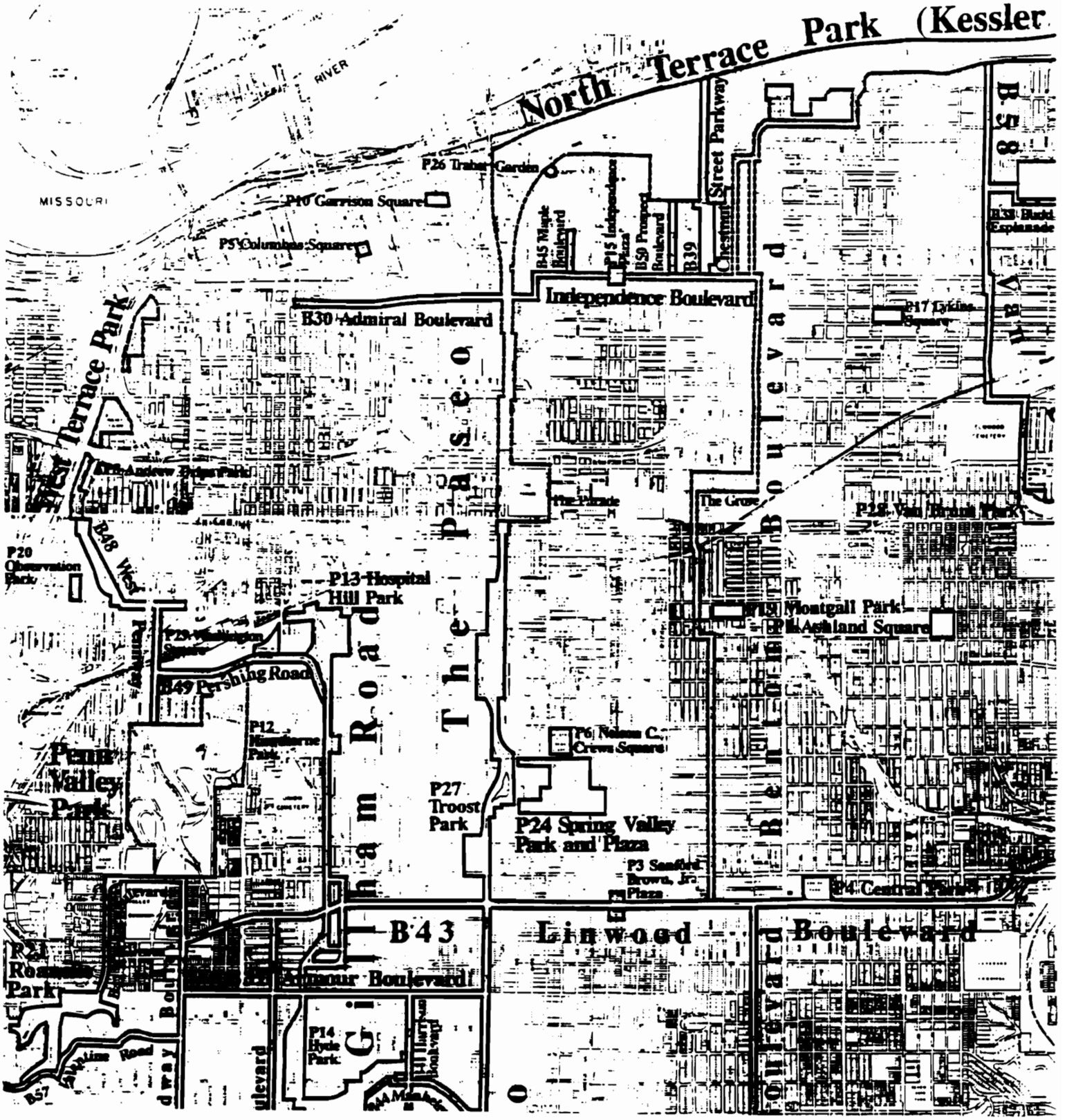
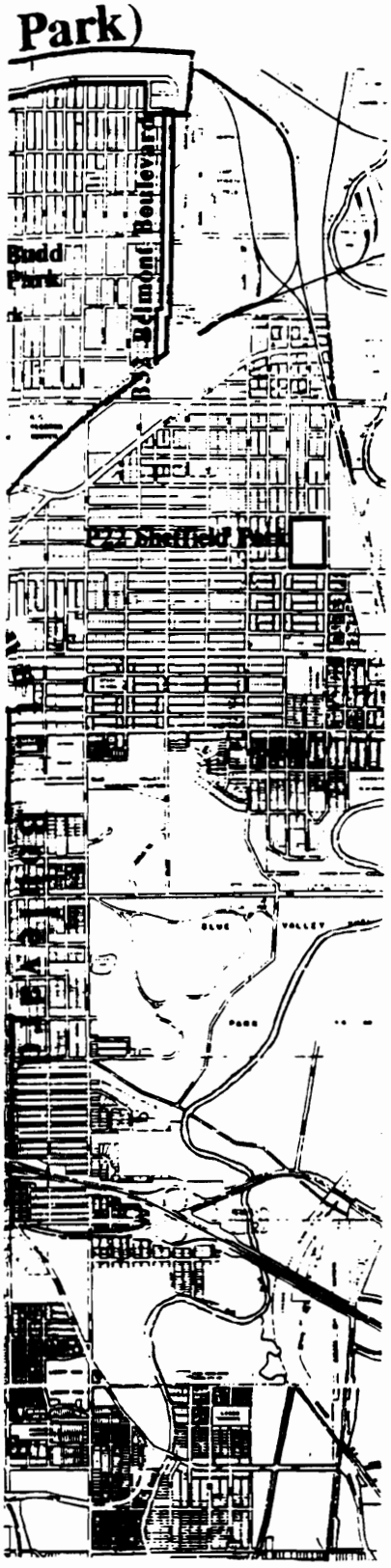
LANDSCAPE ARCHITECTURAL/ HISTORIC SURVEY OF PARKS AND BOULEVARDS, 1893-1940

Board of Parks and Recreation Commissioners, Kansas City, MO

Missouri Division of Natural Resources, Division of Parks, Recreation and Historic Preservation, Jefferson City, MO

Tourbier & Walmsley, Inc., Philadelphia, PA and New York City
Architectural and Art Historical Research, Kansas City, MO
Theis Doolittle Associates, Inc., Kansas City, MO


North Terrace Park (Kessler
RIVER
MISSOURI
P26 Trabue Garden
P40 Garrison Square
P5 Columbus Square
B45 Maple Boulevard
P15 Independence Plaza
B59 Prospect Boulevard
B39
Chestnut Street Parkway
B38
B38 Bluff Esplanade
Independence Boulevard
B30 Admiral Boulevard
P17 Lykins Square
Terrace Park
The Paseo
Benton Boulevard
The Parade
The Grove
P22 Van Brunt Park
P20 Observation Park
B48 West Pennway
P13 Hospital Hill Park
P29 Washington Square
P18 Montgall Park
P19 Ashland Square
B49 Pershing Road
P12 Henderson Park
Penn Valley Park
P6 Nelson C. Crews Square
P27 Troost Park
P24 Spring Valley Park and Plaza
P3 Sanford Brown, Jr. Plaza
P4 Central Park
Gillham Road
B43
Linwood Boulevard
Armour Boulevard
P21 Roanoke Park
P14 Hyde Park
Baltimore Avenue
Gladstone Boulevard
Skyline Road
B57



LANDSCAPE ARCHITECTURAL/ HISTORIC SURVEY OF PARKS AND BOULEVARDS, 1893-1940

KANSAS CITY MISSOURI

Board of Parks and Recreation Commissioners, Kansas City, MO

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Theis Doolittle Associates, Inc., Kansas City, MO

INSIDE COVERS: Historic parks and boulevards overdrawn on a contemporary street map. INSIDE FRONT COVER: The northern half south to Thirty-ninth Street. INSIDE BACK COVER: The southern half from Thirty-ninth Street south.

ACKNOWLEDGEMENTS

Board of Parks and Recreation Commissioners

Ollie W. Gates, President
Carl J. DiCapo
Sheila Kemper Dietrich

Parks, Recreation and Boulevards

Terry R. Dopson, Director
James Shoemaker, Park Planner
Michael H. Malen, Manager of Planning Services
James O'Shea, Landscape Architect (editing)
John See, Architect (editing)
Carol Hamon, Drafting Aid II (assistance with plans and drawings)

Tourbier & Walmsley, Inc.

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Leonardo Toro, Administrator (coordination and production)
Zoe Walmsley, Administrative Assistant (production)

Architectural and Art Historical Research

Cydney E. Millstein, Principal

in association with

Linda F. Becker (architectural historian)

Theis Doolittle Associates

Frank Theis, Principal
Kristie Hatley, Landscape Architect

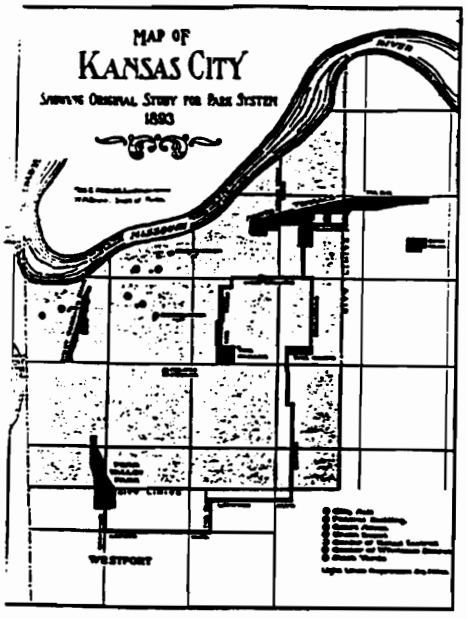
Staff of Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City, Missouri.

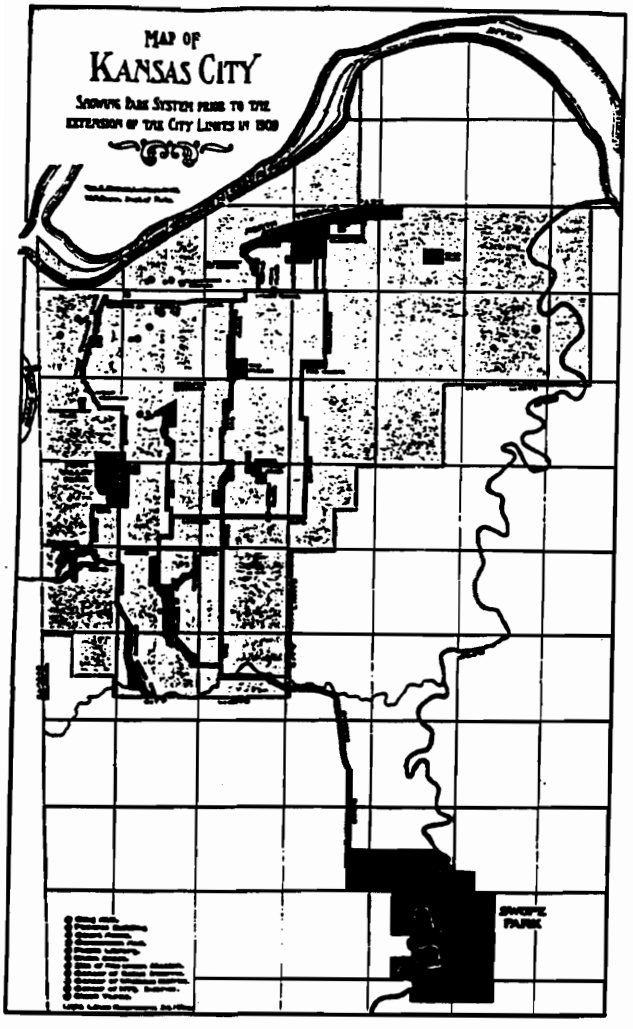
CITATIONS

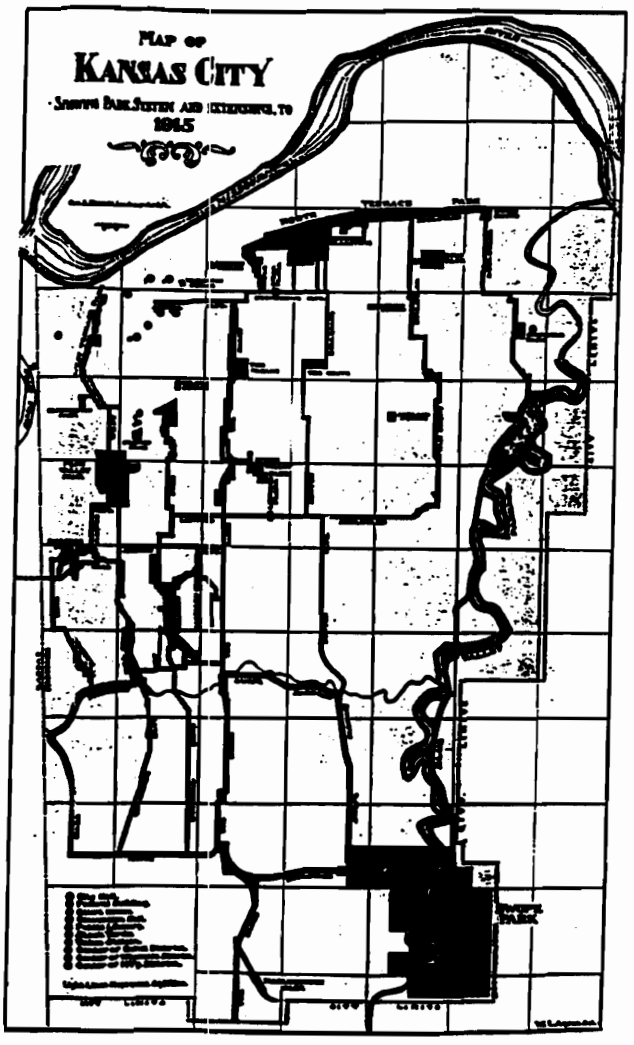
The following abbreviations are used throughout:

AR	Annual Report, Board of Parks and Recreation Commissioners
BPRC	Board of Parks and Recreation Commissioners
MVR, KCPL	Missouri Valley Room, Kansas City Public Library
PRB	Parks Recreation and Boulevards Department
TAW	Tuttle-Ayres-Woodward
TDA	Theis Doolittle Associates
T&W	Tourbier & Walmsley, Inc.

INTRODUCTION
BACKGROUND
THE SURVEY FORM







I.1 The development of the Kansas City park and boulevard system from Kessler's original design in 1893 to the completion of Union Station 1915, reproduced in William H. Wilson, The City Beautiful Movement in Kansas City, 1964 (from AR, 1914-1915, p. 16).

INTRODUCTION

The historic significance of the Kansas City, Missouri parks and boulevards system has been recognized among planners and landscape historians for some time. The current Board of Parks and Recreation Commissioners (BPRC) and interested citizen groups have been keenly interested in the system. The Prairie Gateway Chapter of the American Society of Landscape and the Missouri Department of Natural Resources, Division of Parks, Recreation and Historic Preservation, Historic Preservation Program - the State Historic Preservation Office (SHPO) for short - in Jefferson City, Missouri undertook a pilot survey entitled "Historic Resources Survey of the 1893 Parks and Boulevard System, Kansas City, Missouri" which documented the establishment of the system (hereafter referred to as Part One). This survey is the contemplated follow-up and addresses the development of the system from its establishment to its completion in the next fifty years up to c. 1940 (hereafter referred to as Part Two). It is jointly funded by BPRC and SHPO.

The survey was conducted by Anthony Walmsley, ASLA, AICP of the New York office of Tourbier & Walmsley, Inc. (planning, landscape architecture, historic preservation, urban design, natural resource management), Philadelphia, PA and New York City; Cydney E. Millstein, Architectural and Art Historical Research, Kansas City, MO in association with Linda F. Becker (architectural history), Kansas City, MO; and Frank Theis and Kristie Hatley of Theis Doolittle Associates, Inc. (architects, planners, landscape architects), Kansas City, MO. The contents and opinions are those of the authors and do not necessarily reflect the views or policies of either the BPRC or SHPO.

SCOPE OF THE STUDY

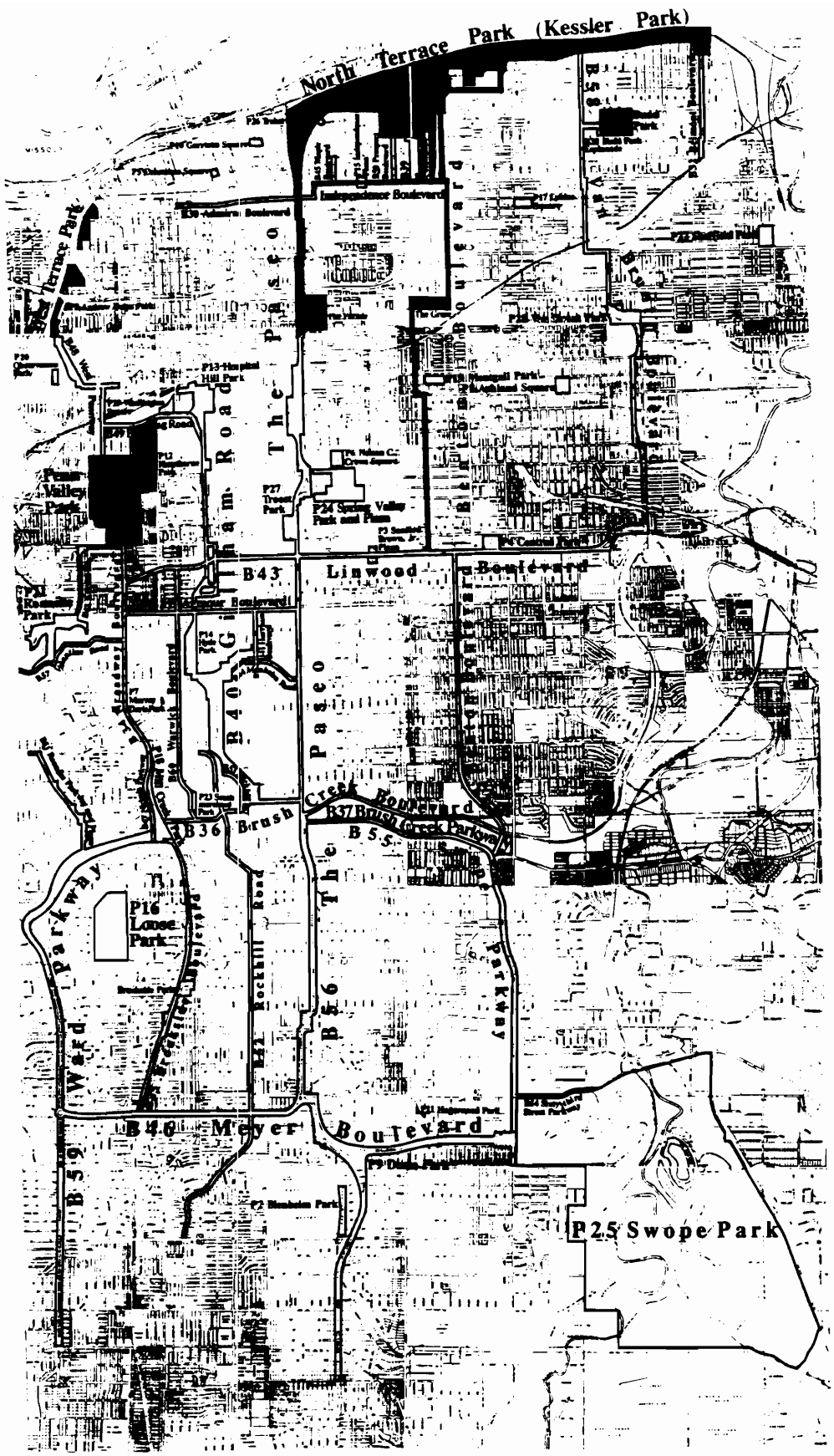
The Part One survey covered the seven parks and boulevards out of the nine contemplated in the original 1893 plan; four parks and three boulevards:

North Terrace Park (now Kessler Park)
Penn Valley Park
West Terrace Park
Budd Park
The Paseo (from Independence Boulevard to Seventeenth Street, including The Parade)
Independence Boulevard (including Gladstone Boulevard)
Benton Boulevard (from Gladstone to Linwood Boulevards, including The Grove)

(Other neighborhood parks and playgrounds were planned - such as North Square and High School Square mentioned in the Annual Report for 1940-1941, p. 61 - but only Holmes Square was built and subsequently demolished).

