the Park Board is given, purchases, and develops Lawton, Swinney, Reservoir, McCulloch, Hayden, Weisser and Lakeside Parks at a low cost to taxpayers.[21]

R 1898 Rudisill Boulevard is known as Richardsville Avenue and later as Rudisill Avenue.

R 1904 July. Joseph and Mary Garth Ramseyer visit a five-acre plot on Rudisill Boulevard at the south edge of the city limits in their search for a site for the Fort Wayne Bible Training School. Sewer, gas, and electric lines end four blocks north of Rudisill Avenue at this time. Mary Garth Ramseyer describes the character of the area in her journal, "There were no houses beyond Kinsmore Avenue. We left what looked to us the city limits and started for the country. We walked through tall grass and weeds for four blocks, south until we came to a sixteen-foot country road with wheat fields across the road. The real estate agent led us into a grove of beautiful trees…"[22]

R/F 1905 February. The first building of the Fort Wayne Bible Training School is dedicated. Mary Garth Ramseyer describes the character of Rudisill Boulevard during the early 1900s, "Wild strawberries grow along that dusty road and wild grapevines climbed the rail fence that ran along the road to the river. A spring of water was in the

Wiebke wood lot. A sunken barrel made a trough from which the cattle drank. Violets grew in profusion down by the river, and the old mill dam held the flood water back in those days. For years we had a baptismal service at the close of the school year. The baptismal pool was at the foot of what is now Rudisill Boulevard [at Old Mill Road]. We later changed to a place further down the river in Foster Park. This was a shady place and the river was quiet at this pint. It seemed more sacred."[23]

A 1905 March 6. The Board of Park Commissioners forms due to passage of Cities and Towns Law by the state legislature. The law creates a Board of Park Commissioners independent of the Board of Public Works. August W. Goers is chosen as the first Superintendent serving both before and after the Park Board was established.[24] Park Commissioners are appointed to serve four year terms as a service to the community[25] without compensation for efforts.[26] Colonel David N. Foster, Oscar W. Tresselt, Joseph M. Singmaster, and Ferdinand Meier comprise the first board.[27]

A 1905 In 1905 the park system consists of 8 parks totaling 110 acres.[28]

A 1906 The PD expresses a future need to provide more public parkland given foreseen population growth for 1910s.[29] The PD begins to secure land for a park in the Lakeside Park Addition.[30]

R 1906 June 28. A deed for a home on Fairfield Avenue notes that the conveyance is subject to the use of Rudisill Boulevard and Fairfield Avenue as public highways.[31] It is around this time that Richardsville Avenue is renamed Rudisill Boulevard. The former name is in memory of Jean Baptist Richardville, chief of the Miami Indians. Rudisill Boulevard is named after Henry Rudisill, a miller and the first Lutheran and realtor to locate in Fort Wayne.[32]

A 1908 Superintendent Goers suggests to the mayor that, in addition to neighborhood parks, the city look to acquire a "larger and much more extensive pleasure park for driving, automobiling, golf, tennis, baseball, children's play grounds and boating."[33]

R/W 1908 *Polk's Map of the City of Fort Wayne* outlines existing and proposed parks and drives. Weisser Park is extant at that time, and Rudisill Avenue is a proposed boulevard connection from St. Mary's Parkway east to Hanna Street.[34]

A 1909 Annual appropriations for park purposes is $26,500, out of which $10,500 was paid for Weisser Park.[35]

A 1909 The Superintendent's of Parks Annual report states, that the Department of Public Parks' nursery "started a few years ago has aptly repaid itself."[36]

A 1909 A campaign of civic improvement begins in Fort Wayne. Professor Charles Zueblin of the University of Chicago delivers a series of lectures on municipal improvement. Charles Mulford Robinson, a city planning expert from Rochester, New York,

submits his comprehensive plans for the beautification of the city including parks and boulevards.[37]

A 1910 Charles Mulford Robinson develops the first comprehensive plan, *The Robinson Plan*, for parks and boulevards in Fort Wayne.[38]*

A 1910 In a report for the Fort Wayne Civic Improvement Association, Charles Mulford Robinson notes, "Most persons will say that a park is designed to be beautiful. So it is, but its purpose is also actively to serve. Passive beauty alone must not be the end sought in the system as a whole, and in an industrial city particularly – much more, for example, than in a capital city – there is need that the park system furnish recreative facilities. So the 'improvement' of existing park lands ought not to deal simply with their landscape development."[39]

A 1910 Over 100,000 plants including "valuable and rare species" raised in the Department of Public Parks greenhouses are planted throughout the city parks.[40]

A 1910 Recommendations are made to secure equipped and supervised playgrounds in each of Fort Wayne's larger parks. An advisor notes that the city's parks were especially suitable playground sites, given their distribution and comparative nearness to homes; the compactness with which the city was built and difficulty of locating new sites for playgrounds; and the fact that the parks were already publicly owned. [41]

A 1910 Charles Mulford Robinson submits recommendations to the City of Fort Wayne: 1. "Swinney, Lawton and Weiser [sic] Park need additions of area to correct their boundaries"; 2. "the further development of all the parks should be in accordance with carefully made plans"; 3. "playgrounds are much needed, but for the present there will be advantages in developing these in the parks, even if this has to be done by private initiative; 4. "the best ideals of landscape beauty and social service should obtain in park development". "By no other means," he concluded, "is the higher side of the public life touched so easily, so pleasantly, and in so many ways."[42]

A 1910 Appropriations to the amount of $18,791 are made for PD use during the year, including $384.65 for a new boulevard along the St. Mary's River.[43]

A/R 1911 A new park law gives the PD power to declare park districts and levy taxes on properties within that district for improvements within the taxed area. This is particularly relevant for funding boulevard improvements. The new law is copied from a successful park law in Indianapolis.[44]

A 1911 March 24. A proposal by landscape architect George E. Kessler presents two options for the City of Fort Wayne: He could be employed in continuous service over several years, or work out a general scheme quickly during the summer of 1911. Kessler is confident that the rushed job could be done "very comfortably," but he felt that the Board would find the extended option "by far the most satisfactory."[45]

A 1911 The Park Commission unanimously votes to recommend to the Board of Park Commissioners the employment of George E. Kessler of St. Louis as the city landscape architect at a salary of $2,400 for the first year and $2,000 for the succeeding years, with traveling expenses from Indianapolis and subsistence while in Fort Wayne. The Board votes to employ Kessler on the condition that his salary for the first year be paid from the special fund raised for the purpose of river and park improvement.[46]

A 1911 George Kessler, city landscape architect and planner, creates a master plan for the park and boulevard system of Fort Wayne. The plan embraces the acquisition of park and parkway lands along the rivers of the city. The plan calls to provide the city with river front improvements for a park system nine miles in length and within easy walking distance of the majority of the population.[47]

A 1911 Annual appropriations for park purposes are $27,700, out of which $2,500 is used for the topographical survey and map of the city's river banks and abutting property.[48]

A 1911 An ordinance is introduced regulating the trimming, removal, planting and cutting of trees, shrubs, vines, hedges, and plants within the limits of public streets, alleys, thoroughfares, lawns, and parks. The ordinance confers "authority… upon the Board of Park Commissioners, providing for the issuance of licenses to tree trimmers and the assessment of fines for violation thereof." The five sections of the ordinance detail the specific rules, specifications, and regulations surrounding these concepts.[49]

R 1911 Kessler recommends creating a "boulevard one hundred feet wide along Rudisill Avenue from St. Mary's Parkway to Walton Avenue" (today known as Anthony Boulevard), shown on the map as Rudisill Boulevard.[50]

R 1911 Kessler describes his proposal for 100-foot boulevards, stating the boulevards should have forty feet between curbs with a six to eight foot space for parking or sidewalks placed five feet from adjacent property lines on both sides of the road. The remainder of the space should be planted to lawns with trees in formal lines, uniformly and properly spaced.[51]

R/F 1911 Kessler proposes that the St. Mary's Parkway be an integral part of the Fort Wayne Parks System. His recommendations extend the proposed corridor along both sides of the St. Mary's River between Swinney Park and the Stellhorn Bridge, on property outside of the city boundaries. The land along this stretch of river contains many opportunities for drives through scenes of natural beauty. The right bank of the river above Rudisill Avenue contains several fine groves for park purposes and for parkway drives. To the south are larger areas that are suitable for a park, without having to correct the destructive measures that occur along the riverbanks within downtown.[52]

R/F 1911 Kessler makes suggestions for acquiring land for the parks system. One recommended parcel of land is "on the left bank of the St. Mary's opposite Rudisill

Avenue and extending north to the bridge of the Fort Wayne & Northern Indiana Traction Company. The other is on the right bank of the river extending along the river about 2,000 feet to Ontario Street."[53]

R/F/W 1911/2 *Map of the Park and Boulevard System for Fort Wayne, Indiana*, prepared by German planner George E. Kessler, depicts present and proposed parks and parkways. The western edge of Foster Park is slated for a proposed parkway linking it to Swinney Park further north. Weisser Park is shown with an expanded addition of land to the north and east. Rudisill Boulevard is shown as a proposed boulevard.[54]

A/R/F 1912 George Kessler, city landscape architect, lambastes the city government for relying solely on the generosity of two wealthy citizens without the city itself having the resolve to provide public recreation grounds for its citizens. He concedes in his annual report that communities are reluctant to take on debt burdens and the presence of many conditions that prevent the acquisition of lands required by his plans. He applauds the property owners of Rudisill Boulevard for urging the city to take action on improving Rudisill and Anthony Boulevards. He notes that the improvement of Rudisill will inspire other residential areas to request similar treatment. Regarding Foster Park, Kessler indicates that the city has at once an opportunity for a park supported by "a boating scheme as well as a border boulevard, which will immediately attract to itself a residential section… I do not know of any other one property which would deserve, so much as this, immediate attention and a very considerable improvement." He proposes continuing a parkway along the St. Mary's River between Foster and Swinney Parks. Kessler also stresses the importance of a comprehensive scheme of children's playgrounds.[55]

A 1912 The PD upper level staff includes George E. Kessler, Landscape Architect; Marriott Price, Engineer; August W. Goers, Superintendent; Lillian C. Busch, Chief Bureau of Assessment; Carl J. Getz, Forester; and Charles J. Steiss, Secretary.[56]

A 1912 Carl J. Getz, the newly appointed first City Forester, reports that Fort Wayne is fortunate to have few tree diseases. Getz supervises two forces of foresters trained in "practical shade tree preservation" that service the city with two large, single horse wagons. Training consists of "eradication and controlling tree diseases by the employment of power sprays; the symmetrical trimming of street, shade and lawn trees, the pruning of fruit trees, planting and transplanting of shade trees; tree surgery, etc."[57]

A 1912 Spring. At the request of the Board of Park Commissioners, the City Council divides the city into four park districts roughly bounded by Calhoun Street North and South, and by the Pennsylvania and Wabash Railroads East and West.[58]

A 1912 The Board of Park Commissioners desires parks with large forest areas for the provision of shade, "without which park areas are of little use."[59]

A 1912 March 9. A formal application to the Council asking for a $200,000 bond issue is drafted by Park Board President Foster and approved and signed by Board members. The document reads, "The civic improvement committee and the special advisory committee appointed at a mass meeting of Fort Wayne citizens to assist in devising the best method to carry out the park and river improvements, recommended by Landscape Architect George E. Kessler, have united in a unanimous request… that it ask your honorable body to issue the sum of $200,000 in bonds, the proceeds of which to be used in acquiring ownership of our river banks and, as a rule, inexpensive parks and park strips contiguous thereto and such other park properties as there may be left to acquire." The Park Board examines the river banks and makes a cost estimate for acquiring parks, park strips, and river banks. The final estimate is accompanied by three maps, each some fifteen feet long, showing in detail the grounds proposed to purchase should the issue of bonds be made.[60]

A 1912 Because only eight of the city's ten wards are along the river banks, the Park Board proposes that a portion of money derived from the sale of bonds for park and river improvements should be used for the purchase of a large park of 90 to 100 acres, to be located in the southeast park district.[61]

A 1912 July 12. Detailed rules governing the planting, trimming and removal of trees are adopted. The rules are established in great depth and comprised a variety of considerations including, for example, a prohibition on tying horses to city shade trees and a discussion of the strengths and weaknesses of various tree types.[62]

A 1912 Superintendent Goers reports that 2,500 shrubs were set out in the fall, in the city's various parks.[63] He also instructs the planting of Mulberry trees in the parks.[64]

A 1912 December. After two years of delayed laws and actions, the Board of Park Commissioners presents George E. Kessler's suggestions and plans for the purchase of river front property and adjacent vacant lands to the public in 1913. Rising property rates create a sense of urgency for land acquisition.[65]

R/F 1912 Kessler suggests that the creation of Foster Park and improvements to Rudisill Boulevard will establish a precedent for other neighborhoods within the city to make park and boulevard improvements.[66]

R 1912 An ordinance is prepared giving the Park Board control of Rudisill Avenue and changing its name to Rudisill Boulevard.[67] The ordinance is passed on June 11 by the Common Council, which transfers and vests in the Department of Public Parks Rudisill Avenue from the west line of Broadway to the east line of Piqua Avenue. The ordinance is signed and approved by the Mayor on June 15.[68]

R 1912 City of Fort Wayne makes improvements to Rudisill and Anthony Boulevards.[69]

R 1912 June 8. The Home Site Realty Company invites the Park Board to visit their addition through which they will plat Rudisill Boulevard; the Board makes the trip.[70]

R 1912 June. A. D. Cressler, S. S. Fisher, and C. W. Orr discuss the improvement of Rudisill Boulevard and widening of Broadway from Bluffton Road to Rudisill Boulevard at a Park Board meeting. It was decided to order another car of #4 Road Oil from the Standard Oil Company.[71]

R 1912 The city engineer drafts plans and creates a cost estimate for Rudisill Boulevard improvements from Broadway to Calhoun Street, taking into consideration property acquisitions, grading, and planting of trees.[72]

R 1912 City Engineer Price submits a revised estimate for the improvement of Rudisill Boulevard, under Boulevard Improvement Resolution Number One: $4,665.91.[73]

R 1912 Engineer Price receives a bid of $4,493.00 from Moellering Construction Co. for the improvement of Rudisill Boulevard, under Boulevard Improvement Resolution Number One. The bid includes grading, tree planting, sodding, seeding, roadway oiling, and preparing park strips for seeding and sodding. The proposal is accepted.[74]

R 1912 Grading and partial improvement of Rudisill Boulevard from Hanna Street east to the first alley west of Thomas Street (today known as Bowser Avenue) occur at the request of property owners. "All the ground necessary to make a forty-foot roadway and the thirty foot parkway on either side, one hundred feet in all, was dedicated to the city without charge by the owners of the grand boulevard addition."[75]

R 1912 October 5. The City Forester is directed to plant 151 Oriental planetrees *(Platanus orientalis)* along the east side of Anthony Boulevard from Pontiac Street to Wayne Trace for the first boulevard planting in Fort Wayne. "The trees were planted in a staggered arrangement, according to the standard boulevard scheme. This arrangement gives the boulevard a very dignified appearance, as well as making a delightful shady sidewalk for pleasure seekers when the trees are grown. This is the first boulevard planting in Fort Wayne, and from present indications these boulevards will develop into drives and walks of great beauty and utility. The Oriental Planetree has been exclusively reserved for boulevard planting, and the beauty and dignity of this tree, as well as its hardiness and longevity commends it for this purpose."[76]

R 1913 Construction of Oakdale, the second suburban development by Frank Hilgemann and Albert Schaaf, begins on Oakdale Drive between Beaver and Fairfield Avenues and south on Fairfield Avenue to W. Rudisill Boulevard. A section of the development is today within a potential historic district and includes two houses on the *Indiana Historic Sites and Structures Inventory*:[77]

- Harry & Myrtle Collier House, c.1912, 3824 Fairfield Ave. near W. Rudisill Boulevard, Dutch Colonial Revival, notable, 42224.
- William and Celia Geller House, c.1916, 501 W. Rudisill Boulevard, Craftsman/Colonial Revival, outstanding, 42213.

R 1913 Surveys are completed for the parks and boulevard system. Three sections of Rudisill Boulevard are surveyed: 5,438.38 feet from Calhoun Street to Broadway; 2,591.29 feet from Calhoun Street to Hanna Street; and 1,902.21 feet from the alley west of Thomas Street to Anthony Boulevard.[78]

R 1913 Kessler comments that the widening of Rudisill Avenue will bring quick monetary returns to those residents living along the corridor. He also approves of the treatment of the Rudisill Boulevard and Broadway intersection.[79]

R 1913 Components of Rudisill improvement include: "The condemning of sufficient ground to widen the street to 100 feet; the grading of a 40-foot roadway and the 30-foot park strip on either side; the partly sodding and partly seeding of these two park strips, and the planting of two rows of Oriental Planes on each of them. This we term the acquisition and establishment of the Boulevard." [80] According to the City Controller, Rudisill Boulevard is widened in two locations (Res.5 and 7) during 1913 at an expense of $24,700.[81]

R 1913 Construction and improvements to Rudisill Boulevard continue. "Nearly a half-mile of Rudisill Boulevard from Hanna Street east is practically finished… At this point the Boulevard was originally platted to the full width of 100 feet. The grading of the road-way which is yet to be rounded up and rolled and oiled—the planting of two rows of trees on either side, and the grading and putting into grass of the park strips were under one resolution and were paid for by abutting property and by property to the north and south for about three blocks. The abutting lots paid benefits of $35.00 each, those next to them $7.50, running down to $2.50 for lots the most distant. … Already the abutting property holders have put down a cement curbing and a six-foot cement sidewalk. … When Mr. Kessler, the Landscape Architect, was going over Rudisill Avenue with us four years ago, he inquired the price of the lots facing that street. He was told $250.00. He answered: 'From my experience I can say to you that within a very short time after you have completed the work under your first Resolution these lots will be worth anywhere from $1,000 to $1,500 and all the lots for three blocks on either side will nearly or quite have doubled in value as the result of what you have done here,' and there is already plenty of evidence that Mr. Kessler's estimate was conservative and correct."[82] Upon the mere announcement of boulevard improvements for Rudisill Avenue, property values double along the roadway and also increase for properties located three to four blocks north and south.[83]

R 1913 A section of Rudisill Boulevard from Hanna Street to the alley west of Thomas Street is improved with grading, sidewalks, curbs, gutters, and planting trees and lawns.[84]

R 1913 The first phase of boulevard planting is completed with 214 Oriental Planetree planted along Rudisill Boulevard from Hanna Street to the alley west of Thomas Street. The planting "consists of four rows of trees planted along the entire length of the boulevard, two staggered rows on each side of roadway…The Oriental Plane, also known as the European Sycamore, was selected on account of its ornamental

qualities, rapidity of growth, and freedom from tree diseases. This tree has given splendid results in the East on account of its adaptability to all kinds of soils.[85]

R 1913 A citywide tree ordinance limits the types of tree species that can be planted along city streets and gives guidance to the proper spacing of trees. New trees must also be protected with wire mesh or other protection device with proper staking.[86]

A 1914 Forty band concerts are given in the parks, five in each of the eight larger parks, with a total attendance of 50,000 people. Park improvements include the addition of a sanitary public comfort station, sewer, water main, drinking fountain and additional lights at Weisser Park; extension of water mains, construction of a wading pool, a drinking fountain and grading and graveling of additional foot paths at Foster Park; and a large amount of filling on the west side of Broadway south of the Bluffton Road bridge, with the view of making a park strip approach to the entrance to Foster Park.[87]

A 1914 The Park Board decides to increase the number of tennis courts and baseball diamonds after "The demand for tennis courts and baseball diamonds exceeded the facilities provided…."[88]

A 1914 Carl J. Getz assumes the role of Park Superintendent (1914-1917), replacing August W. Goers, who retires but remains the Assistant Superintendent. The Superintendent's job description and duties are combined with that of the City Forester.[89]

A 1914 Sanitary drinking fountains are placed in all parks.[90]

R 1914 Rudisill Boulevard is widened to 100 feet from Broadway east to Anthony Boulevard (nearly three miles). Plans for the completion of the grading of the forty-foot roadway and the 30-foot park strips are underway. Property values along the boulevard increase dramatically, changing the neighborhood that was not promising five years ago, into a high-class residential district.[91]

R 1914 A debate emerges between the Board of Works and the Park Board regarding the jurisdiction of Rudisill Boulevard. "When the council committee on parks and public buildings, consisting of Councilmen Kele, Harman, and Mills, meets to consider the ordinance which restores control of Rudisill Boulevard to the board of works, taking it from the park commissioners, in whose hands it was placed over three years ago…The park department has already improved the boulevard from Hanna Street east, by widening it to 100 feet and setting curb and gutters, laying out park strips, planting trees and setting sod, etc. Now it is planned to do this same thing with that portion lying between Calhoun Street and Fairfield Avenue. These costs are assessed against a small district in the immediate neighborhood of the street."[92]

R 1914-1927 Homes along the north side of West Rudisill Boulevard between Broadway and Beaver Avenue begin to be developed with a spike in residential construction in 1925. This area lies within the West Rudisill-Illsley Place Potential Historic District and is known for its large stands of mature trees. The section of the potential historic district includes 7 houses on the *Indiana Historic Sites and Structures Inventory*.[93]

- Dr. Carl & Nina Eberly House, c.1925, 1240 W. Rudisill Boulevard, Colonial Revival, notable, 42268.
- Jacob & Nora Calhoun House, c. 1925, 1244 W. Rudisill Boulevard, French Eclectic, notable, 42269.
- Adolph & Sophia Fellinger House, c.1914, 1250 W. Rudisill Boulevard, Colonial Revival, Joel Ninde, architect, notable, 42270.
- Jules & Emily Simon House, c.1914, 1302 W. Rudisill Boulevard, Colonial Revival, Joel Ninde, architect, notable, 42271.
- Hal & Evelyn Rehrer House, 1919, 1314 W. Rudisill Boulevard, Tudor Revival, outstanding, 42272.
- Roger & Virginia Fisher House, 1914, 1334 W. Rudisill Boulevard, Tudor Revival/Craftsman, outstanding, 42274.
- Edward Cox House, c.1925, 1130 W. Rudisill Boulevard, Colonial Revival, contributing, 42377.