The Part Two survey includes the sixty parks and boulevards planned and built in the period 1893 to 1940, twenty-nine parks and thirty-

			ACRES	MILES	TOTAL ACRES	TOTAL MILES	DATE 1ST ACQUIRED
PARKS	P1	Ashland Square	7.53				1913
	P2	Blenheim Park	6.93				1921
	P3	Sanford Brown Plaza	3.09				1908
	P4	Central Park	8.01				1931
	P5	Columbus Square	2.07				1909
	P6	Nelson C. Crews Square	6.29				1902
	P7	Murray Davis Park	0.09				1926
	P8	Andrew Drips Park	0.16				1882
	P9	Dunn Park	9.23				1937
	P10	Garrison Square	3.04				1909
	P11	Hagerwood Park	0.35				1923
	P12	Hawthorne Park	2.57				1901
	P13	Hospital Hill Park	5.68				1908
	P14	Hyde Park	NA				1902
	P15	Independence Plaza	1.73				1899
	P16	Loose Park	74.08				1927
	P17	Lykins Square	4.95				1913
	P18	Mill Creek Park	11.31				1908
	P19	Montgall Park	6.10				1920
	P20	Observation Park	4.32				1899
	P21	Roanoke Park	36.25				1901
	P22	Sheffield Park	11.24				1913
	P23	Southmoreland Park	3.86				1897
	P24	Spring Valley Park	32.73				1901
	P25	Swope Park	1,763.00				1896
	P26	Traber Garden	0.78				1913
	P27	Troost Park	8.75				1902
	P28	Van Brunt Park	NA				1911
	P29	Washington Square	4.74		2,018.78		1921
BOULEVARDS	B30	Admiral Blvd	13.20	1.05			1899
	B31	Armour Blvd	15.88	1.23			1899
	B32	Belmont Blvd	10.69	0.72			1913
	B33	Benton Blvd (South)	est. 24.00	est. 2.02			1909
	B34	Broadway Blvd	21.77	1.53			1902
	B35	Brookside Blvd	29.12	2.10			1913
	B36	Brush Creek Blvd	10.41/NA	3.02			1908
	B37	Brush Creek Pkwy	est. 116.28	NA			1916
	B38	Budd Park Esplde	3.92	0.37			1913
	B39	Chestnut St Pkwy	est. 17.00	0.80			1915
	B40	Gillham Road	128.31	4.34			1901
	B41	Harrison Blvd	19.21	0.81			1903
	B42	Karnes Blvd	9.10	0.71			1905
	B43	Linwood Blvd	51.03	3.43			1899
	B44	Manheim Road	3.99	0.62			1910
	B45	Maple Blvd	2.20	0.18			1907
	B46	Meyer Blvd	63.17	2.80			1913
	B47	Nichols Pkwy	NA	0.50			1909
	B48	West Pennway	19.48	1.15			1908
	B49	Pershing Road	10.62	0.66			1913
	B50	Prospect Blvd	3.03	0.31			1908
	B51	Roanoke Pkwy	15.01	0.97			1917
	B52	Rockhill Road	36.99	3.71			1911
	B53	Rockhill Terr	2.74	0.28			1911
	B54	Sixty-third St Pkwy	4.51	0.60			1913
	B55	Swope Pkwy	63.83	3.63			1904
	B56	The Paseo	est. 181.05	est. 8.34			1899
	B57	Valentine Rd	8.51	0.91			1906
	B58	Van Brunt Blvd	est. 65.28	est. 3.51			1911
	B59	Ward Pkwy	est. 173.77	est. 4.67			1911
	B60	Warwick Boulevard	16.36	1.80	1,233.86	57.76	1919
		TOTAL			3,242.64		



I.2 (OPPOSITE): List of Parks (P1-29) and Boulevards (B30-60) with acres, distances and dates (BPRC and T&W). I.3 (RIGHT): Location of parks and boulevards on a contemporary street map. Darkened areas show parks and boulevards in Part One (T&W).

F	FEATURES	LOCATION
F1	Murray Davis Memorial	P7 Murray Davis Park
F2	Andrew Drips Memorial	P8 Andrew Drips Park
F3	Footbridge, Sixty-seventh Street and The Paseo	P9 Dunn Park
F4	Garrison Community Center/Field House	P10 Garrison Square
F5	Laura Conyers Smith Municipal Rose Garden	P16 Loose Park
F6	Main Entry Gate and Retaining Wall	P16 Loose Park
F7	Jacob L. Loose Memorial	P16 Loose Park
F8	Jacob L. Loose Memorial Park Pavilion	P16 Loose Park
F9	North Entrance, Retaining Wall and Wall Fountain	P20 Observation Park
F10	Roanoke Road from Valentine Road to Karnes Boulevard	P21 Roanoke Park
F11	Steps, Retaining Wall, Piers, Roanoke Pwy and Karnes Boulevard	P21 Roanoke Park
F12	Two Entrance Markers, Thirty-sixth Street and Madison Avenue	P21 Roanoke Park
F13	Entrance Markers, Thirty-sixth Street and Madison Avenue	P21 Roanoke Park
F14	Grand Entrance	P25 Swope Park
F15	Shelter #1 (and Sunken Garden)	P25 Swope Park
F16	Loose Flagpole	P25 Swope Park
F17	Shelter #2	P25 Swope Park
F18	Shelter #3, 4 and 6	P25 Swope Park
F19	Shelter #5 and 8	P25 Swope Park
F20	Shelter #7	P25 Swope Park
F21	Lakeside Nature Center	P25 Swope Park
F22	Ranger and First Aid Station	P25 Swope Park
F23	Swope Pavilion (Bandstand)	P25 Swope Park
F24	Swimming Pools	P25 Swope Park
F25	Golf Clubhouse #1	P25 Swope Park
F26	Bird and Carnivora House	P25 Swope Park
F27	Abbatoir	P25 Swope Park
F28	Greenhouses	P25 Swope Park
F29	Greenhouse and Nurseryman's Cottage	P25 Swope Park
F30	District #4 Headquarters	P25 Swope Park
F31	Seventy-first Street Bridge	P25 Swope Park
F32	Suspension Bridge	P25 Swope Park
F33	Swope Memorial	P25 Swope Park
F34	Benjamin Memorial	P25 Swope Park
F35	American Legion II Memorial	P25 Swope Park
F36	The Lagoon	P25 Swope Park

I.4 (ABOVE AND OPPOSITE): List of features and their location, F1 to 72 (T&W).

F	FEATURES (continued)	LOCATION
F37	Lake-of-the-Woods	P25 Swope Park
F38	The Mall	P25 Swope Park
F39	Troost Lake	P27 Troost Park
F40	Twenty-seventh Street Viaduct	P27 Troost Park
F41	George Washington Memorial	P29 Washington Square
F42	Retaining Wall and Stairs at Holmes Street	B30 Admiral Boulevard
F43	Frank Sebree Bridge over Brush Creek	B33 Benton Boulevard
F44	Westport Memorial Marker at Fortieth Street	B34 Broadway Boulevard
F45	American Legion Memorial Fountain	B38 Budd Park Esplanade
F46	Cliff Drive Bridge	B39 Chestnut Street Pwy
F47	Central Electric Railway Bridge at Lexington Avenue	B39 Chestnut Street Pwy
F48	Staircase, Twenty-fifth Street and Locust	B40 Gillham Road
F49	Santa Fe Trail Marker Thirty-eighth Street	B40 Gillham Road
F50	Park and Recreation Building, 3915 Gillham Road	B40 Gillham Road
F51	Santa Fe Trail Marker, Euclid Avenue	B43 Linwood Boulevard
F52	"Sea Horse" Fountain, Meyer Circle	B46 Meyer Boulevard
F53	American War Mothers Memorial, The Paseo	B46 Meyer Boulevard
F54	Replica of the Statue of Liberty, Prospect Avenue	B46 Meyer Boulevard
F55	Haff Circle and Mirror Pool	B46 Meyer Boulevard
F56	Mill Creek Viaduct, Forty-third Street	B47 Nichols Parkway
F57	Massasoit, Forty-seventh Street	B47 Nichols Parkway
F58	Traffic Signal, Linwood Boulevard	B56 The Paseo
F59	Battle of Westport Marker, Sixty-third Street	B56 The Paseo
F60	Sunken Garden, Gregory Boulevard and Seventy-second Street	B56 The Paseo
F61	Seventy-seventh Street Bridge	B56 The Paseo
F62	Fountain, Seventy-ninth Street	B56 The Paseo
F63	Van Brunt Subway, Ninth through Twelfth Streets	B58 Van Brunt Boulevard
F64	Fiftieth Street Bridge	B59 Ward Parkway
F65	Mirror Pool near Sixty-second Street	B59 Ward Parkway
F66	Venetian Gate near Sixty-third Street	B59 Ward Parkway
F67	Meyer Circle Gateway and Avenue of Trees	B59 Ward Parkway
F68	Marble Plaque, Sixty-fifth Street	B59 Ward Parkway
F69	The Eagle, Sixty-seventh Street	B59 Ward Parkway
F70	Pedestal Fountain and Pool, Sixty-eighth Terr/Sixty-ninth St	B59 Ward Parkway
F71	Romany Road Fountain and Pool	B59 Ward Parkway
F72	Ornamental Columns, Gregory Boulevard	B59 Ward Parkway

one boulevards. All but four parks and boulevards were designated in the thirty years 1893-1922, within the lifetime of the park system's original planner and designer, George E. Kessler (1862-1923). Altogether, sixty-three out of sixty-seven parks and boulevards planned and built from 1893-1940 had been approved and started by the year he died. It makes the Kansas City, Missouri, park system the most complete fulfillment of Kessler's ideas for a citywide network of connected parks.

The parks and boulevards in this survey (Part Two) are numbered P1-29 and B30-60. They are listed on the preceding p. 4 opposite a plan of the historic system overdrawn on a contemporary street map (see I.2 and I.3). Altogether the historic parks cover just over 2,000 acres and the boulevards more than 1,200 acres, making a system total of about 3,240 acres. The boulevards linking the parks extend nearly sixty miles in length (roadways are considerably longer since in many instances, the boulevards consist of divided roadways; in addition, there are roadways in the larger parks).

The system developed by 1940 effectively covered an area six miles west to east and ten miles north to south, or sixty square miles. (see I.1). Further, with the single exception of Kansas City's Central Business District, the system was evenly distributed as a kind of lattice framework over the developing city within which were neighborhood parks and playgrounds, community parks and regional parks, and neighborhood "main streets" and intra-neighborhood distributors, serving the whole city. A listing of parks and boulevards by type is shown on pp. 11-12 following.

This survey also includes seventy-two features in the parks and boulevards, numbered F1-72. Each is discussed under its respective park or boulevard. They include buildings, bridges, shelters, monuments, memorials, stairs, walls, fountains, and landscape features designed and built in conjunction with the parks and boulevards in the same period, 1893-1940. They are listed on pp. 6-7 preceding.

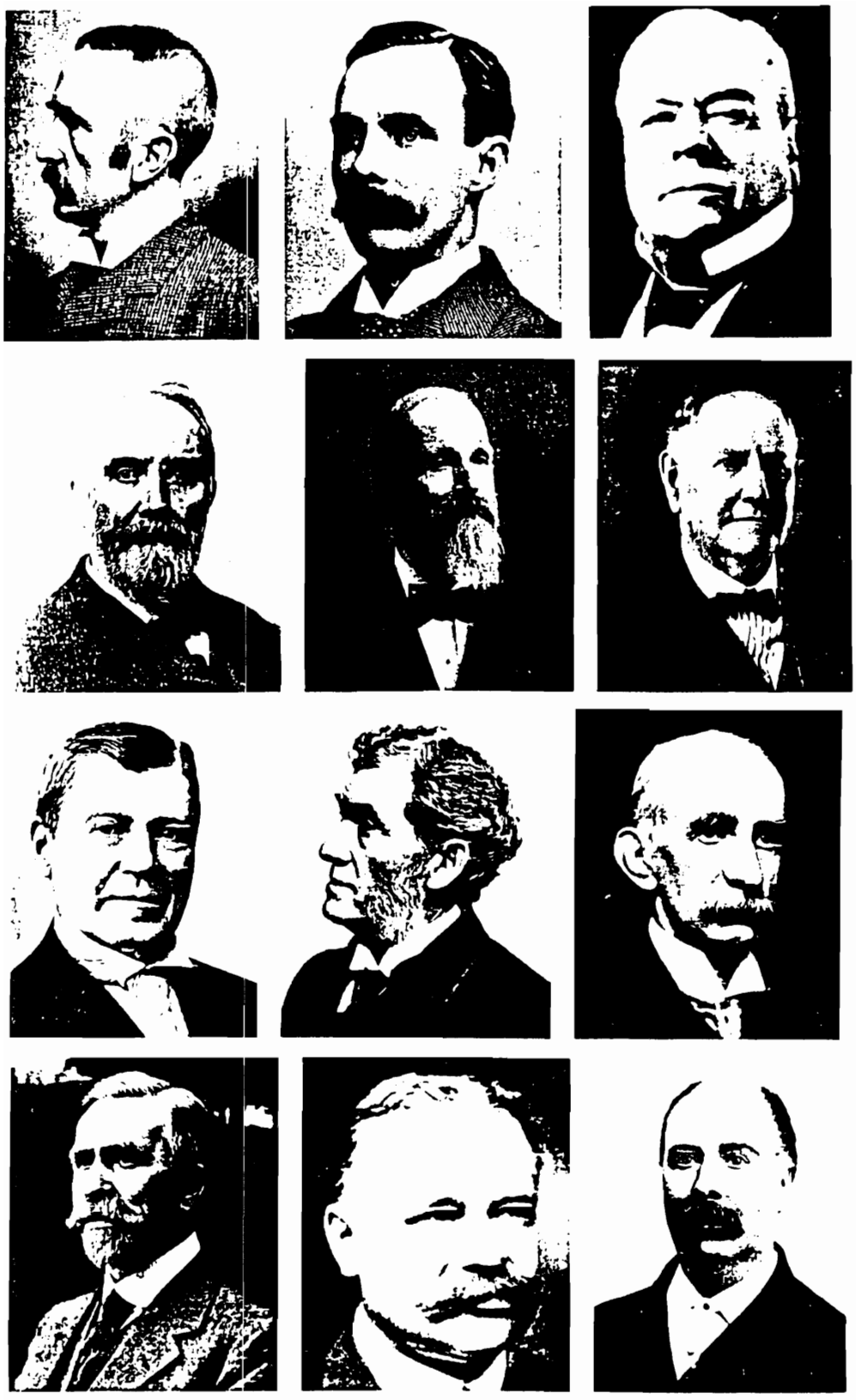
OBJECTIVES OF THE SURVEY

The objectives of this survey are:

- To document the historic parks and boulevards, 1893-1940, (and their integral historic features) sufficient to make a preliminary evaluation of their historic integrity and historic significance.

- In the course of so doing, to illuminate the roles of Kessler, August R. Meyer (1851-1905), William R. Nelson (1841-1915), Delbert J. Haff (1859-1943), and others in bringing the plans and designs to fruition.

- To make a start at placing the Kansas City, Missouri park



I.5 (ABOVE): A gallery of the principal movers in the Kansas City, MO parks and boulevards history. From TOP LEFT reading across: August R. Meyer, Robert Gillham, William R. Nelson; 2ND ROW: George R. Barse, George Holmes, Harris Lipscomb; 3RD ROW: Mayor Ben Holmes, Simeon B. Armour, Adriance Van Brunt; 4TH ROW: Delbert J. Haff, George E. Kessler, William Glass. (AR, 1967, pp. 3-6).

Large Regional Park	P25 Swope Park
Community Parks	P4 Central Park P6 Nelson C. Crews Sq. (with P24) P16 Loose Park P18 Mill Creek Park P21 Roanoke Park P24 Spring Valley Park (inc. P6)
Neighborhood Parks and Playgrounds	P1 Ashland Square P2 Blenheim Park P3 Sanford Brown Plaza P5 Columbus Square P9 Dunn Park P10 Garrison Square P11 Hagerwood Park P12 Hawthorne Park P13 Hospital Hill Park P14 Hyde Park P15 Independence Plaza P17 Lykins Square P19 Montgall Park P20 Observation Park P22 Sheffield Park P23 Southmoreland Park P26 Traber Garden P27 Troost Park P28 Van Brunt Park P29 Washington Square
Special Use Areas	P7 Murray Davis Park P8 Andrew Drips Park

NOTE. These categories have been developed by Kansas City, MO PRB over the years. **Regional parks** are defined as over 500 acres serving the entire metropolitan area running the entire gamut of recreational facilities, active and passive, as well as having wilderness areas; **community parks** are defined as larger than neighborhood parks (15 to 99 acres) central to an area of several neighborhoods; **neighborhood parks** and **playgrounds** (up to 14 acres) are the most numerous serving local residents, the larger catering to all age-groups, the smaller primarily for children; **special use areas** occur for specific reasons or in response to public demand, serving one predominant function, in this case, commemorative.

I.6 Types of Parks (from KCPR 1973 Plan for Parks, Playgrounds, Boulevards and Open Space for Kansas City, MO and 1983 Plan for Parks, Boulevards & Parkways for Kansas City, MO).

Intra-neighborhood Connectors/ Distributors	B40 Gillham Road B43 Linwood Boulevard B46 Meyer Boulevard B52 Rockhill Road (N. of 66th Terr) B55 Swope Parkway (N-S) B56 The Paseo B58 Van Brunt Boulevard B59 Ward Parkway (N-S)
Major Residential "Main Streets"	B31 Armour Boulevard B33 Benton Boulevard B35 Brookside Boulevard B36 Brush Creek Boulevard (W. half) B60 Warwick Boulevard
Minor Residential "Main Streets"	B32 Belmont Boulevard B38 Budd Park Esplanade B41 Harrison Boulevard B42 Karnes Boulevard B44 Manheim Road B45 Maple Boulevard B48 West Pennway (N. of 22nd Street) B50 Prospect Boulevard B51 Roanoke Parkway B52 Rockhill Road (S. of 66th Terr) B53 Rockhill Terrace B57 Valentine Road
Commercial/Institutional Corridors	B30 Admiral Boulevard B34 Broadway Boulevard B48 West Pennway (22nd-26th Streets) B49 Pershing Road
Park Drives within or beside Parks	B36 Brush Creek Boulevard (E. half) B37 Brush Creek Parkway B39 Chestnut Street Parkway B47 Nichols Parkway B54 Sixty-third Street Parkway B55 Swope Parkway (E-W section) B59 Ward Parkway (E-W section)

NOTE. These categories have been suggested by the survey. The Board of Parks and Recreation Commissioners has classified the boulevards into two types: boulevards and parkways. Both are described as linkages or open space connectors between two geographic points. **Boulevards** are defined as wide, formally designed streets of distinguished character with broad rights-of-way, often with a substantial median, with formal landscape effects, normally bordered by residences, and with cross streets; **parkways** are defined as not as formal as boulevards, with a continuous roadway and often with landscaped recreational facilities of neighborhood or community importance.

I.7 Types of Boulevards (T&W and from PRB Plans 1973 and 1983).

system in the context of other systems nationwide, and the twin Romantic Park and City Beautiful movements in which it was conceived.

- To provide this data in a format suitable for the SHPO and useful to the Kansas City Board of Parks and Recreation Commissioners and the Parks, Recreation and Boulevards Department (PRB) in their ongoing responsibilities for planning, preserving and managing the system.

ARCHIVAL RESEARCH

The historical side of the survey required archival research into both primary and secondary materials, carried out by Cydney E. Millstein and Linda F. Becker.

- **The Missouri Valley Room, Kansas City Public Library** (MVR, KCPL). This Library is the repository of the City directories, newspapers clippings, copies of Western Contractor (a construction trade journal), and numerous other local history books, scrapbooks, photographs collections and files. The Native Sons Collection, an important collection of materials on the history of Kansas City, is in transition at this time. Portions of this collection are being transferred to Western Historical Manuscripts Collection (see below).

- **City Hall, Kansas City, Missouri.** Minutes of the Board of Park Commissioners (BPRC) are located on the 13th floor.

- **Western Historical Manuscripts Collection, University of Missouri, Kansas City.** This collection includes architectural blueprints and biographical information on prominent local architects.

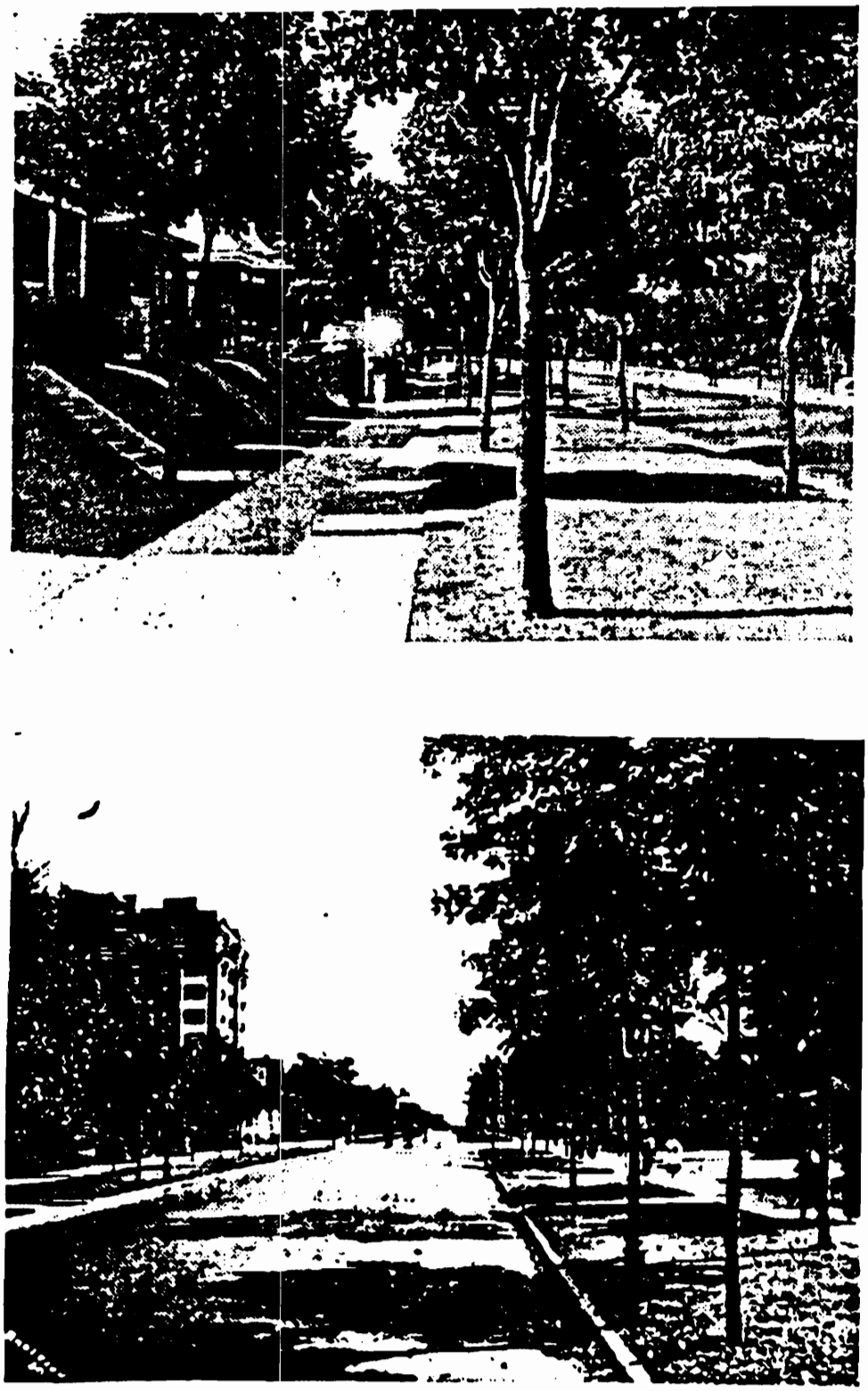
- **Landmarks Commission, Kansas City, Missouri.** This office maintains files on local architects and builders, as well as Kansas City Atlases for 1886, 1891, 1900, 1907 and 1925. In addition, historical photographs and data on the parks and boulevards are also on file.