A 1915 The Fort Wayne Parks System is praised in a local magazine. "Few cities in this country of the size of Fort Wayne, can boast of so complete and so well distributed a park system as has already been secured for the city … It is the aim of Fort Wayne's Board of Park Commissioners to eventually secure for our city so complete and so well distributed a system of public parks that one will be located within ten minutes' walk of every resident of the city."[94]

A 1915 Attendance in the parks increases tenfold over the past decade. Twenty tennis courts are maintained, six baseball diamonds, benches, picnic tables, pavilions, refectories, wading pools, basketball courts, swings, play apparatus, sanitary drinking fountains, and sanitary public comfort stations are provided or soon will be in all the larger parks.[95]

A 1915 Fort Wayne's population of 74,352 exceeds the population of Evansville to become "Indiana's Second City."[96]

A 1915 Circa. American Chestnut Blight (*Cryphonectria parasitica*) affects Indiana.[97]

A 1915 The Report of the Board of Park Commissioners realizes the importance of parks stating, "Considered from this point of view ornamental streets or boulevards and public gardens, well equipped with trees, shrubbery and flowers, are not luxuries but necessary elements in the great work of advancing the general happiness of the citizen. They tend to meet a human want by increasing for everybody the opportunities for enjoying that which is beautiful in nature."[98] "The paramount purpose of parks and park systems, therefore, is to offer to all the citizens, young and

old, ample opportunities for innocent pleasures and for such healthful exercise as will strengthen and promote the physical well-being of the participants."[99]

A 1915 The Park Board states that sufficiently large and equipped parks should be near the homes of people: "Extensive park areas fit for occasional excursions, outings, and for driving may be located at some distance outside of the city limits; but the recreational parks, destined to be used often—daily if possible—by women and children and by the citizens of slender means, should be developed in the very heart of our residential districts."[100]

R 1915 At the corner of Rudisill Boulevard and Broadway is a small corner strip with a magnificent elm tree. One mile of Rudisill Boulevard from this point is being paved and will quickly become a very "gilt-edged" residence section. Property values along this road are doubling and tripling since the announcement by the Park Board that the street would be widened from 50 feet into a boulevard.[101]

R 1915 Col. David N. Foster writes on the topic of "Our Boulevard System" in *The Wildwood Magazine*: "A line of boulevards encircling our city is being rapidly worked out. Commencing at Broadway, at the entrance to Foster Park, a small cut of which is shown, Rudisill Boulevard runs directly east a distance of three miles. At that point it strikes Anthony Boulevard , which runs due north for about four miles, where it strikes Annie Boulevard, which runs west to the St. Joseph's River, intersecting there, St. Joe Boulevard, which runs south along the riverbank. Nearly all the property has been acquired along this distance for widening the boulevard to 100 feet. The roadway will be 40 feet in width, leaving 60 feet, from which a 30-foot parkway will be made on either side. Two rows of trees will be planted in this park strip with a six-foot sidewalk between. A building line of 25 feet has been established, so that a space of 150 feet will be secured between the residences on either side. In one of the smaller views will be seen a little corner strip of one side of Rudisill Boulevard at its intersection with Broadway. Note the magnificent elm tree, standing just outside the street curb, which has been preserved. It scarcely obstructs the roadway more than a telephone pole and is a deal more sightly. One mile of Rudisill Boulevard from this point is being paved and will quickly become a very "gilt-edged" residence section. Property values along this boulevard have doubled, tripled, and in some instances quadrupled sine the announcement of our Park Board that this former 50-foot street would be boulevarded. We are having the same experience in Fort Wayne which all other cities of the country are having, that park and boulevard improvements are great producers of taxable values and very soon pay for themselves in dollars and cents, without considering the more important service which they render in the added joy and healthfulness of living in our city."[102]

R 1915 Efforts to extend Rudisill Boulevard begin. Land is purchased between the alley west of Thomas Street and Anthony Boulevard. Sidewalks are laid, park strips graded, and trees planted on both sides of the boulevard between Calhoun Street and South Wayne Avenue, as well as the section between Calhoun Street and Piqua Avenue. Here, curbs and gutters are also constructed. From Fairfield Avenue to Broadway

sidewalks, curbs, and gutters are placed in position and park strips graded on the north side of the street. Grading also commences between Calhoun and Hanna Streets. A resolution is adopted to pave the boulevard from Piqua Avenue to Broadway. Work begins to grade the section of Rudisill Boulevard between the alley west of Bowser Avenue and Anthony Boulevard.[103]

R 1915 Rudisill Boulevard, from Calhoun Street to South Wayne Avenue, is improved by the construction of cement sidewalks, grading of park strips, sowing of grass seed, and planting of trees. Also, from Fairfield Avenue west to Broadway similar improvements are made as well as combined concrete and gutter construction on the north side. From Calhoun Street to Piqua Avenue the same improvements are made. Complete plans and specifications for an asphalt-bond macadam pavement on Rudisill Boulevard from Piqua Avenue to Broadway were prepared.[104]

R 1915 Rudisill Boulevard from the alley west of Bowser Avenue to Anthony Boulevard is acquired by the Board of Park Commissioners and opened to the public. Rudisill Boulevard east from Piqua Avenue to Hanna Street and from the alley west of Bowser Avenue to Anthony Boulevard is graded and 90% of work completed.[105]

R 1915 A double row of trees is planted in staggered arrangement on each side of Rudisill Boulevard from Piqua Avenue to South Wayne Avenue. "All our planting along the boulevard is standard, the Oriental plane being used for this purpose, which will result in a wonderful systematic effect as soon as the trees reach a sufficient size to give shade."[106]

A 1916 October. A city planning exhibit is held under the auspices of the Woman's Club League. The exhibit is organized by John E. Lathrop, director of the city planning department of the American City Bureau. Following the exhibit, an automobile tour of the city is led by Lee J. Ninde, president of the Indian Real Estate Exchange.[107]

A 1916 Report of the Board of Park Commissioners recommends: "We could quadruple with profit the facilities our parks now afford for skating, tennis, basket ball, base ball, croquet, etc., and we ought speedily to add boating, swimming, and much additional play apparatus, and greatly increase our facilities for securing light refreshments, and add supper conveniences, such as are demanded for family reunions and those of church and fraternal organizations. The band concerts we have provided throughout the summer season have been enjoyed by many thousands, and are to be continued in the coming year."[108] The report also states the necessity for more baseball diamonds and tennis courts in the parks. Acquisition of sufficient open park area for a public golf links as soon as possible is important. More play apparatus should also be installed, including at least one sand box in each of the larger parks. "These improvements should be made as speedily as funds permit until our parks, the people's playgrounds, have been equipped to the fullest extent possible. Recreation in all proper forms in our parks tends to endear them to the people."[109]

A 1916 Report of the Board of Park Commissioners states "Exactly what our park and boulevard system represents as an asset to the city, is not generally understood. It may be a surprise to many of our citizens to learn that the value of the park and boulevard lands is approximately seven hundred and fifty thousand dollars."[110]

R 1916 Improvements to Rudisill Boulevard from the alley west of Bowser Avenue to Anthony Boulevard includes a layer of cinders 6-8 inches deep. Weeds are cut along the boulevard twice during the summer, and the grass is cut several times on the Rudisill park strips east of Hanna Street.[111]

R 1916 Two staggered rows of Oriental planetree flank each of the two sidewalks on 1½ miles of Rudisill Boulevard from South Broadway to the alley west of Bowser Avenue. Planting of improved boulevards are to be finished in spring of 1917.[112]

R 1916 Rudisill Boulevard is paved between Calhoun Street and Broadway to provide better approaches to Foster Park.[113]

R 1916 Paving of 1½ miles of Rudisill Boulevard is undertaken from Piqua Avenue to Broadway and paved to a width of 40 feet with asphalt penetration macadam, bordered on each side by concrete combined curb and gutter. Cost per running foot of pavement, 40 feet wide, is $6.04. Grading of over 1 mile of Anthony and Rudisill Boulevards from Broadway to Pontiac Street is also accomplished. Costs are as follows: Rudisill Boulevard pavement $301.20; Rudisill sidewalks $57.41; Rudisill sidewalk curbs $65.62.[114]

R 1916 Circa. The William and Celia Geller House, a Craftsman/Colonial revival in the Oakdale Neighborhood on the south side of West Rudisill Boulevard, is constructed. The *Indiana Historic Sites and Structures Inventory* notes that the house reflects "outstanding" historic value.[115]

A 1917-1918 The U.S. is involved in World War I, which causes anti-German sentiment to progress throughout the nation and Fort Wayne.

A 1917 City Forester and Park Superintendent Carl Getz heads up the Weisser Park improvements. On July 1, 1917, Getz resigns as Park Superintendent and begins work for Hilgemann and Schaaf, a local suburban developer and helps develop the Southwood Park neighborhood, near Rudisill Boulevard.[116]

A 1917 The state legislature passes a park law that enables cities to bond up to a percentage of the park lands assessed value. This provides funding for city parks for the next several decades.[117]

A 1917 Adolph Jaenicke ascends to the position of Superintendent of Parks and City Forester. As his career progresses, he is known as the "city beautifier" because of his

achievements with Jaenicke Gardens, the Rose Garden in Lakeside Park and the Children's Flower Growing Association.[118]

A 1917 An annual report inventory lists 14 tennis courts in the city.[119]

A 1917 Report of the Board of Park Commissioners states, "Until the close of the war with the central powers of Europe, in which our country is now engaged, it will not be the policy of this Board to undertake any considerable amount of new work requiring payment by special assignment. We do, however, contemplate the opening of a 100 foot boulevard from the Broadway pumping station on mile south to the St. Mary's River, at which point the county commissioners are expecting to shortly erect a new bridge to connect with the highway on the south bank, thus giving a much needed shorter approach to the city from that direction … This Boulevard will strike, at the St. Mary's river, the far end of Foster Park and thus add to its accessibility. It is expected the Broadway street-car line will eventually be extended along this Boulevard to the river."[120]

A 1917 Report of the Board of Park Commissioners states "The writer has never seen anywhere such a disposition to the "Cow-Path Habit" as in our city. It is really disheartening to see the people walking upon the grass and making these 'cow-paths' in the immediate vicinity of a walk that is provided for them. The custodians of the different parks will be instructed to endeavor to break up this miss-use of our lawns the coming season."[121]

A 1917 Report of the Board of Park Commissioners notes that Troy, New York lost 1,500 large elm trees in one year. The report recommends "Only concerted action can save the trees in this city. The Council should pass an ordinance to have the city trees regularly cared for by creating a fund and turning the care of the trees over to the Park Board." The report recommends that street trees should be planted, sprayed and pruned by the Forestry Department (a branch of the Park Department). The ordinance prohibiting the planting of trees other than those permitted by the present law should be strictly enforced. Another ordinance should be passed forbidding the planting of wild trees from the woods.[122]

A 1918 The first public swimming pool opens in Lawton Park.[123]

A 1918 State-wide prohibition laws pass in Indiana.[124]

A 1918 Fort Wayne has seventeen parks covering 325 acres, with a one acre of park land to each 361 inhabitants. The cost is now $190,000 and value is $1,100,000. This is an increase from 1916, when Fort Wayne had seventeen parks covering 228 acres, with a population per acre of 363 people. The cost of grounds and buildings was $80,978, and the value totaled $700,000. Fort Wayne was third in acre average to population in the state of Indiana, following Indianapolis and South Bend.[125]

A 1918 Adolph Jaenicke, Park Superintendent and City Forester, notes "our trees… need badly a thorough pruning and spraying. It is disgraceful to see so many trees with broken and dead limbs hanging down. I would urge the Park Board to try to pass a more stringent tree ordinance, so that all the trees of the City may be looked after systematically, at least once a year."[126]

R/F 1918 Construction begins on the Southwood Park neighborhood east of Foster Park and south of Rudisill Boulevard, designed by Hilgemann and Schaaf. Large estates and finely detailed Craftsman, Colonial and Tudor Revival homes are found along the curving streets in the wooded, rolling hills of the neighborhood. Development continues through 1940.[127]

R 1918 Two homes listed on the *Indiana Historic Sites and Structures Inventory* are constructed and connect West Rudisill Boulevard north to the Arcadia-Englewood Potential Historic District along Fairfield Avenue.[128]

R 1918 Two-thirds of the planetrees along Rudisill Boulevard die due to an extremely cold winter. The Board of Park Commissioners plans to replace them not with planetrees, but with "the more rustic American elm tree" because the Oriental planetree has been found not to be hearty enough for the Fort Wayne climate.[129]

R 1918 An ordinance is passed to prohibit heavy hauling on the city's boulevards. Seven and one half tons, including the truck, is the maximum weight allowed for traffic on the boulevards.[130]

R 1918-1930 Homes along West Rudisill Boulevard between Beaver and Fairfield Avenues are built. The predominant style is Craftsman. This section of Rudisill includes 13 houses on the *Indiana Historic Sites and Structures Inventory*:[131]

- W.K. (Jr.) & Laura Noble House, c.1923, 1024 W. Rudisill Boulevard, Tudor Revival, A.M. Strauss, architect, outstanding, 42376.
- James M. Barrett House, c.1919, 1004 W. Rudisill Boulevard, Tudor Revival, notable, 42375.
- Horace & Addie Mariotte House, c.1918, 918 W. Rudisill Boulevard, Mission/Prairie, outstanding, 42374.
- Albert Rolf House, c.1920, 915 W. Rudisill Boulevard, Craftsman/Colonial Revival, contributing, 42373.
- Fred H. George House, c.1925, 910 W. Rudisill Boulevard, Dutch Colonial Revival/Tudor Revival, contributing, 42373.
- George Miller House, c.1920, 909 W. Rudisill Boulevard, Colonial Revival/Craftsman, contributing, 42371.
- David N. Foster House, 1919, 902 W. Rudisill Boulevard, Tudor Revival, Guy Mahurin, architect, outstanding, 42370.
- Frank McKay House, c.1927, 827 W. Rudisill Boulevard, Craftsman/Tudor Revival, notable, 42368.

- Dorsch House, c.1920, 801 W. Rudisill Boulevard, Craftsman, notable, 42367.
- Bethany Hall-Fort Wayne Bible College, 1929, 800 W. Rudisill Boulevard, Craftsman/Neoclassical, Leroy Bradley, architect, contributing, 42366.
- First Missionary Church, 1930, 701 W. Rudisill Boulevard, Craftsman, notable.
- Frederick Beebe House, c.1918, 604 W. Rudisill Boulevard, Craftsman, notable, 42364.
- Allen & Grace Philips House, c.1920, 526 W. Rudisill Boulevard, Mission/Prairie, outstanding, 42363.

A 1919 Winter. Indiana Legislature enacts an increased levy for park purposes from five to nine cents to a minimum of ten and a maximum of twenty cents.[132]

A/F/W 1920 214 dead trees are removed from parks and along city streets, nearly all of which were killed by the scale. In Weisser Park, seventy-two dead trees were removed, and in Foster Park, forty-six, all of which were killed by insect pests. At least 300 more dead trees are still standing at the beginning of 1921. "We must enlighten our citizens as to the danger caused by insects to our trees, or else we shall have an epidemic of wholesale tree destruction such as they have had in some of our eastern cities."[133]

R 1921 The neoclassical Southwood Park entrance markers are constructed at the intersection of West Rudisill Boulevard and Indiana Avenue.[134]

A 1921 Recommendation from the Board of Park Commissioners to add two tracts of land to the park system: 120 acres between the present line of Foster Park and Broadway extended south of the St. Mary's River (to be specially adapted for a public golf course); and a 100 acre wooded tract in the southeast part of the city, near the International Harvester Company.[135]

A 1921 The Forestry Department secures about 7,000 trees from the sale of a nursery near Indianapolis. Most of these trees are set out in the different parks with the balance put into the city's nursery. "A pitiful condition existed in Fort Wayne in regard to our trees between the curb and sidewalk." We have 55,000 trees along our streets and they are, without exception, affected by different kinds of scale."[136]

A 1921 Recommendations are made to obtain additional playground apparatus for all the different parks and to approach the Council about buying suitable land for a golf course in Fort Wayne. Foster Park neighborhood is suggested as suitable.[137]

R 1921 January 25. Paving Rudisill Boulevard from the east line of Calhoun St. to the west line of Webster St. is discussed. It was decided to have the engineer submit an estimate on the work and the cost of a new sewer for that district.[138]

A 1922 The Board of Park Commissioners notes the importance of parks with "Park acquisition and park beautification is as old as the history of the human race. Not many of us realize that God Almighty was the first great landscape architect … He knew the value of river banks, and we may be sure He did not leave them in the unsightly condition of ours in Fort Wayne."[139]

A 1922 Frederick B. Shoaff is appointed to the Board of Park Commissioners.[140]

R 1925 Board of Park Commissioners devotes "much attention to the ultimate completion of a boulevard system, which will, in the course of time, afford rapid and convenient travel from one park to another, from one part of the city to another, and which will also enable tourists to travel through Fort Wayne without much delay, caused by slowly moving traffic."[141]

R 1925 Pavement is completed on Rudisill Boulevard from Hanna Street to Piqua Avenue and is in excellent condition from Piqua Avenue to South Anthony Boulevard.[142]

R 1925 Board of Park Commissioners reports that improvement plans for 1926-1927 include resurfacing Rudisill Boulevard from Piqua Avenue to Broadway, which will provide for rapid thru-transportation for the South Side, connecting Foster and Weisser Parks.[143]

R 1925 Board of Park Commissioners hopes to connect North and South Anthony Boulevard as soon as the elevation of the Pennsylvania Railroad and Anthony Boulevard is complete. The project will provide a direct connection to the east side of the city with Rudisill Boulevard on the south and State Boulevard on the north.[144]

R 1925-1955 Homes along the south side of W. Rudisill Boulevard between Broadway and Beaver are developed. This area lies within the West Rudisill-Illsley Place Potential Historic District. The section of the potential historic district includes 12 houses on the *Indiana Historic Sites and Structures Inventory*:[145]

- Edwin & Helen Morris House, c.1927, 1133 W. Rudisill Boulevard, Tudor Revival/Colonial Revival, A.M. Strauss, architect, notable, 42275.
- Dr. Marshall Catlett House, c.1930, 1143 W. Rudisill Boulevard, Tudor Revival, outstanding, 42276.
- House, c.1955, 1147 W. Rudisill Boulevard, non-contributing, 42277.
- Tom & Kathleen Gaskins House, c.1953, 1215 W. Rudisill Boulevard, Ranch, A.M. Strauss, architect, contributing, 42278.
- Harry & Virginia Hogan House, c.1925, 1221 W. Rudisill Boulevard, Colonial Revival, notable, 42279.
- Jack & Shirley Komito House, c.1937, 1229 W. Rudisill Boulevard, Art Moderne, A.M. Strauss, architect, outstanding, 42280.
- Benjamin Hutner House, c.1928, 1239 W. Rudisill Boulevard, French Eclectic, A.M. Strauss, architect, notable, 42281.

- Kenneth McDonald House, c1939, 1245 W. Rudisill Boulevard, Colonial Revival, notable, 42282.
- George Kuntz House, c.1939, 1253 W. Rudisill Boulevard, Colonial Revival, notable, 42283.
- House, c.1955, 1305 W. Rudisill Boulevard, Ranch, non-contributing, 42284.
- House, c.1946, 1325 W. Rudisill Boulevard, Colonial Revival, notable, 42286.

A 1926 The boulevard system, a subject to which the Park Board has paid much attention in recent years, is extended, improved, and beautified in 1926.[146]

A 1927 Fort Wayne issues the first bonds to raise capital for park improvements.[147]

R 1927 The temporary pavement put down circa 1915 upon Rudisill Boulevard is improved to its full width of forty feet with a one-course, seven-inch, reinforced concrete pavement, rather than the city's usual, more expensive pavements. The Park Commissioners express confidence that "it will be equally as acceptable, will be more durable, and cost less to repair". The stone material of the old pavement is used to construct nearly two miles of the main driveway in Foster Park.[148]

A 1928 Arthur Shurcliff, landscape architect, is hired by the city to survey the existing park system.[149]

A 1929 A 1911 amendment to the Indiana Cities and Towns Act of 1905 made it obligatory on the City Council to include on its annual levy a sum of not less than five cents nor more than nine cents on each $100 of the city's assessed valuation, the fund thus derived to be expended under the judgment of the Board for park purposes. As a result, a friendly rivalry springs up between cities striving to excel in park acquisition and improvement. [150]

R/F 1929 Rudisill Boulevard between Piqua Avenue to Broadway is paved using material from the old road bed to construct about two miles of the Foster Park roadway to the foot of Hartman Road. Over the course of the year, the city extracts some 5,000 yards of gravel from the St. Mary's River near Fairfield Avenue, with which the parkway is completed to the Stellhorn Bridge. A 3½-mile bridle path is also constructed along the river bank from Broadway to Fairfield Avenue.[151]

A/M 1929 The city has an option upon an 80 acre tract of land, half timbered and half cleared, in the southeast section of the city at $750.00 per acre. Around 1910, this land was indicated by celebrated landscape engineer George E. Kessler as an optimal site for a city park. The Park Commissioners feel that the city should purchase the land: the timbered forty for shade during the heated term and the cleared forty for tennis courts, baseball diamonds, a football field, and a running course.[152]

R 1929 The Park Commissioners claim that "with an 80 acre park in the southeast with Rudisill Boulevard passing through it, a very desirable residence district would speedily spring up."[153]

A 1930 The Superintendent of Parks and City Forester comments, "There never was a more disastrous year in the growing of plants and trees than the year of 1930." "However," he added, "as this cannot be changed, we will try to do our best to improve the existing conditions." The very cold spring's night frosts ruined the city's tulip beds, and the spring show of plant bulb exhibits couldn't be enjoyed.[154]

A 1930 The Park Police are commissioned to patrol parks.[155]

A 1931 The Forestry Department reports that the city has too many poplar and soft maple trees. Because it represents an expensive undertaking, the Federated Relief Agency offers assistance and over 1,500 poplar trees are cut down without any cost to the Park Board or property owners.[156]

A 1931 The Department of Tree Preservation asserts that it can not adequately serve the needs of the city's street trees and needs additional money for pruning and spraying.[157]

A 1931 The Superintendent of Parks reports that despite decreased funding, the city, with the aid of the Federated Relief Agency, is able to do more than expected.[158]

A 1931 The Park Commissioners report that 1931 was a record year for the city's parks. Great economic distress and unemployment in the community meant that "at no time… have the recreational features of our parks been so generally enjoyed." With the exception of golf, no fees are charged for the use of park grounds or amenities.[159]

A 1931 Recreational facilities in the Fort Wayne parks include 56 tennis courts, 7 baseball diamonds, 2 swimming pools, 14 supervised playgrounds, 2 bridle paths, and 21 horseshoe courts.[160]

A 1931 In early 1931, 21 horseshoe courts are established in 7 of the city's larger parks: Foster, Franke, Lawton, Memorial, East Swinney, Lakeside, and Weisser.[161]

R 1931 A rezoning ordinance for the expansion of the commercial center of Rudisill Boulevard to encompass sections of Oxford Street is narrowly defeated by city council.[162]

A 1932 Early Spring. The work of constructing a river boulevard and parkway along the east and west sides of the St. Joseph River northward of the city began in 1931 is resumed. In a short period of time, the project succeeds in blotting out approximately ten acres of "the most unsightly river bank land to be found any where in our city and out of it [make] a river driveway and park of surpassing

beauty." According to the Superintendent of Parks, the work opens the public's eyes to the potential of the river bank as a community asset.[163]

A 1933 Annual Reports from the Board of Park Commissioners are discontinued through 1946 due to the need for public conservation on account of the Great Depression and, later, World War II.[164]

A 1933 A debate emerges at the annual meeting of the Indiana Association of Park Departments over whether or not to sell "3.2 beer" in the parks. Colonel Foster comments, "Our Park Board in Fort Wayne has not thought it wise to give our golf professional the privilege of selling that new 'soft drink'. We have been a little afraid that it was just not the thing to put before our boys and girls. Perhaps the time may come when me [sic] might regard it as a soft drink… At any rate we have not felt we have wanted to permit the sale of 3.2 in our parks and on our golf course."[165] Mr. Byron Hattersley adds, "I do not believe that believe that beer should be sold in our parks with the exception of our golf course. If we do not sell beer at out golf course, we are apt to lose patronage because the other golf courses serve it, I cannot see any objection for a family picnic to take beer with them."[166]

A 1933 The issue of children on tennis courts is discussed at the annual meeting of the Indiana Association of Park Departments. Frederick B. Shoaff explains that Fort Wayne Board of Park Commissioners' policy is to allow children under the age of twelve to play until noon every day with the exception of Sundays and holidays.[167]

A 1933 Race is an issue in the parks. A delegate to the 1933 annual meeting of the Indiana Association of Park Departments asks if rules concerning children on tennis courts also apply to "colored people". Mr. Jaenicke replies, "The colored people are naturally born lazy and do not like any strong exertion. We have very few colored people playing tennis and we have never had in all this time any complaint from them. We have Japanese people, and they play tennis very well." He added that if "colored" people should come to the courts, the policy was to "make them feel at home… do not oppose them, but try to please them."[168]

A 1933 The Board of Park Commissioners receives from their park levy only about half what they formerly received and lacks the funds to provide necessary watchmen for their parks. As a result, they are unable to control abuse of park property such as adults breaking playground apparatus for children and families swimming in lily ponds among delicate and valuable species.[169]

A 1933 The Board of Park Commissioners laments the great burden that is put upon them when the City Council requests that the Board take over the care and protection of the city's over 50,000 street trees. Until that time, little municipal attention was paid to their maintenance, and they became so badly infested with worms and scale that many were dying.[170]

A 1933 Appropriations for the Park Department are cut so dramatically that "every possible economy had to be applied for the most necessary repair work", including park upkeep, playgrounds, tennis courts, baseball diamonds, and the city Forestry Department.[171]

A 1934 Parks Commissioner Frederick B. Shoaff is elected president.[172]

A 1941 The first full-time recreation director is hired by the PD.[173]

A 1941 The preservation of the city's elm trees begins with PD Superintendent A. Jaenicke's appeal to the city council for $5,000 to battle the "elm tree beetle and canker worm". Extensive efforts continued over the next 30 years, and are well documented in the Annual Reports.[174]

A 1944 An extensive redesign of Fort Wayne Parks Systems is proposed in the *Fort Wayne Long Range Recreation Plan*, conducted for the city by the National Recreation Association. The plan divides the city into neighborhoods that include Foster, Weisser, and McMillen Parks. The three parks each have a playfield and playground, while Foster and McMillen have indoor recreational centers. A large parcel of land to the east of McMillen Park is highlighted as a proposed park acquisition.[175]

A 1944 The National Recreation Association publishes the City of Fort Wayne, Indiana's *Long Range Recreation Plan.* The plan includes a variety of findings and recommendations, including: "the city should be commended for its increasing recognition of the importance of public recreation as an essential municipal function" and "playfield facilities for youth and adults are deficient in many sections of the city". Recommendations are very specific and treat topics such as the acquisition of additional acreage, expansion of playfields, playgrounds, and other outdoor recreation facilities, and the need for a stronger budget.[176]

R 1945 Circa. Oblique aerial photographs show Rudisill Boulevard with four lanes of traffic flanked by a wide sidewalk and double allée of deciduous trees to the north and south.[177]

A 1946 Twenty-one weekly dances are conducted at Weisser and Foster Parks, Reservoir, McCormick and Memorial Playgrounds with an attendance of 1,098 teens.[178]

A 1946 A 1944 *Fort Wayne Long Range Recreation Plan* is the basis for developments in the parks and general improvements to recreation opportunities in Fort Wayne. A priority schedule of more than forty proposals was set up in this plan. Several of these proposals have been developed and others are in the process of development."[179]

A 1947 Summer. The State Target Meet is held at McMillen Park in July. It is a two-day championship archery competition. As part of the playground program baseball instruction is offered at Weisser and McMillen Parks, among others. 150 boys ages 8-16 take part in two leagues, and 196 games are played besides a playoff. More than

15,000 persons used the facilities of the golf driving range in Foster Park, southeast of the Municipal Golf Course. Girl scouts used the public park facilities in the following manner: Foster Day Camp (210 participated); McMillen Park-training course (23 participated); Foster Park "Scouts Own" (200 participated); troop cookouts in all parks (500 participated).[180]

A 1947 The year 1947 sees the greatest public demand for and use of all Park and Recreation facilities in the 42 year history of the Parks Department. The only park structure enclosed and heated is in Indian Village Park, and it is used by various groups 280 days during 1947. 50,000 tickets were issued to the municipal golf course during 1947.[181]

A 1947 "During the past six or seven years there has been no increase in the park acreage but there has been a substantial growth in recreation facilities. However, we realize that both the area of park lands and recreation facilities must be further expanded. The need for this is of course, due in part to a growing population, but perhaps still more to the decrease in the working hours of the modern week with the resulting increase of leisure time for the larger part of our population."[182]

A 1948 The Board of Park Commissioners reported at the end of 1948 that in the years to come, "there should be a substantial increase in the size of two of our present larger parks and an additional park area should be secured in the northeastern part of our city having a size of 100 or more acres."[183]

R 1948 Control of Anthony and Rudisill Boulevards is relinquished by Park Board to Board of Public Works, who is better equipped to maintain and police them.[184]

A 1948 A program of replacing old tennis net posts with modern ratchet type posts begins. Twenty-one courts are changed at Weisser, Swinney, Foster, and Packard Parks, and Lafayette Playground. [185]

A 1948 A total of 14,880 square feet of chain link fence are erected as backstops for tennis courts, ball diamonds, and protective fences at a number of Fort Wayne locations, including: McMillen Park hard ball backstop, 720 sq, ft.; Weisser Park tennis courts, 1650 sq. ft.; Weisser Park soft ball backstop, 450 sq. ft.; Weisser Park along Eckhart Street, 2100 sq. ft.[186]

A 1949 Summer. A polio epidemic closes all city summer swimming facilities.[187]

A 1949 The PD focuses on programming for senior citizens.[188] This is part of a larger trend in the augmentation of PD staff focused on recreation and programs after World War II.[189]

R 1949 An aerial photograph shows Rudisill Boulevard with tree plantings relatively intact. Some decline and loss of trees is evident in the middle and eastern sections of the street.[190]

A 1949 Only one case of Dutch Elm Disease is found in Fort Wayne and, in an effort to prevent future infection, a new mist sprayer is purchased and some 11,000 trees are sprayed.[191] However, this only amounts to approximately one sixth of the city's trees. "If control spraying is to be completely effective the entire city must be sprayed."[192]

A 1949 The Board of Park Commissioners notes in its Annual Report that "it is all important that only good varieties of trees are chosen and that they are properly spaced when planted" in order to ensure a healthy future for the city's trees.[193]

A 1949 In providing the public with picnic facilities, thirty new tables are constructed and forty repaired. In addition, drinking fountains and fire places are erected at a number of parks, including Foster, Weisser, and McMillen Parks.[194]

A 1950 The planting of elm trees is discontinued, but a great deal of trimming and planting of new trees and shrubs of other varieties takes place.[195]

A 1950 A total of 6,860 square feet of chain link fencing are erected as backstops for ball diamonds, square dancing areas, and protective fences at a number of locations, including: Foster Park softball back stop; Foster Park square dance area; McMillen Park Tot Pool fence.[196]

A 1950 The growth of Park and Recreational services increases the amount of painting necessary in Fort Wayne parks. The Weisser Park Comfort Station; McMillen Swimming Pool, Park Storage Garage, Park Bleachers; and Forest Park Comfort Stations are all painted or stained this year.[197]

A 1950 The Superintendent of Parks and City Forester remarks, "It is our belief that 'the family that plays together, stays together'." Although intended for children, playgrounds are intended to be used by entire families together whenever possible.[198]

R/M 1951 Summer. Rudisill and Anthony Boulevards are repaved. Removed pavement is used as fill for new parking lots at the recent McMillen Park addition.[199]

R 1952 July. A letter and drawing from Howard Von Gunten, Superintendent of Parks and City Forester to Mr. Ross, Board of Public Works outlines the location of a proposed gas main along North Anthony Boulevard and along East Rudisill Avenue. The main is located between the boulevard trees and the sidewalk, noting, "if the mains are installed in accordance to the drawings submitted, using a small trencher for excavation, the damage to the trees will be negligible."[200]

A 1954 The Great Storm of July 20, 1954 brings down and damages 4,500 street trees and 1,200 park trees throughout the city of Fort Wayne.[201]

A 1954 Dutch Elm Disease becomes a major threat to elm trees in Fort Wayne. Twenty-three trees die from the disease.[202]

A 1955 The Board of Park Commissioners adopts First Class City Park Law.[203]

A 1955 Dutch Elm Disease increases throughout the city; 324 trees are infected and removed. City trees are sprayed with DDT to combat the spreading disease.[204]

A 1956 The Fort Wayne Park Department celebrates its 50th anniversary.[205]

A 1956 Many American elm *(Ulmus americana)* trees are lost to Dutch elm disease throughout Fort Wayne. The annual Board of Park Commissioners Report notes "The Forestry Department was again compelled to spend a large part of its time attempting to control Dutch Elm Disease and the results have given us some encouragement." Crews treated 15,245 of an estimated 72,000 trees along city streets.[206]

R 1956 An aerial photograph shows Rudisill Boulevard with tree plantings relatively intact. Decline and loss of trees is evident at the center and east end of the street.[207]

R 1956 February. Plans are underway to widen Rudisill Boulevard seven feet on each side between Calhoun Street and Avondale Drive to make it function as a six lane street and to improve the level of service at intersections.[208]

A 1957 DPR offices move from East Berry St. to Jefferson Center. [209]

A 1957 May 26. The dedication of Shoaff Park coincides with the celebration of the 50th anniversary of the DPR. In 1957 the system consists of 47 parks totaling 1,203 acres. Since 1905, 51 percent of parkland has been donated to the city. Full and part-time DPR staff total 225.[210] The 1957 park board consists of Frederick B. Shoaff, Byron F. Novitsky, Helen W. Sweet, and A.W. Kettler Jr. DPR head staff includes Superintendent of Parks Howard Von Gunten and Superintendent of Recreation Marin M. Nading Jr.[211]

A 1957 May 20-26. The 50th Anniversary of the Fort Wayne Park Department is a weeklong celebration. It includes the dedication of Shoaff Park, 169 acres donated by the Board President. The grandchildren of Mr. Shoaff participate in the ceremonies helping to plant an "Anniversary Tree" in the park. Other events are square dancing and a tree planting ceremony in Foster Park and a concert and family outing at McMillen Park.[212]

A 1957 Routine care of 72,000 trees, involving trimming, removal of dead branches, fertilizing, and cutting of dead trees and replanting is undertaken.[213]

A 1958 The Conklin Pavilion in Shoaff Park receives final inspection by the Park Board in May and is dedicated July 18. 196 groups use this facility for a total attendance of 16,263 during 1958. Two other new pavilions are the McMillen Skating Pavilion

and the River Lodge in Shoaff Park. All 21 pavilions are used in 1958 by 130 more groups with an increase in attendance by 3,412 over 1957.[214]

A 1958 July 18. The Guy V. Conklin pavilion in Shoaff Park is formally dedicated as a facility of the Board of Park Commissioners. Baseball facilities in Foster and Weisser Parks are converted in the middle of October to football fields for use by local teams. A field for soccer is laid out in the north-eastern part of McMillen Park.[215]

A 1959 Foster Park contains 251 acres, Shoaff Park 169 acres, McMillen 164 acres, and Weisser Park 20 acres.[216]

A 1959 Use of park pavilions includes 22,789 people at McMillen Park, 20,118 people at Conklin Pavilion at Shoaff Park, 11,534 people at River Lodge Pavilion, 9,285 people at Foster #1, 4,768 people at Foster #3, 3,522 people at Foster #2, and 2,613 at Weisser Park.[217]

R 1960 Circa. Aerial photograph shows Rudisill Boulevard and the Fort Wayne Bible College vicinity. The majority of the trees remain, but some tree loss is noted along the boulevard.[218]

A 1961 Park Commissioner president, Frederick B. Shoaff, dies.[219]

A 1961 The Board of Park Commissioners, Board of Public Works, the Urban Redevelopment Commission, the City Plan Commission, and Fort Wayne Community Schools collaborate to work in parks and playgrounds.[220]

A 1961 Dutch Elm Disease impacts the Fort Wayne Park system. Approximately one-third of trees within the parks are affected by the disease. Of 25,000 elms on city property, 8,500 have died and 3,852 are removed.[221]

A 1961 The Kiwanis Club of Northwest Fort Wayne makes a donation of $110 for tulips to be planted at the Shoaff Park entrance, fifteen memorial trees for Memorial Park by Post 47 and Auxiliary of American Legion, and 750 fingerling bluegill and bass fish for Shoaff Park Lagoon from the State Conservation Department. Members of the Chamber of Commerce who were friends with the late board President, Frederick B. Shoaff, make a donation of$100 for a memorial. [222]

A 1963 DPR goals and objectives are revised. [223]

R 1963 In "A General Development Plan to Guide the Growth of Fort Wayne," published by the City Administration, Rudisill Boulevard is depicted as a major east-west cross-town route with a bridge over the St. Mary's River.[224]

A 1964 Superintendent of Parks & Recreation requests from the Board of Public Works use of the St. Joseph River bank property across the river from Shoaff Park for an enlargement of the city's Day Camp program. The Camp serves 1,100 youngsters

between the ages of nine and twelve at Franke Park, but because that park is becoming "more civilized" it is more appropriate to relocate camp activities. Teenagers over thirteen years of age use Shoaff Park's Psi Otes structure for overnight camping, as well as other "native activities".[225]

A 1966 A total of 5865 elm tree remain in Fort Wayne; 1275 were lost due to Dutch Elm Disease.[226]

R 1966 A plan proposing the signalization of the intersection of Rudisill Boulevard and Hanna Street shows boulevard tree locations in the vicinity. The two outermost rows of trees are offset, creating a staggered tree pattern. Species and diameters at breast height are also noted, ranging from 22 to 36 inch "elms."[227]

A 1967 Total parkland acreage for the City of Fort Wayne reaches 1,640 acres. [228]

A 1967 Approximately 2,000 American elm trees remain on city park property out of the nearly 25,000 that existed in 1958.[229]

A 1967 Camping is a year-round activity in Fort Wayne parks. The department's activities are conducted at Franke and Shoaff Parks as well as the Board of Works area adjacent to the old Robison Park. A significant innovation this year is the nurses-aide training held during the summer program. One of the highlights of the winter program is the election of the king and queen to reign over the annual Burning of the Greens ceremony.[230]

A 1967 The cool weather leads to an overall drop off in swimming pool attendance. Although the special events such as instruction, shows, and competition bring in patrons, the daily regular recreational swimming sessions at the four public pools in Lawton, McMillen, Memorial, and Swinney Parks are not used to full capacity.[231]

R 1968 The first vest pocket park, a small neighborhood lot improved as a modest public park, is developed in Fort Wayne on Lafayette Street. [232]

R 1968 A plan is devised to renew and update the landscape along the boulevard corridors.[233]

A 1970 The DPR participates in the federally-funded Recreation Support Program for Inner-City Youth.[234]

A 1970 Several exterior lighting fixtures are installed in Weisser, McMillen, Foster and Shoaff Parks.[235]

R 1970 41 large street trees are planted along Rudisill and Anthony Boulevards.[236]

A 1971 The Board of Park Commissioners Report states, "The Dutch Elm Disease epidemic is no longer an emergency in Fort Wayne. This year we removed 242 diseased elms."[237]

A 1971 Park Commissioners realize an overall park master plan is needed for the city to get federal funding for park projects.[238]

A 1971 Fort Wayne supplies between 9 and 10 acres per 1,000 people of the city population. Ten acres per 1,000 people is the minimal requirement for city recreational areas, while 15 acres per 1,000 people is optimal.[239]

A 1971 The city park maintenance department notes increased maintenance associated with the par 3 golf courses, and discusses recommendations to cut back mowing and other issues. Increased special events in parks also increases maintenance and the city is "on the alert for larger and faster maintenance equipment, a more complete chemical program, efficient and practical maintenance procedures, and landscapes designed for faster and easier maintenance."[240]

A 1971 An average of over 250 trees are removed from parks per year and the city notes that with "the large open areas in the parks…a tree planting program with specific goals is almost mandatory."[241]

A 1971 Football fields are heavily used at Foster, McMillen, and Weisser Parks. Soccer fields are utilized at McMillen Park, and cross-country courses are used at Shoaff and Foster Parks.[242]

A 1972 The Park Foundation is established to provide funding for capital improvements for the DPR.[243]

A 1972 DPR offices move to the City-County Building.[244]

A 1973 Park maintenance methods and concepts are reorganized.[245]

A 1973 A preliminary draft of the citywide Park Master Plan is complete. The plan directs toward an "orderly acquisition and development program."[246]

R 1973 Aerial photographs show significant tree loss throughout all sections of Rudisill Avenue. Some smaller deciduous trees are seen, replanted to replace the original trees throughout the residential areas of the street. New plantings contain one row of trees and are linear, not staggered, like the historic configuration. No trees are seen along the commercial development areas in the center section of the boulevard.[247]

R 1973 Rudisill Boulevard residents express anger over plans to widen the roadway from 40 to 66 feet between Lafayette Street and Broadway. Some 700 residents signed a petition to protest the action.[248]

A 1974 The DPR adopts an Affirmative Action Policy.[249]

A 1974 A Park Master Plan is presented to the City Council.[250]

R 1975 December 24. The newly installed Town and Country streetlights are illuminated for the first time on Rudisill Boulevard. The $77,500 project is partially paid for by residents of Rudisill Boulevard as part of a package including curbs and sidewalk repairs. Rudisill is the city's first arterial street to have the decorative streetlights.[251]

A 1976 The DPR adopts changes in policy to emphasize fees and make services and programs more financially self-supporting.[252]

R 1976 May 15. Rudisill Mini Park is dedicated as a gift to the city by the Rudisill Association's President, Patricia R. Wuellner, and Director, Dr. Gerald R. McMurtry. Mayor Robert E. Armstrong, Congressman J. Edward Roush, and Superintendent of Park & Recreation Robert C. Arnold, among other civic leaders and councilmen are honored guests at the ceremony.[253]

A 1977 A study of cruising, drinking, and disorderly conduct in city parks drives the acceleration of plans to develop East Swinney to accommodate cruising and other youth activities.[254]

A 1979 The 1979-1983 Park Master Plan is completed and approved by the State Department of Natural Resources, Outdoor Recreation Division.[255] A park user survey finds that the public is in favor of improving the present park system. Results also indicate a desire for more neighborhood parks and special activity areas such as a bicycle racing track.[256]

A 1980 The primary office for the DPR relocates to 705 E. State Boulevard, former site of State Hospital and Training Center, from the City-County Building. [257]

A 1980 The DPR receives the coveted Gold Medal Award for Excellence in the Field of Park and Recreation Management presented by the Sports Foundation, Inc.[258]

A 1981 After 50 years of continuous service, the Park Police operation is disbanded due to budget cuts.[259]

A 1982 March. A massive flood requires the DPR to focus efforts on salvage and clean up.[260]

A/F 1982 Arsonists destroy 10 park structures at an estimated cost of $269,486.[261] Additionally, throughout the summer, vandals cause thousands of dollars in damage to the Foster Park golf course by digging hundreds of holes in the golf greens. Park officials attempt to halt the notion that immigrants caused the damage by digging for worms, a false rumor spread by members of the police department.[262]

A 1984 Rivergreenway is dedicated in June. Improvements and expansion of this trail system continue through the present.[263]

A1987-1988 Dr. Louis Moncrief completes a DPR study characterizing the organization as "park driven." Moncrief recommends that the DPR take steps to become more "market driven." Departmental reorganization and marketing training is completed by 1988. A new marketing philosophy and mission statement are adopted.[264]

A 1989 A new logo is adopted by the DPR.[265]

R 1990 The Forestry Division within the DPR initiates a comprehensive street tree maintenance program whereby trees are trimmed in a strategically planned order, one section of the city at a time.[266]

A 1991 Adopt-a-Greenway program is created, whereby groups agree to clean up a two-mile section of the trail three times a year for two years.[267]

A 1992 A new, system-wide park turf mowing operation is implemented.[268]

A 1996 The DPR enters the information age with a new site on the World Wide Web.[269]

A 1996 The DPR completes Americans with Disabilities Act (ADA) survey of facilities and develops a basic transition plan to become more accessible.[270]

A 1999 Robert C. Arnold, DPR Director from 1954 to 1999, retires and is replaced by Greg Purcell.[271]

A 1999 Friends of the Parks of Allen County, Inc. forms in response to the Franke Park parking expansion controversy. The mission of the not-for-profit organization is to promote the stewardship and celebration of the scenic, historic, and recreational resources of the parks and public spaces in Fort Wayne and Allen County.[272] Founding members include Julie Donnell, Angela Quinn, David Lupke, Darrell Jaggers, Don Cunningham, and Rebecca Pfeiffer.[273]

A 1999 The supervised summer playground program is not conducted for the first time since its inception around 1930.[274]

A 1999 The DPR focuses on city renewal as the Headwaters Park and the Old Fort are officially conveyed to the Park Board from the Board of Works and the Fort Wayne Redevelopment Commission.[275]

R 1999 A center opposing left turn lane is constructed for Rudisill Boulevard at the Hanna Street intersection with the successful result of resolving a chronic accident problem.[276]

A 2000 The DPR joins efforts and funding with Allen County Parks to develop a five-year master plan.[277]

A 2001 January. Greg Purcell resigns as DPR Director. Phil Bennett acts as interim director until Mayor Graham Richard appoints Dianne Hoover in September 2001. Dennis Noak, Superintendent of Conservatory and Horticulture, retires after 33-½ years with the DPR.[278]

A 2002 The Rivergreenway Consortium (a group formed in the late 1970s to promote the Rivergreenway development) changes its name to the Greenway Consortium and expands its focus to trails beyond the rivers. The Consortium presents a Greenway extension plan to the Park Board.[279]

A 2002 Lakeside, Memorial, and Swinney Parks Cultural Landscapes Reports addressing history, evolution, and future directions are completed by LANDSCAPES Landscape Architecture Planning Historic Preservation (now known as Heritage Landscapes).

A 2002 Fall. First phase of the Great Tree Canopy Comeback is implemented in the Fort Wayne Parks system.

A 2003 Summer. An arborist reports that fewer than 20 large American elm trees remain along Fort Wayne city streets.[280]

A 2003 Fall. Second phase of the Great Tree Canopy Comeback is implemented in the Fort Wayne Parks system.