- **Office of Parks, Recreation and Boulevards, Kansas City, Missouri (PRB).** Maps, plans, Board of Parks Commissioners' reports, minutes and correspondence are located here.

- **Missouri Historical Society, Jefferson Memorial Building, St. Louis, Missouri.** Included in this important collection are the uncatalogued Kessler Papers.

- **State Historical Society of Missouri, Columbia, Missouri.** Local and regional histories. Included in this collection are several issues of Kansas City Architect and Builder that have not been located elsewhere.

- **Ochsner, Hare and Hare, landscape architects and planners,**



I.8: Boulevards in their heyday. TOP: Benton Boulevard (AR, 1922, p. 18). BOTTOM: Linwood Boulevard (AR, 1922, p. 40).

Kansas City, Missouri. Original drawings and plans for Loose Park are located at this office.

FIELD SURVEYS

Each park and boulevard was visited at least twice in the course of the survey, once in the summer/fall of 1990 and once in the spring, 1991, by the principal investigator, Anthony Walmsley, assisted by the consultant team. Visits lasted from ten minutes (for Traber Garden) to several days (for Swope Park). Boulevards were driven in both directions with frequent stops for feature identification and photography. In addition, each feature was examined by either Cydney E. Millstein or Linda F. Becker.

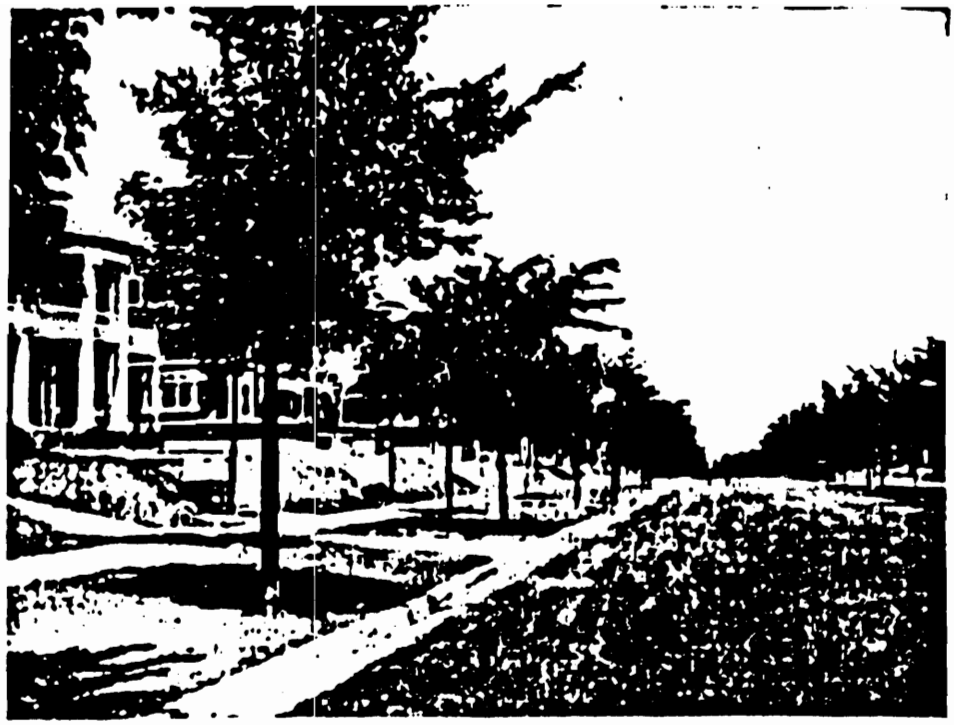
The results of these investigations in the field are recorded in three ways:

- **Completing a survey form.** To conform to Part One, an American Society of Landscape Architects "Historic Landscape Survey, National Survey Form" was used, in a format previously developed by Tourbier & Walmsley which (except for the F documentation) avoided narrative continuations and allowed the integration of maps and photographs with the text. What came to be known as the "1990-1991, Kansas City, Missouri, Historic Survey of Parks and Boulevards Form" is reproduced on pp. 53-58 along with a discussion of some of the terms employed. The features were documented in a form approved by the SHPO.

- **Compiling maps.** An overall map of the historic system was drawn over a current street map to identify the location of each park (P) and boulevard (B) property in the survey. (It should be noted that no single street map covering the study area was available; the street map used was compiled from ten sheets at a scale of 1"=800' pieced together, photographically reduced to a scale of 1"=1000' and screened). In addition, individual maps for each property have been assembled from two primary sources: Kansas City Atlas Maps from 1886, 1891, 1900, 1907 and 1925 at the offices of Tuttle Ayres Woodward (TAW) and the Record Books of the Parks, Recreation and Boulevards (PRB). The atlas maps cover the whole period of the system's development; the 1925 Atlas shows the historic system all but complete except for four parks. The record books kept by W.I. Ayres from c. 1920 to 1951 show detailed property outlines and longhand calculations of acreage and distances, before the invention of the calculator.

  Neither atlas maps or record books show much, if anything, of the design. Where designs plans were found, e.g. Kessler's South Gillham Plan, 1909-1911 or Hare & Hare's (the firm practised 1910-1960) 1930 plan of Loose Park, they are used.

- **Assembling and comparing historic and contemporary photographs.** All consultants contributed to this important



I.9: Boulevards in their heyday. TOP: Broadway at Thirty-third Street (AR, 1922, p. 33). BOTTOM: The Paseo at Thirty-fourth Street (AR, 1922, p. 17).

documentation. Approximately 100 historic photographs and 100 contemporary photographs (out of nearly 800) are included, the majority in a 5 x 7 inch black/white horizontal format for the originals to fit standard SHPO acetate envelopes and for two to an 8 1/2 x 11 inch page for the City.

PRODUCTS

This work has resulted in sixty completed historic landscapes survey forms and seventy-two feature descriptions and evaluations. One completed set of forms, a Kansas City base map showing locations and approximately 200 5 x 7 inch black/white photographs have been deposited with the SHPO. For the City, text, map and photographs have been integrated in two volumes, each of approximately 500 pages: Parks follows in this Volume One, Boulevards are contained in a companion Volume Two.

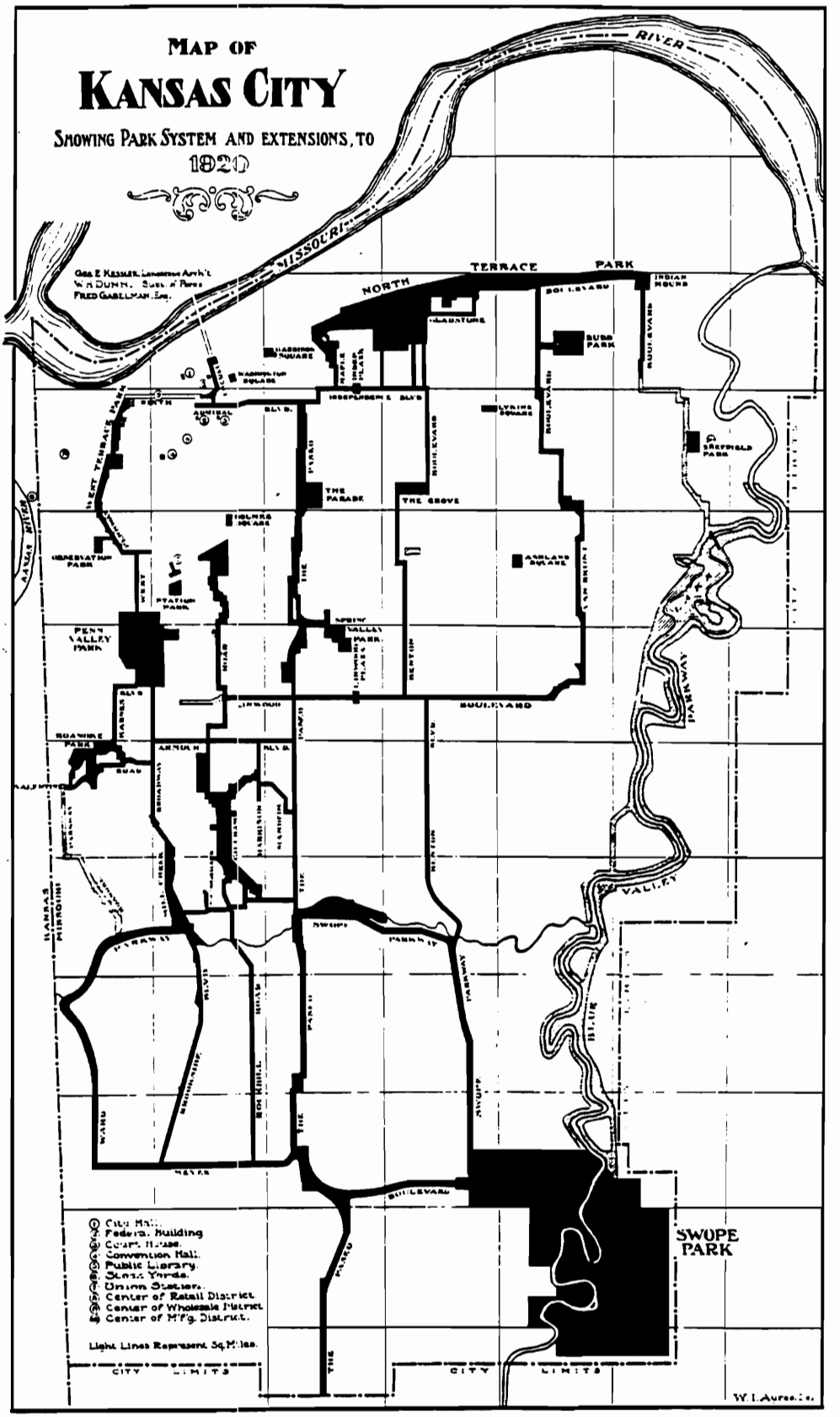
While this study has provided the opportunity to publicize some new primary materials (e.g. Kansas City architect John Van Brunt's unbuilt retaining wall designs for Independence Plaza (p. 199-201) or landscape architect Henry Wright's drawings of stairways for Admiral Boulevard and Gillham Road at Howard and Locust Streets (pp. 505-506), it has not been able to fill in all the gaps or resolve all the inconsistencies. For instance, errors in computation have been corrected, where discovered (some park's acreage was included in boulevard rights-of-way acreage). One boulevard, Brush Creek Parkway, is actually a park; and Brush Creek Boulevard on the north side of Brush Creek Park has always been included in the Brush Creek Parkway acreage.

Not very many design plans were discovered and, then, not all design plans were completed. They portray the historic design intent but early photographs give conclusive evidence of what was built. In some cases (such as Kessler's design for Sheffield Park, p. 301) the original design was all but ignored. In others (such as Kessler's design of a retaining wall for the south side of Independence Plaza p. 204 or, Hare & Hare's design plan for Loose Park, p. 212) the design seems to have been followed very closely.

Later changes and additions are often very hard to track. For example, Kansas City architect E.B. Delk's plans for a utility building in Ashland Square dated May 12, 1949 (p. 69) is not the building reported to have been constructed in 1949 which exists today. References and bibliography is provided for future researchers to resolve these problems.

CONCLUSIONS

The whole system of Parks and Boulevards in Kansas City, Missouri (Part One and Part Two) encompasses around 4,000 acres. It is remarkable for both its comprehensiveness and the degree to which it was completed, in accordance with Kessler's overall design during his lifetime. Then, it was continued by others who had worked with him and understood his intentions. Although all of



I.10: The Kansas City, MO park and boulevard system in 1920, the last overall plan published by George E. Kessler, landscape architect, William H. Dunn, superintendent of parks (AR, 1921).

these factors suggest that the system itself warrants special recognition, this survey has evaluated individual parks and boulevards in the system for their historic integrity and historic significance using National Park Service criteria established in Bulletins 15, 16, 18 and 24.

This study has gone a further step in defining significance by recognizing that each historic landscape has preserved its integrity to a greater or lesser degree. By evaluating the NPS criteria and comparing the property's present appearance and function with its historic appearance and function (to the extent that early plans and photographs make possible and allowing for the variables, e.g. aging and replacement of trees, repair or alteration of structures, resurfacing of boulevards with bituminous over the original macadam, etc.), it is possible to conclude that there are gradations in historic significance. To paraphrase George Orwell, although all properties possess historic significance, some are more significant than others. Some have greater significance - some have less. Surely, in an era of having to stretch municipal dollars, it would be helpful for the City and preservationists to know which parks or boulevards are regarded as highly significant and which, for one reason or another, are now of little consequence from a historic standpoint?

Accordingly, a star rating system has been devised, much like a restaurant, entertainment or travel guide:

**** Exceptional significance
*** High or major significance
** Some significance
* Minor significance
o No significance

The historical significance ratings for the Kansas City, MO parks and boulevards are shown in the following page (p. 19) and are summarized below:

**** 15 1/2, 6 parks, 9 boulevards (and 1 part of a boulevard)
*** 17, 5 parks, 10 boulevards (and 4 parts of boulevards)
** 11, 7 parks, 4 boulevards
* 6 1/2, 5 parks, 1 boulevard (and 1 part of a boulevard)
o 10, 6 parks, 2 boulevards (and 4 parts of boulevards)

Over half of the surveyed landscapes are three or four starred (having exceptional or high significance). Nearly one-fifth are two-starred (having some significance). Almost 3/10 or 30% are one starred or zero (having little or no significance).

RECOMMENDATIONS

The findings of this survey and its evaluations suggest that:

- Landscapes in the two highest categories should be treated with the greatest priority, and may even be so designated for

	PARKS			BOULEVARDS	
****	P8	Andrew Drips Park	****	B30	Armour Boulevard
	P14	Hyde Park		B33	Benton Boulevard
	P16	Loose Park		B40	Gillham Road
	P21	Roanoke Park		B42	Karnes Boulevard
	P23	Southmoreland Park		B46	Meyer Boulevard
	P25	Swope Park		B56	The Paseo
				B57	Valentine Road
				B58	Van Brunt Boulevard
				B59	Ward Parkway
				B60	Warwick Boulevard (S. end)
***	P7	Murray Davis Park	***	B32	Belmont Boulevard
	P10	Garrison Square		B35	Brookside Boulevard
	P13	Hospital Hill Park		B36	Brush Creek Boulevard (W. end)
	P15	Independence Plaza		B38	Budd Park Esplanade
	P20	Observation Park		B39	Chestnut Street Parkway
				B41	Harrison Boulevard
				B43	Linwood Boulevard
				B45	Maple Boulevard
				B47	Nichols Parkway
				B48	West Pennway (N. end)
				B50	Prospect Boulevard
				B51	Roanoke Parkway (43-47 Sts.)
				B52	Rockhill Road (52-71 Sts.)
				B55	Swope Parkway
**	P1	Ashland Square	**	B30	Admiral Boulevard
	P2	Blenheim Park		B37	Brush Creek Parkway
	P6	Nelson C. Crews Square		B44	Manheim Road
	P9	Dunn Park		B53	Rockhill Terrace
	P17	Lykins Square			
	P22	Sheffield Park			
	P24	Spring Valley Park			
*	P3	Sanford Brown Plaza	*	B54	Sixty-third Street Parkway
	P4	Central Park		B60	Warwick Boulevard (N. end)
	P19	Montgall Park			
	P27	Troost Park			
	P28	Van Brunt Park			
o	P5	Columbus Square	o	B34	Broadway Boulevard
	P11	Hagerwood Park		B36	Brush Creek Boulevard (E. end)
	P12	Hawthorne Park		B48	West Pennway (S. end)
	P18	Mill Creek Park		B49	Pershing Road
	P26	Traber Garden		B51	Roanoke Parkway (S. of 47 St.)
	P29	Washington Square		B52	Rockhill Road (45-52 Sts.)

I.12: Ratings of Historic Significance of Parks and Boulevards in this Survey, 1991 (T&W).

extra special attention. Opportunities through planning and management should emphasize preservation and restoration. Necessary changes and additions should be most sympathetically considered.

- Landscapes in the middle category ("on the borderline") could emphasize restoration or rehabilitation. From a historic standpoint, the system would be strengthened and historic values reinforced, if restoration could be considered. This is particulary true for historically significant landscapes that have been down-graded because of their deteriorated condition. (Spring Valley Park and Nelson C. Crews Square deserves a sympathetic restoration).

- Landscapes in the two lowest categories have either lost most of their historic integrity or have too little historic information to warrant restoration. There is nothing to say a restoration effort should not be made but there are higher priorities in the middle categories and above, and it is more likely that a competent rehabilitation in accordance with overall planning objectives would be acceptable.

The system of Parks and Boulevards, 1893-1940, in Kansas City, MO is one of the most significant in the nation. As the system approaches its one hundredth anniversary, it seems something of a miracle that the larger part has survived with "enough of (its) essential features to make its historic character clearly recognizable" (NPS, Bulletin 18, p. 6). So much has happened external to the landscape in the last hundred years: parks have been subject to vast social changes, boulevards have been invaded by traffic and both have been - and are - vulnerable to encroachment and disruption. Further highway building, recreation facilities and new developments are necessarily programmed to continue into the future.

It will require the same determination as the early Park Boards to perpetuate the system into its second hundred years. Unwise traffic "improvements", standardization, creeping commercialization, breaks in continuity and linkage in the boulevards and out of character changes in the parks, should all be - and are all being - resisted. On the positive side, clarifications and extensions of the system, appropriate new recreational uses and forms of civic beautification, and longterm management of mature trees and woodlands should be - and are being - promoted.

As Kessler and the early park builders perceived, the longterm benefits of the park system to the health, welfare and overall sense of wellbeing of Kansas City residents are incalculable, irrespective of age, class, race or income. This survey, if need be, provides some of the evidence why this park system is so special and why it warrants special "park-keeping" for present and future residents to know and enjoy.

BACKGROUND

I THE 1893 PLAN AND ITS DEVELOPMENT TO 1940

The parks and boulevards which are the subject of this survey were planned and built by landscape architect George Edward Kessler (1862-1923) and the Kansas City, Missouri, Board of Park Commissioners between 1893-1940. They are an outgrowth of his 1893 Plan for Parks and Boulevards for the City that launched the idea of a comprehensive park system to guide and coordinate urban growth. The plan was both ambitious and progressive.

"...it is far better," wrote Kessler and the first commissioners, "to plan comprehensively and broadly and proceed with actual construction leisurely, than to attempt economy in the original plans, expecting on that account more ready assent on the part of the public, and more rapid progress of construction."[1] The plan lived up to this description: it was visionary in scope and it did take half a century to build.

The plan presented in October, 1893 did not spring from a vacuum. It was the result of a generation's agitation for parks, from Kersey Coates' dream of a grand boulevard encircling the city as early as 1856 to **William Rockhill Nelson's** (1841-1915) editorial tirade's in favor of parks and civic beautification on the editorial pages of the Kansas City Star which he founded in 1880.[2] Nelson, a native of Fort Wayne, Indiana gave strong support to the first Parks Board appointed in 1889, which paved the way for Kessler's plan. Thereafter, he publicized the plan's development, contributed land for parks and boulevards (even building portions at his own expense), and ensured that the neighborhood (now named Rockhill after him) around his own residence, Oak Hall, was connected to the park system.

Meanwhile, the Mulkeys (William and Catherine) had deeded West Prospect Triangle, the city's first park on May 5, 1882. In the same year, Kessler had been appointed as superintendent of Merriam Park in nearby Johnson County and **August R. Meyer** (1851-1905) had invested in a small smelting plant in the Argentine district, a few miles west of Kansas City.

Meyer, born in St. Louis to German immigrant parents combined an European education with American business sense. He made a fortune in mining and real-estate before settling in the Town of Westport and becoming Nelson's neighbor. He was a nature enthusiast and did as much through public speaking as Nelson's writings to rouse the public interest in parks. Like Nelson, he researched parks and park systems in other cities, especially nearby Midwestern ones such as St. Louis and Chicago to argue "other cities have them" and "Kansas City needs them".[3]

In 1887, the owners of Hyde Park, a new up-scale residential section about one mile north of editor Nelson's Oak Hall (now the site of the Nelson-Atkins Museum of Art), "turned it over" to

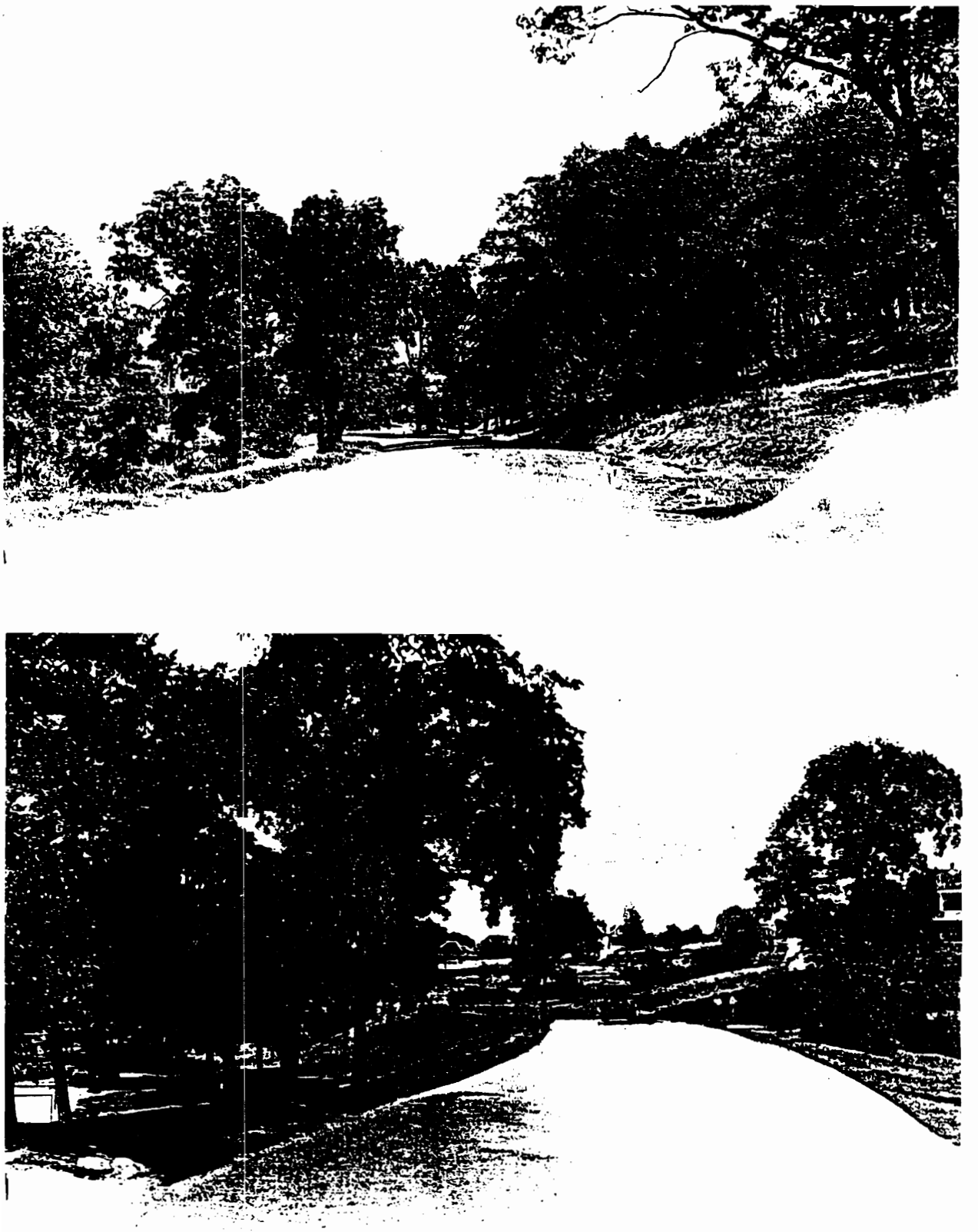
Kessler to plan.[4] This opportunity brought Kessler to Kansas City and the incipient interest in parks and park planning; it was the link between Kessler and the reconstituted Park Board appointed by Mayor Benjamin Holmes in March 1892, chaired by Meyer, which brought together the landscape engineer and the mining engineer as co-authors of Kansas City's parks and boulevard system.

Meyer's Board included Simeon B. Armour (of the Armour meat-packing family); a leading architect, Adriance Van Brunt; Louis Hammerslough, a merchant and entrepreneur; and another real estate man, William C. Glass - a balance between business and real-estate interests, and idealists and improvers. The plan involved the expenditure of millions of dollars which the Board proposed to finance through special property taxes. It would also create millions of dollars in enhanced property values. Delbert J. Haff (1859-1943), a young attorney, was hired to draw up the document containing a special assessment program by park districts. Taxes were to be collected over a number of years while the Board, anticipating their yield, issued park fund certificates.

Although the financing plan was adopted, and the principle of acquiring land for park purposes and payment of just compensation was established, opposition to the parks' proposal from 1885 to 1898 went all the way to the Missouri Supreme Court before the Board of Park Commissioners was upheld on every count. Because the plan and its very foundations were so thoroughly tested, its effectuation proceeded rapidly thereafter.[5]

A comparison between the 1893 Plan, the 1909 Plan and the 1915 Plan (see I.1) shows how much of the system began to take shape in the next 15 years from c. 1900. The 1893 Plan was hardly a system, although it established three major parks (North Terrace, West Terrace and Penn Valley) and several community parks (The Parade, The Grove and Budd Park, the last by donation). It began two crosstown boulevards (Independence and Linwood/Armour Boulevards) and two north/south ones (The Paseo and East Boulevard, now Benton Boulevard). It proposed several neighborhood parks. It served the whole city to its then 1885 limits on Thirty-first Street (actually extending into the Town of Westport, where Meyer, Nelson and the Hyde Park residents lived).

By 1909, several new parks had been added (notably the outlying Swope Park given by Thomas H. Swope in 1896, and several community and neighborhood parks - Spring Valley, Roanoke, Troost, Mill Creek and Hospital Hill). Boulevard connectors had multiplied: Admiral Boulevard extended Independence Boulevard west, The Paseo ran 4 1/2 miles to Brush Creek, Gillham Road (named after engineer, Robert Gillham) covered an almost equal distance. West Pennway joined West Terrace and Penn Valley Parks, and Karnes Boulevard linked Penn Valley to Roanoke Parks.



I.13 New parks for the community. TOP: Roanoke Park (AR, 1914, p. 13). BOTTOM: Spring Valley Park (AR, 1914, p. 113).

Swope Parkway ran 3 1/2 miles to connect Swope Park to the emergent park system.

The 1915 Plan shows the historic park system virtually completed: to the east, Van Brunt, Belmont and the extension of Linwood Boulevards; to the south, Ward Parkway to Meyer Boulevard, The Paseo to Seventy-ninth Street, Brookside, Meyer and South Benton Boulevards, and Rockhill Road.

By 1920 (the year the last plan under the name of George E. Kessler, landscape architect, was published in the Annual Report, 1922) sixty-four out of the sixty-seven historic parks and boulevards had been approved or adopted by the Board of Park Commissioners. Kessler had advised the Parks Boards for thirty years, 1893-1923. Although there had been some setbacks (notably the Blue River proposal so ardently presented in 1912) there had been many successes: the North and West Terrace Parks, Penn Valley and Spring Valley Parks, the completion of The Paseo for nine miles to Seventy-ninth Street, the majestic Meyer Boulevard (named after the first president of the Board) and major developments in Swope Park. By that time, the public was enthusiastically behind the plan, led by conspicuous land donations by Swope, Nelson, and a newcomer on the scene who had profoundly impacted the expansion of the system south of Brush Creek on the west side, a builder and developer, **Jesse Clyde Nichols** (1880-1950).

This remarkable record of consistency of purpose was to be extended another twenty years to c. 1940 by Nichols, **Ella Clark Loose** (who gave the seventy-eight acre Loose Park), **Wilbur H. Dunn** (who had served as superintendent of parks under Kessler and now took charge of the system and completing it with the South Paseo Beautification Plan, 1937-1941, utilizing WPA funds and labor) and the landscape architects, **Hare and Hare** (whose professional work overlapped with Kessler, spanning seventy five years, 1885-1960).

Sid J. Hare (1860-1938) was a protege of Kessler and City engineer during the early formative years, 1885-1896. After becoming superintendent of Forest Hill Cemetery in the southern part of the City and making it into a combination botanic garden, bird sanctuary and arboretum, he opened his own firm with son S. Herbert Hare (1888-1960), newly returned from Harvard in 1910. Like Kessler, their practice was as much city planning as landscape architecture, and gained national and international attention.[6]

In 1913, Kessler asked Hare & Hare to do their first project in Swope Park (Shelter #2) and the firm remained associated with various aspects of the park's detailed design throughout the 1920s to the 1940s. As co-professionals, the Hares had deep respect for Kessler and worked sympathetically with him and continued in his style after his death.

In the same year, Hare & Hare began work on Nichols' Country Club District, for which Kessler had provided an overall plan in 1907 and the boulevard framework with Ward Parkway (1911) and Brookside Boulevard (1913). Kessler was immensely admiring of Nichols' sensitive development of "the new territory ... south of Forty-seventh Street,"[7] a regard which was fully reciprocated by Nichols for Kessler. A potent collaboration between Kessler, Hare & Hare and Nichols, and symptomatic of the degree to which landscape architects had become city planners, was the new town of Longview, Washington in 1922, the largest preplanned city of its time outside Washington, DC.

In the 1920s, Hare & Hare planned many of Nichols' subdivisions in the Country Club District and in Mission Hills across the State line in Johnson County, Kansas, in the winding, highly picturesque mode which became the firm's hallmark. Herbert was directly involved in the design of many neighborhood entrances, small parks and settings for Nichols' art objects. He designed the footbridge across Brush Creek to Nichols' Country Club Plaza in 1928.

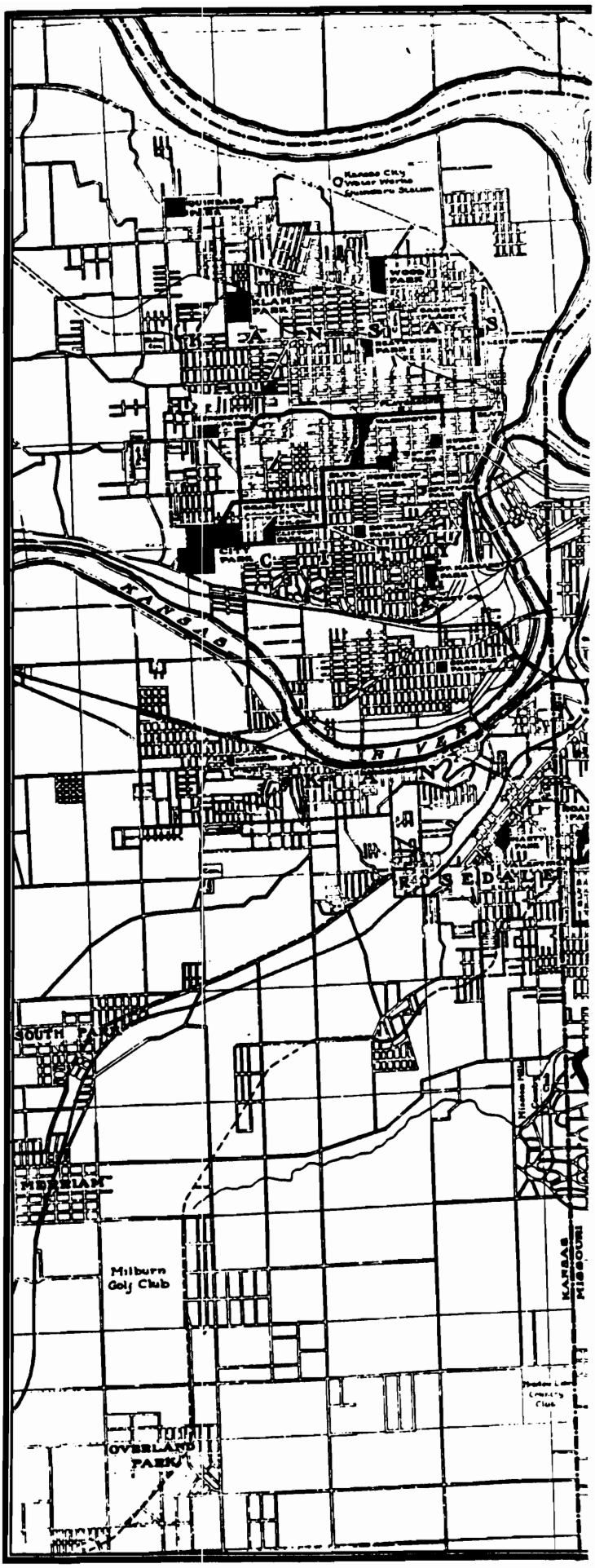
The Hares worked on Loose Park from 1929 to the 1940s, Sid completing the planting plan for the Municipal Rose Garden in 1937, a year before his death. Hare & Hare retrofitted several of Kessler's smaller parks during the 1940s and 1950s, such as Ashland Square, Hawthorne Park and possibly the northern part of Spring Valley Park (renamed Nelson C. Crews Square).

To complete the Kessler/Hare & Hare story, Herbert made the design for the setting of two of the park system's most symbolic memorials. One, never built, was for Andrew Drips, the father of Catherine Mulkey who, with husband William, gave the land for Kansas City's very first park. The other, an entrance gate and steps, was for the Swope Memorial to commemorate Thomas S. Swope's extraordinary gift to the city of over 1,300 acres for the city's greatest park, only now entering full development a century later with a new master plan which will take many years to implement.

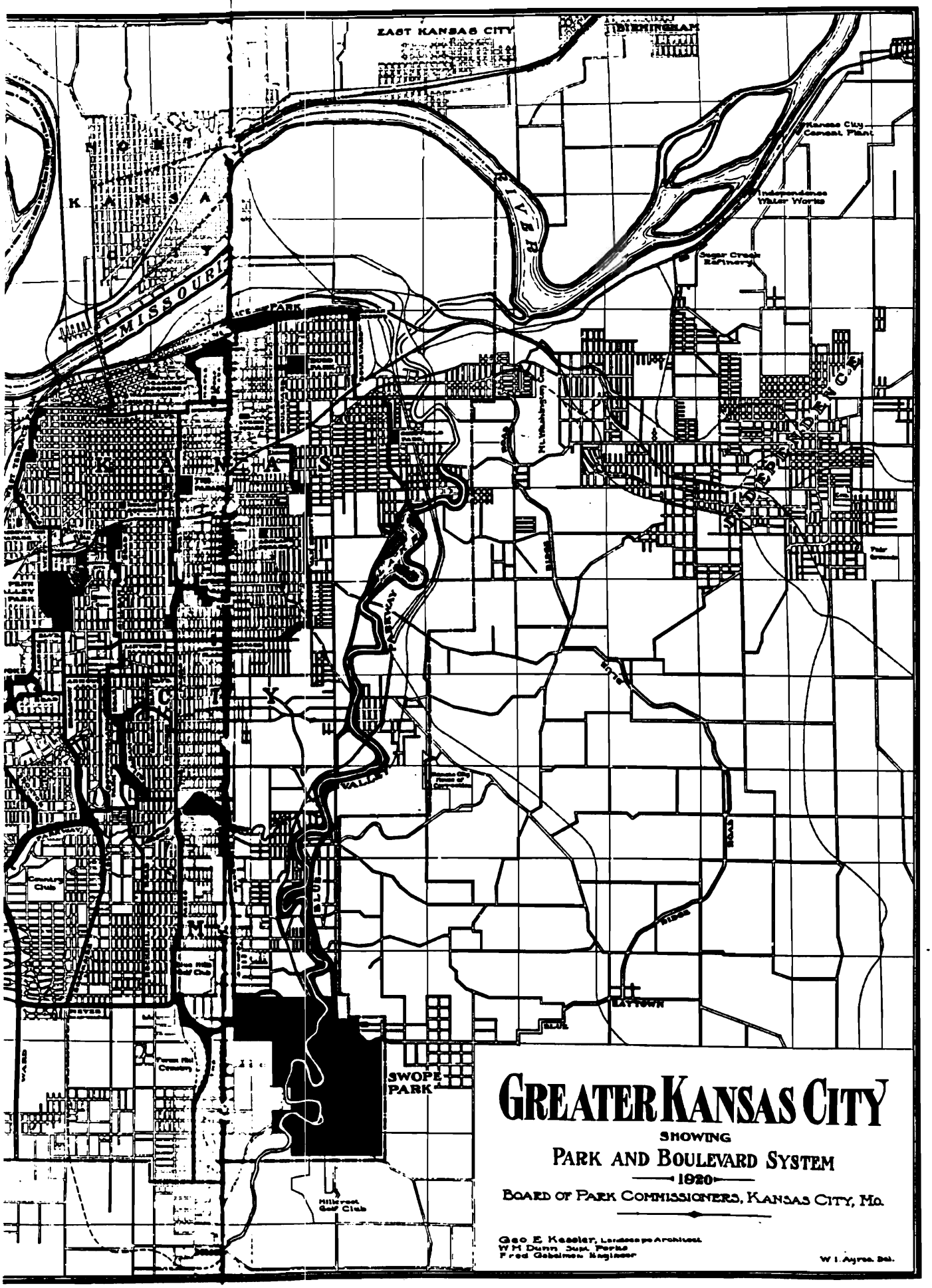
II KESSLER'S LIFE AND WORK[8]

Kessler was born in the small village of Bad Frankenhausen, Germany on July 16, 1862, and was brought to the United States with his family in 1865, living first in Hoboken, NJ and later in St. Louis and Hannibal, Missouri, and Wisconsin before settling in Dallas, Texas, where he passed his high school years. After graduation in 1878, he returned to Germany to attend a school for landscape gardening in Weimar, the University of Jena and the Neue Garten in Potsdam. At Potsdam's San Souci Palace, he encountered the works of the great German landscape architect, Peter Joseph Lenne.

Subsequently, he travelled through central and western Europe and



I.14 Greater Kansas City showing Park and Boulevard System, 1920, George E. Kessler, landscape architect, William H. Dunn superintendent (AR, 1922, pp. 24-25). This last plan published under Kessler's name shows that 64 out of 67 parks and boulevards in the Part One (1893) and Part Two (1893-1940) Surveys had been planned or designed by him and approved and/or adopted by the Board of Park Commissioners by 1922, the year before his death. Some proposals, notably the Blue Valley Parkway (proposed in 1912) were never realized. The connection of Roanoke Parkway to Roanoke Park was never accomplished. Only the lower reach of Brush Creek Parkway is shown as park. Otherwise, the system extended southwards to Seventy-seventh and Seventy-ninth Streets, the then City limits established in 1909.


EAST KANSAS CITY
BIRMINGHAM
KANSAS CITY
MISSOURI
RIVER
PARK
Kansas City Cement Plant
Independence Water Works
Sugar Creek Refinery
SWOPE PARK
Hillcrest Golf Club
GREATER KANSAS CITY
SHOWING
PARK AND BOULEVARD SYSTEM
1920
BOARD OF PARK COMMISSIONERS, KANSAS CITY, Mo.
Geo E. Kessler, Landscape Architect
WM Dunn Supt. Parks
Fred Gebelman Engineer
W. I. Ayres, Del.

southern England, most likely visiting Haussmann's boulevards of Paris and Paxton's Birkenhead Park and certainly being impressed by Prince Puckler's Muskau estate. He saw examples of architectural and naturalistic designed landscapes; more significantly, he observed at Muskau Puckler's ability to produce a large-scale unified scheme from a diversity of individual topographic units, connecting them through drives to reveal the landscape as a sequence of space and views. These skills, Kessler was to apply to his future park systems' work.

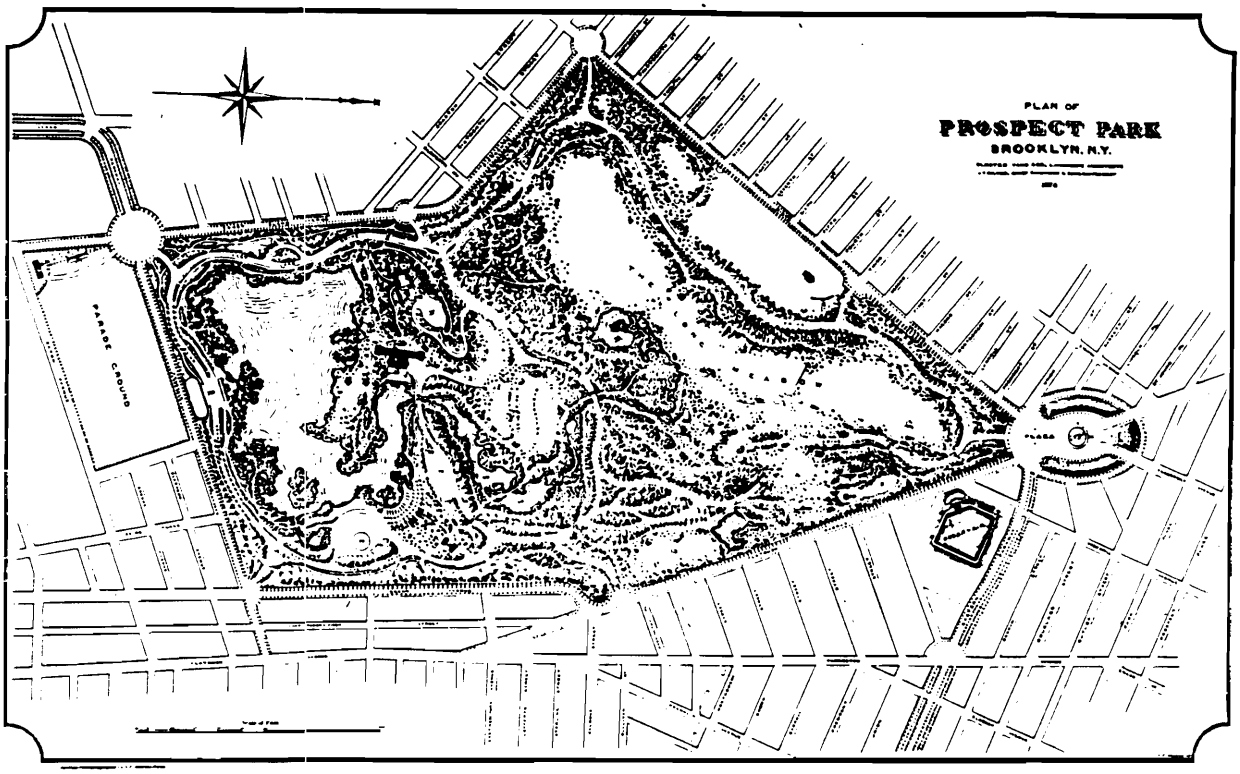
Arriving in New York in 1882, he found America after the 1876 Centennial rediscovering the European Renaissance and identifying with it as a symbol of culture and refinement. There were few landscape architects - and even fewer in the Midwest where Kessler was eventually to settle - but the profession's scope was expanding dramatically.