A 2004 April. Emerald Ash Borer (*Agrilus planipennis*) is discovered in a Steuben County campground approximately 40 miles north of Fort Wayne. This destructive beetle was first discovered in June 2002 in southeast Michigan and Windsor, Ontario.[281]

A 2004 The DPR completes a comprehensive strategic master plan, begun in 2002.[282]

A 2004 Greenway/Community Trails Manager position is created to take responsibility for the Rivergreenway and coordinate with other area organizations in trail development.[283]

A 2004 Fall. Third phase of the Great Tree Canopy Comeback is implemented in the Fort Wayne Parks system.

R 2005 Aerial photographs show the expansion and widening of Rudisill Boulevard over time. The center section of the street along the commercial development strip is four lanes with two center turning lanes. The intersection of Rudisill Boulevard and Hanna Street has also been expanded with a turning lane. Almost all original tree plantings along the entire length of the corridor have been lost.[284]

A 2005 The 100th anniversary of the DPR is celebrated with special events and reduced $1.00 admissions scheduled throughout the year.[285]

A 2005 February. Director Dianne Hoover resigns in February. Dave Ridderheim (February-September) and Perry Ehresman (October) serve as interim directors until Al Moll officially takes the position in late October.[286]

A 2005 As part of the 2005 Great Tree Canopy Comeback, 5,240 trees are planted in McMillen, Foster West, Weisser, Kreager and Tillman Parks.[287]

A 2006 The DPR seeks proposals for and commissions Heritage Landscapes for producing Cultural Landscape Reports for Foster, Shoaff, McMillen and Weisser Parks and Rudisill Boulevard.

A 2006 Much of the growth in Fort Wayne parks was due to David N. Foster, Foster Park's namesake along with his twin brother, Samuel M. Foster, who served as Parks Department President from 1905 to 1938 and came to be known as the "father of the Fort Wayne park system". During his tenure, nearly thirty new parks were created. [288]

APPENDIX A: ENDNOTES

FWPR – parks & rec
ACPL-G – library genealogy dept
HC – history center
ARCH

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Appendix B: Tree Inventory Results

A. TREE ASSESSMENT PROTOCOL

Along Rudisill Boulevard trees were identified by genus and species from field observation and keying to botanical sources as required. Heritage Landscapes assessed and mapped free-standing trees along Rudisill Boulevard, using existing plans and the 2003 aerial photograph. Trees were assessed by canopy, trunk, and root condition, those within the ROW given a corresponding code illustrated on the plans, *TAW-2007* and *TAE-2007*. A complete list and discussion of tree species along Rudisill Boulevard is found in Appendix B. Genus and species were noted unless obvious characteristics were able to provide cultivar (cultivated varieties, or cv) information as well. Cultivars are somewhat difficult to determine in the field and planting records or previous tree surveys were not available and may not exist.

The trees were individually assessed for canopy health, trunk diameter and condition, and root growth according to the following code list. Trees with multiple trunks were also noted. Shrubs were identified by genus and species and located on the base map.

Canopy	A	Good: full crown, vigorous growth, no immediate care required
	B	Fair: minor problems, minimal deadwood with a diameter of less than 3 inches, minor pruning recommended
	C	Poor: major problems, deadwood of over 3 inches and up to six branches, major pruning recommended, monitor for hazard, possible removal
	D	Failing: major dieback in crown, near dead, standing dead, hazard to be removed
	E	Dead: stump, fallen tree, or depression (tree identified if possible)
Trunks	1	No visible damage
	2	Damage including wounds, fungus, cracks, or decay
Roots	U	Unrestricted: open
	R	Restricted: Enclosed within 8-10 feet on one sides by roads, sidewalks, buildings, fences, or other substantial objects.
Multiple Trunks	T	Twin: Two trunks that split at or below 4'-3" above ground level.
	M	Multiple: Three or more trunks that split at or below 4'-3" above ground level.

Tree canopies were rated in alphabetical order from A to E. An A-rating indicates trees in good condition with full crowns, vigorous growth and no required maintenance. B-ratings signify canopies with minor problems, such as minimal deadwood of less than three inches in diameter. Routine maintenance pruning will aid health and appearance of B-rated trees. C-ratings are applied to trees when no more than six branches exhibit major deadwood of three to four inch diameters. Pruning should be done for the health, longevity, and hazard control of C-rated trees. A D-rating identifies trees that are standing dead trees or have major dieback in the crown, which indicates trees are in serious decline. An arborist should review D-rated trees for potential removal or significant repair. The E-rating was applied to stumps, fallen trees, or depressions where a tree had been removed, with stumps identified where possible.

Tree trunks were given 1-ratings or 2-ratings. Trunks in good condition with no visible problems or very minor ones that would be outgrown were rated 1. Trunks exhibiting cracks, wounds, or visible decay were rated 2.

Root zones were rated using U for unrestricted space for root growth and R for restricted space. Restriction is usually caused by adjacent sidewalks, roads or buildings and in a few cases by crowding or fencing. The degree of restriction is relative to the mature size and root space requirements of a particular tree. For example, a mature oak will need far more root space than a flowering dogwood. Additional problems such as root girdling were noted when visible and problematic. Generally, a tree with obstacles within 6 to 8 feet received an R rating.

The size of trees was recorded by measuring the diameter at breast height (dbh), which is 1.3 meters, or 4 feet 3 inches above ground level. For trees with multiple stems, the diameter of individual trunks was recorded at dbh and added together to find the total diameter. Multiple-stemmed trees were noted in the code, while single-trunk trees received no notation. If there is an M or T as the digit following the root code, it means the tree has multiple stems. Trees with two trunks that split below dbh, were noted with a T, standing for Twin. Trees with three or more trunks splitting below dbh level were noted with an M, which stands for Multiple.

Each tree was given a three-digit ID number. This number is found at the end of the tree code. Trees were numbered beginning on the south side of Rudisill Boulevard at its western end.. They continue east along the southern side to McMillen Park and then continue west along the boulevard's north side to return to its western end using numbers from 001 to 471. Stumps or depressions with E codes were not given an ID number. The numbers do not run continuously; spaces were left incrementally to allow for additional future tree planting.

When fully inventoried, a coded tree may have a code that consists of 9-12 digits. The first 2 or 3 letters designate the genus and species. The plant list provided in Appendix B keys the genus and species by code. The next 1 or 2 numbers refer to the DBH in inches. For trees with multiple stems, the diameter of individual trunks was recorded at DBH and added together to find the total diameter. The following letter (A-E) shows the condition of the canopy. The next number (1 or 2) refers to the condition of the trunk. The next letter (U or R) designates the condition of the roots. If there is a T following the root code, it means the tree has two stems, if there is an M as following the root code it means the tree has three or more stems. The four-digit number at the end of the

code is its individual identification number. For the example of Ar17B1RT098, Ar is the species of the tree, red maple (*Acer rubrum*), and 17 is the diameter at breast height (DBH) in inches. B denotes a tree canopy in need of minimal pruning, 1 signifies a trunk in good condition, R indicates a restricted root zone, and T means the tree has two main trunks. The last three digits: 098 make up the tree's ID number.

B. ASSESSMENT & INVENTORY RESULTS

A total of 365 trees, stumps, and former tree depressions were recorded, located, and assessed within the Rudisill Boulevard ROW, including a total of 18 different genera and 27 different species. Of these recorded, 11 were assigned to the E category, meaning they were stumps or depressions that remain after a tree has been removed. The E category stumps and depressions were removed from the percentage calculations for trunk condition, root space, diameter and species makeup below, leaving a total of 354 standing trees. Of these, 109, or 30%, are ash. Maples make up the largest percentage of trees along Rudisill Boulevard, with 119 specimens, followed by ash, and then London plane trees with 46 representatives.

In terms of tree health, 48%, or 170 trees were assessed an A rating for canopy health, indicating no remedial work is needed, and little to no deadwood is present. 41%, or 146 trees were rated B, indicating that minor pruning of up to 2" of deadwood is required for the tree to regain full vigor. Loss of canopy vigor and fullness was observed in 10%, or 34 trees which were given a C rating; these trees require significant tree work and maintenance. 3 trees, or 1% were rated D, meaning they are failing, or standing dead, and need to be checked by an arborist for possible removal. 12 stumps and depressions left where stumps were removed were observed along the boulevard, and given an E rating.

Trunk condition was evaluated with a rating of 1 for no damage and 2 for visible damage including wounds, cracks, and fungus. 71%, of standing trees, 250, received a rating of 1. 29%, or 103 trees had visible damage, and received a 2-rating.

Root space was also assessed with a binary rating system, where U means the roots are unrestricted, and R means the tree's roots are restricted within 8 to 10 feet by substantial objects. Root space is unrestricted for 178 trees, or 50%. Along the boulevard, 50%, or 175 trees, had roots restricted by buildings, roads, sidewalks, or other objects that limited the available growing space and soil for the trees' root zone.

Trees were sized by measuring the trunk's dbh. Of the 354 standing trees, 49, or 14% had diameters of 6 inches or less. There are 204 trees, or 58%, sized between 7 and 16 inches. Trees sized between 17 and 26 inches make up the 18% of the boulevard's trees, with 63 trees. 35 trees (10%) are between the diameters of 25 and 36 inches. Only 2 specimens, or 1% are in the oldest and largest group measuring over 36 inches in diameter: a 48-inch pin oak and a 48-inch swamp white oak. 11 stumps or depressions were recorded, and one of the stumps was measured at 31 inches. Trees sized over 30 inches in diameter can be assumed to be over 100 years old, based on a general growth pattern of 3 inches per decade. These oldest, largest trees over 30 inches are listed in descending order of count:

- 4 pin oak *(Quercus palustris)*
- 3 plane tree *(Platanus orientalis)*
- 1 each of swamp white oak *(Quercus bicolor),* American elm *(Ulmus americana),* silver maple *(Acer saccharinum)*

No shrubs were recorded within the Rudisill Boulevard ROW.

C. TREE ASSESSMENT OBSERVATIONS

The variety of tree types represented within the ROW span 18 genera and 27 species. Of these 27 species, 13 are non-cultivars that are native to the Fort Wayne area. 13 species are cultivars or non-native species that were planted along the boulevard to increase species richness and visual appeal of the boulevard. West of Anthony Boulevard the Rudisill is dominated today by plane tree, although younger maple and ash are more plentiful. East of Anthony Boulevard pin oak dominate. This tree suggests an oak dominated forest community at the time of Rudisill Boulevard's construction in 1906, and more specifically a dry-mesic upland forest which is dominated by white oak, black oak, and red oak, with shagbark hickory as a characteristic tree.

Overall, the trees along Rudisill Boulevard are in fair to good condition. 48% of the boulevard trees require no canopy maintenance to ensure their continued health. 41%, are rated B, indicating that minor pruning or tree work is needed, and 10% of the trees are rated C for canopy health, meaning they require significant tree work. The trunks of 71% of the trees show no damage, or have healed minor trunk damage sustained in the past. Half of the trees grow unrestricted without any obstacles within 8-10 feet of their trunks.

Note: See the following pages for the detailed tree assessment charts for Rudisill Boulevard.

Codes for Trees According to Species

Code	Botanical Name	Common Name	Plant Category
Ac	*Acer campestre*	Hedge maple	Deciduous Tree
Ap	*Acer platanoides*	Norway maple	Deciduous Tree
Ar	*Acer rubrum*	Red maple	Deciduous Tree
As	*Acer saccharinum*	Silver maple	Deciduous Tree
Asa	*Acer saccharum*	Sugar maple	Deciduous Tree
Cov	*Carya ovata*	Shagbark hickory	Deciduous Tree
Fsp	*Fraxinus* species	Ash species	Deciduous Tree
Gb	*Ginkgo biloba*	Ginkgo	Deciduous Tree
Gd	*Gymnocaldus dioicus*	Kentucky coffee tree	Deciduous Tree
Gti	*Gleditsia triacanthos* var. *inermis*	Thornless honeylocust	Deciduous Tree
Ls	*Liquidambar styraciflua*	Sweetgum	Deciduous Tree
Lt	*Liriodendron tulipifera*	Tuliptree	Deciduous Tree
Ma	*Morus alba*	White mulberry	Deciduous Tree
Mas	*Malus* species	Crabapple species	Flowering Tree
Mgs	*Magnolia* species	Magnolia species	Flowering Tree
Pc	*Pyrus calleryana* unknown varieties	Callery pear	Deciduous Tree
Pce	*Prunus cerasifera*	Cherry plum	Flowering Tree
Por	*Platanus orientalis*	Plane tree	Deciduous Tree
Qa	*Quercus alba*	White oak	Deciduous Tree
Qb	*Quercus bicolor*	Swamp white oak	Deciduous Tree
Qp	*Quercus palustris*	Pin oak	Deciduous Tree
Qr	*Quercus rubra*	Red oak	Deciduous Tree
Qsp	*Quercus* species	Oak species	Deciduous Tree
Rp	*Robinia pseudoacacia*	Black locust	Deciduous Tree
Ta	*Tilia americana*	American linden	Deciduous Tree
Ua	*Ulmus* americana	American elm	Deciduous Tree
Up	*Ulmus* pumila	Siberian elm	Deciduous Tree
Trees Outside of Rudisill Boulevard 100 Foot Right of Way, on Adjacent Private Property			
Code	**Botanical Name**	**Common Name**	**Plant Category**
Amc	*Amelanchier canadensis*	Shadblow serviceberry	Flowering Tree
Ap	*Acer platanoides*	Norway maple	Deciduous Tree
Apa	*Acer palmatum*	Japanese maple	Flowering Tree
Ar	*Acer rubrum*	Red maple	Deciduous Tree
As	*Acer saccharinum*	Silver maple	Deciduous Tree
Bn	*Betula nigra*	River birch	Deciduous Tree

Code	Botanical Name	Common Name	Plant Category
Bpe	*Betula pendula*	European white birch	Deciduous Tree
Cc	*Cercis canadensis*	Eastern redbud	Deciduous Tree
Cco	*Carya cordiformis*	Bitternut hickory	Deciduous Tree
Cf	*Cornus florida*	Flowering dogwood	Flowering Tree
Cg	*Carya glabra*	Pignut hickory	Deciduous Tree
Cm	*Cornus mas*	Cornelian cherry dogwood	Flowering Tree
Cov	*Carya ovata*	Shagbark hickory	Deciduous Tree
Crs	*Crataegus* species	Hawthorn species	Flowering Tree
Cv	*Crataegus* viridis	Green hawthorn	Flowering Tree
Fs	*Fagus sylvatica*	European beech	Deciduous Tree
Fsp	*Fraxinus* species	Ash species	Deciduous Tree
Gb	*Ginkgo biloba*	Ginkgo	Deciduous Tree
Gti	*Gleditsia triacanthos* var. *inermis*	Thornless honeylocust	Deciduous Tree
Jn	*Juglans nigra*	Black walnut	Deciduous Tree
Jv	*Juniperus virginiana*	Eastern redcedar	Coniferous Tree
Ls	*Liquidambar styraciflua*	Sweetgum	Deciduous Tree
Lt	*Liriodendron tulipifera*	Tuliptree	Deciduous Tree
Ma	*Morus alba*	White mulberry	Deciduous Tree
Mas	*Malus pumila* varieties	Crabapple varieties	Flowering Tree
Mgs	*Magnolia* species	Magnolia species	Flowering Tree
Pa	*Picea abies*	Norway spruce	Coniferous Tree
Pc	*Pyrus calleryana* variety unknown	Callery pear	Deciduous Tree
Pg	*Picea glauca*	White spruce	Coniferous Tree
Por	*Platanus orientalis*	Planetree	Deciduous Tree
Pp	*Picea pungens*	Colorado spruce	Coniferous Tree
Ppe	*Prunus persica*	Common peach	Flowering Tree
Ppg	*Picea pungens glauca*	Blue Colorado spruce	Coniferous Tree
Prs	*Prunus* species	Prunus species	Flowering Tree
Psp	*Prunus subhirtella 'Pendula'*	Weeping Higan cherry	Flowering Tree
Qa	*Quercus alba*	White oak	Deciduous Tree
Qb	*Quercus bicolor*	Swamp white oak	Deciduous Tree
Qp	*Quercus palustris*	Pin oak	Deciduous Tree
Qr	*Quercus rubra*	Red oak	Deciduous Tree
Qv	*Quercus velutina*	Black oak	Deciduous Tree
Rp	*Robinia pseudoacacia*	Black locust	Deciduous Tree
Tc	*Tilia cordata*	Littleleaf linden	Deciduous Tree
Tca	*Taxus cuspidata 'Capitata'*	Cap yew	Coniferous Tree
Tcu	*Taxus cuspidata*	Japanese yew	Coniferous Tree
To	*Thuja occidentalis*	Eastern arborvitae	Coniferous Tree

Code	Botanical Name	Common Name	Plant Category
Ua	*Ulmus americana*	American elm	Deciduous Tree
Up	*Ulmus pumila*	Siberian elm	Deciduous Tree
Usp	*Ulmus* species	Elm species	Deciduous Tree