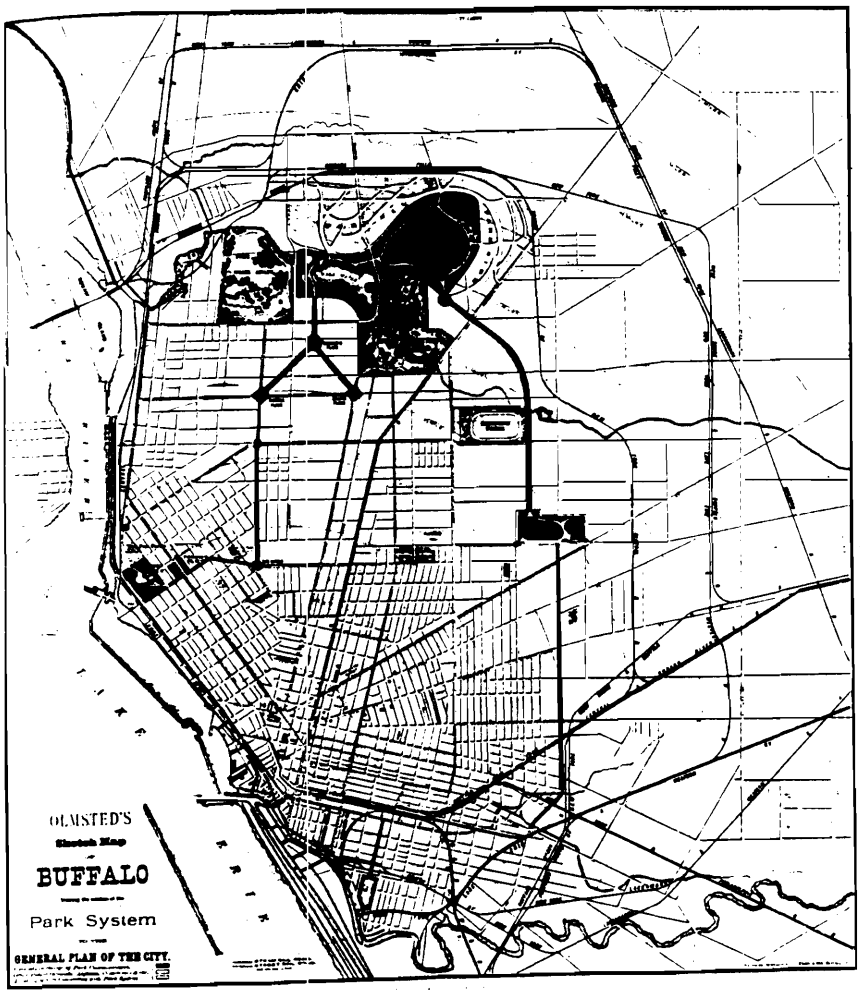
Olmsted and Vaux had gone on from New York's Central Park (started 1858) to plan Brooklyn's Prospect Park (1866), Chicago's South Park (1871), Buffalo's Delaware Park (1876), and Boston's Back Bay Fens (1879). Jacob Weidenmann had laid out Hartford, Connecticut's, public park (1859). Robert Morris Copeland was producing metropolitan area plans for Boston based on linear systems of transportation, settlement and open space. And William Horace Shaler Cleveland, a sometime partner of Copeland and co-worker with Olmsted, was pioneering in America's heartland with his 1873 publication Landscape Architecture as Applied to the Wants of the West, advocating parkways to structure the region's developing cities and towns.[9]

Frederick Law Olmsted (1822-1903) was the leading figure, having already anticipated the need in Public Parks and the Enlargement of Towns (1870):

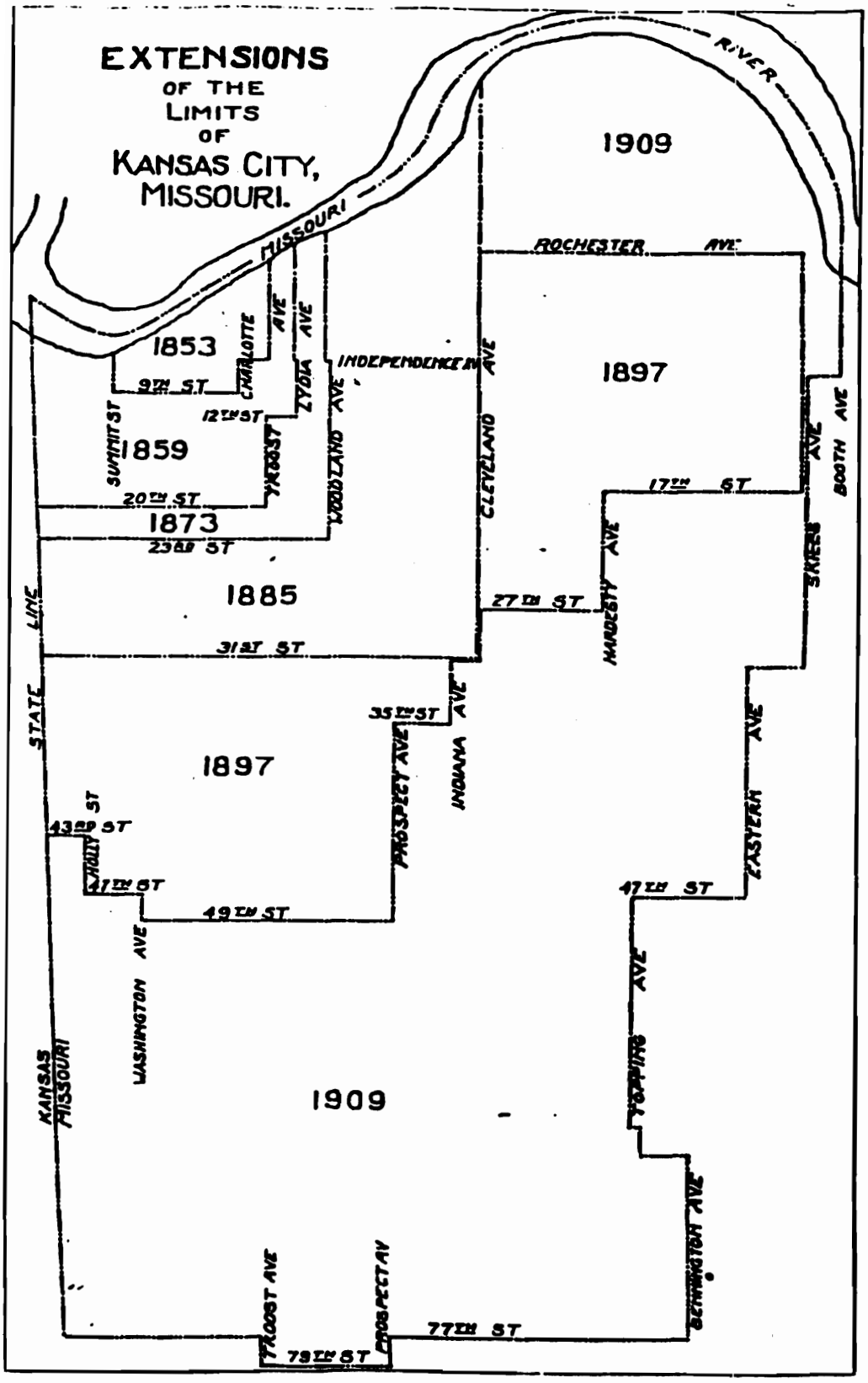
..."A park fairly well managed near a large town, will surely become a new center of that town. With the determination of location, size and boundaries should therefore be associated the duty of arranging new trunk routes of communication between it and the distant parts of the town existing and forecasted. These may be either narrow informal elongations of the park, varying say from two to five hundred feet in width, and radiating irregularly from it... If possible, also, they should be branched or reticulated with other ways of similar class, so that, no part of the town should finally be many minute's walk from some one of them; and they should be made interesting by a process of planting and decoration, so that in necessarily passing through them, whether in going to or from the park, or to and from business, some substantial recreational advantage may be gained."[10]

Who was better prepared than Kessler, with his background in horticulture, botany and forestry and the classical designs of Lenne, Julius Sckell and Adolph Alphand (Napoleon III's Director of Public Works in Paris), who mixed formal and informal





I.15 F.L. Olmsted and the early Parks Movement: from parks to park systems. (TOP): Prospect Park, Brooklyn, NY, Olmsted Vaux & Co., landscape architects, 1874 (a variation on the original design in 1866). I.16 (LEFT): Olmsted's Sketch Map of Buffalo, NY, showing the relation of the park system to the general plan of the city, 1876.



I.17 Extensions of the Limits of Kansas City, Missouri (Cydney E. Millstein). The 1893 Plan anticipated the City's growth south of 31st Street and east of Cleveland Avenue, the then City limits; and the historic park system 1893-1940 kept pace with the "exploding metropolis".

elements, to interpret Olmsted's "process of planting and decoration"?

Kessler wrote to Olmsted seeking employment. Though he did not offer the young landscape architect a job, he wrote a letter of recommendation to H.H. Hunniwell, President of the Kansas City, Fort Scott, and Memphis Railroad Company, with which company Kessler began work as superintendent of the railroad's pleasure grounds at Merriam Park, Johnson County, Kansas. His great popular success there and at other station grounds, led him to be asked to design Hyde Park, a Kansas City subdivision in 1887, introducing him to William Rockhill Nelson and August R. Meyer (later to be the Park Board's first president), thus paving the way for Kessler's appointment by the Board in 1892, as secretary and engineer, its landscape architect from 1893-1902, and its consultant until his death in 1923.

The Park and Boulevard Plan was presented by Kessler to the Park Board in October, 1893. Perhaps the most complete example of a comprehensive city plan, it fused all of Kessler's prior experience with the "many motivations of the (Romantic) Park movement (and the emerging) ideals of the City Beautiful". It preserved the major topographic features of the regional landscape - its river valley, stream corridors and limestone bluffs - joining them together as a continuous open space system by boulevards and parkways. These penetrated and ringed the city and led out from it, ..."placed that they form convenient passages from the city and to each other," achieving Olmsted's goal of "trunk routes between (it) and the distant parts...existing and forecasted". The Plan, also, proposed civic beautification: the major boulevard - the nine-block Paseo - was to replace an area of slums with a chain of small parks containing formal sunken gardens, fountains, pergolas and floral patterns, terminating at its southern end in a grand square, The Parade. "Thus the park system was integrated with one of the principal goals of the City Beautiful - the monumental and scenic restructuring of the center of the city".[11]

From this notable beginning, Kessler's career was to take off, bringing him commissions throughout the United States and abroad.[12] While retaining his professional connection with Kansas City, Missouri, he went on to plan Park and Boulevard Systems for Memphis (1900), Indianapolis (1905), Syracuse, NY (1906), Cincinnati and Kansas City, KS (1907), Fort Worth, TX, East St. Louis, IL, Pensacola, FL and Denver, CO (1909), Dallas, TX and Fort Wayne, IN (1911), Hamilton, OH, St. Joseph, MO and South Bend, IN (1912), Wichite Falls, TX and Terre Haute, IN (1921), El Paso, TX (1923) and Springfield, OH (date unknown).

He was called to St. Louis in 1900, where he opened a branch office from which he consulted on and prepared plans for the Louisiana Purchase Exposition (1900-04), Forest Park (1905), Washington University (1906) and numerous city parks and playgrounds, institutional and residential grounds (1907-1909).

His success at Kansas City's Hyde Park led to many community plans and subdivisions: he laid out "Plat Number One" of Roland Park, Baltimore (1891), J.C. Nichols turned to him to plan the Country Club District (1907), the U.S. Housing Corporation during World War I commissioned him to design and supervise the construction of four projects (1918), and he teamed with the Kansas City landscape architectural firm of Hare and Hare to develop a plan for the new town of Longview, Washington (1922).

Colleges and university plans, cemeteries, fairgrounds, State Capitol grounds, State parks and campgrounds all occupied his attention. His fame spread abroad: he completed plans for Shanghai Baptist University and Nanking University, China (1911-13) and a residential district, Chapultepec Heights in Mexico City (1922). But it is for parks and park systems that Kessler is chiefly remembered - not just for the planning and design of open space but for the layout of cities, districts and neighborhoods - in an era before zoning, more the practice of city planning than engineering or landscape architecture.

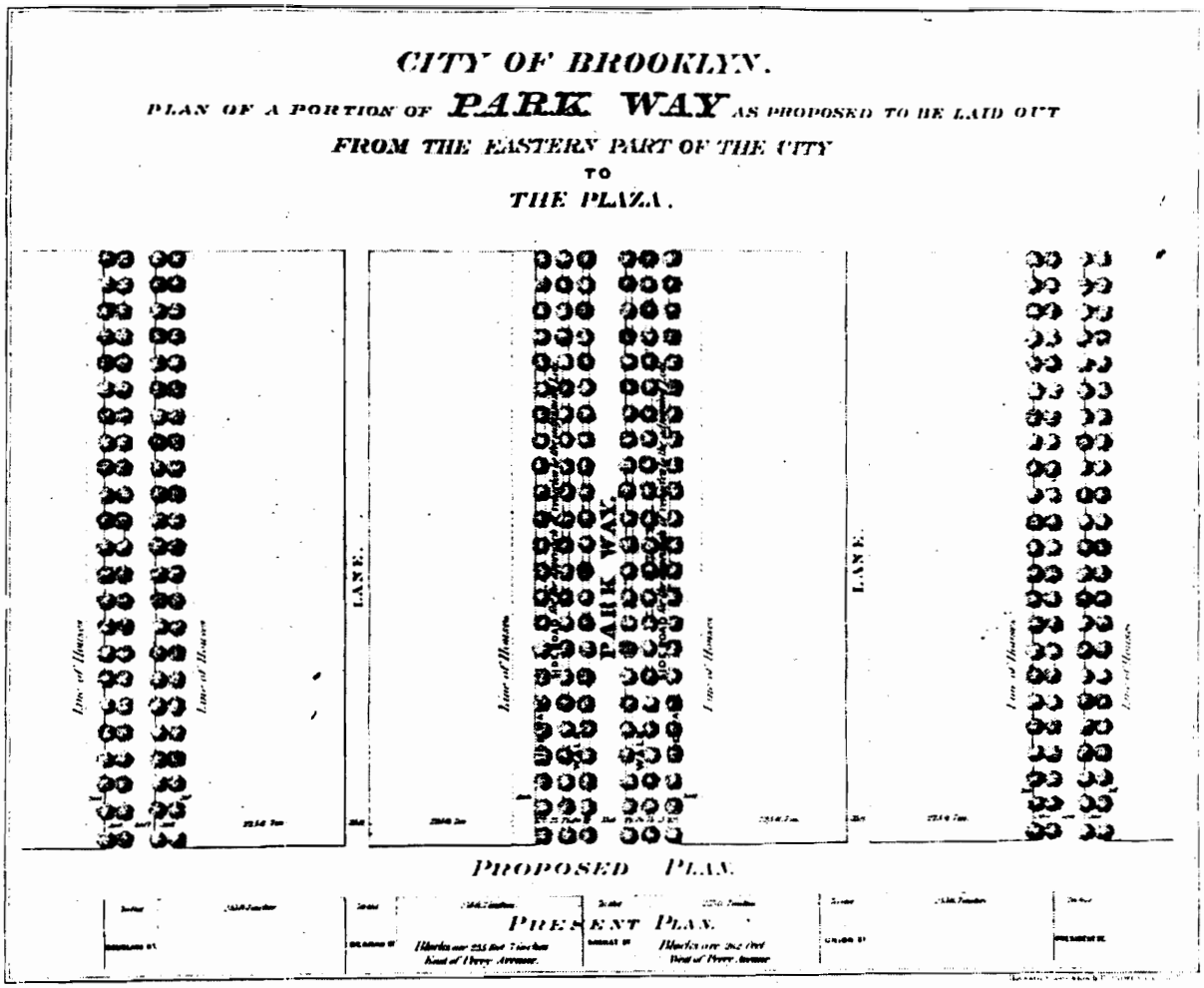
In 1917, Kessler was one of the founding members of the American Institute of Planners (now the American Planning Association). In 1919 he became the first city planning consultant to the City of Salt Lake City, Utah. In that year, he joined the American Society of Landscape Architects, having declined to become a member at the organizations's establishment twenty years earlier.

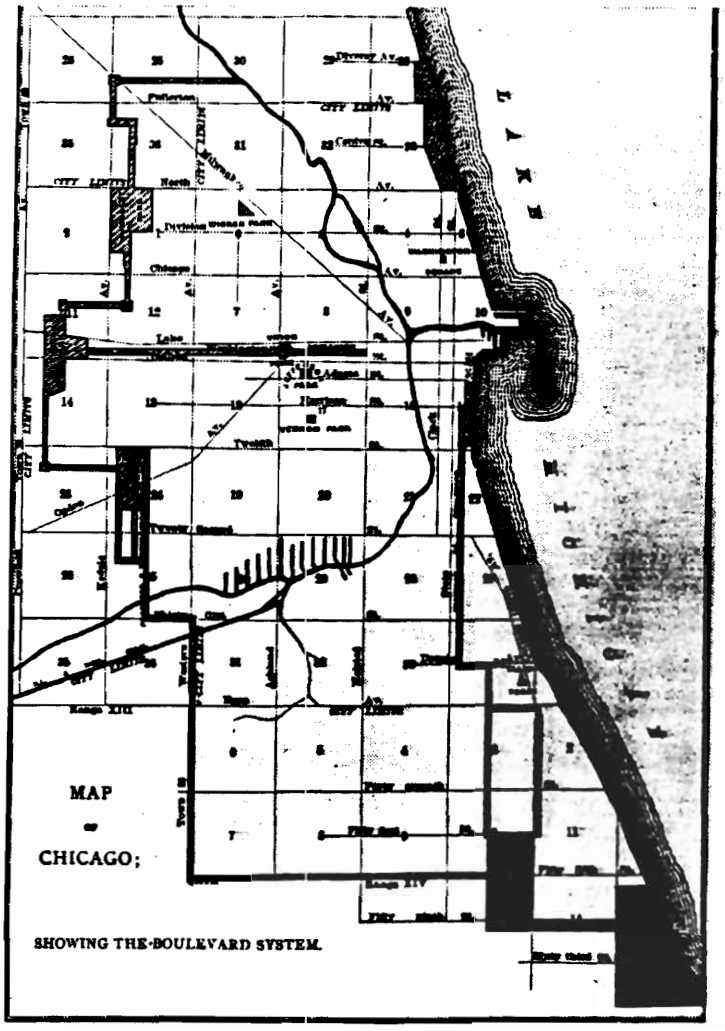
Present from Kessler's first and arguably finest park and boulevard plan for Kansas City, Missouri was the all-encompassing, comprehensive scope of his analysis and recommendations:

..."It was vastly more than a plea for a few parks. Instead, it was a detailed and comprehensive look at Kansas City's topography and traffic patterns, population density and growth, its industrial and residential sections, and its prospects for future development. It was, in a word, planning".[13] Kessler was aware "of the need to plan the City Practical as well as the City Beautiful".[14]

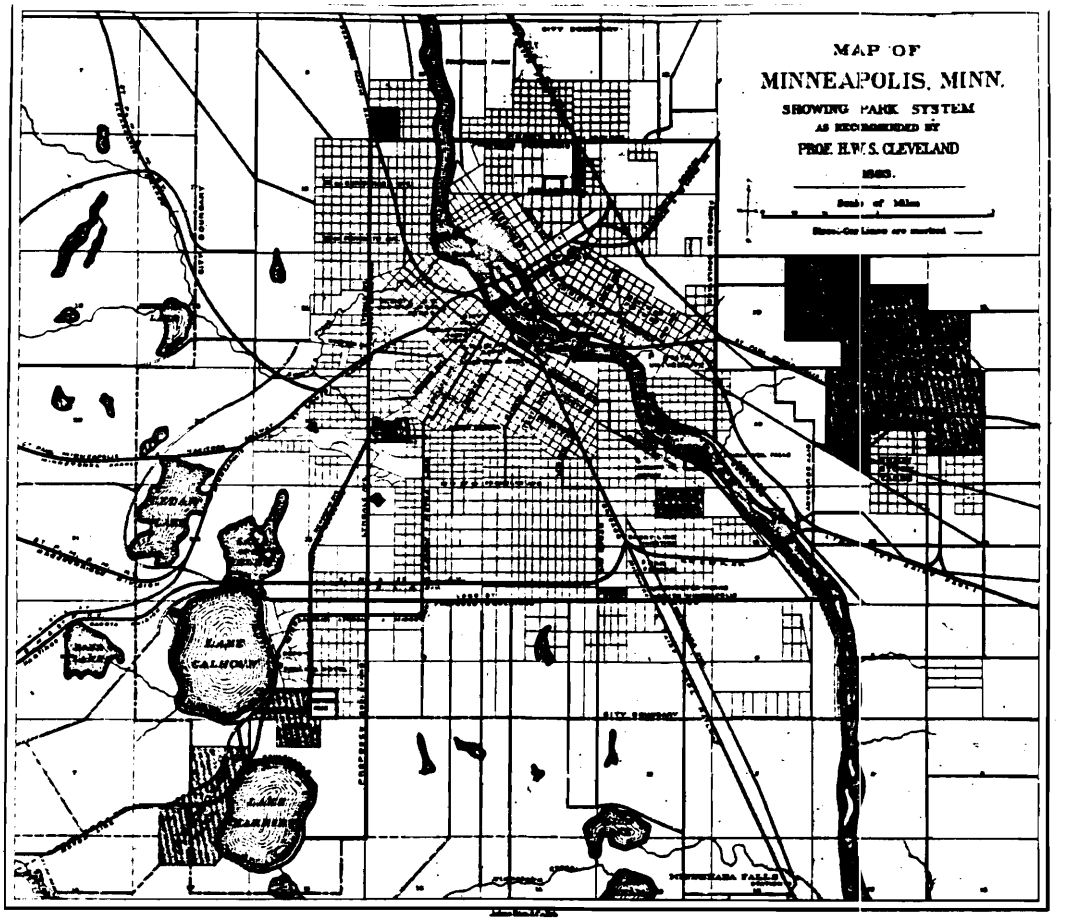
III PARKS AND PARK SYSTEMS IN THE SECOND HALF OF THE 19TH CENTURY

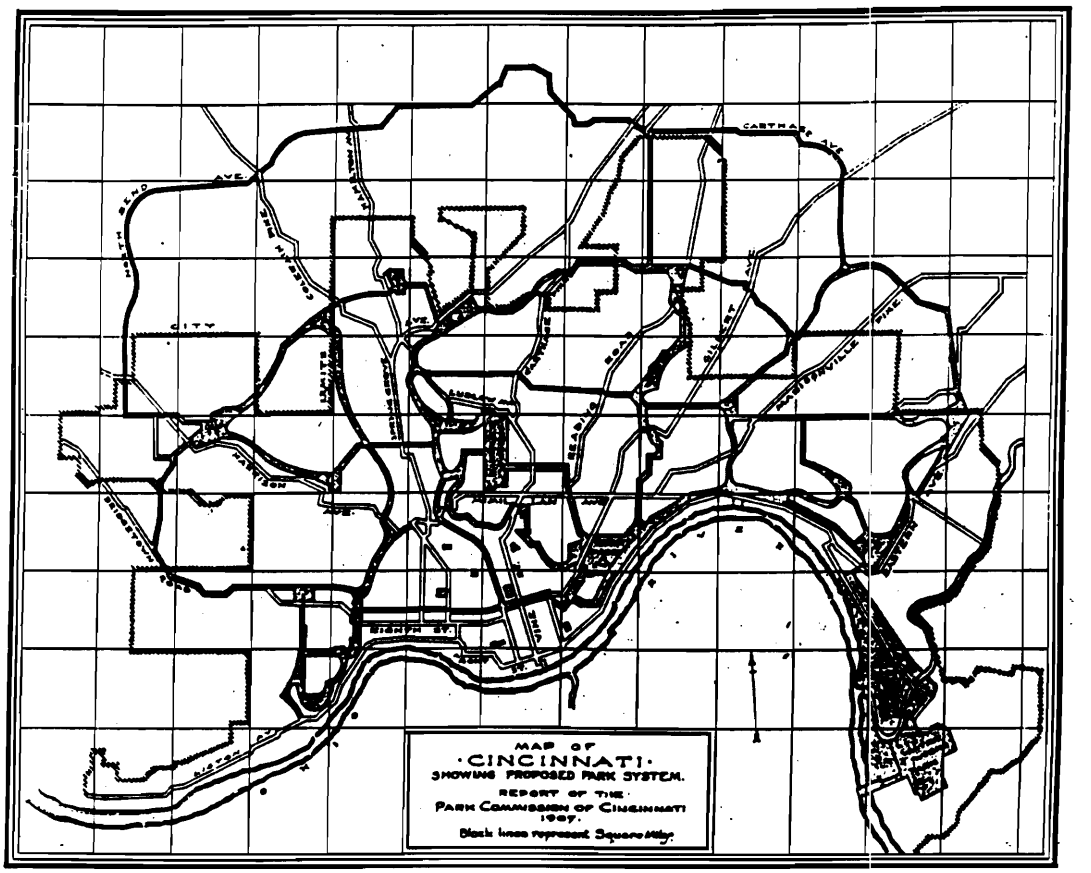
Kessler was, of course, not the only practitioner with an appreciation of the breadth of scope needed by a landscape architect working at a regional scale; nor was he the first advocate of park systems. Olmsted referred to himself self-mockingly as a "practical man" and emphasized the social and business aspects of park planning. From the beginning, the Parks Movement stressed linkage and connection; although evolving from the winding drives of rural cemeteries and subdivisions and based on pictorial principles, parkways and boulevards were quickly perceived as vital transportation networks, as Olmsted's "trunk routes". Only two parkways - Eastern Parkway and Ocean Parkway -





I.18 (TOP) Parkways became the connecting links in park systems: Design for Eastern Parkway, Brooklyn, NY Olmsted Vaux & Co., landscape architects, 1868. **I.19 (LEFT):** Map of Chicago, showing the boulevard system, c. 1886 (Olmsted and Vaux had proposed a park and parkway system for Chicago's South Park District in 1870-1871).





Twenty-five Years of Park Systems. I.20 (TOP): Minneapolis, MN, H.W.S. Cleveland, 1883. I.21 (BOTTOM): Cincinnati, OH, George E. Kessler, 1907.

were built of Olmsted and Vaux' Prospect Park Plan for Brooklyn (1866-74), but the principle was established. These two parkways had a central reservation for pleasure traffic and parallel ways for service and commercial traffic.

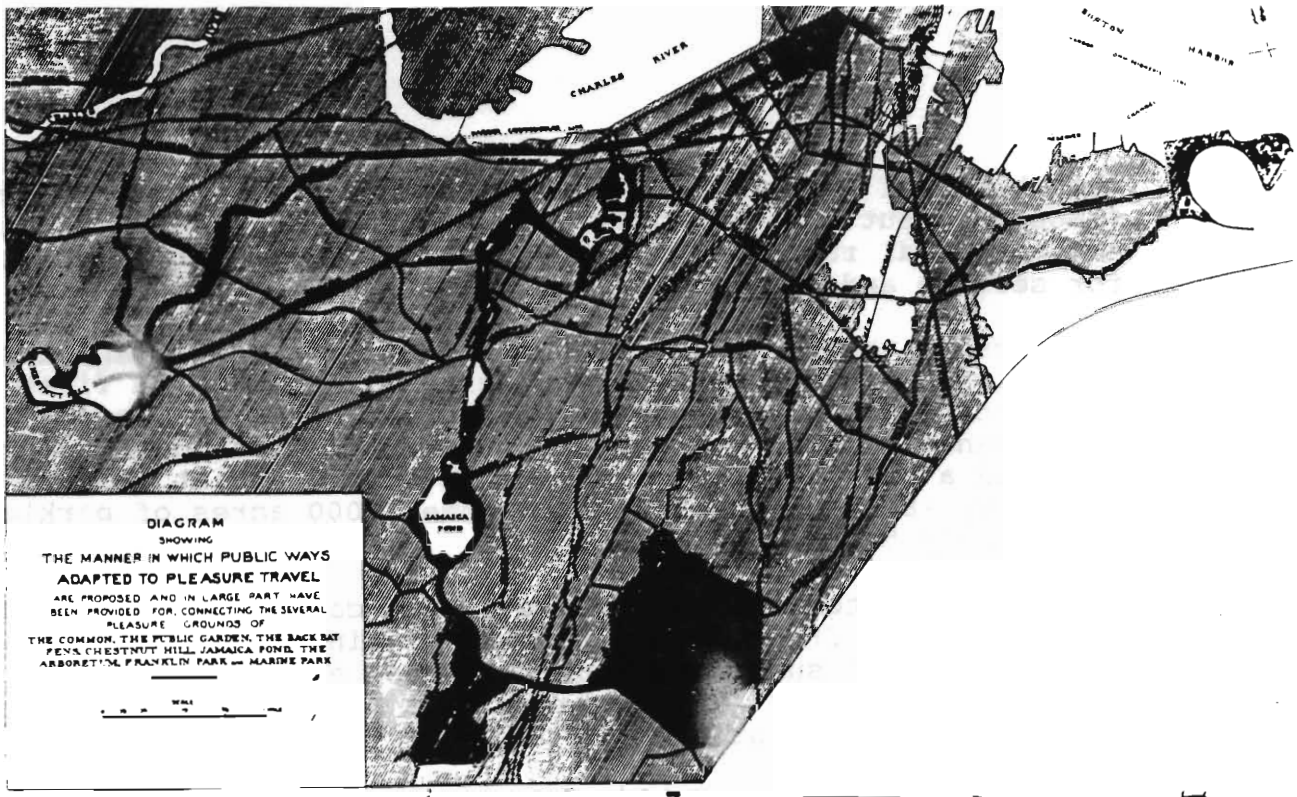
In Chicago, the creation of three special metropolitan park authorities in 1869, enabled the city to acquire the first links of a metropolitan park system without waiting for the city to annex lands outside its statutory limits. Olmsted and Vaux proposed a park system for the South Park district in 1870-1871. By 1880, the city boasted some 2,000 acres of parkland, second only to Philadelphia.[15]

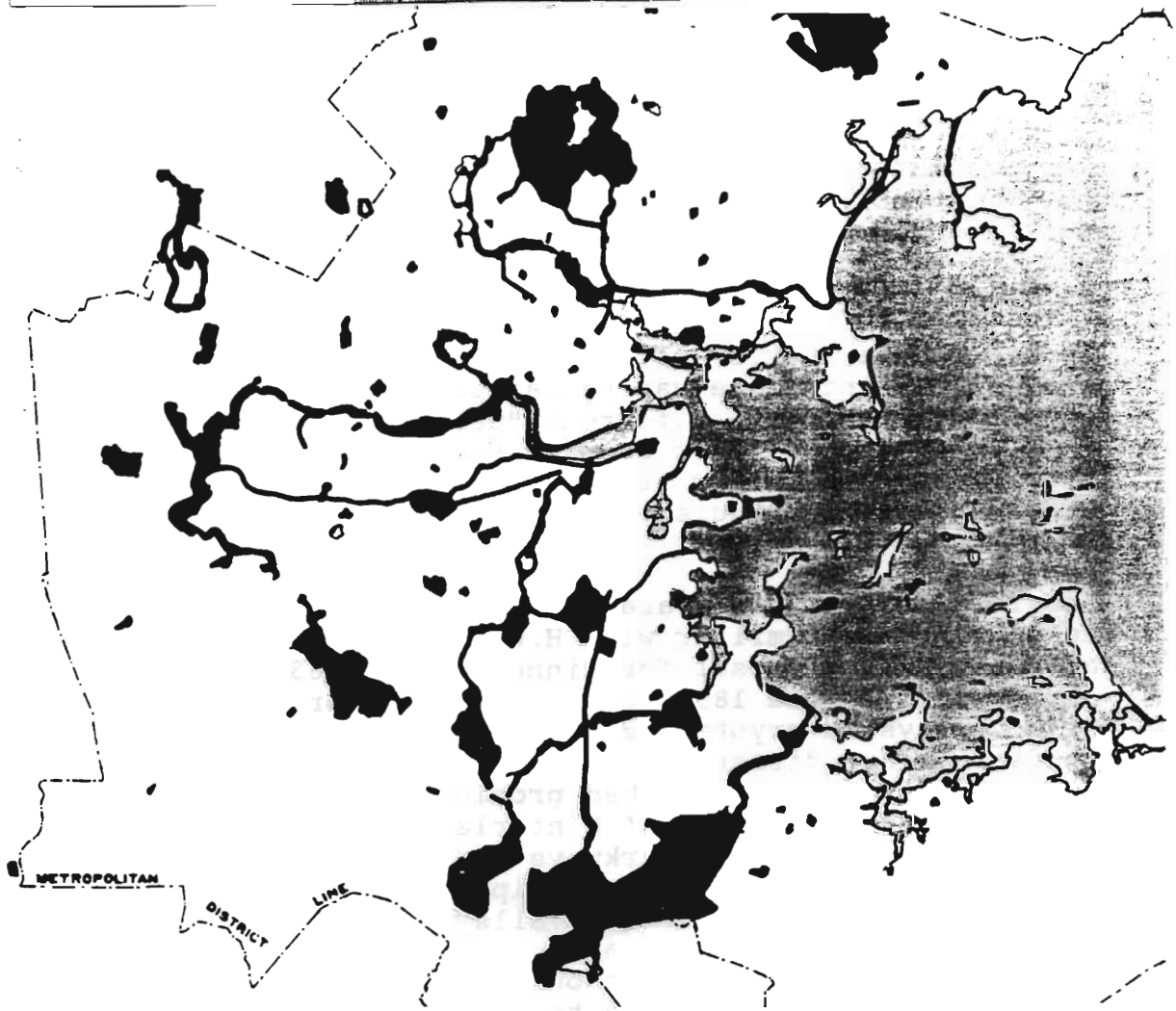
Olmsted's "Sketch Map of Buffalo", 1876 carried forward the idea of a city-wide framework of parkways, joining its central park, "The Park" with subsidiary public spaces and serving the abutting districts. The linkages were mostly straight and subordinate to the grid.

Not till Boston and Brookline, Massachusetts, was the Olmsted firm able to develop alignments based on natural features, stream valleys and upland reservations (see I.22). In the Emerald Necklace (1979-92), Olmsted, Olmsted & Eliot laid out a linear park system following the Muddy River, with "pleasure drives" leading out from the city to the country, each segment reflecting the "distinctive landscapes" through which it passed - the saltwater Fens, the freshwater river valley, the chain of ponds and the upland woods and fells that became the large country parks of the Arnold Arboretum and West Roxbury (Franklin Park).

As did Prince Puckler of Muskau, Olmsted in the Emerald Necklace was able to integrate varied landscapes into a single, unified vision. In fact the different "personalities" of landscape were emphasized in the names chosen: the Back Bay was called "Fens" (a revolutionary idea for its time) and the various parts of the parkway were distinguished as Fenway, Riverway, Jamaicaway and Arborway.

Kessler was probably aware of Olmsted's achievements. It is less certain he was familiar with H.W.S. Cleveland's ambitious park and boulevard proposal for Minneapolis, 1883, since little was implemented in the 1890s when the ideas for the Kansas City, Missouri system crystallized (see I.20). Though the regional landscapes are different, both cities had grid layouts, both were on great rivers and both had prominent bluffs overlooking the valleys. But Minneapolis' hinterland was studded with lakes which became joined by parkways and straight boulevards to the banks and bluffs of the Mississippi. Kansas City's equivalent to the lakes were the tributary valleys of Brush Creek and the Blue River. The grid plan was also a powerful form determinant that Kessler had to work with, though he found ways to mitigate its rigidity. And he responded to the limestone bluffs of the Missouri and Kansas River Valleys by creating North Terrace and West Terrace Parks, and Cliff Drive through North Terrace Park





Boston's metropolitan open space system. I.22 (TOP): Olmsted, Olmsted & Eliot, 1888. I.23 (BOTTOM): The system in 1902.

and the Colonnade overlooking it.

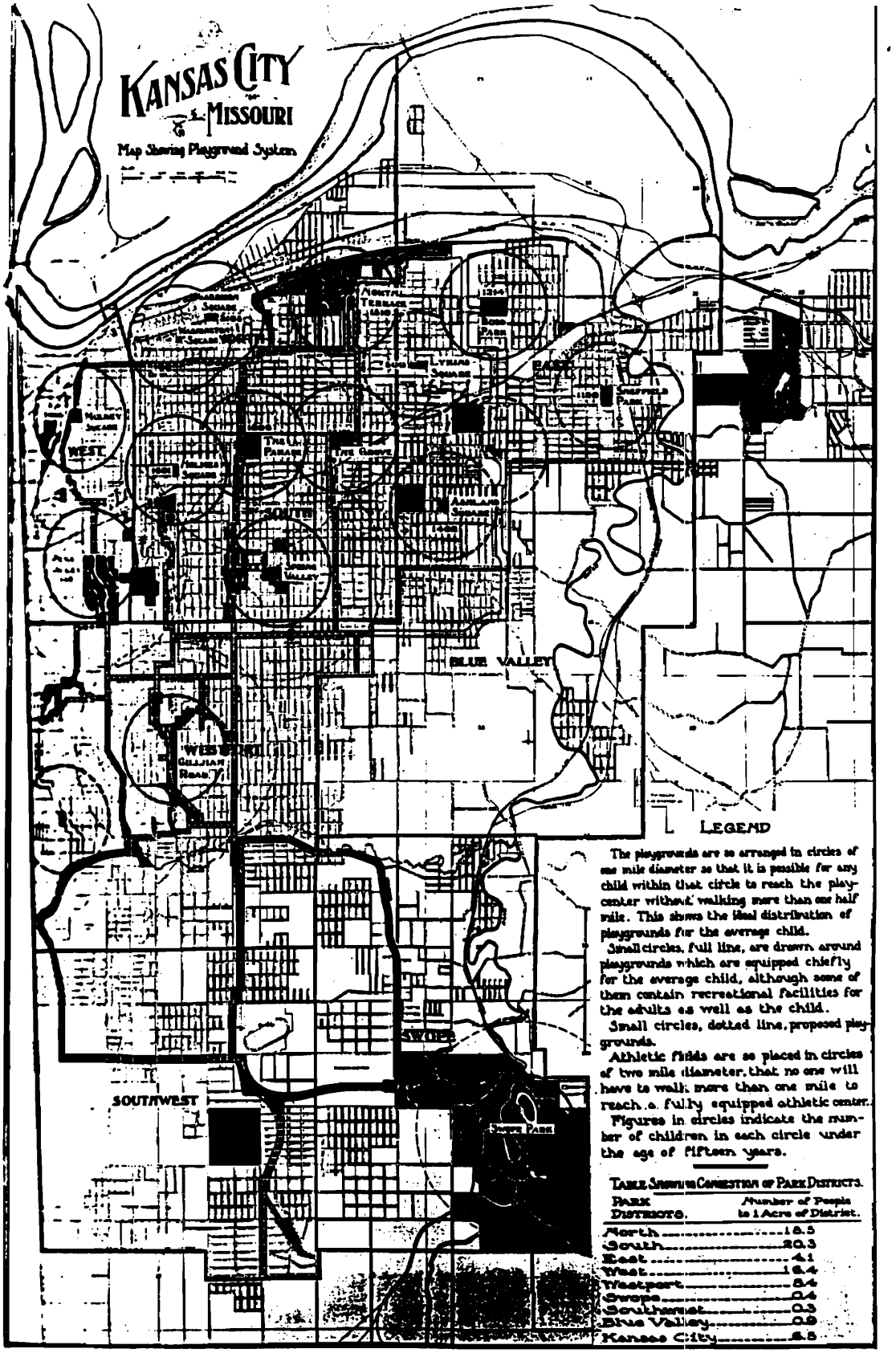
In 1893, few cities besides Minneapolis, Chicago and Boston had the beginning of a metropolitan open space system that Kessler was to start for Kansas City, though many had great parks. Philadelphia from its model Water Works (1812) had acquired country estates to make Fairmount Park plus seven miles of a creek valley (the Wissahickon) to protect its water supply. Brooklyn and Buffalo had built a few parkways. Ashland Avenue was part of Chicago's emergent boulevard system in the 1870s. Atlanta and Louisville were just beginning in the South.

Perhaps, the closest parallel to Kessler's park and boulevard plan was Charles Eliot's work in Boston establishing the Metropolitan Park Commission (1892-95) specifically charged with the planning, acquisition and development of a regional open space system (see I.23). It was to include five categories of park appropriate to Greater Boston: beaches and offshore islands, neighborhood parks and playgrounds, riverfronts, stream valleys and upland reservations. Eliot's untimely death in 1895 prevented these two men, so interested in the social implications of landscape planning at the metro scale, and in its organizational and implementation aspects, separated in age by only four years, from ever getting to know each other.

IV DISTINCTIVE FEATURES OF KESSLER'S PLAN FOR KANSAS CITY, MISSOURI

It is worth restating the major premise of Kessler's park system for Kansas City, Missouri, present from the beginning which made the plan so different and distinctive:

- It was to be a connected system of parks and boulevards, servicing all parts of the expanding city;
- It was to join old and new neighborhoods and, irrespective of class, race or income, provide recreation, enhance communities and sustain property values;
- Besides larger parks and boulevards, it was to have local parks and playgrounds, tied in with schools and distributed evenly throughout the city;
- It was forward looking in anticipating growth: for newer areas, acquisitions were made in advance of development to provide a framework for urbanization;
- It was backward looking in acknowledging the need for urban renewal: in older areas, acquisitions were meant to clean up blight, remove slums, reclaim disturbed landscapes and protect major natural features;
- It was primarily oriented towards residential needs:



I.24 Kansas City, Missouri, Map showing Playground System (AR, 1910, p. 45). The social basis for distributing parks and playgrounds equally throughout the entire urbanizing area was a driving force behind the original plan.

commercial traffic was to be excluded from the boulevards (which explains why commercial strips have developed on other city streets);

- Although the plan was city-wide it was not funded through general taxation but through a unique system of benefit districts which the City Council was empowered to define, and through special assessments against the benefitted real-estate (including maintenance costs);

- It was legally adopted by charter amendment, authorizing the acquisition of park and boulevard property by "purchase, condemnation or otherwise" i.e. by donation; and

- It was supported by the political parties from both sides and made part of a non-partisan populist platform.

It was an astonishingly comprehensive proposal combining environmental protection and natural resources preservation with scenic values; social ideas for building a stable, balanced and wholesome community; the needs of transportation; aesthetic notions for beautifying the city; and a fair and equitable scheme for distributing the costs. Once accepted, the plan's broad appeal and eminent good sense explains a great deal about why how much of it could be accomplished relatively rapidly while other cities' plans languished.