All Trees Sorted by Size

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Fsp1A1U398	*Fraxinus species*	1	A	1	U	1	398	Deciduous Tree
Fsp1B1U064	*Fraxinus species*	1	B	1	U	1	064	Deciduous Tree
Fsp1B2R357	*Fraxinus species*	1	B	2	R	1	357	Deciduous Tree
Ar2A2U027	*Acer rubrum*	2	A	2	U	1	027	Deciduous Tree
Asa2A1U311	*Acer saccharum*	2	A	1	U	1	311	Deciduous Tree
Asa2A1U319	*Acer saccharum*	2	A	1	U	1	319	Deciduous Tree
Asa2A2U128	*Acer saccharum*	2	A	2	U	1	128	Deciduous Tree
Asa2A2U129	*Acer saccharum*	2	A	2	U	1	129	Deciduous Tree
Asa2A2U317	*Acer saccharum*	2	A	2	U	1	317	Deciduous Tree
Asa2D2U142	*Acer saccharum*	2	D	2	U	1	142	Deciduous Tree
?3E	?	3	E					Stump
Asa3A1U312	*Acer saccharum*	3	A	1	U	1	312	Deciduous Tree
Asa3A1U314	*Acer saccharum*	3	A	1	U	1	314	Deciduous Tree
Asa3A1U320	*Acer saccharum*	3	A	1	U	1	320	Deciduous Tree
Asa3A2U244	*Acer saccharum*	3	A	2	U	1	244	Deciduous Tree
Ap4A1U187	*Acer platanoides*	4	A	1	U	1	187	Deciduous Tree
Ap4A1U328	*Acer platanoides*	4	A	1	U	1	328	Deciduous Tree
Ar4A2U057	*Acer rubrum*	4	A	2	U	1	057	Deciduous Tree
Ar4A2U193	*Acer rubrum*	4	A	2	U	1	193	Deciduous Tree
Ar4B2U416	*Acer rubrum*	4	A	2	U	1	416	Deciduous Tree
Asa4A2U470	*Acer saccharum*	4	A	2	U	1	470	Deciduous Tree
Fsp4B1U022	*Fraxinus species*	4	B	1	U	1	022	Deciduous Tree
Gti14A1U191	*Gleditsia triacanthos var inermis*	4	B	1	U	1	191	Deciduous Tree
Ap5A1U327	*Acer platanoides*	5	A	1	U	1	327	Deciduous Tree
Ar5A2U081	*Acer rubrum*	5	A	2	U	1	081	Deciduous Tree
Asa5A1U176	*Acer saccharum*	5	A	1	U	1	176	Deciduous Tree
Fsp5A1U393	*Fraxinus species*	5	A	1	U	1	393	Deciduous Tree
Gti5B1U431	*Gleditsia triacanthos var inermis*	5	B	1	U	1	431	Deciduous Tree
Pc5A2U163	*Pyrus calleryana* variety unknown	5	A	2	U	1	163	Deciduous Tree
Ap6A1U364	*Acer platanoides*	6	A	1	U	1	364	Deciduous Tree
Ar6A1R082	*Acer rubrum*	6	A	1	R	1	082	Deciduous Tree
Ar6A1R083	*Acer rubrum*	6	A	1	R	1	083	Deciduous Tree
Ar6A1R363	*Acer rubrum*	6	A	1	R	1	363	Deciduous Tree
Ar6A1U036	*Acer rubrum*	6	A	1	U	1	036	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
As6B2U124	*Acer saccharinum*	6	B	2	U	1	124	Deciduous Tree
Asa6A1U003	*Acer saccharum*	6	A	1	U	1	003	Deciduous Tree
Asa6A1U412	*Acer saccharum*	6	A	1	U	1	412	Deciduous Tree
Asa6A2U150	*Acer saccharum*	6	A	2	U	1	150	Deciduous Tree
Asa6A2U186	*Acer saccharum*	6	A	2	U	1	186	Deciduous Tree
Asa6B2U164	*Acer saccharum*	6	B	2	U	1	164	Deciduous Tree
Asa6D2U185	*Acer saccharum*	6	D	2	U	1	185	Deciduous Tree
Fsp6A1R111	*Fraxinus species*	6	A	1	R	1	111	Deciduous Tree
Fsp6A1R337	*Fraxinus species*	6	A	1	R	1	337	Deciduous Tree
Fsp6A1U387	*Fraxinus species*	6	A	1	U	1	387	Deciduous Tree
Gti16A2R257	*Gleditsia triacanthos var inermis*	6	A	2	R	1	257	Deciduous Tree
Mas6B2U459	*Malus pumila* variety	6	B	2	U	1	459	Flowering Tree
Pc6A1U116	*Pyrus calleryana* variety unknown	6	A	1	U	1	116	Deciduous Tree
Pc6A1U117	*Pyrus calleryana* variety unknown	6	A	1	U	1	117	Deciduous Tree
Pc6A1U118	*Pyrus calleryana* variety unknown	6	A	1	U	1	118	Deciduous Tree
Pc6A2R086	*Pyrus calleryana* variety unknown	6	A	2	R	1	086	Deciduous Tree
?7E	?	7	E					Stump
Ap7A1U437	*Acer platanoides*	7	A	1	U	1	437	Deciduous Tree
Ar7A1R188	*Acer rubrum*	7	A	1	R	1	188	Deciduous Tree
Ar7A1R413	*Acer rubrum*	7	A	1	R	1	413	Deciduous Tree
Ar7A2U035	*Acer rubrum*	7	A	2	U	1	035	Deciduous Tree
Ar7B2U469	*Acer rubrum*	7	B	2	U	1	469	Deciduous Tree
As7B1U290	*Acer saccharinum*	7	B	1	U	1	290	Deciduous Tree
Asa7A2U262	*Acer saccharum*	7	A	2	U	1	262	Deciduous Tree
Asa7B2R310	*Acer saccharum*	7	B	2	R	1	310	Deciduous Tree
Fsp7A1R110	*Fraxinus species*	7	A	1	R	1	110	Deciduous Tree
Fsp7A1R338	*Fraxinus species*	7	A	1	R	1	338	Deciduous Tree
Fsp7A1R346	*Fraxinus species*	7	A	1	R	1	346	Deciduous Tree
Fsp7A1U015	*Fraxinus species*	7	A	1	U	1	015	Deciduous Tree
Fsp7A1U024	*Fraxinus species*	7	A	1	U	1	024	Deciduous Tree
Fsp7A1U391	*Fraxinus species*	7	A	1	U	1	391	Deciduous Tree
Fsp7A1U400	*Fraxinus species*	7	A	1	U	1	400	Deciduous Tree
Fsp7A1U421	*Fraxinus species*	7	A	1	U	1	421	Deciduous Tree
Fsp7B1U415	*Fraxinus species*	7	B	1	U	1	415	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Fsp7C2U427	*Fraxinus species*	7	C	2	U	1	427	Deciduous Tree
Gb7A1U462	*Ginkgo biloba*	7	A	1	U	1	462	Deciduous Tree
Gti17A2U323	*Gleditsia triacanthos var inermis*	7	A	2	U	1	323	Deciduous Tree
Gti17B1R300	*Gleditsia triacanthos var inermis*	7	B	1	R	1	300	Deciduous Tree
Gti17B1R306	*Gleditsia triacanthos var inermis*	7	B	1	R	1	306	Deciduous Tree
Gti17B2R178	*Gleditsia triacanthos var inermis*	7	B	2	R	1	178	Deciduous Tree
Gti7B1U121	*Gleditsia triacanthos var inermis*	7	B	1	U	1	121	Deciduous Tree
Ap8B2U147	*Acer platanoides*	8	B	2	U	1	147	Deciduous Tree
Ap8D1U433	*Acer platanoides*	8	D	1	U	1	433	Deciduous Tree
Ar8B2U131	*Acer rubrum*	8	B	2	U	1	131	Deciduous Tree
Asa8A2U467	*Acer saccharum*	8	A	2	U	1	467	Deciduous Tree
Fsp8A1R099	*Fraxinus species*	8	A	1	R	1	099	Deciduous Tree
Fsp8A1R106	*Fraxinus species*	8	A	1	R	1	106	Deciduous Tree
Fsp8A1R107	*Fraxinus species*	8	A	1	R	1	107	Deciduous Tree
Fsp8A1U026	*Fraxinus species*	8	A	1	U	1	026	Deciduous Tree
Fsp8A1U399	*Fraxinus species*	8	A	1	U	1	399	Deciduous Tree
Fsp8A2R090	*Fraxinus species*	8	A	2	R	1	090	Deciduous Tree
Fsp8A2R108	*Fraxinus species*	8	A	2	R	1	108	Deciduous Tree
Fsp8B1U417	*Fraxinus species*	8	B	1	U	1	417	Deciduous Tree
Pc8A1U115	*Pyrus calleryana* variety unknown	8	A	1	U	1	115	Deciduous Tree
Pc8B1R087	*Pyrus calleryana* variety unknown	8	B	1	R	1	087	Deciduous Tree
Qp8A1R169	*Quercus palustris*	8	A	1	R	1	169	Deciduous Tree
Qr8B1U460	*Quercus rubra*	8	B	1	U	1	460	Deciduous Tree
Up8B1R255	*Ulmus pumila*	8	B	1	R	1	255	Deciduous Tree
Ar9A1U375	*Acer rubrum*	9	A	1	U	1	375	Deciduous Tree
Ar9B2R130	*Acer rubrum*	9	B	2	R	1	130	Deciduous Tree
Ar9B2U307	*Acer rubrum*	9	B	2	U	1	307	Deciduous Tree
As9B2U144	*Acer saccharinum*	9	B	2	U	1	144	Deciduous Tree
Asa9A2U049	*Acer saccharum*	9	A	2	U	1	049	Deciduous Tree
Asa9B1R273	*Acer saccharum*	9	B	1	R	1	273	Deciduous Tree
Asa9B1R381	*Acer saccharum*	9	B	1	R	1	381	Deciduous Tree
Asa9B1U007	*Acer saccharum*	9	B	1	U	1	007	Deciduous Tree
Asa9B1U407	*Acer saccharum*	9	B	1	U	1	407	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Fsp9A1R088	*Fraxinus species*	9	A	1	R	1	088	Deciduous Tree
Fsp9A1R089	*Fraxinus species*	9	A	1	R	1	089	Deciduous Tree
Fsp9A1R093	*Fraxinus species*	9	A	1	R	1	093	Deciduous Tree
Fsp9A1R109	*Fraxinus species*	9	A	1	R	1	109	Deciduous Tree
Fsp9A1R335	*Fraxinus species*	9	A	1	R	1	335	Deciduous Tree
Fsp9A1R339	*Fraxinus species*	9	A	1	R	1	339	Deciduous Tree
Fsp9A1R342	*Fraxinus species*	9	A	1	R	1	342	Deciduous Tree
Fsp9A1R344	*Fraxinus species*	9	A	1	R	1	344	Deciduous Tree
Fsp9A1R350	*Fraxinus species*	9	A	1	R	1	350	Deciduous Tree
Fsp9A1U011	*Fraxinus species*	9	A	1	U	1	011	Deciduous Tree
Fsp9A1U038	*Fraxinus species*	9	A	1	U	1	038	Deciduous Tree
Fsp9A1U382	*Fraxinus species*	9	A	1	U	1	382	Deciduous Tree
Fsp9A1U418	*Fraxinus species*	9	A	1	U	1	418	Deciduous Tree
Fsp9A1U446	*Fraxinus species*	9	A	1	U	1	446	Deciduous Tree
Fsp9A2R334	*Fraxinus species*	9	A	2	R	1	334	Deciduous Tree
Fsp9B1U422	*Fraxinus species*	9	B	1	U	1	422	Deciduous Tree
Gti9B1U267	*Gleditsia triacanthos var inermis*	9	B	1	U	1	267	Deciduous Tree
Ma9A1RT184	*Morus alba*	9	A	1	R	2	184	Deciduous Tree
Pce9B1U183	*Prunus cerasifera*	9	B	1	U	1	183	Flowering Tree
Pc9A1R359	*Pyrus calleryana* variety unknown	9	A	1	R	1	359	Deciduous Tree
Pc9B1R331	*Pyrus calleryana* variety unknown	9	B	1	R	1	331	Deciduous Tree
Ap10B1U156	*Acer platanoides*	10	B	1	U	1	156	Deciduous Tree
Ap10C2U272	*Acer platanoides*	10	C	2	U	1	272	Deciduous Tree
Ar10A1U366	*Acer rubrum*	10	A	1	U	1	366	Deciduous Tree
Ar10A2R236	*Acer rubrum*	10	A	2	R	1	236	Deciduous Tree
Ar10A2U056	*Acer rubrum*	10	A	2	U	1	056	Deciduous Tree
As10A1U037	*Acer saccharinum*	10	A	1	U	1	037	Deciduous Tree
Asa10A2U171	*Acer saccharum*	10	A	2	U	1	171	Deciduous Tree
Asa10B1U268	*Acer saccharum*	10	B	1	U	1	268	Deciduous Tree
Asa10C2U157	*Acer saccharum*	10	C	2	U	1	157	Deciduous Tree
Fsp10A1R050	*Fraxinus species*	10	A	1	R	1	050	Deciduous Tree
Fsp10A1R091	*Fraxinus species*	10	A	1	R	1	091	Deciduous Tree
Fsp10A1R096	*Fraxinus species*	10	A	1	R	1	096	Deciduous Tree
Fsp10A1R336	*Fraxinus species*	10	A	1	R	1	336	Deciduous Tree
Fsp10A1R340	*Fraxinus species*	10	A	1	R	1	340	Deciduous Tree
Fsp10A1R347	*Fraxinus species*	10	A	1	R	1	347	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Fsp10A1U018	*Fraxinus species*	10	A	1	U	1	018	Deciduous Tree
Fsp10A1U019	*Fraxinus species*	10	A	1	U	1	019	Deciduous Tree
Fsp10A1U028	*Fraxinus species*	10	A	1	U	1	028	Deciduous Tree
Fsp10A1U424	*Fraxinus species*	10	A	1	U	1	424	Deciduous Tree
Fsp10A1U425	*Fraxinus species*	10	A	1	U	1	425	Deciduous Tree
Fsp10A2R094	*Fraxinus species*	10	A	2	R	1	094	Deciduous Tree
Fsp10A2R097	*Fraxinus species*	10	A	2	R	1	097	Deciduous Tree
Fsp10A2R356	*Fraxinus species*	10	A	2	R	1	356	Deciduous Tree
Fsp10B1U021	*Fraxinus species*	10	B	1	U	1	021	Deciduous Tree
Fsp10B2R343	*Fraxinus species*	10	B	2	R	1	343	Deciduous Tree
Fsp10B2U419	*Fraxinus species*	10	B	2	U	1	419	Deciduous Tree
Gti10A1U265	*Gleditsia triacanthos var inermis*	10	A	1	U	1	265	Deciduous Tree
Gti10A1U266	*Gleditsia triacanthos var inermis*	10	A	1	U	1	266	Deciduous Tree
Pc10A1R332	*Pyrus calleryana* variety unknown	10	A	1	R	1	332	Deciduous Tree
Pc10A1R360	*Pyrus calleryana* variety unknown	10	A	1	R	1	360	Deciduous Tree
Pc10A1R361	*Pyrus calleryana* variety unknown	10	A	1	R	1	361	Deciduous Tree
Pc10A2R358	*Pyrus calleryana* variety unknown	10	A	2	R	1	358	Deciduous Tree
Pc10B1R085	*Pyrus calleryana* variety unknown	10	B	1	R	1	085	Deciduous Tree
Pc10B2R084	*Pyrus calleryana* variety unknown	10	B	2	R	1	084	Deciduous Tree
Qp10B1U168	*Quercus palustris*	10	B	1	U	1	168	Deciduous Tree
Ap11A1U243	*Acer platanoides*	11	A	1	U	1	243	Deciduous Tree
Ar11A2U058	*Acer rubrum*	11	A	2	U	1	058	Deciduous Tree
Ar11A2U195	*Acer rubrum*	11	A	2	U	1	195	Deciduous Tree
Ar11B1U465	*Acer rubrum*	11	B	1	U	1	465	Deciduous Tree
Asa11A1U180	*Acer saccharum*	11	A	1	U	1	180	Deciduous Tree
Asa11A2U177	*Acer saccharum*	11	A	2	U	1	177	Deciduous Tree
Fsp11A1R039	*Fraxinus species*	11	A	1	R	1	039	Deciduous Tree
Fsp11A1R349	*Fraxinus species*	11	A	1	R	1	349	Deciduous Tree
Fsp11A1U059	*Fraxinus species*	11	A	1	U	1	059	Deciduous Tree
Fsp11A1U060	*Fraxinus species*	11	A	1	U	1	060	Deciduous Tree
Fsp11A1U061	*Fraxinus species*	11	A	1	U	1	061	Deciduous Tree
Fsp11A1U289	*Fraxinus species*	11	A	1	U	1	289	Deciduous Tree
Fsp11A1U388	*Fraxinus species*	11	A	1	U	1	388	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Fsp11A1U408	*Fraxinus species*	11	A	1	U	1	408	Deciduous Tree
Fsp11A1U428	*Fraxinus species*	11	A	1	U	1	428	Deciduous Tree
Fsp11A2R092	*Fraxinus species*	11	A	2	R	1	092	Deciduous Tree
Fsp11A2R100	*Fraxinus species*	11	A	2	R	1	100	Deciduous Tree
Gti11A1U264	*Gleditsia triacanthos var inermis*	11	A	1	U	1	264	Deciduous Tree
Gti11B1U165	*Gleditsia triacanthos var inermis*	11	B	1	U	1	165	Deciduous Tree
Lt11B1U445	*Liriodendron tulipifera*	11	B	1	U	1	445	Deciduous Tree
Mgs11A2U143	*Magnolia species*	11	A	2	U	1	143	Flowering Tree
Pc11A1U114	*Pyrus calleryana* variety unknown	11	A	1	U	1	114	Deciduous Tree
Ap12B1U148	*Acer platanoides*	12	B	1	U	1	148	Deciduous Tree
Ap12B1U450	*Acer platanoides*	12	B	1	U	1	450	Deciduous Tree
Ap12B2R251	*Acer platanoides*	12	B	2	R	1	251	Deciduous Tree
Ap12B2R252	*Acer platanoides*	12	B	2	R	1	252	Deciduous Tree
Ap12B2R279	*Acer platanoides*	12	B	2	R	1	279	Deciduous Tree
Ar12B1R221	*Acer rubrum*	12	B	1	R	1	221	Deciduous Tree
Ar12B1U002	*Acer rubrum*	12	B	1	U	1	002	Deciduous Tree
Ar12B2R217	*Acer rubrum*	12	B	2	R	1	217	Deciduous Tree
Ar12B2U365	*Acer rubrum*	12	B	2	U	1	365	Deciduous Tree
Ar12B2U429	*Acer rubrum*	12	B	2	U	1	429	Deciduous Tree
Ar12B2U430	*Acer rubrum*	12	B	2	U	1	430	Deciduous Tree
As12C2R234	*Acer saccharinum*	12	C	2	R	1	234	Deciduous Tree
Asa12A2U240	*Acer saccharum*	12	A	2	U	1	240	Deciduous Tree
Asa12B1U190	*Acer saccharum*	12	B	1	U	1	190	Deciduous Tree
Fsp12A1R095	*Fraxinus species*	12	A	1	R	1	095	Deciduous Tree
Fsp12A1U008	*Fraxinus species*	12	A	1	U	1	008	Deciduous Tree
Fsp12A1U420	*Fraxinus species*	12	A	1	U	1	420	Deciduous Tree
Fsp12A1U423	*Fraxinus species*	12	A	1	U	1	423	Deciduous Tree
Fsp12A2U044	*Fraxinus species*	12	A	2	U	1	044	Deciduous Tree
Fsp12B2U043	*Fraxinus species*	12	B	2	U	1	043	Deciduous Tree
Fsp12C1U432	*Fraxinus species*	12	C	1	U	1	432	Deciduous Tree
Fsp12C1U442	*Fraxinus species*	12	C	1	U	1	442	Deciduous Tree
Fsp12C2R233	*Fraxinus species*	12	C	2	R	1	233	Deciduous Tree
Gb12A2U139	*Ginkgo biloba*	12	A	2	U	1	139	Deciduous Tree
Gti12B1U122	*Gleditsia triacanthos var inermis*	12	B	1	U	1	122	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Por12B1R162	*Platanus orientalis*	12	B	1	R	1	162	Deciduous Tree
Pc12A1R113	*Pyrus calleryana* variety unknown	12	A	1	R	1	113	Deciduous Tree
Pc12B1R333	*Pyrus calleryana* variety unknown	12	B	1	R	1	333	Deciduous Tree
Ap13B1R070	*Acer platanoides*	13	B	1	R	1	070	Deciduous Tree
Ar13B1U324	*Acer rubrum*	13	B	1	U	1	324	Deciduous Tree
Ar13B1U378	*Acer rubrum*	13	B	1	U	1	378	Deciduous Tree
As13B1R288	*Acer saccharinum*	13	B	1	R	1	288	Deciduous Tree
Fsp13B1R250	*Fraxinus species*	13	B	1	R	1	250	Deciduous Tree
Fsp13B1R406	*Fraxinus species*	13	B	1	R	1	406	Deciduous Tree
Fsp13C2R230	*Fraxinus species*	13	C	2	R	1	230	Deciduous Tree
Fsp13C2R284	*Fraxinus species*	13	C	2	R	1	284	Deciduous Tree
Gd13B2U158	*Gymnocladus dioicus*	13	B	2	U	1	158	Deciduous Tree
Por16B2R293	*Platanus orientalis*	13	B	2	R	1	293	Deciduous Tree
Por18A1R373	*Platanus orientalis*	13	A	1	R	1	373	Deciduous Tree
Por18B1R076	*Platanus orientalis*	13	B	1	R	1	076	Deciduous Tree
Por18B1R368	*Platanus orientalis*	13	B	1	R	1	368	Deciduous Tree
Por18B1R371	*Platanus orientalis*	13	B	1	R	1	371	Deciduous Tree
Ar14A1U023	*Acer rubrum*	14	A	1	U	1	023	Deciduous Tree
Ar14A2U041	*Acer rubrum*	14	A	2	U	1	041	Deciduous Tree
Asa14A1U194	*Acer saccharum*	14	A	1	U	1	194	Deciduous Tree
Asa14B2U009	*Acer saccharum*	14	B	2	U	1	009	Deciduous Tree
Fsp14A1U385	*Fraxinus species*	14	A	1	U	1	385	Deciduous Tree
Fsp14A1U386	*Fraxinus species*	14	A	1	U	1	386	Deciduous Tree
Fsp14A1U456	*Fraxinus species*	14	A	1	U	1	456	Deciduous Tree
Ap15B1R260	*Acer platanoides*	15	B	1	R	1	260	Deciduous Tree
Ar15B2R006	*Acer rubrum*	15	B	2	R	1	006	Deciduous Tree
Ar15B2R218	*Acer rubrum*	15	B	2	R	1	218	Deciduous Tree
As15C1R200	*Acer saccharinum*	15	C	1	R	1	200	Deciduous Tree
Asa15A1R248	*Acer saccharum*	15	A	1	R	1	248	Deciduous Tree
Asa15C1U136	*Acer saccharum*	15	C	1	U	1	136	Deciduous Tree
Fsp15A1R313	*Fraxinus species*	15	A	1	R	1	313	Deciduous Tree
Fsp15A2U065	*Fraxinus species*	15	A	2	U	1	065	Deciduous Tree
Gti15B1R242	*Gleditsia triacanthos var inermis*	15	B	1	R	1	242	Deciduous Tree
Por15B1R271	*Platanus orientalis*	15	B	1	R	1	271	Deciduous Tree
Pc15A1R362	*Pyrus calleryana* variety unknown	15	A	1	R	1	362	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Qp15B1R210	*Quercus palustris*	15	B	1	R	1	210	Deciduous Tree
Qp15B1R211	*Quercus palustris*	15	B	1	R	1	211	Deciduous Tree
Rp15B2R448	*Robinia pseudoacacia*	15	B	2	R	1	448	Deciduous Tree
Ar16B1U274	*Acer rubrum*	16	B	1	U	1	274	Deciduous Tree
As16B1U286	*Acer saccharinum*	16	B	1	U	1	286	Deciduous Tree
Asa16A1U170	*Acer saccharum*	16	A	1	U	1	170	Deciduous Tree
Asa16B2U010	*Acer saccharum*	16	B	2	U	1	010	Deciduous Tree
Fsp16A1R034	*Fraxinus species*	16	A	1	R	1	034	Deciduous Tree
Fsp16A1R439	*Fraxinus species*	16	A	1	R	1	439	Deciduous Tree
Fsp16A1U047	*Fraxinus species*	16	A	1	U	1	047	Deciduous Tree
Fsp16A1U256	*Fraxinus species*	16	A	1	U	1	256	Deciduous Tree
Fsp16A1U441	*Fraxinus species*	16	A	1	U	1	441	Deciduous Tree
Fsp16B1U014	*Fraxinus species*	16	B	1	U	1	014	Deciduous Tree
Fsp16B1U282	*Fraxinus species*	16	B	1	U	1	282	Deciduous Tree
Fsp16B1U283	*Fraxinus species*	16	B	1	U	1	283	Deciduous Tree
Mas16B2R376	*Malus pumila* variety	16	B	2	R	1	376	Flowering Tree
As17C1R208	*Acer saccharinum*	17	C	1	R	1	208	Deciduous Tree
Fsp17A1R033	*Fraxinus species*	17	A	1	R	1	033	Deciduous Tree
Fsp17A1U046	*Fraxinus species*	17	A	1	U	1	046	Deciduous Tree
Fsp17A1U392	*Fraxinus species*	17	A	1	U	1	392	Deciduous Tree
As18B1U281	*Acer saccharinum*	18	B	1	U	1	281	Deciduous Tree
As18C2R235	*Acer saccharinum*	18	C	2	R	1	235	Deciduous Tree
Fsp18A1U013	*Fraxinus species*	18	A	1	U	1	013	Deciduous Tree
Fsp18A1U447	*Fraxinus species*	18	A	1	U	1	447	Deciduous Tree
Fsp18B1R017	*Fraxinus species*	18	B	1	R	1	017	Deciduous Tree
Fsp18B1R440	*Fraxinus species*	18	B	1	R	1	440	Deciduous Tree
Ls18A1U458	*Liquidambar styraciflua*	18	A	1	U	1	458	Deciduous Tree
Ls18B1R214	*Liquidambar styraciflua*	18	B	1	R	1	214	Deciduous Tree
Por18B1R372	*Platanus orientalis*	18	B	1	R	1	372	Deciduous Tree
Qa18B1R052	*Quercus alba*	18	B	1	R	1	052	Deciduous Tree
Ap19B1R261	*Acer platanoides*	19	B	1	R	1	261	Deciduous Tree
As19C1R206	*Acer saccharinum*	19	C	1	R	1	206	Deciduous Tree
Fsp19A1U071	*Fraxinus species*	19	A	1	U	1	071	Deciduous Tree
Ls19B1R213	*Liquidambar styraciflua*	19	B	1	R	1	213	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Por19B1R072	*Platanus orientalis*	19	B	1	R	1	072	Deciduous Tree
Por19B1R133	*Platanus orientalis*	19	B	1	R	1	133	Deciduous Tree
Por19B1R294	*Platanus orientalis*	19	B	1	R	1	294	Deciduous Tree
Ua19B2R074	*Ulmus americana*	19	B	2	R	1	074	Deciduous Tree
As20C1R199	*Acer saccharinum*	20	C	1	R	1	199	Deciduous Tree
As20C1U202	*Acer saccharinum*	20	C	1	U	1	202	Deciduous Tree
Fsp20A1U259	*Fraxinus species*	20	A	1	U	1	259	Deciduous Tree
Ls20A1R151	*Liquidambar styraciflua*	20	A	1	R	1	151	Deciduous Tree
Por20B1R396	*Platanus orientalis*	20	B	1	R	1	396	Deciduous Tree
Por20C1R370	*Platanus orientalis*	20	C	1	R	1	370	Deciduous Tree
Up20C2R287	*Ulmus pumila*	20	C	2	R	1	287	Deciduous Tree
As21B1U326	*Acer saccharinum*	21	B	1	U	1	326	Deciduous Tree
Rp21B1UT449	*Robinia pseudoacacia*	21	B	1	U	2	449	Deciduous Tree
Gti22A1U258	*Gleditsia triacanthos var inermis*	22	A	1	U	1	258	Deciduous Tree
Por22B1R063	*Platanus orientalis*	22	B	1	R	1	063	Deciduous Tree
Por22B1R068	*Platanus orientalis*	22	B	1	R	1	068	Deciduous Tree
Por22B1R278	*Platanus orientalis*	22	B	1	R	1	278	Deciduous Tree
Por22B2R274	*Platanus orientalis*	22	B	2	R	1	274	Deciduous Tree
Ta22B1R181	*Tilia americana*	22	B	1	R	1	181	Deciduous Tree
Ap23B1U005	*Acer platanoides*	23	B	1	U	1	005	Deciduous Tree
Ar23A1R466	*Acer rubrum*	23	A	1	R	1	466	Deciduous Tree
As23A1U167	*Acer saccharinum*	23	A	1	U	1	167	Deciduous Tree
Gti23B1U296	*Gleditsia triacanthos var inermis*	23	B	1	U	1	296	Deciduous Tree
Por23A2R004	*Platanus orientalis*	23	A	2	R	1	004	Deciduous Tree
Por23B1R067	*Platanus orientalis*	23	B	1	R	1	067	Deciduous Tree
Por23B1R161	*Platanus orientalis*	23	B	1	R	1	161	Deciduous Tree
Por23B1R367	*Platanus orientalis*	23	B	1	R	1	367	Deciduous Tree
Por23B1R377	*Platanus orientalis*	23	B	1	R	1	377	Deciduous Tree
Por23B1R383	*Platanus orientalis*	23	B	1	R	1	383	Deciduous Tree
Por23B1R384	*Platanus orientalis*	23	B	1	R	1	384	Deciduous Tree
Por23B1R397	*Platanus orientalis*	23	B	1	R	1	397	Deciduous Tree
Por23C1R075	*Platanus orientalis*	23	C	1	R	1	075	Deciduous Tree
Por23C1R280	*Platanus orientalis*	23	C	1	R	1	280	Deciduous Tree
Qp23C1R212	*Quercus palustris*	23	C	1	R	1	212	Deciduous Tree
Ar24A1U468	*Acer rubrum*	24	A	1	U	1	468	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
As24B1R197	*Acer saccharinum*	24	B	1	R	1	197	Deciduous Tree
As24BRU138	*Acer saccharinum*	24	B	2	R	1	138	Deciduous Tree
As24C1U245	*Acer saccharinum*	24	C	1	U	1	245	Deciduous Tree
Fsp24A1U457	*Fraxinus species*	24	A	1	U	1	457	Deciduous Tree
Fsp24B1U012	*Fraxinus species*	24	B	1	U	1	012	Deciduous Tree
Por24B1R160	*Platanus orientalis*	24	B	1	R	1	160	Deciduous Tree
Por24B1R270	*Platanus orientalis*	24	B	1	R	1	270	Deciduous Tree
Por24B1R369	*Platanus orientalis*	24	B	1	R	1	369	Deciduous Tree
Qp24C1R223	*Quercus palustris*	24	C	1	R	1	223	Deciduous Tree
Ua24B2R434	*Ulmus americana*	24	B	2	R	1	434	Deciduous Tree
As25B2RT298	*Acer saccharinum*	25	B	2	R	2	298	Deciduous Tree
As25C1R198	*Acer saccharinum*	25	C	1	R	1	198	Deciduous Tree
As25C2R126	*Acer saccharinum*	25	C	2	R	1	126	Deciduous Tree
Fsp25A1U295	*Fraxinus species*	25	A	1	U	1	295	Deciduous Tree
Gti25B2UT299	*Gleditsia triacanthos var inermis*	25	B	2	U	2	299	Deciduous Tree
Por25B1R066	*Platanus orientalis*	25	B	1	R	1	066	Deciduous Tree
Por25B1R297	*Platanus orientalis*	25	B	1	R	1	297	Deciduous Tree
Por25B1R390	*Platanus orientalis*	25	B	1	R	1	390	Deciduous Tree
Por25B2R137	*Platanus orientalis*	25	B	2	R	1	137	Deciduous Tree
Por25C2R069	*Platanus orientalis*	25	C	2	R	1	069	Deciduous Tree
Ua25B1R016	*Ulmus americana*	25	B	1	R	1	016	Deciduous Tree
Por26B1R268	*Platanus orientalis*	26	B	1	R	1	268	Deciduous Tree
Por26B2R062	*Platanus orientalis*	26	B	2	R	1	062	Deciduous Tree
Ua26B2R080	*Ulmus americana*	26	B	2	R	1	080	Deciduous Tree
Por27B1R045	*Platanus orientalis*	27	B	1	R	1	045	Deciduous Tree
Por27B1R275	*Platanus orientalis*	27	B	1	R	1	275	Deciduous Tree
Por27B2R020	*Platanus orientalis*	27	B	2	R	1	020	Deciduous Tree
Por27C1R135	*Platanus orientalis*	27	C	1	R	1	135	Deciduous Tree
Ua28B2R290	*Ulmus americana*	28	B	2	R	1	290	Deciduous Tree
Ua28C1R134	*Ulmus americana*	28	C	1	R	1	134	Deciduous Tree
Cov29C1U435	*Carya ovata*	29	C	1	U	1	435	Deciduous Tree
Fsp29B2U463	*Fraxinus species*	29	B	2	U	1	463	Deciduous Tree
Por29B1R379	*Platanus orientalis*	29	B	1	R	1	379	Deciduous Tree
Por29C2R309	*Platanus orientalis*	29	C	2	R	1	309	Deciduous Tree
Ua29A1R025	*Ulmus americana*	29	A	1	R	1	025	Deciduous Tree
As30B1R444	*Acer saccharinum*	30	B	1	R	1	444	Deciduous Tree
Ua30B1R438	*Ulmus americana*	30	B	1	R	1	438	Deciduous Tree