Even so, not all of Kansas City's plans could be achieved

- Kessler was unable to bring the boulevards far into the then CBD or secure parks there: Admiral Boulevard and West Pennway for instance stopped at the edge of what was downtown (there are plans afoot today to remedy this shortcoming);

- Some proposed boulevards, such as Independence Boulevard, were already commercial routes and had to have wider roadways than ideal;

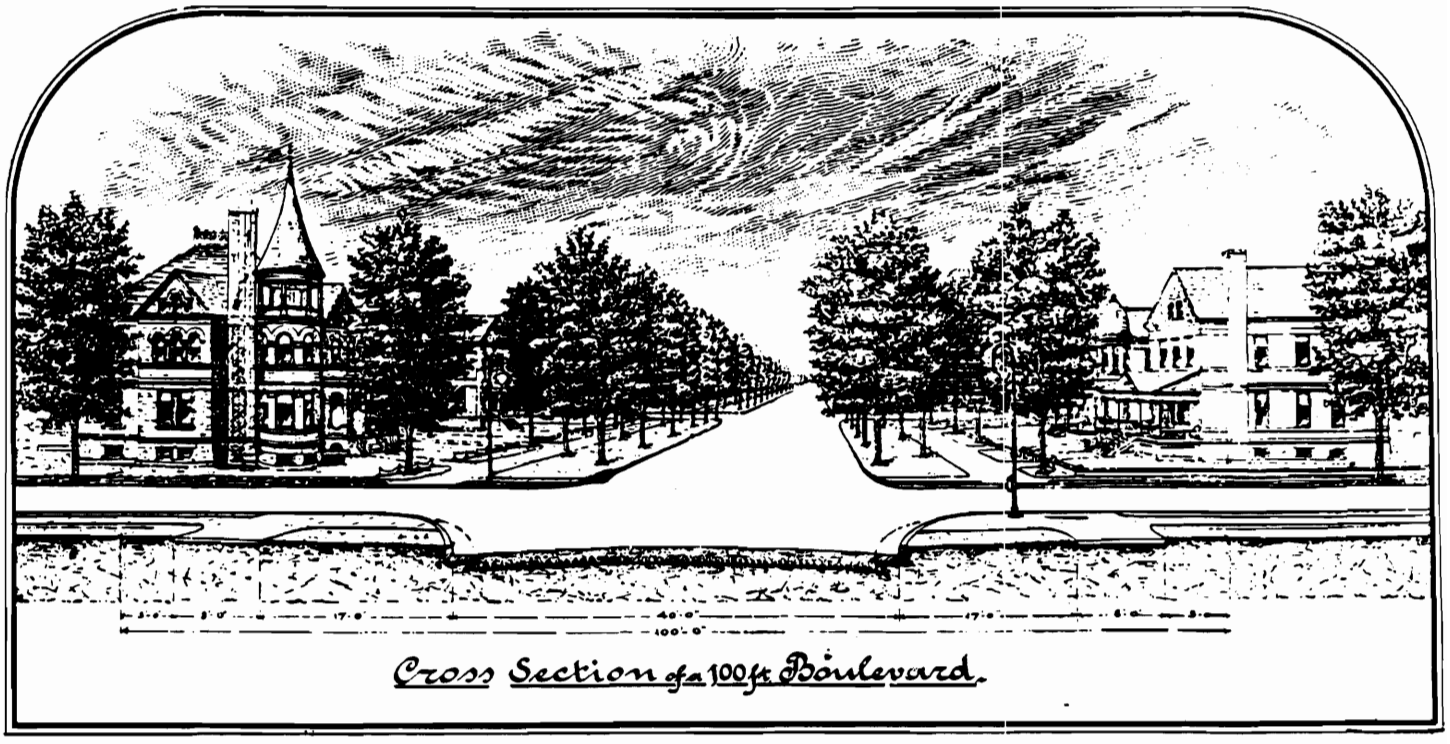
- Others, such as the drives proposed through Penn Valley Park, rapidly became conveyers of regional traffic;

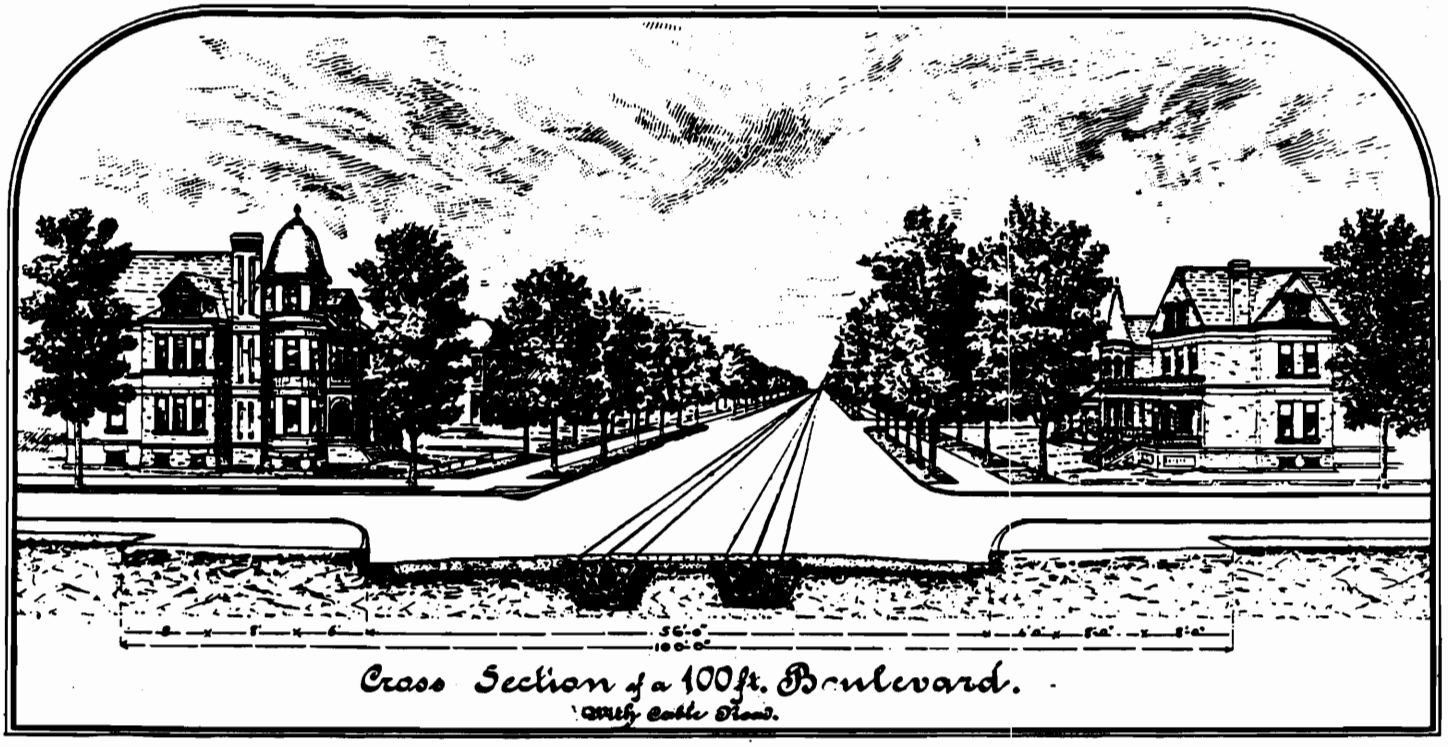
- There were some interruptions in the system's continuity which could not be overcome;

- There was local opposition which prevented the completion of some stretches of boulevards, such as the esplanade around Budd Park; and

- The city grid imposed a rectangular discipline that Kessler had to follow and "did not lend itself to a 'picturesque driveway system'".

Nevertheless, the portions that were built from c. 1900 to 1920





I.25 Ideal Boulevard Cross Sections from the 1893 Plan (AR, 1893, pp. 30, 36). TOP: A 100 foot boulevard with three rows of trees each side. BOTTOM: A 100 foot boulevard with cable cars and two rows of trees each side.

show Kessler's mastery: as an engineer, he prepared careful profiles, cross-sections, grading and drainage plans; as a planner, he studied the relationship of residential sites and neighborhoods to the existing built-up areas, evaluated the topography and anticipated lines of development; as a landscape architect, he shaped land, built lakes, planned drives and walks, planted trees; and as an architect, he designed park structures, service buildings, formal terraces, steps, pergolas, commissioning architects such as Adriance and John Van Brunt and Wight & Wight for major buildings, engineers such as Harrington, Howard & Ash and John Waddell for bridges; and sculptors such as Robert Merrell Gage and landscape architects such as Hare & Hare for civic beautification.

Kessler managed to manipulate the grid by breaking up the straight sections into alternate winding ones so that "the great north and south parkways [had] sufficient change in alignment and grade to largely obliterate the impression of formal lines, giving very fine picturesque drives and still directly in the line of travel to and from the business city".

He planted thousands of trees in staggered rows and blocks, formally and informally. Boulevard rights-of-way were to be used as tree nurseries of younger stock, which were then transplanted elsewhere in the system after having attained sufficient size.

He developed pools and bathhouses in the neighborhoods as well as providing for sculpture and floral displays along the prime locations of the Upper Paseo, thus disposing of the charge that the City Beautiful advocates were superficial and ignored the real planning issues. In fact, Kessler had anticipated the need for the comprehensive planning of cities in advance of the planning profession, and the kind of planning powers needed to carry out comprehensive planning before zoning or planning commissions had been invented.

V RECOGNITION OF THE PLAN BY KESSLER'S CONTEMPORARIES

The rapid building out of the plan to 1915, by which time the Kansas City, MO , park and boulevard system "had assumed the shape it would show with minor additions, for half a century" and the "boulevards and their east-west links tied not just the parks but the whole city together," attracted notice.[16] Instead of commissioners visiting other cities for advice, representatives of other cities came to Kansas City. From less than 500 acres of parks and nine miles of boulevard roadways in 1893, the city could boast nearly 2,000 acres of parks and ninety miles of roadways (in both boulevards and parks) in 1920, when the system had expanded very little from 1915.

The Annual Reports became increasingly laudatory. In 1911, the Board reported

> "Kansas City will have completed the first twenty years of history of its efforts to attain the City Beautiful. The persistency of purpose which has brought this plan to fruition...is one of the most remarkable instances of continuity of purpose in city planning...that can be found in the history of American municipalities"[17]

In 1922, under the title "Park and Boulevard System has made Kansas City Famous," a city planing expert of Philadelphia is quoted as saying,

> "Of all the actual accomplishments that American cities can boast, within the last twenty-years, none surpass the park and parkways system of Kansas City. That system, by and of itself, is making that city world famous. It is in its completeness, its pervasiveness, in the way it reaches every quarter and section of the city, that it surpasses the park system of other cities in the world. European authorities, whether of Germany, England or France, freely admit that in their park systems American cities lead the world. And these foreigners point especially to Boston and Kansas City as the best examples of this branch of city planning, and to Chicago in that of recreation centers."[18]

Professional visitors were increasingly appreciative of Kansas City's planning. A 1916 writer in the Architectural Record declaimed

> "Kansas City, Missouri has developed the most extensive park system in the country for a city of its size and the system is being continued further and further afield ... The parks have cost a large sum of money, about $15,000,000 almost all of which has been paid for by the property owners benefitted ... Everywhere, within a distance that can easily be walked by the children of any neighborhood, are places in which they can play ... Then, also, the parks have a pronounced effect upon the atmosphere, which in summer is often 10 degrees cooler in the parks than it is nearby in the sun-baked streets."[19]

Earlier in the same year, a British planner, C.R. Ashbee opined

> "as seen in the good laying out of roads and streets, and the coordination of open spaces, Kansas City appears to me to have reached a higher point that any city I have visited in the United States."[20]

Real-estate experts and builders were in favor of the plan's healthy influence on property values: "the most attractive headline than that you can run for an advertisement is 'on a boulevard' or 'near a boulevard,'" wrote J.C. Nichols in 1914.[21]

Social workers also supported the plan. A 1912 report of the

I.26 The Making of the City's Infrastructure (PR, 1988, pp. 39-40). TOP: Lydia Avenue south from Thirty-ninth Street (now The Paseo). BOTTOM: Looking south from Thirty-ninth Street (after grading, April 17, 1909).

Board of Public Welfare praised the role of the Parks Board in slum clearance

> "Coincident with the development of the boulevard system there has been a striking amount of one family construction dwellings. Few cities in the United States have better housing for the middle class and for a large part of the working class."[22]

The American Institute of Planners meeting in Kansas City in 1917 praised the plan for producing "perhaps the most complete and well organized system existing in America today." Kansas City enjoyed "almost one acre of park space to every hundred persons in the community, a showing equalled by hardly any city in the country, except Washington, DC."[23]

An appreciation by the American Institute of Architects in 1924 named Kessler as "the creative genius" to whom "August R. Meyer, W.R. Nelson and D.J. Haff were godfathers (or sponsors) in baptism ... Kessler saw the possibilities of the stream bottoms as parkways, with all their implications of easy gradients for roads and paths, as their adaptibilty as links in a chain of parks that would distribute breathing places throughout the future city: literally take the park to the people rather than force the people to travel long distances to the parks."[24]

Later authors such as historian William H. Wilson have confirmed these assessments. In his revisionist history of the City Beautiful Movement in Kansas City, Wilson concludes that

> "Kessler and his associates accomplished more than some critics have credited City Beautiful planners with achieving. They demolished slums, unified and zoned the city, provided greatly expanded recreational facilities and replaced ugliness with beauty."[25]

Kansas City's early lead in planning, the quality and completeness of the plan and the eventual support for the plan through the public and political process made possible its adoption and even its extension in the Progressive Era preceding World War I. A comparable Kessler plan for Dallas, 1911, came too late to generate the funding needed to stay abreast of the tremendous increase of traffic after the war, or to pursue the dream of enlightened civic improvements. Consequently, "today, Kansas City has perhaps the finest park system in the United States."[26]

VI THE PLAN'S HISTORIC SIGNIFICANCE, 100 YEARS LATER

The evidence is clear that the Kansas City, Missouri park system is superior. It is described in superlatives.

It was the most visionary and comprehensive plan by a man who

could bring old world experience and knowledge to the resolution of new world problems. His plan was advanced by a triumvirate of outstanding local leaders - Meyer, Nelson, Haff - that would be hard to equal for their dedication and diligence over many years.

Judged by its contemporaries, the plan was one of the best, if not the best, for its time. It was the most completely realized system, largely built out under the aegis of its original designer who guided its development for over thirty years and passed on the role to proteges who continued the plan's ultimate completion during the next twenty years.

Kansas City's system of parks and boulevards represented the most creative amalgamation of Romantic Park and City Beautiful ideas: there were naturalistic parks and formal gardens, picturesque landscapes and urban beautification. There was, also, the most creative method of financing these costly improvements, equally accepted by hard-headed business men, social reformers, urban boosters and lovers of nature.

To judge how the Kansas City park system rated with other cities, consider the major premises which made Kessler's plan different and distinctive:

- Other cities had park systems, but what others serviced <u>all</u> parts of the city so effectively and equalized open space opportunities for <u>all</u> citizens?

- Other cities' systems linked old and new neighborhoods, but what others achieved the level of unification as Kansas City, MO or produced so many stable communities or upheld property values so successfully?

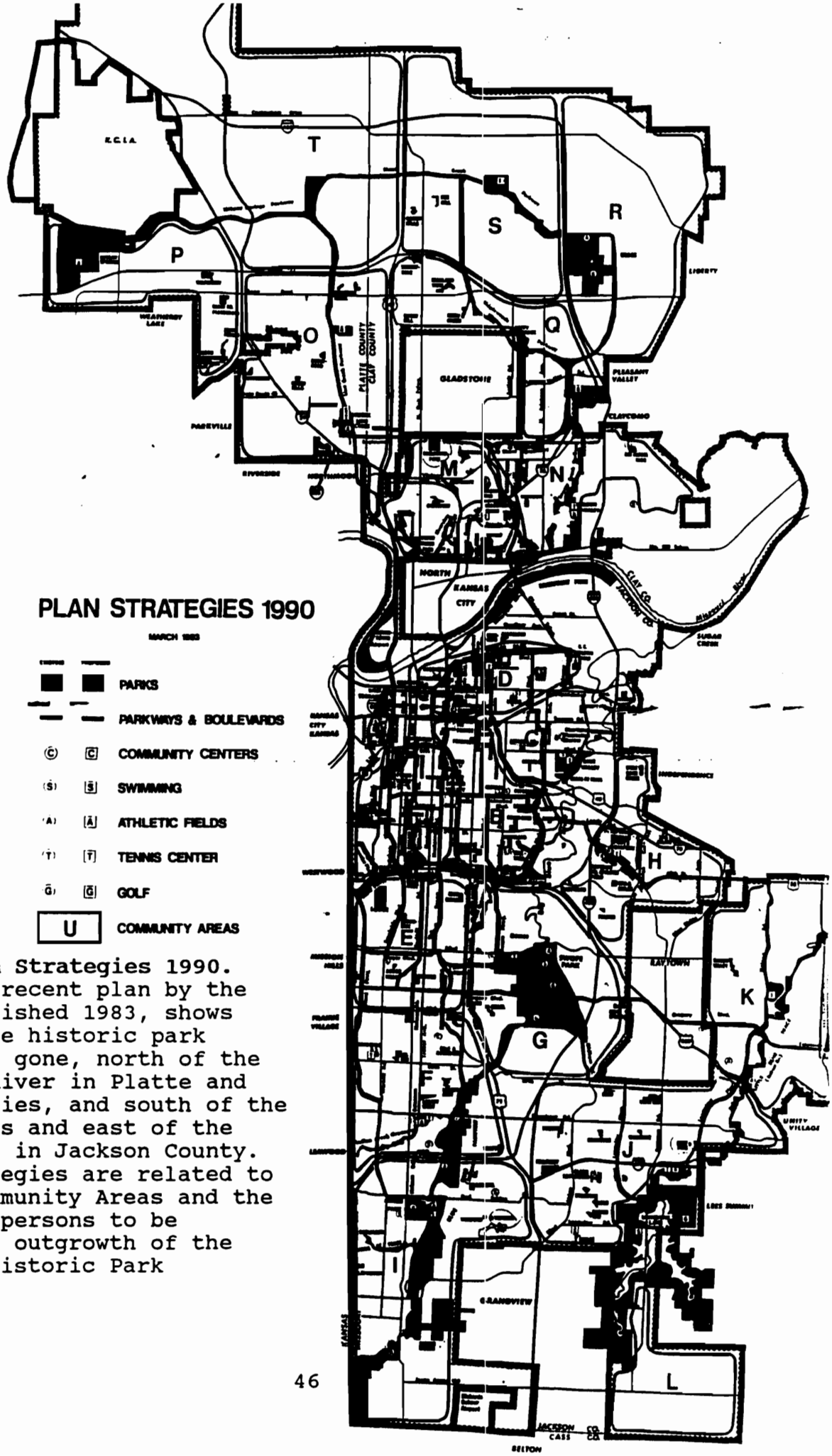
- Other cities' systems anticipated metropolitan growth, but what others got started so early as to maintain the initiative in guiding and managing growth?

- Other cities' systems attempted to clean up past abuses, but what others were so effective at "replacing ugliness with beauty?"

- Other cities' systems emphasized residential areas over commerce and industry, but what others were able to achieve a comparable level of insulating neighborhoods from commercial or industrial intrusion?

- Other cities' systems included financial mechanisms for implementation, but what others had such a well thought out and demonstrably reasonable way of apportioning costs?

- Other cities' systems had the legal underpinnings necessary for their recommendations to be put into effect, but what others had to be advocated so tenaciously or were rewarded so magnificently by being upheld on every count in the



I.27 Plan Strategies 1990. This most recent plan by the BPRC, published 1983, shows how far the historic park system has gone, north of the Missouri River in Platte and Clay Counties, and south of the City limits and east of the State line in Jackson County. Plan strategies are related to twenty Community Areas and the number of persons to be served, an outgrowth of the original historic Park Districts.

highest court of appeal in the State?

- Other cities' systems won broad-based public and political support, but what others enjoyed such across-the-board political endorsement over so many years?

In a word, the Kansas City, MO system was extraordinarily successful and remains successful to this day. Like most successful enterprises, it had the momentum to expand even in Kessler's lifetime and to continue to grow afterwards through the 1950s and 1960s and into the present. The 1973 Plan covered 316 square miles more than five times the sixty square miles serviced by the 1915 Plan and its subsequent filling out to c. 1940. The parks and boulevards then covered about 4,000 acres. The 1973 Plan has 8,273 acres (more than twice the area) and proposes another 10,945 acres (nearly five times the original system's area). The idea of "a city in a park" was as inspirational then as it is today.

How much of the historic system has survived in recognizable form? Considering the seven NPS criteria of integrity, much has been retained. Almost all of the properties that were acquired in accordance with Kessler's recommendation (in addition to some highly fortunate donations of land - Budd, Swope, Nelson, Loose, Nichols) remain under today's Parks Board, the Board of Park and Recreation Commissioners.

Substantial parts of the original design were built and are clearly identifiable today. They were produced by a consortium of exceptional designers - Kessler, Hare & Hare, the Van Brunts, Wight & Wight, Delk, Waddell, Ash, Gage, Packer, ably supported by outstanding assistants, Henry Wright, Dunn, Lewis, Gablemann, W. I. Ayres - who seemingly understood each other and developed together an original blend of romantic and classical forms, rustic and refined, that were right for the time.

Urbanization, highway building, social and economic changes have all radically altered the appearance of cities everywhere. Yet, it is astonishing how many Kansas City neighborhoods have retained something of their past ambience. Quite a few historic districts of period homes are directly related to the historic parks and boulevards. In others, new homes have been absorbed without detriment to the historic character. Sometimes whole neighborhoods have been recycled around the original Kessler open space system (e.g. the northern part of West Pennway) resulting in a new image of the domestic landscape. In some cases, neighborhood decline has occurred but is less than might otherwise have been. And boulevard frontage and open space access has always been the key to maintaining property values and pride of home ownership.

Some boulevards and parkways now carry commercial and commuter traffic but, surprisingly, few have totally succumbed. Many more continue to serve their original function as intra-

neighborhood connectors and distributors. With Kansas City having its share of regional Interstates, the boulevards provide a secondary movement system par excellence which, because of its completeness, is the envy of many cities.