Code	Plant Name	DBH	Crown	Trunk	Roots	No. of stems	ID #	Plant Category
Por31B1R146	*Platanus orientalis*	31	B	1	R	1	146	Deciduous Tree
Por31B2R464	*Platanus orientalis*	31	B	2	R	1	464	Deciduous Tree
Por31E	*Platanus orientalis*	31	E					Deciduous Tree
As32B1R207	*Acer saccharinum*	32	B	1	R	1	207	Deciduous Tree
Por32B2UM325	*Platanus orientalis*	32	B	2	U	M	325	Deciduous Tree
Qp32B1R222	*Quercus palustris*	32	B	1	R	1	222	Deciduous Tree
Qp32C1R219	*Quercus palustris*	32	C	1	R	1	219	Deciduous Tree
Ua32C2R249	*Ulmus americana*	32	C	2	R	1	249	Deciduous Tree
Qp36A1R220	*Quercus palustris*	36	A	1	R	1	220	Deciduous Tree
Qb48C2R231	*Quercus bicolor*	48	C	2	R	1	231	Deciduous Tree
Qp48C1R201	*Quercus palustris*	48	C	1	R	1	201	Deciduous Tree
Dep	Former tree							Depression
Dep								Depression
Dep								Depression
Dep								Depression
Dep								Depression
Dep								Depression
Dep								Depression
Dep								Depression
Dep								Depression

Appendix C: User Survey Form & Results
East & West Rudisill Boulevard

EAST RUDISILL BOULEVARD

Total Surveys Collected	**22**

What is your age range?	Count	%
A. 10-16	3	13.6%
B. 17-24	1	4.5%
C. 25-35	1	4.5%
D. 36-45	2	9.1%
E. 46-64	6	27.3%
F. 65+	7	31.8%

What is your gender?	Count	%
A. Male	13	59.1%
B. Female	6	27.3%

Do you have children aged 18 or under?	Count	%
A. No	15	68.2%
B. Yes	4	18.2%
If so, are they? What ages?		
A. Male children, Ages: 10, 15	2	9.1%
B. Female children, Ages: 3, 6, 15, 10	4	18.2%

What is your highest level of education completed?

	Count	%
A. Primary/Middle School	1	4.5%
B. High School/GED	2	9.1%
C. Some College	8	36.4%
D. College Graduate	3	13.6%
E. Post College/Graduate School	6	27.3%

What is your ethnic background?	Count	%
A. Black	2	9.1%
B. White	16	72.7%
C. Asian	0	0.0%
D. Latino	1	4.5%
E. Native American	1	4.5%
F. Other	0	0.0%

I use East Rudisill Boulevard in:	Count	%
A. Summer	15	68.2%
B. Fall	17	77.3%
C. Winter	16	72.7%
D. Spring	14	63.6%
E. Never	1	4.5%

In the season of your heaviest use, do you use the boulevard:

	Count	%
A. Daily	10	45.5%
B. More than once a week	2	9.1%
C. A few times a month	3	13.6%
D. A few times a year	2	9.1%
E. Never	0	0.0%

How do you get to the boulevard?	Count	%
A. Car	16	72.7%
B. Public Transportation/Bus	1	4.5%
C. Walk	4	18.2%
D. Bike	4	18.2%
E. Other (please list)	0	0.0%

How close do you live to the boulevard?	Count	%
A. On East Rudisill Boulevard	2	9.1%
B. On West Rudisill Boulevard	0	0.0%
C. Less than a 5 minute walk	2	9.1%
D. 5-15 minute walk	1	4.5%
E. Not within easy walking distance	12	54.5%

What mode of transportation do you use on the boulevard?

	Count	%
A. Foot	4	18.2%
B. Car	16	72.7%
C. Bicycle	5	22.7%
D. Commercial Truck	0	0.0%
E. Wheelchair	0	0.0%
F. Other (please list)	0	0.0%

When you use East Rudisill Boulevard do you:

	Drive	%	Walk	%	Bike	%	Other	%
Get to a Park	15	68.2%	4	18.2%	4	18.2%	0	0.0%
Foster Park, 7	-	-	-	-	-	-	-	-
McMillen Park, 13	-	-	-	-	-	-	-	-
Others (please list), PRNA (2)	-	-	-	-	-	-	-	-
Use Blvd to Get Somewhere Else	15	68.2%	3	13.6%	3	13.6%	0	0.0%
Go to Work	13	59.1%	3	13.6%	1	4.5%	0	0.0%
Go to other Residences	10	45.5%	4	18.2%	1	4.5%	0	0.0%
Go to Businesses on Rudisill Blvd	11	50.0%	1	4.5%	1	4.5%	0	0.0%
Go to Church or Community Function	8	36.4%	4	18.2%	1	4.5%	0	0.0%
Use the Road	7	31.8%	3	13.6%	3	13.6%	0	0.0%
Use the Sidewalk	2	9.1%	5	22.7%	4	18.2%	0	0.0%
Use the Boulevard for Exercise	1	4.5%	5	22.7%	4	18.2%	0	0.0%
Go to School	4	18.2%	1	4.5%	1	4.5%	1	4.5%
Walk a Dog	1	4.5%	5	22.7%	1	4.5%	0	0.0%
Use the Boulevard for Leisure	1	4.5%	2	9.1%	2	9.1%	1	4.5%
Get to the River Greenway	2	9.1%	0	0.0%	0	0.0%	0	0.0%
Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%

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Please rate the following areas of East Rudisill Boulevard:

Survey Responses Count **22**

	Excellent		Good		Average		Fair		Poor	
Safety/Security	1	5%	8	36%	8	36%	0	0%	1	5%
Condition of Road	1	5%	6	27%	8	36%	2	9%	1	5%
General Appearance	0	0%	7	32%	8	36%	3	14%	1	5%
Cleanliness/Litter Pick-up	0	0%	4	18%	7	32%	7	32%	1	5%
Condition of Sidewalks	0	0%	3	14%	9	41%	4	18%	2	9%
Condition of Trees	0	0%	8	36%	6	27%	5	23%	0	0%
Condition of Plants (Grass, Shrubs, Gardens)	0	0%	7	32%	6	27%	3	14%	3	14%
Adequacy of Road Signs	0	0%	6	27%	11	50%	1	5%	0	0%

	High	Low	High	Low	High	Low	High	Low	High	Low
Boulevard Condition Range (highest & lowest %)	5%	0%	36%	14%	50%	27%	32%	0%	14%	0%
Boulevard Condition Averages		1%		28%		36%		14%		5%

Notes: Percentages have been rounded in this chart.

East Rudisill Boulevard User Comments

What do you like best about East Rudisill Blvd?

- Wide park strips; homes are somewhat better cared for the surrounding area, wide sidewalks, ornamental street lighting, plowed often in winter.
- I like the fact that there are generally cops patrolling the area—this gives a sense of safety.
- Little Ceasars, Arby's and 1206 E. Rudisill Blvd.
- It's quick easy way to get to church and ice rink.
- A scenic way in, much more appealing than Oxford.
- Access to McMillen Park.
- Load nice.
- It's a good way to get to the east side.
- Straight tree-lined street with moderately paced traffic. One can travel at an even pace.

What do you like least about East Rudisill Blvd?

- Deteriorating homes, litter, no parking on the street, dangerous for bicycles, hard to cross the street due to speed of cars.
- Run down, lack of tree continuity, loss of boulevard character.
- Rundown houses. Gaps in tree plantings.
- The ugly car lot at Hanna and Rudisill, and people's ugly and unkempt houses and lawns. Also the businesses—especially the gas stations need landscaping, they are a bit of an eyesore. It is also hard to cross the street because of the heavy traffic.
- The housing around looks poor and unsafe.
- Alleys not maintained and are hazardous.
- It's not the park entrance.
- Nothing really. I don't travel it too often.

What ideas would you suggest to improve East Rudisill Blvd?

- More trees, new driveway approaches for some homes, new sidewalks where they have deteriorated, slow traffic down—this is a residential area; make it 2 lanes with a turn lane and 2 bike lanes.
- Plant trees. Place benches.
- More trees, landscaping.
- Get rid of the rental houses. Slow down traffic. Maybe change the number of lanes. Put in bike lanes. Get rid of the used car lot at Hanna and Rudisill. Improve landscaping at the businesses. Put in more trees.
- Security.
- Continue to improve road access to McMillen Park facilities.
- Update and maintain curbs and sidewalks. Consider lamppost lighting.

WEST RUDISILL BOULEVARD

Total Surveys Collected	**98**

What is your age range?	Count	%
A. 10-16	4	4.1%
B. 17-24	1	1.0%
C. 25-35	16	16.3%
D. 36-45	16	16.3%
E. 46-64	51	52.0%
F. 65+	10	10.2%

What is your gender?	Count	%
A. Male	51	52.0%
B. Female	48	49.0%

Do you have children aged 18 or under?	Count	%
A. No	64	65.3%
B. Yes	26	26.5%
If so, are they? What ages?		
A. Male chidren, Age range 18 mos. to 18 yrs.	26	26.5%
B. Female children, Age range 7 mos. to 19 yrs.	22	22.4%

What is your highest level of education completed?

	Count	%
A. Primary/Middle School	3	3.1%
B. High School/GED	2	2.0%
C. Some College	17	17.3%
D. College Graduate	32	32.7%
E. Post College/Graduate School	41	41.8%

What is your ethnic background?	Count	%
A. Black	2	2.0%
B. White	87	88.8%
C. Asian	2	2.0%
D. Latino	1	1.0%
E. Native American	1	1.0%
F. Other	0	0.0%

I use West Rudisill Boulevard in:	Count	%
A. Summer	82	83.7%
B. Fall	90	91.8%
C. Winter	89	90.8%
D. Spring	90	91.8%
E. Never	1	1.0%

I use West Rudisill Boulevard	Count	%
A. Daily	48	49.0%
B. More than once a week	34	34.7%
C. A few times a month	8	8.2%
D. A few times a year	4	4.1%
E. Never	0	0.0%

How do you get to the boulevard?	Count	%
A. Car	81	82.7%
B. Public Transportation/Bus	0	0.0%
C. Walk	58	59.2%
D. Bike	26	26.5%
E. Other: live there (2), rollerblade	4	4.1%

How close do you live to the boulevard?	Count	%
A. On West Rudisill Boulevard	19	19.4%
B. On East Rudisill Boulevard	1	1.0%
C. Less than a 5 minute walk	37	37.8%
D. 5-15 minute walk	20	20.4%
E. Not within easy walking distance	19	19.4%

What mode of transportation do you use on the boulevard?

	Count	%
A. Foot	64	65.3%
B. Car	89	90.8%
C. Bicycle	35	35.7%
D. Commercial Truck	1	1.0%
E. Wheelchair	0	0.0%
F. Other: stroller, rollerblades	4	4.1%

When you use West Rudisill Boulevard do you:

	Drive	%	Walk	%	Bike	%	Other	%
Use Blvd to Get Somewhere Else	88	89.8%	21	21.4%	13	13.3%	0	0.0%
Go to other Residences	54	55.1%	43	43.9%	14	14.3%	0	0.0%
Get to a Park	47	48.0%	28	28.6%	19	19.4%	1	1.0%
Foster Park (30)	-	-	-	-	-	-	-	-
McMillen Park (8)	-	-	-	-	-	-	-	-
Others (Indian Village 1)	-	-	-	-	-	-	-	-
Use the Sidewalk	3	3.1%	56	57.1%	25	25.5%	2	2.0%
Go to Businesses on Rudisill Blvd	63	64.3%	16	16.3%	4	4.1%	0	0.0%
Use the Road	64	65.3%	5	5.1%	5	5.1%	1	1.0%
Get to the River Greenway	11	11.2%	29	29.6%	27	27.6%	1	1.0%
Use the Boulevard for Exercise	2	2.0%	39	39.8%	21	21.4%	0	0.0%
Use the Boulevard for Leisure	5	5.1%	36	36.7%	16	16.3%	1	1.0%
Go to Work	52	53.1%	2	2.0%	3	3.1%	0	0.0%
Go to Church or Community Function	36	36.7%	15	15.3%	1	1.0%	0	0.0%
Walk a Dog	4	4.1%	28	28.6%	1	1.0%	1	1.0%
Go to School	11	11.2%	2	2.0%	1	1.0%	1	1.0%
Other; golf, to flower gardens	0	0.0%	2	2.0%	1	1.0%	0	0.0%
Enjoy the View	1	1.0%	1	1.0%	1	1.0%	0	0.0%

Please rate the following areas of West Rudisill Boulevard:

Survey Responses Count **98**

	Excellent		Good		Average		Fair		Poor	
Safety/Security	7	7%	45	46%	26	27%	7	7%	1	1%
Condition of Road	24	24%	44	45%	17	17%	3	3%	1	1%
General Appearance	10	10%	68	69%	7	7%	4	4%	0	0%
Cleanliness/Litter Pick-up	7	7%	53	54%	24	24%	4	4%	1	1%
Condition of Sidewalks	2	2%	31	32%	25	26%	17	17%	15	15%
Condition of Trees	6	6%	44	45%	27	28%	7	7%	0	0%
Condition of Plants (Grass, Shrubs, Gardens)	6	6%	42	43%	28	29%	9	9%	0	0%
Adequacy of Road Signs	7	7%	46	47%	25	26%	3	3%	0	0%

	High	Low	High	Low	High	Low	High	Low	High	Low
Boulevard Condition Range (highest & lowest %)	24%	2%	69%	32%	29%	7%	17%	3%	15%	0%
Boulevard Condition Averages		9%		48%		23%		7%		2%

Notes: Percentages have been rounded in this chart.

West Rudisill Boulevard User Comments

What do you like best about West Rudisill Boulevard?

- The beauty of homes, canopy of trees, and landscapes
- Shaded access to Foster and wide sidewalks
- Homes and gardens
- Houses, neighbors
- Wide, spacious, nice homes, Taylor University
- Architecture, college
- Character of homes
- It's my home and I love the beauty of its historical homes.
- It has been my access to other areas for 61 years
- Beautiful homes and neighborhoods
- Nice homes; good thoroughfare
- Arch of trees; lovely homes
- Houses of different period architecture
- Beautiful homes set back from road
- Wide park strips; great houses between Calhoun & Foster Park
- Houses
- Beauty
- It represents what Fort Wayne is
- Historic homes
- The total package—historic area, great views, easy traffic. Nothing needs to be 'fixed' only enhanced and improved
- Recently paved—intersection reworked very well
- That people walk along it. It gets plowed before many others when it snows.
- The beautiful homes lining it and the trees
- Old homes, connectedness to neighborhoods
- LOVE the old homes that have been kept in wonderful repair
- A true boulevard feel
- Trees
- Historic houses
- The older homes
- New pavement
- Historic homes, new pavement
- The view is incredible. They did a nice job with resurfacing
- It's our street. Houses are beautiful. Friendly neighborhood
- Old, stately homes
- Old homes set back off of road; park-like ambience
- Lovely trees and houses

- The new intersection at Old Mill is fabulous
- The trees; long green lawns; historic houses; Taylor Univ. bldgs.
- Wide streets and lovely front yards and trees
- Old estate like homes, trees (need more)
- Width, London plane trees, elms, housing variety
- The houses
- Taylor University
- Older homes, neighborhoods
- Foster Park
- Not congested with auto traffic
- The flower bed at the west end of the Street; beautiful houses
- Its grand scale & the structures & landscaping along sections of the blvd.
- Connectivity
- Accessibility and width
- Symmetry of design; trees
- The homes
- It's residential character; old homes in good condition
- I love the old feel of the boulevard—all the established—it is beautiful in the fall
- Still fairly well treed; lawns and two story set back homes; boulevard character is still somewhat intact
- The big old homes on each side
- The historic appearance
- The trees along the street
- We use it to get to our home
- Nothing in particular
- The mansions near Foster Park
- The tree canopy & stately homes from Indiana Ave. west. The lilacs in bloom along Old Mill/Broadway. The focal gardens and intersection and at the park entrance
- Architecture, history, driving towards the sundown in the west
- New paved road, people, life! Flowers from the park, bike trail
- The beautiful homes
- Distance between sidewalk and road is good for walking. Like seeing nice homes and gardens
- Tree lined street (4 lanes); beautiful homes
- The friendly atmosphere
- Well maintained stately homes on wide street. No heavy truck traffic. Taylor Univ. is a great asset
- Stately homes in good condition; landscaping.
- The historic homes

- It has greatly improved since the road was resurfaced and the Broadway/Old Mill/Rudisill intersection was recently redone. It is a grand old boulevard!
- Pretty houses; scenic view
- Pretty homes
- Good wide throughway
- Excellent East-West corridor

What do you like least about West Rudisill Boulevard?

- Sidewalks are in need of repair; the college needs to improve landscape on the Blvd. plus the dorms; too bleak around dorms – not appealing!
- Sidewalk very bumpy in spots
- Drivers unaware of pedestrians and bikes
- Speed of cars
- Traffic speeds, hard to cross between crosswalks, sidewalks need repair (hard to bike, run, push strollers with so many cracks and heaves).
- Traffic
- Some homes are rundown; sidewalks are all broken up; large truck noises
- Slum landlords and dereliction of historical properties; too much traffic and the speeding now that it has been repaved
- Loss of trees
- Cars go too fast, speed limit is 35 and 50-55 MPH is not uncommon
- Missing trees and east/mid section
- Pot holes
- Traffic goes too fast
- Commercial area at Calhoun/Clinton/Lafayette; no green space/trees
- Traffic too fast; noise
- Business area/outdated/needs more landscaping
- Traffic too fast and noisy
- Traffic speed; some littering
- Condition of housing E of South Wayne; condition of street and trees; condition of Schultz Hall at Taylor (Fix it—no demo)
- Large semi-trucks and other heavy dump trucks use it all the time
- Traffic travels very fast on it.
- The heavy traffic and resulting noise especially the sirens, but of course I know this is unavoidable
- The boarded up Taylor U. Bldg.
- I have to stop at every light
- Towards the business end there is a lot of litter, homes not kept up and a lot of weeds
- My neighbors to the east of my house don't mow their grass, don't keep their back yard clean
- The traffic travels a little quick

- Amount of traffic and radios blaring from cars. Traffic is too fast—cars speed especially east to west
- Old, crappy, falling down homes east of South Wayne; crappy rental landlords. Public stoning for them is too good
- Traffic
- Fast moving traffic
- Trying to cross to the park
- Needs a better tree canopy; parking lots; sidewalks need repair
- Speed
- Traffic and speeding
- The notion that Taylor might build a parking lot on the corner of South Wayne. Also, the sidewalk from Old Mill West over to the Taylor parking lot is in need of attention.
- Difficult to bike, sidewalks
- Traffic
- Calhoun & Rudisill
- The 'patchiness' of the structures and landscaping along the blvd. It's only marginally cohesive now.
- Speed
- Crummy walks, it's a drag strip; can't bike to get to greenway safely!
- I would like to see a more decorative boulevard—slow down traffic and be appeasing to the eye!
- The sidewalks are in very poor condition
- Taylor Univ. parking lot and spotlight onto parking lot from the top of its administration building.
- Cars often drive too fast
- Heavy traffic
- Traffic
- The road construction earlier this year
- The rapidly increasing 'ghetto' appearance, especially as you travel east
- The 'eye sore' of 'junk' in yard at house on north side of Rudisill near Webster street
- Need more turn lanes or? at Fairfield, So. Wayne and Indiana.
- Encroaching deterioration from the east
- Traffic; people driving too fast, speeding
- The Taylor sprawl. I am concerned there will be parking lots and large unattractive buildings
- Traffic goes too quickly; noisy traffic; motorcycles; loud cars!
- We need some sort of sign saying we are W. Rudisill Blvd. Also the sidewalks desperately need attention.
- Intrusive, micro-managing neighbors (just a few—most are nice)
- Unkempt homes on eastern end. Bad sidewalks on N side by University. Lack of speed enforcement.

- High speed of car traffic; litter
- Road conditions
- It's intersection with Old Mill Rd. near park entrance.
- Intersection at Broadway is often congested – doesn't flow and is too narrow – unsightly utilities are everywhere at intersection

What ideas would you suggest to improve West Rudisill Boulevard?

- Speed of traffic may be controlled via a roundabout plus add beautification; replace sidewalks w/o damage to trees.
- Evaluate street trees
- Build on its park-like appearance, more greenspaces?
- Traffic speed slowdown! Islands. Fewer stop lights. More ornate or historic street lighting.
- More decorative plantings.
- Repair sidewalks, better lighting, better signage (turn lanes, etc).
- Better signage slowing two left turn lanes from Broadway to Rudisill to reduce accidents
- Replace sidewalks; add CitiLink stop
- New sidewalks; tear down houses abandoned and falling apart and make mini parks
- Plant trees on mid/east section
- Slow down traffic
- Coordinated tree planting; more sycamores; fill in gaps; continue park strip green space through commercial area
- Trees
- More landscaping in business area
- Keep tree planting updated; replace old trees that are matured and deteriorated
- Slow traffic
- Slow down traffic, road divider, new sidewalks
- See like least list—Fix.
- Keep heavy trucks off
- Lower the speed limit; put in speed bumps; fix sidewalks
- Would love to see a trolley line down the middle—is that crazy?
- House on the corner and Old mill needs to get rid of some of their overgrowth; there are other homes along there that could do the same; put in a median.
- The east end of W. Rudisill Blvd. could use some help keeping this area attractive. I was a member of the association and offered help getting signatures for the sidewalk project but no one ever got in touch.
- Any future work should be more sensitive to the area. When they put in the curbs and widened the street a while ago, they cut tree roots, rested supplies against the trees and generally were very insensitive. I'm afraid a lot of the trees will die from the damage they did.
- Reduce to two lanes with landscaped median in middle

- Planters (big ones) at intersection of Old Mill & West Rudisill—or other sort of gateway plantings on part southeast corner of West Rudisill and Fairfield
- Median with trees to slow down traffic
- Nice divider/median east of Hanna Street & west of Harrison Street
- Fix sidewalks without damaging trees
- Reduce speed limit in residential area; cut down to two lanes and add median with landscaping
- Too much utility paraphernalia at West End park entrance; Garden bed needs help. Can we bury utilities? Not a good approach to park (aesthetically); traffic calming; Save & find new use for Schultz Hall; Taylor & business entities work to landscape and beautify properties
- Slow traffic; more trees
- Speed bumps
- Make the crosswalks at South Wayne & Indiana safer. Also, the crosswalk at Old Mill is very dangerous. Cars turning left do not yield to pedestrians. Who's going to frequent the park if it is dangerous to get there?
- Traffic calming; tree/canopy augmentation; discourage 'non conforming' development
- More trees
- Replant trees; benches at Old Mill, Taylor, Indiana, Fairfield, Harrison, Calhoun; put in an island from South Wayne to Broadway—two car lanes and two dedicated bike lanes—traffic calming!!!!!
- Centerpiece down the middle
- Grassy island down the middle
- Please make the sidewalks better for strollers/wagons
- Repave the sidewalks; time the traffic lights
- Three continuity; get Taylor Univ. to recognize an attractive boulevard as their entrance road is in their interest
- Install grass strip & plantings in middle of blvd & then decrease number of lanes to one in each direction.
- The park needs more shape trees on both sides of Field #2. At least one field converted during rest period into two youth fields with smaller goals.
- Possibility of lessening traffic to another street
- Barrier between walkers and cars on Broadway/Old Mill by the River!
- Flowers in the easement. Too many street lights
- Strict enforcement by neighborhood code. Strict speed control enforcement.
- Improve traffic control, especially at Broadway/Old Mill Rudisill intersection; slow traffic down on Rudisill.
- Some sort of historic markers as you turn onto the boulevard from Old Mill.
- Traffic signal with left turn arrow at South Wayne Ave.
- Longer green traffic light for W. Rudisill & Fairfield.

RUDISILL BOULEVARD
CULTURAL LANDSCAPE REPORT

Appendix D: Landscape Renewal Guidelines for Sustainability

A. INTRODUCTION TO RENEWAL GUIDELINES

As cultural landscapes are renewed, there are a number of factors to consider in terms of implementation approach. There is, for example, a concern for limitation of adjacent damage within the landscape as work proceeds. While in many cases degraded aspects of the landscape are replaced in-kind with historic materials, there is also the opportunity to apply new technologies and consider green design and construction approaches. In response to the needs of cultural landscapes for thoughtful implementation through contractor, staff and volunteer project initiatives, Heritage Landscapes has developed useful protocols to address the construction of stabilized aggregate trails, soil management, exotic species suppression, meadow establishment and tree planting.

As preservation landscape architects our overall objective is to ensure a vibrant future for valued heritage landscapes. An increasingly important component of preserving and sustaining heritage places is the application of green principles and decreasing project carbon footprints. In principle, as a baseline preservation seeks to safeguard a valued place and limits site disturbance in any undertaking. In assessing sustainability, the effective transformation of an historic landscape into a more useful, safe, aesthetically pleasing place is a more sustainable and green practice than building anew. Conceptually, the reuse of a heritage place yields a smaller carbon footprint than shaping an entirely new landscape. As the practice of carbon footprinting progresses, Heritage Landscapes will be testing the application of this concept to historic landscape preservation and reporting on project impacts.

These Landscape Renewal Guidelines developed by our office are included here for reference. They are office protocols and are constantly updated as techniques are tested and results gathered.[i] All are relevant to the planned work in the Fort Wayne Parks and Boulevards.

B. TRAIL DEVELOPMENT GUIDELINES

The walking trails in the Fort Wayne Parks are intended for strolling, walking, jogging and dog walking, use by pedestrians, and access on a hard packed surface for the handicapped and for child strollers. They are not intended for mountain biking or any motorized scooters or all terrain vehicles. Trails also provide service access to care for the landscape, preferably using lightweight golf carts with pneumatic tires. Recognizing these clear purposes, paths within the Fort Wayne Parks and Boulevards landscapes do not need to be very wide. In general park trails are proposed for a 54-

inch to 60-inch width which is sufficient for single file passing. Path layout is an important task. In many areas of the parks gently curving, graceful alignments are seen in historic images, and other types of deeply curving or straight layouts are characteristic of specific parks. All paths, rebuilt historic ones and new segments, should be laid out with care to achieve alignments in character with the specific park.

A 54-inch to 60-inch path width is also a good for relatively low impact construction. Using small machinery and extreme care, former paths can be constructed along historic alignments with a few stockpiling locations for excavated soil and gravel fill materials. Construction with limited adjacent impact is desired. Layout is field staked using offset stakes that can remain in place and be outside of the construction zone but still highly visible. A small backhoe with a 48-inch bucket can excavate the path base into the soil about 8 inches in depth. This type of machinery can work essentially within the proposed path cutting, placing gravel fill and then driving on the base course to cut the next portion.

Heritage Landscapes prefers to use gravel and bound aggregate paths whenever appropriate. They are less costly to construct and are often more in keeping with the historic character of the property. The additional impetus to use a gravel and stabilized aggregate path construction is carbon footprint and fossil fuel use. Concrete has a high carbon footprint from the preparation of Portland cement at high temperatures using fossil fuels. Asphalt products are also fossil fuel intensive. Gravel and aggregate paths have a considerably lower carbon footprint and are therefore more sustainable.

After approval of the excavated path layout, the base is cut and a 4-inch gravel base should be compacted in the excavated portion of the path alignment. On top of the gravel, a 4 inch layer of decomposed granite or crushed 3/8 inch or 1/4 inch aggregate with StaLok should comprise the path surface. StaLok is a patented, non-toxic, colorless and odorless organic binder that comes in concentrated powder form that binds stone dust and fines to form a durable low maintenance path. StaLok® Paving Material for aggregate path surfacing is obtained from Stabilizer Solutions, Inc. 33 South 28th St., Phoenix, AZ 85034; phone (602) 225-5900, (800) 336-2468; fax (602) 225-5902; website www.stabilizersolutions.com; email info@stabilizersolutions.com. Mixing of the patented binder with the gravel is a specified technique that can be carried out at the gravel supply location and brought to the site. Once at the site, the approved aggregate and StaLok mixture is placed on the compacted gravel subgrade, raked smooth, wet down, allowed to stand and compacted to provide the desired 4 to 5 inch depth. This gravel bound path hardens and resists erosion as it dries.

Where the path gradient exceeds 5% and where paths intersect, water bars should be placed at not more than 15 foot intervals to shunt surface water flows to the side of the path. Doing so redirects surface water flows and limits the amount of path erosion over time. Water bars are constructed of cobblestone, “V” or “U” shaped formed steel or other durable materials. They are placed at an angle with one end farther downhill creating a break in the path that catches moving water and shunts it to the side.

C. SOIL MANAGEMENT GUIDELINES

During any future undertaking in the Fort Wayne Parks and Boulevards, management of soils is imperative to controlling soil quality and limiting negative impacts from projects such as compaction from heavy machinery. If projects require special machinery, maximum sizes and weights should be specified to limit soil disturbance. Heritage Landscapes has specified pneumatic tires or wide track light weight machinery on previous projects to limit soil compaction. Post-construction deep tilling and addition of appropriate soil amendments, such as sands, small gravels and compost, can also aid in increasing soil fertility after construction.

Native soil is a combination of sand and gravels, clay silt and organic matter. When excavation is required separation of topsoil and subsoil is specified. The principal difference between topsoil and subsoil is the percent of organic matter although subsoils may contain different percentages of the mineral soil components: sand and gravel; clay; and silt. With the scarcity of native soils and the impacts on other landscapes of soil stripping for construction projects, Heritage Landscapes has developed specifications for testing excavated and on-site soil stockpiles and amending these soils for reuse at the construction site. This is a sustainable construction practice that again limits carbon footprint by reducing transportation costs and not requiring the degradation of another site to remove the topsoil. What is more readily available today is compost. While garden guidance touts the annual addition of compost to garden soils, recent studies indicate that composted material in excess of 20% by volume of soil reduces plant growth rates. It is thought that this is due to the decomposition process that is continuing to a degree to breakdown the humic material in the compost and that process robs nutrients from the plants.

Excavated soils can be effectively reused on site with appropriate amendments. Often an increase in sand and small gravel can aid in soil percolation and enhance aerobic conditions. Compost is generally added to enhance plant nutrient availability. The key elements to successful reuse of onsite soil is careful construction practices, controlled stockpiling, thorough testing for all soil factors, addition of appropriate amendments, thorough mixing and proper placement of subgrade soil fills and finely graded surface topsoil.

Soil erosion is also a factor to consider and limit within the Fort Wayne Parks and Boulevards. Steeply sloping topography with limited ground plane vegetation covers makes soils susceptible to erosion during even light rainfall events. Slopes beyond the mowable limits of 1:3 or 33% should be stabilized with densely rooted meadow grasses or woodland understory plantings, not maintained in frequently mown turf. Improved stormwater management will also aid in soil stability. High velocity water scours the edges of the ravines, removing topsoil and exposing tree roots. Stormwater, soil management and erosion control should be considered together in landscape renewal implementation in the Fort Wayne Parks and Boulevards.

D. EXOTIC INVASIVE SPECIES SUPPRESSION GUIDELINES

Colonization of invasive exotic species from both historic and contemporary sources is noted on the properties. Exotic invasive plants are aggressive, tending to increase in number while effectively competing against native plants while limiting native plant growth and reproduction and degrading

the habitat value of the area. Exotic, fast growing species are considered bully plants, offering no positive benefits that limit growth of plants that do offer positive environmental benefits. In a designed landscape, historic exotic plants that are well-behaved, staying where planted, have a place in the overall composition. In contrast invasive non-native plants that migrate and proliferate throughout the landscape are not welcome as their growth tactics out-compete other plants and alter the landscape character. In recent years active suppression of invasive plants has been undertaken in many public landscapes and considerable technical literature addressing testing, tools, techniques, safety issues and effective control has been developed.

Invasive species suppression will be an ongoing effort throughout the landscapes of the Fort Wayne Parks and Boulevards. With a planned suppression program, colonized areas of invasive plants can be removed although seed sources will remain in adjacent areas. Inspection and removals should be an annual effort that will suppress dense patches of undesirable plants within a few years of intensive effort. Planning the program of invasive species suppression is an initial step. One approach to the effort is targeting species suppression by applying tested protocols. An effective strategy for control of invasive plants is the Bradley Method, a perimeter approach that sequentially moves from landscape edges to center. Locations of infestations are identified and plants are eradicated at the perimeter and removal continues working toward the densely populated areas. The Bradley Method "has great promise on nature reserves with low budgets and with sensitive plant populations" as noted in a useful overview publication.[ii]

Exotic, invasive trees and shrubs, vines and groundcovers each have effective means of control. In order to completely suppress undesirable woody and herbaceous plants, manual removal, targeted burning, mowing, herbicide and biological controls may all be potentially effective control means. Manual removal is a tried and true method of suppression. Plants and roots are removed by hand without toxins. This technique is often used for vines and groundcovers and is more successful with some species than others. Some plants can be suppressed through mowing at target times, like early spring when top growth absorbs most of the plant nutrients. Repeating mowing is an effective control in areas where the ground plane is readily mown and woody plants are not in the way of mowing activity. Plants with brittle roots and vigorous re-growth, like garlic mustard, require a variety of techniques and a degree of persistence with hand pulling, herbicide treatments, and propane torch burning.

Young woody plants of ½-inch to 1 ½-inch caliper can be removed with Weed Wrench or Talon tools made for this purpose. These tools allow manual removal of plant and root mass while limiting disturbance to the root zones of the nearby plants. An effective protocol for invasive exotic tree and shrub suppression for plants larger than Weed Wrench size is a double cutting method, where the plant is cut with the second cut as close to grade as possible, followed by painting herbicide, typically Glyphosphate or Triclopyr, directly on the cut trunks. Stems wet from cutting absorb the herbicide as they dry out, effectively killing the plant. Without herbicide, trees will continue to resprout vigorously. Coordination between tree cutting crews and licensed pesticide/herbicide applicator should be scheduled for best results. Herbicide should be applied to the cut trunks within six hours. This cut and paint method limits herbicide migration into other areas of the landscape and is safer and more effective because it focuses only on undesirable plants, kills roots through absorption into plant tissue.

Selection of an invasive species removal technique is dependent on available personnel, funding, and proximity of non-target species. The control of specific target species needs to be carried out by researching best practices to obtain data on successful control, planning the effort and persisting with the suppression until the species is under control. Invasive species control should address target species and rely on best practices and field tests to refine the most suitable approach. Hand removal of target plants using teams of people on volunteer work days has been effective in public parks and preserves. The Fort Wayne Parks and Boulevards could establish a "Weed Team" that works on suppression efforts several times a year. Within five years, control of target species should be well along and ongoing efforts will require a lesser level of effort.

E. MEADOW ESTABLISHMENT GUIDELINES

The mown turf and recreational turf areas in the Fort Wayne parks are all in herbaceous cover managed with a frequent mowing regime. Meadows are proposed for some areas of parks to decrease mowing, which is a carbon output intensive activity, and also to increase habitat value. These proposed meadow areas are placed at the edges of woodlands. Annual or bi-annual mowing will suppress woody and invasive species in the meadows while allowing overwintering and hatching of butterfly species on 2-year-old stalks. The intersection of different turn management types also requires careful consideration. In terms of landscape management the establishment of mowing along woodland edges and the reinforcement of positive, sustainable woodland edge plantings beyond that mowing line is a process that will take time to initialize and will require conscious management over time.

Seeding or planting desired meadow areas can begin with planting plugs of preferred grasses and wildflowers. By choosing and establishing the right plants, meadow areas will contribute to habitat value drawing field and woodland edge birds and butterflies. Initial meadow inspection and care will involve suppressing undesirable weed species for a period of three years. Meadow care, once established will be light with inspection and species control as needed and mowing once every two years. Mowing is used to suppress woody species which sprout from seed annually. Recent research indicates that to support butterflies biannual mowing is preferred so that cocoons remain on standing stems overwintering and opening the following spring. The final meadow management inspection and care will be determined by the target species and habitat conditions desired. The proposed meadow grasses and wildflower species are recommended as a mixture.

Native Grass Seed: Fresh, clean, dry, new seed, mixed species potentially the following list or as altered to use regional native grasses that suit project area soils:

- 50 percent Schizachyrium scoparium (Little Bluestem)
- 30 percent Sorghastrum nutans (Indiangrass)
- 20 percent Panicum virgatum (Switchgrass)
- Use 60 percent Native Grass Seed

A typical listing of native wildflowers of the mid-Atlantic region is noted here. This list, or one more fine-tuned to the Fort Wayne Parks and Boulevards soil and climatic conditions, can be developed. Obtaining seed from local and regional sources is desired. The objective is to mix native grasses and wildflowers for the meadows in the Fort Wayne Parks and Boulevards. All listed wildflowers are

perennials, though often annuals are used in the initial seeding and over-seeded for the first few years to provide bloom and more importantly to fill gaps in bare soil that could be targets for undesirable species.

Wildflower Seed: clean, dry, new seed, mixed species potentially the following list:

- 20 percent Asclepias tuberosa (Butterfly weed)
- 15 percent Aster laevis (Smooth Blue Aster)
- 15 percent Echinacea purpurea (Purple coneflower)
- 15 percent Eupatorium coelestinaum (Mist Flower)
- 15 percent Monarda fistulosa (Wild Bergamont)
- 10 percent Rudbeckia hirta (Black Eyed Susan)
- 10 percent Solidago nemoralis (Gray Goldenrod)
- Use 40 percent Wildflower Seed

As planting projects are scoped, scheduled seed availability needs to be arranged. A good source for seeds and plant plugs for meadow areas is Ernst Conservation Seeds, LLP, 9006 Mercer Pike, Meadville, PA 16335; phone 800-873-3321 or 814-336-2404; fax 814-336-5191, website http://www.ernstseed.com. If areas to be planted need a quick cover, it may be desirable to substitute seeds for some native grass plugs. Plugs have an advantage in quicker growth, but are more costly and require hand planting. There are several sources that could supply the needed seed or young plugs of preferred meadow plant materials. Plants can be contract grown in three to four months. If the use of plugs is chosen contract growing can be arranged with a conservation plant grower to ensure plant availability when the project goes forward.

F. TREE PLANTING GUIDELINES

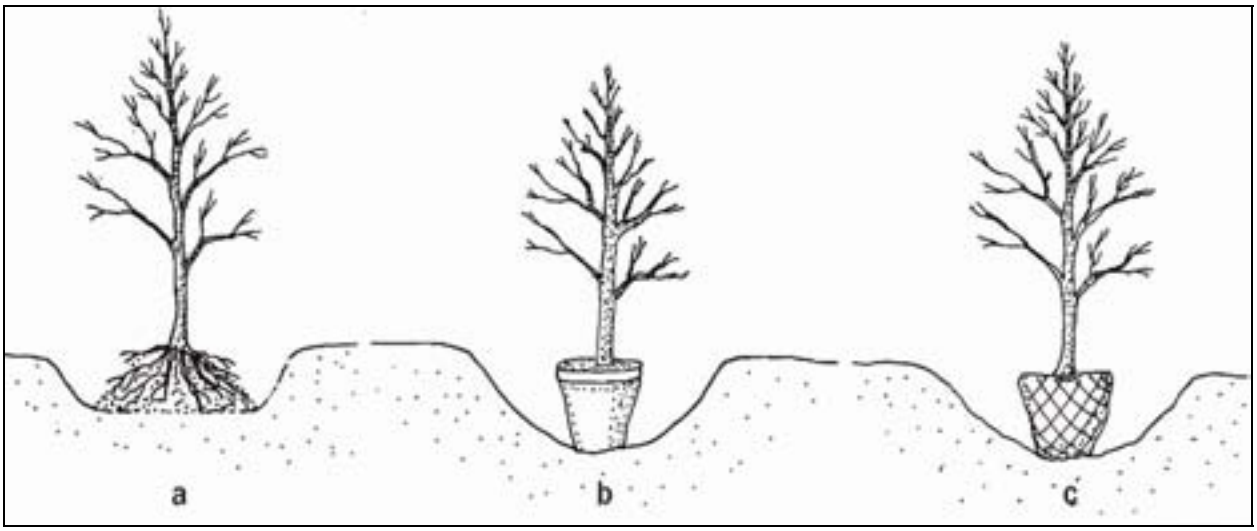
The Fort Wayne Parks and Boulevards woodlands contain many mature trees with limited regeneration. Additionally, recent planting efforts have had variable success. This means that intensive tree planting will need to take place in the future to renew woodland and tree grove character. To ensure that the newly planted trees thrive and that the desired effect is achieved, it is essential that trees are chosen carefully. Trees should be selected according to woodland area, species type, and soil type. Trees should also be obtained in full health, planted appropriately and be provided care for the first three years. This tree planting guidance spells out the preferred protocols for tree planting. Observance of the recommended guidelines during selection, installation, and maintenance will aid in tree planting success.

Trees should be chosen for specific projects by contractors, staff, or volunteers to meet the project objectives. The species chosen for planting in each public landscape should conform to the list of existing trees inventoried and the soils and conditions where they are to be planted. Tree size for a park planting should be fairly substantial; 1 inch to 3 inches in caliper is a good range for public landscape use. Very small trees are more vulnerable to mowing, vandalism, weed growth, improper depth of planting and other potential failure causes. Although larger trees tend to cost more initially, they offer advantages in a public setting. While a smaller-sized tree may be desirable in home setting, a public setting calls for a tree with more presence. If a tree is staked and mulched appropriately, it is

less likely to be stepped on or knocked down. Maintenance staff will have an easier time recognizing the trees while mowing, and they will be less likely to unintentionally damage the tree. Additionally, the slightly larger trees will more quickly become a noticeable and valued part of the improved landscape.