As for original materials and workmanship, many parks still retain their dramatic land configurations and striking topography, remarked on so frequently in the early Annual Reports. The few water bodies in the parks remain and some are being renewed (Loose) or being augmented (Spring Valley). Circulation routes within and between the parks are still mostly intact - in spite of traffic demands. Vegetative patterns have evolved slowly over time. Age and attrition have taken their toll and are particularly difficult to combat in the boulevards, now reduced to mostly a single row of mature trees with breaks and interruptions (being countered by ongoing replanting programs). There has been a scaling back of formal gardens - but there are proposals for some of these to be renewed.

The local construction tradition of limestone walls, piers, stairs, shelters, grilles and picnic table supports is evidenced in many parks and some boulevards at different levels of refinement. Skilled craftsmanship was exercised for the mundane and ordinary things as well as the fine and special. In many boulevards and some parks, the emphasis on civic embellishment, particularly fountains, is clearly apparent. There is a continuing interest in maintaining this tradition (e.g. the current restoration of the Sea Horse Fountain at Meyer Boulevard's west end).

Throughout the various combinations of the above, the feeling of an earlier time and place is, in general, still strong in many instances. There has been a breakdown in individual components of parks and boulevards, but the overall impression is generally positive and even some of the adverse changes are not all irrevocable. Consequently, the historically significant association with the early park and boulevard makers is kept alive in many places.

The body of this survey includes an assessment of significance of sixty individual parks and boulevards, 1893-1940, over half of which are rated exceptionally or highly significant. A further fifth are rated of some significance and nearly thirty percent are judged to have little or no significance.

But the whole is far greater than the parts. The system itself is an extraordinary achievement which a hundred years later merits continued efforts at preservation. Daniel Burnham's words about "big" plans can be applied to Kessler's park system for Kansas City, MO "...a noble, logical diagram once recorded will never die but long after we are gone will be a living thing, asserting itself with ever-growing insistency."[27]

FOOTNOTES

1. From the Board of Parks and Boulevards Commissioners opening statement, October 2, 1893 (AR, 1893, p. 4).

2. The history of parks, park planning and civic beautification in Kansas City is best described in Wilson, William H. The City Beautiful Movement in Kansas City, University of Alaska, 1963.

3. Wilson, ibid, p. 21.

4. Wilson, ibid, p. 42-43.

5. See Wilson, ibid, chaps. III, V and VI.

6. Millstein, Cydney E., "City builders for the Nation" in Corporate Report, February 1986, p. 39.

7. Wilson, ibid, p. 131.

8. I am greatly indebted to Kurt Culbertson for sharing an unpublished manuscript on "The Life and Work of George E. Kessler" from which much of the information in this section is taken. Also, Millstein, Cydney E., "George Kessler, Kansas City's landscape architect" in Forum Magazine, Kansas City Artists' Coalition, July 1983, p. 14.

9. See Fein, Albert. "The American City: The Ideal and the Real" in The Rise of an American Architecture, Edgar Kauffman, Jr. ed., Praeger, New York, 1970. Also Fein, Albert. Frederick Law Olmsted and the American Environmental Tradition. Braziller, New York, 1972. Zaitzevsky, Cynthia. Frederick Law Olmsted and the Boston Park System. Harvard University Press, Cambridge, 1982. Cleveland, H.W.S. Landscape Architecture Applied to the Wants of the West, 1873. Republished, Lubove, Roy, ed. University of Pittsburgh Press, Pittsburgh, 1965.

10. Olmsted, Frederick Law, Public Parks and the Enlargement of Towns, 1870 reprinted by Arno Press, Inc., New York, 1970, in the series The Rise of Urban America, pp. 24-25.

11. Ciucci, Giorgio, Francesco Dal Co, Mario Manieri-Elia, Manfredo Tafuri, The American City from the Civil War to the New Deal, Granada, New York and MIT Press, Cambridge, 1979. See particularly Dal Co, Francesco, "From Parks to the Region: Progressive Ideology and the Reform of the American City," pp. 143-291, and "Parks and Beautiful Cities," pp. 159-184. The quotes are on p. 177.

12. For a catalogue of the professional works of George Edward Kessler, landscape architect, see Culbertson, ibid., 1989.

13. Wilson, ibid, p. 46-47.

14. Culbertson, ibid, p. 23.

15. Scott, Mel, American City Planning since 1890, University of California Press, Berkeley, 1969, pp. 11-12.

16. Wilson, ibid., pp. 125-126.

17. Annual Reports, 1911, p. 5.

18. Annual Reports, 1922, p. 10.

19. Ford, George B. in Architectural Record, December 1916, pp. 498-504.

20. Ashbee, C.R. in Town Planning Review, April 1916, pp. 233-239.

21. Wilson, ibid., p. 127.

22. Wilson, ibid., pp. 127-128.

23. Wilson, ibid., p. 128.

24. "In Memoriam, George Edward Kessler, in Journal of the American Institute of Architects, Vol. 12, No. 2, February 1924, pp. 118-119.

25. Wilson, ibid., p. 128.

26. Henry, Jay C., "The Kessler Plans for Kansas City and Dallas" in Urban Public Landscape, chaired by Deborah Nevins, Barnard College, NY, 1984.

27. Quoted in Hines, Thomas S. Burnham of Chicago, Architect and Planner. Oxford University Press, New York, 1974, p. xxiii. The original quotation's source is unclear. It is included in Burnham's address to the British Town Planning Conference, London, 1910 documented in the Transactions of the Royal Institute of British Architects, October 1910, pp. 368-378.

THE SURVEY FORM

The "1990-1991 Kansas City, Missouri, Historic Survey of Parks and Boulevards Form" reproduced on the following pages 53-58 is derived from the "American Society of Landscape Architects: Historic Landscapes Survey, National Survey Form" devised by the ASLA Historic Preservation Committee chaired by Patricia M. O'Donnell. A version of this was used by Walmsley & Company (now Tourbier & Walmsley) in a survey of twelve public landscapes in Syracuse, NY (one of which, the Onondaga Creek Parkway, was designed by George E. Kessler in 1907).

The Kansas City, MO form was further adapted to the peculiar circumstances of this project, to eliminate repetitiveness (though the same features can be described from a historical or a contemporary standpoint), to simplify yet include all pertinent discussion, and to allow for the integration of maps and photographs with the text. Further, since sixty landscapes were being surveyed under the direction of one prime consultant, preservation terminology could be consistently applied without the need for repetitive definitions. All the landscapes were owned by the same agency, and all had been recognized as part of the historic park system and were, therefore, already in a special category regarding their future preservation.

Accordingly, the thirteen items of the ASLA Form were condensed as follows:

1. **Landscape Name.** Common/current names were combined on the same line.

2. **Location.** USGS quads and UTM coordinates were dispensed with since a location map was provided. Length (miles) was added to the area (acres) on one line.

3. **Owner of Property.** All are owned by the Kansas City, MO Board of Parks and Recreation Commissioners, 5605 East 63rd Street, Kansas City, MO 64130, contact person: Jim Shoemaker (Parks, Recreation and Boulevards), phone 816.523.5613. Information regarding their acquisition is documented under each property.

4. **Landscape Type.** Categories were reorganized in three columns. A brief description was kept to allow each park or boulevard to be classified by type.

5. **Landscape Status.** Since all properties were public landscapes owned by the Kansas City, MO Board of Parks and Recreation Commissioners, acquisition was not an issue. All were accessible and all were safe from internal changes, but not from external changes, which could threaten their integrity. This item was abbreviated to all known future changes which could alter the landscape status as evaluated in this survey.

6. **Property Address and Boundary Information.** This is described

with an atlas or record map to illustrate. The legal descriptions are all on file at the Jackson County Courthouse, 415 East 12th Street, Kansas City, MO 64106, phone 816.881.3198.

7. **Representation in Other Surveys.** Retained.

8. **Cultural/Historic Information.** Researched and written by Architectural and Art Historical Research. All categories retained. Date(s) include acquisition, besides construction.

9. **Existing Conditions.** Definitions, once agreed, did not need to be repeated on each form. The detailed annotation of the condition of each landscape element was dropped. Changes in the present condition from the historic condition moved to 10. were brought back to 9., the assumption being that the reviewer (in this case, Theis Doolittle Associates) was familiar with the historic properties and could judge whether they had been changed, altered or added to.

10. **Integrity/Authenticity.** Again, definitions, once agreed, did not need to be repeated. Categories were important but were reorganized. The degree of change from the historic property boundaries, use, surroundings, design/plan, design intent, spatial organization, topography/grading, vegetation, scenic quality, architectural features, circulation and site furnishings were all retained. Discussion written by Anthony Walmsley focused on how much the seven NPS criteria of landscape integrity - location, design, setting, feeling, association, materials and workmanship - had survived the passage of time and were recognizable today.

11. **Significance.** All ASLA categories were reinstated. The statement of significance was expanded to allow for the <u>degree</u> of significance to be evaluated in the appropriate areas of landscape architecture, community planning and (in the case of some of the boulevards) transportation. Landscapes were rated **** exceptionally significant, *** highly significant, ** some significance, * little significance, o no significance, as discussed in the Introduction, pp. 18-19. Judgments in 10. and 11. were reviewed with Architectural and Art Historical Research and written by Anthony Walmsley.

12. **Information Sources.** All biographical sources are noted by Architectural and Art Historical Research.

13. **Conclusion.** The Syracuse Form made recommendations for preservation action, inappropriate for Kansas City. The ASLA Form provided for information about the **Form Preparation.** Since this survey was being carried out by one consultant team and its conclusions were covered in Items 10. and 11., Item 13. was initially dropped. It was reinstated at SHPO's request because the forms could be separated in their files.

1990-1991 KANSAS CITY, MISSOURI HISTORIC SURVEY OF PARKS AND BOULEVARDS
#_____

1. LANDSCAPE NAME

Historic_____
Contemporary_____
Commonly Called_____

2. LOCATION

USGS Quadrangle_____ Acreage_____
City, Town_____ State_____
Zip Code_____ County_____ Congressional District_____
UTM Coordinates_____

3. OWNER OF PROPERTY

Name (w/ agency contact) _____
Street Address_____
City/Town_____ State_____ Zip Code_____
Pertinent Information (e.g. additional owners, change of ownership)

4. LANDSCAPE TYPE

___Urban (100,000) ___Suburban (attached to no center)
___Town, Village (100,000) ___Rural (country)

___Settlement (e.g. entire community)
___Residential (e.g. planned neighborhoods, estates)
___Institutional (e.g. colleges, churches, hospitals)
___Public Building, Civic/Cultural (e.g. government centers, museums)
___Commercial (e.g. planned shopping/office center)
___Industrial (e.g. planned mills, waterworks, factory estates)

___Historical Archaeological ___Park, Parkway, Park System
___Estate (5 acres) ___Garden (5 acres)
___Cemetery ___Square/Commons
___Farm/Orchard ___Arboretum/Collection
___Zoo/Collection ___Other_____

5. LANDSCAPE STATUS

If privately held, acquisition status:
___Considered ___In Progress ___Not Considered

Access:
___Unrestricted ___Restricted ___No Access

Preservation Status:
___Safe ___Endangered

Explain above and state preservation action to date:_____

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location and outline boundaries of property, contextual streets, roads, buildings or features:_____

Location of Legal Description (w/ agency contact):
Courthouse/Registry of Deeds_____
Street Address_____ City/Town_____
State_____ Zip Code_____ Phone_____

7. REPRESENTATION IN OTHER SURVEYS

_____National Register _____National Landmark
_____State Designation _____Local Designation
_____Other_____
Title of Survey and Depository of Records_____

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s)_____
Alteration/Additions Landscape Arch/Planner/Designer Name(s)_____
Gardener/Horticulturalist Name(s)_____
Builder/Engineer Name(s)_____
Client/Community Leader Name(s)_____
Date(s) of Construction_____

Chronology:_____

9. EXISTING CONDITIONS

Refer to plan attached at a scale of 1" = _____' (Exhibit A) and photographs of key views (Numbers 1 thru___). Key views are labeled on plan in addition to significant features (Exhibits A thru ___). Conditions are described as follows:

CONDITION RANGE:

1. Excellent:	New or recently repaired/installed, fully functional.
2. Good:	Basically sound and functional, routine maintenance required.
3. Fair:	Deterioration evident, not fully functional, major rehabilitation required.
4. Poor:	Advanced deterioration evident, compromised function, even to loss of major elements, major reconstruction required.
NA:	Not Applicable

_____Landform, Soils
_____Water Features
_____Vegetation
_____Buildings, Major Structures
_____Minor Structures, e.g. walls, steps
_____Other_____

_____Paving Materials
_____Furnishings, e.g. benches signs
_____Utilities, e.g. drainage, lights
_____Monuments/Memorials

Mark more than one where appropriate and explain below:

Statement on Natural and Built Features: _____

Statement on Existing Use: _____

Statement on Existing Maintenance and Management: _____

10. INTEGRITY/AUTHENTICITY

The degree of change in each of the following categories from the significant period of the historic landscape, e.g. the time the design was executed or the original owner/family lived there. Changes are described as follows:

CHANGES:

1. Unaltered
2. Minor Alterations, Losses or Additions
3. Major Alterations, Losses or Additions
4. Completely Lost or Changed
? Don't Know
NA: Not Applicable

___Property Boundaries
___Design/Plan as Built
___Scenic Views/Vistas
___Spatial Subdivisions
___Water Elements
___Vegetation
___Buildings, Major Structures
___Minor Structures
___Circulation System
___Paving Materials
___Furnishings, Utilities
___Other_____

Mark more than one where appropriate and explain below:

11. SIGNIFICANCE

___Associated with Prominent Person(s), Group(s) or Event(s)
___Associated with Important Planner(s)/Designer(s)/Builder(s)
___Strong Design Example of its Type or Style

___Locally or Regionally Important in Cultural Development
___Technically Outstanding Construction Skills
___Unusually Significant Plant Materials
___Exceptional Scenic or Environmental Value(s)
___Other Verifiable Quality(ies)_____

Statement of Significance: _____

12. SOURCES OF INFORMATION

Sources used in survey are indicated with an "*".

Local Repositories (inc. Name, Address, Type of Material):

Non-Local Sources of Documents (inc. same as above):

Bibliography of Major Published Sources:

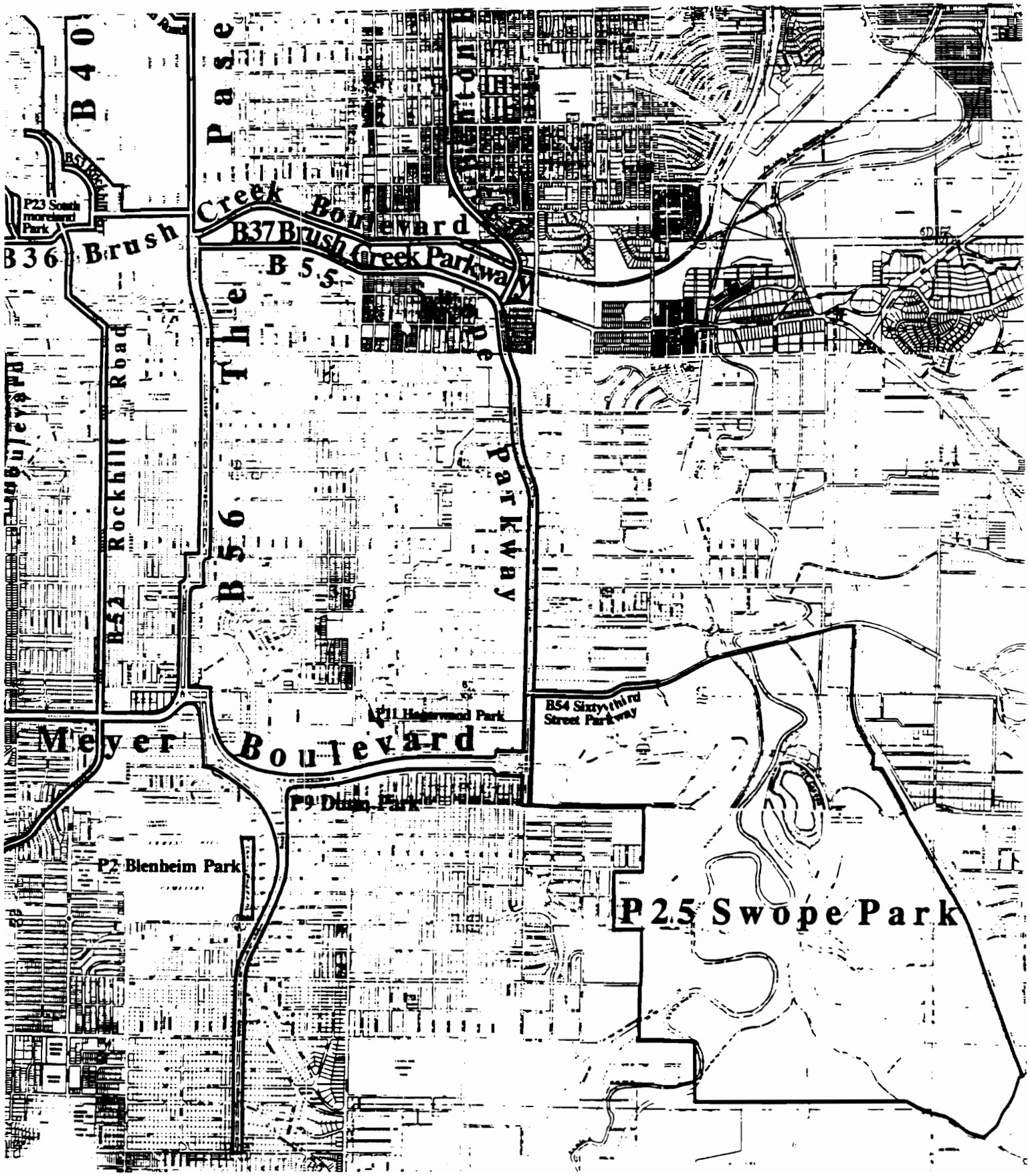
13. CONCLUSION

Immediate Impressions/Reaction/Evaluation of Findings. Conditions Suggesting Immediate Action. Overall Evaluation: _____

Name of Surveyor/Qualifications: _____

Date/Day/Time of Survey: _____

P18 Mill Creek
B60 Warwick
P16
Loose
Park
B46
B5


B40
B51
P23 Southmoreland Park
B36 Brush Creek Boulevard
B37 Brush Creek Parkway
B55
The Paseo
Rockhill Road
B52
B56
Paseo Parkway
P11 Hedgewood Park
B54 Sixty-third Street Parkway
Meyer Boulevard
P9 Dunn Park
P2 Blenheim Park
P25 Swope Park

P	PARKS	ACRES	DATE 1ST ACQUIRED
P1	Ashland Square	7.53	1913
P2	Blenheim Park	6.93	1921
P3	Sanford Brown Plaza	3.09	1908
P4	Central Park	8.01	1931
P5	Columbus Square	2.07	1909
P6	Nelson C. Crews Square	6.29	1901
P7	Murray Davis Park	0.09	1926
P8	Andrew Drips Park	0.16	1882
P9	Dunn Park	9.23	1937
P10	Garrison Square	3.04	1909
P11	Hagerwood Park	0.35	1923
P12	Hawthorne Park	2.57	1901
P13	Hospital Hill Park	5.68	1910
P14	Hyde Park	7.46	1902
P15	Independence Plaza	1.73	1899
P16	Loose Park	74.08	1927
P17	Lykins Square	4.95	1913
P18	Mill Creek Park	11.31	1908
P19	Montgall Park	6.10	1920
P20	Observation Park	4.32	1899
P21	Roanoke Park	36.25	1901
P22	Sheffield Park	11.24	1913
P23	Southmoreland Park	3.86	1897
P24	Spring Valley Park	32.73	1901
P25	Swope Park	1,763.00	1896
P26	Traber Garden	0.78	1913
P27	Troost Park	8.75	1902
P28	Van Brunt Park	4.95	1911
P29	Washington Square	4.74	1921
	TOTALS	**2,021.39**	

B	BOULEVARDS	ACRES	MILES	DATE 1ST ACQUIRED
B30	Admiral Blvd	13.20	1.05	1899
B31	Armour Blvd	15.88	1.23	1899
B32	Belmont Blvd	10.69	0.72	1913
B33	Benton Blvd	+240.00	2.02	1909
B34	Broadway Blvd	21.77	1.53	1902
B35	Brookside Blvd	29.12	2.10	1913
B36	Brush Creek Blvd	NA	3.02	1908
B37	Brush Creek Pkwy	285.18	NA	1916
B38	Budd Park Esplde	3.92	0.37	1913
B39	Chestnut St Pkwy	11.85	0.32	1915
B40	Gillham Road	128.31	4.34	1901
B41	Harrison Blvd	19.21	0.81	1903
B42	Karnes Blvd	9.10	0.71	1905
B43	Linwood Blvd	3.43	3.43	1899
B44	Manheim Road	3.99	0.62	1910
B45	Maple Blvd	7.20	0.18	1907
B46	Meyer Blvd	63.17	2.80	1913
B47	Nichols Pkwy	6.89	0.57	1909
B48	West Pennway	19.48	1.15	1908
B49	Pershing Road	10.62	0.66	1913
B50	Prospect Blvd	3.03	0.31	1908
B51	Roanoke Pkwy	15.01	0.97	1917
B52	Rockhill Road	36.99	3.71	1911
B53	Rockhill Terr	2.74	0.28	1911
B54	Sixty-third St Pkwy	4.51	0.60	1913
B55	Swope Pkwy	63.83	3.63	1904
B56	The Paseo	+168.00	+7.00	1899
B57	Valentine Rd	8.51	0.91	1906
B58	Van Brunt Blvd	+115.00	+4.10	1911
B59	Ward Pkwy	+145.00	+4.10	1911
B60	Warwick Blvd	16.36	1.80	1919
TOTALS		1260.99	54.19	