Tree Types, Similarities & Differences

Trees can be purchased three different ways—bare root, container grown, or ball and burlap. Bare roots trees are shipped from the nursery with bare roots dipped in gel to retain root moisture during transport. As no earth ball encloses the roots, gel-dipping must be specified when ordering bare root trees or significant tree loss will occur. Typically, bare root trees are less expensive to purchase and ship, but demand greater planting care. Container grown trees are trees that have been grown in fabric or plastic containers that enclose the root mass. These trees are typically transplanted from container to container as the tree grows. However, containers can cause circling and limiting root systems as trees are not often upgraded to larger containers when their root systems need more space to grow. Ball and burlap trees (also known as B&B) are typically grown in the ground. When the tree is ready for sale, the root ball is dug and wrapped in burlap. Typically, these trees are the heaviest with a substantial earth ball surrounding the roots that requires substantial effort to plant. Each also requires slightly different planting techniques.



Trees can be purchased as (a) bare root, (b) container grown, and (c) ball and burlap for planting. All types require slightly different planting techniques, and each should be inspected for trunk and root damage upon planting. Courtesy The Cornell Guide for Planting and Maintaining Trees and Shrubs.

Though container grown and ball and burlap trees are prevalent throughout the nursery industry, planting bare root trees is becoming more common, as bare root trees have several advantages. A 1 ½-inch bare root tree is about 10 feet high and weighs about 30 pounds, which can be easily moved and carried by volunteers or staff for simple planting operations. Because of the reduced weight, reduced shipping charges and damages occurs, as damage to nursery growing stock nearly always happens during digging and transporting the trees. Once bare root trees arrive on site, trees are completely open to view and damage to trunks, branches and root masses can be readily seen. When planted, bare root trees adjust immediately to the planting soil rather than forming a root barrier at

the edge of the container or ball and burlap soil. Additionally, trees have increasing availability at 1-inch to 1 ¾ inch caliper size for early spring planting before leaves break out.

Tree Inspection

Healthy trees should be obtained from reputable growers. Inspection of trees upon purchase should examine many factors including trunk form, branch patterns, root vigor and lack of damage. If the caliper of the tree is greater than 2 inches, the trunk should taper some as it extends upward.[iii] The trunk should also flare as it reaches the soil indicating the presence of lateral roots. This area of the plant, referred to as the "root collar," will be mentioned again in the section outlining good planting practices. It is imperative that soil not be piled on the trunk. Additionally, for grafted trees the notched section where the trees have been grafted together should not be included in the root section. This grafted area must remain above soil level. The visible union will disappear (or be significantly reduced) as the tree ages.

Courtesy Planting Trees and Shrubs for Long-Term Health.

The branching patterns of the tree should have adequate spacing between the branch layers, allowing the limbs to grow without crowding. Generally, the tree should emerge from a single main trunk, although some trees have natural multiple trunk clump forms. For single trunk trees well spaced

branching should develop high up the trunk. While young trees may branch at 3 to 4 feet above the root flares, most park trees should be trimmed up as they mature to allow people to walk underneath. Trunks that split into multiple trunks in a cluster near each other are more likely to be damaged by ice or high winds.[iv]

Depending on the type of tree, the root system may appear either coarse with few thick roots or fibrous with a dense root mass. The texture varies but the roots should be directed outward and slightly downward. Circling roots indicate that a plant has either been container-bound for too long or that it was planted too deeply. If a plant has too much soil above its top layer of roots, it will tend to send new roots in an upward, circling direction seeking oxygen and water. This "dysfunctional" root system can create serious problems for the tree as it disrupts the ability of the tree to send nutrients and water through the trunk to the branches and leaves. Circling roots should generally be avoided, or at the very least removed. Trees with evidence of trunk damage, insect and disease infestation, or poor root form with girdling or circling should be rejected.

General Planting Guidelines

Ideally, the planting site should be prepared prior to delivery. Preparation will allow the delivery driver or staff to place the trees as close to the planting location as possible and minimize machinery for transport. Each time machinery is used for transport, the plant is subject to mechanical and handling damage. Planning for the delivery ahead of time can help minimize these risks. Prepare the planting hole and soil for tree planting following these steps:

- In the selected locations, cut a circle six feet in diameter centered on the tree trunk position. Remove all sod and take to a compost location away from the planting site.
- Prepare a flat-bottomed hole for the trees about 3 to 3 ½-feet wide and 2 feet deep. Use a tarp for piling soil next to the hole for a cleaner planting operation.
- Use a soil probe to determine soil pH. Understand what pH levels the incoming trees prefer. This will vary according to species type. Adjust pH downward (increasing acidity) with aluminum or iron sulfate, or adjust it upward (decreasing acidity) with lime. Mix the chosen supplement into the soil that is waiting on the tarp next to the hole.
- If desired, use ***Roots*** fertilizer to ensure that the soil contains adequate trace minerals and microbial elements. An organic, slow-release granular fertilizer (i.e. 4-4-4 balanced formula) is also recommended. Quick-release fertilizer should be avoided, as it can burn the roots of the tree if it comes into direct contact with it. Add a pint of each fertilizer type to the soil (the same soil that is temporarily located on the tarp), and mix thoroughly into the pile. Be sure to break up any large clumps of soil so that fertilizer distribution is even. Nutrients may also be added once the plant is established. However, the process of being transplanted is highly stressful for trees and plants. Additional support is often beneficial, especially in areas with nutrient poor soils.

Once the planting holes are prepared, the trees may be delivered. While lightweight bare root and container grown trees can be hand carried with ease, ball and burlap trees of 1 ½ to 3-inch caliper are heavy. These heavy trees should be delivered on a small truck, unloaded on a ramp or lift and positioned near their planting locations. A ball cart can be used to move the trees without damaging

root ball or trunk. Avoid carrying container grown and ball and burlap trees by the trunk as root breakage can occur and damage the trees.

Upon delivery, determine the root ball height and width. Locating the root flares, the location where the roots flare away from the trunk, helps establish the correct planting depth. If using ball and burlap trees, the burlap should be peeled back to locate the root flares. From the top of the root flare, go down about 2 inches and use this point as the top reference point for depth measurement. The tree will be planted 2 inches above the surrounding grade. Use this reference point to plant the tree at the correct depth. Do not plant the tree too deep with soil above root flares. The root flare will show above the soil when correctly planted. In contrast, a tree planted too high with too much of the root flares showing can survive although it may dry out. A tree planted too low will fail to thrive and may die.

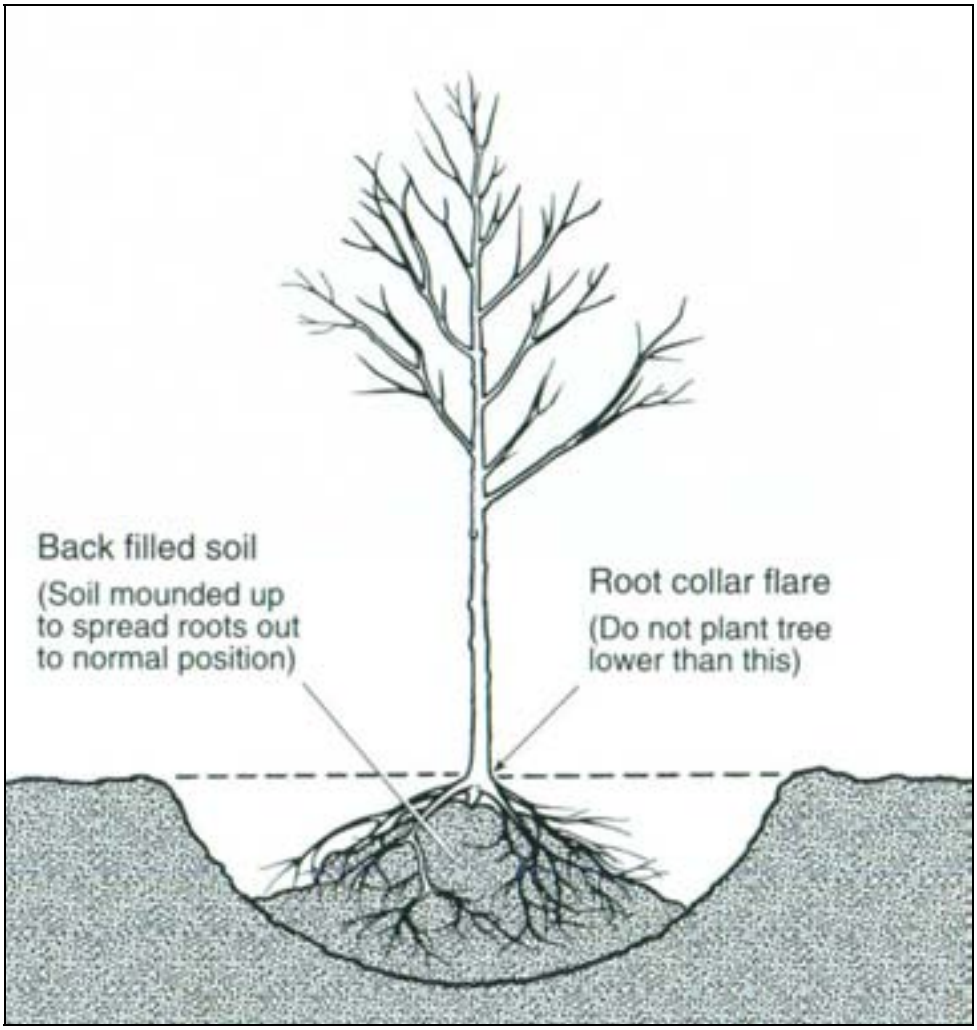
Bare root trees of 1 ½ inch caliper weigh about 30 pounds per tree and are approximately 10-15 feet tall. Dipped in hydrogel to keep roots moist, trees are lightweight, cheap to ship, easy to handle, and can be moved by one person. Courtesy Heritage Landscapes.

To insure correct soil depth:

- Dig hole to match root mass or soil ball size; adjust width of hole to allow a minimum of 6 inches around the tree on all sides.
- Check hole depth against the roots or soil ball and the dug hole for accuracy before placing plants
- If hole is too deep, replace soil and firmly tamp into bottom of hole to compact at proper depth to avoid tree sinking after planting.

- Place the tree in its prepared hole.

Planting should be carried out in teams of two so that one person mounds and packs the soil while checking tree planting depth and the other holds the tree upright. The backfill soil is placed and tamped halfway full. Fill the hole with water and allow it to be absorbed, then continue to fill and tamp again to reach final soil depth. This will help guarantee good root to soil connection and eliminate air pockets.



When planting bare root trees, the hole should be about 3 to 3 ½ feet wide and 2 feet deep, and the root collar should be located 1-2 inches above the adjacent soil. Courtesy Planting Trees and Shrubs for Long-Term Health.

When planting bare root trees, care should be taken to schedule planting promptly after tree delivery. Bare root trees cannot be held long but if necessary can be placed in a refrigerated space with the roots kept moist by packing into mulch material and wetting down with a fine mist. Upon arrival inspect and selectively prune damaged roots before planting. Any portion of the root mass showing evidence of disease, damage, or girdling should be removed.

If you receive bare root trees for spring planting, observe the trees in bud condition. Buds should be swollen and ready to break into leaf but not be leafed out. In the case of oaks, birch, and hawthorn, these species may require sweating, a special watering and heating treatment that helps tree growth buds to swell and break dormancy. The grower may carry out this process which requires that the trees be placed on layer of wood chips, burlap, or other material and doused with water. When ordering, check with the grower to see if this is the case. The wet saplings are then covered with moist burlap and a sheet of thick plastic to retain moisture. Placed in a warm location (45-70 degrees Fahrenheit) out of the direct sunlight, the tree buds will swell. When the buds swell but before the leaves open, carry out the planting.

For bare root trees fill the hole with a mound in the center that will accommodate the specific root mass of the actual tree to be planted. Tamp the soil mound lightly by hand so that it functions as a support for the loose roots. Position the roots around the tree, and ensure that the tree remains upright. Fill in around the tree using the soil on the tarp. Ensure that the trunk at the point of the root flares is positioned 2 inches above the surrounding soil height beyond the planting hole.

For container grown trees, carefully remove the tree from the container and loosen roots. If pot-bound slit all four sides and bottom of root ball. Courtesy Planting Trees and Shrubs for Long-Term Health.

Planting container trees requires special attention to removing the container and opening the root ball. First, check if the trees arrive dry and water them before removing the containers. Trees may

be removed from containers by gently pushing on the container and if needed pulling on the trunk. If there are roots coming out of the bottom loosen or trim these roots before attempting to remove the container. Once the root ball has been removed, inspect the root mass for encircling roots and tease them loose. If root circling is a problem, create 1 inch slits from top to bottom on each quarter of the container soil mass. These slits continue across the bottom of the soil and root mass, forming an X. This root and soil mass slitting will reopen the root mass so that it can grow more readily into the soil at the planting location. The tree may then be placed in a hole at the proper depth or adjusted to the root flare level on the trunk and then back-filled.

To plant a large, heavy ball and burlap tree, use a wire-cutter to clip away wire baskets or rope. Remove the entire top half of the basket. Cut away as much of the burlap or protective wrap as possible without damaging the root ball. If the tree is heavy and the burlap and wire portion under the tree is not removable, it may be trimmed and tucked down into the soil. Remove as much of the burlap and wire as possible without harming the tree. Material and wires left wrapped around the root ball may inhibit root growth and hinder tree performance. Backfill roughly half of the soil and tamp all the way around the root ball. Finish filling to grade and check that the soil meets the root flare of the trunk and slopes gently away from the tree.

For ball and burlap trees, move the tree using a tree cart, place in hole, and remove twine, burlap, and wire basket holding the root ball together. As much of the burlap and wire should be removed as possible. Courtesy Planting Trees and Shrubs for Long-Term Health.

Once the bare root, container grown or ball and burlap tree is planted, form a five-inch high watering saucer at the outside diameter of the prepared hole using extra soil. Compact this watering saucer by hand tamping so that it will not break when water is added. Water each tree twice allowing the filled saucer to percolate down once between watering. Adjust soil as needed to address watering related settlement. Double-check that the tree is at the proper elevation with the flared root collar visible at soil surface.

Place wood chip mulch to depth of 2 to 3 inches within the water saucer and firm into place by hand so that no soil is showing. Taper the mulch down to ½-inch depth at the tree trunk. The purposes of mulch are to retain soil moisture and suppress weed growth. If desired, distribute Treflan, a weed seed sprouting inhibitor, on the surface of the mulch and watering saucer so that the newly planted tree has limited weed competition.

In order to establish young replanted trees, a watering system will need to be devised. Watering of newly planted trees should take place on two week intervals during the first year and in dry conditions in the subsequent two years. After three years, young trees should be watered in drought conditions. This can be carried out using a mobile watering system with a water tank on a truck or a 55 gallon drum pulled behind a golf cart. This type of tank can be filled at a spigot and moved where needed. Initially, a hose connection to a street-front fire hydrant also may be used with permission of local authorities. Emergency watering may be necessary in times of drought. Volunteer labor can be effective for forming bucket brigades if the situation warrants this approach.

The issue of tree staking has been under some scrutiny in recent years. While stakes can hold a tree level for the first year after growth, allowing trees to resist the wind has been shown to aid root development. The objective is to allow trees not more than ten degrees of movement from vertical as they begin to grow. After planting, place two 5-foot high hardwood stakes opposing the prevailing winds to either side, or place three stakes in a triangle. Position stakes upright and firm by sledging into the soil; place stakes just inside the watering saucer. To support trees at stakes use wire with wide hose or flat webbing fabric covering, never use bare wire that will damage tree trunks. The webbing or hose should be attached to the tree no higher than 1/3 of the way up the young tree trunk.

In high traffic areas wrap hardware cloth completely around the watering saucer and stakes to provide a movement barrier and an animal and mower guard. In areas where pedestrian traffic is not an issue, a hardware cloth trunk protector is wrapped about 2 feet high and 8 to 10 inches in diameter. This galvanized wire mesh material is preferred for tree guards because it allows light and air on the tree trunk not holding moisture as tree wraps do, and it does not provide space for pests to nest that plastic tree guards do. Secure the hardware cloth slightly into the grade. This hardware cloth barrier will safeguard the tree trunk against mower or weed whacker damage, winter cold and animals.

Tree Establishment Care

Trees require an intensive level of establishment care for the first three years after plantings. A program of inspection, watering, corrective pruning, fertilization, weeding and mulch renewal

should be planned and carried out. There are several steps that can be taken to ensure tree health and longevity:

- Supplemental watering is needed at two week intervals for the full growing season after planting and in dry conditions thereafter
- Surface broadcast of fertilizer should be carried out each spring as mulch is renewed and weeds are removed
- Weed tree mulch circle and renew mulch annually by removing old mulch, checking soil depth, exposing to bright sun for several hours to reduce mold and pathogens and replacing with fresh mulch. Too much or too little mulch is detrimental. With an overall depth of 2 to 3 inches, ensure that the mulch is light at the trunk reducing depth to ½ inch
- Stakes should be used for the first year and can be used as support for trees in windy areas for two additional years. When the new tree is stable, remove the stakes, wires and hose or webbing guards so that the tree will continue to develop strong anchoring roots.

For at least three years after planting, young trees should be inspected and evaluated twice each year, in early spring and mid-summer. If problems become apparent, corrective action should be taken. As additional guidance, a one page summary at the end of this document provides instructions for ball and burlap elm trees located at another historic property, Shelburne Farms.

Trees are one of the antidotes to global-warming. Planting trees is a visible effort to decrease carbon footprints that can be undertaken by staff and volunteers. Planting trees is a rewarding experience, and seeing planted trees thrive and mature is a joy. The meadows and woodlands in the Fort Wayne Parks and Boulevards deserve an ongoing and effective tree planting effort.

APPENDIX D: ENDNOTES

[i] Heritage Landscapes retains authorship and all rights of these guidelines as developed by our office from research and direct project experience.

[ii] *Weed Control Methods Handbook Tools and Techniques for Use in Natural Areas*, by authors Mandy Tu, Callie Hurd, and John M. Randall, April 2001, available on the web at tncweeds.ucdavis.edu.

[iii] *The Cornell Guide for Planting and Maintaining Trees and Shrubs*, by authors George L. Good and Richard Weir III, Cornell University Cooperative Extension, n.d.

[iv] *Planting Trees and Shrubs for Long-Term Health*, by authors Rebecca Hargrave, Gary Johnson, Michael Zins, University of Minnesota Extension Service, 2002.

Elm Planting & Protection Guidelines

For establishing new elm trees, and other trees at Shelburne Farms, Heritage Landscapes suggests the following sequence and details:

1. In the selected locations, cut a circle six-feet in diameter centered on the tree trunk position. Remove all sod and take to a compost location, away from the planting site.
2. Use a soil probe to determine soil pH. Elms prefer a slightly acid soil say 6.5 pH, although they will tolerate both mildly acid and mildly alkaline pH levels of about 6.1 to 8.0. Adjust pH downward with aluminum or iron sulfate or upward with lime. Distribute on the planting soil surface and mix in.
3. Prepare a flat-bottomed hole for the elm trees about 3 to 31/2-feet wide and 2-feet deep. Use a tarp for piling soil next to the hole for a cleaner planting operation.
4. Have 2 to 2 1/2-inch caliper trees delivered and placed near their respective planting locations or use a ball cart to move them by hand without damage to the root ball.
5. Peel back burlap to see root flares for planting height. Check the ball depth and width with a tape measure and adjust holes. Tamp bottom of hole firm and adjust depth as needed to position root flares 2-inches above surrounding grades. Adjust width of hole as required to allow a minimum of 6-inches around the tree on all sides.
6. Get ***Roots*** fertilizer for trace minerals and microbial elements and an organic slow release granular fertilizer (i.e. 4-4-4 balanced formula). Use both mixed together at specified rates at the time of planting. Using about a pint of each fertilizer type, broadcast into soil pile and mix-in, breaking up soil to blend before filling planting hole.
7. Place each tree in its hole. With a wire cutter, clip away the wire basket and remove the entire top half of the basket and as much of balance as possible without breaking the root ball.
8. Peel back burlap on top of ball and cut away.
9. Position trunk upright with branching as desired.
10. Begin backfill of soil filling and tamp all the way around the ball. Fill to halfway, tamp and water in, filling hole with water. Allow water to seep in and complete filling to grade to meet root flare and slope gently away from tree.
11. Form 5-inch high watering saucer at about 36 to 42-inches in diameter. Use soil mix and tamp to firm up soil within saucer and around edge out to the six-foot diameter circle edge. Tamp edge of circle to be about 2-inches below grade at surrounding turf.
12. Place wood chip mulch to depth of 2 inches and tamp in place. Distribute weed seed inhibitor over mulch to discourage weed growth around new tree.
13. Water in again filling saucer and firming soil as needed to contain water.
14. Place four 5-foot high stakes around the tree 6-inches beyond the water saucer.
15. Wrap around all the stakes with chicken wire or hardware cloth about 2-feet high to provide a movement barrier in areas of heavy pedestrian traffic.
16. For winter protection from mice bark damage place a hardware cloth tube around the tree trunk with on overlapping joint bent together.

Appendix E: Principal Sources

Allen County-Fort Wayne Historical Society
- Annual Reports, All years available
- Historic postcard & photograph collections

Allen County Public Library
- Annual Reports, All years available
- City of Fort Wayne Park Master Plans
- Historic maps, newspaper, postcard & photograph collections
- *Long Range Recreation Plan, City of Fort Wayne*, prepared by National Recreation Association, 1944

City of Fort Wayne, Department of Public Works, City/County Building
- Planimetric aerials: All years available
- Allen County survey from planimetric aerials

Fort Wayne Parks & Recreation, Lawton Park Office & State Boulevard Office
- Annual Reports, All years available
- Current AutoCAD files
- Historic newspaper clipping scrapbooks
- Digital files of historic plans

Fort Wayne Parks & Recreation, Leadership, Staff & Contributing Community Members
- Al Moll, Director of Fort Wayne Parks & Recreation
- Perry Ehresman, Superintendent of Leisure Services, Fort Wayne Parks & Recreation Jeff Baxter, Former Director of Maintenance, Fort Wayne Parks & Recreation
- Alec Johnson, Landscape Architect & CLR Project Manager, Fort Wayne Parks & Recreation
- Fort Wayne Parks & Boulevard Legacy Committee: Waymon and Synovia Brown, Julie Donnell, Janet Kelly, David Kohli, Jim Owen, Matt Wiedenhoeft, Don Orban, Susan Mol, Jeanette Dillon, Angie Quinn
- Councilman Glynn Hines
- Councilman John Shoaff

Interested Fort Wayne Citizens Attending Public Work Sessions & Meetings

Taylor University Archives
- Historic photograph collection images showing Rudisill Boulevard.